

511

December 2021

Scramble



*AURI MiG-15 and MiG-17
From Falcons to Vipers
JMRC, Team Falcon*

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



AW109SP HB-ZRU (msn 22209) is operated by REGA, a Swiss Air Rescue and Ambulance company. REGA operates a fleet of 19 helicopters (7 Airbus H145s, 11 AW109s, 1 Airbus H125) and three ambulance jets (Challenger 650). (Magadino, 18 October 2021, Remco de Wit)



Airbus Helicopters H125 HB-ZUY was delivered as such (msn 8957) to Swiss Helicopters in spring 2021. The helicopter is operated by Tarmac Aviation. (Magadino, 14 October 2021, Remco de Wit)



This 1990 vintage Sikorsky S-76 was registered as M-LIFT (msn 760364) to a private British owner in June 2021. Previous registrations of this big heli are JA6615 (1990-1998), G-BYDF (1998-2014) and 2-BYDF (2014-2021). (Ostend, 13 October 2021, Nik Deblauwe)

Editorial

'The bad thing is nothing lasts forever, the good thing is nothing lasts forever' (J. Cole)

After 511 monthly editions in more than 42 years, this is the final printed or pdf version of Scramble Magazine that lies before you. We all know that brings mixed feelings, both with you, our readers, and with us, editors. The quote by J. Cole expresses in one sentence what we all feel: sadness for losing our trusted magazine, but at the same time excitement over a new online platform for our mutual hobby. As said before, our choice was not whether to continue with the printed magazine, but what solution to employ for the steadily decreasing number of subscribers to it. We are convinced we have chosen the option that best secures the future of Scramble.

We have received an avalanche of reactions from you, for which we are extremely grateful. Most of these reactions are saddened and looking forward to the future at the same time.

Looking back, the hobby has changed in the 42 years that lie behind us. For most people, the equipment at the time we started was a pair of binoculars, a pen and a note book, while nowadays many cannot do without one or two digital cameras and multiple lenses. And while we, in the early days, just had to wait for what was coming we are nowadays fully informed in advance via the internet. In a world that has changed, the new online Scramble embodies that change by bringing you more photography, and more up-to-date information. Scramble is ready for the next 42 years!

To continue being a subscriber (for just € 10 per year worldwide), please refer to the information in issue 510 and let us know your choice, if not already done. To start a new subscription, keep an eye on the website where we will present this option in time not to miss the January 2022 issue, the first Scramble online.

Cover Photo



Marco Muntz went to Spain early October and came home with this beautiful night shot of C101EB E.25-17 from Escuadrón 741 taken on the flightline at Salamanca on 6 October 2021.

Apart from the above, the final copy of Scramble is surely not the end of our printed publications. Our editors have worked hard to prepare a 2022 version of the Scramble Military Serials World edition, for the first time in years. It will soon be printed and then offered for sale, so stay on the lookout for this upcoming collectors' item!

This final printed issue of Scramble brings you the usual sections and a variety of articles, among which are three by guest editors. Tsungfang Tsai wrote an article on the Republic of China Air Force F16s, describing their update from Falcons to Vipers. Our long-time contributors Manolito Jaarsma and Patrick Dirksen provided us with articles about the US Army Joint Multinational Readiness Center at Hohenfels in Germany, Team Falcon, and the Royal Australian Air Force School of Technical Training in Wagga Wagga, respectively. The process of rebuilding a pre-war Fokker D.XXI fighter is described by our warbird editor, Gert Jan Mentink. Last but absolutely not least, is a unique package of information on the entry into the jet age of the Indonesian Air Force (AURI) with the MiG-15 and MiG-17, compiled by Scramble editor Marco Pennings.

Important dates

Scramble January 2022

Deadline copy:	1 January 2022
Deadline photos:	4 January 2022
Planned publication date:	8 January 2022

Contents

Movements Netherlands.....	2
Movements Belgium.....	15
Military Movements Elsewhere.....	20
Civil News.....	25
Manufacturers News.....	25
Airliner News.....	27
Jetliners.....	34
Commuters.....	36
Propliners.....	36
Fokker News.....	36
Bizjets.....	37
Bizprops.....	40
Soviet Updates.....	40
PH register.....	44
Wrecks & Relics.....	46
Dustpan & Brush.....	51
Military News & Updates.....	54
Showreports.....	74
Triptease.....	76
Military trips.....	76
Miscellaneous	
AURI MiG-15 and MiG-17 in detail.....	79
From Falcons to Vipers.....	94
JMRC, Team Falcon.....	96
A Fokker D.XXI reborn.....	99
Technical training 'Down Under'.....	101

Scramble Shop

Items from our shop can be ordered by transferring the applicable amount to our bank-account IBAN NL43INGB0004320790 (BIC INGBNL2A), f.a.o. Dutch Aviation Society, stating your subscription number (or postal code) and the description of the articles you are ordering. Delivery time could take up to four weeks!

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 F-16 Fighting Falcon - 6th edition 244 pages

Movements Netherlands



An unusual but very welcome visitor to Amsterdam-Schiphol, was RwandAir A330 9XR-WP, on 9 October 2021. It diverted from Brussels Airport due to poor weather conditions, having flown over from Kigali. Later that same day, after the crew received some well-earned rest, the Airbus returned to Brussels to pick up the heavily delayed passengers, to bring them back to Kigali. (Robert Eikelenboom)

Amsterdam - Schiphol

October 2021			
01.9H-JCE	HA-420	JetClub	dep JLN56
9H-VCF	CL-350	VistaJet Malta	arr VJT486
B-LQC	A350-941	Cathay Pacific	f/v 02 CPA271/0
D-AIRG	ERJ135BJ	Air Hamburg	dep AHO848U
D-ANCE	ERJ135BJ	Air Hamburg	dep AHO779X
D-CAWK	Ce680A	Aerowest	dep
D-CCCF	Ce550	Quick Air	
D-CCVD	Ce560XLS	Atlas Air Service	02 ATL1D
D-CIKS	EMB505	ProAir	f/v 02
D-CTOR	EMB505	Pad Aviation	PVD18T/82F
D-CXLS	Ce560XLS+	Air Hamburg	AHO412F
D-IDWC	Ce525A	Excellent Air	dep ECA26C
D-ISIR	Ce525	Luxaviation Germany	f/v LXG22R
EC-NAB	B737-81Q	Alba Star	02 TRA078/5311
EC-NOC	Global 6500	Gestair	dep GES061C
F-HPIL	PC-12/47NGX	Getonejet	dep
G-KRBN	EMB505	Saxonair	02 SXN30P
HB-IGO	Falcon 2000LX	CAT Aviation	CAZ401/2
LN-ENS	B737-8JP	Norwegian	f/v NAX1256/7
M-IFFY	Ce510	Xead Aviation	dep
N2E	G650ER	SNAP	
N120WW	PA-46-500TP		f/v 03
N559FF	G650ER	Solairus Aviation	dep TWY801
N600J	G550	Johnson & Johnson	02
N1878E	G550	Solairus Aviation	f/v 03
OE-EBF	PC-12/47NGX	Taransay	02
OE-FDT	Ce510	GlobeAir	dep GAC362Z
OE-FIT	Ce510	GlobeAir	GAC468C/246F
OE-FRM	Ce510	GlobeAir	GAC369N/036T
OE-GBH	EMB505	Tyrolean Jet Services	TJS47
OK-PMB	PA-46-500TP	NetFlight	
OK-RLV	G280	Avcon Jet	02
OK-TVJ	B737-8Q8	Smartwings	dep TVS4431
OO-CCJ	Ce525	Air Service Liège	
OO-VIF	DA62	Fly Europ	
OO-WEG	CL-350	Luxaviation Belgium	dep AAB991
OY-SWO	Falcon 2000S	Blackbird Air	BBB5
SE-RLP	Ce525B	Royalair	03
SE-RMB	Ce525B	Svenskt Industriflyg	02
VN-A899	A350-941	Vietnam Airlines	f/v 02 HVN5517/30
YU-TUU	Ce550	Air Pink	
02.2-CAZZ	Eclipse 500	Channel Jets	f/v
9K-AOM	B777-369ER	Kuwait Airways	f/v KAC127/8
CS-TKS	B767-36NER	Euro Atlantic Aw	03 SLM3004/993
D-ABEY	CL-605	Imperial Jet Europe	dep JTI202
D-AOLG	Fokker 100	Avanti Air (a/w)	04 ATV202G/004G
D-CARO	Ce680	Aerowest	
D-CCCB	Lj35A	DRF Luftrettung	AMB376
EC-NAB	B737-81Q	Alba Star	TRA5312/5623/4/079
F-HATV	Ce680A	Aston Jet	2x ASJ470
HB-JMH	A340-313E	Swiss	SWR724/5/34/5
OE-EBF	PC-12/47NGX	Taransay	03
OE-FWF	Ce510	GlobeAir	GAC961C/040R
SE-RIL	Ce560XLS	Svenskt Industriflyg	JET7
03.2-CLRK	EA500	Channel Jets	arr
9H-AIP	ERJ135BJ	Blue Square Aviation	f/v
9H-VCA	CL-350	VistaJet Malta	VJT401
9H-XOB	Ce560XLS	VistaJet Malta	f/v 04 VJT001
CN-TKD	Ce650	Air Ocean Maroc	f/v 20
D-AWBF	CL-650	Air Independence	04
D-AZUR	ERJ135BJ	Air Hamburg	04 AHO718V/838M
D-CEIS	Ce680	Eisele Flugdienst	04 EFD6S
D-COSY	Do328-110	Private Wings	f/v PWF100/320
D-IHKW	Ce525	ProAir	05
D-ISJP	Ce525A	Excellent Air	04 ECA22C
F-HAHA	Ce510	Ixair	IXR103
F-HPIL	PC-12/47NGX	Getonejet	04
G-KRBN	EMB505	Saxonair	SXN30P
LX-EVM	Falcon 2000LX	Global Jet Luxembourg	SVW29VM
LX-JFG	PC-24	Jetfly Aviation	JFA02D/20C
LX-JFR	PC-12/47E	Jetfly Aviation	JFA13Q/00A
LX-JFX	PC-12/47E	Jetfly Aviation	04 JFA80B/10M
M-IFFY	Ce510	Xead Aviation	06
OE-FZA	Ce510	GlobeAir	04 GAC036U/350T
OE-FZC	Ce510	GlobeAir	04 GAC966F/558T
OO-GLM	Ce680	Air Service Liège	07
OO-IDE	Ce525	Air Service Liège	08
OO-VIF	DA-62	Fly Europ	
OO-WEG	CL-350	Luxaviation Belgium	AAB991
OO-XLS	Ce560XLS+	Air Service Liège	06
XA-FEM	G600		05
04.9H-CLG	CL-850	Air X Charter	05 AXY403/505
CN-SRA	Ce650	Sarah Airways	
CS-DVH	Ce525B	Valair	05 VVV221/231
CS-TKS	B767-36NER	Euro Atlantic Airways	06 SLM994/3
D-BOOK	Falcon 2000LX	Bertelsmann	2x BFD04K/65H
D-CARO	Ce680	Aerowest	
D-CAWB	Ce680	Aerowest	05
D-CDCM	Ce560XLS+	Air Hamburg	AHO331L
D-CSCM	Ce560XLS+	Silver Cloud Air	SCR168
F-GZTP	B737-71B	ASL Airlines	FPO991P/991

G-ZNTJ	Lj75	Zenith Aviation	BZE03B/C	SE-RLP	Ce525B	Royalair	
HB-JCU	A220-371	Swiss	f/v SWR728/9	SE-RUF	A320-251N	Scandinavian	f/v SAS1549/50
HB-JSG	CL-605	Robert Bosch	05	08.9H-AFX	EMB550	Flexjet Malta	FJO54A
LX-JFX	PC-12/47E	Jetfly Aviation	JFA11N/06X	9M-MTU	A330-223	Malaysia Airlines	f/v MAS7980/79
M-AAAM	CL-604	Shino Aviation	f/v 06	CS-DVH	Ce525B	Valair	VVV261/2
M-NTOS	Ce525C	Sweet Flight Management	07	D-AZUR	ERJ135BJ	Air Hamburg	AHO588A/655K
N620SY	Global 6000		05	D-CAWO	Ce560XLS+	Aerowest	
N900KS	G650ER	Executive Jet Management	EJM650	D-CELI	Ce550	Euro Link	EUL5R
OE-FZA	Ce510	GlobeAir	05 GAC350U/225J	D-CSCB	Ce560XLS+	Silver Cloud Air	10 SCR187
SE-RLP	Ce525B	Royalair	05	D-ISTP	EMB500	ProAir	
SE-RMB	Ce525B	Svenskt Industriflyg	06	D-ITAN	Ce525	Transavia Flug	
SP-ZEN	CL-350	Jet Story	05 JD185H	EC-MUB	B737-86J	Alba Star	09 TRA072/6737
T7-MCB	Global XRS	Avcon Jet San Marino	08 VAJ91B	EI-RZA	B737-8	Neos	09 TRA078/6871
VP-BGT	Falcon 7X	Networks	f/v 05	G-FHFX	EMB550	Flexjet	FLJ61H
VP-BVG	Global XRS	MVA Aviation		G-MRFX	EMB550	Flexjet	09 FLJ52R/53R
YU-SVJ	Ce560XLS+	Prince Aviation	05 PNC01J	M-OBIL	Ce525C	Ulla Popken Fashion	
05.9H-CLG	CL-850	Air X Charter	06 AXY507/603	N565RS	Global 5000		f/v 11
9H-VFJ	CL-605	VistaJet Malta	VJT516	OE-FCB	Ce510	GlobeAir	09 GAC922D/210K
9H-VVP	CL-604	TAG Aviation Malta	06	OE-KDM	PA-28R-201T	Dietmar Morwitzer	f/v 11
9V-SGE	A350-941ULR	Singapore Airlines	f/v SIA8150/1	OO-CCJ	Ce525	Air Service Liège	
D-AJET	ERJ135BJ	Air Hamburg	AHO841N/762X	OO-IDE	Ce525	Air Service Liège	13
D-CAWB	Ce680	Aerowest	06	OY-CRJ	CRJ200LR	Copenhagen Air Taxi	CAT5545
D-CAWO	Ce560XLS+	Aerowest	06	PT-MUD	B777-32WER	LATAM	09 TAM9552/3
D-CEFO	Ce560XLS+	Air Hamburg	06 AHO497Q	SE-RFL	Ce680	EFS	EUW5370/9481
D-CJCL	Lj31A	Jetcall	f/v JCL6	SP-ENX	B737-8Q8	Enter Air	ENT551P/581
D-IGWT	Ce525A	Sytl Air	06 AWU705G/706G	SP-ESK	B737-8Q8	Enter Air	f/v ENT581P/591
I-FEDN	Falcon 2000LX	Sirio	SIO615	09.9H-VCD	CL-350	VistaJet Malta	VJT467
LX-GJM	Ce525C	Global Jet Luxembourg2x	SVW24JM	9XR-WP	A330-343E	RwandAir	f/v div RWD700/9700
N680RH	Ce680+		f/v 10	D-AZFA	ERJ190LR	German Airways	GER842/F
N838SC	Global Express	Whitewind		D-CANG	Ce560XLS+	Air Hamburg	10 AHO448N
N858CV	CL-605	Volpe Aviation	f/v 11	EC-MUB	B737-86J	Alba Star	TRA6738/5831
N988F	G650	Stonebridge	f/v 06	EC-MUB	B737-86J	Alba Star	10 TRA5832/6875
OE-FAT	Ce510	GlobeAir	06 GAC581M/036V	EI-RZA	B737-8	Neos	TRA6872/077
OK-XLS	Ce560XLS+	Silesia Air	SUA751/2	EI-RZB	B737-8	Neos	TRA076/6215
OK-XLS	Ce560XLS+	Silesia Air	06 SUA753/761	G-POWH	B757-256	Titan Airways	AWC182/W
OO-PRM	Ce510	Air Service Liège		G-SWRD	B737-3L9	T2 Aviation	BRO21/20P
SE-RLP	Ce525B	Royalair		HB-JHF	A330-343E	Swiss	SWR724/5
VN-A829	B787-9	Bamboo Airways	dep BAV9074	LX-EVM	Falcon 2000LX	Global Jet Luxembourg	SVW29VM
YU-SCJ	Ce525	Prince Aviation	PNC9CJ	LX-FLJ	PC-12/47NGX	Jetfly Aviation	JFA27N/64Q
06.9H-AFX	EMB550	Flexjet Malta	f/v 07 FJO54A	N626Z	Falcon 7X	Executive Jet Mgmt	f/v 13 EJM626
D-CAAE	Lj45	Air Alliance Express	f/v 07 AYY131	OE-FIX	Ce525	Aeroways	
D-CAWO	Ce560XLS+	Aerowest		OE-HGG	CL-350	Glock Aviation	GCK40
D-CJCL	Lj31A	Jetcall	JCL6	OK-HAR	Ce560XL	Aero Partner	DFC22N/66G
D-CXLS	Ce560XLS+	Air Hamburg	AHO443R	SE-RIL	Ce560XLS	Svenskt Industriflyg	JET7
D-IEMO	Raytheon 390	Exxaero	07	SE-RLP	Ce525B	Royalair	10
D-IKCG	Ce525A	ProAir		SU-GEV	B787-9	Egypt Air	MSR757/8
D-ITAN	Ce525	Transavia Flug		10.9H-VJF	Global 6000	VistaJet Malta	VJT754
EC-NOC	Global 6500	Gestair	GES061C	CS-DVH	Ce525B	Valair	11 VVV211/221
G-FHFX	EMB550	Flexjet	FLJ61H	D-CARO	Ce680	Aerowest	
G-FTFX	EMB550	Flexjet	FLJ63T	D-CAWO	Ce560XLS+	Aerowest	11
N29DE	Cirrus SF50	Deny Airlines	08	D-IDAZ	Ce525	DAS Private Jets	
N653MK	G550	Merck, Sharp & Dohme	11	EC-MUB	B737-86J	Alba Star	TRA6876/6733
OE-GGM	Ce680A	Smartline Luftfahrt		EI-EIN	A330-302	Aer Lingus	EIN9604/5
OO-CCJ	Ce525	Air Service Liège		G-VOWS	B787-9	Virgin Atlantic	f/v 17 VIR811P/812P
OO-MMT	Ce560XLS	Air Service Liège	13	N29DE	Cirrus SF50	Deny Airlines	15
OO-XLS	Ce560XLS+	Air Service Liège	07	N272BC	CL-350	Bissell	15
SE-RDY	G550	EFS	EUW5368	N986JT	SR22T		12
SE-RMB	Ce525B	Svenskt Industriflyg	10	OE-FCB	Ce510	GlobeAir	GAC210L/307A
07.2-CAZZ	Eclipse 500	Channel Jets		OK-AST	Ce560XL	Air Bohemia	11 BOH713/1
9H-VVP	CL-604	TAG Aviation Malta	09	OK-PPP	Beech 400A	Time Air	TIE32EP
CS-TKS	B767-36NER	Euro Atlantic Airways	10 SLM994/3	OK-SLX	Ce560XL	Silesia Air	11 SUA604/611
CS-TNT	A320-214	TAP Air Portugal	div TAP783J	OO-PRM	Ce510	Air Service Liège	13
D-AIJB	A320-271N	Lufthansa	f/v DLH988/9	OO-VMF	Ce560XLS+	Air Service Liège	11
D-APGS	A319-115X	K5 Aviation	f/v KAY51	OO-XLS	Ce560XLS+	Air Service Liège	11
D-AZFA	ERJ190LR	German Airways	GER841P/841	SE-RMB	Ce525B	Svenskt Industriflyg	13
D-CAWB	Ce680	Aerowest	08	SP-ENX	B737-8Q8	Enter Air	ENT592/P
D-CSCB	EMB505	Pad Aviation	PVD27X/54F	SP-ENZ	B737-85F	Enter Air	ENT582/P
F-HBPE	ERJ145LR	Pan Européenne	EUP421	VP-BTA	A320-214	Aeroflot	f/v AFL2550/1
G-POWH	B757-256	Titan Airways	AWC181Y/181	11.9H-SMA	A330-343E	Smartlynx Malta (a/w)	f/v LYX9905
LX-SAB	Falcon 900DX	Global Jet Lux.	dep SVW56AB	9H-VJN	Global 6000	VistaJet Malta	12 VJT861
OE-GGM	Ce680A	Smartline Luftfahrt	08	B-30F9	A350-941	China Southern	f/v CSN8085/6
OE-IZY	Falcon 900LX	Jet Pool	08 JPV315	CS-TKS	B767-36NER	Euro Atlantic Airways	13 SLM994/3
OK-HAR	Ce560XL	Aero Partner	DFC22N	D-BERT	Falcon 2000LX	Bertelsmann	2x BFD11T/65H
OK-KIN	Ce525B	Aero Partner	DFC5TN	D-BLDI	Ce750	Baden Aircraft	12 BAO218I
OY-CRJ	CRJ200LR	Copenhagen Air Taxi	CAT5532	D-CFHZ	EMB505	DAS Private Jets	12 2x
PT-MUG	B777-32WER	LATAM	09 TAM9550/51	D-CKVI	EMB505	DAS Private Jets	

EC-MUB	B737-86J	Alba Star	TRA6734/075	D-CITY	Lj35A	Air Alliance Express	AYY116
EI-GCF	A330-302	Aer Lingus	f/v EIN9604/5	D-CNOC	Ce560XLS	Excellent Air	15 ECA59C
G-OMTX	Global 5000	Luxaviation UK		G-ULFM	G450	Pen Avia	PDY02D/E
G-SWRD	B737-3L9	T2 Aviation	12 BRO21P/21	F-HFKD	ERJ135BJ	Valljet	VLJ496A
HA-JEO	Ce650	Jet Stream	JSH101/100	I-LOSO	BAe125-800XP	Alba Servizi	f/v
LX-JDV	Ce525	Flying Group Lux.	FYL21DV/82DV	LN-XAX	Falcon 8X	Aker ASA	15 AKK8
M-NINE	Falcon 900LX	Premier Falcon Jet	f/v	LX-JFF	PC-12/47E	Jetfly Aviation	JFA66S/04F
M-OVIE	G650	Hampshire Aviation		M-IFFY	Ce510	Xead Aviation	15
N653MK	G550	Merck, Sharp & Dohme	12	N240LG	Falcon 900EX	Liberty Global	
OE-FZD	Ce510	GlobeAir	12 GAC952W/841X	N717MK	Global 5000	The Whitewind Co.	
OK-FLN	Falcon 7X	ABS Jets	f/v ABP611/2	OE-FZB	Ce510	GlobeAir	15 GAC180C/079D
OK-KIN	Ce525B	Aero Partner	DFC5TN	OE-GTS	Ce560XLS+	Porsche Air Service	16
OO-SRO	B737-86N	TUI Belgium	CND519P/519	SE-RLP	Ce525B	Royalair	
OO-SRO	B737-86N	TUI Belgium	13 CND520/932P	SE-RMB	Ce525B	Svenskt Industriflyg	15
OO-VMF	Ce560XLS+	Air Service Liège	12	TC-RSD	Lj45	Redstar	RHH024/5
OO-XLS	Ce560XLS+	Air Service Liège	14	VN-A829	B787-9	Bamboo Airways	19 BAV067/9072
S5-CES	Ce525B	United Eagle		15.9H-JOY	CRJ200ER	Air X Charter	AXY1516/7
SE-RLP	Ce525B	Royalair	12	9H-VCO	CL-350	VistaJet Malta	16 VJT449
VN-A889	A350-941	Vietnam Airlines	f/v HVN5021/0	D-CAWK	Ce680A	Aerowest	16
VP-CAA	MD-87	Augusta Aviation	12	D-CEFE	Ce525C	Eisele Flugdienst	EFD4E
12.D-AAAY	CL-604	Air Independence		D-CEFO	Ce560XLS+	Air Hamburg	AHO341D
D-CAHO	Ce560XLS+	Air Hamburg	AHO438W	D-CGER	Ce525B	Excellent Air	ECA31C
D-CDOC	Lj45	Jetcall	JCL2	D-CTOR	EMB505	Pad Aviation	PVD71B/97Q
F-HALG	Falcon 2000LX	Ixair	IXR812	D-IGWT	Ce525A	Sylt Air	AWU715G
HB-IGV	Falcon 50EX	VF International		D-IRKE	Ce525	Starwings	STQ666
LN-AWC	Lj45	Airwing	NWG32	F-HECD	Falcon 7X	Luxaviation Portugal	LMJ298D
LX-JFF	PC-12/47E	Jetfly Aviation	JFA65R/14R	F-HEMI	Ce525A	Valljet	VLJ963V
M-NINE	Falcon 900LX	Premier Falcon Jet		I-WLFX	Falcon 2000	Aliserio	f/v 17 TJD975
N18CZ	Global 6000	Exec Jet Management	13 EJM18	JY-BAG	B787-8	Royal Jordanian	RJA151/2
N160QS	Global 6000	Netjets	13	LN-AWC	Lj45	Airwing	16 NWG15/26
N275DJ	G-IV	Ragtime Investments		LN-JHH	CL-350	Sundt Air	MDT7
N473MC	B747-45EBDSF	Atlas Air	f/v 13 GTI8157/8	LX-EVM	Falcon 2000LX	Global Jet Luxembourg	SVW29VM
OE-FIX	Ce525	Aeroways	13	OE-FHK	Ce510	GlobeAir	16 GAC225K/018P
OE-FOE	Ce510	GlobeAir	13 GAC938D/827E	OE-GBH	EMB505	Tyrolean Jet Services	TJS47
OK-NTU	Beech 400XT	Time Air	TIE50EU	OK-PHM	EMB505	CTR Group	
OO-GLM	Ce680	Air Service Liège	15 2x	OK-XLS	Ce560XLS+	Silesia Air	SUA751/2
OY-NCO	Do328-310	Sun Air / British Aw	SUS9040/340A	OO-KIN	Ce680	Flying Service	FYG51N/52N
OY-NCO	Do328-310	Sun Air / British Aw	13 SUS340B/C	OO-LOE	B787-8	TUI Belgium	JAF641P/551/2/612P
OY-NCW	Do328-300	Sun Air / Brit. Aw	13 SUS9041/341A	OO-TUP	B737-85P	TUI Belgium	16 JAF961F/TFL139
PT-MUC	B777-32WER	LATAM	13 TAM9554/3	OO-VMF	Ce560XLS+	Air Service Liège	16
TC-EAR	CL-300	General Aviation	f/v 14	OO-XLS	Ce560XLS+	Air Service Liège	
13.2-JEZA	Eclipse 500	Channel Jets		SE-RKL	G550	EFS	16 EUW5378
9H-VCK	CL-350	VistaJet Malta	14 VJT405	SE-RMB	Ce525B	Svenskt Industriflyg	16
9H-VCM	CL-350	VistaJet Malta	14 VJT431	SP-TTA	Beech 400A	Smart Jet	SAH59P
9K-AOL	B777-369ER	Kuwait Airways	f/v KAC127/8	16.9A-JSC	Ce525A	Jung Sky	JSY201C/166C
CS-DVH	Ce525B	Valair	14 VVV241/251	9H-VJA	Global 6000	VistaJet Malta	17 VJT719
D-AZUR	ERJ135BJ	Air Hamburg	14 AHO741Z/798A	9K-AOK	B777-369ER	Kuwait Airways	f/v KAC127/8
D-CAHO	Ce560XLS+	Air Hamburg	AHO482W/008M	D-AIRZ	ERJ135BJ	Air Hamburg	f/v AHO741Z
D-CAWB	Ce680	Aerowest		D-ATOP	ERJ135BJ	Air Hamburg	AHO822J
D-CFAZ	Lj60	FAI rent-a-jet	14 IFA1291/3	D-CAWK	Ce680A	Aerowest	17
D-CSMC	Ce560XLS+	Silver Cloud Air	SCR168	EC-KRN	G200	EJME Aircraft Mgmt	17 JME210N
D-IRKE	Ce525	Starwings	STQ666	F-HJFP	PC-12/47E	Getonejet	
D-ISJP	Ce525A	Excellent Air	ECA22C	HB-JHE	A330-343E	Swiss	SWR724/5
G-KSOH	Ce525	Air Charter Scotland	f/v EDC476	LX-AND	PC-24	Flying Group Lux.	17 FYL81ND/11ND
G-ULFM	G450	Pen Avia	PDY02B/C	LX-FLJ	PC-12/47NGX	Jetfly Aviation	JFA15S/12K
LN-AWC	Lj45	Airwing	15 NWG23/15	LX-MIC	Falcon 2000S	Global Jet Luxembourg	SVW50MC
LX-SAB	Falcon 900DX	Global Jet Lux.	15 SVW56AB	OE-FBD	Ce510	GlobeAir	17 GAC307B/925K
M-INSK	G650	VIP Jet		OE-HGG	CL-350	Glock Aviation	GCK40
OE-GTS	Ce560XLS+	Porsche Air Service	14	OK-NTD	Beech 400XT	Time Air	TIE82ED
OO-IDE	Ce525	Air Service Liège		OO-ABB	A340-313E	Air Belgium	ABB310P/SLM993
OO-PRM	Ce510	Air Service Liège	15	OO-CEJ	Ce525	Air Service Liège	18
OO-WEG	CL-350	Luxaviation Belgium	AAB978	OO-TUP	B737-85P	TUI Belgium	17 TFL140/TRA5765
OY-NCO	Do328-310	Sun Air / British Aw	SUS340D/9140	SE-RLP	Ce525B	Royalair	22 2x
OY-NCW	Do328-300	Sun Air / British Aw	SUS341B/9141	17.9H-JCE	HA-420	JetClub	JLN56
PH-DVK	PC-24	Silver Flight		B-2023	B777-39PER	China Eastern	f/v CES771/2
S5-CMM	Ce501	Janez Let	f/v 15	D-CGER	Ce525B	Excellent Air	18 ECA31C
SE-RLP	Ce525B	Royalair	14	HA-YFK	Beech 400	Fly-Coop	FCA1FK/2FK
VN-A862	B787-9	Vietnam Airlines	f/v HVN5021/0	LN-AWE	Lj45	Airwing	f/v NWG17
14.9H-ILZ	CL-850	VistaJet Malta	17 VJT683	N29DE	Cirrus SF50	Deny Airlines	arr
9M-MTV	A330-223	Malaysia Airlines	f/v MAS7980/79	N515TJ	Beech 400A	Blackburn Int'l	18
CS-TKS	B767-36NER	Euro Atlantic Airways	SLM994/3003	OE-GDF	EMB505	Speedwings	SPG207
D-AAAY	CL-604	Air Independence		OO-KIN	Ce680	Flying Service	FYG53N/54N
D-ANCE	ERJ135BJ	Air Hamburg	15 AHO794D	OO-TUP	B737-85P	TUI Belgium	TRA5766/TFL297
D-AZUR	ERJ135BJ	Air Hamburg	15 AHO717M	SE-RMB	Ce525B	Svenskt Industriflyg	18
D-CAGA	EMB505	Pad Aviation	15 PVD66W/29Q	T7-MCB	Global XRS	Avcon Jet San Marino	18 VAJ91B
D-CGER	Ce525B	Excellent Air	15 ECA31C	18.9H-IBI	Global 7500	Eliit'Avia Malta	f/v 20 EAU57B

9H-ILZ	CL-850	VistaJet Malta	VJT683	TC-RSD	Lj45	Redstar Avn - Ambulans	RHH048
D-AIJE	A320-271N	Luffhansa	f/v DLH988/9	TC-RSE	Lj45	Redstar Avn - Ambulans	RHH057/8
D-ARIE	Falcon 7X	Air Hamburg	AH09470	21.CN-MMR	G550	Morocco Air Force	FRV1315
D-BOOK	Falcon 2000LX	Bertelsmann	2x BFD18K/65H	012	C295M	8.BLTr	PLF038
D-CAHO	Ce560XLS+	Air Hamburg	19 AHO429C	2-CAMP	Eclipse 500	Channel Jets	
D-CCCA	Lj35A	Jet Executive	JEI212	D-CAPB	Ce560	Aerowest	
D-CEMO	BAe125-750	Exxaero	f/v	D-CDRF	Lj35A	DRF Luftrettung	22 AMB406/8
D-CNOC	Ce560XLS	Excellent Air	ECA59C	D-CFO	Ce560XLS+	Air Hamburg	AHO371E/446W
D-COZY	EMB505	Pad Aviation	PVD67A/39Z	D-CPSH	Ce560XLS+	Heron Aviation	HRN221
D-IAAW	EMB500	Arcus Air	19 AZE44XW/54XW	D-FALK	Ce208	Business Wings	JMP241/2
D-ICBA	Ce525A	ProAir		D-INKY	P180	AirGo	22 XGO3M/3LG
D-ISJP	Ce525A	Excellent Air	19 ECA22C	EI-GRJ	B737-8Q8	Neos	22 TRA5092/TVF828
D-ITOR	Ce525A	Hormann		F-HEVL	EMB505	Evolem Aviation	EVL021
F-GZTP	B737-71B	ASL Airlines	FPO991/P	G-LATO	Ce680A	Zenith Aviation	BZE05A/B
HA-FIT	Ce500	Jet Stream	JSH500/1	HB-VAJ	EMB505	Jet Aviation / Haute Aviation	f/v 22
LX-NEW	PC-12/47E	Jetfly Aviation	19 JFA06H/67T	LX-PCD	PC-24	Jetfly Aviation	26 JFA30R/03E
OK-BZZ	Beech 400A	JetBee Czech	JBC804A/B	M-EVAN	CL-300	Marcus Evans	22
OK-GLX	G200	Éclair Aviation	ECC302/3	OO-ABB	A340-313E	Air Belgium	SLM994/3003
OO-ABB	A340-313E	Air Belgium	SLM994/3003	SE-RMB	Ce525B	Svenskt Industriflyg	22
OO-TUP	B737-85P	TUI Belgium	TFL298/143	22.2-WEBS	Eclipse 500	Channel Jets	
OO-TUP	B737-85P	TUI Belgium	19 TFL144/533	4L-GEO	B747-236F	Geo Sky	GEL803/4
PR-OBE	Falcon 2000LX	DE Participacoes	21	9A-JSC	Ce525A	Jung Sky	JSY226C/227C
SE-RDY	G550	EFS	EUW5384	9H-VCM	CL-350	VistaJet Malta	VJT431
SE-RMB	Ce525B	Svenskt Industriflyg		D-BJMS	Falcon 50EX	ProJet	arr
SE-RMJ	Ce525B	East Air	ETI32J/33J	D-CAPB	Ce560	Aerowest	
SP-TTA	Beech 400A	Smart Jet	SAH59P	D-CAWR	Ce560	Aerowest	
19.9A-JSD	Ce525A	Jung Sky	20 JSY192D/203D	D-COZY	EMB505	Pad Aviation	PAV39Z/45C
9H-ILV	CL-850	VistaJet Malta	20 VJT624	ES-PVP	Lj60	Panaviatic	27 VPC1
9H-VCC	CL-350	VistaJet Malta	20 VJT426	F-HBDX	EMB505	Jetkey	KBD216
D-AEOT	ERJ135BJ	Air Hamburg	20 AHO848G/645H	F-HTVU	B737-86J	Transavia France	f/v TVF4012/3
D-CHIC	EMB505	Air Hamburg	AHO248K	G-LATO	Ce680A	Zenith Aviation	BZE05B/C
D-CICU	Lj45	Jetcall	JCL7	HA-JEO	Ce650	Jet Stream	JSH207/100
D-ISLT	Ce525A	Sylt Air	AWU919K	HB-JFS	Falcon 7X	Japat	
F-HLTT	HA-420	EATIS	f/v	LX-SCO	Falcon 2000LX	Global Jet Luxembourg	SVW22CO
G-LEAX	Ce560XLS	London Exec. Aviation	20 LNX92AX	N641EE	EMB550	Embraer Executive	
G-WVIP	Beech 200	Nowfly	21	OE-FDT	Ce510	GlobeAir	GAC450B/349C
HB-JFS	Falcon 7X	Japat	20	OK-BZZ	Beech 400A	JetBee Czech	JBC804C/D
I-AFOI	Raytheon 390	Italfly	20 ITL201	OO-CCJ	Ce525	Air Service Liège	
LN-AWC	Lj45	Airwing	NWG39/49	OO-TUK	B737-86J	TUI Belgium	TFL652/095P
LN-AWE	Lj45	Airwing	20 NWG49/60	SE-RLP	Ce525B	Royalair	28
LX-AND	PC-24	Flying Group Lux.	20	SE-RMB	Ce525B	Svenskt Industriflyg	23
FYL33ND/42ND				YU-BZZ	Ce550	Air Pink	
N40N	Falcon 2000LX	SF1Holdings	f/v	23.9A-BTE	Fokker 100	Trade Air	TDR523/4
N377CL	B777-35RER	ex Jet Airways	dep	9H-VCK	CL-350	VistaJet Malta	24 VJT405
OE-GSE	Lj60XR	Avcon Jet	f/v 20 AOJ51S	9H-VFA	CL-605	VistaJet Malta	VJT503
OO-PAR	Ce525B	Luxaviation Belgium	AAB195	D-AIRZ	ERJ135BJ	Air Hamburg	AHO794D/728R
OO-TUK	B737-86J	TUI Belgium	20 TFL072P/7321	D-CAWK	Ce680A	Aerowest	24 2x
OO-TUP	B737-85P	TUI Belgium	20 TFL534/071P	D-CAWX	Ce680	Aerowest	
OO-XLS	Ce560XLS+	Air Service Liège		D-CNOC	Ce560XLS	Excellent Air	25 ECA59C
SE-RMB	Ce525B	Svenskt Industriflyg	20	D-IEFD	Ce525	Eisele Flugdienst	24 EFD2F
VN-A893	A350-941	Vietnam Airlines	f/v 20 HVN5531/0	D-ILCG	Ce525A	ProAir	
YL-ABF	A220-371	Air Baltic	f/v BTI617/8	D-ISLT	Ce525A	Sylt Air	24 AWU923K/924K
20.2-WEBS	Eclipse 500	Channel Jets	f/v 21	F-GUNN	Ce560XL	Purple Skies	f/v 24
4L-GEO	B747-236F	Geo Sky	21 GEL803/4	HA-FIT	Ce500	Jet Stream	JSH500/1
9A-JSD	Ce525A	Jung Sky	21 JSY205D/206D	HB-JHK	A330-343E	Swiss	SWR724/5
9H-JCE	HA-420	JetClub	JLN56	I-EPAM	BAe125-750	Aliserio	TJD750
9H-VCN	CL-350	VistaJet Malta	VJT437	I-NEOT	B737-86N	Neos	24 TRA070/6115
D-BOOM	CL-300	Windrose Air	22 QGA001A/236A	JY-BAE	B787-8	Royal Jordanian	RJA151/2
D-BOSS	EMB550	Air Hamburg	f/v AHO166A	LX-JFW	PC-12/47E	Jetfly Aviation	JFA00R/79R
D-CHRG	Ce680A	Hahn Air	HHN909	LX-MIC	Falcon 2000S	Global Jet Luxembourg	SVW50MC
D-CLIF	EMB505	Spree Flug	21	N641EE	EMB550	Embraer Executive	
D-CYKP	Ce550	Tyrol Air Ambulance	TYW524P/525P	OE-FDT	Ce510	GlobeAir	GAC349D/489P
EC-KOL	Ce560XL	Gestair	21 GES121L	OE-FOG	Ce510	GlobeAir	24 GAC971K/405J
EI-GRJ	B737-8Q8	Neos	f/v TRA078/5091	OK-MAR	Ce525A	Aero Partner	24
F-HHCB	Falcon 8X	Dassault Aviation	f/v	OK-PHM	EMB505	CTR Group	
G-LEAX	Ce560XLS	London Exec. Aviation	21 LNX92AX	OO-CEJ	Ce525	Air Service Liège	24
G-SWRD	B737-3L9	T2 Aviation	21 BRO21	OO-CLA	Ce525C	Luxaviation Belgium	AAB965
G-ZNTJ	Lj75	Zenith Aviation	BZE03A/B	OO-TUV	B737-86J	TUI Belgium	TFL9620/5831
HB-FVT	PC-12/47E	AMAC Aerospace	21	OO-TUV	B737-86J	TUI Belgium	24 TFL5832/JAF9300
LN-AWE	Lj45	Airwing	21 NWG60/41	OO-VMF	Ce560XLS+	Air Service Liège	24
N42ST	Falcon 2000	TVPX ARS		OY-RME	Falcon 2000LX	Air Alsie	f/v MMD6937/8
OH-JFC	PC-12/47E	Fly 7 Executive Aviation		OY-SWO	Falcon 2000S	Blackbird Air	BBB11P/11
OK-NTU	Beech 400XT	Time Air	TIE82EU	24.L1-01	Falcon 2000EX	Slovenia Government	LSV101
OO-ABB	A340-313E	Air Belgium	SLM3004/993	9H-VCK	CL-350	VistaJet Malta	VJT405
OO-TUK	B737-86J	TUI Belgium	21 TFL078P/651	A7-CGA	G650ER	Qatar Eexecutive	25 QQE562
SE-RMB	Ce525B	Svenskt Industriflyg	21	CS-LPA	EMB505	EJME Aircraft Mgmt	JME306A



G550 N653MK paid a visit to the Kilo apron of Schiphol (otherwise known as Schiphol East), on 11 October 2021. René Verschuur was present to capture it on camera.

D-AINZ	A320-271N	Lufthansa	f/v DLH2302/3	F-HAHA	Ce510	Ixair	27 IXR126A
D-CAWR	Ce560	Aerowest		G-GDFS	B737-86N	Jet 2	28 EXS031E/032E
D-CGER	Ce525B	Excellent Air	26 ECA31C	HA-KAT	ATR72-201F	Fleet Air	f/v FRF500/1
D-CPSH	Ce560XLS+	Heron Aviation	HRN221	LX-JFZ	PC-12/47E	Jetfly Aviation	27 JFA05G/69V
D-CROG	EMB505	Air Hamburg	25 AHO288B/293Y	M-IFFY	Ce510	Xead Aviation	27
D-IEGA	Ce525A	ProAir	25	OE-FHA	Ce510	GlobeAir	GAC442M
D-IHUB	Ce525A	Sylt Air	AWU524E	OE-FUX	Ce525A	Bairline	
EI-EIB	A320-216	ITA (born in 2021 c/s)	f/v ITY110/9	OE-GDF	EMB505	Speedwings	27 SPG491
EI-LRE	A321-253NX	Aer Lingus	f/v EIN610/1	OO-HRG	Lj40	Air Service Liège	f/v
EI-RZA	B737-8	Neos	TRA072/5677	S5-CES	Ce525B	United Eagle	29
EI-RZA	B737-8	Neos	25 TRA5678/077	VQ-BBS	BAe125-750	Sirius Aero	f/v 27 CIG1821/2
G-KRBN	EMB505	Saxonair	SXN30P	YU-RDA	Ce560XLS+	Air Pink	
HA-JEO	Ce650	Jet Stream	25 JSH100/1	27.4L-GEO	B747-236F	Geo Sky	28 GEL803/4
I-NEOT	B737-86N	Neos	TRA6116/5919	9H-JLK	Falcon 7X	TAG Aviation Malta	TEU11
LN-AWE	Lj45	Airwing	NWG24	9H-VJN	Global 6000	VistaJet Malta	VJT861
LX-SAB	Falcon 900DX	Global Jet Lux.	27 SVW56AB	D-AJFK	A330-343EF	DHL	f/v BCS1446/1239
M-SETT	Global 5000	Lodging 2020	26	D-CMCA	Ce525B	Marc Cain	f/v 28
N515TJ	Beech 400A	Blackburn Int'l		D-COKE	Ce525B	Atlas Air Service	f/v 28 ATL3Z
OO-ABB	A340-313E	Air Belgium	SLM3004/993	D-CUGF	Ce525B	Atlas Air Service	28 ATL4U
OO-CEJ	Ce525	Air Service Liège	25	D-IEMO	Raytheon 390	Exxaero	
OO-PRM	Ce510	Air Service Liège	25	D-ITAN	Ce525	Transavia Flug	
OO-VMF	Ce560XLS+	Air Service Liège		F-HICU	BAe125-900XP	Airlec	ARL127
SE-RMB	Ce525B	Svenskt Industriflyg	25	G-FOMO	Global 6000	London Exec. Aviation	LNx12MO
SX-NAD	A321-271NX	Aegean Airlines	f/v AEE626/7	HA-JEX	Ce650	Jet Stream	28 JSH200/1
25.97-00105	UC-35A1	1-214th AVN	f/v 27 DUKE58	HB-JFX	Global 6000	Air King Jet / Rolex	f/v 28
D-BOOK	Falcon 2000LX	Bertelsmann	2x BFD25K/65H	HB-JST	Falcon 7X	CAT Aviation	CAZ801/2
D-IEMO	Raytheon 390	Exxaero	26	HB-VAJ	EMB505	Jet Aviation / Haute Aviation	
D-IHKW	Ce525	ProAir	26	LX-JFS	PC-12/47E	Jetfly Aviation	JFA26C/13Z
EC-KOL	Ce560XL	Gestair	26 GES121L	M-DMBP	Lj40	Ven Air	
EC-LAE	G200	Executive Airlines	26 GES231E	N66D	Ce510	Heiko Gerhard Sauer	
F-GRNT	SA226T	Airlec	26 ARL421	N99ZM	Global 6000	Kenneth D. Moelis	29
F-HHCB	Falcon 8X	Dassault Aviation		OO-ABB	A340-313E	Air Belgium	SLM3004/993
G-GHSV	Beech B200	Lyddair	LYD01B/C	OO-CEJ	Ce525	Air Service Liège	
I-NEOT	B737-86N	Neos	TRA5920/073	OO-IDE	Ce525	Air Service Liège	28
OE-FUX	Ce525A	Bairline		RA-89118	SSJ100-95B	Severstal	f/v SSF9815/6
OK-RLV	G280	Avcon Jet	26	SP-ATT	Beech 400A	Smart Aero Solutions	SAH48P
OO-ABB	A340-313E	Air Belgium	SLM994/3003	TC-RSB	Lj45	Redstar Avn - Ambulans	RHH088/9
OO-IDE	Ce525	Air Service Liège		28.15001	CC-150	437sq	29 CFC01
SE-RMB	Ce525B	Svenskt Industriflyg	2x	D-AFBS	ERJ135BJ	Air Hamburg	29 AHO857X/864X
SE-RNR	CL-350	EFS	EUW4018	D-CSCE	EMB505	Pad Aviation	29 PVD52P/19Z
T7-MSH	Ce560XLS+	Sardinian Sky Service	27 SSR315	D-CSMC	Ce560XLS+	Silver Cloud Air	29 SCR168
26.9H-FCB	Falcon 7X	Albinati Aviation	ULC34	LN-AWC	Lj45	Airwing	29 NWG38/29
9H-JLK	Falcon 7X	TAG Aviation Malta		LX-SAB	Falcon 900DX	Global Jet Lux.	29 SVW56AB
9H-VCN	CL-350	VistaJet Malta	VJT437	N525RP	Ce525	Dajets	arr
D-CBAY	Ce680	Aeroways		N900LS	Global 6000	Limited Stores	29
D-CNOC	Ce560XLS	Excellent Air	27 ECA59C	OE-ITC	G450	Luxaviation Germany	29 LXG14C
D-CSCE	EMB505	Pad Aviation	27 PVD89S/53D	OO-ABB	A340-313E	Air Belgium	SLM994/3003
D-IHKW	Ce525	ProAir	27	OO-CEJ	Ce525	Air Service Liège	arr
D-IMOI	Ce525	ProAir / DALaviation	27	SP-DOM	Lj60XR	AMC Aviation	AMQ5M
D-ITAN	Ce525	Transavia Flug		TC-MAA	G650	Swan Aviation	f/v 31

29.2-JEZA	Eclipse 500	Channel Jets		PH-JRC	ERJ135BJ	JetNetherlands	dep
4L-GEO	B747-236F	Geo Sky	30 GEL803/4	04. D-AUKE	CL-604	Jetcall	JCL5
9H-VCK	CL-350	VistaJet Malta	VJT405	N37PF	PA-34-200T		13
D-AIJC	A320-271N	Lufthansa	f/v DLH988/9	OK-UGJ	Ce680	Smartwings	TVS93J
D-BEAM	CL-300	Jet Pool	JPV452/P	OO-JEF	B737-8K5	TUI Belgium	TFL260/259
D-CAGA	EMB505	Pad Aviation	PVD92Z/09T	OO-PAS	EC135P3	Heli Business	
D-CDCM	Ce560XLS+	Air Hamburg	30 AHO471F/487H	OY-CKP	Beech B200	Cowi Aerial Survey	arr HEX-01
D-CSMC	Ce560XLS+	Silver Cloud Air	30 SCR168	PH-NNX	Ce750	ASL	JNL111
D-FAST	Ce208	Businesswings	JMP351/2	PH-PBA	DC-3C	DDA Classic Airlines	
EI-GED	CRJ900LR	SAS (a/w)	f/v SAS553/4	PH-TXA	Ce510	ASL	
ES-ERA	ERJ135BJ	Panaviatic	f/v VPC2	PH-ULK	AS355N	HeliAir	
ES-PVP	Lj60	Panaviatic	31 VPC1	05. CS-LTF	Ce680A	NetJets Europe	NJE685F/117Q
HA-YFK	Beech 400	Fly-Coop	FCA2FK/3FK	CS-PHK	EMB505	NetJets Europe	06 NJE203P/2CP
LN-ENN	B737-8JP	Norwegian	f/v NAX1256/7	G-ORCD	A109S	Castle Air	06
LX-JET	EMB545	Global Jet Luxembourg	SVW35ET	OE-FAA	HA-420	The Flying Bulls	
LX-SAB	Falcon 900DX	Global Jet Lux.	30 SVW56AB	OO-CEJ	Ce525	Air Service Liège	
OO-IDE	Ce525	Air Service Liège		OO-MST	Ce510	Air Service Liège	29
OY-CRJ	CRJ200LR	Copenhagen Air Taxi	CAT5510	OO-OCA	Beech 350i	Air Service Liège	dep
SE-RMA	CL-300	Svenskt Industriflyg	30 JET3	OO-STX	EC120B	Ilpam	2x
30. 9H-CIO	Global 6000	Comlux Malta	MLM535	06. 9H-MAF	Global 7500	Hyperion Aviation	HYP008
D-IAKN	Ce525A	Star Wings	STQ111	9H-VCF	CL-350	VistaJet Malta	VJT486
EC-NGC	B737-809	Alba Star	TRA5094/5831	CS-LTK	Ce680A	NetJets Europe	07 NJE4ZN
EC-NGC	B737-809	Alba Star	31 TRA5832/3Q	D-CEXP	Lj35A	Air Alliance Express	AYY110
HA-JEX	Ce650	Jet Stream	JSH200/107	ES-SAQ	A320-214	SmartLynx Estonia	TFL250/249
HB-JHK	A330-343E	Swiss	SWR728/9	HB-JTC	Falcon 2000S	Nomad Aviation	
I-MDEA	Ce560XLS	Sardinian Sky Service	arr SSR558	M-CLAB	CL-300	PomAir Aviation	11
N515TJ	Beech 400A	Blackburn Int'l	arr	N127QR	Beech 300	GPK Aviation	dep
OH-JRD	PC-12/47E	Fly 7 Executive Aviation	FSF438K	OY-APM	BAe125-400B	Maersk Air	07
T7-SFG	Global 6000	SPARFELL Luftfahrt	f/v 31	PH-YIS	H135	KNSF Flight Services	08
TC-RSA	CL-605	Redstar Aviation	f/v RHH075/6	SP-TAT	Beech 400A	Smart Jet	07 SAH26P
31. 9H-JLK	Falcon 7X	TAG Aviation Malta	arr TEU11	07. 9H-SLJ	A320-214	SmartLynx Malta	TFL258/255
CS-DVH	Ce525B	Valair	arr VVV211	D-CDOC	Lj45	Jetcall	JCL2
D-CAWN	Ce680A	Aerowest		EI-HBB	CR1000	Hibernian Airlines	HBN1221/1521
D-CAWO	Ce560XLS+	Aerowest		ES-SAQ	A320-214	SmartLynx Estonia	TFL256/257
D-CDCM	Ce560XLS+	Air Hamburg	AHO314P	HB-IBJ	Falcon 2000LXS	Cat Aviation	CAZ101/102
D-IHKW	Ce525	ProAir	arr	OE-GGG	Ce560XLS+	Jet Fly	
ES-ERA	ERJ135BJ	Panaviatic	arr VPC2	OO-CEJ	Ce525	Air Service Liège	
N458FS	CL-350	Frank Sloodman	arr	PH-LAU	Falcon 900EX	Exxaero	XRO457
OO-ABB	A340-313E	Air Belgium	SLM3004/993	PH-TDX	DA42NG	Vliegclub Schiphol	
OY-CRJ	CRJ200LR	Copenhagen Air Taxi	CAT5510	08. ZE700	BAe146 CC2	32(TR)sq	RRR1907
PH-AON	A330-203	ex KLM	dep KLM9871	A6-MVD	CL-605	Gulf Wings	GWC5
PH-DIX	PC-12/45	Din-Air		CS-LTO	Ce680A	NetJets Europe	09 NJE2SK
SE-RLP	Ce525B	Royalair	arr	D-CUGF	Ce525B	Atlas Air Service	09 ATL4U
T7-ACA	Ce525	Rapid Aviation	arr	D-FLAT	PC-12/47NGX		
				D-IEMO	Raytheon 390	Exxaero	09
				D-IWUW	Ce525	W&W Consulting	09
				F-HHAB	TBM-850	Altairs	
				G-DVII	AW139	Executive Jet Charter	
				G-VIOF	G650ER	Executive Jet Charter	
				HA-JEV	Ce650	Jet Stream 2004	09 JSH306/700
				N120RB	Cirrus SF50	APG Aviation	09
				OO-VMF	Ce560XLS+	Air Service Liège	
				PH-TXA	Ce510	ASL	
				PH-YIS	H135	KNSF Flight Services	09
				09. 9H-ILV	CL-850	VistaJet Malta	VJT624
				CS-LTL	Ce680A	NetJets Europe	10 NJE5DY
				D-CHLR	EMB505	Atlas Air	ATL9K
				D-FCAE	Ce208B	COWI	dep HEX04
				D-ISGS	AP68TP-600	SVEGE	10
				N959RW	G600	The Coca-Cola Co.	
				OE-FAA	HA-420	The Flying Bulls	
				OY-APM	BAe125-400B	Maersk Air	
				PH-TTR	H135	ANWB - MAA	
				PH-UNN	EC120B	Helicentre	
				10.2-HELO	A109C		
				CS-LTD	Ce680A	NetJets Europe	NJE281Q/600R
				CS-PHM	EMB505	NetJets Europe	NJE441K/083W
				CS-PHN	EMB505	NetJets Europe	NJE024D/2TN
				D-IBWA	Ce525	Schuite & Schuite Druckfarbe	
				D-IHKW	Ce525	ProAir	
				N260AM	Ce525	Citation Aviation	
				N3117J	PA-46-350P		11
				OO-VMF	Ce560XLS+	Air Service Liège	12
				OY-SWO	Falcon 2000LXS	Blackbird Air Charter	BBB-1
				11. CS-DXT	Ce560XLS	NetJets Europe	NJE631L/NJE703M
				D-FLAT	PC-12/47NGX		

The TAP on the 7th was a diversion. The RwandAir on the 9th was a Brussels diversion.

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

Rotterdam - The Hague

		September 2021					
01. CS-CHH	CL-350	NetJets Europe	dep NJE865L				
CS-PHL	EMB505	NetJets Eur.	02 NJE563L/699L				
D-AIRZ	ERJ135BJ	Air Hamburg	AHO797D				
D-CFTG	Lj35A	Quick Air	QAJ6				
D-ILWP	Ce525A	Excellent Air	ECA27C				
D-IPCG	Ce425	Aerowest					
G-GSVI	G650	Executive Jet Charter					
LX-ONE	Lj45	Luxembourg Air Rescue	LRQ421A				
N66D	Ce510	Heiko Gerhard Sauer					
OK-XLS	Ce560XLS+	Silesia Air	SUA711				
OM-NTN	Global 5000	Elit'Avia Malta	f/v				
PH-DEZ	Ce501	F.G. Hilgeman					
PH-YIS	H135	KNSF Flight Services					
02. CS-LTO	Ce680A	NetJets Europe	03 NJE518Y/2SK				
D-AIRZ	ERJ135BJ	Air Hamburg	AHO797D				
D-CNAC	SA227DC	Binair	06 BID78B/11A				
OO-EXE	TBM-850	Executive Flight	08				
PH-YIS	H135	KNSF Flight Services					
03. CN-GMT	G450	MT Fly	05				
CS-DXS	Ce560XLS	NetJets Europe	dep NJE5CM				
D-CROG	EMB505	Air Hamburg	04 AHO217L				
D-ERDH	PA-46-350P						
D-IHKW	Ce525	ProAir					
M-ERCI	Global 6000	ABA					
N120RB	Cirrus SF50	APG Aviation	05				

D-IGWT	Ce525A	Sylt Air	12 AWU711G/712G	CS-LTN	Ce680A	NetJets Eur	17 NJE856Y/591G
D-IHKW	Ce525	ProAir	12	D-IHEB	Ce525	Silver Cloud Air	SCR021
N3117J	PA-46-350P		12	D-IJOA	Ce525A	Excellent Air	ECA28C
N620CM	Ce510			EJ-JMMM	Gl. Express XRS	ACASS Ireland	SON001
PH-CJM	Ce680	ASL		N3117J	PA-46-350P		
PH-TTR	H135	ANWB - MAA		PH-AAI	AS350B3	HeliAir	
12. 9H-ILV	CL-850	VistaJet Malta	13 VJT719	PH-KGJ	EC120B	Heli Holland Holding	
CS-DXO	Ce560XLS	NetJets Europe	NJE640E/7JD	17. CS-LTO	Ce680A	NetJets Eur.	18 NJE280N/952U
CS-PHI	EMB505	NetJets Europe	NJE019F/285C	D-CDSO	Ce550	Heli-Flight	
D-IHKW	Ce525	ProAir		D-CPWF	Do328-110	Private Wings	19 PWF275
EI-HBB	CR1000	Hibernian Airlines	HBN1572/1272	D-IEMO	Raytheon 390	Exxaero	18
N900FH	TBM-900	HTG Trading		G-KCMI	PA-46-600TP	Heli Air	HLY95
OE-FCO	Ce510	GlobeAir	GAC289T	HA-LUA	Beech 400XP	Fly Coop	FCA1UA/2UA
OK-TVH	B737-8Q8	Smartwings	TVS430P/06	OE-GGG	Ce560XLS+	Jet Fly	
OO-VMF	Ce560XLS+	Air Service Liège	13	SP-KKW	PC-12/47E	Karol Kania i Synowie	19
13. 9H-SLJ	A320-214	SmartLynx Malta	TFL250/249	18. D-CAGA	EMB505	Pad Aviation	19
9H-VFB	CL-605	VistaJet Malta	VJT598	D-CDRF	Lj35A	DRF Luftrettung	AMB356
D-CDRF	Lj35A	DRF Luftrettung	AMB340	D-CHLR	EMB505	Atlas Air	ATL9K
F-HCVA	DA42M-NG			D-IKOE	Ce510	Reederei Köpping	
F-HEMV	PA-46-500TP	Fly MDA		OE-FFB	Ce510	GlobeAir	GAC958G094T
F-HROG	P180	Oyonnair		OE-GXX	Lj40	Int. Jet Management	19 IJM339
N165SL	P180		arr	OK-MPM	PA-42-720	Air Bohemia	21 BOH622/621
OO-CCJ	Ce525	Air Service Liège		19. CS-CHC	CL-350	NetJets Europe	NJE7UH/213D
PH-DOC	H135	ANWB - MAA	dep	CS-DVZ	Ce550	Taespejo Portugal	TES172/174
PH-MAA	H135	ANWB - MAA	arr	CS-LTD	Ce680A	NetJets Eur.	20 NJE873K/8RJ
14. 9H-SLJ	A320-214	SmartLynx Malta	TFL258/255	D-CICU	Lj45	Jetcall	JCL7
C-GOHB	Falcon 2000LX	Starlink		D-IHKW	Ce525	ProAir	
D-AHOI	ERJ135BJ	Air Hamburg	AHO715X	N3788B	G550	Jet Aviation Flight Services	
ES-SAQ	A320-214	SmartLynx Estonia	TFL256/257	PH-LAU	Falcon 900EX	Exxaero	24 XRO547
LX-EAA	Lj45	Luxembourg Air Rescue	LRQ458H	T7-TZE	Falcon 2000LXS	Luxaviation San Marino	
OE-FFB	Ce510	GlobeAir	15 GAC178V/515E	20. 9H-TGR	Ce525B	Hyperion Aviation	25 HYP032
PH-CGC	DO-228	Kustwacht		CS-LTA	Ce680A	NetJets Europe	NJE001U/310N
PH-KFB	DA42NG	KLM Flight Academy	KLM7913	D-CGGG	Lj31A	Jetcall	JCL3
PH-TXA	Ce510	ASL		N134EC	P-180		
SE-MEJ	DA42	Scandin. Avn. Acad.	15 SCQ8H/2B	N36JE	G-IV	Ajeton	27 DCM4010
15. 9H-TGR	Ce525B	Hyperion Aviation	HYP032	OE-FDT	Ce510	GlobeAir	21 GAC420E/248L
C-GIIT	Global 6000	IMP Group		OE-FWF	Ce510	GlobeAir	GAC094U/319F
CS-CHK	CL-350	NetJets Europe	NJE4XR/689D	OE-GXT	Ce525C	International Jet Management	
N49NS	G500	Bank of Utah		IJM188			
OK-TVH	B737-8Q8	Smartwings	TVS4307/0F	OO-PRM	Ce510	Air Service Liège	21
OO-HCY	R44	Heli & Co	arr	YL-LCS	A320-214	SmartLynx	TFL250/249
OO-OCA	Beech 350i	Air Service Liège		21. 9H-VCJ	CL-350	VistaJet Malta	VJT492
OO-RKS	Ce510	Air Service Liège	16	CS-CHK	CL-350	NetJets Eur.	22 NJE4XR/815G
OO-SUN	Ce510	Air Service Liège	dep	CS-DQA	Ce560XLS	NetJets Eur.	NJE6JH/322H
PH-KFB	DA-42NG	KLM Flight Academy	KLM7913	CS-LTC	Ce680A	NetJets Eur.	22 NJE4XQ/514K
PH-TDX	DA-42NG	Vliegclub Schiphol		CS-PHA	EMB505	NetJets Eur.	NJE882L/330L
SP-ATT	Beech 400XP	Smart Jet	SAH48P	CS-PHE	EMB505	NetJets Europe	NJE646Q/516P
16. 258	Lj45	102sq	IRL258	D-CFHZ	EMB505	DAS Private Jets	22
9H-TGR	Ce525B	Hyperion Aviation	17 HYP032	D-CHRA	Ce525C	E-Aviation	EFD4A



Challenger CL-605 LX-RHC has only been on the Luxembourg register since July 2021. Before this, it was registered as A7-CEB and flew in the livery of Qatar Airways. Now it is owned by Luxembourg Air Ambulance. (Groningen-Eelde, October 4, 2021, Simen Dorschman)

D-IWOW	P180	R. W. Wasserzler	22
EC-LZO	B767-35DER	Privilege Style	29 PVG693P/685P
LX-FPF	Ce525B	Flying Group	FYL11F/12F
OM-BYA	A319-115	Government of Slovakia	SSG006
PH-CJM	Ce680	ASL	
YL-LCS	A320-214	SmartLynx	TFL258/255
22. CS-LTF	Ce680A	NetJets Eur.	NJE800E/815G
CS-LTH	Ce680A	NetJets Eur.	23 NJE711R/024Q
LX-FPF	Ce525B	Flying Group	23 FYL13F/31F
N898MW	EMB505		
OE-FZC	Ce510	GlobeAir	GAC248M/835J
OO-CEJ	Ce525	Air Service Liège	
OO-PRM	Ce510	Air Service Liège	
OY-GFS	Falcon 2000S	Air Alsie	24 23 MMD4820
23. 9H-JSB	Falcon 2000LXS	TAG Aviation Malta	
D-CHRA	Ce525C	E-Aviation	EFD4A
D-ISIR	Ce525	Luxaviation Germany	LXG22R
OE-FCO	Ce510	GlobeAir	GAC932T/821U
OO-EXE	TBM-850	Executive Flight	arr
PH-PXE	EC135 P2+	Politie	arr ZXP05
PH-RIS	EC130B4	KNSF Flight Services	
24. CS-CHI	CL-350	NetJets Eur.	25 NJE617C/288W
CS-DXM	Ce560XLS	NetJets Eur.	26 NJE5EC/186D
N44CE	G-IV	Executive Flight Solutions	GJE1021
OE-FCO	Ce510	GlobeAir	GAC821V/341W
OY-GFS	Falcon 2000S	Air Alsie	MMD4820/6918
PH-FJK	Ce525B	ASL	
PH-PXF	EC135 P2+	Politie	dep ZXP06
PH-TTR	H135	ANWB - MAA	
YU-SVL	Ce560XLS	Prince Aviation	PNC1VL
25. CS-CHI	CL-350	NetJets Europe	NJE169M/493U
CS-LTL	Ce680A	NetJets Europe	NJE143D/247K
HB-JTZ	CL-650	ExecuJet Europe	
N59WF	PA-46-500TP	Les Chardons Inc.	26
OE-HOP	G200	Avcon Jet	AOJ78P
PH-FJK	Ce525B	ASL	
ZS-DEX	Falcon 900EX	BluePort Trade	27
26. 9H-JSB	Falcon 2000LXS	TAG Aviation Malta	
CS-LTP	Ce680A	NetJets Europe	NJE3HZ/155U
CS-PHI	EMB505	NetJets Eur.	27 NJE881M/084M
D-ASAP	ERJ135BJ	Air Hamburg	AHO891F
OO-STE	AS350B3e	Stephex Stables	
27. 9H-SLJ	A320-214	SmartLynx Malta	TFL250/249
CS-LTP	Ce680A	NetJets Europe	28 NJE3HZ/012C
EC-MPN	Ce525	Air Taxi & Charter Int.	IBJ827B
F-HLTT	HA-420	EATIS	
LX-JDV	Ce525	Flying Group	27 FYL12DV
OY-APM	BAe125-400B	Maersk Air	
PH-CJM	Ce680	ASL	arr
28. 9H-JSB	A320-214	SmartLynx Malta	TFL258/255
CS-CHF	CL-350	NetJets Europe	NJE4PZ/079U
D-ASAP	ERJ135BJ	Air Hamburg	AHO742X
N633EX	Ce208	Textron Aviation	
OK-TVV	B737-86Q	Smartwings	arr TVS4364
PH-PXC	EC135 P2+	Politie	ZXP03
PH-RIS	EC130B4	KNSF Flight Services	
29. L1-01	Falcon 2000EX	Slovenian Air Force	LSV101
9H-TGR	Ce525B	Hyperion Aviation	30 HYP032
D-CSOS	Lj45	Jetcall	JCL1
N900FH	TBM-900	HTG Trading	
OE-FOE	Ce510	GlobeAir	GAC762A/651B
OM-BYC	Fokker 100	Government of Slovakia	SSG06A
OO-MST	Ce510	Air Service Liège	30
30. 281	PC-12/47E	104sq	281A
N-110	NH90-NFH	860sq	Neptune12
CS-DLL	Falcon 2000EX	NetJets Europe	arr NJE914Q
D-COLO	Ce525C	JK Jetkontor	JKH32C
D-CSUN	Ce560XLS+	Air Hamburg	AHO491H
D-IRBS	P180	Reiner Brach Aviation	
OE-FXJ	Eclipse 500	Androtek	
OO-GLM	Ce680	Air Service Liège	
PH-TTR	H135	ANWB - MAA	
SE-RKL	G550	EFS	arr EUW5366

Groningen - Eelde

			October 2021	
02. PH-CGN	Do228-212	Kustwacht		
03. CS-DFG	Falcon 2000EX	NetJets Europe	NJE225P/3AZ	
	D-CLIF	EMB505	Spree Flug Luftfahrt	
	D-IHKW	Ce525	E-Aviation	
	SE-RLP	Ce525B	Royalair	
04. D-CLIF	EMB505	Spree Flug Luftfahrt		
	G-LORD	PA-34-200T	The Flying Griffin	
	LX-RHC	CL605	Luxemburg Air Rescue	LRQ504D
	OE-FRS	Ce525A	Pink Sparrow	2x 08 SOW3
05. N999RG	PA-46-500TP			
	PH-DTS	DA42	Twinstar Beheer	*
	PH-HOW	H145	RAV Fryslân – MAA	medic01
	SE-RLP	Ce525B	Royalair	07
06. CS-PHO	EMB505	NetJets Europe	NJE8KE/804W	
	D-ISIG	PA-31T1	Schindler Ingenieur	
	Falcon 2000EX	N1925	Rheem Manufacturing Co.	07
	Cirrus SF50	T7-HGW		29
07. CS-DLF	Falcon 2000EX	NetJets Europe	NJE071P/300P	
	CS-DVZ	Ce550	Taespejo Portugal	TES142/3
	CS-DXO	C560XL	NetJets Europe	08 NJE7XD
	N965AP	Cirrus SF50		
	SP-VIS	Cirrus SF50		11
08. D-COCA	Beech 1900D	Private Wings	09 PWF100	
	OE-FRJ	Ce525	Pink Sparrow	SOW6
09. 9H-CAP	P180	Av8Jet Charter	AJO233	
	N504DT	PA-46-350P		
10. CS-LTJ	Ce680A	NetJets Europe	NJE3JF/545Y	
	CS-PHM	EMB505	NetJets Europe	11 NJE106D/8LD
	D-CJCL	Lj31A	Jetcall	JCL6
	D-COCA	Beech 1900D	Private Wings	PWF315/101
	D-HYAM	H145	ADAC Luftrettung	CHX26
11. N120WVV	PA-46-500TP	Sky West Aviation		
	OE-XXZ	R44	Eurofly Aviation – Gasunie	
	PH-DTS	DA42	Twinstar Beheer	2x *
12. F-HLFE	Ce525B	Benoit Fretin Finances		
	N177LN	Cirrus SF50	Valair	13
	N186ST	PA-46R-350T	International Air Services	
13. D-IPCG	Ce425	Aerowest		2x
	F-HLFE	Ce525B	Benoit Fretin Finances	
	OE-FAF	Ce525A	Smartline	
	PH-ZBZ	Beech C90A	Zeusch Aviation	2x *
14. G-XION	Falcon 8X	Luxaviation UK		
	OE-FAF	Ce525A	Smartline	
	PH-GWS	Falcon 7X	Exxaero	19 XRO710/597
	PH-IWS	Falcon 7X	Exxaero	2x XRO705
	PH-WPB	PC-12/47E	Bonita Aviation	
	SE-RLP	Ce525B	Royalair	15
15. CS-LTP	Ce680A	NetJets Europe	16 NJE3HZ/484K	
	D-HLCK	EC135P2+	ADAC Luftrettung	16 CHX06
	N680RH	Ce680	Extreme Air	
	PH-DTS	DA42	Twinstar Beheer	*
	PH-WPB	PC-12/47E	Bonita Aviation	
16. 9H-CAP	P180	Av8Jet Charter	17 AJO234/172	
17. D-CAPB	Ce560 Encore+	Aerowest		2x
	PH-SFF	PC-12/47E	Silver Flight	
	PH-TWN	P2006T	Zelf Vliegen	*
18. OE-FHK	Ce510	GlobeAir	GAC284X/173Y	
	PH-DTS	DA42	Twinstar Beheer	*
19. OE-FHK	Ce510	GlobeAir	GAC173Z/927X	
20. CS-PHN	EMB505	NetJets Europe	NJE630Q/595B	
	D-IFLN	BN-2B-20	FLN	2x *
	N707SN	Cirrus SF50	Vision Jet Inc.	
	OO-MMT	Ce560XLS	Air Service Liège	
	PH-OOP	H145	RAV Fryslân – MAA	medic01
21. CS-DXV	C560XL	NetJets Europe	NJE8HL/182G	
	CS-GLF	Global 6000	NetJets Europe	NJE449Q/7UM
	G-VNAV	DA62	Flight Calibration Services	VOR02
	OM-FEX	B737-8Q8	AirExplore (a/w)	CX1152
	PH-SFF	PC-12/47E	Silver Flight	
22. G-LEGC	ERJ135BJ	Luxaviation UK	LNx81GC	
	PH-ZBZ	Beech C90A	Zeusch Aviation	*
23. PH-DTS	DA42	Twinstar Beheer		*
	SE-RMB	Ce525B	Royalair	
24. N-227	NH90-NFH	860sq	Neptune18	

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

D-CPSH	Ce560XLS+	Heron Aviation	25 HRN221	PH-KIO	P2006T	Kavel 10	15
SE-RMB	Ce525B	Royalair		12.D-IHLB	Ce402B	Hansa Luftbild	dep
26.CS-PHP	EMB505	NetJets Europe	27 NJE304Y/4SR	PH-ECE	EC120B	Heli Holland Holding	
M-XHEC	EC155B	Catena Aviation		PH-NEO	R44	HeliAir	
OO-NEY	EMB545	Air Service Liège	f/v 27	13.PH-DTS	DA42	Twinstar Beheer	
OO-TBB	Cirrus SF50	Blue Sky Aviation	arr	14.D-HHBC	AS355F2+	Air Lloyd	
PH-DTS	DA42	Twinstar Beheer		M-XHEC	EC155B	Catena Aviation	
PH-OOP	H145	RAV Fryslân – MAA	medic01	PH-RWY	Bo105DBS4	Heli Invest	18
PH-TWN	P2006T	Zelf Vliegen	*	15.CS-PHB	EMB505	NetJets Europe	NJE368G/28Y
27.OE-XXZ	R44	Eurofly Aviation – Gasunie		PH-FVD	R44	Rotarywings	
PH-DTS	DA42	Twinstar Beheer	2x *	PH-KAT	P2006T	Kavel 10	
PH-TWN	P2006T	Zelf Vliegen	*	16.N37RT	PA-46-350P	Plane Fun	
28.281	PC-12/47E	104sq	*IRL281	N417RK	PA-46-350P	Vertigo	
OE-XXZ	R44	Eurofly Aviation – Gasunie		17.N939PA	PA-46-350T	PDT Services	
OM-FEX	B737-8Q8	AirExplore (a/w)	CX1152	N939PA	PA-46-350T	PDT Services	
PH-DTS	DA42	Twinstar Beheer	2x *	PH-UMC	H135	ANWB – MAA	
PH-RLD	S-91D	G. Kieft		18.PH-FVD	R44	Rotarywings	
SE-RLP	Ce525B	Royalair	2x 31	PH-HGB	R44	HeliAir	
29.D-CPSH	Ce560XL	Heron Aviation	HRN221	20.Q-26	AH-64D	301sq	
N1860	Cirrus SF50	Cirrus Middle East	dep	PH-ZAZ	Beech B200	Zeusch Aviation	arr
PH-DTS	DA42	Twinstar Beheer		22.OE-EFL	PC-12/47E	Theophil EFL	24
PH-HBH	H269C	Heli Holland Holding		PH-ZEZ	Beech B200	Zeusch Aviation	arr
PH-PXC	EC135P2+	Nationale Politie	ZXP3	23.PH-KMR	Gippsland GA-8	Stichting Hoogvliegers	
30.OE-FAF	Ce525A	Smartline		PH-RBC	EC120B	HeliAir	
31.OE-FAM	DA42NG	Aviation Together	01	24.CS-PHK	EMB505	NetJets Europe	NJE171B/711N
PH-DTS	DA42	Twinstar Beheer	*	PH-FSD	Ce208	Fallschirmsport Damme	29
SE-RLP	Ce525B	Royalair		26.N980EE	RC695	International Air Services	27

The Embraer on the 26th was a first visit of type. On the 28th the Irish prop performed an approach.

Credit: GEAS, FlyGRQ.

Deventer-Teuge

October 2021			
01.N980EE	RC695	International Air Services	dep
PH-ZGZ	Beech C90A	Zeusch Aviation	dep
04.PH-FVD	R44	Rotarywings	14
PH-HCF	Cabri G2	HeliCentre	
PH-VCC	DA62	Cav-Okay	
05.PH-HCF	Cabri G2	HeliCentre	
07.PH-ZCZ	Beech B200	Zeusch Aviation	22
08.OE-XXZ	R44	Eurofly Aviation – Gasunie	arr
OE-XYK	R44	Heli & Co	dep
11.N37RT	PA-46-350P	Plane Fun	
PH-BSU	Ce208B	Paracentrum Texel	arr

PH-KIO	P2006T	Kavel 10	15
12.D-IHLB	Ce402B	Hansa Luftbild	dep
PH-ECE	EC120B	Heli Holland Holding	
PH-NEO	R44	HeliAir	
13.PH-DTS	DA42	Twinstar Beheer	
14.D-HHBC	AS355F2+	Air Lloyd	
M-XHEC	EC155B	Catena Aviation	
PH-RWY	Bo105DBS4	Heli Invest	18
15.CS-PHB	EMB505	NetJets Europe	NJE368G/28Y
PH-FVD	R44	Rotarywings	
PH-KAT	P2006T	Kavel 10	
16.N37RT	PA-46-350P	Plane Fun	
N417RK	PA-46-350P	Vertigo	
17.N939PA	PA-46-350T	PDT Services	
N939PA	PA-46-350T	PDT Services	
PH-UMC	H135	ANWB – MAA	
18.PH-FVD	R44	Rotarywings	
PH-HGB	R44	HeliAir	
20.Q-26	AH-64D	301sq	
PH-ZAZ	Beech B200	Zeusch Aviation	arr
22.OE-EFL	PC-12/47E	Theophil EFL	24
PH-ZEZ	Beech B200	Zeusch Aviation	arr
23.PH-KMR	Gippsland GA-8	Stichting Hoogvliegers	
PH-RBC	EC120B	HeliAir	
24.CS-PHK	EMB505	NetJets Europe	NJE171B/711N
PH-FSD	Ce208	Fallschirmsport Damme	29
26.N980EE	RC695	International Air Services	27
27.PH-RWY	Bo105DBS4	Heli Invest	
28.OO-ROB	AC690B	A.B.K.	
29.OH-JRD	PC-12/47E	Fly 7 Executive Aviation	
PH-HCJ	Cabri G2	HeliCentre	
T7-425	Ce425		arr
30.OH-JRD	PC-12/47E	Fly 7 Executive Aviation	
PH-PXD	EC135P2+	Nationale Politie	
31.PH-HCJ	Cabri G2	HeliCentre	

The helicopter on the 20th performed a precautionary landing. On the 26th a Cessna arrived for maintenance.

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

Eindhoven

October 2021			
01.15002	CC-150	437sq	02 CFC4153
33/XA	TBM-700A	ET00.043	CTM1310
06.1x	PC-7	131EMV0sq	*Diamond08



There is nothing more fun than using your type in the registration of your aircraft. This Ce425 registered in San Marino is one of the first built of this type. T7-425 was at Teuge for maintenance. (October 29, 2021, Bart Hoekstra)

FB22	F-16BM	2w	*BAF261
177702	CC-177	429sq	CFC4080
D-473	CH-47F	298sq	2x *Grizzly11-form, GLV-V
D-481	CH-47F	298sq	2x *Grizzly11-form, GLV-V
07.Q-18	AH-64DN	301sq	*Apache23
S-447	AS532U2	300sq	*
T-235	KDC-10	334sq	NAF45
09.15002	CC-150	437sq	10 CFC4154
11.525/31-CN	KC-135RG	ERV04.031	FAF4115
751	C-130H	356 MTM	HAF356H
03	C-17A	HAW	Bartok29
D-473	CH-47F	298sq	*
12.1x	AH-64DN	301sq	*Apache23
50+40	C-160D	LTG63 (spec c/s)	GAF063
D-473	CH-47F	298sq	*Grizzly44, GLV-V
13.03	C-17A	HAW	Bartok29
14.FA110	F-16AM	10w	*Vulture41
165834	C-40A	VR-58	CNV6614
15.T-235	KDC-10	334sq	arr NAF51
16.177704	CC-177	429sq	18 CFC4082
02	C-17A	HAW	Bartok19
18.D-481	CH-47F	298sq	*Grizzly45, GLV-V
<u>D-482</u>	CH-47F	298sq	* <u>Omega2</u>
<u>J-367</u>	F-16AM	312sq	* <u>Metal01</u> *
<u>J-632</u>	F-16AM	312sq	* <u>Metal1</u>
<u>J-644</u>	F-16AM	312sq	*
19. <u>D-481</u>	CH-47F	298sq	* <u>Grizzly85</u>
D-481	CH-47F	298sq	Grizzly43
<u>L-12</u>	PC-7	131EMV0sq	* <u>Diamond12</u>
<u>L-13</u>	PC-7	131EMV0sq	* <u>Diamond17</u>
20. <u>J-006</u>	F-16AM	312sq	* <u>King01</u>
21. <u>FB15</u>	F-16BM	10w/OCU	* <u>BAF451</u>
22.011	C295M	8.BLTr	25 PLF030
25.T-235	KDC-10	334sq/Omega Air	dep NAF44
27. <u>FB22</u>	F-16BM	2w	* <u>BAF271</u>
<u>J-062</u>	F-16AM	312sq	* <u>Bulldog-form</u>
<u>J-063</u>	F-16AM	312sq	* <u>Crack-form</u>
<u>J-515</u>	F-16AM	312sq	* <u>Crack-form</u>
<u>J-516</u>	F-16AM	312sq	* <u>Bulldog-form</u>
28.D-601	CH-47F	298sq	* <u>Omega1</u> , GLV-V
<u>J-368</u>	F-16BM	312sq	* <u>Sting01</u>
29.02	C-17A	HAW	30 Bartok30
D-101	CH-47D	298sq	*GLV-V

The Canadian Air Force found its way back to Eindhoven in October. Some Polaris and Globemaster visits were related to their Romanian Hornet deployment support. The last CC-177 departed for Evreux France. On 11 October one of the last French KC-135RGs spend some time on the ground,

pending a crew change. A day later the special coloured LTG63 Transall visited on one of its final missions prior to become withdrawn from use. Special attention also focused on our own T-235, our KDC-10. After a farewell tour around Holland on 7 October a mission towards Edwards AFB was performed, returning on 15 October. Ten days later the final departure from Eindhoven took place, heading for Victorville where new owner Omega Air will prepare the tanker for their new operations. This ends an era in 334sq service that began in February 1995.

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

Credits: EWAS, Oscar Sannen, Scramble MB.

Gilze-Rijen

			October 2021
01.G-273	C-130H-30	336sq	*NAF73
15.D-601	CH-47F	DMO/298sq	arr Grizzly91
18.J-367	F-16AM	312sq	*
J-644	F-16AM	312sq (322sq mks)	*
20.J-632	F-16AM	312sq	3x *
26.G-781	C-130H	336sq (spec mks)	*NAF71

G-273 flew overhead Gilze-Rijen towards Eindhoven after departure at Leeuwarden. On 15 October another brand new CH-47F joined 298sq, some Volkel based F-16s visiting and a short Hercules performing various training approaches for 45 minutes.

Credits: Gilze Rijen Aviation Society, Scramble MB.

De Kooy

			October 2021
01.89+63	Sea King Mk41	MFG5	GNV4800
PH-CGN	Do228-212	Kustwacht	*
0264	AW101 Mk612	330skv	NOW330A
PH-EUL	AW189	CHC Helicopters Netherlands	
04.D-473	CH-47F	298sq	
07.T-235	KDC-10	334sq	*NAF45
11.281	PC-12/47E	104sq	*
N-110	NH90-NFH	860sq	dep Neptune12
26.N-318	NH90-NFH	860sq	arr Guardian24
27.J-062	F-16AM	312sq	* <u>Bulldog02</u>
<u>J-063</u>	F-16AM	312sq	* <u>Crack02</u>
<u>J-515</u>	F-16AM	312sq	* <u>Crack01</u>
<u>J-516</u>	F-16AM	312sq	* <u>Bulldog01</u>



One of the smallest helicopters flying around in the Netherlands is the Guimbal Cabri G2. PH-HCJ was delivered to HeliCentre four days before this photo was taken. (Lelystad, 19 September 2021, Ernesto Bauer)



Airbus A320 VQ-BXQ arrived at Woensdrecht on 25 September 2019, in AVIANCA Brasil colours, all the way from Lourdes, France. AVIANCA had parked the aircraft there in May 2019, as PR-ONX, after it was no longer needed. It was flown over to Woensdrecht 18 October 2021, where it will be made ready for its next operator, LATAM Airlines Brasil. (Jonas Evrard)

After the SARMeet 2021 the German Sea King and Norwegian AW101 returned back home and refueled at De Kooy. The Dutch AW189 was previously known as G-ERBA and was reregistered some time ago. The new 298sq CH-47Fs start to find their way into De Kooy, D-473 visited on 4 October. The KDC-10 farewell flight also included Den Helder, after visiting Leeuwarden and continuing South towards Schiphol.

Local 860sq NH90-NFHs that have been active (flying) this month are N-088, N-110, N-227, N-318, N-327..

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

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

Leeuwarden

			October 2021
01.FA70	F-16AM	2w	dep Maze42
FA102	F-16AM	10w	08 BAF503/Flanker2
FA119	F-16AM	10w	08 BAF504/Maze42
FA132	F-16AM	2w	dep Viper1
FA133	F-16AM	2w	08 BAF261/Maze41
FA134	F-16AM	10w	08 BAF501/Flanker1
54+07	A400M	LTG62	dep GAF413
G-273	C-130H-30	336sq	dep NAF73
06.F-021	F-35A	322sq	del NAF322
07.T-235	KDC-10	334sq	*NAF45
08.FA81	F-16AM	10w	dep Viper4
FA91	F-16AM	2w	dep Viper3
FA127	F-16AM	10w	dep Maze44
30+62	EF2000	TLG73	dep GAFS02b
30+66	EF2000	TLG73	dep GAFS02a
31+02	EF2000	TLG73	dep GAFS01a
31+09	EF2000	TLG73	dep GAFS02d
31+11	EF2000	TLG73	dep GAFS01b
31+20	EF2000	TLG73	dep GAFS02c
31+35	EF2000	TLG73	dep GAFS01c
31+50	EF2000	TLG73	dep GAFS01d
44+69	Tornado IDS	TLG51	dep Raven22
45+20	Tornado IDS	TLG51	dep GAFM56
45+35	Tornado IDS	TLG51 (TLG33 mks)	dep Raven23
45+39	Tornado IDS	TLG51	dep GAFM55
46+40	Tornado ECR	TLG51	dep GAFM52
46+57	Tornado ECR	TLG51	dep GAFM57

J-006	F-16AM	312sq (322sq mks)	dep Bonzo23
J-014	F-16AM	312sq (nmks)	dep Bonzo2
J-062	F-16AM	312sq (fl mks)	dep Bonzo21
J-146	F-16AM	312sq (nmks)	dep Bonzo22
J-514	F-16AM	312sq (td mks)	dep Flanker3
J-515	F-16AM	312sq (fl mks)	dep Bonzo1
J-879	F-16AM	312sq (322sq mks)	dep Bonzo24
5149	F-35A	322skv	dep NOW132b
5206	F-35A	322skv	dep NOW132c
20.J-879	F-16AM	312sq (322sq mks)	*Bulldog01
27.J-062	F-16AM	312sq	*Bulldog01
J-516	F-16AM	312sq	*Crack01

The WIC 2021 training ended on 8 October 2021 with all participants returning to their home bases. Some jets returned straight away after completing the morning mission, to be recognised by the Viper, Flanker/Maze/Raven callsigns. Most of the German and Norwegian participants returned for a lunch break and refuel prior to returning home.

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

Volkel

			September 2021
01.PH-OUQ	Spitfire LF.IXc	SKHV	
10.Q-23	AH-64DN	301sq	*Bat74
13.15-08466	CH-47F	B/2-1st AVN	R08199-form
16.Q-16	AH-64DN	301sq	*Apache32
Q-19	AH-64DN	301sq	*Apache31
17.ZA947	Dakota III	BoBMF	*RFR7003
23.Q-23	AH-64DN	301sq	*Apache03
28.Q-14	AH-64DN	301sq	*NAF13
30.Q-13	AH-64DN	301sq	Bat71,Apache41
04.J-055	F-16AM	312sq	October 2021
NX139LZ	L-39C	Skyline Aviation	dep Cowboy01
06.30+06	EF2000(T)	TLG73	08 N139LZ
J-011	F-16AM	312sq	*Aces
07.J-005	F-16AM	312sq	dep NAF312
T-235	KDC-10	334sq	arr NAF312
PH-OUQ	Spitfire LF.IXc	SKHV	*NAF45
08.G-781	C-130H	336sq (spec mks)	08
J-006	F-16AM	312sq (322sq mks)	*NAF71
J-014	F-16AM	312sq (nmks)	arr Bonzo23
J-062	F-16AM	312sq (fl mks)	arr Bonzo2
			arr Bonzo21

J-146	F-16AM	312sq (nmks)	arr Bonzo22
J-514	F-16AM	312sq (td mks)	arr Flanker3
J-515	F-16AM	312sq (fl mks)	arr Bonzo1
J-879	F-16AM	312sq (322sq mks)	arr Bonzo24
12.J-020	F-16AM	312sq	dep Bullet01
J-882	F-16BM	312sq	arr Bullet01
15.J-136	F-16AM	312sq	arr NAF312
J-146	F-16AM	312sq	dep NAF312
27.FB22	F-16BM	2w	*BAF271
29.FB17	F-16BM	10w/OCU	*BAF461

We start with some additions from the September movements in Scramble 510. Some Apache visits were missed and the US Army CH-47F was mispronounced as FY16 when this should be a year earlier. In the October movements the Skyline Albatros spend some days for training support and the dual Eurofighter performed a practise landing. J-011 departed for TLC in Portugal and changed with J-005 returning the following day. On 12 October a maintenance swap was performed at LCW Woensdrecht with J-020 departing towards LCW and J-882 returning. The third maintenance swap was with SABCA Belgium and took place on 15 October with J-136 and J-146. Two Belgian Air Force duals are closing this month while local based 312sq is preparing for a deployment towards Italy in November.

Credits: movements@sgvolkel.nl, SG Volkel message board, Scramble message board.

Woensdrecht

October 2021			
01.S-419	AS532U2	300sq	*Wildcat4
OE-IDB	A330-343	Avolon (KNE c/s)	dep
PH-HSC	B737-8K2	Transavia	08 TRA073/052
04.D-473	CH=47F	298sq	*Grizzly42
D-481	CH-47F	298sq	*Grizzly41
J-055	F-16AM	312sq	arr Cowboy01
06.N-164	NH90-NFH	860sq	Neptune12
07.Q-13	AH-64DN	301sq	arr Apache07
T-235	KDC-10	334sq	*NAF45
PH-OUQ	Spitfire LF.IXc	SKHV	*
08.EI-FVR	B737-8JP	ICBC	dep
PH-OUQ	Spitfire LF.IXc	SKHV	*
11.N-110	NH90-NFH	860sq	arr Neptune12
OY-JTP	B737-79L	Jetttime	dep JTD9009
P4-LIG	B737-7JF	Orion-X	arr
12.D-601	CH-47F	DMO/298sq	tst Grizzly91
J-020	F-16AM	312sq	arr Bullet01
J-882	F-16BM	312sq	dep Bullet01
13.D-601	CH-47F	DMO/298sq	tst Grizzly91

N-318	NH90-NFH	860sq	tst Neptune12
14.D-101	CH-47D	298sq	Grizzly35
D-601	CH-47F	DMO/298sq	tst Grizzly91
J-516	F-16AM	312sq	dep Cowboy01
N-318	NH90-NFH	860sq	tst Neptune12
15.D-473	CH-47F	298sq	*Grizzly85
D-601	CH-47F	DMO/298sq	tst + dep Grizzly91
D-667	CH-47D	298sq	*Grizzly33
18.D-102	CH-47D	298sq	arr Grizzly34
D-481	CH-47F	298sq	*Omega02
J-367	F-16AM	312sq	*Metal01
J-644	F-16AM	312sq	*Bulldog01
VQ-BXO	A320-214	GECAS (AVA c/s)	tst
19.D-481	CH-47F	298sq	*Grizzly85
PH-PXX	AW139	Nationale Politie	*ZXP24
22.VQ-BXO	A320-214	GECAS (AVA c/s)	tst
25.N-318	NH90-NFH	860sq	tst Guardian13
26.N-318	NH90-NFH	860sq	dep Guardian24
27.D-602	CH-47F	DMO/298sq	tst Grizzly92
J-062	F-16AM	312sq	*Bulldog-form
J-063	F-16AM	312sq	*Crack-form
J-515	F-16AM	312sq	*Crack-form
J-516	F-16AM	312sq	*Bulldog-form
28.D-602	CH-47F	DMO/298sq	tst Grizzly92
D-667	CH-47D	298sq	*Grizzly31
Q-01	AH-64DN	301sq	tst Apache05
29.D-602	CH-47F	DMO/298sq	tst Grizzly92
VP-BUJ	A330-302	GECAS (NWS/JAI c/s)	dep
NWS9807			

The sole remaining KDC-10 made a low pass over Woensdrecht on 7 October 2021, in devotion to the service members who have spend quite some TLC in this airframe over the years. Two brand new CH-47F MY CAAS airframes entered their test flight stage this month; D-601 and D-602 with the first being delivered to 298sq on 15 October. On the civil side we start 1 October with a former Turkish Airlines A330-300, destined for flynas and became HZ-NE24 in the meantime. A former Norwegian Argentina B737-800 departed Woensdrecht on 8 October for Guangzhou were it arrived two days later and is destined for Greater Bay Airlines in the near future. The Jetttime Boeing 737 departed again back to Copenhagen on 11 October while a Russian based BBJ1 arrived. VQ-BXO is almost ready for its ferry flight to Colombia to join the Avianca fleet and a former Jet Airways A330-300 departed for Istanbul on 29 October with Nordwind markings added to the basis Jet Airways colours.

Credits: Johan Havelaar, Scramble MB.



The owners of Bell 206 OO-GEA wanted to pay a visit to the infamous Texel Airport restaurant, on 9 October 2021. It so happened that Mike de Bruijn was there too and he ceased the moment to take this picture.



Former Alitalia Embraer 175 EI-RDN is one of five currently parked at Enschede-Twente airport. This one arrived here on 11 October, together with EI-RDG, and is seen here waiting for the things to come. (Patrick Volmer, 24 October 2021)

Texel

September 2021			
01. PH-ANK	R44	Bear Helicopters	
04. PH-CGC	Do228-212	Kustwacht	NCG01
05. PH-FVD	R44	Rotarywings	
07. PH-KFB	DA42NG	KLM Flight Academy	KLM7913
08. OO-MMM	BN-2B-21	Belg. North Sea Aerial Surv.	BCG01
	PH-AAI	EC120B	HeliAir *
	PH-FVD	R44	Rotarywings
09. N-326	NH90-NFH	860sq	*Trident02
	PH-XXV	B-25N	KLuHV
12. PH-CGC	Do228-212	Kustwacht	NCG01
	PH-TWN	P2006T	Zelf Vliegen
13. OE-XYK	R44	Heli & Co	
	PH-ECE	EC120B	Heli Holland Holding
	PH-RLD	Saab 91D	Guus Kieft
14. OO-MMM	BN-2B-21	Belg. North Sea Aerial Surv.	BCG01
	PH-FVD	R44	Rotarywings
	PH-TWN	P2006T	Zelf Vliegen
	PH-VDH	DA62	Van der Helm Logistiek
16. PH-PDK	EC120B	HeliFlight	
19. PH-SLC	P68	Slagboom & Peeters	
20. PH-FVD	R44	Rotarywings	
	PH-RLD	Saab 91D	Guus Kieft
21. PH-CGC	Do228-212	Kustwacht	NCG01
	PH-ECE	EC120B	Heli Holland Holding
24. PH-CGN	Do228-212	Kustwacht	NCG01
26. PH-CGN	Do228-212	Kustwacht	NCG01

October 2021			
01. D-EMBA	P149	Goy	
07. N939PA	PA-46-350T	PDT Services	
	OE-XYK	R44	Heli & Co
	PH-CGN	Do228-212	Kustwacht NCG01
08. OO-GEA	Bell 206B3	Mackenzie Air Services	09
10. OO-NSZ	AS365N2	Netherlands Coastguard	CG06
	PH-CGN	Do228-212	Kustwacht NCG01
11. G-BWTG	DHC-1	Classic Wings	
13. PH-HCJ	Cabri G2	HeliCentre	
14. PH-CGN	Do228-212	Kustwacht	NCG01
15. PH-PDK	EC120B	HeliFlights	
16. PH-CGN	Do228-212	Kustwacht	NCG01
	PH-TDX	DA42NG	Vliegclub Schiphol
18. PH-HCE	R66	HeliCentre	
22. PH-PXX	AW139	Nationale Politie	NCG04
23. PH-FVD	R44	Rotor & Wings	
24. OO-NHX	AS365N3	N.H.V.	CG08
	PH-ATT	H269C	Heli Holland Holding
	PH-AVW	R44	A. F. C. van Westerop

PH-RLD	Saab 91D	Guus Kieft	
27. PH-CGN	Do228-212	Kustwacht	NCG01
28. PH-FVD	R44	Rotor & Wings	
	PH-HCC	Cabri G2	HeliCentre
29. PH-KTM	R44	HeliAir	

Credit: Texel Airport.

Twente

October 2021			
01. M-IFFY	Ce510	XEAD Aviation	
	PH-LAB	Ce550	TU Delft – NLR
04. PH-LAB	Ce550	TU Delft – NLR	
05. D-AIBI	A319-100	Lufthansa	9x *DLH342/343
	PH-LAB	Ce550	TU Delft – NLR
	PH-TFU	B737-8	TUI Netherlands 8x *TFL051T
06. CS-PHM	EMB505	NetJets Europe	NJE533A/832W
07. PH-LAB	Ce550	TU Delft – NLR	2x
08. PH-LAB	Ce550	TU Delft – NLR	2x
09. EI-RDF	ERJ175STD	Alitalia Cityliner	arr AZA8036
10. OE-FRM	Ce510	GlobeAir	f/v GAC884N/773N
11. EI-RDG	ERJ175STD	Alitalia Cityliner	arr AZA8036
	EI-RDN	ERJ175STD	arr AZA8037
12. CS-DXJ	Ce560XLS	NetJets Europe	13 NJE370Y/403R
13. CS-DQB	Ce560XLS	NetJets Europe	NJE040T/424T
	PH-CPI	EMB500	Flying Group f/v FYG33PI
14. D-ICBA	Ce525A	ProAir	
15. CS-DXO	Ce560XLS	NetJets Europe	NJE400C/600T
	CS-PHJ	EMB505	NetJets Europe NJE107C/332F
20. CS-DXJ	Ce560XLS	NetJets Europe	NJE855Q/849Q
22. M-IFFY	Ce510	XEAD Aviation	
23. PH-KMR	Gippsland GA-8	Stichting Hoogvliegers	
24. CS-EJA	Ce560XLS	NetJets Europe	NJE570P/665F
	SP-OOK	Beech 400XP	Smartjet SAH51P
25. CS-DXK	Ce560XLS	NetJets Europe	NJE361R/508E
28. CS-PHA	EMB505	NetJets Europe	NJE096F/165M
	PH-HCJ	Cabri G2	HeliCentre
29. D-IPCG	Ce425	Aerowest	

Nordic Aviation Capital wil park five former Alitalia Embraer 175 aircraft at Twente Airport. The first three arrived this month. From September 28th till October 15th several approach flights have been performed at the airport. These flights are part of the European DREAMS project set up by the SESAR Joint Undertaking. Flights were performed by the NLR Cessna and on the 5th TUI Netherlands and Lufthansa participated with several approaches.

Credit: EHTW spotters.

Movements Belgium



Learjet 40 OO-HRG is a new acquisition by Air Service Liège. The 2005 built aircraft was registered last June and is former OY-KVP of Execujet Scandinavia. (Antwerp, 24 October 2021, Walter Van Brempt)

Antwerp

			October 2021				
01. ST48	SF260D	CC Air		08. CS-LTF	Ce680A	NetJets Europe	09
CS-DXF	Ce560XLS	NetJets Europe	03	D-CAWR	Ce560	Aerowest Flugcharter	
F-HOND	HA-420	EATIS	f/v	D-CPOS	Ce680+	IFM Traviation	f/v 10
LX-JDV	Ce525 (M2)	Flying Group Luxembourg		F-HEET	DA42	Thenaviation	
OO-CCJ	Ce525	Air Service Liège	02	F-HLRZ	EMB500	GIE Mustang	
OO-GEE	PC-12/47E	Blue Sky Aviation		HB-FOZ	PC-12/45	Swiss Flight Services	09
OO-STE	AS350B3e	Stephex Stables		HB-LUA	P68C	Swiss Flight Services	09
02. G-FHFX	EMB550	FlexJet Ops	03	HB-LUN	P68C	Swiss Flight Services	09
OO-GEE	PC-12/47E	Blue Sky Aviation	[6]	LX-FLJ	PC-12/47NGX	Jetfly Aviation	
OO-MBP	PC-24	EAPC		OO-MJM	SV-4E	J. de Naeyer	24
OO-PCK	PC-12/47E	EAPC		OY-MNS	P68C	Bio Flight	09
OO-VMF	Ce560XLS+	Air Service Liège	03	PH-CPI	EMB500	Flying Group	10
PH-MYX	Ce650	JetNetherlands	03	PH-TXA	Ce510	ASL	10
03. LX-AND	PC-24	Flying Group Luxembourg	04	09. N600J	G550	Johnson & Johnson	10
OO-CCJ	Ce525	Air Service Liège	04	10. D-CAWR	Ce560	Aerowest Flugcharter	
OO-STE	AS350B3e	Stephex Stables		G-MRFX	EMB550	FlexJet Ops	11
04. H29	A109BA	1w		G-NJAA	Ce560XLS	NetJets UK	f/v 11
CS-LTL	Ce680A	NetJets Europe		OO-GEE	PC-12/47E	Blue Sky Aviation	[11]
CS-PHA	EMB505	NetJets Europe		OO-STD	R44	STB Copter	
G-FXFX	EMB550	FlexJet Ops	05	PH-CPI	EMB500	Flying Group	
N216B	Beech 350i	Red Bull	f/v	PH-FJK	Ce525B	ASL	11
OK-SLS	Ce560	Silesia Air	05	PH-TLP	Falcon 7X	Flying Group	
OO-MED	Lj45XR	ASL Fly Med	dep	11. ST-48	SF260D	CC Air	
05. ST48	SF260D	CC Air		CS-LTP	Ce680A	NetJets Europe	
CS-PHL	EMB505	NetJets Europe	06	D-IRUP	Ce551	R+P Flugcharter	
G-OXFA	PA-34-220T	CAE Oxford	dep	N25HJ	HA-420	Box	f/v
G-OXFE	PA-34-220T	CAE Oxford	arr tdy	OO-OMG	EC120B	VC Wings	
OE-FRJ	Ce525	Pink Sparrow	f/v	OO-STE	AS350B3e	Stephex Stables	
OO-CCJ	Ce525	Air Service Liège	06	PH-FJK	Ce525B	ASL nv	12
OO-MBP	PC-24	EAPC		12. H38	A109BA	1w	
06. ST48	SF260D	CC Air		9H-IFX	EMB550	FlexJet Ops Malta	f/v 13
9H-VCC	CL-350	VistaJet Malta	07	G-LUBB	Ce525	Surrey Heli Charters	13
9H-VCD	CL-350	VistaJet Malta		OO-PCM	PC-12/47E	EAPC	
D-CQAJ	Lj35A	Quick Air Service		PH-MYX	Ce650	JetNetherlands	
D-ICAO	Ce525	Lothringen Aero Service		13. ST-42	SF260D	CC Air	
G-SUGR	ERJ135BJ	Air Charter Scotland		9H-IFX	EMB550	FlexJet Ops Malta	14
M-ARTY	PC-12/47E	Creston (UK)		CS-DOS	Ce525B	Valair	
N148QS	Global 6000	NetJets	07	F-GLNK	Beech 1900D	Twin Jet	f/v 14
OE-FZE	Ce510	GlobeAir	07	G-KRBN	EMB505	Saxonair	f/v
OO-MAP	PC-24	EAPC		N775MK	PA-46-310P	M. Bensai	f/v
PH-CPI	EMB500	Flying Group	08	OE-FPP	Ce510	GlobeAir	
07. D-CITY	Lj35A	Air Alliance		OE-FZE	Ce510	GlobeAir	14
M-CELT	Falcon 7X	Concierge U	f/v	OO-CCJ	Ce525	Air Service Liège	
OO-MBP	PC-24	EAPC		OO-GEE	PC-12/47E	Blue Sky Aviation	[15]
PH-KIO	P2006T	Kavel 10	f/v 08	OO-LGY	T-28B	Kinavia	f/v
PH-TXA	Ce510	ASL		OO-LMP	Falcon 2000LX	Luxaviation Belgium	f/v
SE-RIL	Ce560XLS	Royalair	08	OO-OMG	EC120B	VC Wings	
T7-SUN	PC-24	Jet Management San Marino	f/v	OO-STE	AS350B3e	Stephex Stables	
				PH-CJM	Ce680	ASL	14
				PH-DVK	PC-24	Silver Flight	f/v
				PH-KFB	DA42NG	KLM Flight Academy	



Another new acquisition by Air Service Liège, is this Learjet 45 OO-MED. The aircraft was delivered last August and is former G-XJET of Zenith Aviation. (Antwerp, 4 October 2021, Jonas Evrard)

14. D-CQAJ	Lj35A	Quick Air Service		G-LUBB	Ce525	Surrey Heli Charters	
HA-JEF	Ce650	Jet-Stream	16	LX-JDV	Ce525 (M2)	Flying Group Luxembourg	23
N600J	G550	Johnson & Johnson	16	M-ARTY	PC-12/47E	Creston (UK)	
OO-ACC	Ce525A	Air Service Liège	15	PH-DWS	ERJ135LR	Air Charters Europe	
OO-OMG	EC120B	VC Wings		20. CN-RBS	BAe125-900XP	Tafarayt Jet	21
PH-VBG	Falcon 2000EX	JetNetherlands		OO-MBP	PC-24	EAPC	
15. CS-DLK	Falcon 2000EX	NetJets Europe		OO-TUV	B737-86J	TUI Belgium	f/v
CS-DOS	Ce525B	Valair		21. D-IMOI	Ce525	Proair Aviation	
CS-LTI	Ce680A	NetJets Europe		G-FTFX	EMB550	FlexJet Ops	22
D-CARO	Ce680+	Aerowest Flugcharter		M-ARTY	PC-12/47E	Creston (UK)	
G-LFBD	Ce525A	Centreline	17	M-GETS	PC-12/47E	3FS Aviation	
LX-AND	PC-24	Flying Group Luxembourg	16	M-IFFY	Ce510	Xead	22
OE-FNP	Ce510	GlobeAir		OO-MMT	Ce560XLS	Air Service Liège	
OK-EMA	Ce680	Smartwings	16	PH-DWS	ERJ135LR	Air Charters Europe	23
OO-CCJ	Ce525	Air Service Liège	17	22. CS-LTI	Ce680A	NetJets Europe	
OO-GEE	PC-12/47E	Blue Sky Aviation	[17]	D-CNOX	Ce525C	E-Aviation	f/v 25
OO-GLM	Ce680	Air Service Liège	[20]	F-HCEV	Beech B200GT	DGAC	
OO-IDE	Ce525	Air Service Liège	20	OO-CCJ	Ce525	Air Service Liège	
PH-CJM	Ce680	ASL		OO-HRG	Lj40	Air Service Liège	f/v
PH-UNC	Falcon 7X	JetNetherlands	17	OO-IDE	Ce525	Air Service Liège	24
16. F-GJFE	Beech B200	Aero Sotravia	17	OO-MAP	PC-24	EAPC	
G-ZNTH	Lj75	Zenith Aviation	17	OO-MBP	PC-24	EAPC	23
OE-FHA	Ce510	GlobeAir	17	OO-TUV	B737-86J	TUI Belgium	
OO-ACO	Ce510	Air Service Liège	28	OY-MNS	Vulcanair P-68C	Bio Flight	23
OO-LUK	SV-4B	E. Kerckhofs	arr	PH-UNC	Falcon 7X	JetNetherlands	
PH-MYX	Ce650	JetNetherlands	17	SE-RFL	Ce680	European Flight Systems	f/v
YU-PMK	Ce560XLS+	Air Pink		23. CS-LTE	Ce680A	NetJets Europe	
17. CS-DLB	Falcon 2000EX	NetJets Europe	18	F-GJFE	Beech B200	Aero Sotravia	24
D-JOA	Ce525A	Excellent Air	21	F-HCEV	Beech B200GT	DGAC	
F-GLNK	Beech 1900D	Twin Jet		N721FH	Falcon 900EX	Freeman Jet	
M-ARTY	PC-12/47E	Creston (UK)		N939PA	PA-46R-350T	SCH Aviation	24
OE-FZB	Ce510	GlobeAir	18	OE-FAT	Ce510	GlobeAir	24
OH-JFC	PC-12/47E	Hendell Aviation		OO-DTE	EC120B	Heliventure FTO	2x
OO-ACC	Ce525A	Air Service Liège	27	OO-EYP	EC120B	Heli W.S.	2x
OO-CAT	R44	Topcat Helicopters	f/v	24. D-ISLT	Ce525A	Sylt Air	f/v
OO-CCJ	Ce525	Air Service Liège		G-FHFX	EMB550	FlexJet Ops	25
OO-ESV	SV-4B	L. Cousement		G-ZNTH	Lj75	Zenith Aviation	
OO-MBP	PC-24	EAPC		N905JG	Global 6000	Lion Sky Aviation	f/v 26
OO-STE	AS350B3e	Stephex Stables		OO-CCJ	Ce525	Air Service Liège	26
P4-AND	Ce750	Baden Aircraft Operations	f/v	OO-HRG	Lj40	Air Service Liège	26
PH-FJK	Ce525B	ASL nv	18	OO-WOW	PA-34-220T	B. Plackle	
PH-MYX	Ce650	JetNetherlands	20	PH-MYX	Ce650	JetNetherlands	30
18. D-CJCL	Lj31A	Jetcall	f/v	PH-UNC	Falcon 7X	JetNetherlands	
D-FALK	Ce208	Business Wings	19	SE-RMA	CL-300	Svenskt Industriflyg	f/v
G-LUBB	Ce525	Surrey Heli Charters		25. 9H-IFX	EMB550	FlexJet Ops Malta	26
OK-RLV	G280	Avcon Jet		CS-CHI	CL-350	NetJets Europe	
OO-CCJ	Ce525	Air Service Liège	19	CS-LTA	Ce680A	NetJets Europe	26
PH-KFB	DA42NG	KLM Flight Academy		D-CSCE	EMB505	Luxaviation Germany	
19. ST41	SF260D	CC Air		D-HMDX	MD900	Air Lloyd	26
CS-LTE	Ce680A	NetJets Europe		M-GETS	PC-12/47E	3FS Aviation	
D-ISUN	Ce525A	Excellent Air	30	OK-SLS	Ce560	Silesia Air	

OO-PCA	PC-12/47NGX	EAPC	f/v	LX-JDV	Ce525 (M2)	Flying Group Luxembourg	03
OO-VMF	Ce560XLS+	Air Service Liège	27	OO-ACC	Ce525A	Air Service Liège	02
PH-CPI	EMB500	Flying Group		OO-ACO	Ce510	Air Service Liège	04
PH-DWC	ERJ135LR	Air Charters Europe	26	OO-MBP	PC-24	EAPC	
PH-UNC	Falcon 7X	JetNetherlands	26	T7-HGW	Cirrus SF50	Blue Sky Aviation	arr
26.CS-CHF	CL-350	NetJets Europe					
CS-EME	Falcon 900EX	Masterjet	f/v				
D-CARO	Ce680+	Aerowest Flugcharter	27				
G-YDEA	DA42MP	Diamond Executive Aviation					
N700EJ	TBM-700	Lyv 26 Inc.	f/v				
OO-CCJ	Ce525	Air Service Liège	28				
PH-DWC	ERJ135LR	Air Charters Europe	30				
27.9H-VCG	CL-350	VistaJet Malta					
CS-GLF	Global 6000	NetJets Europe	28	01.FA92	F-16AM	2w	04
F-HATV	Ce680A	Astonjet		FA118	F-16AM	2w	04
LX-AND	PC-24	Flying Group Luxembourg	28	RN08	NH90-TTH	18sq	*
LX-JFY	PC-12/47E	Jetfly Aviation		04.FA135	F-16AM	2w	*
OK-HWL	BAe125-900XP	CTR Flight Services		FB22	F-16BM	2w	*
OO-AAR	R44	AA Rent		ST41	SF260D	CC Air	*
OO-ACC	Ce525A	Air Service Liège	28	05.ST48	SF260D	CC Air	*
OO-CCJ	Ce525	Air Service Liège	tst	06.FB22	F-16BM	2w	*
OO-PCN	PC-12/47E	EAPC		ST41	SF260D	CC Air	*
OY-SWO	Falcon 2000S	Execujet Scandinavia		08.ST41	SF260D	CC Air	*
PH-JRC	ERJ135BJ	JetNetherlands	29	11.FA97	F-16AM	2w	*
PH-LGD	EMB550	ASL		12.FA91	F-16AM	2w	*
28.CS-DTR	Falcon 2000	Masterjet	f/v	FB22	F-16BM	2w	*
D-CXLS	Ce560XLS+	Air Hamburg	29	13.G-781	C-130H	336sq (special c/s)	*
D-GEWF	DA42	M. Haesslich	30	14.ST16	SF260M+	CC Air (Red Devils c/s)	*
F-HDPY	Ce510	Air Vendee		ST48	SF260D	CC Air	*
HB-IGV	Falcon 50EX	VF International		15.RN06	NH90-TTH	18sq	*
HB-LTO	Ce340A	A. Rothlisberger	f/v 29	RN08	NH90-TTH	18sq	*
LX-AND	PC-24	Flying Group Luxembourg		ST48	SF260D	CC Air	*
LX-JDV	Ce525 (M2)	Flying Group Luxembourg	29	19.FA86	F-16AM	2w (special c/s)	*
OK-HAR	Ce560XL	Aeropartner	29	FA118	F-16AM	2w	*
OO-ACC	Ce525A	Air Service Liège	30	08-8192	C-17A	62nd AW	20
OO-GLM	Ce680	Air Service Liège	30	21.UR-82009	An-124-100	Antonov Design Bureau	22
OO-PCJ	PC-12/47E	EAPC		22.FA118	F-16AM	2w	*
29.D-IPVD	Ce525A	Transavia		FB22	F-16BM	2w	*
HB-LQP	PA-31T	Ursella		ST03	SF260M+	CC Air	*
LX-JFZ	PC-12/47E	Jetfly Aviation	30	25.FA97	F-16AM	2w	*
OO-CCJ	Ce525	Air Service Liège	02	PH-LAB	Ce550	TU Delft - NLR	
OO-STE	AS350B3e	Stephex Stables		27.FA132	F-16AM	2w	*
T7-HGW	Cirrus SF50	Blue Sky Aviation	31	FA133	F-16AM	2w	*
30.CS-LAU	Ce680A	NetJets Europe		FB22	F-16BM	2w	*
OO-ACO	Ce510	Air Service Liège	31	H29	A109BA	17sq (demo c/s)	
OO-GLM	Ce680	Air Service Liège		H38	A109BA	17sq	
OO-PCK	PC-12/47E	EAPC	31	H46	A109BA	17sq (demo c/s)	
PH-CJM	Ce680	ASL		RN06	NH90-TTH	18sq	
31.D-CBBS	EMB505	German Private Jet Group	01	ST26	SF260M+	CC Air	*
D-IEMO	Raytheon 390	Pro Jet	01	ST41	SF260D	CC Air	*
D-IPVD	Ce525A	Transavia		ST42	SF260D	CC Air	*

One of two recently acquired Learjets for ASL Fly Med departed to Liège on the 4th.

Credits: ASA Belgium vzw, Luchtzak.be forum.

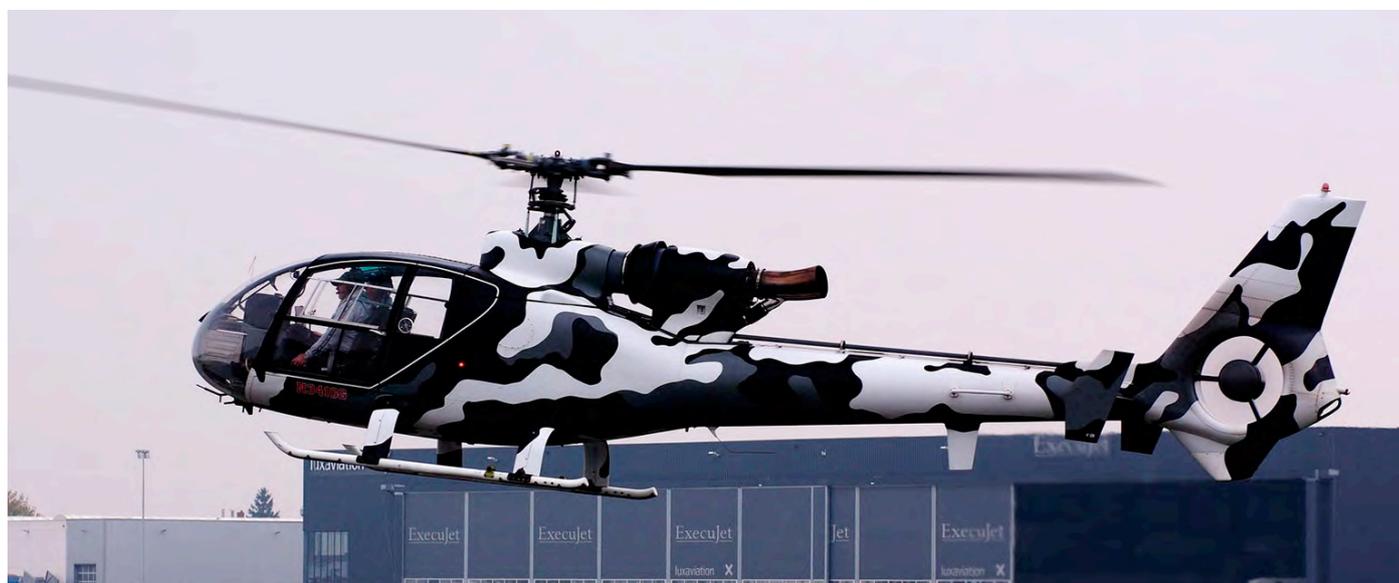
Kleine Brogel

October 2021

01.FA92	F-16AM	2w	04
FA118	F-16AM	2w	04
RN08	NH90-TTH	18sq	*
04.FA135	F-16AM	2w	*
FB22	F-16BM	2w	*
ST41	SF260D	CC Air	*
05.ST48	SF260D	CC Air	*
06.FB22	F-16BM	2w	*
ST41	SF260D	CC Air	*
08.ST41	SF260D	CC Air	*
11.FA97	F-16AM	2w	*
12.FA91	F-16AM	2w	*
FB22	F-16BM	2w	*
13.G-781	C-130H	336sq (special c/s)	*
14.ST16	SF260M+	CC Air (Red Devils c/s)	*
ST48	SF260D	CC Air	*
15.RN06	NH90-TTH	18sq	*
RN08	NH90-TTH	18sq	*
ST48	SF260D	CC Air	*
19.FA86	F-16AM	2w (special c/s)	*
FA118	F-16AM	2w	*
08-8192	C-17A	62nd AW	20
21.UR-82009	An-124-100	Antonov Design Bureau	22
22.FA118	F-16AM	2w	*
FB22	F-16BM	2w	*
ST03	SF260M+	CC Air	*
25.FA97	F-16AM	2w	*
PH-LAB	Ce550	TU Delft - NLR	
27.FA132	F-16AM	2w	*
FA133	F-16AM	2w	*
FB22	F-16BM	2w	*
H29	A109BA	17sq (demo c/s)	
H38	A109BA	17sq	
H46	A109BA	17sq (demo c/s)	
RN06	NH90-TTH	18sq	
ST26	SF260M+	CC Air	*
ST41	SF260D	CC Air	*
ST42	SF260D	CC Air	*



A white EC155 helicopter without its rotors and a Mexican registration XA-TVP at an airfield in Belgium sounds a bit like a mystery. As far as we know this helicopter had been registered in the UK as G-ISSW, but we also see OO-TVP on various sources on the internet but it will be taken up as it was only a reservation. The helicopter was prepared for transport to be transported to Lelystad to be painted in the colors of Air Greenland. Anyhow Nik Deblauwe took this picture of the machine at Ostend on 8 October.



Although it has a military camo colour scheme, this Gazelle helicopter does not have a military background. MSN 1181 was built in 1974 and before its current N341GG registration it was registered in Canada as C-FEDG and in the US as N62373. Since 2018 the helicopter has been based in Belgium. First at Antwerp and since 2019 at Koksijde, where Roland De Groote took this picture on 10 October.

28. ST23	SF260M+	CC Air (Red Devils c/s)	*	FA127	F-16AM	10w	*
UR-82027	An-124-100	Antonov Design Bureau					
29. FA70	F-16AM	2w	*				
FB14	F-16BM	2w	*				

The two Antonov An124s are a nice change of sight compared to the regular traffic.

Credits: Toon Cox, Edwin Huskens, Stephan Lodewijks, Jos Schoofs.

Koksijde

October 2021			
01. G-273	C-130H-30	336sq	2x *
06. L-08	PC-7	131EMVOsq	2x *
07. FB20	F-16BM	10w/OCU	5x *
ST47	SF260D	CC Air	2x *
11. CT04	A400M	20sq	8x *
ST41	SF260D	CC Air	2x *
12. H35	A109BA	17sq	
ST26	SF260M+	CC Air	3x *
ST41	SF260D	CC Air	*
13. ST42	SF260D	CC Air (spec mks)	2x *
M-LIFT	S76	Historic Helicopters	14
14. CT02	A400M	20sq	6x *
OO-SEE	Sea King Mk48	Historic Helicopters (40sq c/s)	tst
15. RN06	NH90-NFH	18sq	*
RN08	NH90-TTH	18sq	*
18. H28	A109BA	17sq	
H35	A109BA	17sq	
19. FA107	F-16AM	10w	*
FA127	F-16AM	10w	*
ST47	SF260D	CC Air	*
OO-KNG	Sea King Mk48	Historic Helicopters (40sq c/s)	tst
20. FA107	F-16AM	10w	*
FA127	F-16AM	10w	*
ST48	SF260D	CC Air	2x *
OO-KNG	Sea King Mk48	Historic Helicopters	dep
OO-SEE	Sea King Mk48	Historic Helicopters	dep
22. CH07	C-130H	20sq	8x *
25. FA136	F-16AM	10w (NTM'21 c/s)	2x *
26. CH05	C-130H	20sq	11x *
H38	A109BA	17sq	2x
PH-LAB	Ce550	NLR	
27. H35	A109BA	17sq	2x
28. CH07	C-130H	20sq	*
FA95	F-16AM	10w	*
FA127	F-16AM	10w	*
H29	A109BA	17sq (spec mks)	*
ST16	SF260M+	CC Air (Red Devils c/s)	*
29. 1x	F-16AM	10w	*
FA110	F-16AM	10w	*

The fate of two former 40sq Sea Kings changed from the scrapper towards England based Historic Helicopters. Both helicopters have been demilitarised and prepared from their storage phase into airworthy condition. RS02 has become OO-SEE while RS04 has become OO-KNG as tribute to the Sea King. Both helicopters still wear their full 40sq markings, roundels and even military registrations.

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

Ostend-Bruges

October 2021			
01. 9H-JCE	HA-420	EuroJet	JLN56
5B-DCW	A319-114	Cyprus Airways	dep CYP1911
5B-DDL	A320-214	Tus Airways	dep CYF365
D-CMDH	Ce680	E-Aviation	dep EFD6H
D-CSCB	Ce560XL	Silver Cloud Air	SCR168/187
LN-AWB	Lj45XR	Airwing	02 NWG20/22
N233KC	Falcon 900		03
OO-SUN	Ce510	Air Service Liège	dep
PH-MYX	Ce650	Air Service Liège	dep
PH-NNX	Ce750	JetNetherlands	dep
03. OO-PRM	Ce510	Air Service Liège	arr
OO-SUN	Ce510	Air Service Liège	
05. PH-MYX	Ce650	Air Service Liège	10
PH-NNX	Ce750	JetNetherlands	
VQ-BVB	B747-8F	Silk Way West Airlines	AZG4881
YL-RAC	An-26	RAF-Avia	MTL995P/995C
06. G-CMBC	Ce550B	Bond Business	LJC5
HA-TVJ	Saab 340A	Fleet Air International	FRF401/
OO-SUN	Ce510	Air Service Liège	14
SP-KPC	Saab 340A	SprintAir	SAR126/127
07. EC-MSS	Ce560XL	Gestair	GES321S
ES-LSA	Saab 340A(F)	Airest	08 AEG405P/405C
OE-GAC	Lj45XR	Avionord	VND1315
08. D-CQAJ	Lj35A	Quick Air Jet Charter	QAJ4
OO-CEJ	Ce525	Air Service Liège	
OO-CEJ	Ce525	Air Service Liège	09
SP-KPC	Saab 340A	SprintAir	SAR138/139
YL-RAG	Saab 340A(F)	RAF-Avia	11 MTL998C/999P
09. D-BALL	EMB550	Air Hamburg	10 AHO590V
G-SKAL	Ce560XLS+	Caterus	VCG1AL/2AL
PH-EBM	PC-24		arr
10. 4L-EFC	A300B4-203(F)	Easy Charter	LOL1011/1012
D-CIKS	EM505	Northwings	arr
EC-MSS	Ce560XL	Gestair	GES321S
LX-JFR	PC-12/47E	Jetfly Aviation	JFA99H/15S
OO-SLM	Ce560XLS	Luxaviation Belgium	11

PH-MYX	Ce650	Air Service Liège	11	HA-TAG	Saab 340A(F)	Fleet Air Int'	arr FRF301
11. D-CAHO	Ce560XLS+	Air Hamburg	12 AHO411R/438W	OO-VMF	Ce560XLS+	Air Service Liège	2x
D-CYKP	Ce550B	Tyrol Air Ambulance	TYW524P/525P	PH-NNX	Ce750	JetNetherlands	arr
OO-SLM	Ce560XLS	Luxaviation Belgium	AAB919	SP-MRB	Saab 340A	SkyTaxi	IGA584/585
PH-MYX	Ce650	Air Service Liège	12	28. D-FAST	Ce208	Businesswings	29 JMP342/351
PH-NNX	Ce750	JetNetherlands	12	PH-BRA	PC-12/47E		
12. 4L-EFC	A300B4-203(F)	Easy Charter	LOL1011/1012	PH-TFP	B737-8	TUI Netherlands	TFL091/TB1801
ES-NSD	Saab 340B(F)	NyxAir	14 NYX406C/407P	29. 14+06	Global 6000	FBS BMVg	GAF685
13. ES-LSA	Saab 340A(F)	Airest	AEG407C/	D-CSCE	EMB505	Padaviation	30 -/PVD11U
HA-KAT	ATR72-201(F)	Fleet Air Int'	f/v 16 FRF501/500	UR-82027	An-124-100M	Antonov Airlines	ADB352F/3952
14. EC-GPS	SA227AC	Flightline	15 FTL842/851	30. PH-VBG	Falcon 2000EX	JetNetherlands	
OO-SUN	Ce510	Air Service Liège	18	31. LX-JFR	PC-12/47E	Jetfly Aviation	JFA09L
15. M-ARTY	PC-12/47E	Creston (UK)					
OO-SKS	Ce560XLS	Luxaviation Belgium	AAB972	<u>EgyptAir Cargo:</u>			
16. PH-CTH	Falcon 2000LX	Flying Service		SU-GCE	04 – 06, 10 ² , 12, 15, 19, 22, 23, 27, 29, 30		
17. PH-CTH	Falcon 2000LX	Flying Group		SU-GCF	11, 14, 16, 18, 19 ³ , 22, 23, 25, 28, 30		
18. D-ASBG	Falcon 900EX	Airservice Bremgarten		SU-GCJ	02, 03, 07, 09, 17, 20 ² , 21, 24, 26, 28, 29		
G-POWN	A321-211	Titan Airways	19 AWC52	<u>MNG Airlines:</u>			
LX-NEW	PC-12/47E	Jetfly Aviation	JFA12P	TC-MCC	03, 10, 17, 24		
OE-FHA	Ce510	GlobeAir	GAC348U/348V	TC-MCD	31		
19. 14+06	Global 6000	FBS BMVg	GAF613	<u>Qatar Airways (Cargo):</u>			
D-ATMJ	CL-604	Air Independence	20	A7-BAB	04, 07, 18 ²	A7-BFN	27
D-BOSS	EMB550	Air Hamburg	20 AHO549W/-	A7-BAK	21, 25, 29	A7-BFO	20
D-CAPO	Lj35A	Jet Executive Int' Charter	JEI424	A7-BAN	14	A7-BFQ	06
D-IFFF	CeF406	Air-Taxi Europe	TWG244/144	A7-BAP	11	A7-BFT	04
G-JZHV	B737-8MG	Jet2	EXS6315/6316	A7-BFB	11	A7-BFW	03, 24
HA-TVJ	Saab 340A	Fleet Air Int'	20 FRF401/400	A7-BFE	30	A7-BFZ	13
LY-KDT	B737-522	KlasJet	20 KLJ300P/3346	A7-BFL	17		
OH-BSL	PC-12/47E	Fly7 Executive Avn	22 FSF200B	<u>Silk Way West Airlines:</u>			
OO-SUN	Ce510	Air Service Liège		4K-SW008 21		VQ-BVB	05, 06 ² , 14, 15 ² , 27
20. 14+06	Global 6000	FBS BMVg	GAF630	4K-SW888 08		VQ-BVC	06, 11, 16, 17 ² , 19, 21, 24 ²
D-CNAC	SA227AC	BinAir Aero Service	25 BID22B/11A	VQ-BBH	01, 04, 07 ² , 10, 14, 21, 26, 27		
PH-MYX	Ce650	Air Service Liège		VQ-BBM	06, 12	VQ-BWY	25
21. OO-PAR	Ce525B	Luxaviation Belgium	2x AAB985	<u>TUI Belgium:</u>			
22. D-CNOC	Ce560XLS	Atlas Air Service	ECA59C	OO-JAA	31	OO-JBG	11 ²
LY-KDT	B737-522	KlasJet	24 KLJ3347/334P	OO-JAQ	01-11 daily	OO-JEB	13
24. LX-FCB	PC-24	Flying Group	25 FYL64CB/82CB	OO-JAV	12-18, 20-27, 29-31	OO-JVA	06
PH-NNX	Ce750	JetNetherlands	26	OO-JAX	01-11 daily, 11 ³ , 13 ³	OO-TEA	03, 11, 18, 30
25. F-HLTT	HA-420	Eatis	26	OO-JAY	15-25, 27-31 daily	OO-TMB	02
OH-FLG	PC-12/47E	Jetfly Aviation	JFA10A/10M				
XA-KUO	G-V		arr				
26. CS-PHA	EMB505	NetJets Europe	28 NJE526A/096F	Special visitor for Ostend in October is the Georgian A300			
ES-NSD	Saab 340B(F)	NyxAir	27 NYX414C/415P	freighter visit on 10 and 12 October, operating two flight by			
HA-TVJ	Saab 340A	Fleet Air Int'	27 FRF401/400	Easy Charter with this former Aero Union Airbus. Silk Way			
LX-FCB	PC-24	Flying Group	FYL83CB/54CB	West Airlines also increased their B747-8F visits this month,			
N727DL	Saab 340A	Napleton Aviaiton		while Qatar Airways decreased a large number of flights.			
27. D-ASBG	Falcon 900EX	Airservice Bremgarten	2x	<u>Credits:</u> Replo.be, Nik Deblauwe.			
D-ITTT	CeF406	Air-Taxi Europe	29 TWG255/155				
HA-KAO	ATR72-202(F)	Fleet Air Int'	28 FRF901/900				



Historic Helicopters UK has bought two ex-Sea King from the 40th squadron of the Belgian Air Force. On 21 October, the two Sea Kings with registration OO-SEE (the old RS-02) and the OO-KNG (the old RS-04) left Koksijde to their new base in England. The day before they made a test flight and gave Nik Deblauwe the opportunity to picture the preserved OO-KNG. The British charity Historic Helicopters, won the bid last year for the last two Westland Sea Kings of the Belgian Air Force. Historic Helicopters is based near Chard in the county of Somerset, where the Westland factory is also located. They were once built there and it is now a bit of a homecoming for both helicopters.

Military Movements Elsewhere



Marco Muntz visited the Madrid area where Spain's National Day Festivities were held on 12 October, and pictured A310 T22.1 of Grupo 45 returning to Torrejón in beautiful autumn light.

Germany

Geilenkirchen				October 2021			
01.15+01	A319-133X	FBS BMVg	GAF886	06-6163	C-17A	60th AMW	
59-1466	KC-135R	108th ARS (IL ANG)	RCH165	08-8198	C-17A	437th AW	RCH889
62-3576	KC-135R	108th ARS (IL ANG)	RCH170	08-8203	C-17A	62nd AW	03 RCH875/103
OM-BYC	Fokker 100	Government of Slovakia	SSG001	900528	C-26D	AOD Naples	CNV6301
OO-TNO	B737-49R	ASL Airlines Belgium	TAY5012/501P	96-26707	UH-60L	A/2-1 Avn	Army26707
OY-CRJ	CRJ200LR	Copenhagen AirTaxi	TAY5014/629P	02.01-0196	C-17A	167th AS (WV ANG)	RCH890
02.14+06	Global 6000	FBS BMVg	GAF614	02-1109	C-17A	62nd AW	RCH177
07.15+02	A319-133X	FBS BMVg	GAF847	05-5140	C-17A	452nd AMW	RCH824
08.053	Falcon 20ECM	FEKS/717skv	NOW717B	06-6158	C-17A	60th AMW	06 RCH855
11.60-0366	KC-135R	141st ARS (NJ ANG)	22 RCH456	06-6162	C-17A	62nd AW	RCH180
63-8003	KC-135R	141st ARS (NJ ANG)	22 RCH455	06-6167	C-17A	167th AS (WV ANG)	RCH858
12.15+03	A319-133X	FBS BMVg	GAF887	07-7188	C-17A	437th AW	dep RCH105
46+11	Tornado IDS	TLG33	BU24T	03.02	C-17A	SAC	Bartok50
13.D-HLTO	EC155B1	Bundespolizei	Pirol13	86-0014	C-5M	337th AS (AFRC)	RCH143
14.D-AOLG	Fokker 100	Avanti Air	TAY5016	02-1109	C-17A	62nd AW	RCH177
D-HLTO	EC155B1	Bundespolizei	Pirol22	07-7188	C-17A	437th AW	05 RCH105/554
OO-JAR	B737-7K5	TUIfly Belgium	TAY803P/5073	00-0176	C-17A	155th AS (TN ANG)	06 RCH805
OO-TNO	B737-49R	ASL Airlines Belgium	TAY502P/5406	01-0186	C-17A	436th AW	RCH835
18.45+76	Tornado IDS	TLG33		01-0196	C-17A	167th AS (WV ANG)	RCH890/876
F-GZTO	B737-73S	ASL Airlines France	TAY581P/5015	07-7187	C-17A	437th AW	RCH1818
20.D-HVBQ	EC135T2+	Bundespolizei	Pirol10	07-7189	C-17A	437th AW	RCH845
22.F-GZTO	B737-73S	ASL Airlines France	TAY5016/521P	09-9205	C-17A	437th AW	06 RCH238/779
OO-JAQ	B737-8K5	TUIfly Belgium		88-1302	AC-130W	27th SOW	09 RCH1038
OO-TNO	B737-49R	ASL Airlines Belgium	TAY5014/5406	89-1051	AC-130W	27th SOW	09 RCH1039
OY-CRJ	CRJ200LR	Copenhagen AirTaxi	TAY5115/629P	62-3551/D	KC-135R	100th ARW	Quid12
25.58-0073	KC-135R	106th ARS (AL ANG)	RCH646	N429MC	B747-481F	Atlas Air	CMB136/GTI8317
63-8035	KC-135R	106th ARS (AL ANG)	RCH265	N751CX	B757-2Q8PCC	ATI	ATN319/CMB319
F-GZTO	B737-73S	ASL Airlines France	TAY581P/5015	N828AX	B777-2U8ER	Omni Air International	CMB118
OY-MIT	CRJ900ER	Copenhagen AirTaxi	TAY511P/5069	05.98-0057	C-17A	137th AS (NY ANG)	RCH840
26.44+65	Tornado IDS	TLG51	RAPTOR	99-0166	C-17A	62nd AW	RCH258
OO-TNO	B737-49R	ASL Airlines Belgium	TAY5012/501P	05-5152/HH	C-17A	15th Wing/535th AS	09 RCH655/258
27.84-00157	C-12U3	E/1-214 AVN	Duke35	07-7174	C-17A	436th AW	RCH550
28.J-368	F-16BM	312sq	NAF316	07-7179	C-17A	60th AMW	RCH886
D-HLTK	EC155B	Bundespolizei	Pirol13	07-7183	C-17A	437th AW	RCH179
F-GZTP	B737-73S	ASL Airlines France	TAY5016/598P	08-8203	C-17A	62nd AW	07 RCH103/916
29.053	Falcon 20ECM	FEKS/717skv	NOW717G	09-9208	C-17A	437th AW	RCH913
SP-ESB	B737-8Q8	Enter Air	KLJ0012/0013	N751CX	B757-2Q8PCC	ATI	CMB319/ATN320
				N740AX	B767-232F	ABX Air	ABX2270/CMBDQ1
				N828AX	B777-2U8ER	Omni Air International	CMB118
				06.86-0015	C-5M	60th AMW	dep RCH922
				79-1946	KC-10A	60th AMW	RCH829
				01-0196	C-17A	167th AS (WV ANG)	Bandage05/RCH876
				07-7188	C-17A	437th AW	RCH554/655
				08-8192	C-17A	62nd AW	RCH141
				09-9205	C-17A	437th AW	14 RCH779/296
				D-AFAA	CL-604	FAI Rent-a-Jet	IFA1281
				N662GT	B767-31AER	Atlas Air	GTI8038/CMB119
				N740AX	B767-232F	ABX Air	CMBDQ1/ABX2271
				07.98-0056/AK	C-17A	3rd Wing/517th AS	RCH914

Credits: Rolf Flinzner, Scramble Messageboard

Ramstein				October 2021			
01.77/XD	TBM-700A	ET00.043	CTM3883				
85-0008	C-5M	436th AW	RCH429				
00-0175	C-17A	305th AMW	dep RCH923				
00-0182	C-17A	167th AS (WV ANG)	dep RCH877				
01-0196	C-17A	167th AS (WV ANG)	dep RCH890				
06-6162	C-17A	62nd AW	RCH180				

99-0166	C-17A	62nd AW	RCH258/655	08-8203	C-17A	62nd AW	RCH289/297
00-0181	C-17A	167th AS (WV ANG)	RCH830	N468AX	B767-36NER	Omni Air International	CMB521
02-1112	C-17A	183th AS (MS ANG)	RCH334	N477AX	B767-3Q8ER	Omni Air International	CMB523
07-7174	C-17A	436th AW	RCH550	N640GT	B767-3S1ER	Atlas Air	GTI8624/8625
07-7188	C-17A	437th AW	09 RCH655/690	N662GT	B767-31AER	Atlas Air	GTI8586/8587
09-9208	C-17A	437th AW	RCH913	N819AX	B777-2U8ER	Omni Air International	CMB118
N662GT	B767-31AER	Atlas Air	CMB119/GTI8039	N2250U	B777-300ER	United Airlines	UA2586/CMB529
08.87-0039	C-5M	337th AS (AFRC)	RCH810	13.LJ-2	Lj35A	TükiLLv	FNF174
98-0056/AK	C-17A	3rd Wing/517th AS	RCH914	110/XP	TBM-700A	ET00.041	CTM3831
03-3113	C-17A	183th AS (MS ANG)	RCH335	04-4137	C-17A	305th AMW	RCH866
04-4130	C-17A	305th AMW	RCH106	08-8203	C-17A	62nd AW	RCH297/295
08-8203	C-17A	62nd AW	RCH916/290	96-26707	UH-60L	A/2-1 Avn	Army26707
900528	C-26D	AOD Naples	CNV6308	N471MC	B747-412F	Atlas Air	GTI8310/GTI8311
D-AFAG	CL-604	FAI Rent-a-Jet	IFA1283	N351AX	B767-33AER	Omni Air International	CMB510
09.00-0177	C-17A	137th AS (NY ANG)	RCH839	N468AX	B767-36NER	Omni Air International	CMB549
02-1112	C-17A	183th AS (MS ANG)	RCH334	N477AX	B767-3Q8ER	Omni Air International	CMB541
06-6163	C-17A	60th AMW	RCH161	N641GT	B767-38EER	Atlas Air	GTI8038/CMB119
07-7186	C-17A	437th AW	RCH559	N662GT	B767-31AER	Atlas Air	GTI8625/8589
08-8203	C-17A	62nd AW	11 RCH290/289	N819AX	B777-2U8ER	Omni Air International	CMB118
N819AX	B777-2U8ER	Omni Air Int'l	OAE8318/CMB585	N2142U	B777-322ER	United Airlines	UA2589/CMB533
N828AX	B777-2U8ER	Omni Air Int'l	CMB589	14.LJ-2	Lj35A	TükiLLv	FNF304
10.96-0005	C-17A	137th AS (NY ANG)	RCH197	00-0177	C-17A	137th AS (NY ANG)	RCH839
97-0046	C-17A	437th AW	RCH807	00-0182	C-17A	167th AS (WV ANG)	RCH851
00-0177	C-17A	137th AS (NY ANG)	13 RCH839	08-8203	C-17A	62nd AW	16 RCH295/104
00-0181	C-17A	167th AS (WV ANG)	RCH830/879	09-9205	C-17A	437th AW	RCH296/358
03-3113	C-17A	183th AS (MS ANG)	RCH806	04-8153	C-130J-30	815th AS (AFRC) 16	RCH605/Herky658
06-6158	C-17A	60th AMW	RCH233	05-8152	C-130J-30	815th AS (AFRC) 16	RCH610/Herky657
N429MC	B747-481F	Atlas Air	CMB137/GTI8317	08-20168	HH-60M	C/2-1 Avn	Army20168
N207AX	B767-224ER	Omni Air International	CMB505	N819CA	A330-243	National Airlines	NCR365/CMB564
N640GT	B767-3S1ER	Atlas Air	GTI8630/CMB513	N468AX	B767-36NER	Omni Air International	16 CMB558
N662GT	B767-31AER	Atlas Air	GTI8642/8643	N641GT	B767-38EER	Atlas Air	CMB119/GTI8039
N819AX	B777-2U8ER	Omni Air International	CMB503	N828AX	B777-2U8ER	Omni Air International	CMB545
11.33/XA	TBM-700A	ET00.043	CTM3883	N2142U	B777-322ER	United Airlines	UA2586/CMB563
84-0060	C-5M	60th AMW	RCH800	N2250U	B777-300ER	United Airlines	UA2589/CMB565
85-0008	C-5M	436th AW	RCH160	15.ZE701	BAe146 CC2	32(TR)sq	RRR1541
97-0046	C-17A	437th AW	RCH807	131/XQ	TBM-700A	ET00.041	CTM3851
97-0048	C-17A	89th AS (AFRC)	RCH884	86-0012	C-5M	337th AS (AFRC)	RCH255
01-0186	C-17A	436th AW	RCH299	86-0016	C-5M	60th AMW	RCH821
62-3551/D	KC-135R	100th ARW	Quid12	87-0039	C-5M	337th AS (AFRC)	27 RCH810
N641GT	B767-38EER	Atlas Air	GTI8584/8585	00-0181	C-17A	167th AS (WV ANG)	RCH879
N828AX	B777-2U8ER	Omni Air International	CMB507	07-7169	C-17A	436th AW	RCH895
12.110/XP	TBM-700A	ET00.041	CTM3820	168069/BH-069	KC-130J	VMGR-252	Bronco 51
84-0060	C-5M	60th AMW	14 RCH800	N344KD	B747-446F	Western Global Airlines	
85-0005	C-5M	436th AW	26 RCH525/550	N342AX	B767-328ER	Omni Air International	CMB531
00-0181	C-17A	167th AS (WV ANG)	15 RCH879	N351AX	B767-33AER	Omni Air International	CMB560
03-3113	C-17A	183th AS (MS ANG)	RCH806	N645GT	B767-324ER	Atlas Air	GTI8588/GTI8633
07-7187	C-17A	437th AW	RCH690	N2142U	B777-322ER	United Airlines	UA2586/CMB577



USCG HC-130H 1706 belonging to the Barbers Point unit was photographed at Luis Muñoz Marín International Airport, San Juan, Puerto Rico by Johnny von Rod. It looks like the Hercules is moving over to the USFS. (March 25, 2021)



KC-135R 63-8028 is seen here departing Mildenhall on 21 October 2021 through the lens of Dougie Couch. The markings leave no doubt about its operator: 168th ARS Alaska ANG.

16.86-0012	C-5M	337th AS (AFRC)	RCH255	N828AX	B777-2U8ER	Omni Air International	CMB118
92-3294	C-17A	156th AS (NC ANG)	RCH845	20.684	G-V	122sq	IAF324
04-4128	C-17A	305th AMW	RCH785	Z21121/TS-MTKC-130J-30		21sq	TUN79
04-4130	C-17A	305th AMW	RCH106	03	C-17A	SAC	22 Bartok51
06-6164	C-17A	60th AMW	RCH822	07-7171	C-17A	305th AMW	RCH820
07-7174	C-17A	436th AW	RCH272	07-7186	C-17A	437th AW	RCH1815
09-9205	C-17A	437th AW	18 RCH358/363	08-8195	C-17A	62nd AW	27 RCH4155/234
168069/BH-069	KC-130J	VMGR-252	18 Bronco55	N452PA	B747-46NF	Polar Air Cargo	GTI8312/PO8976
04-8153	C-130J-30	815th AS (AFRC)	18 Herky658/661	N317CM	B767-338ERF	ABX Air	CMBDQ1/ABX2271
05-8152	C-130J-30	815th AS (AFRC)	18 Herky657/660	N645GT	B767-324ER	Atlas Air	GTI8038/CMB119
N351AX	B767-33AER	Omni Air International	CMB579	21.ZM335	Phenom T1	45sq	RFR7270
N645GT	B767-324ER	Atlas Air	GTI8633/GTI8647	86-0136/DY	B-1B	7th BW/28th BS	Bark41 *
17.99-0058	C-17A	62nd AW	RCH184	97-0048	C-17A	89th AS (AFRC)	RCH655
00-0182	C-17A	167th AS (WV ANG)	RCH851/863	00-0171/AK	C-17A	3rd Wing/517th AS	RCH831
02-1106	C-17A	62nd AW	RCH815	00-0172	C-17A	156th AS (NC ANG)	RCH890
02-1108	C-17A	62nd AW	RCH875	00-0185/AK	C-17A	3rd Wing/517th AS	RCH398/110
04-4131	C-17A	305th AMW	RCH688	06-6163	C-17A	60th AMW	RCH824
07-7169	C-17A	436th AW	RCH865	07-7169	C-17A	436th AW	27 RCH188
08-8203	C-17A	62nd AW	22 RCH104/481	09-5713	MC-130J	352nd SOW	Spock41
10-0218	C-17A	62nd AW	RCH623	165810/BH-810	KC-130J	VMGR-252	Bronco55
N471MC	B747-412F	Atlas Air	CMB132/GTI8317	N645GT	B767-324ER	Atlas Air	CMB119/GTI8039
N645GT	B767-324ER	Atlas Air	GTI8647/GTI8649	N2250U	B777-300ER	United Airlines	UA2577/2576
N2250U	B777-300ER	United Airlines	CMB593/UA2576	22.99-0058	C-17A	62nd AW	RCH184
18.CC-3	C295M	TükiLLv	FNF315	00-0178	C-17A	89th AS (AFRC)	RCH833
012	C295M	8.BLTr	PLF034	01-0187	C-17A	62nd AW	RCH813
86-0025	C-5M	436th AW	23 RCH898/199	04-4137	C-17A	305th AMW	RCH888
94-0065	C-17A	155th AS (TN ANG)	RCH870	06-6158	C-17A	60th AMW	RCH177
01-0192	C-17A	137th AS (NY ANG)	RCH893	09-9205	C-17A	437th AW	RCH363/739
04-4128	C-17A	305th AMW	RCH785	09-5713	MC-130J	352nd SOW	Spock41
04-4131	C-17A	305th AMW	RCH688	N2250U	B777-300ER	United Airlines	CMB533 *
06-6156	C-17A	60th AMW	27 RCH820/250	23.03	C-17A	SAC	Bartok51
07-7171	C-17A	305th AMW	RCH4132/820	ZE701	BAe146 CC2	32(TR)sq	RRR1571
10-0215	C-17A	62nd AW	RCH862	84-00177	C-12U3	204th MIB	Rebel77
05-8152	C-130J-30	815th AS (AFRC)	29 Herky660/678	01-0186	C-17A	436th AW	RCH422
60-0333/D	KC-135R	100th ARW	Quid11	07-7189	C-17A	62nd AW	RCH622
N751CX	B757-2Q8PCC	Air Transport International		09-9205	C-17A	437th AW	28 RCH739/4127
N828AX	B777-2U8ER	Omni Air International	CMB118	165810/BH-810	KC-130J	VMGR-252	Bronco55
19.Z21122/TS-MTL	C-130J-30	21sq	TUN78	09-5713	MC-130J	352nd SOW	25 Spock41
03	C-17A	SAC	Bartok51	LX-RHC	CL-605	Luxembourg Air Ambulance	
00-0182	C-17A	167th AS (WV ANG)	21 RCH863	24.00-0172	C-17A	156th AS (NC ANG)	RCH890/803
06-6166	C-17A	436th AW	RCH887	01-0187	C-17A	62nd AW	RCH813
07-7174	C-17A	436th AW	RCH272	02-1100	C-17A	155th AS (TN ANG)	RCH864
08-8197	C-17A	62nd AW	RCH846	04-8153	C-130J-30	815th AS (AFRC)	28 Herky682/786
10-0218	C-17A	62nd AW	RCH623	N471MC	B747-412F	Atlas Air	CMB133/GTI8317
04-8153	C-130J-30	815th AS (AFRC)	22 Herky661/676	25.85-0007	C-5M	436th AW	RCH823
57-1453	KC-135R	106th ARS (AL ANG)	21 RCH429	84-00177	C-12U3	204th MIB	Rebel77
N751CX	B757-2Q8PCC	Air Transport International		96-0002	C-17A	437th AW	RCH241
N317CM	B767-338ERF	ABX Air	ABX2270/CMBDQ1	98-0057	C-17A	137th AS (NY ANG)	RCH805



Seen making a low pass over Torrejón after participating in the 12 October fly past over Madrid, CN235 T.19B-22 is one of two VIGMA versions operated by the Guardia Civil. (Marco Muntz)

08-8203	C-17A	62nd AW	RCH295	84-0019/LN	F-15D	48th FW/493rd FS15	Taco01/Deck02
14.09-9205	C-17A	437th AW	RCH296	13.86-0166/LN	F-15C	48th FW/493rd FS	Mojo02/Pistol02
15.86-0015	C-5M	68th AS (AFRC)	23 RCH808/557	86-0172/LN	F-15C	48th FW/493rd FS	Mojo04/Pistol04
16.08-8203	C-17A	62nd AW	RCH104	61-0280	KC-135R	336th ARS (AFRC)	RCH880
18.84-0060	C-5M	60th AMW	RCH417	64-14849/OF	RC-135U	55th Wing	18 Olive45
22.FB20	F-16BM	10 Wing	BAF451 *	15.01-0029	C-37A	86th AW/76th AS	Valor29
FB22	F-16BM	2 Wing	BAF251 *	N344KD	B747-446F	Western Global Airlines	CMB186
26.85-0005	C-5M	436th AW	RCH550/808	05-5144	C-17A	729nd AS	RCH294
03-3127	C-17A	62nd AW	RCH4615/830	16.58-0050	KC-135T	6th ARW	18 RCH441
26.04-4128	C-17A	305th AMW	RCH4578	86-0012	C-5M	337th AS (AFRC)	RCH255
27.84-00162	C-12U3	E/1-214 AVN	Duke 11	18.07-4635/RS	C-130J-30	86th AW/37th AS	Herky787
28.10-0219	C-17A	62nd AW	RCH420	63-8028/AK	KC-135R	168th ARS (AK ANG)	29 RCH167
FB-15	F-16BM	10 Wing	BAF451 *	61-0280	KC-135R	336th ARS (AFRC)	RCH809
J-368	F-16AM	312sq	NAF316 *	19.19 N317CM	B767-338ERF	ABX Air	ABX2270
29.04-4128	C-17A	305th AMW	RCH418	20.84-00157	C-12U3	E/1-214 AVN	Duke79 *
30.85-0007	C-5M	436th AW	RCH811	21.00-0185	C-17A	3rd Wing/517th AS	RCH398
94-0065	C-17A	155th AS (TN ANG)	RCH814	97-0048	C-17A	89th AS (AFRC)	RCH655
				22.96-0002	C-17A	437th AW	
				97-0048	C-17A	89th AS (AFRC)	RCH655
				23.58-0069	KC-135T	6th ARW	RCH235
				62-4126/OF	RC-135W	55th Wing	Olive55
				09-9205	C-17A	437th AW	RCH739
				12-3040	C-146A	524th SOS	25 RCH1049
				24.82-0191	KC-10A	60th AMW	Blue61
				86-0038	KC-10A	60th AMW	Blue71
				07-8608/RS	C-130J-30	86th AW/37th AS	Herky785
				26.96-0005	C-17A	137th AS (NY ANG)	RCH4144/897
				13-08132	CH-47F	5-158 AVN	Grit51
				13-08133	CH-47F	5-158 AVN	Grit52
				13-08134	CH-47F	5-158 AVN	Grit53
				27.09-0017	C-32A	89th AW/1st AS	SAM370
				59-1476	KC-135R	92nd ARW	RCH825
				161410	EP-3E	VQ-1	VVPR410
				10-0216	C-17A	62nd AW	RCH4544
				28.07-7174	C-17A	436th AW	RCH439
				17-006	F-15QA	Qatari AF	Retro61
				17-013	F-15QA	Qatari AF	Retro62
				17-014	F-15QA	Qatari AF	Retro63
				17-015	F-15QA	Qatari AF	Retro64
				16-5840/RS	C-130J-30	86th AW/37th AS	Herky792
				164996/RU-996C-130T	VR-55	126th ARS (WI ANG)	30 CNV6528
				59-1516	KC-135R	1st ACCS	Gold12
				29.74-0787	E-4B	86th AW/37th AS	Grim99
				16-5840/RS	C-130J-30	VMGR-252	Herky792
				165810/BH-810	KC-130J	171st ARW (PA ANG)	Bronco52
				30.58-0099	KC-135T		Blue41

Credits: MAR, Scramble Messageboard

United Kingdom

RAF Lakenheath			October 2021
04.03-3116	C-17A	183th AS (MS ANG)	RCH292
06.08-8203	C-17A	62nd AW	RCH290
07.ZH900	Chinook HC6A	28sq	SHF576
08.08-8203	C-17A	62nd AW	RCH290
13.08-8603/RS	C-130J-30	86th AW/37th AS	Herky641
19.15-5831/RS	C-130J-30	86th AW/37th AS	Herky788
25.ZK367	Typhoon FGR4	3(F)sq	Typhoon12 *
29.91-0377	F-16CM	20th FW/77th FS	Weasel77
30.N846AX	B777-2U8ER	Omni Air International	CMB573

Credits: MAR, Scramble Messageboard

RAF Mildenhall			October 2021
01.162782	E-6B	VQ-4	dep Shadow77
E90/8-TH	Alpha Jet E	ETO01.008	FAF6821 *
E82/8-LW	Alpha Jet E	ETO01.008	FAF6811 *
04.79-1947	KC-10A	305th AMW	Clean01
85-0032	KC-10A	305th AMW	Clean11
86-0035	KC-10A	305th AMW	25 Clean21
05.N740AX	B767-232F	ABX Air	ABX2270
FB20	F-16BM	10 Wing	BAF461 *
FB-17	F-16BM	10 Wing	BAF451 *
06.63-8871	KC-135R	92nd ARW	08 RCH435
07-7186	C-17A	437th AW	RCH191
08.04-4130	C-17A	305th AMW	RCH106
LX-N90452	E-3A	NAEW&CF	NATO40 *
12.86-0159/LN	F-15C	48th FW/493rd FS	Taco02/Mojo01

Credits: MAR, Scramble Messageboard



At the recently held Dubai Air Show, Airbus launched the long-awaited freighter version of the Airbus A350. The aircraft is dubbed A350F and is based on the A350-1000. It has the highest MTOW level (319t) of the A350-1000, is powered by the same Rolls-Royce Trent XWB-97 engines, but it is with a length of 71 metres, 2.8 metres shorter. Airbus noted eleven orders for the A350F at the show; seven for US lease company ALC and four for CMA-CGM. Airbus targets late 2025 for entry-into-service (EIS). (Airbus)

Manufacturers News

Airbus

A320 family

With the A321neo becoming more and more popular, Airbus is planning that all four of its A320neo family assembly centres, including its Chinese facility, are capable of producing the larger A321neo variant. Airbus' CEO, Guillaume Faury, disclosed the plan during a third-quarter briefing, as the company prepared to start final assembly of the latest version of the twinjet – the long-range A321XLR.

Airbus has recorded strong demand for the A321neo. Currently 56.8% of all A320neo-family orders are for the A321neo and its backlog for the aircraft stood at over 3,300 at the end of November.

Airbus's main production location for the A321neo is Hamburg-Finkenwerder. Also, the Airbus factory in Mobile (AL) is capable of producing the variant, and Airbus has been developing a flexible final assembly line (at the place of the former A380 production line) in Toulouse for A321neo production as well, which will become operational around the end of 2022. But now, Airbus has decided to upgrade the Tianjin single-aisle facility to include A321neo production, estimating that deliveries from the site will start in 2023-24.

Before COVID-19 hit the aviation industry Airbus had increased the production rate for the A320 family from 50 per month to 60 by mid-2019, and was studying a further rate increase to 70 per month in 2022. Production rates dropped significantly during the pandemic in 2020 and 2021. In July 2020, Airbus announced it had dropped the production rate of the A320 family line to just 40 aircraft. In the summer of 2021, Airbus confirmed that it will have an A320 family production rate of 45 aircraft per month in Q4 2021 and calls on suppliers to prepare for the future by securing a firm rate of 64 by Q2 2023. In anticipation of a recovered post COVID-19 market, Airbus also asked suppliers to enable a scenario of a rate of 70 aircraft by Q1 2024. Long term, Airbus is investigating opportunities for rates as high as 75 by 2025. These high rates will be largely dependent on a stable chain of supply, as production may be limited by supply chain capabilities.

A350F

The order from US lease company ALC – Air Lease Company – for seven A350Fs, marked the official launch for the long expected A350 factory freighter (see Manufacturer News editions in Scramble 503, 504, 506 and 508).

The A350F is based on the A350-1000 in its highest Maximum Take-off Weight (MTOW) variant, the 319t model. The A350F will be 71 metres in length and is essentially an A350-1000 with five fewer frames ahead of the wing, so the centre of gravity is kept in an optimal place. The A350F main deck will support up to thirty pallet positions, on par with a 747-400F and three more pallets than a 777F. The A350F also takes a higher payload at 109t, a 4.5% increase over the 103.7t of the 777F.

The A350F is 6.9 metres longer than the Boeing 777F, which is based on the shorter 777-200LR. This gives the A350F a 10% larger freighter volume at 695m³, compared with 633m³ for the 777F. The A350F volume is the same as the main deck volume of the Boeing 747-8F.

The A350-1000 is reinforced to take this higher payload (the max payload for a standard A350-1000 is 63t). The reinforcements are in the main deck aluminium floor beams, which are made extra strong so that the loadmaster does not have to place heavy pallets at specific positions in the aircraft.

With a 109 tonnes load the A350F can fly 8,704 kilometres, with a payload of 92 tonnes this will be 11,112 kilometres. In comparison, Boeing's current 777F flies a payload of around 103 tonnes over 9,204 kilometres.

Unlike the A330-200F factory freighter and the A330-200/300 converted freighters, the A350F will have its main cargo door behind the wings. This extra-large main deck cargo door (146.5 inches wide and 124 inches high – almost identical in width to that of the 777F, but slightly higher) is placed behind the wing so that the loading of cargo cannot make the aircraft sit on its tail (pallets are moved to the front before the rear is filled up).

A big portion of the 46t increase in payload over the A350-1000 comes from a lighter aircraft. When the passenger cabin is removed, and the aircraft is shortened, a whopping 30t is removed from the empty weight of the A350-1000. This makes the A350F 20t lighter than the 777F.

Airbus targets late 2025, for entry-into-service (EIS). If it meets this target, or even if it slips into 2026, EIS could be years ahead of the still-to-be-launched Boeing next generation freighter, the 777XF. It is the first time Airbus has a serious airplane to challenge Boeing's widebody freighter dominance. That means Boeing, for the first time, has to compete with Airbus in this market segment, instead of competing against its own freighters (factory built or converted) available on the used aircraft market.

Another interesting development is that Boeing 777s and 767s will not meet emissions standards set by the ICAO for 2028, which means that the current production freighter versions of the 767 and 777, with designs dating to the 1990s and 1980s, cannot be produced after 2027 under ICAO standards. The A350F and the prospective 777XF will.

ATR

During the Dubai Air Show 2021, ATR announced they are upgrading the standard ATR42/72 PW127 turboprop engines to the new Pratt & Whitney Canada PW127XT model. This upgraded engine model provides customers with a 3% fuel burn reduction, 20% less maintenance and 40% more service life. Launch customer for the new PW127XT is Air Corsica, on their order of five ATR72-600s. Next the Air Corsica order, ATR also received three orders for the ATR42-600 and 21 for the ATR72-600.

Boeing

737-800BCF

At the Dubai Air Show, Boeing announced its plans to expand the B737-800BCF programme by adding three additional conversion lines. In 2022, the manufacturer will open a conversion line at London-Gatwick at its Maintenance, Repair and Overhaul hanger it has at the airport. In 2023, it will launch two conversion lines at KF Aerospace at Kelowna (BC) in Canada. These last two lines are interesting as KF Aerospace is also a conversion partner for the rival B737-800SF of AEI. If this will continue is presently unknown.

Boeing currently has nine 737-800BCF conversion lines. Following the opening of the UK and Canadian lines, Boeing could have up to fifteen lines operating in four countries.

Earlier this year, Boeing announced it would open two conversion lines in 2022 with Costa Rica-based Cooperativa Autogestionaria de Servicios Aeroindustriales (COOPESA), in San Jose, representing the manufacturer's first 737-800BCF conversion site outside of China.

Boeing's 737-800BCF conversion sites in China are at the Guangzhou Aircraft Maintenance Engineering Co. facility, where a third line will begin in 2022; the Shandong Taikoo Aircraft Engineering Company Limited (STAECO) facility in Jinan (TNA); and the Boeing Shanghai Aviation Services (BSAS) facility at Shanghai Pudong (PVG).

777XF

Although many people expected a formal announcement regarding a 777X freighter, Boeing did not launch the aircraft at the last Dubai Air Show. "We are not yet at a point to launch it or announce customers", sales chief Ihssane Mounir said during a pre-show media event on 13 November. It was expected that Boeing would make the move in Dubai, as its rival Airbus announced the first orders for its A350 freighter.

To date, Boeing has not given much away about the 777X freighter. They have said the plane would be sized between the 777-8 and the 777-9 models. That would be a significantly bigger plane than Boeing's current 777 freighter offering. But the US airframer apparently is not ready yet, most likely because its potential customers are not ready. Boeing planned five days of meetings and discussions at the Dubai Air Show with customers, of which a few with airlines that bought the 777X passenger version, but are still waiting for their aircraft. The new big twin is delayed until late 2023 as regulators have required the redesign of a number of systems, including electrical actuator systems. So, Boeing obviously wants to get the passenger 777Xs right, before starting development of the 777X freighter.

Initially the 777X freighter would be the third version of the 777X, after the 777-9 and the smaller 777-8. The 777-8 was delayed in 2019 until further notice, but it is still on the programme. According to Boeing "It's part of the family but we always looked at it as being the second or third member of the 777X family when it comes to the market. Second to the -9 or potentially third, after if we do the freighter."

But with new emission rules coming into effect from 2027 onwards, that actually marks the end to the current generation of freighters and the introduction of the A350F, Boeing is making contingency plans to make sure it will have a freighter in 2027 that meets the rules. "We can seek exemp-



The first cargo-conversion programme for the 737-700 was certified by the Aviation Authorities in autumn 2017. Since then only eight Boeing 737-700s have been converted. Three of them are flying for Alaska Airlines, three for SpiceJet in India, one for Tianjin Air Cargo in China and one for MyWay Airlines in Georgia. This last aircraft is also the most recent conversion and the 21-year-old ex Xiamen aircraft was delivered to Georgia as cargo aircraft, to join the fleet of MyWay Airlines as 4L-MWC, last summer, joining two B737-800SFs. (Maastricht-Aachen, 11 October 2021, Mark Remmel)

tions to the rule and we are working on that.” Another plan is to re-engine the 767 with new-spec power plants. The 787 does not lend itself well to a freighter, as Boeing has a challenge with doing a cargo door in the barrel composite fuselage of the Dreamliner.

Although there has long been speculation Boeing might offer a 777XF sized between the 777-8 and the 777-9 - in a similar move to the A350F launched by Airbus which sits between the A350-900 and -1000 versions - the manufacturer is believed to have refocused on a larger 777-8 passenger baseline, which would also have the optimum size for a freighter. As currently defined, the 777-8 is a shortened 69.8 metres long derivative of the 76.7 metres long 777-9. However, with added body length on the 777-8 baseline and a higher Maximum Take-Off Weight (MTOW) than previously discussed numbers of 775,000 lb. and 788,000 lb., it is likely the 777XF will be offered with an even higher capacity than what had been expected. A likely MTOW target is around 805,000 lb., compared to 766,800lb. for the current 777-200LR-based 777F model.

747
In November Atlas Air made an announcement that it expects to take delivery of its last 747-8F in October 2022. This would be the last built 747. Earlier this year it was already revealed that Atlas Air had purchased the last four 747s to be built. “These are the last 747s that Boeing will ever produce, and we’re delighted they’ll be coming to Atlas”, according to Atlas Air’s CEO John Dietrich. Atlas Air would take the delivery of these four aircraft between May and October 2022. The delivery scheme of the final 747 looks as follows.

- MSN 65774 / Line 1570 - UPS - N633UP apr22
- MSN 65775 / Line 1569 - UPS - N632UP mar22
- MSN 65776 / Line 1568 - UPS - N631UP dec21
- MSN tba / Line tba - Atlas Air - may22
- MSN tba / Line tba - Atlas Air - jul22
- MSN tba / Line tba - Atlas Air - sep22
- MSN tba / Line tba - Atlas Air - oct22

Given the legendary status of the “Queen of the Sky”, Boeing cannot end its 747 programme without some special events to mark the final delivery. So be on the lookout for a couple of special events to mark the final delivery.

Bombardier

Bombardier delivered 27 business jets in Q3 2021, two units less compared to Q2. On the Learjet 75-series production line four airframes were delivered, on the CL-350/650 Challenger line eight found their way to customers worldwide. The Global series delivered fifteen airframes divided over Global 5500, 6500, 7500 and 8000.

Cirrus Aircraft

Despite the pandemic Cirrus Aircraft business is going well.

Airliner News

Europe

Austria

On 9 November, DHL Air Austria officially launched its operations, and the company is celebrating the launch with special “Servus Austria”-titles on B757 OE-LNZ (**32398**). The launch of the Austrian subsidiary is part of DHL’s reorganisation of its European flight operations, which was announced and reported by us in May. As part of this reshuffle, all 23 B757Fs previously operated by DHL Air UK will move to the new Austrian-unit.

With their four production models they have succeeded to deliver 144 airframes in Q3 2021. The SF50 Vision Jet produced 23, the SR20 27 while the SR22 and SR22T increased their numbers to 35 and 59 units delivered, respectively. All worth a total sum of just under \$170 million USD.

De Havilland Aircraft of Canada

After a three month suspension of its production, De Havilland is resuming completion of the last DHC-8 airframes. About fifteen Dash 8’s are still on the backlog orders with some pair orders from Ethiopian and TAAG amongst them. Problems with the labour unions resulted in a strike that started in July 2021, as the workload for the almost 500 employees looks troubled. The current production site lease at Toronto Downsview is expiring by the end of this year, as the site was sold already back in 2018 to an investment board. In the meantime finding and moving a new production facility remains a financial gamble as new orders or letters of intention have not taken place. As the pandemic continues De Havilland’s outlook remains doubtful.

Embraer

Embraer results over Q3 2021 show a total of 21 business jets delivered. Four EMB505 Phenom 300s, ten upgraded EMB505 Phenom 300Es, two Embraer 545 Praetor 500s and five of the larger EMB550 Praetor 600.

Gulfstream

During the third quarter of 2021 Gulfstream delivered 31 Gulfstreams, the best quarter so far this year. Six Gulfstream 280s and 25 long range Gulfstreams from the G500, G600, G650ER series. From next year onwards the G700 will also be included in the deliveries as the programme is working towards delivery of its first production airframe for launch customer Qatar Executive.

Pilatus

Swiss manufacturer Pilatus cannot be forgotten in the results of Q3. Their results are slightly behind compared to Q2 due to a slight decrease in their PC-12 deliveries. Nevertheless, 23 PC-12s have been delivered in /47E and /47NGX configurations. From their versatile jet PC-24 twelve jets have been delivered, plus a sole PC-6 Turbo Porter. This might seem strange to find this one here, as the official production ended in 2018. This particular PC-6/B2-H4 was delivered to an Indonesian customer on 29 October 2021, after this airframe was involved in a landing accident in 2016. The entire airframe was rebuilt and looked ready for delivery back in 2020, however negotiations about the work package took a little longer. Despite the additional fuel tanks the Porter ferry took eight days to complete and eleven countries (Italy, Greece, Egypt, Jordan, Kuwait, Saudi Arabia, Pakistan, India, Bangladesh, Thailand and Malaysia) were visited for fuel stops, before arriving back in Indonesia.

Belgium

At a ceremony at Brussels Airport on 18 November, Brussels Airlines unveiled its new corporate identity. The first aircraft in the new livery, and present at the ceremony, is Airbus A319 OO-SSO (**2287**), which was ferried in darkness on 17 November to Brussels after being painted at East Midlands. The Airbus is set to make its first commercial flight on 19 November. During the presentation, the airline’s CEO said “we want to clearly mark the start of the New Brussels Airlines. For our customers, who deserve the best, but also for our employees, who are committed to the transformation

that we're pushing forward and to which they contribute every day. That is why today, we present the visual translation of our new start. With this new brand identity, we are ready to show our customers, our employees, our partners and all other stakeholders that we are turning a page. As one of the four Lufthansa Group network airlines, we are building the way towards a promising future. We see this new brand identity as a symbol of confidence in our company, re-emphasising our identity as Belgium's home carrier". According to the airline, the new logo, the nine dots on the tail, are all of different size, reflecting the diversity in the airline's customers, people and destinations. The blue in the livery became a bit darker "for a more quality and contemporary feel" and the red a bit warmer "to show our passion for people". Repainting of the fleet will take, according to Brussels Airlines' Head of Customer Experience, Product and Marketing, several years as the airline will only repaint the aircraft when they are due for a new lick of paint in order not to waste resources.

Denmark

Boeing and shipping giant A.P. Moller-Maersk announced that they have signed an order agreement for two new B777Fs. The freighters will be operated by the company's in-house airline [Star Air](#) and is the first time the company ordered factory new aircraft. Star Air, which was founded in 1987, currently operates a fleet of twelve B767-200Fs and three B767-300Fs and has plans to add three more B767-300Fs in 2022.

Ving AB, the Swedish tour operator, has announced that it has signed a lease-agreement with Air Lease Corporation for one A330-900 that will be placed at its [Sunclass Airlines](#) subsidiary. It's planned for delivery in the second half of next year. The airframe involved is F-WWYY (**1981**), which was originally destined for XL Airways France, then for STARLUX Airlines and now for Sunclass. It was ferried back to Toulouse after a stint of storage at Chateauroux on 19 August and has since then conducted various test-flights. Sunclass Airlines, which was launched in 2019 as the successor of defunct

Thomas Cook Airlines Scandinavia, is registered as a Danish airline but operates out of the major Scandinavian airports Copenhagen, Helsinki, Oslo and Stockholm. It currently has a fleet of eight A321s, one A330-200 and one A330-300. Both A330s are already 22 years of age.

France

During the Dubai Air Show, ATR has announced it will update the engines it offers on its ATR42s and -72s with the Pratt & Whitney PW127XT engine. This latest version of the PW127 will be the standard engine on the ATR42/72 and will be first delivered in November next year. Compared to the current engines on the ATR42/72-600, the new PW127XT offers a 20% reduction in maintenance costs and a 3% reduction in fuel burn. [Air Corsica](#) is the first airline to order the newly engined ATRs and has placed an order for five ATR72-600s. The first is scheduled to be handed over in November 2022 and the new ATRs will replace the airline's current fleet of five ATR72-600s. Next to the ATR72s, Air Corsica also operates a single ATR42-500, four A320s and two A320neos.

Airbus has announced that [CMA CGM](#) will become the second customer, after Air Lease Corporation, for its new A350F. The logistics giant signed a Memorandum of Understanding (MoU) for four aircraft. In total Airbus has now noted down eleven orders for its new cargo aircraft. CMA CGM launched its air cargo activities earlier this year with the acquisition of four former Qatar Airways A330-200Fs, which are operated by Air Belgium. The company also ordered two new B777F in September that are planned for delivery in Spring 2022.

Germany

In January this year, we reported that [Avanti Air](#) has sold its two Fokker 100s and was evaluating the A319, A320, B737 and ERJ190 as a potential replacement. Now, the airline has decided on a different track and will introduce at least two DHC-8-400s according to Aerotelegraph.com. The first Dash is expected to arrive in the coming weeks and will enter service in January. A second is due in the first half of next year. With its two DHC-8-400s, Avanti Air will continue to operate as a charter-specialist. It's not the first time the



One of the last 747s pictured in the paper version of Scramble is also one of the most beautiful. National Airlines Jumbo N936CA was delivered to the airline on 24 September 2021. Some may recognise the SuperTanker colours, as the aircraft was used as a firefighting plane with Global SuperTanker Services before. After that company went out of business National bought the aircraft and removed all the firefighting equipment and now uses it as a normal freighter. But, instead of painting it in their own company colours, they decided to adopt a National-themed livery while using the red-gold colours of the previous operator, which resulted in the above picture. Also added is a sticker to celebrate the 30th anniversary of National. The aircraft is pictured here at Cologne-Bonn, taking off from the runway for flight NCR228 to UPS hub Louisville (KY). National is helping UPS with the end of year rush. (17 November 2021, Anton van Ruiten)

company operates turboprops as the airline operated the ATR42/72 between 2010 and 2015.

DHL and Boeing have announced at the Dubai Air Show that the cargo airline has ordered nine B767-300BCFs. The order is the largest order from DHL for converted freighters so far. The logistics giant currently operates a fleet of 41 B767Fs, which are placed and operated by various companies: Thirteen B767-200Fs (operated by ABX Air, Amerijet, DHL Air International and Sky Taxi) and 28 B767-300Fs (operated by ABX Air, DHL Air International, DHL Air UK, Kalitta Air, Polar Air Cargo and Tasman Cargo Airline).

Speaking during an investor call presenting the Group Q3-2021 results, the CEO of the Lufthansa Group has said that it has issued Request for Proposals for new regional jets. The Group wants to boost profitability of its regional flights and streamline the fleets of its regional subsidiaries. The RfPs have been sent to Airbus (for the A220) and Embraer (E2), although it's unclear how many aircraft the Group is planning to order. In September, during Air Dolomiti's 35-years birthday party, the CEO already said the Group was considering adding additional aircraft to the fleet but now it has become clear it seeks to renew (part of) all regional aircraft-fleets. The Lufthansa Group has two regional subsidiaries: Air Dolomiti and Lufthansa CityLine. Air Dolomiti operates a fleet of fifteen ERJ195s, while CityLine has a fleet of 31 CRJ900s, nine ERJ190s and two ERJ195s. The Group is, of course, no stranger to the Airbus A220 as Swiss has a fleet of nine A220-100s and 21 A220-300s.

The CEO of the Lufthansa Group has said to Reuters that the airline is very interested in the freighter-version of the B777X and is currently negotiating with Boeing on a possible order. Boeing and the airline held initial discussions when the B777-9 prototype N779XW (64240) visited Frankfurt between 18 and 21 November on its way back to Seattle (WA) from its participation in the Dubai Air Show. The CEO, however, also said that many more talks were needed before a final decision was to be made. It's also unclear if a possible order for the B777XF entails a conversion of B777-9s the airline has on order. Lufthansa has a total of twenty B777-9s on order, which it ordered in November 2013. The first of these is set to arrive in 2023. The Group also operates a fleet of eleven B777Fs with Lufthansa Cargo and twenty at partially owned AeroLogic.

Greece

Following-up on our report in October that Olympic Air is set to replace its eight DHC-8-400s with at least six ATR72-600s, owner Aegean has announced it has signed leases for an unspecified number of ATRs with GECAS and acquired three ATR72-600s from lessor Aviation PLC. The first GECAS-airframe involved is EI-FNA (1325), previously operated by Stobart Air. The three acquired from Aviation are former Virgin Australia-aircraft, although its currently unknown what the exact airframes are. Next to the DHC-8-400s, Olympic Air also operates two DHC-8-100s and ATR42-600s.

Iceland

At the Dubai Air Show, Boeing announced it plans to expand the B737-800BCF program by adding three additional conversion lines as well as an order for eleven B737-800BCFs by lessor Icelease. In 2022, the manufacturer will open a conversion line at London-Gatwick at its Maintenance, Repair and Overhaul hanger it has at the airport. In 2023, it will launch two conversion lines at KF Aerospace at Kelowna in Canada. These last lines are interesting as KF Aerospace is also a conversion partner for the rival B737-800SF of AEI. If this will continue is unknown. The eleven B737-800BCFs for Icelease will be the first aircraft to be converted by the new London-Gatwick conversion line, with the first aircraft to undergo the transformation next year.

Latvia

SmartLynx is planning to expand its A321-200PCF fleet with the addition of two more aircraft, which are set to be delivered early next year. Both will be converted by Precision Aerospace. The airframes in question are 9H-CGC (1204), currently registered as N394CS and undergoing conversion at Orlando-Sanford (FL) and 9H-CGD (775), currently registered as N775CS and residing at Tampa (FL). Before the end of 2022, the airline plans to add another four A321P2Fs, making it the largest A321-freighter operator for the type so far. In June, SmartLynx took delivery of its first A321PCF which it deploys, together with its second one, for DHL. If the additional aircraft will also be flying for DHL is unknown. All freighters will be registered at SmartLynx Malta.

Romania

Carpatair is set to introduce its first A319. The aircraft, currently registered LZ-DBH (3041) is set to enter service in December and will become YR-ABA. It's now at Ostrava where it's been painted. This airframe was previously in use with easyJet as G-EZBK and will be leased via DAE Capital. The A319 will join the airline's fleet of two Fokker 100s. Previously, Carpatair was planning to replace the two Fokkers with two ERJ190s but these plans have been abandoned during the Corona-pandemic. If the A319 is a new alternative replacement or an expansion of the fleet is currently unknown. Both Fokkers are almost thirty years old. Carpatair was founded in December 1999 and nowadays offers charter- and ACMI-flights. Over the years, next to the Fokker 100s, it operated two ATR72s, two B737-300s, a single BAe146-200, three Fokker 70s, six Saab 340s and twelve Saab 2000s.

In May we reported about the start-up of a new airline in Romania: Fly Lili. Now we can report that the airline has secured its AOC as well as its first aircraft, Airbus A320 YR-LIL (424, currently stored at Varna). Fly Lili plans to launch before the end of this year. Next to the A320, the airline is also planning to add one A310F, which is reportedly TC-SGM (592) from ULS Airlines Cargo, one A319 and two former Hop! ERJ145s. However, no timeframe has been mentioned by Fly Lili when these aircraft should be delivered. The airline plans to offer a mix of scheduled, charter and ACMI-services. Its first scheduled destination is planned to be Munich, which will be served from Satu Mare and Suceava.

During the Dubai Air Show, ATR announced that it has signed a firm order with TAROM for three ATR72-600s. The three additional aircraft will be used to replace older ATR42/72-500s in the fleet and will take the total ATR72-600s to seven. This order is, however, not really a new order, as the airline announced in 2019 it signed a lease-agreement with Nordic Aviation Capital for nine ATR72-600s. Of this deal, TAROM took delivery of four ATR72-600s and decided to cancel the commitment to five more due to the Corona-pandemic. Now, it seems they will source the three aircraft directly from ATR as part of the lease-cancellation.

Spain

ATR and Binter announced during the Dubai Air Show that they signed an order for four additional ATR72-600s. The company also secured an option on one more ATR72. With this order, Binter has ordered a total of 23 ATR72-600s. The airline will use to replace older ATR72-500s in the fleet, which next to the ATRs also consists of five E195-E2s.

United Kingdom

As starting passenger flights between London-Standed and India is still impossible due to the pandemic, start-up flypop has subleased its A330-300 to HiFly, which will market and use the aircraft as a "phreighter". As a result, the A330-300 (1445) was registered as 9H-POP by HiFly Malta instead of the intended G-FPOP on 10 November at Malta. Since 18 November, HiFly and flypop are deploying the aircraft in Canada

to support in hauling cargo to relieve the impact from large flooding's in the country. flypop plans to launch its passenger flights to secondary Indian cities like Amritsar, Hyderabad, Goa, Kolkata, Ahmedabad, Kochi and Chandigarh, once the situation and regulations with the pandemic becomes clearer. In total, the new airline wants to operate up to four A330-300s. A second A330-300, currently still registered as RP-C3341 (**1420**), is already painted and awaiting delivery at Guangzhou.

Africa

Angola

During the Dubai Air Show, lessor ACIA Aero and Bestfly announced the companies signed a lease-agreement for one additional ATR72-600 and an ERJ190. Bestfly also said they plan to lease four more ERJ190s with the lessor in 2022. Bestfly is Angola's largest private air company, operating a fleet of bizjets, as well as two ATR72-600s. Recently, it also started-up Bestfly Cape Verde, which is also flying an ATR72-600. The additional aircraft will be used to expand its operations, both in Angola as well as Cape Verde.

Congo

The government of the Democratic Republic of Congo has decided to launch a second national carrier that will operate next to Congo Airways. The new airline, called Air Congo, will be a joint venture between the government (51% ownership) and Ethiopian Airlines (49% ownership). Ethiopian will supply the aircraft as well as operational expertise and management. According to an interview on the website of Sam Chui with the CEO of Ethiopian Airlines, Air Congo will have a 10 aircraft-fleet that will consist of DHC-8-400s, B737-800s and two B787s. The launch of the new airline is not without criticism in the country as the government already owns and runs Congo Airways, which was launched in 2014 and is flying since 2015. It has a fleet of two A320s, two DHC-8-400s and two ERJ190s (leased from Kenya Airways). It also has orders with Embraer for two E190-E2s and two E195-E2s, with the first of these set for delivery next year. Despite this, the government is pushing ahead and will run both airlines and has given no indication if they plan to merge or align operations between the two.

The joint-venture in DRC is not the first one for Ethiopian Airlines as the airline also has a joint-venture in Zambia for Zambia Airways, which is set-up in a similar way with Ethiopian providing aircraft, expertise and management. Zambia Airways is also set to launch in December.

Gabon

ATR has announced at the Dubai Air Show that Afrijet has signed-up for three ATR72-600s. The second and third aircraft will be equipped with the new updated PW127XT-engines. The company from Gabon will use the three ATR72-600s to replace its two passenger ATR72-500s. Afrijet also has a single ATR42-500, an ATR72-600 and a leased ATR72-500F (from Zimex Aviation) in the fleet.

Nigeria

Ibom Air from Nigeria has signed a purchase agreement with Airbus for ten A220s; seven -100s and three -300s. Deliveries are to begin in 2023 and the airline secured the flexibility to swap the version of A220 depending on the future need. The airline is already familiar with the type as it is operating two A220-300s leased from EgyptAir, next to its fleet of five CRJ900s.

Embraer announced during the Dubai Air Show that Overland Airways has placed a firm order for three ERJ175s. The deal also includes purchase options for another three aircraft. The trio are planned from delivery from 2023 onwards. Overland Airways was established in 2002 and is based at Lagos. It flies to domestic and regional international destinations with its

fleet of four ATR42s, two ATR72s and single ERJ145.

South Africa

Mango Airlines, the low-cost subsidiary of South African Airways, will remain grounded for the foreseeable future as South African Airways declared that Mango is not part of the airline's future. Mango has been grounded since May as it ran out of money to continue to operate. The LCC wanted to restart operations in December, but this plan was denied by SAA as there is no additional money available to fund sustainable operations at Mango at this time. As a result, Mango is now seeking a future as an independent carrier and looking for investors. Until these investors are found the airline will remain grounded. South African Airways is currently seeking for its own investors and is in serious negotiations with the Takatso Consortium about a possible take-over of the government shares in the national airline. The Takatso Consortium is a joint-venture between investment company Harith General Partners and Global Aviation, a South-African aviation company owning low-cost airline Lift Airlines and Lanseria Airport. The plan is for Takatso to own 51% of South African Airways, while the remaining 49% of the shares will be held by the state.

Tanzania

Boeing announced at the Dubai Air Show that Air Tanzania did some shopping with them and ordered four aircraft. The order consists of one additional B787-8, two B737MAXs and a single B767-300F. Currently, the airline operates a fleet of four Airbus A220-300s, two Boeing B787-8s and five De Havilland Canada DHC-8-400s.

Asia

India

The first phase of the Tata Group acquiring Air India and Air India Express is becoming clearer as the Economic Times of India is reporting that Tata is planning to merge Air India Express and AirAsia India. AirAsia India is for 83.67% owned by Tata and the Group is planning to buy the remaining shares before the end of this year. Then, in January, when the deal for the Air India shares completes, the Group will begin to merge the two airlines. It's unclear what the surviving brand will be after merging. Currently, Air India Express has a fleet of 24 B737-800s, while AirAsia India operates a fleet of 27 A320s and five A320neos.

Indian start-up Akasa Air has signed an order at the Dubai Air Show with Boeing for 72 B737MAXs. The order is not a surprise and was first reported on by us back in August when the airline applied for the necessary approvals. The order consists of B737-8s and B737-8200s, although the exact breakdown has not been communicated by the airline and the manufacturer. A timeline on when deliveries are to start also hasn't been communicated but the Akasa Air is planning to launch flights in the half of 2022.

Japan

At the Dubai Air Show, Toki Air and ATR signed a Letter of Intent (LoI), which outlines the plan for the companies to engage in negotiations to add the ATR42-600S to the Japanese start-up fleet. The ATR42-600S is the Short Take-Off and Landing-variant of the ATR42-600 that is expected to be certified and start commercial operations at the beginning of 2025. Toki Air, which is based at Niigata is planning to launch flights in Spring 2022 to Nagoya-Chubu, Osaka-Kansai, Sado Shima, Sapporo, Sendai and Tokyo. Last month, it signed a lease-agreement with Nordic Aviation Capital for two ATR72-600s for ten-year leases. The aircraft involved are c/n's **1565** (to become JA01QQ) and **1620** (to become JA02QQ).

Malaysia

As part of its restructuring, AirAsiaX and Airbus reached an agreement about the cancellation of 63 A330-900s and ten



Jet Airways Boeing 777-300ER VT-JEW (35164) was impounded at Amsterdam-Schiphol on 9 April 2019, due to unpaid fees to a cargo handler. A week later, on 17 April, the airline went bankrupt. Since then the aircraft had been stored at Schiphol awaiting its fate. However, last October, it turned out the aircraft was bought by the International Aero Group for part-out. The price they paid for this fourteen year old Triple Seven is, according to internet rumours, USD 9 million. The aircraft was registered in the US as N377CL and a few American mechanics were flown in, to prepare the aircraft for its ferry flight to the US. On Tuesday 19 October, the aircraft finally left Schiphol and flew directly from Amsterdam to Victorville (CA). After a short hour on the ground there (for customs procedures) it made a final short hop to Mojave (CA), where it will be dismantled and used for spares. (Amsterdam-Schiphol, 14 October 2021, Robert Eikelenboom)

A321neoXLRs. According to the airline, 99% of its debtholders has agreed to the restructuring, ensuring the airline will be able to survive. The airline now has fifteen A330-900s and twenty A321neoXLRs remaining on order, which will be delivered in the coming years. AirAsiaX already has two A330-900s in the fleet, which are operated by Thai AirAsiaX.

AirAsia's logistic venture Teleport has taken delivery of its first B737-800BCF as announced by the company in June. The aircraft, HS-KME (29930) was presented to the press on 3 November and will be operated by K-Mile Air out of Bangkok. With this delivery, Teleport and AirAsia can meet the rising demand of carrying e-commerce freight, which it already did in the belly's or AirAsia's mainline fleet. At the same time, Reuters is reporting that AirAsia is in discussion with Airbus about a possible conversion of "a meaningful chunk" of its 362 A321neos on order to a to-be launched A321neo-freighter. According to several sources, Airbus is discussing this potential new freighter with customers but hasn't decided if it will proceed with it. AirAsia and its Teleport subsidiary sees big opportunities due the booming e-commerce business in Southeast Asia. Citing reports that Chinese e-commerce giant JD.com is planning to establish its own 100-strong cargo airline by 2030, the CEO of Teleport said that he easily thinks Teleport could go in that same direction.

Vietnam

On 5 November, Airbus and Vietjet signed a strategic partnership agreement. In this agreement, both companies agreed on the delivery timeline of its remaining 119 Airbus aircraft on order as well as continued training for the airline's technicians as well as training support for flight crews. Most notable, however, was the brief announcement that both companies will also work together in establishing and developing the airline's long-haul fleet. Vietjet's first foray into widebodies will be three A330s, which it will lease via an unspecified lessor. The aircraft are planned for delivery from this month already. It's unclear what the exact version of the A330s will be. Some websites are reporting the A330-900 but looking at the model being handed over in the picture, it is the A330-300. Currently, the Vietjet Group has a total fleet of 91 aircraft consisting of 28 A320s, 44 A321s and nineteen A321neos. Of this fleet, ten A320s and six A321s are operated by subsidiary ThaiVietjetair.

Latin America

Ecuador

The domestic market in Ecuador is becoming crowded as two start-ups are preparing for launch. One that we already reported on, Ecuadoriana, has dropped its plans to operate the B717 and has signed an agreement with ACC Aviation to acquire three DHC-8-400s. The Letter of Intent was signed during last week's Dubai Air Show and will be finalized once the three aircraft have been inspected by the airline. With the three DHCs, Ecuadoriana plans to launch its domestic flights out of Quito in April 2022.

Another announced start-up is Equair, which is a start-up from the former owner of Aerogal. This new airline is planning to launch domestic flights out of Quito in December with two B737-700s. Ecuador was without its own airline when Avianca withdrew from the market once it entered bankruptcy protection due to the Corona-pandemic. The withdrawal created the opportunity for others to step in.

Surinam

According to Surinam newspaper Dagblad De West, Surinam Airways has signed a lease-agreement for a single A330-200. The aircraft in question is former VH-XFC (1293) of Virgin Australia, currently registered 9H-GKL and is currently undergoing a C-Check at Istanbul. The Airbus is set to be delivered in mid-December and the airline plans to start using it on the Paramaribo-Amsterdam route in February 2022. With this A330, Surinam Airways is taking the next step to operate its own aircraft again. Currently, its flights are conducted via wet-leases.

Trinidad & Tobago

On 17 November, Caribbean Airlines took delivery of its first of five leased B737-8s. The aircraft, 9Y-CAL (43385) arrived home at Port of Spain from Everett (WA) on this date. According to the airline's press-release on Facebook, it plans to deploy the aircraft in commercial service in January 2022. Caribbean Airlines will use the five new aircraft to replace its oldest B737-800s in the fleet, which currently stands at eight. The airline also operates seven ATR72-600s.

Middle East

Jordan

To celebrate its 100th birthday, Royal Jordanian Airlines

has unveiled a special retro-livery, featuring the Alia Royal Jordanian-livery. The aircraft in question is JY-AYV (5177), which was presented to the world on 14 November. Its first commercial flight was on 15 November, flying as RJ111 to London-Heathrow. Alia was launched in 1963 and the name came from King Hussein's eldest child, Princess Alia. In 1986 it was rebranded into Royal Jordanian, dropping Alia from the brand.

Kuwait

At the Dubai Air Show, Jazeera Airways signed a Memorandum of Understanding with Airbus for an order for 28 aircraft. The order, once finalized, will be for twenty A320neos and eight A321neos. The deal will also include purchase rights for another five A320neo-family aircraft. Currently, the Kuwait based low-cost carrier operates a fleet of eight A320s and eight A320neos. With these, they fly from Kuwait to destinations in Azerbaijan, Bangladesh, Bosnia and Herzegovina, Egypt, Ethiopia, Georgia, India, Iraq, Iran, Jordan, Kyrgyzstan, Lebanon, Maldives, Nepal, Pakistan, Qatar, Saudi Arabia, Sri Lanka, Turkey, United Arab Emirates, United Kingdom and Uzbekistan.

Saudi Arabia

Saudia has sold its two B747-8Fs to Tianjin-based CIB Leasing, which will lease the duo to AirBridgeCargo. Both are now being prepared at Jeddah for delivery and have been spotted in basic Saudia-livery without titles and logos. HZ-AI3 (37562) has been registered M-ABOV and HZ-AI4 (37563) M-ABOW. The two Jumbo-freighters have been delivered to Saudia in March and June 2013. Both were, however, retired after six years of flying in December 2019 and put into storage at Jeddah. The airline withdrew the type from service as keeping a separate B747-pilot and maintenance crews was too costly.

United Arab Emirates

In April, Abu Dhabi Aviation announced it was planning to take-over Falcon Aviation Services, which would fit into the company's plan to expand. On 1 November, however, both companies decided to abandon the plan as they couldn't reach an agreement on the value of Falcon Aviation Services. Falcon Aviation Services, which is based at Abu Dhabi-Bateen, operates a fleet of one Gulfstream IV, an Embraer Legacy 600, a Embraer Lineage 1000 as well as three DHC-8-400Qs. Abu Dhabi Aviation is a holding company, owning Abu Dhabi Aviation but also RoyalJet and Maximus Air Cargo. Abu Dhabi

Aviation operates a fleet of 51 helicopters (Bell 212s/412s as well as AW139s), one DHC-6 and six DHC-8s (one -200, three -300s and two -400Qs). It offers offshore flights, medical flights, oil support flights, firefighting flights and charter flights. RoyalJet is the Group's private charter airline, which operates a fleet of eight B737-700BBJs as well as one B787-8BBJ. Maximus Air Cargo in its turn has a fleet of a single An-124 and a single Il-76.

During the Air Show at its home base, Emirates has announced it will expand its cargo-fleet by adding six more aircraft. First, the airline placed an order with Boeing for two additional new B777Fs. The new freighters will be delivered in April and June 2022 and will bring the fleet of B777Fs to a total of twelve newbuilt aircraft. Both were already in the orderbook of Boeing but as undisclosed. Secondly, the airline signed an agreement with IAI for the conversion of four of its B777-300ERs into the B777-300ERBDSF. We already reported on this back in September, when Air Finance Journal reported that the airline planned to convert five B777-300ERs. The conversion of the aircraft will begin in early 2023 and will be finalized at the end of 2024. Emirates also secured options with IAI for the conversion of a further, unspecified, number of B777-300ERs.

North America

Canada

Mammoth Freighters has announced that Cargojet from Canada will become the launch customer for its B777-passenger-to-freighter conversion programme that was launched last month. The carrier signed an order for two B777-200LRMFs and also secured options on two additional -200LRMFs as well as for two B777-300ERMFs. The first aircraft for Cargojet is B777-200 N772ET (29747), which will also be used by Mammoth to secure the Supplemental Type Certificate as a prototype. Conversion is to begin in mid-2022, with delivery to Cargojet in the second half of 2023. Cargojet announced in January it was seeking to expand the fleet with additional B767- as well as two B777-freighters. It currently operates a fleet of nine B757Fs and nineteen B767Fs.

On 16 November, Lynx Air was unveiled as a new Calgary-based start-up. The airline is the result of the rebranding of Enerjet, which operated three B737-700s out of Calgary and has orders for three B737-8s. The start-up has a new management team, with the CEO bringing in a world of experi-



U.A.E.-based Quick Link Aviation Services has reactivated a 1994-vintage 747-400BDSF (27044) that had been in storage at Kansas City (KS) for more than four years. The aircraft was originally delivered in a passenger configuration to Malaysia Airlines. After cargo-conversion in 2012, it was operated for just for a few months with Southern Air, before it joined the Air Atlanta Icelandic fleet in 2013. The aircraft was placed in storage at Kansas in May 2017 and registered in the US as N282JM. It was deregistered with the Federal Aviation Administration on 23 August 2021 and exported to Malta, where its new and current registration is 9H-MSK. Because Quicklink Aviation Services does not have its own AOC, the aircraft is operated by Elit'Avia Malta. The aircraft itself wears Mesk Air-colours and -titles. Mesk Air is the branding under which Quick Link Aviation will start a new cargo operation. (Ostend, 8 November 2021, Nik Deblauwe)

ence as the former CEO of Tigerair Australia, Virgin Australia Regional and Virgin Australia Cargo. Next to taking over the three orders for the B737-8s, Lynx Air has also secured leases for 43 additional B737-8s that will be delivered over a period of seven years. The first three aircraft, C-FSLO (**44314**), C-FULH (**44306**) and C-GJSL (**44312**) are set to be delivered early next year. Lynx Air will announce its first destinations out of Calgary over the coming weeks.

United States of America

Leasing company Aero Capital Solutions has secured thirteen conversion slots for B737-800s into -800SFs with AEI. With this latest order, ACS will have a portfolio of 34 B737-800SFs. The first aircraft is to undergo conversion in March 2023 at AEI's conversion partner Commercial Jet in Miami (FL), while the remaining twelve will be divided between AEI's partners Commercial Jet, KF Aerospace at Kelowna in Canada and HAECO in Xiamen. All conversions should be completed by December 2023.

Lessor Aircastle has decided to order four B737-800SF conversions with AEI. The four aircraft are coming from the lessor's own portfolio and are Aircastle's first conversion order with AEI. The conversions will take place at AEI's authorized Conversion Center at KF Aerospace in Canada. The first is set to undergo conversion in July 2022 and the final one in March 2023. It's currently unclear if Aircastle has already lined-up customers for the converted B737-800s and which airframes are involved.

Airbus and Air Lease Corporation announced at the Dubai Air Show that both companies signed a Letter of Intent (LoI) for an order for 111 aircraft. The deal also concludes the first order for Airbus' latest variant of the A350, the A350F and is expected to be finalized in the coming months. The breakdown of the LoI is for 25 A220-300s, 55 A321neos, 20 A321neoXLRs, four A330neos and seven A350Fs. With this latest order, ALC is becoming one of Airbus' largest customers with orders for 607 aircraft. ALC and Airbus also announced that they will also establish a multi-million dollar ESG (Environmental, Social and Governance) fund that will contribute towards investment into sustainable aviation development projects.

During the first day of the Dubai Air Show, Indigo Partners and Airbus announced a massive deal for 255 additional A321neos. With this latest order, Indigo has now ordered a total of 1,145 A320-family aircraft for its portfolio of airlines. The 255 A321neos will be divided between Frontier (91 A321neos), JetSMART (21 A321neos + two A321neoXLRs), Volaris (39 A321neos) and Wizz Air (75 A321neos and 27 A321neoXLRs). With this latest order, Airbus has now sold more A321neos than A320neos. Before the re-engining, the A320 outsold the A321.

On 17 November, Atlas Air Worldwide Holdings announced it has completed the integration of Southern Air and merged the operations and fleet on the Air Operator's Certificate (AOC) of Atlas Air. This step marks the end of the merger of Atlas Air and Southern Air, which started in 2016 when Atlas Air Worldwide Holdings acquired Southern Air. Southern Air was a very common name in the world of civil aviation. The company was founded in 1999, taking over assets from bankrupt declared Southern Air Transport, which itself was founded in 1947. Southern Air Transport, which was based at Miami-International (FL), was best known for being a front for the CIA between 1960 and 1973 and for its role during the Iran-Contra scandal in the mid-80s. After the mid-80s, the airline cleaned-up their act and became a cargo carrier with an expertise in carrying oversized goods or hazardous materials with its fleet of DC-8s, Boeing 707s, Boeing 747s and Lockheed Hercules. They were also very often used by the military as part of the Civil Reserve Air Fleet. By 1998, however, the

financial difficulties at Southern Air Transport became too large. The company tried to merge with other airlines, but these attempts failed, and the company was declared bankrupt on 1 October 1998. Over the years, Southern Air Transport operated 23 Hercules, thirteen B747s, twelve B707s, seven DC-8s, five DC-6s, three C-46s, two B727s, one DC-4, one DC-3 and an unspecified number of C-123s. In November 1999, Southern Air was launched and took over various assets from Southern Air Transport and launched operations with a former Lufthansa Cargo B747-200F. Now, at the time of merging with Atlas Air, Southern Air operated a fleet of eight B737-800BCFs (flown for Amazon Prime Air) and nine B777Fs (six flown for DHL), which are all now transferred to Atlas Air. In total, Southern Air over the years also flew with 26 B747-200Fs, three B747-300s and six B747-400Fs.

Lessor World Star Aviation has signed an agreement with IAI for the conversion of ten B737-800s into -BDSFs, with an option for an additional ten. The aircraft are set to be converted at IAI's partially owned subsidiary Bedek Lingyun (Yichang) Aircraft Maintenance Engineering Co., Ltd ("Belinco") in China. In the press-release no timeline for the conversions was given. World Star Aviation is a London-based company, which owns a portfolio of 75 Airbus and Boeing-aircraft, leased to 39 different customers.

Oceania

Australia

Virgin Australia is confident on the return of passenger demand now that air travel and border restrictions are being lifted in Australia and has signed Letter of Intent (LoI) with various lessors for seven additional B737-800s. The aircraft are set to be delivered next year. The seven additional aircraft come on top of the nine already announced in August. Once delivered, it will bring the total fleet of B737-800s at Virgin Australia to 84. The company also announced that it will lease two additional A320s for its subsidiary Virgin Australia Regional Airlines, which already operates five A320s and eleven Fokker 100s.

Firm 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 2021 firm orders

Airbus Defense & Space	1	A330-200	
Avolon	18	A320neo	
	12	A321neo	
Condor	7	A330-900	
Delta Air Lines	55	A321neo	
Jet2	<u>51</u>	<u>A321neo</u>	(+15)
LATAM	7	A320neo	
	21	A321neo	
Lufthansa	5	A350-900	
Malta MedAir	1	A320neo	
Pegasus Airlines	<u>6</u>	<u>A321neo</u>	
Private	2	ACJ319neo	
	1	ACJ330-300	
<u>Sky Express</u>	<u>1</u>	<u>A320neo</u>	
Unidentified	21	A220-300	
	10	A320neo	
	1	A321neo	
United Airlines	70	A321neo	
Volaris Airlines	2	A320neo	
Total	292		(+22)

ATR 2021 firm orders

<u>Afrijet</u>	<u>3</u>	<u>ATR72-600</u>	
<u>Air Corsica</u>	<u>5</u>	<u>ATR72-600</u>	
<u>Binter</u>	<u>4</u>	<u>ATR72-600</u>	
Sky express	6	ATR72-600	
TAROM	<u>3</u>	<u>ATR72-600</u>	
Total	21		(+15)

Boeing 2021 firm orders

777 Partners	38	B737-8	
Air Lease Corporation	3	B737MAX	
Alaska Airlines	57	B737-9	
<u>A/S Maersk Aviation Holding</u>	2	<u>B777F</u>	
Atlas Air	4	B747-8F	
Bain Capital Griffin International	5	B737-8	
Dubai Aerospace Enterprise	14	B737MAX	
Embassy of Germany	5	P-8A	
FedEx	18	B767-300F	
	3	B777F	
GOL	9	B737-8	
Lufthansa	2	B777F	
	5	B787-9	
Private	2	B737MBBJ	
Royal Australian Air Force	2	P-8A	
Silk Way West Airlines	5	B777F	
Singapore Airlines	11	B777-9	
SMBC Aviation Capital	14	B737-8	
Southwest Airlines	140	B737MAX	
<u>Unidentified</u>	43	<u>B737MAX</u>	(+8)

	1	B747-8	
	1	B767-300F	
	26	B777F	
	7	B787-9	
	4	B787-10	
United Airlines	258	B737MAX	
USAF	27	KC-46A	
US Navy	9	P-8A	
Total	720		(+10)

Embraer 2021 firm orders

Congo Airways	2	E195-E2	
Horizon Air	9	ERJ175	
<u>Overland Airways</u>	3	<u>ERJ175</u>	
Porter Airlines	30	E195-E2	
Skywest Airlines	25	ERJ175	
Total	69		(+3)

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

Jetliners

On 15 October, the successor of Alitalia, ITA Airways, was officially launched and introduced to the world. Surprising everyone by not using the Alitalia-brand, the airline unveiled a new blue livery, designed by Landor. However, until now no ex Alitalia aircraft has been repainted into this new colour scheme. To commemorate the occasion, ITA Airways has painted one ex Alitalia A320 EI-E1B (4249) in a special "Born in 2021"-livery. (Amsterdam-Schiphol, 24 October 2021, Robert Eikelenboom)

A220	-300	55140	F-HZUC	Air France. Delivered on 6 November.
A319	-132	1140	N924YT	WNG Capital LLC, ex YU-API of Air Serbia. Registered in the US on 17 November. Aircraft has been stored at Marana (AZ) since 18 October 2021.
	-112	2131	D-AIBK	Lufthansa, ex OE-LDA of Austrian Airlines. Delivered on 29 October. Aircraft will be operated by Lufthansa Cityline.
	-111	2742	N6310U	United Airlines, ex G-EZAJ of easyJet. Delivered on 28 October
	-112	3689	PS-SIL	ITA - Itapemirim Transportes Aéreos, ex 9H-XFW of Hi Fly Malta. Delivered on 8 November.
	-133	3705	EI-FGE	FPG Amentum, ex SX-EMB of Ellinair. Registered in Ireland early November. Aircraft was ferried to Ostrava for storage on 3 November.
	-111	4859	LZ-MAA	Bul Air, ex EI-IMP of Alitalia. Delivered on 17 November.
A320	-214	559	N955AS	AerSale Inc., ex HB-IJE of Swiss. Registered in the US on 15 November. Aircraft was ferried to Roswell (NM) for storage on 5 November.
	-214	3574	N951AV	AVIANCA, ex VP-BZO of Aeroflot. Delivered on 18 November.
	-214	3835	N955AV	AVIANCA, ex VQ-BBC of Aeroflot. Delivered on 9 November.
	-214	3840	9H-SHO	Fly Air41 Airways, ex VQ-BSZ of Aircastle. Delivered on 19 November. Former SU-BSN of Air Cairo.
	-232	4174	9H-AMU	Avion Express Malta, ex EI-GVI of Stratos Aircraft Management. Delivered on 18 November. Former HA-LPZ of Wizz Air.
	-214	5318	OE-ICL	easyJet Europe, ex EI-GUE of Banc of America Leasing. Delivered on 28 October. Former G-EZWG of easyJet.
	-214	5319	OE-ICN	easyJet Europe, ex EI-GUF of Banc of America Leasing. Delivered on 28 October. Former G-EZWF of easyJet
	-232	5401	EI-KBA	FlyArystan, ex P4-KBA of FlyArystan. Registered in Ireland early November.
	-232	6343	EI-KBN	FlyArystan, ex P4-KBN of FlyArystan. Registered in Ireland early November.
	-251N	7979	EI-SIC	SAS Scandinavian AI Ireland, ex SE-DYM of SAS Scandinavian AI. Transferred to Ireland on 28 October.
	-271N	9459	EI-KBK	Air Astana, ex P4-KBK of Air Astana. Registered in Ireland early November.

	-271N	9574	EI-KBL	Air Astana, ex P4-KBL of Air Astana. Registered in Ireland early November.
	-251N	10102	HB-AYN	easyJet Switzerland. Delivered on 18 September. Test registration was F-WWBP.
	-251N	10114	HB-AYE	easyJet Switzerland. Delivered on 9 November. Test registration was F-WWTQ.
	-251N	10548	G-TTNP	British Airways. Delivered on 10 November. Test registration was F-WWIG.
A321	-211	3267	9H-AMQ	Avion Express Malta, ex LY-VEC of Avion Express. Registered in Malta on 18 November.
	-271NX	10393	HA-LZC	Wizz Air. Delivered on 18 November. Test registration was D-AYAE.
	-251NX	10476	VP-BFI	Ural Airlines, Delivered on 19 November 2021. Test registration was D-AVXP.
	-271NX	10480	HA-LZE	Wizz Air. Delivered on 29 October. Test registration was D-AZAD.
	-271NX	10499	VQ-BYJ	S7 Airlines. Delivered on 1 November. Test registration was D-AVXA.
A330	-343E	786	EC-NOG	Wamos Air, ex OE-IFR of AerCap. Former HS-XTB of Thai air Asia X. Delivered on 8 November.
	-343EP2F	879	TC-MCM	MNG Airlines. Re-delivered after freighter conversion at Dresden on 17 November.
	-302E	1391	VP-BUJ	Nordwind Airlines, ex 2-VJWU of GECAS. Delivered on 29 October. Former VT-JWU of Jet Airways.
	-343E	1445	9H-POP	flyPOP, ex RP-C3342 of Cebu Pacific Air. Delivered on 10 November, Registered in between as VP-CUF of Avolon. Aircraft is operated as a preighter by Hi Fly Malta, before its starts flying passengers for flyPOP.
	-202	1882	<u>EC-NRH</u>	LEVEL, ex Iberia. Transferred on 9 November. (correction Scramble 508 – Page 33)
	-941	1992	F-HKYS	Corsair. Delivered on 17 November. Test registration was F-WWCU.
A340	-313X	245	TF-NFC	Air Atlanta Icelandic, ex 9H-NFC of Air X Charter. Delivered on 3 November.
	-642	431	TF-MFC	Air Atlanta Icelandic, ex 9H-FFC of Air X Charter. Delivered on 3 November.
	-642	440	TF-LFC	Air Atlanta Icelandic, ex 9H-LFC of Air X Charter. Delivered on 3 November. Aircraft have never operated for Air X Charter, and had been stored at Chateauroux since 07 September. Former EC-IOB of Iberia. All three Air Atlanta A340s will be used as preighter.
	-313E	668	9H-ZMK	Airhub Airlines (correction Scramble 510 - Page 42)
A350	-941	538	JA13XJ	Japan Airlines International. Delivered on 12 November. Test registration was F-WZFS.
B737	-4Q8SF	25168	XA-SLG	Estafeta Carga Aerea, ex OE-IAG of ASL Airlines Belgium. Delivered on 27 September as OE-IAG.
	-530	25271	YR-AMD	Air Sénégal. Leased (again) from Blue Air, per 28 October.
	-48ESF	27632	N463VX	V63A-734 LLC, ex F-GZTT of ASL Airlines France. Registered 9 November. Is ferried to Opa Locka (FL) in full Líneas Aéreas Suramericanas colours. With be registered HK-5385.
	-86JSF	30877	EI-AZC	Amazon Prime Air, ex N877CS of UMB Bank NA Trustee. Delivered on 30 October. Operated by ASL Airlines Ireland.
	-8AS	33640	G-RUKH	Ryanair UK, ex EI-DPM of Ryanair. Transferred on 28 October.
	-8AS	34177	G-RUKF	Ryanair UK, ex EI-DLJ of Ryanair. Transferred on 4 November.
	-8FH	35092	EK73792	Armenia Airways, ex 4L-TGC of Georgian Airways. Transferred on 5 November.
	-8ASF	35553	OE-IWF	ASL Airlines Belgium, ex EI-DPX of Ryanair. Delivered on 27 October. Is in FedEx Express colours.
	-8AS	36575	G-RUKG	Ryanair UK, ex EI-DYM of Ryanair. Transferred on 12 November.
	-800	42087	F-HUYD	Transavia France, ex OE-IWT of Sky High LXXII Leasing Company Ltd. Delivered on 16 November.
	-800	42278	F-HUYE	Transavia France, ex OE-IWU of Sky High LXXI Leasing Company Ltd. Delivered on 19 November.
	-8	44612	D-AMAA	TUI fly Germany. Delivered on 1 November. Line # 7994.
	-8	44650	SE-RNE	TUI fly Nordic, ex G-TUMV of TUI Airways. Transferred on 29 October.
	-8	60040	TC-LCH	Turkish Airlines. Delivered on 26 October. Line # 7609.
	-9	60064	TC-LYC	Turkish Airlines. Delivered on 3 November. Line # 7623.
	-8-200	62302	9H-VUI	Malta Air (Ryanair c/s, EI-HEK NTU). Delivered on 19 November. Line # 7733.
	-8-200	62303	9H-VUH	Malta Air (Ryanair c/s, EI-HEJ NTU). Delivered on 3 November. Line # 7719.
	-8-200	62319	SP-RZD	Buzz. Delivered on 10 November. Line # 7890.
	-8-200	65078	EI-HAW	Ryanair. Delivered on 16 November. Line # 7559.
	-8-200	65079	EI-HAY	Ryanair. Delivered on 18 November. Line # 7629.
	-8-200	65080	EI-HAX	Ryanair. Delivered on 13 November. Line # 7607.
	-8-200	65885	9H-VUQ	Malta Air (Ryanair c/s). Delivered on 10 November. Line # 8137.
B747	-406M	30454	VQ-BWL	Longtail Aviation, ex PH-BFW of KLM Royal Dutch Airlines. Delivered after preighter conversion at Tel Aviv on 30 October.
	-409	33735	N373JX	JetOneX, ex B-18211 of China Airlines. Delivered on 5 November.
	-8F	65777	N630UP	UPS. Delivered on 26 October . Line # 1567.
B757	-23NPCF	27976	OE-LNE	DHL Air Austria, ex G-DHKE of DHL Air. Transferred on 15 November.
	-256PCF	29312	OE-LNJ	DHL Air Austria, ex G-DHKB of DHL Air. Transferred on 3 November.
	-223PCF	29589	OE-LNX	DHL Air Austria, ex G-DHKU of DHL Air. Transferred on 8 November.
	-236PCF	29945	OE-LNF	DHL Air Austria, ex G-DHKF of DHL Air. Transferred on 19 November.
B767	-323ERBDSF	29605	N257AZ	Amazon Prime Air, ex N398AN of American Airlines. Delivered after freighter conversion on 20 November.
	-323ERBCF	33088	A9C-DHY	DHL International Aviation Middle East (addition Scramble 510 – Page 43)
	-316ER	41997	N6389	Jetran International, ex PT-MOF of LATAM Airlines Brasil. Registered in the US on 2 November. Aircraft was ferried to Roswell (NM) for storage on 4 November. Will be converted to freighter.
	-300F	63129	N199FE	FedEx Express. Delivered on 9 November. Line # 1256.
B777	-212ER	30870	N830KW	Jet Midwest, ex 9V-SVE of Singapore Airlines. Registered in the US on 15 November. Aircraft has been stored at Alice Springs, Australia since 05 April 2020.
	-333ER	35256	N468LT	Wilmington Trust Co., ex C-FITL of Air Canada. Registered in the US on 4 November. Aircraft was ferried to Marana (AZ) for storage on 19 October.
	-367ER	36159	A7-	Qatar Airways, ex B-KPM of Cathay Pacific Airways. Delivered on 22 November.
	-367ER	36161	A7-	Qatar Airways, ex B-KPL of Cathay Pacific Airways. Delivered on 4 November.
	-F	66258	N848FD	FedEx Express. Delivered on 26 October. Line # 1705.
B787	-9	66524	JA937A	ANA - All Nippon Airways. Delivered on 8 November. Last 787 built at Everett (WA). Line # 1095.
ERJ	135BJ	14501120	YL-REX	Union Aviation, ex VP-CFA of SAMCO Aviation. Per 3 November.
	135BJ	14501165	D-ANXA	Air Hamburg Private Jets, ex D-AVOS. Re-registered on 21 October.
	135BJ	14501206	YL-ONE	Union Aviation, ex ES-FOX of Panaviatic. Per 3 November.
	170LR	17000230	N768RD	Bank of Utah, ex G-CIXW of Eastern Airways. Registered on 7 October. Destined for American Eagle / Envoy.

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

Commuters



Last spring, Austrian Airlines phased out its fleet of DHC-8s. In total Austrian Airlines operated eighteen DHC-8-400s. DHC-8 OE-LGM was one of the last turboprops in operation for the Austrians. It was withdrawn from use on 29 March and placed in storage at Bratislava. On 3 November, it left Bratislava on its way to its new operator Camair-Co, Cameroon. The aircraft is seen here at Malta-Luqa for a stop during its ferry flight to Africa. The aircraft wears a full Camair-Co colour scheme, but still with its Austrian registration OE-LGM. It was registered as TJ-QDF upon arrival in Cameroon. It is the first of three Austrian DHC-8s that will be delivered to Camair-Co. (4 November 2021, Mario Caruana)

ATR42	-500	606	G-LMRE	Loganair, ex OY-YAA of Nordic Aviation Capital. Delivered on 1 November as OY-YAA.
ATR72	-212A	1265	G-LMTA	Loganair, ex OY-YDI of Nordic Aviation Capital. Delivered on 19 October. Correction Scramble 510 - Page 44.
DHC-8	-402	4155	G-JECX	Flybe. Delivered on 5 November to the new Flybe.
	-402	4319	TJ-QDF	Camair-Co, ex OE-LGM of Austrian Airlines. Delivered on 3 November as OE-LGM.

Propliners



Sadly no proper Propliners for you this month, but we do have two very nice pictures of the same unique aircraft! Do28 HK-4000 used to operate for Aerolineas de Antioquia. We reported earlier this year that the airplane had been moved from Medellin Olaya Herrera Airport to a bar in Manrique, a barrio just north of the city centre. Building work is still in progress at this location, but the Dornier has already been moved to the 5th floor, overlooking the city. Azoteca - Hangar45 will be an aviation themed bar. There are also Dornier 328 parts of broken up ADA machines on site. It is located in the main shopping street of Manrique, Carrera 45. (Medellin, 25 November 2021, Fred Streep)

Fokker News

F27	F-27F	99	CP-2479	Alas del Sur. Has been stored at Santa Cruz, Bolivia for quite some time, but was seen undergoing taxi runs in May of 2021. Will we soon see a flying Fairchild again?
	-500	10378	5Y-GMD	Astral Aviation, ex AeroSpace Consortiums. Recently acquired and currently undergoing maintenance. Used to fly on behalf of the UNs World Food Program.
	-050	20107	RP-C9993	LEASCOR. Seen stored at Clark, Philippines, late August 2021. Used to be in former SkyWest colours, but was seen on that date in their new LEASCOR house colours. Whether that means it will start flying again soon, is unsure. There must be a reason for the repaint, time will tell.
	-050	20137	5Y-VVG	Busy Bee Congo, ex Bluebird Aviation. Seen September 2021 at Goma in Busy Bee Congo colours, meaning a white fuselage, titles and logo on the tail.
	-050F	20149	5Y-ELY	Ex SE-MFJ of Amapola Flyg. Seen flying around Nairobi in September. New operator is Silverstone Air Services.



(Dornier 28 HK-4000, Aerolineas de Antioquia, Medellin, 25 November 2021, Fred Strep)

	-050	20214	5Y-WFD	Daruro Airlines, ex 5Y-WFD Buff Air Services, 9S-AAB CAA. Finally 5Y-WFD has made its identity known! Already registered to Buff in April 2020, and moved on to Daruro a few months later.
	-050	20250	5Y-WFC	Has been declared damaged beyond economical repair, after its incident at Bardere, Somalia, on 5 July 2020.
	-050	20288	5Y-JNR	Daruro Airlines, ex Silverstone Air Services. Noted at Barawe, Somalia, already back in April of this year. Was mainly white with Daruro Airlines titles next the the passenger door. Confirmation of this would be appreciated.
F28	-0100	11415	N281PA	Pan Am, ex PR-OAF AVIANCA Brazil. Baptised early August 2021 as 'Clipper Golden Light', as per good old Pan Am tradition. Now located at the premises of the Igreja Batista Central de Brasília church in Brasília's Asa Sul district, it has been transformed into a luxury restaurant. You can follow the progress of this project on Instagram: panam_brasil
	-0070	11528	2-HCJH	Airline Fleet Support. On 22 September this Fokker 70 attempted another ferry to Woensdrecht, after a first attempt on 18 September ended in a return to Curacao due to pressurisation problems. That second attempt was successful, with the 70 arriving at Woensdrecht on 24 September. Will still need more maintenance before delivery to Africa.
	-0070	11559	TL-AET	Karinou Airlines, ex ZS-SKA SKA Aviation. Ferried from Johannesburg to Nairobi in September, and was seen on 15 September on radar, flying from Nairobi-Jomo Kenyatta to Nairobi-Wilson, using callsign TLAET. The operator is yet to be confirmed.

Credits: Merv Crowe, Skyliner.

Bizjets

BAe	125-800XP	258722	T7-GCP	Exact date delivery date unknown, but ex I-PZZR was ferried to New Delhi on 1 May.
	125-800XP	258722	VT-LIB	Noted at Calcutta early September, ex T7-GCP.
	125-900XP	HA-0069	N922XP	Apogee Finance, ex CS-DPA. Registered on 14 July.
Beech	400XT	RK-268	T7-ACAM	Ex ES-NXT of Fort Aero AS was sold to Asian Corporate Aviation Management Pte. Ltd.
	400XTI	RK-377	TC-DZM	Former N477FL of Rangeflyers Inc. was sold to a yet unknown owner/operator in Turkey.
Cessna	501	0154	XA-	N154SC was exported to Mexico on 8 November.
	510	0005	N680DE	Reregistered from N600DE on 8 November.
	510	0009	N700CM	Reregistered from N910SY on 20 October.
	510	0282	F-HIMC	Delivered to Fly Raidillon on 8 September, ex N876AM.
	510	0379	ZS-PDZ	Addition to Scramble 510.
	525	0044	D-	Registered in November, ex HB-VPF.
	525	0216	N319JD	Reregistered from N18QA on 2 November.
	525	0229	PS-PHU	Addition to Scramble 510.
	525	0546	N867JB	Registered on 16 November, ex C-GHSB of Balle Air.
	525	0680	N420CM	Reregistered from N680KH on 8 November.
	525	0690	D-ISIR	Delivered to Luxaviation Germany in June, ex HB-VWM of Nomad Aviation.
	525	0801	C-FBID	Delivered to Bid Air on 12 November, ex N123TF.
	525	0905	N119HC	Reregistered from N905MZ on 5 November.
	525	1018	N75MT	Reregistered from N169SF on 17 November.
	525	1074	C-GMMU	Delivered on 19 November, ex N74MZ.
	525	1097	C-GNMO	Delivered to Augustus Ollerhead on 27 October.
	525A	0407	N2020H	Reregistered from N58JN on 20 October.
	525A	0491	N16WA	Reregistered from N867JB on 12 November.
	525B	0219	D-COKE	Delivered to Atlas Air Service on 5 August, ex OE-GBC of Airlink.



Judging by the registration, this is the second Pilatus in Kazakhstan. The first one is PC-12 c/n 1793, which ex D-FAAA. This PC-24 is c/n 248 and will be delivered to Comlux KZ soon. (Stans, 18 October 2021, Stephan Widmer)

525B	0519	N341SF	Reregistered from N371SF on 20 October.
525B	0623	N331MP	Reregistered from N334MP on 9 August.
525B	0651	N456HC	Registered to Textron Aviation on 21 October.
525B	0653	N238KK	Registered to Textron Aviation in October.
525B	0656	N53BT	Registered to Textron Aviation in November.
525C	0274	N38MV	Reregistered from N38M on 25 October.
525C	0366	N38M	Delivered on 1 November.
525C	0367	N77M	Registered to Textron Aviation in November.
525C	0368	N601BJ	Registered to Textron Aviation in November.
525C	0369	N371SF	Registered to Textron Aviation on 20 October.
550	0396	N289CP	Reregistered from N997BH on 8 November.
550	0426	PS-KGA	N434SB was exported to Brazil on 18 November.
550	0575	LV-JWP	Addition to Scramble 510.
550	0683	LV-	N1192 was exported to Argentina on 21 October.
550	0716	N828BG	Registered on 16 November, ex XB-OGJ.
550	0872	N872JP	Registered to JSSI Parts on 4 November, ex G-SPRE of Synergy Aviation.
S550	0084	P*-	N584TR was exported to Brazil on 17 November.
560	0393	N787CM	Registered on 17 November, ex C-FCBQ.
560	0703	VH-XLS	Reregistered from VH-ACC on 1 September.
560XL	5077	N980HD	Reregistered from N960HD on 17 November.
560XL	5079	N75XL	Registered on 16 November, ex ZS-OHZ.
560XLS	5640	9H-	N641TX was exported to Malta on 8 November and flew via Bangor, Goose Bay, Belfast, to Athens.
560XLS	5646	N484JC	Reregistered from N921MW on 21 October.
560XLS+	6020	N82HE	Registered on 8 November, ex OE-GWS of Avcon Jet.
560XLS+	6223	OK-BIZ	Delivered to Aero Partner on 28 September, ex RP-C1681.
560XLS+	6266	D-	Exported to Germany on 30 September, ex PH-BBJ of ASL.
560XLS+	6313	N3BZ	Registered to Textron Aviation on 20 October.
560XLS+	6314	N604BP	Registered to Textron Aviation on 22 October.
560XLS+	6315	N808CB	Registered to Textron Aviation on 29 October.
680	0183	D-CBCG	Registered in September, ex LN-SOV of Sundt Air.
680	0328	PH-	Exported to the Netherlands on 18 November, ex N328TX.
680A	0039	N110MW	Reregistered from N751PE on 22 October.
680A	0244	N489MH	Reregistered from N449MH on 15 November.
680A	0290	N82TX	Registered to Textron Aviation on 25 October.
680A	0293	N293TT	Registered to Textron Aviation on 19 October.
750	0103	N200JT	Registered on 5 November, ex T7-CT1.
750	0181	N425KN	Reregistered from N25KN on 25 October.
750	0266	N4757B	Reregistered from N355PX on 8 November.
750	0271	750MF	Reregistered from N896RJ on 8 November.
750	0507	N507TS	Reregistered from N900JQ on 9 November.
750	0525	N743DB	Reregistered from N487SL on 8 November.
Challenger	20019	N350XX	Pete Mitchell Aviation, re-registered from N60SB on 25 June.
300	20186	LX-LCZ	Global Jet Luxembourg, ex N874WD. Noted at Geneva on 12 October.
300	20198	N887LC	Bank of Utah, re-registered from N62MW on 13 July.
300	20316	N299TS	TSI Equipment Leasing, re-registered from N463GR.
604	5550	VH-JII	Business Aviation Solutions, ex N75KH. Registered on 8 November.
605	5730	TC-RSF	Redstar Aviation, ex TC-SAB. Noted at Nagoya-Chubu Centrair on 12 November.
605	5754	N322AP	Skylark Partners Management, re-registered from N801BG on 28 June.
605	5791	N998ST	Forindo, re-registered from N899ST on 19 July.
605	5865	N605KL	TVPX Aircraft Solutions, ex P4-CCC. Registered on 22 July.
605	5875	N702LV	Imocas, re-registered from N899KK on 30 June.
605	5895	N512DB	Bergeron Sky Travel, re-registered from N247MB on 15 July.

Cirrus	SF50	0295	G-VISN	Chelsea Green (VJ), ex N295CV. Registered on 27 October.
Eclipse	EA500	000092	2-	Another Eclipse to Guernsey on 15 November, ex N355BM.
	EA500	000108	N34EJ	Delivered to TAK Aviation on 16 November, ex XB-OKU.
Embraer	500	50000371	M-TOMY	Ex 2-TOMY of TGTA Ltd. was reregistered into the Isle of Man register for the same operator/owner.
	505	50500066	N301EC	Ex D-CHLR of Atlas Services was sold to a yet unknown owner/operator in the US
	505	50500085	N16SJ	Ex A6-EFC of Royal Oman Police Wing was sold to Bruin Aviation LLC in the US
	505	50500624	LZ-EGT	This factory fresh Phenom was sold to EGT Jet EOOD in Bulgaria.
	505	50500632	F-GXAE	Another new Phenom was delivered to Europe, this time for Boetos SNC in France.
	550	55020122	9H-IFX	Ex G-FLFX of Flexjet was sold to Flexjet Operations Malta Ltd.
	600	55020133	D-BALL	Ex PR-JAU of Embraer was sold to Air Hamburg in Gemany in July.
Falcon	7X	61	C-GOFJ	Tricycle Lane Aviation, ex B-8026. Registered on 1 November.
	7X	192	I-PBRC	Sirio, ex N1927X. First noted at Wilmington (DE) on 29 September.
	7X	266	XA-FTY	Aerolíneas Ejecutivas, ex N266FJ. Noted at Toluca on 7 November.
	8X	423	OH-SGS	Polar Aviation, ex T7-SGS. Noted at Helsinki on 29 October.
	8X	432	VT-HVV	Noted at Biggin Hill on 13 September, ex F-HCNO.
	8X	479	N2239X	UAML, registered on 15 March.
	50	204	N9TE	Falcon Jet D10, re-registered from N319GB on 18 March.
	50EX	285	N4204U	Nunya, re-registered from N901TB on 1 July.
	50EX	303	N500CF	Fowler Aviation, re-registered from N902TB on 6 July.
	900B	109	OO-PCF	PartsCare, ex CD01. Registered on 3 November.
	900C	200	N4BA	Monte Carlo Associates, re-registered from N144BS on 19 July.
	2000EX	51	N878MM	Century Skies, re-registered from N878RR on 23 July.
	2000LX	150	N772MJ	MC Aviation, re-registered from N772MC on 19 July.
Global	XRS	9239	N82EM	Reregistered from N349BA on 9 November.
	XRS	9413	N372BC	Registered on 25 October, ex G-GLOB of ExecuJet UK.
	5000	9231	N80AK	Reregistered from N667ML on 10 November.
	5000	9536	N1868M	Reregistered from N1368M on 12 November. N1868M was a Global Express and XRS earlier.
	5000	9668	C-GSLU	Delivered to Skyservice Business Aviation on 29 October, ex M-SAPT.
	6000	9577	T7-HOME	Reregistered from M-HOME on 16 October. For Hyperion Aviation.
	6000	9643	N88T	Reregistered from N88C on 17 November.
	6000	9741	N148LJ	Reregistered from N148L on 12 November.
	6000	9776	N954E	Registered on 25 October, ex M-MBLU and M-MBLU.
	6500	60039	VT-	Exported to India on 27 October, ex C-GOUB.
	7500	70083	OE-	Exported to Austria on 17 November, ex C-GTSH.
	7500	70086	9H-VIG	Arrived in Malta from Montreal on 20 November, ex C-GTUD. For VistaJet.
Gulfstream	II	245	XB-RPY	Addition to Scramble 506. N222NP did not become XB-RKR, instead it became XB-RPY.
	IVSP	1040	N527DD	Centralav, re-registered from N415RR on 16 July.
	IVSP	1385	N102JE	Jet Edge, re-registered from N4818C on 16 July.
	G300	1509	XA-VET	Líneas Aéreas Ejecutivas de Durango, ex XA-RIN. Noted at Toluca in September.
	G450	4032	N450AR	N450AR, re-registered from N809SM on 14 July.
	G450	4050	N407DW	P A T Productions Aviation, re-registered from N865R on 15 July.
	G450	4289	N214FC	Sam Air, re-registered from N299SC on 16 July.
	G450	4295	T7-GIV	Evidor, ex T7-BRG. Noted at Zurich on 27 October.
	G450	4323	VP-BOR	Meridian Air, ex N3398A. Noted at Basel on 14 September.
	V	504	N229KM	Mike Post Productions, re-registered from N315RG on 12 July.
	V	519	N549CF	SLMF, re-registered from N549CP on 30 June.
	G550	5042	XA-RIN	N528QS was cancelled on 25 August and became XA-RIN with Líneas Aéreas Ejecutivas de Durango.
	G550	5124	N550NE	Bank of Utah, ex EC-KBR. Registered on 29 June.
	G550	5173	N550GP	White Horse World Wide, re-registered from N212JE on 22 July.
	G550	5227	N811TD	Meadow Lane Air Partners, re-registered from N527GD on 13 September.
	G550	5380	T7-550	Noted Farnborough on 8 October, ex N506SA.
	G550	5386	N999LX	CKE Associates, re-registered from N325GE on 9 July.
	G550	5410	N10H	TI Capital Management, re-registered from N284CC on 9 July.
	G550	5478	N973MN	RLTCD, ex T7-PRO. Registered on 16 July.
	C-37B	5613	20-1941	United States Air Force, ex N513GD. Delivered on 3 November.
	G550	5625	N552SN	First Quality Enterprises, ex N525GD. Registered on 21 July.
	G650	6128	N930GL	Cam Aviation, re-registered from N128GA. Registered on 8 July.
	G650	6213	N654FX	Flexjet, re-registered from N706NR on 12 July.
	G650	6218	N618X	Bank of Utah, ex N618X. Registered on 29 September.
	G650	6218	PS-CSE	CS Energia, ex N618.
	G650ER	6403	B-651D	Lesso, ex N603GA. Noted at Guangzhou on 6 November.
	G650ER	6434	N650GD	Gulfstream Aerospace, ex T7-99999. Registered on 21 July.
	G650ER	6442	N780RW	IBM, ex N442GA. Registered on 17 March.
	G650ER	6454	N822MK	Merck Sharpe & Dohme, ex N654GA. Registered on 14 July.
	G650ER	6455	N588SE	Garena Online, ex N655GA. Registered on 15 July.
	G650ER	6465	A7-CGH	Qatar Executive, N665GS. Noted at Amsterdam-Schiphol on 11 November.
	G500	73045	N665P	Phillips 66, ex N945GA. Registered on 2 July.
	G500	73049	N89NC	Fox Corporation, ex N949GA. Registered on 30 June.
	G500	73052	N318LE	Lear, ex N952GA. Registered on 20 July.
Honda	HA-420	00035	N250SS	Honda Aviation Service, ex LX-WJB. Registered on 7 July.
	HA-420	00114	N114WJ	Honda Aviation Service, ex LX-WJD. Registered on 28 June.
IAI	1124	292	P*-	N741AK was exported to Brazil on 18 November.
	1125SPX	111	YV-	N760JR was exported to Venezuela on 26 October.
	G150	245	PS-CMP	Addition to Scramble 510, for SOTAN.
	G200	121	N205WA	Reregistered from N818JW on 9 November.
	G200	187	N966CB	Reregistered from N1MK on 16 November.

Learjet	45	45-490	SP-WMT	Ex SP-AAW of Jet Story SP z.o.o. was reregistered for the same company.
	45	45-2018	G-UXLA	Ex 9H-AGV of Pontair Ltd. was sold to Saxonair Charter Ltd. in the UK
Pilatus	45	45-2080	VT-VRS	Former 2-HPEB of VSR Ventures Pvt. Ltd. was reregistered for the same company.
	PC-24	193	SE-RVC	Ex HB-VVD of Pilatus Flugzeugwerke was sold to Kommunalforbunder Svenskt Ambulansflyg in September.
	PC-24	209	SE-RVD	Ex HB-VVE of Pilatus Flugzeugwerke was sold to Kommunalforbunder Svenskt Ambulansflyg in September.
	PC-24	236	N97NH	Former HB-VUP of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in September.
	PC-24	238	T7-MPS	Former HB-VUR of Pilatus Flugzeugwerke was sold to Tulip Group Investments Ltd. in September.
	PC-24	239	N224CR	Former HB-VUS of Pilatus Flugzeugwerke was probably sold to Pilatus Business Aircraft Ltd. in September.
	PC-24	240	RA-01577	Former HB-VUT of Pilatus Flugzeugwerke was sold to a yet unknown owner/operator in Russia in September.
	PC-24	242	HB-VUV	Registered to Pilatus Flugzeugwerke in September.
	PC-24	243	HB-VUW	Registered to Pilatus Flugzeugwerke in September.
	PC-24	245	HB-VUY	Registered to Pilatus Flugzeugwerke in September.
PC-24	246	HB-VUZ	Registered to Pilatus Flugzeugwerke in September.	
PC-24	249	HB-VZC	Registered to Pilatus Flugzeugwerke in October.	

Bizprops

Beech	B200	BB-1024	ZS-CTI	Ex N83RZ of Global Flight Support & Sales Inc. was sold to a yet unknown owner/operator in South Africa in September.
	B350i	FL-1034	SP-PRN	Ex F-HSFX of SOFIM SNC was sold to a unknown owner/operator in Poland.
Pilatus	B350i	FL-1117	YR-CAA	Former D-CVUT was sold to Autoritatea Aeronautica Civila Romana in Romania.
	PC-6/B2-H4	1015	PK-SNB	Operator in Indonesia now known as Smart Aviation, addition to Scramble 510 – Page 48.
	PC-6/B2-H4	1016	HB-FBB	Registered to Pilatus Flugzeugwerke in September.
	PC-12/45	522	C-GFSB	Former LX-JFH of Jetfly Aviation was sold to Fast Air Ltd. in Canada.
	PC-12/45	648	N17DP	Former M-PCPC of Treetops Aircraft LLP was sold to Monterey Bay LLC.
	PC-12/47E	1160	OH-WWWW	Ex D-FNAH of Fly 7 Executive Aviation was sold to a yet unknown owner/operator in Finland.
	PC-12/47NGX	2112	D-FJED	Operator in Germany now known as flYellow, addition to Scramble 510 – Page 49.
	PC-12/47NGX	2118	D-FFUM	Former HB-FQO of Pilatus Flugzeugwerke was sold to a yet unknown owner/operator in Germany.
	PC-12/47NGX	2121	3A-MIG	Former HB-FQR of Pilatus Flugzeugwerke was sold to a unknown owner/operator in Monaco in August.
	PC-12/47NGX	2124	HB-FQV	Registered to Pilatus Flugzeugwerke in August, later sold to:
	PC-12/47NGX	2124	OE-EMA	GoDeck Textil GmbH in September.
	PC-12/47NGX	2126	VH-TCP	Former HB-FQX of Pilatus Flugzeugwerke was sold to Agile Aviation Pty. Ltd. in Australia.
	PC-12/47NGX	2135	HB-FRG	Registered to Pilatus Flugzeugwerke in September.
	PC-12/47NGX	2136	HB-FRH	Registered to Pilatus Flugzeugwerke in September, later sold to:
	PC-12/47NGX	2136	N886WF	Pilatus Business Aircraft Ltd. in the US in October.
PC-12/47NGX	2137	HB-FRI	Registered to Pilatus Flugzeugwerke in September.	
PC-12/47NGX	2138	HB-FRJ	Registered to Pilatus Flugzeugwerke in September, later sold to:	
PC-12/47NGX	2138	N38NX	Pilatus Business Aircraft Ltd. in the US in October.	
PC-12/47NGX	2139	HB-FRK	Registered to Pilatus Flugzeugwerke in September.	
SOCATA	TBM-850	537	SE-MOT	Former N97RN of Aerospace Trust Management LLC was sold to Forsby Properties Aktiebolag in Sweden.

Soviet Updates

Go to the Soviet Transports database on the Scramble website for full known histories, including extensive info on crashes, colour schemes, et cetera. To get the most from this extensive database (over 150,000 records) consider using the advanced search options.

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

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

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

An-2	1171 473 03	RF-90577	Russian Air Force	photo	in Omsk region, coded "19" yellow; c/n on photo
An-2P	1G117-12	UR-CKP	cream c/s	29sep21	fuselage stored at Naberezhne Aerodrome; c/n checked, ex EY-301
An-2	---	20162	Azerbaijan Border Guards	2021	used as 'bait' for the Armenian air defence sep20/oct20
An-2	---	20199	Azerbaijan Border Guards	2021	used as 'bait' for the Armenian air defence sep20/oct20
An-12BK	8 34 61 07	EW-518TI	Grodno	w/o	03nov21 crashed near Irkutsk Airport during a go-around
An-12	---	CCCP-11238	Soviet Air Force	DAC	13dec70 aircraft flew from Ivanovo, opb 81 vtap
An-12	---	CCCP-11926	Soviet Air Force	DAC	13dec70 aircraft flew from Ivanovo, opb 81 vtap
An-22A	04 34 82284	RA-09342	Russian Air Force	KLD	oct20 seemingly operational; his is not c/n 043482282
An-24RV	3 73 085 06	RA-46520	Turukhan	TOM	20oct21 now with UTair titles on the port side

An-26	88 02	UR-CTS	Vulkan Air	rgd	03nov21	ex Uzbek Air Force
An-26	93 10	UR-CTR	Vulkan Air	rgd	03nov21	ex Uzbek Air Force
An-26	94 05	UR-CTT	Vulkan Air	rgd	26oct21	ex Uzbek Air Force ; correction, not c/n 9609 !
An-26	96 09	UR-CTM	Vulkan Air	rgd	26oct21	ex Uzbek Air Force ; correction, not c/n 9405 !
An-26	---	RDPL-34029	Laos Government	photo	17oct21	at VTE; ex RF-46856 ?
An-26	---	TR-NGT	Euro Airlines	w/o	02nov21	crashed shortly after take-off Juba
An-28	1AJ 003-07	S9-PSB	Flightpath	LKG	31jan09	due for auction by Kenya Airports Authority 22nov21
M28-05	AJE 003-43	N590QP	Sierra Nevada Corp	photo	27oct21	at Bemowo in brown c/s and USAF roundel
An-32B	32 05	UR-JOZ	Meridian	rgd	04oct18	canx between 07/21aug21 ; restored 08oct21
Il-14P	---	81	Bulgarian Air Force	w/o	19dec60	after t/o Dobroslavci (close to Sofia) and hit terrain
Il-8D	18700 99 03	5A-AND	no titles	BEN	nov21	white c/s with blue/yellow/red cheatline; ex ER-ICS
Il-76M	00034 26779	RF-86849	Russian Air Force	photo	late'21	at Shaikova
Il-76TD	00834 90693	UR-ZAR	Yuzhmashavia	rgd	30oct03	which is rgd of its previous registration UR-78786 !
Il-76MD-90	02-07	78662	primer	r/o	29sep21	Il-76MD-90A; f/f 04oct21
Ka-32A12	8709	HB-XKE	Heliswiss	canx	04nov21	to Chile ?
Ka-52	35382618002	RF-13446	Russian Air Force	Kub	27aug21	line # 18-02; coded "74" blue
Ka-52	---	RF-13420	Russian Air Force	photo	sep21	coded "42" yellow
Ka-52	---	6623	Egyptian Air Force	photo	oct21	
Ansats	070 A 01	E7-MUP	Rep. Srpska Police	f/n	15oct21	c/n now known
Ansats	070 A 02	E7-SAJ	Rep. Srpska Police	f/n	15oct21	c/n now known
L-410UVP-E15	89 23 29	OK-TPB	Van Air Europe	BRQ	06dec16	canx 09jul21
L-410UVP-E20	34 04	OK-JNJ	Aircraft Industries	rgd	12jul21	
L-410UVP-E3	---	RF-94627	Russian Air Force	photo		code and titles not visible
L-410UVP-E3	---	RF-94626	Russian Air Force	Kts	may21	coded "69" red
L-410UVP-E3	---	RF-94634	Russian Air Force	Kts	mar20	coded "05" red
L-410UVP-E3	---	RF-94636	Russian Air Force	photo		code and titles not visible
Mi-1	---	06	Cuban Air Force	photo		in dark green or olive drab c/s
Mi-2SKh	54 6930 110	FLA-3377K	privately owned	Sht	24oct21	with crop-spraying gear; illegal reg.; stored with ShARZ
Mi-2	54 9204 045	FLA-3765K	no titles	Sht	24oct21	with crop-spraying gear; illegal reg.; stored with ShARZ
Mi-2SKh	54 9232 055	FLA-3523K	privately owned	Sht	24oct21	with crop-spraying gear; illegal reg.; stored with ShARZ
Mi-2	54 9904 086	RA-20406	Konvers Avia	w/o	25nov21	burned out but detail info unknown
Mi-2	5410142 037	3965	no titles	Sht	24oct21	with crop-spraying gear; illegal reg.; stored with ShARZ
Mi-2	5210305 067	3998K	privately owned	Sht	24oct21	with crop-spraying gear; illegal reg.; stored with ShARZ
Mi-2	---	RF-00577	no titles	Che	18aug04	stored; in white/light blue/medium blue c/s
Mi-2MSB	---	"180" red	Ukraine Army Aviation	KHE	29sep21	



Hungarian, built Yak-18, c/n EM-019 and registered SP-APR, was withdrawn from use before 14 November 1975, and cancelled 18 December of that same year, with a total time of 1,749 hours. It was sold to Yves Dumortier of Mauberge but never officially registered F-AZPE, which was its reservation. It was seen at Enghien (Belgium) on 22 August 1998, in storage, with wings removed and no fuselage fabric (so any registration was not visible). It was then sold in 2001, to the Paul Allen collection in Everett (WA) and sold back to Hungary in 2021. Upon arrival back it Budaörs the registration SP-APR was painted on the fuselage and wings but a c/n plate showed c/n 020 (not 019), also the papers show both c/n's (019 and 020). When the Hungarian Goldtimer Foundation volunteers wanted to connect the wings to the fuselage they did not fit which is strange as you might assume all 46 Esztergom built Yaks were produced by using the same jigs. As expected, when comparing the wings of SP-APR with a set of wings on HA-FAA, preserved in the 'Petöfi Csarnok' aviation museum in Budapest, and built at Arsenyev, Russia, it turned out the wings were changed in Poland for a Russian set of wings. The different jigs size between the wings and fuselage is between 0,9-1 mm, The Goldtimer foundation has maintenance staff and material able to solve the problem, and has started the aircraft overhaul. Hopefully the aircraft will get to an airworthy condition as soon as possible! (Budaörs, November 2021, Endre Zsaludek)



Msn plates of Yak-18 SP-APR. For the full story please read the previous photo caption.

Mi-2MSB	---	"182" black	Ukraine Army Aviation	KHE	29sep21	
Mi-4	---	01 & 37 & 46	Cuban Air Force		photo's	three choppers
Mi-8T	9 83 11800	RA-22778	UTair	TOX	16oct21	
Mi-8MSB-V	9 80 78 37	"08" blue	Ukraine Border Guards	ODS	24sep21	
Mi-9	9 78 86 05	"81" red	Russian Air Force	photo	05aug17	pres. at the Verkhnyaya Pyshma (Military Museum)
Mi-8T	9 88 39781	RA-24116	UTair	KHV	23sep21	
Mi-8MTV-1	9 5604	UR-HZF	NZ Operations	rgd	03nov21	to Helistart Services Ltd.; ex 4L-AVN
Mi-8MTV-1	9 5639	P2-MHO	Hevlift Aviation	rgd	2021	rgd between 06oct21 and 04nov21; ex ER-MYN
Mi-8MTV-1	9 5724	UR-HZG	NZ Operations	rgd	03nov21	to Helistart Services Ltd.; ex 4L-KNM
Mi-8MTV-1	9 5948	OB-2055-P	Helicopter Perú	photo	29oct21	wfu without titles Guaymaral
Mi-8MTV-1	9 6058	UR-UHY	Ukrainian Helicopters	rgd	03nov21	to Airlease Service Co. LLC USA; ex RA-25737(2)
Mi-171E	59489614258U	HK-5081	Helistar	photo	12nov21	a Helipuerto Tunja; ex HK-5081X
Mi-8AMT	AMT643643167545U	RF-04508	Russian Air Force	Kub	30jun19	coded "78" yellow; l/n Kubinka 28aug21
Mi-8AMT	8AMT00643177663U	RA-22732(2)	Aeroservis	HTA	nov21	all-white c/s
Mi-8AMT	8AMT00643207778U	RA-22397(2)	Norilsk Avia	dam	11nov21	collided with tree tops and crash-landed between trees
Mi-8	#..... 7856	--	primer	TV	2021	with 'dolphin' nose on the assembly line in 2021
Mi-8	#..... 7857	--	primer	TV	2021	with 'dolphin' nose on the assembly line in 2021
Mi-8	#..... 7928	--	primer	TV	2021	with 'dolphin' nose on the assembly line in 2021
Mi-8MTV-1	---	RA-22225(2)	National Ambulance AS	photo	sep21	at LED-Helidrive
Mi-8AMT	---	RA-22272(2)	Gazpromavia	Kjc	oct21	
Mi-8MTV-5	---	RF-04440	FSB	AER	18sep21	
Mi-8AMT-1	---	RF-04530(2)	Russian Air Force	CKL	2021	version not confirmed
Mi-8AMTSh	---	RF-28514(2)	FSB	photo	2021	
Mi-171	---	XU-170 (2)	Cambodian Air Force	photo	oct21	
Mi-171	---	867	Flying Dragon	HTA	2020	China Flying Dragon General Aviation
Mi-8T	---	LH90828	Chinese Army	photo	29sep13	at the Army Aviation Academy at Tong Zhou
Mi-8T	---	LH90831	Chinese Army	photo	17nov21	at the Army Aviation Academy at Tong Zhou
Mi-8T	---	LH93801	Chinese Army	photo	29sep13	at the Army Aviation Academy at Tong Zhou
Mi-8T	---	LH93804	Chinese Army	photo	17nov21	at the Army Aviation Academy at Tong Zhou
Mi-17V-7	---	LH921733	Chinese Army	photo	2021	opb 85th Brigade
Mi-17	---	ZM3023	Indian Air Force	w/o	18nov21	crash-landed at the Rochham helipad in Anjaw district
Mi-24P	353 243 42 17004	"25" red	Russian Air Force		2009	opb 112 ovp BiU at Chita-Cheryomushki
Mi-24P	353 243 43 18434	"05" red	Russian Air Force		2009	opb 112 ovp BiU at Chita-Cheryomushki
Mi-24P	353 243 43 18489	"22" red	Russian Air Force		2009	opb 112 ovp BiU at Chita-Cheryomushki
Mi-24P	353 243 43 19535	"23" red	Russian Air Force		2009	opb 112 ovp BiU at Chita-Cheryomushki
Mi-24P	353 243 34 20389	"26" red	Russian Air Force		2009	opb 112 ovp BiU at Chita-Cheryomushki
Mi-24P	353 243 44 20865	"20" red	Russian Air Force		2009	opb 112 ovp BiU at Chita-Cheryomushki
Mi-24P	353 243 25 21656	"21" red	Russian Air Force		2009	opb 112 ovp BiU at Chita-Cheryomushki
Mi-24P	353 243 36 23671	"01" red	Russian Air Force		2009	opb 112 ovp BiU at Chita-Cheryomushki
Mi-24P	353 243 27 24543	"07" red	Russian Air Force		2009	opb 112 ovp BiU at Chita-Cheryomushki
Mi-24P	353 243 18 25246	"10" red	Russian Air Force		2009	opb 112 ovp BiU at Chita-Cheryomushki
Mi-24P	353 243 28 25798	"09" red	Russian Air Force		2009	opb 112 ovp BiU at Chita-Cheryomushki
Mi-24P	353 243 28 25845	RF-91843	Russian Air Force	photo	04oct21	at Nalekh; coded "11" red
Mi-24P	353 243 28 25856	"28" red	Russian Air Force		2009	opb 112 ovp BiU at Chita-Cheryomushki
Mi-24P	353 243 28 25864	"29" red	Russian Air Force		2009	opb 112 ovp BiU at Chita-Cheryomushki
Mi-24P	353 243 28 25878	"27" red	Russian Air Force		2009	opb 112 ovp BiU at Chita-Cheryomushki
Mi-24V	---	RF-93143	Russian Air Force	OVB	06oct21	coded "24" red
Mi-24G	---	"304" white	Azerbaijani Air Force	photo		took part in the Azerbaijani offensive in Artsakh/Nagorny Karabakh sep20/nov20
Mi-24P	---	"09" blue	Turkmen Air Force	photo	27sep21	in the Independence Day parade over Ashgabat
Mi-26T2	---	SL-62	Algerian Air Force	photo	2021	
RRJ-95B	95 169	89196	all-white, n/t	Kxy	15nov21	
RRJ-95B	95 196	RA-89183	Rossiya	ZIA	09nov21	ferried to LED; named 'Surgut'; l/n LED 14nov21
RRJ-95B	95 210	RA-89170	Rossiya	ZIA	09nov21	ferried to LED; named 'Baltisk'
RRJ-95B	95 212	RA-89171	Rossiya	ZIA	09nov21	ferried to LED; named 'Kaluga'

RRJ-95B	95 215	89174	Rossiya	ULY	22oct21	in white/red c/s; named 'Maikop'
RRJ-95B	95 216	89175	Rossiya	ULY	08nov21	ferried from ULY to ZIA in white/red c/s
RRJ-95B	95 217	89176	Rossiya	ULY	08nov21	named 'Rybinsk' ferried from ULY to ZIA 09nov21
RRJ-95B	95 219	89178	primer	f/f	27oct21	for Rossiya
RRJ-95B	95 220	89184	primer	f/f	15nov21	for Rossiya
Tu-22M3	24 64 0 1 5	RF-94081	Russian Air Force	Kub	28aug21	c/n checked; ex RF-34081
Tu-134Sh-2	0 35 51072	RF-66032	Russian Air Force	MSQ	03dec20	now coded "38" red; 03dec20; l/n MSQ aug21
Tu-154M	90A835	RA-85675	Alrosa	MJZ	oct21	reportedly broken up
Tu-154M	95A1010	EW-85815	Belarus Government		sep21	in sections to Lipki for re-assembly and preservation
Yak-10	---	СССР-G269	Mingeo	rgd	1947	Ministry of Geology
Yak-10	---	СССР-G270	Mingeo	rgd	1947	Ministry of Geology
Yak-10	---	СССР-G271	Mingeo	rgd	1947	Ministry of Geology
Yak-12R	07 4 26	СССР-L5827	AFL/Northern	rgd	28dec55	became СССР-07827 rgd 1958
Yak-12R	10 4 23	СССР-L5895	AFL/Sasovo Flying School	rgd	21sep55	became СССР-Sh5895 rgd unknown
Yak-12R	12 4 32	СССР-Sh5928	AFL/Sasovo Flying School	rgd	21sep55	struck off charge 25mar61
Yak-12R	13 4 20	СССР-Sh5949	AFL/Buguruslan Fl. School	rgd	12nov55	became СССР-95949 rgd 1958
Yak-12M	11 5 36	СССР-L4209	AFL/Privolzhsk	rgd	07aug56	became СССР-14209 rgd 14may58
Yak-12M	14 5 40	СССР-L1092	AFL/Privolzhsk	rgd	27dec56	became СССР-21092 rgd 14may58
Yak-12M	16 5 11	СССР-Sh400	AFL/Sasovo Flying School	rgd	23nov56	struck off charge 25mar61
Yak-12M	16 5 12	СССР-Sh401	AFL/Sasovo Flying School	rgd	23nov56	became СССР-56401 rgd 01jul58
Yak-12M	16 5 13	СССР-Sh402	AFL/Sasovo Flying School	rgd	23nov56	became СССР-56402 rgd 01jul58
Yak-12M	16 5 16	СССР-Sh405	AFL/Sasovo Flying School	rgd	23nov56	became СССР-56405
Yak-12M	16 5 17	СССР-Sh406	AFL/Sasovo Flying School	rgd	23nov56	became СССР-56406 rgd 30jun58
Yak-12M	16 5 18	СССР-Sh407	AFL/Sasovo Flying School	rgd	23nov56	became СССР-56407 rgd 30jun58
Yak-12M	21 5 09	СССР-T683	AFL/Privolzhsk	rgd	07may57	became СССР-62683 rgd 14may58
Yak-12M	21 5 11	СССР-T687	AFL/Privolzhsk	rgd	11may57	became СССР-62687 rgd 14may58
Yak-12M	21 5 16	СССР-T693	AFL/Privolzhsk	rgd	13jun57	became СССР-62693 rgd 14may58
Yak-12M	21 5 17	СССР-T694	AFL/Privolzhsk	rgd	07may57	became СССР-62694 rgd 14may58
Yak-12M	21 5 25	СССР-L1039	AFL/Privolzhsk	rgd	16jun57	became СССР-21039 rgd 14may58
Yak-12M	21 5 28	СССР-L4321	AFL/Privolzhsk	rgd	11may57	
Yak-12M	21 5 30	СССР-L700	AFL/Privolzhsk	rgd	11may57	
Yak-40	9 33 06 30	UR-87327	Odessa Airlines		28sep21	trf to the museum Gidroport in Odessa Mezhlimanye
Yak-40	9 44 14 37	UR-87469	Odessa Airlines		sep21	trf to the museum Gidroport in Odessa Mezhlimanye
ARJ21-700	102	B-001N	COMAC	photo	30oct21	at Nanchang-Yaohu; ex B-991L
ARJ21-700	151	B-650S	Chengdu Airlines	CTU	28sep21	in full c/s; l/n CTU 29oct21
ARJ21-700	155	B-651C	OTT Airlines	NKG	03may21	l/n NKG 30oct21
ARJ21-700	160	B-651F	OTT Airlines	PVG	30oct21	



For the full story please read the photo caption two pages before.

ARJ21-700	161	B-651A	China Southern	h/o	09sep21	
ARJ21-700	162	B-651G	OTT Airlines	h/o	19sep21	
ARJ21-700	165	B-651P	Chengdu Airlines	BGB	25jun21	l/n PVG 30oct21
ARJ21-700	168	B-651X	Air China	PEK	13nov21	in full c/s
ARJ21-700	172	B-0...	Chengdu Airlines	PVG	14nov21	c/n painted on; test reg partially visible on photo
ARJ21-700	178	B-653C	primer	PVG	14nov21	registration not yet painted on;
CJ6A	46 320 23	N621JM	John T. Freckman	dam	19apr19	sustained substantial damage ; canx 23jan21
CJ6A	62 320 09	N71HS	Robert J. Karow	rgd	26mar19	current on register nov21
CJ6A	---	B-0ANS		photo	30oct20	at Nanchang-Yaohu
CJ6A	---	B-0DDP		photo	30oct20	at Nanchang-Yaohu
CJ6A	---	B-0HMD		photo	30oct20	at Nanchang-Yaohu
H6K	---	10292	Chinese Air Force	Photo	nov21	8th Division/22nd Regt
H6KG	---	20215 (2)	Chinese Air Force	photo	18nov21	over international waters near Japan and South Korea
MA600	09 7 III 07	RDPL-34022	Laos Government	VTE	17sep21	ex RDPL-34252
MA60	---	J2-MBW	Djibouti Air Force	h/o	nov21	left KMG 21nov21; to arrive at JIB 25nov21
Y7-100	---	54111	Chinese Air Force	photo	nov21	CTC/Transport & SAR Brigade
Y7-100C	---	RDPL-34136	Lao Aviation	LPQ	1998	was leased from China Northern for about one year
Y8C	---	55416	Chinese Air Force	photo	oct21	CTC/Transport & SAR Brigade
Y9YL	43 18 03	10256 (2)	Chinese Air Force	ZUH	02oct21	c/n now known
Y20U	---	20241	Chinese Air Force	photo	21nov21	opb 13th Division/37th Regiment at Kaifeng

PH register

Newly registered aircraft:

PH-GDT	Brändli BX-2 Cherry	220		28oct21	M.G. Kaandorp.
PH-JET	Honda HA-420	42000017		13oct21	Mofunda BV. Ex D-ITIM, N420HE, N420DE, N420EA, N420TG.
PH-PSM	BRM Bristell B23	021/2021		08oct21	M.P.F. Scheffens. Ex OK-BRM.
PH-TAX	Diamond DA50C	50.C.A.A.009		12oct21	Coöperatie DA50 Flyers UA.
PH-0A5	Tecnam P92 Echo Mk II	1656		08oct21	R.G.H. Waanders.
PH-0A8	Comco Ikarus C42B	0302-6524		29oct21	H. Plat. Ex D-MULZ.
PH-4V1	TL TL-3000 Sirius	21-SI-210		25oct21	A.G. Harte Holding BV.
PH-4V3	TL TL-3000 Sirius	21-SI-211		25oct21	Wings to Fly BV.
PH-9W3	PapTeam PAP 1250 AS	19173		29oct21	Action Air Sports Holding BV.
PH-985	Scheibe SF-25D Falke	4649D		25oct21	W.J. Wentink. Ex PH-985, (PH-984 ntu), D-KDVL, (D-KEBH ntu).

Change of ownership:

PH-CKA	Boeing 747-406ERF	33694	6345	01oct21	Martinair Holland NV.
PH-CKB	Boeing 747-406ERF	33695	6363	01oct21	Martinair Holland NV.
PH-CKC	Boeing 747-406ERF	33696	6510	01oct21	Martinair Holland NV.
PH-DFB	Diamond DA42 Twin Star	42.229	7066	27oct21	Aero Maintenance SPRL.
PH-DFD	Diamond DA42 Twin Star	42.370	7278	27oct21	Aero Maintenance SPRL.
PH-GLT	Great Lakes 2T-1A-2	6710J-342	7250	01oct21	C.C.M. Schaper.
PH-HDK	Cameron Z-225	11384	7572	29oct21	R.J. van den Hadelkamp.
PH-JBC	Cessna F172M	F17200960	6868	23oct21	Oscar Luchtvaartbedrijf BV.
PH-JCV	Pilatus PC-12/47E	2030		11oct21	Flying Partners CV.
PH-PIG	SOCATA TB-20	1053	5466	25oct21	AR inzienieri (Latvia).
PH-YXY	Velocity XL-RG-5	3RX131	8368	08oct21	Nemet Haz Szerviz KFT.
PH-699	Glaser-Dirks DG200/17C	2-138 CL10	3127	29oct21	K.E. Negró.
PH-1626	Schleicher ASW 19 B	19127		28oct21	P.H. Hielkema.

Cancelled from register:

PH-AMJ	Brändli BX-2 Cherry	213	7530	08oct21	Damaged in forced landing near Wundschuh (OE), 10aug21.
PH-FST	Cessna 208B	208B0823	9402	01oct21	Damaged in forced landing near Teuge, 25jun21
PH-IBL	Pottier P220S	467	5367	14oct21	To Czech Republic.
PH-LKP	Fire Balloons G 30/24	1387	7559	14oct21	Wfu.
PH-SLC	Vulcanair P68 Observer	466-36/OB2		25oct21	To Ireland.
PH-VEL	Pipistrel Virus SW 128	VSW1280006		29oct21	To Belgium.
PH-VWL	Brändli BX-2 Cherry	208	7791	05oct21	More than 1 year without valid airworthiness document.
PH-4T1	Schröder Eagle V	02 W 02		08oct21	To Belgium.
PH-7K9	Scout One Carbon	537CRC013148		28oct21	To Belgium.
PH-7V3	G-Force Corsair 180	MFL 318	8398	13oct21	More than 1 year without valid airworthiness document.
PH-652	Rolladen-Schneider LS-3A	3167	2815	12oct21	More than 1 year without valid airworthiness document.
PH-1316	Schleicher ASW-20L	20415	6627	02oct21	To Lithuania.
PH-1387	Schempp-Hirth Duo Discus	450	7039	23oct87	To Germany.
PH-1407	Schempp-Hirth SHK-1	41	7725	23oct21	To Germany.
PH-1545	Brditschka HB21	21025	8371	25oct21	To Germany.

Additions, corrections and news:

PH-AKJ	Cessna 177RG	177RG1019	3927	05mar21	To D-EXCE.
PH-ANJ	Cessna 150M	15077028	4269	06feb20	To YU-MAR.
PH-AWA	Cessna 152	15285528		09jan20	To S5-DLC.
PH-BFV	Boeing 747-406 SCD	28460	5764	21apr21	To VQ-BWM.
PH-COL	Neico Lancair 320	399	5116	24jul20	To F-POLC.
PH-CUB	Piper PA-18A-150	18-4264		08feb21	To N55UB.
PH-DTR	Lancair 320	603-320-349	6322	31aug20	To F-PDTR.
PH-FEG	Lindstrand LBL-150A	1209	7239	05jun20	To LZ-RMX.
PH-FSM	Kubicek BB.30N	318		02oct20	To UR-SKM.
PH-GSZ	Dyn'Aero S MCR Sportster	161	6180	20nov20	To G-CLYY.

PH-HRK	Piaggio P180 Avanti II	1120	6987	25mar21	To D-IWOW.
PH-IGS	Cameron A-300	11128	9709	26jul19	To EC-NMN.
PH-IPL	Cessna F172M	F17201348		19mar20	To D-EAOC.
PH-ISL	Cessna F172M	F17201018	7160	06jan21	To D-EMXA.
PH-LLU	Piper PA-34-200	34-7450185	5650	22sep04	In 2020 to N34200, HA...
PH-MRO	Cessna 421C	421C0478	6107	07aug20	To RA-67214.
PH-PEJ	Cessna 172P	17275401	4565	21apr21	To SE-MMA.
PH-PLG	Piper PA-28-181	28-8190138	3695	08jan21	To D-EJWC.
PH-PYL	Neico Lancair 360	609	4810	09sep20	To F-PFYL.
PH-RCF	Cessna F172N	F17202034	3078	06nov20	To D-EMCF.
PH-RND	Piper PA-46-500TP	4697450		02jun20	To SP-TZM.
PH-TCS	Piper PA-32R-301T	3257241	7613	19apr21	To D-EGJF.
PH-TES	Tecnam P92-JS Echo	31	8092	07may21	To OM-BRE.
PH-ULP	Eurocopter EC135T2	376	6660	18dec20	To D-HHWK.
PH-ZTI	Europa XS TG	PFA247-13172	7769	31mar21	To D-ERIG.
PH-4L8	Pipistrel Virus 912	653 SWN 100	8362	01nov18	To 67 CCI / F-JDNY.

Credits: Inspectie Leefomgeving en Transport, airnieuws.nl.



Since 12 October 2021, the Dutch aviation register has added a new type. It is a Diamond DA50RG with registration PH-TAX. The aircraft first arrived at Lelystad on 29 October. (Lelystad, October 29, 2021, Frank Mink)

ch-aviation

Accurate data and news
on the airline industry.

Request your free 14-day trial at www.ch-aviation.com/Scramble

Wrecks & Relics



Greek NF-5A 3073 is stored at a yard at Ampelonas. It is obvious it has never flown with the Greek Air Force as it still carries its original Dutch roundel. The aircraft was only used for spares. (7 November 2021, Ad Jan Altevogt)

Austria

Ferlach

In Spring 2022 this town will get a Draken from the Zeltweg museum. They are still looking for a place to display it and although the newspaper article showed a picture of 09, it does not mean that it will be the aircraft involved.

Salzburg

138352/TP-642 T-29B LN-XXT **200-423** sep21
Red Bull has been quick to replace their in June crashed Trojan 138179/OE-ESA. They acquired a former Philippines one from Norwegian Flying Aces from Notodden.

Zeltweg

GD-14 SAAB 105Ö restoration **105425** oct21
The aircraft is with the Fliegermuseum.

Czechia

Zruč

Copy/Paste error last month. The text about the Atlantic belonged at Wega, Germany, were it was printed correctly.

Denmark

Aalborg

O-619 KZ VII OY-ATM, ex Års **181** oct21
(Y-652) L-18C OY-AZR, stored **18-3151** oct21
(VF548) Terrier 1 G-ASEG, stored, frame in bits oct21
(VX928) Terrier 2 G-ASAN, stored, frame **B608** oct21
Also noted was KZ IIT 11-101/OY-FAT under maintenance (based at Stenum) and KZ III OY-DZE is fake markings as 61-613.

Avedøre

(TW529) Auster 6 OY-ELI, stored, frame **3727** oct21
The frame of the Auster is hanging from the ceiling at the Aeronautisk Aktivitetscenter Avedøre (AAA) and is for sale. Super Cub Y-654/OY-AZZ is still under restoration.

Egeskov Castle

(Z-971) Ka8b OY-XFK, preserved, ex Skive oct21
(25073) Sk25 OY-AVZ, preserved, ex Stauning oct21
Both are not in the main Veteranmuseum, but in the Outdoor Camping museum.

Gislinge

(44-80756) L-4J OY-ANF, ex Holbaek **13052** oct21
Although the aircraft is based here, it was seen on maintenance at Ringsted

Holbaek

11-111 KZ IIT 11-105, OY-FAE **113** oct21
43-29567/BC L-4H OY-AFG **10858** oct21
The KZ used to be based at North Sjaelland.

Kegnaes

(VF527) Terrier 2 OY-EFU, ex Pol **2296** oct21
Tiger Moth R5216/D-EKIF and Sk25 25014/OY-ALG (stored) are also on this private airfield on the island.

Kirke Hyllinge

A-007 F-35 preserved, cockpit **351007** oct21
The former Riskilde Draken cockpit has joined F-35 A-014 on display in the Egholm Castle.

Ringsted

Noted in October were Chipmunk P-139/OY-AVF, P-147/OY-ALD, Auster 4 MT170/OY-ALV and L-18C 18-1477/OY-EAF. Also here should be KZ VII O-616/OY-ATI, but it was not seen. Gone is L-4A 42-36642/OY-ALM which is said to have gone to Sweden for restoration.

Skive

(Z-969)/66 Ka8b OY-XFH **8370** oct21
This is the only ex-mil glider based here. Ka8b Z-971/OY-XFK went to Egeskov and Ka7 Z-983/OY-XFD to Arnborg.

Stenløse

(43-3009) TG-8 OY-EFM, preserved **9102** oct21
This glider version of a Piper Cub is in a private museum.

Vamdrup

(45-4627) L-4J OY-ECS **13367** oct21
The Cub was reported to have moved to Varde last year, but should still be based here. Also noted as based were Chipmunk P-128/OY-AVL, P-142/OY-ALL, Stearman 41-8627/OY-RAM, Sk16A 16068/OY-FUD and Yak-50 SE-XOG.

Vaerløse

(OL-L10) L-18C LN-UXC, stored, frame **18-3213** oct21
(Z-945) Baby IIb restoration, ex Års oct21
Both were added to the collection in hangar 1. The Super Cub came from Ringsted and will be restored with a brand new frame and became OY-RMS (by which time it will be no longer an ex Belgian aircraft).

Viborg

(5143) Voyager OY-EFP **7249** oct21
The ex French Stinson is based here (ex Silkeborg), together with stored Ka6CR Z-964/OY-XFN.

Vojens

The preserved F-84G A-525 was scrapped in September 2021.

France

Ambérieu en Bugey (01)

616 Mirage 2000D stored **413** sep21
This is the final Mirage 2000 which arrived for storage here. The other stored Mirages are six Mirage 2000Ns.

Chartres-Champhol (28)
 (42-15665)/202 PT-17 N56938, USCG c/s **75-3854** sep21
 The Stearman arrived in July 2016 in a container and made its public debut at La Ferté Alais airshow in August 2021.

Germany

Altenstadt (BY)
 50+86 C-160D preserved **123** nov21
 The Transall arrived on 23 November at the Franz Josef Strauß Kaserne.

Dörnitz (ST)
 50+73 C-160D instructional **110** oct21
 The Truppenübungsplatz Altengrabow still uses this Transall (gate at N52.19959, E12.18449). It arrived in September 2018.

Engelsbrand (BW)
 The former Dietwil, Switzerland, Alouette 3 is parked here along the Eschenweg (N48.83418, E8.64644). It has the boom of V-241, but is marked V-231 inside both doors. According to the owner it is a composite and it is here since at least April 2019.

Griesheim (HE)
 2805 UH-1 preserved, US Army c/s **aug21**
 The August Euler Luftfahrtmuseum has added this Bell to its collection. It came from hotel Hubertus at Nuekirchen, Austria. According to the hotel owner the helicopter is made from parts bought from Ahlen and on the internet.

Hohn (SH)
 50+88 C-160D instructional **125** nov21
 The Transall is used by the fire brigade as instructional airframe.

Zweibrücken (RP)
 Expected to be flown in on 7 December 2021 is C-160D 50+79. It has been bought for a hotel project.

Greece

Kalamata
 157049/049 T-2C dumped **332-20** sep21
 158321/F-805 T-2C dumped **340-27** sep21
 158909/F-802 T-2C dumped **352-34** sep21
 159159/F-813 T-2C dumped **367-10** sep21
 159173/F-815 T-2C dumped **367-24** sep21
 159722/F-804 T-2C dumped **367-44** sep21
 160091/91 T-2E dumped **396-33** sep21

The dump was inspected with the above result.

Hungary

Szonok
 301 Li-2 (HA-LIS), preserved **23441301** nov21
 The Li-2 has moved from the old museum location at the airfield to the new one in town.

Italy

Aviano (PN)
 89-26212/AV HH-60G preserved **701452** oct21



RF-35 Draken AR-104 arrived in June 2018 at the scrapyards at Bjerringbro. Luckily it was not scrapped and is still preserved here together with CF-104D RT-655. (27 October 2021, Patrick Dirksen)

The Pave Hawk was retired in September at is now preserved next to building 7300 (HQ 56th RQS).

Sigonella (CT)
 MM6816/5-31 F-104S preserved, grey c/s **6816** sep21
 The unmarked Starfighter near the gate has been repainted and carries now its serial and a code.

Luxembourg

Luxembourg
 (4313) MiG-21MF preserved, ex Koněšín **964313** oct21
 The fuselage and separate wings are on display at the Mudam (the Contemporary Art Museum of Luxembourg). The temporary display will end on 22 January 2022. This is the same aircraft an British 'artist' once buried for a year at Dolní Břežany

Norway

Bodø
 F-16A 674 has been allocated to the Norsk Luftfartsmuseum. It is expected to arrive in January 2022.

Olso-Gardermoen
 588 UH-1B restoration, ex Kjeller **810** nov21
 F-16A 687 has been allocated to the Forsvarets Flysamling, It is expected to arrive in late November, early December.

Spain

Casarrubios del Monte
 E.19-1 PA23-250E stored **27-4801** nov21
 The stored Piper will move in due time to its new owner at Ontur.

Castellanos de Moriscos
 T.3-28/744-28 C-47A preserved **9914** nov21
 On 9 November the Skytrain moved from Salamanca (where it arrived in 1980) to another yard of the Desguaces Moderno scrap company at N41.00901, W5.61402.

Córdoba
 TR.12D-76/72-21 C212-200 stored **359** nov21
 TR.12D-77/72-22 C212-200 stored **261** nov21
 TR.12D-79/72-23 C212-200 stored **323** nov21
 TR.12D-81/72-24 C212-200 stored **247** nov21

These aircraft were offered for sale in July 2021.

United Kingdom

Long Kesh, Ulster
 203 CeFR172H preserved **0343** nov21
 218 CM170 preserved **390** nov21

Both arrived on 6 November at the Ulster Aviation Society from Baldonnell.

Old Sarum, Wiltshire
 ZA319 Tornado GR1 preserved **BT001** nov21
 The Boscombe Down Aviation Collection took delivery of Tornado GR1 ZA319 from Bicester during November.

Credit: Gerry Barron, Patrick Dirksen, Keith Doughty, Laurent Heyligen, Václav Jukl, Paco Rivas, Tom Svendsen.



Since 1994 F-104G FX-99 was on display at Toronto, Canada. On 22 October it returned home and is now with a private collector at Helchteren. Wings and other parts still had to arrive in Belgium when this picture was taken. (28 October 2021, Laurent Heyligen)



KZ VII O-619/OY-ATM is based with the aeroclub at the civil side of Aalborg. It used to be based at Års. (26 October 2021, Patrick Dirksen)



Since September 2019 CASA 127 U-9-50/40-14 is on display at the sports complex of the Real Aeroclub de León at Valverde de la Virgen, which is only 900 meters from the main gate of León Air Base. (24 October 2021, Hans van der Vlist)



Not only Swiss Air Force aircraft are zipping between the mountains during the Axalp exercise also Hunter T68 J-4206/HB-RVV was seen this year. (21 October 2021, Eric van Rossum)



Although the aircraft arrived at Larissa in 1991 RF-84F 37683 is in immaculate condition. It is normally kept inside a shelter. (7 November 2021, Ad Jan Altevogt)



F-104G 7151 of the Helliniki Aeroporia Mousion at Tatoi has recently been repainted. On 6 November it was still parked at the restoration area of the museum. (Ad Jan Altevogt)



Earlier this year T-41D 69-7200 was placed at the main gate Tatoi where it joined F-84F 26837 which is on display since the late 1980s. (20 October 2021, Marco Dijkshoorn)



Greek C-47 Skytrain 92626 is one of eight aircraft on display at the heritage park is at the airfields south western gate. (Elefsís, 6 November 2021, Ad Jan Altevogt)



T-6D 92751 is preserved outside the Hellenic Air Force Historical Branch building at Palio Faliro, which is a part of Athens. (15 October 2021, Marco Dijkshoorn)

Dustpan & Brush



On 20 November 2021, the *Policía Nacional de Colombia* lost UH-1H-II PNC0715, which crashed under unknown circumstances in Subachoque, Cundinamarca. Erik Sleutelberg captured the 'Super Huey' on 9 July 2015, at Guaymaral, Colombia.

New Accidents:

11nov12 RA-22397 Mi-8AMT **8AMT00643207778U** w/o
 A Mil Mi-8 of Norilsk Avia crashed in Svetlogorsk, Krasnoyarsk Region. All three crew members survived the crash.

11nov12 Mi-35 w/o
 A Mi-35 of the Ethiopian Air Force was shot down (probably by MANPADS, or Man-portable air-defense systems) during an attack on Tigray militants (TDF) near Mille, Afar region. Looking at video footage it seems that the crew did not survive this.

23sep21 K-8 w/o
 Two Namibian Air Force pilots were injured after the ejection seats of their Karakorum-8 (K-8) were activated by accident. The two pilots were ejected shortly after the plane took off during an exercise at the new air force base outside Karibib. An informed source in the Namibian aviation industry confirmed to a local newspaper that the launch pads activated shortly after take-off and that the pilots' parachutes did not deploy properly. The plane flew uncontrolled for a while and then crashed. The K-8 is a two-seater training jet and light attack aircraft designed in China.

29oct21 PK-RVH Ce208B **208B...** w/o
 Both occupants walked away from the mishap (with injuries though) involving this Reven Global Transpor Cessna Grand Caravan, after it crashed while attempting to land on the steep hillside airstrip at Dagi Baru, Papua, Indonesia. Both wings broke off and the fuselage suffered extensive damage in the accident.

29oct21 B-7811 Ka-32A **5233242010001** w/o
 A fire-fighting Kamov Ka-32A11BC of Shandong General Aviation crashed in Shenzhou City, Hunan Province. There was a post-crash fire, during which all three occupants died.

30oct21 LV-OAR PA-61 **61P-0644-7963297** dam
 A Piper Ted Smith Aerostar 601P of Ingeniería Petrolera S.A. Petroing suffered damage after a gear up landing at Aeropuerto General Felipe Varela, Catamarca, Argentina.

01nov21 9H-AEB PA-34-200T **34-7870066** dam
 The two occupants of the European Flight Academy Piper Seneca II were shaken but not stirred, after the aircraft came to rest to the right of Malta-Luqa's runway 31 after the starboard main gear collapsed.

02nov21 TR-NGT An-26 w/o

A Euro Airlines Antonov 26, was climbing out of Juba, South Sudan, when the crew declared emergency about three minutes after departure. The aircraft came down near the runway 13 end, across the river White Nile, about 0.7 miles from the runway 13 threshold. Emergency services did not find any survivors among the five crew members. The Antonov was carrying 28 drums of diesel fuel to Maban.

03nov21 EY-360 C-160NG **233** w/o

An all-white Wiken Group C-160 Transall caught fire shortly after landing at the dusty airstrip of Dolow Airport, Somalia, completely destroying the aircraft. It was carrying cargo from Mogadishu to Dolow, Gedo region.

03nov21 EW-518TI An-12BK **8346107** w/o

An Antonov An-12 of Grodno Aircompany crashed in a wooded area, about four kilometres northeast of Irkutsk Airport, Russia, killing all seven onboard. A fire erupted after the accident, destroying the four-engine cargo aircraft. The aircraft had transported food and consumer goods to Anadyr in the Chukotka Autonomous Region in Russia and was reportedly returning to base, with an en route stop at Yakutsk. On the approach to Irkutsk Airport's runway 30 the flight crew reported performing a go around due to poor weather conditions, after which contact was lost. Weather at the time of the accident was poor with snowfall, low clouds, limited visibility and a temperature of about -7°C.

03nov21 GNBV-7430 Bell 206B **1304** w/o

A JetRanger II of the Guardia Nacional Bolivariana crashed at noon in the Santa Cruz sector, Colón municipality, Zulia, Venezuela, according to military sources. No fatalities were reported. The two generals onboard (of a total of four) were reviewing the border protection bases. That is when the chopper started to experience fuel pump failures, leading the crew to perform an auto-rotation, which was unsuccessful. It ended up upside down in a grass field.

03nov21 Beech w/o

According to Venezuela's FANB (Venezuela Air Force) Strategic Operational Commander, a twin engine aircraft (most likely a Beech King Air) was destroyed by the Venezuelan military while attempting to conduct narcotics trafficking.

04nov21 C-GEBN Bell 206B-3 **3315** dam

The pilot and sole occupant of the HeliQwest Aviation Bell JetRanger III received serious injuries after the helo sustained substantial damage subsequent to a dynamic rollover while manoeuvring in gusting wind conditions, west of Nanoose Bay, south of Parksville, on Vancouver Island (BC). The exact location was about five or six kilometres west of the intersection of the Island Highway and Northwest Bay Logging Road.

05nov21 PT-ONJ Beech C90A **LJ-1078** w/o

Sadly all five occupants (two pilots and three passengers) perished after the PEC Taxi Aéreo Beech King Air stalled and crashed in a river bed (next to some water falls) located about 4,1 kilometres short of Caratinga-Ubaporanga's runway 02, in the rural hills of Piedade de Caratinga. The three passengers were a producer, Marília Mendonça, a Brazilian 26-year old singer and songwriter, and her uncle.

05nov21 N8924Y PA-30 **30-1997** w/o

A private Piper Twin Comanche crashed in Rock Hill, according to city officials. It was reported that a plane crashed around 19:30, in a wooded area behind the American Legion Post 34, 524 Heckle Blvd. When the Rock Hill Fire Department responded, the small aircraft was not on fire. The pilot was the only person onboard and was flying from LaGrange-Callaway Airport (GA) to Rock Hill Airport (SC).

05nov21 N42FL G-III **416** w/o

In the evening of 4 November, a private Gulfstream III illegally entered Guatemalan airspace and landed on an illegal landing strip near Victoria 3, Retalhuleu. The plane was secured by Guatemalan law enforcement officers but no drugs were found. On 5 November, the airplane was set on fire and destroyed by Guatemalan law enforcement officers to make it unfit for further use. The aircraft was tracked by Flightradar24 departing Aruba-Reina Beatrix Airport on 4 November, with Providenciales, Turks and Caicos Islands, as planned destination.

05nov21 BAe125? w/o

An unknown twin jet (looks like a BAe125?) was destroyed after landing on a clandestine airstrip in western Venezuela. The aircraft was involved on a drugs smuggling flight. It is unclear if the aircraft was destroyed by Venezuelan forces or set on fire by smugglers.

07nov21 (YV-2153) PA-31-350 w/o

A damaged Piper Navajo Chieftain was found near Sayaxche, Petén, by the Guatemalan authorities. The aircraft was displaying fake tail number YV-2153. A cell phone, two satel-

lite radios, and multiple white sacks of cocaine were found in the immediate vicinity. The aircraft was set-on fire by the authorities.

09nov21 N902SF OH-58A **40957** w/o

A former US Army Bell Kiowa (serial 70-15406) transferred to civilian live to a private operator, but sadly crashed in a field near Holtville (CA). The fate of the pilot and sole occupant was not immediately known, nor the circumstances under which the crash took place.

13nov21 N866JA BN-2A-6 **185** w/o

A Britten-Norman Islander of Island Airways, was destroyed when it was involved in an accident at Beaver Island (MI). One passenger survived with serious injuries. The aircraft had departed Charlevoix Municipal Airport (MI) at 13:32 hours local time. Onboard were four passengers, one pilot and two dogs. A young girl was seriously injured and airlifted to hospital while four other occupants were killed.

14nov21 N771DX IAI1125SP **077** dam

An IAI 1125 Astra of EMD Astra Holdings, sustained substantial damage when it experienced a runway excursion upon landing on runway 30R, at Las Vegas-North Air Terminal (TX). Airport lighting and equipment was struck, which was the reason for the damage. The two occupants onboard were uninjured.

15nov21 N290KA Beech E90 **LW-59** w/o

While approaching Boyne City Municipal Airport's runway 27 (MI), the private Beech King Air crashed in a wooded area located a four miles short of the runway. The aircraft was destroyed and both occupants were killed.

15nov21 N103WC OH-58A **40304** dam

Former US Army Kiowa 69-16083 (now operating for Edgefield Aviation) received damage after it suffered engine issues, while Christmas tree harvesting near Molalla (OR). During the ensuing autorotation the chopper came down hard, with the main rotor blade striking the tail boom. The pilot was uninjured.

15nov21 XB-OOB Ce340A **340A0919** dam

A Cessna 340A crashed under unknown circumstances at General Guadalupe Victoria International Airport, Durango State, Mexico and received substantial damage.

16nov21 M40-08 Hawk Mk108 **428/MT008** w/o

A Tentera Udara Diraja Malaysia (Royal Malaysian Air Force) BAe Hawk crashed on the runway of Butterworth air base, Penang. According to the information released by the



On 18 October 2021, under unknown circumstances Beech Super King Air N996LM of Lowcountry Aviation received a lot of damage, at Mount Pleasant Regional Airport (SC). David Alders was able to see it at Lakeland Linder International Airport (FL) on 3 April 2011, wearing MarineOfficer.com-colours.



The above photo was taken at RAF Marham, as the based RAF and deployed USMC Lockheed Martin F-35B Lightning IIs taxied out for the morning mission, during Exercise Crimson Warrior, on 4 November 2020. A little over a year later it is believed this F-35B, ZM152/018, crashed in the Mediterranean Sea, while operating from the HMS Queen Elizabeth. (Paul Thompson)

Defence Minister Datuk Seri Hishammuddin Hussein there was one fatality, with a second airman being injured. The Hawk was operated by 15 Skuadron Panther, which is based at Butterworth.

17nov21 ZM152/018 ? F-35B **BK-18** w/o

At around 11:00 hours local time, a Royal Air Force Lightning II crashed in the Mediterranean while operating from the HMS Queen Elizabeth (R08). According to the Ministry of Defence the pilot ejected and safely returned to the ship. Investigation into the cause of the incident has started immediately. The carrier is returning to the UK after more than seven months at sea on a maiden voyage to the Far East and back. Based on reports after the squadron returned home, ZM152 seems to be the unfortunate one, but we await confirmation.

18nov21 ZM3023 Mi-17-1V **223M..** w/o

All five onboard the Indian Air Force Mi-17 survived after the Russian-built chopper crashed while landing in a rural area near Rochham in Arunachal Pradesh. The reason for the crash was unknown.

18nov21 F-16C w/o

An EPA (Elliniki Polemiki Aeroporia) F-16C Block 52 crashed at Andravida air base, during landing. The F-16C from 343 Mira was flying a mission for the Weapons and Tactics School (SOT), as part of a flight of three. After two failed attempts to land due to adverse weather conditions (rain and low cloud base), on the third attempt the Viper touched down at a speed of 150 knots, but on the high speed turnoff and while it had already spent half of the runway, the aircraft started to skid off the runway. The pilot did try to keep her on to the very last moment but when he realised that he was running out of runway he ejected, with the aircraft going off the side of the runway. During this the Viper caught fire after it possibly hit something. It is of note that the control tower watching the dangerous situation ordered the pilot three times to eject so there was no fire before touch down, as initially was reported. The above description was given by the Minister of Defense at the Parliament. The pilot is safe and sound. The cause of the accident for the moment is considered either severe aqua planing or a faulty braking system.

19nov21 68-8121/XL T-38C **T6126** dam

19nov21 T-38C dam

Two Northrop T-38C Talons from Laughlin's USAF 47th Flying Training Wing collided on the runway. One pilot was

killed and two pilots were injured during a mishap involving two Talons, at Laughlin AFB (TX). An investigation into the mishap is still ongoing. Strikingly, one of the Talons involved, was the 87th Flying Training Squadron's flagship 68-8121.

20nov21 PNC0715 UH-1H-II **9670** w/o

A PNC (Policía Nacional de Colombia) Huey crashed under unknown circumstances in Subachoque, Cundinamarca. Two of the six occupants were killed immediately and another one died later in a hospital. It was operated by the Base Aérea Antinarcóticos and was on a flight from Barrancabermeja to Guaymaral.

21nov21 OE-XCE Bell 429 **57319** w/o

The pilot and sole occupant of the Goldeck-Flug Global-Ranger was killed after the chopper crashed and caught fire during an attempted landing at Wiener Neustadt-Ost Airport, Austria. Exactly what happened was not known.

21nov21 N310JA CeT310R **310R-1319** w/o

A private Cessna 310 crashed shortly after take-off from runway 30 at Chadron Airport (NE), under unknown circumstances. All three occupants died in the crash.

22nov21 PS-HCS Beech 200 **BB-433** dam

An ambulance Beech King Air of Brasil Vida Taxi Aéreo made a precautionary landing with a landing gear issue at Boa Vista International Airport, at around 2:40 hours local time, shortly after take-off. A pilot, co-pilot, nurse and doctor were onboard, in addition to a patient and a companion. There were no injuries. It will be investigated by the Center for Investigation and Prevention of Aeronautical Accidents (CENIPA) to determine the cause. The left main landing gear collapsed on landing, resulting in damage to the aircraft.

24nov21 PP-WRS PA-34-220T **34-8133079** w/o

A private Piper Seneca III, with three persons onboard, was lost on the Atlantic Ocean, near Ubatuba, north of São Paulo, with no details regarding the situation of those onboard. In any region this never bodes well.

25nov21 H-0433 UH-1H **18037** w/o

Three out of the four persons onboard the Fuerza Aérea Paraguaya Huey were killed, after it crashed during an instruction flight from Ñu Guazú Air Base.

Credits: ASN, Aviation Herald, B3A, FAA, WBTV.com.

Military News & Updates



TLG74s EF2000 30+68 is already flying with the 'Luftwaffe 60 years' markings since 2016, but these markings have been somewhat ruined during recent maintenance at EADS in Manching. The extra markings had been applied because of some additional tests which have to take place with this aircraft. Last month, the aircraft finished her test period and this particular aircraft was painted back in the normal grey camouflage pattern since then. (3 September 2021, Dietmar Fenners)

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

Cyprus

Ethniki Froura, Diikissi Aeroporias (AF)

Aerostar UAS

715	470 MMEA	f/n	oct21
716	470 MMEA	f/n	oct21
717	470 MMEA	f/n	nov21
718	470 MMEA	f/n	oct21

France

Armée de l'Air et de l'Espace (AF)

Although it was planned the C-160G Gabriel aircraft of EEA01.054 Dunkerque were to retire in 2025, this plan has now been changed. The two aircraft will be taken out of service next year. This will also mean that the last Transall C-160R aircraft will be retired. A few C-160Rs were used as training aircraft to save hours on the two Gabriels. The Gabriel's official replacement aircraft, the Falcon 8X Archange, is expected to arrive in 2026.

LFBT = Tarbes Lourdes Pyrénées

A310-304

418/F-RADC	std LFBT	ex ET03.060	418	nov21
422/F-RADB	std LFBT	ex ET03.060	422	nov21

Both made their final flight on 25 November from Charles de Gaulle to Tarbes for storage.

Rafale C

106/30-HG	nn	ex 113-HG	oct21
121/30-IZ	nn	ex 113-IZ	oct21
134/30-GM	nn	ex 7-GM	nov21
136/30-GO	nn	ex 104-GO	oct21

Greece

Elliniko Polemiki Aeroporia (AF)

AW109S

22701	EKAB/384 MED	f/n	22701	may21
22704	EKAB/384 MED	f/n	22704	may21

Beech 350C

403	EKAB/356 MTM	f/n	FM-87	apr21
404	EKAB/356 MTM	f/n	FM-89	apr21

We never mentioned these AW109S and Beech 350 aircraft donated to the Greek Ministry of Health/EKAB (Ethniko Kentro Amesis Boithias or National Emergency Center) by the Stavros Niarhos foundation.

Falcon 7X

273	352 MMYP	ex F-HHED	273	oct21
-----	----------	-----------	------------	-------

On 27 October 2021 this Falcon, that was previously registered F-WWUK and OO-JUK, was delivered to Elefsis. It was painted in an overall grey livery at Lelystad in the Netherlands prior to its delivery.

Pegasus II B1 UAV

015	M.MEA/F	f/n	015	nov19
018	M.MEA/F	f/n	018	nov21

Rafale B/F3-R

401	Dassault	for 332 MPK, ex FAF 305	sep21
402	Dassault	for 332 MPK, ex FAF 306	sep21

Rafale EG

410	Dassault	for 332 MPK, ex AdIA	oct21
411	Dassault	for 332 MPK, ex AdIA	oct21

The first of eighteen Dassault Rafales ordered (14 single seat EG and four dual seat B) for the Hellenic Air Force started emerging. The delivery schedule should be:

- Between July and December 2021: delivery of six ex-FAF Rafales (4EG + 2 B)
- Between January and July 2022: delivery of six new Rafales (4 EG + 2 B)
- Between July 2022 and early 2023: delivery of six ex-FAF Rafales (6 EG)

T-2C					
157049/049	std Kalamata	ex 120 PEA	332-20	oct21	
T-2E					
160059/59	std Kalamata	ex 120 PEA	396-1	oct21	
160063/63	std Kalamata	ex 120 PEA	396-5	oct21	
160068/68	std Kalamata	ex 120 PEA	396-10	oct21	
160069/69	std Kalamata	ex 120 PEA	396-11	oct21	
160070/70	std Kalamata	ex 120 PEA	396-12	oct21	
160071/71	std Kalamata	ex 120 PEA	396-13	oct21	
160072/72	std Kalamata	ex 120 PEA	396-14	oct21	
160074/74	std Kalamata	ex 120 PEA	396-16	oct21	
160075/75	std Kalamata	ex 120 PEA	396-17	oct21	
160076/76	std Kalamata	ex 120 PEA	396-18	oct21	
160077/77	std Kalamata	ex 120 PEA	396-19	oct21	
160081/81	std Kalamata	ex 120 PEA	396-23	oct21	
160083/83	std Kalamata	ex 120 PEA	396-25	oct21	
160084/84	std Kalamata	ex 120 PEA spec. c/s	396-26	oct21	
160086/86	std Kalamata	ex 120 PEA	396-28	oct21	
160087/87	std Kalamata	ex 120 PEA	396-29	oct21	
160088/88	std Kalamata	ex 120 PEA	396-30	oct21	
160089/89	std Kalamata	ex 120 PEA	396-31	oct21	
160090/90	std Kalamata	ex 120 PEA	396-32	oct21	
160091/91	std Kalamata	ex 120 PEA	396-33	oct21	
160092/92	std Kalamata	ex 120 PEA	396-34	oct21	
160096/96	std Kalamata	ex 120 PEA	396-38	oct21	

T-41D					
69-7183	std Tatoi	ex 360 MEA	R172-0368	oct21	
69-7185	std Tatoi	ex 360 MEA	R172-0370	oct21	
69-7186	std Tatoi	ex 360 MEA	R172-0371	oct21	
69-7188	std Tatoi	ex 360 MEA	R172-0373	oct21	
69-7197	std Tatoi	ex 360 MEA	R172-0382	oct21	
69-7198	std Tatoi	ex 360 MEA	R172-0383	oct21	
69-7200	std Tatoi	gate, on pole	R172-0385	oct21	

T-6A					
001	std Kalamata	ex 361 MEA	PG-1	oct21	
006	std Kalamata	ex 361 MEA	PG-6	oct21	

Elliniko Aeroporia Stratou (AR)

U-17A					
ES307	std Megara	ex 2 TEAS	185-1127	oct21	

UH-1H					
ES839	std Megara	ex 2 TEAS	5591	oct21	

Montenegro

Vazduhoplovstvo Vojske Crne Gore (AF)

The sole Learjet 45 of the Montenegro government was damaged during or after landing at Podgorica. Pictures show the nose gear and right main landing gear collapsed. None of the passengers and crew were injured.

Lj45

40-MNE dam. 27sep21 **45-044**

Norway

Norske Luftforsvaret (AF)

ENBO = Bodø

AW101 Mk612

0280 330 skv ex OT&E **50280** oct21

F-16AM

658 i/a ENBO ex 331 skv **6K-30** nov21
666 309th AMARG ex 416th FLTS **6K-38** oct21

F-35A

5505 LMTAS f/n, FMS 19-5505 **AM-33** oct21
5506 LMTAS f/n, FMS 19-5506 **AM-34** nov21

P-3N

4576 wfu 11nov21 ex 333 skv **5257** nov21

Serbia

Ratno Vazduhoplovstvo i Protivvazдушna Odbrana (DF)

In the beginning of November the Serbian and Spanish Ministers of Defence signed a letter of intent for the purchase of two C295M transport aircraft by Serbia. Serbia will further negotiate the cooperation and order with Airbus which should lead to the signing of the government-to-government agreement between Serbia and Spain hopefully in the first half of next year.

The two C295s are likely to add or replace the sole An-26 in the transport role. In the previous years, Russia promised to donate some additional An-26s to Serbia, but nothing has been heard of this the last years. Possibly Russia still needs these aircraft as their replacement project Il-112V is running dramatically behind schedule.



Patrick Dirksen made an extensive trip through Denmark and visited some excellent Wrecks & Relics locations. Besides that, also some active military bases were visited. Skrydstrup was one of these places and F-16AM E-011 was photographed during landing in her new Have Glass V color scheme. Next to F-16AM E-011, also E-005, E-006 and E-605 received this painting which is probably for operational testing for its future successor: the F-35A. (28 October 2021)



The Douane Francaise (French Customs) operate only two helicopter types. Next to the AS355F2 Ecureuil they also operate five EC135T2+ helicopters which are normally operated out of Hyères and Le Havre. However, F-ZBGF was photographed at Le Luc. (21 October 2021, Erik Kamphuis)

Slovenia

Vzdušne Sily Ozbroyenych Sil SR (AF)

Italy and Slovenia signed a government-to-government agreement, through which Slovenia will acquire a C-27J Spartan medium cargo aircraft. Included in the contract is that Italy will provide maintenance and training of flight crews. The C-27J will enormously enhance the fixed wing transport capability of the Slovenian air force which now relies on its sole Let L410 and two Pilatus PC-6 aircraft.

Spain

Ejército del Aire (AF)

LEBA = Córdoba

LELN = León

LEVS = Cuatro Vientos

CASA 101EB

E.25-29/74-45	i/a LELN	ex 741 Esc	029	oct21
E.25-61/54-22	AGA	ex 741 Esc (Gr54 mks)	063	oct21
E.25-73/79-98	741 Esc	ex AGA	080	oct21

CASA 212-200

TR.12D-76/72-21	std LEBA	ex 721 Esc	359	nov21
TR.12D-77/72-22	std LEBA	ex 721 Esc	261	nov21
TR.12D-79/72-23	std LEBA	ex std LEVS	323	nov21
TR.12D-81/72-24	std LEBA	ex 721 Esc	247	nov21

Further to our report in Scramble 510 – page 71 on the auction of these four Aviocars in Mexico in July 2021, it appears that the aircraft have been bought by a company called Emirates Khalifa Capital based in Spain. The aircraft are currently stored at Cordoba airport (Spain) and will operate from here with civil registration.

PC-21

E.27-03/792-03	792 Esc	#10241, d/d 15nov21	316	nov21
E.27-04/792-04	792 Esc	#10242, d/d 15nov21	317	nov21
E.27-05/792-05	792 Esc	#10243, d/d 15nov21	318	nov21
E.27-09/792-09	792 Esc	#10247, d/d 25oct21	322	oct21
E.27-10/792-10	792 Esc	#10248, d/d 25oct21	323	oct21
E.27-18/792-18	Pilatus	#10256, f/n	331	nov21
E.27-19	Pilatus	#10257, f/n	332	oct21
E.27-20	Pilatus	#10258, f/n	333	oct21

Armada (NY)

SH-60F

HT.23-15/01-1016	Eslla 10	#10267, d/d 30sep21	701583	sep21
HT.23-16/01-1017	Eslla 10	#10268, d/d 30sep21		sep21

Turkey

Türk Hava Kuvvetleri (AF)

A400M

21-0118	Airbus Military	for 221 Filo	118	oct21
---------	-----------------	--------------	------------	-------

F-16C

88-0021	132 Filo	Solotürk	4R-23	sep21
90-0005	161 Filo	ex 151 Filo?	4R-64	aug21
91-0003	161 Filo	ex 182 Filo?	4R-83	aug21
91-0008	161 Filo	ex 192 Filo	4R-88	aug21
91-0012	161 Filo	ex 192 Filo?	4R-92	aug21
93-0678	191 Filo	ex 193 Filo	HC-22	oct21
94-0083	191 Filo	ex 151 Filo	HC-47	oct21

F-16D

86-0192	113 Filo	ex nb	4S-2	oct21
88-0014	193 Filo	ex 192 Filo	4S-10	oct21
89-0045	161 Filo	ex 152 Filo	4S-15	aug21
91-0024	132 Filo	ex 161 Filo	4S-21	oct21
94-0110	191 Filo	ex 193 Filo	HD-12	oct21
94-1560	113 Filo	ex 151 Filo	HD-16	oct21

F-4E

67-0354	pres Isparta	f/n	3221	jul21
---------	--------------	-----	-------------	-------

F-4E/TM

67-0331	pres Burdur	f/n	3163	nov21
---------	-------------	-----	-------------	-------

F-4E-2020

73-1039	401 Filo	ex 111 Filo	4647	oct21
77-0288	111 Filo	Special tail	4997	sep21

Türk Kara Kuvvetleri (AR)

T129B

18-1048/CG		f/n database, photo		sep21
18-1049/CG		f/n database, photo		oct21

Türk Deniz Kuvvetleri (NY)

Aksungur UAV

TCB-881/20-003	Turkish Navy			oct21
----------------	--------------	--	--	-------

ATR72-600TMPA (P-72)

TCB-751	301 Filo	f/n	1070	aug21
TCB-752	301 Filo	f/n	1365?	sep21

Emniyet Teskilati Genel Müdürlüğü (GV/PO)

Bayraktar TB2

EM-321	GünHan Filo	named 'Ahmet Oruç'		dec19
EM-322	GünHan Filo			jun21
EM-341	IIHan Filo			nov20
EM-342	IIHan Filo			nov20

EM-362	YildizHan Filo		TB2-S43	apr21
EM-363	YildizHan Filo		TB2-S44	mar21
Bayraktar TB2S				
EM-323	GünHan Filo			jun21
EM-353	IIHan Filo	special c/s oct20	TB2-T114	nov20
T129B				
EM-101	Polis Gölbasi			jun21
EM-102	Polis Gölbasi			jun21
EM-103	Polis Gölbasi			may21
S-92				
TCCB1	VIP Flt.	ex EM-001/TC-HEY	92-0168	oct21
Türk Jandarma Havaçilik Komutanligi (PO)				
S-701-12				
J-3904	Jandarma	f/n	703904	nov21
T129B				
J-0445	Avci Filo	named 'Atilla'		oct21
J-1922	Avci Filo	named 'Sakarya'		aug21

United Kingdom

Royal Air Force (AF)

A second operational transport squadron to fly the Atlas C1 stood up at RAF Brize Norton on 28 September 2021. This squadron previously was equipped with Hercules aircraft, and it flew its last operational mission on 8 December 2016. The RAF Atlas C1 fleet is shared by 24 squadron (which is the Air Mobility Operational Conversion Unit) and 70 squadron.

End-September 2021, 3(F)sq from RAF Coningsby took over responsibility of the Operation Shader Typhoon detachment at RAF Akrotiri (Cyprus) from 6sq from RAF Lossiemouth. At the time of this hand-over, the following Typhoon FGR4 jets were deployed: ZJ950/950, ZK319/319, ZK321/321, ZK325/325, ZK338/338, ZK349/349, ZK351/351 and ZK357/357. But shortly after 3(F)sq became responsible for this detachment a (regular) exchange took place. Both ZK302/302 and ZK342/342 deployed on 29 September 2021, while ZK319/319 and ZK338/338 returned on 1 October 2021. Of these ZK301 landed at RAF Coningsby, while ZK339 landed at RAF Lossiemouth.

Correcting last month, the flypast at RAF Waddington on 28 September 2021 was not a retirement ceremony but a celebration of thirty years of Sentry operations. Only a single aircraft remains in service (ZH101/01), which was recorded flying five or six times per month during September and October 2021.

EGOS = Shawbury

Airbus Military	Airbus Military at Madrid-Getafe		
AMRO	Aircraft Maintenance, Repair & Overhaul at RAF Valley		
Boeing EGDM	Boeing at QinetiQ Boscombe Down		
Boeing Mesa	Boeing Helicopters at Mesa (AZ)		
CMF	Chinook Maintenance Facility at RAF Odiham		
GMS	Glider Maintenance School at RAF Syerston		
Leonardo	Leonardo Helicopters at Yeovil		
LMTAS	Lockheed Martin at Fort Worth (TX)		
MDMF	Merlin Depth Maintenance Facility at RNAS Culdrose		
P2MF	Puma HC2 Maintenance Flight at RAF Benson		
StandardAero	StandardAero at Fleetlands		
TEF	Typhoon Engineering Facility at RAF Lossiemouth		
TMF	Typhoon Maintenance Facility at RAF Coningsby		

Atlas C1

ZM401	Airbus Military	ex 24/70sq	016	sep21
ZM404	1312Flt	ex 24/30/70sq	021	oct21
ZM417	24/30/70sq	ex 1312Flt	060	oct21

Chinook HC6

ZK552	7sq	ex StandardAero	M7703	sep21
-------	-----	-----------------	--------------	-------

After receiving attention by StandardAero at Fleetlands, ZK552 was transported by road to RAF Brize Norton for air freight. It has been assigned to Operation Shader.

Chinook HC6A

ZA681	CMF	ex 27sq	M7002	sep21
ZA712	28sq	ex CMF	M7016	aug21
ZA718	CMF	ex Boeing EGDM	M7001	sep21
ZH894	Boeing EGDM	ex StandardAero	M4457	sep21
ZH895	CMF	ex 7sq	M4458	sep21
ZH898	Boeing EGDM	ex 18(B)sq	M4477	sep21

E-7A Wedgetail

...	STS Aviation Services, ex N947BC	40117	sep21
-----	----------------------------------	--------------	-------

On 16 September 2021, Boeing 737-73W (BBJ1) arrived at Birmingham International Airport where STS Aviation Services will convert it to E-7A Wedgetail. This is the second of three aircraft to undergo this treatment.

F-35B

ZM156/022	207sq	ex LMTAS	BK-22	oct21
ZM157/023	207sq	ex LMTAS	BK-23	oct21
ZM158/024	207sq	ex LMTAS	BK-24	oct21
ZM160/026	LMTAS	f/f 15nov21	BK-26	nov21

Three new F-35B jets were delivered to RAF Marham on 28 October 2021. They were all three allocated to 207sq shortly after their arrival.

Hawk T1A

XX332	std AMRO	ex 100sq/CD	312156	sep21
XX346	std AMRO	ex 100sq/CP	312170	sep21

It has been reported that Hawk XX332 is the first aircraft



During a recent 4Aviation trip to Greece, Ad Jan Altevogt photographed one out of two Beech 350Cs of EKAB/356 MTM at its homebase Elefsis. (8 November 2021)



Ad Jan Altevogt photographed C-27J 4121 at its homebase Elefsis. The Hellenic Air Force has eight C-27Js operational with 354 MTM since January 2012. (8 November 2021)

for the Hawk Return To Parts (RTP) programme. The contract for this work is not yet allocated, but at least 29 aircraft are expected to be stripped for spares and scrapped at RAF Valley. MAR reports that also XX316 (arrival apr18) and XX346 (arrival sep21) are most likely to undergo the same treatment.

Hawk T1W

XX295 Red Arrows ex std EGOS **312120** sep21
This Hawk was placed in storage at RAF Shawbury on 9 March 2006, it remained there until 8 December 2020. On this date the aircraft was handed over to AMRO at RAF Valley in order to be restored to flying condition again. On 15 September 2021, the jet was delivered to RAF Scampton where it was taken on charge by the famous Red Arrows.

Poseidon MRA1

ZP808/08 54/120/201sq ex Boeing **66108/8757** nov21
The eighth Poseidon touched down at RAF Lossiemouth on 16 November 2021, only one more to go. The nick-name of ZP808 was not yet known at the time this Scramble edition went to press. The aircraft was allocated N667DS for pre-delivery test flights with Boeing.

Typhoon FGR4

ZJ917/917 WS-R	IX(B)sq	ex 1(F)sq/917 WS-R	BS008	sep21
ZJ919/919 WS-L	IX(B)sq	ex 1(F)sq/919 WS-L	BS010	sep21
ZJ923/923	IX(B)sq	ex 6sq/923	BS014	sep21
ZJ924/924 WS-J	IX(B)sq	ex 1(F)sq/924 WS-J	BS015	sep21
ZJ928/928	IX(B)sq	ex TMF	BS019	sep21
ZJ935/935 WS-G	IX(B)sq	ex II(AC)sq/935 WS-G	BS026	sep21
ZJ939/939	IX(B)sq	ex 1(F)sq/939	BS032	sep21
ZJ950/950	3(F)sq	ex 6sq/950	BS047	sep21
ZK311/311	XI(F)sq	ex TMF	BS064	sep21
ZK319/319	3(F)sq	ex 6sq/319	BS080	sep21
ZK320/320	XI(F)sq	ex 3(F)sq/320	BS081	sep21
ZK321/321	3(F)sq	ex 6sq/321	BS082	sep21
ZK323	TEF	ex IX(B)sq/323	BS084	sep21
ZK325/325	3(F)sq	ex 6sq/325	BS086	sep21
ZK331/331	1(F)sq	ex IX(B)sq/331	BS092	sep21
ZK334/334	1(F)sq	ex 3(F)sq/334	BS095	sep21
ZK338/338	IX(B)sq	see note	BS099	sep21
ZK342/342	3(F)sq	ex 29sq/342	BS103	sep21
ZK347/347	29sq	ex IX(B)sq/347	BS108	sep21
ZK349/349	3(F)sq	ex 6sq/349	BS110	sep21
ZK351/351	3(F)sq	ex 6sq/351	BS112	sep21
ZK354/354	1(F)sq	ex IX(B)sq/354	BS115	sep21
ZK357/357	3(F)sq	ex 6sq/357	BS118	sep21
ZK361/361	see note	ex 12(B)sq/361	BS122	sep21
ZK364/364	TMF	ex XI(F)sq/364	BS125	sep21

ZK435/435	6sq	ex II(AC)sq/435	BS151	sep21
-----------	-----	-----------------	--------------	-------

On 13 September 2021, ZK334 transferred from 3(F)sq to II(AC)sq, only to be passed on to 1(F)sq before the end of the same month. Another short-term transfer also took place in September 2021. Typhoon ZK323 was transferred from IX(B)sq to 6sq, only to be handed over to the Typhoon Engineering Flight (TEF) at RAF Lossiemouth later in the same month. End-September 2021, 3(F)sq took over responsibility of the aircraft deployed for Operation Shader from 6sq, so ZK338 technically transferred from 3(F)sq to 6sq. The jet returned to RAF Lossiemouth on 1 October 2021, and was used again by 6sq. By the end of the same month, it was passed on to IX(B)sq.

Since September 2021, ZK361 is in use as Weapons Loading Trainer at RAF Coningsby, the jet is officially assigned to 41(TEF)sq.

Viking TX

ZE553/WA	CGS/644VGS	ex GMS	33912	sep21
ZE587/WS	CGS/644VGS	ex GMS	33934	sep21
ZE609/XJ	626VGS	ex CGS/644VGS/XJ	33958	sep21
ZE613	GMS	ex 615VGS/XM	33962	sep21
ZE632	GMS	ex 637VGS/XW	33979	sep21
ZE680/YQ	CGS/644VGS	ex GMS	34027	sep21
ZE685/YV	626VGS	ex CGS/644VGS/YV	34034	sep21

Army Air Corps (AR)

On 1 August 2021, 7Flt at Seria-Medicina Lines (Brunei) was disbanded and on the same day 667 squadron took over its responsibility. Equipped with four Bell 212 helicopters, the squadron supports the 2nd Battalion, The Royal Gurkha Rifles and the British Army Training Team Brunei. The history of 7 Flight dates back to 1970, when it was formed at Berlin-Gatow. The unit was initially equipped with Sioux AH1 helicopters, which were replaced by Gazelle AH1 helicopters in 1975. Until 1994, the flight operated from this German airfield to support the activities of the British Army Berlin Infantry Brigade. After the Cold War, the unit was disbanded in that year, but reformed in Brunei on 1 November 1994.

Actual reports from this unit are obviously quite rare, but the following helicopters should have been on strength with 667 squadron:

ZH815	Bell 212 AH1	30668
ZH816	Bell 212 AH1	30549
ZK067	Bell 212 AH3	30835

Apache AH1
ZJ216 to USA for AH-64E conversion **WAH50** sep21

ZJ218 to USA for AH-64E conversion
Both ZJ216 and ZJ218 were transported by road to RAF Brize Norton for air freight to the USA where they are inducted into the AH-64E (Apache AH2) conversion programme.

Apache AH2

ZM715	Boeing Mesa	f/n	UD016	nov21
ZM716	Boeing Mesa	f/n	UD017	nov21
ZM717	Boeing Mesa	f/n	UD018	nov21

Three new Army Air Corps Apaches AH2 helicopters were seen outside the Boeing facility at Mesa (AZ). It has been reported that ZM706, ZM707 and ZM711 were allocated to 662sq/3Regt in October 2021.

Gazelle AH1

XW846	665sq	ex StandardAero	1009	sep21
-------	-------	-----------------	-------------	-------

Fleet Air Arm (NY)

Merlin HM2

ZH832	MDMF	ex 824NAS	50057	sep21
ZH833	QinetiQ	ex Leonardo	50061	sep21

Africa

At the end of an era I like to add a little personal message at the top of my section. Like many of you, I also regret this will be the last printed Scramble Magazine after so many years. Myself, I also prefer a paper document above a PDF file but because it was no longer profitable, Scramble had to make this switch.

I know the Africa section was not one of the most read or interesting sections for many of you, as someone once told me "oh I will never go there anyway so I don't find the section interesting". Despite that, it was a personal challenge for me to provide those Scramble readers who were interested in news and serials from outside Europe and the US, every month with as much information and updates as possible. I have enjoyed doing this for years and will certainly continue to do so. Much of the information for my section was literally scraped together by searching on Facebook, Twitter, and Instagram. Sometimes this was fun to do, sometimes frustrating but always extremely time consuming.

Fortunately I was not alone in this and over the years a fixed group of people has arisen who shared all the information, photos, etc. found on the internet with each other. My enormous thanks to this group of people. Which of course does not alter the fact that I am just as grateful for everyone who sent me an update, correction or last noted date via the

online databases. I hope everyone will continue to do this in the near future, because only in this way the Scramble databases will become better, more reliable and more up-to-date. Thanks to everybody, stay safe and please keep supporting us.

Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

C-130J

7T-WJA	o/o, as N5103D	c/n update	5818	nov21
--------	----------------	------------	-------------	-------

The 'new' Super Hercules for Algeria seems to be the former Lockheed Martin LM-100J demonstrator, N5103D. This aircraft visited Europe for the trade-shows at Paris-Le Bourget in 2017 and Farnborough in 2018.

MiG-21MF-75

...	preserved	Odessa, Av. Mus.	96014204	sep21
-----	-----------	------------------	-----------------	-------

The third former Algerian MiG-21 in the Aviation Museum in Odessa, Ukraine, was identified by its construction number. Unfortunately no former serial was readable.

MiG-21UM

...	pres. as 122	Odessa, Av. Mus.	516945056	sep21
-----	--------------	------------------	------------------	-------

This two-seater is also preserved at the Odessa Aviation Museum as Croatian Air Force 122.

Angola

Força Aérea Nacional de Angola (AF)

MiG-21bis

C-373	wfu	f/n database, photo		jun89
-------	-----	---------------------	--	-------

Burkina Faso

Force Aérienne de Burkina Faso (AF)

C295W

XT-MBH	EdT511	d/d 16nov21	202	nov21
--------	--------	-------------	------------	-------

Cameroon

Armée de l'Air du Cameroun (AF)

SA319B

TJ-XBI	wfu	f/n database, photo		aug86
--------	-----	---------------------	--	-------

Djibouti

Force Aérienne du Djibouti

ZPPP = Kunming-Changshui (China)

MA60

J2-MBW	new delivery	f/n ZPPP		nov21
--------	--------------	----------	--	-------



Leonardo's M346LFFA CPX625 was photographed during landing at Venegono, Italy in a beautiful new camouflage livery. (Fabrizio Capenti)



TAV-8B VA.1B-40/01-999 of 9a Escuadrilla slowly banks away from Torrejón air base to participate in the air parade over Madrid. This Harrier II trainer is former US Marine Corps 164114/KD 00 of VMAT-203 and was purchased in 2020 to replace another TAV-8B which was retired that same year due to high maintenance cost. (12 October 2021, Marco Muntz)

The aircraft departed from Kunming-Changshui, China, on 21 November. According to ALST their routing given is via Myanmar, Bangladesh, India, Pakistan, Qatar and Saudi Arabia, expected to arrive in Djibouti on 25 November.

Egypt

al Quwwat Al Jawwiya II Misriya (AF)

According to a press release from Dassault Aviation, Egypt finally officially signed the contract for the acquisition of the thirty extra Rafales. The Egypt Ministry of Defence (MoD) announced on 3 May 2021 already that the contract with Dassault was signed. The aircraft, which are probably full-F4 standard aircraft, will be delivered between 2024 and 2026.

LGSA = Chania/Ioannis Daskalogiannis (Greece)

LILG = Vergiate (Italy)

AT-802

5006 26sq f/n database, photo

AW149

35 o/o, 545AW as CSX82039, LILG **48080** nov21

40 545AW f/n database, sand c/s oct21

Ka-52

6623 111 AW f/n, YouTube oct21

MiG-29M

8718 104 TFW f/n LGSA oct21

8726 104 TFW f/n LGSA oct21

The two MiG-29s above were noted at Chania, better known as Souda Bay, together with 8721 and 8729 (this last one needs confirmation). They were here for the exercise 'GRC EGY EX07'. Besides the four MiG-29s, Egypt participated with one F-16C (9764), one F-16D (9868) and an E-2C Hawkeye (not based at Souda), while the Greek participated with eight F-16s.

SA342L

3432 f/n database, photo dec15

3446 c/n update, photo **2064** sep21

3447 548 AW f/n database, photo

Gabon

Forces Aérienne Gabonaises (AF)

AS355F-2

TR-KCO Police o'haul France **5332**

A Gabonese police helicopter has been immobilized for more than three years in the hangars of Heli Technique, based in Signy-Signets (France). The Gabonese Government has still not paid the last third of the bill of 656 million CFA Francs,

around 1 million Euros, for the maintenance and upgrading of the AS355F2 helicopter. The serial TR-KCO is not confirmed as the one that is in France right now, however a photo on Facebook shows an AS355 in the same colour scheme as TR-KCO and, as far as we know, Gabon has only one AS355 left in their inventory. The photo of the AS355 was published on Facebook in December 2016 already, so the Fenec is now in France for almost at least five years.

Ghana

Ghana Police Service (PO)

The Ghana Police Service will take delivery of three helicopters, one AS350 Écureuil and two Gazelles, in November 2021. The hangars for the helicopters, located at the National Police Training School in Tesano Accra (see 05°35'44.72"N, 00°13'36.32"W), have been completed and six pilots have completed their training in South Africa. According to the website Shrieking Gazelles the SA341s are at the moment are at Excel Helicopters in Stapleford, United Kingdom.

Guinea

Force Aérienne de Guinée (AF)

DA42

3X-AAC serial update may21

We had this Diamond DA42 Twin Star in our database since July 2015 without a known registration. Finally we found a photo on Facebook with the registration readable. Any information about the exact type and its construction number would be appreciated.

Kenya

Kenya Air Force (AF)

EDMN = Mindelheim/Mattsies (Germany)

Grob G120TP

... o/o, Grob f/n EDMN **11160** nov21

... o/o, Grob f/n EDMN **11162** nov21

11160 was noted with flight test registration D-ETPJ, **11162** was wearing D-ETPP. Please be aware, these flight registrations are used over and over again by Grob and so are not unique serials.

Libya

Libyan National Army Air Force (AF)

Mi-8

... (2x) 1308sq w/o 21sep21

Government of National Accord [AF]

Mi-171E

7304

w/o 24oct21

171E00196137304U

Mauritania

Force Aérienne Islamique de Mauritanie (AF)

In mid-September, the Mauritanian Air Force received two light ULM aircraft produced by the French company G1 Aviation. This donation was financed by the European Union (EU) as part of a support program for the Mauritanian Army managed by the French operator Themis. A third aircraft will be delivered in November and it is expected the EU will hold a small official handover ceremony at the end of November. On Facebook some photos, made at Tallard airport (France) were found of the first two freshly painted G1 SPYLs in a glossy two-tone sand camouflage. Unfortunately no serials were applied at the moment.

KOSH = Oshkosh Wittman Regional, WI (USA)

BT-67

5T-MAH

o'haul KOSH

12543 nov21

This Basler BT-67 was noted enroute to the overhaul center of Basler Turbo Conversions at Oshkosh (WI). It was first noted (ADS-B) between Dakar (Senegal) and Cape Verde on 5 November and again on 9 November. On 10 November it was noted near Belem (Brazil). On 11 November heading up the Caribbean to Antigua and Puerto Rico. On 12 November over the Bahamas and into Boca Raton (FL), and finally on 13 November it landed at Oshkosh (WI).

CN235M-110

5T-MAD

ex UAE 812

c/n update

N028 oct21

5T-MAE

ex UAE 816

c/n update

N032 oct21

A clear photo of the 5Y-MAE was found on the internet, showing the construction number, **N032**, in the tail. It was known that the former United Arab Emirates CN235s 812 and 816 were delivered in 2019, so with the construction number of 5T-MAE now known, the tie-up for 5T-MAD is automatically known too.

Morocco

al Quwwat al Jawwiya al Malakiya Marakishiya (AF)

According to the website menadefense.net, the Moroccan armed forces received their first Bayraktar TB-2 attack drone at the end of September. An Air Force C-130 made the trip to Turkey to recover the command shelter and at least one drone. Moroccan personnel received practical training at Baykar Makina, the Turkish manufacturer of Bayraktar. F-5 and Mirages F1 pilots have reportedly been selected to fly the drone.

CYYC = Calgary International (Canada)

CL-415EAF

...

o/o as C-GFBP f/n CYYC, ex CL-215 **1090** oct21

The first new CL-415 for Morocco was noted on 19 October 2021 at Calgary International, Canada. It is not a new-built aircraft but the former C-GFBP/264 CL-215-1A10 which is equipped with the new Turbo-prop engines. EAF stands for Enhanced Aerial Firefighter.

Mozambique

Força Aérea Moçambique (AF)

SA341B

FA-087

ex GBR?

f/n DB, photo

oct21

Namibia

Namibian Air Force (AF)

F-7NM

0315

23sq

w/o 15oct21

7NM0927

K-8

...

AWTS

w/o 23sep21

Niger

Escadrille Nationale du Niger (AF)

Niger will become, if the information is correct, the first foreign customer of the Hurkus trainer aircraft, produced by Turkish Aerospace Industries (TAI). Mr. Temel Kotil, the head of TAI, first made mention of the Hurkus export during



CL-215T UD.13-16/43-16 Grupo 43 was part of a three ship Grupo 43 Canadairs in the ninth formation over Madrid's paseo de La Castellana. This CL-215T is one of the oldest Ejército del Aire Canadairs still flying and is earmarked for retirement due to high maintenance cost. The aircraft entered service in 1979 as CL215 and upgraded to Tango version in the early nineties. Note the open sliding window on the left hand side of the cockpit. (12 October 2021, Marco Muntz)

tional service, although the 21079 had been published December last year but with a partly obscured serial.

WZ-7 Soaring Dragon

21071	16th Div/48th Reg	nov21
21074	16th Div/48th Reg	nov21
21079	16th Div/48th Reg	photo

With the PLAAF reorganisation in 2017 the 48th Air Regiment flying Y-7 and Y-5 was transformed into the Transport Brigade and the 48th Regiment was reformed using the high altitude/long endurance (HALE) WZ-7 UAV. The first aircraft were noted in October 2019.

Y-7-100

55111	CTC/Transport & SAR Brigade	oct21
-------	-----------------------------	-------

Y-8C

55416	CTC/Transport & SAR Brigade	oct21
-------	-----------------------------	-------

Y-9YL

10256	4th Div/10th Reg	431803	oct21
-------	------------------	---------------	-------

Y-20U

20241	13th Div/37th Reg	nov21
-------	-------------------	-------

Z-9WZ

55316	CTC/Transport & SAR Brigigade	Z9-0318	oct21
-------	-------------------------------	----------------	-------

People's Liberation Army (AR)

Z-8B

LH952805	82nd LH Brigade	photo
LH952812	82nd LH Brigade	photo
LH952815	82nd LH Brigade	photo
LH952825	82nd LH Brigade	photo
LH952826	82nd LH Brigade	photo
LH991811	71st LH Brigade	photo
LH991830	71st LH Brigade	photo
LH991886	71st LH Brigade	photo

Z-8G

LH953832	161st Brigade LH Brigade	photo
LH953837	161st Brigade LH Brigade	photo

Z-8L

LH953808	161st Brigade LH Brigade	photo
LH953809	161st Brigade LH Brigade	photo
LH953817	161st Brigade LH Brigade	nov21
LH953827	161st Brigade LH Brigade	photo
LH953828	161st Brigade LH Brigade	photo
LH953829	161st Brigade LH Brigade	photo

Z-9A

LH90604/04	LH Academy/2nd Brigade	photo
LH90607/07	LH Academy/2nd Brigade	photo
LH90628/28	LH Academy/2nd Brigade	photo
LH90635/35	LH Academy/2nd Brigade	photo
LH90691/81	LH Academy/2nd Brigade	photo

LH90688/88	LH Academy/2nd Brigade	photo
Z-9W		
LH90666/66	LH Academy/2nd Brigade	photo
Z-9WZ		
LH953925	161st Brigade	photo
Z-10		
LH953112	161st Brigade	photo
LH953119	161st Brigade	photo
LH953136	161st Brigade	photo
LH953138	161st Brigade	photo
LH971151	76th Brigade	photo
LH971156	76th Brigade	photo
LH971165	76th Brigade	photo
LH971166	76th Brigade	photo
Z-19		
LH951520	81st Brigade	photo
LH953505	161st Brigade	photo
LH953516	161st Brigade	photo

Z-20

LH953221	161st Brigade	photo
LH982215	121st Brigade	photo
LH982233	121st Brigade	photo
LH982235	121st Brigade	photo
LH982252	121st Brigade	photo
LH982271	121st Brigade	photo
LH982277	121st Brigade	photo

People's Liberation Army Navy (NY)

JL-9G

83108	Naval Aviation University./3rd Regiment	nov21
-------	---	-------

China Coast Guard (CG)

Z-9A

25906		jul21
-------	--	-------

Manufacturers

J-20 Twin seat

2031	CAC	f/f 5nov21
------	-----	------------

Y-20U

787	CFTE	photo
-----	------	-------

India

Indian Defence (DF)

As reported in our August issue (Scramble 507 – Page 72), Hindustan Aeronautics Limited (HAL) is expected to deliver the first batch of three Light Combat Helicopters (LCH) to the Indian Air Force once acceptance tests are completed.

In 2017, HAL received the RFP to manufacture fifteen Limited Series Production (LSP) Light Combat Helicopters (LCH) for



F-16V 6816 participated in the ceremony to celebrate the fact that Republic of China Air Force's 4th TFW has transitioned to the F-16V and has reached Full Operational Capability on this fighter. (Chiayi, 18 November 2021, Reinier Schreurs)



Fokker 50 5003 is still going strong with the Republic of China Air Force's VIP squadron and Reinier Schreurs enjoyed its sights and sounds at Chiayi on 18 November 2021.

the IAF and the Indian Army Aviation Corps. Of these fifteen helicopters, ten are for the IAF and five for the Army. In 2021, HAL produces five for the Air Force and four for the Army. The remaining six LCHs will be produced in 2022.

On 19 November 2021, the first LCH for the Indian Air Force was delivered. The unit has not been reported. It was painted in an all over grey colour scheme, like the AH-64E(I) Apache Guardians and the CH-47F(I) Chinooks.

LCH
IA6101 HAL f/n, Army titles taped over nov21
ZF4831 unit nn ex HAL, d/d 19nov21 **LSP-01**

In November 2021, the first LCH for the Indian Army was noted in a green/brown camouflage.

Bharatiya Vayu Sena (AF)

An-32RE
KA2751 ex FWTF **10 08** nov21

Dhruv Mk.I
ZD4058 151HU ex J4058 nov21

Mirage 2000TI
KT210 40Wg upgraded oct21
KT211 40Wg upgraded oct21
KT213 40Wg upgraded oct21

Rafale EH
BS021 101sq d/d 13oct21
BS022 101sq d/d 13oct21
BS024 101sq d/d 13oct21
BS028 Dassault Avn f/n oct21

Tejas LCA Mk1
LA5018 18sq f/n **SP-18** nov21
LA5020 18sq f/n **SP-20** nov21
LA5022 18sq ex HAL **SP-22** nov21
LA5023 HAL f/f 19nov21 **SP-23**

Bharatiya Nau Sena (NY)

On 21 November 2021, a Do228 for the Maldives National Defence Force (MNDF) was noted at Malé International Airport together with an additional ex Indian Coast Guard Dhruv Mk.I. It is not known if both aircraft will replace previous deliveries of both types which were donated to the MNDF, or that they are additional deliveries. The delivery date of both aircraft is unknown.

Dhruv Mk.III
IN714 INAS321 d/d 29oct21, serial tbc oct21
IN715 INAS321 d/d 29oct21 oct21

The serial of IN714 is not confirmed yet.

Do228-201
IN235 to Maldives as 235 **4063**

MH-60R
IN753 HSM-41 f/n oct21

Bharatiya Thatrakshak (CG)

The Dhruv was noted at Malé International Airport (Maldives). It is not known when the helicopter was delivered.

Dhruv Mk.I
CG854 to Maldives as CG854 **DW45**

SA316B (HAL)
CG817 f/n nov21

Indonesia

Tentara Nasional Indonesia-Angkatan Udara (AF)

At last, the contract for two A400M is signed! This has been on the table since 2018, see Scramble 470. The requirement was reconfirmed in January, see Scramble 507. Together with six C-130J and two A330s this will boost the force's transport and aerial refueling capabilities. Although there is no contract yet for the A330 as far as we are aware. The fact that the A400M order is to include aerial refueling pods might mean the A330s are off the table.

NC212i
A-2113 SkU4 del, ex AX-2127 **438/N118** oct21

CH-4B Rainbow
IT-0403/03 SkU51 f/n aug21

At last, the first serial of a Wing Loong is known.

Tentara Nasional Indonesia - Angkatan Darat (AR)

Bell 412EPI
HA-5228 SKUAD11 del, ex HX-4148 **37035** nov21

The sixth of nine was delivered to Semarang 19 November.

Japan

Nihon Koku-Jieitai (AF)

RJNA = Nagoya-Komaki RJNG = Gifu

RJTU = Utsunomiya

ADTW = Hiko Kaihatsu Jikkendan

ARW = Koku Kyunandan FTS = Kyoiku Hikotai

FTW = Hiko Kyoikudan HAS = Herikoputa Kuyutai

SW-ADF = Nansei Shien Hikohan

C-1
08-1030 402 Hikotai ex ADTW **8030** nov21

Arrived at Iruma without badge after a short stint at Gifu with the test unit, the badge was applied by the end of the month.

C-2

78-1206 403 Hikotai std Miho, nb, no rudder 6 oct21
18-1215 Kawasaki HI f/n, test Gifu 15 nov21

C-2 206 was last seen active in June 2019 and never received the 403 Hikotai badge.

KC-46A

14-3611 405 Hikotai? ex 21-46401 66585/1207 nov21
N5512S Boeing 1st flight (14-3612) /1238 nov21

The stickered ferry serial was removed by 3 November, so we presume KC-46A 611 is officially inducted into the JASDF. It is however still parked on the same spot at Miho and has not flown yet.

F-2A

03-8505 6 Hikotai? nb, delivery after IRAN 1005 nov21
13-8517 o/h RJNA nb, ex 3 Hikotai 1017 nov21
43-8524 3 Hikotai ex nb after IRAN 1024 nov21
43-8530 3 Hikotai nb, delivery after IRAN 1030 nov21
53-8535 6/8 Hikotai nb, delivery after IRAN 1035 nov21
63-8538 3 Hikotai ex nb after IRAN 1038 nov21
93-8551 o/h RJNA nb, ex 6 Hikotai 1051 nov21
13-8560 3 Hikotai ex nb after IRAN 1060 nov21
13-8562 3 Hikotai ex nb after IRAN 1062 nov21

F-2B

33-8121 21 Hikotai ex 3 Hikotai 3021 nov21

F-4EJ

47-8336 Gifu outside M036 nov21
77-8393 Gifu outside missing parts M093 nov21

Both were put outside to make room for the runway-walk event at Gifu and were parked somewhere between the ADTW area and the Kawasaki complex. Another three could be seen at this event, 301 on the static and 318 and 327 stored/dumped between trees.

F-4EJ Kai

07-8431 Gifu on display at rwy event M131 nov21
17-8439 Miho pres. near C-1, YS11 M139 nov21

Phantom 431 was parked on the Gifu runway for the event.

F-15DJ

32-8058 o/h RJNA ex 23 Hikotai 815/008 nov21
82-8065 23 Hikotai ex 305 Hikotai 015 nov21
32-8082 Hiko Kyodogun 40th anniversary mks 032 nov21
92-8096 Hiko Kyodogun 40th anniversary mks 046 nov21

The anniversary markings for the aggressors are only applied to the underwing fuel tanks.

F-15J

22-8814 203 Hikotai ex nb after IRAN 014 oct21
32-8817 303 Hikotai ex IRAN 017 nov21
52-8848 305 Hikotai ex nb after IRAN 048 oct21
52-8852 23 Hikotai prev. l/n dec19 052 nov21
62-8875 o/h RJNA nb, ex 23 Hikotai 075 nov21
92-8909 o/h RJNA nb, ex 204 Hikotai 109 nov21
02-8917 o/h RJNA nb, ex 304 Hikotai 117 oct21
52-8954 304 Hikotai ex nb after IRAN 154 nov21
72-8960 306 Hikotai ex nb after IRAN 160 nov21

CH-47J

47-4490 ARW ex Misawa HAS 5070 nov21
The Misawa unit sticker was removed, it already operated from Iruma for some time.

UH-60J

88-4587 ARW ex IRAN 2037 nov21
Operating from Nyutabaru.

RQ-4B Global Hawk

13-6001 NorthropGrumman, test from Palmdale, CA sep21
This very large UAV was photographed at Mojave, CA.

T-1B

35-5866 Nagoya/Komaki Aichi Museum of Flight JT-62 nov21
It used to stand guard near the entrance of Komaki up to March 2018 at least. In November 2021 it joined the museum collection of the Aichi museum of flight at Nagoya-Komaki, freshly painted.

T-4

96-5615 31 FTS active 1015 nov21
06-5628 o/h RJNG? nb, ex 32 FTS 1028 nov21
06-5649 o/h RJNG nb, for 13 FTW 1049 nov21
06-5650 31 FTS ex nb after IRAN 1050 nov21
16-5656 o/h RJNG nb, ex 31 FTS 1056 nov21
36-5698 SW-ADF active, ex 204 Hikotai 1098 nov21
46-5715 32 FTS (not 31) ex nb after IRAN 1115 nov21
46-5716 2 Kokudan nb, ex IRAN? 1116 oct21
56-5732 32 FTS ex IRAN oct21 1132 nov21
96-5772 Nyutabaru/nb active, ex 204 Hikotai 1172 nov21
06-5784 21 Hikotai? nb, ex 31 FTS 1184 nov21
26-5806 31 FTS ex IRAN 1206 nov21

T-4 628 was last noted in November 2020 and judging by the dirty fuselage, it was on its way to Gifu for overhaul.

T-7

66-5942 12 FTW nb, delivery after IRAN 42 nov21
76-5946 ADTW nb, delivery after IRAN 46 nov21
86-5947 o/h RJTU nb, ex 12 FTW 47 nov21
86-5949 o/h RJTU nb, ex ADTW 49 nov21



The Colombian Air Force is very active in disaster relief, not only domestic, but also abroad, as demonstrated by C295M FAC1284 of Escuadrón de Transporte Aéreo 811 seen in take-off from Port-au-Prince (Haiti) after bringing aid relief to this stricken country. (Larry Every, 20 August 2021)



Johnny von Rod frequently sends us pictures from Latin America and must have been delighted with a visit of this 1984 Boeing 737-200 with serial 3520, operated by EA.502 of the Mexican air force to San Juan (Puerto Rico) on 3 November 2021.

T-33A

51-5623 Hamamatsu-shi being removed **580-8953** nov21
It looks like all inmates at the former Café Hikohiyo have been removed. This T-33A is the last one still present, although its wings were already disassembled prior its move to another location.

U-4

75-3252 402 Hikotai? nb, ex IRAN **1271** nov21

U-125A

72-3006 ARW IRAN at RJTU, test **258305** nov21
12-3017 ARW ex IRAN **258445** nov21
U-125A 12-3017 was seen operating for the Matsushima rescue unit.

Rikujo Jieitai (AR)

RJTU = Utsunomiya

AH-1S

73456 o/h RJTU no unit code, ex SD **56** nov21
73473 SD ex VATH **73** nov21
73479 o/h RJTU ex IVATH **79** nov21

OH-1

32608 IATH ex no code/4 Tais.Her? **1008** nov21
Never seen with the IVATH code.

UH-1J

41805 IX ex 5 Hikotai? **1J05** jun21
41812 NEH ex no unit code(jul19) **1J12** nov21
41881/881 NH TDY Utsunomiya Kou **1J81** oct21
41885/885 MH TDY Utsunomiya Kou **1J85** nov21

CH-47J

52906 MH/3 Hikotai? ex HGPV **5008** oct21
Code not fully confirmed, it was seen at Yao, the home of Chubu Homen Herikopotatai's 1 and 2 Hikotai.

CH-47JA

52983 WH/3 Hikotai nb, ex HGPVI **5098?** aug21

UH-60JA

43137 VIII? unit code surmised **4037** nov21

Seen at Takayubaru.

Kaijo Jieitai (NY)

RJNA = Nagoya-Komaki

RJSS = Sendai

ATS = Kyoiku Kokutai

SH-60J

8299 22 Kokutai ex IRAN **1084** nov21

SH-60K

8416 o/h RJNA no unit no, ex 22 Kok. **5016** nov21
8449 21 Kokutai ex IRAN **5049** nov21

USH-60K

8901 51 Kokutai red/white c/s **5001** nov21

P-1

5534 Kawasaki HI f/n, test Gifu **34** nov21

P-3C

At least two Orions were noted at Hachinohe, stored without engines. They were parked at the eastern part of the apron and could not be identified.

PS-1

5818 ex pres. Suo-Oshima-cho, broken up **1018** nov21

This (former) inmate of the Battleship Mutsu Memorial Museum and the last but one PS-1 was completely broken up by 16 November. Only the one preserved at Iwakuni remains, out of 23 PS-1s manufactured.

TC-90

6829 o/h RJSS ex/for 202 ATS **LJ-1592** nov21

Laos

Laos People's Liberation Army Air Force (AF)

An-26

RDPL-34029 ex RF-46568 photo

Ce 310R

RDPL-34029 ex HS-AMS, to RDPL-34031 photo
RDPL-34031 ex RDPL-34029 photo

A photo appeared of RDPL-34029 in an all-white colour scheme, followed by a second photo of RDPL-34031 in the same white c/s, but with Laotian cheatline added. As registration RDPL-34029 was recently taken up by the Russian An-26 it is fair to assume that the only Cessna flying is the -34031. Another fair assumption is that the aircraft is HS-AMS that was transported by road to Laos recently.

Myanmar

Tamdaw Lay (AF)

Y12-IV

4506 unit nn ex B-0EKY, d/d 27oct21

4507 unit nn ex B-0HKS, d/d 27oct21

Both Y12s were delivered via Zhengzhou (China). The operating unit is unknown.

Nepal

Nepal Army Air Wing (AF)

Bell 206L-3

9N-RAI to NA-065 l/n jun21 **51273** mid21

NA-065 ex 9N-RAI **51273** oct21

Bell 206L-4

9N-RAL cancelled **52021**
 Following the arrival of the AW139 in 2019 the Bell 206s are no longer needed in the VIP flight.

Pakistan

Pakistan Fauj (AR)

MFI-17

80-5098/098 PAA w/o 12aug21

Philippines

Pilipinas Hukbong Himpapawid (AF)

On 14 October, a retirement ceremony was held at Clark Air Force Base for the remaining UH-1D helicopters that were still serving within the Air Force. The helicopters will now be stored with 410th Maintenance Wing at Clark AFB. Thirteen UH-1Ds were delivered in 2013-2014 and of course had been operating their entire life before that with the German military. With the arrival of the Polish S-70i, they are no longer needed. Two UH-1Ds were written off in crashes.

South Korea

Dae Han Min Guk Gong Gun (AF)

KF-5E

10-614 10 FW/112 FS ex 101 FS **KE1037** nov21

F-35A

21-037	LMTAS	f/n	AW-37	nov21
21-038	LMTAS	o/o	AW-38	
21-039	LMTAS	o/o	AW-39	
21-040	LMTAS	o/o	AW-40	

F-51D

101/K Seongnam preserved oct21

F-86F

524094/094 Seongnam preserved oct21

This is a fake ID as USAF 52-4094 is assigned to an F-86D.

KoreanAir MUAV

001 Korean Air oct21

Large UAV with the propeller located aft of the fuselage. Noted at ADEX 2021.

Han Guk Yuk Gun (AR)

UH-1H

21617 Baeksan-ri sep21

Preserved outside the Sunchang Food Science Hall since at least November 2020.

Taiwan

Chung-Hua Kong Jun (AF)

In 2012, Taiwan signed a USD 3.7 billion contract with Lockheed Martin to upgrade a total of 144 F-16A/B Block 20s to the latest F-16V variant for the RoCAF. On 18 November 2021, the Chung-Hua Min Guo Kong Jun (RoCAF, Republic of China Air Force) 4th Tactical Fighter Wing at Chiayi air base celebrated the milestone of being the first unit in the world reaching Full Operational Capability (FOC) on the upgraded F-16A and F-16B Block 72V variant. Very confusing, the official local designation is F-16V, for both the former F-16A and F-16B. So not F-16AV/BV or F-16AM/BM, as has been mentioned here and there. Another annoying fact is that from the outside an F-16V can't be distinguished from the F-16s that have not been upgraded. We have found that so far at least the following F-16s have been upgraded to F-16V:

6609	21st TFG/4th TFW	TA-9	jan20
6612	primer c/s 07jan21	TA-12	jan21
6613	21st TFG/4th TFW	TA-13	nov21
6614	21st TFG/4th TFW	TA-14	nov21
6615	21st TFG/4th TFW	TA-15	nov21
6618	4th TFW	TA-18	jun20
6619	21st TFG/4th TFW	TA-19	nov21
6623	no mks, test flight 16jan20	TA-23	jan20
6624	4th TFW	TA-24	feb21
6626	4th TFW	TA-26	aug20
6629	22nd TFG/4th TFW	TA-29	nov21
6632	primer c/s 21mar21	TA-32	mar21
6637	22nd TFG/4th TFW	TA-37	nov21
6640	22nd TFG/4th TFW	TA-40	dec20
6642	22nd TFG/4th TFW	TA-42	nov21
6647	23rd TFG/4th TFW	TA-47	nov21
6648	primer c/s 01may20	TA-48	may20
6650	no mks 03dec20	TA-50	dec20
6653	23rd TFG/4th TFW	TA-53	may20
6659	no mks 05may20	TA-59	may20
6661	22nd TFG/4th TFW	TA-61	nov21
6662	4th TFW	TA-62	mar21
6669	21st FS	TA-69	may21
6670	21st FS	TA-70	may21
6675	4th TFW	TA-75	oct20
6678	22nd TFG/4th TFW	TA-78	mar21
6679	21st FS	TA-79	may21
6687	primer c/s 24jun20	TA-87	jun20
6689	primer c/s 20sep20	TA-89	sep20
6690	21st FS	TA-90	may21
6698	4th TFW	TA-98	jul21



H225M deliveries to Kuwait are continuing apace, and 618 (also F-ZWDC) destined for the Kuwait Air Force, seen here by Wim Sonneveld at Marseille on 19 November 2021, may well be one of the last to be delivered.



C-12V 95-00100 supposedly supporting an ARMS (Aerial Reconnaissance Multi-Sensor System) System is seen landing at Baltimore-Washington on 16 November 2021 as Shady 04 by Tim Wolfe.

6699	primer c/s 10nov20	TA-99 nov20
6701	23rd TFG/4th TFW	TA-101 jan20
6702	23rd TFG/4th TFW	TA-102 nov21
6703	no mks 09feb21	TA-103 feb21
6704	23rd TFG/4th TFW	TA-104 nov21
6711	no mks 02jan21	TA-111 jan21
6712	primer c/s 21apr20	TA-112 apr20
6802	4th TFW	TB-2 may20
6809	no mks 18feb20	TB-9 feb21
6812	primer c/s 03mar21	TB-12 mar21
6816	4th TFW	TB-16 apr21
6817	23rd TFG/4th TFW	TB-17 apr20
6819	4th TFW	TB-19 jan21
6821	23rd TFG/4th TFW	TB-21 mar21
6825	primer c/s 28jan21	TB-25 jan21
6827	4th TFW	TB-27 oct20
6829	no mks 07apr20	TB-29 aug21
6830	primer c/s 14 apr21	TB-30 apr21

Thailand

Royal Thai Air Force (AF)

On 14 November Textron Aviation Defense announced the sale of eight AT-6TH aircraft to the RTAF, that was later rectified by Textron as an order for twelve aircraft. The aircraft will be used by 411sq at Chiang Mai, where they will replace the L-39ZA/ART aircraft which were wfu early this year. The AT-6TH is the export version of the AT-6E Wolverine that was recently delivered to the USAF. Off course the RTAF will not use the AT-6TH designation, but something like 22nd Attack Trainer aircraft like JF.22.

DA42NG

F20-xx/64/RR.15	ex OE-UDK	1nov21
F20-xx/64/RR.16	ex OE-UDL	1nov21
F20-xx/64/RR.17	ex OE-UDM	1nov21
F20-xx/64/RR.18	ex OE-UDN	1nov21

In September another four new Da42NGs arrived at Don Muang for the Chicken Flight of the RTAF. 1 November they all performed their first flight in Thailand after assembly before being ferried to Kamphaeng Saen on their delivery flight on 2 November to the Flying Training School.

H225M

H11-9/64/20309	ex F-ZWBO	arr U-Tapao 23nov21	3089
H11-10/64/20310	ex F-ZWBT	arr U-Tapao 23nov21	3092

H11-11/64/20311	ex F-ZWDJ	arr U-Tapao 23nov21	3105
H11-12/64/20312	ex F-ZWDT	arr U-Tapao 23nov21	3106

On 23 November ADB An-124 UR-82027 arrived at U-Tapao with two H225Ms on board on delivery from Airbus Marseille. They were handed over at Lop Buri-Khok Kathiam on 24 November 2021. On 26 November An-124 UR-82009 arrived with the second and last pair of Caracals.

Latin America

Brazil

Aviação do Exército (AR)

HM-1 (AS565AA)

EB-2021	4°BAvEx	w/o 13aug21	6383
---------	---------	-------------	-------------

Chile

Servicio de Aviación de la Armada de Chile (NY)

HH-50 (H125)

22	HU-1	ex PS-GTT	8919 nov21
23	Helibras	t/f as PS-GTV	8980 nov21

The second Armada H125 was delivered by Helibras this September, while the third was seen making a test flight in full colour scheme and temporary registration PS-GTV. The type is called HH-50 in Armada service and only the last digit of the serial is carried on the fin.

Colombia

Fuerza Aérea Colombiana (AF)

T-6C+

FAC2352	ex N2858B?	d/d 11nov21
---------	------------	-------------

Policía Nacional de Colombia (PO)

UH-1H-II

PNC0715	ARAVI	w/o 20nov21	9670
---------	-------	-------------	-------------

Cuba

Defensa Anti-Aérea y Fuerza Aérea Revolucionaria (AF)

MUVT = Las Tunas

MIg-21F-13

440 dumped MUVT f/n database, photo

First visible at 20.98834 N 76.93711 W in May 2005, its identity became finally known.

Peru

Fuerza Aérea del Perú (AF)

Peru is struggling with its Boeing 737 acquisitions. The Boeing 737-300 (25032, ex N228AW) that should have been delivered this October was not taken up yet. That one is still due. Another one, new to us, Boeing 737-400 27191, ex N650CS, was to be fitted out with a cargo door at Tampa, Florida before delivery. However, the budget of the Ministry of Defence falls USD 1.6 million short of the required contract amount of around USD 10.4 million. Having failed to come up with the money, it is no cargo door, no aircraft and a contract likely nullified. The idea is to have another stab at acquiring it in 2022. But we have to wait and see if this materialises at all. Meanwhile, the air force itself want a bigger class machine (B757/767) and the president announced he wants to get rid of the sole active B737 as he wants to spend the money on healthcare and education!

Middle East

Iran

Islamic Republic of Iran Air Force (AF)

Ababil 3 UAV

AB4-1-010 f/n, photo jan21

Bell 214

I4-8501 EMS 115 w/o 21sep16, photo

Mohajer-6 UAV

P071A-014 to Iraq f/n jun21

P071A-021 f/n f/n nov18

P071A-030 f/n f/n nov21

P071A-038 to Ethiopia f/n jul21

P071A-040 to Ethiopia f/n jul21

P071A-75B w/o feb21

P071A-014 is used by the Iran-supported People's Mobilization Forces (PMF) in Iraq, it is not officially in the Iraqi military inventory.

Iranian Revolutionary Guard Corps Aerospace Force (AF)

AH-1J Toufan-2

15-1406 IRGCAF f/n, photo

II-76TD

15-2283 IRGCAF as EP-BHC 0063469071 jul21

Mi-171

15-1223 IRGCAF/Fath f/n aug21

15-1226 IRGCAF/Fath f/n aug21

These are used for fire-fighting duties and were deployed to Dalaman in Turkey to help in the fight against forest fires that raged there.

Islamic Revolutionary Guard Corps Army Aviation

AH-1J(TOW)

12-2205 IRSA f/n, photo jul21

Since 2016, almost all helicopters that once served with The Islamic Revolutionary Guard Corps Aerospace Force (IRGCASF) are being transferred to the then formed Islamic Revolutionary Guard Corps Army Aviation (IRGCAA). Their serials are changed in the process and that includes the change of the first two digits from 15 to 12. Some helicopters started sporting Islamic Resistance Support Association (IRSA) titles during this rebranding.

Mi-171

12-2345 IRGCA f/n jul21

12-5332 IRGCA f/n apr20

12-5339 IRGCA f/n jul21

Islamic Republic of Iran Navy Aviation (NY)

AB212ASW

6-2406/406 SAR sq f/n 5518 aug21

ASH-3D

8-2301/301 ASW sq f/n, photo nov21

Islamic Republic of Iran Police Aviation (PO)

Bell 212

1913 IRIPA f/n, photo feb21

Iraq

Iraqi Air Force (AF)

CH-4B

YI-722 100th Recce sq f/n, photo

F-16C

1632 Fort Worth (TX) never delivered RA-24 nov21

F-16D

1606 Fort Worth (TX) never delivered RB-06 oct21

Iraqi Army Aviation (AR)

Bell 407/IA-407

YI-117 21/22sq f/n 53997 sep21

Mi-171

YI-258 4sq w/o 28jul21



A surprise arrival for a gas & go at NAS Fallon, was CAG-bird of VAQ-135 EA-18G 168259/520, showing off its green markings returning from a deployment to Misawa, Japan to Nate Leong on 28 October 2021.



All MH-53Es are equal, but some seem to have a bigger tail than others.... 164765 of HM-12 is showing the new light grey colours for this type, and its tail, to Carey Mavor at NAS Whiting Field on 04 November 2021.

Jordan

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

C295M

352 Seville-San Pablo **008** aug21
353 Seville-San Pablo **011** aug21

The sale to Myanmar seems to have fallen through due to embargoes against the brutal military regime there. It is unclear why the two RJAF Casa's are at the Airbus Military site at Seville. They have been for sale for quite some time so it is to be expected that they will be overhauled and sold.

Schiebel S-100

1551 15sq c/n correction **0132** nov15
1557/908 15sq f/n dual identity **0142** oct20

Camcopter 1557 has a dual identity: both 9sq registration '908' is painted on the fuselage as well as 1557 that is on the nose.

Oman

al Quwwat al-Jawwiya al-Sultanat Oman (AF)

AB205A

704 to VH-LUY ex std Seeb **4167**
732 to VH-??? ex std Seeb **4050**
733 to VH-UEI ex std Seeb **4047**

Hawk 103

101 Seeb AFTC i/a **OT001/383** may21

Royal Oman Police, Directorate of Police Aviation (PO)

EMB505

A40-CY to N494BA ex Police **50500085**

Syria

al-Quwwat al-Jawwiya al-Arabiya As'souriya (AF)

L-39ZA

2128 photo 2021
2140 wfu Deir Ezzor photo may19
2143 wfu Deir Ezzor photo may19

L-39ZO

2074 f/n database, photo

2097 f/n database, photo 2015

2053 f/n database, photo

2055 f/n database, photo

2062 f/n database, photo

2081 f/n database, photo

2082 f/n database, photo 2021

2085 f/n database, photo

2104 f/n database, photo

Mi-17

2920 f/n database, photo

MiG-21UM

2366 f/n database, photo jul21

MiG-23BN

1654 f/n database, photo

2406 f/n database, photo

MiG-23MF

2674 video

MiG-23MLD

2768 f/n database, photo apr21

2785 f/n database, photo apr21

MiG-23MS

1613 f/n database, photo

MiG-25

2519 wfu f/n database, photo

MiG-25PD

2422 wfu f/n database, photo

MiG-25PDS

3106 wfu f/n database, photo

MiG-29SM

3422 699th FS photo

3428 699th FS photo oct21

3430 699th FS photo

3431 699th FS photo nov21

3435 699th FS photo 2020

3436 699th FS photo nov21

3439 699th FS photo 2020

Mushshak

... f/n database, photo mid-90's **15.365**

3702 f/n database, photo
SA342L
 1317 f/n database, photo 2021
 1323 f/n database, photo 2021
Su-24MK2
 3519 f/n database, photo oct21

North America

Canada

Royal Canadian Air Force (AF)

CC-295 (C295MW-SAR)
 295511 Airbus c/n correction **205** oct21
 A shuffle in allocated construction numbers led to this correction. Previously planned 204 has been delivered to the Philippines.

United States

United States Air Force (AF)

C-37B
 20-1941 99th AS del 03nov21 **5613** mar20

KC-46A
 16-46012 56th ARS del **34107/1109/VH012** nov21
 17-46038 97th AMW ex 22nd ARW **41985/1158** oct21
 19-46057 305th AMW del 09nov21 **41879/1210** nov21
 19-46059 56th ARS del **41885/1216** nov21
 19-46060 305th AMW del **41883/1219** nov21
 19-46066 Boeing f/n **/1241** nov21
 21-46401 to Japan as 14-3611 **66585/1207** oct21

C-130H
 85-1365 154th TRS ex 181st AS, AR ANG **382-5078** oct21
 86-0418 309th AMARG ex 186th AS **382-5110** oct21

C-130H-3
 95-6710 118th AS ex 130th AS, CT ANG **382-5418** oct21
 95-6711 186th AS ex 130th AS **382-5419** oct21

EC-130H
 73-1585/DM 55th ECG wfu 17nov21 **382-4547** nov21

C-130J
 18-5921 165th AS del, KY ANG **382-5921** nov21

C-130J-30
 18-5919 165th AS ex 115th AS, KY ANG **382-5919** nov21
 19-5927 181st AS del 27oct21, TX ANG **382-5927** oct21
 19-5932 Lockheed f/n **382-5932** nov21

AC-130J
 18-5888 17th SOS del **382-5888** nov21

MC-130J
 19-5926 Lockheed f/n **382-5926** oct21

F-15E
 90-0256/ET 40th FLTS ex WA/17th WPS **1194/E158** oct21

F-35A-31
 14-5093/LF 61st FS ex HL/34th FS **AF-94** oct21
 14-5102/EG 60th FS ex HL/3th FS **AF-103** nov21

F-35A-4
 15-5183/HL 421st FS ex 4th FS **AF-158** nov21
 18-5455/HL 421st FS ex 4th FS **AF-283** nov21
 19-5469/AK 355th FS f/n **AF-297** nov21
 19-5473/LN 495th FS f/n **AF-301** nov21
 19-5475 495th FS f/f 19nov21 **AF-303** nov21
 19-5476 495th FS f/f 23nov21 **AF-304** nov21
 19-5477/HL 4th FS f/n **AF-305** nov21
 19-5478/HL 34th FS f/f **AF-306** nov21
 19-5481/AK 355th FS f/n **AF-309** nov21

HH-60G
 87-26006 309th AMARG ex 66th RQS **701205** oct21

HH-60W
 19-14490 41st RQS del **70...** oct21

T-38C
 68-8121 87th FTS w/o 19nov21, '87 FTS' **T6126**

United States Army (AR)
 B(-)/2-211th AVN HI ARNG, AASF#1 Wheeler AAF, Schofield Barracks (HI)
 C/1-214th AVN Det.1 G/2-211th AVN Grafenwöhr AAF (Germany)
 UT ARNG, AASF South Valley RAP, West Jordan (UT)
 B(-)/2-238th AVN IL ARNG, AASF#2 Peoria RAP (IL)
 A/2-285th AVN AZ ARNG, Papago AAF (AZ)
 Boeing Mesa Boeing at Mesa (AZ)
 BEST BEST Aircraft Consolidation Facility
 Huntsville (AL)



The Dubai Air Show was one of very few commercial air shows taking place in 2021. Jan Gerrits took his chance to visit the event and saw MV-22B 167906/02 showing off on 15 November 2021.



A very rare participant to an air show, but no stranger to the region itself, is USAF E-11A 11-9001, which was seen at Dubai World Central during the Dubai Air Show. Jan Gerrits pictured it as such on 16 November 2021.

CH-47F

12-08868 B(-)/2-238th AVN, ex B(-)/2-211th AVN **M8868** jun21

UH-60A+

85-24446 std BEST ex C/1-214th AVN **70935** sep21

87-26004 std BEST ex C/1-214th AVN **701214** sep21

87-24614 std BEST ex C/1-214th AVN **701137** sep21

Another three former European based medevac Blackhawks were offered for sale via the GSA website.

UH-60L

85-24442 A/2-285th AVN, ex Det.1 G/2-211th **70931** mar21

UH-60M

15-20754 A/1-214th AVN c/n confirmed **704672** sep21

..-21058 A/2-285th AVN f/n nov21

..-21092 A/2-285th AVN f/n nov21

..-21116 A/2-285th AVN f/n nov21

..-21136 A/2-285th AVN f/n nov21

..-21137 A/2-285th AVN f/n nov21

..-21143 A/2-285th AVN f/n nov21

AH-64E

20-03357 Boeing at Mesa (AZ), f/n nov21

20-03361 Boeing at Mesa (AZ), f/n nov21

21-03362 Boeing at Mesa (AZ), f/n nov21

21-03366 Boeing at Mesa (AZ), f/n nov21

21-03370 Boeing at Mesa (AZ), f/n nov21

21-03371 Boeing at Mesa (AZ), f/n nov21

21-03372 Boeing at Mesa (AZ), f/n nov21

Finally, a report again from the US! These Apaches were reported outside the Boeing facility at Mesa (AZ).

UH-72B

According to ADS-B, the first helicopter of this type delivered (20-72464, FY unconfirmed) returned to Airbus North America at Columbus (MS) on 19 November 2021. It was used for trials at Huntsville (AL) since early-October 2021.

United States Navy

FRCSW = North Island Fleet Readiness Center South West

C-2A

162157/52 VRC-40 ex 636/VAW-120 **37** oct21

E-2C-2000

165649/600 VAW-1 ex AJ-601/VAW-124 nov21

E-2D

168595/NE-604 VAW-113 ex AG-601/VAW-121 **AA14** oct21

168596/663 VAW-120 ex AG-602/VAW-121 **AA15** oct21

F/A-18E

165869/NJ-212 VFA-122 ex NE-311/VFA-192 **E045** nov21

166432/XE-147 VX-9 ex NH-311/VFA-146 **E077** oct21

166649/AD-143 VFA-122 ex AG-143/VFA-143 **E112** nov21

166829/AG-411 VFA-136 ex AB-311 **E148** oct21

168355/AG-100 VFA-143 ex AG-404/VFA-25, CAG c/s **E205** sep21

168867/NA-300 VFA-137 ex NG-300/VFA-97 **E244** nov21

168875/NA-311 VFA-137 ex NJ-227/VFA-122 **E252** nov21

168886/NE-211 VFA-113 ex NA-311/VFA-137 **E263** nov21

F/A-18F

166681/AD-223 VFA-122 ex AB-201/VFA-211 **F159** nov21

166816/AD-252 VFA-122 ex AJ-206/VFA-213 **F189** nov21

166962/NE-106 VFA-2 ex NA-113/VFA-22 **F237** nov21

168889/AB-105 VFA-11 ex AG-201/VFA-103 **F270** oct21

169648/AB-112 VFA-11 ex AD-254/VFA-106 **F278** jul21

169749/NH-101 VFA-154 ex NJ-170/VFA-122 **F285** nov21

EA-18G

166940/504 NAWDC ex NL-540/VAQ-132 **G25** nov21

MH-60R

166579/HG-724 HSM-79 ex HK-005/HSM-40 nov21

167041/AB-702 HSM-72 ex NE-711/HSM-78 oct21

167047/AB-702 HSM-72 ex HQ-770/HSM-46 nov21

MH-60S

167855/HU-751 HSC-2 ex BR-40/HSC-28 nov21

167859/306 HSC-85 ex NW-316 oct21

167896/HU-752 HSC-2 ex AC-617/HSC-7 nov21

168572/AM-06 HSC-22 ex HU-735/HSC-2 **704408** nov21

P-8A

168441/441 fake see 169011

169011/441 VPU-2 as 168441 **44953/6048** oct21

T-45C

167095/A-191 VT-7/VT-9 ex B-256/TAW-2 **210/C127** oct21

United States Marine Corps
FRCE = Cherry Point Fleet Readiness Center East

KC-130J

170272/BH-272 Lockheed f/n **382-592** nov21
170273/BH-273 Lockheed f/n **382-5929** nov21

F/A-18D

164650/SH-277 VMFAT-101 ex DR-211/-312 **1074/D083** oct21

F-35B

168723/VM-25 VMFAT-501 ex WF-525/..AT-502 **BF-25** nov21
169023/VM-38 VMFAT-501 ex VM-23 **BF-38** nov21
169411/VK-01 VMFA-121 ex VK-12 **BF-56** oct21
169794/DC-07 VMFA-122 del **BF-115** oct21
169913/MV-52 VMX-1 del **BF-120** nov21

F-35C

169789/VW-313 VMFA-314 del **CF-51** oct21
169800 LMTAS f/f 01nov21 **CF-56** nov21
169801 LMTAS f/n **CF-57** nov21
169802 LMTAS f/n **CF-58** nov21

UH-1Y

167805/TV-08 HMLA-167 ex HF-48/HMLA-269 **55113** oct21
168317/EG-31 VMM-263 ex TV-03/HMLA-167 **55157** nov21
168408/EP-35 VMM-265 ex SM-35/HMLA-369 **55145** oct21
168509/YW-32 VMM-165 ex SE/HMLA-469 **55173** sep21

AH-1Z

168527/SN-45 HMLA-USA ex SE-45/HMLA-469 **59206** oct21
169087/YW-4. VMM-165 ex SN-48/HMLA-169 **59228** oct21
169251/UV-40 HMLA-267 ex YT-45/VMM-164 oct21
169382/UV-51 HMLA-267 ex SN-51/HMLA-169 may20
169494/MM-12 HMLA-773Det.A ex TV-31/HMLA-167 oct21
169817/TV-22 HMLA-167 f/n oct21
169820/TV-26 HMLA-167 f/n oct21
169822/TV-31 HMLA-167 del oct21
169825/MM-14 HMLA-773Det A f/n oct21

CH-53E

161252/UT-12 HMHT-302 ex YM-22/VMM-365 **65424** nov20
161259/HH-15 HMH-366 ex EH-20/VMM-264 **65431** oct21
161261/261 HMH-... ex YH-03/HMH-463 **65433** nov21
161993/YN-19 HMH-USA ex YF-37/HMH-462 **65470** nov21
162004/YN-004 HMH-361 ex YF-004/HMH-462 **65481** oct21
162005/005 HMH-... ex YH-08/HMH-463 **65482** nov21
162006/YW-22 VMM-165 ex YF-006/HMH-462 **65483** oct21
162480/480 HMH-361 ex YK-480/HMH-466 **65492** nov21
163074/YF-074 HMH-465 ex YF-074/HMH-462 **65561** nov21

163077 nmks ex YJ-077/HMH-465 **65568** oct21
164791/HH-12 HMH-366 ex FRCE **65634** nov21

MV-22B

166685/YM-05 VMM-365 ex MV-05/VMX-1 **D0079** jul21
168291/MV-01 VMX-1 ex FRCE **D0208** nov21
168346/EG-06 VMM-263 ex FRCE **D0249** jul21
168607/MV-05 VMX-1 ex ES-09/VMM-266 **D0262?** nov21
168674/01 VMM- ex PF-09/VMM-America **D0334** nov21
168683/GX-15 VMMT-204 del **D03xx** nov21

AV-8B+

164553/01 Yuma ex WL-00/VMA-311 **238** jul21

United States Coast Guard

HC-27J

2708 Sacramento ex Elizabeth City **4161** oct21

HC-130J

2012 Elizabeth City del after mods **382-5860** nov21

HC-144

2317 Corpus Christi ex Cape Code **C210** oct21

HC-144A

2313 Cape Cod ex Corpus Christi **C202** oct21

MH-60T

6009 Mobile ex Clearwater **701569** nov21
6032 North Bend ex Cape Cod **701791** nov21

MH-65D

6501 Houston ex North Bend **6049** nov21
6559 HITRON ex New Orleans **6241** nov21

MH-65E

6526 HITRON ex Savannah **6044** sep21
6528 HITRON ex Barbers Point **6172** oct21
6552 Mobile ex Corpus Christi **6230** nov21

Credits

Ian Carroll, Clive Bartram, Danny Bonny, Pete Cole, Ian Carroll, Edwin de Greeuw, Joris Heeren, Andy Marden, Alan Nightingale, Jeff Rankin, Jos Stevens, Peter Weinert

Abbreviations

AF = Air Force	GV = Government
AG = Agricultural Aviation	JF = Joint Forces
AR = Army	NY = Navy
CG = Coast Guard	PO = Police
DF = Defence Forces	SV = Survey



The PZL M28 SOMA, a candidate for US Armed Overwatch contest, was unveiled at Warsaw-Babice (Poland) on 26 October 2021, where Pawel Bondaryk was present to make this shot. Msn AJE003-43 is registered as N590QP to Sierra Nevada Corp.

Showreports



The Guardia Nacional (National Guard of Mexico) operate a wide range of different types and one of these types is the Mi-17-1V Hip. Only two of this type are operational and one was present at FAMEX 2021 which took place at Santa Lucia. (23 September 2021, Enrique Giese)

Santa Lucia (Mexico)

FAMEX 2021 22-25 September 2021

Static:

3528	B737-8ZY	EA.502
1310	Bell 407GX	EA.111
3404	C-27J	EA.302
3613	C-130E	stored
3617	C-130K-30	EA.302
3208	C295MW	EA.301
1011	EC725	EA.101
4506	F-5E	EA.401
6324	G120TP	Esc Primario
1139	MD530F	EA.112
1707	Mi-17	EA.303
6552	PC-7	Esc Avanzado
ANX-1313	T-6C+	nmks
ANX-2305	UH-60M	nmks
GN-204	Mi-17-1V	Guardia Nacional
GN-104	S-70A	Guardia Nacional
XC-MMP	A119	State of Mexico
97-0043	C-17A	927th AS
58-0092	KC-135R	92nd ARW

Originally planned to take place at Querétaro airport this year, the government of Querétaro State decided to postpone the event due to the pandemic situation. Only two weeks before the start of FAMEX 2021, it was decided to go ahead with the event nonetheless, but at its previously location, Santa Lucia air base near Mexico City.

The USAF had already decided to cut its participation in half and just sent two transport aircraft. The short notice change in location negatively impacted the event. That said, most visiting aircraft were still present at Santa Lucia after participating in the annual independence

The next edition is planned for 2023, a location has yet to be announced.

Nyutabaru (Japan)

Walk Rally 2021 7 November 2021

Static:

52-8854	F-15J	305 Hikotai
36-5702	T-4	305 Hikotai

88-4587 UH-60J Koku Kyunandan
Report compiled from photographs on the net.

Gifu (Japan)

Memorial Runway Walk 2021 14 November 2021

Static:

28-1001	C-1FTB	Hikko Kaihatsu Jikkendan
63-8102	F-2B	Hikko Kaihatsu Jikkendan
17-8301	F-4EJ	ex Hikko Kaihatsu Jikk.
02-8801	F-15J	Hikko Kaihatsu Jikkendan
56-5601	T-4	Hikko Kaihatsu Jikkendan
86-5949	T-7	Hikko Kaihatsu Jikkendan

Parked on runway:

07-8431	F-4EJ Kai	ex Hikko Kaihatsu Jikk.
---------	-----------	-------------------------

Hangars:

63-8501	F-2A	Hikko Kaihatsu Jikkendan
03-8105	F-2B	Hikko Kaihatsu Jikkendan
12-8928	F-15J	Hikko Kaihatsu Jikkendan
66-5602	T-4	Hikko Kaihatsu Jikkendan
86-5605	T-4	Hikko Kaihatsu Jikkendan

Elsewhere (between trees):

37-8318	F-4EJ	ex Hikko Kaihatsu Jikk.
47-8327	F-4EJ	ex Hikko Kaihatsu Jikk.

Elsewhere (near Kawasaki?):

47-8336	F-4EJ	ex Hikko Kaihatsu Jikk.
77-8393	F-4EJ	ex Hikko Kaihatsu Jikk.

F-4EJ 393 was missing some panels. Both were removed from the hangar for this event. Report compiled from photographs on the net.

Yokosuka (Japan)

National Defense Academy Opening Fest. 14 November 2021

Flying:

18-1213	C-2	402 Hikotai
13-8513 or 515	F-2A	3 Hikotai
63-8534	F-2A	3 Hikotai
53-8130	F-2B	3 Hikotai
3x (IVATH?)	AH-1S	4 Taisensha Herikopotatai?
5530	P-1	3 Kokutai

Report compiled from photographs on the net.



Axalp was the place to be on 20 October 2021 for spectacular shots. Eric van Rossum went up to the Swiss Alps and sent us the pictures on this cover, with AS532 T-340 seen here.



Another helicopter type in use by the Swiss Armed Forces is the EC635, like T-361.

www.facebook.com/Scramblemagazine

Triptease



Still going strong in the often adverse weather at the Atlantic coast: SA319B 997 of 22S. (Lanvéoc-Poulmic, 2 August 2021, Erik Kamphuis)

Military trips

Brittany (France)

Seen on a short holiday to France, with my family, was the already long preserved F-104G FX79 next to the highway near Beervelde on 28 July. On 31 July, we arrived at our second camping site in France, in Névez, about 40km west of BAN Lann-Bihoué (Lorient). I saw a bit of traffic from and to the base from there, but positive identification was not possible.

On 2 August, we made a trip south of Brest to Crozon, an area with amazing nature scenery and coastal views and close to BAN Lanvéoc-Poulmic. We stopped at spot 2, the approach for runway 06 for a quick look, where I could photograph a fox near the base fence. Driving some 300m over the D63 road towards Lanvéoc shows a preserved Super Frélon behind the fence, but no gate here, so good for a picture. Keeping right towards the main gate you pass runway 24, where you have a good view on the first hangars with the small, fixed wing props. Just one Cap was on the ramp, but it should be possible to see most or all of those props through the windows. The big platform near the tower had two NH90s, but impossible to read as I saw them head on. Behind the Cap hangar you see a yellow Rallye preserved.

Driving a bit further, you see some big hangars after the Fire Department. Opposite of them, there are brown tent shelters where a Dauphin was parked outside. In the middle hangar I saw a grey Lynx. The website Euro Demobbed gives 810 as being here for GI, but I do not know if they still have more old Lynxes on base, as the last were WFU in 2020. At the main gate, a blue HSS-1 Seabat was seen. If you drive via Kertanguy towards the coastline (keep left) you can follow a bumpy road that was getting worse and worse, so I did not follow it until the coastline, where Super Etendard 57 in a black scheme should be visible. We stopped halfway and turned around, luckily just in time to photograph a departing Caiman here.

BAN Lanvéoc-Poulmic		2 August 2021
"129/F"	HSS-1	ex Aéronavale 7, pres gate
64	MS893-100S	ex 50S, pres
162	SA321G	ex Aéronavale, pres
110	Cap10M	50S/EIP
997	SA319B	22S
F-HYHN	AS365N3	22S
1x	AS365N3	22S
16, +1	NH90-NFH	33F/nb
(810?)	Lynx HAS4	ex Aéronavale (in hangar)

On Tuesday, we visited Lorient and I was here only between 3 and 4 pm. First, we checked the Sécurité Civile heliport that is separated from the northeast corner of the base. The EC145 could be photographed easily and if it should be hangered it can still be read, I was told. Then I went to the base where the Falcon just landed, and an A400 could be photographed

at spot 2, when it taxied to runway 25. From the car parking (spot 4), you can see the Alizé and Neptune partly behind bushes/trees, when looking north. When I met a French spotter at parking spot 4, he told me flying stopped for the next two to three hours because of bad weather, he heard on his scanner. I quickly stopped near spot 3 and walked to the fence to peek at the Falcon ramp (two read). Then it started to rain and my chances to check out the west side (Atlantic/E-2 ramps) disappeared! Aircraft I saw landing thereafter, from a distance, could not be identified. Every time I saw Atlantics fly later the following weeks, they showed serial 28 on ADSB, if showing at all.

BAN Lann-Bihoué		3 August 2021
0065/F-RBAM	A400M	ET01.061 dep CTM2039
(86)	Br1050	ex Aéronavale, pres
30, 36	Falcon 50MI	24F +04
(147567/567)	SP-2H	ex Aéronavale, pres
1x	ATL2	21/23F
1x	EMB121AN	24/28F
F-ZBQJ	EC-145	Sécurité Civile

A quick visit between 11.25-11.45am to discover the old preserved Atlantic that should be visible across the road near the Sécurité heli, but nothing was seen! Just the QJ was sitting outside at the heliport. And unfortunately, the Douanes Beech 350 (F-ZBGM) landed at runway 07 so I missed it.

BAN Lann-Bihoué		4 August 2021
34	Falcon 50MS	24F

No Gendarmerie seen at either base I visited, but I was there only for a short time. On the last day only, at spot 2 at runway 25 inside the fence.

Credit: Erik Kamphuis

Civil trips

Toulouse (France)

Toulouse airport had been on my wish list to visit for a long time. Not only because of the Airbus and ATR factories, but also because the famous Caravelle was once built there. Two of these aircraft can therefore be admired in both aviation museums at the airport. The beautiful weather convinced me to fly to France for a two-day trip.

Paris-Charles de Gaulle		9 August 2021
6V-ANB	A330-941	Air Senegal
9H-AHS	A320-214	Air Malta
9V-SMW	A350-941	Singapore Airlines
A7-ALH	A350-941	Qatar Airlines
A9C-NB	A321-253NX	Gulf Air
B-LRA	A350-941	Cathay Pacific
C-FPQB	B787-9	Air Canada
D-AEAL	A300B4-622RF	DHL
ER-00005	A320-232	Fly One
F-BVFF	Concorde 101	ex Air France, pres
F-OVAA	B787-9	Air Tahiti Nui

HA-FAZ	B737-476SF	ASL Airlines Hungary	F-WZFT, F-WZFY	A350-941	a/w
HB-JCE	A220-300	Swiss	F-WZGE	A350-1041	British Airways
N30913	B787-8	United Airlines	F-WZGT	A350-941	China Southern Airlines
N316UP	B767-34AFER	UPS	Airbus West area		
N411DX	A330-941	Delta Air Lines	EC-MNL	A330-202	Iberia
N511DN	A350-941	Delta Air Lines	F-GSTB, F-GSTC, F-GSTF	A300B4-608ST	Airbus Transport Int'l
N675UA	B767-322ER	United Airlines	F-OLAV, F-OMER, F-OTER	A220-300	Air Austral
N751AN	B777-223ER	American Airlines	F-WWBC	A320-251N	Jazeera Airways
N819NW	A330-323	Delta Air Lines	F-WWBS	A320-251N	Aeroflot
N834AA	B787-9	American Airlines	F-WWBZ	A320-251N	Flyadeal
N854NW	A330-223	Delta Air Lines	F-WWDD	A320-271N	China Express Airlines
OK-TVS	B737-86N	Smartwings	F-WZFT	A350-941	
OO-SNB	A320-214	Brussels Airlines	F-WZHG, F-WZGX	A350-941	Japan Airlines
TC-NCD	A320-52N	Pegasus Airlines			
YR-BML	B737-82R	Blue Air	Musée Aeroscopia (preserved)		
Toulouse-Blagnac Airport			02	Saab J35Ö	ex Austrian Air Force
		9 August 2021	3001	MiG-15bis SB	as '1170', ex Czech AF
CN-MAX	B737-8	Royal Air Maroc	513/BE	Ce310Q	ex French Air Force
CN-NMK	A320-214	Air Arabia	103	CM170R	ex French Air Force
CS-TTX	ERJ195AR	TAP Express	A4	Jaguar A	as 'A48', ex French AF
D-AILS	A319-114	Lufthansa	86	Mirage 3C	ex French Air Force
EC-MTO, EC-MTZ	CRJ-1000	Iberia Regional	24/330-DB	MS-760	ex French Air Force
EC-NDH, EC-MTB	A319-112	Volotea Airlines	19	F-8P	ex French Navy
EC-NOL	A320-214	Volotea Airlines	05	SE3130	ex French Navy
F-DHKR	B757-223PCF	DHL	21+91	F104G	ex German Air Force
F-GPYM	ATR-42-500	Chalair Aviation	95UG	Skyranger	
F-HMLN	CRJ-1000EL	Air France HOP	C.4J-15	HA-1112M1L	ex Spanish Air Force
F-HZDP	A320-214	Air Corsica	F-BBCM	Nord 1101	
I-ADJV	ERJ195LR	Air Dolimiti	F-BMNE	MS-880B	n/t
OE-LQA, OE-LQN	A319-111	easyJet Europe	F-BPPA	AS337GST	ex Airbus Skylink
OO-SSV	A319-111	Air Brussels	F-BRPQ	CeT337D	ex US Air Force
OY-SRV	B767-346FER	Star Air	F-CBPR/XH	WA-28F	
PH-BGG	B737-7K2	KLM	F-GKGA	SN601	ex Airbus Industrie
TC-JTN	A321-231	Turkish Airlines	F-GMTO	SA226AT	ex Météo France
TS-INH	A320-214	Nouvelair	F-PMSG	Bleriot XI	replica
YL-LCQ, YL-LCV	A321-231	SmartLynx	F-PYFP	Rutan 32	
			F-PYVJ	VJ-01	
Airbus Northeast area			F-WTSB	Concorde 101	
F-GSTD	A300B4-608ST	Airbus Transport Int'l	F-WUAB	A300B4-203	ex Airbus
F-WLXV	A350-1041	Qatar Airways	F-ZACB	Falcon 10	
F-WTTO	A330-841	Airbus	F-ZWRA	SA340	
F-WWBW	A350-941	Aeroflot			
F-WWCJ	A330-941	Air Belgium	Museum (outside, entrance)		
F-WWCS	A350-941	AirAsia X	F-BTOE	SE210-12	ex Air Inter
F-WWCT	A330-941	Lion Air	F-BVFC	Concorde 101	ex Air France
F-WWCX	A330-941	AirAsia X	F-WWMT	A400M	ex Airbus
F-WWDP	A320-251N	Sky Airline			
F-WWEJ, F-WWEM	ATR72-600		Museum (outside):		
F-WWIW	A350-941	Iberia	F-WEGA	ATR42-300	ATR
F-WWXL	A350-1041	British Airways	F-WXXL	A380-841	ex Airbus
F-WWYA	A330-941	Air Asia X	F-WWAI	A320-111	ex Airbus
F-WWYH	A330-343	Hong Kong Airlines	F-WWCA	A340-642	ex Airbus
F-WWYJ	A330-941	AirAsia X	F-WWEY	ATR72-600	ex ATR
F-WWYJ	A330-941	Garuda Indonesia			
F-WWYY	A350-941	Starlux Airlines			
F-WZFJ	A350-1041	Qatar Airways			



'Jet Star Dalouff S', L-1329 VP-CSM, has been in storage for several years already at Toulouse-Blagnac. (10 August 2021, André Alders)

spotting and photography around the airport could begin. The northeastern part of the airport (Airbus) is a maze of streets and buildings where many Airbus aircraft can be read. A large number of these aircraft have been in storage for a long time and a number of them have no engines. There are also opportunities to photograph some of them. West of the airport is the Airbus Delivery Center and here it is also possible to photograph a number of Airbus aircraft, both in the hangar and on the apron. Towards the evening I visited the Aeroscopia museum including Air Inter Caravelle 12 which is exhibited outside the entrance. Although this longest version of the Caravelle looks great in the eighties Air Inter livery, it's a shame that there is a fence in front of the plane making it difficult to photograph. The museum is definitely recommended to visit.

Toulouse-Blagnac		10 August 2021	
9H-MDM	Beech 1900D	ACIA Aero	a/w
CN-RGR	ERJ190AR	Royal Air Maroc	
D-AELQ	B757-2Q8PCF	DHL	
EC-MSB	CRJ-1000	Iberia Regional	
EC-NBC	A319-112	Volotea Airlines	
EC-NLS	B737-436SF	West Atlantic	
EC-NNV	ERJ195-E2	Binter Canarias	
EC-NNZ	A320-214	Volotea Airlines	
F-GTKJ	Beech 1900D	Twin Jet	
F-HJLP	EMB550	Luxwing	
F-HNAV	Beech 250	ENAC	
HI1000	ATR72-202F	Fly540 livery	std
I-ADJX	ERJ195LR	Air Dolimiti	
OO-SNI	A320-214	Brussels Airlines	
OY-SRW	B767-346FSR	Star Air	
RA-82079	An-124-100	Volga Dnepr Airlines	
SX-DNE	A320-232	Aegean Airlines	
TC-LSR	A321-271NX	Turkish Airlines	
TS-IMR	A320-214	Tunisair	
VP-CSM	L-1329-731	Ashmawi Aviation	std

Hub traffic

Air France, easyJet, Ryanair

Airbus West area

16+01	A340-313	Luftwaffe	
F-GLXH	A330-743L	XL Airbus Transport Int'l	
F-WWBO	A320-251N	Batik Air	
F-WWCQ	A330-243		
F-WWDW	A350-941	Air France	
F-WWEI	ATR72-600	Cubana	
F-WWIE	A320-251N	British Airways	
F-WWKU	A330-841	Kuwait Airways	
F-WWTN	A320-251N	TAP - Air Portugal	
F-WZFF	A350-941	China Eastern Airlines	
F-WZHE	A350-941	Cathay Pacific	

Ailes Anciennes Toulouse Museum

03	SO 6025	fuselage only	
53-6760	F-84F	ex Belgian Air Force	
E5	Alpha Jet E	ex French Air Force	
504	Breguet 765	ex French Air Force	
305	Breguet 941	ex French Air Force	
513/BE	Ce310Q		
693/BI	Ce310Q		
178/F-TFVB	CM170	ex French Air Force	
208	CM170	ex French Air Force	
457	CM170		
52-7615/AVV	H-19D	ex French Air Force	
SA116/RB	H-34A		
525/PF	HR-100-250TR		
NF11-8/BG	Meteor NF11	ex French Air Force	
90	Mirage 3C	ex French Air Force	
491/3-XT	Mirage 3E	ex French Air Force	
26/AY	Mirage 4P	ex French Air Force	
336/116BI	Mirage 2000N	ex French Air Force	
261	Mirage F1CT	ex French Air Force	
44	Super Mystere 4A	ex French Air Force	
48/12UA	Super Mystere B2	ex French Air Force	
227	MD312		
62/KM	N2501F	ex French Air Force	

1655	SA316B	ex French Air Force
1569	SE3130	ex French Air Force
640	SO4050B	ex French Air Force
92975/OJ	T-6G	ex French Air Force
06	Etendard 4M	ex French Navy
FR16D	H-21C	ex French Navy
25	Super Etendard	ex French Navy
22+86	MiG-21M	ex East German Air Force
770	MiG-21SPS	ex East German Air Force
52-6785	F-84F	ex Greek Air Force
J-4064	Hunter F58	ex Swiss Air Force
XE950	Vampire T11	ex Royal Air Force
110437/FS-437	F-84G	ex US Air Force
54-2239/FW-239	F-100D	ex US Air Force
80282	F-101B	ex US Air Force
80468	T-33	ex US Air Force
F-BHPM	Pa-23	
F-BJLR	MH1521M	ex U.A.T.
F-GHMU	SE-210-10B3	ex Air Toulouse Int'l
F-WOFN	ST10	
F-WZJL	AS 355F1	ex Aerospatiale
G-ALWC	C-47A	
1x	Mirage 2000-5	cockpit only

Air Formation

5R-MHK	SN601	
ZS-SLF	A340-212	fuselage only

Tuesday morning started with a car ride around the airport. It is not easy to take pictures at the actual airport, only at the crash gate at the private and business jets platform there are a few things possible. At the spotters hill along runway 14R/32L I was hoping for some nice movements but unfortunately there was little traffic today. Finally, also visited the Ailes Anciennes Toulouse Museum, a stone's throw away from the Aeroscopia museum. Also a Caravelle here but this 10B3 Super version looks tired. Due to the limited space in this open air museum, it is also difficult to photograph. All in all a nice museum to visit where many volunteers spend their day. The Dassault D312 Flamant is getting an extensive refurbishment in a shed. On my way back to the hotel I encountered the Air Formation planes in a residential area.

Paris-Charles de Gaulle		11 August 2021	
3B-NCF	A350-941	Air Mauritius	
6V-ANB	A330-941	Air Senegal	
9V-SMS	A350-941	Singapore Airlines	
B-1466	B787-9	Air China	
C-FIVM	B777-333ER	Air Canada	
C-FRSE	B787-9	Air Canada	
D-ACVG	A330-343P2F	DHL	
EI-DAC	B737-8ASBCF	Amazon Air	
EI-SLW	ATR72-202F	ASL Airlines Ireland	
ER-00002	A319-112	Fly One	
ET-AWO	A350-941	Ethiopian Airlines	
F-GIXT	B737-39MQC	ASL Airlines France	
F-GIXU	B737-4YOSF	ASL Airlines France	
F-GZTO, F-GZTQ	B737-73S	ASL Airlines France	
F-OLRB	B787-8	Air Austral	
F-OMUA	B787-9	Air Tahiti Nui	
LZ-SOF	ERJ190STD	Air Bulgaria	
OE-LBO	A320-214	Austrian Airlines	
N316UP	B767-34AFER	UPS	
N406DX, N515DN	A350-941	Delta Air Lines	
N810NW	A330-323	Delta Air Lines	
N939FD	B757-23ASF	FedEx	
OD-MEE	A330-243	MEA	
OK-TVH	B737-8Q8	Smartwings	
YU-APB	A319-132	AirSerbia	

Hub traffic

Air France, Air France HOP

Early Wednesday morning I flew back home via Paris (Air France A320 F-HBNE and KLM B737 PH-BXV). Definitely worth a visit to Toulouse - Blagnac Airport, although I am sure the Airbus spotter has seen better days around the factories.

Credit: André Alders

AURI MiG-15 and MiG-17 in detail



Marco Pennings

Lim-5P F1181 used to be preserved at a local University, then moved to a roundabout in Malang. The shark-scheme has not changed, but its accuracy remains doubtful. (23 August 2009, Marco Pennings)

Enter the Jet Age

By 1958, the mainstay fighter force of the Indonesian Air Force (AURI) consisted of about a dozen surviving former ML-KNIL F-51D-/K Mustangs with Skadron 3, and eight Vampire T55s received in 1956. Kesatuan Pancar Gas (KPG, Jet Unit) was formed at Husein Sastranegara, Bandung, on 20 February 1956 using the Vampire. Skadron XI was formed on 20 March 1957 and activated on 1 June 1957, replacing KPG. This token force was inadequate to support the ambitions of President Sukarno to establish an Indonesian State including all former Dutch possessions. In March 1958, contracts were signed with Czechoslovakia, Poland and later also with China, for the delivery of large quantities of warplanes and helicopters.

Delivery to Indonesia

The Indonesian Arms Purchasing Mission in Prague completed negotiations on 17 March 1958 for bloc delivery of aircraft. From British Intelligence comes the Indonesian Overseas Defence Purchasing Program with the following cumulative delivery schedule for MiGs:

Quantity	Type	Value	Q2 1958	Q3 1958	Q4 1958	Q1 1959	Conf. del jan/sep58	Balance delivery
From:	Czechoslovakia		Total deliveries:					
Contract date:	04 March 1958							
60	MiG-17, MiG-15, MiG-15UTI	GBP 4.600.000	30	50	60	60	50	1958
From:	Poland		Total deliveries:					
Contract date:	13 March 1958							
35	MiG-17F assembled	GBP 2.741.000	35	35	35	35	?	May/oct1958
15	MiG-17F un-assembled	GBP 1.171.000	-	some	15	15	?	May/oct1958

Note: The 1958 Indonesian Unit List Price for a MiG-17(P) was US\$ 219,301.

Note: The 1961 Indonesian Unit List Price for a MiG-15UTI was US\$ 138,746

Deliveries from Czechoslovakia

The list above turned out to be incorrect. A total of thirty Aero CS-102s (MiG-15UTI) are confirmed, with first fifteen arrivals by June 1958. Two Czech aircraft assembly technicians arrived in Jakarta late March 1958. By May 1958, 34 Czech mechanics were lodged in Hotel Des Indes in Jakarta. CIA reports the first sightings of two MiGs at Kemajoran on 27 May 1958, and one at Abdurachman Saleh, Malang, by 28 May 1958. At least two arrived at Kemajoran on 13 June 1958. Eight were accepted by AURI (Skadron XI) on 14 August 1958. AURI serials J751-J765 were delivered first. J766-J770 arrived by early 1962, and J771-J780 were first noted from mid-1963. Actually; if J771 to J780 are CS-102s or MiG-15UTIs remains to be confirmed. All aircraft wore black serials. A MARID report from June 1958 says: On 14 June 1958, the military attaché in Belgrado was informed by the Indonesian military attaché Lt. Col. J. Adjie that about three weeks earlier (so late May) two freight ships with MiG-15s had arrived in Tanjung Priok, Jakarta [Ed: CIA reports that these were shipped through Rijeka, Yugoslavia]. Around the same time twelve to sixteen MiG-15s had arrived by air from Czechoslovakia. A MARID report dated 22 December 1958 claimed that 24 MiG-15UTIs had been delivered to AURI. However, it also claimed that 71 MiG-17s had been received, which was clearly incorrect.

Deliveries from Poland

Between October 1958 and June 1961, the Polish contract was changed twice: Deleted delivery of fifteen Lim-5s and additional orders for seven Lim-5Ps. Polish sources suggest that Indonesia should have received the following:

Quantity	Type	Construction numbers	Contracts	Delivered
35	Lim-5	1C-1105 to 1C-1130 (produced apr/jul58) 1C-1201 to 1C-1208 (produced apr/jul58) 1C1421 (produced oct58)	March 1958	From nov58?
5	Lim-5P	1D-0501 to 1D-0505	April 1959	1959
2	Lim-5P	1D-0637 and 1D-0638	June 1961	1961
50	WK-1F jet-engines for Lim-5/5P			

Should have... as the numbers do not add up. No more than thirty Lim-5s, F1101 to F1130 were ever noted by Dutch Naval Intel (MARID), and the logbooks of pilot Rusman confirm this. The Lim-5Ps are correct, and became F1181 to F1187. It seems likely that the Indonesian serials were based on the construction numbers, as F1118 has been confirmed as **1C-1118**. F1101 to F1108 were actually renumbered from F1201-F1208 in July 1961, and could be **1C-1201 to 1C-1208**. No pictures or logs exist of these serials, but pictures of F1102, F1103 and F1108 clearly show the repainted area on the nose. Most aircraft wore black serials, but some Lim-5s wore red serials. Photos suggest this could have been the standard for the first deliveries, then switching to black. ANP reported that the first eight Lim-5s (possibly including F1109, F1110, F1112, F1118, F1120, F1125, all red serials) were accepted by AURI at Kemajoran on 9 February 1959. Kemajoran in Jakarta was the first main assembly location. In April 1958, the BPM hangar had been taken over by AURI for assembly of new aircraft.



CS-102 assembly, most likely at Kemajoran. On the left, boxes with components for construction number 722613. On the right, markings are applied to a CS-102. (mid 1958, TNI-AU)

Regarding the Lim-5P: The first aircraft were produced in Mielec on 18 January 1959 as a local copy of the Soviet MiG-17PF. It used the Izumrud-5 (RP-5) radar, so it was an interceptor. The aircraft could intercept targets visible from a distance of twelve km, and using a tracking antenna it could engage targets at a distance of two km using direct fire from its Nudelmann-Rikhter NR-23 autocannons. The type was completely secret. In the Summer of 1959, five aircraft were sent to Indonesia by ship. The following crew flew there for assembly, testing and maintaining: Jan Ogloblin – team manager, Colonel Czesław Smerdel – military pilot, Stanisław Kulakowski – support radar RP-5, Zbigniew Dura – handling equipment, Osmam – controller, Marian Łukawski and Jerzy Cabaj – airframe mechanics and Władysław Szuba – Military service.



In 1959, a military mission from Burma visited Indonesia. This line-up at Kemajoran includes brand new F1109, F1111, F1113, F1114, F1121, F1122, J752, J757, J761 and J762. (TNI-AU)

Deliveries from China

The Chinese embassy in Jakarta issues a letter on 28 November 1959 regarding the payment protocol for Chinese weapons delivered between September 1958 and May 1959.

Quantity	Type	Delivered
12	Model 56 Jet Fighter (MiG-17F)	Sep58/may59

These twelve aircraft received (black) AURI serials F1151 to F1162, and carried some of the most striking colour schemes in the AURI inventory. A MARID report from November 1958 says these aircraft were delivered via Surabaya. On 30 November 1961, only MiG-17s from China were reported at Kemajoran. MARID referred to the Lim-5/MiG-17Fs as MiG-17 (Fresco) A and B and Lim-5P as MiG-17 (Fresco) D.

Pilot training



Daniel Maukar (left) with Egyptian instructor (centre) and fellow trainee in front of Egyptian MiG-15. (1958, private)

CIA reports state that pilot training in Czechoslovakia started on 17 March 1958. This was most likely a group of nine former F-51 and Vampire pilots who were to become instructors. Some conversion training was also reported at Husein Sastranegara, Bandung. Another group was trained in Egypt, where eighteen pilots graduated in June 1958. At least seven joined Skadron XI, and one of them was Daniel Maukar.

Class Cakra I, with 46 cadets, started in October 1958. The training syllabus consisted of three phases:

1. The Basic Phase at Prostějov, using the C-105 basic trainers (military Žlín Z-126) for ca 50 flying hours.
2. The Advanced Phase at Prostějov, using the Yakovlev Yak-11 advanced trainers for ca 50 flying hours.
3. The Combat Phase at Hradec Králové, using the MiG-15UTI for dual flights and the MiG-15 for solo flights, for a total of ca 100 flying hours.

The course was completed in June 1960, with seventeen fighter-pilot graduates and fifteen bomber-pilot graduates. After return to Indonesia, another twelve months of in-country training followed. Fighter pilots had to pass through the MiG-17F standardisation and transition training at Kemajoran. This class graduated on 15 July 1961. Out of 46 cadets, seven joined Skadron XI as MiG pilots. Soviet MiG-15UTI instructor pilots were also present in Indonesia, as pilot Rusman flew with Chischiakov and Nemsevitch for his MiG-21 conversion training in August 1962.

Class Cakra II completed pilot training in Czechoslovakia in 1962, at least five pilots joined Skadron XI.

Class Cakra III completed pilot training in Czechoslovakia in 1963, at least twelve pilots joined Skadron XI.

Class Ciptoning II completed pilot training in Russia in 1968, at least eight pilots joined Skadron XI.

At least eighteen pilots graduated from local courses. In total 73 pilots are known as MiG-15/17 drivers.

Skadron XI and other units

The MiG-15UTI and MiG-17 family had a nomadic career in AURI. We cannot even state that all aircraft were assigned to Skadron XI; detachments were located all over the Archipelago and aircraft rotated through depots and were assigned where needed. Training Wing 001 at Adisucipto, Yogyakarta, also had MiG-15UTIs and MiG-17s in its inventory. Skadron XI HQ was at four different airfields in fifteen years, with most aircraft not even based at the same airfield.

The squadron was called Skadron XI even though the badge showed 11, see 1958 version on the right (Pantjargas means Jet). Located at Husein Sastranegara, the unit started accepting the first CS-102s in August 1958, but at Kemajoran. On 4 October 1958, the first Il-28s were also accepted by the squadron at Kemajoran, but these were transferred to Skadron 21 on 11 June 1960. The Lim-5, Lim-5P and Chinese Model-56 followed in 1959. There are no indications any were permanently based at Husein S. The squadron moved to Kemajoran by March 1960 (or post August 1960). On 23 August 1960, Skadron XI possessed eight MiG-15UTI, three MiG-17F and three MiG-17PF. On 20 July 1961, the squadron moved to Iswahyudi. On 30 September 1961 they had six MiG-15UTI and 21 MiG-17F/MiG-17PF assigned.

With Skadron Udara 21 (Il-28) also moving in from Kemajoran on 10 November 1961, Iswahyudi was getting overcrowded. In 1962, Iswahyudi was the main operating base for the Tu-16 (Skadron 41 and Skadron 42), Il-28 (Skadron 21), MiG-21 (Skadron 14) and MiG-17 (Skadron XI), with some one hundred aircraft assigned between them. In 1963; Skadron XI moved HQ again, this time to Abdulrachman Saleh, east of Malang. However, MiG transition training remained at Iswahyudi.





Lim-5s F1124 (red serial) and F1130 (black serial) escort C-130B A-1301 operating as RI-1 with President Sukarno on board. F1124 survived until at least 1973, fate of F1130 is unknown. (TNI-AU)

Maintenance and storage was initially provided by three Technical Squadrons:

SkaTek 001	Iswahyudi, Madiun	MiG-15/17 assembly.
SkaTek 002	Abdulrachman Saleh, Malang	MiG-15/17 Depot and maintenance.
SkaTek 003	Husein Sastranegara, Bandung	MiG-15/17 Depot and maintenance.

With the arrival of large quantities of jet aircraft, specialised maintenance became a serious issue. Aircraft with piston-engines were well covered by former ML-KNIL facilities at Husein Sastranegara, Bandung and Halim Perdanakusuma, Jakarta. On 31 May 1960, Proyek Pancar Gas (Project Jet Engine) was initiated for the establishment of a Jet Engine- and Airframe Overhaul Plant at Abdulrachman Saleh, Malang. Contracts were signed with the Polish State Foreign Trading Enterprise (CEKOP):

22 August 1959:	Jet Engine Overhaul Plant including training program.
15 April 1960:	Water Supply Facilities.
20 October 1960:	Airframe and Special Equipment Overhaul Plant.
29 October 1960:	Raw Material and Semi-finished Product Facilities.
1960:	Aircraft Accessories Overhaul Facilities.

A team of Polish Tech Reps guided the project and provided training. Also two new hangars were erected to house these new facilities. Jet-engine overhaul training began in July 1963, and the first successful overhaul was completed in early 1964. On 15 August 1963, the maintenance units were reorganised into the Airforce Logistics Command, KOLOGAU. The MiG-15/17 fleet maintenance was assigned to Depot Teknik 012 at Abdulrachman Saleh, also for IL-28 and IL-14 maintenance. On 30 December 1966, another reorganisation took place: Depot Teknik 012 became Wing Logistik 030 at Abdulrachman Saleh for heavy maintenance of jets, and Wing Logistik 040 at Iswahyudi was formed for medium maintenance.

Skadron XI Commanders

Leo Wattimena	1 June 1957 - 12 April 1961
Rusman	12 April 1961 - 1 July 1962
Loely Wardiman	1 July 1962 - 1964
Musidjan	1964 - 1966
Suganda	1966 - 1967
Anggoro S	1967 - 1971
Uting Sukirwan	1971 - 4 March 1974

Skadron XI Aerobatic Team

Formed early 1960 with four MiG-17s. Team members were Rusmin Nurjadin Elang, leader, Leo Wattimena Eagle, leader, Ibnu Subroto Scorpion, Manettius Musidjan Blue Angel and Sukardi (killed in accident). In 1962 the team had five to six MiG-17s, with additional pilots Rusman Hellcat, Sofyan Hamsyah, Saputro and Hashari Hasanudin Bison. The team usually appeared at the Armed Forces Anniversary on 5 October, Air Force Day/National Aviation Day on 9 April and Independence Day on 17 August. Shows were done all over Indonesia, also outside of Java, for example at Palembang, Medan, Banjarmasin, Ujung Pandang and Biak. With the loss of the spare-parts source in late 1965, resulting in a sharp decline of available operational MiG-17s, the displays scaled down to no more than two aircraft. Final display year was 1967.



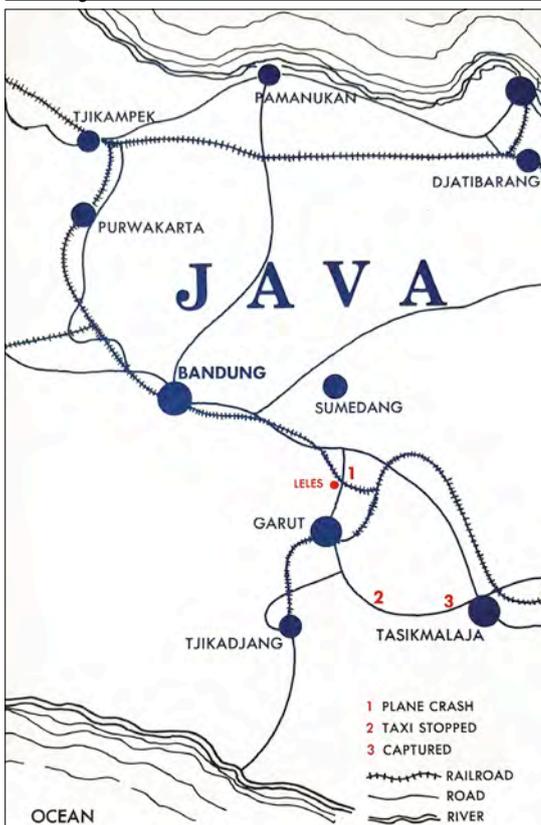
The first AURI Jet Aerobatic Team; from left-to-right Ibnu Subroto, Rusmin Nurjadin, Musidjan and Sukardi, in front of F1124 (well, visible on another picture) at Kemajoran. (TNI-AU)

AVTUR or NO AVTUR

Skadron XI reported from its new home Iswahyudi: 150 tons of AVTUR (aviation turbine fuel) needed every week. From 6 August until 12 August 1961 there was no AVTUR available at Iswahyudi. A message on 9 September 1961 again stressed the need for sending 150 tons of AVTUR every week, they had run out of fuel again. Another issue were the batteries. Late 1961, Skadron XI reported that nine Ground Battery Trolleys, eight Board Batteries for MiG-17 and one set of Board Batteries for the MiG-15UTI were still usable for two months (MiG-17) and one month (MiG-15) respectively. There were no spare parts for the batteries available, and the charge-modules were broken. There was no 110/220/380 V diesel generator available, only an Onan 50. At the same time there was an Oxygen shortage. Oxygen was available in Surabaya, but transport was a problem. On 2 February 1962, two hundred new, clean Oxygen bottles were requested from the depot in Bandung, for use by Skadron XI. Other issues encountered:

- | | |
|--------------------|--|
| 28 September 1961: | MiG-17Fs grounded with ejection sheet Pyro Cartridge PK-52; these had expired. |
| June 1962: | MiG-15UTI; no spare parts, few operational, rotting. |
| June 1962: | MiG-17; very few spares for 35 operational aircraft |

Daantje Maukar



Inspired by the Permesta rebellion against President Sukarno, Daniel Alexander “Daantje” Maukar, callsign Tiger, cooperated with Samuel Karundeng to help kidnap President Sukarno, Prime Minister Djuanda, Army Chief of Staff A.H. Nasution, and Airforce Chief of Staff Surjadi Surjadarma.

On the morning of 9 March 1960, he left Husein Sastranegara airfield near Bandung for the Skadron XI HQ at Kemajoran, Jakarta, in a MiG-15UTI. At 11:45 he took armed Lim-5 F1112 (red) for a supersonic-dive and strafing exercise south of Halim airbase. Just after take-off he strafed the BPM oil tanks in Tandjong Priok with 23 mm cannon fire, injuring fifteen people. He then turned south and in a 45-degree dive strafed Istana (Palace) Merdeka. Fortunately President Sukarno had just left and only two people were injured. He then flew towards Bogor, only five minutes away, where he spent his last 37 mm cannon shells on the second Presidential Palace.

After these three attacks he pointed the nose of his MiG towards Bandung until he ran out of fuel. Daantje crash-landed in a rice field near Leles, north of Garut. He survived uninjured, found a taxi nearby but was captured just before reaching Tasikmalaja. He was sentenced to death by firing squad in a military tribunal, but this was later changed into a prison sentence by President Sukarno himself, who evidently liked the spirit of the young pilot.

Daantje was released from prison during the Orde Baru (New Order) of President Suharto, on 18 March 1968. In response, it was decided that Skadron XI should be moved away from the capital Jakarta. So one day, the squadron was ordered on a cross-country flight to Bali. While at Bali, the squadron was informed that the next destination was Iswahyudi, their new home base. Rusman’s logbooks shows a sharp increase in activities from Iswahyudi starting on 2 August 1961.

Operasi TRIKORA

On 19 December 1961, Sukarno decreed the establishment of the People's Triple Command or Tri Komando Rakyat (TriKora) in order to annex West Irian (Dutch New Guinea) by 1 January 1963. TriKora's operational command was called the Mandala Command for the Liberation of West Irian (Komando Mandala Pembebasan Irian Barat). For this operation, AURI activated the Komando Angkatan Udara Mandala (AULA) on 2 January 1962, with HQ at Hasanuddin, Makassar. Its commander was AURI Colonel Leo W.J. Wattimena, a crack fighter pilot. In preparation for the planned invasion, the Mandala command began making land-, air-, and sea incursions into West Irian. The primary objective was the invasion of the island of Biak, where the two main Dutch airbases Mokmer (KLu) and Boroekeo (MLD) were located. The Invasion was called Operasi Djajawidjaja, and D-day (the Invasion of Biak) was planned for 12 August 1962. Mid-June 1962, the invasion plans had been completed. The operation was divided into 4 parts:



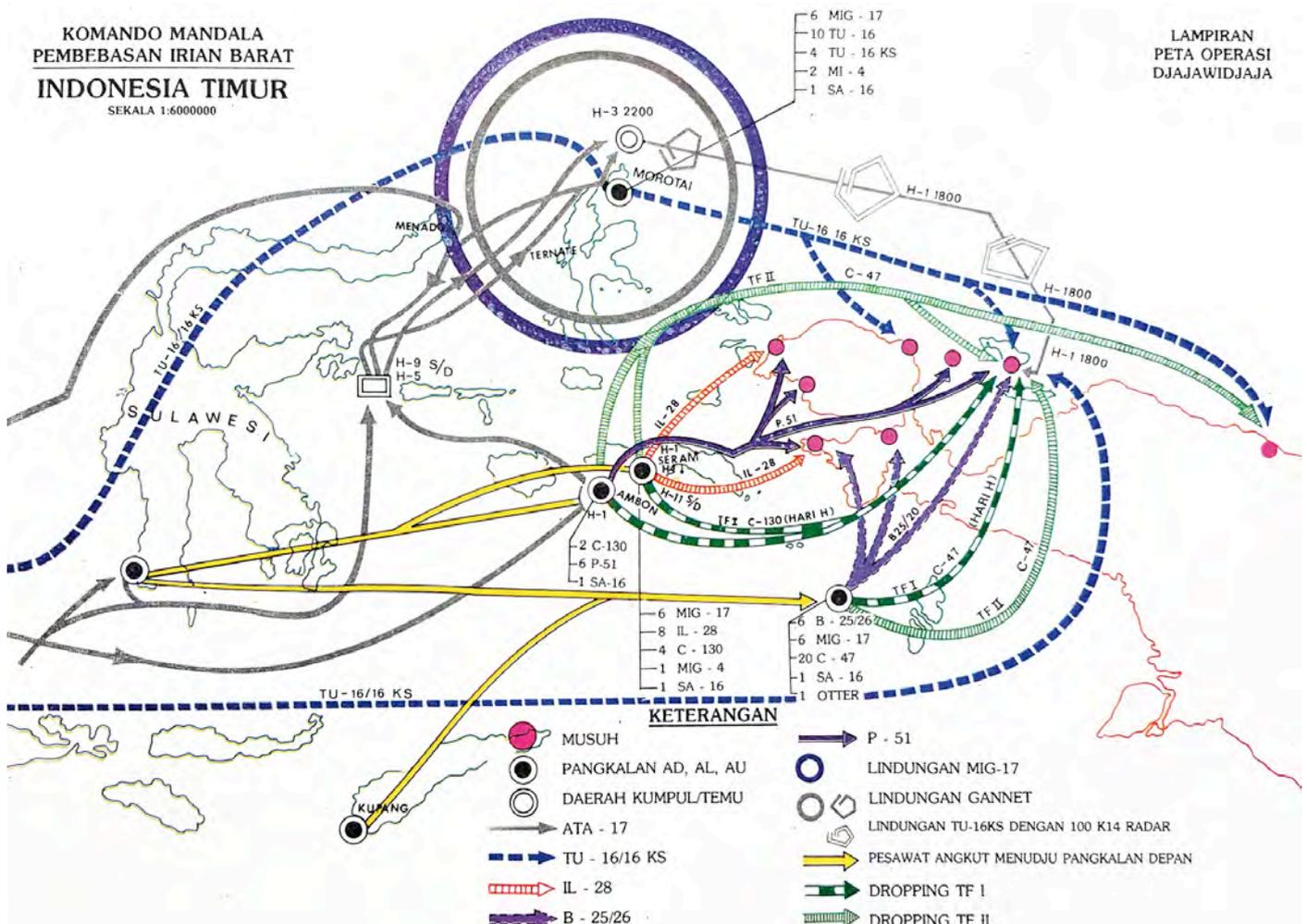
F1112 (red) on its belly in a sawah near Leles. Its left wing was ripped off, but Daniel Maukar walked away. (TNI-AU)

- | | |
|-------------------------|---|
| Operasi Djajawidjaja 1: | Air and sea action in order to gain total supremacy. AURI bombardment on airfields at Biak, Noemfoer, Sorong, Manokwari and Kaimana, target 10 August 1962. |
| Operasi Djajawidjaja 2: | Invasion of Biak, target 12 August 1962. |
| Operasi Djajawidjaja 3: | Air raid and para-drop on Sentani airfield, Hollandia. |
| Operasi Djajawidjaja 4: | Invasion of Hollandia. |

For the infiltration phase of Djajawidjaja, AULA activated four Aerial Combat Units, Kesatuan Tempur Udara (KTU), during early February 1962. Only KTU Senopati at Pitu, Morotai, was equipped with MiG-17s. For the exploitation phase, six Aerial Combat Units were brought up to maximum strength during Operasi Siaga from June 1962, see map. The MiG-17s were planned in three of these units:

- | | |
|-------------------------------|---|
| Pitu, Morotai: KTU Parikesit: | six MiG-17s planned, but fifteen assigned on 28 July 1962, only four crews. |
| Amahai, Ceram: KTU Antareja | six MiG-17s planned, but three assigned on 28 July 1962, no crews. |
| Lefuan, Aru: KTU Wisanggeni | six MiG-17s planned, but one assigned on 28 July 1962, no crew. |

The MiGs were tasked with Close Air Support. The two maps show the combat range from their main operating bases. At best, a clash with Mokmer-based KLu 322sq Hunters over the western shores of Dutch New Guinea was possible, as Biak was out of range for the MiGs. The two adversaries never met in combat.



Planning map for Operation Djajawidjaja; the attack on West Irian. (TNI-AU)

MiGs at Wing Pendidikan 001 at Adisucipto, for Skadron XI pilot training in January and February 1962 were:

MiG-17F: F1156 MiG-15UTI: J757, J758, J762, J763, J770.

MiGs assigned to Skadron XI at Iswahyudi in January to March 1962 were:

MiG-17F/PF: F1110, F1111, F1113, F1114, F1115, F1118, F1119, F1120, F1121, F1122, F1123, F1124, F1151, F1152, F1153, F1154, F1157, F1158, F1160, F1161, F1186, F1187.
 MiG-15UTI: J752, J753, J754, J755, J756, J757, J758, J759, J760, J761, J762, J764, J770.

MiG-17s assigned to AULA KTUs in June and July 1962 were:

MiG-17F/PF: F1101*, F1102**, F1103**, F1104**/**, F1106*, F1107**/, F1108*, F1115*, F1116*, F1118*, F1120**/, F1123**/, F1124*, F1126*, F1127*, F1130*, F1154*, F1155*, F1161*.
 *) = Pitu, **) = Amahai, ***) = Letfuan.

In early August 1962, D-day was rescheduled for 26 August 1962. After the personal intervention of President Kennedy, President Sukarno cancelled the operation and the Dutch government signed the New York Agreement on 15 August 1962, effectively transferring Dutch New Guinea into UN hands.

Operasi DWIKORA

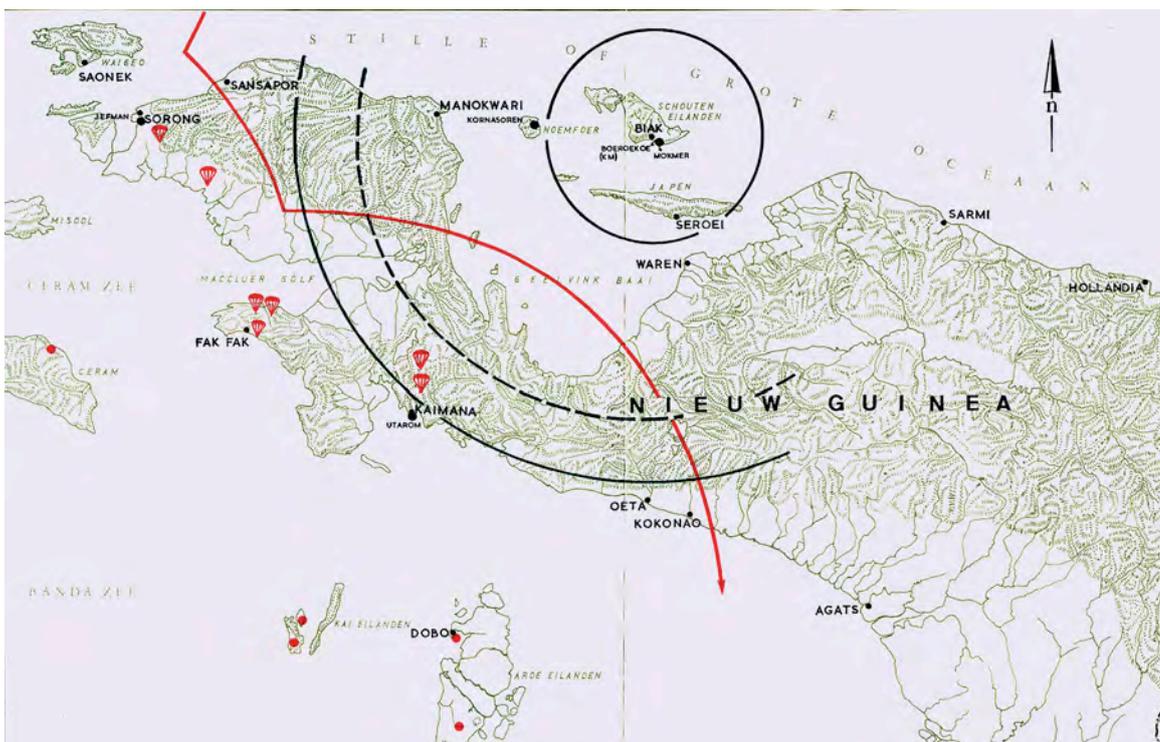
On 16 September 1963, Malayan Prime Minister Tunku Abdul Rahman formally announced the existence of the Federation of Malaysia, incorporating Malaya, Singapore, and the British territories in Borneo. This drew a hostile reaction from President Sukarno, who regarded the new Federation as a neo-colonial creation, and Indonesia started a campaign of Konfrontasi or Confrontation.

On 3 May 1964, President Sukarno proclaimed his Two Popular Commands (Dwi Komando Rakyat or DWIKORA): 1) Protection and continuation of the Indonesian revolution, and 2) Liquidation of Malaysia. Contrary to the Tu-16, the use of the MiG-15/17 family was low key, and little specific details have surfaced. The fleet was distributed over a large number of detachments:



F1120 is being refueled under primitive conditions. (TNI-AU)

Kemajoran, Jakarta:	June-August 1962; two MiG-15/17, November 1965; eleven MiG-15/17, 20 September 1966; five MiG-15/17.
Halim Perdanakusuma, Jakarta:	September 1963; two MiG-15, two MiG-17.
Husein Sastranegara, Bandung:	December 1964; six MiG-17.
Iswahyudi, Madiun:	16 May 1966; eleven MiG-15/17 and storage area with; three MiG-15/17, two MiG-15/17 without empennage and eight MiG-15/17 fuselages.
Juanda, Surabaya:	February 1965; six MiG-15/17, May 1966; ten MiG-15/17, August 1966; eleven MiG-15/17, 5 June 1967; one MiG-15, eight MiG-17.
Talangbetutu, Palembang:	January and August 1966; four MiG-15/17.
Hasanuddin, Ujung Pandang:	May 1964; nine MiG-17.
Ulin, Banjarmasin:	January 1966; three MiG-15/17.
Polonia, Medan:	1964; three MiG-15/17.



Combat ranges of AURI MiG-17 versus KLu Hawker Hunter F6 over West Irian. Biak is clearly out of range for the MiGs. KLu 322sq had four possible operating bases; Mokmer at Biak (home base), Kornasoren at Noemfoer, Jefman near Sorong and Utarom near Kaimana. (KLu)



Smart-looking Lim-5 F1117 is prepared for a mission at Kemajoran. This rare colour scheme was worn late in its operational live. (TNI-AU)

Fading away

We already described the political upheaval that led to the 30 September 1965 (G30S) attempted coup in earlier articles. The coup was suppressed by General Suharto, and the Communist Party (PKI) was blamed for the attempt. This resulted in an anti-communist purge and in the wake of these events, all support from Communist countries was stopped. By 1967, spare-parts shortages and cannibalisation had taken a serious toll on the operational use of the MiG-15/17 fleet. Although Skadron XI was headquartered at Abdulrachman Saleh, the airfield was not suitable for jet training, and pilot training was only performed at Kemajoran and Iswahyudi. With the fleet on the edge of extinction, it was decided to upgrade the runway at Abdulrachman Saleh, and collect all aircraft scattered over the Archipelago.

Post 1968, Operation Harimau Boyong (Bring the Tiger) was initiated to bring as many aircraft as possible to Skatek 032/Wing Logistik 030 at Abdulrachman Saleh for rehabilitation. Main goal was bringing twelve MiG-15UTIs and MiG-17s grounded at Juanda airfield back to Abdulrachman Saleh. Over a period of one month of day-and-night non-stop hard labour, the aircraft were disassembled and transported by road. The project was a long process because of the bad condition of the aircraft, and lack of (brave) ferry pilots. Some aircraft never made it home, such as F1108 which got stranded at Banjarmasin, where it still resides as a monument today. For the rehabilitation phase, Harimau Boyong was renamed Harimau Bangkit (Rise the Tiger). Only four aircraft became operational again (or two; J757 and F1118, both flight-tested by captain Isbandi Gondo Suwignyo).

Jet-training remained a problem because the MiG-15UTIs often broke down. Surplus airframes were collected at Iswahyudi and stripped of spare-parts, then conserved. By 1971 only a handful of aircraft remained, and were only flying from Kemajoran and Iswahyudi with minimum local maintenance support.

Dennis Robertson, commander of the RAAF Sabre Advisory Unit at Iswahyudi from January to August 1973 recalls: "There were one or two MiG-17s still flying in early 1973 but the last flight occurred fairly soon after I arrived. I'm astonished they were still flown because, when I sat in one, I couldn't see through the windscreen. All the windscreen laminate had crazed and yellowed except for the small section in front of the gunsight. The TNI-AU were very proud of the advanced equipment provided by the Soviets. With MiG-17s and MiG-21s and Il-28s and Tu-16s they had seen themselves as invincible during the period of Konfrontasi. They were itching to have a go at the RAAF Sabres in Singapore and Darwin. Sadly, the Russians hadn't taught them to fly and even landing at Iswahyudi was a challenge - witness the number of aircraft lost in the ravine off the end of the runway. One day, in the crew room, one of the pilots in a group playing scrabble said to me "You know, if we had gone to war in Konfrontasi, we would all be dead and you would all be aces." No-one disagreed with him. Skadron XI was deactivated on 4 March 1974.



Pilots board MiG-15UTI J778 at Kemajoran, taken on same day as F1117. J778 was not noted before 1964, so may have been in storage for several years. F1162 is visible in the background. (TNI-AU)

The Aircraft

The detailed logbooks of AURI fighter pilot Marsekal Muda Purnawirawan (Air Vice-Marshall, retired) Rusman Nuryadin (1932-2019), obtained by the author several years ago, provided a wealth of data regarding the use of several aircraft types by AURI between 1953 and 1976. His 5000 flight hours include P-51 (621 hrs), Vampire (66 hrs), MiG-15 (441 hrs), MiG-17F (305 hrs), MiG-17PF (77 hrs), MiG-19 (20 hrs) and MiG-21F-13 (210 hrs). His 823 hrs on MiG-15/17 are statistically sufficient to construct a complete overview of the type up until the mid-1960s. Our earlier AURI MiG-19 and MiG-21 article also made generous use of his logs. His data combined with detailed Dutch Naval Intel (MARID) data up to late 1962, and other Indonesian sources contribute to the list below.

J751	CS-102	* 722547	Manufactured oct/nov1957, d/d 1958	l/n feb62
J752	CS-102	* 722610	Manufactured jan1958, d/d 1958	l/n aug62
J753	CS-102	* 722613	Manufactured jan1958, d/d 1958	WFU, stored
J754	CS-102	* 722614	Manufactured jan1958, d/d 1958	WFU, preserved
J755	CS-102	* 722615	Manufactured jan1958, d/d 1958	l/n mar62
J756	CS-102	* 722618	Manufactured jan1958, d/d 1958	l/n jun63
J757	CS-102	* 722619	Manufactured jan1958, d/d 1958	l/n mar62
J758	CS-102	* 722620	Manufactured jan1958, d/d 1958	l/n may66
J759	CS-102	* 722630	Manufactured jan1958, d/d 1958	WFU, preserved
J760	CS-102	* 722633	Manufactured jan/feb1958, h/o 14aug1958 Kemajoran	l/n mar62
J761	CS-102	* 722636	Manufactured feb1958, h/o 14aug1958 Kemajoran	l/n mar62
J762	CS-102	* 722638	Manufactured feb1958, d/d 1958	l/n 1970
J763	CS-102	722640	Manufactured feb1958, h/o 14aug1958 Kemajoran	l/n sep64
J764	CS-102	* 722642	Manufactured feb1958, d/d 1958	l/n mar62
J765	CS-102	* 722643	Manufactured feb1958, d/d 1958	l/n may61
J766	CS-102		Assembled in Indonesia probably 1961	l/n may65
J767	CS-102		Assembled in Indonesia probably 1961	WFU, preserved
J768	CS-102		Assembled in Indonesia probably 1961	WFU, stored
J769	CS-102		Assembled in Indonesia probably 1961	WFU, stored
J770	CS-102		Assembled in Indonesia probably 1961	l/n apr63
J771	CS-102		d/d by June 1963	l/n mar64
J772	CS-102		d/d by June 1963	l/n feb66
J773	CS-102		d/d by June 1963	l/n may66
J774	CS-102		d/d by July 1963	W/O 14sep1964?
J775	CS-102		never noted but photoproof	W/O?
J776	CS-102		d/d by January 1964	WFU, preserved

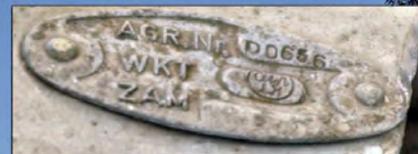


J776 rotting away at Kemajoran. It was first noted as operational in 1964, so had a short career of max ten years. (1976, via Henk Schakelaar)

J777	CS-102		d/d by September 1963	l/n sep64
J778	CS-102		d/d by April 1964	l/n late 60s
J779	CS-102		d/d by February 1964	l/n sep64
J780	CS-102		d/d by May 1966	l/n may66

*) These construction numbers are confirmed as Czech deliveries. Tie-ups to be confirmed but J763 matches nicely. **722613** was noted on shipping crates.

F1101	Lim-5	1C-1201	produced apr/jul1958, d/d 1958, stored, assembled Iswahyudi by jul1961	wfu, preserved
F1102	Lim-5	1C-1202	produced apr/jul1958, d/d 1958, stored, assembled Iswahyudi by jul1961	wfu, preserved
F1103	Lim-5	1C-1203	produced apr/jul1958, d/d 1958, stored, assembled Iswahyudi by jul1961	wfu, preserved
F1104	Lim-5	1C-1204	produced apr/jul1958, d/d 1958, stored, assembled Iswahyudi by jul1961	wfu, preserved
F1105	Lim-5	1C-1205	produced apr/jul1958, d/d 1958, stored, assembled Iswahyudi by jul1961	wfu, preserved
F1106	Lim-5	1C-1206	produced apr/jul1958, d/d 1958, stored, assembled Iswahyudi by jul1961	w/o 21jun1962
F1107	Lim-5	1C-1207	produced apr/jul1958, d/d 1958, stored, assembled Iswahyudi by jul1961	w/o 29jun1962
F1108	Lim-5	1C-1208	produced apr/jul1958, d/d 1958, stored, assembled Iswahyudi by jul1961	wfu, preserved
F1109 red	Lim-5	1C-1109	produced apr/jul1958, d/d 1958, h/o 9feb1959 Kemajoran	wfu, preserved
F1110 red	Lim-5	1C-1110	produced apr/jul1958, d/d 1958, h/o 9feb1959 Kemajoran	wfu, preserved
F1111	Lim-5	1C-1111	produced apr/jul1958, d/d 1958, h/o 1959	l/n jun71
F1112 red	Lim-5	1C-1112	produced apr/jul1958, d/d 1958, h/o 9feb1959 Kemajoran	w/o 09mar1960



The museum's MiG-17PF arrived by truck from Ellsworth AFB, South Dakota on October 12, 1993. How, when and where the USAF obtained it remains classified.



Lim-5P F1186 preserved at the Aerospace Museum of California at McClellan. Markings on the airframe like '1186' and ZAM D06/AGR.Nr. 37 (part number 37, batch 6, possibly belonging to 1D-0637) may be a indicators of its former Indonesian identity. (28 September 2012, Marco Pennings)



Stencilling on F1118 betrays its Polish origin; construction number 1C-1118 was visible at several places on the airframe. (23 August 2009, Marco Pennings)

F1113	Lim-5	1C-1113	produced apr/jul1958, d/d 1958, h/o 1959	w/o 09may1962
F1114	Lim-5	1C-1114	produced apr/jul1958, d/d 1958, h/o 1959	w/o 19jun1964
F1115	Lim-5	1C-1115	produced apr/jul1958, d/d 1958, h/o 1959	wfu, preserved
F1116	Lim-5	1C-1116	produced apr/jul1958, d/d 1958	w/o 02jul1963
F1117	Lim-5	1C-1117	produced apr/jul1958, d/d 1958	l/n late 60s
F1118 red	Lim-5	1C-1118	produced apr/jul1958, d/d 1958, h/o 9feb1959 Kemajoran	wfu, preserved
F1119 red	Lim-5	1C-1119	produced apr/jul1958, d/d 1958	wfu, stored
F1120 red	Lim-5	1C-1120	produced apr/jul1958, d/d 1958, h/o 9feb1959 Kemajoran	l/n aug62
F1121	Lim-5	1C-1121	produced apr/jul1958, d/d 1958, h/o 1959	l/n mar62



CS-102 J755 in the weeds at Halim. Damage was minor, so it was repaired. Final fate is unknown. (19 December 1961, TNI-AU)

F1122 red	Lim-5	1C-1122	produced apr/jul1958, d/d 1958, h/o 1959	wfu, preserved
F1123	Lim-5	1C-1123	produced apr/jul1958, d/d 1958	wfu, stored
F1124 red	Lim-5	1C-1124	produced apr/jul1958, d/d 1958, h/o 1959	wfu, preserved
F1125 red	Lim-5	1C-1125	produced apr/jul1958, d/d 1958, h/o 9feb1959 Kemajoran	w/o 1961/1962
F1126	Lim-5	1C-1126	produced apr/jul1958, d/d 1958	wfu, preserved
F1127	Lim-5	1C-1127	produced apr/jul1958, d/d 1958	wfu, preserved
F1128	Lim-5	1C-1128	produced apr/jul1958, d/d 1958	l/n apr66
F1129	Lim-5	1C-1129	produced apr/jul1958, d/d 1958	w/o 1961/1962
F1130	Lim-5	1C-1130	produced apr/jul1958, d/d 1958	l/n sep62

Note: Construction number tie-ups to be confirmed. F1118 is confirmed.

F1151	MiG-17F		arrived sep1958/may1959, 30jun1959 h/o Abd. Saleh to TD Adisucipto	wfu, stored
F1152	MiG-17F		arrived sep1958/may1959, 30jun1959 h/o Abd. Saleh to TD Adisucipto	w/o 12apr1962
F1153	MiG-17F		arrived sep1958/may1959, 30jun1959 h/o Abd. Saleh to TD Adisucipto	w/o 06feb1962
F1154	MiG-17F		arrived sep1958/may1959, 30jun1959 h/o Abd. Saleh to TD Adisucipto	wfu, preserved
F1155	MiG-17F		arrived sep1958/may1959, 30jun1959 h/o Abd. Saleh to TD Adisucipto	l/n sep62
F1156	MiG-17F		arrived sep1958/may1959, 30jun1959 h/o Abd. Saleh to TD Adisucipto	w/o 30dec1963
F1157	MiG-17F		arrived sep1958/may1959, 30jun1959 h/o Abd. Saleh to TD Adisucipto	w/o 06feb1962
F1158	MiG-17F		arrived sep1958/may1959	l/n mar62
F1159	MiG-17F		arrived sep1958/may1959	wfu, stored
F1160	MiG-17F		arrived sep1958/may1959	wfu, preserved
F1161	MiG-17F		arrived sep1958/may1959	wfu, preserved
F1162	MiG-17F		arrived sep1958/may1959	wfu, preserved
F1181	Lim-5P	1D-0501	Mielec jun1959, d/d late 1959	wfu, preserved
F1182	Lim-5P	1D-0502	Mielec jun1959, d/d late 1959	wfu, preserved
F1183	Lim-5P	1D-0503	Mielec jun1959, d/d late 1959	l/n jun71
F1184	Lim-5P	1D-0504	Mielec jun1959, d/d late 1959	l/n aug64, to USAF?
F1185	Lim-5P	1D-0505	Mielec jun1959, d/d late 1959	wfu, preserved
F1186	Lim-5P	1D-0637	d/d jun1961+ (27nov61 arrival Kemajoran for assembly?)	to USAF, preserved
F1187	Lim-5P	1D-0638	d/d jun1961+ (27nov61 arrival Kemajoran for assembly?)	l/n mar62, to USAF?

Losses

During its fifteen-year operational career from 1958 until 1973, losses were inevitable. Below we list all we know about accidents suffered by the MiG-15/17 fleet.

J774	CS-102	w/o 14sep64	Disorientation at Iswahyudi 12:40 hrs, pilot Sukirwan survived.
J775	CS-102	w/o	Never noted
...	CS-102	w/o 1964?	Crashed near Wonocolo, Surabaya (or NAS Juanda). Mayor Udara Sukardi and LU I Djojdjon killed. Engine failure.
...	CS-102	w/o	Emergency landing near Wajak Tulung Agung, LU Satu Nursalim and SMU Kadet Djaelani survived.
F1106	Lim-5	w/o 21jun62	Crashed into sea three miles SE of Morotai runway during low level dry run gunnery practice. Possibly vertigo. LU II Poltak Simanjuntak killed.
F1107	Lim-5	w/o 29jun62	Hit hill on take-off Letfuan, Kapten Udara Gunadi killed. On night flight, afterburner failure on take-off.
F1112	Lim-5	w/o 09mar60	Belly landed nr. Leles, Garut, after attack on Presidential palaces. Pilot LU II Daniel Alexander Maukar arrested and jailed.
F1113	Lim-5	w/o 09may62	Emergency landing at Kemayoran, fire.
F1114	Lim-5	w/o 19jun64	Pikot Waas bailed out, no details.
F1116	Lim-5	w/o 02jul63	Crashed near Iswahyudi on night flying training. SMU Kadet M. Basri Hamid killed.
F1125	Lim-5	w/o 1961/1962	Never noted
F1129	Lim-5	w/o 1961/1962	Never noted
F1152	MiG-17F	w/o 12apr62	Crashed at Iswahyudi, LU II Poltak Simanjuntak survived.
F1153	MiG-17F	w/o 06feb62	Crashed near Cirebon, LU I Suwarno ejected but killed, fuel starvation.
F1156	MiG-17F	w/o 30dec63	Crashed near Mojokerto, LU I Anggoro ejected.

F1157	MiG-17F	w/o 06feb62	Crashed Djolok/Babakan, belly landed, fuel starvation. LMUD Saputro survived.
...	subtype?	w/o 22sep60	Crashed, pilot Widigdo [not known as fighter pilot, logbook Rusman]
...	subtype?	w/o 30nov61	Crashed, pilot De Roh killed [unknown name, logbook Rusman]
...	subtype?	w/o 08jul62	Crashed Gunung Sumbing, pilot Kusmartono killed, [MiG refreshing feb1962, logbook Rusman]
...	subtype?	w/o oct64	Crashed at Palembang. Is 6 November 1964? [Il-28 also reported lost at Palembang early October 1964]
...	subtype?	w/o 06nov64	Pilot Hariono killed [not mentioned as MiG-pilot, was P-51 pilot, maybe during transition? Logbook Rusman]
...	subtype?	w/o 1963/1966	Lost over sea during Dwikora. Mayor Juamardi [unknown name] killed.
...	subtype?	w/o 1970	Crashed into river near Palembang, on ferry flight from Palembang to Pekanbaru. Emergency landing in bad weather, Mayor Igon Suganda (Cdr. WPU 300) drowned.
...	subtype?	w/o 1970	Crashed near Palembang, on ferry flight from Palembang to Pekanbaru. Bad weather, Kapten Udara Tri Suharto ejected.

Survivors

The Indonesian habit of repainting monuments in fake markings and fantasy colour schemes makes it very hard to track the original serials of some survivors. However, the list below is our best attempt.

F1101	Lim-5	aug20	Jalan Sultan Agung, Kota Batu, Malang	
F1102	Lim-5	oct19	Taman Wisata Wendit, Malang	
F1103	Lim-5	jun21	SD Angkasa Surakarta	ex Gate Guard Lanud Iswahyudi
F1104	Lim-5	oct15	Danau Sarangan, Magetan	
F1105	Lim-5	jun21	Entrance HQ KOOPSAU II, Jalan Juanda, Surabaya	
F1108	Lim-5	may21	Roundabout Syamsuddin Noor airport, Banjarmasin	
F1109	Lim-5	dec19	Pemandian Alam Selokambang, Lumajang	
F1110	Lim-5	aug17	Taman Kota, Madiun	ex Alun Alun Madiun
F1115	Lim-5	feb77	Fate?	ex stored Kemajoran
F1118	Lim-5	may19	Alun-Alun Banyumas	ex Desa Polaman, Malang
F1119	Lim-5	1976	Fate?	ex stored Iswahyudi
F1122	Lim-5	jun19	Lapangan Sapta Marga, Magelang	ex Taman Sengkaling
F1123	Lim-5	jan89	Fate?	ex stored Iswahyudi
F1124	Lim-5	1973	Fate?	ex stored Iswahyudi
F1126	Lim-5	apr21	Entrance complex Lanud Hasanuddin, Makassar	
F1127	Lim-5	aug18	Gua Lorong Kereta, Karangreja, Purbalingga, Java	
F1151	MiG-17F	feb77	Fate?	ex stored Kemajoran
F1154	MiG-17F	dec18	as 'F1130' Malang, along rd to Padang Golf	ex Museum A. Sulaksono, Abdulrahman Saleh, ex 'F1186'
F1159	MiG-17F	feb77	Fate?	ex stored Kemajoran
F1160	MiG-17F	jan20	Museum Dirgantara Mandala, Yogyakarta (inside)	
F1161	MiG-17F	may21	as 'F1712', In front of AAU Lanud Adisucipto, Yogyakarta	tie-up unconfirmed
F1162	MiG-17F	jul21	Centre field Lanud Iswahyudi, Madiun	
F1181	Lim-5P	sep19	Roundabout Jalan Soekarno-Hatta, Malang	
F1182	Lim-5P	jan20	Museum Dirgantara Mandala, Yogyakarta	ex SMK Penerbangan Malang
F1184	Lim-5P	70s	Fate?	Rumour says taken to Nellis
F1185	Lim-5P	jul21	Bus terminal Maospati, Madiun	
F1186	Lim-5P	oct20	Aerospace Museum of California, McClellan	
F1187	Lim-5P	70s	Fate?	Rumour says taken to Nellis
J753	CS-102	feb09	Stored in cigarette warehouse in Malang	
J754	CS-102	jun21	as 'J185', Markas Komando Pendidikan TNI AU, Halim	ex Lanud Adisucipto
J759	CS-102	dec19	In front of Gedung Juang 45, Nganjuk	
J767	CS-102	jan20	Museum Dirgantara Mandala, Yogyakarta (inside)	
J768	CS-102	feb77	Fate?	ex stored Kemajoran
J769	CS-102	feb77	Fate?	ex stored Kemajoran
J776	CS-102	feb77	Fate?	ex stored Kemajoran

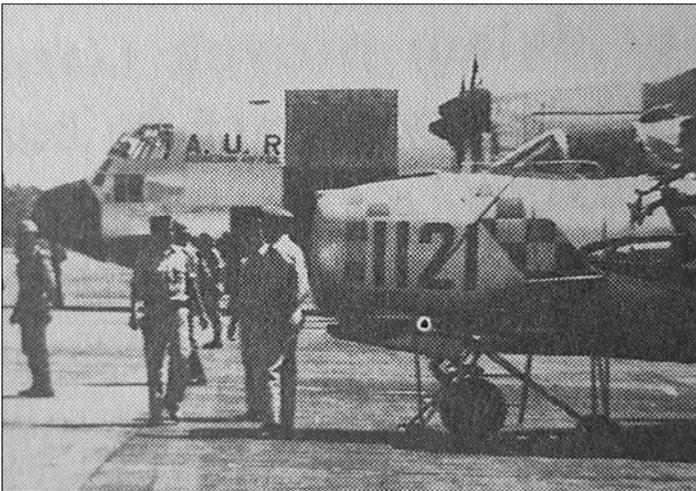
Many Czech and Polish airframes were delivered in shipping-crates, to be assembled in Indonesia. It is not impossible that some airframes were never assembled and still linger in a depot, or were used as spare-parts source.



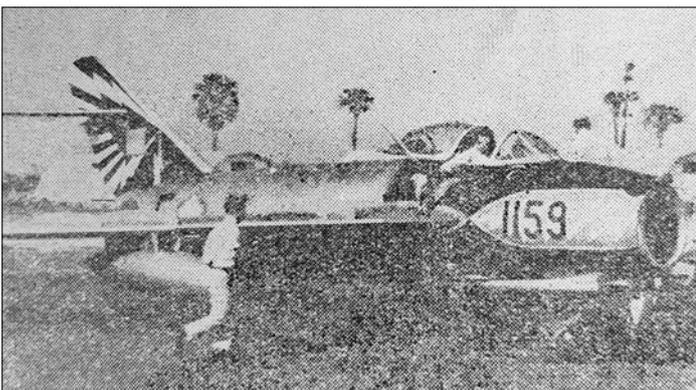
F1162 has been a long-term resident of Iswahyudi, stored there by 1976 and then preserved. By 2007 it gained a new but not quite accurate colour scheme. (30 October 2007, Roland Adrie)



A well-known, but nevertheless very interesting air-to-air shot of three MiG-17s escorting a Pan Am B707, most likely the airliner bringing the Polish President to Indonesia on 3 October 1961. Six MiG-17s were at Halim for escort duties. Skadron XI commander Rusman flew F1158 (the one on top) on a 40-minute local flight that day. In the middle we see F1159, and F1118 in front, clearly showing the red serial. If the very colourful markings (blue/yellow and red/yellow checkers) of F1158 make it the Squadron Commander's aircraft is unknown. (October 1961, Cpt C.R. Mathews)



F1121 and F1160 had similar checkered markings. (TNI-AU)



On the left, F1159 carries unique shark- or tiger-teeth on its nose. F1151 on the right shows the markings on the wing-tips. The tail markings were unique to the F1151-F1162 batch of China-produced MiG-17s. (pre-October 1965, TNI-AU).



An impressive line-up of some of the last operational MiG-17s for an election festival. Aircraft include Chinese-built F1151, F1154 and F1160 with the special black/white/red tail and red flash on nose, Lim-5P F1183 plus one, and Lim-5s F1111 and F1119. At least eight more MiG-15/17s are visible in the distance. (Kemajoran, June 1971, TNI-AU)



Six MiGs were stored at Kemajoran in 1976-1977. They were F1115, F1151 (same scheme as above), F1159, J768, J769 and J776. Unfortunately none are known to survive today. (1976, via Henk Schakelaar)



Before it was repainted in the present-day fantasy-scheme, F1712 (fake, maybe F1161) carried a pretty accurate colour scheme, also showing the wing-tip markings. (AF Academy Adisucipto, pre-2009, Mark Schellekens)



Lim-5P F1186 with special tail markings. It later went to the US where it is now preserved at McClellan. (TNI-AU)



MiG family united. This pre-1965 picture shows the jet-fighter core of AURI in the early 1960s. MiG-21F-13 F2166 went to the US, MiG-19S F1909 went to Pakistan and Lim-5P F1187 may also have gone to the US. (TNI-AU)



Note the drag-chute compartment below the rudder. These were added on some aircraft during their operational career. Maybe during rehabilitation in the late 60's. F1105, F1109 and F1118 (also see photo earlier, note that the red serial is now black) are photo proof. (Desa Polaman, 23 August 2009, Marco Pennings)

From Falcons to Vipers

ROCAF 4th TFW FOC Ceremony



By Tsungfang Tsai

During the Full Operational Capability Ceremony held at Chiayi air base on 18 November 2021, an impressive flightline with twelve F-16V Vipers, including the 6613 and 6614, could be photographed. (both photos by the author)

On 18 November 2021, the Chung-Hua Min Guo Kong Jun (RoCAF, Republic of China Air Force, Taiwan Air Force) held the FOC (Full Operational Capability) Ceremony for the 4th TFW upgraded Vipers, marking the 4th TFW becoming the very first combat unit which operating the F-16A/B Block 72V Fighting Falcons, also reported as F-16V Vipers. Originally the event was scheduled to be held in early March 2021, but due to a mid-air collision accident between two RoCAF F-5s before the event, plus several outbreaks of COVID-19 during mid-May, the event was postponed to November. During the ceremony the president of Taiwan, Tsai Ing-Wen was present as Commander of Taiwan Armed Forces.

From Block 20 to Block 72V

In 1992 the then US Bush administration decided to sell Taiwan a total of 150 F-16A/Bs in USD 6 billion contract. The US called this plan Peace Pheasant. Initially Taiwan was only allowed to acquire the F-16A/B in this plan, but after negotiations, the unique Block 20 A/B version was born. This version was composed of the fuselage of the Block 15 OCU version, the aft fuselage section came from the Block 30/40 version, the vertical stabilizer from the Block 52 version, the inlet from the Block 42 version, while the engine was at Block 32 standard (the smallest thrust among all Blocks).

On 14 April 1997, the first two RoCAF F-16s, serial 6609 and 6810, landed at Chiayi air base, starting a new era for F-16s guarding the Taiwan sky. In 2012, Taiwan signed a contract with Lockheed Martin, valued at USD 2.7 billion, to upgrade 144 F-16A/B Block 20 fighters to the F-16A/B Block 72V (F-16V) standard. This upgrade included LINK-16 datalink, AN/APG-83 Scalable Agile Beam Radar (SABR), a Joint Helmet Mounted Cueing System (JHMCS) accompanying the newly purchased AIM-9X missiles, AN/ALQ-213 system and a Have Glass II layer making the Viper less observable. The F100-PW-220 engine did not change due to budget limitations. In 2018 additional budget for the latest upgrade included new Digital Radio Frequency Memory (DRFM) pods to replace the ALQ-184 pod but the delivery was postponed due to delays on US side. Further upgrades included AGM-154 Joint Stand-off Weapon (JSOW), AGM-88H High-speed Anti-Radiation Missile (HARM), Sniper Advanced Targeting Pod (ATP), and

Automatic Ground Collision Avoidance System (Auto-GCAS) to improve low-level flight safety.

The upgrade started in January 2017, with the first two airframes upgraded in the USA. The remaining aircraft were to be upgraded at the Aero Industrial Development Corporation (AIDC) plant at Ching Chuan Kang Air Base (CCK). The flight of the first four F-16s, serials 6612, 6626, 6811 and 6819, to CCK officially started the upgrades to be carried out in Taiwan. On 23 August 2018, the first AIDC upgraded F-16 started test flying, and on 19 October 2018, the first F-16V with serial 6626 was delivered to the 4th TFW at Chiayi air base.

Until today 64 out of 141 operational F-16s finished their upgrade and have been delivered to Chiayi. While most of them stayed with the 4th TFW, some were flown to Hualien air base to reinforce the 5th TFW, which has less operational F-16s in its inventory due to the number of Fighting Falcons which are with AIDC for the upgrade process. Recently AIDC maintained a pace of three new Vipers to be delivered every month, and if the activities continue according to plan, all upgrades will be finished in 2023.

In the past year, mainly through participating in various exercises including precision bombing, upgraded Vipers were steadily on their way towards FOC. The upgraded fighters started training and using Sniper ATP, fired AIM-120 missiles for the first time in RoCAF history, first time dropping GBU Mk84, first time firing AGM-84G, and joined the Highway landing and take-off Exercise at Pintung.

4th TFW FOC Ceremony

In preparation of the main event, the 4th TFW started rehearsals from early November. On 2, 4 and 8 November half-scale rehearsals were performed, followed by full-scale rehearsals on 10, 12 and 16 November. On 18 November 2021, three sorties with a total of sixteen F-16 Vipers (including 4 spare aircraft), took-off at 09:00 hrs LT, all in two-ship formation flights from Chiayi runway 36. After gathering at the standby area, the sixteen awaited the moment of their flypast.

After President Tsai arrived at Chiayi on board of Air Force One, Viper with serial 6635, flown by 21st TFG Commander Lin, taxied out to Runway 36 waiting for departure. At 10:00

hrs LT, the flypast started with the first four-ship group including 6803, 6811, 6609, and 6646. These were flown from south to north passing the main stage at 800 feet. Amongst these upgraded aircraft, serial 6811 was one of the first four F-16A/Bs flown to AIDC CCK Plant for their upgrade in January 2017. After its upgrade, 6811 executed quite a lot of first-time missions, including the Highway landing and take-off exercise at ChangHua in 2019. Serial 6609 was one of the two F-16s landed at Chiayi on 14 April 1997. So the participation of these two aircraft among the first formation flight was quite symbolic. The second formation flight saw F-16s 6816, 6624, 6628 and 6639 and the third formation saw F-16s 6802, 6653, 6658 and 6678.

Moments after passing by of the three formation flights, F-16 6635 took-off starting a solo display. The fighter had a low-level high speed take-off run, followed by a vertical climb and a Cuban eight (Cuban 8) aerobatic maneuver. In the part following, the aircraft performed a low-level high speed pass starting an inverted four-point roll flight and continuous roll side-flight followed by a 9G turn maximum power vertical climb. When returning, the fighter made a low speed pass followed by a short field landing. The solo display was finished in a 10 minutes span.

The main focus of the event was the review by president Tsai of the individual Tactical Fighter Groups (TFG) and aircraft. Twelve upgraded F-16s operated by the 21st TFG, 22nd TFG and 23rd TFG were lined-up for the review. On the left hand side were four 21st TFG F-16s (serials 6613, 6614, 6615 and 6619) all carrying six AIM-120 AMRAAM missiles and AN/ALQ-184 ECM Pod showcasing air-superiority capabilities. The centre group had four 22nd TFG F-16s (serials 6629, 6630, 6637 and 6642) all carrying two AIM-120 AMRAAM missiles, two AIM-9X missiles, six GBU-12 Mk82 bombs, a Sniper ATP and also an AN/ALQ-184 ECM Pod presenting CAP configuration plus Anti-Land capabilities. On the right hand side were four 23rd TFG F-16s (serials 6647, 6701, 6702 and 6704) all carrying two AIM-120 AMRAAM missiles, two AIM-9X missiles, two Harpoon missiles and also an AN/ALQ-184 ECM Pod pre-

sented CAP configuration and Anti-Sea capabilities.

The official review presentation in Hangar No.5 showed two more Vipers. On the left side of the hangar was F-16 with serial 6826 carrying two AIM-120 AMRAAM missiles, two AIM-9X missiles, two GBU Mk84 bombs, a Sniper ATP, an AN/AAQ-20 Pod, an AN/ALQ-184 ECM Pod and presenting the new Helmet with JHMCS capability. After the speech, president Tsai climbed inside the cockpit of 6826 and finished a symbolic ignition symbolizing entering a new stage for the upgraded F-16 fleet. On the right side of the hangar was F-16 with serial 6661 carrying a Sniper ATP, an AN/AAQ-20 Pod, an AN/ALQ-184 ECM Pod and six AIM-120 AMRAAM missiles.

Besides the yet-to-come AGM-154 missile and the AGM-88 HARM and Maverick missile almost all the weapons used by the RoCAF were presented on this day. In total, the 4th TFW presented 31 F-16 Vipers for the event, including sixteen that were flown for the flypast (three formation flights and four spare aircraft), one for the solo display, twelve for the ground display and two inside the hangar.

Future

As a whole, the 4th TFW demonstrated their upgraded Vipers with maximum Air superiority Anti-Land Anti-Sea capabilities and also skilled and agile maneuvering of the aircraft throughout this event. Facing the intimidation from China, the Fighter Wing showed they are fully ready to stand out. Facing the future, the Vipers of 4th TFW are already under heavy workload patrolling Taiwan's southwest Air Defense Identification Zone (ADIZ) which is frequently intruded by foreign aircraft, mostly from the People's Liberation Army - Air Force (PLAAF). Although the Fighter Wing has strengthened the air superiority and ground attack capabilities with the 'new' aircraft, the engine remains a problem still unsolved.

With the US approving the sale of 66 new F-16 Block 70 Vipers with conformal tanks (however the delivery will start no earlier than 2022), the upgraded vipers will still be the backbone of the RoCAF for at least a decade.



F-16V 6661 from 22nd TFG was showed in full air superiority configuration , carrying no less then six AIM-120 AMRAAM missiles.

JMRC, Team Falcon

Manolito Jaarsma



One of the green Team Falcon birds, UH-72A 09-72098, seen on 25 August 2021. (All photos at Hohenfels by author)

Team Falcon is one of the 15 so-called critter teams assigned to the Joint Multinational Readiness Center (JMRC), U.S. Army (USAR) at Hohenfels, Germany. Each team has its own specialty to support the mission and exercises of the JMRC. Team Falcon is the aviation unit based at Hohenfels Army Air Field (AAF) and has eight Airbus UH-72A Lakota helicopters assigned to it. JMRC itself reports to 7th Army Training Command, headquartered at Tower Barracks in Grafenwöhr (written in its alternative format 'Grafenwoehr' by the USAR) in Bavaria. Nine exercises organized by 7 ATC, both in Germany as well as other allied nations, are held annually. During a visit to Team Falcon in August 2021, Lieutenant Colonel Paul Moreshead (Senior Aviation training officer), Major Christopher Wardlaw (executive officer) and Chief Warrant Officer 4 Ryan Otto (Standardization pilot) provided an insight into Team Falcon and their operation.

U.S. Army Combat Training Centers

JMRC is part of the USAR Combat Training Center (CTC) and the only one of the three located outside the United States. The National Training Center (NTC) is stationed at Fort Irwin (CA), with its 2916th Aviation Regiment Raptors operating from Barstow-Daggett (CA). On the other side of the USA at Fort Polk (LA), the Joint Readiness Training Center (JRTC) is located. Operating from Fort Polk AAF is the 5th Aviation Battalion (5th AVN). While the NTC and JMRC are assigned the UH-72A Lakota, 5th AVN has two Black Hawk companies (UH-60A/L) and one UH-72 company assigned. LTC Moreshead explained the difference between the three CTC's.

"As it stands now, generally, the NTC trains our Armored and Stryker brigade combat teams (ABCT, SBCT). It is by far the biggest one (location) we've got. You need space when you drive tanks and Bradleys. The JRTC is generally training our light infantry brigade combat teams (IBCT). You see a lot more units from Fort Drum or Fort Campbell*, among a few other units, than here at the JMRC. More recently it has been mostly focused on the rotational brigade combat team or one of the two brigade combat teams assigned to United States Army Europe and Africa (USAREUR-AF), the 173rd Airborne Brigade based in Italy or the 2nd Cavalry Regiment (an SBCT) based in Vilseck, Germany." The USAR deploys an ABCT and a Combat Aviation Brigade (CAB) to Europe for nine-month rotations since April 2014. The deployed units rotate through JMRC in support of their own training needs or as part of the exercises.

* Fort Drum (NY): 10th Mountain Division; Fort Campbell (KY-TN): 101st Airborne Division.

Activation of the JMRC

The Hohenfels training area (HTA) was founded by the German Army in 1938. In 1951, it became a training area for U.S. forces and remained so until 1956. HTA then went to the German Bundeswehr which was founded in 1955. The Germans stayed at HTA until 2001, when their last unit was deactivated. United States Army Europe formed the JMRC (at that time the Combat Maneuver Training Center) in 1987. CMTC was composed of an Operations Group and staff. The 1st Battalion, 4th Infantry Regiment (4th IN) was assigned to CMTC as an opposing force (OPFOR) in 1990. On 22 December 2005, CMTC became JMRC. That is how far the official JMRC records go. No separate record of the Falcon Team has been maintained. What is known is that until 2010, the unit had 10 Bell UH-1H Huey helicopters assigned. They were among the last to be withdrawn from USAR service. By 2012, all Hueys had been retired. Some of the Team Falcon UH-1s saw service during the Vietnam war. Several of the UH-1s received a high visibility color scheme reflecting their OPFOR role.

Team Falcon

LTC Moreshead discussed the JMRC, Team Falcon structure. "Each of the CTCs has a commander of the Operations Group. That is a former brigade commander and the senior Observer Coach Trainer (OCT). At JMRC, COL. Anthony T. Murtha III assumed command on October 7, 2020. Directly assigned underneath the commander are the critter teams. Each of these teams have a different number of personnel. These are generally aligned with a battalion-sized unit that comes in. My audience is the battalion commander of an aviation task force. That is the same for all O7s. Grizzly O7 is the cavalry battalion commander. We have three teams lead by



Major Christopher Wardlaw poses for a Lakota on 25 August 2021.

captains specifically designated to lead an Apache, Chinook or a Blackhawk company. We have captains qualified in training maintenance companies, support companies and personnel qualified to train air traffic controllers. Within the Falcon team we have a specific cadre of experienced warrant officers (WO) who help us with our flying duties. In addition to being someone who can train standardization of the aviation battalion, they have to maintain our own proficiency. It's an additional task to Team Falcon which others don't do." The major added: "We have 63 persons on the team, we do mirror a battalion-sized unit and the elements underneath the battalion. We have the staff, logistics and intelligence sections so we can train the visiting aviation battalion."

Note: the role and tradition of a Warrant Officer has a long history. Taken from the website <https://usacac.army.mil/organizations/cace/wocc/woprogram> where more information about the WO can be read: "Warrant officers possess a high degree of specialization in a particular field, in contrast to the more general assignment pattern of other commissioned officers. Warrant officers command aircraft, maritime vessels, special units, and task organized operational elements."



Logo on a building, referring to the Hind representation by the UH-72A. (13 August 2021)

Only very experienced USAR personnel are posted at Team Falcon. LTC Moreshead, who assumed the role of Senior Aviation Trainer on 12 July 2021, addresses the team and his own posting. "Related to our Non-Commissioned Officers (NCOs): you need to have been an NCO, a sergeant first class. Someone with a 12-15 years' experience in the Army. For our Warrant Officers, we mostly talk about instructor pilots, maintenance experts or tactical aviation experts. For the officer ranks, it starts at post company command. You are not qualified as an OCT at the Falcon Team (or at the other CTCs) until you are a captain with 8-9 years of service. I had a post Iraq assignment and seven years of service before being selected as company level OCT at the National Training Center. Once you are qualified, the Army has (not unique to the Falcon Team) its own process. Twice a year, we go through a cycle for people who have been in a job for two or three years. They depart and we go through a hiring process. We have highly sought positions. It is a great job and together with the location provides a unique combination where people love to come. When we do have an opening for three AH-64 captains we will get interest from 10, 12 or 15 people. We then conduct the interviews. It is



Close-up showing the FLIR installation, which is only fitted to the aggressor Lakotas, on UH-72A 09-72107. (25 August 2021)

not as simple as just picking but we will prioritize. The Army has a way of sorting out where everybody gets together. It is a relative new process within the Army which we are about three years into." Occasionally, people can extend their tour. But as CW4 Otto explains: "If we stay here too long we get out of touch with the army, so by cycling through postings we maintain our relevance."

Rotations and day-to-day operations

The work of the team is dictated by the rotations (exercises). Each time a rotation comes into JMRC, mostly by U.S. but also allied forces, a request for aviation support is made. Generally, all personnel are working 12 hours a day Monday through Friday, except when a rotation is in the box (training area). LTC Moreshead: "We do try to keep harmony between our work and private lives. We have a set of standard operation procedures. A normal day in most army units is governed by local policy, not driven by the Army, but is usually 12 hours. That is our policy here. When you are flying until midnight you shouldn't come to work until noon. Every member of the Falcon Team has a requirement as individual soldier to be ready and is accountable for having an appropriate level of physical fitness, which is challenging as we spend long hours in the box during rotations. Other criteria apply as well, like staying current on personal arms. Most people need 12 hours a day to get all that stuff done. You can never minimize aviation duties, it's a life and death - that kind of consequences. From an aviation perspective, an aviator on the Falcon Team is expected to be a ready soldier, be a good OCT and a proficient pilot, so all three".

MAJ Wardlaw adds: "In a rotation, it really mirrors the day of the battalion. Our OCTs come in and do their day set at the Falcon Nest. Then they drive or fly to where the unit is in the box. They attend all briefings the pilots go through, listen to the mission those aviators are going fly. They then come back over here to prepare the Lakota and fly their mission. Post mission they go back out and do the after-action review for those pilots. That's a day of the life inside a rotation and we need the 12 hours." CW4 Otto adds: "When a rotation like Saber Junctions happens, the hours are tailored on the exercise. Outside a rotation, everyone knows the minimum hours they must fly per year. You manage your time and take care of what needs to be done. Everyone still has a job outside flying."

Green versus Yellow

The Eight Lakota helicopters are equally divided between the green and yellow/brown camouflaged helicopters, the last referred to as 'yellow birds' by the team members. New pilots arriving at Team Falcon will first fly the green machines. They are trained by their colleague OCTs to learn the mission profile of the yellow Lakota. Next to the difference in colours,



Both Team Falcon Lakota liveries in one picture. (25 August 2021)

the yellow UH-72A is fitted with a FLIR. These helicopters are representing the Mi-24/Mi-35 'Hind' and are also equipped with lasers to engage and destroy Blue Forces material. "For the boots on the ground, it is immediately clear that they are engaged by a 'Hind' when spotting the yellow helicopter. We support 1-4th IN in the OPFOR role."

Flying as Red Air, the team uses the same principles used by their USAF or USN aggressor squadron colleagues. When being hit by the Blue Forces, pilots will fly towards a pre-determined entry point on the box and then rejoin the fight. The major explains the role of the green Lakota. "The green goes out and sees the aviation task force plan a mission. The battalion plans it. They give it to the company who continues to plan the action. Then we watch the execution of the mission(s). We are flying behind the Apaches, Blackhawks or Chinooks and watch how they execute the gameplan. When we are back, we present the after-action review. Tell them how they performed and teach them different ways of how they can improve".

LTC Moreshead: "The scenarios are not all scripted. If the enemy goes left, you go left. There is a lot of free play in these rotations. That really enhances the training. That is important and applies to all three CTCs. As trainers, when we are not on rotation, we are helping to shape other rotations. As OCTs we want the training to be as realistic as possible. We don't want to say 'pretend this Apache is a Hind'. 1-4th IN has modified vehicles which are altered to pretend to be an

enemy and don't look like US material. It is the same with the painted aircraft. I never have to tell an American soldier here it is an enemy helicopter. The tiger-striped helicopter is not an Apache or Blackhawk but bad. That is one of the luxuries of the CTCs to have (four) helicopters purely dedicated to being an enemy rotary wing. That is an awesome capability."

Lakota maintenance

Related to maintenance of the helicopter, all is done in-house by currently 12 contractors. "They do need to have an airplane or powerplant certification as mechanics. One contractor is a functional check pilot. He can perform the maintenance flight tasks. They do well and help us manage our flight hours and flow. They perform the major inspections all the way down to the daily logbook entries for pre-flight inspections (an Army requirement). We as soldiers don't fix anything, they are here for us. The biggest thing done is the 800-hour maintenance. Our eight helicopters are enough. We together manage to avoid having more than one in maintenance. That supports our goal here and what we are funded for, flying 1.500 hours a year. We make it work."

Preparing for the box

At the time of the visit Team Falcon was preparing for exercise Saber Junction 2021. This year's edition focused on assessing the readiness of 2nd Cavalry Regiment and was held from 26 August to 29 September 2021. The exercise took place at the Grafenwöhr and Hohenfels Training Areas. Aviation support was provided by 2-1st GSAB, 1st CAB. They (mainly) operated from Illesheim AAF.

The author thanks LTC Paul Moreshead, MAJ Christopher Wardlaw and CW4 Ryan Otto for their time to provide an insight into Team Falcon during our visit.

Team Falcon Lakotas

Serial	Type	Last noted	Previous ID	Comment	c/n
07-72029	UH-72A	Mar 2020	N461AE	Aggressor c/s	9163
09-72097	UH-72A	Sep 2020	N669AE		9304
09-72098	UH-72A	Oct 2020	N674AE		9307
09-72100	UH-72A	Aug 2020	N697AE		9315
09-72105	UH-72A	Feb 2021	N710AE	Aggressor c/s	9320
09-72106	UH-72A	Apr 2021	N741AE	Aggressor c/s	9325
09-72107	UH-72A	Apr 2021	N742AE	Aggressor c/s	9329
09-72108	UH-72A	Nov 2020	N745AE		9332



UH-72A 09-72107, referred to as a 'yellow bird' within the team, taking off on 25 August 2021 to represent a Mi-24/Mi-35 again.

A Fokker D.XXI reborn

by Gert Jan Mentink



It looks like it can simply fly away, but there are still a lot of hurdles to be taken before this can become reality. Despite that, the idea of seeing a real Fokker D.XXI fly, makes the heart of many Dutch enthusiasts beat slightly faster. (Hoogeveen, 3 July 2021, Richard Baas)

The return of a Fokker D.XXI fighter

Bringing a Fokker D.XXI back to airworthiness has been the lifelong dream of Mr. Jack van Egmond sr. owner of Egmond Vintage Wings at Hoogeveen airport in the Netherlands. Reviving a piece of 'Dutch Pride' was his goal, as the fighter played a short but distinctive role in the defense of the Netherlands against invading German troops in May 1940. As only one wreckage of an original D.XXI has survived in the Netherlands, van Egmond had to start from scratch. And when the Fokker factories went bankrupt, he saw opportunities knocking. Van Egmond was able to acquire 397 out of the 411 original Fokker construction drawings. The remaining drawings were made by Fokker Technologies' Frank van Dalen thanks to reverse engineering.

Original Fokker

Using the original drawings, building according to the original specifications and following the original procedures, meant that the project was to become an original Fokker. It was recognized as such by the Dutch authorities (ILT) and registered PH-XXI as a late rebuild Fokker D.XXI (c/n 5502). The first step was taken on 6 May 2014, when van Egmond sr. and his grandson Tom Wilps glued together the first wooden parts for the project. A number of original components has been incorporated into the project, such as the undercarriage legs and wheel rims, and most of the cockpit instrumentation, which, of course has been completely overhauled before fitting. Other parts of the fighter were produced fully certified by ATN (Aero Technics Netherlands) which is the commercial company of the Van Egmond family.

Certification

The design of the D.XXI was certified in the Thirties, and this certification was still valid. But to allow flying in our days, the airplane had to be equipped with a radiotransponder, ELT (Emergency Locator Transmitter), and fire extinguisher. The Fokker is powered by a periodic Wright Cyclone radial engine, which was acquired from the NMM (Dutch National Military Museum) at Soesterberg. It was traded against a Farman biplane replica, which was produced for the museum by van Egmond and his family. The Cyclone was one of the engine types that Fokker offered as powerplant for D.XXIs of potential buyers in 1936.

Tribute to a wreck

The PH-XXI has received an LVA camouflage pattern in the original colours and the serial 229. Thanks to permission of the Royal Netherlands Air Force the Fokker will be permitted to fly with its military call-sign. The serial 229 is a tribute to the wreckage of the original 229, which is on display at the Crashmuseum in Aalsmeerderbrug (see below). This wreckage revealed the connecting structure between the fuselage and main spar, which had been unknown before. And so this part could be reverse-engineered too. In that sense the role of this wreck turned out to be pivotal for the rebuild of an airworthy D.XXI.

Test phase

But what steps had to be taken before the PH-XXI can take to the air? As agreed with the authorities at the start of the project, the test phase followed the original Fokker test procedure of 1936. This meant that the D.XXI had to be test flown under the same conditions, such as without the typical wheel covers, just as the prototype made its first flight. It started with the official certification of the methods of construction and way of engineering. Once the construction of the aircraft was completed, a permit was requested from the aviation authorities. This Permit to Fly is required in order to start the test phase. This usually starts with a number of engine test runs, the first of which took place on 8 September. After these were performed without problems, then taxi trials were the next step. The first of these was undertaken on 21 September. And when these have been concluded successfully, and a green light is given by the certified engineers and other assessors such as the authorities, the D.XXI will be able to make its first flight. Although planned for late 2021, the maiden flight has not taken place yet.

First flight

The very first flight will be performed by Jac van Egmond jr, who is also authorized for this. After its first flight the new D.XXI will be placed in the hands of Dan Griffith (he is an ex CAA UK test pilot) and he will go through the entire test program. The D.XXI will be extensively tested on various critical aspects which were specified in the 1936 test program. After completing the test program, Griffith will report the authorities on the behavior of the PH-XXI. Depending on

his conclusions it will become clear whether the project is worthy of receiving its Certificate of Airworthiness. If that happens, a milestone is reached: a new built Fokker D.XXI will be officially be operational again after more than 80 years!

Fokker D.XXI history



FD-322, the prototype of the Fokker D.XXI (photo Wikimedia)

For those not familiar with the Fokker D.XXI type we like to give some background information. By the end of 1934, Fokker revealed a design for a modern monoplane fighter, the first after an era of biplanes and triplanes. Using the Fokker designation 'D' for fighter, which originated in WW I, the new type became the D.XXI, which was destined for the Luchtvaartafdeling (LVA, Army Air Division) of the Dutch army. Already early in 1935, the LVA signed a contract for the delivery of one prototype, for possible service in the Netherlands East Indies. This prototype, with serial FD-322, made its first flight on 27 March 1936 from Welschap airfield (now Eindhoven airport/airbase). It was flown by Emil Meinecke, Fokker's testpilot.

War over Holland, May 1940

Initially the Government of the Netherlands was reluctant to order the new single engine fighter. But in the autumn of 1937, Fokker could write an order for 36 D.XXIs of an improved version. This newer version was powered by a Bristol Mercury VIII engine of 830 h.p., almost 200 h.p. more than the powerplant of the prototype. These machines, with serials 212 to 247, were delivered between July 1938 and September 1939. Twenty-eight D.XXIs were combat ready when Germany invaded the Lowlands on 10 May 1940. These were based at de Kooy, Schiphol and Ypenburg.

Although several Schiphol based D.XXIs were destroyed on the ground in the early hours of the attack, the remaining machines and their pilots fought for what they were worth. The original 229 and its pilot Koos Roos gained fame on 11 May 1940, while under attack by three Messerschmitt Me-110s. Being hit several times, Roos decided to release his canopy for bailing out. But by some luck his canopy hit one of the chasing Me-110s, which broke away. He decided to con-



Four factory fresh D.XXI fighters at the apron of Schiphol (Wikimedia)

tinue the fight and managed to shoot down another Me-110. Then Roos, severely wounded, fell out of his plane and used his parachute. His D.XXI disappeared in the soft ground near Nieuwkoop to be finally excavated on 12 June 1993 by a group of volunteers of the CRASH foundation. Despite being out-classed and outnumbered by the opposing Messerschmitt Bf-109s, the Dutch pilots in their D.XXIs managed to destroy a considerable number of enemy aircraft. On the fifth day of the war eight Fokkers had survived. When the Netherlands surrendered these were immobilized by the groundcrews.

Export to Finland

Earlier in time, Fokker D.XXIs had demonstrated their effectiveness in the so-called "Winter War" between Finland and Russia (November 1939-March 1940). During this war the Finnish fighters proved highly successful against Russian bombers with only minor losses on their side. Finland had initially ordered seven Fokker built D.XXIs, which were registered as FR-76 to FR-82. These were later joined by 93 machines built under license by the local State Aircraft Factory in Tampere. (serials FR-83 to FR-120). To operate from snow or frozen lakes, some D.XXIs were fitted with a so-called snow-shoe undercarriage.



Finland was the only country to operate the Fokker D.XXI with this modification: snow-shoes were a must in the long and harsh Finnish winter! (photo Wikimedia)

Others were modified with additional glazing aft of the original cockpit, to improve the field of vision during air battles. One D.XXI, FR-107, was experimentally fitted with a retractable undercarriage which improved the fighter's performance. In 1941 fifty additional and updated D.XXIs were produced. These were powered by 1050 h.p. Pratt & Whitney R-1535 engines. The final five D.XXIs, which were produced in 1944, had 920 h.p. Bristol Pegasus X engines.

D.XXIs for Denmark and Spain

Denmark was another export customer for the D.XXI. The country ordered two machines, with serials J-41 and J-42, straight from the Fokker factory. Additionally ten D.XXIs, with serials J-43 to J-52, were built by the Royal Army Aircraft Factory in Copenhagen. The Danish examples differed from the Dutch and Finnish ones by their powerplant, the Bristol Mercury VI-S of 645 h.p., and armament. The Danish D.XXIs were armed with two underwing 20 mm Madsen cannons instead of the usual 7.92 mm M.36 guns.

The Spanish Republican Government also acquired a license to build the Fokker fighter. These were to be powered by a Soviet M-25 engine. It seems that some fifty fuselages had been built when the factory was overrun by the Nationalist forces. So in the end none of these was ever completed.

If you would like to support the D.XXI project and thus one of the legends of Dutch aviation history for the time being, you can make a donation to the following account number:

NL47 RABO 0360 2537 17

Technical training 'Down Under'

Patrick Dirksen and Frank Mink



The RAAF School of Technical Training has at least 17 MB326s at its disposal. Three of these are outside for refuelling training and flightline servicing, including MB326A A7-094 that can be towed for the purpose. (All photos: RAAF Base Wagga (NSW), 12 March 2019, Patrick Dirksen)

Royal Australian Air Force School of Technical Training RAAF Base Wagga, part of the local airport located next to the town of Wagga Wagga in New South Wales, Australia, is the place where most technicians in the Australian armed forces start their career. The base itself was founded just before World War II to house a flying training school, but already before the war ended, the flying units left and the base was turned into a maintenance depot. In 1946, the role of the airbase changed again when the Ground Training School was established. This unit was renamed School of Technical Training (RAAFSTT) in 1952 and still bears that name today. Many buildings that were built during WWII, including some of the hangars, are still in daily use now.

Some 200 to up to last year's 400 trainees apply for Initial Employment Training (IET) every year, of which some 25% are female. The age range is 17-45 years old and the ethnic backgrounds and educational levels are very diverse. When asked about the experience the fresh recruits generally have, Wing Commander Dean Collins (recently succeeded by Wing Commander Sheena Stapleton) answers: "This varies significantly. Some have worked in a similar technical environment before joining the Defence Force, others have transferred within the ADF to train for a new mustering, and some have never used basic tools before, like a hammer or a spanner." New trainees will first spend 10 weeks with 1 RTU (Recruit Training Unit) which is also based at RAAF Wagga, before they go to RAAFSTT. They then start with another 10 weeks with seven basic aviation trades skills: Avionics Technician, Aircraft Technician, Aircraft Structural Fitter, Surface Finisher, Life Support Fitter, Armament Technician, and Aviation Support Technician. Despite the name, the Aviation Support Technician is the only one of these trades not to be considered a 'technician' in the generic sense. This trade includes flightline support and marshalling. After this phase the following route for the trainees depends on the specialisation that is assigned, and this remaining part will last between 6 and 18 months.

Most of the 400 regular trainees and 600 post graduate trainees of the school live on base. This is a well-considered choice, as the school intends to give the students a full life experience as well. Although established as an RAAF school,

the army started sending their cadets here in 1969 and when the navy also joined in 1992 the school became a tri-service installation. Since 2013 the facilities are licensed to British Aerospace who provide a 'turnkey solution'. This is called the Defence Aeroskills Training Academy (DATA). All facilities and infrastructure are still owned by the RAAF though, in order to keep an eye on the quality of the results. Only the aircraft that are used are owned by BAe, apart from two UH-1 Iroquois helicopters which are still owned by the army. These comprise no less than 18 MB326Hs, eight CT-4As, six more modern CT-4Bs and three SA226TC Metros. Recently, six PC-9s arrived that are complementary for now but might replace some of the MB326s in the future. About half of the staff on site is serving military, the rest are contractors. Most of these are former defence personnel as well. Some have only just left military service, some are already here for some 30 years. To make things realistic, most still wear a uniform.

Next to the real aircraft, simulators are used for different purposes. There are two Generic Flying Controls Trainers or Genfly simulators, which are the same as the Royal Air Force uses at RAF Cosford. They are operated by Pennant and are used to teach troubleshooting. Every button and every pedal is logged, so after a session everything can be played back. This way students can "learn without getting hurt" as SQNLDR Ron Batcheldor explains. Virtual Reality (VR) is not used yet,



CT-4s used for live marshalling, with the school's logo on the nose.

but will most certainly become a future asset as well. “But you still have to touch it to learn it fully”, Batcheldor is convinced. Also operated by Pennant since 2015 are two Integrated Avionics Maintenance Trainers (IAMT). These are full size cockpits which are currently equipped with a Hawk 127 layout, including a Head Up Display (HUD) and multiple Multi Functional Displays (MFD). All controls can be operated and the system responds to all input. These are used to simulate ground runs and compass swings, including all kinds of checks, with ground power and other support equipment. Next to these two main types of simulators, numerous smaller training rigs are in use for teaching electronics, cabling, et cetera.

From day one, tool control is considered very important. Students get their own toolbox and are responsible for the accompanying paperwork as well. Health & Safety is an important subject too, obviously. And all of this in realistic scenarios wherever possible. Collins explains: “Trainees are placed in a Simulated Work Environment (SWE) phase in different segments of their training. The SWE is run as a typical squadron work area where the trainees are expected to comply with all normal maintenance policies and procedures. So from day one, students are in an environment as close to the real world as they possibly can.” This includes the ever so important paperwork: “Trainees are required to use maintenance publications and apply correct technical administration during their SWE components of training.”

Not only mechanics are taught at Wagga, also subjects like parachute folding and marshalling aircraft are learned. For the latter six live CT-4B aircraft are used outside on the platform, but the facility also has a state of the art simulator. That makes it possible to teach how to handle unexpected events like an unauthorised crossing by a car, hot brakes or an engine fire in a safe way. Also weather scenarios and fuel leaks can be simulated. When trainees pass this phase, they go outside for the real deal, with the CT-4s. Here is also a flightline office with controllers who have a view of the flightline.

Three MB326s are parked outside, one of them on a fixed stand, and are used for refuelling training and flightline servicing. These aircraft do not taxi themselves but two can be towed. The students act fully as a maintenance crew, the staff is hands off, they are more supervising than teaching here.

When students leave, they receive a ‘Statement of Attainment’ from BAe and a ‘Completion Statement’ from the RAAF. For them the next phase will be training on the job, as only operational units can do the certification assessments needed to get the formal aircraft type certificates. And with these type certificates the former trainees are ready for the operational part of their career.

At RAAF Wagga they say “God created aircraft technicians so that aircrew could have heroes too” and it clearly is their mission to make sure Australian aircrews do get their heroes!

Aircraft in use by the RAAF School of Technical Training

MB326H:

A7-006, A7-012, A7-013, A7-017, A7-019, A7-029, A7-032, A7-034, A7-040, A7-050, A7-053, A7-056, A7-080, A7-083, A7-090, A7-094, A7-096
The total number of these is said to be one more than the above 17, but possibly includes the preserved A7-004 (see below).

UH-1H:

A2-455, A2-915

CT-4A:

A19-033, A19-034, A19-043, A19-045, A19-064, A19-069, A19-071, A19-076

CT-4B:

VH-YCB, VH-YCE, VH-YCG, VH-YCZ, VH-YIC, VH-YNZ
VH-YCZ is ex NZ1932 and VH-YNZ is ex NZ1933.

PC-9:

A23-002, A23-003, A23-008, A23-021, A23-034, A23-038

SA226TC:

N333FA, VH-EEQ, VH-EER

The first one is ex Chile C-07.

Storage:

A3-51	Mirage III(A)	
A77-874	Meteor F8	
68-0246	FB-111A	nose only

Gate guards at RAAF Base Wagga

A3-41	Mirage III(A)
A7-004	MB326H
A8-142	F-111C
A77-871	Meteor F8
A84-235	Canberra Mk20



One of the two Generic Flying Controls Trainers (Genfly simulators) with 'simulated serial' A14-550, in the company of several MB326s.



RAAF Base Wagga has a fine collection of airframes to guard its main gate, including Mirage III(F) A3-41.



Another splendid-looking gate guard is Meteor F8 A77-871. Most of them have recently been moved from their spot, hopeful just for maintenance.



CT-4A A19-033 is among the ones that are being taxed for marshalling training, sitting in the hangar just like during its active duty years.

Dutch Aviation Society

'Scramble' is a monthly publication by the Dutch Aviation Society and is for private circulation only. The entire content of 'Scramble' is a copyright of the Stichting Dutch Aviation Society, and can not be reproduced in any form without permission.

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.

The Stichting Dutch Aviation Society cannot be held responsible for any loss or damage incurred to the content of this publication.

Editorial addresses

Dutch Aviation Society
Postbus 75545
1118 ZN Schiphol
The Netherlands
Fax +31-84-738 3905
<http://www.scramble.nl>

Scramble Magazine:
ISSN 0927-3417

info@scramble.nl	General information
subscribe@scramble.nl	Subscription info
mil@scramble.nl	All military matters
civ@scramble.nl	All civil matters
milupload@scramble.nl	For military pictures
civupload@scramble.nl	For civil pictures
webmaster@scramble.nl	Scramble website

Subscriptions

For information on subscriptions we refer to our website. Please visit <http://www.scramble.nl/shop>

Detailed information on subscriptions on request (via e-mail: subscribe@scramble.nl). Do not pay in advance, please wait for payment instructions. To end your subscription inform us by e-mail. Subscribers living in the Netherlands need to inform us about the end to their subscription before 1 March of each year.

Digital images, photos & slides

We prefer to receive digital images. Please send pictures in original size, but with a minimum width of 1600 pixels to either civupload@scramble.nl or milupload@scramble.nl. More details on the digital images can be found at www.scramble.nl/digital-images.

If you prefer to send printed photos or slides please make sure EVERY photo and slide that you submit for publication is clearly marked with the following: 1. Name of the photographer; 2. When and where the picture was taken. All digital images, photos and slides will be carefully stored in our archive (for possible future use). Printed photos and slides will NOT be returned.

General credits

ACAR International, Air-Britain News, Air Forces Monthly, Airbus Industrie, Airnieuws Nederland, AMCAR, ASCEND, Aviation Group Leeuwarden / Full Stop, Aviation Society of Antwerp, Aviation Week & Space Technology, Boeing Company, BAE Systems, British Aviation Review, Defensie-krant, De Vliegende Hollander, East London Aviation Society / ELAS, Flight International, FlyPast, Full Stop, Gilze-Rijen Aviation Society / Take-off, Groningen-Eelde Aviation Society / GEAS, Heli International, HUMBERSIDE Aviation Review, Intercept, International F-104 Society / Zipper, Jane's Defence Weekly, Japan Aviation News, Jetstream, JP4 / Aeronautica, Luchtvaartvereniging Twenthe / On Finals, Latin American Aviation Historical Society (LAAHS), Luftfahrt Journal (Coincat), Military Aviation Review, Nag Mag, Naval Aviation News, Panoravia, Propliner Magazine, Saab Aircraft, Speednews, Spotting Group Soesterberg, Spotting Group Volkel / AIM, Stansted Aviation News, Tailhook, Tassos Raftopoulos, Tyneside Aviation Group, VMAS Veneto Military Aviation Society, World Airline Fleets News and the Frits von Münching archives, plus all those that preferred anonymity. Other credits can be found within the separate sections. If you want to be credited for your contribution please mark your name with ©.

Editorial Team

Movements Netherlands	: Chris Ufkes, Ron Frijlink, David Alders
Movements Belgium	: Ron Frijlink, Chris Ufkes
Military Movements Elsewhere	: Bram van Roosmalen
Manufacturers News	: Coen Capelle, Ron Frijlink
Airline News	: Anton Homma
Jetliners	: Coen Capelle, Walter Heukensfeld
Propliners	: Fred Streep
Commuters	: Walter Heukensfeld
Fokker News	: Niels Linthout
Bizjets & Bizprops	: Gideon van Dijk, Jan Swart, David Alders
Soviet Updates/Trips	: Soviet Transport Team
PH-register	: Jan Hetebrij
Wrecks and Relics	: Otger van der Kooij, Andy Marden, Erwin Alexander
Warbirds	: Gert Jan Mentink
Dustpan & Brush	: Niels Linthout
Civil and Military Triptease	: Bram van Roosmalen
Airfields/codes	: Erik Sleutelberg
Subscriptions	: Jaap Dijkstra
Shipping/Logistics/Shop	: Arjan van den Berg
Other editors	: Niels Borcharding, Piet Luijken, Mark van der Molen

Military News & Updates, Showreports

Belgium/Netherlands/Luxemburg	: John van Golen
Austria/Switzerland	: Johan Mulder
France	: Otger van der Kooij
Germany	: John van Golen
Eastern Europe	: Marijn van der Burgt, René Slegers
Greece	: Marco Dijkshoorn
Israel	: Menno van der Wal
Italy/Malta	: Johan Mulder
Portugal/Spain	: Eddy Wierenga
Russia	: Marc-Antony Payne
Scandinavia	: Hans van Herk, Eddy Wierenga
Turkey/Cyprus	: Marco Dijkshoorn
United Kingdom	: Erik-Jan Engelen
USAF	: Rob van Disseldorp, Melchior Timmers
US Army	: Erik-Jan Engelen
USCG/USMC/USN/NASA	: Melchior Timmers, Hans van Herk
Japan	: Hans van Dam
Middle East	: Marco Dijkshoorn
Asia	: Erwin van Dijkman, Marijn van der Burgt, Hans van Herk, Jaap Dijkstra, Jochem Manders, Hans Jacobs, Hans van Dam
Africa	: Michiel Vermeer
Latin America	: Erwin van Dijkman, Wim Sonneveld
Canada/Caribbean	: Wim Sonneveld
Oceania/Ireland	: Jochem Manders
DoS Air Wing / Embassy Flt	: Peter Wilmink





Greek Open Days are a fixed venture on the annual calendar and luckily, 2021 was no exception. Ad Jan Altevogt sent us the three pictures on this cover, first AB205 4508 of 358 MED taken at Elefsis on 8 November 2021.



PZL Dromader 028 of 359 MED MAEDY was seen at Dekelia-Tatoi on 6 November 2021.



Another good reason to visit Greece are T-2E Buckeyes, 160081 was pictured at Kalamata on 5 November 2021.



Breeze Airways is a new US airline. They currently operate ten ERJ190s and three ERJ195s, as an interim solution before their fleet of eighty ordered A220-300s have been delivered. N110BZ was delivered to Breeze on 14 July 2021, and is ex C-FHNV of Air Canada. (New Orleans IAP (LA), 7 September 2021, Caret Mavor)



Flybe is planning a restart after their bankruptcy. They will start operations from Birmingham early 2022 with one single ex-Flybe DHC-8-Q400, registered G-JECX. (Maastricht-Aachen, 27 October 2021, Bjorn van der Velpen)



No, not a Croatia Airlines A319, but an A319 in the new Brussels Airlines colour scheme. 00-SSO was the first aircraft to be painted in the new colours. (Geneva, 19 November 2021, Robert Erenstein)