

500
January 2021



Scramble



***Early retirement for the A380
From the Paraguayan headache-files
MiG-19 and MiG-21 in Indonesian Air Force service***

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



Nate Leong got to sneak out to Tucson (AZ) for a quick day trip on 5 December 2020, for the Unit Training Assembly (UTA) weekend. He was lucky enough to catch a few old F-16s. F-16C 86-0215/AZ has the top of the vertical tail painted red and the text "162WG ALERT FORCE", to designate this aircraft as one of the alert jets that stand at the ready at Davis-Monthan AFB, four miles to the northeast of Tucson IAP. (Credit all pictures: Nate Leong)



At the same UTA weekend F-16C 88-0417 came in front of the lens, painted up as the 152nd Fighter Squadron commander's aircraft. It has "Los Vaqueros - the Cowboys" and a portrait of the cat in the squadron's emblem with a cowboy hat and two smoking six-shooter revolvers. (Tucson (AZ), 5 December 2020)



He also made a quick stop at Luke AFB (AZ) on 4 December 2020. An F-16 crew chief with the 310th Fighter Squadron at Luke, mentioned that they were starting to put nicknames on their F-16s (in the nose gear door). Nate Leong managed to get the names of F-16D 90-0778 'MiG Killer' (obviously), F-16C 90-0705 'Combat Coupe' and F-16C 88-0475 'Two Face', which is pictured here.

Editorial

The first issue of Scramble was published 41 and two-thirds years ago, making it May 1979. What started as 06-24 Nieuws (named after the main runway at Amsterdam-Schiphol) evolved into the Aviation Society of the Netherlands/Scramble which changed into the Dutch Aviation Society/Scramble. 41.67 years times 12 issues per year makes... 500! And that is the issue you are holding in your hands right now. Previous milestone issues were celebrated with extra pages (think 300 for issue 300) or other special features, but for issue 500 we thought that the new website functions as a fitting celebration. Besides, 500 pages would be a hard fit for the mailbox!

Absent this month are the Warbirds, Showreports and Trip-tease. To compensate we have three articles: Early retirement for the A380, MiG-19 and MiG-21 in Indonesian Air Force service and From the Paraguayan headache-files: the birth of the four-digit serials. The titles speak for themselves.

Then some news about the Scramble World Airline Fleets. A few weeks ago the SWAF team had to answer a tough question; whether or not to go ahead in compiling this years World Airline Fleets edition. Unfortunately the unanimous decision was not to go ahead... The reason was the COVID 19 situation and the effects it has on the worldwide aviation industry. At this moment most airlines have put a vast amount of their fleets into storage, or removed them indefinitely, and it is uncertain at this time which of those aircraft will return to the air, if ever. It is also uncertain how the fleet lists will look like this coming year, as these seem to change almost every week. Even though the numbers of newly delivered aircraft were also at an alltime low, we do want to publish a list of all the changes that happened between March 2020 and now.

Cover Photo



While in service with Air Bright, registered as LZ-ABR, this Antonov An-26B received this colour scheme for the movie 'The Expendables 3'. When it was added to the fleet of Aviakompania Eleron in December 2018, the aircraft retained these colours but was registered UR-CSK. (Ostend, 23 December 2020, Nik Deblauwe)

You will be able to download this list free of charge from our website during the second half of March. If all goes well we will publish a new World Airline Fleets in 2022.

When this Scramble falls on your doormat, you will be able to purchase the latest and final BARG DVD from our webshop. Created by BARG (British Aviation Research Group) themselves we are proud to offer DVD4, spanning the years 1995-2000. We still have a limited supply of DVD1 (1957-1981), so we have a special offer for you: buy DVD 1 and 4 together for a reduced price! Head over to our shop at www.scramble.nl/shop for more details.

Important dates

Scramble 501	
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Please check www.scramble.nl/shop.htm for ordering from outside the Netherlands. We offer PayPal and credit card services. Check our website for details on prices for subscribers and non-subscribers.

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

Movements Netherlands



Although initially retired in March 2020 PH-BFV was one of three combi aircraft that were reactivated to operate cargo flights from mid April 2020. This Boeing 747 was finally retired on 25 October when it arrived from Shanghai and is awaiting its fate at Schiphol-Oost. (Amsterdam-Schiphol, 7 November 2020, Ad Jan Altevogt)

Amsterdam - Schiphol

November 2020			
01. D-AJHW	ERJ190LR	German Airways (a/w)	AFR1436/7
D-CKJE	EMB505	Air Hamburg	02 AHO294D
D-ILCG	Ce525A	ProAir	02
D-IOHL	Ce525A	Excellent Air	ECA3C
N880FD	B777-F28	FedEx Express	f/v FDX9731/9795
02. 4X-EDK	B787-9	EI AI	03 ELY339/8
9H-JLK	Falcon 7X	TAG Aviation Malta	dep TEU11
D-AJHW	ERJ190LR	German Airways (a/w)	AFR1236/7
D-FULI	PC-12-47E	ForFly	03
D-ITOC	Raytheon 390	Exxaero	f/v 03
M-OBIL	Ce525C	Ulla Popken Fashion	
N93FX	Global XRS	Flexjet	03 LXJ93
N332QT	A330-243F	Avianca Cargo	TPA4047/6
N498YY	Ce525	Skyhigh Aviation	04
OO-MMT	Ce560XLS	Air Service Liège	dep
OO-MMT	Ce560XLS	Air Service Liège	06
OO-SBO	Falcon 8X	Flying Service	04 FYG122/4
03. ZE701	BAe146 CC2	32(TR)sq	RRR1903
B-LXM	A350-1041	Cathay Pacific	f/v CPA271/0
D-AJHW	ERJ190LR	German Airways (a/w)	AFR1436/7
G-NEOY	A321-251NX	British Airways	f/v BAW430/1
G-ZBKC	B787-9	British Airways	f/v BAW430/1
OE-IFK	B747-4KZF	ASL Airlines Bel. (a/w)	dep TAY917E
04. 4X-EDM	B787-9	EI AI	ELY337/8
9H-JLK	Falcon 7X	TAG Aviation Malta	12 TEU11
9K-AOF	B777-369ER	Kuwait Airways	KAC901/2
A6-EQJ	B777-31HER	Emirates	f/v UAE147/8
D-AJHW	ERJ190LR	German Airways (a/w)	AFR1436/7
EI-GTH	ERJ190LR	British Airways	f/v
N280GT	G280	Gulfstream Aerospace	f/v
N331QT	A330-243F	Tampa Cargo	TPA4047/6
S5-CEG	Ce525	United Eagle Air Transport	05
T7-ONE	Falcon 2000LX	Corporate Jet Lebanon	dep
05. D-AJHW	ERJ190LR	German Airways (a/w)	AFR1436/7
D-IOHL	Ce525A	Excellent Air	06 ECA3C
EJ-KGRP	G550	Gain Jet Ireland	f/v GJI55H
G-OBYH	B767-304ER	TUI Airways	f/v TOM8205
G-YMMR	B777-236ER	British Airways	f/v BAW442/3
LX-JFZ	PC-12/47E	Jetfly Aviation	09 JFA41Y/85Z
LX-VMF	Ce560XL	Luxaviation	dep LXA15P
M-IFFY	Ce510	Xead Aviation	08
OE-FPP	Ce510	GlobeAir	06 GAC236W/125X
OE-IFB	B747-4B5ERF	ASL Airlines Belgium	06 TAY914E
SE-RLP	Ce525B	Royalair	
YU-TUU	Ce550	Air Pink	
06. A7-ALP	A350-941	Qatar Airways	f/v QTR273/4
D-AJHW	ERJ190LR	German Airways (a/w)	AFR1436/7
D-IJOA	Ce525A	Excellent Air	07 ECA8C
EC-MAA	G-DSMR	N336QT	A330-302
OE-FPP	OO-MMT	T7-DNK	A330-243F
VN-A874	9K-AOF	D-CHIC	Ce510
07. 9H-FGV	D-CKJE	D-IOHL	Ce560XLS
9K-AOF	D-IOHL	G-ZNTJ	CL-350
D-CHIC	G-ZNTJ	N331QT	B787-10
D-CKJE	N331QT	N732CE	EMB500
D-IOHL	N732CE	OE-FPP	B777-369ER
G-ZNTJ	OE-FPP	PH-BFT	EMB505
N331QT	PH-BFT	SE-RLP	CE525A
N732CE	SE-RLP	VP-BIY	Lj75
OE-FPP	VP-BIY	VP-BOQ	A330-243F
PH-BFT	VP-BOQ	ERJ190LR	A321-251NX
SE-RLP	ERJ190LR	EMB505	B737-7K2
VP-BIY	EMB505	Ce510	B747-406
VP-BOQ	Ce525A	A320-214	Ce525B
08. D-AJHW	A320-214	A321-251NX	Royalair
D-CDAS	A321-251NX	ERJ190LR	Aeroflot
D-CEFO	ERJ190LR	EMB505	Ural Airlines
G-CIEL	EMB505	Ce560XLS+	f/v AFL2694/5
LX-PCC	Ce560XL	PC-24	f/v SVR3829/30
LX-VMF	PC-24	Ce560XL	German Airways (a/w)
N335QT	Ce560XL	A330-243F	AFR1436/7
SE-RMB	A330-243F	Ce525B	DAS Private Jets
SE-RMB	Ce525B	Ce525B	10
VQ-BKJ	A321-211	A321-211	Air Hamburg
YR-BAG	B737-5L9	B787-9	09 AHO358T/003M
09. 4X-EDI	B787-9	ERJ190LR	Luxaviation UK
D-AJHW	ERJ190LR	Ce550	09 LNX36CE
D-CHZF	Ce550	Ce525A	Jetfly Aviation
D-INOB	Ce525A	A319-111	JFA21H/36T
EC-MFP	A319-111	Ce525	Luxaviation
S5-CEG	Ce525	B737-5L9	arr LXA15P
YR-BAG	B737-5L9	ERJ135BJ	Avianca Cargo
10. D-AERO	ERJ135BJ	Ce560XLS+	TPA4047/6
D-CAHO	Ce560XLS+	EMB505	Royalair
D-CDAS	EMB505	A350-941	dep
EC-NCX	A350-941	G650ER	Royalair
N19HS	G650ER	A340-313E	12
OO-ABB	A340-313E	A321-211	United Eagle
VP-BVP	A321-211	B787-9	Blue Air
11. 4X-EDE	B787-9	Global 5000	BLA199/200
9H-TIO	Global 5000	B777-369ER	Air Hamburg
9K-AOF	B777-369ER	Ce525A	AHO537A
D-IBJJ	Ce525A	Ce525A	Air Hamburg
D-IJOA	Ce525A	EMB550	AHO329W
G-ESNA	EMB550	Air Charter Scotland	
			f/v IBE3060/1
			TAG Aviation (UK)
			TPA4047/6
			Avianca Cargo
			07 GAC125Y/329J
			GlobeAir
			Air Service Liège
			25
			Luxaviation San Marino
			f/v
			Vietnam Airlines
			f/v HVN84/5032
			EMB500
			Luxwing
			08 LWG791/702
			Kuwait Airways
			KAC901/2
			Air Hamburg
			AHO275E
			Air Hamburg
			09 AHO294D/287E
			Excellent Air
			08 ECA3C
			Zenith Aviation
			BZE03A
			Tampa Cargo
			TPA4049/8
			TVPX ARS (TRA c/s)
			dep SXA635
			GlobeAir
			08 GAC218J/860N
			KLM
			dep KLM747

G-ZBJA	B787-8	British Airways	BAW430/1	SE-RMB	Ce525B	Royalair	18
LX-JFA	PC-12/47E	Jetfly Aviation	JFA13Z/37U	VP-BOT	G650ER	JABJ	f/v
N66D	Ce510	Heiko Sauer		18.4X-EDI	B787-9	EI AI	ELY337/8
N282CC	G280	Cummins Engine	f/v 13	9H-VFA	CL-605	VistaJet Malta	19 VJT503
N336QT	A330-243F	Avianca Cargo	TPA4047/6	9K-AOF	B777-369ER	Kuwait Airways	KAC901/2
PH-WTG	EC135P2+	HeliCentre		B-220E	B777-F	China Cargo Airlines	f/v CKK205/6
SP-TAT	Beech 400A	Smart Jet	13 SAH26P	D-CDCM	Ce560XLS+	Air Hamburg	AHO312U/354C
TC-REC	G450	REC Aviation	13	D-CEFO	Ce560XLS+	Air Hamburg	19 AHO327H/214D
12.9H-OMK	Global 5000	Avcon Jet Malta	13 VCJ88G	G-YMMH	B777-236ER	British Airways	19 BAW442/3
D-CDAS	EMB505	DAS Private Jets	14	G-ZBJG	B787-8	British Airways	BAW430/1
D-IRKE	Ce525	Star Wings Dortmund	STQ666	G-ZNTH	Lj75	Zenith Aviation	19 BZE07A
D-IVVB	Ce525A	Atlas Air Service	ATL5B	LX-JFR	PC-12/47E	Jetfly Aviation	27 JFA50E/65P
EC-NIS	A350-941	Iberia	f/v IBE2812	N332QT	A330-243F	Avianca Cargo	TPA4047/6
G-ESNA	EMB550	Air Charter Scotland	EDC032	8820HB	G-V	Executive Flightways	
G-ZBJF	B787-8	British Airways	BAW430/1	OE-ILC	B747-409F	ASL Airlines Belgium	19 TAY916E
LX-SAB	Falcon 900DX	Global Jet Luxemb.	arr SVW56AB	OO-VMF	Ce560XLS+	Air Service Liège	
N19HS	G650ER	Starbucks	13	VQ-BCE	A321-231	Ural Airlines	f/v SVR3855/6
OO-ABB	A340-313E	Air Belgium	SLM994/3003	19.D-CCCB	Lj35A	DRF Luftrettung	AMB406
OO-SBO	Falcon 8X	Flying Group	14 FYG125/6	D-CECH	Ce560XLS+	Atlas Air Service	ATL7H
SE-RMB	Ce525B	Royalair	13	G-MRFX	EMB550	FlairJet	FLJ512
13.9H-FGV	EMB500	Luxwing	LWG701/792	G-RCFC	BAe125-900XP	Voluxis	VXS519
D-AJHW	ERJ190LR	German Airways (a/w)	AFR1436/7	G-ZBJB	B787-8	British Airways	BAW430/1
EC-LZX	A330-302	Iberia	f/v IBE3060/1	M-OBIL	Ce525C	Ulla Popken Fashion	
SE-RMB	Ce525B	Royalair	15	N506BA	Falcon 7X	Executive Fliteways	f/v
VP-BIH	A321-211	Ural Airlines	f/v SVR3829/30	OO-CEJ	Ce525	Air Service Liège	
14.9A-BTE	Fokker 100	Trade Air	TDR534/9700	SE-RMB	Ce525B	Royalair	26
9K-AOF	B777-369ER	Kuwait Airways	KAC901/2	20.9K-AOF	B777-369ER	Kuwait Airways	KAC901/2
B-220F	B777-F	China Cargo Airlines	f/v CKK205/6	D-AJHW	ERJ190LR	German Airways (a/w)	AFR1436/7
D-CMXM	EMB505	Air Hamburg	f/v 15 AHO285T/249U	D-IXXX	Ce525A	ProAir	
N331QT	A330-243F	Tampa Cargo	TPA4049/8	EC-LZJ	A330-302	Iberia	f/v IBE3060/1
S5-ABW	A300B4-605RF	Solinair (a/w)	f/v BCS1446/5GU	EC-MUY	A319-111	Volotea	f/v VOE9012/9113
T7-CTA	B737-5L9	Enrique Piñeyro	f/v 25	EC-NDG	A319-111	Volotea	f/v VOE9056/9157
15.9A-BTE	Fokker 100	Trade Air	TDR9700/535	N335QT	A330-243F	Avianca Cargo	TPA4047/6
D-IBJJ	Ce525A	Air Hamburg	AHO191E/196Y	N872AN	B787-8	American Airlines	f/v AAL9722/01
N336QT	A330-243F	Avianca Cargo	TPA4047/6	OE-FNP	Ce510	GlobeAir	GAC040J/828L
OE-FWF	Ce510	GlobeAir	GAC828K/343T	21.9K-AOF	B777-369ER	Kuwait Airways	KAC901/2
OO-CLA	Ce525C	Abelag Aviation	AAB850	N330QT	A330-243F	Tampa Cargo	TPA4049/8
SE-RMB	Ce525B	Royalair	17	SU-GFP	A320-251N	Egypt Air	f/v MSR757/8
VP-BBH	A321-231	Ural Airlines	f/v SVR3829/30	22.9H-VFC	CL-605	VistaJet Malta	VJT582
YR-BAG	B737-5L9	Blue Air	BLA199/200	D-AIRV	ERJ135BJ	Air Hamburg	23 AHO513F
16.4X-EDA	B787-9	EI AI	f/v 17 ELY339/8	D-IXXX	Ce525A	ProAir	
9H-JLK	Falcon 7X	TAG Aviation Malta	24 TEU11	G-YMMS	B777-236ER	British Airways	BAW442/3
9H-VCM	CL-350	VistaJet Malta	VJT431	N336QT	A330-243F	Avianca Cargo	TPA4047/6
D-AJHW	ERJ190LR	German Airways (a/w)	AFR1236/7	VP-BOT	G650ER	JABJ	
D-CICU	Lj45	Jetcall	JCL7	YR-BAG	B737-5L9	Blue Air	BLA199/200
EI-HEA	A330-322(F)	ASL Airl. Ireland	f/v 17 BCS1446/826	23.T-055	A330MRTT	MMF	f/v 24 MMF98
G-YMML	B777-236ER	British Airways	17 BAW442/3	G-YMMI	B777-236ER	British Airways	f/v BAW442/3
LX-PHS	G550	Global Jet Luxemb.	f/v 17 SVW55HS	OO-VMF	Ce560XLS+	Air Service Liège	
M-IFFY	Ce510	Xead Aviation	18	PH-NNX	Ce750	ASL	
SP-TTA	Beech 400A	Smart Jet	SAH59P	24.5386/UX	AS555AN	EH03.067	f/v 25 CTM1350
VQ-BCX	A321-211	Ural Airlines	f/v SVR3829/30	D-106	CH-47D	298sq	*Grizzly32
17.D-CAGA	EMB505	Pad Aviation	PVD76Y/93Y	D-AHOX	ERJ135BJ	Air Hamburg	AHO531A/571R
G-CLBA	B747-428ERF	CargoLogicAir	CLU5230	G-YMML	B777-236ER	British Airways	BAW442/3
N498YY	Ce525	Skyhigh Aviation	18	LX-JFB	PC-12/47E	Jetfly Aviation	25 JFA64N/49D
OE-FCB	Ce510	GlobeAir	18 GAC063K/952K	OO-ABB	A340-313E	Air Belgium	SLM3004/993



Still sporting the basic colours of its previous operator Travira Air this Boeing 737-500 is currently being operated by Enrique Piñeyro as T7-CTA. (Amsterdam- Schiphol, 18 November 2020, Sjaak Louwen)



While operating a training flight across Europe this French Fennec was also using its callsign F-RAUX in the communication. AS555AN 5386/UX was caught on camera by Erwin Stam at Amsterdam- Schiphol when it arrived for a night stop on 24 November 2020.

	OO-SBO	Falcon 8X	Flying Group	FYG127/53S
	OY-GDA	ERJ195AR	Great Dane Airlines	f/v GDE711/914
25.	9H-VJT	Global 6000	VistaJet Malta	26 VJT938
	A6-BMI	B787-10	Etiihad Airways	f/v ETD77/8
	D-IPVD	Ce525A	Transavia Flug	
	EC-MTV	B737-8K5	AlbaStar	27 LAV5283/4
	F-HTVG	B737-8K2	Transavia France	28 TVF164/70
	F-HTVH	B737-8K2	Transavia France	01 TVF150/91
	G-YMMS	B777-236ER	British Airways	BAW442/3
	G-ZBJG	B787-8	British Airways	BAW430/1
	N335QT	A330-243F	Avianca Cargo	TPA4047/6
	OE-FOG	Ce510	GlobeAir	29 GAC121Q/752S
	OE-GJW	Lj75	Avcon Jet	AOJ1JW
	OO-MMT	Ce560XLS	Air Service Liège	arr
	OO-VMF	Ce560XLS+	Air Service Liège	30
26.	9H-JLK	Falcon 7X	TAG Aviation Malta	02 TEU11
	9K-AOE	B777-369ER	Kuwait Airways	KAC901/2
	D-AHOI	ERJ135BJ	Air Hamburg	27 AHO772N
	D-ILCG	Ce525A	ProAir	27
	G-ZBJB	B787-8	British Airways	BAW430/1
	M-IFFY	Ce510	Xead Aviation	30
	OO-ABB	A340-313E	Air Belgium	SLM994/3003
	OY-GDA	ERJ195AR	Great Dane Airlines	GDE915/712
	SE-RMB	Ce525B	Royalair	10
	SP-ATT	Beech 400A	Smart Jet	27 SAH48P
	VP-BVR	A321-231	Ural Airlines	f/v SVR3857/8
	VQ-BOB	A321-211	Ural Airlines	f/v SVR3855/6
27.	D-ILUI	Ce525A	ProAir	f/v
	EC-LZX	A330-302	Iberia	IBE3060/1
	EC-MUY	A319-111	Volotea	VOE9012/9113
	F-HENE	HA-420	EATIS	28
	HB-JST	Falcon 7X	CAT Aviation	CAZ801/2
	N747KS	Ce510	Karsten Schroeder	f/v 30
	OY-GSA	PC-12/47E	Widex	
	PH-XRD	B737-7K2	Transavia (a/w)	arr TRA52
	YR-BAG	B737-5L9	Blue Air	BLA199/200
28.	N330QT	A330-243F	Tampa Cargo	TPA4049/8
	SU-GET	B787-9	Egypt Air	f/v MSR757/8
29.	4X-EHD	B737-958ER	EI AI	ELY357
	9K-AOE	B777-369ER	Kuwait Airways	KAC901/2
	G-ZBJI	B787-8	British Airways	BAW446/7
	LX-JFA	PC-12/47E	Jetfly Aviation	30 JFA22C/19D
	N332QT	A330-243F	Avianca Cargo	TPA4047/6
	N412SN	MD-11F	Western Global	30 WGN1540/1551
	VQ-BGY	A321-231	Ural Airlines	f/v SVR3855/6
30.	D-CKHG	Ce560XLS	Windose Air	QGA716R/717R
	N452PA	B747-46NF	Polar / DHL	GTI8014/3
	N534RV	BAe125-800XP	REVA Air Ambulance	
	OO-SBO	Falcon 8X	Flying Group	arr FYG33S
	PZ-TCU	B777-212ER	Surinam Airways	01 SLM994P/3001
	VQ-BQG	B777-3M0ER	Aeroflot	AFL2192/3
	YU-MPC	Ce525	MPC Holding	

November started with a FedEx Boeing 777 routing from Inceon to Paris via Amsterdam. Although initially the Ural

Airlines flights to Amsterdam where transferred to Liège the airline began to operate to Amsterdam almost daily from the 7th. Another former China Southern Embraer for British Airways was ferried to Warsaw via Amsterdam on the 4th. The Gulfstream demo G280 also visited on that day. On the 7th the departure of yet another former KLM Boeing 747 to Kansas City. Possible good news is that its new owner (rumoured to be Longtail Aviation) is planning to give the aircraft a D-check so it should remain in service. On the 10th Iberia utilised larger equipment on the route to Amsterdam so it was able to transport the Spanish national football team for a game against the Dutch national team. The team departed on the 12th with Iberia using larger equipment again. FC Midtjylland arrived on the 24th for their game against AFC Ajax using Great Dane Airlines. Both Transavia France aircraft arriving on the 25th went to hangar 11 for maintenance. Real Sociedad used AlbaStar for their trip to Holland on the 25th for their game against AZ Alkmaar. FC Midtjylland departed back home on the 26th again using a Great Dane. The Transavia Boeing on the 27th was ferried to Prague on 29 September 2020. From Prague it was ferried to Norwich on 19 November 2020 where it was painted all white. While still working on its ETOPS certification the Surinam Airways Boeing 777 arrived on the 30th. It continued to Frankfurt the next day for a maintenance check.

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

Rotterdam - The Hague

				November 2020
01.	9H-SKI	P180	Kemmunnett	03
	9H-VCM	CL-350	VistaJet Malta	03 VJT431
	PH-TTR	H135	ANWB – MAA	2x Lifeliner01
	PH-VBG	Falcon 2000EX	JetNetherlands	dep
02.	CS-PHI	EMB505	NetJets Europe	NJE428Q/276L
	D-AERO	ERJ135BJ	Air Hamburg	03 AHO554E
	F-HBZA	Ce550	VallJet	VLJ824W
	OE-HOH	Ce750	Avcon Jet	03 AOJ71H
	OO-CCJ	Ce525	Air Service Liège	04
03.	CE01	ERJ135LR	21sq	04 BAF625
	EC-NKH	Ce680A	Global Jet Austria	05
	G-CMTO	Ce525 (M2)	Zenith Aviation	04 BZE04A
	OY-CKP	Beech B200	Cowi Aerial Survey	tst COW01
	PH-MFA	DA42NG	KFA	*KLM7934
	PH-VBG	Falcon 2000EX	JetNetherlands	19
04.	CE01	ERJ135LR	21sq	05 BAF625
	N58EH	Eclipse 500	Aircraft Partner	05
	OE-FXJ	Eclipse 500	Androtek	
	PH-MYX	Ce650	JetNetherlands	
	PH-ULK	AS355N	HeliAir	
	VQ-BCM	A320-214	Aeroflot	06 AFL7004/5
05.	CE02	ERJ135LR	21sq	06 BAF626

CS-PHO	EMB505	NetJets Europe	06 NJE8KE/650N	OE-GDP	EMB505	Speedwings	24 SPG518
PH-FVD	R44	Rotarywings		23.OO-GLM	Ce680	Air Service Liège	30
PH-LBR	Ce208B	Skydive Rotterdam	arr	PH-TTR	H135	ANWB – MAA	Lifeline01
PH-RIS	EC-130	KNSF Flight Services		SE-RMR	Ce560XLS	Svenskt Industriflyg	JET5
06.N5062	Cirrus SF50	Stefano Cestarelli		24.CS-PHE	EMB505	NetJets Europe	25 NJE978E/038U
OO-ACO	Ce510	Air Service Liège	dep	D-CAWX	Ce680+	Aerowest	
OO-ACO	Ce510	Air Service Liège	10 2x	D-CHDJ	Ce560XLS	Excellent Air	ECA6C
PH-KFB	DA42NG	KFA	KLM7934	OE-FSP	Ce525A	Pink Sparrow	SOW4
PH-YAX	Yak-52	Dutch Thunder Yaks		PH-JVZ	P2006T	ZX Machines	*
07.OY-CKP	Beech B200	Cowi Aerial Survey	tst COW01	25.PH-KFA	DA42NG	KFA	KLM7932
PH-YIS	H135	KNSF Flight Services		PH-KFB	DA42NG	KFA	*KLM7908
08.D-IHUB	Ce525A	Sylt Air	09 AWU508E/9E	PH-YIS	H135	KNSF Flight Services	
F-HIPE	EMB505	Pan Européenne A/S	09 PEA301	26.D-BLDI	Ce750	Avangard Aviation	27 BAO733I
M-REEM	AS355NP	Kingdom 5-KR-267		D-IPCG	Ce425	PGS Holding	
N211SG	Beech E90	DEA Aviation	09	HA-JEV	Ce650	Jet Stream	JSH654/5
OK-SLX	Ce560XL	Silesia Air	09 SUA682/91	HB-FUU	PC-12/47NGX	ExecuJet Europe	
SE-RIL	Ce560XLS	Svenskt Industriflyg	09 JET7	N525RP	Ce525	Direct Aviation	27
09.EI-LSY	G550	GainJet Ireland	10 GJI55	OO-RKS	Ce510	Air Service Liège	04
LX-GVV	A319C-115X	Global Jet Luxembourg	SVW39VV	PH-DTS	DA42	Twinstar Beheer	
M-CLAB	CL-300	Shamrock Trading	23	PH-KFA	DA42NG	KFA	*KLM7918, KLM7928
10.OO-ACO	Ce510	Air Service Liège	11	27.D-AIFL	Global 6000	ACM Air Charter	BVR70
11.G-WNCH	Beech B200	Synergy Aviation	SYG177	OO-EXE	TBM-850	Green Services	arr
12.OE-GET	EMB505	AERO Werksverkehr	2x	PH-KFA	DA42NG	KFA	KLM7918
OO-ACO	Ce510	Air Service Liège	13	PH-TXA	Ce510	JetNetherlands	
PH-KFB	DA42NG	KFA	2x *KLM7934	28.M-CLAB	CL-300	Shamrock Trading	11
13.D-CHDJ	Ce560XLS	Excellent Air	dep ECA6C	OE-FBD	Ce510	GlobeAir	GAC061S/950T
HB-JWA	CL-650	Swiss Air Ambulance	SAZ52/3	29.CS-DLL	Falcon 2000EX	NetJets Europe	NJE430F/140N
OO-ACO	Ce510	Air Service Liège	18 2x	F-HGPE	EMB505	Pan Européenne A/S	01 PEA302
14.CS-CHD	CL-350	NetJets Europe	NJE399Q/484F	30.D-IPPY	P180	AirGo	15 XGO4RD/2NS
PH-TTR	H135	ANWB – MAA	Lifeline01	EC-GPS	SA227AC	Flightline	FTL811/2
15.PH-CJM	Ce680	ASL	25	I-TOPX	Beech 400A	Eurofly Service	
16.280	PC-12/47E	104sq	IRL280	PH-JTJ	Ce680	Exxaero	XRO513
D-CFLY	Ce560XLS+	Air Hamburg	AHO386H	PH-KFA	DA42NG	KFA	*KLM7908, *KLM7926
OE-XYK	R44	Heli & Co	17				
OK-SLX	Ce560XL	Silesia Air	17 SUA663/71				
PH-HOW	H145	RAV Fryslân – MAA	Lifeline05				
17.CS-DLB	Falcon 2000EX	NetJets Europe	NJE021T/5NP				
CS-LTG	Ce680A	NetJets Europe	18 NJE915T/487K				
D-CAMB	Lj31A	Jetcall	18 JCL4				
OE-XYK	R44	Heli & Co	18				
OY-CKP	Beech B200	Cowi Aerial Survey	dep COW01				
18.9H-CLG	CL-850	Air X Charter	AXY1810/2010				
D-ISJP	Ce525A	Excellent Air	ECA1C				
N346T	PA-46-500TP	NexGen Aviation					
PH-KGJ	EC120B	Heli Holland Holding					
19.9H-SKI	P180	Kemmunnett					
CS-DXU	Ce560XLS	NetJets Europe	NJE7ZT/988C				
D-ISUN	Ce525A	Excellent Air	21 ECA5C				
PH-VBG	Falcon 2000EX	JetNetherlands	07				
20.PH-HCC	Cabri G2	HeliCentre	*				
PH-HOW	H145	RAV Fryslân – MAA	Lifeline05				
21.CS-TFQ	Lj45XR	Airjetsul	22 AJU451				
SP-TTA	Beech 400A	Smart Jet	22 SAH59P/59				
22.C-GNMO	DHC-8-402	De Havilland Aircraft of Canada					
D-CDSO	Ce550 Bravo	Heli-Flight					

Aeroflot was the preferred chariot for CSKA Moscow on the 4th for their game against Feyenoord. The helicopter on the 8th has its home aboard yacht 'Kingdom 5KR' which is owned by Saudi business magnate Al-Waleed bin Talal. The Beech E90 on that same date arrived from Reykjavik most probably for customs reasons before departing to Gamston, home of DEA Aviation. Although unconfirmed it seems that the Piper on the 18th has changed owner. The Dash-8 on the 22nd stopped by for fuel while on delivery to Bangladash Airlines.

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

Maastricht - Aachen

		November 2020	
01.4L-GEN	B747-236(F)	Geo-Sky (a/w)	GEL902/1
9H-FHA	A320-214	Freebird Airl. Europe	arr FHM9106
9H-QBV	B737-8AS	Malta Air	RYR9PC/RYR80GN
CS-DXR	Ce560XLS	NetJets Europe	NJE4VN
HB-JYH	A319-111	easyJet Switzerland	dep EZS9071
HB-JZX	A320-214	easyJet Switzerland	03 EZS9070/1



This Beech E90 departed to the home airport of DEA Aviation, Retford Gamston Airport. N211SG was later seen operating with call sign 'White Knight' so it is assumed that DEA Aviation is its current operator. (Rotterdam - The Hague, 9 November 2020, Kees van Boven)



Way back in November 2014, we published a photo of LX-GVV. Six years later this A319 has received a new colour scheme, reason enough for us to publish another photo of this Global Jet Luxembourg Airbus Corporate Jet. (Rotterdam - The Hague, 9 November 2020, Kees Harteveld)

PH-DWA	ERJ145LR	Air Charters Europe	12 JNL2039/1620	G-EZTD	A320-214	easyJet	15 EZY9005/2
TF-AMR	B747-45E(F)	Saudia	SVA941/2	14. 4L-GEO	B747-236(F)	The Cargo Airlines	GEL921/2
TF-AMU	B747-48EF	Astral Aviation	ABD4872/3	A7-BAE	B777-3DZER	Qatar Airways	f/v QTR8026
02. A7-BET	B777-300ER	Qatar Airways	f/v QTR8028	PH-DWA	ERJ145LR	Air Charters Europe	21 JNL4620/1040
TC-MCZ	A330-243F	MNG Airlines	MNB101/2	TF-AMB	B747-412F	Saudia	SVA915/6
03. HB-JZY	A320-214	easyJet Switzerland	05 EZS9070/2	15. 9H-QBW	B737-8AS	Malta Air	RYR1RR/RYR9382
OE-LKD	A319-111	easyJet Europe	10 EJU9043/1	G-EZTH	A320-214	easyJet	17 EZY9001/3
OE-LQA	A319-111	easyJet Europe	dep EJU9044	OO-GLM	Ce680	Air Service Liège	*
OO-PKX	Ce750	Air Service Liège	*	PH-TXA	Ce510	JetNetherlands	dep
PH-MFA	DA42NG	KFA	KLM7918	TF-AMB	B747-412F	Saudia	SVA941/2
PH-ONE	PC-12/47E	M. Boers	tst	TF-AMU	B747-48EF	Astral Aviation	ABD4880/1
TF-AMR	B747-45E(F)	Saudia	SVA941/2	16. 4L-GEO	B747-236(F)	The Cargo Airlines	GEL921/2
04. A7-BEI	B777-3DZER	Qatar Airways	div QTR8026	A7-BHD	B787-9	Qatar Airways	f/v QTR8028
D-FAST	Ce208	Businesswings	JMP333/4	OE-LQT	A319-111	easyJet Europe	22 EJU9042/5
N1008	Ce501SP	Tony Maurice Nader		PH-TXA	Ce510	JetNetherlands	17
PH-MFA	DA42NG	KFA	*KLM7930	17. A7-BHE	B787-9	Qatar Airways	f/v QTR8028
05. G-EZTG	A320-214	easyJet	07 EZY9004/3	G-EZFW	A319-111	easyJet	29 EZY9002/11
N8970N	Ce441	ILV Bildflug	arr	PH-TXA	Ce510	JetNetherlands	26
PH-MFA	DA42NG	KFA	*KLM7940	TF-AMB	B747-412F	Saudia	SVA941/3941
TF-AMM	B747-4H6(F)	Astral Aviation	ABD4832/3	18. A7-ALW	A350-941	Qatar Airways	f/v QTR8008/9
TF-AMR	B747-45E(F)	Saudia	SVA941/3941	TF-AMB	B747-412F	Saudia	SVA3942/0942
06. A7-BHA	B787-9	Qatar Airways	f/v QTR8026	19. 4L-GEO	B747-236(F)	The Cargo Airlines	GEL921/2
A7-BHB	B787-9	Qatar Airways	f/v QTR8028/9	9H-VDO	A320-214	Galistair	20 GTR701P/702
N999RG	PA-46-500TP		arr	A7-AFI	A330-243F	Qatar Airways	QTR8261/2
TF-AMR	B747-45E(F)	Saudia	SVA3942	A7-BEM	B777-300ER	Qatar Airways	f/v QTR8008/9
07. A7-BEW	B777-300ER	Qatar Airways	f/v QTR8028	EI-RDJ	ERJ175STD	Alitalia CityLiner	arr AZA8032
G-EZTZ	A320-214	easyJet	09 EZY9002/8	G-EZTC	A320-214	easyJet	21 EZY9004
OO-GLM	Ce680	Air Service Liège	dep	TF-AMB	B747-412F	Saudia	SVA941/2
RA-76951	Il-76TD-90	Volga-Dnepr	08 VDA3934/796	21. F-HASJ	Ce510	Astonjet	ASJ120
TF-AMB	B747-412F	Saudia	SVA915/6	G-EZTK	A320-214	easyJet	23 EZY9003/6
08. PH-DWS	ERJ135LR	Air Charters Europe	11 JNL1486/0104	TF-AMB	B747-412F	Saudia	SVA915/6
TC-SGM	A310-308(F)	ULS Airlines Cargo	KZU843/4	22. 4L-GEO	B747-236(F)	The Cargo Airlines	GEL921/2
TF-AMB	B747-412F	Saudia	SVA941/2	9H-WFC	ERJ135BJ	Air X Charter (a/w)	23 AXY2306/5
TF-AMU	B747-48EF	Astral Aviation	ABD4876/7	OE-IJZ	A320-214	easyJet Europe	29 EJU9044/2
YR-ASD	A318-111	TAROM	ROT7301/2	TC-ACN	Global XRS	Deniz Finansal Kiralama	f/v
09. 4L-GEO	B747-236(F)	The Cargo Airlines	GEL921/2	TF-AMB	B747-412F	Saudia	SVA941/2
A7-BBF	B777-2DZLR	Qatar Airways	f/v QTR8008/9	YR-ASC	A318-111	TAROM	ROT7301/2
A7-BHF	B787-9	Qatar Airways	f/v QTR8028	23. G-EZTT	A320-214	easyJet	arr EZY9005
G-EZFT	A319-111	easyJet	11 EZY9007/4	24. A7-BEB	B777-3DZER	Qatar Airways	f/v QTR8026
PH-KFB	DA42NG	KFA	KLM7928	A7-BHC	B787-9	Qatar Airways	f/v QTR8008/9
10. A7-BHG	B787-9	Qatar Airways	f/v QTR8028	P4-KCI	ERJ190LR	Air Astana	arr KZR1393
D-CDRF	Lj35A	DRF	AMB395	PH-DWA	ERJ145LR	Air Charters Europe	26 JNL2111/0111
OE-IJF	A320-214	easyJet Europe	16 EJU9040/3	SE-GHF	MU-2B-20	Saab Nyge Aero	tdy 26 TGT56
PH-ONE	PC-12/47E	M. Boers	tst	25. 4L-GEO	B747-236(F)	The Cargo Airlines	GEL921/2
TF-AMB	B747-412F	Saudia	SVA941/3941	G-EZTY	A320-214	easyJet	27 EZY9001/4
11. G-EZUK	A320-214	easyJet	13 EZY9003/6	26. D-CHDJ	Ce560XLS	Excellent Air	27 ECA6C
OO-GLM	Ce680	Air Service Liège	13	EI-RDK	ERJ175STD	Alitalia CityLiner	arr AZA8032
TF-AMB	B747-412F	Saudia	SVA3942	EI-RDM	ERJ175STD	Alitalia CityLiner	arr AZA8034
12. A7-AFG	A330-243F	Qatar Airways	QTR8261/2	G-MEGN	Beech B200	Dragonfly Avn Services	CBM88
PH-KFB	DA42NG	KFA	*KLM7902	PH-TXA	Ce510	JetNetherlands	27
PH-MFA	DA42NG	KFA	*KLM7908	TF-AMB	B747-412F	Saudia	SVA941/3943
PH-ONE	PC-12/47E	M. Boers	tst	27. C-FMIJ	B767-328ER(F)	Cargojet Airways	28 CJT1591/2
TF-AMB	B747-412F	Saudia	SVA941/2	F-HASJ	Ce510	Astonjet	ASJ120
TF-AMU	B747-48EF	Astral Aviation	ABD4836/7	G-HNPN	EMB505	Centreline	CLF904
13. EI-GXH	B737-800	Ryanair	f/v RYR9042/3	OO-ACC	Ce525A	Air Service Liège	

PH-KFA	DA42NG	KFA	*KLM7902
PH-KFB	DA42NG	KFA	*KLM7908
PH-TXA	Ce510	JetNetherlands	30
S5-CMM	Ce501	Janez Let	
TF-AMB	B747-412F	Saudia	SVA3944
28.A7-BED	B777-3DZER	Qatar Airways	f/v QTR8008/9
PH-DWS	ERJ135LR	Air Charters Europe	22 JNL500/1734
29.G-EZDI	A319-111	easyJet	05 EZY9001/10
LN-AGR	Falcon 7X	Sundt Air	MDT9
TF-AMM	B747-4H6(F)	Astral Aviation	ABD4888/9
30.4L-GEO	B747-236(F)	The Cargo Airlines	GEL921/2
OO-GLM	Ce680	Air Service Liège	arr
PH-KFA	DA42NG	KFA	*KLM7908, *KLM7926

Freebird Airlines Europe ferried an Airbus to Maastricht on the 1st for storage. easyJet continued sending aircraft for paintwork repairs. Some aircraft in old colours have been repainted in the new scheme. The Qatar Airways Boeing on the 4th was a Liège diversion. The Cessna on the 5th arrived for maintenance with Cycloon Holland. The Piper on the 6th is former D-FOKE and a new resident. Volga-Dnepr arriving on the 7th departed to Mozambique with IC units. The Air Service Liège Cessna on the 15th performed a missed approach before diverting to Brussels. The Galistair Airbus on the 19th transported medical supplies to Santo Domingo. From Santo Domingo the Airbus was ferried to East Midlands for a repaint. Following that repaint it was delivered to Sunrise Airways on 29 november 2020. The first of three former Alitalia CityLiner Embraer aircraft arrived on the 19th in basic Alitalia colours. From the 24th till the 26th a SAAB Mitsubishi was based at Maastricht for target-tow missions over De Peel. Also on the 24th the arrival of an Air Astana Embraer. Two more former Alitalia CityLiner Embraer aircraft arrived on the 26th in basic Alitalia colours. Cargojet Airways visited on the 27th.

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

Groningen - Eelde

November 2020			
01.D-IOHL	Ce525A	Excellent Air	02 ECA3C
D-IPCH	Ce525A	Jetkontor	2x
PH-OOP	H145	RAV Fryslân – MAA	
02.D-IOHL	Ce525A	Excellent Air	ECA3C
PH-BXF	B737-8K2	KLM	23 KLM9867/6
PH-BXN	B737-8K2	KLM	arr KLM9869
PH-LAB	C550	NLR	

03.PH-ACI	CeT303	AIS Flight Academy	
PH-BXE	B737-8K2	KLM	arr KLM9869
PH-BXU	B737-8K2	KLM	23 KLM9867/70
04.G-BYDY	Beech 58	Pilot Services Flying Group	
PH-BCB	B737-8K2	KLM	23 KLM9867/8
05.CS-PHF	EMB505	NetJets Europe	06 NJE074R/522A
G-RVNK	P68B	Ravenair	09 RVR8NK
N120RB	Cirrus SF50	APG Aviation	arr
PH-ULK	AS355N2	HeliAir	
PH-WTG	EC135P2+	HeliCentre	
06.OO-ACO	Ce510	Air Service Liège	2x
PH-DTS	DA42	Twinstar Beheer	2x *
PH-ONE	PC-12/47E	De Honderd Margen	
PH-ULK	AS355N2	HeliAir	
07.CS-DXQ	Ce560XLS	NetJets Europe	NJE770Q/9LB
OO-VSB	P2006T	Vansteelandt	
08.PH-DTS	DA42	Twinstar Beheer	2x
09.D-IHKW	Ce525	E-Aviation	2x
PH-HOW	H145	RAV Fryslân – MAA	Lifeline5
PH-MAA	EC135T2+	ANWB – MAA	dep
11.N939PA	PA-46R-350T	SCH Aviation	
PH-WPB	PC-12/47E	Bonita Aviation	
12.N195JR	Beech 95	Buddy Management	
OO-ACO	Ce510	Air Service Liège	
PH-ACI	CeT303	AIS Flight Academy	*
PH-DTS	DA42	Twinstar Beheer	*
13.OO-ACO	Ce510	Air Service Liège	2x
PH-ACI	CeT303	AIS Flight Academy	
PH-DTS	DA42	Twinstar Beheer	*
PH-HOW	H145	RAV Fryslân – MAA	Lifeline5
15.CS-PHF	EMB505	NetJets Europe	17 NJE156N
D-CAMB	Lj31A	Jetcall	JCL4
N29DE	Cirrus SF50	Deny Airlines	26
N900FH	TBM-900	HTG Trading	
SP-VIS	Cirrus SF50		23
16.PH-ACI	CeT303	AIS Flight Academy	*
PH-DTS	DA42	Twinstar Beheer	*
PH-HOW	H145	RAV Fryslân – MAA	Lifeline5
17.OO-AMR	Ce525A	Air Service Liège	
PH-DTS	DA42	Twinstar Beheer	
PH-HOW	H145	RAV Fryslân – MAA	Lifeline5
18.LN-ZEN	TBM-850	Brigantina	19
N939PA	PA-46R-350T	SCH Aviation	
OO-ACO	Ce510	Air Service Liège	10 2x
PH-JVZ	P2006T	ZX Machines	*
PH-OOP	H145	RAV Fryslân – MAA	Medic01
PH-WTG	EC135P2+	HeliCentre	
19.PH-HCD	Cabri G2	HeliCentre	



Former F-HBIS was acquired by Galistair as 9H-VDO still sporting the tail colours of its previous operator. The A320 was caught on camera shortly before it was repainted at East Midlands prior lease to Sunrise Airways. (Maastricht - Aachen, 20 November 2020, Bjorn van der Velpen)



Delivered in 2005 to Lauda Air this Boeing 737 was added to the Travel Service fleet in 2013. It sported special "Prague Loves You" colours when it was delivered. OK-TVX was first seen in Smartwings colours in May 2017. (Eindhoven, 18 November 2020, Han Kaap)

PH-HOW	H145	RAV Fryslân – MAA	Lifeline5	PH-UMC	H135	ANWB – MAA	
20. D-HNHA	AS365N3	Northern Helicopter		09. PH-BSU	Ce208B	Paracentrum Texel	dep
N98DF	PA-46-350P		23	PH-FVD	R44	Rotarywings	11
PH-HOW	H145	RAV Fryslân – MAA	Lifeline5	PH-JAS	Ce208	Paracentrum Texel	arr
21. PH-ACI	CeT303	AIS Flight Academy	*	PH-KIO	P2006T	Kavel 10 Aerial Survey	13
22. PH-DTS	DA42	Twinstar Beheer		PH-PHB	Enstrom 480	Prince Helicopters	
23. D-HNHA	AS365N3	Northern Helicopter	*	12. N22SY	PA-46-350P	Sijben Wooncenter	
M-SOLA	H145	Clear Skies Flights		13. LN-PNB	PA-31-310	Blom Geomatics	arr
OE-XXL	R44	Heli & Co	24	PH-ATT	H269C	Heli Holland Holding	
PH-ACI	CeT303	AIS Flight Academy	2x *	16. D-CPDA	M-28	PD Air Operation	tdy 19
PH-HCD	Cabri G2	HeliCentre		18. LX-JFF	PC-12/47E	Jetfly Aviation	
PH-HCF	Cabri G2	HeliCentre		20. 2-MAPZ	Beech C90A	Zeusch aviation	arr
PH-TWN	P2006T	Zelf Vliegen		PH-KIO	P2006T	Kavel 10 Aerial Survey	
24. D-FFOX	Kodiac 100		f/v	21. SX-AVF	PA-31T	3D General Aviation Applications	arr
D-HNHA	AS365N3	Northern Helicopter	*	22. OE-FDN	SC-7	Pink Aviation Services	tdy 01
N707SN	Cirrus SF50	Vision Jet Inc.	arr	23. N999RG	PA-46-500TP		f/v
PH-DTS	DA42	Twinstar Beheer		PH-KIO	P2006T	Kavel 10 Aerial Survey	
PH-HCD	Cabri G2	HeliCentre		25. L-13	PC-7	131EMVOsq	
25. D-HNHA	AS365N3	Northern Helicopter	*	N2648X	Ce501	T.S. Aviation	
D-IBBS	Ce525A	Breitenbach Software Eng.	STQ333	PH-PHB	Enstrom 480	Prince Helicopters	
PH-HCD	Cabri G2	HeliCentre		PH-SWN	Ce414A	PARC Air	dep
PH-HOW	H145	RAV Fryslân – MAA	2x Lifeline5	29. PH-FVD	R44	Rotarywings	
26. D-HNHA	AS365N3	Northern Helicopter	2x *	SE-LZX	RC690B	Wermlandsflyg	dep
SE-RMB	Ce525B	Royalair					
28. D-IBBS	Ce525A	Breitenbach Software Eng.	STQ333				
30. OK-HAR	Ce560XL	Aeropartner	DFC9GZ				
OK-HAR	Ce560XL	Aeropartner	DFC9GZ				
PH-AOE	A332	KLM	dep KLM9870				
PH-AOF	A332	KLM	dep KLM9872				

Jetkontor operated an ambulance flight on the 1st. KLM continued to send aircraft to Groningen for storage with the first two arriving on the 2nd. Some aircraft departed again this month for maintenance and/or returning to service. Special 'corona' Lifeline5 was operational from March 2020 till May 2020. Since October 2020 Lifeline5 (PH-HOW) has been reactivated for 'corona' related flights. The Kodiak 100 on the 24th was a first visit of type.

Credit: GEAS, FlyGRQ.

Deventer-Teuge

November 2020			
01. OE-FDN	SC-7	Pink Aviation Services	tdy 12
03. L-12	PC-7	131EMVOsq	Diamond11
OO-ROB	AC690B	A.B.K.	
PH-JVZ	P2006T	ZX Machines	f/v
04. LN-PNB	PA-31-310	Blom Geomatics	tst
PH-HHJ	AS355F2	Heli Holland	
05. OE-XYK	R44	Heli & Co	09
PH-LBR	Ce208B	Skydive Rotterdam	dep
06. F-GVPH	R44	Heli & Co	tst
LN-PNB	PA-31-310	Blom Geomatics	dep
PH-HCF	Cabri G2	HeliCentre	
07. D-EEGD	P.149D	The Seagull-formation	
N55HV	R44	Aircraft Solutions	

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

Eindhoven

November 2020			
01. D-IPCH	Ce525A	Jetkontor	JKH32A
OE-FIT	Ce510	GlobeAir	GAC878W/767X
PH-CJM	Ce680	ASL	dep
02. LX-N90456	E-3A	NAEW&CF	*Nato06
D-102	CH-47D	298sq	2x *Omega3, GLV-V
D-102	CH-47D	298sq	*Grizzly14, GLV-V
D-103	CH-47D	3298sq	*Grizzly32, GLV-V
Q-26	AH-64DN	301sq	*Redskin22
S-440	AS532U2	300sq	*Wildcat68, GLV-V
N939PA	PA-46-350T	SCH Aviation	
OE-FPP	Ce510	GlobeAir	03 GAC767Y/936Q
PH-HWM	CL-605	ASL	13
03. D-102	CH-47D	298sq	*Grizzly1, GLV-V
D-667	CH-47D	298sq	*Omega1, GLV-V
OO-PKX	Ce750	Air Service Liège	dep
OO-PKX	Ce750	Air Service Liège	04
PH-UNC	Falcon 7X	JetNetherlands	07 JNL0032/1653
YL-LCS	A320-214	SmartLynx	04 ART9351/8351
04. LX-N90454	E-3A	NAEW&CF	*Nato40
D-667	CH-47D	298sq	*GLV-V
D-AEOM	CL-604	MHS Aviation	MHV64M
EI-WLA	B777-3Q8ER	Alitalia	AZA9470/81
OO-PKX	Ce750	Air Service Liège	20
06. 2x	AH-64DN	301sq	*Redskin13, 14
PH-PXX	AW139	Nationale Politie	*ZXP24, GLV-V
07. PH-LGD	EMB550	ASL	del 11
08. PH-JRC	ERJ35BJ	JetNetherlands	dep
09. D-CDRF	Lj35A	DRF	AMB391

10.PH-JRC	ERJ35BJ	JetNetherlands	20	OO-JWB	PC-12/47E	NextGen Aviation	arr
PH-PXF	EC135P2+	Nationale Politie	*ZXP06	OO-PKX	Ce750	Air Service Liège	arr
PH-PXX	AW139	Nationale Politie	*ZXP24	30.HA-LPV	A320-232	Wizz Air	div 02 WZZ801/2
11.HB-JAZ	G550	JABJ					
OK-TVX	B737-829	Smartwings	TVS437P/4372				
PH-BEJ	Global 5000	Flying Group	dep FYG61BM				
12.MM62174	A319-115	306° Gruppo	IAM3186				
HB-VTS	Raytheon 390	Lions Air Skymedia					
13.MM62174	A319-115	306° Gruppo	IAM3186				
M-LWSG	Global 6000	Lynx Aircraft					
PH-HWM	CL-605	ASL	15				
14.OO-CCJ	Ce525	Air Service Liège	16				
PH-BEJ	Global 5000	Flying Group	15 FYG62BM/1BM				
15.01	C-17A	HAW	Bartok47				
PH-HWM	CL-605	ASL	18				
PH-LGD	EMB550	ASL	19				
16.1x	CH-47D	298sq	*Grizzly47, GLV-V				
1x	AS532U2	300sq	*Demon2, GLV-V				
MM62029	Falcon 50	306° Gruppo	IAM3186				
17.LX-N90452	E-3A	NAEW&CF	*2x Nato40				
<u>L-07</u>	PC-7	131EMV0sq	*Diamond16				
<u>Q-01</u>	AH-64DN	301sq	*Redskin14				
<u>Q-17</u>	AH-64DN	301sq	*Redskin13, GLV-V				
HB-JAZ	G550	JABJ					
18.OK-TVX	B737-829	Smartwings	TVS4389/437F				
OO-ACO	Ce510	GlobeAir					
OO-CCJ	Ce525	Air Service Liège	23				
PH-HWM	CL-605	ASL	22				
19.01	C-17A	HAW	Bartok47				
J-003	F-16AM	312/313sq	*2x Epic01				
T-056	KC-30M	MMU	del MMF70				
PH-LGD	EMB550	ASL	arr				
20.LX-N90452	E-3A	NAEW&CF	*Nato41				
D-666	CH-47D	298sq (spec mks)	*Grizzly62, GLV-V				
<u>L-05</u>	PC-7	131EMV0sq	*Diamond04				
CS-DIY	Ce525B	Airjetsul	AJU521				
PH-BEJ	Global 5000	Flying Group	23 FYG62BM/1BM				
PH-IWS	Falcon 7X	Exxaero	21 XRO540/517				
22.PH-JRC	ERJ35BJ	JetNetherlands	arr				
23.D-666	CH-47D	298sq (spec mks)	*GLV-V				
24. <u>RN05</u>	NH90-TTH	18sq	*BAF350				
<u>LX-N90451</u>	E-3A	NAEW&CF	*Nato01				
25.D-AEAA	A300B4-622RF	EAT Leipzig (DHL c/s)	BCS6069				
G-CMTO	Ce525 (M2)	Zenith Aviation	BZE04A/B				
OO-CCJ	Ce525	Air Service Liège	26				
PH-BEJ	Global 5000	Flying Group	arr FYG22BM				
PH-CJM	Ce680	ASL	28				
SX-EMY	A320-214	Ellinair	27 ELB1926				
26.PH-HWM	CL-605	ASL	arr				
27.MM62029	Falcon 50	306° Gruppo	IAM3185				
J-063	F-16AM	312/313sq	*Epic01				
<u>Q-26</u>	AH-64DN	301sq	*Bat71				
D-CJMK	Ce560XLS+	Air Hamburg	AHO368T				
OO-JWB	PC-12/47E	NextGen Aviation					
PH-IWS	Falcon 7X	Exxaero	29 XRO517/547				
29. <u>03</u>	C-17A	HAW	Bartok6Z				

The NAEW&CF E-3A AWACS and VIP section of the Italian Air Force found their way into Eindhoven in November. The quadjets sticked to their touch and go's while the A319s, also known as VC-319A and Falcon 50s, also known as VC-50A, performed full stops including crew changes and a quick brake before returning back to Rome. SmartLynx operated a military charter on the 3rd. The next day Alitalia operated a return flight from Rome-Fiumicino. A new fleet addition for ASL finished its delivery flight on the 7th. Smartwings operated a charter on the 11th. That charter returned to Eindhoven on the 18th. On 19 November the third A330-MRTT/KC-30M tanker for the MMU arrived providing a full apron with 334sq as T-235 and T-054/055 completed the line-up. On the 25th EAT Leipzig operated a cargo charter. On that same day Ellinair operated a PAOK Saloniki football charter. The month ended with Wizz Air on a Woensdrecht weather diversion.

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

Credits: EWAS, Oscar Sannen, Scramble MB.

Gilze-Rijen

				November 2020
03. <u>ZZ390</u>	Wildcat AH.1	1Regt		04 <u>AAC171</u>
<u>ZZ391</u>	Wildcat AH.1	1Regt		04 <u>AAC172</u>
05.G-275	C-130H-30	336sq		*NAF75
06.PH-PXX	AW139	Nationale Politie		ZXP24
20.D-666	CH-47D	298sq (spec mks)		Grizzly62
24. <u>RN05</u>	NH90-TTH	18sq		*BAF350
<u>5386/UX</u>	AS555AN	EH03.067		*CTM1350
<u>ZZ390</u>	Wildcat AH.1	1Regt		AAC172
<u>ZZ391</u>	Wildcat AH.1	1Regt		AAC171

The AAC Wildcat pair was refuelling and staying the night on 3 and 4 November before heading towards Bückeburg in Germany to finally reach the Baltics. The national police AW139 on the 6th arrived for low level flying training at the slopes. On the 20th "The Beast" Grizzly emerged again from a short hibernation. This particular Chinook was destined for withdrawal from use in September and this call was reversed late November as the replacement arrivals of the new CH-47Fs has been delayed. Ending the month on 24 November with an over flight of the Belgian NH90, the French AS555AN while heading north and both AAC Wildcats returning home.

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

Credits: Gilze Rijen Aviation Society, Scramble MB.



While Volkel has to wait for 2022 to host their own squadron equipped with F-35As, familiarisation with future operations took place mid November 2020 as exercise Frisian Lightning II brought four 322sq F-35As to Volkel to simulate short notice deployment to a forward operating base. Koen Jonkers visited Volkel on 17 November 2020 and captured three of four Polly Lightnings just before their departure with F-009 being the first in line.



On 5 November 2020 the Airbus Helicopters H175 returned to Den Helder. CHC Helicopters positioned H175 G-EMED from Aberdeen to Den Helder in relation to a Petrogas crew transport contract to/from Maersk Resilient, a self-lifting oil rig. (Den Helder, 5 November 2020, CHC)

De Kooy

November 2020			
05. G-EMED	H175	CHC Scotia	f/v
PH-KMR	GA-8	St. Hoogvliegers	
PH-PXC	EC135P2+	Nationale Politie	*ZXP03
18. G-EMEC	H175	CHC Scotia	f/v HKS88A/HNL62A
G-EMEC	H175	CHC Scotia	HNL52A/88B
23. D-662	CH-47D	298sq	27 Sabre1/Sabre-flight
D-664	CH-47D	298sq	27 Sabre2/Sabre-flight
N-088	NH90-NFH	860sq	dep Neptune-flight
N-195	NH90-NFH	860sq	dep Neptune-flight
N-228	NH90-NFH	860sq	dep Neptune-flight
S-442	AS532U2	300sq	Sabre3
PH-PXZ	AW139	Nationale Politie	*ZXP26
24. G-781	C-130H	336sq (spec mks)	Rebel21
25. D-106	CH-47D	298sq	27 Sabre-flight
G-EMED	H175	CHC Scotia	
26. S-456	AS532U2	300sq	Sabre3
PH-SWN	Ce414	PARC Air	
27. PH-CGN	Do228-212	Kustwacht	*
PH-SWN	Ce414	PARC Air	

The arrival of the CHC Airbus H175 on the 5th is related to a contract with Petrogas for crew transport for approximately 15 weeks. Two Chinooks of 298sq arrived for loadmaster weapon training at the Vliehorst range, joined by a third later on and two occasional Cougars. On 23 November three NH90s embarked HNLMS Johan de Witt (L801) for their FOST deployment, marking the first time three NH90s deploy on one vessel at the same time. The maximum capacity of this Landing Platform Dock is six NH90s so there is room for even more helicopters next time.

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

November 2020			
04. G-275	C-130H-30	336sq	*NAF76
G-988	C-130H	336sq	*NAF78
06. CT01	A400M	20sq	f/v *BAF675,676
09. F-009	F-35A	322sq	dep Jedi01
F-010	F-35A	322sq	dep Jedi02
F-011	F-35A	322sq	dep Jedi03
F-012	F-35A	322sq	dep Jedi04
12. FB17	F-16BM	10w/OCU	*BAF501
17. FB15	F-16BM	2w	*BAF255
F-014	F-35A	322sq	arr NAF322
18. J-011	F-16AM	312/313sq	*Anvil1
J-055	F-16AM	312/313sq	*Anvil2
19. J-201	F-16AM	322sq	arr Blade1
20. F-009	F-35A	322sq	arr Jedi01
F-010	F-35A	322sq	arr Jedi02

Q-16	AH-64DN	301sq	*Redskin23
23. F-011	F-35A	322sq	arr Bolt01
J-368	F-16BM	312/313sq	27 Fist1/Blade01
24. F-012	F-35A	322sq	arr
G-781	C-130H	336sq (spec mks)	Rebel21, Roque32
G-988	C-130H	336sq	Rogue31
25. G-275	C-130H-30	336sq	Rebel21
30. G-275	C-130H-30	336sq	Rebel32
G-781	C-130H	336sq (spec mks)	Rebel31

On the 6th Leeuwarden received the first visit of the Luxembourg, Belgian operated, A400M CT01. The majority of the F-35A fleet of 322sq deployed to Volkel between 9 and 24 November. J-201 returned to Leeuwarden on the 19th from Woensdrecht/LCW base maintenance. Between 23 and 27 November Volkel based F-16BM J-368 supported the Test Flying Office at 322sq, usually only operating their Orange Jumper J-066. In between various flights were performed as Rack01. As part of exercise Werewolf Resilience various 336sq Hercules movements occurred in the last week of the month.

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

Lelystad

November 2020			
03. N27FF	F.27-400M	FDCH	del
N125DE	Eclipse 500	Blueprint Automation	arr
05. PH-YIS	H135	KNSF Flights Services	06
06. D-BDDE	CL-350	DC Aviation	dep DCS503
PH-RIS	EC130B4	KNSF Flight Services	arr
09. Q-26	AH-64D	301sq	*Redskin34
PH-MAA	EC135T2+	ANWB - MAA	arr
PH-TTR	H135	ANWB - MAA	Lifeline1
12. PH-MBO	DA62	M. Boers	
13. G-HTRL	PA-34-220T	TechTest	
18. 9H-WIT	PC-12/47E	NextGen Aviation (Malta)	
D-IHKW	Ce525	Proair Aviation	
F-GVPH	R44	Heli & Co	
OO-VIF	DA62	FlyEurop	
PH-KIO	P2006T	Kavel 10	
20. 2-MAPZ	Beech C90A	Zeusch aviation	dep
D-IHKW	Ce525	Proair Aviation	
G-DLAD	Ce208	Avonvale	div 24
23. N425KS	Ce425	Qualitair	24
29. N425KS	Ce425	Qualitair	30
30 D-CUTE	Beech 350	Aero-Dienst	18

The Flying Dutch Cultural Heritage Fokker F.27 on the 3rd was this month's highlight. The Challenger departing on the 6th was a paint shop customer. It was replaced by the Beech that arrived on the last day of this month. The Cessna 208 on the 20th was an Amsterdam diversion. The Beech on the 30th is a paint shop customer.

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



Owned by BBAM Aircraft and Leasing Management this Boeing 737 was destined for El Al as 4X-EKV but that fell through. The aircraft has now been prepared for lease to Samoa Airways. The aircraft was previously active with Vistara. (Woensdrecht, 13 November 2020, Jonas Evrard)

Volkel

				November 2020
03.PH-LAB	Ce550	NLR – TU Delft		04
04.G-988	C-130H	336sq		*NAF78
PH-LAB	Ce550	NLR - TU Delft		
09.F-009	F-35A	322sq		20 Jedi01
F-010	F-35A	322sq		20 Jedi02
F-011	F-35A	322sq		23 Jedi03/Bolt01
F-012	F-35A	322sq		24 Jedi04/-
J-014	F-16AM	313sq (nmks)		dep Cowboy01
11.LX-N90448	E-3A	NAEW&CF		*4x Nato40
J-513	F-16AM	322sq		*Blade01
J-871	F-16AM	322sq		*Killer01
17.LX-N90452	E-3A	NAEW&CF		*4x Nato40
18.D-103	CH-47D	298sq		Grizzly27
19.J-003	F-16AM	312/313sq (nmks)		dep Epic01
20.J-015	F-16AM	312/313sq		dep Bulldog01
J-021	F-16AM	312/313sq		arr Bulldog21
84-0087	C-21A	76th AS		Falcon67
27.J-011	F-16AM	312/313sq		dep Epic01
J-063	F-16AM	312/313sq		arr Epic01

On the 9th Volkel hosted Frisian Lightning II, a simulated deployment of four F-35A Lightning's from Leeuwarden to a forward operating base (FOB). As part of their IOC/Initial Operational Capability achievement targets 322sq needs to gain experience with the requirements needed for fast deployment to FOB locations. All needed support was loaded into containers and moved to Volkel, also allowing Volkel

airbase to become familiar with their new fighter for 312sq in 2022. Two AWACS visits in the evenings of 11 and 17 November aided crews with their night flying training skills. The USAF C-21A Learjet on the 20th flew Ramstein, Chievres, Kleine Brogel, Volkel and back to Ramstein. Both F-16s from 20 November traded places in SABCA Charleroi base maintenance as all other arrivals/departures were heading for/from Woensdrecht.

Credits: SGVolkel.

Woensdrecht

				November 2020
02.PH-HZI	B737-8K2	Transavia		arr TRA057
09.J-014	F-16AM	312/313sq		arr Cowboy01
11.I-TOPX	Beech 400A	TopJet Executive		
4R-ABR	A321-231	SriLankan Airlines (a/w)		arr ALK1205
13.S-444	AS532U2	300sq		*Wolfhound69
2-BTTB	B737-85R	BBAM (Samoa Airways c/s)		tst
HZ-ABS	ATR72-212A	Nesma Airlines (a/w)		tst
19.J-003	F-16AM	312/313sq		arr Epic01
J-201	F-16AM	322sq		dep Blade
20.LX-N90452	E-3A	NAEW&CF		*Nato41
23.J-062	F-16AM	312/313sq		tst Cowboy21
HZ-MHH	ATR72-212A	Nesma Airlines (a/w)		tst
24.ZZ390	Wildcat AH.1	1Regt		*AAC172
ZZ391	Wildcat AH.1	1Regt		*AAC171
25.J-632	F-16AM	312/313sq		*AG01
J-641	F-16AM	312/313sq		*AG02



In July 2020 it was announced that HeliCentre was to add a second Robinson R66 to its fleet. The helicopter had been acquired by Peter van Zutphen (well know for his Gazelle YU-HVZ). HeliCentre at Lelystad had enjoyed the usage for a very short time as the helicopter was sold to HQ Aviation at Denham Aerodrome a week after this photo was taken. (Texel, 11 October 2020, Mike de Bruijn)



Tim Volmer was able to take this photo of Lufthansa Boeing 747 D-ABVP when it departed Twente Airport on 3 November 2020. The aircraft was ferried to Frankfurt before it continued to Mojave via Bangor for disposal.

27. J-011	F-16AM	312/313sq	arr Epic01
J-063	F-16AM	312/313sq	dep Epic01
CS-TFY	A320-232X	MasterJet	arr LMJ403Y

Woensdrecht traffic from November 2020 starts with a SriLankan Airlines Airbus A321 returning to its lessor on the 11th. The airliner arrived from Doha and will transfer to Privilege Style as EC-NLJ in the near future. The Italian Beech 400A arrived from Milan-Linate. The former Vistara B737 took to the skies again on 13 November on behalf of BBAM prior to customer acceptance by Samoa Airways. The second Nesma Airlines ATR72 on the 23th made a test flight all white and without any markings.

Credits: Johan Havelaar, Scramble MB.

Texel

October 2020			
02. PH-HCC	Cabri G2	HeliCentre	
03. OO-NHX	AS365N3	Netherlands Coastguard	CG08
06. PH-PXB	EC135P2+	Nationale Politie	ZXP02
07. PH-FVD	R44	Rotarywings	
08. OE-XXL	R44	Heli & Co	
09. PH-JBR	Ce208B	Paracentrum Texel	dep
10. PH-RBC	EC120B	HeliAir	
11. PH-HCH	EC120B	HeliCentre	
PH-PVZ	R66	HeliCentre	
12. PH-COM	PA-30	Dutch Airline Pilots Aero Club	
PH-PXZ	AW139	Nationale Politie	ZXP26
14. S-459	AS532U2	300sq	DUKE4
15. N-318	NH90-NFH	860sq	*Trident06
16. PH-CGN	Do228-212	Kustwacht	*NCG03
PH-RLD	Saab 91D	Vliegend Museum Seppe	
17. PH-FVD	R44	Rotarywings	
19. N183TY	R44	Ruijgok	
22. PH-TSN	DA42	Twin Star Netherlands	
24. PH-KFB	DA42	KFA	KL7908
27. PH-BSU	Ce208B	Paracentrum Texel	dep
PH-FVD	R44	Rotarywings	
PH-JBR	Ce208B	Paracentrum Texel	arr
29. L-02	PC-7	131EMVOsq	Diamond07
OE-XXL	R44	Heli & Co	
PH-AVW	R44	A. F. C. van Westerop	
PH-CGN	Do228-212	Kustwacht	NCG01
30. PH-PXE	EC135P2+	Nationale Politie	ZXP05
31. N417RK	PA-46-350P	Marco van der Horst	

Credit: Texel Airport.

Twente

November 2020			
03. D-ABVP	B747-430	Lufthansa	dep DLH747
04. CS-PHP	EMB505	NetJets Europe	06 NJE407Y/708L
05. CS-LTC	Ce680A	NetJets Europe	NJE959U/867D

12. CS-PHN	EMB505	NetJets Europe	NJE176U/873N
13. CS-PHF	EMB505	NetJets Europe	NJE786H/890M
18. D-CPDA	M-28	PD Air Operation	f/v 19
19. D-CPDA	M-28	PD Air Operation	20
CS-GLF	Global 6000	NetJets Europe	f/v NJE995Q/356E
22. CS-CHD	CL-350	NetJets Europe	NJE895K/158G
25. CS-PHB	EMB505	NetJets Europe	NJE382W/067A
29. D-ABVS	B747-430	Lufthansa	dep DLH9921

After 15 weeks of storage the first Lufthansa Boeing 747 departed back to Frankfurt on the 3rd. The M-28 on the 18th arrived for military exercise 'Green Gecko' and operated an evening sortie. The next day it departed back to Teuge for fuel and returned for an afternoon and an evening sortie. It returned to Germany on the 20th. The second Lufthansa Boeing 747 departed back to Frankfurt on the 29th.

Credit: EHTW spotters.

Flamingo (Bonaire, Dutch Caribbean)

November 2020			
01. HK-5255	Lj45	SARPA	tdy 30
N389KA	Lj35	Fundashon Mariadal	tdy 30
N5324J	Ce340A		tdy 30
05. N55WL	Ce550	Jet Air	
N944BB	BAe125-800XP	Southern Jet	
11. YV1851	RC690C		25
13. HI1005	Ce525A	Helidosa	
HK-5139	B737-476(F)	AerCaribe	
PH-DCG	AW139	DCCG	
15. PH-CGA	DHC-8-106	DCCG	
16. N39JC	Raytheon 390	Skyline Aviation Services	21
17. HK-4411	BAe3201	SARPA	
19. N138CH	CL-300	Bizav Aircraft Management	
21. N5RS	Ce560XL	RMS Aviation	
N850EC	BAe125-850	Rock Jet Solutions	
PZ-TFB	Fokker 70	FlyAllways	
24. PZ-TFB	Fokker 70	FlyAllways	
25. HI1052	ERJ145ER	Sky High Aviation	
26. PR-TAP	Ce525A	Táxi Aéreo Piracicaba	
27. HK-5139	B737-476(F)	AerCaribe	
28. N71FS	IAI1125SP	Saldarriaga Giraldo	
PZ-TFB	Fokker 70	FlyAllways	

TUI:

PH-TFK	01, 07	PH-TFM	15, 19, 22, 26, 29
PH-TFL	08, 14, 21, 28		

Left out were KLM, Divi Divi Air (BN-2, DHC-6) and EZ Air (BN-2 and Beech 1900) unless operating on a non-scheduled flight.

November saw some more fuel stopping aircraft, like FlyAllways and bizzjets.

Credit: Danny de Kiewit.

Movements Belgium



Maleth-Aero has a strategic partnership with UK-based Oryx Jet since May 2017. Initially delivered to Aer Lingus in 1990 as EI-BXF, this Boeing 737 is currently being operated by Maleth-Aero as 9H-VOX for Oryx Jet. (Antwerp, 4 November 2020, Jonas Evrard)

Antwerp

November 2020			
01. PH-DWS	ERJ135LR	Air Charters Europe	07
02. CS-LTC	Ce680A	NetJets Europe	03
LX-FLH	PC-12/47NGX	Jetfly Aviation	f/v
OO-STE	AS350B3e	Stephex Stables	
04. 9H-VOX	B737-548	Maleth-Aero	f/v 06
CS-LTC	Ce680A	NetJets Europe	05
D-IAAD	EMB500	Arcus Air	
OY-TWO	PC-24	Blackbird Air Charter	BBB9P
PH-CUA	Saab 340B	JetNetherlands	del
PH-MFA	DA42NG	KFA	
05. OO-STE	AS350B3e	Stephex Stables	
06. H24	A109BA	1w	
OO-ACC	Ce525A	Air Service Liège	08
07. OO-ACC	Ce525A	Air Service Liège	tst
OO-AFJ	SV-4C	F. Vuylsteke	
OO-ESV	SV-4B	L. Cousement	arr
OO-NEY	EMB545	Air Service Liège	
PH-CJM	Ce680	ASL	09
PH-UNC	Falcon 7X	JetNetherlands	13
08. OE-XXL	R44	Heli & Co	f/v 09
09. D-ICCC	CeF406	Air Taxi Europe	
D-ILWP	Ce525A	Excellent Air	f/v 11
F-HENE	HA420	Hanau Jet	
T7-PBL	PC-12/47E	Flying Club 24	f/v
10. OO-NEY	EMB545	Air Service Liège	
PH-CJM	Ce680	ASL	15
11. OO-GWB	SV-4B	Brussels Aviation School	arr
12. H27	A109BA	1w	
PH-MFA	DA42NG	KFA	
13. H28	A109BA	1w	
OK-AST	Ce560XL	Air Bohemia	14
OO-MBP	PC-24	EAPC	f/v
OO-RED	R44	R. Clements	25
PH-UNC	Falcon 7X	JetNetherlands	16
15. OK-AST	Ce560XL	Air Bohemia	17
OO-STE	AS350B3e	Stephex Stables	
PH-DWS	ERJ135LR	Air Charters Europe	21
16. ST18	SF260MB	CC Air	
CS-DVZ	Ce550	Taespejo Portugal	
OO-GLM	Ce680	Air Service Liège	23
17. LX-JFF	PC-12/47E	Jetfly Aviation	
18. D-CBBS	EMB50	PAD Aviation Service	19
D-GEWF	DA42	M. Haesslich	
19. OO-ACC	Ce525A	Air Service Liège	23
20. PH-UNC	Falcon 7X	JetNetherlands	
21. N63DR	Kodiak 100	E. Rossillon	22
OO-MBP	PC-24	EAPC	
T7-AEC	Ce525	Titanfly International	f/v

22. OK-AST	Ce560XL	Air Bohemia	
23. RN02	NH90-NFH	40sq	
M-INTY	G280	Hampshire Aviation	
N165SL	P180	J. De Kinder	2x
OO-ACC	Ce525A	Air Service Liège	24
24. ST48	SF260D	CC Air	
D-CHZF	Ce550 Bravo	Tyrol Air Ambulance	
M-INTY	G280	Hampshire Aviation	
OK-SLX	Ce560XL	Silesia Air	
PH-UNC	Falcon 7X	JetNetherlands	27
25. ST42	SF260D	CC Air	
M-KNOX	Ce525 (M2)	Woodgate Aviation	f/v 02
OO-PAS	H135	Heli Business	
OO-STE	AS350B3e	Stephex Stables	
26. H24	A109BA	1w	
F-HJLP	EMB550	Luxwing	f/v
PH-DKI	P68C	Zeeland Air	27
PH-KFA	DA42NG	KFA	
27. D-CAAM	Do228-212	Arcus Air	
G-LUBB	Ce525	Surrey Heli Charters	
PH-DWA	ERJ145LR	Air Charters Europe	28
28. LX-FLG	PC-12/47E	Jetfly Aviation	
OO-ACC	Ce525A	Air Service Liège	
29. 9H-FOM	EMB500	Luxwing	
D-CSUN	Ce560XLS+	Air Hamburg	30 2x
OK-ILA	Ce525C	Letecke Muzeum Tocna	f/v
OK-SLX	Ce560XL	Silesia Air	01
30. LX-GCA	Ce525B	Serlux	f/v
LX-JFX	PC-12/47E	Jetfly Aviation	01
PH-KFA	DA42NG	KFA	2x

JetNetherlands took delivery of a Saab 340 on the 4th. The aircraft was previously in use with Loganair. On that same day the proposed new fleet addition for Flying Group Luxembourg performed a local flight as BBB9 prior to departing to Saint Adrien Airport in France.

Credits: ASA Belgium vzw, Luchtzak.be forum.

Brussels

November 2020			
01. 9H-VFG	CL-605	VistaJet Malta	VJT547
CS-DIY	Ce525B	AirJetSul	dep AJU521
CS-LAS	Ce680A	NetJets Europe	dep NJE330Q
D-IAAD	EMB500	Arcus Air	02
F-HSFJ	Ce680A	Astonjet	ASJ225
G-CLAA	B747-446F	CargoLogicAir	CLU5172/9
G-CLBA	B747-428ERF	CargoLogicAir	CLU5179/3
G-MERR	Ce550 Bravo	Xclusive Jet Charter	
LX-PCA	PC-24	Jetfly Aviation	02
N604GF	CL-604	Gafi	dep
OK-BEE	Beech 400A	JetBee Czech	

OO-NGI	ERJ190BJ	Flying Group	arr	F-HVYC	Ce560XLS+	Lyreco	
YU-SCJ	Ce525	Prince Aviation		G-TGPG	B737-3Y0	2Excel Aviation	16 BRO20
02. A7-BHA	B787-9	Qatar Airways	f/v QTR8194/5	OK-IMO	Beech 400A	Airstream	17
D-CKHG	Ce560XLS	Windrose Air		15. 2703	C-27J	Esc.902 Av.Tr.	ROF260
LN-SOV	Ce680	Sundt Air	03 MDT11	CS-TFQ	Lj45XR	Airjetsul	18 AJU451
03. 146/XR	TBM-700A	ET00.041		G-CLAA	B747-446F	CargoLogicAir	CLU5172
D-CCCB	Lj35A	DRF		OE-FCB	Ce510	GlobeAir	
D-CPMU	Lj60	FAI Rent-A-Jet		16. 9H-VJD	Global 6000	VistaJet Malta	16 VJT732
D-ISAR	Raytheon 390	Euroflug Frenzel		CS-LTF	Ce680A	JetJets Europe	17 NJE562P
G-CHMR	ERJ145MP	Eastern Airways	EZE9721/2	D-CHIC	EMB505	Air Hamburg	17 AHO279G/241F
G-MERR	Ce550 Bravo	Xclusive Jet Charter	04	D-CHZF	Ce550 Bravo	Tyrol Air Ambulance	
LX-LAA	Lj45	Luxembourg Air Rescue		LX-JFY	PC-12/47E	Jetfly Aviation	18
SE-LPS	ATP/F	West Air Sweden	04 SWN1501/ -	OE-LEV	Global 5000	Avcon Jet	f/v
04. CS-GLG	Global 6000	NetJets Europe	05 NJE926T	PR-WYW	Falcon 50	Jet Class Aviation	17
05. F-HEXR	Falcon 7X	Dassault Falcon Services		SP-KHI	CL-350	Jet Story	
LX-PCD	PC-24	Jetfly Aviation	06	17. CS-LTD	Ce680A	NetJets Europe	18 NJE583B/019K
OE-FZE	Ce510	GlobeAir	06	D-AHOX	ERJ135BJ	Air Hamburg	19 AHO818T/796D
OE-GJM	Ce560XLS	Pink Sparrow		F-HGET	PC-12/47E	Get1jet	
06. OE-FAT	Ce510	GlobeAir	07	OE-FCB	Ce510	GlobeAir	
OE-FZE	Ce510	GlobeAir	07	OY-GDA	ERJ195LR	Great Dane Airlines	19 GDE721/2
YU-SCJ	Ce525	Prince Aviation		18. 14+03	Global 5000	FBS BMVg	
07. F-HVYC	Ce560XLS+	Lyreco	2x	D-CDCM	Ce560XLS+	Air Hamburg	AHO354C/416W
PH-CJM	Ce680	ASL		F-HYOG	ERJ145LR	Amelia International	dep
08. CS-DXM	Ce560XLS	NetJets Europe		HB-JIN	Falcon 900EX	JABJ	arr
D-CITA	Lj60	FAI Rent-A-Jet	09 IFA1442	SP-ESG	B737-8Q8	Enter Air	20 ENT546/54GU
EI-HEA	A330-322(F)	ASL Airlines Ireland	dep ABR770	19. D-CGAA	Ce560XLS+	Air Hamburg	
F-HATV	Ce680A	Astonjet		D-CTIL	Lj35A	Air Alliance Express	
G-CLBA	B747-428ERF	CargoLogicAir	CLU5172	D-ILCG	Ce525A	ProAir Aviation	
G-ILBG	Ce525A	Catreus		LX-JFX	PC-12/47E	Jetfly Aviation	dep
LX-FLH	PC-12/47NGX	Jetfly Aviation	arr	20. B-5923	A330-343E	Sichuan Airlines	CSC3829/30
PH-PKF	Falcon 2000LXS	JetNetherlands		D-IGST	Raytheon 390	Peak Air	23
09. T-055	A330MRTT	MMF	f/v *	D-IGVA	Ce525	Luxaviation Germany	
SP-ESG	B737-8Q8	Enter Air	ENT51HB/543	I-DIEM	Falcon 900LX	Comp. Aeron. Italiana	CPI201
10. F-HOLY	A109SP	Skycam Helicopteres		OE-FAT	Ce510	GlobeAir	
F-HTLS	EMB500	PH Occitanie		SP-KPR	Saab 340A/QC	SprintAir	SRN851P/-
G-OBYH	B767-304ER	TUI Airways		TC-CBK	G550	Government of Turkey	dep
HB-JDA	A320-271N	Swiss	SWR8800/5801	21. A56-001	Falcon 7X	34sq	23 ASY334/ -
OE-FFB	Ce510	GlobeAir		CS-LTF	Ce680A	NetJets Europe	22 NJE815K
11. ET-AUR	B787-9	Ethiopian Airlines	ETH3706	I-DIEM	Falcon 900LX	Comp. Aeron. Italiana	CPI211
ET-AVC	A350-941	Ethiopian Airlines	ETH724/5	22. TK.10-11	KC-130H	Ala 31	AME3138
LX-JFX	PC-12/47E	Jetfly Aviation	dep JFA54S	7T-VNM	Ce560XLS+	Star Aviation	
LX-PCC	PC-24	Jetfly Aviation	12	G-CLAA	B747-446F	CargoLogicAir	CLU5172
T7-BPJ	PC-12/47E	Eurojet Holdings	22	OE-FAT	Ce510	GlobeAir	23
12. HB-JDA	A320-271N	Swiss	SWR5800/8801	OE-GKW	G100	Tyrol Air Ambulance	
13. F-HERE	Ce510	Astonjet	ASJ278	23. B-5945	A330-343E	Sichuan Airlines	CSC3829/30
14. A7-BHE	B787-9	Qatar Airways	f/v QTR8194/5	LX-FLG	PC-12/47E	Jetfly Aviation	arr
ET-AWN	A350-941	Ethiopian Airlines	ETH724/5	OK-SLX	Ce560XL	Silesia Air	24
F-HERE	Ce510	Astonjet	ASJ278	24. 5386/UX	AS555AN	EH03.067	CTM1350
F-HGPE	EMB505	Pan Européenne A/S		ET-AQO	B737-860	Ethiopian Airlines	25 ETH8702



This Super Puma was in service with the National Police Agency in Japan until 2012. It then ventured to New Zealand and spent four years with Heli Harvest before it was acquired by Heli Austria. The AS332L1 has been sold to a company in Chili and will be converted to a fire-fighting helicopter. OE-XLP made a stopover at Knokke-Heist heliport en-route to the port of Zeebrugge. (27 November 2020, Roland De Groot)



Eleron operates two Antonov An-26B's. UR-CSJ was acquired in 2018. The aircraft carries 'Express Charter Solutions' titles since late 2020, referring to a company based in Slovakia. (Liège, 14 November 2020, Paul Sanders)

F-HVYC	Ce560XLS+	Lyreco	
T7-BPJ	PC-12/47E	Eurojet Holdings	22
25.0110	B737-86X	1.BLTr	PLF110
CS-DIY	Ce525B	AirJetSul	26 AJU521
F-HPUR	BAe125-800XP	Valljet	26 VLJ398R
F-HVYC	Ce560XLS+	Lyreco	
OE-FRM	Ce510	GlobeAir	
OO-NGI	ERJ190BJ	Flying Group	arr
26.54+17	A400M	LTG62	
ZE707	BAe146 C3	32(TR)sq	
D-AEAI	A300B4-622R(F)	EAT Leipzig	29 BCS85P/871P
N78009	B777-224ER	United Airlines	27 UAL2819/21
OE-FNP	Ce510	GlobeAir	
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	
27.B-8287	A330-343E	Hainan Airlines	28 CHH491/2
D-INCS	Ce525	Jetkontor	
F-GVMA	Global 7500	LVMH Services	
HB-VTW	Ce525 (M2)	Transwing	FSE1C
N625PG	Ce525		
OE-FPP	Ce510	GlobeAir	29
TC-RSE	Lj45	Redstar	
28.84-00181	C-12U-3	204th MI Bn	Rebel81
D-INCS	Ce525	Jetkontor	
N513MA	G550	Richport Air	29
29.D-BAHB	Falcon 2000LX	MHS Aviation	
G-CLAA	B747-446F	CargoLogicAir	CLU5172/209
HB-VTW	Ce525 (M2)	Transwing	FSE1C
LX-FLH	PC-12/47NGX	Jetfly Aviation	JFA41X/ -
LX-PCC	PC-24	Jetfly Aviation	
30.B-5945	A330-343E	Sichuan Airlines	CSC3829/30
CS-GLA	Global 6000	NetJets Europe	01 NJE2KX/403A
D-CSMC	Ce560XLS+	Silver Cloud Air	
F-HERE	Ce510	Astonjet	01 ASJ82
N78009	B777-224ER	United Airlines	01 UAL2819/21

The tanker on the 9th made an approach. The Swiss Airbus on the 10th transported the Swiss national football team. The team was picked up for the trip back home on the 12th. 2Excel Aviation took the English national team to Belgium on the 14th. The Romanian Spartan on the 15th transported a Romanian doctor, who suffered severe burns after trying to save Covid-19 patients from a hospital fire, to Belgium for treatment. Great Dane Airlines was the preferred chariot for the Danish national football team on the 17th. Former Belgian Air Force Embraer CE03 departed Brussels on the 18th registered as F-HYOG. On the 22nd the Spanish Air Force sent a C-130 to Brussels to pick up a former member of the Basque separatist movement ETA, who is suspected of the murder of a Spanish army colonel in 1981. The EAT Leipzig (in DHL c/s) Airbus on the 26th aborted its take-off run above V1, resulting in a delayed departure a few days later.

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

Kleine Brogel

			November 2020
03.FA101	F-16AM	2w (demo c/s)	*
FA117	F-16AM	2w	*
10.PH-LAB	Ce550	NLR – TU Delft	
12.CT01	A400M	20sq	*
FA84	F-16AM	2w	*
13.FA86	F-16AM	2w	*
16.1x	E-3A	NAEW&CF	*
CT01	A400M	20sq	*
FA129	F-16AM	2w	*
19.CT01	A400M	20sq	*
20.ST03	SF260M+	CC Air (yellow c/s)	*



Russian airline Azur Air is one of many carriers using passenger aircraft on cargo routes taking advantage of the demand for cargo traffic. Boeing 767 VP-BRA was one of two aircraft that have been activated by the airline for such services. (Liège, 21 November 2020, Guillaume Massa)

84-0087 C-21A 76th AS
23.ST47 SF260D CC Air (grey c/s) *

The Luxembourg Armed Forces A400M visited Kleine Brogel for the first time on 12 November.

Credits: Mathias Bijmens, Toon Cox, Edwin Huskens, Jos Schoofs.

Koksijde

November 2020			
03.ZZ390	Wildcat AH.1	1Regt	*
ZZ391	Wildcat AH.1	1Regt	*
04.H24	A109BA	17sq (spec mks)	
05.H24	A109BA	17sq (spec mks)	
06.H24	A109BA	17sq (spec mks)	
09.PH-LAB	Ce550	NLR - TU Delft	
12.FA84	F-16AM	2w	*
ST35	SF260M+	CC Air (Red Devils cs + 50yr mks)	*
16.FA102	F-16AM	10w	*
FB24	F-16BM	10w/OCU (spec mks)	*
H27	A109BA	17sq	
20.FA81	F-16AM	10w	*
FA95	F-16AM	10w	*
FA124	F-16AM	10w (D-Day mks)	*
23.CT01	A400M	20sq	*
H26	A109BA	17sq	*
ST48	SF260D	CC Air	*
24.FA127	F-16AM	10w	2x *
ST48	SF260D	CC Air	*
ZZ390	Wildcat AH.1	1Regt	*
ZZ391	Wildcat AH.1	1Regt	*
25.H28	A109BA	17sq	
ST42	SF260D	CC Air	2x *
5386/UX	AS555AN	EH05.067	*

The Army Air Corps Wildcats on 3 and 24 November made a rotation to the Baltics. From the UK they headed towards Gilze-Rijen and continued into Germany, Poland to their destination and returned in the same sequence. The French AS555AN arrived from Ostend while navigating its way from Amsterdam - Schiphol back towards France along the shoreline.

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

Liège

November 2020			
01.EC-NHF	B757-223(F)	Cygnus Air	SWT552/1
VP-BOP	A321-251NX	Ural Airlines	SVR3685/6
VQ-BWS	B747-467F	Longtail Aviation	dep LGT7701
02.283	PC-12/47E	104sq	IRL283

SP-TTA	Beech 400A	Smart Jet	SAH59P
03.CS-LTI	Ce680A	NetJets Europe	04 NJE415M/664G
F-HBGE	TBM-850	Jomaho	04
VP-BVP	A321-211	Ural Airlines	SVR3685/6
04.F-HBGE	TBM-850	Jomaho	09
OO-TUX	B737-86N	TUI Belgium	JAF910F/9120
05.RA-82046	An-124-100	Volga-Dnepr	11 VDA4022/116
VP-BHM	B757-222(F)	E-Cargo (a/w)	ERF9410/301
VP-BVP	A321-211	Ural Airlines	SVR3685/6
06.4L-GEO	B747-236(F)	The Cargo Airlines	
EI-GOT	A330-323E	I-Fly	RSY9826/05
OO-TUX	B737-86N	TUI Belgium	JAF9130/914F
UR-CAJ	An-12BK	Meridian	
VP-BBH	A321-231	Ural Airlines	07 SVR3649/50
07.EI-FSE	A330-243	I-Fly	RSY9824/08
08.EI-GOT	A330-323E	I-Fly	RSY7632/10
VP-BVP	A321-211	Ural Airlines	SVR3649/50
09.279	AW139	301sq	2x tst IRL279
EI-FSE	A330-243	I-Fly	RSY9822/08
EI-GOT	A330-323E	I-Fly	10 RSY7632/10
UR-CAJ	An-12BK	Meridian	arr
VP-BBH	A321-231	Ural Airlines	10 SVR3685/6
10.UR-CSJ	An-26B	Eleron	
11.279	AW139	301sq	tst IRL279
EI-FSE	A330-243	I-Fly	RSY9828/02
EI-GOT	A330-323E	I-Fly	12 RSY9546/7610
F-HBGE	TBM-850	Jomaho	19
UR-CKL	An-12BK	Cavok Air	12
VP-BIH	A321-211	Ural Airlines	SVR3649/50
VQ-BKG	A321-211	Ural Airlines	SVR3685/6
12.EI-FSE	A330-243	I-Fly	13 RSY7542/09
EI-GCZ	A330-223	I-Fly	RSY9824/08
VP-BHM	B757-222(F)	E-Cargo (a/w)	ERF9410/01
VQ-BKG	A321-211	Ural Airlines	SVR3685/6
13.EI-GOT	A330-323E	I-Fly	RSY7632/10
14.UR-CSJ	An-26B	Eleron	
15.EI-GOT	A330-323E	I-Fly	RSY7634/10
16.D-CYKP	Ce550 Bravo	Tyrol Air Ambulance	
EI-GCZ	A330-223	I-Fly	RSY7542/09
RA-64032	Tu-204-100	Cainiao Logistics	TUP6584/04
VP-BHM	B757-222(F)	E-Cargo (a/w)	ERF9402/301
17.EI-FSE	A330-243	I-Fly	RSY7542/09
EI-GOT	A330-323E	I-Fly	RSY7632/10
HA-KAO	ATR72-202(F)	Fleet Air International	
18.EI-GCZ	A330-223	I-Fly	RSY9824/08
ES-MCA	Ce510	Alarair	arr
ES-NSG	Saab 340B(F)	NyxAir	
PH-CUA	Saab 340B	JetNetherlands	21 f/v 2x
19.280	PC-12/47E	104sq	IRL280
EI-FSE	A330-243	I-Fly	RSY7634/509
F-HBGE	TBM-850	Jomaho	arr
20.F-HTRY	P180	Airrales	
UR-CAJ	An-12BK	Meridian	



Saab 340B ES-NSG is a former Loganair aircraft as can be seen by its livery. The aircraft was acquired by NyxAir after it was retired by the Scottish regional airline. The aircraft has been converted to full freighter. (Liège, 18 November 2020, Steven Picalausa)



Ascent Helicopters is the current operator of this Bell 212. C-GSHC arrived at Ostend on 30 October 2020 and departed to the port of Zeebrugge on the day this photo was taken for transport back to Canada. The helicopter had been operating for the Turkish Electricity Transmission Corporation (TEIAS) since 2019. (Ostend, 3 November 2020, Nik Deblauwe)

VP-BIH	A321-211	Ural Airlines	SVR3649/50
VP-BXW	B767-3Q8ER	Azur Air	21 AZV2014/6670
21.EI-FSE	A330-243	I-Fly	RSY7542/09
EI-GOT	A330-323E	I-Fly	RSY7632/10
G-CLBA	B747-428ERF	CargoLogicAir	22 CLU5232/3
VP-BRA	B767-33AER	Azur Air	AZV2018/6664
VQ-BKG	A321-211	Ural Airlines	SVR3685/6
22.EI-GOT	A330-323E	I-Fly	23 RSY7634/10
UR-CKL	An-12BK	Cavok Air	24
VP-BHM	B757-222(F)	E-Cargo (a/w)	ERF9408/01
VP-BXW	B767-3Q8ER	Azur Air	23 AZV2014/6668
23.EI-FSE	A330-243	I-Fly	RSY7542/09
RA-64032	Tu-204-100	Cainiao Logistics	TUP6582/02
VP-BBH	A321-231	Ural Airlines	SVR3649/50
VP-BHM	B757-222(F)	E-Cargo (a/w)	25 ERF9402/501
24.EI-FSE	A330-243	I-Fly	25 RSY7542/09
EI-GOT	A330-323E	I-Fly	RSY7632/10
LX-KAY	Beech 250	Luxaviation	f/v div 25 LXA1F
UR-CAJ	An-12BK	Meridian	25
UR-CSJ	An-26B	Eleron	25
VP-BVP	A321-211	Ural Airlines	SVR3685/6
VQ-BKG	A321-211	Ural Airlines	SVR3685/6
25.EI-GCZ	A330-223	I-Fly	RSY9824/08
SP-ESE	B737-8Q8	Enter Air	27 ENT64SH/68XB
SP-MRB	Saab 340A(QC)	SkyTaxi	
VP-BIH	A321-211	Ural Airlines	SVR3873/4
VP-BRA	B767-33AER	Azur Air	26 AZV2014/6668
26.TT-VKT	B737-7D6C	Air Algérie	DAH2830/1
EI-FSE	A330-243	I-Fly	RSY7634/509
EI-GOT	A330-323E	I-Fly	RSY9546/7610
F-HGET	PC-12/47E	Get1jet	
UR-CSJ	An-26B	Eleron	
VP-BBH	A321-231	Ural Airlines	SVR3873/4
VP-BXW	B767-3Q8ER	Azur Air	27 AZV2018/6670
27.OE-LFE	B757-28A(F)	ASL Airlines Belgium (a/w)	del
VP-BBH	A321-231	Ural Airlines	SVR3873/4
28.EI-FSE	A330-243	I-Fly	RSY7542/09
EI-GOT	A330-323E	I-Fly	RSY7632/10
F-HGET	PC-12/47E	Get1jet	
G-CLBA	B747-428ERF	CargoLogicAir	CLU5234
LX-VCM	B747-8R7F	Cargolux	div CLX6995
VP-BHM	B757-222(F)	E-Cargo (a/w)	ERF9408/9
VP-BIH	A321-211	Ural Airlines	SVR3685/6
VP-BRA	B767-33AER	Azur Air	AZV2014/6668
VP-BXW	B767-3Q8ER	Azur Air	29 AZV2016/6641
29.EI-GOT	A330-323E	I-Fly	RSY7634/10
VP-BHM	B757-222(F)	E-Cargo (a/w)	01 ERF9410/03
VP-BOP	A321-251NX	Ural Airlines	SVR3649/50
30.EI-FSE	A330-243	I-Fly	RSY7542/09

VQ-BKG A321-211 Ural Airlines SVR3685/6

In November I-Fly returned to Liège, Longtail (although not mentioned in the list) continued its flights and Ural was also present almost daily. On the 4th TUI operated a charter. The Beech 250 on the 24th was a Luxembourg diversion. The ASL Airlines Boeing 757 on the 27th is former OO-TFA. The aircraft has been converted from a combi aircraft to a full freighter.

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

Ostend-Bruges

November 2020			
01.HA-TAG	Saab 340A(F)	Fleet Air International	FRF301
LX-TWO	Lj45XR	Luxemb. Air Ambulance	LRQ558H
UR-EMF	ERJ190STD	Ukraine International	AUI271/272
02.D-FALK	Ce208	Businesswings	JMP212B/213
G-ESNA	EMB550	Air Charter Scotland	EDC991T
HA-KAO	ATR72-202(F)	Fleet Air International	FRF900/901
OO-PCJ	PC-12/47E	European Aircraft Private Club	03 2x
PH-NNX	Ce750	ASL	2x
03.D-AGWG	A319-132	Eurowings	f/v EWG1909/10
D-CHZF	Ce550	Tyrol Air Ambulance	TYW212F/213F
C-GSHC	Bell 212	Ascent Helicopters	dep
HA-TAD	Saab 340A(F)	Fleet Air International	FRF201/200
PH-NNX	Ce750	ASL	
T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	04 SMF703/101
04.A7-BFD	B777-FDZ	Qatar Airways Cargo	QTR8860/1
D-AGWD	A319-132	Eurowings	05 EWG1910/09
LY-JMS	B737-522	KlasJet	dep KLJ9744
OH-ZRH	PC-12/47E	Global Airlift Solutions	
OY-NPG	SA227DC	North Flying	NFA103/103P
SP-KPE	Saab 340A	SprintAir	SRN111/112
T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	05 SMF103/1
T7-BGD	CL-800	Nomad Aviation	
05.A7-BAU	B777-3DZ(ER)	Qatar Airways	f/v QTR8862
A7-BBD	B777-2DZ(LR)	Qatar Airways	f/v QTR8002/8003
A7-BBE	B777-2DZ(LR)	Qatar Airways	f/v QTR8020/8021
D-IFFF	CeF406	Air Taxi Europe	06 TWG248/144
EC-GJM	SA227BC	Flightline	FTL932/933
HA-TVJ	Saab 340A	Fleet Air International	FRF401/ -
LX-FCB	PC-24	Flying Group Luxemb.	FYL81CB/ -
06.A7-BAK	B777-3DZ(ER)	Qatar Airways	f/v QTR8303
LY-JMS	B737-522	KlasJet	07 KLJ9745/1009
OO-CFW	PC-12/47E	NextGen Aviation	
SP-KPU	Saab 340A(F)	SprintAir	SRN121/122
07.A7-BAB	B777-3DZ(ER)	Qatar Airways (OW c/s)	QTR8196
OO-TUV	B737-86J	TUI Belgium	20 JAF1172/34K
OY-JJJ	Raytheon 4000	JoinJet	SUS751A/751B

08. A7-BAS	B777-3DZ(ER)	Qatar Airways	f/v QTR8303	EC-NIR	SA227AC	Flightline	20 FTL642/651
A7-BHC	B787-9	Qatar Airways	f/v QTR8028	HA-TAD	Saab 340A(F)	Fleet Air International	23 FRF201/200
09. A7-BEL	B777-300(ER)	Qatar Airways	f/v QTR8856	OY-NCM	Do328-300	JoinJet	SUS753A/B
A7-BHB	B787-9	Qatar Airways	f/v QTR8014	20. A7-BAH	B777-3DZ(ER)	Qatar Airways	QTR8032
G-MRFX	EMB550	Sirio UK	FLJ511/512	ER-BBC	B747-433(F)	Aerotrans Cargo	f/v ATG8816/8817
HA-KAO	ATR72-202(F)	Fleet Air International	FRF900/901	SU-GER	B787-9	EgyptAir	MSR522/523
HA-TVJ	Saab 340A	Fleet Air International	FRF401/	T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	21 SMF102/1
10. A7-BAV	B777-3DZ(ER)	Qatar Airways	f/v QTR8026	21. A7-AFI	A330-243F	Qatar Airways Cargo	QTR8190/8191
A7-BAY	B777-3DZ(ER)	Qatar Airways	QTR8301	A7-BEI	B777-300(ER)	Qatar Airways	f/v QTR8032
A7-BEL	B777-300(ER)	Qatar Airways	QTR8857	G-MRFX	EMB550	Sirio UK	22 FLJ512
EC-GJM	SA227BC	Flightline	FTL912/921	T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	22 SMF102/1
EC-GPS	SA227AC	Flightline	FTL812/821	22. A7-BEC	B777-3DZ(ER)	Qatar Airways	QTR8022
OE-FMO	Eclipse 550	Mali Air		A7-BHC	B787-9	Qatar Airways	QTR8028
OH-JRJ	PC-12/47E	Hendell Aviation		23. A7-BHD	B787-9	Qatar Airways	QTR8014
11. A7-BAX	B777-3DZ(ER)	Qatar Airways	f/v QTR8862	D-FAST	Ce208	Businesswings	arr JMP312
A7-BEN	B777-300(ER)	Qatar Airways	f/v QTR8190	OH-ZRH	PC-12/47E	Global Airlift Solutions	24
A7-BFG	B777-FDZ	Qatar Airways Cargo	QTR8016/8017	SU-GES	B787-9	EgyptAir	MSR520/521
12. A7-BBG	B777-2DZ(LR)	Qatar Airways	f/v QTR8002	24. 9A-JIM	Ce525	Air Pannonia	25
A7-BAF	B777-3DZ(ER)	Qatar Airways	f/v QTR8303	ES-LSC	Saab 340A(F)	Airest	AEG287C/290P
D-IATE	CeF406	Air Taxi Europe	TWG111/211	OH-ZRH	PC-12/47E	Global Airlift Solutions	26
ES-NSA	Saab 340B(F)	Nyxair	13 NYX275C/275D	25. 5386/UX	AS555AN	EH05.067	CTM1350
13. 280	PC-12/47E	104sq	IRL280	A7-BEC	B777-3DZ(ER)	Qatar Airways	QTR8006
A7-BAW	B777-3DZ(ER)	Qatar Airways	f/v QTR8189	D-CAWO	Ce560XLS+	Aerowest	
A7-BEC	B777-3DZ(ER)	Qatar Airways	f/v QTR8032	YU-APJ	A319-132	Air Serbia	27 ASL9020/9021
14. A7-AFI	A330-243F	Qatar Airways Cargo	f/v QTR8722/3	26. A7-BBD	B777-2DZ(LR)	Qatar Airways	QTR80220/8021
A7-BAU	B777-3DZ(ER)	Qatar Airways	f/v QTR8034	A7-BFD	B777-FDZ	Qatar Airways Cargo	QTR8016/8017
HA-KAO	ATR72-202(F)	Fleet Air International	15 FRF901/900	D-CARO	Ce680	Aerowest	
15. A7-BAY	B777-3DZ(ER)	Qatar Airways	QTR8854	PH-NNX	Ce750	ASL	
A7-BED	B777-3DZ(ER)	Qatar Airways	f/v QTR8012	27. D-CAPB	Ce560	Aerowest	
A7-BHF	B787-9	Qatar Airways	f/v QTR8028	D-CAWO	Ce560XLS+	Aerowest	
T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	16 SMF102/1	G-JOTA	BAe146-300(QT)	Jota Aviation	28 ENZ421/421F
16. A7-BAW	B777-3DZ(ER)	Qatar Airways	17 QTR8034	29. D-IHAG	Ce551	Heli-Flight	
A7-BFS	B777-FDZ	Qatar Airways Cargo	QTR8172	T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	30 SMF102/1
A7-BFT	B777-FDZ	Qatar Airways Cargo	QTR8917	30. PH-NNX	Ce750	ASL	02
A7-BHE	B787-9	Qatar Airways	f/v QTR8014	SE-LFS	Fokker 50(F)	Amapola Flyg	f/v 01 APF5151/2
D-ICCC	CeF406	Air Taxi Europe	17 TWG200/100				
PH-CPI	EMB500	NextGen Aviation					
PH-NNX	Ce750	ASL	23				
SP-KPU	Saab 340A(F)	SprintAir	17 SRN139/140				
SU-GET	B787-9	EgyptAir	MSR520/521				
17. A7-BAJ	B777-3DZ(ER)	Qatar Airways	QTR8032				
A7-BEK	B777-300(ER)	Qatar Airways	18 QTR8854				
A7-BFJ	B777-FDZ	Qatar Airways Cargo	QTR8174				
EC-NIR	SA227AC	Flightline	19 FTL622/631				
HA-TAD	Saab 340A(F)	Fleet Air International	FRF201				
UR-CQD	An-26B	Vulkan Air	VKA119				
18. A7-BAN	B777-3DZ(ER)	Qatar Airways	QTR8032				
A7-BFC	B777-FDZ	Qatar Airways Cargo	QTR8016/8017				
A7-BFS	B777-FDZ	Qatar Airways Cargo	19 QTR8186				
EC-GPS	SA227AC	Flightline	FTL822/831				
PH-EUE	AW139	CHC Helic. Netherl.	HNL99A/12A				
PH-EUE	AW139	CHC Helic. Netherl.	HNL12B/C				
SP-KPU	Saab 340A(F)	SprintAir	19 SRN154/176				
SU-GET	B787-9	EgyptAir	MSR520/521				
19. D-IATE	CeF406	Air Taxi Europe	20 TWG211/111				

EgyptAir Cargo:SU-GCE 01², 03, 05, 10, 17, 20, 21, 22, 24, 28, 29

SU-GCF 15, 24, 26, 27, 30 SU-GCJ 08, 12, 22, 25, 28

TUI Belgium:

OO-TEA 01, 08

OO-TUV 2x 06²

The helicopter on the 3rd departed Ostend for the port of Zeebrugge to be dismantled and shipped back to Canada. On 3 and 4 November Eurowings was used by Borussia Dortmund for their match against Club Brugge. Aerotrans Cargo gained a 'new' B747 freighter. ER-BBC was introduced to Ostend on the 20th. The French Fennec helicopter on 25 November was heading back home after spending some time up north in the Netherlands. Amapola Flyg closes the month with its classic Fokker 50 freighter. TUI Belgium operated their last flights in the first week of November. The airline announced to return in March 2021 with their flights to/from Ostend.

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



Foreign MD900/902 helicopters regularly visit Genk-Zwartberg airport for maintenance. This Essex Air Ambulance MD902 was seen after a test flight. G-EHEM departed back to the UK later that day. (Genk - Zwartberg, 10 November 2020, Toon Cox)



Airbus A330 B-5923 was delivered to Sichuan Airlines in March 2013. The aircraft carries the Wuliangye special livery since December 2018. Wuliangye Yibin Company specializes in making baijiu, a family of liquors made from grain. It's no 1 brand is simply known as Wuliangye and consists of Proso millet, corn, glutinous rice, long grain rice and wheat. Sister ship B-5929 also carries the same scheme. (Brussels, 20 November 2020, Jonas Evrard)



Ethiopian Prime Minister Abiy Ahmed Ali was awarded the Nobel Peace Prize for 2019 by the Norwegian Nobel Committee. Since April 2020 Ethiopian Airlines is sending its congratulations over the globe using Boeing 787 ET-EUR. (Brussels, 11 November 2020, Jochem Jottier)



Sichuan Airlines has adorned Airbus B-5945 in the Chengdu 2021 31st Summer Universiade Livery. The A330 carries this livery since November 2019. The Chengdu 2021 Summer Universiade will take place from 18 to 29 August 2021. (Brussels, 23 November 2020, Paul Sanders)

Military Movements Elsewhere



A330MRTT 043/F-UJCI arrived at Brize Norton from Istres and departed just two hours later to Bastia. Despite its colour scheme mainly consisting of grey tones, we think this is one smart-looking Airbus thanks to all the colourful additions. Kev Daws caught it in perfect light on short final for runway 25 on 12 December 2020.

Germany

November 2020			
Geilenkirchen			
02. 15+01	A319	FBS BMVg	GAF827
	D-HSPR	R44	Air Lloyd
03. 14+04	Global 5000	FBS BMVg	GAF671
	15+02	A319	FBS BMVg
09. OE-IAP	B737-4M0	ASL Belgium	TAY502P/TAY5011
10. 84-0156	C-12U-3	E/1-214 AVN	DUKE15
	D-HEGA	AS332L	Bundespolizei
11. D-HEGK	AS332L	Bundespolizei	BPO13
12. 14+02	Global 5000	FBS BMVg	GAF671
	D-HEGK	AS332L	Bundespolizei
	D-HSHP	EC135	ADAC
13. OO-TNQ	B737-4M0	ASL Belgium	TAY5014/TAY501P
16. D-HEGD	AS332L	Bundespolizei	BPO13
17. 84-0157	C-12U-3	E/1-214 AVN	DUKE15
18. 14+03	Global 5000	FBS BMVg	GAF630
	84-0162	C-12U-3	E/1-214 AVN
	F-GZTO	B737-73S	ASL France
	F-GZTO	B737-73S	ASL France
19. OO-TNO	B737-49R	ASL Belgium	TAY502P/TAY5077
	OO-TNO	B737-49R	ASL Belgium
23. D-HEGZ	AS332L	Bundespolizei	BPO08
24. D-HEGZ	AS332L	Bundespolizei	BPO13
26. D-HLTF	EC155B	Bundespolizei	BPO18
	OO-TNO	B737-49R	ASL Belgium

Credits: Ralph Flinzner, Scramble Messageboard.

November 2020			
Nürnberg			
02. 14+04	Global 5000	FBS BMVg	GAF695
	09-72107	UH-72A	JMRC
03. 14+05	Global 5000	FBS BMVg	GAF690
	T-784	Ce560XL	LTDB
	14-20700	HH-60M	C/6-101 AVN
04. 14+02	Global 5000	FBS BMVg	GAF602
	84-00156	C-12U	E/1-214 AVN
	84-00162	C-12U	E/1-214 AVN
	T-784	Ce560XL	LTDB
05. 15+01	A319CJ	FBS BMVg	GAF833
	54+17	A400M	LTG62
	76+15	H145M	HSG64
	77+01	H145M	THR30
	84-00156	C-12U	E/1-214 AVN
	07-3176/RS	C-130J-30	37th AS
	07-8609/RS	C-130J-30	37th AS
	15-5822/RS	C-130J-30	37th AS
	14-20680	HH-60M	C/6-101 AVN
	09-72106	UH-72A	JMRC "
	09-72107	UH-72A	JMRC

T-751	CL604	LTDB	SUI751
06. 54+17	A400M	LTG62	GAF727
07. 97-00102	UC-35A	E/1-214 AVN	Duke77
	08-3176/RS	C-130J-30	37th AS
			Herky756
09. T-721	Beech 350	LTDB	SUI721
	11. 54+28	A400M	LTG62
	12. 84-00156	C-12U	E/1-214 AVN
	13. 15+04	A321-231	FBS BMVg
		84-00156	C-12U
	14. 06-6158	C-17A	E/1-214 AVN
	15. 04-4136	C-17A	60th AMW
	16. 79+15	NH90-TTH	THR30
		84-00157	C-12U
		84-00162	C-12U
17. 14+07	Global 6000	FBS BMVg	E/1-214 AVN
	95-0107	C-17A	437th AW
	15-20759	HH-60M	C/6-101 AVN
	09-72097	UH-72A	JMRC
18. 97-00105	UC-35A	E/1-214 AVN	Duke77
	93-26477	UH-60L	A/6-101 AVN
	09-72106	UH-72A	JMRC
19. 97-00102	UC-35A	E/1-214 AVN	Duke77 x2
20. 15+01	A319CJ	FBS BMVg	GAF824
	87-0028	C-5M	60th AMW
	84-00162	C-12U	E/1-214 AVN
	03-3115	C-17A	183th AS MS ANG
21. 16-5840/RS	C-130J-30	37th AS	Herky769
23. 075/F-RAJA	A340-211	ET3/60	CTM1073
	14+06	Global 6000	FBS BMVg
	T-721	Beech 350	LTDB
27. 84-00165	C-12U	E/1-214 AVN	Duke62
30. ZZ338	Voyager KC3	10/101sq	RRR2246/7

Credits: MAR, Scramble Messageboard.

United Kingdom

November 2020			
RAF Benson			
04. ZB691	Gazelle AH1	7Regt	* AA757
05. G-BYVD	Tutor T1	6 FTS	UAU44
09. ZB691	Gazelle AH1	7Regt	* AA744
10. ZA705	Chinook HC6A	18(B)sq	* SHF528
11. ZH814	Bell 212 AH1	7Regt	* AA734
12. ZJ118	Merlin HC4	846sq	Commando90

Credits: MAR, Scramble Messageboard.

November 2020			
RAF Brize Norton			
01. ZE701	BAe146 CC2	32(TR)sq	RRR1799
02. 15003	CC-150 CF	437sq	CFC3193
	ZE700	BAe146 CC2	32(TR)sq
	G-BBIF	PA-23-250	Marshalls

03.ZA936	Puma HC2	Benson Wing	* SHF309	G-CGKH	Tutor T1	Oxford UAS	* Nickel40
ZJ203	Apache AH1			G-CGKL	Tutor T1	Oxford UAS	* Nickel55
04.XW213	Puma HC2	Benson Wing	* SHF283	G-BBIF	PA-23-250	Marshalls	Marshall01
ZH871	Hercules C4	24/47sq	Marshall01	20.MM62157	Do228-212	28° Gruppo Sqd	IEI2801
ZK557	Chinook HC6	7sq	SHF404	MM62158	Do228-212	28° Gruppo Sqd	IEI2803
G-CGKL	Tutor T1	Oxford UAS	* Nickel05	23.T-055	A330-MRTT	MMF	* Multi98
CT01	A400M	20sq	BAF659	ZJ118/B	Merlin HC4	846sq	* Commando559
253	CN235MPA	101sq	IRL253	ZJ189	Apache AH1	3/4Regt	AA439
MM62157	Do228-212	28° Gruppo Sqd	IEI2801	ZJ197	Apache AH1	3/4Regt	AA440
G-BSAH	Islander CC2	GAMA Aviation	GAM102T	ZJ204	Apache AH1	673sq	* Panther81
05.CT-01	A400M	20sq	BAF676	09-0042	CV-22B	7th SOS	Knife71
075/F-RAJA	A340-212	ET3/60	CTM1077	24.T-054	A330-MRTT	MMF	* Multi98
253	CN235MPA	101sq	IRL253	ZJ191	Apache AH1	3/4Regt	AA40
MM62157	Do228-212	28° Gruppo Sqd	IEI2801	ZJ204	Apache AH1	673sq	* Panther83
ZH877	Hercules C4	24/47sq	Marshall04	ZM405, ZM407	Apache AH2	AAC	
9H-VCB	CL-350	VistaJet Malta	VJT453	G-CGKL	Tutor T1	Oxford UAS	* UAO12
G-CGKP	Tutor T1	Oxford UAS	* Nickel08	G-COBS	DA42M-NG	Thales UK	Calibrator647
06.R211/64-GK	C-160R	ET64	CTM2013	G-TVAL	EC135T3	Babcock Onshore	Helimed24A/24E
ZZ521	Wildcat AH1	847sq	Marine11	25.ZA712	Chinook HC6A	28sq	* SHF250
09.ZA936	Puma HC2	Benson Wing	* SHF308	26.ZB674	Gazelle AH1	7Regt	* AA739
10.ZE701	BAe 146 CC2	32(TR)sq	RRR1349	ZJ220	Apache AH1	3/4 Regiment	AA440
ZH899	Chinook HC5	27sq	* SHF420	ZZ386	Wildcat AH1	847sq	* Marine11
11.ZA679	Chinook HC6A	28sq	* Kukri1	30.T-054	A330-MRTT	MMF	* Multi92
ZA714	Chinook HC6A	28sq	* Kukri2	ZA705	Chinook HC6A	18(B)sq	* Gauntlet34
12.ZD983	Chinook HC6A	18(B)sq	* SHF528	ZH866	Hercules C4	24/47sq	RRR300
ZJ233	Apache AH1	673sq	* Panther83	07-8609/RS	C-130J-30	37th AS	Herky616
G-CGKH	Tutor T1	Oxford UAS	* Nickel17	OO-FAE	Falcon 7X	21sq	BAF80
M-JCBB	G650	JCB	JCB1				
13.ZJ196	Apache AH1	673sq	* Panther83				
9H-VCN	CL-350	VistaJet Malta	VJT437				
17.XW232	Puma HC2	Benson Wing	* SHF341				
ZA705	Chinook HC6A	18(B)sq	* SHF519				
ZH901	Chinook HC5	18(B)sq	* SHF533				
T.23-08/31-28	A400M	Ala 31	AME3198				
84007	Tp84	F7	SVF820				
13-5778	MC-130J	67th SOS	* Strix62				
G-BBIF	PA-23-250	Marshalls	Marshall01				
17.G-LHXB	DA42NG	L3 CTS	* GLHXB	04.ZH871	Hercules C4	24/47sq	MCE01
18.14+03	Global 5000	FBS BMVg	GAF630	05.ZH877	Hercules C4	24/47sq	MCE04
XW199	Puma HC2	Benson Wing	SHF335	08.5601	C-130J-30	335sq	NOW335B
ZA940	Puma HC2	Benson Wing	* SHF302	5607	C-130J-30	335sq	NOW335A
ZD983	Chinook HC6A	18SQ	* SHF519	11.84008/848	Tp84	Swedish AF	MCE05
ZE708	BAe 146 C3	32(TR)sq	RRR1501	12.84006/846	Tp84	Swedish AF	SVF815
ZH896	Chinook HC6A	7sq	SHF413	84008/848	Tp84	Swedish AF	SVF815
ZJ955	Puma HC2	Benson Wing	* SHF388	13.214/MAK	C-130J-30	Qatar AF	DEMA122
G-LHXC	DA42NG	L3 CTS	*	16.213/MAJ	C-130J-30	Qatar AF	MCE04
G-LHXD	DA42NG	L3 CTS	*	18.213/MAJ	C-130J-30	Qatar AF	DEMA122
19.XW224	Puma HC2	Benson Wing	* SHF302	19.84008/848	Tp84	Swedish AF	SVF813
XW224	Puma HC2	Benson Wing	* SHF281	ZH879	Hercules C4	24/47sq	MCE04
ZH879	Hercules C4	24/47sq	Marshall04	26.ZH866	Hercules C4	24/47sq	MCE05
G-BBIF	PA-23-250	Marshalls	Marshall01	30.C-168	CL-604	Esk 721	DAF8932

Both Apache AH2 helicopters arrived via airfreight on 24 November 2020. They departed the next day by road to their final destination. Hercules 07-8609 departed on 2 December 2020. On 1 December this aircraft flew some local missions using the call-sign Herky 161.

Credits: MAR, Scramble Messageboard.

Cambridge

			November 2020
04.ZH871	Hercules C4	24/47sq	MCE01
05.ZH877	Hercules C4	24/47sq	MCE04
08.5601	C-130J-30	335sq	NOW335B
5607	C-130J-30	335sq	NOW335A
11.84008/848	Tp84	Swedish AF	MCE05
12.84006/846	Tp84	Swedish AF	SVF815
84008/848	Tp84	Swedish AF	SVF815
13.214/MAK	C-130J-30	Qatar AF	DEMA122
16.213/MAJ	C-130J-30	Qatar AF	MCE04
18.213/MAJ	C-130J-30	Qatar AF	DEMA122
19.84008/848	Tp84	Swedish AF	SVF813
ZH879	Hercules C4	24/47sq	MCE04
26.ZH866	Hercules C4	24/47sq	MCE05
30.C-168	CL-604	Esk 721	DAF8932

Credits: MAR, Scramble Messageboard.



On 1 December 2020, A400M 0007/F-RBAA arrived at RAF Brize Norton to be based there for a few days, taking part in Exercise Wessex Storm. The heavy transporter was wearing large special marks to commemorate 75 years of ET 01.061 "Touraine". (Kev Daws)



1608/F-UJCS is another A330 for the Armée de l'Air et de l'Espace, albeit this one is a passenger version. It is seen here visiting Shannon in the Irish Republic on 3 December 2020. (Malcom Nason)

RAF Coningsby			November 2020	Prestwick			November 2020
04. CT01	A400M	20sq	* BAF659	01. 130601	CC-130J	436sq	CFC4228 dep04
05. CT01	A400M	20sq	* BAF676	ZZ172	C-17A	24/99sq	RRR6368
09. ZZ517	Wildcat HMA2	825sq	* Talon26	165158/CW	C-130T	VR-54	CNV6518
10. 166694	C-40A	USN	CNV4441 dep 12	02. 177705	CC-177	429sq	CFC4003
11. ZM337	Phenom T1	45sq	* CWL43	KAF343	C-17A	41sq	KAF3219 dep
30. ZK028/FD	Hawk T2	25sq	* VYT536	ZH875	Hercules C4	24/47sq	RRR5830
				ZZ175	C-17A	24/99sq	RRR6640
<u>Credits:</u> MAR, Scramble Messageboard.				16-5873/LI	HC-130J	102nd RQS NY ANG	King11
Farnborough			November 2020	05-0409	U-28A	1st SOW	RCH1020
06. A6-HEH	B737-8AJ (BBJ2)	Dubai Air Wing	DUB6 dep. 15	07-0838	U-28A	1st SOW	RCH1018
ZJ955	Puma HC2	Benson Wing	Yoda2	07-0840	U-28A	1st SOW	RCH1016
09. F-ZBMH	DHC-8-402MR	Sécurité Civile	Milan7A	08-0790	U-28A	1st SOW	RCH1022
11. F-ZBFJ	Beech B200	Sécurité Civile	Benga9A	03. 177701	CC-177	429sq	CFC4002
17. 558	G-IV	Omani AF	MJN580	ZP802	Poseidon MRA1	54/120sq	* Sealion01
19. A6-HEH	B737-8AJ (BBJ2)	Dubai Air Wing	DUB6 dep. 22	04. 177702	CC-177	429sq	CFC4004
<u>Credits:</u> MAR, Scramble Messageboard.				KAF342	C-17A	41sq	KAF3203
RAF Marham			November 2020	ZM402	Atlas C1	24/70sq	* Comet452
05. ZJ224	Apache AH1	3/4Regt	* AA443	05. 15005	CC-150	437sq	CFC4166
06. ZM314	Prefect T1	3 FTS	* Hustler01	ZH002	Defender R2	651sq	* AAA528
ZM322	Prefect T1	3 FTS	* Hustler02	ZH845	Merlin HM2	814sq	Redclaw
09. 169230/QB	KC-130J	VMGR-352	Raider01 dep 12	ZZ338	Voyager KC3	10/101sq	RRR822/823
10. ZM301	Prefect T1	3 FTS	* Warboys01	06. 14+06	Global 6000	FBS BMVg	* GAF630
ZM305	Prefect T1	3 FTS	* Warboys02	XX332/CD	Hawk T1A	100sq	* Pirate06
XW235/Q	Puma HC2	Benson Wing	* SHF336	ZG998	Defender R2	651sq	* AAC528
11. 8x	F-35B	VMFA-211	Mazda11-15/21-23 dep	07. 15005	CC-150	437sq	dep
G-BYUM	Tutor T1	6 FTS	* WIT55	130601	CC-130J	436sq	CFC4228
12. ZM319	Prefect T1	3 FTS	* BKH87	177702	CC-177	429sq	CFC4004
ZM337	Phenom T1	45sq	* CWL35	ZH842	Merlin HM2	814sq	Tiger65
16. ZK019/J	Hawk T2	4sq		ZH847	Merlin HM2	814sq	Tiger70
ZK020/K	Hawk T2	4sq		94-00316	C-12R	A/52 AVN	Shogun27
ZK030/U	Hawk T2	25sq		94-00318	C-12R	A/52 AVN	Shogun30
169607/CF-06	F-35B	VMFA-211	Mazda24 dep	165349/JW	C-130T	VR-62	CNV6808
169587/CF-02	F-35B	VMFA-211	Mazda25 dep	TF-SIF	DHC-8-314	Icelandic Coast Guard	
169230/QB	KC-130J	VMGR-352	Raider01	08. 99-0058	C-17A	62nd AW	RCH861
18. ZJ957	Puma HC2	Benson Wing		09. ZZ176	C-17A	24/99sq	RRR6649
19. G-BYVH	Tutor T1	6 FTS	* UAT991	ZZ178	C-17A	24/99sq	RRR6803
24. ZM335	Phenom T1	45sq	* CWL35	ZZ333	Voyager KC3	10/101sq	RRR2188/89
ZM337	Phenom T1	45sq	* CWL31	10. 14+04	Global 5000	FBS BMVg	* GAF686
26. ZZ507	Shadow R1	14sq	* Widget57	KAF342	C-17A	41sq	KAF3203
30. ZM153	F-35B			ZZ333	Voyager KC3	10/101sq	RRR2202/03
ZM154	F-35B			10-0215	C-17A	437th AW	RCH879
ZM155	F-35B			G-BYVE	Tutor T1	NI UAS	CWL24
<u>Credits:</u> MAR, Scramble Messageboard.				11. 15003	CC-150	437sq	CFC4100
RAF Northolt			November 2020	99-0058	C-17A	62nd AW	dep
04. ZA936	Puma HC2	Benson Wing	Warlock1/SHF330	169547	P-8A	VP-9	Rider01
ZA940	Puma HC2	Benson Wing	Warlock2	12. ZM336	Phenom T1	45sq	CWL50
09. ZH901	Chinook HC5	18sq	SHF527/586	09-0639	MC-12W	185th SOS OK ANG	JM16
20. ZM402	Atlas C1	24/70sq	RRR4524	11-00285	MC-12D	B/224 MIB	Ronin31
27. ZM407	Atlas C1	24/70sq	RRR4525	900530	C-26D	AOD Sigonella	CNV6412
<u>Credits:</u> MAR, Scramble Messageboard.				165831	C-40A	VR-59	CNV6609
				12. 169544	P-8A	VP-9	Rider22
				169548	P-8A	VP-9	Rider39

13.14+05	Global 6000	FBS BMVg	* GAF686	164598/AX	C-130T-30	VR-53	CNV6722
ZM406	Atlas C1	24/70sq	* Comet453	26.ZM416	Atlas C1	24/70sq	* RRR484
ZZ512	Wildcat AH1	847sq	Marine11	ZZ512	Wildcat AH1	847sq NAS	Marine
ZZ521	Wildcat AH1	847sq		ZZ521	Wildcat AH1	847sq	Marine
05-5150/HH	C-17A	535th AS	RCH321	164598/AX	C-130T-30	VR-53	CNV6722
90-1796	C-130H	180th AS MO ANG	RCH636	27.240/F-RARF	A.330-223	ET60	CTM1275
169546	P-8A	VP-9	Rider17	ZH842	Merlin HM2	814sq	dep
14.ZH001	Defender R2	651sq	* AAC522	ZM329	Texan T1	72sq	Swift
ZZ333	Voyager KC3	10/101sq	RRR2192	ZM330	Texan T1	72sq	Swift
10-0215	C-17A	437th AW	dep	165158/CW	C-130T	VR-54	CNV6527 dep
900528	C-26D	AOD Naples	CNV6113	28.130613	CC-130J	436sq	CFC2526
N789LL	Beech 350ER	USSOC	JM61	ZZ331	Voyager KC2	10/101sq	RRR2242/3
15.130611	CC-130J	436sq	CFC2525	165831	C-40A	VR-59	CNV6622
165349/JW	C-130T	VR-62	CNV3943	169547	P-8A	VP-9	Rider91
16.15002	CC-150	437sq	CFC4101	29.144617	CC-144C	412sq	CFC3060
ZH842	Merlin HM2	814sq	Tiger65	KAF343	C-17A	41sq	KAF3213
91-1232	C-130H	165th AS KY ANG	RCH100	165831	C-40A	VR-59	CNV6625
91-1233	C-130H	165th AS KY ANG	RCH102	30.ZH867	Hercules C4	24/47sq	RRR180
17.130611	CC-130J	436sq	dep	ZH842	Merlin HM2	814sq	Tiger65
14+04	Global 5000	FBS BMVg	* GAF676	The C-12 serials are different to what was showing on most ADSB sites, both had C-12R on the data block. Icelandic Coast Guard DHC-8 TF-SIF returned to Reykjavik, after an TDY at Malagá. On 12 November two P-8As arrived for some TDY from Prestwick. This is also the case for the P-8As arriving on 14 and 28 November. The first to arrive TDY VP-9 P-8 landed on 11 November. This one was swapped on 20 November 2020 for another VP-9 P-8A.			
ZH845	Merlin HM2	814SQ	Redclaw	<u>Credits:</u> MAR, Scramble Messageboard.			
165349/JW	C-130T	VR-62	CNV3943	Stansted November 2020			
18.15002	CC-150	437sq	CFC4101	10.A6-MMM	B747-422	Dubai Air Wing	DUB2
15004	CC-150	437sq	CFC3194	11.A6-FZZ	B737-8KN	Dubai Air Wing	DUB12
177701	CC-177	429sq	CFC4001	25.A9C-HMH	B767-4FSER	Bahrain Amiri Flight	BAH3
ZK331	Typhoon FGR4	2sq	* LOS24	25.OM-BYC	Fokker 100	Slovak Gvmt	SSG006
165831	C-40A	VR-59	CNV6617	29.A6-MMM	B747-422	Dubai Air Wing	DUB2
16.G-CGKE	Tutor T.1	Glasgow UAS	* UAJ51	<u>Credits:</u> MAR, Scramble Messageboard.			
2x	Typhoon FGR4	2sq	* Spartan21	RAF Waddington November 2020			
19.165349/JW	C-130T	VR-62	dep	02.XX242	Hawk T1	Red Arrows	* Red4
20.15004	CC-150	437sq	CFC3194	03.ZK439/439	Typhoon FGR4	29sq	* Typhoon 304
14+05	Global 6000	FBS BMVg	* GAF689	04.XX278	Hawk T1	Red Arrows	* SAK07
20.15004	CC-150	437sq	dep	05.XX322	Hawk T1	Red Arrows	* Red8
168850	P-8A	VP-9	Rider01	11.ZH871	Hercules C4	24/47sq	* RRR123
169547	P-8A	VP-9	dep	ZK375/375	Typhoon FGR4	41sq	Apollo11
21.15003	CC-150	437sq	CFC4102	ZM143/009	F-35B	207/617sq	* Marham13
166694	C-40A	VR-56	CNV4942	G-BYVG	Tutor T1	6 FTS	* WIT59
165158/CW	C-130T	VR-54	CNV6521	12.ZG997	Defender AL1	651sq	AA585
22.ZH842	Merlin HM2	814sq	Tiger65	23.XX332/CD	Hawk T1A	100sq	* Pirate17
23.15003	CC-150	437sq	CFC4102	24.63-7999/D	KC-135R	100th ARW	* Quid23
KAF327	KC-130J	41sq	KAF3204	25.090/YE	EMB121	EAT319	CTM1724
T-054	A330-MRTT	MMF	* Multi99	<u>Credits:</u> MAR, Scramble Messageboard.			
ZH002	Defender R2	651sq	* AAC530				
24.T-055	A330-MRTT	MMF	Multi98				
25.15002	CC-150	437sq	CFC3169				
KAF327	KC-130J	41sq	dep				
177704	CC-177	429sq	CFC4018				
ZM416	Atlas C1	24/70sq	* Comet452				
ZM416	Atlas C1	24/70sq	* RRR161				
ZH888	Hercules C5	24/47sq	* RRR161				
ZH842	Merlin HM2	814sq	Tiger65				
ZH845	Merlin HM2	814sq	Redclaw				
910502	C-26D	AOD Sigonella	CNV6125				



The Tornado is a disappearing species now in western Europe. To our relief, its successor the Eurofighter is about as noisy. Rene Slegers enjoyed afterburning 45+09 at Manching on 7 December 2020.

Civil News



On 8 December 2020, the Falcon 6X prototype was shown to the world for the first time during its rollout ceremony. The ceremony was conducted at Bordeaux-Merignac in a livestream event. The 6X is the successor of the Falcon 5X, which was cancelled due to ongoing problems with the Snecma Silvercrest engine.

Manufacturers News

Boeing

B737 MAX

During its grounding, speculation swirled that Boeing might rebrand the Boeing 737 MAX. The two crashes and subsequent grounding had been very damaging for the image and perception of the aircraft by the flying public, according to many people in the aviation business. However, during a press conference on 3 December, Boeing's CEO David Calhoun made it clear that Boeing has no intention to stop calling its latest 737 the "MAX" and that there is no rebranding going on".

B787

In recent months the amount of undelivered Boeing 787s stored at various Boeing sites has swelled to almost sixty aircraft, up from forty two months ago and 31 late July. All these aircraft have made their first flight but have not been delivered to their customers. One might think that this has probably to do with the COVID-19 crisis as airlines do not need the extra capacity, but that is not the case. Boeing has said that it has identified additional quality issues with 787 fuselages. Related inspections have slowed deliveries to almost zero. Several months ago Boeing identified a skin flatness issue at 787 "aft-body fuselage joins". It discovered that some areas of the 787 circumferential fuselage join may not meet specified skin flatness tolerances". Those tolerances are "five one-thousandths of an inch – no wider than the width of a human hair", it adds. As a result of these issues Boeing has to inspect aircraft coming off its assembly lines in Everett (WA) and Charleston (SC) "to ensure these meet our highest quality standards". According to Boeing these issues are not a safety-of-flight issue, which the Federal Aviation Administration agrees with. "None of the issues raised recently are considered to be immediate safety concerns," the agency says. "Nevertheless, the FAA takes these quality concerns seriously and continues to be involved in the discussions about any mitigations." These inspections have slowed deliveries. Boeing has not delivered any 787s in November and December and has just delivered seventeen aircraft since July.

Comac

C919

On 27 November 2020 the Civil Aviation Administration of China (CAAC) issued the Type Inspection Authorisation to the Comac C919. This approval means the validation and verification on the aircraft design are sufficient and allow the flight test programme to head towards closure and final certification of the model. With the current fleet of six prototypes the final and intensive flight tests will be performed in order to fine-tune the operational flight envelope. The first delivery of the production C919 is expected in Q4 2021 and will go towards launch customer China Eastern Airlines. Current order book for the C919 shows 305 firm orders and 700 options.

Embraer

Embraer announced on 18 December 2020 that they have completed their first European conversion of an EMB545 Legacy 450 into a Praetor 500. At their Paris-Le Bourget facility in France it marked the twelfth conversion in total as Embraer also performs these conversions at their facilities in Windsor Locks (CT), Fort Lauderdale (FL), and Sorocaba, Brazil. Most significant improvement about the conversion is the increased range, expanding from 2,900nm towards 3,340nm, allowing a direct flight from Miami (FL) to Seattle (WA) or New York (NY) to Los Angeles (CA).

In order to generate the impressive range improvements, synonymous with the Praetor 500, the level-sensing wiring in the fuel tanks was replaced, the over-wing gravity fuelling ports were moved, the fuel-measurement system was relocated, and the wing ribs were reinforced to hold additional weight. These adjustments entailed updates to the flight control systems, including a new avionics load for the acclaimed Collins Aerospace Pro Line Fusion flight deck. Most noticeably, the iconic swept winglets of the Praetor were installed and the placards and logos were replaced to officially convert the Legacy 450 into a Praetor 500.

Textron Aviation

Be260

After the launch of the Beechcraft King Air 360/360ER on 2 August 2020 (and reported in Scramble 496) Textron Aviation also decided to launch an upgraded version of the King Air 200 series, designated the King Air 260. During the virtual NBAA business aviation event on 2 December, Textron's Senior Vice-President Mr Rob Scholl announced the new Beech. On the current production line the new King Air 260 is already incorporated as the certification team follows the existing blueprints of the King Airs. Late Q2 2021 the first deliveries to customers are expected to take place. The King Air 260 can seat up to nine passengers and has a range of 1,720nm, with a top cruise speed of 310kts. It has new technology features like the ThrustSense auto-throttle system, enhanced weather radar and a digital pressurisation controller, lowering the workload for pilots and increasing passenger comfort, according to Textron. These improved models of the King Air family ensure that King Air series, in production since 1964, will expand into the new decade as the most sold business turboprop family worldwide with a total over 7,600 deliveries so far.

Airliner News



We do not often receive pictures of aircraft registered in Myanmar, hence we are very happy with this XY-ALN Airbus A319, delivered to Myanmar Airways International last summer. It was originally delivered to easyJet in 2005 and was operated by the British low-cost carrier until 2012. Between 2012 and 2020 it flew for RusLine, Tatarstan Air, Vim Airlines and I-Fly, before being delivered to Yangon. (Bali, 29 November 2020, Pascal Simon)

Europe

Belarus

Belavia has taken delivery of its first of three E195-E2s. The aircraft, EW-555PO (**19020042**) was handed over on 21 December. The other two are to follow in March and April 2021. The trio is leased via AerCap in a deal both companies signed in February of this year. Belavia plans to fly their new E2s to Amsterdam, Barcelona, London, Munich, Nur-Sultan, Paris and Sochi. The Belarus airline currently has a fleet of 28 aircraft consisting of three B737-300s, four B737-500s, nine B737-800s, five ERJ175s and seven ERJ195s. Next to the new E2s, Belavia also has four B737-8s on order with Boeing, of which the first is expected to arrive early next year.

Cargo carrier Rada Airlines has expanded its fleet with two aircraft in the last month. It added An-74-200F EW-286TL (**36547098957**) and, very cool, a second IL-62MF, EW-505TR (**4154535**). The "new" IL-62MF has been produced in 1992 and was previously operated by Manas Air Cargo as EX-62001. The An-74 was previously operated by KS Avia as EK-74957. Rada Airlines was founded in 2015 and is based at Minsk. With these new additions to its fleet the airline now has a fleet of three aircraft.

UAC/Irkut

Il-114-300

One day after the first flight of the MC-21-310 another new Russian airplane made its first flight. On 16 December 2020 the modified Ilyushin Il-114-300 turboprop took to the skies from Zhukovsky airfield. The prototype, still unmarked at the time of its first flight, includes the classic Il-114 airframe and new Klimov TV7-117ST-01 engines and improved digital cockpit. Destined to replace classic Soviet models, the Il-114-300 will hold 68-seats capable of transporting a 6.8t payload across a 750nm range. In the design scope the harsh conditions of Russia have been taken into account, allowing operations in Siberia for instance. UAC aims to complete the certification programme in 2022 and allowing first customer deliveries in 2023.

MC-21-310

Reported in Scramble 499 was the roll-out of the first MC-21-310 with domestically produced PD-14 turbo fan engines. On 15 December 2020 the prototype, now marked 73055, took off from Irkutsk for a maiden voyage, lasting 1 hour and 25 minutes. After performing various checks the airplane landed safely.

Denmark

Danish start-up Airseven has taken delivery of its first aircraft, two B737-400s. Both OY-ASA (**24644**) and OY-ASB (**27007**) arrived at Roskilde from East Midlands on 3 December. Airseven is using the AOC of Copenhagen Air Taxi and is being backed by Danish tour-operator Primo Tours. It plans to fly charter- and ACMI-flights out of Copenhagen-Kastrup. The company expects that (tourist) charters will start in April next year. However, both planes will be available for ad-hoc and ACMI-flights from the end of this year. Until operations start both aircraft will remain at Roskilde.

1 December marked an end of an era with SAS, as the airline retired its last A340. OY-KBM, wearing the Star Alliance-livery, left Copenhagen on this date for Marana (AZ). Over the years Scandinavian Airlines operated eight A340-300s, the first of which was delivered to the airline on 15 November 2001. For years the A340 formed the backbone of the airline's long-haul network, later supplemented with the A330-300. Currently, SAS' longhaul-fleet consists of nine A330-300s and four A350-900s.

On 18 December, the first Sunclass-liveried A321 arrived at Copenhagen. The aircraft, OY-TCF, has been repainted at

East Midlands. Sunclass Airlines is the new name of former Thomas Cook Scandinavia Airlines and is owned by tour-operator Ving Group. It was rebranded already back in December 2019, but it took until now to unveil its own livery. The airline currently has a fleet of twelve aircraft; eight A321s and one A330-200 and three A330-300s.

France

Shipping giant CMA CGM is planning to establish its own cargo airline. According to French newspaper La Tribune, the company founded CMA CGM Air Cargo SAS in November and is set to acquire two former Qatar Airways A330-200Fs.

CMA CGM previously reached a tentative agreement with Groupe Dubreuil Aero to acquire 30%, which would give the shipping company access to the belly cargo capacity of the Groupe's airlines Air Caraïbes and FrenchBee. However, this deal fell through after the French government decided to support Dubreuil's largest competitor Corsair and CGA CGM didn't want to risk its good relations with all parties involved.

The CEO of AF-KLM has announced it will accelerate the reorganisation of Hop!. The move is prompted by the ongoing COVID-crisis, which has resulted in a massive downturn in passenger demand. In February 2019 AF-KLM already announced it would restructure Hop! and integrate them more into Air France, including a rebranding in Air France (by) Hop!-livery. Part of that first restructuring was the retirement of the airline's ATR and focus on domestic and regional flights out of Paris-Charles de Gaulle, Paris-Orly and Lyon. Now Hop! will abandon Paris-Orly completely and will only operate out of Paris-Charles de Gaulle and Lyon and act as a regional feeder for Air France like KLM Cityhopper is doing for KLM. Most of the domestic flights out of Orly will be taken-over by Transavia France and the fleet will be further trimmed by the retirement of their eleven CRJ700s and fourteen CRJ1000s. The thirteen ERJ145s are also slated for phase-out in the coming years, leaving Hop! with a fleet of fifteen ERJ170s and seventeen ERJ190s.

Greece

On 27 November, SKY express took delivery of their first A320neo. The aircraft, c/n **10083** and registered SX-IOG was welcomed at Athens with a traditional water salute by the airport fire brigade. The airline is planning to deploy their new aircraft from 14 December. On 14 October, SKY express announced they would order four A320neos directly with Airbus and lease two additional ones via Aviation Capital Group. Since then, the airline has made a change and ordered two directly and signed a lease-agreement for four planes, but still totalling six A320neos. The main reason for this change was earlier availability of the aircraft via the lessor. A good example of this, is this first A320neo, which was originally built for AirAsia, but not taken-up. The first destinations SKY express will fly to from Athens with the A320neo will be Rhodes and Thessaloniki.

Iceland

According to Icelandic newspaper Morgunblaðið, Icelandair is thinking about discontinuing the Air Iceland Connect-brand, which flies domestic and to two destinations in Greenland. Its fleet consists of five aircraft; three DHC-8-200s and two DHC-8-400s. In March of this year parent Icelandair already announced that it would integrate Air Iceland Connect's operations into its own organisation as a cost-reduction measure. The plan, however, was to keep the airline running with its own AOC and brand. Now, it seems the plan might get revised and Icelandair will run everything under the Icelandair-banner. Air Iceland Connect was founded in 1937 as Flugfélag Íslands and was rebranded to Air Iceland Connect in 2017.

Ireland

In October we already reported on a possible MAX-order by

Ryanair and on 3 December, they announced that they have reached a deal with Boeing for an additional 75 B737-8200s, the increased passenger-variant of the B737-8. With this latest order, Ryanair now has a total of 210 B737-8200s on order. Deliveries of the airline's MAXs are due to start in spring next year and will be finalized in 2024. Ryanair hopes to receive 50 B737-8200s next year, dependent on the production schedule of Boeing. The order is good news for Boeing and a vote of confidence in it's troubled MAX-programme, which has been cleared to fly again by the FAA at the end of last month. Ryanair CEO O'Leary couldn't resist a jab at Airbus during the press-conference by stating that "Airbus just don't make aircraft as well as Boeing" and is very confident that the aircraft is safe to fly as it will be "the most scrutinised and audited aircraft in history".

Italy

Start-up EGO Airways has received its Air Operators Certificate (AOC) on 19 November from the Italian civil aviation authority ENAC. This now clears the way for the airline to start commercial operations out of its base at Milan-Malpensa. The airline currently has a fleet of one ERJ190, registered I-EGOA, which is leased from German Airways. The idea is to expand the fleet with additional ERJ190s next year. EGO Airways was founded last year and wants to first start with offering charter-flights and move to scheduled flights by summer next year. Domestically, the airline wants to connect Milan-Malpensa with Florence, Pisa, Pescara, Venice and Verona. EGO also wants to serve Ljubljana in Slovenia as its first international destination.

ITA -Italia Trasporto Aereo, the working name for Alitalia 2.0, has outlined its initial plans for the airline, which will now need to be approved by the Italian parliament in the coming weeks. The new airline is planning to launch flights in April next year, when hopefully COVID-challenges are reducing. It will have a starting capital of 3 billion euros, employ around 5,000 co-workers and have a fleet of 51 aircraft; 45 narrowbodies and six widebodies. The breakdown of the fleet will be five ERJ190s, 40 A319/A320s, five B777-200ERs and one B777-300ER. It will focus on operations out of Rome-Fiumicino, but will also operate out of Milan-Malpensa. They plan to operate profitable routes as much as possible, with a possibility of a few unprofitable ones if it's needed to secure marketshare and brand positioning. In 2026, the new airline wants to operate around 104 aircraft and its planning a fleet renewal in 2022-2023 by leasing or acquiring more efficient aircraft. Previously we already reported that they are looking at the A220, A320neo and B787 for this.

Montenegro

On 25 December, the government of Montenegro announced it would discontinue funding Montenegro Airlines. The move means the airline has ceased all operations with immediate effect. The airline, which had a fleet of three E195s and one Fokker 100, was already in financial difficulties before the Corona-pandemic. The government couldn't find a legal way to inject additional funds and therefore decided a closure of Montenegro Airlines was the best decision. The government is now planning to establish a successor, which it hopes will be able to launch operations by the start of the summer season of next year. This new airline will be called: "2Montenegro".

Norway

A group of former Braathens, Wideroe and SAS executives are working to start a new airline which will be called Flyr. The idea is to first fly to domestic destinations out of Oslo in the first half of 2021. The airline wants to have a fleet of five aircraft and is looking at the A320 and B737. Flyr thinks starting-up now during a downturn in the aviation scene makes sense as lease-rates for aircraft are very low, which

will help in creating a solid business case. The airline will, however, not be the only new kid on the block as Wizzair also announced it would open a base at Oslo and serve both domestic and international destinations.

Portugal

On 17 December, [HiFly](#) said goodbye to its sole A380 9H-MIP (006). It flew from Beja to Toulouse-Blagnac and flew a nice heart-shaped pattern above the ocean to highlight the occasion. HiFly took delivery of its A380 in July 2018 and it featured a special livery promoting saving the coral reefs. Unfortunately, demand for ad-hoc charters fell away due to the Corona-pandemic, prompting the airline to deploy the A380 as a makeshift freighter. However, despite this effort it proved to be too expensive for HiFly to continue operating the aircraft and therefore it decided not to extend the lease-contract.

Russia

[Smartavia](#) is planning to expand its fleet with the A320neo. Currently, the airline is operating an all Boeing-fleet, consisting of three B737-500s, three -700s and eight -800s, although they are in the process of retiring the -500s. Smartavia will, at first, lease three A320neos, which all will be delivered next year. It will use the planes to increase its annual number of passengers to three million.

The airline was originally founded as Nordavia in 2009 and became Smartavia in 2019. It only operates domestic flights out of their main bases at Arkhangelsk, Moscow-Domodedovo, St. Petersburg-Pulkovo.

[S7 Airlines](#) is set to add two B737-800BCF to its fleet in the coming weeks. Both will be leased via GECAS and the first aircraft identified is VP-BEN (33545, l/n 1252). The airline has decided to add the two aircraft as the cargo carrying business is booming since the outbreak of the Corona-pandemic. S7 Airlines is planning to mainly deploy the aircraft out of Moscow-Domodedovo on domestic destinations. However, they also plan to serve Frankfurt-International once per week.

A day after Christmas, [Volga-Dnepr](#) resumed An-124 operations, ending a month long suspension of operating the type. The airline decided to review all their An-124s and routines after a crash landing of RA-82042 at Novosibirsk on 13 November. The first of its eleven remaining An-124s to fly again was RA-82077, which flew on 26 December from Leipzig to Shanghai. Since then it has been flying to Moscow and Riga. In the coming weeks, more An-124s will gradually return to service.

Spain

Spanish media are reporting that IAG via Iberia has reached a final agreement with Globalia to acquire [Air Europa](#). The deal was already announced back in November 2019 but became uncertain due to the Corona-pandemic. Originally, IAG would pay 1 billion euros, but both parties now agreed on a deal for half of this; 500 million euros. The price has been renegotiated as Air Europa will need to shrink in order to gain approval from the European Commission for the deal. A smaller airline is, of course, of less value. According to the news reports, Air Europa will offload slots and routes to Volo-tea. Previously, Iberia planned to continue to Air Europa-brand as a separate subsidiary. If that's still the case in this changed aviation world is currently unknown.

Earlier this year the Spanish authorities approved the acquisition of parts of tour-operator Globalia by Barceló, which is a large travel conglomerate owning 250 hotels and tour operator Ávoris. Air Europa, which is owned by Globalia, is not one of the parts involved and is in the process of being sold to IAG. However, due to the COVID 19-crisis, both Globalia and Barceló have been forced to apply for state-aid, which they could receive if both tour operators would merge. The plan is now to create a new Spanish tour operator, with Ávoris owning 50.5% and Globalia 49.5% of the shares. As a result of this merger, Barceló has decided to move its two owned airlines, Evelop Airlines and Orbest, to Ávoris and merge them under the new [Iberojet](#)-brand. Evelop Airlines currently has a fleet of seven aircraft consisting of one A320, one A330-200, three A330-300s and two A350-900s. Orbest, which is based in Portugal, has a fleet of one A330-300 and one A330-900.

[Wamos Air](#) is going to add three A320s to its fleet. The trio are former Turkish Airlines aircraft and the first has arrived at Ciudad Real on 3 December for final preparations for delivery. The aircraft in question is TC-JUF (2164), which will become EC-NHN once in service with Wamos. The other two aircraft are TC-JUE (2156, will become EC-NJN) and TC-JUG (2395, will become EC-NHO). Currently, Wamos Air has a fleet of two B747-400s (parked), eight A330-200s (five parked) and one A330-300 (also parked).

United Kingdom

On 1 December, [British Airways](#) announced that they have found a home for the last two retro-liveried B747-400s. With this, the airline has now placed four B747-400s at several locations across the UK for preservation. Time for a short overview!



OWG is not the only start-up airline in 2020 which will use the Boeing 737-400 as initial equipment. On the other side of the Atlantic Ocean, in Denmark, start-up AirSeven will soon start operations with two Boeing 737-400s. Both aircraft, OY-ASA (24644, ex YR-BAZ of Blue Air) and OY-ASB (27007, ex YR-BAS of Blue Air), arrived at Roskilde from East Midlands on 3 December. Airseven is a "virtual airline", which means it will outsource nearly all of its functions. The aircraft will be operated by Copenhagen Airtaxi, but carrying the Airseven livery. Although the air transport crisis has yet to start receding, Copenhagen AirTaxi says Airseven is being established to take advantage of progress towards recovery expected in 2021. Airseven expects that (tourist) charters will start in April next year. However, both planes will be available for ad-hoc and ACMI-flights from the end of this year. Until operations start, both aircraft will remain at Roskilde. (8 December 2020, Mogens Hojeje)



On 9 December, GOL operated the first revenue Boeing 737 MAX flight in more than twenty months. GOL stated that they are planning to have all their 737 MAX 8 aircraft cleared to resume flying again by the end of 2020 and gradually reincorporate the aircraft into the company's flight schedules. Seen here is PR-XME, one of the seven 737 MAX aircraft currently in their fleet. They have orders for 77 more Boeing 737 MAX 8s and 30 Boeing 737 MAX 10s. (Sao Paulo-Guarulhos, 17 December 2020, Robbert Snijders)

- G-BNLY, carrying the Landor-livery, will be flown from Cardiff to Dunsfold later this month and will be saved and displayed there.
- G-BYGC, wearing the BOAC-livery, will make the short journey from Cardiff to St. Athan later this month and will be preserved by eCube Solutions, which is based at the airport.
- G-CIVB, sporting the Negus-livery, was flown to Kemble on 8 October for preservation.
- G-CIVW, painted in the current BA-livery, has been flown to Dunsfold on 22 October and will be on display there.

It's currently unknown if BA has plans to also preserve their BEA retro-liveried A319 G-EUPJ. This particular aircraft is twenty years old, but at this moment on active duty for the airline.

Africa

Burundi

The Government of Burundi announced in 24 December that its planning to establish a new airline in 2021 which will be called Burundi Airlines. The airline will act as a successor of defunct Air Burundi and will be owned by the state for 92%. No details were given in the statement of the Government about which routes and which types the airline will operate. Air Burundi ceased operations already in September 2009. In 2013 the airline attempted to restart when it received a donated MA-60 from China, but issues with the certification of the aircraft prevented this.

Nigeria

Nigerian start-up United Nigeria Airlines has taken delivery of its first duo of aircraft, two ERJ145s. 5N-BWZ (**145623**) arrived in Enugu, Nigeria on 19 November, while 5N-BWY (**145622**) arrived on 22 November. A further two ERJ145s, 5N-BWW (**145575**) and 5N-BWX (**145553**) are planned to follow shortly. All four Embraers were previously operated by ExpressJet for United Express.

United Nigeria is now in the process of obtaining its AOC and plans to fly to Abuja, Asaba, Lagos, Owerri and Port Harcourt.

Tunisia

Cargo Facts has reported that Express Air Cargo is actively searching the market for one B737-800BCF and one B767-300F. The plan is to first add the B737-800 and use it to enable expansion of the airline's operation in Africa. The widebody is to follow after that and will be used to open up new des-

tinations in Asia and the Middle-East. Express Air Cargo was founded in 2015 and currently operates a fleet of two B737-300Fs and can be seen in Europe at Bremen, Cologne and Paris-Charles de Gaulle.

As part of its post-Corona-plan, Tunisair will go through a reorganisation that will see cutting unprofitable routes, right-size and modernise its fleet and consequently cutting staff as well. The goal is to be profitable again by 2024. The airline is planning to retire all aircraft older than 20 years, which are three of their four A319s, eight of their fifteen A320s and all their seven B737-600s. At the same time Tunisair will lease or acquire five new A320neos, which are planned for delivery between 2021 and 2023 to bring in new blood to the fleet.

Uganda

On 21 December, Uganda Airlines took delivery of their first of two A338-800s. The aircraft, 5X-NIL (**1977**) was ferried to Entebbe from Toulouse-Blagnac a day later. The airline is planning to open new long-haul destinations with its new widebodies. The first new route is expected to be London-Heathrow, later followed with Dubai, Guangzhou and Mumbai. The Airbus joins a fleet of four CRJ900s.

Asia

Bangladesh

Looking to make full advantage of the current increase in demand of air cargo is a new start-up in Bangladesh. The company is called Air71 and will be based at Dhaka. The carrier is in the process of obtaining the necessary certificates and plans to launch flights by mid-2021. As for the fleet, Air71 is considering to either acquire two B737-800BCFs or two B757-200Fs. A final decision will be made in the coming months, but will depend on availability and pricing.

US-Bangla is planning to expand both domestically and internationally and is therefore planning to expand the fleet with four additional aircraft; two B737-800s and two ATR42-600s. All four aircraft are scheduled to be delivered next year. The airline, which was founded in 2010 and commenced operations in 2014, currently has a fleet of thirteen aircraft. It consists of six ATR72-600s, four B737-800s and three DHC-8-400s. It also planned to lease one B737-8 via AerCap, but this deal was delayed due to the grounding of the MAX. From it's main operating base at Dhaka it serves sixteen destinations, of which seven domestically and nine internationally.

China

On 28 December, OTT Airlines officially launched operations, just three days after it received its AOC. The airline has been

established by China Eastern to operate its Chinese-manufactured aircraft and is based at Shanghai-Hongqiao. It will, however, also carry out flights out of Shanghai-Pudong. OTT Airlines will fly with six ARJ21s in 2021, with two more to be added in 2022. By 2025, all 35 ARJ21s are planned to be delivered. The airline also expects to take delivery of up to twenty C919s. The delivery schedule for these is currently unknown.

Hong Kong

Earlier this year Cathay Pacific announced it would discontinue its Cathay Dragon-brand. As a result, a first narrowbody aircraft has now been painted in Cathay Pacific's livery. The last narrowbody to wear a Cathay Pacific-livery was the B707, which was phased-out in 1983. The aircraft involved is A321-200N B-HPB (9228), which was delivered to Hong Kong on 14 November. It was then carrying the Cathay Dragon-livery. A second A321neo, B-HPD (10091) has been delivered (also in the Dragon-livery) on 9 December and will also be repainted in the coming weeks. In total Cathay will receive fourteen A321neos.

India

According to the Economic Times, Tata Sons is considering a bid for financial struggling Air India. Tata is planning to use its joint-venture with Singapore Airlines, Vistara, for this. However, when Tata and Singapore Airlines established Vistara, both companies agreed that Tata could only invest in one full-service carrier in India. So, if a bid for Air India is forthcoming, it will mean Air India and Vistara will need to be consolidated. The newspaper reported that Tata and Singapore Airlines are negotiating about a possible bid, but that Singapore Airlines is reluctant to invest heavily at this moment due to the financial struggles as a result of the ongoing Corona-pandemic. Vistara was established in 2013, with Tata Sons owning 51% of the shares and Singapore Airlines the remaining 49%. It is positioned as a premium and full-service carrier to cater for the high-end business travellers, as well as a rival to Air India. It currently has a fleet of 42 aircraft consisting of ten A320s, 22 A320neos, two A321neos, six B737-800s and two B787-9s. The airline is based at Delhi and currently serves 34 destinations, both domestic and international. Air India, which was founded in 1932 (as Tata Airlines), is state-owned and has been having financial difficulties for years. Since 2017, the government has tried to sell off Air India. First, they planned to sell 76% of Air India and subsidiary Air India Express, but since last year they are

offering 100%. Air India nowadays has a fleet of 126 planes; 21 A319s, nine A320s, 27 A320neos, twenty A321s, four B747-400s, three B777-200LRs, fifteen B777-300ERs and 27 B787-8s. Subsidiary Air India Express has a fleet of 24 B737-800s.

Start-up FlyBig has welcomed its first aircraft on 5 December. The aircraft involved is ATR-72-500 VT-FBA (955), which is former VH-FVI of Virgin Australia. A second aircraft, VT-FBB (688) is to follow shortly. This ATR-72-500 is a former VASCO-Vietnam Air Service aircraft. The airline is in the final stages of obtaining its AOC and is already conducting proving flights with their first ATR-72 out of their base at Indore. As soon as the AOC is issued, FlyBig will start operations, serving initially four domestic destinations. In the coming years it wants to grow the fleet to up to 20 ATRs. Earlier this year, FlyBig had also put in a bid for bankrupt Jet Airways, but the administrators of Jet Airways eventually went for another bidder.

Pakistan

Newcomer AirSial has taken delivery of its first aircraft, A320 AP-BOA (2257). The aircraft arrived at Karachi from Phoenix-Goodyear (AZ) on 29 November (with stops at Portsmouth (NH), Belfast and Cairo). The airline is expecting two more A320s and the trio is leased from lessor AerCap. AirSial was founded in October 2017 and plans to launch operations on 25 December 2020 from their main base at Sialkot. It will initially serve four domestic destinations; Islamabad, Karachi, Lahore and Peshawar.

PIA has issued a Request For Proposal in which the airline seeks to lease up to eight narrowbody aircraft. According to the RFP they want to add aircraft that are not older than 12 years and seat over 170 passengers in a single-class configuration. The goal is to lease the planes for six years and PIA would like to take delivery of them between January and December 2021. Currently, PIA has a narrowbody-fleet that consists of eleven A320s, which are also all leased. It's unknown if the new planes are intended for expanding the fleet, or to replace some of the current fleet.

Philippines

Start-up Sunlight Air has received its AOC and has launched commercial operations on 24 December. The airline has a fleet of 3 ATR-72s and will fly from Manila to domestic (tourist) destinations. Sunlight Air was founded over a year ago, in July 2019, and originally planned to start flying in January of this year. The Corona-pandemic, however, delayed the plans.



On 21 October 2020, the Cathay Pacific Group announced that as part of a major corporate restructuring, Cathay Dragon, its premium full-service regional airline, was ceasing operations with immediate effect. The airline was formally known as Dragonair, but was rebranded as Cathay Dragon in 2016, but had continued to operate under its own AOC (Air Operator Certificate) and in closer partnership with Cathay Pacific. The two other airlines in the Cathay Pacific Group - Cathay Pacific and HK Express - will take over the majority of the Cathay Dragon route network. As of late October, Cathay Dragon has sixteen Airbus A321NEO aircraft on order, of which two had already been built and painted in full Cathay Dragon colours. One of them was msn 10091, which is seen here taxiing to the runway at Hamburg-Finkenwerder for its first flight on 23 November, wearing test registration D-AVZF. It was delivered to Hong Kong on 9 December where it was registered as B-HPD and re-painted in full Cathay Pacific colours. (Hendrik Schoof)



China Southern ordered fourteen Airbus A350-900s in May 2017. The first aircraft out of this order was delivered to the company in June 2019 and as of late December 2020, eight A350s have been delivered so far. Initially, China Southern placed the A350-900 in service from their hub in Guangzhou to major cities in China, including Beijing and Shanghai. But with the A350-900 having plenty of range, China Southern planned to dispatch the aircraft on international long haul routes as well. The COVID-19 crisis of course was a major disruption to the initial planning of the international expansion of China Southern. As for now, only Melbourne, Paris and Amsterdam are destinations outside South-East Asia where the A350 is operating to. Seen here is Airbus A350-900 B-30AL taking off from Amsterdam-Schiphol for the return flight to Guangzhou. (1 January 2021, Walter Heukensfeld)

South Korea

New Low-Cost Company Aero K has received its AOC on 28 December, clearing the way for the start-up to commence operations. The airline, which was originally established in 2017 as K-AIR, is based at Cheongju and will first serve Jeju. Later on it also plans to fly internationally to destinations in China, Japan, Taiwan and Vietnam. Currently, Aero K has a fleet featuring a single A320. The aircraft registered HL8384 (3135) was delivered in February 2020 and is a former Alaska Airlines-aircraft. The airline plans to add two more A320s in the coming year.

Low-cost carrier T'Way Airlines is planning to lease three A330-300s, which are planned for delivery in late 2021 when passenger-demand is expected to pick-up again. The airline, which started in 2010, currently serves 38 destinations in China, Guam, Japan, Laos, Philippines, Russia, Taiwan, Thailand and Vietnam with its fleet of 28 B737-800s. T'Way Air is operating out of its two main Seoul-bases (Gimpo and Incheon), but also has a secondary hub at Daegu. With their new widebodies, T'Way Air wants to increase their cargo carrying capacity, but also open new destinations in Australia, Croatia, Malaysia and Singapore.

Sri Lanka

With cargo demand at an all time high, SriLankan Airlines wants to add two dedicated freighters to its fleet. The airline's CEO has said that the COVID-pandemic showed that being solely dependent on passenger aircraft flying cargo is not sustainable. It's currently unknown which type of cargo planes they're looking for, but at this moment their fleet consists of 25 Airbuses; five A320s, two A320neos, one A321-200, four A321-200Ns, six A330-200s and seven A330-300s. Looking at an easy integration into the fleet, staying with Airbus would make sense for Sri Lankan Airlines. At this moment the airline isn't operating any international passenger flights. However, one A321neo, four A330-300s and six A330-300s are currently being used as makeshift cargo carrying aircraft.

Taiwan

China Airlines has received its first two Boeing 777 Freighter. The freighter left Everett-Paine Field (WA) on Monday 30 November and arrived at its new home-base Taipei the follow-

ing day. The aircraft is registered as B-18771 and is the first of six B777Fs the airline ordered in the summer of 2019. The other five aircraft will be delivered in 2021-2023. The aircraft have more than 6,000nm (11,100km) of range, cargo payload of 102t and capacity to carry 27 standard-size cargo pallets. The purchase will see China Airlines supplement its ten passenger-configured 777-300ERs with the freighter-variant. The carrier also operates eighteen 747-400Fs.

Tajikistan

The CEO of Somon Air has announced that his airline is close to an order for two B737-8s. The deal would also include options for two B737-10s. The airline expects to take delivery of the duo in the next summer. Somon Air previously had a lease-agreement for one B737-8 with Air Lease Corporation, but that deal was cancelled due to the grounding of the MAX. That airframe, (43309, 1/n 7672) has since then been allocated to Blue Air of Romania and is now stored at Moses Lake (WA). However, Blue Air has cancelled its order for the MAX as well, so who knows where this airframe will end up. Somon Air currently has a fleet of six aircraft; two B737-300s, two B737-800s and two B737-900ERs. Both -300s are, however, parked and will be replaced by the new B737-8s. The airline is planning to use the aircraft for flights to Frankfurt, but is also looking at new destinations such as Amsterdam, Beijing, London-Heathrow, Seoul and Shanghai.

Thailand

Last month, we reported that Thai Airways had put up 34 aircraft for sale. Now, the airline announced that it has added two of its six A380s to that list. Both are being marketed via the Thai Aircraft Trading website. The two A380s involved are the the youngest in their fleet. HS-TUE (125) and HS-TUF (131) were delivered to the airline in October and November 2013 and are current stored at U-Tapao.

Latin America

Brazil

On 9 December, the B737MAX officially returned to commercial service with GOL the first airline in the world to operate a revenue MAX-flight in over 20 months. GOL-flight 4104 flew from Sao Paulo-Guarulhos to Porto Alegre. The aircraft used was PR-XMB (43987), which made several test-flights

the previous day to be fully fit for this occasion. A few hours later, PR-XMC (43989) followed, flying as GOL1065 from Rio de Janeiro-Galeão to Sao Paulo-Guarulhos.

Nella Linhas Aereas is a new start-up in Brazil, which is planning to fly to unserved domestic destinations out of Brasilia. The new airline is currently in the process of obtaining the necessary licenses and hopes to start operations in the first half of 2021. Initially the new airline was planning to start operations with the ATR-42, but the plans have now been revised and they are now planning to launch with five ATR-72s. Nella plans to initially launch with passenger-flights, but is also considering expanding in the cargo market and has, reportedly, acquired a B737-500F as a first cargo aircraft.

Middle East

Bahrain

In Airbus' latest order-update, Gulf Air's order for ten A220-100s has been removed, which normally means the order is cancelled. It's not coming as a surprise as the airline already stated back in 2018 it was talking with Airbus about a possible cancellation. Gulf Air placed an order for ten A220-100s back in 2011 when it was still the CS100 C-Series of Bombardier. The order was first unidentified, but Bombardier announced in 2013 that the Bahrain-based airline was the customer. Gulf Air had also taken options on another six aircraft.

Palestina

The Palestinian Authorities have decided to pull the plug on Palestinian Airlines. The airline operated its duo of Fokker 50s (SU-YAH and -YAI) for Niger Airlines, but this deal was scrapped in April when the Corona-pandemic was developing. With no new flying opportunities present, shutting down the airline and selling its assets was the only route left. Palestinian Airlines was founded on 1 January 1995 and operations started in June 1997 with their two Fokker 50s. It operated out of Port Said in Egypt, but moved their operations to El Arish in Egypt a month later when they commenced scheduled flights to Amman and Jeddah. In November 1998, the airline moved to the newly opened Gaza Airport. In October 2000, the airline was forced to cease operations as the second Intifada started, which resulted in the destruction of Gaza Air-

port. Palestinian Airlines returned to El Arish and resumed operations from there in December 2001. Between 2005 and 2012 the airline was dormant again. In 2014 the airline decided to cease all of its own operations and fly their Fokkers for Niger Airlines. Over the years, Palestinian Airlines also operated briefly a B727 (between March and October 1998) and also took delivery of two DHC-8-300s in 2000, but these were never really deployed. It also planned to acquire two CRJ200s, but these were never delivered. The Palestinian Authorities has asked Egypt to put the airline's AOC on hold so that it can be brought back if the need arises. They also want to keep using the Palestinian Airlines-name in order to offer Hajj charter-flights to the Palestinian people.

United Arab Emirates

In December, Emirates took delivery of three A380s, the first and only A380-deliveries for 2020. With these three deliveries, the airline has now taken delivery of 118 A380s. Emirates now has five remaining A380 on order. Two of these will be delivered in 2021 and the remaining three will all arrive in Dubai before June 2022. The airline has also announced, during the presentation of its new Premium Economy-cabin on 29 December, that it expects to receive its first B777X in 2023. Originally, Emirates planned for its first B777X in 2021, but issues with the aircraft pushed this to 2022. And now it seems it will take another year of waiting. The new timeline is the result of the production issues as well as Emirates pushing it back due to the changed aviation landscape as a result of the Corona-pandemic. The airline has 126 B777X on order, which consists of 25 B777-8s and 101 B777-9s. Emirates was to be the launch customer for Boeing's newest variant of the B777, but it's currently unknown if they will remain so with this new delivery-schedule. 2023 seems to become an interesting year for Emirates, as it's also the year when the first of 50 A350-900s and 30 B787-9s will start to arrive.

North America

Canada

Air Canada has announced it will convert several, recently retired, Air Canada Rouge B767-300ERs into freighters. The airline earlier this year said it was thinking about doing so,



Nolinor Aviation, the Montreal-Mirabel (Que.) based carrier which has been operating charter and specialty flights across Canada's far north for almost three decades, founded OWG in the summer of 2020. With OWG, Nolinor is trying to take a slice of the holiday travel market from Canada's established market leaders. The start-up airline is called OWG, which stands for "off we go". OWG initially started with domestic scheduled services on 18 October. On 18 December it launched international leisure services with a revenue flight from Toronto Pearson International (Ont.) to Santa Clara-Abel Santamaria in Cuba. The airline started operations with two Boeing 737-400 aircraft with 158 economy seats. C-GGWX is one of them and is seen here landing at Toronto-Pearson International on 18 December. (Frederick K. Larkin)

but a final decision was dependent on reaching an agreement with the pilot unions. This deal has now been reached, clearing the way for Air Canada to return to the all-cargo aircraft business. It's currently unknown how many "several" means and when they expect the B767s to be delivered after their conversion.

Greenland

Airbus and [Air Greenland](#) announced that they signed a deal for a single A330-800, which will replace the airline's current A330-200. The new Airbus will be delivered at the end of 2022. Air Greenland mainly operates their widebody between Kangerlussuaq and Copenhagen. Next to the A330, the airline also operates seven DHC-8-200s, as well as Beech Super King Airs, Sikorsky S-61Ns, Eurocopter AS350s and Bell 212s.

Saint-Pierre

The delivery of their brand new ATR-42-600 has prompted [Air Saint-Pierre](#) to introduce a new livery. The plane, currently registered F-ORLB (**1605**) was delivered on 12 December. Sient-Pierre is a French Overseas territory, which lies near the east coast of Canada. Air Saint-Pierre is the island's airline and is mainly flying to Canada with its fleet of one Cessna F406 and one ATR-42-300. The latter will be replaced by the new ATR.

United States of America

On 22 December, Boeing and [Alaska Airlines](#) announced that the airline has ordered 23 additional B737-9s. The airline already had 32 B737-9s on order and also announced last month it would lease 13 B737-9s. This means Alaska Airlines is now expecting 68 B737-9s in the coming years. It also has options on another 52 aircraft, meaning Alaska Airlines B737-9-fleet could grow to 120. The airline is expecting take delivery of their first B737-9 early next year and start commercial operations with the type in March.

Oceania

Australia

[Alliance Airlines](#) has announced on 18 December that it has acquired an additional sixteen ERJ190s. All aircraft are former American Airlines and will keep their two-class 99-seat cabin configuration. The aircraft will be delivered in the coming eleven months, with five due for December this year and then one per month until November 2021. The sixteen new jets are part of the airline's expansion and fleet renewal strategy. Previously the airline acquired fourteen former COPA ERJ190s, of which the first have been delivered. Alliance Airlines is currently doing crew proving flights with the ERJ and plans to start deploying them in their network in March 2021. Alliance Airlines is the world's largest Fokker-operators in and its fleet currently consists of five Fokker 50s, fourteen Fokker 70s and 27 Fokker 100s.

On 25 December, [Rex Airlines](#) took delivery of its second B737-800, the first wearing the airline's livery. VH-RQC (**33797**) arrived at Sydney from Jakarta with an overnight stop at Brisbane. The aircraft was previously operated by Virgin Australia as VH-VOP. On 5 November, the airline received its first B737-800, VH-VUF (**34168**), which is also a former Virgin Australia-aircraft. It has been used for crew training over the last few weeks, but was flown to Wagga Wagga on 11 December to get the Rex Airlines-livery. In total Rex will get six B737-800s and plans to start flying the type on 1 March on the Melbourne-Sydney route, with Brisbane being added shortly after that.

In Boeing's November order & delivery-update, it has become clear that [Virgin Australia](#) has cancelled its original order for the B737MAX. The airline, which is currently under new ownership and restructured, scrapped its orders for 38 B737-8s and ten B737-10s. However, at the same time Virgin Australia also ordered 25 B737-10s. The new B737-10s are due to begin

to arrive from 2023 onwards and will be used for expansion of the fleet. They will fly on busy domestic routes, as well as to several international destinations. Virgin Australia currently has a fleet of two B737-700s, 62 B737-800s and two B777-300ERs. Of this, one B737-700, 21 B737-800s and both B777-300ERs are parked or stored.

New Caledonia

On 24 December, [Aircalin](#) took delivery of its first of two A320neos. The aircraft, F-OTIB (**10049**) arrived at its home at Noumea on 27 December after stops in Thailand and Australia. We can definitely say that it's one of the best looking A320neos out there! The two A320neos will replace the airline's current fleet of two A320s and will supplement its two A330-900s for use on regional and domestic routes.

Aircraft orders

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

Airbus 2020 firm orders

AerCap	25	A320neo
	25	A321neo
Air France	10	A350-900
Air Lease Corporation	50	A220-300
	52	A321neo
	1	A350-900
	8	A220-300
Air Senegal	8	A320neo
Avolon	1	A321neo
BOC Aviation	20	A320neo
CALC	40	A321neo
Cebu Aviation	5	A320neo
	10	A321neo
Comlux	2	A220-100
Lufthansa Technik (for Luftwaffe)	2	A321neo
Private	4	A220-100
	2	ACJ320neo
SKY Greece	2	A320neo
Spirit Airlines	47	A319neo
	33	A320neo
	20	A321neo
Unidentified	2	A320neo
	2	A321neo
	10	A350-900
Total	381	

Boeing 2020 firm orders

Air Lease Corporation	3	B787-9
All Nippon Airways	1	B787-9
	11	B787-10
Enter Air	2	B737-8
EVA Air	3	B777F
FedEx	4	B767-300F
Japan Air Self Defense Force	2	KC-46A
Oman Air	4	B787-9
Republic of Korea Air Force	6	P-8A
Royal New Zealand Air Force	4	P-8A
Unidentified	3	B737-8
	5	B767-300F
	2	B777F
	3	B787-9
UPS	1	B747-8F
US Navy	8	P-8A
	7	B787-10
Virgin Australia	25	B737-10
Total	94	(+27)

ATR 2020 firm orders

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

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



Rex is Australia's largest independent regional airline, connecting regional centres to capital cities in all six states, the Northern Territory and Australian Capital Territory. Rex has operated an all Saab 340B fleet of over 50 aircraft from its Sydney main base and hubs in Adelaide, Brisbane, Melbourne and Perth. Late September, Rex announced that it had signed letters of intent with two lessors to lease six Boeing 737-800s. It received its first aircraft on 5 November. The aircraft (msn 34168 VH-VUF) was still wearing the basic colour scheme of former operator Virgin Australia. On 25 December, Rex Airlines took delivery of its second B737-800, the first aircraft wearing the airline's full livery. VH-RQC (msn 33797, ex Virgin Australia VH-VOP) arrived at Sydney from Jakarta with an overnight stop at Brisbane. The airline will launch domestic jet operations on 1 March 2021, with three aircraft operating on the Sydney-Melbourne route, Brisbane will be added shortly after that. (Brisbane, 24 December 2020, Lloyd Fox)

A220	-300	55094	YL-AAX	airBaltic. Delivered on 12 December.
	-300	55095	YL-AAY	airBaltic. Delivered on 12 December.
A318	-112 (ACJ)	4650	T7-HHH	Sorens Aero, ex M-HHHH of same owner. Reregistered in November.
A319	-112	1102	OE-ISI	Altavair AirFinance, ex OO-SSD of Brussels Airlines. Registered on behalf of the lessor on 7 December. Aircraft has been stored at Lourdes since 29 October.
	-131	2326	ER-SKY	HiSky Europe, ex 2-SSFG of ALC - Air Lease Corporation. Delivered on 22 December. Former ZS-SFG of South African Airways.
	-111	2565	N2302U	United Airlines, ex G-EZIV of easyJet. Delivered on 17 December. Placed in storage at Goodyear (AZ)
	-111	2677	N5307U	United Airlines, ex G-EZAA of easyJet. Delivered on 9 December. Placed in storage at Goodyear (AZ)
	-111	2754	N9312U	United Airlines, ex G-EZAL of easyJet. Delivered on 15 December. Placed in storage at Goodyear (AZ)
A320	-115 (ACJ)	3826	B-320Q	Deer Jet Airlines, ex G-NOAH of Acropolis Aviation. Delivered on 15 December.
	-214	1757	9H-VDS	Galistair, ex HK-5051 of Viva Air Colombia. Delivered on 15 November.
	-232	2168	N1913U	United Airlines, ex EC-LQN of Vueling Airlines. Delivered on 16 December. Will not be put in service by United, but will be parted out and used for spares.
	-232	2502	9H-IHH	Lauda Europe, ex OE-IHH of LaudaMotion. Registered in Malta on 9 December.
	-232	2587	EI-GSV	BBAM Aircraft and Leasing Management, ex YU-APG of Air Serbia. Registered on behalf of the lessor early December. Aircraft was ferried to Shannon for storage on 11 December.
	-214	2633	9H-LMR	Lauda Europe, ex OE-LMR of Castlflake. Registered in Malta on 27 November. Former 9M-AFB of AirAsia.
	-214	3027	9H-LOO	Lauda Europe, ex OE-LOO of LaudaMotion. Registered in Malta on 15 December.
	-232	3105	9H-IHL	Lauda Europe, ex OE-IHL of LaudaMotion. Registered in Malta on 14 December.
	-214	3131	9H-LOQ	Lauda Europe, ex OE-LOQ of LaudaMotion. Registered in Malta on 10 December.
	-214	3136	9H-VDO	Sunrise Airways, ex 9H-VDO of Galistair. Delivered on lease in full colours on 29 November.
	-214	3147	9H-LOA	Lauda Europe, ex OE-LOA of LaudaMotion. Registered in Malta on 27 November.
	-214	3153	9H-LOS	Lauda Europe, ex OE-LOS of LaudaMotion. Registered in Malta on 11 December.
	-232	3270	9H-IHD	Lauda Europe, ex OE-IHD of LaudaMotion. Registered in Malta on 3 December.
	-214	4006	G-EZTN	easyJet, ex HB-JYE of easyJet Switzerland. Registered in the UK on 18 December.
	-271N	9459	P4-KBK	Air Astana. Delivered on 15 December. Test registration was D-AUAI.
	-251N	9566	SX-TEC	Sky Express. Delivered on 23 December. Test registration was F-WWDUJ.
	-271N	10005	P4-KBM	Air Astana. Delivered on 11 December. Test registration was F-WWDJ.
	-251N	10051	SE-RUC	SAS Scandinavian Airlines. Delivered on 18 December. Test registration was D-AVVD.
	-251N	10060	9K-AKQ	Kuwait Airways. Delivered on 28 November. Test registration was D-AUAB.
	-251N	10082	9K-AKO	Kuwait Airways. Delivered on 1 December. Test registration was F-WWBJ.
	-251N	10083	SX-IOG	Sky Express. Delivered on 27 November. Sky Express first A320. Test registration was F-WWIZ.
	-251N	10097	HZ-NS33	Flynas. Delivered on 8 December. Test registration was D-AVVI.
	-251N	10144	G-TTNM	British Airways. Delivered on 11 December. Test registration was F-WWIN.
	-271N	10242	HB-JDC	Swiss. Delivered on 23 December. Test registration was F-WWIS.
A321	-231	1421	9H-AMD	Avion Express Malta, ex LY-NVU of Avion Express. Transferred on 4 December.
	-211	1713	LZ-GNJ	Genesis Air Lease, ex CS-TJG of TAP Air Portugal. Registered on behalf of the lessor mid-December. Aircraft has been stored at Lourdes-Tarbes since 22 October.
	-211	1881	6V-AMC	Air Sénégal International, ex G-TCDY of Thomas Cook Airlines. Delivered on 28 November. Registered in between as F-WTAJ of Carlyle Aviation Partners.

	-211	6114	VQ-BFJ	S7 Airlines, ex OE-IOF of ALC - Air Lease Corporation. Delivered on 3 December. Former C-FTXU of Air Transat.
	-211	6376	VN-A278	Vietravel Airlines, ex OE-IDP of Avolon. Delivered on 3 December. Former D-ATCE of Condor. The aircraft was planned to be placed on a lease with Jet2 as G-HLYE but that deal fell through. Probably something to do with some kind of virus, that Jet2 didn't need the additional capacity anymore.
	-211	6548	VQ-BFQ	S7 Airlines, ex OE-IOG of ALC - Air Lease Corporation. Delivered on 21 December. Former C-FTZX of Air Transat.
	-271NX	9195	N2044JJ	jetBlue Airways. Delivered on 3 December. Test registration was D-AVZU.
	-251NX	9495	TC-RBF	Pegasus Airlines. Delivered on 23 December. Test registration was D-AVYU.
	-251NX	10007	TC-RBG	Pegasus Airlines. Delivered on 23 December. Test registration was D-AYAB.
	-271NX	10010	D-AIEF	Lufthansa. Delivered on 22 December. Test registration was D-AVXZ.
	-271NX	10068	T7-ME4	MEA - Middle East Airlines. Delivered on 2 December. Test registration was D-AZAG.
	-271NX	10116	T7-ME7	MEA - Middle East Airlines. Delivered on 2 December. Test registration was D-AVXO.
	-271NX	10125	TC-LTB	Turkish Airlines. Delivered on 16 December. Test registration was D-AYAN.
	-271NX	10143	TC-LTC	Turkish Airlines. Delivered on 27 November. Test registration was D-AYAC.
	-271NX	10147	T7-ME5	MEA - Middle East Airlines. Delivered on 23 December. Test registration was D-AVYP.
	-271NX	10174	T7-ME6	MEA - Middle East Airlines. Delivered on 30 December. Test registration was D-AZAH.
	-271NX	10189	SX-NAC	Aegean Airlines. Delivered on 17 December. Test registration was D-AVAP.
	-253NX	10245	EI-LRE	Aer Lingus. Delivered on 22 December. Test registration was D-AZAE.
	-271NX	10257	HA-LVJ	Wizz Air. Delivered on 15 December. Test registration was D-AVZJ.
	-271NX	10371	A6-WZC	Wizz Air Abu Dhabi. Delivered on 30 December. Test registration was D-AVYV.
	-271NX	10391	A6-WZD	Wizz Air Abu Dhabi. Delivered on 24 December. Test registration was D-AVXH.
A330	-202	521	EI-GGP	Castletlake, ex A7-ACD of Qatar Airways. Registered on behalf of the lessor early December. Aircraft was ferried to Teruel for storage on 11 December.
	-243	1608	F-UJCS	Republique Francaise / Armée de l'Air et de l'Espace- French Air Force, ex N203SA of Synergy Aerospace. Delivered on 26 November. Former PR-OCG of AVIANCA Brasil.
	-243	1657	F-UJCT	Republique Francaise / Armée de l'Air - French Air Force, ex N204SA of Synergy Aerospace. Delivered on 14 December. Former PR-OCX of AVIANCA Brasil.
	-202	1936	EC-NNH	LEVEL, ex F-HLVN of LEVEL (France). Transferred to Spain on 15 December.
	-841	1977	5X-NIL	Uganda Airlines. Delivered on 22 December. Test registration was F-WWYS.
A340	-313X	207	YA-WTA	Kam Air, ex F-GLZK of Air France. Delivered on 3 December. Aircraft was still in Joon colours,
A350	-941	389	HL8382	Asiana Airlines. Delivered on 24 November. Test registration was F-WZNK.
	-941	398	B-30EA	China Southern Airlines. Delivered on 28 November. Test registration was F-WZFH.
	-941	408	B-30FM	China Eastern Airlines, Delivered on 19 December. Test registration was F-WZNU.
	-941	411	B-30FO	China Southern Airlines. Delivered on 1 December. Test registration was F-WZFS.
	-941	425	HL8383	Asiana Airlines. Delivered on 29 December. Test registration was F-WZFQ.
	-1041	426	G-VRNB	Virgin Atlantic Airways. Delivered on 4 December. Test registration was F-WZNA.
	-1041	446	G-XWBH	British Airways. Delivered on 14 December. Test registration was F-WZHD.
	-941	451	JA07XJ	Japan Airlines. Delivered on 2 December. Delivered on 2 December. Test registration was F-WZNG.
	-941	455	B-321M	Air China. Delivered on 17 December. Test registration was F-WZHK.
	-941	458	B-321N	Air China. Delivered on 17 December. Test registration was F-WZHH.
	-941	476	JA08XJ	Japan Airlines. Delivered on 23 December. Test registration was F-WZMB.
A380	-842	261	A6-EVL	Emirates. Delivered on 4 December. Test registration was F-WWSO.
	-842	264	A6-EVM	Emirates. Delivered on 11 December. Test registration was F-WWSZ.
	-842	267	A-EVN	Emirates. Delivered on 22 December. Test registration was F-WWAU.
BAe146	-200A	E2055	N480NA	Neptune Aviation Services, ex D-AMGL of WDL Aviation. Registered on 18 December. Ferried to Misoula (MT) a few days later. Reportedly to be used for spares.
	-300QT	E3153	5X-AAZ	Zone Four International, ex D-AHWS of WDL Aviation (never operated) and EC-MCK of ASL Airlines Spain. Delivered on 19 December as D-AHWS.



In the summer of 2019, National Airlines acquired three ex Cathay Pacific Boeing 747-400BCF aircraft, that had been in storage at Marana (AZ) since 2013. In the course of 2020, these Jumbos were ferried to San Antonio (TX), to be re-activated and made ready for service again. Two of these aircraft have returned to service in autumn 2020. One of them is N756CA, which entered service for National on 9 October. Contrary to the two 747-400BCFs that were already part of the National fleet, and the A330 and B757, these "new" National Boeing 747-400 freighters wear a white colour scheme, instead of a - more photo-genic - silver colour scheme. (Cologne-Bonn, 18 November 2020, Anton van Ruiten)

B737	-4K5SF	24126	EC-NMJ	Swift Air, ex G-JMCZ of West Atlantic. Transferred on 1 December.
	-405	24644	OY-ASA	Airseven, ex YR-BAZ of Blue Air. Delivered on 3 December.
	-436SF	25859	EC-NML	Swift Air, ex G-JMCB of West Atlantic. Transferred on 1 December.
	-430	27007	OY-ASB	Airseven, ex YR-BAS of Blue Air. Delivered on 3 December.
	-42JSF	27143	9M-NEW	MY Jet Xpress Airlines, ex OE-IWP of ASL Airlines Belgium. Delivered on 12 December.
	-86N	28628	N245GE	Lift Turkey LLC, ex TC-SBZ of AnadoluJet. Registered on 17 December. Parked at Tarbes-Lourdes since 8 December.
	-490SF	28888	EI-GUA	Poste Air Cargo, ex N288AU of Aircraft 28888 LLC. Delivered on 15 December as N288AU.
	-8KN	29636	G-TUKG	TUI Airways, ex A6-FDG of FlyDubai. Registered on 26 November. Stored at Shannon.
	-883	30467	N738TK	Spectre Air Capital LLC, ex LN-RPO of SAS Scandinavian Airlines. Registered on 30 November. Parked at Marana (AZ) per 10 November.
	-883	30468	N707HP	Spectre Air Capital LLC, ex LN-RPR of SAS Scandinavian Airlines. Registered on 17 December. Parked at Marana (AZ) per 15 December.
	-8FZ	31713	G-TUKC	TUI Airways, ex EI-FHH of Norwegian Air International. Registered on 23 December.
	-8AS	33547	N241GE	Bank of Utah, ex EI-DAI of Ryanair. Registered on 17 December. Parked at Shanghai-Pudong awaiting freighter conversion.
	-8AS	33641	F-HIQB	ASL Airlines France, ex TC-CPO of Pegasus Airlines. Delivered on 27 November.
	-8AS	33718	N242GE	Bank of Utah, ex EI-DAL of Ryanair. Registered on 22 December. Will be converted to freighter.
	-8K5	38108	SE-RFM	TUI fly Nordic, ex G-TAWJ of TUI Airways. Transferred on 22 December.
	-8AS	40319	TC-JZV	AnadoluJet, ex EI-EVY of Ryanair. Delivered on 11 December as EI-EVY.
B747	-4B5	26407	N786CK	Kalitta Air, ex HL7402 of Korean Air. Delivered at Oscoda (MI) on 30 November and registered in the US a few days later. Aircraft will be used for spares.
	-47UF	29258	N258SN	Western Global Airlines, ex N497MC of Western Global Airlines. Reregistered late November.
	-443	32339	N481MC	Atlas Air, ex G-VROM of Virgin Atlantic Airways. Registered in the US on 1 December. The aircraft has been stored at Marana (AZ) since 4 October.
	-8F	65782	N625UP	UPS - United Parcel Service. Delivered on 14 December. Line # 1562.
B767	-375ER	24087	N287AV	Avolon, ex C-GHOZ of Air Canada. Registered in the US on behalf of the lessor on 2 December. Aircraft has been in storage at Marana (AZ) since 10 July.
	-35HER	26389	N827RC	Aircraft Engine Lease Finance (AELF), ex 9H-KIA of Blue Panorama Airlines. Registered in the US on 25 November. The aircraft was ferried to Miami (FL) for storage on 14 November.
	-341ER	30342	N207DP	GECAS - General Electric Capital Aviation Services, ex VQ-BOG of Pegas Fly. Registered in the US on behalf of the lessor on 2 December. Aircraft was ferried to Singapore-Paya Lebar for freighter conversion.
	-3BGER	30563	N563WA	Fortress Transportation, ex ET-AMF of Ethiopian Airlines. Registered in the US in December. Aircraft has been stored at Goodyear (AZ) since 21 October.
	-36NERBCF	30847	B-	SF Airlines, ex G-POWD of Titan Airways. Delivered after freighter conversion on 21 December. Aircraft was registered during the conversion as 2-POWD and N233SA on behalf of lessor GECAS.
	-300F	63120	N189FE	FedEx Express. Delivered on 10 December. Line # 1225.
	-300F	65909	N374UP	UPS - United Parcel Service. Delivered on 23 December. Line # 1228.
	-300F	66243	N273FE	FedEx Express. Delivered on 2 December. Line # 1224.
B777	-F	66890	B-18771	China Airlines. Delivered on 30 November. First triple seven freighter for China Airlines. Line # 1679.
	-F	66891	B-18772	China Airlines. Delivered on 23 December. Line # 1684.
B787	-9	38756	EI-NYE	Neos, ex LN-LNX of Norwegian. Delivered on 8 December.
CRJ	-850	8069	9H-DOM	Air X Charter, ex D-AJOY. Transferred on 17 December.
Do328	-310	3176	D-BSEA	Luxaviation Germany, ex 328 Support Services GmbH. Delivered in December.
ERJ	145LR	145548	F-HGYM	Amelia International, ex CE04 of Belgian Air Force. Delivered on 24 December.
	135BJ	145775	N905FL	Flight Options, ex I-ARFX of Sirio S.p.A. Registered on 4 December.
	135BJ	145780	N904FL	Flight Options, ex G-CRFX of Sirio UK. Registered on 10 December.
	135BJ	14500832	SX-KKA	Marathon Airlines, ex ZS-ECB of ECB Aviation (Pty) Ltd. Per December.
	135BJ	14500999	9H-AGZ	Blue Square Aviation Group, ex 9H-IDB. Re-registered 18 December.
	135BJ	14501137	D-AAHO	Air Hamburg Private Jets, ex PR-ITU of KIA Motors South America. Delivered on 24 November.
	190LR	19000548	G-LCAF	British Airways, ex EI-GTG of GY Aviation Lease 1707 Co. Ltd. Delivered on 11 December.
	190BJ	19000632	N713TS	Cactus Jack Airlines LLC, ex EJ-IOBN of GainJet Ireland. Registered on 23 December.
	195E2STD	19020042	EW-555PO	Belavia - Belarusian Airlines. Delivered on 22 December.

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



United Nigeria is a start-up airline which is planning to fly a domestic network in Nigeria with flights to and from Abuja, Asaba, Enugu, Lagos, Owerri and Port Harcourt. It will start operations with four Embraer ERJ145s, which were previously operated by ExpressJet for United Express. Seen here is ERJ145 5N-BWY at Shannon on a fuel-stop during its ferry flight to Nigeria. (15 November 2020, Malcom Nason)

Commuters

ATR42	-500	655	ES-NTA	NyxAir, ex HK-5070 of EasyFly. Delivered on 27 November.
ATR72	-202F	222	HB-AFL	Zimex Aviation, ex EI-SLX of ASL Airlines Ireland. Delivered on 10 December.
	-202F	265	G-OASL	ASL Airlines UK, ex EI-SOA of ASL Airlines Ireland. Transferred on 16 December.
	-202F	292	C-FTMY	Morningstar Air Express, ex EI-FXJ of ASL Airlines Ireland. Registered on 27 November. Operated for FedEx Express.
	-212AF	711	HB-ABS	Zimex Aviation, ex EC-IZO of Canaryfly. Delivered on 15 December.
	-212AF	726	EC-JQL	Canaryfly, ex Binter Canarias. Converted to freighter and delivered on 14 December.
	-212A	1288	F-HGNU	Amelia International, ex 2-HOPN of SAFE Capital 2015-1 LLC. Delivered on 18 December.
	-212AF	1653	EI-GUL	ASL Airlines Ireland. Delivered on 17 December. Operated for FedEx Express.
	-212A	1661	EC-NMF	Binter Canarias. Delivered on 27 November.
BN-2	A-26	166	G-BJWL	Air Alderney, ex 5B-CHD of Cyprus Parachute Centre. Registered on 3 December.
DHC-8	-402	4184	P2-PXR	Air Niugini, ex OY-ICY of Nordic Aviation Capital. Delivered on 6 December as OY-ICY. Was D-ABQL of LGW Luftfahrtgesellschaft Walter before.

Credits: Airfleets, Planespotters and Skyliner.

Propliners



Here is Short Skyvan 3M OE-FDV, msn SH.1881, built in the 1970s. It is a new Skyvan for the Pink Aviation fleet, which is based at Klatovy, Czechia. It was flight tested in November 2020 and added to the fleet shortly thereafter. It will most likely stay all white and without any titles. The US military marks were applied just for filming of some advertisement. The above picture was taken at Pribram, 20 December 2020 by Václav Kudela.

Boeing	377SGT-201	0001	F-BTGV	Ex Airbus Industries Super Guppy, preserved at Brunthorpe (UK) since 1996. The Super Guppy Restoration Foundation saw their project being hijacked, as officially it was not their possession and the location where it was parked was not theirs. Airport management had decided to dispose of it in late November 2020. By Christmas the cutting up was already in progress...
DHC	2	736	N7925	Beacon West, ex C-FDUW per 21 November 2020.
	2	1227	ZK-AMD	Auckland Seaplanes, ex N375RM and registered 15 December 2020. Was last noted in a container in Seattle (WA), late 2019.
Dornier	Do28	4177	HK-4000	Aerolíneas de Antioquia (ADA), had been parked in one of the hangars of Medellín-Olaya Herrera for about twenty years. In the weekend of 5/6 December 2020 the airplane was removed in large pieces from the airport. In the morning of 7 December it arrived in Barrio Manrique in the centre of the city. It will be used in a theme bar/restaurant on Calle 45 named <i>Hangar M45</i> . The Dornier was still in full ADA colours.
Douglas	C-54Q	10547	N3054V	Alaska Air Fuel is working hard on the reactivation of this DC-4. After losing N96358 in a landing accident on 10 October 2020, they needed a replacement for current contracts. They first tried to purchase N55CW stored in Florida, but this deal fell through. N3054V has been stored in Wasilla (AK) for around five years.
Lockheed	C-130H	4339	N130CG	Coulson Air Tanker, noted still in Norwegian Air Force grey colours, but with Coulson Air Force titles, when it diverted to Victoria (BC) en route to its new base in Port Alberni (BC), on 2 December 2020. The tail still showed 957, its Norwegian serial. Coulson already had a Hercules with registration N130CG before, that one later crashed as N134CG in Australia in January 2020.
	L-100-30	4673	N410LC	Lynden Air Cargo, all white with Lynden Air Cargo titles near the nose. Was restored and overhauled in Singapore. First test flight was on 8 October 2020. Early November the Hercules was delivered via the Philippines and Japan to Anchorage (AK). The latest addition to Lyndens fleet is now based in Anchorage. Registration N410LC was already active on the US civil register since February 2019, and is ex Safair EI-JIV.
Shorts	SC7-3	SH.1881	OE-FDV	Pink Aviation, ex PK-DSF of Dereya Air and N12LH. Noted Pribram airfield, Czechia on 20 December 2020. Temporary painted in fake military colours for filming purposes. It is a new addition to the fleet, and was first test flown in November 2020.

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

Fokker News

F27	-050	20120	5Y-	Silverstone Air Services, ex SE-LEB Braathens Regional Airlines (leased from Amapola Flyg). Last service was on 27 October, from Stockholm-Arlanda to Malmö, as HP307. Made a local flight from Malmö on 3 November as HP9802. Finally left on delivery to Kenya on 2 December and flew via Heraklion and Khartoum, Sudan, to Nairboboi-Wilson, Kenya, where it arrived on 3 December.
	-050	20129	D6-	JMC Investments, ex VH-FND SkyWest Airlines. Been stored at Zanzibar since November 2016 and offered for sale a month after its arrival. Looks like the 50 has been sold to this broker, and will head for the Comoros!
	-050	20145	5Y-	Silverstone Air Services, ex SE-MFU Braathens Regional Airlines (leased from Amapola Flyg). Last service was on 18 October, from Stockholm-Bromma to Malmö, as HP309. Made two local flights from Malmö on 3 November as HP9804 and on 9 December as HP9800. Finally left on delivery to Kenya on 11 December and flew via Heraklion and Khartoum, Sudan, to Nairboboi-Wilson, Kenya, where it arrived on 12 December.
	-050	20205	9Q-CJB	Compagnie Africaine d'Aviation. Playing catch up here but this 50 was broken up at Goma Airport, DRC, back in October 2019. In the past there was another Fokker 50 with this registration, which had msn 20196 . That one was damaged beyond economical repair in a take-off incident at Goma, on 14 July 2005. For more information see Dustpan & Brush in Scramble 435.

Credits: Merv Crowe, Skyliner.



Fokker 100 P2-ANQ was seen at Brisbane (QLD) on 14 November 2020 by Lloyd Fox. In the past it operated for TAM (as PT-MRJ) and also flew in Europe for GirJet, as EC-IPV. It has been in service with Air Niugini since July 2008. (picture provided by Merv Crowe)

Bizjets

BAe	125-900XP	HA-0103	2-VOLC	Noted at East Midlands on 17 December, ex VT-BKL.
	125-900XP	HA-0186	F-HPHX	VallJet, ex G-KLNE. Registered on 10 December.
	125-750	HB-4	D-CHAA	Noted at Düsseldorf on 28 December, ex CS-DUA NetJets Europe.
	125-850XP	258845	RA-02730	Registered on 3 November, ex YL-KSD.
Beech	400XT	RK-309	T7-KZS	This ex I-VITH of Aliparma was registered into the San Marino register.
	400XT	RK-310	N420FL	This ex G-FXER of Flexjet Ltd. was sold to Flight Options LLC.
Cessna	510	0360	HB-VAL	Aliciopa, ex G-FBKF. Registered on 1 December.
	525	0494	SP-CIT	Noted at Düsseldorf on 22 December, ex D-ITIP.
	525	0502	OE-FLI	SPARFELL Luftfahrt, ex SE-RGX. Registered in December.
	525	0864	N864TX	Textron Aviation, ex D-IMTO. Registered on 24 September.
	525	1023	N24XP	Textron Aviation, ex HB-VWI. Registered on 18 September.
	525A	0321	F-HLPY	Laboratoire ASL, ex OE-FMJ. Registered on 17 November.
	525B	0158	CS-DOS	Noted at Antwerp on 17 December, ex OO-FPE.
	525B	0264	N923HA	Condor Aircraft Charter, ex F-GSCR. Registered on 23 September.
	525B	0557	9H-WIN	Air Charter Scotland Europe, ex M-CITY. Registered in December.
	525B	0627	D-CHRF	Hahn Airlines, noted at Düsseldorf on 14 December.
	560XLS	5787	G-NJAA	NetJets Europe, re-registered from CS-DXW on 18 December.
	560XLS	5789	G-NJAB	NetJets Europe, re-registered from CS-DXX on 18 December.
	560XLS	5791	G-NJAC	NetJets Europe, re-registered from CS-DXY on 16 December.
	650-VI	0240	HA-JEX	Jet Stream 2004, ex PH-MFX. Noted at Antwerp on 10 December.
	680	0029	N349TX	Textron Aviation, re-registered from N349QS on 16 September.
	680	0036	N352TX	Textron Aviation, re-registered from N350QS on 30 September.
	680	0063	N107DA	Aviation South, re-registered from N655MM on 17 September.
680	0114	N114TR	Textron Aviation, ex OK-SEM. Noted at Düsseldorf on 6 November.	
680A	0248	5A-DFN	Libyan Air Ambulance, ex N199CK. Noted at Belfast on 15 December.	
700	0032	N807QS	NetJets, registered on 30 September.	
750	0048	N787TH	TJH Falcon, re-registered from N787JS on 21 September.	
750	0153	N589CM	NPDA, re-registered from N953TX on 8 September.	
750+	0518	N478PM	Air Reese, re-registered from N478PT on 15 September.	
Challenger	300	20022	OK-RPM	Time Air, ex N941JR. Registered on 25 November.
	300	20294	N294JC	TVPX Aircraft Solutions, ex OE-HLL. Registered on 10 September.
	350	20593	XA-GAN	Servicios Aereos Gana, ex N277JH. Noted at Toluca on 6 December.
	350	20670	TC-MTL	Noted at Geneva on 1 December, ex 9H-JLG.

	350	20849	N102CL	Bombardier Aerospace, ex N102CL. Registered on 16 September.
	350	20852	OE-HNL	International Jet Management, ex N350EA. First noted at Lugano on 24 September.
	350	20853	N714CG	Bombardier Aerospace, registered on 11 September.
	350	20856	N812DH	Bombardier Aerospace, registered on 10 September.
	350	20858	N335RE	Bombardier Aerospace, registered on 10 September.
	350	20859	N893AE	Bombardier Aerospace, registered on 15 September.
	350	20866	OE-HST	International Jet Management, registered in December.
	601-3A	5014	N499PH	Canyon Capital V, re-registered from N514TS on 1 October.
	601-3R	5140	XA-JFC	Servicios Aereos Corporativos, ex N680AR. Noted at Toluca on 14 October.
	604	5520	N618CR	C&S Challenger 2, ex M-AKAL. Registered on 16 September.
	604	5563	C-GGLR	PAL Aerospace, ex N11LS. Registered on 8 December.
	604	5570	N604MH	Hershey, re-registered from N604CL on 25 September.
	604	5578	N578JG	Mimi and Neko Air, ex N60CC. Registered on 2 September.
	604	5583	A6-RAS	Noted Islamabad 24 October, ex T7-RAK.
	605	5711	N1HZ	Herzog Contracting, re-registered from N5HZ on 23 September.
	605	5785	9H-IAR	Alliance Jet, ex 9H-BOM. Noted at London-Stansted on 21 December.
	605	5800	N36RT	Raytheon Technologies, re-registered from N605RC on 2 October.
	650	6071	T7-KKT	Asian Corporate Aviation Management, ex I-DBLR. Noted at Jakarta-Halim on 15 December.
	650	6087	G-GCCM	Gama Aviation, ex OE-LDN. Registered on 24 November.
	650	6093	N506RT	Raytheon Technologies, re-registered from N506R on 9 September.
Cirrus	SF50	0132	SP-VIS	First noted on 1 February 2020, ex N103AB.
	SF50	0207	N177LN	Aircraft Guaranty, registered on 1 September. Based in Europe
	SF50	0216	2-DRDR	Delivered to North Weald on 26 October.
Eclipse	EA500	000014	N705PT	Registration expired on 8 December.
	EA500	000229	2-TANS	Exported to Guernsey on 4 December, ex N229EA.
Embraer	550	55000027	G-FXFX	Ex N401FX of Flexjet was sold to the European branch in October.
	600	55020121	G-FHFX	Ex PR-LBX of Embraer was sold to Flexjet Ltd. in November.
Falcon	7X	92	N500JF	SBD Aircraft Brokers, ex CS-DSD. Registered on 23 September.
	7X	166	T7-BOS	Maxijet Services, ex CS-EFG. First noted on 28 October.
	7X	166	T7-BCS	Maxijet Services, re-registered from T7-BOS in December.
	7X	181	D-ARIE	Air Hamburg, ex HB-JSM. Delivered to Hamburg on 4 December.
	7X	217	F-HPOD	Dassault Aviation, ex VH-CRW. Registered on 8 December.
	7X	255	N716CQ	Executive Jet Management, re-registered from N716CG on 14 September.
	8X	476	N716CG	Dassault Falcon Jet, registered on 24 September. Registered to Bank of Utah on 2 November.
	900B	51	N82BU	Lacore Adventures, re-registered from N74TD on 15 September.
	900	163	N88BB	Bel Air MT, re-registered from N600ME on 14 September.
	900C	190	N199JG	SBD Aircraft Brokers, re-registered from N500JD on 23 September.
	900EX	130	M-AKKA	FBO Karlstad, ex HB-JTJ. Registered on 6 November.
	900EX	237	F-GCAF	Dassault Aviation, ex M-EAGL. Registered on 11 December.
	900LX	277	N405EK	Arlington Aircraft of Nevada, re-registered from N666TR on 6 October.
	900EX	283	N926JT	Vanderpenn, ex LN-AGE. Registered on 24 September.
	900DX	604	C-FZJS	NovaJet, ex N79GG. Registered on 26 March.
	2000	66	T7-LVM	Griffin Asset Holdings, ex N898CT. Noted at Lanseria on 14 November.
	2000	177	N277XX	Bank of Utah, re-registered from N277QS on 16 September.
	2000	219	PS-OLV	Servy Patrimonial, ex N219F. First noted at São Paulo-Congonhas on 14 December.
	2000EX	55	N745CX	Cdmorg, re-registered from N57AL on 14 September.
	2000LX	289	LX-EPE	Global Jet Luxembourg, ex CS-EPE. Noted at Basel on 4 December.
	2000LXS	370	PS-ARA	Immobiliare Administradora de Imóveis Próprios Eireli, registered on 24 December.
Global	Express	9003	N926PN	Reregistered from 9M-CJG on 30 November.
	XRS	9187	N11AQ	Reregistered from N11A on 23 November.
	XRS	9274	N190JA	To the US register on 21 December, ex 9H-SRT of Hyperion Aviation.
	XRS	9339	N933JG	To the US register on 1 December, ex G-OCAK of Gama Aviation.



Old-timer Cessna 650 HA-JEX has spent nearly all its career flying as PH-MFX. It was built in 1994 and acquired by Jet Stream 2004 in December 2020. The Hungarian operator has added HA-JEX to its growing fleet which now consists of six Cessna 650s. (Antwerp, 10 December 2020, Walter Van Brempt)

	5000	9547	OE-LEV	Delivered to Avcon Jet in September, ex 9H-TOR.
	5500	60013	3B-SGT	Exported to Mauritius on 9 December, ex C-GUGE.
	5500	60027	C-GUOJ	Redelivered to Bombardier on 14 December, had testregistration N20010 before.
	6000	9497	N905JG	Again to Bombardier on 22 December, after having been in Switzerland as HB-JFE for seven years.
	6000	9549	B-	Exported to China on 4 December, ex N468TN.
	6000	9579	N330KC	Registered to Midland Financial on 15 December, ex M-SAMA of EexecuJet Middle East.
	6000	9620	T7-	Exported to San Marino on 22 December, ex N417LX.
	6500	60001	N259SB	Delivered to Bombardier on 4 December and to Logistical Exec. Solutions on 11 Dec, ex C-GHVN.
	6500	60010	N650CV	Delivered to Bombardier on 21 December, ex C-GJKL.
	6500	60014	VP-CFG	To the Cayman registry on 7 December, ex C-GKAO.
	6500	60020	ZS-EKA	Delivered to Fireblade Aviation via Farnborough on 19 December and Accra on 27 December, ex C-GKRA.
	6500	60022	N142RM	To the US register on 10 December, ex C-FPOH.
	6500	60039	C-GOUB	Delivered to Bombardier on 17 December.
	7500	70041	9H-	Exported to Malta on 22 December, ex C-GFJO.
	7500	70042	N910JG	Delivered to Bombardier on 30 November, ex C-GJHF.
	7500	70043	M-LWCW	Exported to the Isle of Man on 24 December, ex C-GJHK.
	7500	70044	N62LV	Delivered to Bombardier on 30 November, ex C-GJHQ.
	7500	70048	T7-AYA	Exported to San Marino on 9 December, ex C-GJIU.
	7500	70050	N2777R	Delivered to Bombardier on 2 December, ex C-GKLF.
	7500	70051	N97DQ	Delivered to Bombardier on 15 December, ex C-GKLN.
	7500	70052	HB-JLF	Delivered to Air King Jet / Rolex on 16 December, ex C-GKLX.
	7500	70055	N40NS	Delivered to Bombardier on 15 December, ex C-GLOZ.
	7500	70060	N48EN	Delivered to Bombardier on 14 December, ex C-GNKH.
	7500	70077	C-GTNN	Delivered to Bombardier on 24 November.
	7500	70078	C-GTNQ	Delivered to Bombardier on 27 November.
	7500	70079	C-GTNX	Delivered to Bombardier on on 15 December.
	7500	70080	C-GTQI	Delivered to Bombardier on on 22 December.
Gulfstream	IV	1193	XA-JEY	Noted at Fort Lauderdale-Hollywood (FL) on 5 January 2020, ex N608CX. Operated by Performance Air.
	IVSP	1403	N132JE	Jet Edge, re-registered from N403VR on 9 October.
	IVSP	1408	N131JE	Jet Edge, re-registered from N401VR on 17 December.
	IVSP	1428	N1428N	Napiat 1428, re-registered from N991NB on 14 September.
	IVSP	1433	N403JS	flyExclusive, re-registered from N1SN on 9 October.
	G450	4151	N722DE	Gulfstream Aerospace, re-registered from N1818C in September.
	G450	4221	N101NY	Windy Point Capital Partners, re-registered from N47EL on 25 September.
	G450	4230	N102NY	Windy Point Capital Partners, re-registered from N53EL on 30 September.
	G450	4244	XA-FAP	Noted at Fort Lauderdale-Hollywood (FL) on 1 February 2020, ex N125TF.
	G550	5202	N973SB	Dry Fly Aviation, ex N1SF. Registered on 24 September.
	G550	5227	N527GD	Gulfstream Aerospace, ex M-FUAD. Registered on 15 December.
	G550	5402	N18BN	World Rep, re-registered from N342GA on 17 September.
	G650ER	6217	B-650J	Deer Jet, ex VP-CYZ. Likely delivered in December.
	G650ER	6421	N650WS	TVPX Aircraft Solutions, ex N621GA. Registered on 5 October.
	G650ER	6426	PS-RSM	Registered on 2 October, ex N626GA. Operated by Rubens Silveira Mello.
	G650ER	6430	M-FUAD	TAG Aviation Middle East, ex N630GA. Registered on 16 December.
	G650ER	6434	T7-99999	TAG Aviation San Marino, ex N634GS. Noted at Ho Chi Minh City on 26 November.
	G650	6437	B-620C	Business Aviation Asia, ex N637GA. Delivered in November.
	G600	73024	N372BG	Contrail Aviation, ex N624GD. Registered on 17 September.
	G600	73028	N600EB	Bank of Utah, ex N628GD. Registered on 3 September.
	G600	73038	OE-IPL	MJet, ex N638GD. Registered in December.
Honda	HA-420	00098	RA-07878	Noted at Mönchengladbach on 16 December, ex 9H-AOE.
IAI	IAI1124A	361	N3AV	Registration expired on 5 December.
	1125SPX	134	YV-	Exported to Venezuela on 1 December, ex N809JW. The same happened last year...



The UK-based subsidiary of Flexjet has sold most of its Nextant 400 jets during 2020. The Nextants are being replaced by new Embraer 550 aircraft. Three of the Nextant 400s were taken on strength by Czechia-based operator Time Air, which already possesses five of the type. OK-NTU is former G-FXRS, which was only added to the Flexjet/Flairjet fleet in May 2018. (Prague, 2 November 2020, Václav Kudela)

	G100	152	N53BC	Reregistered from N53UA on 3 December.
	G150	204	N7476C	Reregistered from N373ML on 8 December.
	G150	294	C-GPRN	Delivered to Fast Air on 4 December. Was N568AB from 24 August on, and N565AB before that time.
	G200	171	N357JG	Registration expired on 5 December.
Learjet	60	60-361	9H-VMG	Former N487LP of Texas Aero Jet Sales 1 LLC. was sold to an unknown operator in Malta.
	60	60-362	T7-LXR	Former 9H-LJE of Hyperion Aviation Ltd. was re-registered into the San Marino register.
Pilatus	PC-24	133	LX-VGF	Former OY-TWO of Blackbird Air Charter was sold to Flying Group Luxembourg SA and delivered to Antwerp on 24 December.
		191	D-CHGN	Former HB-VSI of Pilatus Flugzeugwerke was sold to Windrose Air Jetcharter GmbH in Germany.
	PC-24	194	N194PJ	Former HB-VSK was registered to Pilatus Business Aircraft Ltd. in October.
	PC-24	197	HB-VSN	Registered to Pilatus Flugzeugwerke in October.
	PC-24	198	N98SV	Former HB-VSO was registered to Pilatus Business Aircraft Ltd. in November.
	PC-24	200	HB-VSQ	Registered to Pilatus Flugzeugwerke in October.
	PC-24	204	HB-VSS	Registered to Pilatus Flugzeugwerke in October, later registered to:
	PC-24	204	N929MZ	Pilatus Business Aircraft Ltd. in November.

Bizprops



After operating in ADAC colours since its delivery in February 2016, King Air 350 D-CUTE operated by Aero-Dienst was repainted in slightly less eye-catching colours. The repaint was conducted by Satys at Lelystad. (18 December 2020, Maurits Niemeijer)

Beech	C90GTx	LJ-2173	N273RK	Former D-IRKV was re-registered to its former owner Rangeflyers Inc.
	200	BB-451	EI-JIA	Former HB-GJI of Air Glaciers SA was sold to Jobec Aviation Ltd. in Ireland.
	B200	BB-1132	HB-GLS	Ex N54BZ of William P. Reid was sold to Lions Air Skymedia AG.
	B200	BB-2006	F-HFRF	This ex LN-LTD of Lufttransport was sold to Aerosotravia in France.
	250	BY-382	LX-KAY	This brand new King Air was sold to LXA Flyer 1 Sa. The aircraft is operated by Luxaviation.
	350	FL-276	OK-CTU	Ex ZS-ISS of Pacific Heights was sold to Beechcraft Berlin Aviation GmbH.
	350	FL-300	SE-MLP	Former N315ML of Sky West Aviation Inc. was sold to Demex AB, but is operated by PA Flyg AB.
Cessna	208B EX	5491	N5491C	Textron Aviation, ex HB-TEC. Registered on 2 October.
	414	0382	N414SB	Sky West Aviation, ex SE-FZL. Registered on 14 September.
Kodiak	100	0258	D-FCEI	Noted Mönchengladbach on 19 August, ex N258KQ.
	100	0266	D-FIEC	Arrived at Mönchengladbach on 3 November, ex N266KQ.
Piaggio	P180	1062	N962JC	Registration expired on 5 December.
Pilatus	PC-12/47E	1487	N831MP	Ex D-FLAT of Flexfly was re-registered in December.
	PC-12/47E	1658	T7-1SKY	Former 2-FLYY of Mete Ozmerter was sold to an unknown operator in the San Marino register.
	PC-12/47E	1904	SP-ZIW	Ex G-LBHA of Oriens Aviation Ltd. was sold to an unknown operator in Poland.
	PC-12/47E	1934	HB-FUV	Re-registered with Pilatus Flugzeugwerke in October. Ex HB-FRM.
	PC-12/47NGX	2044	N312PM	Former HB-FQK was registered to Pilatus Business Aircraft Ltd. in the US in October.
	PC-12/47NGX	2048	OH-TFB	Ex HB-FQO of Pilatus Flugzeugwerke was sold to Hendell Aviation Oy in Finland.
	PC-12/47NGX	2051	HB-FQR	Registered to Pilatus Flugzeugwerke in October.
	PC-12/47NGX	2052	HB-FVR	Registered to Pilatus Flugzeugwerke in October, later sold to:
	PC-12/47NGX	2052	N52GX	Pilatus Business Aircraft Ltd. in the US in November.
	PC-12/47NGX	2053	HB-FQT	Registered to Pilatus Flugzeugwerke in October.
	PC-12/47NGX	2054	HB-FQU	Registered to Pilatus Flugzeugwerke in October, later sold to:
	PC-12/47NGX	2054	N954AF	Pilatus Business Aircraft Ltd. in the US in December.
	PC-12/47NGX	2056	HB-FQW	Registered to Pilatus Flugzeugwerke in October, later sold to:
	PC-12/47NGX	2056	N856SM	Pilatus Business Aircraft Ltd. in the US in November.
	PC-12/47NGX	2057	HB-FQX	Registered to Pilatus Flugzeugwerke in October, later sold to:
	PC-12/47NGX	2057	N521RT	Pilatus Business Aircraft Ltd. in the US in November.
Piper	46-500TP	4697035	N152WF	Southern Aircraft Consultancy, ex OK-GYJ. Registered on 9 October.
	46-500TP	4697470	N999RG	Aircraft Guaranty, ex D-FOKE. Registered on 16 October. Aircraft is based at Maastricht where it was noted hangered on 24 November.
	46-500TP	4697671	RA-07854	Registered on 12 November, ex N500RU.
SOCATA	TBM-850	658	N91WT	Temporary US operator now known as Transatlantic Deliveries Trust, addition to Scramble 499 – Page 41.

Soviet Updates

This is the 500th edition of Scramble. It is also the 330th episode of the Soviet Updates in Scramble, which was started back in May 1993. It is not only a monthly section of news, Soviet Transports is the source of the database which we refresh monthly on the Scramble website, so you can be assured that the most recent information is available at your fingertips via your keyboard, unlimited and free of charge. Go to the Soviet Transports database on the Scramble website for full known histories, including extensive info on crashes, colour schemes et cetera. To get the most from this extensive database (some 140,000 records) consider using the advanced search options.

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

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

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

An-2T	1 78(473)05	ex D-FKME		sold	2019	to the flying museum M.S.Ö. Havacılık Müzesi at Sivrihisar, Turkey; photos flying unmarked
An-2M	6 010 20	AAC-917	no titles	photo	1970	c/n not confirmed; became CU-A917 ?
An-2R	1G120-18	AAC-1104	no titles	photo	1970	c/n not confirmed; became CU-T1104
An-2TP	1G162-63	RA-16013	Aeroflot		06nov20	seen preserved at Nikolaevsk-na-Amure Airport
An-2R	1G195-29	RA-68124	Adygeya-Avia	no	reports	canx between 24sep20 and 04dec20
An-2R	1G197-03	RA-68168	not known	rgd	06may14	canx between 24sep20 and 04dec20
An-2R	1G207-47	RA-71276	Rusich-L		19jul20	went missing; canx between 24sep20 and 04dec20
An-2R	1G233-32	UR-33642	Universal-Avia	w/o	09dec20	probably on a smuggling flight to Poland
An-2M	---	AAC-817		photo		
An-2M	---	AAC-1065		photo	1970	
An-2	---	ST-CPR	no titles	photo		mainly white c/s and blue cheat line
An-3T	2108-08-01	UR-AAF	Ukragroavia	rgd	20nov20	to the Artic Group of the UK
An-3T	2109-09-01	UR-AAR	Ukragroavia	CoA	10dec20	renewed; to the Artic Group of the UK
An-12A	2 34 08 06	UP-AN220	Jupiter Jet	CIT	01Dec20	ex Cavok colours, with titles; ex UR-CSI
An-12	---	CCCP-11722	Soviet Air Force/AFL titles	photo		in grey c/s; coded "27" in the rear windows
An-12	---	CCCP-11857	Soviet Air Force /AFL titles	photo		in grey c/s
An-12	---	CCCP-11919	Soviet Air Force /AFL titles	photo		in grey c/s
An-12	---	CCCP-11937	Soviet Air Force	photo		in grey c/s; coded "16" ? in the rear windows
An-12	---	CCCP-11993	Soviet Air Force /AFL titles	photo		in grey c/s; coded "12" in the rear windows
An-22A	03 34 80212	RA-09327	Russian /AFL titles	KLD	mid20	b/u aug/sep 2020
An-24V	6 73 025 07	UR-49252	Ukraine National		sep18	moved to a training complex at Vita-Poshtova (50.2959N 30.3824E)
An-24RV	2 73 082 06	RA-46493	UTair	TJM	12dec20	active, with small UTair titles on the starboard side
An-24RV	3 73 087 07	RA-46620	Izhavia	IJK	18dec20	
An-24RV	4 73 097 04	RA-46682	KomiAviatrans	SCW	08sep20	KrasAvia c/s with own titles; l/n Ust-Tsilma 14dec20
An-24RV	4 73 099 03	RA-46692	UTair	UFA	29nov19	stored; canx between 24sep20 and 02dec20
An-24RV	4 73 099 06	RA-46695	KomiAviaTrans	SCW	09dec20	in basic Yamal c/s with own titles
An-24RV	6 73 107 01	CU-T1464	Aerogaviota		dec20	reported as having been stored Holguin
An-24	---	"08" red	Soviet Air Force	Kai	10may98	type painted as just 'An-24'
An-26	12 08	RA-13339	NAK Rossii		apr19	at Borki; canx between 24sep20 and 04dec20
An-26	138 08	UR-UZK	Constanta Airlines	rgd	22dec20	d/d 26dec20 from Marculisti to OZH; ex ER-AVK
An-26	138 09	UR-UZJ	Constanta Airlines	rgd	24nov20	d/d 26nov20 from Marculisti to OZH; ex ER-AVL
An-26	---	RF-36150	Russian Air Force	photo	2020	coded "87" red; in all grey c/s with no visible titles
An-28	1AJ 009-06	RA-28940	Rodina	Kir	dec05	canx between 24sep20 and 02dec20
An-30	07 03	RA-30036	Smart Avialeasing	PKV	12feb20	canx between 24sep20 and 04dec20
An-30	11 02	RA-30056	Novosibirsk Avia	Ovn	21jun12	the nose section only seen Novosibirsk-Severny
An-32RE	10 08	KA2751	Indian Air Force	MAA	25jan19	
An-32RE	12 10	KA2764	Indian Air Force	IXC	16nov20	
An-32	---	ST-ALT	Sudan Air Force	photo	nov20	at Merowe, Sudan; in all-grey c/s with titles
An-32	---	ST-EBI	Sudan Air Force	photo	2020	location unknown; all-grey c/s c/s with titles
An-74	365 470 97 930	RA-74040	Aeroflot c/s, n/t	OSF	2020	canx between 24sep20 and 04dec20
An-124-100	9773054 0 55093	RA-82042	Volga-Dnepr	w/o	13nov20	reported now to be a write off
An-148-100	27015041009	RA-61709	Angara	summ'20		CofA revoked; t/t 11,956 hrs & 6,224 cycles by 01oct20
An-148-100	27015041010	RA-61710	Angara			CofA revoked; t/t 12,358 hrs & 6,311 cycles by 01oct20
An-148-100	27015041011	RA-61711	Angara		27nov20	CofA revoked; t/t 12,339 hrs & 6,219 cycles by 01oct20
An-148-100	27015041013	RA-61713	Angara		summ'20	CofA revoked; t/t 12,950 hrs & 6,326 cycles by 01oct20
An-148-100	27015042014	RA-61714	Angara	OVB	12sep20	operational; t/t 10,391 hrs and 5,012 cycles by 01oct20
Il-18V	18300 60 04	CCCP-75874	AFL/Turkmenistan-ASB	ASB	jan17	finally broken up and by jan17 just pieces remain
Il-22M11RT	03940 11096	RF-95921	Russian Air Force	CKL	05jun20	c/n now known, ex RA-75911
Il-22M11RT	29640 17551	RF-95678	Russian Air Force	CKL	28jul20	c/n now known, ex RA-75920
Il-62MGr	41 54 5 3 5	EW-505TR	Rada Airlines	MES	21dec20	

II-76M	00034 27782	RA-86850	Russian AF/AFL c/s	KLD	mid20	broken up aug/sep 2020
II-76M	00034 27798	RA-86829	Russian AF/AFL c/s	KLD	mid20	broken up aug/sep 2020
II-76M	00034 27804	RA-86861	Russian AF/AFL c/s	KLD	mid20	broken up aug/sep 2020
II-76M	00134 31932	RA-86884	Russian AF/AFL c/s	KLD	mid20	broken up aug/sep 2020
II-76TD-90	10334 01015	RA-76384	Cieba Cargo	XCR	28dec20	named 'Monte Bata'; ex UP-1765
II-76TD	10334 18584	ST-ALF	all-white c/s, n/t	KRT	13may15	l/n KRT 22jun15; c/n now known, became EW-466TH
II-76MD-90	02-05	RF-78660	Russian Air Force	f/f	06dec20	to be opb 235 vtap at ULY
Ka-32T	5235001380607	RA-31011	PANKh	rgd	29nov11	canx between 24sep20 and 04dec20
Ka-32S	6107	UR-CIQ	Rosavia	rgd	01oct20	to the Artic Group of the UK
Ka-32A	6217	RA-31035(*)	BNPB		30sep18	canx between 24sep20 and 04dec20
Ka-32T	6218	UR-CIR	Rosavia		05oct20	CofR issued to the Artic Group of the UK
Ka-32A11BC	523324299818	RA-31110	Avialift Vladivostok	photo	oct20	in dark blue c/s with large BNPB badge
Ka-32A11BC	5233243110026	RA-31112	not known	rgd	25nov20	
Ansats	33 116	RA-20055	not known	rgd	28dec20	line # 116
Ansats	33 117	RA-20056	not known	rgd	28dec20	line # 117
L-410NG	20 50 02	OK-NGA	Aircraft Industries	f/f	23dec20	all white, no titles
L410UVP-E	---	3C-TM08	Equatorial Guinea AF	SSG	12dec20	a roundel but no titles
PS-84	8 5 26	CCCP-L3476	GVF	w/o	28jan42	did not return from a flight from Peremyshl-Zhaskovo
PS-84	184 12 11	CCCP-L3920(1)	GVF	w/o	02feb42	when did not return from a flight to a site in the Kalinin region behind the German lines
PS-84	184 17 02	CCCP-L3964(1)	GVF	w/o	29jan42	suffered from severe icing, crash-landed nr Krivoi Rog
PS-84	184 19 06	CCCP-L3979(1)	GVF	w/o	22jan42	hit by German fire from the ground and forced landed
Li-2	184 210 04	CCCP-T4213	AFL/North Kavkaz	rgd	unknown	soc 12aug58 as worn out
Li-2	184 229 06	unknown	Soviet Air Force	photo		a photo exists with the c/n readable on the wing
Li-2	184 392 07	"10" yellow	Soviet Air Force	mfd	1951	based at SXF in the 1950s; became CCCP-73972
Mi-1M	9 68 014 01	CCCP-68085	AFL/Krasnoyarsk	w/o	19may75	lost spatial orientation in white-out conditions
Mi-2	53 4734 046	CCCP-20594	AFL/Ukraine	dbf	19dec78	rolled over onto its right side landing ins snow
Mi-2	53 8332 093	RA-20893	Geliks		26oct17	CofR issued; canx between 24sep20 and 04dec20
Mi-2	54 8340 093	RA-20901	PANKh	trf	21aug92	canx between 24sep20 and 04dec20
Mi-2	5210626 058	ABH-005	MChS Abkhazia	SIU	29dec20	in operational condition; ex RA-14082
Mi-2	5410731 108	RA-23796	Virazh	dbf	23jul19	on an unauthorised flight for crop-spraying operations
Mi-4P	---	TNK-AB 146	Congo Air Force	photo	mar66	in light c/s with a dark 'lightning-bolt'
Mi-8T	81 33	RA-22679	PANKh	VOG	25nov20	hit by debris from Mi-8MTV-1 RF-38376 which had collided with a lighting mast
Mi-8T	9 83 11643	RA-22772	Aerogeo	SVX	23sep18	CofA expired 30may20; canx betw 24sep20 & 04dec20
Mi-8T	9 89 43015	RA-24169	Yamal	dbf	22mar19	canx between 24sep20 and 04dec20
Mi-8MTV-1	9 3284	ER-MGV	BNPB	HLP	22nov20	opf Indonesian Nat. Board for Disaster Management
Mi-8MTV-1	9 3295	UR-CMI	BNPB	photo	10jun16	opf Indonesian Nat. Board for Disaster Management
Mi-8MT	9 3566	"653" yellow	Ukraine Army Aviation		nov20	received an "Adros" ASH-01V station
Mi-8MT	9 4621	"64" yellow	Ukraine Army Aviation		nov20	received an "Adros" ASH-01V station
Mi-8MTV-1	9 5632	EX-40007	BNPB	MES	06dec20	opf Indonesian Nat. Board for Disaster Management
Mi-8MTV-1	9 5644	EX-08023	BNPB	MES	06dec20	opf Indonesian Nat. Board for Disaster Management
Mi-8MTV-1	9 5721	P2-MHL	BNPB	BDJ	15sep19	opf Indonesian Nat. Board for Disaster Management
Mi-8MTV-1	9 6064	RF-38376	Russian Customs	VOG	25nov20	damaged when main rotor collided with a lighting mast
Mi-17-1V	9 6150	EP-659	Peruvian Army	w/o	27apr17	crashed, details unknown; c/n now known
Mi-8MTV-1	9 6184	UP-MI815	BNPB	photo	27oct19	opf Indonesian Nat. Board for Disaster Management
Mi-8MTV-1	9 7473	RA-24553(2)	not known	h/o	19oct20	seen Tver 05dec20 all white, no titles; c/n now known
Mi-8MTV-1	9 7520	RA-24543(2)	PANKh	rgd	27oct20	f/n KRR 14nov20
Mi-17	311M27	SN-42	Algerian Air Force		27feb20	at Biskra; c/n now known
Mi-172	704C07	VN-8426	BNPB	PLB	11oct19	opf Indonesian Nat. Board for Disaster Management
Mi-171C	171C00076433305U	PK-BST	BNPB	photo	20jul18	opf Indonesian Nat. Board for Disaster Management
Mi-171E	171E00643157514U	N245XX	Red Air Transport	rgd	18nov20	CofR expiry date 30nov23



This colourful Antonov 140 of Motor Sich brought the handball players of Motor Zaporozhye to Nantes, for an EHF Champions League match against HBC Nantes. It resulted in a narrow victory for the Motor Sich sponsored team, beating Nantes 31-32. Wouter Cooremans captured the An-140 during landing at Nantes-Atlantique on 8 December 2020, a day before the game took place.

Mi-8AMT	8AMT00643177664U	RA-22741(2)	BNPB	BDJ	23oct20	opf Indonesian Nat. Board for Disaster Management
Mi-8AMT	8AMT00643187753U	RA-24418(2)	Magadan region	rgd	25dec19	small 'Magadanskaya oblast' (Magadan region) titles
Mi-8AMT	8AMT00643187803U	RA-24676(2)	not known	rgd	23nov20	full c/n 8AMT 00 643 18 7803U
Mi-8P	---	'RF-12628'	Russian Air Force	photo	late'20	preserved in the Rostov region; coded "16" blue
Mi-8AMTSh	---	RF-04514	Russian Air Force	Kub	01sep20	coded "78" yellow
Mi-171Sh	---	SM-94	Algerian Air Force	photo	2020	in sand/ochre camo c/s with light grey underside
Mi-8MT	---	H-599	Angolan Air Force	Lna	2005	the wreck sat at Luena in 2005, but gone by 2011
Mi-8T v	---	90	Cuban Air Force	photo		carried 'H-90' on the entry ladder
Mi-8MTV-1	---	UP-MI813	BNPB	SMQ	15sep19	opf Indonesian Nat. Board for Disaster Management
Mi-8MTV-1	---	UP-MI862	BNPB	SMQ	15sep19	opf Indonesian Nat. Board for Disaster Management
Mi-8AMT	---	UP-MI871	KazAviaSpas	h/o	14dec20	l/n ALA 18dec20
Mi-17-1V	---	RDPL-34230	BNPB	photo	27oct19	opf Indonesian Nat. Board for Disaster Management
Mi-17-1V	---	RDPL-34250	BNPB	VTE	18jul20	opf Indonesian Nat. Board for Disaster Management
Mi-17-1V	---	RDPL-34260	BNPB	VTE	18jul20	opf Indonesian Nat. Board for Disaster Management
Mi-171E	---	NAF582	Nigerian Air Force	d/d	02dec20	by Il-76TD RA-76502 to Makurdi
Mi-24P	353243 42 16881	"24" red	Russian Air Force	photo		stored at Chita-Cheryomushki
Mi-24P	353243 33 17263	UNO 474	United Nations	KHE	feb16	returned to Ukraine; stored at KHE, seen in 2016/19
Mi-24PU1	353243 34 20329	"36" black	Ukraine Army Aviation	KHE	05dec17	code only on a sheet of paper in a cabin window
Mi-24P	353243 34 20476	RF-90822	Russian Air Force	OVB	08dec18	coded "06" yellow; c/n now known
Mi-24P	353243 36 23473	RF-93544	Russian Air Force		16jun20	at Kamensk-Uralski; coded "25" yellow; c/n now known
Mi-24P	353243 27 24737	RF-91072	Russian Air Force	l/n	24jun17	at Voronezh-Baltimor; c/n known now
Mi-24P	353243 27 24502	RF-91856	Russian Air Force	OVB	jun18	coded "01" yellow; c/n now known
Mi-24P	353243 28 25594	RF-95282	Russian Air Force	Kam	16jun20	code not visible on the photo
Mi-24P	353243 19 26754	RF-93140	Russian Air Force	Roc	27mar14	coded "40" red; c/n now known
Mi-24K	353201 39 13363	"43" white	Belarus Air Force	Mmu	26nov20	c/n now known
Mi-24R	353462 48 12753	"121" yellow	Ukraine Army Aviation	trf	1992	the code was painted over an old one
Mi-35M	353258 49 10318	"51" white	Russian Air Force	Tml	02jun18	without wings now; converted from a Mi-24VP
Mi-24P	---	979	Sudanese Air Force	MWE	nov20	in olive drab/khaki camo c/s with light blue underside
W-3WARM	37 09 13	SN-33XG	Pol. Border Guard	DRS	17dec20	l/n ENC 09dec20; ex SP-VSN
MC-21-310	MC.0012	73055	primer	ff	15dec20	5th prototype (the next aircraft built after c/n MC.0006)
RRJ-95B	95 074	RA-89043	Rossiya	ULY	16dec20	ferried from ULY to SVO; in white/red c/s
RRJ-95B	95 076	RA-89044	Rossiya	ULY	16dec20	ferried from ULY to SVO; in white/red c/s
RRJ-95B	95 079	RA-89045	Rossiya	ULY	16dec20	ferried from ULY to SVO; in white/red c/s
RRJ-95B	95 099	RA-89063	Rossiya	BTS	15dec20	ferried from BTS to SVO; named 'Gelendzhik'
RRJ-95B	95 103	RA-89060	Rossiya	ULY	03dec20	ferried from ULY to SVO; named 'Torzhok';
RRJ-95B	95 162	RA-89114	Rossiya	BTS	25dec20	ferried from BTS to SVO; named 'Uglich'
RRJ-95B	95 192	RA-89129	Rossiya	ULY	28dec20	ferried from ULY to SVO
RRJ-95B	95 193	RA-89130	Rossiya	ULY	28dec20	ferried from ULY to SVO
RRJ-95B	95 194	RA-89131	Rossiya	ULY	28dec20	ferried from ULY to SVO
RRJ-95B	95 199	RA-89139	Azimuth	ZIA	08dec20	h/o 15dec20 and ferried fr ZIA to ROV the same day
RRJ-95B	95 201	89141	Red Wings	ULY	30nov20	in full 'white' 2020 c/s with the URL 'flyredwings.com'
RRJ-95B	95 203	89143	Red Wings	ULY	30nov20	in full 'white' 2020 c/s with the URL 'flyredwings.com'
RRJ-95B	95 204	89144	Red Wings	ULY	30nov20	in full 'white' 2020 c/s with the URL 'flyredwings.com'
RRJ-95B	95 208	89148	primer	ff	08dec20	for Rossiya
RRJ-95B	---	97022	ex CityJet c/s	ZIA	dec20	arrived this day from ??
Tu-22MR	. . 112 . 1 .	RF-94239	Russian Air Force	photo	aug11	code "02" red just on the nose-wheel door
Tu-134A-3	23135	RA-65847	Orenburg Airlines		2019	used as a simulator until it fell into complete disrepair
Tu-134A-3	60885	RA-65136	Orenair		2019	used as a simulator; l/n 13nov20, a/w, n/t or reg.
Tu-154M	92A917	RF-85735	Rosgvardiya		2020	had a technical assessment at NOZ and was wfu in the result; last flight 19nov20 (from NOZ to DME)
Tu-214PU	449 12 033	RA-64533	Rossiya	ff	dec20	from Kazan-Borisoglebskoye
Yak-12R	05 4 07	CCCP-L5814	AFL/Mosk. AG SPiVS	rgd	30dec54	became CCCP-07814 rgd 17may58
Yak-12R	08 4 35	CCCP-L5860	AFL/Privolzhsk	rgd	06jun55	became CCCP-07860 rgd 14may58
Yak-12R	09 4 29	CCCP-L5869	AFL/Privolzhsk	rgd	21jun55	became CCCP-07869 rgd 14may58
Yak-12R	09 4 31	CCCP-L5868	AFL/Privolzhsk	rgd	21jun55	became CCCP-07868 rgd 14may58
Yak-12M	02 5 16	CCCP-L5736	AFL/Privolzhsk	rgd	19jan56	became CCCP-05736 rgd 14may58
Yak-12M	02 5 39	CCCP-L5745	AFL/Privolzhsk	rgd	19jan56	became CCCP-05745 rgd 14may58
Yak-12M	03 5 05	CCCP-L5748	AFL/Privolzhsk	rgd	19jan56	became CCCP-05748 rgd 14may58
Yak-12M	03 5 06	CCCP-L5751	AFL/Privolzhsk	rgd	19jan56	became CCCP-05751 rgd 14may58
Yak-12M	03 5 07	CCCP-L5754	AFL/Privolzhsk	rgd	24jan56	became CCCP-05754 rgd 14may58
Yak-12M	12 5 32	CCCP-L4293	AFL/Far East	rgd	31oct56	became CCCP-14293 rgd 20jun58
Yak-12M	12 5 33	CCCP-L4294	AFL/Far East	rgd	31oct56	became CCCP-14294 rgd 20jun58
Yak-12M	12 5 34	CCCP-L4114	AFL/Far East	rgd	23nov56	became CCCP-74114 rgd 20jun58
Yak-12M	12 5 37	CCCP-L4284	AFL/Far East	rgd	06dec56	became CCCP-14284 rgd 20jun58
Yak-12M	12 5 38	CCCP-L4206	AFL/Far East	rgd	06dec56	became CCCP-14206 rgd 20jun58
Yak-12M	12 5 39	CCCP-L4290	AFL/Far East	rgd	13dec56	became CCCP-14290 AFL/Mosk. AG SPiVS, trf unknown; dbr 21aug63
Yak-12M	13 5 20	CCCP-L4371	AFL/Mosk. AG SPiVS	rgd	28sep56	became CCCP-44371 rgd 17may58
Yak-12M	13 5 23	CCCP-L4392	AFL/Mosk. AG SPiVS	rgd	29dec56	became CCCP-44392 rgd 17may58
Yak-12M	15 5 13	CCCP-L1024	AFL/Mosk. AG SPiVS	rgd	23nov56	became CCCP-21024 rgd 17may58
Yak-12M	21 5 05	CCCP-T668	AFL/Mosk. AG SPiVS	rgd	30mar57	became CCCP-62668 rgd 17may58
Yak-12M	21 5 07	CCCP-T680	AFL/Mosk. AG SPiVS	rgd	01jul57	became CCCP-62680 rgd 17may58
Yak-12M	21 5 12	CCCP-T689	AFL/Mosk. AG SPiVS	rgd	10may57	became CCCP-62689 rgd 17may58
Yak-12M	21 5 20	CCCP-T699	AFL/Mosk. AG SPiVS	rgd	05jul57	became CCCP-62699 rgd 17may58
Yak-12M	21 5 29	CCCP-L4323	AFL/Mosk. AG SPiVS	rgd	24may57	became CCCP-14323 rgd 17may58
Yak-12M	6 12 7 99	CCCP-L839	AFL/Far East	rgd	21nov57	became CCCP-62605 AFL/Mosk. AG SPiVS, trf ?

Yak-12M	6 12 7 103	CCCP-L848	AFL/Privolzhsk	rgd	12nov57	became CCCP-40848 rgd 14may58
Yak-12M	7 12 7 135	CCCP-L522	AFL/Far East	rgd	02jan58	became CCCP-62522 AFL/Mosk. AG SPIVS, trf ?
Yak-12M	7 12 7 137	CCCP-L519	AFL/Far East	rgd	11jan58	became CCCP-62519 rgd 20jun58
Yak-12M	9 8 207	CCCP-T630	AFL/Privolzhsk	rgd	28feb58	became CCCP-62630 rgd 14may58
Yak-42D	452042 25 05 093	RA-42329	Saravia	RTW	jun13	stored and believed scrapped
Yak-42D	452042 29 14 166	RA-42368	Izhavia	IJK	18dec20	CofA expired 24dec20; put in storage by Izhavia
Yak-42D	452042 11 16 567	RA-42401	Izhavia	IJK	12dec20	in all-white c/s, no titles; l/n DME 26dec20
Yak-42D	452042 41 16 669	RA-42445	Sirius Aero	KZN	14sep20	reported 11dec20 as placed in storage
Yak-42D	452042 12 16 709	UR-42409	Dniproavia	DNK	13apr13	stored, no engines; was canx 20jul10
Yak-42D	452042 13 19 020 ?	EZ-J674 ?	Turkmenistan Airlines		aug14	in the city of Gokdepe (N38.138 E57.9436) without tailplane; l/n jun20; confirmation of reg welcome
Yak-42D	452042 43 04 017	RA-42422	VolgaAvia Express	KZN	jun19	stored; canx between 24sep20 and 04dec20
ARJ21-700	147	B-650L	Air China	h/o	30nov20	and ferried from PVG to PEK the same day
ARJ21-700	148	B-650K	China Southern	CAN	18dec20	
ARJ21-700	170	B-099S	OTT Airlines	PVG	19dec20	OTT Airlines is a subsidiary of China Eastern; in full c/s
CJ6A	---	4122/12	Chinese Air Force	photo	22nov20	in the China Aviation Museum at Shahezhen AFB
CJ6A	---	4520	Chinese Air Force	photo	22nov20	in the China Aviation Museum at Shahezhen AFB
H6K	---	20118	Chinese Air Force	photo	nov20	10Th Div/28Th Regiment
H6H	---	40772	Chinese Air Force	photo	nov20	36th Brig/108th Reg
H6K	---	41272	Chinese Air Force	photo	nov20	36th Div/108th Reg
Y7H	---	53213	Chinese Air Force	photo	03aug19	at Chengdu Taipingsi; WTC/3rd SAR & Transport Rgt
Y8Q	---	30518	Chinese Air Force	photo	nov20	20th Div/59th Reg
Y12-IV	015	AP-EGA	Air Eagle	l/n	06aug20	c/n now known, ex DQ-AFS

PH register

Newly registered aircraft:

PH-CUA	SAAB 340B	340B-167	04nov20	CU Air. Operated by JetNetherlands.
PH-DED	Cameron Z-105	10999	27nov20	Ex G-XHOT.
PH-DOG	Aviat A-1C-180 Husky	3211	03nov20	Ex G-OGGI, N41HU.
PH-LGD	Embraer EMB550	55000011	05nov20	Ex N500GX, PR-LGO.
PH-LRV	Van's RV-7	74876	30nov20	
PH-MAV	Partenavia P68C	455	09nov20	Ex D-GFLY.
PH-NLX	Pipistrel Virus SW 128	VSW1280011	27nov20	
PH-SWT	Thunder AX6-56Z	328	13nov20	Ex PH-SWT.
PH-VFD	Piper PA-28-161	28-8016229	16nov20	Ex G-BJSV, PH-VZL, (OO-HLM), N35787.
PH-VRH	Murphy Rebel Elite	E-679	04nov20	
PH-7U3	Fly Products Gold 130+	M21184	02nov20	Ex PH-7U3.

Change of ownership:

PH-AFE	Alpi Aviation Pioneer 400	032	25nov20	
PH-AMM	Cameron Z-140	10499	06500	19nov20
PH-DYX	Robin DR400/140B	2674	08487	30nov20
PH-GPS	Kubicek BB.45N	279	06553	20nov20
PH-IJS	Thunder AX6-56 Srs SP1	139	08140	27nov20
PH-LRV	Van's RV-8	82979		20nov20
PH-NEM	Lindstrand LBL 160A	1359	07734	11nov20
PH-RMJ	Kubicek BB20GP	552		19nov20
PH-SMM	Van's RV-4	2954	02954	30nov20
PH-TBL	Cameron N-105	4089	08278	30nov20
PH-TTC	Cessna 172R	17281584	07753	18nov20
PH-VFB	Piper PA-28-161	2841361	05545	16nov20
PH-VSR	Cessna F172P	2041		30nov20
PH-WLC	Cameron A-120	3722	07760	20nov20
PH-WSF	Piper PA-28-140	28-7325019	05570	09nov20
PH-4L2	Tecnam P92 Echo	1490	08250	27nov20
PH-4S2	TL TL-3000 Sirius	18-SI-172		30nov20
PH-8L4	Fly Products Xenit Plus	001	1048	11nov20
PH-685	Rolladen-Schneider LS-3-17	3387	02973	18nov20
PH-1494	Schleicher ASW 19B	19379	07945	25nov20
PH-1502	Schempp-Hirth Duo Discus T	201	07848	23nov20

Cancelled from register:

PH-CZD	Pilatus PC-12/47E	1004	18nov20	To South Africa.
PH-GSZ	Dyn'Aéro S MCR Sportster	161	06180	20nov20
PH-HSL	Cameron V-77	2495	04291	18nov20
PH-LLU	Piper PA-34-200	34-7450185	07228	30nov20
PH-PVZ	Robinson R66			04nov20
PH-RCF	Cessna F172N	F17202034	03078	06nov20
PH-TTC	Cessna 172R	17281584	07753	25nov20
PH-4P1	Sherwood Ranger ST	ST32	08796	05nov20
PH-8B2	Nirvana Rodeo 125	613523	08166	11nov20
PH-9C4	Parasport Fun-Simonini 125	S200208SiNL	20871	18nov20

Additions, corrections and news:

PH-CUA	SAAB 340B	340B-167	Ex SE-LJX, G-LGNZ, SE-F67, 5B-DER, SE-F67, OH-FAF, SE-F67.
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Credits: Inspectie Leefomgeving en Transport.

Wrecks & Relics



ROYAL NETHERLANDS AIR FORCE HISTORICAL FLIGHT



Spitfire LF.IXe MK732/3W-17/PH-OUQ is based with the Koninklijke Luchtmacht Historische Vlucht (KLuHV, Royal Netherlands Air Force Historical Flight) at Gilze Rijen. It was joined at 17 August 2020 by Spitfire LF.XVI TB855/3W-V/PH-FVE. (13 October 2020, Niels van Erck)

Netherlands

Deelen

F-84F P-172 has not yet been scrapped as mentioned last month. The plan has been postponed after efforts to save it. When the plan to save it is approved, the museum at Deelen will return the tail of the aircraft and the whole aircraft may go on outside display at the MLM at Soesterberg.

Heusden

German MiG-21bis 24+25 left Baarlo in early December, exact destination unknown.

France

Auch-Lamothe (32)

70 Mirage F1C instructional nov20

The former Châteaudun Mirage is now with the EFORSA (Ecole de Formation à la Sécurité Aérienne/Fire Fighting School) at the airfield.

Ambérieu en Bugey (01)

E13/8-MM Alpha Jet stored, ex Châteaudun oct20

The Alpha Jet arrived on 20 October.

Avord (18)

339 Mirage 2000N preserved 275 nov20

The expected Mirage arrived by late November from Châteaudun at the Pôle Aéronautique in town.

Bordeaux-Mérignac (33)

305 Mirage 2000N preserved 364 oct20

The Conservatoire de l'Air et de l'Espace d'Aquitaine (CAEA) took delivery of this former Châteaudun aircraft on 21 October. They also received an all silver Mirage 2000 mock-up from Argentueil.

Cholet-Le Pontreau (49)

E.3B-629/791-110 C1131E N131BF sep20

The Buckler is now based here, it came from the USA.

Orléans-Bricy (45)

Former Dijon-Longvic H-34A SKY479 will be preserved on base. It is currently under restoration by CANOPEE from Châteaudun.

Rennes-Saint Jacques (35)

307 Mirage 2000N preserved 185 sep20

42-68810/T3 C-53D N49AG, ex Melun 11737 sep20

The Mirage is another aircraft from the Châteaudun clear-out and arrived on 30 September at the Musée Aéronautique de Bretagne. The museum is in one of the old ALAT hangars and also includes the C-53D, CM170 482/312-TJ/F-GJII and some other Fouga's.

Rochefort-St Agnant (17)

86/115-LL Mirage 2000C instructional 334 nov20

94/115-KB Mirage 2000C instructional 352 nov20

Both came from the storage at Châteaudun.

Rouen Vallée de Seine-Boos (76)

8/MC N260 stored, ex Brétigny 8 sep20

XN461 Jet Provost T3A F-AZMI, ex Le Havre sep20

A storm in March 2020 damaged the roof of a hangar. For the repairs the resident aircraft of a private collection were parked outside. The collection included the above two aircraft.

Saint Brieuc-Armor (22)

CE01 ERJ135LR 145119 dec20

CE02 ERJ135LR 145480 dec20

(CE03) ERJ145LR F-HYOG 145526 dec20

(CE04) ERJ145LR F-HGYM 145548 dec20

All former Belgium Embraers were delivered to the based Amelia International company.

Saint Cyr l'Ecole (78)

180 N201 preserved 180 oct20

As mentioned last year the former Caen Noratlas was bought by Farman Aviation Antiques who stripped it for parts to make into antiques. The leftover fuselage has arrived on 7 October at the small museum at the airfield (N48.80874, E2.06974).

Saint Nazaire-Montoir (44)

1949 LET C11 F-AZYL, restoration 171814 nov20

First engine runs are expected in spring 2021. This LET used to be at the Szolnok museum, but was exchanged for a Nord 1002 around 2006. LET C11 c/n 170315 is reported as the air-frame used for spares, although this is current as N315YK.

Saintes-Thénac (17)

The fourth unknown instructional TB30 (see Scramble 492) has been identified as 14/315-UM.

Toulouse-Blagnac (31)

The Ailes Anciennes Toulouse has acquired Alpha Jet E5 from Châteaudun. It is not yet known when it will arrive at Toulouse.

Troyes-Barbère (19)

7 CM170 stored 7 sep20

The former Brienne le Chateau aircraft is now with the Mauboussin Aero Collection.

Vannes-Meucon (56)

143 CM170 preserved, inside 143 jul20

160 N2501 preserved, outside 160 jul20

53091 T-33A preserved, inside 9632 jul20

Three of the former Ailes Anciennes Armorique collection aircraft are now part of the Morbihan Aéro Musée, which is in hangar 4.

Germany

Nordholz (NI)

The former instructional Sea King 89+61 (c/n **WA765**) has been reported as scrapped in December 2020.

Paderborn Lippstadt (NW)

(130714) Ju-52/3mge8 D-CDLH, marked as *D-AQUI* sep20
The Ju52 was grounded since January 2019 at Hamburg-Fuhlsbüttel. It arrived on 26 September at Quax Flieger for display.

Italy

Roma (RM)

MM54416/SA-116 G91T/1 preserved **143** jul20
This Gina was turned into an art object by Paola Pivi many years ago and was in Milan. It is now on outside display (upside down) at the Maxxi - National Museum of Arts of the 21st Century and visible from street view (N41.92933, E12.46574).

Schilporia (BG)

The unknown AB206 inside the Museo Storico Militare which we mentioned last month, could well be MM80638/EI-577. This used to be at the Bentivoglio yard in Rome. Confirmation is still required.

Portugal

Ota

15215 Alpha Jet instructional **0047** oct20
The Alpha Jet came from the storage at Beja.

Switzerland

Sion

J-2333 Mirage 3S stored aug16
Not reported since its auction in 2004, the Mirage still exists. It is in a dismantled state in a hangar here.

Turkey

Sivrihisar

(457) An-2T D-FKME, ex Mengen **17805** dec20
T7471 Tiger Moth D-ESYS **83900** dec20
66-17072 UH-1H N78NW **9266** dec20
All these are new with the flying museum of M.S.Ö. Havacilik

Müzesi. The UH-1H arrived on 14 December in a container at the port of Gemlik. The Tiger Moth used to be at Grave di Papadopoli in Italy and arrived on 12 December. The collection also has CM170 497/N497F, T-6 N726KM, P-51D 44-73149/TC-SMO, PT-13B 41-0803/TC-AMK, PT-17 42-16457/TC-OMS, the frame of another Stearman and a replica Spitfire.

United Kingdom

Eshott, Northumberland

A new resident here is Morane MS315 354/(G-BZNK) which flew in on 10 September 2020 on completion of work at Wickenby.

Manston, Kent

Phantom FGR2 XV411 was broken-up by a scrap merchant on 30 November 2020. Three more aircraft departed on 2 December 2020, when they were noted road-running on the M25: Harrier GR3 XW922, Jaguar GR3A XX116, Gazelle HT3 (XW870)/F.

Newquay/Cornwall Airport

WL332 Meteor T7 preserved oct20
A Meteor arrived here from Long Marston on 13 October 2020 to join the Cornwall Aviation Heritage Centre collection.

New York/Whaley Farm, Lincolnshire

ZA362/TR Tornado GR1 **BT012** dec20
A Tornado (ex Inverness) has appeared at this private strip just southeast of RAF Coningsby.

Sleap, Shropshire

WZ450 Vampire T11 **15037** dec20
A dismantled Vampire arrived here during December from Corscombe, Devon, via a short stop at Weston Zoyland.

RAF Shawbury, Shropshire

Dumped Wessex HU5 XT773 departed during November. It was noted northbound at the M74 Hamilton Services in Scotland on 16 November 2020.

Tatenhill, Staffordshire

XX900 Buccaneer S2B nov20
Departures from Bruntingthorpe continue. A Buccaneer arrived here on 5 November 2020.

Woodford, Cheshire

After a short stay at Hooton Park, the frame of Anson C19 TX235 arrived during September for the Avro Heritage Museum. It had previously been stored at Coventry.

Credit: Alan Allen, Hans van der Vlist, Foxalphazoulou.



TS-9 Junak (s/n 17, c/n 119540, ex SP-BOO) on inside display at the museum of Dêblin, Poland. (21 October 2020, Remco van de Bunt)

Dustpan & Brush



Hurricane Zeta paid a visit to New Orleans-Lakefront Airport (LA) where St. Bernard Parish Government Islander N706MC was flipped over, receiving substantial damage as a result. Looking at this picture we would not be surprised if it turns out to be a write-off! (New Orleans-Lakefront Airport (LA), 2 November 2020, Carey Mavor)

Additions & Corrections:

07feb12 RA-07209 An-2TP 1G146-38 w/o

07feb12 RA-17771 An-2R 1G203-32 w/o

Turns out these were the two unlucky Antonov 2s which got destroyed in a hangar fire at Kyzyl.

See Scramble 394.

29mar12 PZ-TSK Ce208B 208B0488 rep

After 8.5 years we now have the registration and construction number of this Blue Wing Airlines Cessna Grand Supervan 900. After which it was repaired, but later in this section it makes another appearance...

See Scramble 396.

05mar20 RP-3086 Bell 429 57329 w/o

See Scramble 491.

09nov20 RF-91855/02yl Mi-24P 3532432927342 w/o

See Scramble 499.

New Accidents:

04oct20 Su-25 w/o

During the conflict in Nagorno-Karabakh (the Second Karabakh War) from 27 September till 9 November the Azerbaijan Air Force lost a Su-25, after it was hit by Armenian air defence, near Jabrayil, Nagorno Karabakh, Azerbaijan.

26nov20 C-FAFS ATR42-310 298 dam

A Calm Air ATR42 suffered a runway excursion while landing at Naujaat, (NU), having flown in as MO464 from Rankin Inlet (NU). It landed on runway 34 but veered right and came to a stop with all gear off the runway on soft ground. There were three persons on board but no injuries. The aircraft sustained significant damage.

26nov20 MiG-29KUB w/o

A MiG-29 of the Indian Navy's INAS303 squadron, operating from the aircraft carrier INS Vikramaditya, crashed into the Arabian Sea. The Indian Navy said that while one pilot has been rescued, the search for the other one is still on. The Indian Navy has a fleet of over 40 MiG-29K fighter aircraft based out of Goa and also operated from the INS Vikramaditya aircraft carrier.

26nov20 HK-1599SX PA-34-200T 34-8070064 dam

Upon landing at Panama City Albrook-Marcos A. Gelabert International Airport, Panama, the SkyMaxx Seneca II sustained a landing gear collapse, suffering damage to the

engines, propellers and nose landing gear. The sole occupant was OK.

27nov20 Ce402C w/o

A burnt twin engine plane was found by peasants in Maravilla, Tenejapa, Chiapas, Mexico. It had been used for transporting drugs. What remains looked like a Cessna 402C.

28nov20 CU-T1541 EMB110P1 110116 dam

Cubana flight CU801, from Nueva Gerona to Havana with fifteen passengers and four crew members, landed on Havana's runway 06 but suffered a belly landing, skidded along the runway and came to a stop without any gear. There were no injuries, but the Bandeirante sustained substantial damage. It turned out the landing gear had failed.

29nov20 9N-AJJ AS350B2 3568 dam

Kailash Helicopter Service's Ecureuil was damaged in a bird strike event near Nuwakot, Nepal, resulting in an emergency landing. Some passengers sustained minor injuries. The nose was damaged and one windscreen destroyed. It was flying between Baglung and Kathmandu when the incident took place.

29nov20 MiG-23 w/o

Rebellious forces from Ethiopia's northern region of Tigray said they had shot down a military fighter in the Abu Adi area, and retaken a town from federal forces, a day after the Prime Minister announced federal troops had taken over the regional capital and military operations were complete. The fighter is rumoured to be a MiG-23 of the Ethiopian Air Force, and according our Order of Battle only 44sq (based at Bahir Dar-Ginbot Haya International Airport) has MiG-23s on strength, which are still active. There was no immediate comment from the government or the military on the claims made by Debretsion Gebremichael, leader of the Tigray People's Liberation Front (TPLF) in text messages to Reuters. Claims from all sides are difficult to verify since phone and internet links to Tigray have been down and access tightly controlled since the fighting began on 4 November. Prime Minister Abiy Ahmed's government has been trying to quell a rebellion by the TPLF, a powerful ethnically-based party that dominated the central government from 1991 until Abiy came to power in 2018.

At this moment we are unable to confirm whether this crash actually happened or not, as the TPLF is quite adept at spreading false rumours.

30nov20 N2699Y SA227AC **AC-666** dam
 A Swearingen Metro III, operating McNeely Charter Service flight MDS269 from El Paso (TX) to Tuscaloosa Regional Airport (AL), sustained substantial damage in a runway excursion accident at Tuscaloosa. The two pilots on board were not injured. It did however cause a delay in production at the Mercedes-Benz MBUSI plant in Vance, for which the Metro was carrying parts.

30nov20 PR-HEB Bell 206L-4 **52386** w/o
 One of the four persons on board the Helisul Taxi Aéreo Bell LongRanger died, after it crashed while picking up water from a river. The helicopter was on firefighting duties on the zone of Poconé, Parque Nacional do Pantanal Matogrossense. According to reports the perished pilot was located only the following day. The Bell operated on behalf of Instituto Brasileiro do Meio Ambiente e dos Recursos Naturais Renováveis (Ibama), Portuguese for Brazilian Institute of Environment and Renewable Resources.

01dec20 P2-ASM DHC-6-300 **389** dam
 An Air Sanga de Havilland Vistaliner 300, performing a flight from an unknown point of origin to an unknown point of destination in Papua New Guinea, was landing at Wobagen Airport's runway 30 in the western province but went off the runway. The nose gear collapsed, causing damage to the aircraft. Papua New Guinea's AIC reported: "Information provided to the AIC indicates that as a result of the occurrence, a child got injured and the aircraft sustained damage. The child was later airlifted to a hospital in Kiunga to receive medical attention." The AIC was informed the same day and opened an investigation.

02dec20 OF AS350BA w/o
 The Botswana Defence Force is investigating a case in which one of their Ecureuils crashed upon take-off near Mombo, Chief's Island, Moremi Game Reserve, during an anti-poaching operation. All five BDF members that were on board survived the crash and received medical attention.

02dec20 EY-560 B737-529 **26538** dam
 An Air Djibouti (Red Sea Airlines) Boeing 737, operating flight IV206 from Hargeisa (Somalia) to Garowe (Puntland, Somalia) with 39 passengers and five crew members, landed at Garowe (capital of Puntland) Airport's runway 04 at about 09:30 hours local time in the morning. It suffered a right hand main gear collapse at low speed. The aircraft veered to the right but came to a stop within the runway edge, resting on the right hand engine, left main and nose gear. The flight had originated in Djibouti (Djibouti) and was destined for Mogadishu

(Somalia), with intermediate stops in Hargeisa and Garowe. Local media reported that the airport had been without a functioning fire truck for about two months due to a missing tyre, and thus could not respond to the accident although smoke could be seen from the right hand side of the aircraft, near the landing gear.

02dec20 N48DK Ce551 **551-0095** dam
 After touchdown on a wet runway 16 at Lufkin Angelina County Airport (TX), the Aviation Stars II Citation II/SP was unable to stop within the remaining distance. It overran, crossed a small road, lost its undercarriage and came to rest in a field. All three occupants evacuated safely.

03dec20 PA-31-310 **31-** w/o
 A burnt and abandoned Piper Colemill Panther conversion was found by law enforcement officers at Laguna del Tigre, Petén, Guatemala. Not surprisingly it had been used to transport 750 packages of cocaine, a rifle, tools, radio transmitters, a flashlight and a desk phone.

03dec20 PA-31 w/o
 A crashed and abandoned Piper Navajo was found by law enforcement officers at Barra de Patuca, Honduras. Another Piper that had been used for transporting drugs.

04dec20 HB-LUV CeT303 **T30300058** w/o
 A Cessna Crusader of 303 Flyers veered off the runway upon landing in snowy weather conditions at Annecy-Meythet Airport, France. It overran the runway, crossed a road, went through a wooded fence and came to rest. While both passengers aged 26 and 28 were slightly injured, the pilot aged 60 was seriously injured.

05dec20 C-FWYO Beech A100 **B-28** dam
 An Airco Aircraft Charters Beech King Air was operating as flight 128 from Edmonton (AB) to Kelowna (BC) with two crew members, three passengers and 2,000 pounds of fuel on board. The flight departed Edmonton's runway 20. After departure, the flight crew selected the landing gear up. The gear in transit light illuminated and the two green main landing gear indicator lights extinguished, but the nose landing gear green light remained illuminated. The crew requested and received a block of airspace from air traffic services to trouble shoot the issue. The flight crew subsequently selected the landing gear down, to which they heard some abnormal mechanical sounds and the status of the landing gear indication lights remained unchanged. The captain elected to perform a flyby of the control tower in an attempt to get visual confirmation of the landing gear position. The tower reported that the landing gear appeared



Not once but twice does this Blue Wing Airlines Supercub 900 PZ-TSK feature in this section. First as an Addition and unfortunately also at the end, when on 30 December 2020 it suffered a mishap at Lawa Anapaiké Airstrip. Unfortunate for the aircraft, as it suffered substantial damage, but all occupants got out uninjured. (Lawa Anapaiké Airstrip, 30 December 2020, Mulokot)



Having participated in this year's (January/February edition) Red Flag exercise, Royal Australian Air Force Super Hornet F/A-18F A44-223 was the unfortunate subject of a mishap at RAAF Base Amberley (Qld.). During a seven ship-formation take-off, on 8 December 2020, it suffered an engine failure, forcing the pilots to eject to safety and the Super Hornet to leave the runway. (Nellis AFB (NV), 29 January 2020, Manolito Jaarsma)

to be in the extended position. The flight crew then completed the manual extension of the landing gear in accordance with the abnormal procedures, but was unable to cycle the manual extension handle. The flight crew informed the passengers that they would be returning to Edmonton and conducted a passenger briefing as there was a concern the landing gear was not fully extended and may collapse/retract on landing. An approach and touch down on runway 20 was subsequently conducted. The captain felt the left side main landing gear collapsing and executed a go-around. The crew then requested and received permission to enter a hold for further troubleshooting. Company maintenance was contacted and the decision was made to execute an emergency landing. Not much later the aircraft landed on runway 20, the left main landing gear collapsed and the aircraft came to a rest near taxiway B1. Passengers and crew evacuated out the main cabin entrance door. There were no injuries and there was no fire.

Subsequent inspection by company maintenance personnel found a taper pin for the nose landing gear drive sprocket and right main landing gear driveshaft not installed in the right side output shaft of the landing gear gearbox. This resulted in the landing gears becoming unsynchronised.

07dec20 LL-0111 KT-1B w/o
The Tentara Nasional Indonesia - Angkatan Udara (TNI-AU, Indonesian Air Force) lost this KAI KT-1B Woong Bee in a crash near the home base of Skadron Pendidikan 102, Adi Sutjipto, in Yogyakarta, during an attempt to land at runway 09. The two pilots were on a routine training mission and were able to eject. They were taken to hospital to be treated for their injuries. The TNI-AU received seventeen Wong Bees and also uses the type for the Jupiter aerobatic team. This is the fourth one that is lost.

08dec20 A44-223 F/A-18F **AF-23** dam
Two pilots were forced to eject from their F/A-18F Super Hornet at RAAF Base Amberley (Qld.). It is reported that the Super Hornet was taking off with seven other fighters when it appeared to suffer an engine failure. Both pilots ejected successfully but the Boeing ended up in the grass besides the runway. According to the Royal Australian Air Force (RAAF) both pilots are safe, no other personnel were involved in the incident. The cause of the incident is not known at this time and will be subject to investigation.

08dec20 YV1608 PA-34-220T dam

A private Piper Seneca III crashed under unknown circumstances at Puerto Ordaz-Ciudad Guayana-General Manuel Carlos Piar Airport, Venezuela. It impacted airport terrain while on approach to runway 08, sustaining substantial damage. Both occupants were injured, one seriously, one with minor injuries.

08dec20 F-16 w/o

A USAF F-16 Fighting Falcon from Madison-Dane County Regional-Truax Field ANGB (WI), crashed under unknown circumstances. Emergency crews overnight were searching for the F-16 pilot of the 176th Fighter Squadron Badger Air Militia. It is reported that the aircraft crashed near the border of Delta and Schoolcraft counties in the Hiawatha National Forest, Michigan's Upper Peninsula, while it was on a training mission around 20:00 hours local time in the evening. A ground, air, and water search effort continued, including with US Coast Guard vessels. 176th is part of 115th Fighter Wing, which operates 21 F-16s, serving as part of Operation Noble Eagle.

08dec20 F-HJAF EC135T1 **0044** w/o

Forty search-and-rescue personnel and three helicopters were deployed to the prefecture of the Savoie department (Bonville sector) after a chopper transporting four Service Aérien Français employees and two first-aid workers crashed in the French Alps (only the pilot survived, albeit with serious injuries). At the time they were practising a mountain rescue at an altitude of around 1,800 metres. Weather (dense fog) was a factor in the area.

09dec20 UR-33642 An-2R **1G233-32** w/o

Already cancelled in 2019, this Universal-Avia Antonov 2 was still flying around, illegally. It crashed near Zolota Sloboda, Kozova Raion, Ternopil Oblast, Ukraine, killing the pilot. The aircraft was found lying inverted in a field.

10dec20 (N370JL) G1159A **401** w/o

A burnt Gulfstream jet was found by law enforcement officers on a clandestine airstrip in southern Belize, about three miles from Machakilha village in the Toledo District. It had been used for transporting drugs. In the night of 10 December 2020 altogether four drugs planes were detected. Another crash landed on the Guatemalan side of the border. The classic Gulfstream carried the exact same colour scheme of N370JL, which was auctioned at an execution sale in December 2019.

11dec20 PP-MSA Bell 206B-3 **4266** w/o

The pilot and sole occupant of this BlueSky Táxi Aéreo Bell JetRanger III perished after he crashed in a wooded area in Angra dos Reis, Rio de Janeiro, soon after take-off. Power lines were hit and the city was out of energy.

15dec20 SBT-197 CJ-6 w/o

The Sri Lanka Air Force lost one of its CJ-6 training aircraft when it crashed near the Janaranjana Tank in Sooriyapura, Kantale. Unfortunately the student pilot perished. He was the only person on board the aircraft that took off from home base China Bay, near Trincomalee.

15dec20 ZK-HEK EC120B **1023** dam

The private Colibri experienced an apparent loss of yaw control and subsequently impacted a beach near the mouth of the Kekerengu River at Kekerengu in Kaikoura District, Canterbury. The helicopter sustained substantial damage and two occupants on board were fatally injured. Three other occupants received serious injuries.

16dec20 MS-25 AW101 **50232/AN-05** w/o

An al-Quwwat al-Bahriyya al-Djazairiya (Algerian Navy AW101) crashed into the sea, 2 miles north-west off Port de BouHaroun. All three occupants are reported to have died in the crash. According to a press release, the helicopter was on a training mission when problems occurred.

16dec20 N661EP EMB500 **50000123** dam

Having experienced a loss of directional control and subsequent runway excursion upon landing on runway 32 at Jacksonville Executive Airport (FL), the Executive Aviation Investors Phenom 100 received unreported but apparent substantial damage subsequent to a collapsed right main landing gear. The two pilots onboard were not injured during the incident.

16dec20 RC695 w/o

A private Rockwell Aero Commander 695 Jetprop crashed under unknown circumstances in a banana plantation near San José La Máquina, Guatemala. No one was found on board the aircraft, which was used for an illegal narcotics flight.

19dec20 N326TD BAe125-700A **257178** w/o

A crashed and abandoned private Hawker was found in Parque Nacional Sierra de Lacandón, Guatemala. It had been used for transporting drugs. Three injured occupants were found inside the airplane. One of them later died from the injuries sustained in the crash. The colour scheme of the crashed aircraft exactly matches that of N326TD, a BAe125-700A. This aircraft was sold in December and flew from the US to Mexico on 3 December. Flight tracking websites last tracked the flight near Merida on 18 December, at 18:55 hours local time.

19dec20 N662TC PA-46-310P **46-8508095** dam

Flying between Sarasota-Bradenton Airport (FL) to Key West International Airport (FL), the private Piper Malibu ditched into the waters of the Gulf of Mexico, near the 2100 block of Gulf Shore Boulevard South, between Naples Pier and Gordon's Pass, short of Naples Municipal Airport (FL). Both occupants on board the airplane survived with minor injuries.

20dec20 N356KD B747-446BCF **26356** dam

A Western Global Airlines Jumbo Jet lost its right wingtip when it struck a light mast during taxi at Columbus Metro Airport (SC). As a result flight KD2319 to Ontario (Ont.) was cancelled.

20dec20 N412JA BAe125-800XP **258516** dam

A Raytheon Hawker 800XP, performing Talon Air flight TFF941, suffered an accident during landing on runway 14 at Farmingdale-Republic Airport(NY). At 20:32 hours local time the flight was cleared for an ILS approach to runway 14. The tower controller reported wind calm and stated that the aircraft that landed five minutes prior had reported that the cloud base was at minimums (meaning the lowest cloud base where the aircraft has to have visual contact with the runway or abort the landing). She then reported that visibility had dropped to a quarter of a mile in fog. The aircraft landed at 20:35 and subsequently radioed: "Mayday, Mayday, Mayday, Talon Air 941 crash-landing runway 14, we're still occupying, send vehicles out." Emergency services reported that there was damage to the nose radome and that the main and nose landing gears had collapsed. The aircraft had come to a stop at or near taxiway A, which runs to the right of and parallel to runway 14. The portion of the taxiway between A4 and A5 was NOTAM'ed (NOTice To AirMen) closed after the accident. Both occupants sustained minor injuries.

23dec20 RA-07328 H125 **8555** dam

An Airbus Helicopters H125 (the new name of the AS350B3e) of Voronezhsky Dairy Plant, rolled over after an apparent landing in snow near Podgornoye, Ramonsky District, Russa. Two people were injured and the chopper received damage.

24dec20 MiG-23 w/o

On this date an Ethiopian Air Force MiG-23 was believed to have crashed, around Shire town. At the moment the air force has one squadron of active MiG-23s, namely 44sq, based at Bahir Dar-Ginbot Haya Bahir Dar International. They operate the MiG-23BN and UB versions.

26dec20 AS350B3 w/o

Four Pakistan military personnel were killed when their Army Aviation AS350B3 Ecureuil crashed during a casualty evacuation in Gilgit-Baltistan. The chopper crashed in the Minimarg area of Astore district. It was transporting the body of a soldier to the military hospital in Skardu. The pilot, co-pilot and two soldiers were killed in the accident, which occurred due to technical reasons.

29dec20 N916MT Beech 95-B55 **TC-1623** dam

Having survived the impact with the ground the pilot of this private Beech Baron was uninjured. The Baron sustained substantial wing damage upon impact and signage subsequent to a loss of directional control during the landing at Westfield-Barnes Regional Airport (MA).

30dec20 I-LGLG H125 **8661** w/o

An unidentified Airbus Helicopters H125 (new name of the AS350B3e) crashed at Reinswald, Sarntal, South Tyrol, Italy and caught fire. Seven occupants, including a child, survived with no or minor injuries.

30dec20 PZ-TSK Ce208B **208B0488** dam

In the Additions part we talked about finally having solved the ID of this Blue Wing Airlines Supervan 900. It turns out it got repaired but suffered a similar incident, this time at Lawa Anapaike Airstrip (an airport at the village of Kawemhakan, at the Lawa River, which is locally known as Anapaike), Sipal-iwini District, Suriname. For unknown reasons it suffered a left main landing gear collapse upon landing and sustained substantial damage.

Credits: ASN, Aviation Herald, B3A, Facebook

www.scramble.nl/database/accident

Military News & Updates



A great Christmas present for Leeuwarden, also gladly received by Han Knaap who caught it on camera, was the arrival from Italy of brand new F-35A F-015 on 24 December 2020.

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

Europe

Netherlands

Koninklijke Luchtmacht (AF)

On 18 December 2020, 313 Squadron gave up their fleet of F-16 aircraft in preparation for the arrival of the F-35. Because of this fact, all F-16 aircraft of 313 Squadron have now been transferred to 312 Squadron (see F-16AM/BM updates).

A330MRTT

T-056	MMF	d/d 9nov20	1919	nov20
T-060/M7	Airbus D&F	f/n	1989	oct20

On 19 November 2020, Eindhoven air base received its third A330MRTT aircraft after a ferry flight from the factory in Getafe.

AH-64DN

Q-14	301sq	dam.	DN014	dec20
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On 11 December 2020, AH-64DN Q-14 made an emergency landing in a field near Midgraaf (NL). The aircraft was repaired the same day and flew back on its own to home base Gilze-Rijen.

CH-47F

D-480	d/d 28jul20	M7480	jul20
D-481	d/d 25aug20	M7481	aug20
D-482	d/d 01sep20	M7482	sep20
D-483	d/d 28oct20	M7483	oct20
D-484	d/d 30oct20	M7484	oct20
D-485	d/d 30nov20	M7485	nov20

In May 2020, we mentioned the delivery of the fourth CH-47F to the Royal Netherlands Air Force. Recently Boeing announced that they already had delivered the fourteenth (and final) CH-47F to the Netherlands. All new helicopters are transferred to Huntsville (AL) for validation, verification and

to perform Post Production modifications before they are handed over to the Royal Netherlands Air Force. However, due to the ongoing Covid-19 situation, delivery of the first CH-47Fs to the Netherlands has been delayed. We still do not know when the first Chinooks will be shipped to the Netherlands, but we will keep you updated!

F-16AM

J-006	312sq	ex 322sq	6D-162	dec20
J-008	312sq	ex 313sq	6D-164	dec20
J-009	312sq	ex 313sq	6D-165	dec20
J-013	312sq	ex 322sq	6D-169	nov20
J-014	312sq	ex 313sq	6D-170	dec20
J-055	312sq	ex 313sq	6D-138	dec20
J-062	312sq	ex 313sq	6D-145	dec20
J-063	312sq	ex 313sq	6D-146	dec20
J-197	312sq	ex 313sq	6D-104	dec20
J-508	312sq	ex 313sq	6D-147	dec20
J-512	312sq	ex 313sq	6D-151	dec20
J-514	312sq	ex 313sq	6D-153	dec20
J-515	312sq	ex 313sq	6D-154	dec20
J-516	312sq	ex 322sq	6D-155	dec20

F-16BM

J-368	312sq	ex 313sq	6E-31	dec20
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F-35A

F-013	d/d 27oct20	ex FACO Cameri	oct20
F-014	d/d 17nov20	ex FACO Cameri	nov20
F-015	d/d 24dec20	ex FACO Cameri	dec20

Another bunch of F-35As has been delivered to 322 Squadron at Leeuwarden.

Belgium

Luchtcomponent/Composante Air/Air Component [AF]
EBMB = Brussel-Melsbroek

A400M

CT02	20sq	d/d 22dec20	106	dec20
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Just before Christmas, Belgian Air Force's 20 Squadron received their first A400M at Brussel-Melsbroek on 22 December 2020. 20sq has already one A400M on strength (CT01), but this one is property of the Luxembourg Armed Forces.

C-130H

CH09 wfu EBMB last flight 18dec20 **4479** dec20
 C-130H CH-09 made its final flight out of Brussel-Melsbroek on 18 December 2020 and touched down at its home base again on 16.21LT. 20sq now has only six active C-130Hs on strength (CH01, 05, 07, 11, 12, 13).

ERJ135LR

CE01 to ? sold to Amelia **145449** nov20
 CE02 to ? sold to Amelia **145480** nov20

We are still looking for the new registrations (if received) for the abovementioned ERJs.

ERJ145LR

CE03 to F-HYOG sold to Amelia **145526** nov20
 CE04 to F-HGYM sold to Amelia **145548** nov20

Austria**Österreichische Luftstreitkräfte (AF)**

On 11 December 2020, the military ceremony “50 years of Saab J105Oe & Fly out”, took place on Linz-Hörsching. During the ceremony, the Austrian Defence Minister Klaudia Tanner mentioned the role of this remarkable airplane in the Österreichische Luftstreitkräfte: «This is the end of an impressive era. Only thanks to the outstanding performance of our technicians and the pilots, who have mastered this jet to perfection, has such a long and safe flight operation been possible. Especially at the critical end of a systems runtime, your commitment has made sure the smooth and above all safe and accident-free flight operations are guaranteed.»

But no goodbye without a true special airplane: the Austrian firm Artcore – Airbrush Design gave Saab J105Oe 1140/BJ-40 c/n **105-440** a nice farewell dress as “Golden Tiger”. The Saab J105Oe served until the very end of the year 2020. The EF2000 Eurofighter will take over their task from 2021.

Bulgaria

Bulgarski Voenno-Vuzdushni Sili (AF)
 UMMA = Baranovichi (Belarus)

Between 28 August and 7 October 2019 eight Su-25s were flown to the 558th Aviation Repair Plant in Baranovichy (Belarus) for major overhaul. The first upgraded Su-25 arrived back at Bezmer on 21 September 2020. At this moment five have been re-delivered to the Bulgarian Air Force and three Su-25s are still at Baranovichy. All five re-delivered aircraft have a great looking digital colour scheme. Two serials still remain unknown but probably will be known when they will

be re-delivered to the Bulgarian Air Force.

Su-25UBK

002 22.ShtAB digital c/s **38220113002** nov20
 095 22.ShtAB digital c/s **38220113195** dec20

Su-25K

246 22.ShtAB digital c/s **25508110046** dec20
 252 22.ShtAB digital c/s **25508110052** nov20
 253 22.ShtAB digital c/s **25508110053** nov20
 254 UMMA o/h **25508110054** oct19

Su-25K 254 was on overhaul at the 558th Aviation Repair Plant,

Finland**Ilmavoimat (AF)**

Forty years back, on 16 December 1980, the first Hawk Mk51 for the Finnish Air Force arrived in Finland. To commemorate this special occasion, the Ilmavoimat painted one of its Hawk Mk51s in a striking blue and white overall colour scheme. The aircraft, with “matching” serial HW-340, is also adorned with forty years Hawk markings (“HW 40 vuotto”).

Hawk HW-340 was operated by HävLLv 11 in the second half of the 1980s, when it suffered an accident. The aircraft crash-landed at Kittilä on 27 February 1989. Fortunately, it could be repaired and the trainer was transferred to KoullLv at Kauhava air base, where it served until September 2005, when the unit was renumbered HävLLv 41. This training unit moved to Jyväskylä/Tikkakoski air base in 2014.

Hawk Mk51

HW-340 HävLLv 41 40 years Hawk **312239/277** dec20

France**Armée de l’Air et de l’Espace (AF)**

LFDN = Rochefort-St Agnant
 LFOC = Châteaudun

A330-243

1657/F-UJCT ET03.060 ex N204SA **1657** dec20

The second A330 was delivered on 15 December 2020. The new A330s have now replaced A340-211 75/F-RAJA and 81/F-RAJB. On 29 December 2020, both A340s were flown from Charles de Gaulle to Istres for storage and are offered for sale.

Alpha Jet E

E37/705-NL instr LFDN ex EAC00.314 20

Beech 350ER/ALSR

1030/F-RACH EEA01.054 **FL-1030** dec20

The Beech was delivered on 2 December 2020.



Leonardo Helicopters at Liège was the place to be on 27 November 2020 where Jordy Belde photographed this rather exotic, yet European, Cyprus Air Force AW139 701.



Another rarity on the European mainland, Irish Air Corps AW139 279 was seen at Liège on 27 November 2020 by Jordy Belde, before or after receiving some maintenance at the local Leonardo Helicopters facility.

H225LP

2897/F-ZAJB	DGA-EV	ex F-HUFD	2897	dec20
2932/F-ZAJC	DGA-EV	ex F-HUFG	2932	dec20

Both were noted early December 2020 heading south from Toussus, most likely on delivery to Istres.

Mirage 2000-5F

38/2-EI	GC01.002	ex 116-EI	167	jul20
43/2-EJ	GC01.002	ex 188-EJ	202	jul20

Mirage 2000C

86/115-LL	instr LFDN	ex std LFOC	334	nov20
94/115-KB	instr LFDN	ex std LFOC	352	nov20

Mirage 2000N

368/125-AR	std LFOC	ex EC02.004	364	nov20
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MQ-9A

531	ED01.033			dec20
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The Reaper was noted unmarked at Salon. The other MQ-9s have been or will be recoded from 709-E_ to 33-E_. 165/709-EI has been reported as the MQ-9 lost in a crash on 17 November 2018 in Niger. This still needs confirmation.

Marine Nationale (NY)

AS365N3

001	on order	ex F-HURX	9001
710	on order	ex F-GTCH	6710
726	on order	ex F-HUZS	6726
751	on order	ex F-HABF	6751
756	on order	ex F-GLTB	6756
810	on order	ex F-GZAD	6810
879	on order	ex F-HUAJ	6879

With the three we mentioned earlier we now know ten of the twelve AS365N3s on order.

Sécurité Civile (GV)

DHC-8-402Q(MR)

F-ZBMJ/71	on order	ex C-GJQE	4609
F-ZBMK/78	on order	ex C-GPOX	4623

Both made their first flights in 2020 and are now under conversion to water bombers. Although F-ZBMJ is painted with code 71, this is reported as an error and it should get code 77.

Germany

Luftwaffe (AF)

A350-941CJ

F-WZGL	Airbus	to become 10+01	468	nov20
D-AKAY/(10+02)	Airbus	c/n: update	443	dec20
10+03	FBS BMVg	c/n: update	416	dec20

The A350 destined to become 10+01 for the Luftwaffe made its first test flight.

Heeresflieger (AR)

EDPR = Donauwörth

NH90-TTH

78+16	THR30	ex THR10	1077/TGEA16	dec20
78+38	THR10	ex IHAz	1128/TGEA38	dec20
79+37	THR10	ex Airbus Heli.	TGEE37	dec20
79+39	IHAz	ex Airbus Heli.	TGEE39	nov20
79+40	IHAz	ex Airbus Heli.	TGEE40	nov20
79+41	EDPR	t/n	TGEE41	dec20

Marineflieger (NY)

The NH-90 Sea Tiger Helicopter will replace the current fleet of 22 Super Lynx Mk88A helicopters which are currently active in the anti-submarine and anti-surface warfare roles. To serve this task, the NH-90 Sea Tiger helicopters (also known as NH-90MRFH) can be equipped with missiles, torpedoes and/or machine-guns. Delivery of the first helicopters will start in 2024 and thirty Sea Tigers will be available for operational use with Marinefliegergeschwader 5 (MFG 5) at Nordholz, while one helicopter will serve with WTD-61 (Wehrtechnische Dienststelle 61) at Ingolstadt-Mänching.

NH90-NTH

79+56	MFG5	ex Airbus Heli.	NGEN06	nov20
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P-3C

60+01	w/o ?		5737	apr20
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This Orion will not be repaired after a fuel tank incident. We are still looking for the official w/o date.

Hungary

Magyar Légierő (AF)

EDPR = Donauwörth (Germany)

Since November 2019, a total of sixteen H145s have been delivered to the Magyar Légierő. The last four are scheduled to be delivered in 2021. 05 and 06 are being used as training helicopters and are the last two that are going to be delivered. 05 is still in a primer colour scheme.

H145M

05	EDPR	as D-HADO	20284
06	EDPR	as D-HCBY	20286
12	MH 86.HE	d/d 08dec20, ex D-HCBB	20320
13	MH 86.HE	d/d 08dec20, ex D-HCBQ	20322
14	MH 86.HE	d/d 08dec20, ex D-HADR	20328
19	EDPR	as D-HADU	20345
20	EDPR	as D-HADH	20348

Italy

Aeronautica Militare (AF)

On 30 November 2020, the first Leonardo HH-139B helicopter for the Aeronautica Militare was delivered at Cervia (RA). Already on 27 November, MM81985/15-55 was handed over at the Leonardo plant in Vergiate (VA), following the successful conclusion of the testing and acceptance procedures conducted by the personnel of the Direzione Armamenti Aeronautici e per l'Aeronavigabilità (Aeronautical Armaments and Airworthiness Department). The delivery of seventeen HH-139B helicopters will end in 2021 and they will be operated by the SAR (Search and Rescue) units of the 15° Stormo located at Cervia (RA), Decimomannu (CA), Trapani (TP), Gioia del Colle (BA) and Pratica di Mare (RM).

The new Leonardo (former AgustaWestland) HH-139B, in fact a customized variant of the AW139 twin engine helicopter, has some technical features on top of the ones already installed on the HH-139A version. This improves the operational capacity and therefore increases the flexibility of use in response to emergencies and security needs. In particular, the new version has been equipped with a double winch that increases the reliability of the system and safety during recovery operations and a "mission console" that allows better management of the on-board equipment for the purpose of searching for missing persons. In addition, the maximum take-off weight has been increased, from 6,800kg to 7,000kg, which allows a greater load capacity and finally it has been updated with the latest generation avionics and on-board sensors.

The 15° Stormo has the task of recovering (air)crews in difficulty in peacetime (SAR) and in times of crisis and in operations outside national borders (CSAR (Combat Search And Rescue)) and to support Special Operations as well. They also play an important role in the event of serious disasters to activities of public utility such as the search for missing persons at sea or in the mountains, the emergency medical transport of the patients in danger of life and the rescue of seriously injured persons, transport in bio-containment and recently, also the support for forest fire fighting activities. In fact, since its establishment, the crews of the 15° Stormo have saved a formidable figure of 7,200 people in danger of life.

On 16 December 2020, a ceremony with the first stone laid for the new International Flight Training School (IFTS) took place at Decimomannu (CA) at Sardinia. The Aeronautica Militare and Leonardo are close to opening a new Flight Training School in the Mediterranean capable of training pilots from all over the world for the most advanced combat aircraft thanks to skilled personnel and the use of the most modern technology currently on the market. With the building of the new IFTS campus, a true flight training academy, or maybe we can call it secretly the Italian "Top Gun", will be established. It will be able to host students and technicians, as well as leisure and sports areas, a cafeteria, and maintenance and logistics infrastructures. Once the construction is complete, the IFTS will achieve operational readiness starting in 2022.

Italy currently conducts Phase 2, 3 and 4 training at Lecce-Galatina (LE), where the pilots in the first two phases fly the Aermacchi MB339A and MB339CD and those in the last syllabus the Leonardo T-346A Master. While the pilots of Phase 4 will move to Sardinia, the students of the first and second phase will remain at Lecce-Galatina (LE). Thanks to the introduction of the M345, Italy will be one of the very few nations to continue carrying out these three phases with jet aircraft. With the new Leonardo T-345A arriving at the 61° Stormo at Lecce-Galatina (LE) to gradually replace the ageing Aermacchi MB339, the T-346A based training syllabus Advanced Phase will be moved progressively to Decimomannu (CA). The Leonardo T-346A Master is the cornerstone of the Aeronautica Militare training at the 61° Stormo, where many pilots have been trained, not only from Italy but also from a number of other countries including: the USA, Spain, France, Austria, The Netherlands, Poland, Singapore, Argentina, Greece and Kuwait.

With a total of 22 Leonardo T-346A Master training aircraft, the new International Flight Training School (IFTS) allows future students to conduct shooting exercises as well as aerial combat or air refuelling. The school can thus take over much of the work that in the past was carried out by OCUs (Operational Conversion Units) at significantly higher costs. Such capabilities make the IFTS one of the best options for training current and future pilots for the most advanced fighters in the world, such as the Lockheed F-35 Lightning II or FCAS (Future combat Air System).



Seen at Oostende on 5 December 2020, SA365N 91 of 35F proudly shows special '40 years' markings, as captured on camera by Nik Deblauwe.



Still registered as C-GPOX, yet unmistakably destined for its new owner, the French Sécurité Civile, DHC-8-402 msn 4623 is seen on 2 December 2020 at its place of birth Toronto-Downsview by Frederick K. Larkin.

On 23 December 2020, the first two (MM55234 and MM55235) T-345A trainer aircraft landed at Lecce-Galatina (LE), home of the 61° Stormo. The new aircraft is destined to gradually replace the entire Aeromacchi MB339A/CD fleet, including those of Italy's National Aerobatic Team (Pattuglia Acrobatica Nazionale), also known as Frecce Tricolori. This new trainer will progressively replace the Aeromacchi MB339A, used for Phase II and instructor training, and the MB339CD version which is used for Phase III training. Not only for the future pilots of the Aeronautica Militare, but also foreign air forces that intend to train their pilots at the international flight school. Thus, begins a new and complete training program that will integrate the 61° Stormo with the future International Flight Training School (IFTS).

The Leonardo T-345A will be the training pillar for the new generations of pilots and will allow for an improvement in training quality at lower costs (hence the name High Efficiency Trainer); furthermore, thanks to the development of technologies already in use on the Leonardo T-346A Master, the T-345A will allow a more dynamic and efficient transition to the advanced phase of the "Advanced / Lead-In to Fighter Training" training (phase IV). The first two aircraft were produced at Leonardo's plants in Venegono Superiore near Varese in northern Italy and were officially delivered to the Aeronautica Militare on 22 December 2020 at the end of the testing and acceptance procedures conducted by the personnel of the Direzione Armamenti Aeronautici e per l'Aeronavigabilità (Aeronautical Armaments and Airworthiness Department).

AB212ICO
MM81159/9-59 80° Centro SAR ex o/h Padova **5816** nov20

AMX ACOL
MM7151/51-51 3° RMAA ex GEA 51° Stormo **IX063** aug20
Destined to become an instruction aircraft at I.S.I.S. "Arturo" Malignani at Udine (UD) in 2021.

F-35A
MM7363/- FACO Cameri new **AL-13** nov20
On 18 November 2020, the thirteenth built F-35A destined for the Aeronautica Militare made its first flight from Cameri (NO). F-35A MM7363 (FMS 18-5441) was accompanied by an unknown F-2000A coded 4-8.

F-2000A
MM7302/36-10 936° GEA ex 36-25/936° GEA **IS034** nov20
MM7343/36-50 936° GEA ex RS-21/311° Gruppo **IS069** nov20

HH-139B
MM81985/15-55 81° Centro AE ex CSX81985/Leonardo **31906** nov20
MM81986/15-56 81° Centro AE ex CSX81986/Leonardo **31905** dec20
CSX81991/15-61 Leonardo ex uncoded/Leonardo **31923** dec20
CSX82003/15-62 Leonardo new **31926** dec20

T-345A
MM55234/61-202 61° Stormo ex CSX55234/Leonardo dec20
CSX55235/61-203 Leonardo new dec20
MM55235/61-203 61° Stormo ex CSX55235/Leonardo dec20

Polizia di Stato (PO)

AB206B-3
PS-90 1° RV Pratica 2° RV Milano **8729** dec20

Poland

Sily Powietrzne RP (AF)

On 9 December 2020, the Polish Air Force held a ceremony at 41. Baza Deblin to say goodbye to the TS-11 Iskra and hand over its training task to the modern M346 Bielik. Not all Iskras have been withdrawn from use. Only the grey camouflaged ones, used for training, have been withdrawn.

Team Iskry and a small number of camouflaged TS-11R Iskras are still operational. Team Iskry will still be flying the venerable training aircraft for a period of one to two years.

TS-11-bis DF Iskra, serial 2001 (construction number **3H-2001**), had the honour to fly the last operational training flight of the TS-11. After the historic flight, the Commander of the 4. Skrzydło Lotnictwa Szkolnego (4th Aviation School Wing) made a symbolic transfer of this TS-11 to the Deblin Aviation museum.

This year it was sixty years ago that TS-11 Iskra took the sky for the first time. The Polish Air Force operated more than 300 TS-11 Iskras.

A specialised public procurement unit within the Polish Ministry of Defence, the Polish Inspectorate of Armaments, is planning to extend the contract with LOT Polish Airlines for one year. This contract has a total value of PLN 99 million Zlotys (USD 27 million). LOT has been operating two Embraer ERJ-175s (serials SP-LIG and SP-LIH) for the exclusive use of the Polish Government since the withdrawal of the Tu-154s and Yak-40s in 2013, and this will continue till the end of 2021. In 2016, the Polish Government signed a contract to acquire two Gulfstream Vs. These Gulfstream Aerospace business jets (serials 0001 and 0002) were delivered in 2017. In 2017, also a contract was signed for three Boeing 737-800s of which the

first (serial 0110) was delivered in the same year as the contract was signed. The other two Boeing 737s (expected serials 0111 and 0112) were supposed to be delivered in 2020, but due to the Corona pandemic deliveries have been delayed.

The Polish Ministry of Defence said: "The Boeing Company informed us that due to the complications resulting from the COVID-19 pandemic, it would not be able to deliver the aircraft in time, and said that the deliveries could happen not earlier than in March 2021. If there are further obstacles due to the pandemic, the current deliveries timeline and certification could be further delayed."

Portugal

Força Aérea Portuguesa (AF)

LPBJ = Beja

LPST = Sintra

Alpha Jet A

15211 pres LPST ex std LPBJ **0037** oct20

In Scramble 498 we mentioned the departure of this Alpha Jet from storage at Beja Airbase to a then unknown location. This turned out to be the Museo do Ar at Sintra Airbase. The aircraft still wears the special "50 Anos Esq103" (snail) colour scheme.

Romania

Fortele Aeriene Romane (AF)

The Israeli company Elbit Systems concluded a contract for the first phase of the modernization of ten IAR-99 fighter training aircraft of the Fortele Aeriene Romane (FAR, Romanian Air Force). The contract has a total value of USD 37 million.

The IAR-99s will receive upgraded advanced avionics systems and an Embedded Virtual Avionics system for simulation and training with the use of virtual sensor and weapons systems. These upgrades will help FAR pilots in the transition to advanced fighters such as the F-16AM/BM Fighting Falcon, of which the Romanian Air Force has a total of seventeen in

service.

The work on the modernization will be carried out by the Avioane Craiova plant in Romania and is expected to take up four years. The first flight of the IAR-99TD is expected in 2022.

Government (GV)

EDPR = Donauwörth (Germany)

In July 2019, the Serviciul Mobil de Urgenta, Reanimare si Descarcerare (SMURD) ordered three Airbus H135s plus associated support and services for air medical services and Search and Rescue (SAR) missions in the country. Following a four-year framework, the signed agreement foresees the procurement of up to ten H135s. At least four H-135s have been noted at the Airbus Helicopter facility at Donauwörth (Germany).

H135P3H

D-HCBD	EDPR	o/o SMURD	2123
D-HCBX	EDPR	o/o SMURD	
D-HECH	EDPR	o/o SMURD	
D-HECJ	EDPR	o/o SMURD	2142

Spain

Ejército del Aire (AF)

C295M

T.21-05/35-43	353 Esc	c/n correction (not 007)	006	jun19
T.21-06/35-06	353 Esc	c/n correction (not 008)	007	aug20
T.21-11/35-11	353 Esc	re-coded, ex 35-49	032	nov20
T.21-13/35-13	353 Esc	re-coded, ex 35-51	046	dec20

Official documents concerning the sale of the Royal Jordanian Air Force C295M aircraft to Myanmar indicated c/n **008** for RJAF 352 (not c/n **006**). This implicated a long-lasting error (two actually) in our Spanish database which have now been corrected.

Falcon 900B

T.18-5/45-05	451 Esc	re-coded, ex 45-44	73	dec20
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C-130H

T.10-03/31-03	d/d 29dec20 to Museo del Aire		4531	
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Airbus Helicopters at Donauwörth is a good place to see CH-53s of the German air force, as can be witnessed by this shot taken of 84+45 by Rene Sleepers on 7 December 2020.



"Fifteen years Tiger" deserves a suitable paintscheme and Tiger 74+64 was the lucky one to receive it, as Rene Slegers' picture taken at Donauwörth on 7 December 2020 shows us.

Delivered to the Museo de Aeronáutica y Astronáutica (Air Force Museum) at Cuatro Vientos.

KC-130H				
TK.10-05	to Uruguay 594	departed 17dec20	4642	
TK.10-06	to Uruguay 595	departed 17dec20	4648	

The Uruguay serials need confirmation as also 595 and 596 were mentioned as the the new serial. There might be a mislead to the last number of the Spanish serial.

Sisterships TK.10-11 and TK.10-12 destined for the Peruvian Air Force are scheduled for delivery to Lima in the period of 12-15 January 2021. Different sources indicate interest from Poland, Turkey and the United States for (part of) the remaining Spanish Hercules fleet. Details and numbers are not known yet.

MQ-9B Predator				
NR.05-03/233-03	233 Esc	#10213, d/d 30nov20		nov20
NR.05-04/233-04	233 Esc	#10214, d/d 30nov20		nov20

The full complement of four machines has now been delivered to Talavera la Real Airbase.

NH90-TTH				
HD.29-17/803-17	803 Esc	#10236, d/d 03dec20	1426	dec20

PC-21				
E.27-01/792-01	Pilatus	#10239, HB-HWA	314	dec20
E.27-03/792-03	Pilatus	#10241, fuselage	316	nov20
E.27-04/792-04	Pilatus	#10242, fuselage	317	nov20

On 14 December 2020, E.27-01 made its maiden flight as HB-HWA. E.27-03 and E.27-04 were first noted after painting. The unpainted fuselages had been noted before in September 2020.

Sweden

Flygvapnet (AF)
After seventeen years, F16 Upplands Flygflottilj will be re-established at Uppsala. On 15 December 2020, the Swedish parliament (Riksdag) gave the green light. Work can start at Uppsala air base and it is expected that the new wing will be established in 2022. It will become fully operational in 2025.

In October 2020 we reported on the Swedish Defence budget and the possible re-establishment of the fighter wing at Uppsala. The defence bill proposed that the current force

structure of six combat aircraft squadrons will be maintained through the 2021-25 period. Four squadrons will convert to the Saab JAS39E Gripen, while two squadrons will retain the JAS39C/D Gripen. It has not been determined yet with what type of aircraft Upplands Flygflottilj will be equipped, but this might be the JAS39C/D Gripen.

The first Gripen E (serial 396004) is based at Linköping/Malmen, where it will be operated by the Försvarets Materielverk (FMV) for further testing. These test operations will be led by Saab, but with a deeper involvement from the customer. The tests are focusing on the tactical systems and sensors, such as IRST, Electronic Warfare and radar. From the perspective of the Flygvapnet (Swedish Air Force) this means that learning in an early stage will lead to a quicker and more effective implementation of new fighter aircraft.

JAS39E				
396004/6004	FMV	f/n	39-6004	nov20

Africa

Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

L-39ZA				
NL-79	620 EIA	f/n database, tiger c/s		

Mi-171Sh				
SN-42	6 RHM	c/n update, YouTube	311M27	mar18

Al-Quwwat Al-Bahriyya Al-Djazairiya [NY]

AW101-610				
MS-25	560 ERS	w/o 16dec20		

Angola

Força Aérea Nacional de Angola (AF)
FNLU = Luena
FZCG = Tembo (Democratic Republic of the Congo)

K-8W				
I-66		f/n database, photo		
I-67		f/n database, photo		
I-68		f/n database, photo		

Mi-8MT				
H-599	std FNLU	f/n database, photo		2005

A photo of this Mi-8 was posted on Facebook and was made in 2005 at Luena airport. Searching on Google Earth it looks like the wreck of the Mi-8 is over here: 11°46'12.56"S, 19°53'48.29"E. However, the Google Earth image is from 2003 and the photo was made in 2005. Because there were more Mi-8 wreckages on the airport it is very well possible it is not at these coordinates.

MiG-21bis

C-350 std FZCG update location

This MiG-21 is stored at Tembo airport, located in the Democratic Republic of the Congo, after its Russian pilot made an emergency landing there. It can be found on Google Earth at 07°41'52.64"S, 17°20'23.57"E

Botswana

Botswana Defence Force - Air Wing (AF)

AS350

... Z23 w/o 02dec20

Botswana Police Service (PO)

FALA = Lanseria (South Africa)

Enstrom 480B

BPS-14 o/o f/n FALA, photo nov20

The final Enstrom out of the order of three was seen at Lanseria, South Africa. The other two are BPS-11 and BPS-12 and so it became clear that BPS-13 will not be used, let's stick to superstition.

Burkina Faso

Force Aérienne de Burkina Faso (AF)

DFFD = Ougadougou

AS550

BF2011 Esc. Hel. B29 f/n DFFD, photo 2020

Mi-24V

BFxxxx/08 Esc. Hel. B29 f/n, photo nov20

Tetras 912 CSLM

... d/d 12dec20 f/n DFFD 260 dec20

The French Ambassador in Burkina Faso, Mr. Luc Hallade, officially handed over a Tetras 912CSLM to the air force of Burkina Faso on 12 December 2020. The Tetras was a donation made by the French Government. According to the ambassador, this donation is the result of a fruitful military cooperation between the armies of Burkina Faso and the France. "It's the eighth of this kind and we are going to continue the delivery.

We will buy another Tetras that will be delivered by the end of 2021" he announced. So far, we had only four Tetras in our database: XT-MED (180), XT-MEE (184), XT-MEF (188) and XT-MEG (21_).

Burundi

Force Aérienne de Burkina Faso (AF)

SA342L

BAF-1120 c/n update, photo 1993

Congo

Force Aérienne Congolaise (AF)

Mi-4

TNK-AB/146 wfu f/n database, photo mar66

A photo of this rare Mi-4 was found by Peter Weinert. The notation is strange because other helicopters have serials like TR-Kxx. We also have no idea if 146 is part of the serial or maybe part of the construction number.

Democratic Republic of Congo

(Force Armées de la République Démocratique du Congo)

Force Aérienne (AF)

FZNA = Goma

FZSA = Kamina

B727

9T-TCR act f/n FZNA, photo FB jul20

CeFRA150M

AT-2154 std FZSA f/n database, photo FB

Djibouti

Force Aérienne du Djibouti

SA365N

J2-MBS ex HZ-MS21 c/n update, YouTube 6161

Egypt

al Quwwat Al Jawwiya II Misriya (AF)

LILG = Vergiate (Italy)

AW139

791 rd/wh c/s f/n photo

792 rd/wh c/s f/n photo

793/SU-BUD grey c/s f/n photo dec20

AW149

... ex CSX81998 d/d dec20 49066

... ex CSX82005 d/d dec20 49067

Commando 2E

743 f/n database, YouTube

Ka-52

6625 111th AW f/n database, photo nov20

Equatorial Guinea

Equatorial Guinea National Guard (AF)

FGSL = Malabo

L-410UVP-E

3C-TM08 Pres. Flight f/n FGSL dec20

We assume this is the former 3C-RBA (c/n 892316) but confirmation is required.

Eritrea

Government (GV)

HHAS = Asmara

AB412EP

E3-ABI Gvmt f/n HHAS oct18

DA42

E3-ABF Gvmt f/n HHAS oct18

E3-ABH Gvmt f/n HHAS oct18

Checking Google Earth (image 6 September 2017), four DA42s are visible on the ramp.

PZL106BT-601

E3-AAL Gvmt f/n HHAS oct18

It was known that Eritrea received two PZL106 Turbo Kruks in 2001, construction numbers **11010264** and **11010265**. Both aircraft were visible on Google Earth, but so far we did not have any serials of these aircraft. The second aircraft looks like it has been at Asmara since September 2015.

Y-12-II

E3-AAH Gvmt f/n HHAS oct18

In the tail of this Panda, it looks like 801 is readable but this needs confirmation. The photos we received are not sharp enough to confirm this 100%. E3-AAI, with 802 still in the tail, was also noted on the ramp in October 2018, and an unknown, camouflaged, Y-12 is in the grass at Asmara at 15°17'29.48"N, 38°54'57.38"E

Ethiopia

Ye Ityopya Ayer Hayl (AF)

HAHM = Debre Zeit

G120TP

... as D-EGVV d/d 18jul19 11133

... as D-EGVX d/d 18jul19 11150

... as D-EGVV d/d 18jul19 11151

... as D-EGVX d/d 18jul19 11152

... as D-EGVX d/d 13jun20 11156

... as D-EGVV d/d 13jun20 11157



The Aeronautica Militare has a new kid on the block. On Wednesday 23 December 2020, the first two examples of the basic training aircraft Leonardo T-345A were presented at Galatina (LE), home of 61° Stormo. The new aircraft is destined to gradually replace the entire Aeromacchia MB339A/CD fleet. Leonardo T-345A MM55234/61-202 was pictured on her birth ground as she departed for Galatina (LE). (Venegono (VA), 22 September 2020, Fabrizio Capenti)

...	as D-EGVX	d/d 28may20	11158	
...	as D-EGVV	d/d 28may20	11159	
...		d/d 05aug19	11166	
...		d/d 05aug19	11167	
...		d/d 28may20	11169	
...		d/d 13jun20	11170	
171		f/n database, photo		oct20
177		f/n database, photo		2020

All the dates (date export license) and construction numbers came from a list which was published in the Air Britain AB-IX group.

MiG-21bis				
1112	std HAHM	f/n database, photo		2020

MiG-23BN				
1301	wfu	f/n database, photo		

Kenya

Kenya Air Force (AF)

G120TP				
...	FTS	as D-EGVV	11119	
...	FTS	as D-EGVX	11120	

Also thanks to the list published at AB-IX. For both Grobs the date for the export license should be 11 August 2020.

Mali

Force Aérienne de la République du Mali (AF)

The Ministry of Defence of the Republic of Mali has placed a firm order for an additional Airbus C295 in transport configuration. This second aircraft, to be delivered in 2021, will supplement the first C295, serial TZ-11T, which is already in operation since December 2016 and has already accumulated 1,770 flight hours and transported more than 38,000 passengers and 900 tonnes of cargo in less than four years of operations.

This new order also includes an integrated logistics support package with spare parts for the two aircraft and training for flight crews and mechanics.

Morocco

al Quwwat al Jawwiya al Malakiya Marakishiya (AF)
According to Reuters, President Donald Trump's administration moved forward with USD 1 billion in sales of drones and precision-guided weapons to Morocco, sending a notice to Congress about the potential deals.

The deal includes four MQ-9B SeaGuardian drones made by General Atomics, Hellfire, Paveway and JDAM precision-guided munitions made by Lockheed Martin, Raytheon and Boeing.

KSAV = Savannah Intl. (GA), USA

G550 ISR				
...	o/o	f/n KSAV, ex N527GD	5227	nov20

Nigeria

Nigerian Air Force [AF]

DNMK = Makurdi AFB

KVAD = Moody AFB (GA), USA

A-29B				
...	o/o	as 19-2037, f/n KVAD		nov20
...	o/o	as 19-2038, f/n KVAD		nov20

Mi-171E

NAF582 d/d 02dec20 f/n DNMK nov20
This new Mi-171E was delivered at Makurdi by Il-76TD RA-76502 on 2 December 2020. It was handed over to the air force during a small ceremony held on Kaduna Air Base on 24 December 2020. It is the second Mi-171E out of an order for two. The other one, NAF581, was delivered in February this year.

Senegal

Armée de l'Air Sénégalaise (AF)

During his recent visit to Thiès, the Chief of Staff of the French Air Force on 13 November 2020, General Philippe Lavigne, announced that three additional TB-30 Epsilon training aircraft would soon be delivered to the Senegalese Air Force. All

the training aircraft of the Senegalese Air Force are based at Thiès Air Base, and so far they have six TB-30s on active duty. Besides training the pilots for their own air force, pilots of Togo and Nigeria are also being trained here. The training is mostly done by Spanish and Belgian instructor pilots.

Sudan

al Quwwat al Jawwiya as-Sudaniva (AF)
HSMN = Merowe

An-32B			
ST-ALT	f/n HSMN		nov20
ST-EBI	f/n HSMN		nov20

FTC-2000			
1205	c/n update	J0745	nov20

Mi-24P			
979	f/n HSMN		nov20

Tanzania

Jeshi la Wananchi la Tanzani (AF)

H225M			
JW-9512	f/n, photo		

Togo

Force Aérienne Togolaise (AF)

The Government of Togo has decided to re-fly the last two TB-30s, which have been “in crates” for several years following an accident on 26 September 2017 with 5V-MAS.

Airbus Flight Academy Europe in Angoulême, which has the necessary industrial skills to revive these aircraft, has been selected by the Togolese Government. In 2021, the TB-30s are expected at their base in Niamtougou, in the north of the country.

Tunisia

al Quwwat al Jawwiya at Tunisia (AF)

All three preserved aircraft below arrived at the Cité de Sciences in Tunis (at 36°50'57.63"N, 10°11'16.35"E) in December 2020. The Alouette 2 was only marked as '3' and so the serial needs confirmation.

DTTA = Tunis-Carthage

PA-28-161			
TS-APC	pres Tunis	at Cite de Sciences	dec20
TS-APS	EA	f/n DTTA	nov20

The TS-APC is ex Ecole de L'Aviation (EA) at Borj El Amri.

PA-28-201R			
TS-APW	EA	f/n DTTA	nov20
TS-APY	EA	f/n DTTA	nov20

Saab 91D			
Y31001	pres Tunis	at Cite de Sciences	91-419 dec20

SE3130			
L51003/3	pres Tunis	at Cite de Sciences	1811 dec20

Zambia

Zambia Air Force (AF)

Ce208B EX			
...	d/d 12dec20	as N425HP	208B-5549 dec20

A nice surprise, but totally unexpected, was the delivery of this Ce208B Grand Caravan EX. It was noted for a night stop at Tenerife Sur/Reina Sofia, Canary Islands (Spain) on 9 December 2020. On 12 December it arrived at Lusaka airport in Zambia.

Hermes 450 (UAV)			
AF472		f/n, photo	

Zimbabwe

Air Force of Zimbabwe (AF)

SF260			
...		w/o 24nov20	

Asia

China

People's Liberation Army Air Force (AF)

After years of delay, on 21 November 2020 the Xi'an Aircraft Industrial Corporation (XAC) Y-20, powered by four Shenyang WS-20 high bypass turbofan engines, made its first flight from Yanliang. Initially this was 'confirmed' by a picture that proved to be a photo-shopped photo, but afterwards a picture was leaked of the Y-20 in primer (yellow) c/s, flying with a J-11 chase plane.

Up to now well over twenty Y-20s had been delivered, powered by the Soloviev D-30KP-2 engines that can also be found on the earlier Il-76 transports. The new engines are believed to offer fourteen tonnes of thrust, compared to twelve tonnes for the D-30s.



On 29 December 2020, C-130H T.10-03 made its last ever flight from Zaragoza to Cuatro Vientos. The Herk has logged more than 17,000 flight hours in over 46 years of service and will be displayed in the 'Museo del Aire'. Paco Rivas was present to witness its very last arrival.



This CN235 wears dual serials T.19B-05 and D.4-06 and received new code 37-06 recently, as this picture taken by Paco Rivas at Cuatro Vientos clearly shows. (9 December 2020)

In addition to the delivered aircraft that now fly with 12th and 37th Regiments, many Y-20s can be seen on satellite pictures at Yanliang waiting to be delivered. Currently only the transport variant is operational, but a tanker version is expected to be joining soon.

CH-5			
51611	ETC		dec20
H-6H			
40772	36th Brig/108th Reg		nov20
H-6K			
20218	10th Brig/28th Reg		nov20
41272	36th Brig/108th Reg		nov20
J-10A			
73253	124th Brigade		dec20
J-10C			
78115	FTTB/170th Brigade		dec20
J-11BS			
62472	16th Brigade	0321	nov20
62477	16th Brigade	0604	nov20
J-16			
63178	26th Brigade		nov20
Y-7H			
53213	WTC/Transport & SAR Brigade		aug19
Y-8Q			
30518	20th Division/59th Regiment		nov20
Y-12C			
B-4161	Aerial Survey Regiment		nov20
People's Liberation Army (AR)			
Mi-171E			
LH911736	Xinjiang Brigade		nov20
Z-8G			
LH983866	80th Brigade		dec20
Z-10			
LH921136	Xizang Brigade		dec20
People's Liberation Army Navy (NY)			
J-8FR			
83450	5th Div/15th Reg		dec20
J-15			
61	Carrier Air Wing		dec20
62	Carrier Air Wing		dec20

It is interesting to see J-15s on the carriers with serials starting from 61, where the highest number until recently was 35.

Yibin airport

On 5 December 2019 the new airport at Yibin/Wuliangye was opened. The dual-use airport south of Chengdu provides enough space for future growth of civil aviation and the 1st LH Brigade has received a big expansion from the start. That should have taken place in 2020 when construction of the military facilities was finished. With the military also moving to this airfield the old Yibin/Caiba airport will be closed. The ICAO code has already been transferred to the new airport. The name Wuliangye is taken from a locally brewed liquor which is one of the most famous baijiu brands in China. As an example of the rapid expansion in China: the old airport had been opened only as recent as 1992.

PLAN Marine Corps – PLANMC

Z-8C

02	Marine Aviation Brigade	dec20
09	Marine Aviation Brigade	dec20

The Marine Corps is a rapid response Force within the Navy. In 2017 the Marine Corps was greatly expanded from two to seven Brigades, including a new Aviation Brigade. Mid 2020, the first two Z-8Cs were observed (05, 06) and some operations were noted from Zhucheng Air Base that was used by PLAAF Q-5s from 14th Regiment until 2017.

China Aviation Museum, Xiaotangshan

The last couple of months a number of new aircraft have arrived at the museum. Most of the aircraft had not been seen before and for some we can expect to add the construction number soon.

The following aircraft were first noted end November at a still empty area just aft/north of the helicopters (we call it "Outside 4"):

4120/10, 4122/12	CJ-6A	ex AU Flight Basic Training Base/2nd Reg
4520		ex AU Flight Basic Training Base/2nd Reg
21229	Q-5	ex 11th Div/33rd Regiment
61216	Q-5	ex Shenyang MR Training Base
70313, 70316	Q-5	ex 90th Brigade
70412	Q-5	ex 90th Brigade
40231, 40233	JJ-7A	ex 32nd Div/94th Regiment
40235, 40239	JJ-7A	ex 32nd Div/94th Regiment
2528, 2622	JJ-7A	ex Shijiazhuang FA/2nd Brigade
10033, 10035	J-8DF	ex 2nd Division/4th Regiment
10036	J-8DF	ex 2nd Division/4th Regiment

The following aircraft were first noted end November on the inner circle of the MiG Alley (we call it now "MiG Alley-2")

11085, 11087	J-7II	ex 7th Division/21st Regiment
11182, 11183	J-7II	ex 7th Division/21st Regiment
11184	J-7II	ex 7th Division/21st Regiment
67346	J-7II	ex 63rd Brigade
74733, 74734	J-7II	ex 132nd Brigade
74832, 84833	J-7II	ex 132nd Brigade
2146	J-7II	ex Shijiazhuang FA/4th Brigade

The presence of J-7II 2146 is the first indication that the 4th Brigade of the Shijiazhuang Flying Academy has indeed flown with this type.

Around September 2019 Q-5s K01, K02, K03, K04 and K05 that were on display close to the Binhai Aircraft Carrier at Tianjin had also been added to the museum. Those are now stored at the end of the dump line-up.

And if 33 new additions are not enough, some more aircraft have been added recently that still need identification. Although we receive bits and pieces of information from this museum every now and then we will be more than happy if we can receive a recent detailed overview of the museum!

India

Bharatiya Vayu Sena (AF)

India plans a USD 130 million project to develop six airborne warning and control system (AWACS) aircraft, using the Airbus A320. Initial approval from the Defence Acquisitions Council is expected soon. India's Defence Research and Development Organisation (DRDO) will be the prime contractor, but will share all costs with the Bharatiya Vayu Sena (IAF, Indian Air Force).

The new project is actually a recast of an earlier plan to mount the AESA (Active Electronically Scanned Array) radar on two new Airbus A330 wide-body jets, which never materialized. Under the new project, the DRDO will acquire six smaller Airbus A320 variants from the existing Air India fleet, get the airframes modified, and then mount the Netra-style radars on them.

The six Airbus A320s will be sent to France, where they will be refurbished and modified to Indian Air Force/DRDO specifications including the fitment of airborne radars. After returning to India, DRDO will integrate the radar with the complex software that will allow these aircraft to function as "eye-in-the-sky" controllers.

LUH prot

ZK4640 HAL serial update **PT-3** sep20
The third prototype of the Light Utility Helicopter (LUH) is registered ZK4640 and not ZX4640.

Bharatiya Nau Sena (NY)

The first Advanced Light Helicopter Dhruv Mk.III version for the Indian Navy and Indian Coast Guard were expected to be handed over to the customer by the end of November 2020. Dating back to March 2017, the Cabinet Committee on Security (CCS) approved the purchase of 32 Dhruv Mk.III Advanced Light Helicopters to boost the maritime capabilities of the Indian Navy and Coast Guard. Both armed forces will receive sixteen helicopters each.

So far, both forces had just a small number of Dhruv Mk.I helicopters in their inventory, with the navy operating eight Dhruvs and the coast guard four Dhruvs of which one was donated to the Maldives. The Mk.I variant has a conventional cockpit and Turbomeca (now Safran Helicopter Engines) TM333-2B2 turboshaft engines (750 hp each).

The customized Mk.III version features a full glass cockpit with Hindustan Aeronautics Ltd (HAL) Integrated Architecture Display System (IADS), more powerful "Shakti" (Safran Ardiden 1H1) engines (1,400-2,000 hp each), and a host of new systems integrated by HAL's Rotary Wing Research and Design Centre (RWRDC).

Early December 2020, the first MH-60R Seahawk for the Indian Navy, serial IN751, was shown to the public by Sikorsky. India fast-tracked the acquisition of the Seahawk helicopters. In November 2018, a Letter of Request (LoR) was issued to the US government for the acquisition of 24 MH-60R anti-submarine helicopters. On 2 April 2019 the US State Department made a determination approving a possible Foreign Military Sale (FMS) to India of the MH-60R.

It is reported that three MH-60Rs will be diverted from the US Navy production line, but this has not been confirmed yet. The total value of the contract is USD 2.6 billion, including support equipment and ammunition, such as Hellfire missiles, advanced precision kill weapons system rockets and Mk54 torpedoes. Also part of the sale are general support, technical as well as logistics, personnel training and training equipment. The delivery schedule has not been made public.

Dhruv Mk.III

IN709 HAL f/n nov20

MH-60R

IN751 Sikorsky f/n dec20

P-8I

IN328/DAB INAS315A d/d 18nov20 **64890/7757** nov20

Bharatiya Thatrakshak (CG)

Do228-101

CG758 Dornier Flt Porbandar **3018** nov20

Indonesia

Tentara Nasional Indonesia - Angkatan Udara (AF)

FASI = Federasi Aero Sport Indonesia

JSC = Jakarta Soaring Club

WIHK = Suryadarma/Kalijati AB

AS332C1e

H-3218 PTDI o/o regd, also HX-3315 dec20

Ce172

L-0110 JSC f/n oct20

Ce182T

L-1806 JSC f/n 10oct20 dec20

In use as glider tug with the Jakarta Soaring Club (Terbang Layang Jakarta), at Pondok Cabe. Maybe, L-1804 and L-1805 also exist?

Ce207

L-2073 stored WIHK ex FASI oct20

KT-1B

LL-0111 SkaDik 102 w/o 07dec20

T-41D

LM-4189 JSC ex R-389? oct20

SGS-1-26B

G-1205 JSC f/n, wh/rd c/s, ex G-... oct20

SGU-2-22C

G-1208 JSC f/n, wh/ye/bl c/s, ex G-... oct20

Tentara Nasional Indonesia - Angkatan Darat (AR)

Bell 412EPi

HA-5226 o/o c/n update **37027** dec20

As quoted by the FR24 news site. Refer to Pakistan for a batch of Bell 412s that we had down as exported to Indonesia, but could have ended up elsewhere. Although we have most if not all construction numbers that were exported to Indonesia, we have little or no tie-ups for the army machines. Only 15 out of 48 delivered or on order...

Tentara Nasional Indonesia - Angkatan Laut (NY)

Bell 412EP

HU-418 reregistered as HU-4205
HU-4205 SKU400 c/n update **36574**



On 3 December 2020, the second NH90 for the Spanish Air Force was delivered to Cuatro Vientos. HD.29-17/803-17/10236 is seen here through the lens of Paco Rivas.

Polisi Udara (PO)

AW189

P_001 I-EASN **49069** dec20
 P_002 I-RAIL **49070** dec20

Seen on test flights with the serials partly taped over. The serials would logically be P-3401/02 but the available imagery does not support that. Two AW189 were ordered along with nine AW169.

Japan

Nihon Koku-Jieitai (AF)

As almost every aviation enthusiast, also Scramble was under the impression that official Phantom operations for 301 Hikotai ended on Friday 20 November 2020. However, as flights continued in the days after the ceremony, some doubts arose and we can now confirm that the real last day of 301 Hikotai Phantom operations was 10 December 2020. F-4EJ Kai 07-8436, in the blue final markings, made the last Phantom flight for the squadron and the decommissioning ceremony was on Monday 14 December 2020.

The ceremony on 20 November 2020 was to celebrate the type's service life within the Japan Air Self-Defense Force (JASDF). Some other festivities around the final Phantom operations at Hyakuri were hosted in the weekend prior to the last flight. On Saturday 4 December five Phantoms, all in special colours were on display outside, the yellow and blue specials of 301 Hikotai, the white and black specials of 302 Hikotai and a blue camo 501 Hikotai one. This display was repeated on 9 December.

As reported earlier, this is not the end of the Phantom within the JASDF as there are still a possible five F-4EJs flying from Gifu. These will continue to fly into 2021, operations ending by March 2021. The unit, Hiko Kaihatsu Jikkendan (Air Development and Test Wing/ADTW) has decorated 17-8301 (the very first F-4EJ for the JASDF) in old style colours, including a very large unit badge and the text 'Thank You 1971-2021' underneath the fuselage.

Japan's Ministry of Defence has chosen Lockheed-Martin to partner with project leader Mitsubishi Heavy Industries (MHI) to help Japan build a new stealth fighter plane its air force wants to field by the mid-2030s to keep pace with aircraft technology advances made by China. The new fighter, which is known as the F-3 or F-X and is expected to cost about USD 40 billion, will replace the Mitsubishi F-2. Lockheed had proposed a hybrid design based on its F-35 and F-22 jets, but Japan rejected that in favour of a home-grown design.

RJAH = Hyakuri	RJNA = Nagoya-Komaki
RJNG = Gifu	RJNH = Hamamatsu
ADTW = Hiko Kaihatsu Jikk.	AGG = Hiko Kyodogun
ARW = Koku Kyunandan	C-ADC = Chubu KHSS Hik.
FTS = Kyoiku Hikotai	FTW = Hiko Kyoikudan
TS = Jyutsuka Gakko	

C-2

08-1212	403 Hikotai	ex nb, ex Kawasaki	12 dec20
18-1213	Kawasaki HI	f/n, test at RJNG	13 dec20

C-130H

35-1072	401 Hikotai	ex IRAN	4980 dec20
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F-2A

03-8504	1 TS?	unit not fully confirmed	1004 dec20
13-8518	8 Hikotai	ex IRAN	1018 dec20
13-8521	8 Kokudan	nb, ex IRAN	1021 dec20
53-8531	6 Hikotai	ex IRAN	1031 dec20
63-8541	6 Hikotai	ex IRAN	1041 dec20
93-8553	o/h RJNA	nb/test, ex 3 Hikotai	1053 dec20
13-8558	8 Hikotai	60th anniversary mks	1058 dec20

F-2A 504 was noted without badge in April 2020 at a base we thought was Hyakuri, however this could have been Hamamatsu.

F-2B

63-8101	o/h RJNA	nb, ex ADTW	3001 dec20
23-8109	o/h RJNA	nb/test, ex 21 Hikotai	3009 dec20
33-8116	21 Hikotai	ex nb/IRAN(jun20)	3016 dec20
43-8127	o/h RJNA	nb, ex 21 Hikotai	3027 dec20

F-4EJ

17-8301	ADTW	active, "retro" mks	4038/001 dec20
47-8336	ADTW	active	M036 dec20
77-8393	ADTW	active	M093 dec20
07-8429	ADTW	active	M129 dec20

F-4EJ Kai

57-8355	ex 301 Hikotai	ferried to ??	M055 dec20
87-8415	Tsuiki	for preservation	M115 jun20
97-8416	wfu RJAH	ex 301 Hikotai	M116 nov20
07-8431	ADTW	active	M131 dec20
17-8440	wfu RJNH	for JASDF Museum,	M140 dec20

Some Phantoms were ferried to other places for preservation. Phantom 355 was supposedly ferried from Hyakuri to an as yet unknown destination (Chitose?). 415 seems to be at Tsuiki, however we have not seen any photos to confirm this. 416 was at Iruma for the very small Air Review, but was replaced by 436 before the actual event and returned to Hyakuri. 440, the very last Phantom built worldwide, will join the JASDF museum at Hamamatsu in 2021.

F-15DJ

32-8058	23 Hikotai	ex 303 Hikotai	815/008	dec20
32-8083	AGG	ex IRAN	033	dec20

F-15J

22-8807	305 Hikotai	ex 203 Hikotai	576/007	dec20
32-8816	304 Hikotai	ex IRAN	016	dec20
32-8821	303 Hikotai	prev. l/n oct19	021	dec20
52-8853	203 Hikotai	ex ADTW	053	dec20
52-8858	303 Hikotai?	204 Hikotai dec20??	058	jun20
62-8866	203 Hikotai	ex nb/IRAN	066	dec20
72-8887	o/h RJNA	nb, ex 203 Hikotai	087	dec20
22-8931	204 Hikotai	ex nb/IRAN	131	nov20
42-8949	o/h RJNA	nb, ex 304 Hikotai	149	dec20

F-35A

69-8701	301 Hikotai	ex 302 Hikotai	AX-01	dec20
79-8704	302 Hikotai	ex IRAN	AX-04	dec20
89-8711	301 Hikotai	ex 302 Hikotai	AX-11	dec20
09-8719	301 Hikotai	ex MHI	AX-19	dec20
09-8720	302 Hikotai?	nb	AX-20	dec20
09-8721	301 Hikotai	ex MHI	AX-21	dec20
09-8722	302 Hikotai	ex MHI	AX-22	dec20

The day after the official stand-down of 301 Hikotai as a Phantom unit, it was resurrected at Misawa as the second F-35A unit. During the ceremony F-35A 719 was noted with the 301 frog badge. In the days after another three were seen with 301 Hikotai. For the moment all missions are flown with a mix of both units, only 720 is still operating without badge.

UH-60J II

08-4613	Mitsubishi HI	f/n, test RJNA	2063	dec20
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T-4

96-5620	3 Hikotai	ex 301 Hikotai	1020	dec20
16-5657	o/h RJNG	nb/test, 13 FTW c/s	1057	dec20
26-5685	31 FTS	ex grounded, 32 FTS	1085	dec20
26-5689	C-ADC	ex IRAN, ex 31 FTS	1089	dec20
66-5751	31 FTS	ex IRAN, ADTW	1151	dec20
96-5770	o/h RJNG	nb/test, ex 201 Hikotai	1170	nov20
16-5792	o/h RJNG	nb/test, ex 306 Hikotai	1192	dec20
16-5802	o/h RJNG	nb/test? ex 204 Hikotai	1202	dec20

Ninety T-4s are currently in our database as active after the grounding.

U-125A

42-3022	ARW	ex Chitose	258610	dec20
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It lost its unit name sticker and was noted at Nyutabarau.

Rikujo Jieitai (AR)

RJNA = Nagoya-Komaki RJTU = Utsunomiya

AH-1S

73446	Akeno	ex IRAN, code nn	46	nov20
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UH-1J

41861	o/h RJTU	no code/test, ex NEH	1J61	dec20
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OH-6D

31169	to civil	as RP-C5711	6473	oct09
31186	to civil	as RP-C5721	6492	oct09
31189	to civil	as RP-C5718	6496	may09
31190	to civil	as RP-C5713	6494	may09
31191	to civil	as RP-C5717	6497	nov09
31192	to civil	as RP-C5720	6498	apr06
31194	to civil	as RP-C5710	6500	may09
31196	to civil	as RP-C5716	6502	feb10
31198	to civil	as RP-C5715	6504	oct09
31202	to civil	as RP-C5712	6508	nov09
31205	to civil	as RP-C5714	6511	nov09

These come from a list which is circulating on the internet. All are ex storage at the Kanto Depot/Kasumigaura. According to the list all Philippine registrations are now in the RP-S57xx range.

UH-60JA

43130	o/h RJNA	no code/test, ex IHB	4030	dec20
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V-22B

719xx	Bell-Boeing	f/n Amarillo, TX		dec20
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Noted on a test-flight with FMS serial 169655, probably the first of four of the final batch.

Kaijo Jieitai (NY)

RJNG = Gifu RJTA = Atsugi

ATS = Kyoiku Kokutai

nmks = no tail unit-number

SH-60K

8407	23 Kokutai	ex IRAN	5007	dec20
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P-1

5529	? Kokutai	at RJTA, ex KHI	29	dec20
5530	Kawasaki HI	f/n, at RJNG	30	dec20

P-3C

5059	5 Kokutai?	nmks ROAH, ex203ATS	9056	dec20
5066	2 Kokutai?	ex 203 ATS?	9063	nov20
5079	5 Kokutai	ex nmks	9076	nov20
5097	51 Kokutai	ex nmks, ex 2 Kokutai	9094	dec20

P-3C 5066 was waved off from Hachinohe to perform anti-piracy missions from Djibouti, its actual unit number was not noted.

Malaysia

Tentera Darat Diraja Malaysia (AR)

The Malaysian government sent a delegation to the USA mid-November to inspect and certify three MD530G helicopters



On 14 December 2020, the first PC-21 for Spain with msn 314, serials E.27-01 and 10239, temporarily registered as HB-HWA, future code 792-01, made the first flight at Stans-Buochs. (Stephan Widmer)



On their way to the Baltic states, two Army Air Corps Wildcats made a fuel stop at Gilze-Rijen. Jonathan Verschuuren made this sunny picture of ZZ391 on 4 November 2020.

for the Army. Three other MD530Gs have yet to be completed although the government spokesman did not say when. The MD530Gs will replace the Sikorsky S-61A-4 Nuris which have been grounded for some time. Once delivered, the helicopters are rumoured to be stationed in Sabah (Eastern Malaysia). A delivery date for the first three units is yet to be agreed.

MD530G

...	o/o	delivery 2021	0329FF
...	o/o	delivery 2021	0328FF
...	o/o	delivery 2021	0314FF
...	o/o	delivery 2021	0313FF
...	o/o	delivery 2021	0312FF
...	o/o	delivery 2021	0330FF

Myanmar

Tamdaw Lay (AF)

News has emerged that the Myanmar Air Force bought an Airbus A319 for VIP duties and two Airbus C295M transport aircraft. A Myanmar company called Aero Sofi has a contract with the Myanmar Air Force for the Airbus as well as the C295s.

The A319 is ex XY-AGR from Myanmar Airways International and is currently being converted by the Hong Kong-based HAECO Xiamen. The C295s are both ex Royal Jordanian Air Force, which have been for sale since July 2018.

A319-112

...	ex XY-AGR Myanmar Airways Intl	1791
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C295M

...	ex RJAF 352	008
...	ex RJAF 353	011

Pakistan

Pakistan Fiza'ya (AF)

JF-17B

20-613	PAC Kamra	f/n, fcs	dec20
20-614	PAC Kamra	f/n, fcs	BC0015 dec20
20-615	PAC Kamra	c/n update, fcs	BC0016 dec20

20-616	PAC Kamra	f/n, fcs	BC0017 dec20
(20-)617	PAC Kamra	tie-up update, primer	2P77B dec20
(20-)618	PAC Kamra	f/n, primer	2P78B dec20
(20-)619	PAC Kamra	tie-up update, primer	2P79B dec20
(20-)620	PAC Kamra	tie-up update, primer	2P80B dec20
(20-)621	PAC Kamra	f/n, primer	2P81B dec20
(20-)622	PAC Kamra	f/n, primer	dec20
(20-)623	PAC Kamra	f/n, primer	dec20
(20-)624	PAC Kamra	tie-up update, primer	2P84B dec20
(20-)625	PAC Kamra	f/n, primer	2P85B dec20
(20-)626	PAC Kamra	f/n, primer	2P86B dec20

All fourteen were handed over to the Air Force in a ceremony on 30 December 2020. Although this does not mean they are immediately in operational service. The 'BC' numbers are the real construction numbers whereas the '2P' numbers are production codes. Luckily, for the sake of this inauguration, the last three of the serial was also applied to the aircraft enabling us to tie-up the whole bunch in one go! This concludes the JF-17 block II productions and also means the 18(OCU)sq is now transitioning to the type from the F-7P/FT-7P. The first dual of this unit was already seen, 19-609.

Pakistan Fauj (AR)

AW139

18-066	nm	f/n	nov20
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This is likely **31849**, delivered along with **31848** (possibly 18-065?) and for both we lacked the Pakistani serial.

Bell 412EP

36657	f/n, ex C-GZCI(3)	36657 dec20
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Although already cancelled in April 2014 from the Canadian civil aircraft register, this is a first note of this airframe. It was exported to Indonesia just like its companions, **36652** to **36656**. We do not know if they all routed through PT Dirgantara to Pakistan because we had these slated for the Indonesian army!

Ce208B EX

(707)/N707EX	56ISRsq	del 03-13dec20	208B-5583 dec20
(708)/N708EX	56ISRsq	del 03-13dec20	208B-5585 dec20
(709)/N709EX	56ISRsq	del 12-17dec20	208B-5591 dec20

The first two were ferried from Burlington, VT to St. Johns 3 December, from St. Johns to Santiago de Compostela on 4 December, onward to Heraklion on the 9th and then to Pakistan arriving the 13th. The third followed 12-17 December. They are white with grey and brown accents. The Army titles and Pakistani roundels were overpainted/taped over but visible through that. In the past, the construction numbers were used as serial but since a couple of years, the liaison aircraft are using the 7xx serial range and 707 and 708 happen to be next in line, so we surmised these serials. The aircraft all ended their voyage at Qasim Army Airbase, Rawalpindi where 56 Intelligence, Surveillance and Reconnaissance Squadron flies with the Intelligence gathering Beeches and Caravans. By the way N710EX and N711EX (208B5615/17) were also registered recently. The Army also operates a number of chocolate brown coloured Caravans, recently EX 5077 was confirmed as serial as noted in those colours while 5079 is the other. We suspect all these brown aircraft, there are several King Airs too, belong to another armed forces branch. Possibly the Directorate for Inter-Service Intelligence (ISI).

Philippines

Pilipinas Hukbong Himpapawid (AF)

S-70i

096	205sq	ex SP-YVB	nov20
100	205sq		dec20
102	205sq		dec20

On 9 November five out of the sixteen ordered S-70i helicopters arrived at Clark Air Force Base. They were brought by An-124 RA-82072 from Polish Jasionka/Rzeszów Airport. Number six did not fit in the cargo hold and was taken on a ship that arrived in the Port of Manilla on 30 November. The remaining helicopters will be delivered before the end of next year. All are destined to be used by 205th Tactical Helicopter Wing, replacing UH-1s. On 10 December all six took part in the acceptance ceremony held at Clark Air Base. During the ceremony the Commanding General of the Air Force, Lt. Gen. Allen Paredes told Defence Secretary Delfin Lorenzana that another sixteen S70i are needed to replace the aging UH-1 fleet

Singapore

Republic of Singapore Air Force (AF)

All twelve Republic of Singapore Air Force (RSAF) F-15SGs have returned safely to Paya Lebar air base (Singapore) from

their overseas deployment at RAAF base Darwin (Australia).

They were deployed at Darwin since October 2020. The first quartet F-15SGs (serials 8312, 8318, 8329 and 8336) arrived back home on 10 December, followed by another four on 11 December (8320, 8328, 8331 and 8335), and the remaining four (8315, 8316, 8323 and 8327) arrived on 12 December.

Tanker support and transportation for personnel and material was provided by the RSAF's own A330 MRTTs (serials 760 and 761) and C-130 Hercules (serial 731) on 10 December. Accompanying them on 11 December was G550 AEW (serial 016), which landed straight at its home base Tengah.

South Korea

Dae Han Min Guk Gong Gun (AF)

F-35A

20-019	17 FW		AW-19 dec20
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FA-50

16-043	8 or 16 FW	no badge	dec20
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KF-5F

10-604	10 FW/101 FS	ex 201FS	KF1011 dec20
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Han Guk Yuk Gun (AR)

South Korea's Defence Acquisition Programme Administration (DAPA) reported that the new Light Armed Helicopter (LAH) has been initially declared fit for combat. The LAH programme can transition from the development to the pre-production phase. The LAH, developed by the Korea Aerospace Industries (KAI), is designed to replace the older attack helicopters like the MD500MD and AH-1F/AH-1S Huey Cobra. KAI expects to build approximately 200 LAHs, which will serve alongside the Boeing AH-64E Apache Guardian.

The LAH has been developed around the Light Civil Helicopter (LCH), a local version of the Airbus H155 twin-engine Dauphin. Through the synergy of maximizing commonality in subsystems and parts with the LCH, development, production, and sustainment costs can be reduced. The new attack helicopter features stub wings provisioned to carry 70 mm rocket pods, as well as a nose-mounted electro-optical/infrared (EO/IR) sensor and a 20 mm three-barrelled turret gun, fuselage- and tail-mounted missile warning receivers, and upwards-directed exhausts for a reduced IR signature.

KAI has built three prototypes of the LAH. The first flight was successfully achieved in 2019 and the development phase is expected to be completed in 2022.



Although the Côte d'Ivoire Air Force is small, with only fourteen aircraft and helicopters on strength, its VIP-fleet, with the Escadrille Présidentielle, accounts for nearly half the size. It currently has six different types on strength, one of which is G550 TU-VAE. (Genève, 18 December 2020, Robert Erenstein)

Han Guk Hae Gun (NY)

On 15 December 2020, the South Korea Defense Acquisition Programme Administration reported that the Sikorsky MH-60R Seahawk has been chosen to bolster the anti-submarine capabilities. South Korea will sign a contract, valued at USD 878 million, for twelve MH-60R Seahawks with the Lockheed Martin Corp. subsidiary before the end of this year. The decision was made during a defence project promotion committee meeting. The MH-60R was favoured over the Leonardo AW159 Wildcat. Delivery of the helicopters is expected to be finished by 2025.

Bell Textron Inc. is offering its AH-1Z Viper to the RoK's Marine Corps as it plans to launch an aviation wing next year. South Korea is currently mulling over whether to develop an armed version of the country's domestic helicopter or to buy attack choppers from abroad. In October the Marine Corps commander said they want aircraft that are currently used for attack purposes, not an armed version of a MUH-1 Marineon, the Marine variant of South Korea's KUH-1 Surion helicopter.

Hae Yang Gyeong Chal (CG)

Bell 412SP

B501 preserved Yeosu/CG Academy **33191** oct20

Thailand

Royal Thai Air Force (AF)

A320-214CJ

L15K-2/63/HS-TYW/60205 602sq ex F-WWIC, F-WJHK **9313** nov20
This second A320 Corporate Jet for the Thai Air Force arrived at Bangkok-Don Muang on delivery to 602sq, with HS- registration and squadron code painted on the aircraft, on 29 November. The Thai serial L15K-2/63 is not painted on the aircraft. The aircraft was inducted on 21 December 2020.

DA40NG

F21-1/63/60462	604sq	40.N493	dec20
F21-2/63/60463	604sq	40.N495	dec20
F21-3/63/60464	604sq	40.N498	dec20
F21-4/63/60465	604sq	40.N499	dec20
F21-5/63/60466	604sq	40.N500	dec20
F21-6/63/60467	604sq	40.N501	dec20
F21-7/63/60468	604sq	40.N502	dec20
F21-8/63/60469	604sq	40.N503	dec20

These eight DA40NGs are expected to replace the CT/4A with 604sq. Together with the 602sq A320 all aircraft were inducted on 21 December 2020 during a ceremony at Bangkok-Don Muang.

DA42

OE-UDB	o/o	dec20
OE-UDN	o/o	dec20
OE-UDP	o/o	dec20
OE-UDR	o/o	dec20

With the modification centre just emptied with the delivery of the eight DA40s, on 21 December four DA42s arrived at Asian Aerospace Services at Don Muang for final preparations for delivery to the RTAF.

Royal Thai Navy (NY)

On 24 December ADB An-124 UR-82029 arrived at Oberpfaffenhofen with two Do228s 1112 and 1114 in its belly. No official details on the purpose are given, but it is believed that they return to their birthplace for a major mid-life upgrade that might include features of the Do228NG like the new Garrett TPE331-10 engines with five-bladed propellers and the advanced glass cockpit. In April 2018 it was announced that US Naval Systems Command had received a contract to upgrade the maritime patrol sensor package for all seven Thai Do228s. Whether this is part of the upgrade is unknown, but if so, it would result in airplanes that can be used for many more years. At Oberpfaffenhofen all Do228 production and engineering work is performed by General Atomic

Europe GmbH that took over all Do228 rights from RUAG in October 2020.

Latin America

Argentina

Comando de Aviación de Ejército Argentino (AR)

ESSC = Escuela de Suboficiales del Ejército Sargento Cabral

SADO = Campo de Mayo, BA

Ce500

AE-185 i/a ESSC ex std SADO **500-0356** dec20

It reverted to its former serial after being registered LQ-CLW for its use by the Instituto Geográfico Nacional.

Sabre 75

AE-175 i/a ESSC ex std SADO **380-13** dec20

The school's hangar is at, S34.53145°, W58.69082°.

Prefectura Naval Argentina (CG)

After the plan was hedged in 2017 to upgrade three AS365N2 to N3+ standard, finally the first one was finished by Helibras and handed over 4 December. The original schedule called for PA-43 to be sent to Marseille in 2017, to be finished in 2018. That was planned to be followed by PA-40 in 2018, to be finished in 2019 and lastly PA-41 in 2019. As you can appreciate, there was quite some lapse in this schedule and the work was done by Airbus' subsidiary Helibras. We do not know what caused this delay.

Brazil

Força Aérea Brasileira (AF)

A-1AM

5500	nm	upgraded, ex A-1A del	mar20	nov20
5504	1°/10°GAv	upgraded, ex A-1A		nov20

These are marked 'A-1AM' because they had previously been upgraded from A-1A standard. These are the eighth and ninth of eleven single seat and three dual seat aircraft that will be upgraded.

SC-105

6552 2°/10°GAv h/o 09dec20 **195** dec20

KC-390

2856 EMBRAER t/f 21oct20 **39000007** dec20

After being first noted on a test flight 21 October, the machine was delivered 19 December 2020. The next one, 2857 (c/n **39000008**) will be starting its test flights early 2021 for delivery in the first quarter.

Polícia Rodoviária Federal (PO)

The PRF has six AW119Kx on order that will start joining the fleet in early 2021. They will be used by the six Divisão de Operações Aéreas (DOA, regional aviation divisions).

Chile

Servicio de Aviación de la Armada de Chile (NY)

H125

... HU-1 ex PS-GVT, del 12dec **8888** dec20

First of two, with an option for three more. The next may be PS-GUN (c/n 8933).

Colombia

Fuerza Aérea Colombiana (AF)

The FAC has restricted operations with its six remaining (O) A-37Bs, as the cartridges of the ejection seats are in need for replacement. Different solutions are being studied, including an option to replace both seats and cartridges like Uruguay has done.

T-37B

FAC2120 pres El Cerrito f/n, ex ESCOM 116 **41135** dec20

Refer Scramble 492, FAC2120 was inaugurated in the Parque Recreacional in El Cerrito, Valle del Cauca, on 14 December 2020. South America's first female combat pilot, teniente

Johana Ximena Herrera Cortés, graduated in this aircraft in March 2005. She was killed in the crash of FAC2104 on 20 July 2006. El Cerrito is just north of Calí airport.

Ejército de Colombia (AR)

The army has voiced interest in acquiring three to four Dash 8 passenger transports. The goal is to be able to deploy fifty soldiers with equipment to every corner of the country on short notice. The police operate two DHC-8-300s in a similar role.

Policía Nacional de Colombia (PO)

AT-802

PNC4010	ARAVI	f/n, photo	nov17
PNC4011	ARAVI	f/n	dec18

Costa Rica

Servicio de Vigilancia Aérea (PO)

Ce208B EX

MSP024	ex N100DL	d/d 13dec20	208B-5603
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This new Grand Caravan EX is the first and only aircraft of the MSP outfitted for medical evacuation. Preparation is everything.

Cuba

Defensa Anti-Aérea y Fuerza Aérea Revolucionaria (AF)

MUSC = Santa Clara

Mi-4

07		f/n	photo
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Mi-17

102	pres MUSC	f/n	407M02 nov20
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The serial of the Mi-17 preserved on base became known, it is found next to the following MiG-17...

MiG-17AS

246	pres MUSC	f/n	nov20
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Also, the serial of the MiG-17 at 22.48895°N 79.94338°W has been revealed. It stands next to Mi-17 102.

MiG-21bis

676	pres MUSC	f/n, photo, near ATC	nov20
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The exact location of this MiG became known. It can be found at 22.48863°N 79.94219°W.

Guatemala

Policía Nacional Civil (PO)

FIAAT = Fuerza de Tarea de Interdicción Aérea, Antinarcótica y Antiterrorista (aerial interdiction, antinarcotics, and antiterrorism task force).

UH-1H-II

PNC452	reregistered	as PNC534	13858
PNC455	reregistered	as PNC746	13441
PNC534	FIAAT	f/n, ex PNC452	13858 dec20
PNC753	FIAAT	f/n, ex PNC455	13441 dec20

The digits of the new PNC-serials are taken from the last three of their US Army-serials.

Jamaica

Jamaica Defence Force (DF)

CMAS = Caribbean Military Aviation School

Bell 206B-3

JDF H-41	CMAS	f/n, photo	feb20
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This is one out of two secondhand 206s purchased.

Bell 429

JDF H-..	ex N860RT	57364 jun20
JDF H-..	ex N860UT	57365 jun20

Both were still at Aero Brigham in Decatur (IL) to be outfitted at the time. Total order is for nine, these may be #4 and #5.

Mexico

Fuerza Aérea Mexicana (AF)

Hermes 900

5041	EA.601	f/n, photo	dec20
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This Hermes 900 is likely one of three taken over from the federal police, upon the latter's merger with the Guardia Nacional.

Paraguay

Fuerza Aérea Paraguaya (AF)

On 19 October 2020, Paraguay issued a tender for overhaul of four T-35 engines. We were aware of five possibly active aircraft. It seems that only four remain active.

Peru

Fuerza Aérea del Perú (AF)

The B737-400 freighter that was earmarked for FAP sustained damage when a ground vehicle hit it. Therefore, the contract for this particular airframe HK-5228 (c/n **26526/2219**) was cancelled.

Uruguay

Fuerza Aérea Uruguaya (AF)

The two former Spanish Hercules were delivered in December. On the 19th, TK.10-05/31-50 arrived at Montevideo and two days later TK.10-06/31-51 followed suite. The deal included the ferry to be done by the Spanish Air Force and the aircraft were still in full Ejército del Aire colours.



Twelve Republic of Singapore Air Force (RSAF) F-15SGs were deployed to RAAF base Darwin (Australia) in October 2020. They returned to Singapore on 10 and 11 December 2020. F-15SG 8320 from 142sq was one of the returning aircraft. (Paya Lebar, 11 December 2020, Hans Jacobs)



Wild Lynx Mk21B ZH964 is destined for the Brazilian Navy. Its registration will remain N-4003. It is seen here during a test flight at Yeovil. (Yeovil, 8 December 2020, Kevin Wills)

Middle East

Kuwait

al Quwwat al-Jawwiya al-Kuwaitiya (AF)

F/A-18E

808	Boeing	169713 f/n full c/s	nov20
810	Boeing	169715 f/n primer	dec20

H225M

101/F-ZWCE	Airbus	KWG001 full c/s	3065 aug20
102/F-ZWBH	Airbus	KWG002 primer	oct20
103	Airbus	KWG003	
104	Airbus	KWG004 primer	oct20
105	Airbus	KWG005	
106	Airbus	KWG006	
601/F-ZWBS	Airbus	KWC001 or F-ZWDG?	3035 feb20
602	ex Airbus F-ZWDA,	KWC002 , del	3048 dec20
603	ex Airbus F-ZWDC,	KWC003 , del	3049 dec20
604/F-ZW..	Airbus	KWC004	aug20
605/F-ZWBF	Airbus	KWC005	3054 jun20
606/F-ZWDK	Airbus	KWC006 or F-ZKBJ?	feb20
607/F-ZWCG	Airbus	KWC007	3059 nov19
608/F-ZWBU	Airbus	KWC008	aug20
609/F-ZWBJ	Airbus	KWC009	oct20
610/F-ZW..	Airbus	KWC010	sep20
611/F-ZWCV	Airbus	KWC011	sep20
612/F-ZWDU	Airbus	KWC012 primer	oct20
613/F-ZW..	Airbus	KWC013	
614/F-ZW..	Airbus	KWC014	
615/F-ZW..	Airbus	KWC015	
616/F-ZW..	Airbus	KWC016	
617/F-ZW..	Airbus	KWC017	
618/F-ZW..	Airbus	KWC018	
619/F-ZWBX	Airbus	KWV001 fwd side sponsons	oct20
620/F-ZWBQ	Airbus	KWV002 fwd side sponsons	aug20
621/F-ZWCW	Airbus	KWN001	may20
622/F-ZWCL	Airbus	KWN002	3066 sep20
623/F-ZW..	Airbus	KWN003	
624/F-ZW..	Airbus	KWN004	

We have published some pictures and data online of the various new Kuwaiti long-range multi-role H225M helicopters that have been seen around the Airbus plant at Marseille-Marignane (France) this autumn. The above listing are the 30 that are on order and will shed some more light on what we know of the composition of the order (we are not

counting the two Kuwait Police Flying Wing H225s delivered in February 2018 in the list above).

Serials 101/106 are six examples destined for the Kuwait National Guard. 101 was seen during a test flight with an attractive green/green camouflage scheme and yellow KNG titles. KWG001 and onwards are customer codes.

Serials 601/618 are the next eighteen examples starting with customer code KWC001. These sport a grey/grey camouflage scheme. 602 and 603 have already been delivered mid-December after leaving France for stops at Lamezia (Italy) and Corfu (Greece) on 13 December.

Serials 619/620 are a slightly different variant and are reportedly in a VIP-configuration. They are easy to recognize by the extra set of forward mounted sponsons (external fuel tanks).

Now serial 621/624. F-ZWCW (with customer code KWN001) was seen during a test flight in primer on 8 May 2020. This one is an, again, slightly different naval variant. The sub-variant for the navy has a different nose section, a larger radar in front of the nose wheel and a different nose sensor turret instead of a weather radar fitted. On the left side of the fuselage a provision for what looks like an external weapons stub is added. Allegedly four are on order. The total order consists, again allegedly, of twenty Air Force (including the two VIP-variants), six National Guard and four Naval Force H225Ms.

Qatar

Qatar Emiri Air Force (AF)

The first Typhoon for Qatar must still emerge at the production facilities at BAE Warton (United Kingdom). In the meantime, 12 Squadron, the joint Qatar-UK Typhoon squadron at RAF Coningsby, has twelve Typhoon FGR4s and one Typhoon T3 on strength. Six of those deployed to Qatar in November, with the aid of two RAF Voyagers, for exercise Epic Skies, flown by a mix of Qatari and RAF crew.

F-15QA

QA-...	Boeing	f/n, f/f KSTL	QA04 nov20
QA-...	Boeing	f/n, f/f KSTL	QA05 nov20
QA-...	Boeing	f/n, f/f KSTL	QA06 dec20
QA-...	Boeing	f/n, f/f KSTL	QA07 dec20

The production test flying with the Qatar Eagles is gaining pace nicely. The four above all have flown already but the

exact (first) date is hard to get by. The first week of 2021 should see QA08 rolling at St. Louis-Lamber Field (MO).

NH90-NFH

QA266	Leonardo	f/n, f/f	17dec20	CSX82012	dec20
QA267-QA277	Leonardo			in production	Tessera-Venice

NH90-TTH

QA250/F-ZWBA	Airbus	f/n, f/f	18dec20	1487	dec20
QA251-QA265	Airbus			in production	Marignane

In the space of two days, with two sightings at two different locations, we learned a lot of the NHIndustries helicopters order for the Qatar Emiri Air Forces (QEAF). The first of sixteen NH90-TTH (Tactical Transport Helicopters) was photographed flying near the Airbus facilities at Aéroport de Marseille Provence, commonly known as Marignane (France). The helicopter, still unpainted, sported the construction number and French test registration on boards behind a window, the Qatar roundel and a crossed-out Qatar-serial on the tail.

The first of twelve NH90-NFHs (NATO Frigate Helicopter) for naval missions, built by Leonardo at Venice-Tessera (Italy), was photographed flying over Istrana (Italy) a day earlier. This one also was still unpainted, carried its Qatar-serial and roundel plus an Italian temporary military test registration (CSX82012). In the nose section this variant has the electro-optical Euroflir 410 turret.

As reported before, Qatar ordered 28 NH90s (sixteen TTH and twelve NFH) with another twelve on option (six of each type) on 14 March 2018. The order had foreseen first deliveries from the 2019-2020-time frame, but this has been delayed somewhat. Leonardo is acting as overall prime contractor with responsibility for programme management, final assembly and delivery of the twelve NH90-NFH helicopters from its Venice-Tessera facility in Northern Italy and an eight-year support and training services package for crews and maintenance technicians. Airbus will be responsible for the final assembly of the sixteen NH90-TTH aircraft in Marignane in

southern France. Deliveries are now expected to start before June 2022 and to continue through to 2025.

Instructors of the Italian Army Aviation already began practical training classes for the QEAF pilots destined for the NH90 helicopter on 5 March 2019. The Italian Army Aviation has activated a special training unit, called "Nemo Task Group", headed by the Commander of the 3rd REOS (3° Reggimento Elicotteri Operazioni Speciali) at Viterbo (Italy). The new Flight Unit is composed of personnel from the various Departments equipped with UH90A and includes flight instructors, technicians, on-board gunners and the support staff needed to train QEAF flight crew, technicians, and support staff.

Saudi Arabia

Al-Ouwwat al-Jawwiya as Sa'udiya (AF)

CH-4B

20311	203sq	w/o	21dec20
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Another Saudi drone shot down or lost over Yemen. Time for some detailed background. The Royal Saudi Air Force (RSAF) formally unveiled its first CH-4 armed unmanned aerial vehicle in a ceremony celebrating the 50th anniversary of the King Faisal Air College in Riyadh in January 2017. The CH-4 is an unmanned combat aerial vehicle developed by the China Academy of Aerospace Aerodynamics of China Aerospace Science and Technology Corporation (CASC). The CH-4 series of drones resembles the MQ-9 Reaper developed by General Atomics. The CH-4 is capable of firing air-to-ground missiles from an altitude of 5,000 meters, therefore the aircraft can stay outside of the effective range of most anti-aircraft guns.

Media in Saudi Arabia reported that the Kingdom will acquire some 300 Chinese UAVs (including Wing Loong IIs) worth approximately USD 10 billion. The King Abdulaziz City for Science and Technology is in a partnership with the Chinese state-owned CASC and has established a manufacturing plant in Saudi Arabia for the CH (Cai Hong or Rainbow) series of UCAVs. The Saudi assembly line for the CH series may also



The Mexican Air Force uses a variety of helicopter types, like the EC725 which has been operated since 2011. As one was shot down in 2015, H225M 1020 was delivered to EA.101 as a 'one of a kind' attrition replacement. Enrique Giese saw it at Mexico City before the independence parade on 16 September 2020.



NH90-TTH F-ZWBA is the future QA250 for the Qatar Emiri Air Force. It was first noted at Marseille-Marignane. (18 December 2020, Matthias Arrivet)

supply other countries in the region, such as Qatar. The primary payload for the CH-4B is the AR-1/HJ-10, capable of hitting armoured targets at a range of ten kilometres with its 10-kilogramme warhead. The CH-4A is the unarmed variant used for reconnaissance. The Saudis also already operate Wing Loong I UAVs and are reported to have used both these and CH-4s over Yemen against the Houthi rebels there.

The original deal to supply Wing Loong Is was reached in 2014 when Saudi Crown Prince Salman met Chinese General Wang Guanzhong in China. The Saudis evidently became frustrated at restrictions on the export to the Kingdom of Western-origin UCAVs such as the General Atomics-ASI Predator and Reaper. The United States and European countries adhere to the provisions of the Missile Control Technology Regime (MCTR). This voluntary code was established by the G7 countries in 1987 to inhibit the proliferation of missiles that could deliver nuclear weapons.

China signed up to the MCTR, but not to its subsequent extension in 1992 to cover long-range UAVs. These restrictions have led countries including Iraq, Myanmar, Nigeria, and the United Arab Emirates to turn to the Chinese drone manufacturers. Iraq has used the CH-4s for strikes against the occupying Islamic State regime. The Nigerian air force has used Chinese UCAVs against the Boko Haram insurgents in the northeast of that country. The UAE has deployed its CH-4s alongside their Saudi counterparts over Yemen. The unit cost and flexibility of operating gives Chinese UCAVs a significant edge over their Western counterparts. The unit cost for a Wing Loong I is reportedly to be less than USD 1 million, compared to USD 17 million for a MQ-9 Reaper system.

The delivery ferry of the last four F-15SAs we mentioned in this section last month developed a glitch in the end. After arriving on 18 November for a planned two-night stop, on 20 November either 12-1009, 12-1083 or both developed a problem and did not leave RAF Lakenheath. 12-1001 and 12-1048 did make it to Dharam (Saudi Arabia) that day. On 9 December 12-1009 and 12-1083 went up as Raider91/92 for a test flight but had to divert into RAF Valley due to bad weather at Lakenheath. The following day they eventually left for Dharam, being number 81 and 82 of the 84 new built Saudi Eagles to make the delivery flight. The USAF Air Force Life Cycle Management Center (AFLCMC) manages most if not all Foreign Military Sales cases for the Air Force. The production and these last ferry flights managed by the AFLCMC mark the final deliveries of the Boeing-produced aircraft included in the terms of the Saudi Arabian \$29 billion foreign military sales agreement reached in 2010. More on the F-15SA below.

F-15SA

625	6sq	ex 12-1013	mar19
628	6sq	serial as 0628 ex 12-1040	mar19
629	6sq	serial as 0629 ex 12-1065	mar19
630	6sq	serial as 0630 ex 12-1066	mar19
631	6sq	serial as 0631 ex 12-1071	mar19
632	6sq	serial as 0632 ex 12-1072	mar19
633	6sq	serial as 0633 ex 12-1073	mar19
2905	29sq	photo	may20
2907	29sq	photo	feb19
2911	29sq	photo	nov20
2912	29sq	photo	oct20
2914	29sq	photo	oct20
2915	29sq	photo	may20
2917	29sq	photo	dec18
2918	29sq	photo	feb19
2921	29sq	photo	may20
2922	29sq	photo	may20
5518	55sq	ex 12-1006	jan17
5519	55sq	ex 12-1010	jan17
9241	92sq	photo	dec20
9242	92sq		nov20
9243	92sq		nov20
9244	92sq	photo	dec20

These are the only Saudi F-15SA-serials we know so far of the 82 deliveries (plus the four with serial/code WS01/WS04 we mentioned last month). Only some of those have the tie-up with the USAF Foreign Military Sales Fiscal year-serial confirmed. Any help to identify further tie-ups is greatly appreciated. After removing the USAF FMS FY-serial on the tail and the application of the Saudi serial numbers, there are two fairly easy ways to check the tie-up, although you have to be fairly close up. Both ejection seats carry the last couple of digits of the FY-serial on the left side, visible from the outside. On the left intake splitter the data block carries the full FY-serial.

F-15SR

5502	55sq	ex F-15S	1254/SA003 feb20
5540	55sq	ex F-15S	1316/SA048 dec16
5541	55sq	ex F-15S	1257/SA006 dec16

We are still not 100% sure, but it still seems real a possibility the rebuilt F-15S are in fact designated F-15SR (Saudi Retrofit) and not F-15SA. 5540 and 5541 have been converted in the USA by Boeing and flown back in 2016. 5502 was the first locally converted example by Alsalam Aerospace Industries. It performed its initial functional check flight (FCF) from Riyadh International Airport on 15 Jan 2020. The second, or third local conversion was seen in December 2020 and ready for its FCF. This could be the former 92 Squadron F-15S serial 9924.

Hawk Mk165

2112 21sq **ST023/1523** mar19
 In the overview last month this one was missing. This was the one in the ceremonial first roll out from the Saudi Hawk production line that took place on 1 April 2019.

Tornado IDS

7520 75sq f/n Dhahran, ex ? sep20

North America**Canada**

Royal Canadian Air Force (AF)

The government has issued an "invitation to qualify" for companies interested in a five-aircraft contract for the RCAF future strategic transport and tanker capability. The project was launched to replace the current fleet of five CC-150 Polaris (Airbus A310) transports, of which two have a tanker capability. New tankers are required to bring a flight of four CF-18 Hornets across the Atlantic without a making a fuel-stop. Understandably, the tankers are required to be able to refuel whatever type of fighter aircraft is chosen under Canada's Future Fighter Capability Project, for which a contract will be awarded in about two years. Strategic (medical) airlift is another task to be undertaken by the new fleet, as is VIP-transport of Canada's prime-minister. The current "Canada One" is under repair after it has been damaged in a hangar incident at Trenton, which left 15003 to take up temporary VIP-duties.

The CC-150 fleet is operated by 437 squadron, under 8 Wing Trenton (Ont.). CC-150 tankers are instrumental to deploy Canada's fighter fleet overseas, as demonstrated by deployments of CF-188s to Romania to enhance capabilities in NATO's South East area of responsibility. Although new-built Boeing KC-46 or Airbus A330MRTTs come to mind at first, Canada may eventually go for second-hand aircraft, as with the Polaris-fleet back in 1993. With commercial airlines seeking financial assistance due to the Covid-19 crisis, this may be an attractive option with mutual benefits.

United States

United States Air Force (AF)

KSTL = St Louis-Lambert (MO)

B-52H-BW

60-0022/LA 96th BS ex OC-ALC **464387** dec20

C-5M

86-0011 22ns AS ex Robins ALC **500-97** jan20

RC-26B

92-0373 100th AS LANG ex 130th AS **DC-835M** nov20

KC-46A

18-46046 22nd ARW del 22nov20 **41866/1174** nov20

18-46051 133rd ARS del 11dec20 **41868/1188** dec20

18-46054 133rd ARS del 11dec20 **41874/1200** dec20

C-130H-3

94-6706 779th EAS w/o 08jun20 **382-5398**

C-130J-30

08-5685 62nd AS ex 39th AS **382-5685** nov20

MC-130J

13-5776 67th SOS ex 17th SOS **382-5776** jul20

KC-135R

57-1493 to CONUS ex D/351st ARS **17564/T0173** nov20

58-0100 to CONUS ex D/351st ARS **17845/T0315** dec20

63-7999/D 351st ARS ex 22nd ARW **18616/T0655** dec20

63-8000 63rd AS ex 92nd ARW **18617/T0656** nov20

KC-135T

60-0344 92nd ARW ex 168th ARS **18119/T0458** dec20

F-15C-33-MC

82-0022/WA 433rd WPS ex OT/422nd TES **836/C253** sep19

F-15EX

20-0002 KSTL o/o jul20

F-16CM-52-CF

92-3882 USAF ADS ex WA/16th WPS **CC-124** nov20

F-16DM-42-CF

87-0395/HO 311th FS **1D-5** may19

88-0155/HO 311th FS **1D-9** jan20



Another first sighting, this time in Italy, of yet another NH90 for the Qatar Emiri Air Force. This one is the NH90-NFH variant. It carries test-registration CSX82012 and will be QA266 once in Qatari service. (Istrana, 17 December 2020, Tommaso Dal Maso)

88-0158/HO 311th FS **1D-12** mar19
 88-0159/HO 311th FS **1D-13** sep16
 88-0164/HO 311th FS **1D-18** nov19
 88-0169/HO 311th FS **1D-23** jul19
 88-0172/HO 311th FS **1D-26** aug20
 89-2157/HO 311th FS **1D-32** dec20
 89-2159/HO 311th FS ex LF/310th FS **1D-34** nov20
 89-2162/HO 311th FS **1D-37** jan20
 90-0786/HO 311th FS **1D-64** apr20

F-16DM-52-CF
 91-0470 USAF ADS ex 16th WPS **CD-25** nov20

F-35A-4
 15-5187/HL 421st FS ex 4th FS **AF-162** nov20
 18-5367/AK 356th FS del 24nov20 **AF-258** nov20
 18-5369/AK 356th FS del 24nov20 **AF-260** nov20
 18-5370/AK 356th FS del 24nov20 **AF-261** nov20
 18-5371/AK 356th FS del 16dec20 **AF-262** dec20
 18-5372/AK 356th FS del 16dec20 **AF-263** dec20
 18-5373/AK 356th FS del 16dec20 **AF-264** dec20
 18-5374/WA 6th WPS f/f 17nov20 **AF-265** nov20
 18-5375/AK 356th FS del 16dec20 **AF-266** dec20
 18-5376 356th FS f/f 01dec20 **AF-267** dec20
 18-5377/AK 356th FS del 16dec20 **AF-268** dec20
 18-5378/AK 356th FS f/f 09dec20 **AF-269** dec20
 19-5452/AK 355th FS o/o **AF-279**

HH-60G
 87-26012/FT 309th AMARG ex 66th RQS **701215** dec20

HH-60W
 17-14485 512th RQS ex 413th FTS **70...** dec20
 The FY needs confirmation but this heli was heard flying with callsign 1714485.

MQ-9A-1
 07-4023/CA 163rd AW CA ANG **PB-023** jul17
 07-4033 **PB-033**
 07-4034 **PB-034**
 07-4035 **PB-035**
 07-4036 **PB-036**
 08-4050/OT 556th TES **PB-050** sep20
 08-4125 to US CBP as 008-0125 **PB-125**
 11-4136 **PB-136** mar17
 11-4151/CH 432nd Wing **PB-151** nov20

MQ-9A-5
 13-4242 **PB-242**
 13-4243/CH 432nd Wing **PB-243** jan20
 13-4244 **PB-244**
 13-4255/TX 111th ATKS '147 ATKW', TX ANG **PB-255** dec20
 13-4256/TX 111th ATKS TX ANG **PB-256** apr19
 15-4281/CA 163rd AW CA ANG **PB-281** feb19
 15-4282/CA 163rd AW CA ANG **PB-282** nov19

Our database needed some missing MQ-9s being added. Still many more are unknown at this time.

XQ-58A
 15-8002 LCAAT f/n oct20

United States Army (AR)
 On 20 November 2020, the United States Army announced that the US Army Europe and US Army Africa merged into a single command. The new name is United States Army Europe and Africa (USAREUR-AF).

With thanks to Ian Carroll we can add one more unit designation to the list of former OSACOM Detachments. At AASF#3 Sacramento Mather Airport (CA), Det.32 OSACOM has been reflagged to Det.3 A/2-245th AVN (TA). For an overview of the other unit designations from the OSA-A organization we refer to Scramble edition 494 (July 2020).

C(-)/3-2nd AVN Walker AHP (H-805), Camp Walker (South Korea)
 C/1-106th AVN GA ARNG, AASF#1 Barrow CAP (GA)
 A/1-108th AVN KS ARNG, AASF Forbes Field Airport, Topeka (KS)
 C(-)/3-126th AVN VT ARNG, AASF Burlington IAP (VT)
 Det.1 C/3-142nd AVN ME ARNG, AASF Bangor IAP (ME)
 C(-)/2-104th AVN WV ARNG, AASF#1 Mid-Ohio Valley RAP, Parksburg (WV)

C(-)/2-211th AVN MN ARNG, AASF St.Cloud (MN)
 1-223rd AVN Cairns AAF, Fort Rucker (AL)
 B(-)/1-228th AVN Soto Cano AB (Honduras)
 C(-)/2-238th AVN IN ARNG, AASF#1 Shelbyville MAP (IN)
 C(-)/2-285th AVN ND ARNG, AASF Bismarck (ND)
 BEST BEST Aircraft Consolidation Facility at 248 Dunlop Blvd, Huntsville (AL)

CH-47F
 17-08235 B(-)/1-228th AVN, f/n **M8235** nov20

EH-60A
 One of the last, if not the very last, EH-60A Black Hawks in service with the US Army seems to have been retired. Radio logs show 86-24573 (c/n 701138) flying from NAS Lakehurst (NJ) to SES at Huntsville (AL) on 15 December 2020. Science and Engineering Services LLC (SES) is contracted by Sikorsky and the US Army to process retired Black Hawk helicopters which are allocated to the Black Hawk Exchange and Sales (BEST) programme.

UH-60A
 77-22722 std BEST, ex Det.1 C/3-142nd AVN **70016** oct20
 82-23699 std BEST, ex A/1-108th AVN **70522** nov20
 82-23706 std BEST, ex nb **70529** dec20
 82-23761 std BEST, ex C(-)/2-238th AVN **70584** dec20
 84-24412 C(-)/2-285th AVN, ex nb (UH-60L?) **70890** nov20
 85-24389 C(-)/2-211th AVN, ex nb **70863** sep20
 86-24494 std BEST, ex C/1-106th AVN **70987** oct20
 86-24528 C(-)/2-211th AVN, ex nb **701030** jun20

UH-60L
 84-23942 C(-)/2-104th AVN, ex UH-60A **70767** nov20

HH-60M
 ..-20950 C(-)/3-126th AVN, f/n jul20
 ..-20226 C(-)/3-126th AVN, see note nov20
 ..-21019 C(-)/3-2nd AVN, f/n nov20
 ..-21015 C(-)/3-126th AVN, see note aug20
 ..-21086 C(-)/3-126th AVN, f/n nov20

Medevac Black Hawk 20226 had been deployed to Iraq for four years. Before that it was used by Det.1 C/1-111th AVN GA ARNG at Dobbins ARB (GA), upon return to the United States it has been assigned to C(-)/3-126th AVN VT ARNG at Burlington (VT). Previously, 21015 was incorrectly reported as an UH-60M with 1-147th AVN MI ARNG.

UH-60V
 90-26252 AFTD see note **701479** dec20
 Identified by its call sign, this UH-60V was delivered from Corpus Christi Army Depot (CCAD) in Texas to Redstone Arsenal (AL) early December 2020. The helicopter was upgraded from UH-60L to UH-60V standard, and based on ADSB data is now used for trials by AFTD.

TH-67A
 N67053 for sale by tender, ex 1-223rd AVN/53C **5105** dec20
 N67113 for sale by tender, ex 1-223rd AVN/13D **5111** dec20
 N67146 for sale by tender, ex 1-223rd AVN/46C **5114** dec20
 N67148 for sale by tender, ex 1-223rd AVN/48E **5116** dec20
 N67172 for sale by tender, ex 1-223rd AVN/72A **5118** dec20
 N67266 for sale by tender, ex 1-223rd AVN/66A **5131** dec20
 N67301 for sale by tender, ex 1-223rd AVN/01D **5135** dec20
 All these Creeks are stored at Cairns AAF, Fort Rucker (AL).

United States Navy (NY)
 FRCE = Fleet Readiness Center East, Cherry Point (NC)
 FRCSW = Fleet Readiness Center South West, North Island (CA)
 KSAV = Savannah International (GA)

B707-321B
 170345 309th AMARG f/n **18835/408** dec20

C-20G
 165151/151 KSAV ex CFLSW Det. Sigonella **1199** dec20

E-2C-2000
 165819/652 VAW-120 ex NA-602/VAW-116 **A190** aug20

E-2D
 169076/645 VAW-120 f/n **AA42?** dec20

F/A-18C 164197/AF-402 164264/AF-400	VFA-204 VFA-204	ex NA-406/VFA-94 ex AF-426	960/C192 sep20 1027/C243 dec20	165244/YK-03	HMH-466	ex YF-03/HMH-462	65638 nov20
F/A-18E 165534 165663 166441/NH-213 169741/NE-305	Blue Angels Blue Angels VFA-31 VFA-192	ex FRCSW ex AD-105/VFA-106 ex NH-204/VFA-147 f/n	1460/E007 dec20 1509/E017 dec20 E086 nov20 E317 dec20	F/A-18C 165188/WT-08	VMFA-232	ex WT-02	1323/C413 dec20
F/A-18F 166625/AJ-204 166631/AJ-2.. 166633/AJ-207 166667/AJ-202 166669/AJ-213	VFA-213 VFA-213 VFA-213 VFA-213 VFA-213	ex AB-103/VFA-11 ex AB-106/VFA-11 ex AB-107/VFA-11 ex AC-105/VFA-32 ex AD-257/VFA-106	F118 aug20 F124 aug20 F126 aug20 F145 aug20 F147 aug20	F-35B 168717 169026/VM-26 169681/MV-57 169693 169694	FRCE FRCE VMX-1 LMTAS LMTAS	ex MV-55/VMX-1 ex VMFAT-501 f/n f/f 01dec20 f/f 09dec20	BF-19 sep20 BF-41 jul20 BF-96 dec20 BF-108 dec20 BF-109 dec20
EA-18G 166898/501 166943/NH-500	NAWDC VAQ-142	ex NL-544/VAQ-132 ex NE-505/VAQ-136	G10 nov20 G28 dec20	F-35C 169425/VW-301 169703/VW-310 169704/VW-311 169788 169790 169791	VMFA-314 VMFA-314 VMFA-314 LMTAS LMTAS LMTAS	ex NJ-433/VFA-125 ex NJ-443/VFA-125 del f/n o/o o/o	CF-33 dec20 CF-47 dec20 CF-48 dec20 CF-50 dec20 CF-52 CF-53
OH-58A+ 20724/53	USNTPS	f/n	41585 nov20	TAV-8B 163857/KD-09	FRCE	ex VMAT-203	T11 aug18
MH-60R 166580/TH-30	HSM-37 Det.7	ex HK-006/HSM-40	7033. nov20	MV-22B 165941/EG-10 168291/YS-05 168299/YM-10 168346/EG-06 169655	FRCE FRCE FRCE FRCE o/o for Japan	ex VMM-263 ex VMM-162 ex VMM-365 ex VMM-263 f/n	D0042 dec20 D0208 aug19 D0216 dec20 D0249 aug20 D03xx dec20
MH-60S 167868/HW-23	HSC-26	ex NE-61/ HSC-4	70 aug20	Credits Danny Bonny, Ian Carroll, Edwin de Greeuw, Joris Heeren, Andy Marden, Daniele Mattiuzzo, Dane Murdoch, Jeff Rankin, Jeroen van Reijmersdal, Jos Stevens, Hans van de Vlist, Peter Weinert			
P-8A 168431/RC-431 168436/LF-436	VP-46 VP-16	ex LD-431/VP-10 ex nmks	40811/3916 dec20 40816/4219 dec20	Abbreviations AF = Air Force AG = Agricultural Aviation AR = Army CG = Coast Guard DF = Defence Forces GV = Government JF = Joint Forces NY = Navy PO = Police SV = Survey			
CMV-22B 169442	Boeing	f/n	D2008 dec20				
United States Marine Corps (NY) FRCE = Fleet Readiness Center East, Cherry Point (NC) FRCSW = Fleet Readiness Center South West, North Island (CA) LMTAS = Lockheed Martin Tactical Aircraft Systems, Fort Worth (TX) KNFW = Fort Worth NAS JRB-Carswell Field (TX)							
AH-1Z 169516/YS-43	VMM-162	f/n	dec20				
CH-53E 162517/EN-14 162523/YK-523 163084/YK-08 163087/17	HMH-464 HMH-466 HMH-466 HMH-463	ex YS-23/VMM-162 ex YJ-42/HMH-465 ex YF-08/HMH-462 ex HMH-462	65529 nov20 65535 nov20 65578 nov20 65581 nov20				



To the casual onlooker this appears to be an ordinary civilian airplane. But appearances can be deceiving. This is one of the United States Air Force's sneaky C-32Bs, that are known to switch identity from time to time. N226G is in fact 99-6143 and belongs to the 150th SOS. (Curaçao-Hato, 2 December 2020, Larry Every)

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From the Paraguayan headache-files: the birth of the four-digit serials



Erwin van Dijkman

ECH-51 0106, or T-35 Pillán as most of us refer to them, sits outside for an engine test with the former 'Air Force One' Boeing 707 4001 lingering in the background. (Asunción/Silvio Pettirossi, 29 September 2015, Wim Sonneveld)

The current 4-digit numeral serial system used by the Fuerza Aérea Paraguaya (Paraguayan Air Force) looks straightforward albeit not completely consequent. Let us explore how this system came about and zoom in on the obvious headaches that plague many Latino air arm serial systems!

The start

As was common practice in the early years of military aviation, there was no system at all in Paraguay. Many aircraft received just a name at first or kept the military serial or construction number that the previous air arm or manufacturer used. In Paraguay the very first military aircraft was a Deperdussin T named 'Paraguay'. It was flown by lieutenant Silvio Pettirossi, the first Paraguayan soldier to receive his pilot's license on 17 February 1913. He stunned the public in 1914 with his aerial aerobatics in several South American countries. The government commissioned three aircraft in Chile with the outlook to form an aviation school and Pettirossi as ideal officer to set this up. However, this all fell through and Paraguay lost its only military aviator when Silvio Pettirossi crashed in Argentina with his Deperdussin on 17 October 1916.

In 1919 a second aircraft arrived, this was a Macchi-Löhner L3 float plane, serial 3448, donated by Argentina. Meanwhile a new pilot was trained, this time in Spain but it took until 1922 for a more serious influx of aircraft. Notably some Ansaldo SVA5 and SVA10 aircraft, two of which actually received serials 1 and 2 in the late twenties, just before they were withdrawn in 1930. This first system was basically a numeral sequence. Some aircraft, like the Hanriot HD32, Morane-Saulnier MS35 and MS139 used an E-prefix to denote a training role while others used the T- prefix, like the DH60 and Junkers A50, to mark their transport role. Some had an R-prefix, like the Savoia 59bis and Macchi 18. Also, numeral prefixes were painted on some aircraft, for example the Fiat CR32 took up 1-1 to 1-9 and Caproni Ca308 had 2-1 to 2-13. Both types only used uneven numbers, a practice we will see in the four-digit period too. This ordinal system, if you may call it a system, was used until the late fifties.

Use of letter prefixes and early 4-digit serials

The first 'system' consisted of the continuation the use of E and T prefixes but also helicopters received the new H-prefix and four digit serials were allocated to some types. However,

at first Lend-lease delivered US trainers used the last couple of digits of their serials. In 1959, survivors of the BT-13/T-6s received serials in the 00xx and 01xx range respectively, along with twelve former Brazilian PT-19s also in the 00xx range. The first eight of those flew with their FAB serials before that. In all these batches, E-##, T-##, and 0###, **only the uneven numbers** were used. To complicate matters further, in 1975 twin engined aircraft started to receive 02xx serials (uneven numbers only), that were reregistered with other 02xx serials in 1979!

To the current system

From 1979 onward the system as we now know it was introduced. This saw the adaptation of the four digit serials in several sequences. In this case, all numerals were used. Especially with aircraft in the twilight of their career we often see that the old serial was not over painted with the allocated serial. Or it was applied next to the old serial. Mainly the Dakotas and DC-6s. Another, more messy, situation occurred with the Harvards. As FAP sourced T-6s from many places, the last batch coming from South Africa as late as the early eighties, the last run of serials duplicated the previous four digit serials. This was because they decided to use the 01xx series already in use with the previous 'uneven-only' system. That obviously caused headaches in identifying them properly.

The helicopters retained their *old* H-serials during the introduction of the 4-digit system. However, after some years these too got new four digit numbers attached to that. Same as with the fixed wing aircraft, some of the helicopters were stored or simply continued with their old serials for unknown reasons.

Various ranges of the four digit serials are used. They are coupled to the task of the aircraft. We think the disposition is as follows:

00xx	Single engined/Trainers
01xx	Single engined/advanced Trainers
02xx	Light transport
08xx	Liaison and light transport, impounded aircraft
10xx	Fighter and attack aircraft
20xx	Two engined transport aircraft
30xx	VIP/staff transport (assumed, only one aircraft)
40xx	Four engined transport
H-xx / xxx / 04xx	Helicopters

Of course it is quite puzzling why the 08xx-series is being used. This category contains comparable aircraft to the 02xx-series. It seems that FAP wants to distinguish them as being impounded aircraft. Speaking of impounded aircraft, that is where the serious headaches start... Many of these do not have a known previous identity because 'cloned' civil aircraft markings were used. That is why the previous registrations are between quotation marks in our overview. Furthermore,

these serials can be allocated administratively and may never even be applied on the airframes. Still, many seem to be marked with the serials in the end and the situation with the 08xx-series is still fluid and developing.

In our three-part overview serials are listed in order, double ones in order of usage. Dubious entries are marked **red** with a query or explanation; **green** is currently operational:

Serial overview - From the fifties until the seventies

(serials with prefixes)

Serial:	Full type:	Unit / location:	C/N:	F/N:	L/N:	Status:	Previous identity:	Remark:
E-01	Neiva 56B		1005	1963	1973	wfu	BRA 3084	
E-01	T-41B	reregistered	R172-0112	1973	1975	mil	USA 67-15111	as 0201
E-03	Neiva 56B		1006	1963	1973	wfu	BRA 3085	
E-03	T-41B	reregistered	R172-0111	1973	1975	mil	USA 67-15110	as 0203
E-05	Neiva 56B		1008	1963	1973	wfu	BRA 3087	
E-05	T-41B	reregistered	R172-0115	1973	1975	mil	USA 67-15114	as 0205
E-07	Neiva 56B		1017	1963	26sep64	w/o	BRA 3096	w/o 26sep64
E-07	T-41B	reregistered		1973	1975	mil	USA	either 67-15112 or 113; as 0207
E-09	T-41B	reregistered		1973	1975	mil	USA	either 67-15112 or 113; as 0209
H-001	Bell 47G-2	Ñu-Guazú	1321	14sep55	jul96	dump		
H-001	A109A-II+	to N250SC	7414	1994	08jan99	civ	N88FA	regd 01aug00
H-003	Bell 47G-2		1330	03oct55	1972	wfu		
H-005	OH-13H	to CC-PQM	1936	1972	1977	civil	USA 56-2224	
H-007	OH-13H	to CC-PQL	2357	1972	mar74	civil	USA 58-5344	
H-009	OH-13H			1972	1980	wfu	USA ...	
H-011	OH-13H			1972	1982	wfu	USA ...	
H-013	OH-13H	to CC-PQK	2080	1972	1992	civil	USA 57-1842	
H-015	OH-13H	to CC-PQN	1913	1972	1992	civil	USA 56-2201	
H-017	OH-13H		2135	1972	1982	wfu	USA 57-6206	
H-019	OH-13H		2111	1972		w/o	USA 57-1873	w/o 19mar86
H-020	UH-12L4	to CC-CQJ	2521	jul80	1992	civil	CHL H-70	
H-021	UH-12L4	to CC-CQI	2531	02jul80	1992	civil	CHL H-75	
H-022	UH-12E4T Soloy		5179	21aug81	1987	wfu	ZP-HAC	dam 09jul87
H-023	UH-1B	to CC-PMS	412	1982	1987	civil	USA 62-1892	
H-024	UH-1B	to CC-CMK	711	1982	1992	civil	USA 62-12553	
H-025	UH-50 (HB350B)	for sale	HB1085/1941	20mar87	jul20	wfu		to be reregistered H-0425 2003, not worn
H-026	UH-50 (HB350B)	for sale	HB1088/1944	20mar87	jul20	wfu	PT-HMR	to be reregistered H-0426 2003, not worn
H-027	UH-50 (HB350B)	GAH Ñu-Guazú	HB1092/1976	20mar87	jan17	act	H-001	to be reregistered H-0427 2003, not worn
H-028	UH-50 (HB350B)		HB1093/1977	1987	29sep87	w/o		w/o 29sep87 Chaco
H-029	UH-1H	reregistered	18003	10oct96	2003	mil	TWN 303	as H-0429
H-029	H269A	for sale	300909	1989	jul20	wfu	ZP-HAC	wfu since 1994, offered for sale 20jul20
H-030	UH-1H	GAH Nú Guazú	18015	10oct96	apr00	w/o	TWN 315	w/o 01apr98 (or 01jan98), wreck Nú Guazú apr00
H-031	UH-1H	reregistered	18018	20mar01		mil	TWN 318	as H-0431
H-032	UH-1H	reregistered	18023	20mar01	2003	mil	TWN 323	as H-0432
H-033	UH-1H	reregistered	18037	07jan02	2003	mil	TWN 337	as H-0433
H-034	UH-1H	reregistered	18098	14jan02	2003	mil	TWN 398	as H-0434
H-035	UH-1H	reregistered		27nov02	2003	mil	TWN ...	18093 or 18109 , as H-0435
H-036	UH-1H	reregistered		nov02	2003	mil	TWN ...	18093 or 18109 , as H-0436
T-1	Beech C35	to ZP-TAV?	D-3055	1952		civ	ZP-TAV?	first regd jan52
T-01	U-17A	reregistered	185-0635	30aug63	1979	mil	USA 63-13137	as 0221



The diminutive Aerotec A-122B Uirapuru, or T-23A, was used for basic training superseding the Fokker S-11. This 0014 is seen stored at Ñu-Guazú, the military airfield just to the south-southwest of the international airport (6 January 1997, Erwin van Dijkman)



This is one of the longer-serving Cessna U206G in FAP. Obtained in 1979, 0210 is believed to be operational still. (Asunción/Silvio Pettirossi, 29 September 2015, Wim Sonneveld)

T-3	AT-11			1947	dec54	?			
T-03	U-17A	reregistered	185-0801	25jan65	1980	mil	USA 64-17946		as 0213
T-5	Beech D35	to ZP-TBB?	D-3526	1953		civ	ZP-TBB?		first regd may53
T-5B	Beech P35		D-7257	jul63	1989	wfu			
T-05	U-17A		185-0804	25jan65	19may67	w/o	USA 64-17947		w/o 19may67
T-05	DHC-3	reregistered	447	09nov71	1975	mil	ARG P-11		as 0215
T-7	Beech F35		D-4075	sep55		?	N3802A		
T-07	U-17A	reregistered	185-0935	30jul65	1979	mil	USA 65-12678		as 0217
T-9	Beech F35		D-4076	1955		?	N3803B		
T-09	U-17A	reregistered	185-1225	10oct67	1979	mil	USA 66-14427		as 0219
T-11	Beech H35	reregistered	D-5122	may57	1979	mil			as 0211
T-15	Beech H35		D-5127	may57	1989	wfu			
T-17	Ce180A		50221	1961	1978	?	ZP-TCB		
T-19	Ce180A		50094	1962		wfu	A-2		
T-...	Ce180H		51651	1966		?	ZP-TCI		
(T-)0019	Ce337	reregistered	337-01656	1975	1981	mil			either 0019 or T-0019 , as 0206
T-0021	Ce402B	reregistered	402B-1360	1978	feb80	mil			as 0221
T-21	DC-3A	Ñu-Guazú	6264	1953	sep15	i/a	USA 43-1981		'G-202A' paratrainer under shed
T-23	C-47B	reregistered	15378/26823	1955	1980	mil	USA 43-49562		as 2003
T-25	DC-3A		2183	30apr56		w/o	N1971B		w/o 1964 Encarnación
T-27	C-47A	reregistered	19246	30apr56	1980	mil	N4733V		as 2005
T-29	PBY-5A	reregistered	1737	1955	1980	mil	ZP-CBA		as 2002
T-31	PBY-5A			1955	21aug57	w/o	ZP-CBB		w/o 21aug57
T-33	PBY-5A			1954		w/o	ZP-CBC		w/o 1954 prior to delivery in the USA
T-35	R4D-1	reregistered	4362	nov58	1980	mil	NC91028		temp to ZP-CCG 1971-1973 l/f 14oct82, as 2007
T-37	C-47D	reregistered	17079/34346	oct62	1980	mil	USA 45-1076		as 2009
T-39	DH104 Dove 1		04202	aug62	1981	scr	ARG T-73		
T-41	C-47A	reregistered	19002	01oct62	1980	mil	USA 42-100539		as 2004
T-43	C-47A	reregistered	9517	01oct62	1980	mil	USA 42-23655		as 2011
T-43	Convair 240-6	to ZP-CDN	50	dec62	mar63	wfu	LV-ADN		named 'Carlos Antonio Lopez'
T-45	Convair 240-6	to ZP-CDO	62	dec62	mar63	civil	LV-ADO		named 'General Bernardino Cabellero'
T-45	C-47D	reregistered	14491/25936	27mar64	1980	mil	USA 43-48675		as 2006
T-47	Convair 240-6	to ZP-CDP	72	dec62	mar63	civil	LV-ADP		'José Gaspar Rodríguez de Franco', w/o 26may67
T-47	C-47D	reregistered	16178/32926	24mar64	1980	mil	USA 44-76594		as 2013
T-49	C-47D		15455/26900	17mar64		w/o	USA 43-49639		w/o 1967 Pedro Juan Cabellero
T-51	C-47D	reregistered	17113/34380	1967	1980	mil	USA 45-1110A		as 2008
T-53	C-47D	reregistered	16949/34208	14jun67	1980	mil	USA 45-0946		as 2018, not worn, last flight 12jan74
T-57	C-47B	reregistered	20857	05jun67	1980	mil	USA 43-16391		as 2024, not worn, last flight 29oct76
T-59	C-47D	Ñu-Guazú	17080/34347	18jun67	sep20	i/a	USA 45-1077		as paratrainer, southernmost
T-61	C-47D	reregistered	17001/34263	12jul67	1980	mil	USA 45-0998		as 2012, not worn, last flight 06dec73
T-63	Convair 240-6		50	mar69	18may69	w/o	ZP-CDN		w/o 18may69
T-63	C-47A	reregistered	12850	28may69	1980	mil	ARG T-08		as 2015, not worn, last flight 19jan79
T-65	DC-3-294	reregistered	2122	28may69	1980	mil	ARG T-16		as 2017 1980
T-67	C-47A	Ñu-Guazú	12190	28may69	sep20	i/a	ARG T-22		as paratrainer
T-69	C-47D	reregistered	15703/27148	27aug70	1980	mil	USA 43-49887A		as 2016, w/o 1980 Lambaré
T-71	C-47B	reregistered	14312/25757	09nov70	1980	mil	USA 43-48496		as 2014, not worn, last flight 22dec78
T-73	C-47D	reregistered	16026/32774	09nov70	1980	mil	USA 44-76442		as 2022, not worn last flight 24jun72
T-75	C-47D	reregistered	15165/26610	17jan74	1980	mil	USA 43-49349		as 2019, w/o 1984 Concepción
T-77	C-47D	reregistered	14516/25961	05mar74	1980	mil	USA 43-48700		as 2021, last flight 1982
T-79	C-47D	reregistered	14623/26068	06mar74	feb79	mil	USA 43-48807		as 2026
T-81	C-47D	reregistered	15882/32630	11mar74	1980	mil	USA 44-76298		as 2010
T-83	C-47D	reregistered	17053/34320	24mar74	1980	mil	USA 45-1050		as 2020

T-85	C-47D	reregistered	17109/34376	06apr74	1980	mil	USA 45-1106	as 2023, last flight 06oct83
T-87	DC-6B	reregistered	43822	1975	1980	mil	BRA 2415	also ex PP-YSM, as 4001
T-89	DC-6B	reregistered	43824	1975	1980	mil	BRA 2416	also ex PP-YSN, as 4002
T-91	DC-6B	reregistered	44166	1975	1980	mil	BRA 2412	also ex PP-YSI, as 4003
T-93	C-131D	reregistered	322	1976	jan80	mil	USA 55-0297	as 2001 in 1980

Serial overview - From the fifties until the seventies (first 4-digit serial range, uneven numbers only)

Serial:	Full type:	Unit / location:	C/N:	F/N:	L/N:	Status:	Previous identity:	Remark:
0001	T-19			1956		wfu	BRA ...	
0003	T-19			1956		wfu	BRA ...	
0005	T-19			1956		wfu	BRA ...	
0007	T-19			1956		wfu	BRA ...	
0009	T-19			1956		wfu	BRA ...	
0011	T-19			1956	dec79	wfu	BRA ...	type wfu in 1972, continued flying until dec79
0013	T-19			1959		wfu	BRA ...	
0015	T-19			1959		wfu	BRA ...	
0017	T-19			1959		wfu	BRA ...	
0019	T-19			1959		wfu	BRA ...	
0021	T-19			1959		wfu	BRA ...	
0023	T-19			1959		wfu	BRA ...	

The PT-19 was used early on as basic trainer from 1942 when the first of eighteen PT-19A arrived from the USA. These were formerly 42-33840 to 33849 (construction numbers **T42-3506** to **3515**), and 42-33992 to 33999 (**T42-3558** to **3565**). All wore the last two of those as identifier. By 1956, just four survived and Paraguay bought six from Brazil. These used their FAB markings T-19 and serials 0228 (PT-19A, **T42-3499**), 0421, 0433, 0465, 0535, 0550 (all Galeão 3FG, construction numbers **3FG-155/167/199/267/283**).

In 1957, 1961, and 1963 in total eight donated examples arrived. These are said to be PT-19A FAB 0248 (**T42-3953**), PT-19B 0293 (**T42-5672**), and Galeão 3FGs 0323, 0351, 0369, 0422, 0424, 0436 (**3FG-58/69/104/156/158/170**). By then, the serial system of 4-digit uneven numbers was being implemented and 0001 to 0023 were twelve serials used for the T-19s, two short of the fourteen machines. While 0025 and 0027 are often mentioned as serials too, there is no proof these were used. Tie-ups are unfortunately unknown. One T-19, 0011, survived until 1979 although the type was withdrawn in 1972. Also, one c/n plate, of **3FG-156**, survives.

0025	S-11-4	GAET		23may72	1978	wfu		
0027	S-11-4	to ZP-EAC, Ñu-Guazú		oct03	sep20	pres		as "0107"
0029	S-11-4	GAET		23may72		w/o		w/o 27jul73
0031	S-11-4	GAET	081	23jun72	1978	wfu	BRA 0785	
0033	S-11-4	GAET		23may72	1978	wfu		
0035	S-11-4	GAET		23may72	1978	wfu		
0037	S-11-4	GAET		23may72	1978	wfu		
0039	S-11-4	GAET		23may72	1978	wfu		
0041	T-23 (A-122A)		095	1975		w/o		w/o 1981
0043	T-23 (A-122A)	reregistered	096	1975		mil		as 0003
0045	T-23 (A-122A)	reregistered	097	1975		mil		as 0005
0047	T-23 (A-122A)	reregistered	098	1975		mil		as 0007
0049	T-23 (A-122A)	reregistered	099	1975		mil		as 0009
0051	T-23 (A-122A)	reregistered	100	1975		mil		as 0001
0051	BT-13A	to N3173A	'60120'	jan43	oct91	civil	? Lend Lease Req.PG-24, bogus c/n as given by USCAR	

As you can see, a sole BT-13A made it to a 4-digit serial '0051'. In total ten were delivered through Lend-Lease project PG-24. These were 41-22798 to 22802 (construction numbers **7228** to **7232**) that used 98 to 102 as serials. The other five were 42-1364 to 1368, using 64 to 68 as serials. They were delivered in January 1943 already and one survived to 1959 and became 0051, unknown which. There is no proof that other serials from the 0051 to 0069 range, allegedly planned for the Vultees, were taken up.

0053	T-23 (A-122A)	reregistered	104	1975		mil		as 0002
0055	T-23 (A-122A)	Ñu-Guazú	105	1975	nov96	dump		dam 1983
0101	T-6 (AT-6C-NT)		88-11133	1959	1962	scr	78 Lend Lease Req.PG-25, ex-Arma Aérea Paraguaya 78	
0101	T-6 (T-6G)	to	S7-05	apr72	1979	civil	BRA 1576	ex AT-6D, converted to T-6G
0103	AT-6C-NT		88-11134	1959	1972	scr	79 Lend Lease Req.PG-25, ex-Arma Aérea Paraguaya 79	
0103	T-6 (AT-6D)		S5-09	apr72	1977	scr	BRA 1560	
0105	AT-6C-NT		88-11135	1959	1972	scr	80 Lend Lease Req.PG-25, ex-Arma Aérea Paraguaya 80	
0105	T-6 (T-6G)		88-17327	apr72	1980	scr	BRA 1635	ex AT-6D-NT, converted to T-6G



Latest acquisitions in the 02xx-series are the Cessna 208B. Registered 0250 to 0252 these are likely the most expensive planes on the inventory. During Covid-19 they are tasked heavily with flying medical support around the country. (Asunción/Silvio Pettirossi, 29 September 2015, Wim Sonneveld)



Another trainer supplied by Brazil was the Neiva 621 Universal, or T-25A. This 0133, formerly FAB 1834, is seen shiny and well, prior to its delivery. (Lagoa Santa, 1 December 2005, Ricardo Hebmüller)

0107	T-6 (AT-6D-NT)	to N3173L	88-17125	1962	19sep91	civil	BRA 1633	ex AT-6D-NT , Sold 19sep91 as N3173L
0109	T-6 (T-6D)		78-6004	apr72	1978	w/o	BRA 1412	ex SNJ-3, cvtd to T-6D , w/o 1978 Ñu-Guazú
0111	T-6 (T-6G)		88-13616	1973	13nov73	w/o	BRA 1282	ex AT-6C-10-NT , converted to T-6G, w/o
0113	T-6 (T-6G)		84-7528	1973	1979	w/o	BRA 1464	ex AT-6B-NT, cvtd to T-6G , w/o 1979 Ñu-Guazú
0115	T-6 (T-6G)	to	88-14563	1974	1980	civil	BRA 1306	ex AT-6D, converted to T-6G
0117	T-6 (AT-6D)		S6-04	1974	1980	scr	BRA 1565	
0119	T-6 (AT-6D)	to N3171R	S2-04	1974	1991	civil	BRA 1389	Escuadrilla Acrobática Ara-Sunú "1"
0121	T-6 (AT-6D)		S1-01	1974	1980	scr	BRA 1382	Escuadrilla Acrobática Ara-Sunú "2"
0123	T-6 (T-6G)	to N3172H	88-14568	1974	09feb91	civil	BRA 1311	ex AT-6D-1-NT, cvtd to T-6G , Ara-Sunú "3"
0125	T-6 (T-6G)		88-14276	1974	1982	scr	BRA 1300	ex AT-6C-15-NT, cvtd to T-6G , Ara-Sunú "4"
0127	T-6 (T-6G)	reregistered	88-14274	1974	1980	mil	BRA 1298	ex AT-6C-NT, converted to T-6G , as 0107
0129	T-6 (T-6G)	Ñu-Guazú	88-9747	jan96	sep20	pres	BRA 1398	Museo de la FAP, ex Ara-Sunú "6"
0131	T-6 (T-6G)		121-43149	1975	1984	scr	BRA 1717	ex SNJ-6 , converted to T-6G
0133	T-6 (T-6D)	reregistered	88-12420	1975	1980	mil	BRA 1469	ex SNJ-4, converted to T-6D , as 0109
0135	T-6 (AT-6D)		S7-08	1975	1986	scr	BRA 1579	
0137	T-6 (T-6D)		78-6092	1975		w/o	BRA 1405	ex SNJ-3, cvtd to T-6D , w/o 02jun78 Ñu-Guazú
0139	T-6 (T-6D)	to	78-7011	1975	1986	civil	BRA 1414	ex AT-6A-NT, converted to T-6D
0141	T-6 (AT-6D)		S8-10	1975	1987	scr	BRA 1591	
0143	T-6 (AT-6D)	to N3172J	S2-03	1975	09feb91	civil	BRA 1388	
0145	T-6 (SNJ-4)	Capiatá	88-9856	1975	oct20	pres	BRA 1461	ex SNJ-4 cvt to T-6D , as 0105 Academia Militar
0147	T-6 (T-6G-NT)	to N3172M, VH-WHF	168-307	1975	09feb91	civil	BRA 1658	
0149	T-6 (T-6G)	reregistered	88-9039	09sep75	1980	mil	BRA 1428	ex SNJ-4, converted to T-6G , as 0110
0151	T-6 (T-6G)	reregistered	84-7567	09sep75	1980	mil	BRA 1467	ex AT-6B-NT, converted to T-6G , as 0112
0153	T-6 (T-6G)	reregistered	S5-06	09sep75	1980	mil	BRA 1557	as 0113
0155	T-6 (T-6G)	reregistered	S7-07	09sep75	1980	mil	BRA 1578	as 0114
0157	T-6 (AT-6D)	reregistered	S8-05	09sep75	1980	mil	BRA 1586	as 0105

Frankly, the true headache champion is the Harvard. The first three AT-6C are straightforward, using two digits and kicking off the uneven 4-digit 01xx range as 0101 to 0105. Next up was a single aircraft obtained in Brazil in 1962 receiving serial 0107. Several attempts to source more AT-6s in the USA, both official and on the second-hand market, fell through and Paraguay turned to Brazil once again. From 1972 to 1975, 29 were donated registered 0101 to 0157, the first three using those serials for the second time. These FAB aircraft were various subtypes, being upgraded and mostly Brazilian-built at Lagoa Santa.

The last acquisition took place in 1979 when at least ten South African Harvards were obtained. These started life as Harvard IIA and were brought to T-6G standard in SAAF service. However, we have more previous identities than the ten former SAAF serials. More former SAAF-machines intended for parts were used, together with parts of remaining FAB-machines, to make five airworthy ones again. At this time, in 1979, the switch to the latest 4-digit system was made and 14 surviving ex-Brazilians along with 10 South Africans received serials 0101 to 0124, inclusive.

The last training on the T-6 took place in 1990 and many were sold off. The process of getting the correct identities for US civil registrations proved near-impossible and many construction numbers were assumed or 'fabricated' from former SAAF or US serials. What is discernable on the airframes is sometimes unmatchable with known previous identities at all. **Eternal enigmas...**

0201	T-41B	reregistered	R172-0112	1973	1979	mil	E-01	kept serial 0201 in 1980
0203	T-41B		R172-0111	1975	1979	w/o	E-03	w/o 1979
0205	T-41B	reregistered	R172-0115	1975	1979	mil	E-05	as 0202
0207	T-41B	reregistered		1975	1979	mil	E-07	as 0203
0209	T-41B	reregistered		1975	1979	mil	E-09	as 0204
0211	Beech H35	reregistered	D-5122	1979	1991	wfu	T-11	as 0211
0213	U-17A		185-0804	1980	1980	wfu	T-05	kept serial 0213 in 1979
0215	DHC-3	reregistered	447	1975	1980	mil	T-05	as 0209
0217	U-17A		185-0935	1980	?	?	T-07	one became 0208 in 1979
0219	U-17A		185-1225	1980	?	?	T-09	one became 0208 in 1979
0221	U-17A		185-0635	1980	?	?	T-01	one became 0208 in 1979



The 2000-series was kicked off by this C-131D 2001, formerly T-93. Its nose section was last seen in a salvage yard in Asunción. (Asunción/Silvio Pettirossi, 6 January 1997, Erwin van Dijkman)

0223	U-6A		960	10dec75	1979	wfu	NLD S-7	
0225	U-6A	reregistered	962	10dec75	1979	mil	NLD S-8	as 0205
0227	U-6A	reregistered	955	10dec75	1979	mil	NLD S-4	as 0207
0229	U-6A		956	10dec75	1979	w/o	NLD S-5	w/o 1979

Serial overview - The current system, from 1979 (4-digit grouped by role and inclusive in sequence)

Serial:	Full type:	Unit / location:	C/N:	F/N:	L/N:	Status:	Previous identity:	Remark:
0001	T-23 (A-122A)		100	1975		wfu	0051	
0002	T-23 (A-122A)	Ñu-Guazú	104	1975	nov96	dump	0053	
0003	T-23 (A-122A)	Ñu-Guazú	096	1975	nov96	dump	0043	
0005	T-23 (A-122A)		097	1975		wfu	0045	
0007	T-23 (A-122A)		098	1975		wfu	0047	
0009	T-23 (A-122A)	Ñu-Guazú	099	1975	nov96	dump	0049	
0010	T-23A (A-122B)	Concepción	048	1986	dec07	?	BRA 0984	l/n dec07 parade
0011	T-23A (A-122B)	Ñu-Guazú	054	1986	nov96	dump	BRA 0990	
0012	T-23A (A-122B)	Ñu-Guazú	056	apr00	sep20	pres	BRA 0992	Museo de la Fuerza Aérea Paraguaya
0014	T-23A (A-122B)	for sale	058	1986	jul20	w/o	BRA 0994	w/o 06sep05 Ñu-Guazú, offered for sale 20jul20
0015	T-23A (A-122B)	Ñu-Guazú	061	1986	apr00	dump	BRA 0997	dam 18aug92
0016	T-23A (A-122B)	Ñu-Guazú	062	1986	nov96	dump	BRA 0998	
0101	T-6D	to N7437C	88-13067	1980	1991	civil	ZAF ...	ex SNJ-4, converted to T-6D
0101	T-35A	GAI	215	apr93	mar06	act		
0102	T-6D	to N3171A, VH-MDP	78-7040	jun79	09feb91	civil	ZAF ...	Sold in 1991 as N3171A. Later VH-MDP
0102	T-35A	Silvio Pettirossi	216	apr93	mar04	std		
0103	T-6D	to N61167, VH-MWT	78-7095	1979	09feb91	civil	ZAF ...	Sold in 1991 as N61167. Later VH-MWT
0103	T-35A	GAI Ñu-Guazú	217	1993	19jan04	w/o	dbr 19jan04, hulk likely std a while at Silvio Pettirossi	
0104	AT-6D-NT	to N3173N	88-16095	jun79	09feb91	civil	ZAF ...	Sold 09feb91 as N3173N
0104	T-35A	Silvio Pettirossi	218	1993	feb06	std		
0105	T-6 (AT-6D)		S8-05	1980	1985	scr	0157	



Back in January 1997, C-47B 2032, former Brazilian 2090, was still active. (Asunción/Silvio Pettirossi, 6 January 1997, Erwin van Dijkman)



The last jet 'fighter' aircraft of the Fuerza Aérea Paraguaya was the AT-26, Embraer 326GB Xavante. Although many plans were made to obtain a successor, these fell through. This machine is now preserved at Silvio Pettirossi. (Asunción/Silvio Pettirossi, 29 September 2015, Wim Sonneveld)

0105	T-35A	for sale		1993	jul20	w/o		w/o 19apr16, pres Ñu-Guazú, offered for sale 20jul20
0106	T-6D	to N6069H	78-7094	1979	09feb91	civil	ZAF ...	Sold in 1991 as N6069H, later VH-WWA
0106	T-35A	GAI	220	1993	jun18	act		
0107	T-6 (T-6G)	to N3171H	88-14274	1980	09feb91	civil	0127	Sold in 1991 as N3171H, later VH-YPY, N3012Y
0107	T-35A	GAI	221	1995	dec19	act		
0108	T-6D	to N3171K	88-12420	1980	09feb91	civil	0133	Sold 09feb91 as N3171K, later VH-TOA
0108	T-35A	Silvio Pettirossi	222	1995	may18	std		
0109	T-6D	to N3171N	84-7500	jun79	09feb91	civil	ZAF ...	Sold 09feb91 as N3171N, later VH-DGP
0109	T-35B	GAI	211	apr93	jun18	act		
0110	T-6 (T-6G)		88-9039	1980	1989	scr	0149	
0110	T-35B	for sale	212	apr93	jul20	std		Offered for sale 20jul20
0111	T-6G	to N3172N	88-9352	1979	09feb91	civil	ZAF ...	Sold 09feb91 as N3172N, later VH-ZRO
0111	T-35B		213	1992	27nov92	w/o		w/o 27nov92
0111	T-35B	GAI	196	jan96	12nov04	w/o	CHL 141?	w/o 12nov04 Capiatá
0112	T-6 (T-6G)		84-7567	1980	1988	scr	0151	
0112	T-35B	GAI	214	apr93	sep20	act		
0113	T-6 (T-6G)		S5-06	1980	1985	scr	0153	
0114	T-6 (T-6G)		S7-07	1980	1986	scr	0155	
0115	T-6G	to N522LU	197694/SA-052	1980	09feb91	civil	ZAF 7705	Sold 09feb91 as N522LU
0116	T-6G	to N3171P	197320/SA-058	jun79	09feb91	civil	ZAF 7708	w/o Chaco 19feb87
0117	T-6G	to N97FP	197690/SA-061	1980	10jul91	civil	ZAF 7709	Sold in 1991 as N97FP
0118	T-6G	to N98FP	197695/SA-062	1980	10jul91	civil	ZAF 7710	Sold in 1991 as N98FP
0119/"1"	T-6G	Silvio Pettirossi	SA-063	dec06	sep20	pres	ZAF 7711	Outside gate, Aru-Sunú c/s
0120	T-6G		197229/SA-055	1980		w/o	ZAF 7700	w/o 25jan85 Galileo, Chaco
0121	T-6G		SA-066	1980	1989	scr	ZAF 7714	
0122	T-6G		SA-067	1980	1988	scr	ZAF 7715	
0123/"2"	T-6G	Silvio Pettirossi	SA-057	13jun79	sep15	wfu	ZAF 7699	Aru-Sunú c/s
0124	T-6G	to N60690	197234/SA-053	13jun79	09feb91	civil	ZAF 7706	Sold 09feb91 as N60690
0125	T-25 (N64-150)	Ñu-Guazú		apr00	sep20	pres	CHL ...	Museo de la Fuerza Aérea Paraguaya
0126	T-25 (N64-150)			22apr83		?	CHL ...	
0127	T-25 (N64-150)	Ñu-Guazú		mar10	sep20	pres	CHL ...	On base, near last hangar
0128	T-25 (N64-150)	GAE		22apr83	19oct89	w/o	CHL ...	w/o 19oct89
0129	T-25 (N64-150)			22apr83		?	CHL ...	

In 1983, five Neiva 64-150 were obtained from Chile. Over the years there have been various versions of their tie-ups to the FAP serials. This is partly due to the fact that they were reregistered in Chile and not confirmed there either. We do not believe they ran in order and we have seen no solid proof for what became of 252 (**140**), 255 (**133**), 257 (**135**), and 259 (**138**). It is also said the Paraguayans got 258 (**137**) as a spares source.

0130	T-25A	GAI	018	oct04	jan13	wfu	BRA 1848	
0131	T-25A	GAI	098	oct04	dec07	wfu	BRA 1928	
0132	T-25A	Silvio Pettirossi	120	oct04	sep15	std	BRA 1950	
0133	T-25A	for sale	004	oct04	jul20	wfu	BRA 1834	Offered for sale 20jul20
0134	T-25A	GAI	088	oct04	jan10	wfu	BRA 1918	
0135	T-25A	for sale	102	oct04	jul20	wfu	BRA 1932	Offered for sale 20jul20
0201	T-41B		R172-0112	1975	1987	w/o	0201	w/o 1987
0202	T-41B	Ñu-Guazú	R172-0115	1979	nov96	wfu	0205	
0203	T-41B			1979		?	0207	
0203	EMB720D	Silvio Pettirossi	720152	1991	apr00	wfu		impounded, l/n as wreck, fate?
0204	T-41B			1978	1981	wfu	0209	Parts used for 0201/0202
0204	EMB721C	GATE	721119	1991	1996	?		impounded, fate?
0205	U-6A	to C-FTCT	962	1980	07apr98	civil	0225	
0205	Beech 35-33	Ñu-Guazú	CD-43	nov93	jan96	pres		fate?
0206	Ce337	GATE	337-01656	1981	1992	w/o	0019	w/o 1992 during refuelling accident
0207	U-6A		955	1980	1988	?	0227	



Even though the UH-50 Esquilo were rather modern helicopters, the venerable UH-1H more or less outlived them in FAP. Registered H-025 to H-028, the plan was to apply serials H-0425 to H-0427 to the three survivors in 2003 but that never materialised. Two of them were put up for sale in July 2020. The H-027, that also flew as H-001, is the only one believed to be operational. (H-025, Ñu-Guazú, 17 October 2003, Jaap Dijkstra)

1001	AT-26	GAT	79159402	22oct79		w/o		w/o 1990
1002	AT-26	GAT	79160403	14nov79	22apr85	w/o		w/o 1985
1003	AT-26	GAT	79161404	14dec79		w/o		w/o 1988
1004	AT-26	Silvio Pettirossi	79162405	aug17	oct20	pres		on base, GAT HQ
1005	AT-26	Ñu-Guazú	80163406		2020	pres		on base, behind hangars
1006	AT-26	GAT	80164407	21mar80		w/o		w/o 12oct95 Estacia Galileo (80 km from Asunción)
1007	AT-26	Ñu-Guazú	80165408	jan17	sep20	pres		Museo de la Fuerza Aérea Paraguaya
1008	AT-26	GAT	80166409	26may80		w/o		w/o 10sep80 lake Ypacarai
1009	AT-26	Silvio Pettirossi	80167410	28jun80	sep15	std		travelling exhibit, hangared
1010	AT-26	Ñu-Guazú	81174417	jul16	sep20	pres		CIAERE HQ
1020	T-33A	Silvio Pettirossi	1050	apr07	sep20	pres		Along perimeter road, rd/wh/bl c/s, tail from 1024
1021	T-33A	Silvio Pettirossi	1227	apr07	sep20	pres		On base, GAT HQ, fake camo c/s, tail from 1020
1022	T-33A	Ñu-Guazú	1276	oct14	sep20	pres		Museo de la Fuerza Aérea Paraguaya, tail from 1025
1023	T-33A	Silvio Pettirossi	1278	20aug91	oct97	dump		w/o 22apr96, wreck
1024	T-33A	Concepción	1285	may10	jul20	pres		
1025	T-33A	Silvio Pettirossi	1338	dec91	oct15	wfu		no tail
1051	AT-27	GAT/3er Esc de Caza	312330	29dec87	aug20	act	PT-ZVM	30 Años tail markings
1052	AT-27	GAT/3er Esc de Caza	312333	29dec87	dec20	act	PT-ZVN	
1053	AT-27	GAT/3er Esc de Caza	312334	29dec87	aug20	act	PT-ZVO	
1054	AT-27	Silvio Pettirossi	312335	29dec87	jan97	dump	PT-ZVP	w/o 05mar95, wreck
1055	AT-27	GAT/3er Esc de Caza	312338	29dec87	10mar98	w/o	PT-ZVQ	w/o 10mar98 near Ayolas
1056	AT-27	GAT/3er Esc de Caza	312339	29dec87	19oct89	w/o	PT-ZVR	w/o 19oct89 Itaipú Airport, Ciudad del Este
1057	AT-27	Silvio Pettirossi	312023	10nov10	sep15	std	BRA 1319	
1058	AT-27	GAT/3er Esc de Caza	312058	29dec10	dec20	act	BRA 1344	
1059	AT-27	GAT/3er Esc de Caza	312061	29dec10	dec20	act	BRA 1347	
2001	C-131D	Asunción	322	02jan80	2013	wfu	T-93	to town, nose section only
2002	PBY-5A	to N96FP	1737	1980	dec93	civil	T-29	not flown from 07nov79 to 03nov88, flew with C-47 engines, sold to N96FP 1991
2003	C-47B		15378/26823	1980	nov96	wfu	T-23	c/n also quoted with PP-VBK pr. Bebedouro, Brazil
2004	C-47A		19002	1980	nov96	wfu	T-41	
2005	C-47A		19246	1955	nov96		T-27	Also c/n 19252 and c/n 13621 reported
2006	C-47D		14491/25936	1980	nov96	wfu	T-45	Also c/n 25892 reported
2007	C-47		4362	1980	nov96	wfu	T-35	
2008	C-47D		17113/34380	1980	nov96	wfu	T-51	as T-51, 2008 not worn, read as ex T-21
2009	C-47D		17079/34346	1980		w/o	T-37	w/o 28sep94 Bahia Negra
2010	C-47D	Ñu-Guazú	15882/32630	jul16	sep20	pres	T-81	inside east gate
2011	C-47A		199517	1980	nov96	wfu	T-43	as T-43, 2011 not worn
2012	C-47D	Ñu-Guazú	17001/34263	1980	sep15	i/a	T-61	paratrainer 2012 not worn, no plate (998 through paint)
2013	C-47D		16178/32926	1980	nov96	wfu	T-47	as T-47, 2013 not worn
2014	C-47B		14312/25757	1980	nov96	wfu	T-71	as T-71, 2014 not worn
2015	C-47A		12850	1980	nov96	wfu	T-63	as T-63, 2015 not worn
2016	C-47D		15703/27148	1980		w/o	T-69	w/o 1980 Lambaré
2017	DC-3-294		2122	1980	apr92	scr	T-65	
2018	C-47D		16949/34208	1980	nov96	wfu	T-53	as T-53, 2018 not worn
2019	C-47D		15165/26610	1980		w/o	T-75	w/o 1984 Concepción
2020	C-47D		17053/34320	1980	nov96	wfu	T-83	
2021	C-47D		14516/25961	1980	nov96	wfu	T-77	
2022	C-47D		16026/32774	1980	nov96	wfu	T-73	as T-73, 2022 not worn
2023	C-47D		17109/34376	1980	apr00	wfu	T-85	
2024	C-47B		20857	1980	nov96	wfu	T-57	as T-57, 2024 not worn

2025	C-47D		15380/26825	1967	nov96	wfu	T-55	as T-55, 2025 not worn
2026	C-47D		14623/26068	1967	feb79	wfu	T-79	
2027	DHC-6-200	to 5A-DJG	744	29sep81	ntu	C-GFHQ	Painted in fcs but ntu, to 5A-DJG 29sep81	
2027	C212-200	GTA	307	1984	jun20	act	Full c/n: 212A-52-1-307	
2028	C-47B	Ñu-Guazú	16667/33415	oct14	sep20	pres	CHL 964	Museo de la Fuerza Aérea Paraguaya
2029	DHC-6-200	to 5A-DJH	747	29sep81	ntu		Painted in fcs but ntu, to 5A-DJH 29sep81	
2029	C212-200	Silvio Pettirossi	310	1984	sep15	wfu		Full c/n: 212A-52-2-310, hangared
2030	C-47A	?	12557	aug17	jun18	pres	CHL 969	Gone from airport, to private owner
2031	C212-200	GTA	315	1984	jun20	act	Full c/n: 212A-52-3-315	
2032	C-47B	Silvio Pettirossi	15653/27098	apr00	sep20	wfu	BRA 2090	without wings
2033	C212-200	GTA	316	1984	jun20	act	Full c/n: 212AC-52-1-316	
2034	C-47B		15477/26922	1984		w/o	BRA 2018	w/o 1987 Mayor Pablo Lagerenza
2035	C212-400	GTA	473	06feb04	jun20	act		Full c/n: 212AA-52-1-473
2036	DHC-6-200	GTA	137	jan10	jun20	act	FAP-02	Also ex ZP-GAS/FAP-01
3001	Ce680		680-0272	nov19	dec20	act	TC-RED	was marked FAP-3001, now repainted
4001	DC-6B	Silvio Pettirossi	43822	1980	oct01	scr	T-87	
4001	B707-321B	Loma Grande	18957/472	aug17	sep20	pres	ZP-CCF, FAP-01	was also still marked FAP-01
4002	DC-6B	Silvio Pettirossi	43824	1980	oct01	scr	T-89	4002 not worn
4003	DC-6B	Silvio Pettirossi	44166	1980	oct01	scr	T-91	4003 not worn
...	UH-1H	GAH Ñu-Guazú	18037	2002	act	TWN 337?		either H-0433, 0435 or 0436
...	UH-1H	GAH Ñu-Guazú	18093	2002	act	TWN 393?		either H-0433, 0435 or 0436
...	UH-1H	GAH Ñu-Guazú	18109	2002	act	TWN 409?		either H-0433, 0435 or 0436
FAP-01	B707-321B	reregistered	18957/472	1994	2005	mil	ZP-CCF	as 4001, still also wore FAP-01
FAP-01	DHC-6-200	reregistered	137	1989	1991	mil	ZP-GAS	as FAP-02
FAP-01	Beech 350	to N350CA	FL-45	1991	jul94	civil		
FAP-02	DHC-6-200	reregistered	137	1991	2009	mil	FAP-01	as 2036
H-...	UH-1H	for GAH Ñu-Guazú		nov19	nov19	o/o	TWN ...	on order, ex TWN ...
H-...	UH-1H	for GAH Ñu-Guazú	18082	nov19	nov19	o/o	TWN 382	on order, ex TWN 382
H-025	UH-50 (HB350B)	Ñu-Guazú	HB1085/1941	20mar87	jul18	wfu		H-0425 allocated, ntu
H-026	UH-50 (HB350B)	Ñu-Guazú	HB1088/1944	20mar87	jul18	wfu	PT-HMR	H-0426 allocated, ntu
H-027	UH-50 (HB350B)	Ñu-Guazú	HB1092/1976	20mar87	jul18	wfu	H-001	H-0427 allocated, ntu
H-0401	Bell 427	GAH	56011	jun11	oct19	act	N367ND	dark blue c/s, gold/red c/l
H-0402	Bell 407GXl	GAH	54834	01nov19	nov19	act	N861KD	wh c/s, Republica del Paraguay shield
H-0429	UH-1H	Ñu-Guazú	18003	oct03	sep20	pres	H-029	On pole
H-0431	UH-1H	for sale	18018	oct03	jul20	w/o	H-031	w/o 15mar16, offered for sale 20jul20, or c/n 18019?
H-0432	UH-1H	for sale	18023	oct03	jul20	wfu	H-032	Offered for sale 20jul20
H-0433	UH-1H	GAH Ñu-Guazú	18037	oct03	oct19	act	H-033	FastFin
H-0434	UH-1H	Ñu-Guazú	18098	oct03	jul18	std	H-034	
H-0435	UH-1H	GAH Ñu-Guazú		oct03	sep15	act	H-035	18093 or 18109?
H-0436	UH-1H	GAH Ñu-Guazú		nov02	dec16	act	H-036 'Dragones', yellow titles FastFin, 18093 or 18109?	
H-0437	UH-1H	for sale	18078 or 18081?	mar06	jul20	w/o	TWN w/o 03oct10 Gral Diaz, Chaco, offered for sale 20jul20	
H-0438	UH-1H	for sale	18078 or 18081?	mar06	jul20	wfu	TWN Offered for sale 20jul20, possibly ex TWN 381 (18081)	
H-0439	UH-1H	GAH Ñu-Guazú	18053?	09jul13	jan20	act	TWN 353	
H-0440	UH-1H	GAH Ñu-Guazú		8aug19	21nov19	w/o	TWN ...	w/o 21nov19
H-0441	UH-1H	GAH Ñu-Guazú	18101	08aug19	aug19	act	TWN 401	inception ceremony 14aug19

Three more Iroquois, UH-1Bs, were used by the government's drug interdiction force resorting under the president. They were flown by FAP pilots, with 'serials' PR-H-003 (ex 63-8611, **19833**), PR-H-004 (ex 64-14033, **1157**), and PR-H-005 (ex TI-SPP, **426**).

Credits:

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Paraguay has a long lasting relationship with Taiwan. For example, their T-33s originate from that country and the fleet of Iroquois helicopters was gradually built up with former Republic of China Army Corps machines. The latest deliveries occurred in 2019! This H-0436 also started life in Taiwan, became FAP's H-036 in November 2002 and is still active as SAR machine. (Ñu-Guazú, 17 October 2003, Jaap Dijkstra)

MiG-19 and MiG-21 in Indonesian Air Force service



F2164 moved from storage at (possibly) Kemajoran to the Museum Satria Mandala in Jakarta in 1973. It has worn several liveries over the years, and by 2009 it was adorned with a big Wing 300 badge. (Jakarta, 10 August 2009, Marco Pennings)

As early as 1956, Indonesia embarked on a journey to modernize its armed forces consisting mainly of former ML-KNIL piston-engine aircraft received in 1950; such as the P-51, B-25, C-47, L-4J and AT-16. Eight Vampire T55s were the first jets received in 1956, followed in 1958 by Chinese support. The delegation even met with Chairman Mao Ze Dong and Premier Chou-en-Lai, they got 12 type 56 jet fighters (licence-built MiG-17), 12 Tu-2 bombers and 24 La-11 fighters. Also, Polish Il-10 and finally the modern Czech CS-102/MiG-15UTI, former Polish AF LiM-5/5P, and new Soviet Il-28 were acquired. This modernization program was needed to increase pressure on the Dutch Government which still held on to Netherlands New Guinea, a large territory claimed by then-Indonesian President Sukarno as integral part of the Republik Indonesia, named West Irian (Irian Barat).

Army General Abdul Haris Nasution, having returned from an unsuccessful mission to the US in October 1960, had ordered arms worth USD 360 million in Moscow on 6 January 1961 and in Jakarta on 4 March 1961. These included former Soviet AF Tu-16 bombers and MiG-19, plus new MiG-21 jet-fighters. Already in 1960, a total of 32% of the National Budget had gone to the Armed Forces, rising to a staggering 50% in 1961. The 1961 Indonesian Unit List Price for a MiG-21F-13 was US\$ 616,000 and a MiG-19 went for US\$ 344,400. Those were the days...

Delivery to Indonesia

Dutch Naval Intelligence (MARID) files give an account, though not very accurate, of the arrival of the MiG-19s and MiG-21s in Indonesia:

- 6 January 1961: Ten (restored) MiG-19s to be delivered in 1961 and twenty (new) MiG-21Fs to be delivered in 1962.
- Informant: MiG-19s arrived late May 1961; 36 aircraft (3 squadrons) arrived by ship in crates. US Air Attaché thinks fifteen aircraft.
- US Air Attaché: Twelve to fifteen MiG-19s delivered by 21 August 1961.
- Circa 1 February 1962: Twenty MiG-19 in Indonesia. Six assembled at Iswahjudi, two flown. Fourteen in crates at Tandjung Priok harbour, Jakarta. Crates are flown to Iswahjudi by C-130B.
- 9 April 1962: Two MiG-19s give demo over Jakarta.
- June 1962: No MiG-19 spares arrived. Four pilots

checked-out.

- US source: By 12 May 1962, nine MiG-21s out of twenty ordered have arrived in crates in Tandjung Priok harbour, Jakarta. Unloaded on 12 May. Another fifteen expected to arrive by ship 18-20 June 1962.

Indonesian sources confirm the hand-over of ten MiG-19S at Kemayoran on 9 May 1962.

A total of twenty MiG-21F-13s were handed-over by August 1962.

The Soviet Perspective

Russian Captain Nikolai Pudovkin tells his story: In the early summer of 1962, the 2nd Squadron of the 32nd Guards Fighter Aviation Regiment (32nd GIAP) from Kubinka, under the command of squadron commander Major Yuri Niemcewicz Jurevicha, was tasked to go to Indonesia to provide military assistance "in the liberation struggle against the Dutch colonizers" as it was called then. Senior of the group was Lieutenant Colonel Viktor Chistyakov, deputy commander for political affairs of the co-located 274th Regiment/9th IAD. 32nd GIAP was the first VVS unit to be equipped with the MiG-21F-13, and was also tasked to protect Russian troops in Cuba, the MiGs were later handed over to the Cubans in 1963. The unit provided pilots for Indonesia until they had a sufficient number of trained pilots for their new aircraft.

Aircrew Squadron:

- Major Yuri Niemcewicz Jurevicha, squadron commander
- Major Nikolai Petrovitsj Krainov, vice-squadron commander
- Captain Nikolai Goncharov, commandant
- Captain Vladimir Lebedev, commandant
- Captain Alexei Mikhailov Andrianovich, commandant
- Captain Gennady Denisenko, adjudant
- Captain Ian S. Azov
- Captain Victor Barmenkov
- Captain Yuri Zaitsev
- Captain Gennady Kuznetsov
- Captain Nikolai Pudovkin
- Captain Victor P. Stepanov
- Captain Dmitry Folomeev
- Senior lieutenant Gennady Mamontov

Engineering Squadron included:

- Captain Romanov, group leader

- Senior Lieutenant Grankov
- Lieutenant Karpov
- Lieutenant Nikolai
- Lieutenant Kuznetsov
- Lieutenant Mikhail
- Lieutenant Kostomarov
- Lieutenant Yuri
- Sergeant Nikita Morozov Gavrilovic

Nikita Morozov Gavrilovic remembers:

The Engineering staff of our squadron left Moscow in July, and on 1 August 1962 the aircrew left Sheremetyevo airport on an Il-18 on route Moscow - Tashkent - Delhi - Yangon - Jakarta, arriving in Jakarta the next day. On arrival in Indonesia it took three days to acclimatize. Why? We could not sleep at night; one hour sleep, then wake up drenched in sweat, then throw a liter mug of cold water over your head, and again under the sheets. But you cannot hide from the haunted mosquitoes.

Our planes arrived by sea in containers and were assembled at Jakarta airport. After our MiG-21F-13s were collected and flown over, we followed to Madiun airfield. Our combat mission was to defend the port of Surabaya from enemy air raids, by flying in loitering pairs armed with AAMs. Flying intensity was low; the squadron made 2-3 flights a day. But in the tropics, in a pressure suit and mask it was not easy. Our planes were in the hangar with roofs made of galvanized steel, so the temperature there was more than 40°C. Senior Lieutenant Grankov died in Madiun; when moving from the hotel to the airfield, he leaned against the tent body and a car coming from the opposite direction passed so close it hit his head.

Parallel with the main task we performed others like retraining Indonesian aircrew on our aircraft. The relationship we had with the Indonesians was most friendly. In Jakarta, I even played table tennis with the Indonesian students. After the relocation to Madiun airfield [Iswahjudi airbase], the aircrew settled in a mountain camp [Hotel

Sarangan] at 1200 m on the slopes of a volcano [Gunung Lawu], which fortunately for us "did not wake up". In the mountains, the climate was excellent and we could properly relax. The problem was something else; our camp was located 30 km from the airfield and the trip in an old-fashioned bus with two stops (because of boiling water in the radiator of the bus) took up to two hours.

It is worth noting that our "brothers" in the "socialist camp" - Czechoslovak pilots flying the MiG-17 from the airfield at Madiun - could get to the airport from their homes in thirty minutes because they had jeeps. At the same time the Czechoslovak pilots received twice as much money as we did. We were told that was because we (the Soviet pilots) were performing an international duty. We stayed in Indonesia until October 1962. Before returning to the Soviet Union we passed our planes on to the Indonesian Air Force where they joined the 14th Air Squadron. We returned home by sea to Vladivostok. In late October, near the Philippines, our ship was constantly accompanied by US planes and -torpedo boats which repeatedly simulated torpedo attacks. From Vladivostok to Moscow we got rail- and air transport. We arrived back in Kubinka on 7 November 1962.

Alexei Mikhailov Andrianovich tells:

On 5 July 1962 I departed by plane with a group of technical staff (senior group - Engineering Squadron Captain Romanov) and arrived at the airport in Jakarta. Our MiG-21F-13s were to arrive in Indonesia by sea, accompanied by technical personnel of the manufacturer. After the arrival of the containers with the aircraft, the technical staff (our squadron and the factory workers) started their assembly and training at the airport in Jakarta. In early August, our pilots arrived in Indonesia. With the arrival of the flight we were flying the fast jets that had been completed. In tropical climates the MiG-21 showed its remarkable aerobatic and combat capabilities. It was reliable and easy to maintain on the ground and in the air, even in tropical climates.



F1903 has been preserved at the Air Force Academy in Yogyakarta since at least July 1984. By 2009 it sported this fantasy scheme. No pictures exist of MiG-19s sporting any unit markings or striping. (Adisucipto, 21 August 2009, Marco Pennings)

The reader will note that the dates mentioned do not line-up with the MARID dates. Indonesian sources mention first-flights by Soviet pilots at Kemayoran in July 1962.

The story surrounding the MiG-19s is somewhat different, as Konstantin Dmitriev, an armament Engineer recalls:

In 1962, I served in the 831st Fighter Regiment, which was based at the airfield on the border with Turkey. We were summoned to the General Staff in Moscow for instructions, led by Lieutenant-General Semenov. However, he did not tell us where we were sent. The briefing was highly unusual: The General talked about the traditions and customs of different nations. By Il-18 we flew from Moscow to Tashkent, then to New Delhi. Relations between India and China had deteriorated (and we have supported China), so when we landed at the airport in Delhi, we were surrounded by a police cordon. However, we were all in civilian clothes and unarmed. Nevertheless, at the airport we were met with suspicion. Then on to Rangoon, Burma. Only after takeoff from Rangoon did we receive our destination in an envelope. It reported: Combat mission will be performed in Indonesia.

In Jakarta, we were met by representatives of Staff Army Group in Indonesia. At this point, the working team of the Odessa repair plant had brought **twenty** MiG-19S. When we began to examine the aircraft, we found a lot of faults. Even guns lacked parts. In Odessa they had been clearly negligent. Seven planes of the twenty were dead, others had minor problems. Four aircraft were quickly recovered, but three needed spare parts. When the Engineering Squadron wrote me a report, I multiplied their data with two or three, and then sent it to Soviet Ambassador in Indonesia, Mr. Mikhailov. He sent a coded message to the Politburo. A week later, one of the chief engineers of Air Force Colonel Morozov brought us all the necessary parts by airplane, which turned out to be even more than requested. After that, all the planes were repaired.

The Management Team - the regimental commander, engineers, doctors - lived in a villa which previously belonged to the governor. The maintenance crew, soldiers and others lived in large Dutch barracks. We were served Indonesian food; mainly rice, adding a little seasoning. Bananas and pineapples were unlimited. But since we were used to other food, it soon weakened many and sometimes we could barely move from fatigue. A little later, we began to receive products from the Netherlands - canned chicken, sausages, meat. From the Soviet Union they brought only Vodka, and beer from Czechoslovakia. I do not know why, but it was so. They even opened a cinema at their apartments showing newsreels of Khrushchev and popular revolutionary movies like Chapaev and Alexander Nevsky, attracting 200-300 viewers and beating the American missionaries nearby. At the airport, we were preparing to fly the airplanes. On the first shift we were flying, on the second the Indonesians. Parallel to preparing for war we carried out the necessary exercises and trained local pilots, engineers and technicians. If war broke out, the Indonesians themselves would have fought with our technique.

War with the Dutch was assumed. We transferred to Indonesia the latest MiG-19S, MiG-21 and Tu-16. At sea we were supported by a group of the Black Sea Fleet. At that moment, the tension in the region had increased, so in case of conflict we were ready to assist the Indonesians. Therefore, we were admitted temporarily to their country, but they treated us more like mercenaries. I remember I had to work with a local specialist for Air Armament. He was from a very rich family, he even had his own (F-51) Mustang.

When I tried to teach him something, he answered me: "Mister, I have the soldiers, I am a non-commissioned officer, you teach them". And he was drinking coffee and smoking a cigar.

We did not even know our salary, because we did not receive cash. Special representatives from the embassy ordered the goods for us at one of the Indian entrepreneurs. When the goods arrived, they were evaluated, and then they made us pay big money for simple things. Socks, shirts, shoes, fabrics and food came from Holland, Belgium, France, Japan, England, Spain and Germany and became available at the Soviet Trade Mission. As I remember; for Rp 5000 I bought a piano, a washing machine, a fridge and a watch. At the same time, for that money you could only buy three kilograms of sausages in the Indonesian store.

Even as a technician, life was not safe in Indonesia. At least one officer was killed in a taxi, and in another case; three guys went to a Japanese restaurant. Most likely they got drunk, then fell asleep on the balcony. Then somebody threw them from the balcony. The team returned home on 1 December (1962) flight from Jakarta to Moscow; in Jakarta plus 50 degrees, in Moscow minus 30 degrees.

Operational Use

Skadron Udara 12, Kemayoran

The operational history of Skadron Udara 12 before the introduction of the A-4 Skyhawk in 1982 remains sketchy, even in the history books published by the squadron. What is clear is that the formation of the squadron did not go as planned. On 1 July 1962, the official order was given for the formation of four squadrons to accept the MiG-19S (SkU12), MiG-21F-13 (SkU14), Tu-16A (SkU41) and Tu-16KS (SkU42). The Indonesian AF announced on 2 July 1962 that delivery had been made of two Tu-16 jet bombers, these had arrived on 25 June.

The first squadron commander for SkU12, acting Mayor Udara Hashari Hasanudin was appointed on 1 September 1962. However, Hashari Hasanudin was a veteran P-51 Mustang and MiG-17 pilot and he is not mentioned as a MiG-19 or MiG-21 pilot. He was replaced by veteran Vampire and MiG-17 pilot Mayor Udara Musidjan on 1 July 1963.

The squadron was not officially formed at Kemayoran until 12 September 1963. So what had happened? What we know from Indonesian and Russian sources is that the MiG-19s received by Indonesia required a lot of work to keep them operational, a lot more than the MiG-21s. The ten MiG-19s were handed over in May 1962, so it is not unlikely that it took over a year to transform the squadron into some form of operational outfit. Enter Mayor Udara Musidjan on 1 July 1963 and official formation on 12 September.

The first fatal loss had already occurred on 13 April 1963, followed by a second one on 5 October 1964. After the first loss, one of Indonesia's senior pilots, Leo Wattimena, air-tested a MiG-19 and branded it a "bad aircraft". Indonesia then decided to get rid of their troublesome Farmer and gave five survivors to Pakistan as help in the India-Pakistan war of 1965, later compensated by three ex-PIA Lockheed Constellations. The five MiG-19s were shipped from Tanjung Priok harbour, Jakarta, to Karachi in mid-September 1965. Air tests were performed at PAF Mauripur (now Masroor) in late November 1965, before hand-over to the PAF. What happened to these aircraft is unknown. The three remaining airframes were preserved. F1902 was on a concrete plinth at Kemayoran for years and was most likely taken to the US in the 1970s. F1903 and F1904 are still in Indonesia as of today.





Robert Young visited Iswahjudi in June 1973, on a C-130 flight from Vietnam to Jakarta. During the short stop-over, the crew was allowed to inspect the pristine MiG-21s stored in the SKATEK42 hangar. (Robert Young)

Having lost their MiG-19s, the squadron was unable to fulfil its task as air-defense unit for the capital Jakarta. The solution found was splitting up the surviving MiG-21s of SkU14 at Iswahjudi. In practice, this meant that both 12sq and 14sq had no more than seven or eight MiG-21s available. US Keyhole satellite pictures taken in 1966 show up to five MiG-21s at Kemayoran, in addition to five MiG-17s and a Tu-16. It is very likely that there were no individual squadron markings assigned during this period, but that the MiGs were assigned to the *Wing Operasional* 300 pool. MiG-21s had been present at Kemayoran since 1962; first based (14sq), on rework (also the MiG-19), visiting from Iswahjudi with senior officers, then again based with 12sq. Pilot Rusman, assigned to Wing Ops 300, flew the following F-13s at/to/from Kemayoran in 1965 and 1966: F2151, F2158, F2160, F2161, F2162, F2164, F2165 and F2168.

Skadron Udara 12 was part of *Wing Operasional* (Wing Ops) 300 under *Komando Pertahanan Udara Nasional* (Kohanudnas), or National Air Defense Command.

Squadron Commanders:

1. Acting Mayor Udara Hashari Hasanudin	01sep62-01jul63
2. Mayor Udara Musidjan	01jul63-01jul64
3. Acting Mayor Udara R. Ibnu Subroto	01jul64-01apr65
4. Acting Mayor Udara Wardoyo Kusumo	01apr65-30dec66
5. Acting Kapten Udara M.R. Tetelepta	30dec66-03jul67
6. Acting Mayor Udara Wilhelm Politon	02feb68-01feb70

Skadron Udara 14, Iswahjudi

Formed on 1 July 1962 and activated at Kemayoran on 8 August 1962. Part of *Wing Operasional* (Wing Ops) 300 under *Komando Pertahanan Udara Nasional* (Kohanudnas). The MiGs moved to Iswahjudi during August.



Squadron Commanders:

1. Kapten Udara Rusman	08aug62-1964
2. Kapten Udara Sukardi	1964
3. Kapten Udara Yahman	1964-1966
4. Kapten Udara Tri Suharto	1966-1970
5. Kapten Udara Benny Joseph	1970-1973

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 by 1 January 1963. TriKora's operational command was called the Mandala Command for the Liberation of West Irian (Komando Mandala Pembebasan Irian Barat) with Major-General Suharto (the future Presi-

dent of Indonesia) serving as its commander.

In preparation for the planned invasion, the Mandala command began making land-, air-, and sea incursions into (Dutch) West Irian. The Indonesian Air Force, AURI, made generous use of its recently acquired weapons [and subject of a future article], but the MiG-19s and MiG-21s had not yet reached any operational level and were never deployed before the conflict wended down on 15 August 1962 when the Netherlands signed the New York Agreement, handing over West Irian.

Operasi DWIKORA

President Sukarno was also strongly opposed to the creation of the state of Malaysia. A low-level conflict started on 20 January 1963 when Indonesian Foreign Minister Subandrio announced that Indonesia would pursue a policy of *Konfrontasi* with Malaysia, followed by infiltration of Indonesian forces into Sarawak on 12 April. On 3 May 1964, President Sukarno mentioned his Two Popular Commands (Dwi Komando Rakyat, DWIKORA); protection and continuation of the Indonesian revolution, and liquidation of Malaysia. Tu-16s and MiG-21s were deployed to Palembang and Polonia airfield in Medan as a show of force. The deployment of a flight to Medan was called *Operasi Pindah*, and three Fishbeds departed Iswahjudi for Polonia on 29 March 1964. On 5 December 1964, a flight of six Fishbeds was observed. A total of eighteen MiG-21s were in AURI service at that time. In May 1966, two MiG-21s were present. Flying a MiG-21 to Medan was quite a challenge; flight-time was one hour and 30 minutes and endurance was only 100 minutes, so they had 10 minutes of spare-time for any emergency as no jet-capable airfield was nearby.

Main task for the MiG-21s at Medan was testing radar readiness and response time of RAF 20sq Hunters and RAAF Sabres of 3sq and 77sq at Butterworth. The MiGs at Medan were armed with two K-13A Atoll AAMs, and they would fly low-level over Selat Malaka until aircraft took off from RAAF Butterworth to intercept them. The MiGs would then pull-up and "run away" before crossing the international boundary, thus averting an escalation. The MiG-21s were never used in anger, no intercepts were reported and two were lost during these deployments. A final peace agreement was ratified on 11 August 1966, by which time the MiG-force was already in trouble due to events described below.

The End

During the political tenure of Kabinet Dwikora I, an event happened that would change the history of Indonesia. In

the night of 30 September – 1 October 1965, an attempted coup resulted in the killing of six senior military commanders. The coup was suppressed by General Suharto (who may also have been the initiator in a complex power struggle), and the Indonesian Communist Party (PKI) was blamed for the attack. This resulted in an anti-communist purge killing maybe up to a million people. In the wake of these events, all support from Communist countries was stopped. With the source of spare-parts closed, it was just a matter of time before all eastern-bloc types were grounded. Indonesia had received military assistance from the USSR for a total of over US\$ 1,1 billion between 1956 and 1965. Moscow insisted that Indonesia settle its US\$ 800 million debt to the USSR before spares would be provided for Soviet military equipment. After a debt rescheduling in November 1966, Moscow agreed to sell spares on a cash basis only in September 1967. Indonesia then placed orders for only US\$ 5 million which were delivered by late 1969, after which Soviet-Indonesian arms dealings were terminated. If any spares were included for the MiGs is unknown.

Ironically; just weeks before the coup a CIA report mentions that a high-ranking senior Indonesian staff officer had advised the US Defense Attaché in Jakarta, that Indonesia planned to send twelve MiG-21s with pilots to Pakistan as a show of support and to get combat experience. The meeting was on 13 September and planned departure was on 23-25 September. It never happened, but five MiG-19s did go as mentioned earlier. A planned expansion of the MiG-21 force also faltered. A February 1965 CIA report states that Indonesia planned to add at least fourteen MiG-21FL (at 1964 Indonesian Unit List Price of US\$ 879,200) and six MiG-21U Mongol trainers to its inventory starting in 1965. A May 1966 CIA report states that Indonesia received its first MiG-21FLs late 1965! Maybe this is the source of a rumour that two MiG-21Us F2173 and F2174 were received. Maybe they were ready for delivery? Maybe they never left their shipping-crates after arrival? So far; no proof of delivery has surfaced.

Indonesian sources are not clear on the last operational flight of the MiG-21, but a farewell flight of Soviet types in late 1967 is the most accurate account available, although a flypast on 5 October 1970 is also mentioned. A Keyhole satellite picture taken in May 1967 shows Kemayoran empty, except for a single Tu-16. Pilot Rusman made his last MiG-21 flight (and possibly for the whole fleet) in F2153 from Kemayoran to Halim on 21 August 1967. What is sure is that the last group of pilot-trainees returning from the Soviet Union in 1968 had nothing to fly with. The surviving MiG-21s were stored at Kemayoran and Iswahjudi.



Bort-85 is an ex-USAF YF-110B #14. It arrived at Eglin Armament Museum by September 2002, and the sign in front confirms it is ex-Indonesia. (4 April 2019, Marco Pennings)

Red Eagles over Nevada

As of 1973, all surviving AURI MiG-21s were either preserved or stored. Two visits to Indonesia give us clues as to their whereabouts: Squadron Commander Dennis Robertson was Commanding Officer of the RAAF Sabre Advisory Unit at Iswahjudi from January 1973 to August 1973. During his stay he made some interesting photographs, including one of the storage outside of the old Tu-16 hangar on the south-east side of the base. Four MiG-21s were parked there (see picture). Robert Young visited Iswahjudi in June 1973, when the C-130 he was on made a one-hour refuelling stop on route from Vietnam to Jakarta. The SkaTek 042 hangar (on the north-east side of the base) held a collection of gems; seven MiG-21s are visible on his photographs. That makes a total of at least eleven MiG-21s in store at Iswahjudi during 1973, plus one in a water hole (see later).



Dennis Robertson says none were active during his tour. He told the author: 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. There were MiG-21s in hangar storage and one was in 'as new' condition, apart from deterioration of perishable parts such as 'o' rings. We briefly considered the possibility of refurbishing it to flying condition, but finally deemed it too big a distraction from our role.....I don't recall what happened to the MiGs. He has no recollection of any US transports picking up any of these aircraft. It is therefore safe to assume that the first extraction by the US was post-August 1973 (see later).

Why where the MiG-21s given to the US? Well, there could be a number of reasons; first of all they had been grounded several years earlier and had no further use. Refurbishing without Communist help would be out of the question. On the other hand, in 1973 the relationship with the West had improved to a point that Indonesia received MAP-support from the US (T-33, Cavalier Mustang, C-47), and also help from Australia (CA-27 Sabre). A smart deal was logical.

The book *Red Eagles* by Steve Davies tells us the fascinating story of the use of ex-AURI MiG-21s in the US. On 30 May 1973, AFSC started program *Have Idea* for MiG-17 and MiG-21 aggressor operations. The former Iraqi/Israeli MiG-21F-13 007 had returned from Israel (or never left) for a second "tour of duty" in 1972 (the first tour was as 80965 for the *Have*



The USAF used the MiG-21s as "YF-110(B)". These were most likely the ex-Indonesia airframes on, and near, Tonopah. (USAF)

Doughnut program from 23 January 1968 until 8 April 1968), and became the first *Have Idea* MiG-21 designated YF-110. MiG-21F-13 USAF s/n 007 was used in tests of a limited comparative evaluation of a F-15A (s/n 71-0285) and a MiG-21F-13. The tests were conducted by the F-15 Joint Test Force and Project *Have Idea* test personnel. S/n 007 is mentioned in the document as the (USAF) serial number of the MiG-21F-13 used during these test for a total 2.1 hours on 22 and 23 August 1973. Also in 1973, the first four AURI MiG-21F-13s (the four outside of the hangar?) were transported to Groom Lake in Area 51, coming from Iswahjudi in central Java. This group provided the second flying *Have Idea* MiG-21F-13. The ex-AURI MiG-21s were designated YF-110B.

In 1976, program *Have Idea* (with no MiG losses) was replaced by program *Constant Peg*. The mission of *Constant Peg* was to train USAF, US Navy and US Marine Corps fighter aircrews on the best ways to fight and win when encountering MiGs in aerial combat. MiG-21s were the surprise element in RED FLAG exercises. The second batch of ex-AURI MiG-21s was received in 1976. We do not know how many, just that one had been in a water ditch up to the canopy rails for four years at Iswahjudi. It took eighteen months to rebuild this aircraft from scratch.

On 1 April 1977, 4477 TEF *Red Eagles* was activated under the 57th FWW and based at Groom Lake under the command of Lt Col Glenn Frick. In 1977, four additional MiG-21F-13s were to be made operational (in addition to the four in 1973?). In the summer of 1978, a MiG-21F-13 was transferred to new facilities at Tonopah, to be used as Hangar Queen and to be dismantled for spares. In July 1979, six MiG-21F-13s and two MiG-17s flew from Groom Lake to Tonopah, where MiG-21 aggressor operations started under the command of Lt Col Gaillard Peck on 17 July 1979.

On 1 May 1980, 4477 TEF became 4477 TES. From 1979 until at least September 1983, six ex-AURI MiG-21F-13s were operational (next to MiG-17s and MiG-23s). Initially they were natural silver, but ca 1982 a red star on the fin, a Bort number and camouflage was introduced. The final YF-110B flight was in early summer 1987 (by USAF #12). They were replaced by twelve new J7Bs (known as YF-110C). The YF-110Bs were stored at Tonopah for several months, but their eventual fates are not clear. No YF-110Bs were lost in accidents and no YF-110Bs were reported with other units. The very last sortie made by 4477 TES was on 4 March 1988. By then, a total of over 15,000 MiG-17/21/23 sorties had been flown. Many thousands must have been with the MiG-21F-13 so it is not unlikely that this small group of AURI MiG-21s actually made more flight hours during fourteen years in the US than the complete batch during five years in Indonesia.

USAF MiG-21F-13 Fishbed-E and E alias YF-110B

USAF use of the MiG-21F-13 seems clear, but it could also be the tip of the iceberg. The primary US source for MiG-21F-13s in the 1960's and 1970's would be Israel. The 12 August 1966 defection of Iraqi Captain Monir Radfa in aircraft 534, including manuals, was a major Mossad success. Other Middle Eastern and North African MiG-21F-13 operators were Egypt, Syria and Algeria. Israel is said to have captured a number of Algerian MiG-21F-13s at El-Arish in the Sinai. Internet sources claim: Either three or six Algerian MiG-21F-13s landed at El-Arish AB on 6 June 1967, after a mistake within the Egyptian High Command caused them to be sent to an airfield that was meanwhile captured by the Israelis. One of the Algerian pilots who realized the situation fired at his MiG, damaging it badly but the other aircraft were taken intact. The damaged MiG was subsequently repaired with the help of large amounts of spare parts found in the depots of Egyptian airfields. These were sufficient to keep also the ex-Iraqi MiG-21F-13 (the well-known "007") operational, but then also proved sufficient for the IDF/AF to put together an operational MiG-17F. According to some unconfirmed reports these aircraft might have been pressed into service within a unit that became known as a "Soviet Squadron". There are no reports of the capture or defection of intact Egyptian or additional Syrian MiG-21s. However, in 1977 ties between Egypt and Israel (and thus the US) started to improve and sources suggest some 32 Egyptian fighters (MiG-21s, MiG-23s and Su-20s) were given to the US. These did not include MiG-21F-13s though (so they say; the one in Hatzetim is thought to be ex-Egypt or ex-Algeria). The Indonesian connection is described earlier. Worldwide there could have been more sources but there is simply no information available.

The total number of ex-AURI MiG-21F-13s in USAF service remains unclear. A list of eleven aircraft (including a MiG-21U!) circulates, but cannot be correct because: It contains two crashed aircraft.

AURI never had any MiG-21Us as 1) this was confirmed by pilot Rudy Taran in March 2009, 2) there is no mention of these aircraft in any AURI publication, 3) there are no pictures available, 4) none were flown by Russian who flew all twenty single-seaters between 1962 and 1967.

However, nine MiG-21F-13s are candidates for these US-imMiGrants, see main list below. Over the past 25 years, a number of ex-USAF MiG-21F-13s have appeared in museums in the US, Europe and the Middle East. Identification of these aircraft has been very difficult, and only a few are potentially ex-AURI aircraft.

Main features to look for are a **UHF antenna underneath forward fuselage**. This modification was done in the US.

However, aircraft that never flew would not have had a need for this modification. An indicator for a former-AURI aircraft is the **SRO-1 "Barij-M" IFF** in a bulge on the spine at mid-fuselage. During US service, some aircraft lost their SRO-1 antenna, but kept the bulge on the spine. This distinguishes them from aircraft with a **SRO-2 "Khrom" or Odd Rods IFF** on fin and/or under forward fuselage. Those were not present on AURI aircraft. Could they have been added in the US? That seems unlikely.

The following nine MiG-21F-13/YF-110B Fishbed Es are possible former AURI machines preserved in the US and Europe. However, some of them may be former Egyptian or Algerian aircraft. Serials 75-001, 75-004 and 75-010 are reported. Note; batch 75-0001/0016 is a cancelled contract for Beechcraft C-12A Huron.

The pilots

The first Indonesian MiG-21 pilots were recruited from the existing pool of fighter pilots. In 1961, four pilots were selected for conversion training in Russia; Sukardi, Jahman, Sobirin Misbach and Saputro. Eventually, Sobirin Misbach and Saputro did not make it to Russia, and were replaced by pilots Johannes Mundung and Igon Suganda. Johannes Mundung left for Lugovay air station, 100 km west of Dzjambul (now Taraz), Kazakhstan, in February 1962. Unfortunately, he fell ill and had to return to Indonesia. Igon Suganda also had to return to Indonesia; because he was too small for the pressure suits available! Jahman had been active as a MiG-17 pilot at Morotai in Operasi Trikora, the assault on Dutch New Guinea, when he was recalled after four months of active duty and sent to Kazakhstan.

Markings	SRO-1	SRO-2	UHF	c/n	s/n	remarks
Soviet Bort 60 red	Yes	Yes	Yes	2105 (#)		Preserved SAC museum Offutt AFB 1990 as Soviet Bort 60 red. Later preserved as Vietnam AF Bort 4422 red at SAC museum Ashland, NE, may98, renamed Strategic Air and Space Museum in 2001. In 2011 markings reverted to Bort 60 red. Current jun19.
Soviet Bort 63 red	Yes, removed by 2003	Yes on fin tip	No	2106 (#)	ex AURI F2163	For many years it was part of the exhibit of Soviet military hardware housed at Bolling AFB, District of Columbia, in the "Soviet Awareness" training program, FTD/Soviet Indoctrination. Ex USAF to NASM aug90. preserved NASM Paul Garber Facility, Suitland, MD, jun91 as Soviet Bort 13 red (and in camo). As Soviet Bort 69 red in 90's (and bare-metal), nov98 no mks and identified as 2163, jan01. To NASM Steven F Udvar-Hazy center, Va, 2003 as Soviet Bort 63 red. SRO-1 spine-part removed. Carries the possible c/n "Series N 19, GREG N 19D (so c/n 1919), 19 4 62" and the number "2106." The numbers "19 4 62" may refer to the date 19apr62. Meaning of the acronym "GREG" is unknown. Is actually 2119? Last noted apr19.
Soviet Bort 85 red	Yes	No	Yes			Ex USAF #14. Preserved Eglin Armament Museum by sep02, last noted feb20. Information sign confirms AURI origin.
Soviet Bort 80 red	Yes	Yes under nose	Yes			Preserved Barksdale 8th Air Force Museum by mar94 as Soviet Bort 80 red. Later preserved as Vietnam AF Bort 5060-red. Sign says: Registration is 185 (1030). Last noted jun19.
Vietnam Bort 2118 red	Yes	No	No	2120 (#)	585	Preserved Hill AFB museum since jul93, last noted nov18. It carries '585' on a large metal plate in the front the nosewheel bay. This plate was likely affixed by the USAF?
Soviet Bort 64 red	Yes bulge only	Yes	No	2111 (?)	ex AURI F2153?	Ex USAF #04. Preserved Nellis AFB 64 FWS by sep95, feb07, same aircraft as reported preserved at Nellis as 23 yellow apr97? Reported as first AURI MiG-21. Last noted mar18. Note: 2111 is on the c/n plate of the i/a in Bandung, manufactured 11 April 1962.
Soviet Bort 150 red	Yes	No	Yes	2114 (#)	562	Preserved Kirtland AFB jul92-apr05. 4 January 2018 to National Museum of Nuclear Science and History, Albuquerque, NM, last noted mar19.
Soviet Bort 84 red	Yes bulge only	Yes under nose	No			Ex USAF #11. Was instructional and later Nellis TTF sep98. Said to be the same one that was preserved later on (see Soviet Bort 64 red).
Soviet Bort 77 red	Yes	No	No	2107 (&)	ex AURI F2157	Ex Ramstein instructional (USAFE Ground School Einsiedlerhof). Preserved Armed Forces Museum in Brussels nov92-2005, had USAF and AURI markings under soviet paint scheme. In order to make room, the MiG-21F-13 has been removed from the Aeronautical Department of the Royal Army Museum at Brussels on 09mar06. It was stored at a depot in Vissenaken. Moved to Landen. Last noted 2019.

Table: the migrants to the USA. (# = c/n on plate, & = c/n painted on, and that is more reliable on these MiGs!)



Dennis Robertson was Commanding Officer of the RAAF Sabre Advisory Unit at Iswahjudi in 1973. He took this interesting shot of four MiG-21s and three LiM-5s stored at the base. F2153 ended up in the US.



MiG-19 F1902 was used for only four years until grounded by late 1965. It was then placed on a plinth at Kemajoran by 1967 until at least late 1979. It then disappeared and was most likely taken to the US. (Kemajoran, 1976, via Henk Schakelaar)

Major Rusman was also a MiG-17 pilot during Operasi Trikora, but was ordered to return to Jakarta for local MiG-21 conversion by Soviet instructors at Kemayoran late June 1962.

Known MiG-21 pilots:

Rusman	SKU14	SKU14 Co 1962-1964
Ibnu Subroto	SKU14	
Jahman	SKU14	SKU14 Co 1964-1966
Igon Suganda	SKU14	killed 1970 Palembang, crash MiG-17
Sukardi	SKU14	SKU14 Co 1964, killed Wonocolo, crash MiG-15
Suparno Saputro	SKU14	killed 11oct62 Iswahjudi, crash MiG-21
R. Subardi	SKU14	killed Irian Jaya, crash Skyvan
Jos Bakarbesy	SKU14	killed 09oct62 Cepu, crash MiG-21
Firman Siahaan	SKU14	
Zainudin Sikado	SKU14	
Bram Rudy Taran	SKU14	
Wofkar Usmani	SKU14	killed Yogyakarta, crash T-34A
Mohamad Syafei	SKU14	killed Medan ca 1964, crash MiG-21
Benny Joseph	SKU14	SKU14 Co 1970-1973 (MiG-21 grounded)
Tri Suharto	SKU14	SKU14 Co 1966-1970
Elly Sumarno	SKU14	ca 1964 crashed in MiG-21, ejected
Sobirin Misbach	SKU14	



On 13 April 1963, a fatal nosedive at Kemajoran of MiG-19S F1907 killed Pilot LU I Sumarsono. The display was in honor of visiting China's Head of State, Liu Shao-chi. (Archive Marco Pennings)

Martin RH Tetelepta	SKU14	SKU12 Co 1966-1967
Wardoyo Kusumo	SKU12	SKU12 Co 1965-1966
F.P.H.W. Politon	SKU12	SKU12 Co 1968-1970 (MiG-21 grounded)
Jopi Japri Usmani	SKU12	SKU12 Co 1972-1974 (MiG-21 grounded)

Known MiG-19 pilots:

Musidjan	SKU12	SKU12 Co 1963-1964
Ibnu Subroto	SKU12	SKU12 Co 1964-1965
Sumarsono	SKU12	killed Kemayoran 13apr63, crash MiG-19
Trisno Pudjodarmo	SKU12	killed Kemayoran 05oct64, crash MiG-19
Rusman	WPU.300	Operasi Pakis nov65

Rusman

Pilot Rusman is one of the most experienced fighter pilots in the Indonesian Air Force, and has accumulated some 5000 flight-hours during his career. His logbooks helped piece together aircraft data presented in this article. He was commander of SkU14 between 1962 and 1964, and commander of Air Defense Wing (WPU) 300 from 1964. He was the first pilot to go supersonic over Indonesia in 1962. In 1965 he was part of Operasi Pakis; the delivery of five MiG-19S to Pakistan on 16/19sep65. He did the MiG-19 air tests at Mauripur on 22, 25 and 26 November 1965.

His flight hours include 20:35 on MiG-19S and 210:20 on MiG-21F-13. Some data on his MiG-21 conversion training:

- 1 August 1962: 0:25 hrs in MiG-15(CS-102) J758 with Soviet instructor Chistyakov, from Kemayoran.
- 2 August 1962: 0:25 hrs in MiG-15(CS-102) J758 with Soviet instructor Chistyakov, from Kemayoran.
- 3 August 1962: 0:25 hrs in MiG-15(CS-102) J758 with Soviet instructor Chistyakov, from Kemayoran to Iswahjudi.
- 7 August 1962: 0:40 hrs in MiG-21F-13 F2153, familiarization flight from Kemayoran.
- 23 August 1962: 0:35 hrs in MiG-21F-13 F2155, acceleration to Mach 1.6 from Iswahjudi.
- 29 August 1962: 0:35 hrs in MiG-21F-13 F2154, acceleration to Mach 2 at 20.500 m from Iswahjudi.

Indonesian pilots usually were type-rated on multiple aircraft, and so was Rusman. For example, a busy schedule for him on 30 August 1962:

- 1:30 hrs flight from Jakarta-Halim to Malang-Abdulrachman Saleh in Mustang F347.
- 0:20 hrs from Abdulrachman Saleh to Iswahjudi in Mustang F354.
- 1:20 hrs high-altitude cross-country flight in MiG-21F-13 F2154 from Iswahjudi.
- 1:10 hrs from Iswahjudi to Halim in Mustang F354.

And a busy month of 34:55 hrs for August 1962:

- 10:05 hrs on F-51 Mustang
- 04:25 hrs on MiG-15(CS-102)
- 01:45 hrs on MiG-17F
- 05:20 hrs on MiG-17PF
- 13:20 hrs on MiG-21F-13

Serial overview

MiG-19S, ex Soviet AF, h/o 09may62 Kemajoran.

F1901	SKU12		to PAF 16/19sep65, Operasi Pakis	
F1902	SKU12		wfu 1965, preserved Kemajoran 1967-aug79, to USAF 4477 TES* 22dec79 along with three MiG-21s.	
F1903	SKU12		wfu 1965, preserved at Akademi Angkatan Udara, Yogyakarta by jul84	jul19
F1904	SKU12		wfu 1965, pres. at Halim 1970, assigned to Museum Dirgantara Mandala, Yogyakarta 20mar80	jul19
F1905	SKU12		to PAF 16/19sep65, Operasi Pakis	
F1906	SKU12		to PAF 16/19sep65, Operasi Pakis	
F1907	SKU12		w/o 13apr63; crashed at Kemajoran during display. Pilot LU I Soemarsono, killed	
F1908	SKU12		to PAF 16/19sep65, Operasi Pakis	nov65
F1909	SKU12		to PAF 16/19sep65, Operasi Pakis	nov65
F1910	SKU12		w/o 05oct64; crashed during formation flight at Kemajoran, pilot Trisno Pudjodarmo killed	

*A preserved MiG-19 was dismantled and shipped to the US. Could be MiG-19S c/n **0915372** with fake serial 0138 in USAF Museum in Wright Patterson. It arrived from 457TES and is on display since oct94. However, c/n is reported as ex-Egypt.

MiG-21F-13	Unit(s) /n	Rusman log:	Fate:	c/n (# = plate, & = painted):	l/n:
F2151	SKU14 / SKU12	mar66	to USAF 4477 TES or w/o 1966		
F2152	SKU14	sep62	w/o 11oct62		
F2153	SKU14 / SKU12	aug67	stored Iswahjudi 1973, to USAF 4477 TES, preserved at Nellis		mar18
F2154	SKU14 / SKU12	jun64	stored Iswahjudi jun73, to USAF 4477 TES		
F2155	SKU14	sep62	w/o 09oct62	N742103	
F2156	SKU14 / SKU12	sep64	stored Iswahjudi 1976, to USAF 4477 TES		
F2157	SKU14 / SKU12	sep65	stored Iswahjudi jun73-oct77, to USAF 4477 TES, pr. Brussels, now std Landen	N742107&	2019
F2158	SKU14 / SKU12	feb66	stored Kemajoran dec75, ITB instructional by 1986. Previously reported as 2101	N742111#	2019
F2159	SKU14 / SKU12	jul64	w/o 1964/1966		
F2160	SKU14 / SKU12	aug66	stored Iswahjudi jun73, to Mus. Dirgantara Mandala, Yogyakarta 20mar80	N742113	jul19
F2161	SKU14 / SKU12	jun66	stored Iswahjudi jun73, to USAF 4477 TES		
F2162	SKU14 / SKU12	mar66	stored Iswahjudi jun73, to USAF 4477 TES		
F2163	SKU14 / SKU12	jul64	stored Iswahjudi 1976, to USAF 4477 TES, preserved NASM	N742106	apr19
F2164	SKU14 / SKU12	may66	preserved Museum TNI Satria Mandala, Jakarta since 1973		jul19
F2165	SKU14 / SKU12	mar66	stored Iswahjudi jun73, to USAF 4477 TES		
F2166	SKU14 / SKU12	may66	to USAF 4477 TES or w/o 1966		
F2167	SKU14 / SKU12	jul63	preserved entrance Markas Kohanudnas by jul92, repainted as F2170 16jul09		jul19
F2168	SKU14 / SKU12	may66	GIA Adisutjipto, Yogyakarta (unconfirmed), to USAF 4477 TES		
F2169	SKU14 / SKU12	jul64	w/o 1964/1966		
F2170	SKU14 / SKU12	mar64	preserved in Zoo in 1970s, to USAF 4477 TES	N742116	

The c/n range of **742101** to **742120** seems confirmed. These were painted on the outside of the main landing-gear doors as N7421xx.

MiG-21 Losses

F2152	w/o 11oct62	overran Iswahjudi runway 35 into river. Afterburner failure on take off. Pilot LU Satu Saputro ejected but killed.
F2155	w/o 09oct62	crashed into Hutan Jati, Daerah Cepu, on night flight. Pilot LU Satu Yos Bakarbesi killed.
F21xx	w/o 1964/1966	crashed near Medan during Operasi Dwikora, LU Satu Mohamad Syafei killed.
F21xx	w/o 1964/1966	crashed on landing at Iswahjudi. Pilot surprised by Intake Cone Movement and ejected.
F21xx	w/o 1964/1966	crashed in Tanjung Kait area during Operasi Dwikora. LU Satu Eli Sumarmo ejected.



F1904 was preserved at Halim in 1970, and then transferred to the Museum Dirgantara Mandala in Yogyakarta on 20 March 1980. Markings are not original. (Adisucipto, 21 August 2009, Marco Pennings)



F2160 was stored, then preserved at Iswahjudi until it was transferred to the Museum Dirgantara Mandala in Yogyakarta on 20 March 1980. The markings are as it was stored in 1973. (Adisucipto, 21 August 2009, Marco Pennings)

Early retirement for the A380



Anton Homma

On 27 April 2005, the Airbus A380 took to the skies for the very first time. It was an ambitious project and part of Airbus' plan to become the world's largest aircraft manufacturer. On 31 August 2006, Airbus flew their four A380-prototypes on a unique formation flight above France, resulting in this nice shot. (Airbus)

On 27 April 2020, the Airbus A380 celebrated its fifteenth birthday. It was however not a happy celebration as almost all A380s were grounded back then due to the COVID-19 crisis. Since then many airlines have announced an early retirement for (part of) their fleets of A380s. Despite all this, we at Scramble thought it would be a good idea to write an extensive article about Airbus' largest aircraft to date, including a rundown of all aircraft built and their whereabouts.

Development

Already back in 1988, Airbus studied the possibility for an "ultra-high capacity airliner" with the aim to complete the manufacturer's line-up of aircraft, as well as to undermine the monopoly Boeing had in this segment of the market, with their Boeing 747. Airbus was not alone thinking about this, as McDonnell Douglas (with the MD-12) and Lockheed were also exploring opportunities. In June 1990 the Airbus board gave the green light to the project.

A month later Airbus presented the project during the Farnborough Air Show and announced the new aircraft would be 15% more efficient than the Boeing 747-400. Between 1993 and 1995 Airbus and Boeing both studied the possibility to work together on the project, but in 1994 Airbus said they would move along alone with the project, now renamed to the A3XX.

Until 2000, Airbus fine-tuned and tweaked the design of the A3XX. Several options were taken under consideration for the shape of the fuselage, the most curious one was two A340-fuselages next to each other. Eventually Airbus decided on a full double-decker aircraft, which would be up to 20% more efficient than the B747-400. Right from the start Airbus was also planning to offer it in a freighter-variant.

On 19 December 2000, Airbus officially voted to launch the project, now renamed the A380. It was launched with 55 firm orders from six customers; Air France (10), Emirates (7), ILFC (10), Qantas (12), Singapore Airlines (10) and Virgin Atlantic (6). Airbus offered two versions during the start of the programme: the A380-800 and the A380-800F. The passenger-version would be able to carry 555 passengers in a typical three-class lay-out over 15,700 kilometres. The freighter-variant would carry 150 tonnes of cargo and could fly 10,400 kilometres. During the launch Airbus also said it might offer a stretched 656-seat variant later.

Flight testing

To complete the certification process, Airbus would deploy five A380s. The first A380, F-WWOW, was shown to the world on 18 January 2005. On 27 April 2005 it took to the skies for the very first time, powered by Rolls-Royce engines. The first Engine Alliance-engined A380 flew for the first time on 25 August 2006. A few days later, on 6 September 2006, Airbus carried out a first full passenger-flight, carrying 474 Airbus co-workers from Toulouse and back.

On 12 December 2006 the A380-841 and -842 received their type-certificates, clearing the way for the first deliveries to customers with Rolls-Royce engines. A year later, on 17 December 2007, the A380-861 received its type-certificate.

Production delays

The production of the A380 is a complex process with the major parts being produced in France, Germany, Spain and the UK. Final assembly takes place in Toulouse and the components arrive there by a long route over air, sea and land. After assembly the aircraft are ferried to Airbus' plant in Hamburg-Finkenwerder for cabin-outfitting and painting.

Once completed the aircraft are ferried back to Toulouse for final preparations for delivery to the customer.

As the production-process was very complex, Airbus had quite some difficulty to get it under control. Right from the start, Airbus offered unprecedented customisation options for their customers which made cabin-outfitting a very long and challenging process. Another issue was the kilometres of wires running through the plane and Airbus-production sites using different versions of CATIA (Computer-Aided Three-dimensional Interactive Application), causing many confusions and production challenges.

In June 2005 Airbus announced a first delay for the delivery of A380s of six months. A year later, Airbus had to announce another delay, this time for up to seven months. The manufacturer still planned to deliver the first A380 to launch customer Singapore Airlines in 2006, but the delays would severely impact the number of planned deliveries for 2007, 2008 and 2009. The second delay was a big blow for Airbus, which ended up in the departure of many executives and a drop of 26% in the Airbus share-value. In October 2006, after a review of the A380-programme, the new CEO of Airbus was forced to announce a third delay. The first A380 would now be delivered in October 2007, meaning a total delay of over more than two years.

As a result of the many delays, Airbus decided to halt all work on the development of the A380-800F and focus solely on the passenger variant. The freighter-variant was suspended indefinitely and subsequently FedEx and UPS cancelled their orders. Emirates and lessors ILFC converted their orders for the freighter into the passenger-version.

Entry into service

On 15 October 2007, Singapore Airlines took delivery of the world's first A380, registered 9V-SKA. Ten days later it was put into commercial service flying to Sydney. The second airline to take delivery of the A380 was Emirates and their first commercial flight with the type was in August 2008, from Dubai to New York-JFK (NY). Both airlines were very satisfied with the dispatch reliability of the aircraft and its performance, with Singapore Airlines saying the A380 was 20% more efficient per seat-mile than their B747-400s.

Types and (planned) versions

A380-800: The only version built of the A380 is the -800. There were two engine options available for the customers, the Rolls-Royce Trent 900 (A380-841 and -842) and the Engine Alliance GP7000 (A380-861). The difference between the -841 and -842 is that the -842s have a little bit more thrust.

A380-800F: This would have been the freighter version, which would have been very suited for parcel carriers. Emirates, FedEx, ILFC and UPS ordered a total of 27 freighters. It would be offered with a Trent 900 (A380-843F) or GP7000 engine (A380-863F). An interesting effect of the COVID-19 crisis is that Lufthansa Technik is offering a semi-permanent conversion package for A380s into a freighter configuration. According to their own press-release about this; they have at least one customer that is going to have an A380 converted.

A380-900: Already during the start of the programme, Airbus envisioned a stretched version of the A380, which would be able to carry 100 more passengers. Over the years quite some airlines expressed their interest in the version, but in 2010 Airbus decided to postpone the plans for this version to focus on improving the production process. In 2015 Airbus re-visited a stretched version again. This time the idea was to limit the stretch, increasing the capacity with an average of 50 passengers instead of the earlier 100. However, Airbus never pulled the trigger.

A380neo: At the same time as the stretch came back to the drawing board in 2015, Airbus also explored the possibilities to re-engine the aircraft with more efficient engines as well as some modifications of the wings to make it more competitive. Airbus held extensive talks with Emirates, but interest from other airlines was very low, prompting the manufacturer to abandon the idea in 2017.

A380plus: During the 2017 Paris Air Show Airbus proposed a new version, the A380plus. With new winglets, a new interior lay-out resulting in eighty more seats, longer maintenance intervals and many other small improvements carried over from the A380, Airbus said the version could be up to 13% more efficient. Airbus even outfitted the A380 of the Musée de l'Air et de l'Espace at Paris-Le Bourget, F-WWDD, with mock-up winglets for the show.



The largest customer for the A380 is, of course, Emirates. So far the airline from Dubai has taken delivery of 117 A380s. One of them is this A6-EEX, which was delivered to the airline on 9 July 2014. It is nowadays stored at Dubai-World Central. (Manchester, Ian Bowden)



Skymark from Japan ordered six A380s which they planned to use on new international routes. However, the airline came into severe financial difficulties, disrupting their plans. In the end the airline was saved with support from Airbus, Delta Air Lines and ANA and as part of that rescue package, Skymark cancelled their A380-order. Not all was bad for Airbus though, as ANA subsequently ordered three A380s. One of the aircraft intended for Skymark was this F-WWSL (162), which is now flying with Emirates as A6-EVB. (Toulouse-Blagnac, 8 April 2014, Airbus)

End of production

Despite all their efforts to improve the A380, Airbus was struggling to attract new orders and customers. Even in 2017, ten years after the first delivery, Airbus was struggling to keep a constant production rate, which made profitability of the project a challenge. Despite this the CEO of Airbus said he was expecting the aircraft would still be in production by 2027. In January 2018, Emirates ordered twenty additional A380s and took options on another sixteen. Despite the signed deal, both companies continued discussing the order. Emirates wanted clear guarantees from Airbus regarding engine fuel

burn and that the A380-production would continue for ten years until 2028.

By October 2018 it became clear both companies could not reach an agreement, prompting Airbus to conduct a review of the A380-programme. In February 2019 Airbus announced it would close-down production of the A380 by 2021. Emirates converted 39 A380s on order into an order for thirty A350-900s and forty A330-900s.

As it looks right now, a total of 254 A380s will be built once production ends next year, of which 251 have been delivered to an airline customer.

Airbus A380 firm orders

Over the years quite some airlines ordered the A380. For a lot of reasons many of them were cancelled or never built. Please see below the total firm orders placed over the years.

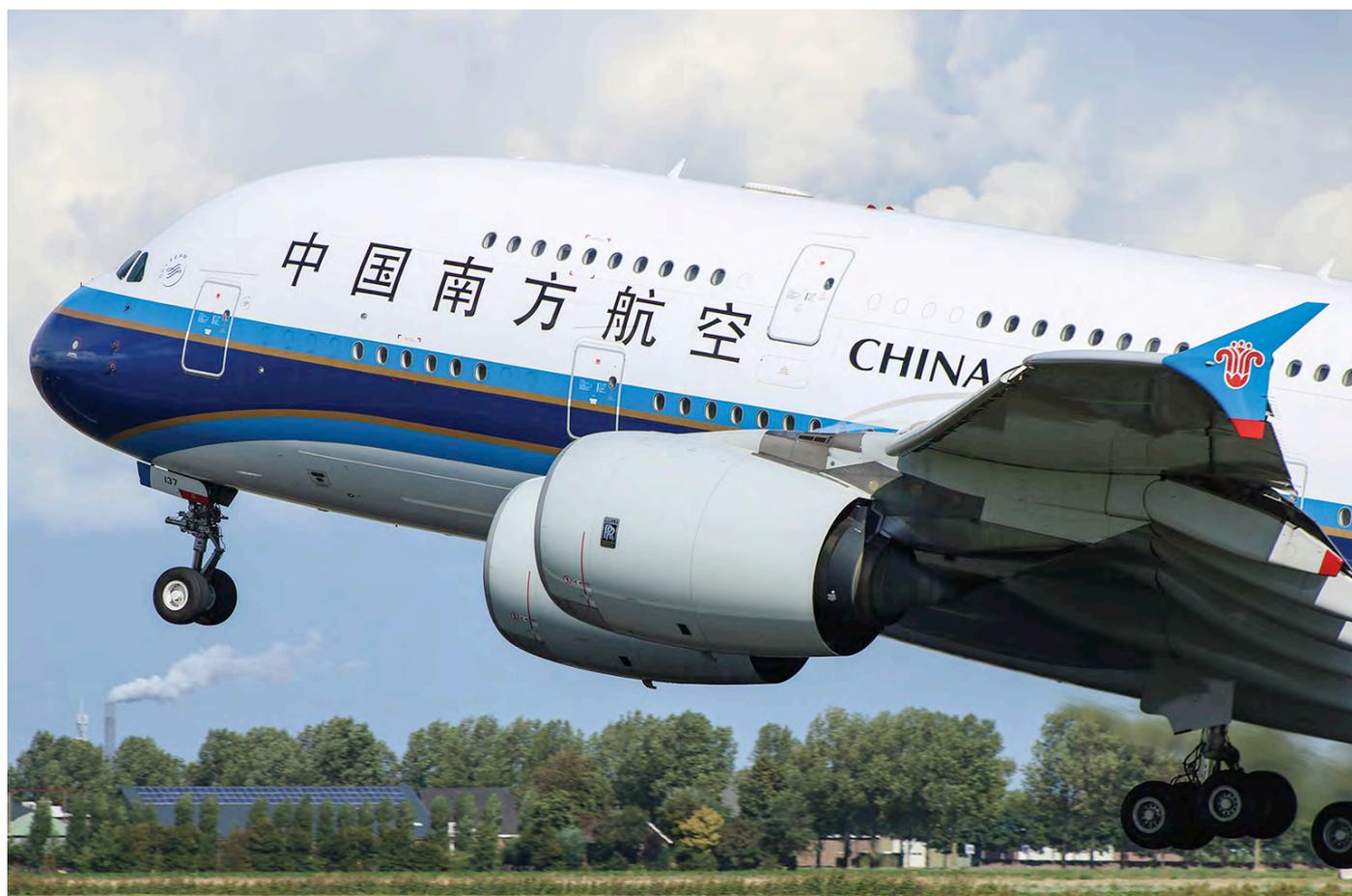
Air Austral	2	A380-861	cancelled in 2012
Air France	12	A380-861	2 cancelled in February 2017
All Nippon Airways	3	A380-841	
Amedeo	20	A380-800	cancelled in February 2019
British Airways	12	A380-841	
China Southern Airlines	5	A380-841	
Emirates	90	A380-861	
	72	A380-842	39 cancelled in February 2019
	2	A380-863F	cancelled in May 2006 and converted to 2 -861s
Etiihad Airways	10	A380-861	
FedEx	10	A380-863F	cancelled in November 2006
Hong Kong Airlines	10	A380-800	cancelled in December 2018
ILFC	10	A380-861	
	5	A380-863F	cancelled in December 2006, converted to 5 -861s
Kingfisher Airlines	5	A380-800	cancelled in December 2013
Korean Air	10	A380-861	
Kingdom Holding Company	1	A380-841	cancelled in February 2015
Lufthansa	17	A380-841	3 cancelled in 2013
Malaysia Airlines	6	A380-841	
Qantas	20	A380-842	8 cancelled in February 2019
Qatar Airways	10	A380-861	
Singapore Airlines	24	A380-841	
Skymark Airlines	6	A380-841	cancelled in July 2014
Thai Airways International	6	A380-841	
Transaero Airlines	4	A380-861	cancelled in February 2019
UPS	10	A380-863F	cancelled in March 2007
Virgin Atlantic	6	A380-841	cancelled in March 2018
Total	388		

A380 production list

C/N	Type	Registration	Last Operator	Status
001	-841	F-WWOW	Airbus	Stored at Toulouse
002	-841	F-WXXL	Airbus	Musée Aeroscopia Toulouse
003	-841	2-DRPA	Dr. Peters Group	Broken-up Tarbes-Lourdes 2019
004	-861	F-WWDD	Airbus	Musée de l'Air et de l'Espace Paris
005	-841	9V-SKB	Singapore Airlines	Broken-up Tarbes-Lourdes 2019
006	-841	9H-MIP	Hi Fly Malta	Stored Beja
007	-861	A6-EDF	Emirates	Stored Dubai-World Central
008	-841	9H-DPD	Dr. Peters Group	Stored Tarbes-Lourdes
009	-861	A6-EDJ	Emirates	Stored Dubai-World Central
010	-841	9H-DPE	Dr. Peters Group	Stored Tarbes-Lourdes
011	-861	A6-EDA	Emirates	Stored Dubai-World Central
012	-841	9V-SKF	Singapore Airlines	Stored Singapore
013	-861	A6-EDB	Emirates	Stored Tarbes-Lourdes
014	-842	VH-OQA	Qantas	Stored Victorville (CA)
015	-842	VH-OQB	Qantas	Stored Los Angeles (CA)
016	-861	A6-EDC	Emirates	Stored Dubai-World Central
017	-861	A6-EDE	Emirates	Stored Dubai-World Central
018	-841	-	(Malaysia Airlines)	Not built
019	-841	9V-SKG	Singapore Airlines	Stored Singapore
020	-861	A6-EDD	Emirates	Stored Dubai-World Central
021	-841	9V-SKH	Singapore Airlines	Stored Singapore
022	-842	VH-OQC	Qantas	Stored Victorville (CA)
023	-861	A6-EDG	Emirates	Stored Dubai-World Central
024	-841	-	Malaysia Airlines	Not built
025	-861	A6-EDH	Emirates	Stored Dubai-World Central
026	-842	VH-OQD	Qantas	Stored Los Angeles (CA)
027	-842	VH-OQE	Qantas	Stored Victorville (CA)
028	-861	A6-EDI	Emirates	Stored Dubai-World Central
029	-842	VH-OQF	Qantas	Stored Victorville (CA)
030	-861	A6-EDK	Emirates	Stored Dubai-World Central
031	-841	B-6136	China Southern Airlines	Active
032	-841	-	(Malaysia Airlines)	Not built
033	-861	F-HPJA	Air France	Stored Tarbes-Lourdes
034	-841	9V-SKI	Singapore Airlines	Stored Singapore
035	-861	HL7611	Korean Air	Stored Seoul-Incheon
036	-841	B-6137	China Southern Airlines	Active



Air France originally ordered twelve A380s, but decided to scrap two orders in 2017. The airline struggled to make the type work in its fleet and announced in 2019 it would retire its fleet by 2022. The Corona-crisis, however, accelerated this and all A380s have been retired in 2020. One of them is this F-HPJH, which was delivered to Air France on 2 May 2012 and retired on 22 March 2020. It was flown to Tarbes-Lourdes on 16 July 2020 and is now waiting there on the things to come. (Tarbes-Lourdes, 8 August 2020, Anton Homma)



Next to Emirates, China Southern is currently the only airline operating the A380 on a regular basis. The airline has a total of five A380s in the fleet, one of which is this B-6137. It was delivered to the airline on 17 December 2011. (Amsterdam-Schiphol, 25 August 2018, Arthur Chi Yen)

037	-863F	-	(FedEx)	Not built
038	-841	D-AIMA	Lufthansa	Stored Frankfurt
039	-861	HL7612	Korean Air	Stored Seoul-Incheon
040	-861	F-HPJB	Air France	Stored Knock
041	-841	D-AIMB	Lufthansa	Stored Teruel
042	-861	A6-EDM	Emirates	Stored Dubai-World Central
043	-861	F-HPJC	Air France	Stored Tarbes-Lourdes
044	-841	D-AIMC	Lufthansa	Stored Frankfurt
045	-841	9V-SKJ	Singapore Airlines	Stored Singapore
046	-861	A6-EDL	Emirates	Stored Dubai-World Central
047	-842	VH-OQG	Qantas	Stored Victorville (CA)
048	-841	D-AIMD	Lufthansa	Stored Frankfurt
049	-861	F-HPJD	Air France	Stored Paris-Charles de Gaulle
050	-842	VH-OQH	Qantas	Stored Victorville (CA)
051	-841	9V-SKK	Singapore Airlines	Stored Alice Springs
052	-861	F-HPJE	Air France	Stored Tarbes-Lourdes
053	-863F	-	(FedEx)	Not built
054	-841	B-6138	China Southern Airlines	Active
055	-842	VH-OQI	Qantas	Stored Victorville (CA)
056	-861	A6-EDN	Emirates	Stored Dubai-World Central
057	-861	A6-EDO	Emirates	Stored Dubai-World Central
058	-841	9V-SKL	Singapore Airlines	Stored Singapore
059	-861	HL7613	Korean Air	Stored Seoul-Incheon
060	-863F	-	(FedEx)	Not built
061	-841	D-AIME	Lufthansa	Stored Frankfurt
062	-842	VH-OQJ	Qantas	Stored Victorville (CA)
063	-842	VH-OQK	Qantas	Stored Victorville (CA)
064	-861	F-HPJF	Air France	Stored Teruel
065	-841	9V-SKM	Singapore Airlines	Stored Singapore
066	-841	D-AIMF	Lufthansa	Stored Teruel
067	-861	F-HPJG	Air France	Stored Teruel
068	-861	HL7614	Korean Air	Stored Seoul-Incheon
069	-841	D-AIMG	Lufthansa	Stored Teruel
070	-841	D-AIMH	Lufthansa	Stored Frankfurt
071	-841	9V-SKN	Singapore Airlines	Stored Singapore

072	-841	D-AIMI	Lufthansa	Stored Frankfurt
073	-841	D-AIMJ	Lufthansa	Stored Teruel
074	-842	VH-OQL	Qantas	Stored Victorville (CA)
075	-861	HL7615	Korean Air	Stored Seoul-Incheon
076	-841	9V-SKP	Singapore Airlines	Stored Alice Springs
077	-861	A6-EDP	Emirates	Stored Dubai-World Central
078	-841	9M-MNA	Malaysia Airlines	Stored Kuala Lumpur
079	-841	9V-SKQ	Singapore Airlines	Stored Alice Springs
080	-861	A6-EDQ	Emirates	Stored Dubai-International
081	-841	9M-MNB	Malaysia Airlines	Stored Kuala Lumpur
082	-841	9V-SKR	Singapore Airlines	Stored Singapore
083	-861	A6-EDR	Emirates	Stored Dubai-World Central
084	-841	9M-MNC	Malaysia Airlines	Stored Kuala Lumpur
085	-841	9V-SKS	Singapore Airlines	Stored Singapore
086	-861	A6-EDS	Emirates	Stored Dubai-World Central
087	-841	HS-TUA	Thai Airways International	Stored Bangkok
088	-841	B-6139	China Southern Airlines	Active
089	-841	9M-MND	Malaysia Airlines	Stored Kuala Lumpur
090	-861	A6-EDT	Emirates	Stored Dubai-World Central
091	-842	(VH-OQM)	(Qantas)	Not built
092	-841	9V-SKT	Singapore Airlines	Stored Alice Springs
093	-841	HS-TUB	Thai Airways International	Stored Bangkok
094	-841	9M-MNE	Malaysia Airlines	Stored Kuala Lumpur
095	-841	G-XLEA	British Airways	Stored Teruel
096	-861	HL7619	Korean Air	Stored Seoul-Incheon
097	-	-	-	Not built
098	-861	A6-EDU	Emirates	Stored Dubai-World Central
099	-861	F-HPJH	Air France	Stored Tarbes-Lourdes
100	-841	HS-TUC	Thai Airways International	Stored Bangkok
101	-861	A6-EDV	Emirates	Stored Dubai-World Central
102	-842	(VH-OQN)	(Qantas)	Not built
103	-861	A6-EDW	Emirates	Stored Dubai-World Central
104	-861	(F-HPJI)	(Air France)	Not built
105	-861	A6-EDX	Emirates	Stored Dubai-World Central
106	-861	A6-EDY	Emirates	Stored Dubai-World Central
107	-861	A6-EDZ	Emirates	Stored Dubai-World Central
108	-861	A6-EEA	Emirates	Stored Dubai-World Central
109	-861	A6-EEB	Emirates	Stored Dubai-World Central
110	-861	A6-EEC	Emirates	Stored Dubai-World Central
111	-861	A6-EED	Emirates	Stored Dubai-World Central
112	-861	A6-EEE	Emirates	Stored Dubai-World Central



Qantas has parked all of its twelve A380s in the US. Two are parked at the airline's maintenance base at Los Angeles-International (CA), while the other ten are parked at Victorville (CA). VH-OQI is seen here in better times. It has been part of the airline's fleet since 14 January 2011. (Singapore-Changi, 31 January 2019, Anton Homma)



Both major Korean carriers Asiana and Korean Air have the A380 in their fleets. If they will continue to do so after the pandemic and after their planned merger remains to be seen. HL7625 is seen here during the delivery ceremony for their very first A380. Currently, its parked at Seoul-Incheon. (Toulouse-Blagnac, 28 May 2014, Airbus)

113	-861	A6-EEF	Emirates	Stored Dubai-International
114	-841	9M-MNF	Malaysia Airlines	Stored Kuala Lumpur
115	-861	F-HPJI	Air France	Stored Tarbes-Lourdes
116	-861	A6-EEG	Emirates	Stored Dubai-World Central
117	-861	F-HPJJ	Air France	Stored Tarbes-Lourdes
118	-841	-	(Lufthansa)	Not built
119	-861	A6-EEH	Emirates	Stored Dubai-World Central
120	-841	B-6140	China Southern Airlines	Active
121	-841	G-XLEB	British Airways	Stored Teruel
122	-841	HS-TUD	Thai Airways International	Stored Bangkok
123	-861	A6-EEI	Emirates	Stored Dubai-International
124	-841	G-XLEC	British Airways	Stored Teruel
125	-841	HS-TUE	Thai Airways International	Stored U-Tapao
126	-861	HL7621	Korean Air	Stored Seoul-Incheon
127	-861	A6-EEJ	Emirates	Dubai-World Central
128	-861	HL7622	Korean Air	Stored Seoul-Incheon
129	-861	-	(Air Austral)	Not built
130	-861	HL7627	Korean Air	Stored Seoul-Incheon
131	-841	HS-TUF	Thai Airways International	Stored U-Tapao
132	-861	A6-EEK	Emirates	Stored Dubai-World Central
133	-861	A6-EEL	Emirates	Stored Dubai-World Central
134	-861	A6-EEM	Emirates	Stored Dubai-World Central
135	-861	A6-EEN	Emirates	Stored Dubai-World Central
136	-861	A6-EEO	Emirates	Stored Dubai-World Central
137	-861	A7-APA	Qatar Airways	Stored Doha
138	-861	A6-EEP	Emirates	Stored Dubai-World Central
139	-861	A6-EER	Emirates	Stored Dubai-World Central
140	-861	A6-EES	Emirates	Stored Dubai-World Central
141	-861	A6-EEQ	Emirates	Stored Dubai-World Central
142	-861	A6-EET	Emirates	Stored Dubai-World Central
143	-861	A7-APB	Qatar Airways	Stored Doha
144	-841	G-XLED	British Airways	Stored Doha
145	-861	A7-APC	Qatar Airways	Stored Doha
146	-841	D-AIMK	Lufthansa	Stored Teruel

147	-861	A6-EEU	Emirates	Stored Dubai-World Central
148	-841	G-XLEE	British Airways	Stored Doha
149	-841	D-AIML	Lufthansa	Stored Frankfurt
150	-861	A6-EEV	Emirates	Stored Dubai-World Central
151	-841	G-XLEF	British Airways	Stored Madrid-Barajas
152	-841	HL7625	Asiana Airlines	Stored Seoul-Incheon
153	-861	A6-EEW	Emirates	Stored Dubai-World Central
154	-861	A6-EEX	Emirates	Stored Dubai-World Central
155	-841	HL7626	Asiana Airlines	Stored Seoul-Incheon
156	-861	HL7628	Korean Air	Stored Seoul-Incheon
157	-861	A6-EEY	Emirates	Stored Dubai-World Central
158	-861	A6-EEZ	Emirates	Stored Dubai-International
159	-861	A6-EOA	Emirates	Stored Dubai-World Central
160	-861	A6-APD	Qatar Airways	Stored Doha
161	-841	G-XLEG	British Airways	Stored Madrid-Barajas
162	-842	A6-EVB	Emirates	Stored Dubai-World Central
163	-841	G-XLEH	British Airways	Stored Madrid-Barajas
164	-861	A6-EOB	Emirates	Stored Dubai-World Central
165	-861	A6-EOC	Emirates	Stored Dubai-World Central
166	-861	A6-APA	Etihad Airways	Stored Abu Dhabi
167	-842	A6-EVA	Emirates	Stored Dubai-World Central
168	-861	A6-EOD	Emirates	Stored Dubai-World Central
169	-861	A6-EOE	Emirates	Stored Dubai-World Central
170	-861	A6-APB	Etihad Airways	Stored Abu Dhabi
171	-861	A6-EOF	Emirates	Stored Dubai-World Central
172	-861	A6-EOG	Emirates	Stored Dubai-World Central
173	-841	G-XLEI	British Airways	Stored Madrid-Barajas
174	-861	A6-EOH	Emirates	Stored Dubai-World Central
175	-841	D-AIMM	Lufthansa	Stored Frankfurt
176	-861	A6-APC	Etihad Airways	Stored Abu Dhabi
177	-841	D-AIMN	Lufthansa	Stored Frankfurt
178	-861	A6-EOI	Emirates	Stored Dubai-World Central
179	-841	HL7634	Asiana Airlines	Stored Seoul-Incheon
180	-861	A6-APD	Etihad Airways	Stored Abu Dhabi
181	-861	A7-APE	Qatar Airways	Stored Doha
182	-861	A6-EOJ	Emirates	Stored Dubai-World Central
183	-841	HL7635	Asiana Airlines	Stored Seoul-Incheon
184	-861	A6-EOK	Emirates	Stored Dubai-World Central
185	-841	(JA380C)	(Skymark Airlines)	Not built
186	-861	A6-EOL	Emirates	Stored Dubai-World Central
187	-861	A6-EOM	Emirates	Stored Dubai-World Central
188	-861	A6-EON	Emirates	Stored Dubai-World Central
189	-861	A7-APF	Qatar Airways	Stored Doha
190	-861	A6-EEO	Emirates	Stored Dubai-World Central
191	-861	A6-APE	Etihad Airways	Stored Abu Dhabi



Etihad Airways was planning to rival Emirates and also ordered the A380, just like fellow ME3-carrier Qatar Airways. The airline ordered ten A380s, one of which is this A6-APG. It was delivered on 13 April 2016 and is currently stored at Abu Dhabi. Etihad has communicated that they are unsure if the A380 will return to active duty when things return to normal. (London-Heathrow, 6 February 2020, Jeep Stoker)



An airline that did say it will return their A380s to service is British Airways. The airline has a fleet of twelve A380s that are parked at various locations in the world. At the start of the pandemic, BA parked most of their A380s at Chateauroux, but at the end of 2020 ferried them to a dryer place. This G-XLEK, delivered on 3 February 2016, is currently stored at Madrid-Barajas. (Chateauroux, 28 July 2020, Anton Homma)

192	-841	G-XLEJ	British Airways	Stored London-Heathrow
193	-861	A7-APG	Qatar Airways	Stored Doha
194	-841	G-XLEK	British Airways	Stored Madrid-Barajas
195	-861	A6-APF	Etihad Airways	Stored Abu Dhabi
196	-861	-	(Transaero Airlines)	Not built
197	-861	A7-APH	Qatar Airways	Stored Doha
198	-861	A6-APG	Etihad Airways	Stored Abu Dhabi
199	-861	A6-APH	Etihad Airways	Stored Abu Dhabi
200	-861	A6-EOP	Emirates	Stored Dubai-World Central
201	-861	A6-EOQ	Emirates	Stored Dubai-World Central
202	-861	A6-EOR	Emirates	Stored Dubai-International
203	-861	A6-EOS	Emirates	Stored Dubai-World Central
204	-861	A6-EOT	Emirates	Active
205	-861	A6-EOU	Emirates	Active
206	-861	A6-EOV	Emirates	Active
207	-861	A6-EOW	Emirates	Stored Dubai-World Central
208	-861	A6-EOX	Emirates	Stored Dubai-World Central
209	-861	A6-EOY	Emirates	Stored Dubai-World Central
210	-861	A6-EOZ	Emirates	Stored Dubai-International
211	-861	A6-EUA	Emirates	Stored Dubai-International
212	-861	-	(Transaero Airlines)	Not built
213	-861	A6-EUB	Emirates	Stored Dubai-World Central
214	-861	A6-EUC	Emirates	Stored Dubai-International
215	-841	G-XLEL	British Airways	Stored Madrid-Barajas
216	-861	A6-EUD	Emirates	Stored Dubai-International
217	-861	A6-EUE	Emirates	Stored Dubai-International
218	-861	A6-EUF	Emirates	Stored Dubai-International
219	-861	A6-EUG	Emirates	Stored Dubai-International
220	-861	A6-EUH	Emirates	Stored Dubai-International
221	-861	A6-EUI	Emirates	Stored Dubai-World Central
222	-861	A6-EUJ	Emirates	Stored Dubai-World Central
223	-861	A6-EUK	Emirates	Stored Dubai-International
224	-861	A6-EUL	Emirates	Stored Dubai-International
225	-842	A6-EUM	Emirates	Stored Dubai-World Central
226	-842	A6-EUN	Emirates	Stored Dubai-International
227	-842	A6-EUO	Emirates	Stored Dubai-International
228	-842	A6-EUP	Emirates	Stored Dubai-World Central
229	-842	A6-EUQ	Emirates	Stored Dubai-International
230	-841	HL7640	Asiana Airlines	Stored Seoul-Incheon

231	-841	HL7641	Asiana Airlines	Stored Seoul-Incheon
232	-842	A6-EUR	Emirates	Active
233	-861	A6-API	Etihad Airways	Stored Abu Dhabi
234	-842	A6-EUS	Emirates	Stored Dubai-World Central
235	-861	A7-API	Qatar Airways	Stored Doha
236	-842	A6-EUT	Emirates	Active
237	-861	A6-APJ	Etihad Airways	Stored Abu Dhabi
238	-842	A6-EUU	Emirates	Stored Dubai-International
239	-842	A6-EUV	Emirates	Active
240	-842	A6-EUW	Emirates	Active
241	-842	A6-EUX	Emirates	Stored Dubai-International
242	-842	A6-EUY	Emirates	Stored Dubai-International
243	-841	9V-SKU	Singapore Airlines	Stored Singapore
244	-842	A6-EUZ	Emirates	Stored Dubai-World Central
245	-842	-	(Emirates)	Not built
246	-842	-	(Emirates)	Not built
247	-841	9V-SKV	Singapore Airlines	Stored Singapore
248	-842	A6-EVC	Emirates	Active
249	-842	A6-EVD	Emirates	Active
250	-842	A6-EVE	Emirates	Stored Dubai-International
251	-841	9V-SKW	Singapore Airlines	Stored Alice Springs
252	-842	A6-EVF	Emirates	Stored Dubai-International
253	-841	9V-SKY	Singapore Airlines	Stored Alice Springs
254	-861	A7-APJ	Qatar Airways	Stored Doha
255	-841	9V-SKZ	Singapore Airlines	Stored Alice Springs
256	-842	A6-EVG	Emirates	Active
257	-842	A6-EVH	Emirates	Active
258	-842	A6-EVI	Emirates	Stored Dubai-International
259	-842	A6-EVJ	Emirates	Stored Dubai-International
260	-842	A6-EVK	Emirates	Active
261	-842	A6-EVL	Emirates	Active
262	-841	JA381A	All Nippon Airways	Stored Tokyo-Narita
263	-841	JA382A	All Nippon Airways	Stored Tokyo-Narita
264	-842	A6-EVM	Emirates	Active
265	-	-	-	Not built
266	-841	JA383A	All Nippon Airways	On order
267	-842	A6-EVN	Emirates	Active
268	-842	A6-	Emirates	On order
269	-842	A6-	Emirates	On order
270	-842	A6-	Emirates	On order
271	-842	A6-	Emirates	On order
272	-842	A6-	Emirates	On order



In south-east Asia, Singapore Airlines took the lead as an A380-customer. They were even the launch customer for it. Rivals like Thai Airways and Malaysia Airlines also ordered the type, with the latter airline ordering six of them. Before the pandemic, Malaysia mainly deployed the type to London-Heathrow and Paris-Charles de Gaulle, but struggled to do so profitably. The airline has been contemplating what to do with them and even thought about offering the six for sale. Currently, all are stored at Kuala Lumpur, including this 9M-MNA. (Paris-Charles de Gaulle, 22 August 2015, Anton Homma)

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The Boeing 737 on this photo began its life as a passenger aircraft. It was converted to freighter in 2018 and delivered to ATRAN-Aviatrans Cargo Airlines as VQ-BFR that same year. CargoLogic Germany took delivery of the aircraft as D-ACLW in December 2019. (Dusseldorf, 28 November 2020, Bill de Koning)



Although this Airbus A340-500 officially made its first flight in November 2010, it was delivered to the Government of Kuwait in November 2013. 9K-GBB is being operated by the Kuwait Airways Amiri Flight. (Cologne-Bonn, 18 December 2020, Anton van Ruiten)



Vueling Airlines took delivery of this Airbus A320 in June 2020. They added promotional scenes from Tenerife, Canary Islands on the fuselage of EC-NIX from 7 November 2020. (Zurich, 23 December 2020, Roger Meier)



H135 D-HCBX is on order for the Romanian Government SMURD department, the national air ambulance and emergency rescue service. The government ordered three H135s in 2019, with seven options. (Manching, 7 December 2020, Rene Slegers)



H135T3H D-HECC is on order for the Royal Thai Armed Forces. It was seen by Rene Slegers at Manching on 7 December 2020.



Several H145s on order were seen outside at Donauwörth. D-HADR was already registered 14 for service with the Hungarian Air Force. D-HADB without future serial, and serial 12, with no test registration visible in this view, were on the apron as well. (7 December 2020, Rene Slegers)