

497

October 2020

Scramble



*Blue Wings 2020
Going back in time - part 2
From the Bolivian headache files - part 3*

DUTCH AVIATION SOCIETY



Airbus has an order for delivering H145 helicopters to the Ukraine Police. Seen here near Manching is H145 D-HMBF during a test flight. Once in service in the Ukraine it will be known as 01 blue. (3 September 2020, Dietmar Fenners)



Also, Hungary has a standing order for Airbus H145 helicopters. In the case of Hungary, the aircraft will go to the Air Force. During testing it is known as D-HCVB, and one must look perhaps twice for the registration below the fenestron. Once in service the serial will be 15. (Donauwörth, 14 September 2020, Leonard van Teeffelen)



And finally, the German Armed Forces (Bundeswehr) is buying the Airbus H145 for Search and Rescue purposes. D-HADL is seen during a testflight near Manching. Unfortunately, the in-service registration is taped over, contrary to the other H145s. (16 September 2020, Christopher Wells)

Editorial

After a lovely late summer in the Netherlands, autumn really kicked in with heavy rain showers and strong winds! However, that did not stop us from compiling issue 497 for you, and here is the result, this time 96 pages.

In Movements Netherlands you will miss some airports, which was due to the beautiful weather these past months. Hence, the Texel movements for July and August are missing as are the Rotterdam movements for August, due to a well deserved vacation. That being said, all other sections are accounted for and we also have three articles this month: Blue Wings 2020 (the Israeli Air Force visited Germany for the first time!), Going back in time - part 2 and the last one, From the Bolivian headache files - part 3.

With the change over to a new Scramble look, Martin Herbert decided the time was there for him to call an end to his reign as SIS editor. We respect his decision, thank him for his service these past 20 (!!) years and wish him luck for his future endeavours! However, that means we have a vacancy for our Scramble Intelligence Service bulletins. You like to regularly post information about exercises, deployments, port visits, etc. on the Scramble website, www.scramble.nl/planning/sis-summary. Knowledge of military aviation is a requirement, but also investing the necessary time to find all the information. We look forward to hear from you at bestuur@scramble.nl.

Last month we talked about Scramble 2.0, with a brand new website. Most of you will have found out we had some start-up problems with the website (like logins not working, no possibility to send database updates, etc.). We are working tirelessly to solve those issues, we just ask a little bit more patience.

Cover Photo



A fitting tribute to the retirement of the Westland Lynx by the *Aéronautique Navale* (AN, French Navy) is putting a three-ship formation on the cover of Scramble. The French Navy said farewell to the Lynx, after 41 years of service on 4 September 2020. Bruno Dellièrè saw the formation over Bretagne, a few months prior, on 2 July 2020. Lead aircraft for the formation is Lynx 272.

Important dates

Scramble 497
Deadline copy: 23 October 2020
Deadline photos: 28 October 2020
Planned publication date: 11 November 2020

Contents

| | |
|---|----|
| Movements Netherlands..... | 2 |
| Movements Belgium..... | 13 |
| Military Movements Elsewhere..... | 20 |
| Civil News..... | 31 |
| Manufacturers News..... | 31 |
| Airliner News..... | 32 |
| Jetliners..... | 34 |
| Commuters..... | 36 |
| Propliners..... | 36 |
| Fokker News..... | 36 |
| Bizjets..... | 36 |
| Bizprops..... | 38 |
| Soviet Updates..... | 39 |
| PH register..... | 41 |
| Wrecks & Relics..... | 42 |
| Dustpan & Brush..... | 45 |
| Military News & Updates..... | 49 |
| Triptease..... | 74 |
| Miscellaneous | |
| Blue Wings 2020..... | 78 |
| Going back in time - par 2..... | 81 |
| From the Bolivian headache-files - part 3:..... | 87 |

If you would like to subscribe to our digital magazine, go to www.pocketmags.com and search for "Scramble"

Scramble Shop

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

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

| | |
|--|------------------|
| Scramble World Airline Fleets 2020 | 246 pages |
| Scramble 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



This Gulfstream G500 is a very recent addition to the Manx register. M-DMUC is registered to a company called C-Airop. (Amsterdam - Schiphol, 19 August 2020, Bastiaan Hart)

Amsterdam - Schiphol

| August 2020 | | | | OO-IDE | Ce525 | Air Service Liège |
|-------------|----------------|----------------------|-----------------|-------------|-------------|--------------------------------------|
| 01. 9H-OPE | Global 6000 | VistaJet Malta | dep VJT763 | TC-LJN | B777-FF2 | Turkish Cargo f/v THY6438 |
| 9H-VJW | Global 6000 | VistaJet Malta | VJT330C | TC-LLH | B787-9 | Turkish Airlines f/v THY1951/2 |
| A7-ANG | A350-1041 | Qatar Airways | f/v QTR273/4 | TC-LSJ | A321-271NX | Turkish Airlines f/v THY1955/6 |
| B-17803 | B787-10 | EVA Air | f/v EVA075/8 | 04. 9A-CTN | A319-112 | Croatia Airlines f/v CTN450/1 |
| C-FRTU | B787-9 | Air Canada | dep ACA7213 | D-CAWO | Ce560XLS+ | Aerowest |
| CS-TKY | A330-941 | Hi Fly (n/t) | f/v HFY470P/471 | D-CNOC | Ce560XLS | Atlas Air Service 05 ECA9C |
| D-CCVD | Ce560XLS | Atlas Air Service | ATL1D | D-CSCA | Ce525B | Silver Cloud Air 06 SCR378 |
| D-CFHZ | EMB505 | DAS Private Jets | dep | D-FABS | PC-12/47E | Schumacher Packaging |
| D-CHIC | EMB505 | Air Hamburg | dep AHO238R | LX-JFQ | PC-12/47 | Jetfly Aviation 05 JFA90U/36V |
| D-CSCB | Ce560XLS+ | Silver Cloud Air | 02 SCR187 | LX-VMF | Ce560XL | Luxaviation dep LXA15P |
| F-HBDX | EMB505 | Jetkey | KBD216 | OE-LLG | ERJ135BJ | MJet 13 MJF590 |
| HB-AZB | ERJ190E2 | Helvetic Airways | f/v SWR728/9 | OK-AST | Ce560XL | Air Bohemia BOH712/3 |
| HB-JHK | A330-343E | Swiss | f/v SWR724/5 | OO-ABD | A340-313E | Air Belgium SLM3004/993 |
| HL7208 | B787-9 | Korean Air | f/v KAL925/6 | SE-RIZ | Ce560XLS | Svenskt Industriflyg 06 JET8 |
| M-JJTL | PC-12/47E | JJTL Partners | XCH441U | SE-RMB | Ce525B | Svenskt Industriflyg 08 |
| N44CE | G-IV | Global Air Charters | dep GJE1021 | 05. 9H-JLK | Falcon 7X | TAG Aviation Malta 06 TEU11 |
| N91FX | Global Express | Flexjet | f/v 03 | 9H-VCA | CL-350 | VistaJet Malta 06 VJT401 |
| OE-LLG | ERJ135BJ | MJet | 03 MJF590 | C-FNNQ | B777-333ER | Air Canada 06 ACA7214/7 |
| OK-NFU | ATR72-212A | Czech Airlines | CSA618/9 | D-ALET | B757-28A(F) | EAT Leipzig (DHL c/s) f/v BCS880P/1P |
| OY-CLP | Ce650 | North Flying | NFA016P/016 | D-CAWK | Ce680 | Aerowest 08 |
| SE-RMB | Ce525B | Svenskt Industriflyg | dep | D-COBH | Ce525B | Epsilon Flight Services SCR161 |
| TC-LSH | A321-271NX | Turkish Airlines | f/v THY1955/6 | D-CROG | EMB505 | Air Hamburg 06 AHO238R/H |
| 02. 9A-CQB | DHC-8-402 | Croatia Airlines | CTN450/1 | D-CSOS | Lj45 | Jetcall JCL1 |
| 9H-JLK | Falcon 7X | TAG Aviation Malta | dep TEU11 | F-HENE | HA-420 | EATIS |
| 9H-JLK | Falcon 7X | TAG Aviation Malta | 03 TEU11 | G-ZBJD | B787-8 | British Airways BAW430/1 |
| 9H-VJC | Global 6000 | VistaJet Malta | VJT720 | M-IFFY | Ce510 | Xead Aviation dep |
| A6-EVD | A380-842 | Emirates | f/v UAE147/8 | N29DE | Cirrus SF50 | Deny Airlines 06 |
| B-7367 | B777-39PER | China Eastern | f/v CES771/2 | N336QT | A330-243F | Avianca Cargo 06 TPA4047/6 |
| B-17805 | B787-10 | EVA Air | f/v EVA077/8 | N701DN | B777-232LR | Delta Air Lines DAL3321 |
| D-CFHZ | EMB505 | DAS Private Jets | 03 | OE-GXT | Ce525C | Int'l Jet Management 06 IJM188 |
| D-CNOC | Ce560XLS | Atlas Air Service | 03 ECA9C | OK-CHD | PA-46-600TP | Classic Air NTF68A/878 |
| D-CRON | Ce560XLS | Silver Cloud Air | 03 SCR762 | OO-IDE | Ce525 | Air Service Liège |
| D-IJOA | Ce525A | Excellent Air | 03 ECA8C | SP-ATT | Beech 400A | Smart Aero Solutions 06 SAH48P |
| EC-LVD | A320-216 | Iberia | f/v IBE3060/1 | TC-LSS | A321-271NX | Turkish Airlines f/v THY1955/6 |
| G-CLAA | B747-446F | CargoLogic Air | CLU5932/4 | 06. B-17806 | B787-10 | EVA Air f/v 07 EVA077/8 |
| G-USHA | Lj75 | Zenith Aviation | BZE06B/C | D-CBBS | EMB505 | German Private Jet PVD84A |
| HB-JDB | A320-271N | Swiss | f/v SWR734/5 | D-CEIS | Ce680 | Eisele Flugdienst 07 EFD6S |
| M-JJTL | PC-12/47E | JJTL Partners | 03 XCH441U | D-CFHZ | EMB505 | DAS Private Jets |
| N331QT | A330-243F | Tampa Cargo | TPA4047/6 | D-CRON | Ce560XLS | Silver Cloud Air SCR762 |
| OO-XLS | Ce560XLS+ | Air Service Liège | dep | D-IHAG | Ce551 | Heli-Flight |
| OO-XLS | Ce560XLS+ | Air Service Liège | 07 | D-ILCG | Ce525A | ProAir f/v |
| SE-RFL | Ce680 | EFS | 03 EUW9648 | D-ISLT | Ce525A | Sylt Air 07 AWU906K/907K |
| TC-LSM | A321-271NX | Turkish Airlines | f/v THY1955/6 | F-HENE | HA-420 | EATIS 07 |
| 03. 9H-VCA | CL-350 | VistaJet Malta | 04 VJT401 | G-ZBKK | B787-9 | British Airways BAW430/1 |
| D-IAAY | EMB500 | Arcus Air | 05 AZEAB2Z/AAM9 | HL8084 | B787-9 | Korean Air f/v KAL925/6 |
| EC-KBC | G200 | TAG Aviation España | GLJ77 | LX-PCD | PC-24 | Jetfly Aviation 09 JFA75P/62E |
| EC-MCS | A320-214 | Iberia | f/v IBE3060/1 | M-JJTL | PC-12/47E | JJTL Partners XCH445U |
| G-UZLK | A320-251N | EasyJet | f/v EZY8877/8 | N818GC | G450 | GAW Capital Advisors (USA) 07 |
| LX-JFQ | PC-12/47 | Jetfly Aviation | 04 JFA71C/89T | N835AN | B787-9 | American Airlines f/v AAL9715/6 |
| LX-MIC | Falcon 2000S | Global Jet Luxemb. | f/v 11 SVW50MC | OK-OBR | Ce510 | Aero Partner DFC7BB |
| M-JJTL | PC-12/47E | JJTL Partners | XCH444U | OO-ABD | A340-313E | Air Belgium SLM994/3003 |
| N336QT | A330-243F | Avianca Cargo | TPA4049/8 | OY-RUD | A320-233 | Danish Air Transport DNU2981/952 |
| N513SN | MD-11F | Western Global (a/w) | WGN3366/7 | PR-XTD | A350-941 | LATAM f/v 07 TAM9550/1 |
| OO-ACO | Ce510 | Air Service Liège | 04 | 07. CS-PHP | EMB505 | NetJets Eur. f/v 08 NJE237Q/353Q |
| | | | | D-AJHW | ERJ190LR | German Airways (a/w) 08 WDL211/2 |

| | | | | | | | |
|------------|--------------|-----------------------|-----------------|-------------|--------------|----------------------|--------------------|
| C-FPQB | B787-9 | Air Canada | 08 ACA7214/7 | TC-LJP | B777-FF2 | Turkish Cargo | f/v THY6438 |
| D-CEIS | Ce680 | Eisele Flugdienst | EFD6S | 11. 084/YH | EMB121AA | EAT00.319 | CTM1755 |
| D-CHGS | EMB505 | Hans Grohe | 10 | D-CDOC | Lj45 | Jetcall | 12 JCL2 |
| D-CKJM | Ce560XLS+ | Air Hamburg | AHO271R/397Q | D-ISJP | Ce525A | Excellent Air | 12 ECA1C |
| D-CPSH | Ce560XLS+ | Heron Aviation | f/v HRN221 | F-GZHA | B737-8GJ | Transavia France | 13 TVF102/3 |
| F-HUGO | AS365N | Go Fast Transport | f/v | G-UZMI | A321-251NX | EasyJet | f/v EZY8869/70 |
| G-ZNTH | Lj75 | Zenith Aviation | BZE07A/B | LZ-CGS | B737-4Q8F | CargoAir / DHL | BCS882P/883P |
| M-USTG | Ce510 | OSM Aviation | | LZ-CGS | B737-4Q8F | CargoAir / DHL | BCS6050/884P |
| N330QT | A330-243F | Tampa Cargo | TPA4047/6 | N29DE | Cirrus SF50 | Deny Airlines | 12 |
| OE-GMF | Ce525B | Avcon Jet | f/v AOJ43F | N66D | Ce510 | Heiko Sauer | 12 |
| OO-XLS | Ce560XLS+ | Air Service Liège | 09 | N240LG | Falcon 900EX | Liberty Global | f/v |
| TC-LSU | A321-271NX | Turkish Airlines | f/v THY1955/6 | N24979 | B787-9 | United Airlines | f/v UAL2768/7 |
| TC-JZO | B737-8JP | Anadolujet | f/v THY7800/1 | N26909 | B787-8 | United Airlines | f/v UAL2810/1 |
| 08. 9H-VJS | Globair 6000 | VistaJet Malta | 09 VJT929 | OO-ABD | A340-313E | Air Belgium | SLM3004/993 |
| CS-PHN | EMB505 | NetJets Europe | NJE2TN | OO-VMF | Ce560XLS+ | Air Service Liège | |
| D-CHRB | Ce525C | Hahn Air | HHN909 | OO-VMF | Ce560XLS+ | Air Service Liège | 12 |
| D-CXLS | Ce560XLS+ | Air Hamburg | AHO347R/327P | SE-RMB | Ce525B | Svenskt Industriflyg | 12 |
| D-IHUB | Ce525A | Sylt Air | 09 AWU508E/509E | 12. A6-EVG | A380-842 | Emirates | f/v UAE147/8 |
| EC-MLV | Ce680 | Gestair | GES541V | D-CGBR | Lj55 | Jet Executive Int'l | JEI131 |
| EJ-AWES | CL-605 | SONAS Aviation | SON001 | D-CSCA | Ce525B | Silver Cloud Air | 13 SCR378 |
| G-LEAX | Ce560XLS | Luxaviation UK | LNx46AX | D-IAAY | EMB500 | Arcus Air | 13 AZE49ES/41ES |
| G-ZANY | DA-40D | Altair Aviation | f/v | D-ILOU | Ce525A | Sylt Air | 13 AWU112A/113A |
| OK-NFU | ATR72-212A | Czech Airlines | CSA618/9 | G-ZBJD | B787-8 | British Airways | BAW430/1 |
| TC-LSF | A321-271NX | Turkish Airlines | f/v THY1955/6 | M-ETAL | P180 | GFG Aviation | |
| TC-LSN | A321-271NX | Turkish Airlines | f/v THY1953/4 | N335QT | A330-243F | Avianca Cargo | TPA4047/6 |
| 09. 9H-VCC | CL-350 | VistaJet Malta | 10 VJT426 | N512JN | MD-11F | Western Global (a/w) | 13 WGN3366/7 |
| B-2003 | B777-39PER | China Eastern | f/v 10 CES771/2 | OO-JDL | B787-8 | TUI Belgium | JAF991P/245/6/992P |
| D-CHRA | Ce525C | Eisele Flugdienst | EFD4A | SE-RMB | Ce525B | Svenskt Industriflyg | 14 |
| D-CPSH | Ce560XLS+ | Heron Aviation | HRN221 | SP-ENX | B737-8Q8 | Enter Air | ENT52WP/521 |
| EC-LUL | A320-216 | Iberia | f/v IBE3060/1 | TC-LST | A321-271NX | Turkish Airlines | f/v THY1955/6 |
| EC-MMY | B787-8 | Air Europa | AEA1093/4 | 13. B-17801 | B787-10 | EVA Air | f/v 14 EVA077/6 |
| G-KRBN | EMB505 | Saxonair | SXN30P | D-CAGA | EMB505 | Luxaviation Germany | LXG55GA |
| G-LEAX | Ce560XLS | Luxaviation UK | LNx46AX | D-CEIS | Ce680 | Eisele Flugdienst | EFD6S |
| G-RORA | EMB550 | Centreline | CLF715 | D-CHGS | EMB505 | Hans Grohe | |
| G-ZNTH | Lj75 | Zenith Aviation | BZE07A/B | G-ZBJG | B787-8 | British Airways | BAW430/1 |
| HB-JBI | A220-171 | Swiss | f/v SWR724/5 | N240LG | Falcon 900EX | Liberty Global | |
| LX-DLF | G650 | Global Jet Luxembourg | 10 SVW44LF | N864DA | B777-232ER | Delta Air Lines | CMB543 |
| M-USTG | Ce510 | OSM Aviation | | OE-FCB | Ce510 | GlobeAir | GAC327J/105L |
| OK-NFU | ATR72-212A | Czech Airlines | CSA618/9 | OE-GXT | Ce525C | Int'l Jet Management | IJM188 |
| OO-KOR | Ce525A | Luxaviation Belgium | 10 AAB312 | OO-ABD | A340-313E | Air Belgium | SLM994/3003 |
| OO-XLS | Ce560XLS+ | Air Service Liège | 11 | OO-XLS | Ce560XLS+ | Air Service Liège | 16 |
| PT-MUE | B777-32WER | LATAM | 10 TAM9552/3 | SX-NED | A320-271N | Aegean Airlines | f/v AEE624/5 |
| TC-LSL | A321-271NX | Turkish Airlines | f/v THY1953/4 | 14. 9H-VCN | CL-350 | VistaJet Malta | VJT437 |
| 10. D-CDOC | Lj45 | Jetcall | JCL2 | 9H-VCO | CL-350 | VistaJet Malta | VJT449 |
| D-CDRF | Lj35A | DRF Luftrettung | AMB290 | 9H-VFJ | CL-605 | VistaJet Malta | VJT516 |
| D-CEFO | Ce560XLS+ | Air Hamburg | AHO337P | C-FNNQ | B777-333ER | Air Canada | 15 ACA7214/7 |
| D-CHLR | EMB505 | Atlas Air Service | ATL9K | CS-TFQ | Lj45 | Airjetsul | AJU451 |
| D-FPAN | PC-12/47E | Pandion | f/v | D-AFAN | CL-850 | FAI rent-a-jet | 15 IFA6192/6233 |
| D-ILCG | Ce525A | ProAir | 12 | D-AVAN | ERJ135BJ | Baden Aircraft Ops | BAO514N |
| LX-JFW | PC-12/47E | Jetfly Aviation | JFA39F/00U | D-CARO | Ce680 | Aerowest | |
| OK-HAR | Ce560XL | Aero Partner | DFC1BM | D-CSTU | Lj60 | FAI rent-a-jet | 16 IFA6228 |
| OO-MMT | Ce560XLS | Air Service Liège | dep | D-FPAN | PC-12/47E | Pandion | |
| OO-MMT | Ce560XLS | Air Service Liège | 13 | D-IAAW | EMB500 | Arcus Air | AZEAC7V |
| PR-XTD | A350-941 | LATAM | 11 TAM9550/1 | D-IAKN | Ce525A | Star Wings | STQ111 |



On 27, 28 and 29 August 2020 Schiphol received various visits from the US Army Europe 1-214th AVN department from Wiesbaden. Next to the C-12 Huron they also sent their UC-35A1, the military version of the Cessna 560. Ben Uffen captured 99-00102 upon arrival at Schiphol on 28 August 2020.



Due to decreasing traffic as a result of the COVID-19 pandemic new and rare opportunities come in all sorts of shapes and sizes. For instance at Schiphol Belgian Air Force F-16BM FB20, operating with the 10 Wing/OCUsq, visited the airfield on 28 August 2020 for one ILS approach before continuing its mission. (Amsterdam - Schiphol, 28 August 2020, Ben Uffen)

| | | | | | | | |
|-----------|--------------|----------------------|-----------------|-----------|--------------|----------------------|-----------------|
| D-IHUB | Ce525A | Sylt Air | 15 AWU514E/515E | PH-DWA | ERJ145LR | Air Charters Europe | JNL1633/2633 |
| D-INOB | Ce525A | Atlas Air Service | 15 ATL3Z | TC-LJR | B777-FF2 | Turkish Cargo | f/v THY6438 |
| EC-MOM | B787-8 | Air Europa | AEA1093/4 | 18.9H-VCA | CL-350 | VistaJet Malta | 19 VJT401 |
| HA-LKZ | Falcon 900LX | Air Invest | HKH1 | A7-ALT | A350-941 | Qatar Airways | f/v QTR273/4 |
| I-AVNE | Lj40 | Avionord | f/v VND013 | D-AHOX | ERJ135BJ | Air Hamburg | AHO676R |
| N44CE | G-IV | Global Air Charters | 17 GJE1021 | D-ATOP | ERJ135BJ | Air Hamburg | AHO887E |
| N93FX | Global XRS | Flexjet | f/v 15 LXJ93 | D-CSMC | Ce560XLS+ | Silver Cloud Air | f/v 19 SCR168 |
| N837AN | B787-9 | American Airlines | f/v AAL220/1 | D-CTOR | EMB505 | Luxaviation Germany | 19 LXG550R |
| OK-HAR | Ce560XL | Aero Partner | DFC1BM | D-IAAD | EMB500 | Arcus Air | 19 AZEAC5K/39CL |
| OO-MMT | Ce560XLS | Air Service Liège | | D-IHKW | Ce525 | ProAir | 19 |
| PR-XTD | A350-941 | LATAM | 15 TAM9550/1 | G-JOTD | BAe146-300QT | Jota Aviation | 19 ENZ148P/A |
| TC-LSK | A321-271NX | Turkish Airlines | f/v THY1953/4 | HL7206 | B787-9 | Korean Air | f/v KAL925/6 |
| 15.D-AFBS | ERJ135BJ | Air Hamburg | 16 AHO639B/749G | LX-JFE | PC-12/47E | Jetfly Aviation | 19 JFA46Z/90X |
| D-CAMB | Lj31A | Jetcall | JCL4 | M-DMUC | G500 | C-Airop | f/v 19 |
| D-CCVD | Ce560XLS | Atlas Air Service | ATL1D | N498YY | Ce525 | Skyhigh Aviation | 19 |
| D-CFLY | Ce560XLS+ | Air Hamburg | AHO475K/496T | OO-ABE | A340-313E | Air Belgium (a/w) | SLM3004/993 |
| D-CHRB | Ce525C | Hahn Air | HHN910 | OO-IDE | Ce525 | Air Service Liège | 19 |
| EC-MSB | CRJ1000EE | Air Nostrum | f/v ANE2601/2 | OO-MMT | Ce560XLS | Air Service Liège | 19 |
| EI-GTG | ERJ190LR | British Airways | f/v 16 | 19.F-HENE | HA-420 | EATIS | 20 |
| M-AVIR | Global 6000 | TAG Aviation (UK) | | G-HCSA | Ce525A | Bookajet | 20 |
| M-OBIL | Ce525C | Ulla Popken Fashion | | G-ZBJG | B787-8 | British Airways | BAW430/1 |
| N331QT | A330-243F | Tampa Cargo | TPA4047/6 | I-ZACK | Ce560 | Elilombarda | 21 EOA001 |
| N864DA | B777-232ER | Delta Air Lines | CMB543 | N336QT | A330-243F | Avianca Cargo | TPA4047/6 |
| OK-NFV | ATR72-212A | CSA | f/v CSA618/9 | OE-HGS | G200 | MJet | f/v MJF73G |
| OO-JNL | B767-304ER | TUI Belgium | TFL074P/285 | OO-IDE | Ce525 | Air Service Liège | 23 |
| OO-JNL | B767-304ER | TUI Belgium | 16 TFL286/7651 | OO-JNL | B767-304ER | TUI Belgium | 20 TFL7652/075P |
| SE-RIL | Ce560XLS | Svenskt Industriflyg | 16 JET7 | PH-ONE | PC-12/47E | M. Boers | f/v |
| SE-RMB | Ce525B | Svenskt Industriflyg | arr | TC-LSB | A321-271NX | Turkish Airlines | f/v THY1953/4 |
| SP-ENX | B737-8Q8 | Enter Air | 16 ENT55XY/56FS | 20.4X-ABG | A320-232 | Israir | ISR202 |
| 16.CS-EJA | Ce560XLS | EJME (Portugal) | JME387Y | 9H-JZM | PC-24 | Albinati Aeronautics | f/v 21 ULC77 |
| D-AFBS | ERJ135BJ | Air Hamburg | 17 AHO849R/640Q | B-17883 | B787-9 | EVA Air | f/v 21 EVA077/8 |
| D-CHIP | Ce525B | Eisele Flugdienst | EFD3P | D-CXLS | Ce560XLS+ | Air Hamburg | AHO449Q |
| D-IAKN | Ce525A | Star Wings | STQ111 | D-IHUB | Ce525A | Sylt Air | AWU520E |
| D-IGWT | Ce525A | Sylt Air | AWU716G | D-IJOA | Ce525A | Excellent Air | ECA8C |
| D-IHKW | Ce525 | ProAir | 17 | G-ZBJK | B787-8 | British Airways | BAW430/1 |
| D-INKY | P180 | AirGo | XGO1AM/1ZA | HB-JCS | A220-371 | Swiss | f/v SWR728/9 |
| G-KRBN | EMB505 | Saxonair | SXN30P | HL8083 | B787-9 | Korean Air | f/v KAL925/6 |
| N336QT | A330-243F | Avianca Cargo | TPA4047/6 | OK-SWW | B737-7Q8 | Smartwings | CSA618/9 |
| OO-XLS | Ce560XLS+ | Air Service Liège | 22 | OO-ABE | A340-313E | Air Belgium (a/w) | SLM994/3003 |
| SE-RIL | Ce560XLS | Svenskt Industriflyg | 17 JET7 | OO-MMT | Ce560XLS | Air Service Liège | 22 |
| 17.9H-AHA | B737-505 | Air X Charter | 18 AXY1711/1807 | SE-RIL | Ce560XLS | Svenskt Industriflyg | 21 JET7 |
| D-CMDH | Ce680 | Eisele Flugdienst | 20 EFD6H | 21.9H-JAI | A340-313X | HiFly Malta (a/w) | HFM740P/741 |
| D-IHKW | Ce525 | ProAir | | 9H-PLM | Ce650 | Luxwing | 22 LWG891 |
| D-IJLJ | Ce525 | ProAir | | D-CPMU | Lj60 | FAI rent-a-jet | IFA1341 |
| HA-LKZ | Falcon 900LX | Air Invest | HKH1 | D-IAAW | EMB500 | Arcus Air | AZE19DS/11DS |
| HA-KAM | ATR42-320F | Fleet Air | 18 FRF800/1 | D-IJOA | Ce525A | Excellent Air | 22 ECA8C |
| HA-KAN | ATR42-320F | Fleet Air | f/v 18 FRF700/1 | G-LSCW | G550 | EJME Aircraft Mgmt | JME534W |
| HA-TAG | Saab 340A | Fleet Air | 18 FRF300/1 | G-USHA | Lj75 | Zenith Aviation | BZE06A |
| LX-PCC | PC-24 | Jetfly Aviation | JFA63F/08K | N332QT | A330-243F | Avianca Cargo | TPA4047/6 |
| M-IFFY | Ce510 | Xead Aviation | 19 | N866DA | B777-232ER | Delta Air Lines | 22 DAL8820/3 |
| N513SN | MD-11F | Western Global(a/w) | 18 WGN3366/7 | OE-FDT | Ce510 | GlobeAir | GAC041V/W |
| N820AL | B787-9 | American Airlines | f/v AAL9715/221 | OE-FGB | Ce525A | Jet Pool | |
| OK-SWW | B737-7Q8 | Smartwings | CSA618/9 | SE-RLP | Ce525B | Royalair | f/v 22 |
| OO-MMT | Ce560XLS | Air Service Liège | 18 | SP-ENU | B737-83N | Enter Air | 24 ENT7152/521 |
| OY-NDP | Ce525A | Blackbird Aviation | 18 BBB36/P | TC-JZK | B737-8AS | AnadoluJet | f/v THY7800/1 |

| | | | | | | | |
|-----------|--------------|----------------------|-----------------|-------------|---------------|----------------------|---------------------|
| 22.9H-PLM | Ce650 | Luxwing | 27 LWG891 | G-ZBJG | B787-8 | British Airways | BAW430/1 |
| 9K-AOE | B777-369ER | Kuwait Airways | f/v KAC5611/2 | HB-FWI | PC-12/47E | AF Assets | 27 |
| D-CMDH | Ce680 | Eisele Flugdienst | 23 EFD6H | HB-JFR | Falcon 7X | Japat | 27 |
| D-ISLT | Ce525A | Sylt Air | 23 AWU922K/923K | I-AFOI | Raytheon 390 | Italfly | 27 ITL201 |
| D-IZRH | Ce525 | Luxaviation Germany | f/v LXG22H | M-NTOS | Ce525C | Selementos | |
| OE-FPP | Ce510 | GlobeAir | GAC656L/434N | N335QT | A330-243F | Avianca Cargo | TPA4047/6 |
| OE-FWF | Ce510 | GlobeAir | GAC295L/491Y | OE-IFB | B747-4B5ERF | ASL Airlines Belgium | 28 TAY914E |
| OK-NFU | ATR72-212A | Czech Airlines | CSA618/9 | OE-LCN | A321-211 | LEVEL | dep |
| OO-XLS | Ce560XLS+ | Air Service Liège | arr | OO-MMT | Ce560XLS | Air Service Liège | 27 |
| SE-RLP | Ce525B | Royalair | 28 2x | SP-ENU | B737-83N | Enter Air | ENT522 |
| TC-LSD | A321-271NX | Turkish Airlines | f/v THY1955/6 | VP-BMN | CRJ200ER | RusLine | f/v RLU5587/8 |
| 23.9H-JLK | Falcon 7X | TAG Aviation Malta | 26 TEU11 | 27.84-00157 | C-12U-3 | 1-214th AVN | DUKE06 |
| B-7365 | B777-39PER | China Eastern | f/v CES771/2 | 99-00102 | UC-35A1 | 1-214th AVN | DUKE21 |
| D-CEFO | Ce560XLS+ | Air Hamburg | AHO476Z/197A | 9H-JLK | Falcon 7X | TAG Aviation Malta | TEU11 |
| G-HCSA | Ce525A | Bookajet | arr | 9H-PLM | Ce650 | Luxwing | 30 LWG891 |
| G-UZLL | A320-251N | EasyJet | f/v EZY7003/4 | D-CAHO | Ce560XLS+ | Air Hamburg | 28 AHO436R |
| I-ZACK | Ce560 | Elilombarda | EOA001 | D-CPSH | Ce560XLS+ | Heron Aviation | 28 HRN221 |
| N866DA | B777-232ER | Delta Air Lines | 24 DAL8820/3 | G-CLBA | B747-428ERF | CargoLogicAir | 28 CLU5962/4 |
| OE-FUX | Ce525A | Bairline | | G-STBC | B777-36NER | British Airways | BAW442/3 |
| P4-MAS | B757-28A | Air Astana | KZR1395 | G-ZBJK | B787-8 | British Airways | BAW430/1 |
| 24.9H-VFA | CL-605 | VistaJet Malta | 25 VJT503 | LX-EVM | Falcon 2000LX | Global Jet Luxemb. | 28 SVW29VM |
| D-IGWT | Ce525A | Sylt Air | 25 AWU724G/725G | OE-FAT | Ce510 | GlobeAir | GAC727C/616D |
| G-MSFX | EMB550 | Flexjet | f/v 25 FLJ511 | OE-LCR | A321-211 | LEVEL | dep |
| G-SONE | Ce525A | Centreline | CLF823 | OO-ABE | A340-313E | Air Belgium(a/w) | SLM994/3003 |
| HB-JFR | Falcon 7X | Japat | | OO-KIN | Ce680 | Flying Service | 28 FYG41N/22N |
| LX-JFY | PC-12/47E | Jetfly Aviation | 25 JFA32W/54U | OO-MMT | Ce560XLS | Air Service Liège | |
| LX-VMF | Ce560XL | Luxaviation | arr LXA15P | 28.FB20 | F-16BM | 10w | *BAF451 |
| N336QT | A330-243F | Avianca Cargo | TPA4047/6 | 84-00157 | C-12U-3 | 1-214th AVN | 29 DUKE06 |
| N543JN | MD-11F | Western Global (a/w) | f/v WGN3366/7 | 99-00102 | UC-35A1 | 1-214th AVN | 29 DUKE21 |
| OE-GPS | Ce550 | Tyrol Air Ambul. | TYW847S/848S | 9H-VFF | CL-605 | VistaJet Malta | VJT551 |
| OO-ACC | Ce525A | Air Service Liège | | D-ANCE | ERJ135BJ | Air Hamburg | f/v 29 AHO676R/523X |
| OO-MMT | Ce560XLS | Air Service Liège | 26 | D-CHGS | EMB505 | Hans Grohe | 29 |
| PH-BFN | B747-406 | ex KLM | dep KLM747 | D-CICU | Lj45 | Jetcall | f/v JCL7 |
| TC-LJL | B777-FF2 | Turkish Cargo | f/v THY6438 | D-CJMK | Ce560XLS+ | Air Hamburg | AHO411Q/388N |
| TC-LSG | A321-271NX | Turkish Airlines | f/v THY1953/4 | D-IAAD | EMB500 | Arcus Air | AZE49ES/44ES |
| 25.D-AZFA | ERJ190LR | German Airways | f/v WDL761/2 | D-IAAY | EMB500 | Arcus Air | AZE43ES/99T |
| D-CASH | EMB505 | Air Hamburg | 26 AHO259F | LX-FPF | Ce525B | Flying Group Lux. | FYL21F/72F |
| D-CCGM | EMB505 | Starwings | 26 STQ555 | OE-FRS | Ce525A | Pink Sparrow | SOW3 |
| D-CPSH | Ce560XLS+ | Heron Aviation | HRN221 | OO-MMT | Ce560XLS | Air Service Liège | 29 |
| EI-SOO | ATR72-212A | ASL Airlines | ABR8990/7990 | PH-SFF | PC-12/47E | | 29 f/v 2x |
| F-HGPE | EMB505 | Pan Européenne | 26 PEA302 | 29.9H-JZM | PC-24 | Albinati Aeronautics | ULC77 |
| G-STBE | B777-36NER | British Airways | f/v BAW442/3 | 9K-AOE | B777-369ER | Kuwait Airways | KAC5611/2 |
| HL8081 | B787-9 | Korean Air | f/v KAL925/6 | D-CAGA | EMB505 | Luxaviation Germany | LXG55GA |
| N611TX | Falcon 900LX | Jet Select | | D-CEFO | Ce560XLS+ | Air Hamburg | 30 AHO381Y/377X |
| OE-FUX | Ce525A | Bairline | | D-CIRJ | Do328-120 | MHS Aviation (a/w) | MHV1980 |
| OK-NFU | ATR72-212A | Czech Airlines | 26 CSA6806/7 | D-FULI | PC-12-47E | ForFly | f/v arr |
| OK-PCF | PC-12/47E | NetFlight | 26 NTF400 | D-IAAY | EMB500 | Arcus Air | AZE39GL/31GL |
| OO-ABE | A340-313E | Air Belgium (a/w) | SLM3004/993 | N331QT | A330-243F | Tampa Cargo | TPA4047/6 |
| TC-LLM | B787-9 | Turkish Airlines | f/v THY1951/2 | N867DA | B777-232ER | Delta Air Lines | CMB587 |
| 26.9K-AOF | B777-369ER | Kuwait Airways | f/v KAC5611/2 | OK-NFU | ATR72-212A | Czech Airlines | CSA618/9 |
| B-3999 | B737-79L | Beijing Airlines | 27 BJN099 | OO-MMT | Ce560XLS | Air Service Liège | 2x 04 |
| D-CARO | Ce680 | Aerowest | 27 | OO-MMT | Ce560XLS | Air Service Liège | arr |
| D-CAWN | Ce680A | Aerowest | 27 | OY-GIC | Lj45 | FlexFlight | f/v FXT329 |
| D-CWIT | Ce525C | Wirtgen Group | 27 | PH-SFF | PC-12/47E | | arr |
| EC-NDN | A320-251N | Iberia | f/v IBE3060/1 | SE-RLP | Ce525B | Royalair | 31 |



Since August 2020 EVA Air is using the Boeing 787 Dreamliner on their route from Taipei to Amsterdam. B-17803 visited on 1 August and was a first visit. (Amsterdam-Schiphol, 1 August 2020, René Woerlee)



Qatar Airways A350 A7-ALT was the first ever Airbus A350 which visited Maastricht-Aachen airport on 8 August 2020. It was captured by Arjen Sleuvenhoek.

| | | | | | | | |
|-----------|-------------|----------------------|-----------------|-------------|--------------|----------------------------|------------------|
| SX-NEC | A320-271N | Aegean Airlines | f/v AEE624/5 | 05.9H-QDX | B737-800 | Malta Air | f/v RYR9PC/80GN |
| 30.9H-JLK | Falcon 7X | TAG Aviation Malta | arr TEU11 | A7-ALT | A350-941 | Qatar Airways | f/v QTR8038 |
| 9H-PLM | Ce650 | Luxwing | arr LWG891 | D-IHAG | Ce551 | Helix-Flight | |
| 9H-VCA | CL-350 | VistaJet Malta | 31 VJT401 | F-HJLP | EMB550 | Luxwing | 09 LWG1671 |
| B-2002 | B777-39PER | China Eastern | f/v 31 CES771/2 | HB-JAZ | G550 | Jet Aviation Business Jets | |
| CS-DGR | Ce650 | Air Jet Sul | AJU651 | JY-BAG | B787-8 | Royal Jordanian | RJA033/034 |
| CS-EJA | Ce560XLS | EJME (Portugal) | JME387Y | P4-GVV | G550 | ABS Jets | |
| D-IOHL | Ce525A | Excellent Air | arr ECA3C | 06.9H-JLK | Falcon 7X | TAG Aviation Malta | TEU11 |
| G-KRBN | EMB505 | Saxonair | SXN30P | D-AJOY | CL-850 | Air X Charter | AXG0631/0632 |
| LX-PCC | PC-24 | Jetfly Aviation | 31 JFA31B/76Q | PH-CJM | Ce680 | ASL | |
| N29DE | Cirrus SF50 | Deny Airlines | arr | TC-ACF | B747-481(F) | Saudia | SVA941/942 |
| N336QT | A330-243F | Avianca Cargo | TPA4049/8 | 07.EW-511TQ | B747-412(F) | Ruby Star Airways | RSB4714/4715 |
| N515TJ | Beech 400A | Blackburn Int'l | 31 | HA-LXK | A321-231 | Wizz Air | div WZZ31AS/3071 |
| N801BG | CL-605 | Bay Grove Capital | f/v arr | OE-GPS | Ce550 Bravo | Tyrol Air Ambulance | TYW847S/848S |
| OE-FBD | Ce510 | GlobeAir | GAC637X/526Y | OE-LIO | Global 5000 | Avcon Jet | 09 AOJ78M |
| OE-FCB | Ce510 | GlobeAir | GAC347P/455N | PH-DWA | ERJ145LR | Air Charters Europe | dep JNL1649 |
| OE-FPP | Ce510 | GlobeAir | GAC758U/647V | TC-ACG | B747-481(F) | Saudia | SVA941/942 |
| UR-EMF | ERJ195LR | Ukraine Int'l | f/v AUI101/2 | TF-AMM | B747-4H6(F) | Astral Aviation | ABD4784/4785 |
| 31.D-CSCE | EMB505 | Luxaviation Germany | 2x LXG55CE | 08.CS-GLC | Global 6000 | NetJets Europe | NJE374H/598N |
| D-IHUB | Ce525A | Sylt Air | AWU531E | D-IBET | Ce525A | ProAir Aviation | |
| EC-MFO | A319-111 | Iberia | f/v IBE3060/1 | G-IV | G-IV | Pegasus Elite Aviation | 09 PEG78 |
| EW-511TQ | B747-412BCF | Ruby Star Aw (n/t) | f/v RSB4702/3 | Ce510 | Ce510 | GlobeAir | 09 GAC428D/533S |
| G-CIXW | ERJ170LR | Eastern Airways | arr EZE2E | G550 | G550 | ABS Jets | |
| LX-JFE | PC-12/47E | Jetfly Aviation | JFA50D/51E | TC-ACF | B747-481(F) | Saudia | SVA915/916 |
| N513SN | MD-11F | Western Global (a/w) | WGN3366/7 | 09.9H-QAE | B737-800 | Malta Air | f/v RYR9PC/80GN |
| N515TJ | Beech 400A | Blackburn Int'l | | ER-BBJ | B747-412F | Aerotrans Cargo | 10 ATG6606/7 |
| N867DA | B777-232ER | Delta Air Lines | CMB587 | P4-MES | B767-33AER | Roman Abramovich | dep |
| OY-HMP | AW189 | Bel Air Aviation | f/v BBX35A/C | PH-CJM | Ce680 | ASL | 16 |
| SE-RLP | Ce525B | Royalair | | TC-ACG | B747-481(F) | Saudia | SVA941/942 |
| TC-LSR | A321-271NX | Turkish Airlines | f/v THY1953/4 | 10.JY-BAH | B787-8 | Royal Jordanian | RJA033/034 |
| | | | | OH-ZRH | PC-12/47E | Global Airlift Solutions | HDL127 |
| | | | | 11.ER-ECD | ERJ190LR | Air Moldova | arr MLD9015 |
| | | | | G-JOTD | BAe146-300QT | JOTA Aviation | ENZ141/134P |
| | | | | TC-ACG | B747-481(F) | Saudia | SVA941/942 |
| | | | | 12.9H-FOM | EMB500 | Luxwing | 13 LWG502/91 |
| | | | | 9H-QBN | B737-8AS | Malta Air | f/v RYR9PC/39WA |
| | | | | A7-BAC | B777-3DZER | Qatar Airways | f/v QTR8301 |
| | | | | ER-BBJ | B747-412F | Aerotrans Cargo | 13 ATG6608/9 |
| | | | | EW-511TQ | B747-412(F) | Ruby Star Airways | RSB4706/4707 |
| | | | | OE-GLL | Ce550 Bravo | Jet Fly | 13 |
| | | | | OO-AMR | Ce525A | Air Service Liège | |
| | | | | PH-DWA | ERJ145LR | Air Chart. Europe | 17 JNL2649/1633 |
| | | | | PH-MFX | Ce650 | JetNetherlands | 13 |
| | | | | 13.CS-DXQ | Ce560XLS | NetJets Europe | NJE184P/344K |
| | | | | CS-PHP | EMB505 | NetJets Europe | NJE831G/4SR |
| | | | | TC-ACG | B747-481(F) | Saudia | SVA941/942 |
| | | | | 14.9H-AMY | CL-850 | Air X Charter | AXY1112/1519 |
| | | | | 9H-FOM | EMB500 | Luxwing | 15 LWG594/01 |
| | | | | EW-511TQ | B747-412(F) | Ruby Star Airways | RSB4710/4711 |
| | | | | JY-BAB | B787-8 | Royal Jordanian | RJA033/034 |
| | | | | TC-ACF | B747-481(F) | Saudia | 15 SVA941/916 |
| | | | | 15.D-AJET | ERJ135BJ | Air Hamburg | AHO737R/774F |

Another new fleet addition for Cityflyer made a stop on its way from Egypt to Poland on the 15th. On that same day Air Nostrum operated a charter for AS Monaco. Air Astana ferried a Boeing 757 to Marana on return to its lessor via Amsterdam on the 23rd. A former KLM Boeing 747 departed to Mojave on the 24th. On the 26th an Airbus previously being operated by LEVEL departed to Madrid with its sistership going in the same direction the next day.

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

Maastricht - Aachen

| | | August 2020 | |
|-----------|-------------|------------------------|------------------------|
| 01.TC-ACG | B747-481(F) | Saudia | SVA915/916 |
| 02.PH-CJM | Ce680 | ASL | 04 |
| | TC-ACF | Saudia | SVA941/942 |
| | YR-ASC | A318-111 | TAROM f/v ROT7301/7302 |
| 03.N57RG | G150 | Soliq | 16 |
| 04.G-FBJJ | ERJ175STD | HEH Avn South. Beteil. | arr SXI2036 |
| | OY-JJS | Raytheon 4000 | JoinJet SUS3SA/3SB |
| | TC-ACF | B747-481(F) | Saudia SVA941/942 |

| | | | | | | | |
|--------------|---------------|-----------------------------------|-----------------|------------|-------------|-----------------------|-------------------|
| ER-BBJ | B747-412F | Aerotrans Cargo | ATG6610/11 | 30. 7T-VJJ | B737-8D6(F) | Air Algeria | 31 DAH2824/5 |
| OO-AMR | Ce525A | Air Service Liège | | 9H-QAU | B737-800 | Malta Air | f/v RYR9PC/80GN |
| TC-ACG | B747-481(F) | Saudia | 16 SVA915/916 | HA-LXN | A321-231 | Wizz Air | f/v div WZZ95 |
| TF-AMM | B747-4H6(F) | Astral Aviation | 16 ABD4788/4500 | HA-LXV | A321-231 | Wizz Air | div WZZ31AS/3071 |
| 16. 9H-QBD | B737-8AS | Malta Air | f/v RYR9PC/80GN | HA-LYX | A320-232 | Wizz Air | f/v div WZZ5272 |
| TC-ACF | B747-481(F) | Saudia | 17 SVA941/942 | N680KH | Ce525 | K.O.M. Activity | |
| YR-ASB | A318-111 | TAROM | ROT7301/7302 | OO-GLM | Ce680 | Air Service Liège | 10 |
| 17. A7-BAV | B777-3DZER | Qatar Airways | f/v QTR8008/9 | OO-SXX | Ce680 | Air Service Liège | |
| D-IBET | Ce525A | ProAir Aviation | | TC-ACF | B747-481(F) | Saudia | SVA941/942 |
| 18. CS-LTL | Ce680A | NetJets Europe | NJE578C/189K | YR-ASD | A318-111 | TAROM | f/v ROT7301/7302 |
| TC-ACF | B747-481(F) | Saudia | SVA941/942 | 31. 7T-VKS | B737-7D6C | Air Algeria | DAH2780 |
| 19. A7-BAZ | B777-3DZER | Qatar Airways | f/v QTR8008/9 | A7-BAP | B777-3DZER | Qatar Airways | f/v QTR8008/9 |
| M-YAIC | EMB505 | Jet Story | | D-IMVC | Beech B200 | Star Wings Dortmund | 01 STQ99B |
| N600WM | Beech 400A | TVPX ARS | | PH-CJM | Ce680 | ASL | tst |
| OO-VMF | Ce560XLS+ | Air Service Liège | tst | | | | |
| 20. D-ANCE | ERJ135BJ | Air Hamburg | 21 AHO774F/246B | | | | |
| TF-AMM | B747-4H6(F) | Astral Aviation | 21 ABD4793/4902 | | | | |
| 21. JY-AGQ | A310-304(F) | Royal Jordanian | RJA033/034 | | | | |
| LX-RSQ | Lj45XR | European Air Ambulance | LRQ437G | | | | |
| M-ARIE | BAe125-800XP | Surf-Air | | | | | |
| TC-ACF | B747-481(F) | Saudia | SVA941D/942D | | | | |
| TC-ACG | B747-481(F) | Saudia | SVA941/942 | | | | |
| 22. D-IAWE | Ce425 | Aerowest | | | | | |
| D-IEMO | Raytheon 390 | Pro Jet | 23 | | | | |
| OO-GLM | Ce680 | Air Service Liège | dep | | | | |
| PH-CJM | Ce680 | ASL | | | | | |
| 23. PH-DWS | ERJ135LR | Air Chart. Europe | 02 JNL3893/0102 | | | | |
| TC-ACF | B747-481(F) | Saudia | SVA915/916 | | | | |
| TC-ACG | B747-481(F) | Saudia | SVA941/942 | | | | |
| 24. 9H-FAM | EMB500 | Luxwing | 26 LWG301 | | | | |
| HB-LTV | DA42 | Haltergemeinschaft LTV | 26 | | | | |
| HB-LZR | DA42 | Fliegersch. St. Gallen Altenrhein | 26 | | | | |
| 25. JY-AGQ | A310-304(F) | Royal Jordanian | RJA1033/1034 | | | | |
| TC-ACG | B747-481(F) | Saudia | SVA941/942 | | | | |
| 26. 9H-QCH | B737-8AS | Malta Air | f/v RYR9PC/80GN | | | | |
| D-CFAZ | Lj60 | FAI Rent-A-Jet | IFA1349 | | | | |
| D-IEMO | Raytheon 390 | Pro Jet | | 03. D-ICBA | Ce525A | Aaa Bee Cee Aviation | August 2020 04 |
| F-HLRB | DA62 | Diamond | | D-IMME | Ce551 | Heli-Flight | |
| JY-AGQ | A310-304(F) | Royal Jordanian | RJA1033/1034 | 05. PH-PXZ | AW139 | Nationale Politie | ZXP26 |
| LX-EVM | Falcon 2000LX | Global Jet Luxemb. | 27 SVM29VM | 06. G-RVNK | P68B | Ravenair | arr RVN8NK |
| 27. 99-00102 | UC-35A1 | 1-214th AVN | DUKE21 | OO-NHX | AS365N3 | Netherl. Coastg. | Rescue08/CG08 |
| D-ABMW | G550 | BMW Flugdienst | BMW77/78 | 07. D-IPCH | Ce525A | Jetkontor | 2x JKH32A |
| D-IEMO | Raytheon 390 | Pro Jet | tst | 09. OE-FOG | Ce510 | GlobeAir | 10 GAC319Y/931V |
| N260AM | Ce525 | Citation Aviation | | 10. HA-YFJ | Beech 400A | Fly-Coop | FCA2AMB |
| TC-ACG | B747-481(F) | Saudia | SVA941/942 | PH-OOP | H145 | RAV Fryslân – MAA | Medic01 |
| TF-AMM | B747-4H6(F) | Astral Aviation | ABD4796/4797 | 12. N463RD | TBM-850 | OPM Aviation Services | |
| 28. D-IEMO | Raytheon 390 | Pro Jet | tst | 13. D-ISUN | Ce525A | Excellent Air | 14 ECA5C |
| OO-GLM | Ce680 | Air Service Liège | 29 | PH-BBJ | Ce560XLS+ | ASL | |
| TC-ACF | B747-481(F) | Saudia | SVA941/942 | 14. PH-BBJ | Ce560XLS+ | ASL | |
| 29. A7-AFG | A330-243F | Qatar Airways | QTR8291/2 | 16. D-ARMY | ERJ135BJ | Air Hamburg | AHO69Q/08M |
| TC-ACG | B747-481(F) | Saudia | 30 SVA915/916 | HB-JWC | CL-650 | Swiss Air Ambulance | SAZ71/2 |
| | | | | PH-BXB | B737-8K2 | KLM | div KLM1604 |
| | | | | 17. D-IFLN | BN-2B-20 | FLN | * |

Both ACT Airlines Boeing 747s operated their last flights for Saudia this month. On the 4th a former FlyBe Embraer arrived for storage. The first Airbus A350 visited on the 5th. On the 7th a Wizz Air diverted from Eindhoven. The Boeing 767 departing on the 9th was a paintshop customer. The Air Moldova Embraer on the 11th has been returned to its lessor. The Cessna on the 19th operated a training flight as did the Premier I on the 27th and 28th. The Cessna on the 31st also operated a training flight. The Royal Jordanian Airbus on the 21st has been returned to service after maintenance. The Air Algeria freighter on the 30th developed a technical issue, prompting the arrival of a company combi aircraft the next day with spare parts. The three Wizz Air aircraft on the 30th were all Eindhoven diversions.

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

Groningen - Eelde

| | | | |
|------------|------------|-----------------------|-------------------|
| 03. D-ICBA | Ce525A | Aaa Bee Cee Aviation | August 2020 04 |
| D-IMME | Ce551 | Heli-Flight | |
| 05. PH-PXZ | AW139 | Nationale Politie | ZXP26 |
| 06. G-RVNK | P68B | Ravenair | arr RVN8NK |
| OO-NHX | AS365N3 | Netherl. Coastg. | Rescue08/CG08 |
| 07. D-IPCH | Ce525A | Jetkontor | 2x JKH32A |
| 09. OE-FOG | Ce510 | GlobeAir | 10 GAC319Y/931V |
| 10. HA-YFJ | Beech 400A | Fly-Coop | FCA2AMB |
| PH-OOP | H145 | RAV Fryslân – MAA | Medic01 |
| 12. N463RD | TBM-850 | OPM Aviation Services | |
| 13. D-ISUN | Ce525A | Excellent Air | 14 ECA5C |
| PH-BBJ | Ce560XLS+ | ASL | |
| 14. PH-BBJ | Ce560XLS+ | ASL | |
| 16. D-ARMY | ERJ135BJ | Air Hamburg | AHO69Q/08M |
| HB-JWC | CL-650 | Swiss Air Ambulance | SAZ71/2 |
| PH-BXB | B737-8K2 | KLM | div KLM1604 |
| 17. D-IFLN | BN-2B-20 | FLN | * |



Due to technical problems with Boeing 737 7T-VJJ, which arrived a day before, 700 combi 7T-VKS came in with spare parts on 31 August. (Maastricht-Aachen, 31 August 2020, Björn van der Velpen)



The Almaty, Kazakhstan based business aviation operator KAZ Airjet has a fleet of several fixed-wing aircraft and helicopters according to their company website. Beside the Cessna 441Q2 they have also an Yak-40 and Yak-42. The helicopters types are AW139, Bell 206 and a Mil-Mi-8. (Eindhoven, 8 August 2020, Maurits Niemeijer)

| | | | | | | | |
|------------|-----------|------------------------|-------------------------------------|------------|-------------|-----------------------|-----------------------------------|
| 19. PH-CGC | Do228-212 | Kustwacht | Coastguard01 | 14. LX-AIM | PA-44-180 | Aero-Sport | |
| 20. D-CSUN | Ce560XLS+ | Air Hamburg | AHO315J | 16. PH-FSD | Ce208 | Fallschirmsport Damme | 19 |
| 21. D-CSUN | Ce560XLS+ | Air Hamburg | AHO315J | 17. OO-SPA | Ce208B | Skydive Spa | 20 |
| | OE-FKF | Ce525A | FTY9 | | PH-HCD | Cabri G2 | HeliCentre |
| 22. CS-PHE | EMB505 | NetJets Europe | NJE909R/039Q | | PH-PHB | Enstrom 480 | Prince Helicopters |
| | D-HBYF | EC135P2 | ADAC Luftrettung | 18. OO-HEY | R44 | | MMR-Goup |
| 24. PH-PXX | AW139 | Nationale Politie | ZXP24 | | PH-HCD | Cabri G2 | HeliCentre |
| 25. CS-PHG | EMB505 | NetJets Europe | 26 NJE878H/442F | 19. N195JR | Beech 95 | | Buddy Management |
| | D-CAWO | Ce560XLS+ | Aerowest | | RC695 | | International Air Services |
| 27. HB-LTV | DA42 | Haltergemeinschaft LTV | 28 | | R44 | | Heli & Co |
| | HB-LZR | DA42 | Fliegerschule St. Gallen Altenrhein | | Ce208B | | Paracentrum Texel |
| | N46U | PA-46-310P | 28 | 20. OE-XXL | R44 | | Heli & Co |
| | PH-DIX | PC-12/45 | Din-Air | | PH-TSN | DA42 | Twin Star Netherlands |
| 28. D-HNHF | EC155B1 | Northern HeliCopter | 2x * | | PH-TWN | P2006T | Zelf Vliegen |
| | N825LB | PA-46-500TP | Aircraft Partner | 21. D-FIPS | PC-6/B2-H4 | | KIAS Airlines |
| 29. D-IPCG | Ce425 | Aerowest | 29 | | OE-XXL | R44 | Heli & Co |
| 30. PH-DIX | PC-12/45 | Din-Air | | 22. N417RK | PA-46-350P | | Marco van der Horst |
| | | | | | PH-WIK | AS350B3 | HeliAir |
| | | | | 23. OE-FDI | SC-7 | | Pink Aviation Services |
| | | | | 24. CS-PHA | EMB505 | | NetJets Europe |
| | | | | 25. OE-XXL | R44 | | Heli & Co |
| | | | | | PH-PXZ | AW139 | Nationale Politie |
| | | | | 27. N935NL | DH-82 | | Wim Stapel |
| | | | | | N935NL | DH-82 | Wim Stapel |
| | | | | | OE-XXL | R44 | Heli & Co |
| | | | | | PH-FVD | R44 | Rotarywings |
| | | | | | PH-RBC | EC120B | HeliAir |
| | | | | | PH-RLA | Saab 91D | Stichting Levende Oude Luchtvaart |
| | | | | 28. CS-PHK | EMB505 | | NetJets Europe |
| | | | | | OE-FDI | SC-7 | Pink Aviation Services |
| | | | | 31. PH-PHB | Enstrom 480 | | Prince Helicopters |

The Aaa Bee Cee Aviation Cessna on the 3rd is being operated by Proair Aviation. The TBM on the 12th performed four touch and go's before making a full stop. The KLM Boeing on the 16th was an Amsterdam weather diversion. On the 22nd an ADAC helicopter stopped by for some fuel. All foreign registered aircraft on the 27th participated in the AOPA Switzerland Fly-out. DA42 HB-LZR carries Premier Aviation titles.

Credit: GEAS, FlyGRQ.

Deventer-Teuge

| August 2020 | | | |
|-------------|------------|---------------------|-------------------------|
| 03. OE-XXL | R44 | Heli & Co | |
| | PH-HCE | R66 | HeliCentre |
| | PH-PHA | Enstrom 480 | Prince Helicopters |
| 04. HB-FVC | PC-12/47E | Lakeside Aviation | 05 |
| | N195JR | Beech 95 | Buddy Management |
| | OE-XXL | R44 | Heli & Co |
| | PH-PXB | EC135P2+ | Nationale Politie |
| 05. HB-FVC | PC-12/47E | Lakeside Aviation | ZXP02 |
| | N939PA | PA-46-350T | SCH Aviation |
| | PH-ANK | R44 | H. Vink |
| | PH-PHB | Enstrom 480 | Prince Helicopters |
| 06. D-GLBU | P2006T | | 07 |
| | PH-HCC | Cabri G2 | HeliCentre |
| | PH-MAS | P68C-TC | Miramap Aerial Surveys |
| 07. PH-LBR | Ce208 | Skydive Rotterdam | |
| | PH-PDK | EC120B | HeliFlight |
| 08. PH-DTY | Yak-52 | Chris van den Broek | |
| 10. PH-FVD | R44 | Rotarywings | |
| 11. D-FLIZ | Ce208 | Skydive Spa | 14 |
| | OE-XXL | R44 | Heli & Co |
| 12. D-FIBE | PC-6/B2-H4 | KIAS Airlines | 24 |
| | OO-ROB | RC690B | A.B.K. |
| | SE-LZX | AC690B | ARA |
| 13. LX-JFB | PC-12/47E | Jetfly Aviation | |
| | PH-ECE | EC120B | Heli Holland Holding |
| | PH-FVD | R44 | Rotarywings |
| | PH-KIO | P2006T | Kavel 10 Aerial Surveys |

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

Eindhoven

| August 2020 | | | |
|-------------|-----------|----------------|-------------------|
| 01. HA-LJB | A320-271N | Wizz Air | f/v WZZ1641/2 |
| | HA-LVK | A321-271NX | Wizz Air |
| | PH-BEJ | Global 5000 | Flying Group |
| | PH-HWM | CL-605 | JetNetherlands |
| | PH-HWM | CL-605 | JetNetherlands |
| | PH-JRC | ERJ135BJ | JetNetherlands |
| | PH-XXV | B-25N | SKHV |
| 02. D-AFAN | CL-850 | FAI Rent-A-Jet | 05 IFA6183 |
| | D-CAWB | Ce680 | Aerowest |
| | OE-LOS | A320-214 | LaudaMotion |
| | PH-FJK | Ce525B | JetNetherlands |
| 03. J-367 | F-16AM | 322sq | *Polly01 |
| | L-07 | PC-7 | 131EMVOsq |
| | OE-LOX | A320-214 | LaudaMotion |
| | OO-JAX | B737-8K5 | TUI Belgium |
| | OO-JAX | B737-8K5 | TUI Belgium |
| 04. 9H-VCF | CL-350 | VistJet Malta | VJT486 |
| | OO-CCJ | Ce525 | Air Service Liège |
| | PH-CJM | Ce680 | ASL |
| 05. FB20 | F-16BM | 10w/OCU | *BAF501 |
| | 03 | C-17A | HAW |
| | | | Bartok91 |

| | | | | | | | |
|--------------|--------------|------------------------|-----------------|-----------|--------------|----------------------|------------------------|
| D-ALET | B757-28A(F) | EAT Leipzig (DHL c/s) | BCS6048/8463 | L-02 | PC-7 | 131EMVOsq | *Diamond09 |
| D-CBEN | Ce560XLS+ | Adolf Würth | | D-CNNN | Ce560XLS+ | DC Aviation | 19 DCS705 |
| HB-VTS | Raytheon 390 | Lions Air | | OO-MMT | Ce56XLS | Air Service Liège | |
| OE-LOO | A320-214 | LaudaMotion | RYR5693/4 | PH-CGC | Do228-212 | Kustwacht | * |
| PH-CDE | B737-8KN | Corendon Dutch Airl. | CND921P/9291 | PH-HWM | CL-605 | JetNetherlands | 21 |
| 06.03 | C-17A | HAW | 07 Bartok91 | PH-JRC | ERJ135BJ | JetNetherlands | 22 |
| D-IEFD | Ce525 (M2) | E-Aviation | EFD2F | 19.33/XA | TBM-700A | ET00.043 (ELA43 mks) | 20 CTM1306 |
| PH-FJK | Ce525B | JetNetherlands | | 54+30 | A400M | LTG62 | GAF007 |
| UP-CS301 | Ce525B | KazAirJet | 10 KEJ6497/8 | D-BUZZ | Ce750 | Air X Charter | 20 AXG1908/2024 |
| 07.L-02 | PC-7 | 131EMVOsq | *Diamond08 | D-CJPG | Lj35A | Quick Air | QAJ1031 |
| OE-IBJ | A320-232 | LaudaMotion | RYR5693/4 | OE-LMI | A320-214 | LaudaMotion | RYR5693/4 |
| PH-CJM | Ce680 | ASL | 08 | OO-PRM | Ce510 | Air Service Liège | 21 |
| PH-HWM | CL-605 | JetNetherlands | 14 | PH-CJM | Ce680 | ASL | 22 |
| PH-NDK | Falcon 900B | Exxaero | XRO287 | 20.FA107 | F-16AM | 10w | *Vulture51 |
| 08.D-ICBA | Ce525A | ProAir Aviation | | 9H-VFB | CL-605 | VistJet Malta | 21 VJT598 |
| D-IHUB | Ce525A | Sylt Air | AWU508E | D-CHRA | Ce525C | E-Aviation | EFD4A |
| OK-EAS | Beech 400XTi | Time Air | TIE470Y | OE-GBD | IAI1125SPX | Tyrol Air Ambulance | TYW432/3 |
| OO-CCJ | Ce525 | Air Service Liège | 10 | OO-MMT | Ce56XLS | Air Service Liège | |
| 09.OE-LOQ | A320-214 | LaudaMotion | RYR5693/4 | PH-FJK | Ce525B | JetNetherlands | 21 |
| PH-BEJ | Global 5000 | Flying Group | 11 FYG23BM/61BM | 21.D-CHRA | Ce525C | E-Aviation | EFD4A |
| 10.01 | C-17A | HAW | Bartok90 | D-IGWT | Ce525A | Sylt Air | AWU721G |
| L-07 | PC-7 | 131EMVOsq | *Diamond14 | LX-PPF | Ce525B | Flying Group Luxemb. | FYL62F/32F |
| L-11 | PC-7 | 131EMVOsq | *Diamond11 | OE-LOS | A320-214 | LaudaMotion | RYR5693/4 |
| T-054 | KC-30M | MMU | del MMF70 | PH-BBJ | Ce560XLS+ | ASL | 24 |
| OE-IBJ | A320-232 | LaudaMotion | RYR5693/4 | PH-BEJ | Global 5000 | Flying Group | 25 FYG22BM/11BM |
| OO-TNC | B737-8K5 | TUI Belgium | JAF8310/810P | 22.9A-JSD | Ce525A | Jung Sky | JSY226C/7C |
| 11.LX-N90444 | E-3A | NAEW&CF | 12 Nato06/40 | D-CHRJ | Do328-120 | MHS Aviation (a/w) | MHV1980 |
| L-04 | PC-7 | 131EMVOsq | *Diamond04 | OO-GEE | PC-12/47E | Blue Sky Aviation | 23 |
| D-CAGA | EMB505 | Luxaviation Germany | LXG55GA | PH-CJM | Ce680 | ASL | 31 |
| LX-PPF | Ce525B | Flying Group Luxemb. | FYL11F/33F | PH-STB | Falcon 900B | Exxaero | 23 XRO205 |
| 12.FA56 | F-16AM | 10w | *Mace81 | SE-RLX | BAe125-800XP | Grafair | GFM5X |
| FA116 | F-16AM | 10w | *Mace81 | 23.D-IEMO | Raytheon 390 | Pro Jet | 24 |
| L-07 | PC-7 | 131EMVOsq | *Razor02 | OE-LOJ | A320-232 | LaudaMotion | RYR5693/4 |
| D-CAWN | Ce680A | Aerowest | | OK-TVF | B737-8FH | Smartwings | 24 432P/4326 |
| OE-LOW | A320-233 | LaudaMotion | RYR5693/4 | OO-GEE | PC-12/47E | Blue Sky Aviation | |
| OO-CCJ | Ce525 | Air Service Liège | | UR-82072 | An-124-100 | Ant. Des. Bur. | 25 ADB306F/3506 |
| 13.L-07 | PC-7 | 131EMVOsq | *Diamond14 | 24.CH11 | C-130H | 20sq | *BAF672 |
| OK-ESC | Beech 400XT | Time Air | TIE470S | 10+25 | A310-304MRTT | FBS BMVg | GAF552 |
| OO-CCJ | Ce525 | Air Service Liège | | T-235 | KDC-10 | 334sq | dep NAF40 |
| OO-PRM | Ce510 | Air Service Liège | 14 | D-CSCB | Ce560XLS+ | Silver Cloud Air | SCR187 |
| 14.01 | C-17A | HAW | Bartok90 | OE-LOS | A320-214 | LaudaMotion | RYR5693/4 |
| D-BJMS | Falcon 50EX | European Air Transport | 15 | OO-ACC | Ce525A | Air Service Liège | 26 |
| OE-LOB | A320-232 | LaudaMotion | RYR5693/4 | PH-HWM | CL-605 | JetNetherlands | arr |
| 15.PH-JRC | ERJ135BJ | JetNetherlands | 18 | PH-JRC | ERJ135BJ | JetNetherlands | 27 |
| SE-RIL | Ce560XLS | Svenskt Industriflyg | JET7 | 25.CH11 | C-130H | 20sq | *BAF658 |
| 16.OE-LMB | A320-232 | LaudaMotion | RYR5693/4 | L-01 | PC-7 | 131EMVOsq | *Diamond08 |
| OO-GEE | PC-12/47E | Blue Sky Aviation | | L-03 | PC-7 | 131EMVOsq | *Diamond15 |
| PH-BEJ | Global 5000 | Flying Group | 17 FYG62BM/81BM | D-CBEN | Ce560XLS+ | Adolf Würth | 27 |
| PH-CJM | Ce680 | ASL | 17 2x | 26.50+40 | C-160D | LTG6 | GAF038 |
| PH-HWM | CL-605 | JetNetherlands | 18 | 741 | C-130H | 356 MRM | 21 HAF356H |
| 17.D-CMDH | Ce680 | E-Aviation | EFD6H | MM62194 | C-130J-30 | 50° Gruppo TM | IAM4679 |
| OE-LMC | A320-214 | LaudaMotion | RYR5693/4 | D-103 | CH-47D | 298sq | *Grizzly31-form, GLV-V |
| PH-CJM | Ce680 | ASL | 18 | D-665 | CH-47D | 298sq | *Grizzly31-form, GLV-V |
| 18.D-106 | CH-47D | 298sq | *GLV-V | J-136 | F-16AM | 312/313sq | *Metal02 |
| D-666 | CH-47D | 298sq (spec mks) | *GLV-V | J-882 | F-16BM | 313sq | *Metal01 |



This EC155 OO-NSH was owned by Belgian operator NHV in the usual yellow colours. Recently the helicopter was sold to German operator Northern Helicopter as D-HNHE, which is a part of DRF Air Rescue. It was also repainted in a red/white colour scheme. (De Kooy, 21 August 2020, Erwin Stam)



Since August 2020 Falcon 7X OO-FAE has been flying for the Belgian Air Force but is owned by Luxaviation Belgium. It is the second aircraft and it arrived for a paintjob. (Lelystad, 16 August 2020, B.J. Floor)

| | | | |
|-----------------|--------------|--------------------------------|--------------------|
| 9H-VCE | CL-350 | VistJet Malta | VJT474 |
| OE-LOP | A320-232 | LaudaMotion | RYR5693/4 |
| OO-ACC | Ce525A | Air Service Liège | |
| OO-ACO | Ce510 | Air Service Liège | |
| PH-BEJ | Global 5000 | Flying Group | 27 FYG12BM/61BM |
| YU-TBA | Ce560XLS+ | Air Swisslion | |
| YU-FNR | Ce525 | Eagle Express | EES300 |
| 27.OE-GBD | IAI1125SPX | Tyrol Air Ambulance | 28 TYW431 |
| OO-PCM | PC-12/47E | European Aircraft Private Club | |
| PH-FJK | Ce525B | JetNetherlands | 01 2x |
| 28.FB20 | F-16BM | 10w/OCU | *BAF451 |
| <u>L-10</u> | PC-7 | 131EMVOsq | * <u>Diamond21</u> |
| D-AZFA | ERJ190LR | German Airways | WDL320P/320 |
| OE-FDI | SC-7M-3 | Pink Aviation | 28 |
| OE-FDN | SC-7M-3 | Pink Aviation | 28 |
| OE-LMC | A320-214 | LaudaMotion | RYR5693/4 |
| OM-CJI | Ce525 | ATF-Aviation | |
| PH-BEJ | Global 5000 | Flying Group | arr FYG42BM |
| UP-CS302 | Ce525B | KazAirJet | 31 KEJ6497/8 |
| 29.OE-FNP | Ce510 | GlobeAir | GAC739K/628K |
| OK-PPP | Beech 400XTi | Time Air | TIE480P |
| PH-JRC | ERJ135BJ | JetNetherlands | arr |
| 30.D-AZFA | ERJ190LR | German Airways | WDL321/321F |
| D-CAPO | Lj35A | Jet Executive Int'l Charter | JEI474 |
| N260AM | Ce525 | Bay Air | |
| OE-LMC | A320-214 | LaudaMotion | RYR5693/4 |
| 31. <u>FB20</u> | F-16BM | 10w/OCU | * <u>BAF451</u> |
| 10+25 | A310-304MRTT | FBS BMVg | GAF553 |
| 54+21 | A400M | LTG62 | GAF626 |
| 01 | C-17A | HAW | Bartok80 |
| OE-LOW | A320-233 | LaudaMotion | RYR5693/4 |
| OO-JWB | PC-12/47E | NextGen Aviation | 08 2x |

Eindhoven started August with a refuelling visit of the Historical Flight Mitchell. On 10 August T-054 arrived from Getafe, being the second KC-30M for the MMU. The next day one AWACS could not land at Geilenkirchen, diverting into Eindhoven for their nightstop. The German A310 and Italian C-130J-30 were all heading towards Bardufoss in Norway. 24 August also marks the last departure of T-235 to Nimes for heavy maintenance as this is the last C-check prior to her sale to the USA next year. Ryanair began operating the Vienna service on this month using LaudaMotion aircraft. On the 3rd TUI Belgium operated a military charter. Corendon operated a charter to Beirut on the 5th. TUI Belgium operated the return flight on the 10th. The Dornier on the 22nd was a charter for the SG Eintracht Frankfurt Football team. Smartwings (in Travel Service colours) operated a charter to Denmark on the 23rd. German Airways operated a charter for PSV on the 28th. The team charter returned on the 30th.

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

Credits: EWAS, Oscar Sannen, Scramble MB.

Gilze-Rijen

| August 2020 | | | |
|-------------------|---------|--------------------|--------------------|
| 01. <u>D-664</u> | CH-47D | 298sq | Neptune-formation |
| <u>Q-04</u> | AH-64DN | 301sq | Neptune-formation |
| <u>Q-05</u> | AH-64DN | 301sq | Neptune-formation |
| <u>S-456</u> | AS532U2 | 300sq | Neptune-formation |
| PH-XXV | B-25N | SKHV | tst |
| 03.PH-PXZ | AW139 | Nationale Politie | *ZXP26 |
| 05.PH-PHY | H269C | Prince Helicopters | * |
| 08.PH-DHC | DHC-2 | SKHV | tst |
| 11. <u>L-04</u> | PC-7 | 131EMVOsq | * <u>Diamond15</u> |
| 12.Q-09 | AH-64DN | 301sq | dep Redskin05 |
| 17.OE-FDI | SC-7M-3 | Pink Aviation | 21 |
| 18.PH-UMC | H135 | ANWB - MAA | Lifeline3 |
| 24. <u>OE-FDN</u> | SC-7M-3 | Pink Aviation | 27 |

On 1 August 2020 the second missing man tribute was paid to the fallen aircrew of the NH90 mishap. On 8 August the SKHV Historic Flight Beaver encountered a max oil temp indication during its flight, leading to a precaution landing without further consequences. Later in the month two Pink Aviation Skyvans operated various times from Gilze-Rijen to support parachute training with special forces.

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

Credits: Gilze Rijen Aviation Society, Scramble MB.

De Kooy

| August 2020 | | | |
|------------------|-----------|----------------------|-----------------|
| 01.D-665 | CH-47D | 298sq | |
| <u>Q-04</u> | AH-64DN | 301sq | |
| <u>Q-05</u> | AH-64DN | 301sq | |
| 04.OE-EGO | PC-12/47E | Airlink Luftverkehrs | JAR24 |
| 07.G-988 | C-130H | 336sq | Monk11 |
| 10.G-275 | C-130H-30 | 336sq | Rogue11 |
| G-988 | C-130H | 336sq | Rogue12 |
| 12. <u>N-326</u> | NH90-NFH | 860sq | |
| 14. <u>280</u> | PC12/47E | IAC | * <u>IAC280</u> |
| 17.N-195 | NH90-NFH | 860sq | Trident04 |
| D-HNHE | EC155B1 | DRF Air Rescue | |
| 20.G-SNSA | AW139 | CHC Scotia (a/w) | |
| 21.OO-NSH | EC155B1 | DRF Air Rescue | dep |
| 23.G-SNSA | AW139 | CHC Scotia (a/w) | tst HNL30A, 30B |
| 27.M2 | SA316B | 40sq | BAF712 |

De Kooy traffic in August increased compared to the previous month. One interesting civilian Austrian PC-12 visited on 4 August. Three days later the first notice of the Monk-callsign for 336sq was noticed. After the mishap of the NH90 in the West preliminary investigations have ruled out mechanical failures, lifting the type grounding from 12 August. The EC155B1 on the 17th was noted wrapped in plastic foil and it also carried a numberplate of OO-NSH. Owner NHV sold

the helicopter to Germany. The helicopter departed the 21st by air with its Belgian registration after performing a local test flight. The AW139 on the 20th was photographed all white that day. It performed two local test flights on the 23rd before departing to Humberside on 4 september.

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

| August 2020 | | | |
|-------------|-----------|------------|----------------|
| 05.FB20 | F-16BM | 10w/OCU | *BAF501 |
| 10.G-275 | C-130H-30 | 336sq | *Rogue11,22 |
| G-988 | C-130H | 336sq | *Rogue12,21 |
| 20.N-326 | NH90-NFH | 860sq | 21 Neptune15 |
| 28.J-631 | F-16AM | 322sq/DMO | dep Polly1 |
| 31.PH-DOC | EC135P3 | ANWB - MAA | f/v Lifeliner4 |

During August 2020 Leeuwarden visitors were limited. Both Hercules transporters on 10 August were visiting in relation to navigation training and para exercises in the nearby area. The NH90 could not reach home base De Kooy due to thunderstorms so the crew planned a nightstop at Leeuwarden. On 28 August J-631 made her final departure from Leeuwarden in active 322sq service as this F-16AM will join the ELOT-phase, End Life of Type. Closing the month is the new Lifeliner4 refuelling for the first time at Leeuwarden.

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

Lelystad

| August 2020 | | | |
|-------------|----------------|-------------------|------------|
| 01.PH-ANK | R44 | Bear Helicopters | |
| 02.N747KS | Ce510 | Karsten Schroeder | 03 |
| 04.D-AFAL | Global Express | FAI Rent-A-Jet | dep IFA239 |
| D-AHOS | ERJ135BJ | Air Hamburg | AHO837A |
| 05.OO-ECB | EC120B | Modularte | |
| 07.D-FSPG | Ce208 | BSF Swissphoto | |
| N142TW | Beech 58 | | |
| PH-HOW | H145 | RAV Fryslân – MAA | arr |
| PH-OOP | H145 | RAV Fryslân – MAA | dep |
| 08.D-FSPG | Ce208 | BSF Swissphoto | |
| 09.G-ULAG | PA-34-220T | Nick Holden | |
| 11.PH-CGC | Do228-212 | Kustwacht | *CG03 |
| 13.PH-ZCZ | Beech B200 | Zeusch Aviation | 27 |
| 14.PH-ZCZ | Beech B200 | Zeusch Aviation | tst |
| 16.ES-KLT | P180 | Diamond Sky | |
| OO-FAE | Falcon 7X | Belgian Air Force | arr |
| 19.PH-MAA | EC135T2+ | ANWB - MAA | arr |

| | | | |
|-----------|------------|--------------------|--------------|
| 20.OY-CKP | Beech B200 | Cowi Aerial Survey | 15 tdy COW01 |
| 21.D-GIFT | DA42NG | | 2x |
| 22.PH-UDB | DA62 | SIM International | 2x |
| 27.PH-ZCZ | Beech B200 | Zeusch Aviation | 14 |
| 28.CS-PHK | EMB505 | NetJets Europe | NJE766P/498M |
| 31.OO-OMG | EC120B | VC Wings | |

The departing Global on the 4th was a customer for the local paint shop. On the 16th the second Falcon 7X for the Belgian Air Force arrived for a paint job. The jet departed four weeks later. The aircraft on the 21st and on the 22nd both made a local flight to Groningen before departing.

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

Volkel

| August 2020 | | | |
|-------------|--------|--------------------|---------------|
| 03.J-135 | F-16AM | 322sq | *Saw01 |
| 13.F-011 | F-35A | 322sq | Jedi |
| 17.PH-XXV | B-25N | SKHV | |
| 19.J-197 | F-16AM | 312/313sq | dep NAF313 |
| 08-8194 | C-17A | 62nd AW | RCH983 |
| 20.J-063 | F-16AM | 312/313sq | dep Bulldog01 |
| 21.J-014 | F-16AM | 312/313sq (nmks) | arr NAF313 |
| 25.CH11 | C-130H | 20sq | BAF658 |
| J-006 | F-16AM | 312/313sq | dep Tiger21 |
| J-512 | F-16AM | 312/313sq | arr Tiger21 |
| 27.FB24 | F-16BM | 10w/OCU (spec mks) | *BAF501 |
| 28.J-631 | F-16AM | 322sq/DMO | arr Polly1 |
| L-10 | PC-7 | 131EMVosq | *Diamond21 |

The NAF313 rotation on 19 and 21 August was swapping airframes at OGMA in Portugal, the Tiger21 swap was at SABCA. The C-17A Globemaster III arrived from Spangdahlem and departed to Aviano.

Credits: SGVolkel Message Board, Scramble MB.

Woensdrecht

| August 2020 | | | |
|-------------|----------|---------------------|----------------------|
| 04.Q-08 | AH-64DN | 301sq | *Redskin41-formation |
| Q-14 | AH-64DN | 301sq | *Redskin41-formation |
| Q-22 | AH-64DN | 301sq | *Redskin44 |
| 05.Q-14 | AH-64DN | 301sq | *Redskin43-formation |
| Q-22 | AH-64DN | 301sq | *Redskin43-formation |
| 06.H46 | A109BA | 17sq | *BAF317 |
| Q-04 | AH-64DN | 301sq | *Redskin41-formation |
| Q-05 | AH-64DN | 301sq | *Redskin41-formation |
| 07.Q-04 | AH-64DN | 301sq | *Redskin41-formation |
| Q-05 | AH-64DN | 301sq | *Redskin41-formation |
| 12.Q-09 | AH-64DN | 301sq | arr Redskin05 |
| 18.F-GZTQ | B737-73S | ASL Airlines France | dep FPO36P |
| PH-XXV | B-25N | SKHV | * |



This all white Airbus A320 OE-IKJ departed Woensdrecht on 19 August and was heading for Ciudad Real. It will become EC-NJN and will be operated by Wamos Air. (Woensdrecht, 19 August 2020, Ralph Hamaker)

| | | | |
|------------|----------|-----------------|---------------|
| 19. OE-IKJ | A320-232 | Wamos Air (a/w) | dep |
| PH-XXV | B-25N | SKHV | |
| 20. J-063 | F-16AM | 312/313sq | arr Bulldog01 |
| PH-LAB | Ce550 | NLR - TU Delft | |
| 21. PH-XRY | B737-7K2 | Transavia | 26 TRA051/052 |
| 27. N-175 | NH90-NFH | 860sq | tst Neptune13 |
| 28. N-175 | NH90-NFH | 860sq | tst Neptune13 |

Woensdrecht traffic in August 2020 shows a majority of helicopter movements this time. The 301sq Apaches take credit for the first week with various navigation flight visits and one maintenance arrival on 12 August. The ASL France B737 departed again back to France, the SKHV B-25 Mitchel paid some trainingflight visits and the soon to be Wamos Air A320 departed for Ciudad Real in Spain on the 19th.

Credits: Johan Havelaar, Scramble MB.

Twente

| | | | |
|------------|------------|--------------------------------|------------------|
| | | | April 2020 |
| 20. J-509 | F-16AM | 322sq | *Polly1 |
| J-631 | F-16AM | 322sq | *Polly2 |
| | | | May 2020 |
| 20. J-065 | F-16BM | 322sq | *Saw02 |
| J-511 | F-16AM | 322sq | *Saw01 |
| 27. J-511 | F-16AM | 322sq | *NAF322 |
| | | | June 2020 |
| 05. D-663 | CH-47D | 298sq | *Titan05 |
| | | | August 2020 |
| 03. D-IEFD | Ce525 (M2) | E-Aviation | EFD2F |
| OK-BII | Beech 400A | JetBee Czech | f/v JBC950B/C |
| 04. CS-DXS | Ce560XLS | NetJets Europe | 05 NJE749C/931B |
| D-CHIP | Ce525B | E-Aviation | EFD3P |
| 05. OO-PCK | PC-12/47E | European Aircraft Private Club | f/v |
| 07. CS-PHP | EMB505 | NetJets Europe | f/v NJE813G/237Q |
| PH-IWS | Falcon 7X | Exxaero | 08 XRO323/309 |
| 08. CS-DXR | Ce560XLS | NetJets Europe | NJE791E/236K |
| D-IGWT | Ce525A | Sylt Air | 09 AWU708G/9G |
| PH-IWS | Falcon 7X | Exxaero | 11 XRO273/356 |
| 11. CS-CHE | CL-350 | NetJets Europe | 12 NJE991B/458P |
| CS-LTB | Ce680A | NetJets Europe | NJE705B/745A |
| PH-IWS | Falcon 7X | Exxaero | 17 XRO356 |
| 12. G-SONE | Ce525A | Centreline | f/v CLF692 |
| 14. D-CEFO | Ce560XLS+ | Air Hamburg | f/v AHO153L |
| 15. CS-DXS | Ce560XLS | NetJets Europe | NJE764M/058Y |
| 16. D-HDRR | EC145 | DRF | f/v CHX83 |
| 17. D-IEFD | Ce525 (M2) | E-aviation | 18 EFD2F |
| PH-IWS | Falcon 7X | Exxaero | 18 XRO356/703 |
| 18. CS-PHF | EMB505 | NetJets Europe | 19 NJE589G/357L |
| D-IEFD | Ce525 (M2) | E-Aviation | EFD2F |

| | | | |
|------------|-------------|-------------------------|------------------|
| 19. CS-CHJ | CL-350 | NetJets Europe | f/v NJE363U/670K |
| 20. PH-IWS | Falcon 7X | Exxaero | XRO703/388 |
| 22. PH-IWS | Falcon 7X | Exxaero | 23 XRO388/359 |
| 27. PH-GWS | Falcon 7X | Exxaero | 01 XRO227/289 |
| PH-IWS | Falcon 7X | Exxaero | 01 XRO359/290 |
| 29. F-GOFX | Falcon 900B | Dassault Falcon Service | DSO29FX |
| 31. D-CHRA | Ce525C | E-Aviation | EFD4A |
| OO-SSC | A319-112 | Brussels Airlines | arr BEL9901 |

Thanks to Erik Kamphuis we can add some additional military movements for previous months. The F-16 movements from Leeuwarden continued through the Link10 low level flying route. The helicopter on the 16th was a fuel stopper. The Falcon on the 29th carries Dassault Falcon Response titles and attended both Exxaero bizjets. Brussels Airlines ferried an Airbus to Twente for disposal by AELS on the 31st.

Credit: Erik Kamphuis/Panoravia, EHTW spotters.

Flamingo (Bonaire, Dutch Caribbean)

| | | | |
|-------------|-------------|---------------------|------------------|
| | | | August 2020 |
| 01. HK-5255 | Lj45 | SARPA | tdy 31 |
| HK-4411 | BAe31 | SARPA | |
| N31ZV | Lj31A | Ezair International | tdy 31 |
| N389KA | Lj35A | Fundashon Mariadal | tdy 31 |
| N5324J | Ce340A | | tdy 31 |
| N2333K | CeU206G | | |
| 05. HI1053 | ERJ145ER | Sky High Aviation | |
| PH-FBH | AW139 | DCCG | |
| 06. HK-5197 | B737-476(F) | AerCaribe | |
| 07. HK-4411 | BAe3201 | SARPA | |
| 13. N450ME | G450 | | |
| 14. PH-FBH | AW139 | DCCG | |
| 17. HK-4411 | BAe3201 | SARPA | |
| 20. HK-5197 | B737-400 | AerCaribe | |
| | N450ME | G450 | |
| 24. PJ-JAC | Fokker 70 | Jetair Caribbean | |
| 25. HK-4411 | BAe3201 | SARPA | |
| 31. HK-4411 | BAe3201 | SARPA | |
| | PJ-JAB | Fokker 70 | Jetair Caribbean |

TUI:

PH-TFK 14, 20, 27, 28 PH-TFM 07, 13, 21
PH-TFL 01, 06, 08, 15, 22, 29

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.

Credit: Danny de Kiewit.



Airbus A319 OO-SSC arrived on the last day of August at Twente on its final flight. The aircraft was sold to AELS for disposal. (Twente, 31 August 2020, André Witsen)

Movements Belgium



The CASA 212 is a rare type in Europe. On 30 August 2020 N620AR arrived on delivery at Antwerp. Walter Van Brempt took this photo shortly after its arrival. It is rumoured to become a parachute platform. The C212 is registered to Reni Aviation.

Antwerp

| August 2020 | | | |
|-------------|---------------|--------------------------------|-----------------|
| 01.D-IAAY | EMB500 | Arcus Air | AZE12LE/79CU |
| D-IGWT | Ce525A | Sylt Air | dep AWU701G |
| D-ITAN | Ce525 | E-Aviation | dep |
| F-HJFP | PC-12/47E | Get1Jet | dep |
| LX-FPF | Ce525B | Flying Group Luxemb. | dep FYL61F |
| N200QS | CL-650 | NetJets | 03 |
| N620CM | Ce510 | Relay Securities | 04 |
| OO-ACO | Ce510 | Air Service Liège | 03 |
| OO-CCJ | Ce525 | Air Service Liège | 02 |
| OO-JCV | PC-12/47E | NextGen Aviation | dep |
| OO-JCV | PC-12/47E | NextGen Aviation | |
| PH-CJM | Ce680 | ASL | 02 |
| PH-JRC | ERJ135BJ | JetNetherlands | dep |
| 02.CS-DLL | Falcon 2000EX | NetJets Europe | 03 NJE8KG/783E |
| D-CROG | EMB505 | Air Hamburg | 03 AHO236Z/237C |
| F-HLLE | H269C | Laurens Leeman | |
| N217TS | PA-46-350P | Laukatel | |
| N900FH | TBM-900 | HTG Trading | 03 |
| OK-OBR | Ce510 | Aeropartner | 03 DFC35W |
| OO-CCJ | Ce525 | Air Service Liège | 04 |
| OO-FPE | Ce525 | Flying Group | 04 FYG71R/61R |
| OO-JCV | PC-12/47E | NextGen Aviation | 03 |
| OO-STE | AS350B3e | Stephex Stables | |
| 03.LX-FPF | Ce525B | Flying Group Luxemb. | 08 FYL72F/22F |
| N900FH | TBM-900 | HTG Trading | 05 |
| OE-GKW | G100 | Tyrol Air Ambulance | TYW758/9 |
| OK-OBR | Ce510 | Aeropartner | DFC35W |
| OK-PPP | Beech 400XTi | Time Air | 04 TIE536P/514P |
| OO-AMR | Ce525A | Air Service Liège | 04 |
| OO-JCV | PC-12/47E | NextGen Aviation | 04 |
| OO-NEY | EMB545 | Air Service Liège | 11 |
| OO-PCJ | PC-12/47E | European Aircraft Private Club | |
| OO-STE | AS350B3e | Stephex Stables | |
| 04.N620CM | Ce510 | Relay Securities | 08 |
| OK-MYS | Ce510 | Air Prague | PRG2KB |
| OO-ACO | Ce510 | Air Service Liège | 05 |
| OO-FPE | Ce525 | Flying Group | FYG62R/51R |
| OO-JCV | PC-12/47E | NextGen Aviation | 07 |
| OO-MTM | R44 | P Consultancy | |
| OO-PMP | R44 | BI Boat Chartering | |
| PH-MFA | DA42NG | KFA | *KLM7924 2x |
| 05.ST46 | SF260D | CC Air | * |
| 9H-WIT | PC-12/47E | NextGen Aviation | dep |
| CS-DXV | Ce560XLS | NetJets Europe | NJE317N/8HL |
| I-GAUS | P68 | AFOC Germany | 11 tdy |
| LX-JDV | Ce525 (M2) | Flying Group Luxembourg | FYL32DV |
| N63DR | Kodiak 100 | Edouard Rossillon | |
| N900FH | TBM-900 | HTG Trading | 10 |
| OO-ACO | Ce510 | Air Service Liège | 08 |
| OO-CCJ | Ce525 | Air Service Liège | 07 |
| OO-IDE | Ce525 | Air Service Liège | 06 |
| OO-STE | AS350B3e | Stephex Stables | |
| 06.H46 | A109BA | 1w | *BAF317 |
| CS-PHP | EMB505 | NetJets Europe | 07 NJE4SR/142P |
| D-IPVD | Ce525A | Transavia Flug | |
| LX-JDV | Ce525 (M2) | Flying Group Luxembourg | FYL21DV |
| OO-AMR | Ce525A | Air Service Liège | 07 |
| OO-CCJ | Ce525 | Air Service Liège | tst |
| OO-DOB | Falcon 900LX | Flying Group | 18 FYG51B |
| OO-FPE | Ce525 | Flying Group | 07 FYG11R/72R |
| OO-IDE | Ce525 | Air Service Liège | 12 |
| 07.9H-WIT | PC-12/47E | NextGen Aviation | 16 |
| CS-CHI | CL-350 | NetJets Europe | 08 NJE459R/7QF |
| HB-LUN | P68C | Swiss Flight Services | SFS50/1 |
| LX-RSQ | Lj45XR | European Air Ambulance | LTQ398H |
| OK-HAR | Ce560XL | Aeropartner | DFC79D |
| OK-OBR | Ce510 | Aeropartner | 08 DFC23A |
| OO-JCV | PC-12/47E | NextGen Aviation | 08 |
| OO-STR | AS350B3 | Stephex Stables | |
| 08.9H-VTD | Global 6000 | VistaJet Malta | 09 VJT993 |
| LX-FPF | Ce525B | Flying Group Luxemb. | 10 FYL52F/11F |
| N194ER | Ce510 | Blue Sky Aviation | dep |
| N240LG | Falcon 900EX | Liberty Global | |
| N620CM | Ce510 | Relay Securities | 16 |
| OO-ACO | Ce510 | Air Service Liège | 10 |
| OO-JCV | PC-12/47E | NextGen Aviation | 11 |
| OO-JOE | R44 | J & G | arr |
| OO-MAP | PC-24 | European Aircraft Private Club | 09 |
| PH-DWS | ERJ135LR | Air Charters Europe | 10 JNL3974/1081 |
| 09.CS-DXK | Ce560XLS | NetJets Europe | 10 JME514K |
| D-IPVD | Ce525A | Transavia Flug | |
| 10.ST26 | SF260M+ | CC Air | * |
| CS-DXG | Ce560XLS | NetJets Europe | 12 JME523G |
| D-FUNC | Ce208B | IAS Itzehoer Airservice | 11 |
| I-VICC | P68B | AFOC Germany | 14 |
| N127QR | Beech 300 | A.Ruijgrok | dep |
| N900FH | TBM-900 | HTG Trading | 15 |
| OK-HWK | BAe125-900XP | CTR Flight Services | 11 |
| OO-AMR | Ce525A | Air Service Liège | 12 |
| PH-DWS | ERJ135LR | Air Charters Europe | 13 JNL2081/1966 |
| 11.OK-AST | Ce560XL | Air Bohemia | 13 BOH712/1 |
| OO-CCJ | Ce525 | Air Service Liège | 12 |
| OO-JCV | PC-12/47E | NextGen Aviation | 21 |
| T7-HDJ | HA-420 | Rheinland Air Service | |
| 12.CH01 | C-130H | 20sq | *BAF675 |
| CS-CHB | CL-350 | NetJets Europe | NJE6RA/963Y |
| HB-FVC | PC-12/47E | Lakeside Aviation | |
| OO-PCK | PC-12/47E | European Aircraft Private Club | 13 |
| 13.CS-DVH | Ce525 | Valair | 14 VVV254/261 |
| OO-ACO | Ce510 | Air Service Liège | 17 |
| OO-CCJ | Ce525 | Air Service Liège | 14 |

| | | | | | | | |
|------------|--------------|--------------------------------|-----------------|------------|--------------|--------------------------------|-----------------|
| SP-MRD | Raytheon 390 | Devco | | F-GJFE | Beech B200 | Aéro Sotravia | 23 ASR282 |
| 14. ST42 | SF260D | CC Air | * | LX-FPF | Ce525B | Flying Group Luxemb. | 23 FYL32F/11F |
| CS-GLG | Global 6000 | NetJets Europe | 15 NJE151Y/264H | N280EX | G280 | Flying Group | tst |
| D-AFBS | ERJ135BJ | Air Hamburg | 15 AHO691S/725U | N620CM | Ce510 | Relay Securities | 23 |
| D-CEIS | Ce680 | E-Aviation | EFD6S | OE-GAL | Ce550 Bravo | Airlink | JAR08 |
| F-GJFE | Beech B200 | Aéro Sotravia | 15 ASR281 | OO-CCJ | Ce525 | Air Service Liège | 23 |
| OO-STE | AS350B3e | Stephex Stables | | OO-JCV | PC-12/47E | NextGen Aviation | |
| OY-NDP | Ce525A | Blackbird Aviation | BBB95P/95 | 22. D-IHKW | Ce525 | ProAir Aviation | 23 |
| PH-DFD | DA42 | Belgian Flight School | | D-ITIP | Ce525 | Star Wings Dortmund | STQ222 |
| 15. 9A-JSD | Ce525A | Jung Sky | 16 JSY158D/168C | OK-BEE | Beech 400A | JetBee Czech | 23 JBC967C/968A |
| CS-DIY | Ce525B | Airjetsul | 16 AJU521 | OO-DOB | Falcon 900LX | Flying Group | 27 FYG52B/21B |
| CS-DXG | Ce560XLS | NetJets Europe | 16 JME523G/E | OO-JCV | PC-12/47E | NextGen Aviation | 30 |
| D-CHIC | EMB505 | Air Hamburg | 16 AHO177V/282Y | OO-PCJ | PC-12/47E | European Aircraft Private Club | |
| I-VICC | P68B | AFOC Germany | 20 tdy | 23. CS-DOL | Ce525B | Ijet Aviation | VVV612/613 |
| LX-FPF | Ce525B | Flying Group Luxemb. | 16 FYL61F/11F | D-IAAB | EMB500 | Arcus Air | 24 AZE21ET/19DA |
| OE-FOE | Ce510 | GlobeAir | GAC215G/813G | D-ITIP | Ce525 | Star Wings Dortmund | 24 STQ222 |
| OO-ACC | Ce525A | Air Service Liège | 17 | LX-FPF | Ce525B | Flying Group Luxemb. | 24 FYL32F/51F |
| OO-FPE | Ce525 | Flying Group | 16 FYG52R/41R | N151QS | Global 6000 | NetJets | |
| 16. D-IIPN | PA-34-220T | Peter Nagel | | N240LG | Falcon 900EX | Liberty Global | |
| N620CM | Ce510 | Relay Securities | 21 | N620CM | Ce510 | Relay Securities | 30 |
| OO-FPE | Ce525 | Flying Group | 20 FYG42R/61R | OE-GAL | Ce550 Bravo | Airlink | JAR08 |
| OO-PCK | PC-12/47E | European Aircraft Private Club | | OO-ACC | Ce525A | Air Service Liège | 24 |
| OO-STE | AS350B3e | Stephex Stables | | OO-ACO | Ce510 | Air Service Liège | 25 |
| XA-CHG | G550 | Universal Weather and Avn | f/v 19 | OO-FPE | Ce525 | Flying Group | 25 FYG52R/81R |
| 17. D-BJMS | Falcon 50EX | European Air Transport | 18 | OO-JWB | PC-12/47E | NextGen Aviation | 27 |
| LX-EMO | Falcon 900EX | Flying Group Luxemb. | dep FYL71G | OO-PCM | PC-12/47E | European Aircraft Private Club | |
| OO-ACC | Ce525A | Air Service Liège | | OO-PRM | Ce510 | Air Service Liège | 25 |
| OO-ACO | Ce510 | Air Service Liège | 20 | 24. D-IBJJ | Ce525 | Air Hamburg | 25 AHO188E/169Z |
| OO-GEE | PC-12/47E | Blue Sky Aviation | | G-MRFX | EMB550 | Sirio UK | FLJ512 |
| OO-JWB | PC-12/47E | NextGen Aviation | 23 | LX-FPF | Ce525B | Flying Group Luxemb. | 25 FYL83F/21F |
| OY-NDP | Ce525A | Blackbird Aviation | BBB95/36P | N280EX | G280 | Flying Group | dep |
| 18. CS-GLZ | Global 5000 | NetJets Europe | NJE028N/302T | OE-FPM | Ce525A | Euro Flight | |
| D-IGVA | Ce525 | Luxaviation Germany | LXG22V | OE-GLR | Ce680A | Goldeck-Flug | GDK1 |
| OO-ACC | Ce525A | Air Service Liège | 19 | OK-MYS | Ce510 | Air Prague | PRG2DV |
| OO-AMR | Ce525A | Air Service Liège | 19 | OO-CCJ | Ce525 | Air Service Liège | 27 |
| PH-DWA | ERJ145LR | Air Charters Europe | 20 JNL1633/0855 | OO-EIR | SV-4B | B. van Milders | dep |
| 19. CS-DVZ | Ce550 | Taespejo Portugal | TES131/132 | OO-PCJ | PC-12/47E | European Aircraft Private Club | |
| D-CHLR | EMB505 | Atlas Air Service | 20 ATL9K | 25. CS-DGW | Ce525B | Valair | 26 VVV133/141 |
| LX-EMO | Falcon 900EX | Flying Group Luxemb. | arr FYL82G | CS-DXX | Ce560XLS | NetJets Europe | NJE9CF |
| LX-FPF | Ce525B | Flying Group Luxemb. | 21 FYL22F | N127QR | Beech 300 | A. Ruijgrok | |
| OE-FOE | Ce510 | GlobeAir | 20 GAC197C/086D | OO-PRM | Ce510 | Air Service Liège | |
| OK-AST | Ce560XL | Air Bohemia | BOH712, BOH713 | PH-DFD | DA42 | Belgian Flight School | |
| OO-AMR | Ce525A | Air Service Liège | 20 | PH-MFX | Ce650 | JetNetherlands | |
| OO-CCJ | Ce525 | Air Service Liège | 21 | 26. CS-CHB | CL-350 | NetJets Europe | 27 NJE6RA/625E |
| SP-MRD | Raytheon 390 | Devco | | D-CDSO | Ce550 Bravo | Heli-Flight | 27 |
| 20. D-CDRF | Lj35A | DRF | AMB309 | LX-JDV | Ce525 (M2) | Flying Group Luxembourg | FYL72DV |
| OE-FPP | Ce510 | GlobeAir | GAC086E/448A | OO-FPE | Ce525 | Flying Group | FYG83R/11R |
| OO-AMR | Ce525A | Air Service Liège | 21 | OO-FPE | Ce525 | Flying Group | 28 FYG51R/11R |
| OO-LET | Beech B200 | Air Service Liège | 03 | OO-PCJ | PC-12/47E | European Aircraft Private Club | |
| OO-PCM | PC-12/47E | European Aircraft Private Club | | OO-STE | AS350B3e | Stephex Stables | |
| OY-IUV | G200 | FlexFlight | 21 FXT720/1 | 27. ST46 | SF260D | CC Air | 2x * |
| PH-PXD | EC135P2+ | Nationale Politie | ZXP04 | CS-DXV | Ce560XLS | NetJets Europe | NJE8HL |
| 21. D-CASH | EMB505 | Air Hamburg | AHO389J | F-HJFP | PC-12/47E | Get1Jet | |
| D-IHKW | Ce525 | ProAir Aviation | 22 | G-AOJR | DHC-1 | Caubergs & Marien | dep |



Previously operated by TAG Aviation as HB-IUV this Gulfstream has been acquired by FlexFlight. The G200 only changed the first two letters of its registration into OY-IUV. (Antwerp, 20 August 2020, Walter Van Brempt)



Ural Airlines is one of the airlines that is using passenger aircraft to operate cargo flights. One of those charters was operated by Airbus A321neo VP-BOP. (Brussels, 30 August 2020, Paul Sanders)

| | | | | Brussels | | | |
|------------|--------------|--------------------------------|-----------------|------------|---------------|----------------------------|-----------------|
| G-BWVZ | DHC-1 | D. Campion | | | | | |
| I-VICC | P68B | AFOC Germany | 02 | | | | |
| M-ARTY | PC-12/47E | Creston (UK) | | | | | August 2020 |
| OE-FHK | Ce510 | GlobeAir | 28 GAC995N/884P | 01. CS-PHL | EMB505 | NetJets Europe | dep NJE202W |
| OO-CCJ | Ce525 | Air Service Liège | 31 | D-IECI | Ce500 | | 02 |
| OO-DOB | Falcon 900LX | Flying Group | 31 FYG24B/61B | HB-JIN | Falcon 900EX | Jet Aviation Business Jets | |
| OO-PCI | PC-12/47E | European Aircraft Private Club | | N507GD | G500 | Gulfstream Aerospace | dep |
| OO-PCJ | PC-12/47E | European Aircraft Private Club | | 02. LX-JFF | PC-12/47E | Jetfly Aviation | arr |
| OO-PRM | Ce510 | Air Service Liège | 28 | OE-FBD | Ce510 | GlobeAir | GAC993K/771M |
| OY-IUV | G200 | FlexFlight | 04 FXT727/04 | OK-OBR | Ce510 | Aeropartner | |
| 28. CH12 | C-130H | 20sq | | 03. 604 | A319-112 | MH 59. Sz.D. R | |
| CS-CHF | CL-350 | NetJets Europe | 29 NJE4PZ/465H | 7T-VNM | Ce560XLS+ | Star Aviation | 05 |
| LX-FCB | PC-24 | Flying Group Lux. | 29 FYL83CB/41CB | CS-GLF | Global 6000 | NetJets Europe | NJE870Q/167F |
| LX-PPF | Ce525B | Flying Group Luxemb. | 29 FYL72F/61F | D-IJET | P180 | AirGo Flugservice | |
| LX-JDV | Ce525 (M2) | Flying Group Luxembourg | FYL21DV | F-HGIM | Ce680A | Airairles | |
| LX-JDV | Ce525 (M2) | Flying Group Luxembourg | FYL42D | M-ABJA | Lj45XR | Ryanair | |
| OE-FCB | Ce510 | GlobeAir | 29 GAC884Q/651F | PR-WYWF | Falcon 50 | Sergio Coutinho de Menezes | 06 |
| OE-FZA | Ce510 | GlobeAir | GAC704G/905Y | 04. 604 | A319-112 | MH 59. Sz.D. R | |
| OO-STD | R44 | STB Copter | | CS-DXY | Ce560XLS | NetJets Europe | 05 NJE12M/364M |
| 29. D-IEAH | Beech C90A | Haas Schleifmaschinen | | D-IBCG | Ce525A | ProAir Aviation | |
| F-HGPE | EMB505 | Pan Européenne A/S | PEA302 | LX-JFX | PC-12/47E | Jetfly Aviation | dep |
| OO-LET | Beech B200 | Air Service Liège | tst | 05. 604 | A319-112 | MH 59. Sz.D. R | |
| OO-PCI | PC-12/47E | European Aircraft Private Club | | ZE700 | BAe146 CC2 | 32(TR)sq | |
| OO-SBO | Falcon 8X | Flying Group | dep FYG21S | D-CHZF | Ce550 Bravo | Tyrol Air Ambulance | |
| PH-UNC | Falcon 7X | JetNetherlands | 31 | D-INCS | Ce525 | Jetkontor | |
| 30. G-KRFX | ERJ135BJ | Sirio UK | FLJ613 | D-IPCH | Ce525A | Jetkontor | JKH32A |
| N67CA | TBM-850 | EUSSA | 07 | F-HSBL | EMB500 | Pan Européenne A/S | |
| N620AR | C-212-300DF | Reni Aviation | del | I-FORU | Lj45 | Anivander | VND2 |
| OE-FDT | Ce510 | GlobeAir | GAC926E/704H | 06. 605 | A319-112 | MH 59. Sz.D. R | |
| OM-ZUB | Beech 400A | Tatra Jet | 31 TTJ325B/C | CS-PHD | EMB505 | NetJets Europe | NJE129W/582T |
| OO-AMR | Ce525A | Air Service Liège | 01 | LX-JFX | PC-12/47E | Jetfly Aviation | dep |
| OO-GEE | PC-12/47E | Blue Sky Aviation | 04 | M-UNIS | Global XRS | Global Jet (IOM) | |
| OO-JCV | PC-12/47E | NextGen Aviation | 31 | YU-TUC | Ce550 Bravo | Air Pink | |
| OO-JWB | PC-12/47E | NextGen Aviation | 31 | 07. 605 | A319-112 | MH 59. Sz.D. R | |
| OO-LET | Beech B200 | Air Service Liège | tst | D-ANTR | CL-604 | MHS Aviation | MHV64R |
| OO-PCM | PC-12/47E | European Aircraft Private Club | 31 | D-CQAJ | Lj35A | Quick Air | |
| 31. CS-CHG | CL-350 | NetJets Europe | 01 NJE207A/844Q | D-IJOA | Ce525A | Excellent Air | |
| CS-LTE | Ce680A | NetJets Europe | NJE120T/9KW | OE-FHA | Ce510 | GlobeAir | 08 GAC326E/215F |
| D-CANG | Ce560XLS+ | Air Hamburg | 01 AHO348R/341Y | PH-VBG | Falcon 2000EX | JetNetherlands | |
| D-CSMC | Ce560XLS+ | Silver Cloud Air | 01 SCR168 | SP-SPC | ATR72-202(F) | SprintAir | |
| G-LEAX | Ce560XLS | Luxaviation UK | LNK33AX | VQ-BFE | B747-83QF | AirBridgeCargo | |
| I-GAUS | P68 | AFOC Germany | 01 | 08. B-207J | B787-9 | Hainan Airlines | CHH715 |
| OO-ACC | Ce525A | Air Service Liège | 02 | D-CSCB | Ce560XLS+ | Silver Cloud Air | |
| OO-DOB | Falcon 900LX | Flying Group | arr | D-CTWO | Lj35A | Air Alliance Express | |
| OO-HCE | AS355N | Heli & Co | arr | G-VWOO | B787-9 | Virgin Atlantic | VIR505/6 |
| OO-PRM | Ce510 | Air Service Liège | | HB-JIN | Falcon 900EX | Jet Aviation Business Jets | |
| PH-CJM | Ce680 | ASL | | OE-EGO | PC-12/47E | Airlink | |
| | | | | 09. B-207J | B787-9 | Hainan Airlines | CHH716 |
| | | | | CS-LTI | Ce680A | NetJets Europe | 10 NJE882F/021F |
| | | | | OE-FIT | Ce510 | GlobeAir | |
| | | | | 10. D-ISIP | Ce525A | Excellent Air | |
| | | | | OY-IUV | G200 | FlexFlight | |
| | | | | YU-BTB | Ce550 Bravo | Air Pink | 11 |
| | | | | 11. D-IHKW | Ce525 | ProAir Aviation | |

The Mexican Gulfstream on the 16th is rumoured to be a summer guest at Antwerp. High light for this month is the arrival of the CASA on the 30th. The aircraft is scheduled to be used for parachute jumping.

Credits: ASA Belgium vzw, Luchtzak.be forum.

| | | | | | | | |
|------------|--------------|----------------------------|-----------------|-------------|----------------|----------------------|-----------------|
| D-IVAA | Ce510 | Centrec | | 9H-VCJ | CL-350 | VistaJet Malta | 24 VJT492 |
| OE-GBD | IAI1125SPX | Tyrol Air Ambulance | 12 | CS-LTN | Ce680A | NetJets Europe | 24 NJE316A/076R |
| OO-NEY | EMB545 | Air Service Liège | 20 | LX-JFA | PC-12/47E | Jetfly Aviation | |
| PH-MFX | Ce650 | JetNetherlands | 12 | LX-PCB | PC-24 | Jetfly Aviation | JFA24S/48K |
| TC-JYO | B737-9F2ER | Turkish Airlines | THY1939/40 | N551SW | Global Express | | 25 |
| 12.ZM408 | Atlas C1 | 24/70sq | RRR4068/9 | 24.L6-03 | PC-6/B2-H4 | 152.LEESK | 25 LSV602 |
| D-CAMB | Lj31A | Jetcall | dep | D-AZUR | ERJ135BJ | Air Hamburg | 25 AHO667G/686E |
| N785AV | B787-8 | AVIANCA | | F-HELA | ERJ145EU | VallJet | |
| XA-CHG | G550 | Universal Weather and Avn | dep | LX-PCB | PC-24 | Jetfly Aviation | JFA86Y/45L |
| 13.9H-FAB | ERJ190BJ | Air X Charter | 14 AXY1321/1426 | 25.9A-JSD | Ce525A | Jung Sky | |
| CS-GLB | Global 6000 | NetJets Europe | 14 NJE276M/151Y | CS-DVZ | Ce550 | Taespejo Portugal | dep |
| HB-JIN | Falcon 900EX | Jet Aviation Business Jets | | D-CDIM | Lj35A | Jet Executive Int'l | |
| 15.LX-JFE | PC-12/47E | Jetfly Aviation | dep | D-CKJM | Ce560XLS+ | Air Hamburg | 26 AHO341F/255B |
| LX-JFQ | PC-12/47 | Jetfly Aviation | 16 | D-ITRA | Ce525 | Transavia Flug | |
| OE-FIT | Ce510 | GlobeAir | | F-HELA | ERJ145EU | VallJet | 26 |
| 16.9H-CGH | Falcon 50EX | Skyfirst | | G-JAGA | EMB505 | Luxaviation UK | 27 |
| D-AFAD | CL-604 | FAI Rent-A-Jet | | N3CP | G650ER | Pfizer | |
| D-CTWO | Lj35A | Air Alliance Express | | OO-VRO | Falcon 2000LX | Luxaviation Belgium | dep |
| D-IECI | Ce500 | | 17 | 26.9H-CGH | Falcon 50EX | Skyfirst | 31 |
| OE-FUX | Ce525A | Bairline Flug | | D-ATOP | ERJ135BJ | Air Hamburg | AHO667G |
| OK-BEE | Beech 400A | JetBee Czech | | F-HOSP | BAe125-1000B | Airlec Air Space | |
| 17.83-0499 | C-12D | USE Budapest | 18 DUNA95 | LX-JFA | PC-12/47E | Jetfly Aviation | |
| CS-GLB | Global 6000 | NetJets Europe | NJE687Q/717W | LX-JFW | PC-12/47E | Jetfly Aviation | 27 |
| N142QS | Global 6000 | NetJets | | OE-FAT | Ce510 | GlobeAir | 27 GAC27F/727C |
| OE-FOE | Ce510 | GlobeAir | | OE-FOE | Ce510 | GlobeAir | 27 |
| OE-GPS | Ce550 Bravo | Tyrol Air Ambulance | | YU-SRB | ERJ135BJ | Government of Serbia | 27 |
| T7-ME1 | A321-271NX | MEA - Middle East Airlines | | 27.84-00157 | C-12U-3 | 1-214th AVN | DUKE06 |
| 18.F-HBTV | Ce525 (M2) | Astonjet | | 99-00102 | UC-35A1 | 1-214th AVN | DUKE21 |
| F-HPUR | BAe125-800XP | Valljet | 19 | 9H-FCM | ERJ190BJ | Air X Charter | 29 AXY2711/2827 |
| LX-JFB | PC-12/47E | Jetfly Aviation | 19 | CS-LTD | Ce680A | NetJets Europe | NJE20K/938L |
| OK-TBE | PC-12/47E | OK Aviation Wings | | D-BERT | Falcon 2000LXS | Bertelsmann | dep |
| 19.CS-GLB | Global 6000 | NetJets Europe | NJE778D/268Y | D-IZST | Ce510 | Bensenair | |
| CS-PHG | EMB505 | NetJets Europe | NJE794D/507L | N732PA | CL-605 | Mirage Aviation | arr |
| CS-PHM | EMB505 | NetJets Europe | NJE501G/743N | OE-FBD | Ce510 | GlobeAir | 28 GAC730K/892V |
| 20.D-CGAA | Ce560XLS+ | Air Hamburg | | OE-GBD | IAI1125SPX | Tyrol Air Ambulance | |
| D-CKNA | Ce525C | Star Wings Dortmund | | SP-ENL | B737-8CX | Enter Air | 28 ENT57WB/55WM |
| D-CSCB | Ce560XLS+ | Silver Cloud Air | | 28.F-HBTV | Ce525 (M2) | Astonjet | |
| D-IETB | Raytheon 390 | Projet | 23 | G-PRFX | ERJ135BJ | Sirio UK | |
| D-IGWT | C25A | Sylt Air | | N110QS | Global 5000 | NetJets | 29 |
| D-IHKW | Ce525 | ProAir Aviation | | 29.F-HCPE | P180 | Pan Europeenne A/S | |
| OE-GFC | IAI1125SPX | Tyrol Air Ambulance | | OE-FOG | Ce510 | GlobeAir | 30 GAC373N/310P |
| OE-HCA | CL-300 | AVAG Air | | OO-PRM | Ce510 | Air Service Liège | 30 |
| OK-KIN | Ce525B | Aeropartner | | 30.A7-ALI | A350-941 | Qatar Airways | QTR8008 |
| OK-KIN | Ce525B | Aeropartner | 21 | D-AVIB | ERJ135BJ | Air Hamburg | 31 AHO565T/298J |
| PH-NNX | Ce750 | ASL | | D-IOHL | Ce525A | Excellent Air | |
| 21.F-HIPE | EMB505 | Pan Europeenne A/S | 22 | D-ISUN | Ce525A | Excellent Air | ECA5C |
| 22.CS-GLB | Global 6000 | NetJets Europe | 23 NJE817Y/870N | LX-JFW | PC-12/47E | Jetfly Aviation | dep |
| D-IZST | Ce510 | Bensenair | | OE-FZA | Ce510 | GlobeAir | 31 |
| LX-JFU | PC-12/47E | Jetfly Aviation | 24 | VP-BOP | A321-251NX | Ural Airlines | SVR3981/2 |
| OE-FIT | Ce510 | GlobeAir | | 31.ZM403 | Atlas C1 | 24/70sq | |
| TC-STA | Beech 400A | S.O.S. International | | 9H-CGH | Falcon 50EX | Skyfirst | |
| YU-BTB | Ce550 Bravo | Air Pink | | CS-PHA | EMB505 | NetJets Europe | NJE456G/457C |
| 23.ZM403 | Atlas C1 | 24/70sq | * | D-IAAT | EMB500 | Arcus Air | |
| 9H-FCB | Falcon 7X | Albinati Aviation | | F-HINC | Lj75 | Roullier Groupe | |
| 9H-MBJ | B737-7HE | Jet Aviation | 25 | F-HPUR | BAe125-800XP | Valljet | 03 |



Boeing 737 F-GZTS arrived at Brussels for maintenance on 8 January 2020. The aircraft is being operated by ASL Airlines France. (Brussels, 18 August 2020, Jan-Pieter Libens)

| | | | |
|--------|-------------|-------------------|-----------------|
| N111QS | Global 5000 | NetJets | 01 |
| N500J | G550 | Johnson & Johnson | arr |
| OE-FAT | Ce510 | GlobeAir | 01 GAC130V/373P |
| OE-GDF | EMB505 | Speedwings | 01 |
| OO-SSC | A319-112 | Brussels Airlines | dep BEL9901 |
| YR-BMN | B737-82R | Blue Air | BLA8RA/5TC |
| YU-SPC | Ce560XLS+ | Prince Aviation | 01 |

Brussels Airlines has sent an Airbus to Twente for disposal on the 31st.

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

Kleine Brogel

| August 2020 | | | |
|-------------|----------|-------------------|----|
| 03.CH05 | C-130H | 20sq | |
| FA72 | F-16AM | 2w | * |
| FA97 | F-16AM | 2w | * |
| FA121 | F-16AM | 2w | 06 |
| ST46 | SF260D | CC Air (grey c/s) | * |
| J-367 | F-16AM | 322sq | * |
| 04.CH09 | C-130H | 20sq | * |
| H26 | A109BA | 17sq | * |
| 05.CH13 | C-130H | 20sq | * |
| RN05 | NH90-TTH | 18sq | * |
| ST43 | SF260D | CC Air (grey c/s) | * |
| 06.H46 | A109BA | 17sq | * |
| 07.ST04 | SF260M+ | CC Air | * |
| 10.ST41 | SF260D | CC Air (grey c/s) | * |
| L-07 | PC-7 | 131EMVOsq | * |
| L-11 | PC-7 | 131EMVOsq | * |
| 11.M1 | SA316B | 40sq | * |
| M2 | SA316B | 40sq | * |
| M3 | SA316B | 40sq | * |
| 12.CH01 | C-130H | 20sq | * |
| ST43 | SF260D | CC Air (grey c/s) | * |
| L-10 | PC-7 | 131EMVOsq | * |
| 13.CH11 | C-130H | 20sq | * |
| H35 | A109BA | 17sq | * |
| L-07 | PC-7 | 131EMVOsq | * |
| 14.CH13 | C-130H | 20sq | * |
| 17.08-8194 | C-17A | 62nd AW | 18 |
| 18.L-02 | PC-7 | 131EMVOsq | * |
| 19.CH13 | C-130H | 20sq | * |
| 24.FA101 | F-16AM | 2w (demo c/s) | * |
| CH11 | C-130H | 20sq | * |
| 26.CH01 | C-130H | 20sq | * |
| 27.CH11 | C-130H | 20sq | * |
| 28.CH12 | C-130H | 20sq | * |
| ST41 | SF260D | CC Air (grey c/s) | * |

On 11 August a formation of three Alouette IIIs landed at Kleine Brogel, this was the last flight of M3.

Credits: Rik Brebels, Mathias Bijmens, Toon Cox, Edwin Huskens, Stephan Lodewijks, Tim Van den Boer.

Koksijde

| August 2020 | | | |
|-------------|--------|----------------------------|------|
| 03.FA103 | F-16AM | 10w | * |
| FA104 | F-16AM | 10w | * |
| FA107 | F-16AM | 10w | * |
| 04.CH09 | C-130H | 20sq | 2x * |
| FA84 | F-16AM | 2w | 2x * |
| FA94 | F-16AM | 10w | * |
| FA95 | F-16AM | 10w | 3x * |
| FA102 | F-16AM | 10w | * |
| FA103 | F-16AM | 10w | 2x * |
| FA124 | F-16AM | 10w (spec mks) | * |
| FA127 | F-16AM | 10w | * |
| ST42 | SF260D | CC Air (grey cs, spec mks) | * |
| ST46 | SF260D | CC Air (grey c/s) | 4x * |
| 05.FB17 | F-16BM | 10w/OCU | 2x * |
| ST46 | SF260D | CC Air (grey c/s) | 3x * |
| 06.FA94 | F-16AM | 10w | * |
| FA95 | F-16AM | 10w | * |
| FA102 | F-16AM | 10w | * |

| | | | |
|----------|----------|----------------------------|------|
| FA104 | F-16AM | 10w | * |
| FA106 | F-16AM | 10w | * |
| FA119 | F-16AM | 10w | 2x * |
| FA124 | F-16AM | 10w (spec mks) | * |
| FA127 | F-16AM | 10w | 2x * |
| 07.FA114 | F-16AM | 10w | 2x * |
| ST43 | SF260D | CC Air | |
| 10.FA56 | F-16AM | 10w | * |
| H35 | A109BA | 17sq | * |
| 11.1x | A109BA | 17sq | |
| FA126 | F-16AM | 10w | 2x * |
| FA127 | F-16AM | 10w | 2x * |
| H29 | A109BA | 17sq (demo cs) | |
| 276 | AW139 | 301sq | * |
| 12.FB24 | F-16BM | 10w/OCU (spec mks) | 3x * |
| H26 | A109BA | 17sq | 2x * |
| 13.CH01 | C-130H | 20sq | 2x * |
| FA114 | F-16AM | 10w | * |
| FA124 | F-16AM | 10w (spec mks) | * |
| 17.FA95 | F-16AM | 10w | * |
| FA114 | F-16AM | 10w | 2x * |
| FA129 | F-16AM | 2w | 3x * |
| H35 | A109BA | 17sq | * |
| 18.CH13 | C-130H | 20sq | * |
| 19.FB20 | F-16BM | 10w/OCU | * |
| ST42 | SF260D | CC Air (grey cs, spec mks) | * |
| 20.FA106 | F-16AM | 10w | 2x * |
| FA114 | F-16AM | 10w | 2x * |
| FA131 | F-16AM | 10w | * |
| FA136 | F-16AM | 10w | * |
| H29 | A109BA | 17sq (demo c/s) | * |
| H38 | A109BA | 17sq | * |
| 21.FA57 | F-16AM | 2w | * |
| FA135 | F-16AM | 2w | * |
| H27 | A109BA | 17sq | * |
| RN06 | NH90-TTH | 18sq | * |
| RN07 | NH90-TTH | 18sq | * |
| ST42 | SF260D | CC Air (grey cs, spec mks) | * |
| 23.G15 | MD520N | Federal Police | |
| 24.FA110 | F-16AM | 10w | * |
| FA136 | F-16AM | 10w | * |
| 26.CH07 | C-130H | 20sq | 2x * |
| H27 | A109BA | 17sq | |
| H38 | A109BA | 17sq | 27 |
| 27.FA68 | F-16AM | 2w | 3x * |
| FB15 | F-16BM | 10w/OCU | * |
| H29 | A109BA | 17sq (demo c/s) | * |
| RN07 | NH90-TTH | 18sq | * |
| 28.CH07 | C-130H | 20sq | * |
| RN06 | NH90-TTH | 18sq | * |
| ST02 | SF260M+ | CC Air (Red Devils c/s) | |
| ST16 | SF260M+ | CC Air (Red Devils c/s) | |
| ST22 | SF260M+ | CC Air (Red Devils c/s) | |
| ST35 | SF260M+ | CC Air (Red Devils c/s) | |

The AW139 on the 11th was heading back to Ireland after attending maintenance in Liege. On the 28th the Red Devils performed a display over Koksijde.

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

Liège

| August 2020 | | | |
|-------------|---------------|-----------------------|-----------------|
| 01.SP-SPH | ATR72-202 | SprintAir | |
| UR-CQV | An-26B | Vulcan Air | dep |
| 02.UK67002 | B767-33PER(F) | Uzbekistan Airways | |
| 03.TF-AAL | B747-428 | Air Atlanta Icelandic | 06 ADB13P |
| 04.9H-JZM | PC-24 | TAG Aviation (Malta) | |
| 9H-VCE | CL-350 | VistaJet Malta | 05 |
| CS-GLE | Global 6000 | NetJets Europe | 05 NJE277K/232P |
| CS-PHP | EMB505 | NetJets Europe | |
| D-ACLW | B737-48E(F) | CargoLogic Germany | 06 GCL895P |
| D-IGWT | Ce525A | Sylt Air | 06 |
| ES-NSA | Saab 340B | NyxAir | 05 |
| F-HASJ | Ce510 | Astonjet | |

| | | | | | | | |
|--------------|---------------|--------------------------------|-----------------|------------|--------------|-------------------------------|----------------|
| OO-PCN | PC-12/47E | European Aircraft Private Club | | F-HENE | HA-420 | EATIS | 27 |
| 05. G-KRFX | ERJ135BJ | Sirio UK | arr | G-CHMR | ERJ145MP | Eastern Airways | |
| G-PRFX | ERJ135BJ | Sirio UK | 06 | G-CIXW | ERJ170LR | Eastern Airways | |
| 06. FA135 | F-16AM | 2w | * | G-OFOM | BAe146-100 | Formula 1 - Flight Operations | 2x |
| 9H-VCD | CL-350 | VistaJet Malta | 08 | LX-LAA | Lj45 | Luxembourg Air Rescue | 27 |
| 9H-VFJ | CL-605 | VistaJet Malta | 07 | N18LS | CL-604 | The Whitewind Co. | 30 |
| F-HSFJ | Ce680A | Astonjet | | N498MC | B747-47UF | Polar Air Cargo | 27 |
| UK67002 | B767-33PER(F) | Uzbekistan Airways | | OE-FCB | Ce510 | GlobeAir | 27 |
| 07. 280 | PC-12/47E | 104 Sq | | OE-FWF | Ce510 | GlobeAir | 27 |
| 9H-VFC | CL-605 | VistaJet Malta | 08 | OE-FZD | Ce510 | GlobeAir | |
| C-GXNW | G150 | Skyservice Business Aviation | 09 2x | 27. 9A-JIP | Ce525A | Air Pannonia | |
| 08. OE-FHA | Ce510 | GlobeAir | GAC813U/V | 9H-IGH | Global 6000 | VistaJet Malta | |
| SP-SPA | ATR72-202(F) | SprintAir | | 9H-VCJ | CL-350 | VistaJet Malta | 28 VJT492 |
| TF-BBH | B737-4Y0(F) | Bluebird Nordic | arr TAY4143 | D-CFAQ | Lj60 | FAI Rent-A-Jet | 30 |
| 09. 9H-JZM | PC-24 | TAG Aviation (Malta) | | D-IEMO | Raytheon 390 | Pro Jet | 2x 28 |
| 9H-VCD | CL-350 | VistaJet Malta | | N498MC | B747-47UF | Polar Air Cargo | |
| 9H-VCL | CL-350 | VistaJet Malta | | OE-GLJ | Lj60XR | Laudamotion Executive | 30 |
| HB-JRQ | CL-604 | Albinati Aeronautics | | OE-GLR | Ce680A | Goldeck-Flug | |
| OE-FNP | Ce510 | GlobeAir | | OY-CRJ | CRJ200LR | Global Reach Aviation | |
| SE-RFH | Ce680 | European Flight Service | | YU-FNR | Ce525 | Eagle Express | 30 |
| UK67002 | B767-33PER(F) | Uzbekistan Airways | | 28. D-IEMO | Raytheon 390 | Pro Jet | 3x tst |
| 10. 280 | PC-12/47E | 104 Sq | | D-IEMO | Raytheon 390 | Pro Jet | 29 |
| 7T-WHN | C-130H-30 | 2 ETTL | | G-STWB | BAe125-750 | Inuit Holdings | |
| 12. M-NTOS | Ce525C | Perfetti Van Melle | 16 | OE-FAA | HA-420 | The Flying Bulls | 30 |
| 13. UK67001 | B767-33PER(F) | Uzbekistan Airways | | OE-FNP | Ce510 | GlobeAir | 29 |
| 14. OE-GCH | Ce550 Bravo | Speedwings | 15 | OE-GTI | Ce525C | Porsche Air Service | 30 |
| TC-CJB | ERJ135BJ | T.C. Saglik Bakanligi | | OK-FTR | Ce510 | CTR Group | 30 |
| TF-BBH | B737-4Y0(F) | Bluebird Nordic | tst BBD33 | PH-WMM | Ce525 | ASL | |
| 16. UR-CGW | An-12BP | Meridian | 17 | 29. CS-DXJ | Ce560XLS | EJME (Portugal) | |
| 17. CS-DXJ | Ce560XLS | EJME (Portugal) | JME513J | N711LS | Global 6000 | The Whitewind Co. | 30 |
| UK67001 | B767-33PER(F) | Uzbekistan Airways | | TF-BBH | B737-4Y0(F) | Bluebird Nordic | tst BBD33 |
| 18. UR-CGW | An-12BP | Meridian | | 30. 9H-VCM | CL-350 | VistaJet Malta | |
| 19. ES-PWB | AW139 | Piirivalve Lennusalk | arr | CS-DOF | CL-650 | Jetcapital Aviation | |
| G-OFOM | BAe146-100 | Formula 1 - Flight Operations | | D-IEMO | Raytheon 390 | Pro Jet | |
| OO-VMF | Ce560XLS+ | Air Service Liège | tst | D-ISUN | Ce525A | Excellent Air | ECA5C |
| 20. RA-82081 | An-124-100 | Volga-Dnepr | 21 VDA3643/3754 | EI-DSY | A320-216 | Alitalia | AZA9902/9003 |
| UR-82007 | An-124-100 | Antonov Des.Bur. | ADB381F/3504 | G-OFOM | BAe146-100 | Formula 1 - Flight Operations | 31 3x |
| VP-BHM | B757-222(F) | E-Cargo (a/w) | 21 ERF9404/501 | G-STWB | BAe125-750 | Inuit Holdings | |
| 21. UK67002 | B767-33PER(F) | Uzbekistan Airways | | OE-FAT | Ce510 | GlobeAir | |
| UR-CGW | An-12BP | Meridian | | UR-CGW | An-12BP | Meridian | arr |
| 22. G-OFOM | BAe146-100 | Formula 1 - Flight Operations | | 31. CS-DXK | Ce560XLS | EJME (Portugal) | |
| TF-BBH | B737-4Y0(F) | Bluebird Nordic | tst BBD33 | CS-LTD | Ce680A | NetJets Europe | 01 NJE430N/8RJ |
| UR-CGW | An-12BP | Meridian | | CS-PHG | EMB505 | NetJets Europe | |
| 24. D-BSUN | Do328-310 | Sun-Air | 30 SUS646/690 | D-ACJJ | ERJ190LR | WDL Aviation | WDL111P/111 |
| EI-RDH | ERJ175STD | Alitalia CityLiner | AZA9002/9903 | D-AWSI | ERJ190LR | WDL Aviation | WDL122P/122 |
| G-OFOM | BAe146-100 | Formula 1 - Flight Operations | | EI-RNA | ERJ190STD | Alitalia CityLiner | AZA9902/9003 |
| OY-NCP | Do328-310 | Sun-Air (BAW c/s) | arr | G-NSEY | ERJ195STD | Aurigny Air Services | |
| 25. G-CIXV | ERJ170LR | Eastern Airways | | G-OFOM | BAe146-100 | Formula 1 - Flight Operations | 01 2x |
| G-NSEY | ERJ195STD | Aurigny Air Services | | G-POWU | A321-211 | Titan Airways | AWC713Y/131 |
| G-OFOM | BAe146-100 | Formula 1 - Flight Operations | | N780LM | Falcon 7X | Liberty Media | |
| LX-LAA | Lj45 | Luxembourg Air Rescue | | UR-CQE | An-26B | Vulcan Air | arr |
| N411SN | MD-11F | Western Global | CMB188 | | | | |
| N498MC | B747-47UF | Polar Air Cargo | | | | | |
| 26. 9H-ILA | CL-850 | VistaJet Malta | 27 | | | | |
| C-GLXM | Global XRS | Skyservice Business Aviation | 30 | | | | |
| CS-DOF | CL-650 | Jetcapital Aviation | 27 | | | | |
| EC-HGI | Ce550 | Initium Aviation | 30 | | | | |
| EI-IMS | A319-111 | Alitalia | AZA9002/9903 | | | | |

Uzbekistan Airways was a regular visitor this month, starting on the 2nd. The Bluebird Boeing 737 arriving on the 8th performed several local test flights the rest of this month. Formule 1 traffic already started on the 19th with some early birds arriving on the 24th. The bulk of the visitors arrived from the 26th.



This former Air France Boeing 747 started flying for Saudia on a lease from Air Atlanta shortly after the aircraft was acquired by Air Atlanta in 2016. The aircraft is registered as TF-AAL. It returned to Air Atlanta in february 2020. (Liege, 6 August 2020, Jonas Evvard)



Air Atlanta recently added two Boeing 747s to its fleet. Last month we showed you the one in Saudia colours. This month we can show you the second one. TF-AMC is being operated in Magma Aviation colours. (Ostend, 17 August 2020, Nik Deblauwe)

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

Ostend-Bruges

| August 2020 | | | |
|--------------|----------------|-----------------------|-----------------|
| 01. A7-BFU | B777-FDZ | Qatar Airways Cargo | QTR8142 |
| OE-EGO | PC-12/47E | Airlink Luftverkehrs | |
| TF-BBL | B737-490(F) | Bluebird Cargo | BBD255 |
| 02. A7-BFI | B777-FDZ | Qatar Airways Cargo | QTR8144 |
| SP-THC | PC-12/47E | | 03 |
| T7-ASK | A300B4-605R(F) | San Marino Exec Avn | 03 SMF602/101 |
| 03. PH-NNX | Ce750 | ASL | dep |
| PH-NNX | Ce750 | ASL | 04 |
| T7-ASK | A300B4-605R(F) | San Marino Exec Avn | 07 SMF102/1 |
| 04. HA-TAG | Saab 340A(F) | Fleet Air Int' | 07 FRF301/300 |
| TF-AMP | B747-481(F) | Magma Aviation | ABD349P/325 |
| 05. A7-BFP | B777-FDZ | Qatar Airways Cargo | QTR8018 |
| D-IMHA | Ce525 | MHS Aviation | MHV52A |
| OO-PCK | PC-12/47E | EAPC | 06 2x |
| 06. A7-BFA | B777-FDZ | Qatar Airways Cargo | QTR8144 |
| D-ASBG | Falcon 900EX | Airservice Bremgarten | |
| HA-KAM | ATR42-320(F) | Fleet Air Int' | 11 FRF801/800 |
| 07. A7-BFC | B777-FDZ | Qatar Airways Cargo | QTR8132 |
| D-CCGM | EMB505 | Star Wings | STQ555 |
| UR-CGW | An-12BP | Ukraine Air Alliance | MEM3001/2 |
| 08. UR-09307 | An-22A | Antonov Airlines | 09 ADB398F/3498 |
| 09. ER-BAM | B747-409(F) | Aerotrans Cargo (a/w) | 11 ATG2242/1 |
| PH-CPI | EMB500 | NextGen Aviation | 10 |
| SP-TTA | Beech 400A | Smart Jet | SAH59P |
| T7-ASK | A300B4-605R(F) | San Marino Exec Avn | 10 SMF602/101 |
| 10. A7-BFA | B777-FDZ | Qatar Airways Cargo | QTR8006 |
| A7-BFF | B777-FDZ | Qatar Airways Cargo | QTR8144 |
| D-CHGS | EMB505 | Proair Aviation | |
| F-HLRS | EMB505 | SD Aviation | 11 LWG1561 |
| PH-CPI | EMB500 | NextGen Aviation | arr |
| PH-DWS | ERJ135LR | Jet Netherlands | JNL1081/2081 |
| TF-AMC | B747-412(F) | Magma Aviation f/v | 11 ABD349P/325 |
| 11. D-IFIS | Ce525A | Luxaviation | 12 LXG22S |
| 12. ER-BAM | B747-409(F) | Aerotrans Cargo (a/w) | 13 ATG2242/1 |
| VP-BWR | B737-79T | Universal Aviation | |
| 13. A7-BFO | B777-FDZ | Qatar Airways Cargo | QTR8144 |
| D-CCVD | Ce560XL | Atlas Air Service | ATL1D |
| D-CTWO | Lj35A | Air Alliance | 14 AYY108 |
| 14. ER-BAM | B747-409(F) | Aerotrans Cargo (a/w) | 15 ATG2242/1 |
| 15. A7-BFP | B777-FDZ | Qatar Airways Cargo | QTR8142 |
| OK-FTR | Ce510 | Atmospheria Aviation | dep |
| TF-AMC | B747-412(F) | Magma Aviation | ABD349P/320 |
| 16. A7-BFN | B777-FDZ | Qatar Airways Cargo | QTR8144 |
| CS-LAU | Ce680A | Netjets Europe | 17 NJE7TV/877A |
| D-CYKP | Ce550B | Tyrol Air Ambulance | TYW524P/525P |
| ER-BAM | B747-409(F) | Aerotrans Cargo (a/w) | 18 ATG2242/1 |
| 17. D-CCVD | Ce560XL | Atlas Air Service | ATL1D |
| SP-KPG | Saab 340A | Sprintair | SRN234/235 |
| T7-ASK | A300B4-605R(F) | San Marino Exec Avn | 18 SMF602/101 |
| TF-AMC | B747-412(F) | Magma Aviation | ABD349P/325 |
| 18. T7-ASK | A300B4-605R(F) | San Marino Exec Avn | 19 SMF102/1 |
| 19. ER-BAM | B747-409(F) | Aerotrans Cargo | 20 ATG2242/1 |

| | | | |
|------------|----------------|-------------------------|-------------------|
| T7-ASK | A300B4-605R(F) | San Marino Exec Avn | 20 SMF102/1 |
| 20. A7-BFN | B777-FDZ | Qatar Airways Cargo | QTR8144 |
| F-HCEV | Beech 200GT | DGAC | 21 NAK083/Calibra |
| PH-NNX | Ce750 | ASL | 21 |
| 21. 9H-SAN | Lj60 | Air CM Globa | 22 RJR006 |
| A7-BFO | B777-FDZ | Qatar Airways Cargo | QTR8132 |
| D-IAAD | EMB500 | Arcus Airways Cargo | AZE41BV/W |
| F-HCEV | Beech 200GT | DGAC | Calibra |
| LX-PCB | PC-24 | Jetfly Aviation | 22 JFA82S/00J |
| 22. A7-BFB | B777-FDZ | Qatar Airways Cargo | QTR8142 |
| CS-DXU | Ce560XLS | Netjets Europe | 23 NJE768H/7ZT |
| ER-BAM | B747-409(F) | Aerotrans Cargo (a/w) | 26 ATG2242/1 |
| TC-MCC | A300B4-622R(F) | MNG Airlines | MNB770/280 |
| 23. A7-BFQ | B777-FDZ | Qatar Airways Cargo | QTR8144 |
| 24. T7-ASK | A300B4-605R(F) | San Marino Exec Avn | 25 SMF602/101 |
| TF-AMN | B747-4F6(F) | Magma Aviation | 25 ABD349P/325 |
| 25. G-CNLF | H135 | Helispeed | f/v |
| 26. OO-AMR | Ce525A | Air Service Liège | 29 |
| 27. ER-BAM | B747-409(F) | Aerotrans Cargo (a/w) | arr ATG2242 |
| HA-KAM | ATR42-320(F) | Fleet Air International | 28 FRF800/1 |
| PH-CPI | EMB500 | Nextgen Aviation | 2x |
| UK-67002 | B767-33PER(F) | Uzbekistan Cargo | f/v 28 UZB3573/4 |
| 28. HA-KAM | ATR42-320(F) | Fleet Air International | FRF700/701 |
| UK-67001 | B767-33PER(F) | Uzbekistan Cargo | f/v UZB3573/4 |
| 29. A7-BFA | B777-FDZ | Qatar Airways Cargo | QTR8142 |
| 30. A7-BFK | B777-FDZ | Qatar Airways Cargo | 31 QTR8132 |
| A7-BFP | B777-FDZ | Qatar Airways Cargo | QTR8144 |
| T7-ASK | A300B4-605R(F) | San Marino Exec Avn | arr SMF602 |
| UK-67002 | B767-33PER(F) | Uzbekistan Cargo | UZB3573/3574 |
| 31. OO-JCV | PC-12/47E | Nextgen Aviation | arr |
| RA-76951 | Il-76TD-90VD | Volga-Dnepr | arr VDA3563 |
| SP-MRB | Saab 340A | Sky Taxi | arr IAG502 |
| TF-AMP | B747-481(F) | Magma Aviation | arr ABD349P |

EgyptAir Cargo:

SU-GCE 02², 13, 16, 23, 26, 30² SU-GCJ 06, 09, 18, 20, 25, 27
 SU-GCF 04, 05, 11, 12, 19, 27²

TUI Belgium:

OO-JAY 02-11, 13-25 daily OO-JEF 11 - 14 ,
 16-18, 20, 21, 23-30 daily
 OO-JBG 01-04, 06, 07, 09-11 daily OO-TUX 25³, 28, 29
 OO-JEB 29²

On the 7th and 8th the sounds of Ivchenko AI-20 and Kuznetsov NK-12 engines announced the presence of a Ukrainian Air Alliance An-12 and the return of the Antonov Design Bureau An-22A. On 10 August Air Atlanta Icelandic brought in one of their latest purchased B747 freighters. MNG brought one of their classic A300 freighters in on the 22nd. Two new first visits where realised on 27 and 28 August as Uzbekistan Cargo could be seen on the tarmac with both their B767 freighters. Closing the month is the return of Volga-Dnepr Airlines with one of their new engines equipped Il-76TD-90VD.

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

Military Movements Elsewhere



Frank Schuchardt made the opener of the section this month, showing MC-12S-1 12-00281 of 15th MI Btn with all its bumps and aerals on approach to Wiesbaden on 17 September 2020.

Germany

Geilenkirchen

| | | August 2020 | |
|--------------|----------------|---------------|--------------------------------------|
| 05. F-GZTD | B737-73V | ASL Airlines | arr TAY5016 |
| | OE-LFB | B757-23A(PF) | ASL Airlines 2x TAY502/5077/5078/501 |
| 06. 84-00156 | C-12U-3 | E/1-214th AVN | * Duke31 |
| | 84-00157 | C-12U-3 | E/1-214th AVN * Duke11 |
| | F-GZTD | B737-73V | ASL Airlines TAY521 |
| | OE-LFB | B757-23A(PF) | ASL Airlines TAY5014/503 |
| 18. 46+10 | Tornado IDS | TLG33 | * BU16T |
| | 604 | A319-112 | MH 59. Sz.D. REB. HUAF245 |
| | D-HVBX | EC135T1 | Bundespolizei BPO24 |
| 19. 44+73 +1 | Tornado IDS(T) | TLG33 | * |
| | 605 | A319-112 | MH 59. Sz.D. REB. HUAF246 |
| | D-CGFP | Lj35 | GDF GDF93 |
| 20. 1x | Tornado IDS | TLG33 | * Gunner |
| | F-GZTQ | B737-73S | ASL Airlines TAY581/5414 |
| 21. D-HEGW | AS332L1 | Bundespolizei | BPO24 |
| 24. FB20 | F-16BM | 10W | * BAF471 |
| | 44+23 | Tornado IDS | TLG33 * BU21T |
| | 604 | A319-112 | MH 59. Sz.D. REB. HUAF245 |
| 26. D-AOLH | Fokker 100 | Avanti Air | TAY595/5013 |
| | D-HEGZ | AS332L1 | Bundespolizei BPO22 |
| 27. D-AOLH | Fokker 100 | Avanti Air | arr TAY5012 |
| 28. 84-00165 | C-12U-3 | E/1-214th AVN | * Duke97 |
| | D-AOLH | Fokker 100 | Avanti Air TAY594 |
| | F-GZTD | B737-73V | ASL Airlines TAY5415/521 |
| 31. F-GZTP | B737-73V | ASL Airlines | TAY581/5090 |
| | OE-LFB | B757-23A(PF) | ASL Airlines TAY502 |

Credits: Rolf Flinzner, Scramble messageboard.

Münster-Osnabrück

| | | March 2020 | |
|-------------|-------------|---------------|-----------------------|
| 23. (82+65) | EC135T1 | IHAZ | * Heli71A |
| | (82+65) | EC135T1 | IHAZ * Heli400 |
| 24. (82+60) | EC135T1 | IHAZ | * Heli83D |
| | (82+53) | EC135T1 | IHAZ * Heli400 |
| 25. (82+56) | EC135T1 | IHAZ | * Heli320 |
| | (82+65) | EC135T1 | IHAZ * Heli81A |
| | (82+51) | EC135T1 | IHAZ * Heli82C |
| | (82+54) | EC135T1 | IHAZ * Heli400 |
| 26. 14+05 | Global 6000 | FBS BMVg | GAF689 |
| 30. 14+06 | Global 6000 | FBS BMVg | * GAF686 |
| 31. D-HSHB | EC120B | Bundespolizei | * BPO26 |
| | | April 2020 | |
| 01. (57+05) | Do228NG | MFG3 | * GNY4780 |
| 06. 14+04 | Global 5000 | FBS BMVg | * GAF689 |
| | D-HLTH | EC155B | Bundespolizei * BPO31 |

| | | | |
|-------------|-------------|---------------|------------------------|
| 08. 14+07 | Global 6000 | FBS BMVg | * GAF686 |
| | (79+10) | NH90-TTH | THR10 * GAMG59 |
| 14. 14+07 | Global 6000 | FBS BMVg | * GAF677 |
| 15. (82+65) | EC135T1 | IHAZ | * Heli201 |
| | 1x | C-160D | LTG63 * GAF639 |
| 16. D-HEGZ | AS332L1 | Bundespolizei | * BPO31 |
| | (82+60) | EC135T1 | IHAZ * Heli81A |
| 17. (82+60) | EC135T1 | IHAZ | * Heli76G |
| 20. (82+51) | EC135T1 | IHAZ | * Heli331 |
| 21. (82+51) | EC135T1 | IHAZ | * Heli331 |
| | (82+56) | EC135T1 | IHAZ * Heli201 |
| | D-HEGE | AS332L1 | Bundespolizei * BPO607 |
| | (79+18) | NH90-TTH | IHAZ * Heli140 |
| 22. 82+60 | EC135T1 | IHAZ | * Heli76G |
| 24. 54+13 | A400M | LTG62 | * GAF722 |
| 30. 14+07 | Global 6000 | FBS BMVg | * GAF677 |
| | 10+23 | A310-304 | FBS BMVg * GAF839 |

May 2020

| | | | |
|-------------|-------------|---------------|-------------------|
| 02. D-HEGZ | AS332L1 | Bundespolizei | |
| 04. D-HEGZ | AS332L1 | Bundespolizei | * BPO111 |
| 05. (82+53) | EC135T1 | IHAZ | * Heli76G |
| | PH-CGN | Do-228-212 | 334sq * NCG03 |
| 06. 14+07 | Global 6000 | FBS BMVg | * GAF685 |
| | D-FAMT | PC-9B | QinetiQ EIS15 |
| 07. D-HVBJ | EC135T1 | Bundespolizei | BPO15 |
| 08. D-HLTK | EC155B | Bundespolizei | * BPO102 |
| 14. 14+05 | Global 6000 | FBS BMVg | * GAF689 |
| 19. (82+53) | EC135T1 | IHAZ | * Heli76G |
| | 14+06 | Global 6000 | FBS BMVg * GAF686 |
| 27. (82+52) | EC135T1 | IHAZ | * Heli76G |
| | 1x | Tornado?? | HEX 3E9154 GAF785 |
| 28. (82+57) | EC135T1 | IHAZ | * Heli76G |

June 2020

| | | | |
|-------------|-------------|-------------|-------------------|
| 03. 14+05 | Global 6000 | FBS BMVg | * GAF685 |
| 12. (82+57) | EC135T1 | IHAZ | * Heli72C |
| 17. 14+05 | Global 6000 | FBS BMVg | * GAF689 |
| 19. 14+07 | Global 6000 | FBS BMVg | * GAF689 |
| | 14+03 | Global 5000 | FBS BMVg * GAF685 |
| 22. (57+04) | Do228NG | MFG3 | * GNY4780 |
| 24. 82+57 | EC135T1 | IHAZ | * |
| 29. T-721 | Beech B350C | Swiss AF | SUI721 |
| 30. (74+21) | Tiger UHT | HEER | * |
| | D-HDDL | EC135P2+ | MFG3 |

Credits: Panoravia, Erik Kamphuis, ADSB, Virtual Radar

| | | April 2020 | |
|----------------|-------------|------------|--------|
| Nordhorn range | | | Ghost2 |
| 01. 44+23 | Tornado IDS | TLG33 | |

| | | | | | | | |
|--------|-----------|-------|------------|------------|-------|-----------------|---------------------|
| 275 | KC-707 | 120sq | 18? Giant3 | 00-0185/AK | C-17A | 144th AS AK ANG | dep RCH151 |
| 569 | G550 | 122sq | 28 Glory1 | 02-1100 | C-17A | 155th AS TN ANG | 02 RCH160 |
| 679 | G-V | 122sq | 28 IAF122 | 02-1105 | C-17A | 62nd AW | RCH347 |
| 23.663 | C-130J-30 | 103sq | | 02-1108 | C-17A | 62nd AW | RCH455 |
| 24.272 | KC-707 | 120sq | IAF172 | 03-3114 | C-17A | 183rd AS MS ANG | dep RCH894 |
| 275 | KC-707 | 120sq | IAF173 | 04-4130 | C-17A | 305th AMW | RCH551 |
| 26.679 | G550 | 122sq | dep IAF154 | 07-7181 | C-17A | 437th AW | dep RCH1818 |
| 27.667 | C-130J-30 | 103sq | IAF135 | 07-7181 | C-17A | 437th AW | 02 RCH1818 |
| 427 | KC-130H | 131sq | IAF136 | 08-8194 | C-17A | 62nd AW | 04 RCH311 |
| 28.427 | KC-130H | 131sq | IAF136 | 08-8197 | C-17A | 62nd AW | 02 RCH625 |
| 31.663 | C-130J-30 | 103sq | IAF140 | 08-8204 | C-17A | 437th AW | RCH879 |
| 522 | KC-130H | 131sq | IAF139 | 09-9205 | C-17A | 437th AW | 03 RCH468/Bandage02 |
| 545 | KC-130H | 131sq | IAF138 | 10-0216 | C-17A | 62nd AW | 02 RCH661 |

Credits: Scramble messageboard.

| | | | | | | | |
|---------------|--------------|---------------|-------------|------------|---------|--------------------------------|------------------|
| Nürnberg | | | August 2020 | | | | |
| 02.ZM403/403 | Atlas C1 | 24/70sq | RRR4058/59 | 92-26458 | UH-60L | A/2-3rd AVN | Army26458 |
| 03.54+30 | A400M | LTG62 | GAF608 | 92-26482 | UH-60L | A/2-3rd AVN | Army26482 |
| 04.10+24 | A310-304MRRT | FBS BMVg | GAF820 | 98-26812 | UH-60L | A/2-3rd AVN | Army26812 |
| 76+05 | H145M | HSG64 | | 11-20354 | HH-60M | C/2-3rd AVN | Army20354 |
| 76+07 | H145M | HSG64 | * Hawk412 | 11-20355 | HH-60M | C/2-3rd AVN | Army20354 |
| 06.54+18 | A400M | LTG62 | GAF011 | 11-20364 | UH-60M | 4-3rd AVN | Army20364 |
| 77+04 | H145M | HSG64 | * | 11-20387 | UH-60M | 4-3rd AVN | Army20387 |
| 84-00162 | C-12U-3 | E/1-214th AVN | Duke69 | 11-20395 | UH-60M | 4-3rd AVN | Army20395 |
| 97-00105 | UC-35A | E/1-214th AVN | 07 Duke77 | 13-20615 | HH-60M | C/2-3rd AVN | Army20354 |
| 10-20311 | UH-60M | A/1-214th AVN | Duke66 | 165151 | C-20G | CFLSW Det Sigonella | Catbird1 |
| 10-20314 | UH-60M | A/1-214th AVN | | 02.87-0030 | C-5M | 60th AMW | 03 RCH232 |
| 166377 | C-37B | VR-1 | 07 VV700 | 90-0532 | C-17A | 156th AS NC ANG | 03 RCH895 |
| 07.54+20 | A400M | LTG62 | GAF722 | 97-0044 | C-17A | 89th AS AFRC | 03 RCH414 |
| T-751 | CL-604 | LTDB | SUI751 | 98-0051/AK | C-17A | 144th AS AK ANG | 03 RCH270 |
| T-785 | Falcon 900 | LTDB | SUI785 | 98-0057 | C-17A | 137th AS NY ANG | 04 RCH898/550 |
| 84-00156 | C-12U-3 | E/1-214th AVN | Duke11 | 01-0188 | C-17A | 137th AS NY ANG | dep RCH820 |
| 10.15+01 | A319-133X | FBS BMVg | GAF884 | 05-5141 | C-17A | 729th AS AFRC | dep Bandage02 |
| 77+02 | H145M | HSG64 | * Joker50 | 08-8197 | C-17A | 62nd AW | 03 RCH625/878 |
| 84-00156 | C-12U-3 | E/1-214th AVN | Duke89 | 08-8200 | C-17A | 62nd AW | RCH257 |
| 11.15+01 | A319-133X | FBS BMVg | GAF880 | 10-0219 | C-17A | 62nd AW | RCH323 |
| 84-00156 | C-12U-3 | E/1-214th AVN | Duke23 | 13-5786 | MC-130J | 67th SOS | Woman41 |
| OO-LUM | Falcon 7X | 21sm | BAF98 | 11-20376 | HH-60M | C/2-3rd AVN | Army20376 |
| 12.10+25 | A310-304MRRT | FBS BMVg | GAF830 | 11-20402 | HH-60M | C/2-3rd AVN | Army20376/20402 |
| 76+07 | H145M | HSG64 | Hawk424 | 14-20679 | HH-60M | C/2-3rd AVN | Army20376/20679 |
| 76+08 | H145M | HSG64 | * Hawk436 | 03.85-0003 | C-5M | 436th AW | 04 RCH887 |
| 77+04 | H145M | HSG64 | Joker15 | 00-0177 | C-17A | 137th AS NY ANG | 04 RCH255 |
| 13.10+24 | A310-304MRRT | FBS BMVg | GAF838 | 01-0189 | C-17A | 155th AS TN ANG | 04 RCH454 |
| 14.15-5831/RS | C-130J-30 | 37th AS | Herky671 | 01-0194 | C-17A | 89th AS AFRC | RCH107/801 |
| 84-00157 | C-12U-3 | E/1-214th AVN | Duke89 | 05-5141 | C-17A | 729th AS AFRC Bandage02/RCH877 | |
| 15.97-00102 | UC-35A | E/1-214th AVN | Duke24 | 08-8195 | C-17A | 62nd AW | RCH407 |
| 17.54+13 | A400M | LTG62 | * GAF610 | 06-0500 | C-37B | 99th AS | SAM952 |
| 84-00157 | C-12U-3 | E/1-214th AVN | Duke15 | 14-08461 | CH-47F | B/2-3rd AVN | Army08461 |
| 18.84-00157 | C-12U-3 | E/1-214th AVN | Duke18 | 99-26841 | UH-60L | A/2-3rd AVN | Army20362/08461 |
| 99-00102 | UC-35A | E/1-214th AVN | Duke21 | 05-27055 | UH-60L | A/2-3rd AVN | Army20362/27055 |
| 19.15-5822/RS | C-130J-30 | 37th AS | Herky735 | 11-20353 | HH-60M | C/2-3rd AVN | Army20434 |
| 20.10+27 | A310-304MRRT | FBS BMVg | * GAF805 | 11-20362 | UH-60M | 4-3rd AVN | Army20362 |
| 54+30 | A400M | LTG62 | GAF004 | 11-20388 | UH-60M | 4-3rd AVN | Army20362/20388 |
| 78+39 | NH90-TTH | THR30 | * Sonic14 | 11-20409 | HH-60M | C/2-3rd AVN | Army20434 |
| 97-00102 | UC-35A | E/1-214th AVN | Duke36 | 11-20434 | HH-60M | 4-3rd AVN | Army20434 |
| 90-26294 | UH-60L | A/6-101st AVN | * Army26294 | 05-07002 | AH-64D | B/3-17th CAV | Army08461 |
| 22.84-00156 | C-12U-3 | E/1-214th AVN | Duke18 | 05-07003 | AH-64D | B/3-17th CAV | Army08461 |
| 25.280 | PC-12NG | 104sq | 26 IRL280 | 04.83-1285 | C-5M | 436th AW | RCH222 |
| 07-8608/RS | C-130J-30 | 37th AS | Herky672 | 96-0004 | C-17A | 62nd AW | 05 RCH147 |
| 84-00157 | C-12U-3 | E/1-214th AVN | Duke15 | 97-0044 | C-17A | 89th AS AFRC | 05 RCH414 |
| 27.76+02 | H145M | HSG64 | * | 99-0062 | C-17A | 437th AW | 05 RCH876 |
| 08-3176/RS | C-130J-30 | 37th AS | Herky733 | 99-0167/AK | C-17A | 144th AS AK ANG | 12 RCH845 |
| 28.54+21 | A400M | LTG62 | GAF727 | 01-0186 | C-17A | 436th AW | 05 RCH102 |
| 82+53 | EC135T1 | IHAZ | GAM211 | 03-3116 | C-17A | 183rd AS MS ANG | 05 RCH825 |
| 82+55 | EC135T1 | IHAZ | GAM201 | 03-3119 | C-17A | 183rd AS MS ANG | 05 RCH873 |
| 76+01 | H145M | HSG64 | * Hawk412 | 04-4130 | C-17A | 305th AMW | 05 RCH551 |
| 76+05 | H145M | HSG64 | * Hawk427 | 04-4131 | C-17A | 305th AMW | 08 RCH860 |
| 76+14 | H145M | HSG64 | * Hawk447 | 07-7186 | C-17A | 437th AW | 05 RCH440 |
| 76+15 | H145M | HSG64 | * Hawk424 | 08-8193 | C-17A | 62nd AW | RCH415 |
| 08-8602/RS | C-130J-30 | 37th AS | Herky670 | 08-8196 | C-17A | 62nd AW | Bandage36/RCH702 |
| 31.76+05 | H145M | HSG64 | * Hawk423 | 08-8203 | C-17A | 62nd AW | 06 RCH979 |
| 30+23 | EF-2000 | WTD61 | * Dixi16 | 09-9205 | C-17A | 437th AW | 13 RCH650/162 |

Credits: MAR, Scramble messageboard.

| | | | | | | | |
|------------|-------|-----------------|---------------|---------|-------|-----------------|---------------|
| Ramstein | | | July 2020 | | | | |
| 01.85-0008 | C-5M | 436th AW | 03 RCH890/436 | 98-0057 | C-17A | 137th AS NY ANG | 07 RCH550/809 |
| 95-0104 | C-17A | 155th AS TN ANG | 02 RCH302 | 00-0177 | C-17A | 137th AS NY ANG | 06 RCH255 |
| | | | | 01-0189 | C-17A | 155th AS TN ANG | 06 RCH454 |
| | | | | 10-0221 | C-17A | 437th AW | dep RCH441 |

| | | | | | | | |
|------------|---------|---------------------|-------------------|------------|---------|------------------|---------------------|
| 11-9355 | E-11A | 430th EECS | 06 Velcro04 | 08-8200 | C-17A | 62nd AW | 14 RCH802 |
| 06.01 | C-17A | HAW | 08 Bartok43/50 | 14-5864 | HC-130J | 130th RQS CA ANG | 14 King12 |
| 87-0028 | C-5M | 60th AMW | 07 RCH888 | 16-5873/LI | HC-130J | 102nd RQS NY ANG | 14 King11 |
| 98-0051/AK | C-17A | 144th AS AK ANG | 07 RCH805 | 62-3540/D | KC-135R | 351st ARS | Evac10E2 |
| 01-0191 | C-17A | 436th AW | 07 RCH653 | 169533/BH | KC-130J | VMGR-252 | 15 Bronco51 |
| 01-0193 | C-17A | 437th AW | 07 RCH806 | 14.85-0005 | C-5M | 436th AW | 15 RCH810 |
| 01-0194 | C-17A | 89th AS AFRC | 07 RCH801 | 96-0006 | C-17A | 167th AS WV ANG | 16 RCH105/148 |
| 02-1098 | C-17A | 305th AMW | 07 RCH457 | 99-0167/AK | C-17A | 144th AS AK ANG | 15 RCH883 |
| 03-3119 | C-17A | 183rd AS MS ANG | 07 RCH155 | 01-0186 | C-17A | 436th AW | 16 RCH310 |
| 05-5141 | C-17A | 729th AS AFRC | RCH877 | 02-1105 | C-17A | 62nd AW | 15 RCH348 |
| 06-6155 | C-17A | 60th AMW | 07 RCH553 | 03-3116 | C-17A | 183rd AS MS ANG | RCH897 |
| 08-8193 | C-17A | 62nd AW | 09 RCH415/655 | 08-8194 | C-17A | 62nd AW | 20 RCH813/Bandage46 |
| 08-8203 | C-17A | 62nd AW | 07 RCH979 | 09-9205 | C-17A | 437th AW | 17 Bandage02/RCH816 |
| 10-20310 | HH-60M | C/2-3rd AVN | Army21016 | 09-9209 | C-17A | 62nd AW | arr RCH717/742 |
| 12-20455 | UH-60M | 4-3rd AVN | Army20455 | 10-0222 | C-17A | 437th AW | 15 RCH537 |
| 12-20457 | UH-60M | 4-3rd AVN | Army20457 | 14-5864 | HC-130J | 130th RQS CA ANG | 15 King12/11 |
| 12-20460 | UH-60M | 4-3rd AVN | Army20460 | 16-5873/LI | HC-130J | 102nd RQS NY ANG | 16 King62 |
| 12-20506 | HH-60M | C/2-3rd AVN | Army21016 | 62-3540/D | KC-135R | 351st ARS | 15 Evac10E2 |
| 18-21016 | HH-60M | C/2-3rd AVN | Army21016 | 1x | F-16 | 480th FS | * Beavis01 |
| 02-05316 | AH-64D | ex1-3rd AVN | Army45429 | 90-0818/SP | F-16CM | 480th FS | 30 Beavis02/Maxx02 |
| 02-05321 | AH-64D | ex1-3rd AVN | Army20455 | 84-00156 | C-12U-3 | E/1-214th AVN | Duke65 |
| 04-05429 | AH-64D | ex1-3rd AVN | Army45429 | 15.84-0061 | C-5M | 436th AW | 16 RCH885 |
| 04-05444 | AH-64D | ex1-3rd AVN | Army45429 | 87-0036 | C-5M | 436th AW | 16 RCH896 |
| 04-05453 | AH-64D | ex1-3rd AVN | Army45429 | 01-0189 | C-17A | 155th AS TN ANG | 17 RCH109 |
| 06-07014 | AH-64D | ex1-3rd AVN | Army20455 | 01-0197 | C-17A | 156th AS NC ANG | 16 RCH331 |
| 08-05543 | AH-64D | ex1-3rd AVN | Army20455 | 03-3127 | C-17A | 62nd AW | 16 RCH136 |
| 07.03-3116 | C-17A | 183rd AS MS ANG | 08 RCH114 | 14-5864 | HC-130J | 130th RQS CA ANG | 16 King11 |
| 08.87-0028 | C-5M | 60th AMW | 10 RCH888 | 90-0829/SP | F-16CM | 480th FS | * Knife01 |
| 89-1190 | C-17A | 167th AS WV ANG | 09 RCH217/931 | 91-0352/SP | F-16CM | 480th FS | * Knife02 |
| 98-0057 | C-17A | 137th AS NY ANG | 09 RCH809 | 169533/BH | KC-130J | VMGR-252 | 16 Bronco51 |
| 02-1107 | C-17A | 156th AS NC ANG | dep RCH415 | 16.96-0006 | C-17A | 167th AS WV ANG | 19 RCH272/331 |
| 08-8194 | C-17A | 62nd AW | 09 RCH311/452 | 98-0057 | C-17A | 137th AS NY ANG | 17 RCH828 |
| 01-0015 | C-40B | 1st AS | SAM968 | 00-0180 | C-17A | 758th AS AFRC | 17 RCH409 |
| 14-5864 | HC-130J | 130th RQS CAANG | 10 King12/Herky68 | 01-0188 | C-17A | 137th AS NY ANG | 17 Bandage71/RCH898 |
| 16-5873/LI | HC-130J | 102nd RQS NY ANG | 10 King11/Herky67 | 01-0193 | C-17A | 437th AW | 17 RCH451 |
| 84-00157 | C-12U-3 | E/1-214th AVN | Duke89 | 01-0197 | C-17A | 156th AS NC ANG | 23 RCH331/185 |
| 165151 | C-20G | CFLSW Det Sigonella | Catbird1 | 02-1105 | C-17A | 62nd AW | 17 RCH348 |
| 165313/AX | C-130T | VR-53 | 09 CNV6502 | 03-3116 | C-17A | 183rd AS MS ANG | 17 RCH897 |
| 09.01-0188 | C-17A | 137th AS NY ANG | 10 RCH800 | 02-5001 | C-32B | 150th SOS NJ ANG | RCH590 |
| 01-0193 | C-17A | 437th AW | RCH806/106 | 14-5864 | HC-130J | 130th RQS CAANG | 17 King11/Herky67 |
| 03-3124 | C-17A | 437th AW | dep RCH269 | 16-5873/LI | HC-130J | 102nd RQS NY ANG | 20 King62/Herky67 |
| 03-3124 | C-17A | 437th AW | 10 RCH269 | 84-00170 | C-12U-3 | D/204th MI Bn | Rebel70 |
| 07-7181 | C-17A | 437th AW | 11 RCH1818 | 97-00105 | UC-35A | E/1-214th AVN | Duke58 |
| 07-7188 | C-17A | 437th AW | 10 RCH260 | 17.83-0079 | KC-10A | 305th AMW | 18 RCH687 |
| 09-9212 | C-17A | 437th AW | 10 RCH635 | 96-0004 | C-17A | 62nd AW | 18 RCH731 |
| 10.01 | C-17A | HAW | 12 Bartok50 | 00-0180 | C-17A | 758th AS AFRC | 18 RCH409 |
| 85-0010 | C-5M | 60th AMW | 11 RCH780 | 02-1101 | C-17A | 758th AS AFRC | 18 RCH865 |
| 87-0043 | C-5M | 439AW/AFRC | 13 RCH743 | 04-4136 | C-17A | 305th AMW | 28 RCH547/977 |
| 89-1190 | C-17A | 167th AS WV ANG | 11 RCH931 | 05-5139 | C-17A | 729th AS AFRC | 18 RCH437 |
| 00-0185/AK | C-17A | 144th AS AK ANG | 11 RCH425/663 | 07-7183 | C-17A | 437th AW | 18 RCH465 |
| 03-3119 | C-17A | 183rd AS MS ANG | 11 RCH804 | 08-8190 | C-17A | 437th AW | 18 RCH330 |
| 04-4136 | C-17A | 305th AMW | dep RCH602 | 10-0213 | C-17A | 437th AW | RCH549 |
| 10-0217 | C-17A | 62nd AW | 11 RCH190 | 14-5864 | HC-130J | 130th RQS CA ANG | 20 Herky67/68 |
| 10-0221 | C-17A | 437th AW | RCH441/633 | 97-00105 | UC-35A | E/1-214th AVN | Duke58 |
| 05-0730 | C-40C | 73rd AS AFRC | 11 Spar16 | 14-20685 | HH-60M | C/6-101st AVN | 20 Army20698 |
| 14-5864 | HC-130J | 130th RQS CAANG | 13 Herky68/King12 | 14-20597 | HH-60M | C/6-101st AVN | 20 Army20698 |
| 16-5873/LI | HC-130J | 102nd RQS NY ANG | 13 Herky67/King11 | 14-20698 | HH-60M | C/6-101st AVN | 20 Army20698 |
| 165313/AX | C-130T | VR-53 | 11 CNV6506 | 14-20700 | HH-60M | C/6-101st AVN | 20 Army20698 |
| 11.01-0188 | C-17A | 137th AS NY ANG | 13 RCH800/898 | 18.87-0036 | C-5M | 436th AW | 21 RCH896 |
| 07-7171 | C-17A | 305th AMW | RCH695 | 98-0057 | C-17A | 137th AS NY ANG | 24 RCH828/879 |
| 07-7188 | C-17A | 437th AW | RCH260 | 01-0192 | C-17A | 137th AS NY ANG | 19 RCH201 |
| 09-9206 | C-17A | 437th AW | 12 RCH131 | 03-3115 | C-17A | 183rd AS MS ANG | 19 RCH845 |
| 12.87-0045 | C-5M | 436th AW | 13 RCH822 | 09-9205 | C-17A | 437th AW | 21 RCH816/447 |
| 00-0185/AK | C-17A | 144th AS AK ANG | 13 RCH663/709 | 166376 | C-37B | VR-1 | 19 VV500 |
| 01-0186 | C-17A | 436th AW | 13 RCH310 | 19.87-0037 | C-5M | 337th AS AFRC | 21 RCH650 |
| 04-4136 | C-17A | 305th AMW | 16 RCH602/547 | 07-7183 | C-17A | 437th AW | RCH465 |
| 08-8194 | C-17A | 62nd AW | 13 RCH142 | 08-8190 | C-17A | 437th AW | 20 RCH330 |
| 08-8201 | C-17A | 62nd AW | 13 RCH605 | 16-5857/CA | HC-130J | 130th RQS CA ANG | King59/12 |
| 09-9207 | C-17A | 437th AW | 14 RCH417 | 166376 | C-37B | VR-1 | VV500 |
| 01-0015 | C-40B | 1st AS | 13 SAM078 | 20.84-0060 | C-5M | 60th AMW | 21 RCH840 |
| 13.H28 | A109BA | 1w | BAF317 | 85-0003 | C-5M | 436th AW | 27 RCH807 |
| 85-0008 | C-5M | 436th AW | 14 RCH436 | 84-0190 | KC-10A | 305th AMW | 21 RCH400 |
| 99-0169 | C-17A | 437th AW | RCH135 | 01-0192 | C-17A | 137th AS NY ANG | 21 RCH201 |
| 00-0185/AK | C-17A | 144th AS AK ANG | 14 RCH709 | 03-3115 | C-17A | 183rd AS MS ANG | 21 RCH845 |
| 01-0188 | C-17A | 137th AS NY ANG | 15 RCH898 | 05-5147/HH | C-17A | 535th AS HI ANG | 21 RCH299/358 |
| 07-7171 | C-17A | 305th AMW | RCH695 | 07-7183 | C-17A | 437th AW | 21 RCH465 |

| | | | | | | | |
|------------|----------|------------------|--------------------|------------|---------|------------------|---------------------|
| 10-0219 | C-17A | 62nd AW | RCH480 | 166694 | C-40A | VR-59 | 30 CNV4622 |
| 14-5864 | HC-130J | 130th RQS CA ANG | 21 Herky68/67 | 29.H27 | A109BA | 1w | BAF318 |
| 16-5873/LI | HC-130J | 102nd RQS NY ANG | 21 Herky67/68 | 87-0030 | C-5M | 60th AMW | 07 RCH316 |
| 21.02 | C-17A | HAW | Bartok51 | 01-0196 | C-17A | 167th AS WV ANG | 30 RCH205 |
| 85-0007 | C-5M | 436th AW | arr RCH881 | 04-4136 | C-17A | 305th AMW | 31 RCH977/983 |
| 98-0056/AK | C-17A | 144th AS AK ANG | 22 RCH224 | 05-5146/HH | C-17A | 535th AS HI ANG | RCH839 |
| 07-7183 | C-17A | 437th AW | 22 RCH465 | 06-6161 | C-17A | 60th AMW | 30 RCH640 |
| 08-8194 | C-17A | 62nd AW | Bandage46/RCH814 | 07-7188 | C-17A | 437th AW | 30 RCH365 |
| 16-46023 | KC-46A | 22nd ARW | 22 RCH046 | 08-8194 | C-17A | 62nd AW | 30 RCH725/159 |
| 16-5873/LI | HC-130J | 102nd RQS NY ANG | 23 Herky68/720 | 09-9205 | C-17A | 437th AW | 31 RCH557/545 |
| 62-3551/D | KC-135R | 351st ARS | Quid935 | 88-4405 | C-130H | 164th AS OH ANG | 02 RCH621 |
| 14-08162 | CH-47F | B/6-101st AVN | Army08162 | 89-1188 | C-130H | 357th AS AFRC | 30 Herky160/304 |
| 22.07-7170 | C-17A | 436th AW | 23 RCH361 | 09-72100 | UH-72A | JMRC | Army72100 |
| 08-8194 | C-17A | 62nd AW | 23 RCH717/879 | 30.00-0177 | C-17A | 137th AS NY ANG | 31 RCH863 |
| 08-8202 | C-17A | 62nd AW | RCH895 | 01-0196 | C-17A | 167th AS WV ANG | 31 RCH205 |
| 09-9205 | C-17A | 437th AW | RCH447/911 | 04-4128 | C-17A | 305th AMW | 02 RCH983/872 |
| 89-1188 | C-130H | 357th AS AFRC | 24 RCH664 | 05-5147/HH | C-17A | 535th AS HI ANG | 31 RCH942 |
| 89-9103 | C-130H | 357th AS AFRC | 23 RCH270 | 08-8194 | C-17A | 62nd AW | 02 RCH159/981 |
| 23.93/XL | TBM-700A | ET00.060 | CTM3827 | 08-8196 | C-17A | 62nd AW | 04 RCH137 |
| 98-0051/AK | C-17A | 144th AS AK ANG | 24 RCH359/824 | 09-9210 | C-17A | 62nd AW | 09 RCH790/Bandage71 |
| 00-0181 | C-17A | 167th AS WV ANG | 24 RCH349 | 00-9001 | C-32B | 150th SOS NJ ANG | 01 Borg71 |
| 01-0188 | C-17A | 137th AS NY ANG | 24 RCH820 | 15-20743 | UH-60M | A/1-214th AVN | Duke25 |
| 07-7170 | C-17A | 436th AW | 24 RCH361 | 31.05-5139 | C-17A | 729th AS AFRC | 01 RCH806 |
| 07-7183 | C-17A | 437th AW | 24 RCH182 | 05-5146/HH | C-17A | 535th AS HI ANG | 01 RCH167 |
| 08-8194 | C-17A | 62nd AW | 28 RCH879/725 | 910502 | C-26D | AOD Naples | CNV6230 |
| 08-8202 | C-17A | 62nd AW | RCH895 | 02-5001 | C-32B | 150th SOS NJ ANG | RCH582 |
| 09-9205 | C-17A | 437th AW | 25 RCH911/180 | 89-1188 | C-130H | 357th AS AFRC | 04 Herky304/88 |
| 10-0221 | C-17A | 437th AW | 24 RCH296 | 89-9103 | C-130H | 357th AS AFRC | 04 Herky717 |
| 16-46023 | KC-46A | 22nd ARW | 24 RCH046 | | | | August 2020 |
| 89-9103 | C-130H | 357th AS AFRC | 24 Herky666/67 | 01.96-0005 | C-17A | 137th AS NY ANG | 02 RCH529 |
| 16-5873/LI | HC-130J | 102nd RQS NY ANG | 24 Herky720/68 | 00-0177 | C-17A | 137th AS NY ANG | 02 RCH863/406 |
| 900530 | C-26D | AOD Sigonella | CNV6122 | 04-4134 | C-17A | 305th AMW | 02 RCH563 |
| 24.02 | C-17A | HAW | 26 Bartok51 | 04-4136 | C-17A | 305th AMW | 02 RCH983 |
| 97-0048 | C-17A | 89th AS AFRC | 25 RCH882 | 05-5139 | C-17A | 729th AS AFRC | dep RCH806 |
| 05-5144 | C-17A | 729th AS AFRC | 25 RCH980/717 | 05-5146/HH | C-17A | 535th AS HI ANG | dep RCH167 |
| 10-0219 | C-17A | 62nd AW | RCH476/480 | 06-6161 | C-17A | 60th AMW | 02 RCH802 |
| 169793 | C-40A | VR-57 | 28 CNV4843 | 00-9001 | C-32B | 150th SOS NJ ANG | dep Borg71 |
| 89-1188 | C-130H | 357th AS AFRC | 28 Herky306/160 | 02.02-1105 | C-17A | 62nd AW | 03 RCH339 |
| 89-9103 | C-130H | 357th AS AFRC | 27 Herky67/305 | 02-1112 | C-17A | 183rd AS MS ANG | 04 RCH800 |
| 16-5873/LI | HC-130J | 102nd RQS NY ANG | 27 Herky68/727 | 04-4128 | C-17A | 305th AMW | dep RCH872 |
| 09-72108 | UH-72A | JMRC | Army72108 | 04-4134 | C-17A | 305th AMW | 03 RCH563/363 |
| 25.97-0042 | C-17A | 155th AS TN ANG | 27 RCH470/982 | 06-6162 | C-17A | 60th AMW | 08 RCH170/822 |
| 98-0051/AK | C-17A | 144th AS AK ANG | 26 RCH824 | 08-8194 | C-17A | 62nd AW | dep RCH981 |
| 98-0056/AK | C-17A | 144th AS AK ANG | 26 RCH868 | 10-0223 | C-17A | 437th AW | 04 RCH1815 |
| 01-0188 | C-17A | 137th AS NY ANG | 26 RCH820/867 | 88-4405 | C-130H | 164th AS OH ANG | dep Herky307 |
| 02-1100 | C-17A | 155th AS TN ANG | 26 RCH414 | 14-5797 | AC-130J | 1st SOW | 03 RCH1004 |
| 03-3119 | C-17A | 183rd AS MS ANG | 26 RCH899 | 03.07 | C-27J | Lithuanian AF | LYF261 |
| 07-7171 | C-17A | 305th AMW | 26 RCH200/362 | 96-0005 | C-17A | 137th AS NY ANG | 04 RCH529 |
| 07-7183 | C-17A | 437th AW | 26 RCH182 | 00-0177 | C-17A | 137th AS NY ANG | 06 RCH406 |
| 10-0223 | C-17A | 437th AW | 26 RCH1815 | 04-4128 | C-17A | 305th AMW | 10 RCH872/562 |
| 900530 | C-26D | AOD Sigonella | 26 CNV6125 | 10-0220 | C-17A | 62nd AW | 10 RCH850 |
| 26.09-9205 | C-17A | 437th AW | 28 RCH180/557 | 86-0419 | C-130H | 164th AS OH ANG | 06 RCH209HKY.. |
| 98-0002 | C-32A | 99th AS | SAM178 | 97-00105 | UC-35A | E/1-214th AVN | Duke21 |
| 27.85-0008 | C-5M | 436th AW | 28 RCH859 | 169534/BH | KC-130J | VMGR-252 | Bronco33 |
| 83-0495 | C-12D | USE Oslo | 28 Dragon11 | 04.03 | C-17A | HAW | Bartok50 |
| 97-0042 | C-17A | 155th AS TN ANG | 28 RCH982 | 07 | C-27J | Lithuanian AF | LYF261 |
| 01-0188 | C-17A | 137th AS NY ANG | 30 RCH867 | 84-0060 | C-5M | 60th AMW | 05 RCH865 |
| 07-7171 | C-17A | 305th AMW | RCH362 | 01-0197 | C-17A | 156th AS NC ANG | 05 RCH106 |
| 08-8202 | C-17A | 62nd AW | 28 RCH107 | 05-5146/HH | C-17A | 535th AS HI ANG | 05 RCH888 |
| 89-9103 | C-130H | 357th AS AFRC | 31 Herky305/717 | 08-8194 | C-17A | 62nd AW | 05 RCH981/822 |
| 16-5873/LI | HC-130J | 102nd RQS NY ANG | 28 Herky727/170 | 08-8196 | C-17A | 62nd AW | dep RCH137 |
| 28.85-0003 | C-5M | 436th AW | 29 RCH807 | 09-9209 | C-17A | 62nd AW | dep RCH742 |
| 01-0196 | C-17A | 167th AS WV ANG | RCH205 | 10-0223 | C-17A | 437th AW | 05 RCH1815 |
| 29.02-1100 | C-17A | 155th AS TN ANG | 30 RCH414 | 88-4405 | C-130H | 164th AS OH ANG | 06 Herky307/81 |
| 05-5139 | C-17A | 729th AS AFRC | 30 RCH805 | 89-1188 | C-130H | 357th AS AFRC | 11 Herky88/RCH544 |
| 05-5147/HH | C-17A | 535th AS HI ANG | 30 RCH942 | 89-9103 | C-130H | 357th AS AFRC | 06 Herky717/170 |
| 07-7188 | C-17A | 437th AW | 30 RCH365 | 59-1513/D | KC-135T | 351st ARS | 06 Quid01/Evac10E2 |
| 09-0525 | C-37B | 99th AS | 30 SAM129 | 91-0338/SP | F-16CM | 480th FS | * Weasel01 |
| 14-5864 | HC-130J | 130th RQS CA ANG | 30 Herky67/King11 | 91-0418/SP | F-16CM | 480th FS | * Weasel02 |
| 16-5873/LI | HC-130J | 102nd RQS NY ANG | 30 Herky170/King11 | 84-00156 | C-12U-3 | E/1-214th AVN | Duke79 |
| 91-0338/SP | F-16CM | 480th FS | * | 09-72098 | UH-72A | JMRC | Army72098 |
| 91-0352/SP | F-16CM | 480th FS/52nd FW | * | 05.06 | C-27J | Lithuanian AF | LYF261 |
| 04-01778 | C-37B | OSACOM/PATD | 30 PAT44 | 85-0008 | C-5M | 436th AW | 28 RCH112/565 |
| 09-05601 | AH-64D | 1-3rd AVN | Army95601 | 95-0104 | C-17A | 155th AS TN ANG | 06 RCH164 |
| 910502 | C-26D | AOD Naples | CNV6228 | 09-9207 | C-17A | 437th AW | Bandage02/RCH856 |
| 165836 | C-40A | VR-57 | CNV4064 | 10-0217 | C-17A | 62nd AW | 07 RCH895 |

| | | | | | | | |
|------------|-----------|-------------------|--------------------|--------------|-------------|-----------------|--------------------|
| 05-0730 | C-40C | 73rd AS AFRC | 06 Spar17 | 06-6161 | C-17A | 60th AMW | 15 RCH486/803 |
| 60-0355/D | KC-135R | 351st ARS | Quid36 | 10-0217 | C-17A | 62nd AW | 14 RCH166/486 |
| 91-0338/SP | F-16CM | 480th FS | * Snake51 | 88-4405 | C-130H | 164th AS OH ANG | 13 Herky724/67 |
| 91-0342/SP | F-16CM | 480th FS | * Snake52 | 08-6205 | MC-130J | 67th SOS | * Bush43 |
| 84-00156 | C-12U-3 | E/1-214th AVN | Duke23 | 164996/RU | C-130T | VR-55 | 15 CNV6311 |
| 04-01778 | C-37B | OSACOM/PATD | PAT44 | 13.84-0061 | C-5M | 436th AW | 14 RCH867 |
| 06.82+51 | EC-135T1 | IHAZ | Heli235 | 86-0024 | C-5M | 60th AMW | 14 RCH984 |
| 92-3292 | C-17A | 758th AS AFRC | 07 RCH346 | 87-0034 | C-5M | 60th AMW | 14 RCH612 |
| 00-0181 | C-17A | 167th AS WV ANG | 07 RCH809 | 97-0042 | C-17A | 155th AS TN ANG | 15 RCH700 |
| 01-0188 | C-17A | 137th AS NY ANG | 07 RCH804 | 98-0057 | C-17A | 137th AS NY ANG | 14 RCH832 |
| 01-0197 | C-17A | 156th AS NC ANG | 07 RCH104 | 01-0197 | C-17A | 156th AS NC ANG | 14 RCH211 |
| 02-1112 | C-17A | 183rd AS MS ANG | 07 RCH897 | 03-3116 | C-17A | 183rd AS MS ANG | 14 RCH887 |
| 07-7176 | C-17A | 436th AW | 07 RCH808 | 04-4130 | C-17A | 305th AMW | 14 RCH554 |
| 86-0419 | C-130H | 164th AS OH ANG | 10 HKY./Herky734 | 04-4138 | C-17A | 729th AS AFRC | 14 RCH597 |
| 88-4405 | C-130H | 164th AS OH ANG | 09 Herky81/667 | 07-7173 | C-17A | 436th AW | 14 RCH253 |
| 89-9103 | C-130H | 357th AS AFRC | 11 Herky170/RCH943 | 07-7185 | C-17A | 437th AW | 14 RCH830 |
| 91-0361/SP | F-16CM | 480th FS | * Strut02 | 10-0223 | C-17A | 437th AW | RCH314 |
| 91-0403/SP | F-16CM | 480th FS | * Strut01 | 166376 | C-37B | VR-1 | 16 VV500 |
| 84-00162 | C-12U-3 | E/1-214th AVN | Duke15 | 88-4405 | C-130H | 164th AS OH ANG | 14 Herky67/726 |
| 900528 | C-26D | AOD Sigonella | CNV6205 | 165810/BH | KC-130J | VMGR-252 | 18 Bronco32/31 |
| 07.03 | C-17A | HAW | 08 Bartok50 | 169534/BH | KC-130J | VMGR-252 | 14 Bronco31 |
| 84-0060 | C-5M | 60th AMW | 08 RCH865 | 168347/EG-13 | MV-22B | VMM-263 | 15 |
| 87-0028 | C-5M | 60th AMW | 08 RCH145 | 168349/EG-09 | MV-22B | VMM-263 | 14 |
| 87-0030 | C-5M | 60th AMW | dep RCH316 | 168626/EG-07 | MV-22B | VMM-263 | 14 |
| 95-0104 | C-17A | 155th AS TN ANG | 08 RCH892 | 168630/EG-11 | MV-22B | VMM-263 | 18 |
| 03-3115 | C-17A | 183rd AS MS ANG | RCH541 | 14.5699 | C-130J-30 | 335Skv | NOW335E |
| 05-5146/HH | C-17A | 535th AS HI ANG | 08 RCH165 | 85-0005 | C-5M | 436th AW | 16 RCH679/855 |
| 07-7187 | C-17A | 437th AW | 08 RCH625 | 00-0174/AK | C-17A | 144th AS AK ANG | RCH140 |
| 08-8194 | C-17A | 62nd AW | 09 RCH822 | 02-1109 | C-17A | 62nd AW | RCH230 |
| 02-4452 | C-32B | 150th SOS NJ ANG | Sammy72 | 07-7185 | C-17A | 437th AW | 16 RCH830 |
| 59-1513/D | KC-135T | 351st ARS | 08 Evac10E2 | 10-0217 | C-17A | 62nd AW | 30 RCH486/538 |
| 164996/RU | C-130T | VR-55 | CNV6507 | 10-0223 | C-17A | 437th AW | RCH314 |
| 08.87-0030 | C-5M | 60th AMW | RCH316 | 88-4405 | C-130H | 164th AS OH ANG | 20 Herky726/RCH345 |
| 84-00170 | C-12U | D/204th MI Bn | Rebel70 | 92-3284 | C-130H | 96th AS AFRC | 17 RCH464/Herky67 |
| 92-3292 | C-17A | 758th AS AFRC | 10 RCH346 | 900528 | C-26D | AOD Sigonella | CNV6414 |
| 00-0181 | C-17A | 167th AS WV ANG | 09 RCH809 | 910502 | C-26D | AOD Naples | CNV6213 |
| 00-0182 | C-17A | 167th AS WV ANG | 09 RCH877 | 15.87-0029 | C-5M | 60th AMW | 17 RCH852 |
| 01-0188 | C-17A | 137th AS NY ANG | 10 RCH804/870 | 98-0057 | C-17A | 137th AS NY ANG | 17 RCH832 |
| 04-4134 | C-17A | 305th AMW | 09 RCH135 | 00-0174/AK | C-17A | 144th AS AK ANG | RCH140 |
| 05-5142 | C-17A | 729th AS AFRC | 09 RCH234 | 02-1098 | C-17A | 305th AMW | 17 RCH635/817 |
| 05-5150/HH | C-17A | 535th AS AFRC | 11 RCH335 | 02-1109 | C-17A | 62nd AW | RCH230 |
| 09.85-0004 | C-5M | 436th AW | 10 RCH801 | 10-0216 | C-17A | 62nd AW | 16 RCH805 |
| 85-0010 | C-5M | 60th AMW | RCH885 | 169534/BH | KC-130J | VMGR-252 | Bronco51 |
| 97-0042 | C-17A | 155th AS TN ANG | 11 RCH700 | 86-0419 | C-130H | 164th AS OH ANG | 25 HKY725/RCH255 |
| 99-0169 | C-17A | 437th AW | 10 RCH401/170 | 16.84-0060 | C-5M | 60th AMW | 17 RCH833 |
| 07-7187 | C-17A | 437th AW | 10 RCH625 | 84-0061 | C-5M | 436th AW | RCH867 |
| 09-9210 | C-17A | 62nd AW | dep Bandage71 | 84-0062 | C-5M | 60th AMW | 17 RCH854 |
| 09-9210 | C-17A | 62nd AW | 10 Bandage71/977 | 87-0034 | C-5M | 60th AMW | 20 RCH610/813 |
| 10-0217 | C-17A | 62nd AW | 11 RCH812/263 | 05-5146/HH | C-17A | 535th AS HI ANG | RCH775 |
| 10.605 | A319-112 | MH 59. Sz.D. REB. | HunAF237 | 09-9210 | C-17A | 535th AS HI ANG | 21 RCH701/400 |
| 5699 | C-130J-30 | 335Skv | NOW335E | 17-46036 | KC-46A | 22nd ARW | RCH036 |
| 02-1112 | C-17A | 183rd AS MS ANG | RCH897 | 17.85-0005 | C-5M | 436th AW | 18 RCH855 |
| 04-4128 | C-17A | 305th AMW | 11 RCH562 | 03-3114 | C-17A | 183rd AS MS ANG | 18 RCH225 |
| 04-4134 | C-17A | 305th AMW | 11 RCH135 | 05-5146/HH | C-17A | 535th AS HI ANG | RCH775 |
| 86-0419 | C-130H | 164th AS OH ANG | 11 Herky734 | 07-7184 | C-17A | 437th AW | 18 RCH975/841 |
| 88-4405 | C-130H | 164th AS OH ANG | 11 Herky667/723 | 07-7185 | C-17A | 437th AW | * RCH830 |
| 900528 | C-26D | AOD Sigonella | CNV6310 | 08-8196 | C-17A | 62nd AW | RCH810 |
| 169534/BH | KC-130J | VMGR-252 | 12 Bronco51 | 910502 | C-26D | AOD Naples | CNV6216 |
| 11.85-0007 | C-5M | 436th AW | dep RCH881 | 92-3284 | C-130H | 96th AS AFRC | 19 Herky67 |
| 87-0029 | C-5M | 60th AMW | 13 RCH851 | 84-23936 | UH-60A+ | C/1-214th AVN | Duke90 |
| 98-0051/AK | C-17A | 144th AS AK ANG | 12 RCH890 | 18.L1-01 | Falcon 2000 | 152.LEESK | LSV101 |
| 99-0169 | C-17A | 437th AW | 12 RCH170 | 98-0057 | C-17A | 137th AS NY ANG | 20 RCH825 |
| 00-0182 | C-17A | 167th AS WV ANG | 12 RCH877 | 99-0169 | C-17A | 437th AW | 19 RCH492/340 |
| 01-0188 | C-17A | 137th AS NY ANG | 13 RCH870 | 00-0176 | C-17A | 155th AS TN ANG | 19 RCH746 |
| 01-0197 | C-17A | 156th AS NC ANG | 13 RCH211 | 01-0192 | C-17A | 137th AS NY ANG | 19 RCH336 |
| 03-3116 | C-17A | 183rd AS MS ANG | RCH887 | 08-8201 | C-17A | 62nd AW | RCH801 |
| 07-7173 | C-17A | 436th AW | 12 RCH662/253 | 10-0213 | C-17A | 437th AW | 19 RCH721 |
| 09-9210 | C-17A | 62nd AW | 15 RCH977/701 | 10-0216 | C-17A | 62nd AW | RCH805 |
| 10-0217 | C-17A | 62nd AW | 12 RCH263/166 | 900528 | C-26D | AOD Sigonella | 19 CNV6415 |
| 86-0419 | C-130H | 164th AS OH ANG | 15 Herky734/725 | 04-01778 | C-37B | OSACOM/PATD | PAT78 |
| 88-4405 | C-130H | 164th AS OH ANG | 12 Herky723/724 | 60-0355/D | KC-135R | 351st ARS | 19 Quid15 |
| 93-26477 | UH-60L | A/6-101st AVN | Army26477 | 99-26831 | UH-60L | A/6-101st AVN | Army26831 |
| 07-20091 | UH-60M | 5-101st AVN | Army26477 | 19.03 | C-17A | HAW | Bartok51 |
| 12.04-4128 | C-17A | 305th AMW | 03 RCH562/543 | 33/XA | TBM-700A | ETE00.043 | CTM1306 |
| 04-4130 | C-17A | 305th AMW | 13 RCH554 | 84-0060 | C-5M | 60th AMW | 20 RCH833 |
| 04-4138 | C-17A | 729th AS AFRC | RCH107/597 | 87-0043 | C-5M | 337th A AFRC | 22 RCH444 |



Not often do we receive military pictures and movements from Chateauroux, France, which does not mean a visit cannot be worthwhile, as shown by this photo of A400M 0095/F-RBAP of ET 01.061 made by Gerben Hazebroek. (3 August 2020)

| | | | | | | | |
|---------------|-------------|------------------|---------------------|------------|-----------|------------------|-------------------|
| 00-0185/AK | C-17A | 144th AS AK ANG | 20 RCH495 | 06-6156 | C-17A | 60th AMW | 26 RCH489 |
| 08-8196 | C-17A | 62nd AW | RCH810 | 97-00105 | UC-35A | E/1-214th AVN | Duke28 |
| 92-0552 | C-130H | 700th AS AFRC | 20 RCH170/Herky68 | 93-1040 | C-130H | 700th AS AFRC | 28 Herky856/67 |
| 92-3284 | C-130H | 96th AS AFRC | 20 Herky67 | 09-72097 | UH-72A | JMRC | Army72097 |
| 93-1040 | C-130H | 700th AS AFRC | 24 RCH171/HKY856 | 26.54+29 | A400M | LTG62 | 27 GAF699 |
| 60-0355/D | KC-135R | 351st ARS | 21 Quid15 | 87-0045 | C-5M | 436th AW | 28 RCH888 |
| 90-26294 | UH-60L | A/6-101st AVN | Army26294 | 97-0044 | C-17A | 89th AS AFRC | 27 RCH262/885 |
| 20.03 | C-17A | SAC | 24 Bartok51 | 99-0169 | C-17A | 437th AW | 27 RCH274 |
| L1-01 | Falcon 2000 | 152.LEESK | LSV101 | 03-3125 | C-17A | 305th AMW | arr RCH439 |
| 97-0048 | C-17A | 89th AS AFRC | 21 RCH559 | 07-7182 | C-17A | 437th AW | 27 RCH1815 |
| 01-0188 | C-17A | 137th AS NY ANG | 21 RCH824 | 900531 | C-26D | AOD Naples | 27 CNV6226 |
| 05-5144 | C-17A | 729th AS AFRC | 21 RCH180 | 27.85-0001 | C-5M | 436th AW | 29 RCH874 |
| 05-5148/HH | C-17A | 535th AS HI ANG | 21 RCH502 | 97-0044 | C-17A | 89th AS AFRC | 28 RCH885 |
| 07-7188 | C-17A | 437th AW | 30 RCH688/Bandage75 | 02-1100 | C-17A | 155th AS TN ANG | 28 RCH832 |
| 08-8201 | C-17A | 62nd AW | RCH801 | 05-5147/HH | C-17A | 535th AS HI ANG | 30 RCH508 |
| 17-46038 | KC-46A | 22nd ARW | 21 RCH037 | 07-7182 | C-17A | 437th AW | 29 RCH1815 |
| 92-0552 | C-130H | 700th AS AFRC | 24 Herky68/170 | 09-9212 | C-17A | 437th AW | 28 RCH851 |
| 92-3284 | C-130H | 96th AS AFRC | 31 Herky67/14 | 84-00170 | C-12U-3 | D/204th MI Bn | Rebel70 |
| 09-05580 | AH-64D | 1-3rd AVN | Salty18 | 28.5601 | C-130J-30 | 335Skv | NOW335C |
| 910502 | C-26D | AOD Naples | CNV6120 | 02-1107 | C-17A | 156th AS NC ANG | 29 RCH248 |
| 21.90-0532 | C-17A | 156th AS NC ANG | 22 RCH427 | 97-00105 | UC-35A | E/1-214th AVN | Duke28 |
| 00-0171/AK | C-17A | 144th AS AK ANG | 22 RCH108/808 | 92-0552 | C-130H | 700th AS AFRC | 29 Herky68/Jump68 |
| 05-5144 | C-17A | 729th AS AFRC | 22 RCH180 | 93-1040 | C-130H | 700th AS AFRC | 29 Herky67/Jump67 |
| 06-6165 | C-17A | 436th AW | 22 RCH840 | 60-0337 | KC-135T | 6th ARW | 03 RCH607/803 |
| 07-7181 | C-17A | 437th AW | 22 RCH465 | 84-00165 | C-12U-3 | E/1-214th AVN | Duke97 |
| 10-0213 | C-17A | 437th AW | 22 RCH721 | 29.171 | NH-90NFH | 337Skv | 31 NOW337B |
| 60-0355/D | KC-135R | 351st ARS | 24 Quid15 | 96-0004 | C-17A | 62nd AW | RCH539/717 |
| 84-23936 | UH-60A+ | C/1-214th AVN | Duke90 | 96-0006 | C-17A | 167th AS WV ANG | 31 RCH795 |
| 900530 | C-26D | AOD Sigonella | 22 CNV6321 | 02-1100 | C-17A | 155th AS TN ANG | 01 RCH832/883 |
| 22.ZE701 | BAe146 CC2 | 32(TR)sq | RRR1921 | 05-5144 | C-17A | 729th AS AFRC | 30 RCH870 |
| 85-0010 | C-5M | 60th AMW | 23 RCH112 | 166377 | C-37B | VR-1 | 30 VV500 |
| 87-0045 | C-5M | 436th AW | 25 RCH888 | 93-1040 | C-130H | 700th AS AFRC | 30 Jump67/68 |
| 90-0532 | C-17A | 156th AS NC ANG | 23 RCH427 | 30.97-0044 | C-17A | 89th AS AFRC | 31 RCH885 |
| 97-0048 | C-17A | 89th AS AFRC | 24 RCH559 | 00-0180 | C-17A | 758th AS AFRC | 02 RCH154/718 |
| 99-0062 | C-17A | 437th AW | 24 RCH925 | 09-9208 | C-17A | 437th AW | 31 RCH868 |
| 01-0188 | C-17A | 137th AS NY ANG | 29 RCH824/881 | 10-0217 | C-17A | 62nd AW | 31 RCH538/324 |
| 910502 | C-26D | AOD Naples | CNV6121 | 910502 | C-26D | AOD Naples | 31 CNV6130 |
| 62-3540/D | KC-135R | 351st ARS | 23 Quid955 | 02-4452 | C-32B | 150th SOS NJ ANG | 31 Stilt76 |
| 23.00-0171/AK | C-17A | 144th AS AK ANG | 27 RCH808 | 92-0552 | C-130H | 700th AS AFRC | 31 Jump67/68 |
| 07-7181 | C-17A | 437th AW | 24 RCH465 | 93-1040 | C-130H | 700th AS AFRC | 31 Jump68/67 |
| 10-0216 | C-17A | 62nd AW | RCH555 | 31.00-0183 | C-17A | 156th AS NC ANG | 01 Bandage02 |
| 00-9001 | C-32B | 150th SOS NJ ANG | 24 Lash74 | 01-0196 | C-17A | 167th AS WV ANG | 03 RCH491 |
| 24.5601 | C-130J-30 | 335Skv | NOW335C | 02-1107 | C-17A | 156th AS NC ANG | 01 RCH248 |
| L1-01 | Falcon 2000 | 152.LEESK | LSV101 | 07-7188 | C-17A | 437th AW | arr Bandage75 |
| 01-0191 | C-17A | 436th AW | 25 RCH954 | 92-0552 | C-130H | 700th AS AFRC | 01 Jump68/67 |
| 10-0216 | C-17A | 62nd AW | RCH555 | 93-1040 | C-130H | 700th AS AFRC | 01 Jump67/Herky68 |
| 92-0552 | C-130H | 700th AS AFRC | 28 Herky170/68 | 57-1440/D | KC-135R | 351st ARS | 01 Quid11 |
| 25.L1-01 | Falcon 2000 | 152.LEESK | LSV101 | 900530 | C-26D | AOD Sigonella | 01 CNV6331 |
| 99-0169 | C-17A | 437th AW | 26 RCH274 | | | | |
| 00-0181 | C-17A | 167th AS WV ANG | 26 Bndge36/RCH487 | | | | |

Credits: MAR, Scramble messageboard.

| Spangdhallem | | | July 2020 | 86-0024 | C-5M | 60th AMW | 30 RCH441 |
|---------------|-------------|------------------|-------------------|---------------|--------------|------------------|-----------------|
| 01.85-0003 | C-5M | 436th AW | dep RCH870 | 02-1109 | C-17A | 62nd AW | 30 RCH835 |
| 90-0532 | C-17A | 156th AS NC ANG | dep RCH895 | 08-8193 | C-17A | 62nd AW | 30 RCH212 |
| 96-0004 | C-17A | 62nd AW | 02 RCH147 | 84-00165 | C-12U-3 | E/1-214th AVN | * Duke31 |
| 08-8195 | C-17A | 62nd AW | 02 RCH407 | 30.86-0037 | KC-10A | 60th AMW | RCH823 |
| 02.85-0004 | C-5M | 436th AW | dep RCH220 | 02-1107 | C-17A | 156th AS NC ANG | 31 RCH880 |
| 84-0126 | C-21A | 76th AS | * Valor42 | 03-3123 | C-17A | 167th AS WV ANG | RCH813 |
| 11-20356 | UH-60M | 4-3rd AVN | Army20356/Raven11 | 08-8194 | C-17A | 62nd AW | 01 RCH159 |
| 11-20365 | UH-60M | 4-3rd AVN | Army20386/20428 | 31.84-0062 | C-5M | 60th AMW | RCH893 |
| 11-20386 | UH-60M | 4-3rd AVN | Army20386/20428 | 03-3113 | C-17A | 183rd AS MS ANG | 05 RCH816 |
| 11-20416 | UH-60M | 4-3rd AVN | Army20386/20428 | 84-00156 | C-12U-3 | E/1-214th AVN | * Duke79 |
| 11-20428 | UH-60M | 4-3rd AVN | Army20428 | 84-00157 | C-12U-3 | E/1-214th AVN | Duke31 |
| 12-20458 | UH-60M | 4-3rd AVN | Army20458/20428 | 84-00165 | C-12U-3 | E/1-214th AVN | Duke18 |
| 12-20461 | UH-60M | 4-3rd AVN | Army20461 | | | | |
| 02-05326 | AH-64D | B/3-17th CAV | Army20461 | 01.86-0024 | C-5M | 60th AMW | August 2020 |
| 03-05370 | AH-64D | B/3-17th CAV | Army45419 | 86-0026 | C-5M | 60th AMW | 02 RCH455 |
| 03-05384 | AH-64D | B/3-17th CAV | Army45419 | 02-1109 | C-17A | 62nd AW | 02 RCH105 |
| 03-05389 | AH-64D | B/3-17th CAV | Army20461 | 03-3123 | C-17A | 167th AS WV ANG | RCH835 |
| 03-05403 | AH-64D | B/3-17th CAV | Army20461 | 02.98-0051/AK | C-17A | 144th AS AK ANG | dep RCH813 |
| 04-05419 | AH-64D | B/3-17th CAV | Army45419 | 99-0060 | C-17A | 62nd AW | 03 RCH233 |
| 04-05431 | AH-64D | B/3-17th CAV | Army45419 | 03.96-0004 | C-17A | 62nd AW | 03 RCH837 |
| 06-07020 | AH-64D | B/3-17th CAV | Army20461 | 08-8204 | C-17A | 437th AW | 29 RCH556/539 |
| 07.84-0062 | C-5M | 60th AMW | 08 RCH803 | 04-3142/RS | C-130J-30 | 37th AS | * Herky71 |
| 84-0087 | C-21A | 76th AS | * Valor21 | 07-8614/RS | C-130J-30 | 37th AS | * Herky71 |
| 11-20389 | UH-60M | 4-3rd AVN | Army20389 | 15-5831/RS | C-130J-30 | 37th AS | * Herky71 |
| 03-05395 | AH-64D | B/3-17th CAV | Army35395 | 58-0113/D | KC-135R | 351st ARS | * Quid13 |
| 08.84-0062 | C-5M | 60th AMW | 20 RCH803 | 84-00157 | C-12U-3 | E/1-214th AVN | Duke11 |
| 84-00157 | C-12U-3 | E/1-214th AVN | Duke89 | 99-00102 | UC-35A | E/1-214th AVN | Duke33 |
| 09.07-7177 | C-17A | 436th AW | 10 RCH849 | 04.05-5142 | C-17A | 729th AS AFRC | 07 RCH234 |
| 08-8194 | C-17A | 62nd AW | 10 RCH452/208 | 05.99-0060 | C-17A | 62nd AW | 06 RCH875 |
| 10.84-0061 | C-5M | 436th AW | 13 RCH850 | 03-3113 | C-17A | 183rd AS MS ANG | dep RCH816 |
| 87-0042 | C-5M | 60th AMW | RCH835 | 05-5150/HH | C-17A | 535th AS HI ANG | dep RCH830 |
| 08-8200 | C-17A | 62nd AW | 11 RCH866 | 84-00156 | C-12U-3 | E/1-214th AVN | Duke23 |
| 11.99-0062 | C-17A | 437th AW | RCH297 | 06.62-3578 | KC-135R | 141st ARS NJ ANG | 07 RCH560 |
| 03-3123 | C-17A | 167th AS WV ANG | 12 RCH169 | 84-00157 | C-12U-3 | E/1-214th AVN | Duke11 |
| 09-9211 | C-17A | 62nd AW | 12 RCH857 | 07.FB-17 | F-16BM | 10w | * BAF451 |
| 10-0222 | C-17A | 437th AW | 12 RCH623 | 85-0010 | C-5M | 60th AMW | 08 RCH814 |
| 12.85-0005 | C-5M | 436th AW | dep RCH884 | 11.10-0217 | C-17A | 62nd AW | RCH263 |
| 87-0042 | C-5M | 60th AMW | 13 RCH559 | 88-4405 | C-130H | 164th AS OH ANG | Herky723 |
| 01-0189 | C-17A | 155th AS TN ANG | 13 RCH109 | 12.10-0217 | C-17A | 62nd AW | RCH166 |
| 13.01-0193 | C-17A | 437th AW | 14 RCH451 | 88-4405 | C-130H | 164th AS OH ANG | Herky724 |
| 02-1101 | C-17A | 758th AS AFRC | 15 RCH865 | 63-7981 | KC-135R | 108th ARS IL ANG | 13 RCH790 |
| 03-3123 | C-17A | 167th AS WV ANG | 16 RCH169 | 64-14839 | KC-135R | 108th ARS IL ANG | 13 RCH792 |
| 08-8194 | C-17A | 62nd AW | RCH142/813 | 14.97-0044 | C-17A | 89th AS AFRC | 15 RCH188 |
| 84-0126 | C-21A | 76th AS | * Valor21 | 15.01-0192 | C-17A | 137th AS NY ANG | 16 RCH336 |
| 07-4635/RS | C-130J-30 | 37th AS | Herky01 | 16.08-8194 | C-17A | 62nd AW | 17 RCH983 |
| 15-5831/RS | C-130J-30 | 37th AS | Herky03 | 17.LX-N90451 | E-3A | NAEW&CF | * Nato40 |
| 84-00157 | C-12U-3 | E/1-214th AVN | Duke11 | 87-0028 | C-5M | 60th AMW | 18 RCH886 |
| 14.96-0004 | C-17A | 62nd AW | 15 RCH870 | 07-7185 | C-17A | 437th AW | 18 RCH830/556 |
| 84-00165 | C-12U-3 | E/1-214th AVN | Duke31 | 18.69-0024 | C-5M | 436th AW | 20 RCH860 |
| 15.44+90 | Tornado IDS | TLG33 | * Nitro | 06-6165 | C-17A | 436th AW | 19 RCH884 |
| 16.84-0060 | C-5M | 60th AMW | 18 RCH469 | 08-8194 | C-17A | 62nd AW | 19 RCH983 |
| 17.87-0028 | C-5M | 60th AMW | 18 RCH875 | 19.01-0197 | C-17A | 156th AS NC ANG | 20 RCH333 |
| 19.87-0029 | C-5M | 60th AMW | 20 RCH812 | 99-00102 | UC-35A | E/1-214th AVN | * Duke33 |
| 05-5152/HH | C-17A | 535th AS HI ANG | 20 RCH894 | 20.00-0183 | C-17A | 156th AS NC ANG | 21 RCH370 |
| 20.84-0062 | C-5M | 60th AMW | 29 RCH803 | 07-7180 | C-17A | 437th AW | RCH841 |
| 05-5152/HH | C-17A | 535th AS HI ANG | 21 RCH894 | 84-0096 | C-21A | 76th AS | * Valor21 |
| 84-0087 | C-21A | 76th AS | * Valor21 | 21.FB20 | F-16BM | 10w | * BAF451 |
| 84-00165 | C-12U-3 | E/1-214th AVN | Duke64 | 24.FA56 | F-16AM | 10w | * BAF451 |
| 21.97-0048 | C-17A | 89th AS AFRC | 22 RCH825 | FB17 | F-16BM | 10w | * BAF461 |
| 84-0096 | C-21A | 76th AS | * Valor21 | FB20 | F-16BM | 10w | * BAF471 |
| 22.87-0029 | C-5M | 60th AMW | 23 RCH812 | FB24 | F-16BM | 10w | * BAF471 |
| 58-0036/D | KC-135R | 351st ARS | 24 Quid32 | 1x | Mirage 2000D | EC3 | * FAF7283 |
| 23.84+48 | CH-53GA | HSG64 | Mity44 | 44+29 +1 | Tornado IDS | TLG33 | * BU25/26T |
| LX-N90451 | E-3A | NAEW&CF | * Nato40 | LX-N90450 | E-3A | NAEW&CF | * Nato40 |
| 92-3293 | C-17A | 156th AS NC ANG | 24 RCH207 | 94-0065 | C-17A | 155th AS TN ANG | 29 Reach535/048 |
| 05-5152/HH | C-17A | 535th AS HI ANG | RCH609 | 25.272 | KC-707 | 120sq | * Giant15 |
| 25.85-0008 | C-5M | 436th AW | 26 RCH859 | 05-5147/HH | C-17A | 535th AS HI ANG | 26 RCH508 |
| 05-5150/HH | C-17A | 535th AS HI ANG | 26 RCH830 | 26.272 | KC-707 | 120sq | * Giant |
| 02-4452 | C-32B | 150th SOS NJ ANG | 27 Hulk79 | 03-3118 | C-17A | 183rd AS MS ANG | 27 RCH875 |
| 26.05-5150/HH | C-17A | 535th AS HI ANG | 05 RCH830 | 27.30+97 | EF2000 | TLG31 | * Topcat3 |
| 27.84-0126 | C-21A | 76th AS | * Valor21 | 31+05 | EF2000 | TLG31 | * Topcat2 |
| 28.98-0056/AK | C-17A | 144th AS AK ANG | 29 RCH868 | 31+27 | EF2000T | TLG31 | * Topcat1 |
| 02-1107 | C-17A | 156th AS NC ANG | 29 RCH641 | 43+92 | Tornado IDS | TLG33 | * BU23T |
| 08-8602/RS | C-130J-30 | 37th AS | * Herky73 | LX-N90450 | E-3A | NAEW&CF | * Nato40 |
| 29.44+78 | Tornado IDS | TLG33 | Gunner2/Gunner | 03-3119 | C-17A | 183rd AS MS ANG | 28 Reach446 |

| | | | |
|------------|-------|-----------------|-------------|
| 05-5144 | C-17A | 729th AS AFRC | 28 Reach829 |
| 29.01-0192 | C-17A | 137th AS NY ANG | 30 RCH164 |
| 03-3118 | C-17A | 183rd AS MS ANG | 30 RCH864 |
| 31.84-0061 | C-5M | 436th AW | 03 RCH202 |

Credits: MAR, Scramble messageboard.

| | | | |
|---------------|-----------|-----------------|-----------|
| Wiesbaden | | | July 2020 |
| 10.08-00329 | MC-12W | 224th MI Bn | 15 |
| 16.84-00170 | C-12U-3 | D/204th MI Bn | 22 |
| 20.08-00329 | MC-12W | 224th MI Bn | |
| 23.98-0051/AK | C-17A | 144th AS AK ANG | |
| 09-05623 | AH-64D | for 1-3rd AVN | a/f in |
| 09-07060 | AH-64D | for 1-3rd AVN | a/f in |
| 31.06-8611/RS | C-130J-30 | 37th AS | * |

August 2020

| | | | |
|---------------|-----------|---------------|---|
| 04.84-00170 | C-12U-3 | D/204th MI Bn | |
| 19.06-8611/RS | C-130J-30 | 37th AS | * |
| 20.84-00170 | C-12U-3 | D/204th MI Bn | |
| 27.84-00170 | C-12U-3 | D/204th MI Bn | |

Credits: MAR, Scramble messageboard.

Ireland

| | | | |
|-------------|-------------|--------------|-----------|
| Shannon | | | July 2020 |
| 02.144615 | CC-144B | 412sq | |
| 06.01-0015 | C-40B | 1st AS | |
| 10.08-0329 | MC-12W | 224th MI Bn | Elvis18 |
| 12.05-0730 | C-40C | 73rd AS AFRC | |
| 15.280 | PC-12NG | 104sq | |
| 16.04-01778 | C-37B | USAPAT | |
| 11-3016 | C-146A | 524th SOS | |
| 17.01-0015 | C-40B | 1st AS | |
| 22.01-0076 | C-37A | 76th AS | |
| 23.169793 | C-40A | VR-57 | |
| 30.01-0041 | C-40B | 1st AS | |
| 30.280 | PC-12NG | 104sq | |
| 14+05 | Global 6000 | FBS BMVg | |

August 2020

| | | | |
|------------|-------------|------------------|---|
| 01.00-9001 | C-32B | 150th SOS NJ ANG | |
| 09.02-4452 | C-32B | 150th SOS NJ ANG | |
| 17.14+06 | Global 6000 | FBS BMVg | * |
| 21.00-9001 | C-32B | 150th SOS NJ ANG | |
| 24.00-9001 | C-32B | 150th SOS NJ ANG | |
| 30.02-0042 | C-40B | 1st AS | |
| 05-0730 | C-40C | 73rd AS AFRC | |
| 31.02-4452 | C-32B | 150th SOS NJ ANG | |

Credits: MAR, Scramble messageboard.

Portugal

| | | | |
|---------------|-------------|---------------------|-------------|
| Lajes, Azores | | | August 2020 |
| 01.83-0077 | KC-10A | 60th AMW | dep Blue61 |
| 63-7992 | KC-135R | 153rd ARS MS ANG | 04 Blue02 |
| 165313/AX | C-130T | VR-53 | 05 CNV3022 |
| 02.86-0034 | KC-10A | 60th AMW | |
| 165001/WE01 | AV-8B | VMA-214 | dep Mazda32 |
| 165385/WE02 | AV-8B | VMA-214 | dep Mazda31 |
| 165830 | C-40A | VR-59 | CNV4742 |
| 167985/QB | KC-130J | VMGR-352 | Raidr33 |
| 03.167984/QB | KC-130J | VMGR-352 | Raidr34 |
| 04.924 | F-35I | IDF/AF | dep Retro54 |
| 933 | F-35I | IDF/AF | dep Retro51 |
| 935 | F-35I | IDF/AF | dep Retro52 |
| 937 | F-35I | IDF/AF | dep Retro53 |
| 79-1949 | KC-10A | 305th AMW | dep Blue01 |
| 63-7992 | KC-135R | 153rd ARS MS ANG | 05 Blue02 |
| 05.R09-001 | Il-78 | 10MRTTsq | 06 PAAF082 |
| 06.01-0029 | C-37A | 76th AS | Valor29 |
| 07.08-5726 | C-130J-30 | 317th AW | RCH160 |
| 08.ZM417/417 | Atlas C1 | 24/70sq | RRR4006 |
| 09.SU-BTU | Falcon 7X | Gvmt of Egypt | 11 SUBTU |
| ZM417/417 | Atlas C1 | 24/70sq | RRR4007 |
| 10.165151 | C-20G | CFLSW Det Sigonella | Catbird1 |
| 11.T-785 | Falcon 900 | LTDB | SUI785 |
| 165313/AX | C-130T | VR-53 | 13 CNV3126 |
| 169533/BH | KC-130J | VMGR-252 | Otis81 |
| 12.14+06 | Global 6000 | FBS BMVg | 13 GAF686 |

| | | | |
|-----------------|-------------|-----------------|------------|
| R09-001 | Il-78 | 10MRTTsq | 13 PAAF082 |
| 07-4635/RS | C-130J-30 | 37th AS | 13 Herky37 |
| 13.130611 | CC-130J-30 | 436sq | CFC4293 |
| T-785 | Falcon 900 | LTDB | SUI785 |
| 169036 | C-40A | VR-61 | CNV4541 |
| 15.T.18-2/45-41 | Falcon 900B | 451 Esc | AME4515 |
| 16.130611 | CC-130J-30 | 436sq | CFC4293 |
| 165159/CW | C-130T | VR-54 | 18 CNV3982 |
| 165313/AX | C-130T | VR-53 | 17 CNV3126 |
| 17.T18-2/45-41 | Falcon 900B | 451 Esc | AME4515 |
| 18.00-0181 | C-17A | 167th AS WV ANG | 23 RCH487 |
| 19.168207 | UC-12W | USMC | 20 Atila07 |
| 20.165834 | C-40A | VR-61 | 21 CNV4341 |
| 21.60-0320 | KC-135R | 6th ARW | 22 RCH272 |
| 24.165834 | C-40A | VR-61 | 25 CNV4341 |
| 25.166695 | C-40A | VR-61 | 26 CNV4724 |
| 26.14+06 | Global 6000 | FBS BMVg | 27 GAF685 |
| 28.169793 | C-40A | VR-57 | CNV4381 |
| 166695 | C-40A | VR-61 | CNV4724 |
| 1x | P-8A | USN | |

Credits: MAR, Scramble messageboard.

United Kingdom

| | | | |
|--------------|-------------|------------------|---------------|
| Brize Norton | | | August 2020 |
| 03.ZZ383 | Wildcat AH1 | 661sq | Carbon09 |
| 04.10-0052 | CV-22B | 7th SOS | * Knife71 |
| 05.15+01 | A319-133X | FBS BMVg | * GAF884 |
| | 61-0292/D | KC-135R | 351st ARS |
| | 62-3540/D | KC-135R | 351st ARS |
| 06.T-055 | ZJ182 | Apache AH1 | 3/4Regt |
| | GZ100 | AW-109SP | 32(TR)sq |
| 07.T-055 | | KC-30A | MMF |
| 08.UR-82009 | An-124 | Antonov Airlines | ADB357F |
| 09.UR-82009 | An-124 | Antonov Airlines | ADB358F |
| 10.ZE701 | BAe146 CC2 | 32(TR)sq | RRR1377 |
| UR-82009 | An-124 | Antonov Airlines | 11,12 ADB359F |
| 17.ZM336 | Phenom T1 | 45sq | * CWL41 |
| 24.ZH106 | Sentry AEW1 | 8sq | * NATO30 |
| 25.2x | F-15E | 48th FW | * Rambo |
| 28.ZE701 | BAe146 CC2 | 32(TR)sq | * RRR1419 |
| | ZZ417 | Shadow R1 | 14sq |
| 29.A41-212 | C-17A | 36sq | Serpent48 |
| | | | 31 ASY608 |

Credits: MAR, Scramble messageboard.

| | | | |
|--------------|-------------|----------------|------------------|
| Cambridge | | | August 2020 |
| 04.170000 | C-130J | Blue Angels | dep flt BA10 |
| ZH867/867 | Hercules C4 | 24/47sq | MCE08 |
| 07.ZH867/867 | Hercules C4 | 24/47sq | dep MCE05 |
| 11.33/XA | TBM-700A | nn | CTM1305 |
| | 84002/842 | Tp84 | 71 Airlift sq |
| | 84005/845 | Tp84 | 71 Airlift sq |
| 18.99-4589 | C-130J | Bangladeshi AF | crewferry SVF829 |
| 24.8T-CA | C-130J | Austrian AF | test flt KCE01 |
| 25.ZH872/872 | Hercules C4 | 24/47sq | test flt MCE01 |
| | 01-0029 | C-37A | 76th AS |
| 26.08-6205 | MC-130J | 67th SOS | 26 Spar70 |
| | | | * Strix44 |

Credits: MAR, Scramble messageboard.

| | | | |
|--------------|--------------|--------------|--------------------|
| Coningsby | | | August 2020 |
| 04.G-FRAH | Falcon 20ECM | Cobham | |
| 05.ZM406/406 | Atlas C1 | 24/70sq | * Comet453 |
| | G-FRAD | Falcon 20ECM | Cobham |
| | G-FFRA | Falcon 20ECM | Cobham |
| 06.XX177 | Hawk T1A | RAFAT | * Red2 |
| 13.ZK378 | Typhoon FGR4 | 1sq | 20 Jedi01/11 |
| 18.ZE701 | BAe146 CC2 | 32(TR)sq | NOH99 |
| | ZK349 | Typhoon FGR4 | 1sq |
| | ZK368 | Typhoon FGR4 | 1sq |
| | ZK435 | Typhoon FGR4 | 1sq |
| 24.ZA704 | Chinook HC6A | 27sq | 19 Tribal12/Fang23 |
| | GZ100 | AW-109SP | 32(TR)sq |
| | | | 25 Fang22/Lossie67 |
| | | | SHF420 |
| | | | RRR1335 |

Credits: MAR, Scramble messageboard.

| | | | |
|---------------|-------|---------|-------------|
| Fairford | | | August 2020 |
| 22.60-0007/MT | B-52H | 23rd BS | Tore51 |

| | | | |
|------------|-------|-----------------|-----------|
| 60-0005/MT | B-52H | 5th BW | Tore56 |
| 60-0029/MT | B-52H | 23rd BS | Tore52 |
| 60-0044/MT | B-52H | 23rd BS | Tore55 |
| 60-0056/MT | B-52H | 23rd BS | Tore53 |
| 61-0034/MT | B-52H | 23rd BS | Tore54 |
| 23.03-3116 | C-17A | 183rd AS MS ANG | 24 RCH979 |
| 25.03-3116 | C-17A | 183rd AS MS ANG | RCH979 |
| 28.03-3116 | C-17A | 183rd AS MS ANG | RCH979 |

Credits: MAR, Scramble messageboard.

| | | | |
|-------------|----------|-----------------|-------------|
| Farnborough | | | August 2020 |
| 02.A9C-BAH | G650 | Gvmt of Bahrain | dep BAH6 |
| 14.GZ100 | AW109SP | 32(TR)sq | KRF13 |
| 19.A6-MRS | B737-8EO | Gvmt of Dubai | 20 DUB7 |
| 20.A6-MRS | B737-8EO | Gvmt of Dubai | 21 DUB7 |
| 22.A6-HHH | G650 | Gvmt of Dubai | 22 DUB15 |
| 24.0001 | G550 | 1.BLTr | 27 |
| A6-HHH | G650 | Gvmt of Dubai | 26 DUB15 |

Credits: MAR, Scramble messageboard.

| | | | |
|---------------|-----------|-----------|-----------------------|
| Lakenheath | | | August 2020 |
| 10.07-8614/RS | C-130J-30 | 37th AS | Herky668 |
| 11.12-1033 | F-15SA | Saudi AF | del flt 13 Retro71-74 |
| 12-1034 | F-15SA | Saudi AF | del flt 13 Retro71-74 |
| 12-1035 | F-15SA | Saudi AF | del flt 13 Retro71-74 |
| 12-1084 | F-15SA | Saudi AF | del flt 13 Retro71-74 |
| 12.58-0036/D | KC-135R | 351st ARS | 17 Quid12 |
| 62-3540/D | KC-135R | 351st ARS | 15 Quid954 |
| 20.57-1440/D | KC-135R | 351st ARS | 24 Quid88/11 |
| 59-1513/D | KC-135T | 351st ARS | 24 Quid89/12 |
| 24.07-8614/RS | C-130J-30 | 37th AS | Herky676 |
| 28.87-0350/AV | F-16CM | 510th FS | Banshee11-14 |
| 87-0355/AV | F-16CM | 510th FS | Buzzard11-14+41-44 |
| 88-0491/AV | F-16CM | 510th FS | Buzzard11-14+41-44 |
| 88-0521/AV | F-16CM | 510th FS | Banshee11-14 |
| 88-0525/AV | F-16CM | 510th FS | Buzzard11-14+41-44 |
| 88-0532/AV | F-16CM | 510th FS | Claw11-14 |
| 88-0541/AV | F-16CM | 510th FS | Claw11-14 |
| 89-2001/AV | F-16CM | 510th FS | Banshee11-14 |
| 89-2008/AV | F-16CM | 510th FS | Buzzard11-14+41-44 |
| 89-2026/AV | F-16CM | 510th FS | Buzzard11-14+41-44 |
| 89-2032/AV | F-16CM | 510th FS | Claw11-14 |
| 89-2038/AV | F-16CM | 510th FS | Banshee11-14 |
| 89-2044/AV | F-16CM | 510th FS | Buzzard11-14+41-44 |
| 89-2057/AV | F-16CM | 510th FS | Buzzard11-14+41-44 |
| 90-0709/AV | F-16CM | 510th FS | Claw11-14 |
| 89-2178/AV | F-16DM | 510th FS | Buzzard11-14+41-44 |
| 31.84-0126 | C-21A | 76th AS | E10E3 |

Credits: MAR, Scramble messageboard.

| | | | |
|------------|--------------|----------|--------------------------|
| Marham | | | August 2020 |
| 03.ZK018/I | Hawk T2 | 4sq | arr VYT50 |
| ZK013/D | Hawk T2 | 4sq | crewferry Cutlass1/VYT27 |
| 04.ZM336 | Phenom T1 | 45sq | * CWL37 |
| 05.ZM335 | Phenom T1 | 45sq | * CWL36 |
| 11.XX278 | Hawk T1 | RAFAT | * Red11 |
| ZK016/G | Hawk T2 | 4sq | |
| ZM336 | Phenom T1 | 45sq | * CWL49 |
| 12.ZK023/N | Hawk T2 | 4sq | dep Cutlass03 |
| 13.09-6207 | MC-130J | 67th SOS | * Strix67 |
| 18.ZK379 | Typhoon FGR4 | 41sq | Rebel59 |
| 19.XX177 | Hawk T1 | RAFAT | * Red1 |
| 08-6205 | MC-130J | 67th SOS | * Strix67 |
| 20.ZM337 | Phenom T1 | 45sq | * CWL42 |

| | | | |
|----------------|-------|----------|------------|
| September 2020 | | | |
| 03.169414/CF25 | F-35B | VMFA-211 | Mazda21-25 |
| 169587/CF02 | F-35B | VMFA-211 | Mazda21-25 |
| 169588/CF03 | F-35B | VMFA-211 | Mazda21-25 |
| 169589/CF04 | F-35B | VMFA-211 | Mazda11-15 |
| 169607/CF06 | F-35B | VMFA-211 | Mazda11-15 |
| 169608/CF07 | F-35B | VMFA-211 | Mazda11-15 |
| 169610/CF08 | F-35B | VMFA-211 | Mazda11-15 |
| 169614/CF09 | F-35B | VMFA-211 | Mazda21-25 |
| 169620/CF00 | F-35B | VMFA-211 | Mazda21-25 |
| 169621/CF01 | F-35B | VMFA-211 | Mazda11-15 |

Credits: MAR, Scramble messageboard.

| | | | |
|---------------|--------------|------------------|------------------|
| Mildenhall | | | August 2020 |
| 01.02-1109 | C-17A | 62nd AW | 02 RCH835 |
| 00-9001 | C-32B | 150th SOS NJ ANG | Borg71 |
| 82-0006/OK | E-3C | 552nd ACW | dep Shuck83 |
| 02.62-8036 | KC-135R | 197th ARS AZ ANG | 03 RCH646 |
| 03.63-8020 | KC-135R | 22nd ARW | RCH833 |
| 04.96-0005 | C-17A | 137th AS NY ANG | 05 RCH529 |
| 57-1427 | KC-135R | 117th ARS KS ANG | 05 RCH218 |
| 58-0109 | KC-135R | 174th ARS IA ANG | 05 RCH509 |
| 62-3572 | KC-135T | 117th ARS KS ANG | 05 RCH840 |
| 05.84-0046/LN | F-15D | 493rd FS | Scoff03/Pistol01 |
| 06.ZK323 | Typhoon FGR4 | 29sq | * Typhoon09 |
| 84-0096 | C-21A | 76th AS | * Valor21 |
| 05-0730 | C-40C | 73rd AS AFRC | 07 Spar17 |
| 07.87-0121 | KC-10A | 305th AMW | 08 RCH420 |
| 58-0063 | KC-135R | 328th ARS AFRC | 08 RCH831 |
| 62-3580 | KC-135R | 328th ARS AFRC | 08 RCH849 |
| 08.61-0294 | KC-135R | 328th ARS AFRC | 09 RCH845 |
| 63-8017 | KC-135R | 328th ARS AFRC | 09 RCH846 |
| 59-1523 | KC-135T | 171st ARW PA ANG | 09 RCH861 |
| 09.00-9001 | C-32B | 150th SOS NJ ANG | Biff75 |
| 166376 | C-37B | VR-1 | 10 Navy500 |
| 10.68-10337 | U-2S | 99th ERS | e/l 12 Legit01 |
| 60-0315 | KC-135R | 126th ARS WI ANG | 11 RCH807 |
| 11.33/XL | TBM-700A | ETE00.043 | CTM1305 |
| 2x | F-15E | 494th FS | * Howler81 |
| 85-0032 | KC-10A | 305th AMW | 12 Gold21 |
| 12.ZM417/417 | Atlas C1 | 24/70sq | * Comet452 |
| 01-0191 | C-17A | 436th AW | RCH737 |
| 04-4130 | C-17A | 305th AMW | RCH554 |
| 57-2603 | KC-135R | 336th ARS AFRC | 15 RCH603 |
| 63-8003 | KC-135R | 141st ARS NJ ANG | 13 Gold23 |
| 64-14849/OF | RC-135U | 55th Wg | arr Cobra55 |
| 15.87-0043 | C-5M | 337th AS AFRC | 19 RCH444 |
| 85-0031 | KC-10A | 305th AMW | 16 RCH733 |
| 60-0335 | KC-135R | 92nd/141st ARW | RCH243 |
| 63-8003 | KC-135R | 141st ARS NJ ANG | 16 RCH863 |
| 16.17-46036 | KC-46A | 22nd ARW | 17 RCH036 |
| 17.62-3507 | KC-135R | 336th ARS AFRC | 18 RCH853 |
| 17-46036 | KC-46A | 22nd ARW | 18 RCH036 |
| 18.17-46038 | KC-46A | 22nd ARW | 20 RCH037 |
| 64-14848/OF | RC-135V | 55th Wg | 19 Olive55 |
| 19.1x | F-15E | 494th FS | * Pyro02 |
| 20.05-5148/HH | C-17A | 535th AS HI ANG | RCH502 |
| 89-1188 | C-130H | 357th AS AFRC | RCH544 |
| 64-14841/OF | RC-135V | 55th Wg | 21 Olive56 |
| 21.ZZ330 | Voyager KC3 | 10/101sq | 24 RRR921 |
| ZZ333 | Voyager KC3 | 10/101sq | 24 RRR821 |
| 22.87-0031 | C-5M | 337th AS AFRC | 23 RCH702 |
| 87-0045 | C-5M | 436th AW | RCH888 |
| 24.94-0065 | C-17A | 155th AS TN ANG | 25 RCH535 |
| 62-4125/OF | RC-135W | 55th Wg | 27 Olive56 |
| 26.ZM335 | Phenom T1 | 45sq | * CWL33 |
| 03-3125 | C-17A | 305th AMW | RCH439 |
| 27.ZM335 | Phenom T1 | 45sq | * CWL46 |
| 00-0185/AK | C-17A | 144th AS AK ANG | 28 RCH144 |
| 165833 | C-40A | VR-59 | CNV4902 |
| 28.03-3116 | C-17A | 183rd AS MS ANG | 29 RCH979 |
| 31.13-5776 | MC-130J | for 67th SOS | Zelda19 |

Credits: MAR, Scramble messageboard.

| | | | |
|--------------|-------------|---------|-------------|
| Northolt | | | August 2020 |
| 03.ZH889/889 | Hercules C5 | 24/47sq | RRR5603 |
| 14.280 | PC-12NG | 104sq | IRL280 |
| 18.T-785 | Falcon 900 | LTDB | SUI576 |
| 19.253 | CN235M-100 | 101sq | IRL253 |
| T-785 | Falcon 900 | LTDB | SUI576 |
| 20.ZM414/414 | Atlas C1 | 24/70sq | RRR4022 |
| 26.01-0029 | C-37A | 76th AS | Spar70 |
| 29.ZM414/414 | Atlas C1 | 24/70sq | RRR4023 |

Credits: MAR, Scramble messageboard.

| | | | |
|-----------|------------|--------|-------------|
| Prestwick | | | August 2020 |
| 01.ZH842 | Merlin HM2 | 814NAS | Tiger65 |
| 164996/RU | C-130T | VR-55 | CNV6529 |
| 02.KAF343 | C-17A | 41sq | 04 KAF3211 |
| MAP | C-17A | 10sq | 04 LHOB0246 |

| | | | | | | | |
|--|--|---|---|---|---|--|--|
| 03.ZG998 84-0087 | Defender R2 C-21A | 651sq 76th AS | AAC551 Falcon99 | 62-3543 23.13-2003 | KC-135R A-29B | 756th ARS AFRC del to Afghan AF | 23 RCH969 Raven83 |
| 04.ZZ336 | Voyager KC3 | 10/101sq | RRR914/905 | 13-2005 | A-29B | del to Afghan AF | Raven84 |
| 05.ZE701 | BAe146 CC2 | 32(TR)sq | RRR1905 | 13-2011 | A-29B | del to Afghan AF | Raven82 |
| 09.ZM408 | Atlas C1 | 24/70sq | * RRR465 | 13-2016 | A-29B | del to Afghan AF | Raven81 |
| 10.ZD983 ZM337 16-00590 | Chinook HC6A Phenom T1 RO-6A | 7sq 45sq US Army | Lifter1 CWL42 Polar90 | 24.177704 1224 | CC-177 C-17A | 429sq UAE AF | 25 CFC4046 31 UAE1230 |
| 11.89-1188 89-9103 | C-130H C-130H | 357th AS AFRC 357th AS AFRC | 20 RCH544 12 RCH943 | 25.06-6156 164996/RU | C-17A C-130T | 60th AMW VR-55 | RCH489 CNV6525 |
| 12.54+27 ZH888/888 OO-LUM | A400M Hercules C5 Falcon 7X | LTG62 24/47sq 21sm | GAF661 * RRR133 BAF99 | 26.177704 ZM403/403 164996/RU | CC-177 Atlas C1 C-130T | 429sq 24/70sq VR-55 | 27 CFC4047 * Comet452 CNV6525 |
| 13.MAM ZM335 ZM328/328 ZM332/332 92-3284 | C-17A Phenom T1 Texan T1 Texan T1 C-130H | 10sq 45sq 72sq 72sq 96th AS AFRC | 14 LHOB0246 * CWL37 Swift Swift | 27.15004 28.1228 ZZ172/172 ZP801 ZZ332 | CC-150 C-17A C-17A Poseidon MRA1 Voyager KC3 | 437sq UAE AF 24/99sq 120sq 10/101sq | 28 CFC3349 UAE1229 RRR811 * Stingray01 RRR828/829 |
| 14.ZK025/FA ZK029/FE ZM335 | Hawk T2 Hawk T2 Phenom T1 | 25sq 25sq 45sq | * VYT26 * VYT39 * CWL35 | 90-1795 91-1232 29.ZK562 | C-130H C-130H Chinook HC6 | 180th AS MO ANG 165th AS KY ANG 7sq | 29 RCH420 29 RCH411 Lifter3 |
| 15.ZM413 XX177 XX178 XX242 XX244 XX245 XX310 XX311 XX325 | Atlas C1 Hawk T1 Hawk T1 Hawk T1 Hawk T1 Hawk T1 Hawk T1 Hawk T1 Hawk T1 | 24/70sq RAFAT RAFAT RAFAT RAFAT RAFAT RAFAT RAFAT RAFAT | Red1-10 Red1-10 Red1-10 Red1-10 Red1-10 Red1-10 Red1-10 Red1-10 Red11 | ZJ226 ZK560 ZK562 62-3551 | Apache AH1 Apache AH1 Chinook HC6 Chinook HC6 KC-135R | 3/4Regt 3/4Regt 7sq 7sq 351st ARS | Machete Machete 01 Lifter 01 Lifter * Quid14 |
| 16.177703 02 ZM413/413 | CC-177 C-17A Atlas C1 | 429sq HAW 24/70sq | * RRR471 Red1-10 Red1-10 Red1-10 | 52.12223 ZJ226 ZK560 62-3551 | Chinook HC6 Apache AH1 Apache AH1 Chinook HC6 | 7sq 3/4Regt 3/4Regt 7sq | * RRR811 * Stingray01 RRR828/829 29 RCH420 29 RCH411 |
| 17.130610 177703 KAF342 ZZ335 84-0126 58-0036 | CC-130J-30 CC-177 C-17A Voyager KC3 C-21A KC-135R | 436sq 429sq 41sq 10/101sq 76th AS 351st ARS | 17 CFC4043 17 Bartok99 * RRR492 | 29.A7-MED | C-130H C-130H Chinook HC6 | 180th AS MO ANG 165th AS KY ANG 7sq | 29 RCH420 29 RCH411 Lifter3 |
| 18.ZH867/867 ZM337 92-0552 93-1040 C-GFTO/039 | Hercules C4 Phenom T1 C-130H C-130H Alpha Jet A | 24/47sq 45sq 700th AS AFRC 700th AS AFRC Top Aces | 19 CFC2591 18 CFC4043 18 KAF3213 RRR980/831 Valor21 * Quid12 * RRR150 CWL41/48 19 RCH170 19 RCH171 19 CGFTO | 03.ZE701 05.A9C-HMH 06.5N-FGV 07.A6-HRM 29.A7-MED | Bae146 CC2 B767-4FS(ER) Falcon 7X B-747-422 A319CJ | 32(TR)sq Gvmt of Bahrain Nigerian AF Gvmt of Dubai Gvmt of Qatar | August 2020 NOH14 BAH3 +11, 16, 25 DUB1 |
| 19.177703 84-0096 | CC-177 C-21A | 429sq 76th AS | 20 CFC4044 Valor21 | 03.ZK433 05.G-FFMV 06.XX219 +2 | Typhoon FGR4 DA42M-NG Hawk T1 | 41sq Cobham RAFAT | * Rebel54 Calibrator * Red1 |
| 20.164996/RU | C-130T | VR-55 | CNV6518 | 18.2x 19.XX245 | F-15C/D Hawk T1 | 493rd FS RAFAT | * Balls1 20 Red7/5 |
| 21.177703 KAF342 1224 | CC-177 C-17A C-17A | 429sq 41sq UAE AF | 22 KAF3213 22 UAE1230 | 27.ZM140 ZM149 | F-35B F-35B Marham Wing Marham Wing | * Doom11 * Doom12 | |

Credits: MAR, Scramble messageboard.

Stansted

| | | | |
|------------|--------------|-----------------|------------------|
| 03.ZE701 | Bae146 CC2 | 32(TR)sq | August 2020 |
| 05.A9C-HMH | B767-4FS(ER) | Gvmt of Bahrain | NOH14 |
| 06.5N-FGV | Falcon 7X | Nigerian AF | BAH3 |
| 07.A6-HRM | B-747-422 | Gvmt of Dubai | +11, 16, 25 DUB1 |
| 29.A7-MED | A319CJ | Gvmt of Qatar | |

Credits: MAR, Scramble messageboard.

Waddington

| | | | |
|-------------|--------------|-------------|------------|
| 03.ZK433 | Typhoon FGR4 | 41sq | * Rebel54 |
| 05.G-FFMV | DA42M-NG | Cobham | Calibrator |
| 06.XX219 +2 | Hawk T1 | RAFAT | * Red1 |
| 18.2x | F-15C/D | 493rd FS | * Balls1 |
| 19.XX245 | Hawk T1 | RAFAT | 20 Red7/5 |
| 27.ZM140 | F-35B | Marham Wing | * Doom11 |
| ZM149 | F-35B | Marham Wing | * Doom12 |

Credits: MAR, Scramble messageboard



A contender for the Finnish H-X fighter program, Dassault sent its contender to the Kauhava airshow late August, where Harri Koskinen pictured Rafale C 109/4-IM in special markings on 27 August 2020.



Monday 21 September 2020 was ZeroEmissionsDay, also referred to as ZeDay. ZeDay is an initiative which started back in 2008 in Nova Scotia as a day to minimise the use of electricity generated by fossil fuels. At ZeDay 2020, Airbus unveiled three zero-emission conceptual designs, which they branded as “ZEROe aircraft”. The three designs are two relatively conventional looking Turboprop and Turbofan aircraft and a revolutionary Blended-Wing design. All three aircraft use hydrogen as the main power source and Airbus believes that the aircraft could see commercial service entry in the next fifteen years. (Airbus)

Manufacturers News

Airbus

On 21 September Airbus unveiled three zero-emission conceptual designs for a potential zero-emission aircraft, which, Airbus believes, could see commercial service entry in the next fifteen years. These three concept aircraft are branded as “ZEROe aircraft” and would use hydrogen as the main power source. The aircraft manufacturer strongly believes hydrogen holds “exceptional promise” as a clean aviation fuel and an important way for the aerospace industry to reach their climate-neutral targets. The three aircraft are:

A turbofan, being an almost regular design, able to carry up to 200 passengers over 2,000 nautical miles. It is powered by modified engines running on hydrogen through combustion. The liquid hydrogen will be stored and transported via tanks that are located behind the rear pressure bulkhead.

A second proposal is a 100-seat turboprop, which is able to carry them over 1,000 nautical miles. This aircraft will also feature modified engines burning liquid hydrogen instead of regular fuel.

The most notable design is that of the “blended-wing-body”, or BWB-design. This plane could also carry 200 passengers over 2,000 nautical miles. This design has a similar range and payload as the first more conventional design, but this BWB-design offers more aerodynamic improvements as well as more options to store the hydrogen and innovative cabin designs.

Airbus will use these concepts to discuss further development with airlines and airports around the world. They say hydrogen is likely to be a solution for aerospace and many other industries to meet climate-neutral targets. But although Airbus is very positive about the use of hydrogen they also warn that for such designs to be validated and eventually materialise, the transition to hydrogen power will require “decisive action from the entire aviation ecosystem”, for example airports will require significant hydrogen transport and refuelling infrastructure to meet the needs of day-to-day operations. The Toulouse based manufacturer claims the aircraft outlined could potentially enter service by 2035 – a date which has been suggested by the French government for development of highly-efficient regional aircraft and an

Airbus A320 successor. These targets had been included in a recent €15 billion aid package from the French government to the country’s aeronautical sector (see Scramble 494 – Page 23). The idea is to have a technology demonstrator in the air by 2026–2028 and then a commercial aircraft by 2035.

Boeing

B777X

Last month we mentioned that the third prototype of the Boeing 777X made its first flight, This month we can announce that the fourth prototype made its first flight as well. On Sunday 20 September MSN **65800** / Line # 1587 made its first flight over Washington state. It took off from Everett (WA) at 11:30 local time in the morning and landed at 13:44 at Boeing Field, where it joined the three other 777X prototypes in the Boeing test programme. The fourth test aircraft does not have an attractive colour scheme as it is all white and only wears Boeing titles and is registered as N779XZ. The fourth test aircraft will be used for testing of cabin systems and extended operations. After the test programme the aircraft will be delivered to Lufthansa.

Ampaire

On 10 September 2020 Ampaire completed a successful flight on their hybrid-electronic Cessna 337 “Electric EEL” demonstrator. Destined for full-scale trials in Hawaii starting in October 2020, the converted Ce337 platform will serve as test bed for future retrofits and larger regional aircrafts. Airframe N337EE operated out of Oxnard (CA) with one Continental IO-550 310hp/231 kW conventional engine in the rear and one 200kW-electric engine in the nose. During the Hawaiian trials local airline Mokulele (part of Southern Airways) will support the operations in order to see if the platform will function according to plan in their environment on the electric power source. Flight times up to one hour 45 minutes and 120 mile radius with four passengers or 450kg loads, create the perfect opportunity for small and sustainable inter-island flight operations, replacing older Cessna platforms. Ampaire is operating out of Los Angeles (CA) and supported by NASA and the US Department of Energy, to develop electronic aviation platforms.

ATR

ATR72-600F

On 16 September 2020 the first flight of the ATR72-600F freighter took place at Toulouse-Blagnac. Based on the ATR72-212A concept the turboprop F-WWEX (MSN 1653) took to the skies for a two hour test flight and marked the first flight of the purpose-built freighter for the regional aviation company. Despite the green primer colours this particular airframe will finally grace the livery of FedEx Feeder, the launch customer with 30 firm orders and an option for another 20 freighters. At the moment FedEx operates a mixed fleet of 42 ATR42/72 converted freighters in the USA and Western Europe, with an average age of 27-30 years, so replacement with new(er) airframes is anticipated. The first delivery is expected by the end of Q4 2020 with a possible

slip into Q1 2021. The new ATR72-600F can be recognised by the Large Cargo Door on the left forward position and rear hinged cargo doors, allowing up to seven LD3 freight containers on board. All window visors have been eliminated, not plugged like the converted freighters.

Daher

The French turboprop manufacturer celebrated the delivery of their 1000th TBM turboprop delivery on 22 September 2020. After their first flight of the TBM-700 on 14 July 1988, and TBM number 500 being an TBM-850 on 6 February 2009, number 1000 is a TBM-940 and in this case N940EW (MSN 1339). After a small online festivity in Tarbes at the factory the TBM-940 took off towards Prestwick and later onwards to Keflavik, Iceland, crossing the Atlantic towards its new American owners.

Airliner News



The fourth prototype of the Boeing 777X made its maiden flight on Sunday 20 September. MSN 65800 / Line # 1587, a 777-9 wearing test registration N779XZ, is seen here lining up on the runway at Everett-Paine Field (WA) for its first take-off. Boeing has currently orders for 267 777-9s, 32 777-8s and 10 777X, for which the version is unannounced. This looks like a relatively healthy order book, but most orders were placed years ago when the aviation market was booming. Today, with a large drop in passenger numbers for especially long intercontinental flights due to the COVID-19 crisis, one can wonder if the 777X is simply not too big. Many airlines are considering to defer delivery of their 777X aircraft or even cancel their 777X orders altogether. (Jennifer Schuld)

Europe

Germany

Lufthansa has announced that they will remove their final eight A380s and ten A340-600s from planning and put the planes into long-term storage. The planes will only be reactivated if there is an “unexpected rapid market recovery”. The airline didn’t mention the airline’s remaining 17 A340-300s and seven B747-400s in their statement at all, which means these still might have a future in the airline’s fleet. At this moment seven A380s (D-AIMA/B/F/G/J/K/N) are stored at Teruel, while the other seven are still in Germany. All 17 A340-600 are already at Teruel as well.

Hungary

The COVID-19 pandemic has prompted the Hungarian government to acquire a cargo aircraft in order to have supplies reach Hungary in a timely fashion. The plane will be operated by WizzAir, which has a partnership with the Hungarian government. Instead of adding the cargo-plane to the military, the government wanted the plane to be operated by an airline as it makes access to other countries easier. The aircraft involved is A330-200F c/n 1578 and it was previously operated by Qatar Airways as A7-AFF and will be HA-LPA.

United Kingdom

For the upcoming Bollywood-movie Bell Bottom, Titan Airways’ A321 G-POWU has been painted in the livery of Indian Airlines with the fake registration VT-EAL. It flew from Lon-

don-Stansted to Prestwick on 5 September where the scenes with the plane were filmed.

Africa

Rwanda

RwandAir has decided to cancel their planned leases for two Airbus A330-900s and two B737MAX8s. The decision has been made as the airline wants to rationalize the fleet and is working on a strategic fleet plan together with their planned new partner Qatar Airways. The airline had agreed the leases for the A330neos with Air Lease and for the B737s with SMBC in 2018. Both A330-900s have already been produced and are currently parked in full livery at Chateauroux and Toulouse waiting for the things to come. RwandAir currently has a fleet of twelve planes, consisting of one A330-200, one A330-300, two B737-700s, four B737-800s, two CRJ-900s and two DHC-8s. It signed a memorandum of understanding in February with Qatar Airways in which the Middle Eastern carrier was to acquire 49% of the shares. The finalization of this agreement is currently being worked on.

Asia

China

Lessor BOC Aviation has decided to cancel 18 A320neos it had on order with Airbus. The 18 were part of an order of 20 A320neos the leasing company placed in January. Originally twelve of these 20 were destined for Avianca, but they don’t



Boeing 777-300ER PK-GIG was painted in this colour scheme in March 2020. It resembles the retro design of its sister ship PK-GIK, but this is not a retro scheme. The cheatline resembles the Indonesian flag and the Garuda titles are replaced by Republik Indonesia titles. The aircraft is used in a double role as government aircraft and as normal Garuda passenger aircraft. PK-GIG is one of Garuda Indonesia's two 777-300ERs with a first class cabin (the other is PK-GIF) and it is occasionally leased by the government of Indonesia as the presidential plane. (Amsterdam-Schiphol, 5 August 2020, Robert Eikelenboom)

have a need for the airplanes anymore as they are in a large restructuring operation.

Taiwan

On 31 August, [EVA Air](#) announced it has reached an agreement with Boeing to reshuffle its remaining backlog of fifteen B787-10s. To reflect the current decline in passenger demand and increase in cargo demand, the airline has changed seven of the B787-10s on order into an order for three B777Fs and four B787-9s. No delivery date has been mentioned in the press statement. Currently EVA Air already operates five B777Fs, four B787-9s and five B787-10s.

The new Taiwanese start-up carrier [Starlux Airlines](#) has been forced to alter its plans due to the Corona-pandemic and slow-down of A350-production. Due to this their first A350 is now expected to arrive in 2022, which is too late for the airline's ambitious plans. To keep their plans on track the airline has now decided to lease eight A330-900s which should all arrive before the end of next year. Starlux also confirmed it has decided to add one A350-900 to its order-book with Airbus, taking the total number of A350s on order to eighteen (ten A350-900s and eight A350-1000s). The airline is also expecting to take delivery of their fourth A321neoLR next month and the remaining six, which will be leased, next year. The airline launched operations in January of this year, but was forced to cease all operations in March when the pandemic caused most borders to be closed off. Since then Starlux has resumed flying from Taipei to Penang and Macau. It hopes to resume Da Nang soon and is planning to add Cebu as well.

Vietnam

[Pacific Airlines](#), the new (and old) name of Jetstar Pacific, presented its new livery to the world on 9 September. The first plane in the new livery is A320 VN-A573. The rebranding to Pacific Airlines has been triggered after Qantas sold its 30% share to Vietnam Airlines, which now owns 98% of the shares of the company. Pacific Airlines became Jetstar Pacific back in 2008 when Qantas acquired the shares. During the announcement of the rebranding, back in June, the press-statement said the new livery and logo would be inspired on the Vietnam Airlines-livery. We at Scramble had, therefore, high hopes and are a little bit disappointed in the final result.

Middle East

Iran

[Iran Air](#) has decided to offer some of its older planes on sale. If you have some money left and are interested; please contact them! The aircraft offered for sale are B747SPs EP-IAA/

B/D, B747-100 EP-IAM, B747-200 EP-IAG, A300s EP-IBT/V/Z, A310s EP-IBN/IBQ and B727s EP-IRR/S.

Lebanon

Charter airline [Wings of Lebanon](#) has decided to cease all operations. The move by the company is the result of the lack of demand due to the current Corona-pandemic. Its sole aircraft, Boeing 737-700 T7-WLA, has been returned to its lessor and ferried to Toulouse-Francal on 27 August for storage. Wings of Lebanon was founded in 2006 and mainly carried out charter flights to destinations in Egypt and Turkey.

Latin America

Argentina

To commemorate its 70th birthday, [Aerolineas Argentinas](#) has decided to paint B737-700 LV-GOO in a retro-livery. A silver-lining for the airline, which is impacted heavily by the Corona-pandemic. Currently the fleet consists of ten A330-200s, eight B737-700s, 31 B737-800s and five B737-8s. Of these three A330s and only two B737-800s are in service while the rest is parked. The airline is also in the process of merging with Austral as directed by the government which owns both airlines.

Oceania

New Zealand

Earlier this year [Air New Zealand](#) already announced the indefinite grounding of its eight B777-200ERs. But now, the airline has also made public it will park the seven B777-300ERs in the fleet as well. The move comes as the increase of passenger demand is not moving as quickly as the airline planned for. Four of the seven B777-300ERs will be stored at Victorville (CA), while three will remain in Auckland and can be activated sooner if needed. The -200ERs will be sent to storage sites in Roswell (NM) and Victorville (CA). Air New Zealand carried out their last revenue B777-flight on 20 August when ZK-OKO flew from Los Angeles (CA) to Auckland as NZ1005. With the indefinite parking of the B777-fleet, the airline's widebody-fleet now consists of fourteen B787-9s.

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 | | Enter Air | 2 | B737-8 |
| | 52 | A321neo | | EVA Air | 3 | B777F |
| Air Senegal | 1 | A350-900 | | FedEx | 4 | B767-300F |
| Avolon | 8 | A220-300 | | Oman Air | 4 | B787-9 |
| | 8 | A320neo | | Republic of Korea Air Force | 6 | P-8A |
| BOC Aviation | 1 | A321neo | | Royal New Zealand Air Force | 4 | P-8A |
| CALC | 20 | A320neo | | Unidentified | 3 | B737-8 |
| Cebu Aviation | 40 | A321neo | | | 5 | B767-300F |
| | 5 | A320neo | | | 2 | B777F |
| | 10 | A321neo | | | 3 | B787-9 |
| Lufthansa Technik (for Luftwaffe) | 2 | A321neo | | UPS | 1 | B747-8F |
| Private | 1 | ACJ320neo | | US Navy | 8 | P-8A |
| Spirit Airlines | 47 | A319neo | | | 7 | B787-10 |
| | 33 | A320neo | | Total | 67 | (+8) |
| | 20 | A321neo | | ATR 2020 firm orders | | |
| Unidentified | 2 | A320neo | | Lessor Aviation | 2 | ATR72-600 |
| | 10 | A350-900 | | PNG Air | 3 | ATR42-600S |
| Total | 370 | | (+1) | Total | 5 | |
| Boeing 2020 firm orders | | | | | | |
| Air Lease Corporation | 3 | B787-9 | | Credits: Aviator.aero, CH-Aviation, Scramble Messageboard, | | |
| All Nippon Airways | 1 | B787-9 | | Airbus, Boeing, ATR, De Havilland Canada, Embraer and | | |
| | 11 | B787-10 | | Flight Global. | | |

Jetliners



Gulf Air took delivery of its first A321neo A9C-NA on 21 August 2020. The A321neo is part of a fleet renewal and expansion plan that the airline is currently undergoing. It is the first aircraft out of an order for seventeen, placed in December 2015. Eight A321neo aircraft will be used to replace the airline's six A321-200s as well as expand high-demand routes. The other nine will be the A321neoLR variant and will be used on longer routes. The new A321neo will feature sixteen business class seats and 150 economy class seats, a reduction in total seat count of three compared to the A321-200, which features eight business class and 161 economy class seats. (Frankfurt, 2 September, Frank Schuchardt)

| | | | | |
|------|-------------|--------------|----------|---|
| A220 | -300 | 55086 | YL-AAW | airBaltic. Delivered on 19 September. |
| | -300 | 55091 | SU-GFI | EgyptAir. Delivered on 16 September. |
| A319 | -111 | 3683 | G-EZDR | easyJet, ex OE-LQY of easyJet Europe. Registered in the UK on 17 September. |
| | -111 | 3888 | G-EZFI | easyJet, ex OE-LQK of easyJet Europe. Registered in the UK on 7 September. |
| | -111 | 4313 | G-EZFU | easyJet, ex OE-LKG of easyJet Europe. Registered in the UK on 11 September. |
| A320 | -214 | 2189 | 9A-BTI | Trade Air, ex 9H-AEI of Air Malta. Delivered on 10 September. |
| | -214 | 2658 | OE-ILU | GECAS - General Electric Capital Aviation Services, ex EC-MBK of Vueling Airlines. Registered on behalf of the lessor on 11 September. Aircraft has been parked at Ostrava since 01 April 2020. |
| | -214 | 3132 | 9H-LOU | Lauda Europe, ex OE-LOU of LaudaMotion. Registered in Malta on 15 September. |
| | -214 | 3206 | 9H-LOR | Lauda Europe, ex OE-LOR of LaudaMotion. Registered in Malta on 16 September. |
| | -233 | 3378 | LZ- | Fly2Sky, ex N497TA of AVIANCA Costa Rica. Delivered on 10 September. |
| | -214 | 3616 | 9H-LMP | Lauda Europe, ex OE-LMP of LaudaMotion. Registered in Malta on 2 September |
| | -214 | 3805 | G-EZTA | easyJet, ex OE-ICV of easyJet Europe. Registered in the UK on 7 September. |
| | -214 | 4012 | G-EZTL | easyJet, ex OE-IVX of easyJet Europe. Registered in the UK on 28 August. |
| | -214 | 5015 | 9H-LMH | Lauda Europe, ex OE-LMH of LaudaMotion. Registered in Malta on 1 September. |
| | -214 | 5140 | 9H-LMJ | Lauda Europe, ex OE-LMJ of LaudaMotion. Registered in Malta on 17 September. |
| | -251N | 7897 | SE-DYC | SAS Scandinavian Airlines, ex EI-SIA of SAS Ireland. Registered in Sweden on 14 September. |
| | -251N | 7951 | SE-DYD | SAS Scandinavian Airlines, ex EI-SIB of SAS Ireland. Registered in Sweden on 17 September. |
| | -251N (ACJ) | 8638 | UP-A2002 | Berkut - State Air Company, ex 9H-NEW of Air Luther / Comlux Malta. Delivered on 4 September. |
| | -271N | 9493 | D-AIJB | Lufthansa. Delivered on 16 September. Test registration was D-AXAJ. |
| | -251N | 9518 | SE-RUB | SAS Scandinavian Airlines. Delivered on 1 September. Test registration was D-AXAK. |
| | -251N | 10065 | EC-NJU | Iberia. Delivered on 28 August. Test registration was F-WWBO. |
| | -271N | 10112 | HA-LJC | Wizz Air. Delivered on 4 September. Test registration was F-WWBT. |
| | -271N | 10129 | HA-LJD | Wizz Air. Delivered on 29 August. Test registration was F-WWDZ. |
| | -251N | 10135 | EC-NJY | Iberia. Delivered on 15 September. Test registration was F-WWIP. |
| A321 | -231 | 2916 | LZ-DAB | DAE Capital, ex TC-JMM of Turkish Airlines. Registered in Bulgaria on behalf of the lessor late August. Aircraft was ferried to Châlons-Vatry for storage on 31 August. |
| | -231 | 2919 | LZ-DAC | DAE Capital, ex TC-JMN of Turkish Airlines. Registered in Bulgaria on behalf of the lessor late August. Aircraft was ferried to Châlons-Vatry for storage on 31 August. Aircraft was not delivered to Onur Air as TC-OEG (correction Scramble 493 – Page 25). |
| | -271NX | 9080 | P4-KGC | Air Astana. Delivered on 27 August. Test registration was D-AYAX. |

| | | | | |
|------|-------------|--------------|--------|--|
| | -271NX | 9417 | HB-JPA | Swiss. Delivered on 18 September. First A321neo for Swiss. Test registration was D-AYAO. |
| | -271NX | 9429 | A6-WZB | Wizz Air Abu Dhabi. Delivered on 2 September. Test registration was D-AVVA. |
| | -271NX | 9496 | TC-LSV | Turkish Airlines. Delivered on 3 September. Test registration was D-AYAU. |
| | -271NX | 9503 | A6-WZA | Wizz Air Abu Dhabi. Delivered on 9 September. Test registration was D-AYAT. |
| | -251NX | 10025 | EC-NIF | Iberia Express. Delivered on 4 September. Test registration was D-AVXG. |
| | -271NX | 10050 | HA-LVN | Wizz Air. Delivered on 28 August. Test registration was D-AZAD. |
| A330 | -243 | 635 | TC-OCY | Onur Air, ex F-WTAG of Carlyle Aviation Partners. Delivered on 3 September. Former F-GSEU of XL Airways France. |
| | -203 | 700 | 9H-MFS | Maleth-Aero, ex TC-AGL of AtlasGlobal. Delivered on 21 September. |
| | -941 | 1957 | N407DX | Delta Air Lines. Delivered at Amsterdam-Schiphol on 22 September. Test registration was F-WWCN. |
| A350 | -1041 | 71 | G-VDOT | Virgin Atlantic Airways. Delivered on 9 September. Former Airbus' A350-1000 prototype. Test registration was F-WWXL. |
| | -941 | 395 | N514DN | Delta Air Lines. Delivered at Tokyo-Narita on 16 September. Test registration was F-WZGA. |
| | -941 | 396 | B-LQD | Cathay Pacific Airways. Delivered on 1 September. Test registration was F-WZFD. |
| | -941 | 401 | B-LQE | Cathay Pacific Airways. Delivered on 11 September. Test registration was F-WZFO. |
| | -941 | 404 | N515DN | Delta Air Lines. Delivered at Amsterdam-Schiphol on 16 September. Just like Airbus A350 N514DN and A330-900 N407DX this aircraft was not delivered in the US. Apparently, these new Delta A350s and A330 will be based at Delta's foreign bases and operate exclusively on Delta's international services for a period of six months. The reason for this is to avoid new Trump import taxes on 'foreign' built Airbus aircraft. After six months the aircraft are no longer considered new and can be relocated to the US and operate US domestic services as well. Test registration was F-WZNO. |
| | -941 | 410 | OH-LWR | Finnair. Delivered on 1 September. Test registration was F-WZGV. |
| B737 | -36N | 28668 | 9H-ALI | AFD ABL Aviation 28668 Ltd, ex SX-LWB of Lumiwings. Registered in June. |
| | -8AS | 29940 | N236GE | Bank of Utah, ex EI-DAG of Ryanair. Registered on 18 September. Will be converted to freighter. |
| | -79P | 30651 | N796BC | Boeing Capital Corporation, ex SP-LUA of LOT Polish Airlines. Registered on 3 September. Parked at Tucson (AZ). |
| | -86N | 30806 | TC-SPG | SunExpress, ex D-ASXC of SunExpress Germany. Transferred in August. |
| | -7EJ (BBJ1) | 32774 | N7377L | IDGAS LLC, ex P4-SRN of Hyperion Aviation. Registered on 8 September. |
| | -8JP | 39022 | SE-RPX | Norwegian Air Sweden, ex EI-GBF of Norwegian Air International. Transferred per 4 September. |
| | -8LJ | 41201 | VQ-BVV | Aeroflot, ex Rossiya - Russian Airlines. Transferred in July. |
| B747 | -433BDSF | 25075 | ER-BBB | Aerotrans Cargo, ex OM-ACJ of ACG Air Cargo Global. Delivered on 11 September. |
| | -481BDSF | 25641 | TC-ACG | ACT Airlines, ex TC-ACG of Saudia - Saudi Arabian Airlines. Returned from lease on 1 September. |
| | -481BDSF | 25645 | TC-ACF | ACT Airlines, ex TC-ACF of Saudia - Saudi Arabian Airlines. Returned from lease on 1 September. |
| | -4KZF | 36784 | OO-IFK | ASL Airlines Belgium, ex VQ-BHE of AirBridgeCargo. Delivered on 18 September. |
| | -8F | 65784 | N622UP | UPS - United Parcel Service. Delivered on 3 September. Line # 1560. |
| B757 | -223PCF | 25296 | EC-NIU | Swiftair, ex N662AA of Jetran LLC. Delivered on 26 August. |
| | -28A | 28833 | N28833 | Bank of Utah, ex P4-MAS of Air Astana. Registered on 9 September. Stored at Manana (AZ) per 24 August. |
| | -28A | 33098 | N203DP | Bank of Utah, ex G-OOBC of TUI Airways. Registered on 11 September. Destined for SF Airlines. |
| B767 | -316ERBDSF | 29229 | N395UP | UPS - United Parcel Service, ex N308CM of Cargo Aircraft Management. Delivered after freighter conversion at Tel Aviv on 3 September. Aircraft is former CC-CZU of LATAM Airlines Chile. |
| | -300F | 63118 | N187FE | FedEx Express. Delivered on 26 August. Line # 1217. |
| | -300F | 66242 | N272FE | FedEx Express. Delivered on 4 September. Line # 1218. |
| B777 | -F | 66256 | N846FD | FedEx Express. Delivered on 31 August. Line # 1665. |
| | -F | 66911 | D-ALFH | Lufthansa Cargo. Delivered on 30 August. Line # 1666. |



On 18 August AirBridgeCargo took delivery of its first Boeing 777 freighter. The delivery comes just two months after a legal dispute between Boeing and AirBridgeCargo was settled. In early June, a US federal judge struck down the claim from AirBridgeCargo that Boeing broke the terms of the contract for the delivery of one 747-8F and three 777Fs. AirBridgeCargo had been due to receive the four jets in early 2020, but in February, before the coronavirus pandemic, the airline told Boeing that it was unable to take delivery due to financial difficulties. However, thanks to the growing demand for air cargo since the outbreak of the virus and the AirBridgeCargo's improved financial situation, it attempted to retract its previous communication to Boeing. It was too late, as Boeing had already found buyers for the four jets. But things seemed to be settled and in August AirBridgeCargo took delivery of VQ-BAO, their first 777 freighter. On the day of its delivery the aircraft was ferried from Everett (WA) to Sharjah, where it has been placed in storage. A bit strange considering the demand for air cargo capacity at the moment. AirBridgeCargo has six more 777 freighters on order and has a Letter of Intent with Boeing for 29 more. (Everett (WA), 17 August 2020, Marian Lockhart)

| | | | | |
|--------|--------|-----------------|----------|---|
| B787 | -9 | 65090 | EC-NGS | Air Europa. Delivered on 5 September. Line # 982. |
| BAe146 | -RJ85 | E2367 | N398AC | Bank of Utah, ex EI-RJU of CityJet. Registered on 21 September. Parked at Spokane (WA). |
| CRJ | CL-850 | 8079 | N702SJ | RPLS-2020 LLC, ex M-TAKE of Caropan Co. Registered on 10 September. |
| ERJ | 135LR | 145702 | 2-AERO | Aero Technologies Inc., ex N402AT. Per 18 June. |
| | 135BJ | 145780 | G-CRFX | Sirio UK, ex I-CRFX of Sirio. Registered on 14 August. |
| | 135BJ | 14501051 | F-HGSA | VallJet, ex G-XPTV of Arena Aviation Ltd. Registered on 17 August. |
| | 175LR | 17000852 | EW-554PO | Belavia. Delivered on 4 September. |

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

Commuters

| | | | | |
|-----------|-------|-------------|--------|--|
| ATR72 | -212A | 1458 | UR-RWD | Windrose Airlines, ex OY-YCL of Nordic Aviation Capital. Delivered on 3 September. |
| DHC-6 | -300 | 565 | HB-LWB | Zimex Aviation, ex P2-MFT of MAF Papua New Guinea. Registered on 22 June. Destined for Nordic Seaplanes. |
| Saab 2000 | | 041 | ES-NSH | NyxAir, ex G-LGNS of Loganair. Delivered on 8 September. |

Propliners

| | | | | |
|---------|------------|--------------|----------|---|
| BAe | 748-2A/271 | 1698 | NA-020 | Nepal Air Force, trucked from Kathmandu Airport to the Narayanhiti Palace Museum, on 13 September 2020. Driving on its own wheels through the streets of Kathmandu with the outer wings, tail and rudder removed. |
| Beech | D18S | A-273 | N80373 | Returned to the skies in September 2020, after 35 years in a hangar in Richmond (VA). New owner lives in Wyoming. |
| Douglas | C-47A | 13541 | N353MM | Springbok Classic, ex ZS-CAI. Was ferried from South Africa to the USA in late 2018. It remained parked at the airport of Princeton (NJ). On 16 September it flew to Oshkosh (WI) using its new registration but still with the Springbok Classic titles. Basler performed an inspection of the wing spar repair that had been performed years ago in South Africa. Owner is Martin Aviation, probably connected to Martin Balk from New Jersey, who bought the airplane in 2018 in South Africa. The registration N353MM was used before on msn 11665 until 2010, when the Thunderbird Flying Service was assigned N43XX. |
| | C-54D | 22178 | N9015Q | Berlin Airlift Historical Foundation has purchased this DC-4, with the insurance settlement for their DC-4 N500EJ. N500EJ got damaged in a tornado at Walterborough (NC) in April 2020. All engines and serviceable parts will be salvaged for spare parts to keep N9015Q in the air. The foundation still needs a large sum of money to get this DC-4 ready for the 2021 air show circuit. |
| | DC-6A | 43720 | N70BF | NRC National Resource Corporation. This DC-6 no longer hauls freight, but has been modified for spraying oil spills. Still based in Hawaii, noted as such late August 2020. |
| | DC-7B | 45347 | N838D/60 | Erickson Air Tanker. Tanker 60 will or has retired at the end of the 2020 fire season. Its last season it flew actively in Oregon. Let's hope they find her a good home. |

Credits : Aad van der Voet, Michael Prophet, Ruud Leeuw, AMCARUSA, online propliner and photo communities.

Fokker News

| | | | | |
|-----|-------|--------------|------------|--|
| F27 | -050F | 20103 | 5Y-DDI | Silverstone Air Services, ex SE-LJV of Amapola Flyg. Arrived at Nairobi-Wilson on 28 August. Update Scramble 496 – Page 33. |
| | -050 | 20171 | 5Y-MHT | Silverstone Air Services. Written off during a runway excursion at Mogadishu Aden Abdulle Banaadir Airport, Somalia, on 19 September. See Dustpan & Brush for more information. |
| | -050 | 20200 | 5Y-FJE | Ocean Airlines, leased from Farjet Express. Seen with Ocean titles at Nairobi in August 2020. |
| | -050 | 20207 | 5Y-GIG | Bush Air Safaris, ex SX-BRM Minoan Air. It only took three years before this naughty Fokker revealed its identity! However, the airline has already gone bankrupt and the 50 has been stored at Nairobi-Wilson since mid-2019. |
| F28 | -0100 | 11320 | HP-1896PST | Air Panama. Parted out at Panama City in August this year. The fuselage will be used as the Captain Flags Restaurant at Panama City. |
| | -0100 | 11328 | PK-ECI | Sky Aviation, ex PK-RJI of the same company. Actually already happened eight years ago... |
| | -0070 | 11536 | 5B-DDA | Tus Airways. Ferried mid-September from Groningen-Eelde to Woensdrecht. |
| | -0070 | 11561 | 5B-DDB | Tus Airways. Ferried 21 September from Maastricht to Woensdrecht. Was impounded at Maastricht by a former employee of Tus Airways. |

Credits: Merv Crowe, Skyliner.

Bizjets

| | | | | |
|--------|------------|--------------|--------|---|
| BAe | 125-800XPi | 25886 | G-VOLA | Sovereign Business Jets, ex G-XCSP. Registered on 10 August. |
| Cessna | 510 | 0069 | OO-SUN | Air Service Liège, ex D-IUNQ. Registered on 28 August. |
| | 510 | 0189 | OO-RKS | Air Service Liège, ex SP-KHK. Registered on 31 August. |
| | 510 | 0202 | 3A-MIC | Michael Delauzun, ex N510MD. Noted at Amsterdam-Schiphol on 9 July. |
| | 510 | 0334 | HB-VRR | RR Aviation, ex G-FBKE. Registered on 4 August. |
| | 525 | 0371 | T7-AEC | Noted at Cannes on 30 August, ex N175SB. |
| | 525A | 0239 | G-SOVZ | Sovereign Business Jets, ex OM-FTS. Registered on 28 August. |
| | 525B | 0230 | F-HTSB | VallJet, ex LX-SEB. Registered on 4 September. |
| | 525B | 0622 | HB-VPW | Calanda Wings, registered on 16 September. |
| | 525C | 0174 | D-CNOX | E-Aviation, ex N74HW. Delivered to Stuttgart on 17 September. |
| | 550 | 0946 | CC-DDZ | Former HB-VMX has recently become CC-DDZ. |
| | 560XLS+ | 6017 | OM-YKS | Elite Jet, ex OE-GNP. Noted at Vienna on 2 September. |
| | 680 | 0024 | N680EE | 304AC Holdings, re-registered from N304AC on 01 June. |
| | 680+ | 0511 | N799MJ | Bank of Utah, re-registered from N742AW on 20 May. |
| | 650+ | 0541 | N264JV | Textron Aviation, re-registered from N224JV on 29 May. |
| | 680A | 0238 | D-CHRG | Hahn Airlines, delivered in July. |
| | 700 | 0015 | N763JA | Focus Aviation Services, re-registered from N994HP on 11 May. |
| | 750 | 0193 | N939TX | Textron Aviation, re-registered from N939QS on 27 May. |



G550 XA-CHG carries c/n 5604 and was delivered in April this year. It replaces G400 c/n 1524 which was returned to Gulfstream in March. The stunning Gulfstream has already made multiple trips to Europe. (Antwerp, 7 September 2020, Jonas Evrard)

| | | | | | |
|------------|-------------|-----------------|--|---|--|
| Challenger | 750+ | 0528 | N48PW | Madrone Aviation, re-registered from N622KH on 20 May. | |
| | 350 | 20600 | N272BQ | Bissell, re-registered from N272BC on 27 May. | |
| | 350 | 20650 | 9H-EDT | Air Charter Scotland Europe, ex LX-ALX. Noted at Nice on 3 September. | |
| | 350 | 20850 | N892AE | Bombardier Aerospace, ex C-GOXM. Registered on 26 May. | |
| | 601 | 3031 | 9H-THC | Noted at Bournemouth on 27 August, ex 9H-MJD. | |
| | 601-3A | 5069 | N161PB | Bank of Utah, ex LV-GDQ. Registered on 1 June. | |
| Eclipse | 604 | 5433 | T7-MJJ | Avcon Jet San Marino, ex N777J. Noted at Las Palmas on 11 September. | |
| | 604 | 5525 | PP-PVS | Noted at Campinas on 29 August, ex N325S. | |
| | EA500 | 000168 | N799FC | Again to American register on 18 September, was HC-CVH for a short period. | |
| Embraer | EA550 | 550-0279 | 2- | Exported to Guernsey on 4 September, ex N21EK. | |
| | 505 | 50500546 | CS-PHP | This brand new Phenom 300 was sold to NetJets Europe. | |
| | 505 | 50500561 | D-CMXM | And another Phenom written in in Europe, ex N561EE, operator not known yet. | |
| | 550 | 55000025 | G-MRFX | Former N400FX of Embraer was sold to Flexjet Ltd., but will be operated by Flairjet Ltd. | |
| Falcon | 550 | 55000072 | OE-HPC | Former N666DM of Bidari Kekal Sdn Bhd was sold to Kensho GmbH & Co KG, but will be operated by Speedwings Executive Jet GmbH. | |
| | 7X | 291 | N780LM | Dassault Falcon Jet, registered on 20 May. Registered to Liberty Media on 29 June. | |
| | 7X | 292 | VH-CRW | Craggy Range Winery, registered on 7 September. Replaces Falcon 7X c/n 217. | |
| | 50 | 115 | N1989F | Finmor, re-registered from N70BR on 29 May. | |
| | 50EX | 285 | N901TB | Tyson Foods, re-registered from N901TF on 20 May. | |
| | 50EX | 303 | N902TB | Tyson Foods, re-registered from N902TF on 19 May. | |
| | 900 | 19 | N9CU | Jani King International, re-registered from N19FJ on 20 May. | |
| | 900 | 55 | N131LG | Charter Express, re-registered from N117SF on 18 May. | |
| | 2000 | 30 | N88GD | Giovanni Daniel Air, re-registered from N480CF on 29 May. | |
| | 2000LX | 136 | N610SN | Priester Aviation, re-registered from N610SW on 28 May. | |
| | 2000LXS | 365 | PH-CGV | Air Alsie, ex F-WWGE. Delivered to Amsterdam-Schiphol on 2 September. | |
| | Global | Express | 9042 | N590MS | Reregistered from N170SW on 16 September. |
| | | Express | 9095 | N87DQ | Reregistered from N97DQ on 26 August. |
| | | Express | 9120 | N21SP | Reregistered from N307KP on 14 September. |
| | | XRS | 9203 | N401VP | Reregistered from N121RS on 14 September. |
| XRS | | 9335 | P4-136 | Delivered in August, ex VP-CTP. | |
| 5000 | | 9130 | OE-LIO | Ex T7-AAZ, to Avcon Jet early 2020. | |
| 5000 | | 9575 | N813WB | Reregistered from VP-BMG on 1 September. | |
| 5500 | | 60007 | HB-JRJ | Registered to ExecuJet Europe on 23 June, ex C-FPMQ. | |
| 6000 | | 9634 | N504RT | Reregistered from N504R on 4 September. | |
| 6000 | | 9720 | C-FWPF | Delivered to Flightpath Charter Airways on 3 September. Ex N63KK. | |
| 6500 | | 60005 | CS-GLI | Ex N158QS of Netjets USA, in August to Netjets Europe. | |
| Gulfstream | | 6500 | 60032 | N799JR | Delivered to Bombardier on 31 August, ex C-GMYE. |
| | 6500 | 60034 | C-GNPG | Delivered to Bombardier on 9 September. | |
| | 7500 | 70030 | N457AD | Delivered to Bombardier on 9 September, and to Dangote Group on 11 September, ex C-GDHU. | |
| | 7500 | 70069 | C-GPGB | Delivered to Bombardier on 2 September. | |
| | IV | 1121 | N55PJ | 8 Windows, re-registered from N962SS on 18 May. | |
| | G400 | 1527 | N702LT | TVPX Aircraft Solutions, re-registered from N402FT on 26 May. | |
| | G450 | 4018 | 9H-AMO | Noted at Farnborough on 3 September, ex 9H-OAM. | |
| | V | 557 | N120LW | N120LW, re-registered from N557BG on 12 May. | |
| | G550 | 5010 | N701RH | RH, re-registered from N711RH on 19 May. | |
| | G550 | 5021 | N521GV | Emmanuel Group, re-registered from N552RC on 28 May. | |
| | G550 | 5028 | N310TZ | Alltech, re-registered from N310TK on 8 May. | |
| | G550 | 5147 | N969TS | TVPX Aircraft Solutions, ex VP-CEM. Registered on 18 May. | |
| | G550 | 5313 | N61WZ | Bank of Utah, re-registered from N888VS on 8 May. | |
| G550 | 5319 | N884SG | SG550, re-registered from N8988 on 11 May. | | |
| G650ER | 6220 | B-606E | Beijing Hualong Business Aviation, ex N918TA. Noted at Qingdao on 5 September. | | |
| G650ER | 6404 | N1972N | Nike, re-registered from N604GA on 8 May. | | |

| | | | | |
|---------|--------|--------------|--------|---|
| | G650ER | 6424 | N650GA | Gulfstream Aerospace, re-registered from N624GA on 18 May. |
| | G500 | 72045 | N307EL | Eli Lily and Company, ex N545GD. Registered on 29 May. |
| | G500 | 72046 | N828KD | Avex V, ex N546GD. Registered on 22 May. |
| | G500 | 72050 | N711VT | Aerohead Aviation, ex N702GA. Registered on 1 June. |
| IAI | 1125SP | 77 | N771DX | Reregistered from YV1771 on 2 September. |
| | G150 | 203 | N530LD | Reregistered from N530GP on 10 September. |
| | G150 | 300 | ES-VSC | Registered to Panaviatic on 13 August, ex OE-GKA. |
| Pilatus | PC-24 | 170 | HB-VVZ | This brand new Pilatus was sold to AMAC Aerospace (Switzerland) AG. |
| | PC-24 | 186 | HB-VVB | Registered to Pilatus Flugzeugwerke in July, later sold as: |
| | PC-24 | 186 | SE-RVA | to Svenskt Ambulansflyg in Sweden in August. |
| | PC-24 | 187 | HB-VSF | Registered to Pilatus Flugzeugwerke in July, later sold as: |
| | PC-24 | 187 | N244U | to Pilatus Business Aircraft in the US in August. |
| | PC-24 | 188 | HB-VSG | Registered to Pilatus Flugzeugwerke in July, later sold as: |
| | PC-24 | 188 | D-CTLM | to an unknown operator in Germany in August. |
| | PC-24 | 189 | HB-VVC | Registered to Pilatus Flugzeugwerke in July, later sold as: |
| | PC-24 | 189 | SE-RVB | to Svenskt Ambulansflyg in Sweden in August. |
| | PC-24 | 192 | HB-VSJ | Registered to Pilatus Flugzeugwerke in August. |



Resplendent in a rather colourful scheme is PC-24 D-CHGN. It will most likely be operated for Hans Georg Näder, CEO of Otto Bock Group, famous for their prosthetic devices. He also owns a Global 6000, D-AHGN and used to own Challenger 350 D-BHGN. (Stans, 2 September 2020, Stephan Widmer)

Bizprops

| | | | | |
|---------|-------------|----------------|--------|---|
| Beech | C90GTx | LJ-2173 | D-IRKV | Former N273RK of Rangeflyers Inc. was sold to a yet unknown operator in Germany in August. |
| | 200 | BB-684 | G-VALK | Ex N13CZ of AAero Inc. Trustee was sold to Aalto Aviation Inc. |
| | 250 | BY-367 | TC-SCN | Former N367CE of Rangeflyers Inc. was sold to Cengiz Havacilik. |
| Cessna | 421B | 0832 | YR-PPS | Noted at Porta Westfalica on 13 July 2019, ex D-IWUT. |
| | 425 | 0003 | T7-425 | Noted at Cranfield on 30 July, ex G-KRMA. |
| Piaggio | P180 | 1017 | N17PA | Registration expired on 4 September. |
| Pilatus | PC-12/47E | 1507 | PH-SFF | Silver Flight. Former D-FTON. Sold to the Netherlands and registered on 27 August. Based at Amsterdam-Schiphol. |
| | PC-12/47E | 1590 | D-FOOD | Former D-FNJP of Air Alliance GmbH was re-registered in June. |
| | PC-12/47E | 1866 | B-10U1 | Ex HB-FXS of Pilatus Flugzeugwerke was sold to Asian Express Gen Avn Wuxi Co Ltd. |
| | PC-12/47NGX | 2019 | G-MDSI | Former HB-FSL of Pilatus Flugzeugwerke was sold to Ravenair Aircraft Ltd. |
| | PC-12/47NGX | 2023 | N923AF | Ex HB-FSP of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US. |
| | PC-12/47NGX | 2027 | HB-FST | Registered to Pilatus Flugzeugwerke in July. |
| | PC-12/47NGX | 2029 | HB-FSV | Registered to Pilatus Flugzeugwerke in July. |
| | PC-12/47NGX | 2030 | HB-FSW | Registered to Pilatus Flugzeugwerke in July, later sold to: |
| | PC-12/47NGX | 2030 | PH-JCV | for a yet unknown operator in The Netherlands. Based at Budel. |
| | PC-12/47NGX | 2031 | HB-FSX | Registered to Pilatus Flugzeugwerke in July, later sold to: |
| | PC-12/47NGX | 2031 | N466RH | Pilatus Business Aircraft Ltd. in the US in August. |
| | PC-12/47NGX | 2032 | HB-FSY | Registered to Pilatus Flugzeugwerke in July, later sold to: |
| | PC-12/47NGX | 2032 | N104SC | Pilatus Business Aircraft Ltd. in the US in August. |
| | PC-12/47NGX | 2034 | HB-FQA | Registered to Pilatus Flugzeugwerke in July, later sold to: |
| | PC-12/47NGX | 2034 | N440KM | Pilatus Business Aircraft Ltd. in the US in August. |
| | PC-12/47NGX | 2035 | HB-FQB | Registered to Pilatus Flugzeugwerke in July, later sold to: |
| | PC-12/47NGX | 2035 | N872DG | Pilatus Business Aircraft Ltd. in the US in September. |
| | PC-12/47NGX | 2036 | HB-FQC | Registered to Pilatus Flugzeugwerke in July, later sold to: |
| | PC-12/47NGX | 2036 | N850SW | Pilatus Business Aircraft Ltd. in the US in September. |
| | PC-12/47NGX | 2038 | HB-FQE | Registered to Pilatus Flugzeugwerke in July. |
| Piper | 46-500TP | 4697291 | G-MFAB | Andrew Brakewell, ex D-ESBA. Registered on 4 September. |
| | 46-500TP | 4697450 | SP-TZM | Noted Warsaw-Babice on 10 September, ex PH-RND. |
| | 46-600TP | 4698118 | OK-PMA | OK Aviation Wings, ex N600EL. Registered on 31 July. |
| | 46-600TP | 4698142 | N628PH | Aircraft Guaranty, registered on 31 August. Noted at Gloucester on 15 September. |



One of a number of new Dutch PC-12s recently is PH-JCV, also the first PC-12 NGX to be delivered in the Netherlands. It is seen here at Budel after conducting the delivery flight from Stans. (1 September, Toon Cox)

Soviet Updates

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

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

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

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 57 473 04 | "11" yellow | Soviet Air Force | Iva | 24apr97 | preserved; l/n 08aug15; c/n now finally known |
| An-2PS | 1G117-70 | OM-SON | | rgd | aug20 | ex OK-VHB |
| An-2T | 1G118-40 | UP-A0340 | AKLTs Tyan-Shan | rgd | 21aug20 | |
| An-2 | --- | RF-90587 | Russian Air Force | Kub | 28aug20 | coded "05" yellow |
| An-12 | --- | CCCP-11885 | Soviet Air Force | | | photo carried code '18' ? in the rear windows |
| An-24T | 9 9 1 09 08 | "02" yellow | Russian Navy | | 07may20 | in the Naval Aviation Museum at Safonovo; type painted on as An-24RT |
| An-26 | 06 07 | "14" red | Russian Air Force | Kub | jun15 | stored and scrapped in mid 2017 |
| An-26 | 77 07 | "07" red | Russian Air Force | Kub | may15 | stored and scrapped in mid 2017 |
| An-26 | 137 09 | TU-VMA | Ivory Coast Air Force | SOF | 13sep20 | c/n checked so not TU-VMB as originally reported |
| An-26 | 143 03 | TU-VMB | Ivory Coast Air Force | SOF | 17sep20 | c/n checked so not TU-VMA as previously reported |
| An-28 | 1AJ 007-08 | RA-28723 | Rodina | TOF | 30aug20 | |
| An-72S | 365 720 92 845 | RF-72963 | Russian Air Force | CKL | 16sep19 | l/n Kubinka 28aug20 |
| An-74T-100 | 365 470 95 900 | EK-74008(1) | Mars Avia | MGQ | 03nov19 | canx 20nov19; ATDB reported it as wfu and scrapped |
| An-74-200 | 365 470 98 957 | EW-286TL | | IAR | 20apr18 | l/n IAR 15jun20; offered again for sale in 2020 |
| An-148-100 | 27015042035 | RF-61735 | Russian Air Force | Kub | 28aug20 | f/n as such |
| Il-76TD | 10234 12399 | UR-CRN | Fly Sky Airlines | rgd | 24feb20 | to Aganya Holdings Ltd.; l/n VIN 03sep20, see next line |
| Il-76TD | | UR-FSC | Fly Sky Airlines | | 18jun20 | reported on the Ilyushin OKB website; |
| Il-76TD | 10234 12418 | 3C-TM06 | Equatorial Guinea AF | TUN | 02sep20 | ferried GYD-SAW-TUN this date; ex 3C-6GE |
| Il-78MKI | 20434 25852 | KJ3450 | Indian Air Force | ZIA | 21sep20 | ex RK3450 |
| Ka-26 | 75 048 06 | RA-19565 | AFL/North Kavkaz | | 13aug20 | preserved along the E8 route near Revonlahti |
| Ka-31SV | 23D2-02 | RF-13474 | Russian Air Force | photo | aug20 | coded "232" yellow |
| Ka-32A11BC | 8707 | C-FIGR | BNPB | photo | 24jul20 | at Palangkaraya Tjilik Riwut; BNPB = Indonesian National Board for Disaster Management |
| Kania | 90 04 03 | SN-25XG | Pol. Border Guard | Bia | 11sep20 | ex SP-VSK |
| Ansats-GMSU | 33 111 | RA-20031 | Heli Drive | rgd | 25aug20 | line # 111; 'Natsionalnaya Sluzhba Sanitarnoi Aviatsii' titles; f/n St. Petersburg region sep20 |
| Ansats-GMSU | 33 112 | RA-20032 | Heli Drive | rgd | 25aug20 | line # 112; 'Natsionalnaya Sluzhba Sanitarnoi Aviatsii' titles; f/n Novgorod region 15sep20 |
| Ansats-GMSU | 33 113 | RA-20033 | Heli Drive | rgd | 25aug20 | line # 113; ambulance helicopter |

| | | | | | | |
|--------------|-------------------------|---------------|------------------------|-------|---------|--|
| L-410UVP-E20 | 87 19 20 | TI-BJM | Skyway | DUB | 16sep20 | en-route to Kunovice |
| L-410UVP-E20 | --- | RF-28057 | Russian Air Force | Kub | 28aug20 | coded "25" red |
| Mi-2 | 5210701 078 | (ex RA-14092) | UkkoHalla | photo | 07aug20 | preserved at a petrol station at Isoniemmi |
| Mi-8T | 9 88 39385 | OM-AVD | UTair Europe | f/n | 11sep20 | at Karslice, Czech republic; ex RA-24588 |
| Mi-8MT | 9 3252 | not known | Belarus Air Force | trf | 1992 | overhauled apr06; t/t 5,100 hours |
| Mi-17 | 226M204 | BF-9202 | Burkina Faso Air Force | | 19sep20 | at Kbely after overhaul; c/n now known |
| Mi-17 | 311M19 | SN-14 | Algerian Air Force | d/d | 1987 | in ochre/khaki camo c/s; f/n jul20 |
| Mi-8AMTSh | --- | RF-04528 | Russian Air Force | photo | jul20 | also carried code "255" yellow |
| Mi-8AMT-1 | --- | RF-04532 | Russian Air Force | Kub | 25aug20 | version not confirmed |
| Mi-8 | --- | RA-24419(2) | VIP c/s | GOJ | 01sep20 | with rectangular windows and dolphin nose |
| Mi-8MTV-1 | --- | RF-31362 | MChS Rossii | Khb | 20aug20 | |
| Mi-8AMTSh-VA | --- | RF-95558 | Russian Air Force | photo | 08nov19 | at Anadyr-Ugolnyye Kopi; coded "77" blue |
| Mi-8MTV-5 | --- | RF-95579 | Russian Air Force | Kub | 20feb20 | coded "48" red |
| Mi-17V-5 | --- | LH921716 | Chinese Army | photo | aug20 | opb the Tibet/Xizang Brigade |
| Mi-17V-5 | --- | LH921723 | Chinese Army | photo | aug20 | opb the Tibet/Xizang Brigade |
| Mi-17V-5 | --- | LH953711 | Chinese Army | photo | aug20 | opb 161st Brigade |
| Mi-171 | --- | LH962761 | Chinese Army | photo | aug20 | opb 79th Brigade at Liaoyang |
| Mi-8MT | --- | 081426AT | United Nations | | 2014 | for full story see on-line database |
| Mi-8MT | --- | 081892AT | United Nations | | 2014 | for full story see on-line database |
| Mi-8MT | --- | 082491AT | United Nations | | 2014 | for full story see on-line database |
| Mi-8MT | --- | 082497AT | United Nations | | 2014 | for full story see on-line database |
| Mi-8MT | --- | 083199AT | United Nations | | 2014 | for full story see on-line database |
| Mi-24V | 353242 10 14322 | "22" red | Russian Air Force | photo | 17aug20 | preserved in the "Patriot" Park at Engels |
| Mi-24P | 353243 33 17158 | "19" red | Ukraine Army Aviation | DNK | 13may14 | c/n now known; for full story see on-line database |
| Mi-24P | 353243 33 17214 | "33" red | Ukraine Army Aviation | trf | 1992 | for full story see on-line database |
| Mi-24P | 353243 43 18386 | "25" yellow | Ukraine Army Aviation | trf | 1992 | for full story see on-line database |
| Mi-24P | 353243 14 19912 | "01" red | Ukraine Army Aviation | photo | 16apr13 | c/n now known; for full story see on-line database |
| Mi-24P | 353243 25 21576 | "02" red | Ukraine Army Aviation | USK | 24sep12 | c/n now known; for full story see on-line database |
| Mi-24P | 353243 17 23978 | "02" red | Russian Air Force | photo | | 'VVS Rossii' titles and Russian stars |
| Mi-24P | 353243 27 24563 | "24" red | Ukraine Army Aviation | photo | 25sep12 | c/n now known; for full story see on-line database |
| Mi-24P | 353243 27 24628 | "31" yellow | Ukraine Army Aviation | trf | 1992 | for full story see on-line database |
| Mi-24P | 353243 18 24875 | "26" red | Ukraine Army Aviation | KHE | 11apr11 | c/n now known; for full story see on-line database |
| Mi-24P | 353243 28 25946 | "17" red | Ukraine Army Aviation | KHE | 14mar14 | c/n now known; for full story see on-line database |
| Mi-24P | 353243 28 26249 | "24" black | Ukraine Army Aviation | photo | 2016 | code not on, only on a paper in a cabin window |
| Mi-24P | 353243 38 26263 | "29" red | Ukraine Army Aviation | KHE | 26sep12 | c/n now known; for full story see on-line database |
| Mi-24P | 353243 . 8 26304 | "27" red | Ukraine Army Aviation | trf | 1992 | for full story see on-line database |
| Mi-24P | 353243 20 27619 | 041868AB | United Nations | GOM | jun13 | for full story see on-line database |
| Mi-24K | 353201 29 13164 | "98" yellow | Ukraine Army Aviation | trf | 1992 | for full story see on-line database |
| Mi-24VP | 353258 49 10276 | "12" yellow | Ukraine Army Aviation | photo | 2012 | c/n now known; for full story see on-line database |
| Mi-24P | --- | 041427AB | United Nations | | 2014 | for full story see on-line database |
| Mi-24P | --- | 041784AB | United Nations | | mar14 | for full story see on-line database |
| Mi-24P | --- | 041866AB | United Nations | | 2014 | for full story see on-line database |
| Mi-24P | --- | 041867AB | United Nations | | 2014 | for full story see on-line database |
| Mi-28N | 34012843255 | RF-91093 | Russian Air Force | photo | 06may20 | coded "45" yellow |
| Mi-28NE | 012 299 139 ? | not known | Algerian Air Force | photo | 21aug20 | carried '9139' on the fin |



Not the average visitor to Dublin on 16 September 2020, and arriving from Nassau via Keflavik on return to Kunovice, was this Let-410UVP-E20 TI-BJM of Skyway. Since the beginning of this century it operated in Africa and was delivered to Costa Rica only ten months ago, in December 2019. It is not clear if it returned to Kunovice for overhaul or will go back to Africa or another operator. (Paul Nelhams)

| | | | | | | |
|------------|-------------------------|-------------|---------------------------|-------|---------|--|
| Mi-28N | --- | RF-13491 | Russian Air Force | Kub | 28aug20 | coded "51" yellow |
| Mi-38 | 26 003 | RF-19097 | Russian Air Force | CKL | 31jul20 | coded "73" red |
| Mi-38-4 | 26 004 | RA-14340 | Rossiya | Kzh | 04sep20 | line # 01-05; VIP version; in full c/s |
| Tu-16A | 7 2 037 09 | "09" red | Soviet Air Force | | 30oct61 | was an accompanying aircraft during the test of the thermonuclear 'super bomb' AN602 |
| RRJ-95B | 95 179 | 97009(5) | primer | OVB | 09sep20 | all primer |
| RRJ-95B | 95 199 | 89139 | primer | f/f | 04mar20 | ferried via OVB to ULY 16sep20 |
| RRJ-95B | 95 205 | 89145 | primer | f/f | 10sep20 | |
| RRJ-95B | 95 206 | 89146 | primer | Kxy | 31jul20 | |
| Tu-134AK | 66135 | RA-65568 | Aeroflot Russian Airlines | ARH | 25jun19 | as an anti-terrorist trainer; reported sep20 as scrapped |
| Yak-18T/36 | 03 36 | RA-44293(2) | DOSAAF Rossii | | aug20 | dismantled condition in a hangar at Samara-Bovrovka |
| Yak-40K | 9 82 12 57 | 1257 | Czech Air Force | wfu | 02sep20 | decommissioned at Kbely, but I/n HAM 14sep20 |
| Yak-40 | 9 94 02 60 | 0260 | Czech Air Force | wfu | 02sep20 | decommissioned at Kbly |
| Yak-42D | 452042 29 14 203 | RA-42370 | KrasAvia | CEK | 14aug20 | reported scrapped this date |
| Yak-42D | 452042 21 16 583 | RA-42402 | Izhavia | CEK | 15aug20 | reported scrapped this date |
| CJ6A | 31 512 02 | ZK-CAJ | | photo | 21aug20 | at Pukaki |
| H6K | --- | 11292 | Chinese Air Force | photo | aug20 | 8th Div/24th Reg |
| H6K | --- | 11293 | Chinese Air Force | photo | aug20 | 8th Div/24th Reg |
| H6K | --- | 41273 | Chinese Air Force | photo | aug20 | 36th Div/108th Reg |
| Hongyan | --- | B-109G | Beijing Aerospace | f/f | jan20 | unmanned version of the Y5B; see on-line database |
| FH-98 | --- | FH98-0001 | SF UAS | photo | 21aug20 | unmanned version of the Y5B; see on-line database |
| FH-98 | --- | FH98-0002 | SF UAS | photo | 21aug20 | unmanned version of the Y5B; see on-line database |
| Y12F | --- | B-10Z5 | China Fl. Dragon | i/s | 01sep20 | |

PH register

Newly registered aircraft:

| | | | | | | |
|--------|---------------------------|------------------------|--|--|---------|--|
| PH-BAR | Tecnam P2010 | 105 | | | 20aug20 | |
| PH-CGV | Dassault Falcon 2000EX | 365 | | | 24aug20 | Ex F-WWGE |
| PH-DUB | Piper PA-28R-200 | 28R-7435139 | | | 20aug20 | Ex PH-DUB, D-EBFF, N40898. |
| PH-FVE | Spitfire LF Mk XVI | CBAF 10917 | | | 10aug20 | Ex G-CKUE. |
| PH-MFN | Cameron Z-105 | 12396 | | | 19aug20 | 'Qredits' advertisement. |
| PH-MON | Van's RV-12 | 120742 | | | 18aug20 | |
| PH-MOR | Cameron Z-275 | 12350 | | | 21aug20 | 'Morres' advertisement. |
| PH-NTZ | Van's RV-7 | 72206 | | | 19aug20 | Ex I-UGOO. |
| PH-OPS | Fire Balloons G 30/24 | 1817 | | | 03aug20 | 'Greenpeace' advertisement. |
| PH-PIB | Cameron A-300 | 12386 | | | 17aug20 | |
| PH-RLD | Saab 91D | 91.370 | | | 24aug20 | Ex F-AYLD, PH-RLD. |
| PH-RUM | Kubicek BB Ship | 1027 | | | 21aug20 | Ex G-MORG, OK-2027. Special shape, pirate ship. |
| PH-SAC | Piper PA-28R-201 | 28R-7837299 | | | 20aug20 | Ex PH-SAC, OO-TRI, N39501. |
| PH-SAE | Piper PA-44-180 | 44-7995179 | | | 20aug20 | Ex PH-SAE, TF-FTU, G-SOIF, G-HSFT, EI-CCB, N2093K. |
| PH-SAI | Piper PA-28R-201 | 28R-7837020 | | | 20aug20 | Ex PH-SAI, F-GHUZ, N47972. |
| PH-SFF | Pilatus PC-12/47E | 1507 | | | 27aug20 | Ex D-FTON, D-FTOM, (D-FAAA), HB-FQC. |
| PH-SLG | Sling TSI | 145SK | | | 20aug20 | |
| PH-ZCU | Alpi Aviation Pioneer 400 | 034 | | | 17aug20 | |
| PH-2T8 | Take Off Merlin | 23545 | | | 17aug20 | Ex PH-2T8. |
| PH-4U6 | SkyStar Kitfox 4 - 1200BR | C 050 60303 | | | 14aug20 | Ex D-MIXS. |
| PH-7K8 | Nirvana Instinct | 2020237 | | | 17aug20 | |
| PH-7K9 | Scout One Carbon | 537 / CRC013148 | | | 05aug20 | |
| PH-7L1 | Adventure X-Race | 8334 | | | 19aug20 | |

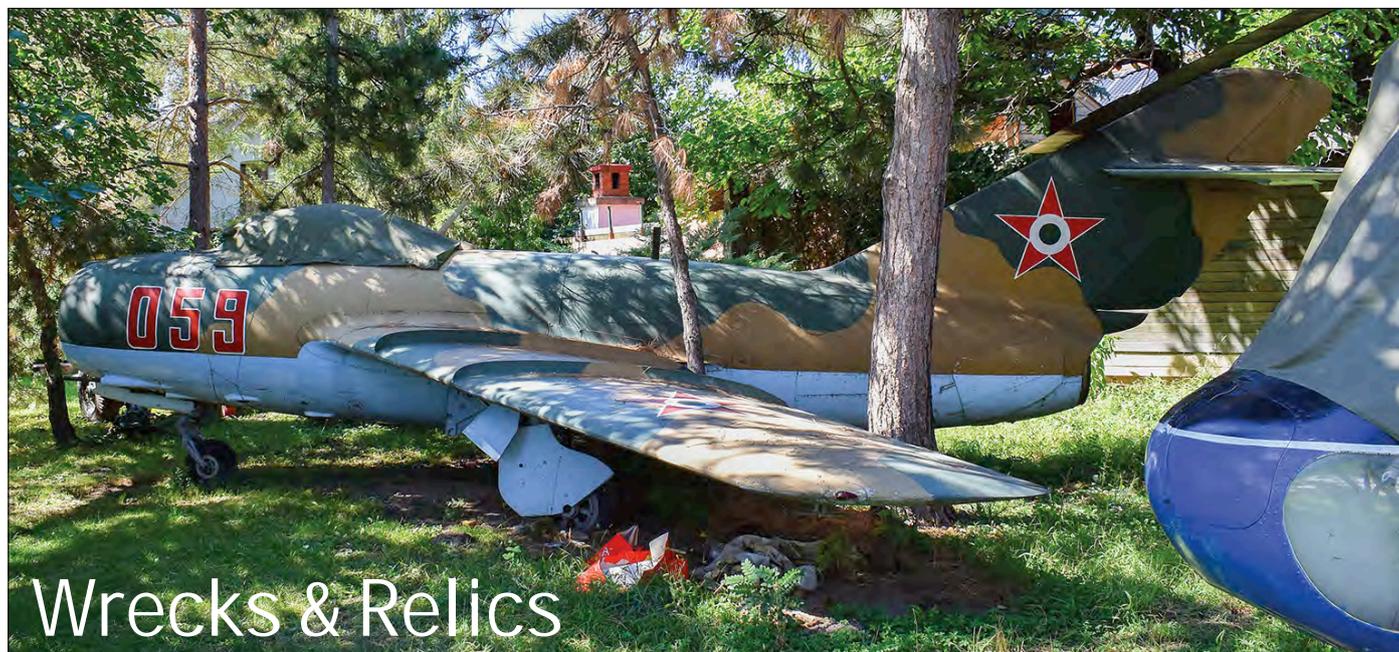
Change of ownership:

| | | | | | |
|---------|--------------------------|------------------|-------|---------|--|
| PH-ABM | Cessna 172 | 36540 | 06980 | 12aug20 | |
| PH-DTW | Aerostar Yak-52 | 9111413 | 08050 | 19aug20 | |
| PH-KDZ | Lindstrand LBL-105A | 998 | 08623 | 11aug20 | |
| PH-KLT | Van's RV-3B | 10405 | 07683 | 28aug20 | |
| PH-LGR | Van's RV-6 | 001 | 07461 | 24aug20 | |
| PH-MXX | Cameron Z-160 | 10791 | 06875 | 05aug20 | |
| PH-NNN | CZAW SportCruiser | 08SC159 | 07283 | 13aug20 | |
| PH-PME | Socata TB 10 | 188 | | 03aug20 | |
| PH-TCA | Maule M-7-235B | 23032C | | 12aug20 | |
| PH-TWO | Zenith CH801-HD | CH8011202 | 08306 | 05aug20 | |
| PH-1396 | Schempp-Hirth St. Cirrus | 189 | 07106 | 07aug20 | |

Cancelled from register:

| | | | | | |
|---------|--------------------------|--------------------|-------|---------|------------------------|
| PH-DTR | Lancair 320 | 603-320-349 | 06322 | 31aug20 | To France. |
| PH-MRO | Cessna 421C | 421C-0478 | 06107 | 07aug20 | To Russian Federation. |
| PH-9A4 | Fresh Breeze SportX 122 | 1311 | 20889 | 06aug20 | Wfu. |
| PH-1197 | Rolladen-Schneider LS-6C | 6303 | 05871 | 06aug20 | To Germany. |

Credits: Inspectie Leefomgeving en Transport.



Wrecks & Relics

A new discovery is this Hungarian MiG-15bis 059. It is with a private collector at Pákozd, which is a town between Budapest and Lake Balaton. (2 September 2020, Erwin Alexander)

The Netherlands

Baarlo

Two aircraft have been sold. A MiG-23 will go to camping Land uit Zee at Wieringerwerf and Br1150 61+11 will go to Germany.

Barneveld

Alouette 3 (A-208)/SE-JCR is expected to join the other two Alouette 3s here in October. SE-JCR was last seen stored at the Aerosum museum at Göteborg-Säve.

Midden Zeeland

After the death of the owner of the Flying Gyrocopter and Old Aircraft Museum the whole collection was offered for sale in an auction on 25 August.

Nieuw Vennepe

16-212 PBY-5A restoration sep20

The Catalina arrived at the Netherlands Transport Museum for restoration. It came of the NMM storage of Soesterberg.

Teuge

(43-1416) L-4B NC50601 **10277** sep20

The Piper arrived in June and came from France.

Belgium

Antwerpen

(PNC-240) C212-200 N620AR **379** sep20

The former Columbia CASA arrived 30 August 2020. It has a white fuselage and black tail.

Oostende

H22 A109BA instructional **0322** sep20

The Vlaams Luchtvaart Opleidings Centrum (VLOC) took delivery on this Agusta. It was flown in on 2 September 2020.

Croatia

Velika Gorica

102 MiG-21bis preserved, ex Pleso **75092741** sep20

The MiG-21 is preserved at the rework facility.

Czechia

Kbely

Both Yak-40s, 0260 and 1257, were officially withdrawn from service on 2 September. However 1257 was noted on a flight to Hamburg on 14 September.

Kbely-Letnany

2421 L-39ZA stored, dismantled, hangar 3 aug20

4017 MiG-21MFN stored, cockpit, ex Turnov aug20

0610 Zlin 326 OK-OTE, hangar 4 **610** aug20

Yak-21R OK-JEN, ex DOSAAF **14425** aug20

Several new arrivals were noted with the museums' collection. The construction number plate of the former Hradec Králové SM-1Wb, which is under restoration here, has been checked and was marked **502037**. It was previously reported as **503037**.

Koněšín

9413 MiG-21MF preserved **969413** aug20

9819 MiG-23BN preserved **0393219819** aug20

Both were previously reported as stored off site with the museum, but are actually with a private collector in Koněšín village.

Líně-Dobřany

MiG-21PF 1311 was offered for sale in July and was sold. It should go to somewhere north of Praha.

Praha-Točná

(07354)/387 N2S-3 N67344, ex Mnichovo Hradiště jul20

Also seen were based Zlin 325 0612/OK-OTP and An-2TD (20 yellow)/SP-KME. SNJ-4 (7678)/N7678Z seems to have moved to Líně-Dobřany where it was seen in July 2020.

Prelouc

The stored MiG-19S 0508 was sold and has gone to France.

Denmark

Spjald

DE639/RUC-B Tiger Moth OY-ALN **85593** jul20

The Tiger Moth used to be at Eslöv, Sweden, as SE-COG.

Finland

Lappeenranta

(PY-16) Pyry II stored, frame **I/15** aug20

This Pyry is at the Kaakkois Suomen Ilmailumuseo and came from the Vantaa storage. Also the forward fuselage of a second Pyry is here. All other aircraft listed in EMOOS were also seen.

Lempäälä

(51-11842) C-45G OH-BLL, preserved **AF-399** aug20

The Beech is preserved at a private collectors' house at N61.29560, E23.77223.

Pori

The Pori technical college still has its four aircraft, F27-100 FF-2 (outside), F27-300 FF-3, PA-28R-200 PA-3 and L-90TP RG-4. All were seen in August 2020. On the civil side, in a

hangar to the left of the terminal, was CM170 FM-37/OH-FMA.

Menkijärvi

35 red MiG-23MLD stored, ex Soviet **0390320549** aug20

The former Järvepää MiG is stored at this large airfield. Also here is Polish MiG-21MF 8910, which is on the far side.

Torp

MG-114 MiG-21bis preserved, ex Tampere aug20

A MiG-21 is outside at the Museet Kanonerna (N60.05679, E23.98308). Also here is civil Mi-8T CCCP-25267.

France

Cuers-Pierrefeu (83)

165507/AJ-604 E-2C instructional sep20

The former US Navy Hawkeye arrived on 6 September.

Péronne-Mons en Chaussée (80)

(FAB-005?) PC-6/B2H2 F-GHVH, ex Bolivia **2072** sep20

This para dropper is also ex USAF 73-1699. It visited the Netherlands and is reported to be based at Péronne.

Germany

Allendorf-Eder (HE)

Based FWP149D 90+21/D-EHJK was offered for sale and has gone to Austria.

Ankum (NI)

37+26 F-4F stored **4413** aug20

(B-40) Bo105CB4 stored **S-240** aug20

The ex Dutch and ex Neuhausen ob Eck Bo105 was one of the Bo105s bought by Baarlo dealer, but stayed in Germany as it was resold. Also noted was Alouette 2 D-HOBU (ex Bundesgrenzschutz). All the aircraft listed in EMOOS where still here, with the exception of G91R/3 31+21 which has been sold to a museum.

Berlin-Gatow

989 MiG-21SPS-K stored, cockpit **94A6804** sep20

The former Laage MiG-21 is now stored in hangar 7 of the museum. This hangar used to be a display hangar but is currently a storage hangar.

Gardelegen (NW)

The former Malawi Do27J-1 MAAW-16/D-EFSC has been sold to Turkey.

Grafenheim (BW)

Typo last month. The MiG-21 with private collector Andreas Grüner should have c/n **05695155**.

Hodenhagen (NI)

55+46 Do27B-1 D-EDNW **176** aug20

(55+95) Do27B-1 (D-EEQA), dismantled **260** aug20

Oldenburg-Hatten (NI)

Several aircraft have gone from here. L-18C (18-1621)/D-

EQXB went to Kassel, CASA 1131E E.3B-574/D-EJMI to Neustadt-Glewe and P2-06 (U-132)/D-EGAW to Paderborn. Still noted in August were CASA 1131E (E.3B-317)/D-ELSK, Tiger Moth (DF203)/OY-DGH and Yak-52TD LY-AXN. The Quax Flieger have closed their base here.

Paderborn-Lippstadt (NW)

A-102 P2-06 U-132, D-EGAW, ex Hatten aug20

A-872 P3-05 HB-RBY, ex Locarno **510-59** aug20

(XW185) Sioux AH1 D-HAFF, ex Ahlen **WA705** aug20

All these are with Quax Flieger. Their Chipmunk T10 (WK565)/D-ELLY crashed 17 September 2020 after take-off from Bienenfarm. The pilot was killed.

Pirmasens (RP)

(18-1491) L-18C D-EHCK, ex Baden Baden aug20

(41-8584)/110 PT-17 F-AZLN **75-2143** aug20

The ex ALAT Piper Cub is confirmed to be based here. It was already noted here in September 2019. The Stearman came from France and was damaged when it overturned on 13 August 2020.

Rechlin (MV)

905 Lim-5 preserved, ex Gatow **1C-0820** sep20

This MiG is new with the Luftfahrttechnisches Museum Rechlin.

Rüdinghausen (NW)

The saga of the OH-23B continues. Apparently the construction number of the one at San Carlos (CA) has been checked and confirmed as **624**. This belongs to 51-16374. The question now is why N47245, the one at Rüdinghausen, is listed in the FAA records with construction number **624**.

Wernigerode (ST)

The former Wunstorf gate guard FWP149D 90+35 (painted as 62+50) is under restoration for display at the museum here.

Zehdenick (BB)

99+03 G91R/3 preserved, ex Wunstorf **328** jun20

Greece

Thessaloniki

ES299 U-17A preserved **185-1103** jul20

The aircraft is preserved outside barracks between Neo Rysio and Kardina on the south side of the airfield (N40.48355, E22.98920).

Hungary

Pákozd

059 MiG-15bis preserved **3059** sep20

Also in this private garden (N47.21696, E18.54364) are Mi-2 OM-PIO and PZL101 HA-PZF.

Pápa

9307 MiG-21MF preserved **969307** aug20



A unknown Bell 47 is mounted on the roof of a building at Bad Honnef. It carries German Army serial PA+119, which is incorrect for the type as PA+119 was used on SO1221 Djinn. The badge on the nose is marked Blaue Sau, Bar & Grill, which is next door. Although it has been here for several years the real identity is this Bell 47 is still unknown. Does anybody have more info about this helicopter? (1 August 2020, Tom Kowalski)



This G91R/3 99+03 used to be an instructional airframe at Wunstorf. It is now part of the aircraft collection at Zehdenick. (26 June 2020, Raymond van Dijkhuizen)

The MiG-21 has been fully restored by a local group named Az Ég Katonái Hagymányórző Egyesület. The aircraft is preserved inside a shelter. All the aircraft from the far side, which were sold earlier this year, will go to a collector near lake Balaton.

Italy

Marghera (VE)

| | | | | |
|--------------|---------|--------------------|-------------|-------|
| I-VFMG/VF-35 | AB204AS | MM80507, preserved | 3214 | sep20 |
| I-VFMO/VF-04 | AB47G-2 | stored | 043 | sep20 |

Both are at a VVF training facility. The AB204 is at the gate at N45.51638, E12.24359, while the AB47 is stored. Both came from Venezia airport.

Rome (RM)

| | | | | |
|----------------|---------|--------|-------------|-------|
| MM25172/GF-02 | P166DL3 | stored | 466 | sep20 |
| MM62263/GF-05 | P166DP1 | stored | 701 | sp20 |
| MM81191/GF-313 | A109A | stored | 7312 | sep20 |

These are new arrivals in the Bruno Bentivoglio yard, all came from Pratica di Mare. A second A109 is expected.

Lithuania

Alyfus

| | | | | |
|-----------|-------|------------------------|-----------------|-------|
| 15 yellow | An-2R | preserved, ex Šiauliai | 1G195-17 | aug20 |
|-----------|-------|------------------------|-----------------|-------|

Seen through the windows of a hangar were PZL104 LY-AIC, Yak-18T (10 blue)/LY-AIP (restoration), Yak-52 (12 red)/LY-AIR and (61 yellow)/LY-AIW.

Poctunai

| | | | | |
|------------|------------|---------------------|-----------------|-------|
| 11 white | An-2T | LY-AHO, stored | 1G160-39 | aug20 |
| 31 white | An-2T | LY-AHP, stored | 1G194-45 | aug20 |
| 77 white | An-2T | LY-AHQ, stored | 1G194-46 | aug20 |
| (26 black) | PZL104-35A | LY-BHK | 96305 | aug20 |
| | PZL104-35A | LY-AKJ | 128417 | aug20 |
| | PZL104-35A | LY-AHL | 128461 | aug20 |
| | PZL104-35A | LY-AHM | 128462 | aug20 |
| | PZL104-35A | LY-AHJ, stored | 18830737 | aug20 |
| | PZL104-35A | LY-AHN | 18840789 | aug20 |
| | PZL104-35A | LY-AGE, ex Paluknys | 18840793 | aug20 |

All these were in and around the main hangar. The PLZ104s are ex DOSAAF. On the far side were:

| | | | | |
|-----------|-------|--------------------|-----------------|-------|
| (03 blue) | An-2R | (LY-AQA), no wings | 1G201-09 | aug20 |
| (09 blue) | An-2R | LY-AHA | 1G206-52 | aug20 |

Poland

Oleśnica (DLS)

The TS-11 at the barracks has received its original serial of 0504. It is no longer marked 1978.

Pila (WKP)

| | | | | |
|--------|-------|--------|-----------------|-------|
| (5709) | An-2T | SP-AOR | 1G157-09 | sep20 |
|--------|-------|--------|-----------------|-------|

| | | | | |
|--------|-------|--------|----------------|-------|
| (7357) | An-2T | SP-AOH | 1G73-57 | sep20 |
|--------|-------|--------|----------------|-------|

Both live in the large hangar across the main road and came from Zielona Góra.

Spain

Léon

| | | | | |
|---------------|--------|---------------|------------|-------|
| E.25-16/79-16 | C101EB | instructional | 016 | sep20 |
|---------------|--------|---------------|------------|-------|

The Aviojet has become an instructional airframe at the Academia Basica del Aire by early September 2020. The aircraft is still in its Team Aguila colours.

Switzerland

Gruyère

Typo last month, crashed Bu131 HB-UVB is ex A-28 (not A-38).

Ukraine

Poltava

| | | | |
|-----------|-----------|--------------------------|-------|
| 04 yellow | Mi-6A | preserved, ex Konotop | may20 |
| 98 red | MiG-25PDS | preserved, ex Zaporizhia | aug20 |
| 41 yellow | Su-17M-4R | preserved | jul20 |

All three are new at the Long-Range Aviation Museum.

Zaporizhia

An official document shows the construction number and arrival date of the seven MiG-25s still in storage here. They are Soviet owned. MiG-25RB c/n **02014017** arrived 06oct95, c/n **02023145** arrived 26mar96, c/n **02043105** arrived 26mar96, c/n **02045111** arrived 27feb96, c/n **02047400** arrived 27feb96, MiG-25RBM c/n **660_1008** arrived 28apr94 and MiG-25RU c/n **39005333** arrived 02nov95.

United Kingdom

Fishburn/Morgansfield/West House Farm, Durham

Tiger Moth (T7748)/G-ALBD flew in from Durley Farm on 21 July 2020 and is now resident.

Neatishead, Norfolk

The RAF Radar Museum Norfolk now has the cockpits of Lightning F2A XN795 and T5 XS421 in storage. Both used to be stored at nearby East Bilney. Before that they sat out at P&EE Foulness for many years, making them quite rare birds.

Southend, Essex

Bolivian BAe146-RJ70 FAB-108 is still rotting away here, having arrived on 19 January 2018 on its delivery flight and got no further.

Credits: Phil Adkin, Tom McGhee, Paco Rivas, Ben Sadler, Gordon Wimmer

Dustpan & Brush



The United States Air Force Aircraft Accident Investigation Board (USAF AAIB) released a report on the mishap of this Shaw Viper (which happened on 30 June 2020), and they released its serial as well: 00-0221/SW. David Alders took a picture of the Fighting Falcon in happier days, at Oshkosh (WI) on 27 July 2018.

Additions & Corrections:

24mar15 08yl Mi-24VP 3532584910258 w/o
See Scramble 431.

30jun20 00-0221/SW F-16CM CC-221 w/o
See Scramble 495.

New Accidents:

28jun20 MiG-29 w/o

A MiG-29 of the Wagner Group crashed somewhere over Libya (it could also have been 29 June). These aircraft (of the Wagner Group) belong to a fourteen jet fighter strong detachment, consisting of MiG-29s and Su-24s, that were delivered from Russia via Khmeimin air base in Syria to Libya. The fighter aircraft are based at Jufra and Khadim air bases. Later on, also Mi-8s (various variants) and Mi-24 attack helicopters were sent to Libya and flown by the Wagner Group. The whole detachment supports Khalifa Haftar of the Libyan National Army (LNA) in its fight against the UN-backed Government of National Accord (GNA). The Wagner Group has close ties to the Russia's GRU, the Russian military intelligence agency. Wagner is known as a paramilitary company.

27aug20 MH-60M w/o

A Black Hawk of the US Army's 160th Special Operations Aviation Regiment "Night Stalkers" crashed off the coast of San Diego (CA), which left two US soldiers dead and three others injured, according to reports. The US Army Special Operations Command was conducting routine training off the coast of Coronado (CA) – across the bay from downtown San Diego – when an "aircraft incident" occurred, an Army public affairs officer said. A Defense Department official told the newspaper the helicopter had crashed on San Clemente Island, about 70 miles west of Coronado. The island contains a massive military installation with a bombing range, radar and telemetry support infrastructure, a large airfield, and more, including a sprawling special operations training area on its northern tip. This area is dominated by an elaborate military operations in urban terrain (MOUT) complex.

27aug20 N15NE PC-12/45 102 dam

Hurricane Laura made a fair few victims among aircraft, this is one of them. It was parked inside a hangar at Lake Charles Regional Airport (LA) when Laura hit and destroyed the hangar. The Pilatus received substantial damage.

27aug20 24bl Su-27S 36911021307 nil

Ukrainian Air Force fighter jets practiced rough landings on improvised runways, as part of trials to use roads for emergency landings. Two Sukhoi Su-27s landed on what is known as Highway M06, a Ukrainian international highway connecting Kyiv to the Hungarian border near Chop. One of the pilots miscalculated the landing point and almost landed on some people and police cars. The Su-27 also knocked down a road sign during landing, and it ended up folded around the engine inlet. The sign was a speed limit sign, for 50 kilometres an hour...

28aug20 N423AX B767-324ER 27569 dam

Omni Air International's Boeing 767 was operating a flight (OY703) from Kabul, Afghanistan to Washington DC with a refuelling stop at Bucharest, Romania. Shortly after touchdown on runway 07, the left main landing gear collapsed, causing the no.1 engine (left hand) to skid across the runway. The aircraft came to a full stop on the runway, where all 49 passengers and fifteen crew on board were safely evacuated.

28aug20 N900DT RC500S 500-3056 w/o

A Rockwell Shrike Commander of Conquest Air impacted a storage facility building and parking lot terrain in Pembroke Park, Broward County (FL). The airplane was destroyed and the two people on board were fatally injured.

LiveATC radio transmissions:

08:48:54 (KPMP Tower): N900DT, Pompano Tower, ***

08:49:34 (KPMP Tower): N900DT, roger, uh, *** the wildlife in the vicinity *** runway one five.

08:51:26 (KPMP Tower): N900DT, Pompano Tower, runway one five cleared for takeoff, left-hand departure approved, ****

08:53:14 (KPMP Tower): Commander 0DT, contact Fort Lauderdale International Tower, one one niner point three prior to entering Charlie airspace.

08:53:21 (N900DT): Ninety-three, we'll talk to you on the way back, thank you sir, uh, delta tango ((no other transmissions from the accident aircraft were found))

28aug20 5N-BQW Bell 206B-3 w/o

All three occupants of the Quorum Aviation Bell JetRanger III perished after the chopper crashed into a house under unknown circumstances in Opebi, Lagos, Nigeria. Needless to say the Bell was completely destroyed.

28aug20 N401JP Ce401A **401A0046** dam

During approach to Arnsberg-Menden Airfield, Germany the private Cessna hit the ground just before the runway. The three occupants were injured and taken to hospital.

29aug20 HK-4344-G CeT303 **T30300016** dam

All five occupants of the Alianza Para El Progreso Cessna Crusader were uninjured, after it suffered a runway excursion on landing at Cordillera-Espino Airport, Colombia. The nose landing gear collapsed after entering rough terrain.

29aug20 XB-OAP Falcon 200 **504** dam

A Dassault Falcon 200 made a gear-up forced landing within the perimeter of Palenque Airport, Mexico. The pilot(s) fled the scene. Law enforcement officials found three tons of packages of pure cocaine. Preliminary information suggests that the aircraft was stolen from Palenque Airport. In the evening it was reportedly detected by military radar when it was flying near Tenosique, close to the border with Guatemala. It continued at low altitude until it landed at Palenque Airport.

29aug20 JA73NM B737-81D **39421** dam

Skymark Airlines' flight BC21 from Tokyo-Haneda to Fukuoka suffered a bird strike while climbing through 11,000 feet at fifteen kilometres east-northeast of Haneda, after take-off from runway 16R. In the absence of abnormal indications the crew continued the flight, climbed to FL340 (34,000 feet) and landed safely in Fukuoka, about 75 minutes later. After arriving at Fukuoka, damage on the outer skin and inner structure were found at the left forward fuselage. Japan's Ministry of Transport rated the occurrence an accident, and on 1 September Japan's JTSB opened an investigation, stating the aircraft received "skin damage" as the result of the bird strike.

31aug20 166503/622 E-2C w/o

An E-2C Hawkeye of the United States Navy, assigned to Airborne Command & Control Squadron (VAW) 120 Fleet Replacement Squadron "Greyhawks" (operating the E-2C+(E-2NP), E-2C-II (E-2C 2000-NP) and E-2D), departed Norfolk-Chambers Field NAS (VA) on a local training flight. In the afternoon when the flight took place, the crew encountered an unexpected situation, abandoned the aircraft and bailed out! Left without anybody to steer the aircraft it went out of control, entered a dive and crashed in a field located near Wallops Island, along Mason Road, Accomack County (VA). All four occupants parachuted to safety while the aircraft was totally destroyed by impact forces and a post-crash fire.

01sep20 Mi-17 w/o

None of the twelve occupants of the Afghan National Army Mi-17 were injured after it crashed in the Rustaq district, Takhar province, during landing, as a result of a technical malfunction. The Mil had left 217th Pamir Corps, Kunduz earlier.

03sep20 CH-53E w/o

A USMC Super Stallion from Marine Corps Air Station New River (NC) went down in Onslow County, in the area of Pilchers Branch Road in Sneads Ferry. The CH-53E was forced to perform a precautionary emergency landing in the Dixon area around 14:00 hours local time in the afternoon. All four crew members were safe, and officials say no injuries have been reported. The Marine Corps says the reason for the precautionary landing is unknown, and it is under investigation at this time.

04sep20 J-10S w/o

During a training flight near the city of Guilin in the south of China, a fourth generation multirole fighter J-10S of the People's Liberation Army Air Force (PLAAF) crashed near Sanjia Village, Guilin Qixing District, Guangxi Province. The reason for the crash was a bird hit, with the pilot ejecting safely and received only minor injuries. The J-10 was part of the 5th Air Brigade which operates the J-10A and J-10S (serials 61x6x).

07sep20 PR-AUR G200 **140** dam

W.R.V. Empreendimentos e Participacoes' Gulfstream Galaxy departed Belo Horizonte-Pampulha - Carlos Drummond de Andrade Airport in Brazil for a local training flight, consisting of touch-and-goes. After the first touchdown on runway 13, the pilot decided to abort the take-off. The aircraft overran the runway, struck the airport perimeter fence and came to a stop next to a concrete construction. The aircraft suffered extensive damage under the fuselage, wings (slats and flaps), losing all landing gear. The captain suffered minor injuries.

07sep20 8107 Mi-8T **33307?** dam

After making an emergency landing, the LNA pilot fled the scene. Images show damage to the fuselage and cockpit. The helicopter was confiscated by armed forces of the Government of National Accord (GNA). In some reports the crash date is stated as 12 April 2020.

07sep20 MiG-29 w/o

A MiG-29 of the Wagner Group (see details on 28 June) was shot down near Sirte, Libya. The pilot successfully ejected and filmed the process of his evacuation by a Mi-24 of the Libya



Quite a story about this Su-30M2 RF-95869/60 red of the Russian Federation - Aerospace Forces, which was accidentally shot down by a fellow air force fighter, Su-35S with bort number 22 red. There is a whole narrative on it a few pages on, but the short version is that the Su-35's gun was not disabled as per procedure, thus making the pilot unaware that he was firing live rounds! Sadly this resulted in the loss of the Su-30, but luckily both pilots managed to eject safely. (Novosibirsk-Tolmachevo, 2018, Yuriy Vladimirovich)



This Sikorsky S-76A, serial 202 of the 505 Search and Rescue Group, crashed near Zamboanga, the Philippines, on 16 September 2020. The initial cause of the accident was due to bad weather, sadly killing all on board. Johannes Paul Victorina Lastimoza captured the AUH-76 Firebird (as it is locally known, with AUH standing for Armed Utility Helicopter) at Loakan Airport, Baguio, the Philippines on 17 February 2017.

National Air Force. On social media a video was released with the pilot stating his fighter jet was shot-down, not crashed due to a technical failure.

12sep20 N7602Y PA-30 30-672 dam

Following a loss of engine power, the private Piper Twin Comanche force landed to an open and timbered terrain area southeast of Billings Logan International Airport (MN), just above Vuecrest Drive and North 18th Street. The airplane sustained substantial damage and the sole pilot on board received unspecified injuries.

13sep20 PT-CFG Beech B55 TC-563 w/o

A private Beech Baron crashed at Issano, Cuyuni-Mazaruni Region, Guyana and was found by law enforcement officers. It had been used for transporting drugs. The pilot died in the crash.

15sep20 17-241 JF-17 2P41 w/o

A Pakistan Fiza'ya JF-17 Thunder crashed during a training mission in the Pindigheb area, Attock District. Luckily the sole pilot was able to eject and landed safely with his parachute. The aircraft caused no damage to people or infrastructures on the ground. The Thunder was operating out of Minhas air base (Pakistan) as part of 14(AS)sq "Tail Choppers".

15sep20 N3125N DHC-3 394 dam

The Katmai Air Otter ditched in the waters of Naknek Lake in Katmai National Park (AK), near Brooks Camp. The airplane submerged, sustaining unknown damage, and the seven occupants onboard were not injured.

15sep20 N305AG Beech 200 w/o

According to an official statement of the Venezuelan Army, a Beechcraft 200 King Air, with false US registration "N305AG", was shot down as it was transporting drugs and entered Venezuelan airspace illegally. It came down at Machiques de Perija, Venezuela.

16sep20 202 AUH-76 76.0240 w/o

Four persons of the Philippine Air Force were killed after an AUH-76 Firebird (armed utility transport version) crashed in the Basilan province amid bad weather. The casualties included two pilots and two crew members assigned at PAF's 505th Search and Rescue Group. The Sikorsky took off from Zamboanga City around 12:30 hours local time in the afternoon, bound for Jolo, Sulu for a medical evacuation mission, when it crashed in Barangay Upper Manggas in Lantawan

town around an hour later. There was a strong gust of wind followed by a heavy downpour before the incident. As a result of this crash, all Sikorsky helicopters of the Air Force have been grounded, pending investigation.

16sep20 N972DD PA-46-350P 4636637 dam

Both pilots on board the Drive Line Piper Malibu Mirage were not injured, after it experienced an approach stall and subsequent hard landing at Jacksonville-Cherokee County Airport (TX). The airplane sustained substantial damage from the impact related to a collapsed landing gear.

17sep20 RA-24532 Mi-8T 98522422 dam

The Dalnerechensk Avia Mi-8 rolled over on landing at Ochaginskoe, Magadan Oblas, while carrying cargo. The three crew were uninjured but the Mil was substantially damaged.

19sep20 5Y-MHT Fokker 50 20171 w/o

A Fokker 50 of Silverstone Air Services (chartered by Somali company Saacid Airlines) suffered a runway excursion at Mogadishu Aden Abdulle Banaadir Airport's runway 05, Somalia, and collided with a concrete perimeter wall, rendering the Fokker a total write off. It operated a cargo flight to Beledweyne. After take-off the flight crew elected to turn back to Mogadishu Airport, reportedly due to a hydraulics problem. Both pilots sustained serious injuries as a result of the impact, two others were uninjured. Locals report the captain was trapped in the cockpit for a while until rescuers were able to free him.

19sep20 N7946C TB-25N 108-33263 w/o

The crew of this North American B-25 Mitchell (flying around as 44-28938 'Old Glory') departed Chino (CA) on a private flight to Vacaville (CA) and Stockton (CA). En route, they encountered an unexpected situation and were forced to attempt an emergency landing. The aircraft crash landed into an irrigation ditch in an open field in the area of Roberts Road and Muller Road, west of Stockton Metropolitan Airport. It lost its undercarriage and both engines before coming to rest. All three occupants escaped with minor injuries.

20sep20 N236KM PA-46-310P 46-8508014 w/o

Sadly all four persons on board this KMAC Bravo Piper Malibu JetPROP DLX died in a crash. It took off from Horseshoe Bay Resort Airpark, near Austin (TX) and was heading to Natchitoches Regional Airport (LA). The pilot reported engine problems and apparently elected to divert to Hilltop Lakes Airport (TX). Sadly he never made it that far.

20sep20 T7-SKY PC-6/B2-H4 **902** w/o

The Sky Team Cremona Turbo Porter departed Cremona-Migliaro Airport, Italy, in the morning on a local skydiving flight, carrying eight skydivers and one pilot. After the assigned altitude was reached, seven skydivers successfully jumped. When the last skydiver attempted to jump, an unexpected situation occurred, maybe he collided with the aircraft when he evacuated the cabin. Out of control, the aircraft entered a spin and crashed in a cornfield located in Livrasco, about two kilometres north of Cremona Airfield. Both pilot and skydiver were killed.

20sep20 PA-31 **31-** w/o

A crashed Piper Navajo was found by Mexican law enforcement officers at La Zanja, Escárcega. It had been used for transporting drugs.

21sep20 'XA-DOC' Lj35A **35A-** dam

From Pipers to Learjets, drug traffickers use all kinds of aircraft. This time a Lear 35 was used and crash landed in northern Belize near Santa Martha on the Old Northern Highway, an illegal landing strip, although other sources claim it was closer to Carmelita, in the London Area. The registration is fake, as XA-DOC is connected to a Learjet 36.

22sep20 HK-4669-G Ce208B **208B0968** dam

A private Cessna Grand Caravan sustained substantial damage when it was involved in an accident shortly after take-off from Bogotá-Guaymaral Airport's runway 29, Colombia, when its engine lost power. The Cessna lost height, struck a concrete wall and lost its undercarriage. It then crash-landed in a prairie and slid for few dozen metres before coming to a rest. All four occupants escaped uninjured.

22sep20 RF-95869/60rd Su-30M2 **79810388415** w/o

A Russian Federation - Aerospace Forces Su-30M2 crashed during a training flight and according to multiple sources it was accidentally shot down by a Su-35S (confirmed to have bort number 22 red, but newly delivered so no RF-reg yet) during an air combat manoeuvring exercise over the Tver region. Both pilots were able to eject safely and their jet crashed in a forest. It is reported that the pilot of the Su-35S activated its gun that was by coincidence loaded with real ammunition. It had just returned from combat duty (possibly removed from Quick Reaction Alert) and was sent to non-combat / training operations. The missiles of the Su-35S were removed but as a result of a mistake by the ground crew the jet's GSh-301 gun was not discharged.

The Sukhoi was part of the 3rd Mixed Aviation Regiment of the 1st Mixed Aviation Division of the 4th Red Banner Army of the Air Force and Air Defense of the Southern Military District, stationed at Krymsk airfield (Krasnodar Territory). The Su-35S belonged to the 790th Fighter Aviation Regiment of the 105th Mixed Aviation Division of the 6th Leningrad Red Banner Army of the Air Force and Air Defense of the Western Military District, based at Khotilovo airfield.

The reason for the crash is confirmed as an air-to-air kill by a friendly Su-35S that used its GSh-301 30mm canon during close combat training near Khotilovo airfield. The Su-30 was part of a formation of three aircraft that acted as a hostile flight. The attacking Su-35 got behind the Su-30 while the unlucky fighter was performing a sharp manoeuvre with an upward climb. The Su-35 performed a simulated photo shooting which, to the shock and awe of the Su-35 pilot, turned out to be a live round. The 30mm rounds completely shattered the Sukhoi's wing console, resulting in a loss of speed and after the pilots ejected, the fighter levelled off, flew a couple of miles and fell into the forest. The search for the crashed Flanker has not been successful, as of yet. The military have already examined the alleged crash site, but the wreckage has not yet been found. Search is also being conducted from the air, but the wreckage of the Sukhoi cannot be seen from

the helicopters.

It is noteworthy that during training flights on a Sukhoi, cannon rounds are not removed from the aircraft. In reality, the ammunition for the GSh-301 cannon is always loaded, but the cannon is disabled by specialist technicians using a special switch, as well as disconnection of the ShR connector, which practically unplugs the gun off the socket. Prior to the flight, another ground specialist performs a routine check of the aircraft, including the status of the cannon, the pilot has practically no possibility to do that from the cockpit. Nevertheless, there are additional control mechanisms built in which should have prevented such accidental occurrence. As the last stage of protection, the Main B switch does not turn on, and in addition, a control procedure needs to be made by pointing the aircraft in a safe direction during the flight and pressing the BK trigger while recording on a tape recorder. Only then actual attacks are permitted. The fact that this incident has occurred indicates that these obligatory actions were not performed before the photo shooting.

23sep20 XB-PYZ BAe125-800A **258018** w/o

A private Brazilian Hawker 800 crashed while apparently attempting to land at a clandestine airstrip near Alta Verapaz, Guatemala. Both pilots were killed. Weapons and drug packages were located at the accident site. The aircraft had landed at Cuernavaca Airport the day before, reportedly after a flight from Colombia. It refuelled and subsequently departed without submitting a valid flight plan and without clearance from ATC. It was later reportedly seen at Maracaibo-La Chinita International Airport in Venezuela. Finally, on 23 September, it crashed in Guatemala.

23sep20 Mi- w/o

Four Russian personnel of the Wagner Group were killed when their helicopter crashed in Libya. The helicopter of an unknown Mil type came down in the town of Sukna near Al-Jafra air base in central Libya. It is yet unknown if the helicopter was shot down or crashed due to technical problems. Fact is that the helicopter was armed and it possibly moved ammunition to a Wagner location, one of the oil fields used by Russian mercenaries in Libya. The helicopter exploded after it crashed and it is reported that multiple secondary explosions were seen and heard.

24sep20 283 MD530F **0283FF** w/o

An Afghan Air Force Cayuse Warrior crashed after technical difficulties according to the Ministry of Defense. The MD Helicopter-built chopper came down in low water in the Kaparak area of Pul-e-Khumri city in northern Badakhshan, Afghanistan. Both crew on board did not survive the crash.

25sep20 16185 MiG-21UM **516999513** w/o

One pilot was killed in the crash of a Serbian Air Force MiG-21 in the area of the village of Brasina near Mali Zvornik, while the other was still being searched for. The MiG crashed in the yard of a local man who was injured. The first photos from the scene show that the MiG-21 was completely destroyed, and after the crash, thick smoke was billowing from the fighter. The accident occurred during a regular flight in the morning at around 09:00 local time.

25sep20 76ye An-26Sh **5608** w/o

A Ukraine Air Force Antonov 26 crashed in Chuhuiv Air Base, Kharkiv region, in the late hours of Friday evening. According to the air base, 28 people were on board. The bodies of 22 people were found, two people were injured and the search for four people continues. After impact a massive fire erupted, totally destroying the aircraft.

Credits: ASN, Aviation Herald, B3A

Military News & Updates



The ten "Wake Island Avengers" VMFA211 F-35Bs from Yuma MCAS Arizona arrived safely at RAF Marham. This is in advance of them joining HMS Queen Elizabeth to participate in exercise Crimson Warrior alongside F-35Bs from 617 Squadron ("The Dambusters") based at Marham. (169588/CF-03, Marham, 8 September 2020, Paul Easton)

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)

A couple of months ago, we mentioned the replacement of the Royal Netherlands Air Force's (RNLAf) Gulfstream IV V-11 with a second-hand Gulfstream 650. An official bid was already placed and by the end of January 2021 the RNLAf will decide which Gulfstream it will buy. Additionally, the new aircraft will receive a couple of modifications. One of these modifications will be the installation of a self-protection system.

EHVK = Volkel

F-16AM

| | | | |
|-------|----------|----------|---------------------|
| J-020 | 312sq | ex 322sq | 6D-176 sep20 |
| J-631 | wfu EHVK | 28aug20 | 6D-63 aug20 |

F-16BM

| | | | |
|-------|----------|---------|--------------------|
| J-065 | wfu EHVK | 21sep20 | 6E-34 sep20 |
|-------|----------|---------|--------------------|

Sadly, another two-seater made its last flight. As far as we know, only two F-16BMs (J-368 and J-882) are still active at Volkel airbase.

F-35A

| | | | |
|-------|-------------|-------------|-------|
| F-014 | FACO Cameri | f/f 02sep20 | sep20 |
|-------|-------------|-------------|-------|

F-35A F-014 made its maiden flight on 2 September 2020. This aircraft (including F-35A F-013) will be delivered to 322 Squadron at Leeuwarden in the very near future.

Bulgaria

Bulgarski Voenno-Vuzdushni Sili (AF)

UMMA = Baranovichi

In November 2018, the Bulgarian Air Force signed a USD 85.5 million contract for the major overhaul of fourteen Su-25s

by the 558th Aviation Repair Plant in Baranovichi (Belarus). Unfortunately, the contract was downgraded from fourteen to eight aircraft (six single seat and two double seat). Only after the overhaul of the eight aircraft is completed, the Bulgarian Air Force will consider if they will send six more aircraft to Belarus for major overhaul. The overhaul costs for the eight aircraft are calculated at USD 49 million.

Because of the strong regulations against Belarus with regards to the supply of weapons, it took longer before the Su-25s could leave Bezmer by Il-76 to Baranovichi. The first one left Bezmer on 28 August 2019 and the last one on 7 October 2019. The first two upgraded Su-25s returned to Bezmer on 23 September 2020 by Il-76. Noted on photos were Su-25UBK 002 and Su-25K 246.

SU-25UBK

| | | |
|-----|----------|---------------|
| 002 | 22.ShtAB | overhaul UMMA |
|-----|----------|---------------|

SU-25UK

| | | |
|-----|----------|---------------|
| 246 | 22.ShtAB | overhaul UMMA |
| 254 | 22.ShtAB | overhaul UMMA |

Croatia

Hrvatsko Ratno Zrakoplovstvo (AF)

On 9 September 2020, the Swedish government sent its proposal for twelve JAS39 Gripen C/D to Croatia. The Swedish embassy in Croatia and the Swedish Defence Material Administration (FMV) handed over the government-to-government proposal. The Croatian Air Force is looking for a replacement for its long-plagued MiG-21 fleet. Initially Croatia bought an upgrade to its MiG-21s plus some additional MiG-21bis from UkrSpetsExport and Odesaviaremservice in Odessa (Ukraine), but sometime after delivery Croatia found out four out of the five had falsified documents and parts installed. These four were declared unreliable and unsafe to operate and were withdrawn from use. Now only four MiG-21bis and four MiG-21UM two-seaters remain airworthy. The Minister of Defence announced that the MiG-21 fleet will be obsolete in 2023/2024 because of the remaining flight hours and dwindling of available spare parts.

In 2018, Croatia decided to accept the offer for twelve F-16 Baraks from Israel over the quotation from the USA. The deal was blocked by the United States, as the US Government has an end-user-agreement on the Israeli F-16s and must approve a sale of these aircraft to a third party. Israel requested approval for a sale to a third party but this request was denied.

Croatian media reported that a new RFP was sent to seven countries: USA for new F-16s, Sweden for new Gripens, Greece/Israel/Norway for second-hand F-16s, Italy for used EF-2000s and France for used Rafales. The deadline for sending in bids was 7 May 2020. A decision was expected around August and the contract was to be signed before the end of this year, but this will likely be delayed because of the Covid-19 virus. So now at least Sweden has sent in an official proposal. Sweden announced that the offer also includes a tailor-made strategic cooperation package that will boost the Croatian defence industry, and benefit Croatian security by building a long-term partnership with strategic sectors. It is not known if the other countries have already submitted their bids to Croatia or if Sweden is the only country that made a proposal.

Czechia

vzdušných sil (AF)

On 2 September 2020, after 21 years of honourable service, the Czech Air Force retired its two Yak-40s. Both Yak-40s made a final flypast over Kbely at 14:00 hrs, witnessed by the Chairman of the Chamber of Deputies' defence committee, Ms. Jana Černochová, Air Force deputy commander Petr Lančí and other invited guests. Strange thing is that Yak-40 1257 was noted on a flight to Hamburg on 14 September.

The Yaks were operated by 241. dopravní letka (241.dlt - transport squadron) and based at Kbely. The aircraft were used for transportation of government officials, but also used for military transport and medical evacuation. The unit also operates two Airbus A319s and one CL601 Challenger.

Yak-40

| | | |
|------|-------------|-----------------------|
| 0260 | wfu 02sep20 | ex 241.dlt |
| 1257 | wfu 02sep20 | ex 241.dlt, see above |

On 4 September 2020, Bell Textron Inc., Fort Worth (TX) was awarded a USD 272 million fixed-price-incentive firm-target contract for the production and delivery of eight UH-1Y Venom and four AH-1Z Viper helicopters to the government of Czechia. All work will be performed at Fort Worth (TX) and Amarillo (TX) and is expected to be completed in November 2023.

In May 2019, the US State Department approved a possible Foreign Military Sale (FMS) to Czechia of four Bell Helicopter AH-1Z Vipers/UH-1Y Venoms or twelve Sikorsky Aircraft Company UH-60M Black Hawks and related equipment. Czechia was considering either the UH-60M or the AH-1Z to replace its Mi-24 helicopters.

In August 2019, Bell Helicopter announced Czechia's military as the first foreign operator to acquire a mixed fleet of Bell UH-1Y and AH-1Z helicopters. The contract does not include armament, ammunition, spare parts and training of pilots and service personnel. Earlier, Czechia had announced the total contract is valued at USD 630 million, which includes all the aforementioned elements. The former Czechoslovak Air Force and the current Czech Air Force have been operating the Mi-24 since 1978. Through the years 28 Mi-24Ds, two Mi-24DU, and 31 Mi-24Vs were received. When the state of Czechoslovakia ceased to exist, seventeen Mi-24Ds, one Mi-24DU and nineteen Mi-24Vs were absorbed in the new Czech Air Force. Eight Mi-24Ds, one Mi-24DU and ten Mi-24Vs went to the Slovak Air Force. From the mid-2000s, Czechia received seven new Mi-24V and ten Mi-35 attack helicopters. The last one was delivered in January 2006. By the late 2000s all the original Mi-24s had been retired from service.

On 20 September 2020, Aero Vodochody re-delivered the first L-159 ALCA to the Vzdušné síly armády České republiky after undergoing a major overhaul after 16 years of operation (PP16). The aircraft, serial 6052, is operated by the 212. Taktická Letka (212.TL) which is based at Caslav. Sixteen L-159 ALCA single-seater light combat aircraft are undergoing this overhaul, which will see the service life extended with another eight years. PP16 is the second regular maintenance check of single seat L-159s, the first check after eight years of service was performed by Aero Vodochody in 2009-2013. The main improvements are adjustments for the use of Night Vision Goggles (NVG), installation of ESIS (Electronic Standby Instrument System) replacing several spare instruments, and external aircraft lighting.

Next to single seat ALCAs, the Czech Air Force also operates five L-159T1 and three L-159T2 advanced training aircraft. Aero Vodochody aims to make the whole L-159 fleet NVG compatible in the near future. The contract for the major overhaul of the sixteen L-159s was signed at the IDET fair in Brno in 2019 and has a total value of € 60 million including repairs. At this moment, eight L-159s are in various stages of overhaul at Aero Vodochody with another one expected to arrive this year. By the end of 2022 all sixteen L-159s should



Mauro Finati captured another first flight of an F-35A at Cameri on 2 September 2020. F-014 was the lucky serial and it will be delivered to 322 Squadron at Leeuwarden in the very near future.



Dutch base Deelen near Arnhem was one of the dropping areas in the first week of Falcon Leap. On 10 September 2020 both 334 Squadron C-130Hs and this French KC-130J performed Cargo Delivery System (CDS) drops on this (normally) sleepy air base. (5890/61-PR, Manolito Jaarsma)

be fully operational again. This year is also the year of 20 years L-159 operations. For this occasion the Czech Air Force painted an L-159 in a special colour scheme. The aircraft, serial 6070, was shown at the NATO Days held at Ostrava, one of the air shows which went ahead but without public and it could only be observed online.

| L-159 | | | |
|-------|--------|-----------------------------|-------|
| 6052 | 212.tl | ex LKVO after PP16 | sep20 |
| 6070 | 212.tl | special mks, 20 years L-159 | sep20 |

Denmark

Flyvevåbnet (AF) F-16AM

| | | | | |
|-------|---------|--------------|---------------------|-------|
| E-107 | Esk 730 | ex Esk 727 | M12-3/61-660 | sep20 |
| E-610 | Esk 730 | active again | 6F-45 | sep20 |
| E-611 | Esk 727 | active again | 6F-46 | sep20 |

Fighting Falcons E-610 and E-611 were noted active again after a long period of absence. E-610 was last noted active in September 2017 and E-611 was last noted active in August 2018.

Finland

Ilmavoimat (AF)

F/A-18C

| | | | | |
|--------|-----------|--------------|--------------------|-------|
| HN-408 | HävLLv 11 | ex HävLLv 31 | 1330/FNC008 | aug20 |
| HN-422 | HävLLv 31 | ex HävLLv 11 | 1416/FNC022 | aug20 |

Grob G115E

| | | | | |
|-------|-----------|-----|---------------|-------|
| GO-3 | HävLLv 41 | f/n | | jan20 |
| GO-4 | HävLLv 41 | f/n | 82309E | aug20 |
| GO-7 | HävLLv 41 | f/n | | aug20 |
| GO-27 | HävLLv 41 | f/n | 82149E | jun18 |

L-70 Vinka

| | | | | |
|------|-----------|--------------|--|----------------|
| VN-4 | HävLLv 41 | ex HävLLv 11 | | 4 aug20 |
|------|-----------|--------------|--|----------------|

France

Armée de l'Air et de l'Espace (AF)

On 11 September the Armée de l'Air (French Air Force) gave itself a new name. From that day onwards it will be known as Armée de l'Air et de l'Espace (French Air Force and Space Force).

The French order of three additional A330MRTT *Phénix* aircraft has been confirmed on 25 August and will bring their total fleet of A330MRTTs to fifteen. At the same time it was announced that the KC-135RG/C-135FR will start to be retired. The first one to go is C-135FR 475/93-CF which is planned to leave the fleet on 7 October. Note that the A330MRTTs will also replace the A310s. One A310 was already retired in

August 2019, the other two will be out of service by 2025. No confirmation yet on what will happen to the A340 aircraft.

The second Alpha Jet unit to be disbanded within three months is ETO01.008 *Saintonge*. After EAC00.314 from Tours in June it was ETO01.008 from Cazaux which stopped flying on 4 September. This only leaves EE03.008 at Cazaux and Patrouille de France at Salon flying with the Alpha Jet.

In a ceremony on 17 September, the first stone was laid for the first building of the new Franco-German Hercules unit. Both countries will base their C-130Js at Evreux. The unit will get ten aircraft. Two C-130Js and two KC-130Js are from France. Germany will supply three C-130Js and three KC-130Js. The French C-130Js are former ET02.061 aircraft which will relocate from Orleans to Evreux in 2021. ET02.061 will remain at Orleans with its C-130Hs. The German C-130Js will be delivered between 2021 and 2023.

LFBD = Bordeaux-Magnac

LFSD = Dijon-Longvic

LFXA = Ambérieu-en-Bugey

Alpha Jet E

| | | | | |
|-----------|----------|-------------|--|-------|
| E135/8-RX | std LFXA | ex EE03.008 | | sep20 |
|-----------|----------|-------------|--|-------|

EC725R2

| | | | | |
|---------|----------|-------------|-------------|-------|
| 2555/SF | i/a LFSB | ex EH01.067 | 2555 | jul20 |
|---------|----------|-------------|-------------|-------|

Mirage 2000D

| | | | | |
|----------|----------|----------|--|-------|
| 642/3-IE | EC00.003 | ex 30-IE | | jul20 |
|----------|----------|----------|--|-------|

TB-30

| | | | | |
|------------|----------|---------------|------------|-------|
| 101/315-XR | std LFSD | ex EPAA00.315 | 101 | jul20 |
| 144/315-ZI | std LFSD | ex EPAA00.315 | 144 | jul20 |
| 149/315-ZM | std LFSD | ex EPAA00.315 | 149 | jul20 |
| 96/315-XM | std LFSD | ex EPAA00.315 | 96 | jul20 |

Armée de Terre (AR)

NH90-TTH

| | | | | |
|----------|------|-----------|-------------|-------|
| 1336/EAW | 5RHC | ex 1RHC | 1336 | sep20 |
| 1403/EBG | 5RHC | ex nn | 1403 | sep20 |
| 1443/EBS | 5RHC | ex ABHeli | 1443 | sep20 |

SA342M

| | | | | |
|----------|------|---------|-------------|-------|
| 3848/GAG | 5RHC | ex BSS | 1848 | sep20 |
| 4161/GCD | 5RHC | ex 1RHC | 2161 | sep20 |

Marine National (NY)

After some 40 years of service, the Marine National said goodbye to their Lynx fleet. On 4 September, during a ceremony at Lanvéoc-Poulmic, 34F, the last unit flying the Lynx, was disbanded. Although this is the end of the Lynx, it is not the end of the unit. In January 2021, 22S/ESHE will be

renamed 34F/ESHE. ESHE stands for Ecole de Spécialisation sur Hélicoptères Embarqués.

NH90-NFH
25 ABHeli as F-ZKBV 1396 aug20

Germany

Luftwaffe (AF)

On 17 September 2020, the first step has been taken symbolically by the laying of a foundation stone for a new building for the newly established French-German C-130J Squadron a Evreux.

At Evreux, the first hangars have already been built and the squadron should be operational from 2021. A total of 10 C-130J Hercules aircraft have been bought (six German and four French aircraft). The four French C-130J aircraft have already been delivered to Orleans-Bricy and will move to Evreux in mid-2021. The six German C-130J aircraft will be delivered between 2021 and 2023.

EDPR = Donauwörth

EF2000
30+53 TLG74 ex TLG31 **GS038** sep20
31+05 TLG31 ex TLG71 **GS081** sep20

Marineflieger (NY)

NH90-NFH
79+59 Airbus Heli. f/n EDPR **NGEN09** sep20

Latvia

Latvijas Un Pretgaisa Aizsardzibas Speki (AF)

An-2
100 f/n photo 2020

Montenegro

Vazduhoplovstvo Vojske Crne Gore (AF)

On 15 September 2020, Bell Textron Inc. announced that the Vojske Crne Gore accepted their first Bell 505. The helicopter was flown from the Bell subsidiary in Prague to Podgorica this day. The technical acceptance already occurred in July 2020 at Bell Prague. The second Bell 505 is expected to be delivered January 2021. The 505s will be used to train the Montenegrin military in the area. Bell provided training for three pilots, a job done by HeliDeal, a Certified Training Facility for 505 pilot training located in Southern France. Both VCG Bell 505s are manufactured by Bell Textron Canada at its facility in Mirabel, Quebec.

Bell 505
65326 VB ex C-GSZU 65326 sep20

Norway

Norske Luftforsvaret (AF)

On 1 September 2020, the Leonardo AW101 Mk612 rescue helicopter was formally inducted into 330 skv at Stavanger/Sola. Prime Minister Erna Solberg, Minister of Defence Frank Bakke-Jensen and Minister of Justice & Emergency Management Monica Mæland attended the official handover of the new helicopter to 330 skv.

This marks the end of Westland Sea King operations from this base. So far, eight AW101s have been delivered to Norway and these were operated by the Operational Test & Evaluation unit (OT&E). Three of them have been transferred to 330 skv.

In December 2013, a contract was signed between AgustaWestland and the Norwegian government for the purchase of sixteen AW101 Mk612 search and rescue helicopters. In June 2017, Per-Willy Amundsen, Minister of Justice and Public Security, announced the opening of Leonardo's AW101 Norway Training Centre at Stavanger/Sola airport. The training centre includes an AW101 Full Flight Simulator (FFS), jointly developed by Leonardo and CAE to Level D, which is a CAE Series 3000 device, along with an AW101 SAR console training system linked to the FFS to provide rear crew training.

The first AW101 Mk612 was delivered in November 2017 to the Operational Test & Evaluation unit. The final AW101 is expected to be delivered in 2023. The Sea Kings will be phased out gradually until the middle of 2023, after 47 years of service.

AW101 Mk612

| | | | | |
|------|-------------|---------|--------------------|-------|
| 0264 | 330 skv | ex OT&E | 50264/NOR02 | sep20 |
| 0268 | 330 skv | ex OT&E | 50268/NOR04 | sep20 |
| 0275 | 330 skv | ex OT&E | 50275/NOR07 | sep20 |
| 0280 | Leonardo MW | f/n | 50280/NOR12 | sep20 |

F-35A-4

| | | | | |
|------|-----------------|-------------|--------------|-------|
| 5387 | Lockheed-Martin | f/n | AM-26 | aug20 |
| 5388 | Lockheed-Martin | f/n, no mks | AM-27 | aug20 |
| 5389 | Lockheed-Martin | f/n | AM-28 | aug20 |

Lightning II serial 5388 was first noted at Ft Worth (TX) without a tail number and RNoAF markings on 11 August 2020.

Poland

Sily Powietrzne (AF)

Despite the current economic downturn, a number of Eastern European allies aim to maintain their defence expenditures



Erik Kamphuis visited Anancy-Haute-Savoie Mont Blanc airport on 4 August 2020. A permanent flight of helicopters of the Groupement d'Hélicoptères of the Sécurité Civile is based here, one of them is this EC145 F-ZBPI.



The German Army (Heer) is still receiving new NH90-TTHs. 79+40 is the newest one and was on a test flight from Donauwörth, but photographed at Manching on 16 September 2020 by Christopher Wells.

at 2 percent of their respective gross domestic products. Poland and Romania are far ahead of the other countries in their region and are planning to spend billions of dollars on the purchase of new helicopters.

This year Poland decided to host the MSPO defence industry show at Kielce but due to Covid-19 the show is only for three days (8-10 September) as travel restrictions forced many defence companies to skip the show.

Over the past years Poland has made large purchases from foreign countries like a USD 4.75 billion deal with Raytheon for the Patriot air-and-missile defence system, a USD 186 million contract for four Sikorsky S-70Is, the USD 4.6 billion contract for the purchase of 32 Lockheed Martin F-35 Lightning II fighter jets and the USD 454 million deal with Leonardo to acquire four AW101 helicopters. But to maintain the Polish defence industry financially healthy, they are in urgent need for orders.

In October 2019 Poland's Ministry of Defence (MoD) announced the Technical Modernisation Plan for 2021-2035 with the main priority set for the replacement of the Mi-24 attack helicopters under the "Kruk" programme. Early in the beginning of 2020, the MoD launched the "Perkoz" programme, a procedure for replacing the Mi-2s by 32 multi-role support helicopters. This programme came as a surprise and might influence the timeline of the "Kruk" programme.

Lotnictwo Policja (PO)

In January 2019, the Polish Chief Police Officer, Inspector General Jaroslaw Szymczyk, signed a contract for the purchase of three Bell 407GX patrol and observation helicopters. The Polish Police took delivery of the first one, serial SN-80XP/A-104 (temporary registration OK-KOM), on 6 December 2019. It was returned to the Bell company in Prague (Czechia) for the installation of the opto-electronic head and searchlight and arrived back at Warszawa/Babice on 4 September 2020.

On 5 September 2020, the second Bell 407, serial SN-81XP/A-105 (temporary registration OK-ZEM) was delivered, followed almost immediately by the last one, serial SN-82XP/A-106 (temporary registration OK-JEL), on 7 September 2020. All three Bell 407s were assembled by the Bell company in Prague (Czechia).

The Polish Police operates a variety of helicopters throughout the country. The main operating airfield is Warszawa/Babice, where the Wydział Operacji Lotniczych, Zarządu

Lotnictwa Policji (Aviation Operations Department, Police Aviation Authority) is based. The other five airfields have a section (detachment) based; Kraków/Rakowice heliport with the Sokol W-3, Łódź/Lublinek with the Bell 206B, Poznan/Lawica, Szczecin/Dabie and Wrocław/Strachowice; type of helicopter unknown. Warszawa/Babice has the following types in its inventory: Bell 206B, Bell 407GX, Bell 412HP, Mil Mi-8, Sikorsky S-70i and the Sokol W-3.

Bell-407GX

| | | | | |
|---------------|-------------|-----------|--------------|-------|
| SN-80XP/A-104 | d/d 06dec19 | ex OK-KOM | 54845 | dec19 |
| SN-81XP/A-105 | d/d 05sep20 | ex OK-ZEM | 54859 | sep20 |
| SN-82XP/A-106 | d/d 07sep20 | ex OK-JEL | 54860 | sep20 |

Portugal

Força Aérea Portuguesa (AF)

F-16AM

| | | | |
|-------|------------|---------|----------------------|
| 15132 | to Romania | as 1614 | M17-16/61-626 |
| 15135 | to Romania | as 1616 | M17-19/61-633 |

After a delay due to the Covid-19 pandemic, both were delivered to Romania on 14 August 2020. Three others (15122, 15134 and 15141) are still to follow.

Romania

Fortele Aeriene Romane (AF)

Since 2015 Romania has been mulling over plans to purchase new helicopters but a tender still hasn't been launched. The MoD would like to acquire 24 attack helicopters and 21 medium-size transport helicopters. Before Covid-19 set in it was planned to start the program in 2020 or 2021. It is expected that three companies are competing for this order and it is expected that the MoD will choose the company that will ensure bringing manufacturing jobs to Romania through partnerships with local businesses.

Airbus has already shifted its assembly line for the H215M towards Romania and established a partnership with local aircraft plant IAR Brasov to make medium-size helicopters. Airbus wants to sell its H215M to Romania but also offered the H145M as an attack helicopter. Other contenders are Bell with the AH-1Z Viper and UH-1Y Venom and Lockheed Martin with the UH-60M.

Spain

Ejército del Aire (AF)

Combining the needs of the Air Force for new aircraft and the intention of the government to minimize the impact of the Covid-19 pandemic on the Spanish aircraft industry, the

Spanish Ministry of Defence is working out several acquisition plans. Talks with Airbus involve the replacement of the P-3M Orion of Grupo 22 (Moron de la Frontera AB) with four C295M maritime patrol aircraft, preferably with anti-submarine capabilities. An additional proposal is to increase the Air Force's in-flight refuelling capacity by the purchase of three former Iberia A330 aircraft and convert them into MRTT tankers with the possibility to be used for medical evacuations.

Also expected soon is a decision on the earlier reported intention to design and produce an all-Spanish new advanced jet trainer aircraft to replace the aging CASA 101EB and SF-5M trainers. In case of green light, Airbus will manufacture the new jet in collaboration with various Spanish companies for specific components and technologies. It is hoped that also other countries, Germany and France in particular, will be interested in purchasing this new trainer. The SF-5M is scheduled for withdrawal from service around 2028, so time is short for this ambitious plan.

The Air Force and the Ministry of the Interior also agreed on the purchase of 36 H135 helicopters for a not yet specified distribution over the Armed Forces, Guardia Civil and the National Police. Budget allowing, this number may be increased to 59. Delivery schedules have not been disclosed yet.

Early September 2020, the Spanish Air Force sold two of its C-130H transport aircraft (including spare parts) to the Uruguayan Air Force. The identities of the aircraft involved are not known yet. Some sources claim the aircraft to be KC-130H tankers, but this is denied by others. Time will tell.

As reported before, the F/A-18A Hornets of 462 Esc (Gando AB, Gran Canaria) are due to be replaced by new Eurofighters. Signing of the contract is expected in 2021 after which Program *Falcon* will involve the purchase of 20 Eurofighters for around 2 billion euros with deliveries scheduled to commence in 2025.

Subsequently, also the EF-18Ms of Ala 12 (Torrejón AB) and Ala 15 (Zaragoza AB) are up for replacement. Airbus has offered 20 to 30 Eurofighter LTEs (Long Term Evolution, the latest version) to replace the whole EF-18M fleet, but the Air Force is considering a mix of the Eurofighter LTE and another fifth-generation fighter. Likely candidates for the second fighter are the Super Hornet and the F-35. Selection of the F-35 would be interesting in view of the future replacement of the Matadors of the Spanish Navy. A decision is expected within two years, the withdrawal of the EF-18M fleet in 2030.

C295M

T.21-02/35-02 353 Esc recorded, ex 35-40 **003** aug20

MQ-9 Predator-B

NR.05-03/233-02 Esc 233 #100.. (serial tbc!) sep20

In September 2020, a second Predator-B entered the test program with 233 Esc at Talavera la Real AB. Reportedly, both drones fly daily test missions. They operate from a temporary shed pending the completion of their future hangar. By the end of the year they will be joined by the last two examples on order. To date, there is no official start date for operational missions.

The serial of this second MQ-9 cannot be clearly distinguished from a published picture. It looks like NR.05-03 but needs confirmation. Notably, the first delivered example is NR.05-02/23-01.

PC-21

E.27-01/792-01 Pilatus #10239, o/o sep20

The replacement of the CASA 101EB of the 793 Esc (Air Force Academy, San Javier AB) has been delayed due to the Covid-19 pandemic. The first six machines were scheduled for delivery in March 2020, intended for training of future instructors.

Only in September 2020, the first machine was noted in the Pilatus factory at Buochs Airport (CH). The code and 5-digit number were applied, the E.27-serial not yet. The Spanish Air Force communicated that due to the delay they cannot start the curriculum in the 2021/2022 academic year as initially intended.

United Kingdom

Royal Air Force (AF)

Early September 2020, Typhoon FGR4 ZJ914/914 was seen at RAF Coningsby in an overall black c/s. The aircraft is slated to become the first Typhoon in aggressor colours to be assigned to IX(B)sq at RAF Lossiemouth.

The RAF announced that 12(B)sq will deploy for six months to Doha (Qatar) in 2022. The joint UK-Qatari squadron will provide security support to the FIFA World Cup 2022. Upon return from this deployment the squadron will become a full-RAF frontline unit.

Not officially announced yet, but the fifth P-8A Poseidon MRA1 (ZP805) is named "Fulmar". On 2 July 1946, the RAF stations at Lossiemouth and Milltown were handed over to the Royal Navy and RAF Lossiemouth was commissioned as HMS Fulmar on 7 July 1946. On 28 September 1972, the airfield was handed back to the Royal Air Force, and HMS Fulmar ceased to exist. The nick-name of the fourth Poseidon (ZP804) is still unknown. Both ZP803 (f/f 19jun20) and ZP804 (f/f 30jun20) are slated to still be delivered in 2020, with ZP805 (not flown yet) following in 2021. Pictures show temporary registration N534DS on ZP805 for pre-delivery test flights, which makes it c/n 65754.

On 28 August 2020, Tutor T1 G-BYXH transferred from QinetiQ Boscombe Down to RAF Cranwell. The aircraft is still painted in the yellow/black colours which are on trial for possible future application to the entire Tutor fleet to improve visibility.

The RAF will receive four new Texan T1 training aircraft to increase the training capacity at RAF Valley. The aircraft have been noted on pre-delivery test flights at the Beech Factory Airport near Wichita (KS) in August and September 2020. The following details emerged: ZM340 (N2786B), ZM341, ZM342 (N2790B) and ZM343 (N2811B). The civil registrations between brackets are the US registrations allocated for pre-delivery test flights.

EGDM = Boscombe Down EGVP = Middle Wallop
EGNO = Warton EGXC = Coningsby
EGOS = Shawbury

| | |
|--------------|--|
| Airbus | Airbus Military at Madrid-Getafe (Spain) |
| CMF | Chinook Maintenance Facility at RAF Odiham |
| EGUB Pool | 28sq, 33sq and 230sq pool at RAF Benson |
| MDFM | Merlin Depth Maintenance Facility at RNAS Culdrose |
| P2MF | Puma HC2 Maintenance Flight at RAF Benson |
| StandardAero | StandardAero at Fleetlands |
| TMU | Typhoon Maintenance Unit at RAF Coningsby |

Atlas C1

| | | | |
|-------|---------|------------|------------------|
| ZM405 | 24/70sq | ex 1312Flt | 024 aug20 |
| ZM411 | 24/70sq | ex Airbus | 039 jul20 |
| ZM415 | 1312Flt | ex 24/70sq | 052 aug20 |

Chinook HC6

| | | | |
|-------|--------------|-----------------|--------------------|
| ZK553 | CMF | ex 7sq | M7704 aug20 |
| ZK554 | StandardAero | ex 7sq | M7705 aug20 |
| ZK556 | 7sq | ex o/h EGDM | M7707 aug20 |
| ZK562 | 7sq | ex StandardAero | M7713 aug20 |

Chinook HC6A

| | | | |
|-------|---------|------------|--------------------|
| ZA675 | 1310Flt | ex 18(B)sq | M7009 aug20 |
| ZA679 | CMF | ex 28sq | M7014 aug20 |
| ZA684 | 18(B)sq | ex CMF | M7011 aug20 |
| ZA707 | 18(B)sq | ex CMF | M7025 aug20 |
| ZA710 | 28sq | see note | M7003 aug20 |
| ZA711 | 28sq | ex EGDM | M7026 aug20 |



Also the German Navy is in the process of receiving new helicopters. NH90-NFH 79+59 was seen at birthplace Donauwörth and already adorned with the badge of Marinefliegergeschwader 5, its future unit. (14 September 2020, Leonard van Teeffelen)

| | | | | |
|-------|--------------|-------------|--------------|-------|
| ZA712 | 28sq | ex CMF | M7005 | aug20 |
| ZD574 | o/h EGDM | ex 7sq | M7021 | aug20 |
| ZD575 | StandardAero | ex 7sq | M7023 | jul20 |
| ZH894 | CMF | ex 27sq | M4457 | aug20 |
| ZH896 | 7sq | ex o/h EGDM | M4459 | aug20 |

On 15 May 2020, ZA710 flew from RAF Benson (28sq) to RAF Odiham. It was reported to us that the helicopter was taken on charge by 7sq. On 24 August 2020, it returned to RAF Benson, reportedly following modifications at RAF Benson. It is unclear if it indeed was used by 7sq or not, prior to receiving these modification. On 20 August 2020, ZD574 arrived at QinetiQ Boscombe Down for maintenance with Boeing.

Hercules C5

| | | | |
|-------|-------------------------------------|-------------|-------|
| ZH882 | to Bangladesh as 99-5482, del sep20 | 5480 | sep20 |
| ZH885 | to US Navy as 170000, del 04aug20 | 5483 | aug20 |

After being modified by Marshalls at Cambridge, ZH885 departed to its new home at NAS Pensacola (FL) on 4 August 2020. From now on, this aircraft can officially be referred to as "Fat Albert". Also the third ex-RAF Hercules for Bangladesh was delivered. Two more are to follow: ZH883 (99-5481) and ZH887 (99-5485).

Jupiter HT1

| | | |
|-------|--------------------------|--------------|
| ZM497 | ex G-CLKO (canx 19aug20) | 20310 |
| ZM498 | ex G-CLKP (canx 19aug20) | 20312 |
| ZM499 | ex G-CLKS (canx 19aug20) | 20313 |

Three of the four new Jupiter helicopters have been cancelled from the Civil Aviation Authority (CAA) register. Only ZM496 remains registered as G-CLKI.

Puma HC2

| | | | | |
|---------|-----------|--------------|-------------|-------|
| XW219 | P2MF | ex EGUB Pool | 1144 | aug20 |
| XW199/A | EGUB Pool | ex uncoded | 1042 | aug20 |
| XW235/Q | EGUB Pool | ex uncoded | 1212 | aug20 |
| XW237 | EGUB Pool | ex P2MF | 1218 | aug20 |

Typhoon FGR4

| | | | | |
|------------|----------|------------------|--------------|-------|
| ZJ935/WS-G | IX(B)sq | also still "935" | BS026 | aug20 |
| ZJ946 | 29sq | ex XI(F)sq/946 | BS039 | aug20 |
| ZJ949/939 | II(AC)sq | ex 6sq/949 | BS045 | aug20 |
| ZJ950 | TMU | ex 3(F)sq/950 | BS047 | aug20 |
| ZK301/301 | II(AC)sq | see note | BS053 | aug20 |
| ZK302/302 | XI(F)sq | ex II(AC)sq/302 | BS054 | jul20 |
| ZK304 | i/a EGXC | ex 3(F)sq/304 | BS055 | aug20 |
| ZK306/306 | 1(F)sq | ex II(AC)sq/306 | BS057 | aug20 |
| ZK308 | TMU | ex XI(F)sq/308 | BS059 | aug20 |
| ZK309/309 | 3(F)sq | ex i/a EGXC | BS060 | aug20 |
| ZK313/313 | XI(F)sq | ex II(AC)sq/313 | BS070 | aug20 |
| ZK316/316 | II(AC)sq | ex XI(F)sq/316 | BS075 | aug20 |
| ZK321/321 | 29sq | ex XI(F)sq/321 | BS082 | aug20 |
| ZK325/325 | 3(F)sq | ex TMU | BS086 | aug20 |

| | | | | |
|-----------|----------|-------------------|--------------|-------|
| ZK342/342 | XI(F)sq | ex II(AC)sq/342 | BS103 | jul20 |
| ZK346/346 | XI(F)sq | ex II(AC)sq/346 | BS107 | jul20 |
| ZK347/347 | II(AC)sq | ex 1(F)sq/347 | BS108 | jul20 |
| ZK357/357 | XI(F)sq | ex TMU | BS118 | aug20 |
| ZK359/359 | 12(B)sq | ex XI(F)sq/359 | BS120 | aug20 |
| ZK364/364 | XI(F)sq | ex TMU | BS125 | aug20 |
| ZK367 | TMU | ex 41(TES)sq/EB-R | BS128 | aug20 |
| ZK369 | TMU | ex 12(B)sq/369 | BS130 | aug20 |
| ZK377/377 | 3(F)sq | ex std EGNO | BS138 | jul20 |
| ZK424/424 | IX(B)sq | ex 1(F)sq/424 | BS140 | aug20 |
| ZK427/427 | XI(F)sq | ex 29sq/427 | BS143 | aug20 |
| ZK428/428 | XI(F)sq | ex 29sq/428 | BS144 | aug20 |
| ZK430/430 | IX(B)sq | ex 1(F)sq/430 | BS146 | aug20 |

During the first week of August 2020, ZK301/301 was delivered to 3(F)sq after maintenance with the Typhoon Maintenance Unit (TMU) at RAF Coningsby. On 25 August 2020, the aircraft departed for RAF Akrotiri (Cyprus) for Operation Shader. Since II(AC)sq was responsible for the Operation Shader detachment we have listed the jet under this unit. Typhoon FGR4 ZK377 was held in storage at BAE Warton from 20 May 2019 until 30 July 2020. It returned to active service when it was delivered to 3(F)sq at RAF Coningsby on the latter date.

Army Air Corps (AR)

Gazelle AH1

| | | | | |
|-------|---------------|------------------|-------------|-------|
| XW846 | StandardAero | ex 7Regt ConvFlt | 1009 | aug20 |
| ZB683 | 7Regt ConvFlt | see note | 1990 | jul20 |
| ZB690 | 665sq | ex StandardAero | 2003 | jul20 |

On 18 November 2019, ZB683 arrived at Middle Wallop by road. It was initially stored, but it seems that the helicopter was later allocated to 667(D&T)sq. On 23 July 2020, it was re-assigned to 7Regt Conversion Flt but reportedly the helicopter is officially withdrawn from use and awaiting transport to RAF Shawbury for storage.

Fleet Air Arm (NY)

Merlin HM2

| | | | | |
|-------|--------|-----------|-------------|-------|
| ZH839 | MDMF | ex 814NAS | RN19 | aug20 |
| ZH850 | 814NAS | ex 824NAS | RN30 | aug20 |
| ZH851 | 814NAS | ex 824NAS | RN31 | aug20 |

Africa

Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

Firnas 142

| | | | |
|--------|-------|---------------|-------|
| 7T-WDA | 8 EdE | f/n db, photo | jan20 |
|--------|-------|---------------|-------|

MiG-23BN

| | | |
|-------|-----|---------------|
| FM-35 | wfu | f/n db, photo |
|-------|-----|---------------|

MiG-29SFC-37 3 EDA c/n update **2960710810**

Now the construction number is confirmed, we know for sure this MiG was the former Belarus 10 (wh).

L-39ZANL-15 620EIA tie-up update **834263****Su-30MKI**KF-28 12 EDA c/n update **10MK4107****Angola**

Força Aérea Nacional de Angola (AF)

Su-30KN

C-127 13° EdC f/n db, photo

Côte d'Ivoire

Force Aérienne de Côte d'Ivoire (AF)

An-26B

| | | | | |
|--------|---------|--------------|--------------|-------|
| TU-VMA | not c/n | 14303 | 13709 | sep20 |
| TU-VMB | not c/n | 13709 | 14303 | sep20 |

The Antonovs were checked for their construction numbers at Sofia, Bulgaria where both aircraft were for an overhaul. It turns out that the construction numbers had to be flipped.

Egypt

al Quwwat Al Jawwiya II Misriya (AF)

LILN = Varese-Venegono, Italy

UHKD = Komsomolsk-na-Amure/Dzemgi, Russian Federation

AW149... o/o, CSX81987 f/n LILN **49065** sep20**MiG-21M**

8326 wfu f/n db, photo 2009

SA342L3439 f/n db, photo **2045****Su-35**

9219 o/o f/n UHKD aug20

Equatorial Guinea

Equatorial Guinea National Guard (AF)

LTFJ = Istanbul Sabiha Gökçen, Turkey

II-76TD

| | | | | |
|---------|---------------|------------|-------------------------|-------|
| 3C-6GE | re-registered | as 3C-TM06 | 1023412418 | |
| 3C-TM06 | ex 3C-6GE | f/n LTFJ | 1023412418/86-05 | sep20 |

Libya

Libyan National Army Air Force (AF)

Mi-8T

8107 dam 12apr20 captured by GNA

This Mi-8 made an emergency landing west of Sirte on 12 April 2020. After it was abandoned by the LNA pilots it was found by GNA troops. It was loaded on a flatbed lorry and transported to an unknown location. What is going to happen with the Mi-8 is also unknown.

Nigeria

Nigerian Air Force [AF]

JF-17

| | | | |
|--------|-----|---------------|-------|
| NAF720 | o/o | f/n PAC Kamra | sep20 |
| NAF721 | o/o | f/n PAC Kamra | sep20 |
| NAF722 | o/o | f/n PAC Kamra | sep20 |

At last the Sino-Pakistani JF-17 block IIs for Nigeria are nearing completion. After producing the 2019-run of domestic JF-17 block II fighters for the Pakistan Air Force, PAC Kamra diverted the last three of that line for the Nigeria deal. These were visible, still in primer colour scheme, on a documentary aired by Hums News on 6 September, Pakistan Defence Day, as NAF-720, NAF-721 and NAF-722. We assume with the production numbers 2P-60, 2P-61 and 2P-62. Earlier this year a smartphone shot of NAF-702 also appeared on the internet, see Scramble 496 - Page 61. At that time we assumed the other serials should be NAF-700 and NAF-701, but that was incorrect. It looks like the serial NAF-702 was erroneously applied on the aircraft and was most likely NAF-720.

Senegal

Armée de l'Air Sénégalaise (AF)

A YouTube film about how the Senegalese Air Force is operating during the Covid-19 crisis had some interesting serial information for us. On an operations board not only the serials of all the current operational aircraft and helicopters based at Dakar-Yoff (ICAO: GOOY) were readable but also of the aircraft which are on order. We have the following list:

Escadron Chasse (named Dodji)

| | | |
|-----------|----------|----------------|
| 6W-CAA/01 | KA-1S | l/n jul20 GOOY |
| 6W-CAB/02 | KA-1S | l/n jul20 GOOY |
| 6W-CAC/03 | KA-1S | on order |
| 6W-CAD/04 | KA-1S | on order |
| 6W-CAE | L-39NG ? | on order |
| 6W-CAF | L-39NG ? | on order |
| 6W-CAG | L-39NG ? | on order |
| 6W-CAH | L-39NG ? | on order |

Escadron Helicopteres (named Cayor 07)

| | | |
|-------------|----------|-------------------------|
| 6W-SHQ | AB206A | l/n feb20 GOOY |
| 6W-SHT/6862 | Mi-17-1V | l/n jul20 GOOY |
| 6W-SHU/6861 | Mi-17-1V | l/n feb20 GOOY |
| 6W-SHZ/07 | Mi-35P | l/n feb18, UN white c/s |



On 9 September 2020 Typhoon ZJ914 was noted at Coningsby in this matte black colour scheme and it became clear it was the first aggressor Typhoon for 9 Squadron. It was delivered to RAF Lossiemouth using callsign "Batman 11" on 18 September 2020. (Coningsby, Martin Fox)



Exotic livery on an exotic transporter, Algerian Air Force C295 7T-WGE was captured on finals of Paris-Le Bourget on 20 September 2020. This aircraft is based at Boufarik, operated by 590 Escadron de Transport Tactique. (Nik de Blauwe)

| | | |
|--------|--------|-----------------------|
| 6W-HCA | Mi-24V | 1/n feb18 as UNO-308P |
| 6W-HCB | Mi-24V | 1/n jun18 |
| 6W-HCD | Mi-24V | 1/n jul20 as UNO-32_P |

Missing in this list is Mi-35P 6W-SHY/04, so this suggests that this was the Mi-35 that crashed on 27 September 2019 during the United Nations mission in the Central African Republic.

We think SE3160 6W-SHN, last noted December 2018, is also no longer active.

Escadron Transport (named Les Mamelles-Dakar)

| | | |
|--------|--|----------------|
| 6W-TNA | Beech B200 | 1/n jul20 GOOY |
| 6W-TNB | Beech B200 | 1/n jul20 GOOY |
| 6W-TTB | CN235-220AT | 1/n jul20 GOOY |
| 6W-TTC | CN235-220M | 1/n jul20 GOOY |
| 6W-TTD | CN235-220MPA on order, c/n 069? | |
| 6W-TTE | CN235-220MPA on order | |

From the last two serials we assume these will be the CN235s that are currently on order with the aircraft manufacturer PT Dirgantara Indonesia (PTDI).

To complete the full list of aircraft that are currently active within the Senegalese Air Force, below we have the list of Government aircraft also based at Dakar-Yoff and the TB-30s and the G1 SPYL Ultralights of the Gendarmerie which are based at Base Aérienne Thiès

Government

| | | |
|--------|----------------|----------------------------|
| 6V-AEF | B727-2M1 | 1/n jul20 GOOY (looks wfu) |
| 6V-ONE | A319-115 (ACJ) | 1/n 23oct19 |
| 6W-HLA | AW139 | 1/n nov16 |

l'École de l'armée de l'Air (EAA)

| | | |
|--------|-------|-----------|
| 6W-ZEA | TB-30 | 1/n jun19 |
| 6W-ZEB | TB-30 | 1/n may19 |
| 6W-ZEC | TB-30 | 1/n jul18 |
| 6W-ZED | TB-30 | 1/n jun19 |
| 6W-ZEE | TB-30 | 1/n dec19 |
| 6W-ZEF | TB-30 | 1/n dec19 |

Gendarmerie

| | | |
|----|---------|-----------|
| G0 | G1 SPYL | 1/n jul17 |
| G1 | G1 SPYL | 1/n mar19 |
| G2 | G1 SPYL | 1/n apr20 |

Sudan

al Quwwat al Jawwiya as-Sudaniva (AF)

Mi-24P

912

c/n update **3532431724175**

Uganda

Uganda People's Defence Force (DF)

Bell 412

AF-635 f/n db, photo jun18

MiG-21MF

U-911 wfu f/n db, photo 1976

U-912 wfu f/n db, photo 1976

U-913 wfu f/n db, photo 1976

Peter Weinert found a very rare photo of these Uganda MiG-21s on the flightline of Entebbe.

Asia

Afghanistan

Afghan Air Force (AF)

The four A-29B Tucanos that were delivered via Prestwick (UK) in August were officially handed over to Afghanistan on 17 September 2020. The aircraft were re-registered with Afghan serials. We are still looking for the serial of the A-29B that crashed on 9 July 2020.

A-29B

| | | | |
|---------|---------------|-----------|-----------------------|
| 13-2003 | re-registered | as YA1403 | 31400203 |
| 13-2005 | re-registered | as YA1405 | 31400205 |
| 13-2011 | re-registered | as YA1511 | 31400211 |
| 13-2016 | re-registered | as YA1516 | 31400216 |
| YA1403 | Kabul Air Wg | | 31400203 sep20 |
| YA1405 | Kabul Air Wg | | 31400205 sep20 |
| YA1511 | Kabul Air Wg | | 31400211 sep20 |
| YA1516 | Kabul Air Wg | | 31400216 sep20 |

China

People's Liberation Army Air Force (AF)

Hotan air base

With tensions between India and China on the rise, China is very actively increasing its presence in the area. On the air force part, Hotan is currently being expanded by two additional runways. While this desert airfield normally only has some civilian flights a day, the last few years however saw ever more deployments of increasingly modern PLAAF aircraft. Mid-August a deployment of J-20s could be witnessed and also J-11s and special mission Y-8/Y-9 aircraft are currently visiting the place.

| | | |
|-------------|--------------------|-------|
| H-6K | | |
| 11292 | 8th Div/24th Reg | aug20 |
| 11293 | 8th Div/24th Reg | aug20 |
| 41273 | 36th Div/108th Reg | aug20 |

| | | |
|--------------|---------------|-------|
| J-10C | | |
| 74721 | 132nd Brigade | aug20 |

| | | |
|--------------|---------------|-------|
| J-11B | | |
| 72609 | 109th Brigade | aug20 |
| 78182 | 177th Brigade | aug20 |

The 72609 indicates that the 109th Brigade has converted from the J-8F to J-11B aircraft.

| | | |
|-------------|-----------------------------|-------|
| JL-8 | | |
| 1640 | Harbin FA/4th Brigade | aug20 |
| 1641 | Harbin FA/4th Brigade | aug20 |
| 1649 | Harbin FA/4th Brigade | aug20 |
| 2035 | Shijiazhuang FA/3rd Brigade | sep20 |

All aircraft had their serial in the new yellow colour on the tail and therefore do not have a two-digit code anymore.

| | | |
|-------|--------------------|-------|
| 78041 | FTTB/173rd Brigade | sep20 |
| 78249 | FTTB/173rd Brigade | sep20 |

These are the first aircraft noticed of the 173rd Brigade. The aircraft were pictured at a ceremony that was held at Yancheng, home of the Flight Instructors Training Base JL-8s. Still, it can be expected that this Brigade will join the other FTTB Brigades at Cangzhou-Cangxian.

| | | |
|-------------|--------------------|-------|
| JL-9 | | |
| 78542 | FTTB/173rd Brigade | jun20 |

| | | |
|-----------------|--------------|-------|
| JL-10III | | |
| 68832 | 72nd Brigade | aug20 |

It seems that this J-10C Brigade is the first to use a JL-10 version as Lead In Fighter Trainer. The designation III refers to the fact that this is the third JL-10 version within the PLAAF, but its formal designation needs confirmation.

| | | |
|-------------|-----------------------------|-------|
| Y-7H | | |
| 53219 | WTC/Transport & SAR Brigade | aug20 |

People's Liberation Army (AR)

| | | |
|--------------|------------------------|-------|
| HC120 | | |
| LH907351/51 | LH Academy/3rd Brigade | photo |
| LH907362/62 | LH Academy/3rd Brigade | photo |

| | | |
|----------------|-----------|-------|
| Mi-171E | | |
| LH962761 | 79th Brig | photo |

The arrival of two new, as yet unidentified Mi-171E helicopters showed that the 76th Brigade is transferring to a new two-tone brown desert camouflage colour scheme. The main reason for this is of course that the Brigade is located in the

Gobi desert and will be operating in sandy environment most of the time. The serials should be in the LH9717xx range.

Mi-171Sh

A television broadcast was recently aired in China of a tour on the Mi-17 production lines at Ulan Ude. Of special interest was the last part at the paint shop which showed an Mi-171Sh being prepared for camouflage painting, with Chinese decals applied. Not long after the broadcast was published on the Internet the footage was removed, but it was enough to fuel the rumours that China has bought an unknown number of this assault helicopter version. Special features include armour plating, a hoist and chaff and flare canisters which would make it a nice CSAR helicopter.

| | | |
|-----------------|------------|-------|
| Mi-17V-5 | | |
| LH953711 | 161st Brig | photo |

| | | |
|-----------------|-------------------|-------|
| Mi-17V-7 | | |
| LH921716 | Tibet/Xizang Brig | photo |
| LH921723 | Tibet/Xizang Brig | photo |

Rumours have it that China has acquired additional Mi-17V-7 helicopters. Pictures shown in the news show unidentified aircraft with the Tibet/Xizang Brigade. The helicopters are powered by the Russian built VK-2500-03 that is derived from the Ukrainian built TV7-117 used in the current Mi-17V-7 fleet.

| | | |
|-----------------|------------------------|-------|
| SA342L-1 | | |
| LH907305/5 | LH Academy/3rd Brigade | photo |
| LH907309/9 | LH Academy/3rd Brigade | photo |
| LH907311/11 | LH Academy/3rd Brigade | photo |

| | | |
|-------------|-------------------|-------|
| Z-8G | | |
| LH921829 | Tibet/Xizang Brig | photo |
| LH953835 | 161st Brig | photo |
| LH971876 | 76th Brig | aug20 |
| LH971886 | 76th Brig | aug20 |

So in addition to the Mi-17V-7s also Z-8Gs were recently added as a new type to the Xizang Brigade.

| | | |
|--------------|-----------|-------|
| Z-9WZ | | |
| LH952912 | 82nd Brig | aug20 |

| | | |
|-------------|------------|-------|
| Z-10 | | |
| LH953116 | 161st Brig | aug20 |
| LH953128 | 161st Brig | aug20 |
| LH981101 | 74th Brig | aug20 |
| LH990153 | LH Academy | sep20 |

| | | |
|-------------|------------|-------|
| Z-19 | | |
| LH990983/83 | LH Academy | sep20 |
| LH952519 | 82nd Brig | aug20 |



Mönchengladbach airport also brings some military gems. The Pakistani and Nigerian military ATRs were easily recognizable, but this Kodiak 100 with civil registration D-FSST could easily be missed. It is however destined for the Angolan Air Force. (24 June 2020, Michael Stappen)



The progress of the delivery flight of six EMB-314E (A-29B) Super Tucanos destined for the Philippines was followed by many. As was hoped and expected, they turned up at Malta. This PT-ZZO is construction number 31400252 and is to receive serial 1903. (Malta, 10 September 2020, Shaun Psaila)

India

Bharatiya Vayu Sena (AF)

Correction on the batch of five Rafale fighter aircraft delivered to India. Rafale DH serial RB003 was not delivered to India. The aircraft acted as a photo ship and was a spare on the day of the departure of the five aircraft to India.

Rafale DH

| | | | |
|-------|--------------|------------------------------|-------|
| RB003 | Dassault Avn | NOT delivered 27jul20 | sep20 |
| RB004 | 17sq | d/d 27jul20 | sep20 |

Indonesia

Polisi Udara (PO)

AW169

| | | | |
|----------|-------------------------|--------------|-------|
| (P-3302) | AgustaWestland CSX81983 | 69122 | aug20 |
| (P-3303) | AgustaWestland CSX81984 | 69123 | aug20 |

Both were seen during testflights in full colour scheme but with taped over serials. So, those are assumed.

Japan

Nihon Koku-Jieitai (AF)

According to a press release, Miho, the future home of the KC-46A fleet is also anticipating a June 2021 delivery of the first aircraft. That aircraft with serial 14-3611 is now fully painted and was seen being towed out of the paint shop on 17 September.

| | |
|------------------------|----------------------|
| RJNA = Nagoya/Komaki | RJTU = Utsunomiya |
| ADC = Shireibu Hikotai | AGG = Hiko Kyodogun |
| ARW = Koku Kyunandan | FTS = Kyoiku Hikotai |
| FTW = Hiko Kyoikudan | |

C-1

The hulk of a C-1 is still lingering on at Miho, it was photographed in September. Unfortunately its tail has been removed and the last three of its serial on the nose are painted over, so no clue on its identity. The preserved C-1 at Miho, 38-1003 receives some attention before re-joining the extensive collection of preserved aircraft. At this point it is not clear if it will re-locate to its previous position next to the YS-11 or will be parked closer to the other exhibits.

F-2A

| | | | | |
|---------|-----------|---------|-------------|-------|
| 73-8543 | 3 Hikotai | ex IRAN | 1043 | sep20 |
|---------|-----------|---------|-------------|-------|

F-2B

| | | | | |
|---------|-----------|------------|-------------|-------|
| 83-8133 | 8 Hikotai | ex nb/IRAN | 3033 | aug20 |
|---------|-----------|------------|-------------|-------|

F-4EJ Kai

| | | | | |
|---------|-------------|----------------|-------------|-------|
| 07-8435 | wfu? | ex 301 Hikotai | M135 | sep20 |
| 17-8439 | wfu at Miho | ex 301 Hikotai | M139 | sep20 |

Phantom 435 was noted on the platform at Hyakuri missing some panels and at least one engine, so we believe it is retired. It was last seen flying in April. Another one, 439 made its last flight on 8 September 2020 when it was ferried to Miho for preservation. According to a press statement the Phantom will be put up for display beginning 2021.

F-15DJ

| | | | | |
|---------|-----|--------------------------|------------|-------|
| 32-8082 | AGG | pale blue/light blue c/s | 032 | sep20 |
|---------|-----|--------------------------|------------|-------|

Slight correction on the colour scheme.

F-15J

| | | | | |
|---------|-------------|--------------------|------------|-------|
| 52-8855 | 305 Hikotai | ex IRAN | 055 | sep20 |
| 52-8859 | 303 Hikotai | ex IRAN | 059 | sep20 |
| 62-8878 | 203 Hikotai | ex nb/IRAN | 078 | aug20 |
| 02-8916 | 304 Hikotai | nb, ex IRAN | 116 | aug20 |
| 02-8920 | o/h RJNA | nb, ex 304 Hikotai | 120 | sep20 |

T-4

| | | | | |
|---------|--------|---------|-------------|-------|
| 96-5613 | 31 FTS | ex IRAN | 1013 | aug20 |
| 76-5757 | ADC | ex IRAN | 1157 | aug20 |

T-7

| | | | | |
|---------|--------|---------|-----------|-------|
| 66-5933 | 11 FTW | ex IRAN | 33 | sep20 |
| 66-5941 | 11 FTW | ex IRAN | 41 | sep20 |

U-125A

| | | | | |
|---------|-----|--------------|---------------|-------|
| 62-3004 | ARW | IRAN at RJTU | 258268 | sep20 |
|---------|-----|--------------|---------------|-------|

Rikujo Jieitai (AR)

AH-1S

| | | | | |
|-------|------|----------|-----------|-------|
| 73444 | IATH | ex IVATH | 44 | sep20 |
| 73488 | IATH | ex IRAN | 88 | sep20 |

OH-1

| | | | | |
|-------|----|--------------|-------------|-------|
| 32631 | NH | seen outside | 1031 | sep20 |
|-------|----|--------------|-------------|-------|

Not yet active but at least no longer a hangar-queen. It was still wrapped in camo covers.

UH-1J

| | | | | |
|-------|----|---------|--------------|-------|
| 41902 | EH | ex IRAN | 1J102 | aug20 |
|-------|----|---------|--------------|-------|

CH-47JA

| | | | | |
|-------|-----|---------------------|-------------|-------|
| 52953 | WH | nb, ex no unit code | 5052 | aug20 |
| 52968 | ??? | no code, ex IRAN | 5072 | aug20 |

Both Chinooks were seen at Okadama so JG-2968 might well be a Seibu Homen Herikopotatai (WH code) asset.

V-22B

| | | | | |
|------------|-------------|----------------------|--|-------|
| FMS 169432 | Bell-Boeing | not yet noted | | |
| FMS 169433 | Bell-Boeing | test at Amarillo, TX | | aug20 |

Kaijo Jieitai (NY)

| | |
|-----------------------|---------------|
| RJNA = Nagoya/Komaki | RJTA = Atsugi |
| ATS = Kyoiku Kokutai | |
| nmks = no unit number | |

| | | | | |
|---------------|--------------|---------------------|-----------------|-------|
| C-130R | | | | |
| 9052 | o/h RJTA | bare metal | 382-4635 | sep20 |
| SH-60K | | | | |
| 8407 | o/h RJNA | nmks, ex 211 ATS | 5007 | sep20 |
| 8469 | MitsubishiHI | f/n, test at Nagoya | 5069 | sep20 |
| P-1 | | | | |
| 5524 | 51 Kokutai | ex 3 Kokutai | 24 | sep20 |
| P-3C | | | | |
| 5075 | 1 Kokutai | ex 5 Kokutai | 9072 | sep20 |
| 5085 | o/h Nippi | nmks, ex 1 Kokutai | 9082 | sep20 |
| 5089 | o/h Nippi | 2 Kokutai mks | 9086 | sep20 |

Pakistan

Pakistan Fiza'ya (AF)

| | | | | |
|-----------------------|-----------|--------------------------------|-----------------|-------|
| JF-17 Block-II | | | | |
| 17-241 | 14(MR)sq | w/o 15sep20 | | |
| JF-17B | | | | |
| 19-608 | PAC Kamra | fcs, f/n | BC0009 | sep20 |
| ... | PAC Kamra | primer, f/n, 12th a/c | 2P-73B | sep20 |
| ... | PAC Kamra | primer, f/n | 2P-74B | sep20 |
| ... | PAC Kamra | primer, f/n | 2P-75B | sep20 |
| ... | PAC Kamra | primer, f/n | 2P-76B | sep20 |
| ... | PAC Kamra | primer, f/n, 13th a/c | 2P-77B | sep20 |
| ... | PAC Kamra | primer, f/n | 2P-79B | sep20 |
| ... | PAC Kamra | primer, f/n, tail only | 2P-82(B) | sep20 |
| ... | PAC Kamra | primer, f/n, no tail, 18th a/c | | sep20 |

Parts in rigs of 2P-83 and 2P-84B were also visible, possibly the tail marked 2P-82 belongs to the 18th aircraft. All these were seen on new footage at Hums News of PAC Kamra in a documentary because of PAF Day (6 September). This provided some first noted aircraft of the 2020 production run. We figure these will likely become 20-613 onward. The mix of "Chinese" construction numbers (BC000x) and Pakistani production codes remains puzzling. The 19-608 construction number seems to point to the ninth CAC built, while 2P-73B and 2P-77B are marked 12th and 13th aircraft! Anyway, recapping on the planned production, 26 two seaters were ordered, eight to be built in 2019, fourteen in 2020 and the last four in 2021. Also three Nigerians were visible. They did not have 2P-production codes but NAF-720 to 722. Previously, NAF-702 was seen as well.

Philippines

Pilipinas Hukbong Himpapawid (AF)

| | | | | |
|-----------------------|---------|-----------|-----------------|-------|
| A-29 (EMB314E) | | | | |
| 1901 | 15th SW | ex PT-ZZM | 31400250 | sep20 |
| 1902 | 15th SW | ex PT-ZZN | 31400251 | sep20 |
| 1903 | 15th SW | ex PT-ZZO | 31400252 | sep20 |
| 1904 | 15th SW | ex PT-ZZQ | 31400253 | sep20 |
| 1905 | 15th SW | ex PT-ZZS | 31400254 | sep20 |
| 1906 | 15th SW | ex PT-ZZU | 31400255 | sep20 |

The six Super Tucanos started their multi-stop delivery flight at Sao Jose dos Campos on 29 August, passing Europe through Las Palmas, Alverca and Malta. Four aircraft completed their journey at Clark AFB on 19 September with two aircraft stranded in India. The aircraft were still sporting their Brazilian registration, with serials and 15th Strike Wing badge taped over. Why these aircraft have serials starting with 19 is a mystery, as most of the current Air Force serials are based on a construction number or a former serial. It might not be a coincidence that with the Philippines we now have nineteen countries operating the Super Tucano.

G280

1251 250PAW/251PAS ex N299GA **2199** sep20
Flew Dallas-Love Field - Long Beach - Lihue on 17 September on delivery. The G280 is expected to replace the F28 1250 which is operated by the 250th Presidential Airlift Wing/251 Presidential Airlift Squadron, based at Manila/ Col. Jesus A. Villamor AB.

Singapore

Republic of Singapore Air Force (AF)

The Republic of Singapore Air Force has transformed their oldest fighter squadron (140sqn) into a hybrid squadron which operates both F-16C/D models and the F-15SG as a dedicated aggressor squadron. Shoulder patches using the word aggressor and another patch which had a modified shoulder patch for 140sqn circulated on social media recently. This had enthusiasts wondering what was happening. These posts were quickly removed thereafter but it was clear the 140sqn patch had an F-15SG added in addition to the traditional F-16 and Hawker Hunter. Apparently the squadron transitioned into a dual role commencing end August and will be flying both fighter jet types. The Eagles will remain at Paya Lebar and the Vipers will remain status quo at Tengah AB. As of now it is unknown if any Eagles will change their squadron logos on the tail to 140sqn markings, but this is unlikely. It has also not been confirmed if there is a trial period or if this is to remain permanent. In addition to the transformation end August, 140sqn "Osprey" celebrated their 50 year anniversary early September. Originally equipped with the Hawker Hunter, they advanced to the F-16A and B models and are currently flying the F-16C and D Block 52 models from Tengah Air Base in the western part of Singapore. This in addition to the F-15SG which was added end August to their capability.

South Korea

In July 2020, a new aviation museum opened at Seoul-Gimpo International airport, the National Aviation Museum of Korea. Beside the aircraft below, several civil aircraft and WW1 type bi-planes are on display.

Dae Han Min Guk Gong Gun (AF)

KF-5F

10-594 Seoul-Gimpo Nat. Avtn Museum **KF1001?** aug20
Taken from a video on you-tube, the serial is very clear however if it is a dual is not confirmed. It is hanging from the ceiling in a red, white and blue colour-scheme. If this is the real thing, it was last seen active in November 2019 operating with 112 FS. In our non-public database is an entry it was once seen in a 'demo' colour scheme, maybe factory colours as this was the first F-5F built under license in Korea by the Hanjin Corporation/Korean Air.

TF-51D

K-200 Seoul-Gimpo Nat. Avtn. Museum ? aug20

F-86F

54656/656 Seoul-Gimpo Nat. Avtn Museum aug20

Also hanging from the ceiling in a colourful scheme. Serial is probably fake, 55-4656 is not a Sabre. The Sabre preserved at Hwanggan as "13197/13297" supposedly had '656' on the nosewheel door and might be 52-4656. Could it be the same aircraft?

T-6

??? Seoul-Gimpo Nat. Avtn Museum aug20

T-50

??? Seoul-Gimpo Nat. Avtn Museum aug20

In Black Eagles colours, could well be a mock-up.

T-103

05-016 Dangjin-si Sehan University **0504?** aug20

Han Guk Yuk Gun (AR)

UH-1H

23031 Changwon Chang-Shin University **13959** oct19

Thailand

Royal Thai Air Force (AF)

H135-3H

D-HECC o/o **2126** sep20



This KF-16D 92-046 was modified by Lockheed in their factory at Fort Worth (TX). It is seen here at its first flight after modifications. (8 September 2020, Sebastiaan Does)

D-HCBO o/o **2130** sep20
 It is believed that the training helicopters will be used by the re-erected 202 Squadron. Being 2nd Wing, it is very likely that they therefore will be based at Lop Buri/Koke Kathiem. 202sq once flew the AU-23 aircraft.

CT/4A
 On 17 September the 604sq withdrew their CT/4A from operational use. That this milestone was nearing was apparent when the RTAF museum at Dong Muang received two aircraft from this unit and also in other places 604xx coded CT/4As were put on display. The role will be taken over soon by eight DA40NG aircraft.

DA40NG
 During the week of 11-14 October, the eight DA40NG aircraft will probably have successfully undergone their factory acceptance in Austria, so delivery to Thailand can be expected soon.

DA42M MPP
 OE-UDA o/o 402sq sep20
 OE-UDK o/o 402sq sep20
 OE-UDS o/o 402sq sep20

All three aircraft flew Bangkok - Takhli on 19 September on delivery to 402 sq. At Bangkok, Asian Aerospace Services (AAS) is based that functions as dealer for Diamond Aircraft in Thailand.

Royal Thai Army (AR)
 In addition to a Pilatus PC-12 that has been ordered it is now confirmed that the Army has also placed an order for two Cessna Ce208B Grand Caravan EX aircraft.

CH-47D
 The six Chinooks that have been in storage for some years now at Army base Lop Bury/Sa Pran Nak will be returned to Boeing following the successful delivery of the UH-60s recently. The reason it has not been done yet is the Covid-19 crisis. It concerns 90-111, 90-222, 90-333, 90-777, 90-888 and 90-999.

Police (PO)
Bell 412EPI
 2614 ex N875ZB **37046** 16sep20
 2615 ex N875YT **37047** 24sep20
 2616 ex N8750T **37048** 21sep20
 2617 ex N875XT **37049** 25sep20

The helicopters were flown from Seletar to Thailand in September on delivery. The Police already operates 13 Bell 412 EP/HP and EPI's and as a result we can expect serials 2614 and up.

Latin America

Argentina

Fuerza Aérea Argentina (AF)
 Good news from Argentina. The IA-100 'Malvina' trainer project is being rekindled. After budget restraints meant it had to be shelved shortly after its inception in 2015, funds are now made available through a loan to develop a prototype.

Comando de Aviación Naval Argentina (NY)
 With the former French Super Etendards slowly being brought to life, the need has arisen to train fighter pilots again. Because the COAN does not have a viable jet trainer anymore, the crew are getting a procedure update course on FAA IA-63 Pampas by Grupo de Caza 6 at Tandil.

Brazil

Força Aérea Brasileira (AF)
H-36
 8521 3°/8°GAv f/n, ex o/o Helibras/Airbus aug20
 Comando da Força Aeronaval (NY)
 SBES = São Pedro da Aldeia

AF-1 (A-4KU)
 N-1006 pres São Pedro da Aldeia, ex std SBES **14557** aug20
 It is along the beachfront at S22.83283°, W42.10553°.

Colombia

Fuerza Aérea Colombiana (AF)
 Interesting news, as the air force has ordered new basic training aircraft to replace the venerable T-41D(F), in service since October 1968. Before you think, was not the T-90C Calima intended to replace these? Yes, it was, but not unexpectedly, this Lancair-development has its shortcomings, one of these being its cabin height, which made it unsuitable to train Colombia's tallest young men and women. Once proudly presented as a product of national origin made by CIAC, the Calima never entirely replaced the T-41D(F), and about ten of the latter remained in service. The FAC has now chosen the latest Cessna 172-version to replace them, with the first two scheduled for delivery in June 2021.

C-130H
 (FAC1016) ex 83-0488 **5014** sep20
 This Herk finally arrived from AMARG in Bogotá early September, after it had already been earmarked for delivery in April 2019. Two more will follow, allowing the final active C-130B FAC1001 to be retired.

Cuba

Defensa Anti-Aérea y Fuerza Aérea Revolucionaria (AF)

MUBY = Bayamo

MUHG = Holguín

MUSA = San Antonio de los Baños

Mi-4

73 f/n photo

MiG-19P

87 f/n photo

Referring to the overview in Scramble 495, 87 is confirmed.

MiG-21MF

"640" std MUHG f/n mar15 feb20

"645" std MUHG f/n mar15 feb20

"653" std MUHG f/n mar15 feb20

MiG-21PFM

"659" std MUHG f/n mar15 feb20

More Cuban insights, a quartet of MiG-21s stored at Holguín has been identified. All received serials of MiG-21bis. One theory states MiG-21bis with these serials were delivered to North Korea, as happened with MiG-21UMs 522 and 1117 (refer below). The question remains why, since the aircraft are stored well-inside the base, out of the public eye at 20.79371N 76.31388W.

MiG-21UM

525/"1117" std MUBY c/n checked **516999453** aug20

1107 f/n photo

MiG-21UM 525 has fake serial "1117". The real 1117 was one of two seized in Panama on its way to North Korea in 2013.

MiG-29UB

902 pres MUSA as "900" jun18

One of our Cuban contacts let us know this is in fact 902, painted up as 900. Unable to check it ourselves, we took his word for it.

Ecuador

Fuerza Aérea Ecuatoriana (AF)

SETA = Base Aérea Taura

SEMT = Base Aérea Manta

On 1 September 2020, the first three G120TPs were delivered through Prestwick. Originally planned to be delivered in late 2019 or early 2020, we do not know the exact status of the order from 2017; then consisting of eight plus an option for eight more. With the financial difficulties in 2019 and Covid-19 impact in 2020, Grob may have chosen another price point for their military trainer that started off so successfully eight years ago.

Cheetah C

FAE-1368 pres SETA ex std SEMT aug20

It was pole mounted inside the air base. This specific aircraft was damaged beyond economical repair on 8 February 2013. The Cheetah C FAE-1346 that we reported in Scramble 495 - Page 61, was a single airframe obtained as attrition replacement.

El Salvador

Policía Nacional Civil (PO)

GAP = Grupo Aéreo Policial

PA-28R-200

YS-01N GAP h/o 02sep17 **28R-7235309**

This Arrow has been donated by the AAC (El Salvador's civil aviation authority), a fact we cannot leave unnoticed.

Mexico

Guardia Nacional - Policía Federal (PO)

B727-264

PF-403/XC-OPF re-registered as GN-403 **22676**

GN-403/XC-OPF Guardia Nacional, ex PF-403 **22676** sep20

Panama

Servicio Nacional Aeronaval (CG)

UH-1H-II

AN-113 f/n, ex DOSAW sep20

On 28 June 2019, six of these were taken over from the US Dept of State Air Wing.

Peru

Fuerza Aérea del Perú (AF)

A-37B

125 Grupo 7, wfu ex KOR 87-939* **43086** jul12

132 Grupo 7, wfu ex KOR 87-959 **43106** apr14

134 pres Piura ex KOR 10-795* **43146** mar20

137 Grupo 7, wfu ex KOR 10-820 **43171** nov10

145 Grupo 7, wfu ex KOR 10-821* **43172** nov11

146* Grupo 7, wfu ex KOR 96-362* **43207** nov12

147 Grupo 7, wfu ex KOR 01-297 **43312** feb14

148 nn ex KOR 10-835* **43373** feb10

Those marked with an "*" were already known deliveries. As you can see, so far only the tie-up with FAP serial 146 was confirmed. All eight were delivered on 4 February 2010 and withdrawn from use in 2018. Two are preserved with fake T-37 serials '441' at Lima, La Molina, and '443' at Piura, Distrito Castillo. Also, this means that 152, that we had as possibly ex-Korean, only exists as the original; although it has not been seen for years.



The Guatemalan air force's is putting DHC-6-400 1730 to good use transporting COVID-19 patients from the Guatemalan highlands and jungles to hospitals. Carlos Alberto Rubio Herrera photographed it on a steep climb out of La Aurora. (17 August 2020)



Nicaraguan operational aircraft are a rarity, so Carlos Alberto Rubio Herrera was happy to photograph An-26 FA-EN 162 taxiing at its home base Managua on 10 September 2020, where it serves with the *Escuadron de Transporte*.

Middle East

Qatar

Qatar Emiri Air Force (AF)

In a United States Air Force Justification and Approval document regarding so-called sole-source sole-selection of the Boeing F-15EX, an interesting item about the F-15QA order for Qatar has been revealed. So far it has been officially announced the F-15QA order for Qatar consists of 36 aircraft with an option for a further 36 examples. As far as we knew, the U.S. Department of Defense awarded Boeing a \$6.2 billion contract in 2017 to manufacture 36 F-15 fighter jets for the QEAF. Boeing will begin delivering aircraft to the customer in 2021. In addition, Boeing was awarded a U.S. Air Force foreign military sale contract in 2019 for F-15QA aircrew and maintenance training for the QEAF.

In the document, a paragraph titled "Description of the market research conducted and the results, or a statement of the reason market research was not conducted" contains the following sentences. As the OEM and sole designer, developer, integrator and producer of the F-15 aircraft, Boeing is the only contractor with an established supplier base, production line, management, and engineering and manufacturing processes necessary to produce the F-15EX. Although this will be the first time that F-15EX aircraft have been produced, Boeing has produced nearly 85 F-15SA aircraft (production ends Sep 2019) and currently has orders for 48 F-15QA aircraft (first aircraft will be delivered Oct 2019), which serve as the primary baseline for the F-15EX aircraft. The F-15 SPO estimates 90-95% commonality between the F-15QA and F-15EX aircraft. So, it seems 48 aircraft and not 36 for Qatar are on order. The first delivery date mentioned in the document is most likely not realistic due to delays caused by the Covid-19 pandemic.

Saudi Arabia

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

A330-202MR TT

2406 "Saudi Vision 2030 & Saudi National Day 90" sep20

F-15C

203 "Saudi Vision 2030 & Saudi National Day 90" sep20

F-15S

9231 "Saudi Vision 2030 & Saudi National Day 90" sep20

F-15SA

12-1001 Boeing Palmdale, orange marks nov16

| | | |
|---------|---|-------|
| 12-1002 | Boeing Palmdale, orange marks | sep18 |
| 12-1003 | Boeing test flights BKFI mar20 and sep20 | sep20 |
| 12-1009 | Boeing new tail, test flight | apr20 |
| 12-1033 | del, ex Boeing via UGUL 11aug20 Retro71 | aug20 |
| 12-1034 | del, ex Boeing via UGUL 11aug20 Retro72 | aug20 |
| 12-1035 | del, ex Boeing via UGUL 11aug20 Retro73 | aug20 |
| 12-1048 | Boeing, stored ? | mar17 |
| 12-1083 | Boeing | apr20 |
| 12-1084 | del, ex Boeing via UGUL 11aug20 Retro74 | aug20 |
| 631 | "Saudi Vision 2030 & Saudi National Day 90" | sep20 |

After the recent four deliveries in August, time for an overview of the remaining aircraft to be delivered. Boeing only has six new built F-15SA stateside now. The first three in the list above have been involved in the F-15SA flight test and verification programme from the start. Those three instrumented F-15SA operated from Boeing facilities at St Louis (MO) initially and eventually mainly from Palmdale (CA). 12-1003 operated for weeks on end from Boeing Field (WA) last April and went back there again in September. The whereabouts of tail number 1 and 2 are not clear to us for now, but most likely it is Palmdale. It could well be all will stay behind for continuation of testing and development. 12-1009 came off the production line in 2013 and only made its second flight in April 2020 after sitting in storage for nearly seven years. A fresh coat of paint and another flight or so will get her back to delivery-ready. It looks like a part of the vertical stabilizer has been replaced for unknown reasons. 48 and 83 should be ready to go soon although 48 might be in storage, reasons unknown. With now only four or six aircraft remaining to be handed over, clearly the plans to stand up and equip an RSAF training squadron stateside never materialized.

H215

6605/F-ZWDN Airbus f/n 14may20 may20

6607/F-ZWCD Airbus f/n 27may20 jul20

Both noted at the Airbus Helicopters plant at Marseille Marignane, France.

Typhoon F2

1006 "Saudi Vision 2030 & Saudi National Day 90" sep20

Beside this Typhoon, also a sixth aircraft, an unknown Tornado IDS, received the special markings. Since the last few years it has become a tradition for several Royal Saudi Air Force (RSAF) aircraft to receive special colours and markings to commemorate the occasion of the Saudi National Day on 23 September.

Saudi Arabian Navy (NY)

AS332M-1

7215/715 pres Jubail Naval Base 2291 jul20

Saudi Arabian Government (GV)

H145T2

PSS-70 PSS ex D-HCBR **20199** aug20
 A new base for the Presidency of State Security has been activated in Asir, most likely at King Khalid Air Base sited in the south-west of Saudi Arabia, near Khamis Mushait.

S-434

| | | | | |
|------|------------------------|---------|--------------|-------|
| | ex Sikorsky, ex N100SZ | 06mar20 | 0100M | mar20 |
| | ex Sikorsky, ex N101TY | 06mar20 | 0101M | mar20 |
| | ex Sikorsky, ex N102GR | 06mar20 | 0102M | mar20 |
| | ex Sikorsky, ex N103PY | 24aug20 | 0103M | aug20 |
| | ex Sikorsky, ex N104YT | 23jun20 | 0104M | jun20 |

It seems these five helicopters joined an unknown air arm in Saudi Arabia. The above dates are the cancellation dates from the FAA register (as Sikorsky H269D) and listed as exported to Saudi Arabia. The "M" in the construction number should indicate a military customer. Since Sikorsky Global Helicopters Light Helicopters Division should have delivered all nine S-434 helicopters to the Ministry of Interior (MOI) of an earlier order by now, these five may be a follow-on order. Another possibility is the above ones have been delivered some time earlier but the de-registration was delayed.

United Arab Emirates

It is no secret the United Arab Emirates Air Force wants to acquire the Lockheed F-35A Lightning II. However, despite the recent normalization, Israel still opposes the sale of F-35 jets to UAE. It has been stated the normalization agreements will not change Israel's long-standing objection to the sale of F-35 fighter jets to the Gulf state. A plan for such a sale was blocked by the U.S. Congress in the past, under pressure from Israel and the Israel lobby in Washington.

It also has been reported the White House has allegedly accelerated its push in early September to sell a package of weapons to the Emirates, including Boeing EA-18G Growlers, Lockheed F-35A Lightning IIs and General Atomics Aeronautical Systems RQ-9A Reaper unmanned aerial vehicles.

Soon after the news and details about the normalization agreements between Israel, Bahrain and United Arab Emirates emerged however, debates have flared and questions have been asked in the Israeli press and government regarding the stance of Israel regarding the sale of F-35As to the United Arab Emirates. Following these arguments, senior Israeli officials have strongly stated that Israel has not changed in any way its long-standing objection to the sale of F-35s to the UAE. No doubt to be continued.

North America**Canada**

Royal Canadian Air Force (AF)

OpReassurance 2020 has six RCAF CF-188s deployed to Mihail Kogalniceanu (Romania) for NATO air policing tasks since late August. Like previous years, the jets will return home in the first days of the new year 2021. The squadron leading the 2020 deployment is 433sq Porcupine from Bagotville (Que.). Serials include 188757, 188769, and 188791.

CYQQ = Comox (B.C.)

CYTR = Trenton (Ont.)

CF-104

| | | |
|--------|---|-------------------|
| 104704 | to go to Montreal, ex pres Grand Centre | 1004 |
| 104731 | std CYQQ ex pres CYQQ | 1031 sep20 |

The first Star had been derelict for a while and was bought by the yet unknown Montreal Aviation Museum in Augustus 2020. Meanwhile, CF-104731 (painted as 104763), will make room for CC-115457 in a few months. Since the type has never been based at Comox, the RCAF is seeking a new home for it.

CC-115 (DHC-5A)

115456 std CYTR, for National Air Force Museum **10** sep20

First one of six survivors to be retired, 115456 flew for the very last time on 9 September 2020.

CF-188 (F/A-18A)

| | | | | |
|--------|------|--------------------|-----------------|-------|
| 188051 | nmks | f/n, ex AUS A21-51 | 773/AF51 | sep20 |
|--------|------|--------------------|-----------------|-------|

CF-188B (F/A-18B)

| | | | |
|----------|-----|----------------|-------------------|
| (188114) | o/o | ex AUS A21-114 | 443/ATF114 |
|----------|-----|----------------|-------------------|

CC-295 (C295W-SAR)

| | | | |
|--------|--------|-------------|------------|
| 295501 | 442sqn | d/d 16sep20 | 183 |
|--------|--------|-------------|------------|

The first operational CC-295 was delivered mid-September via Gander (NFL.). So far, only a maintenance trainer with serial 295517 had been delivered earlier this year.

United States

United States Air Force (AF)

In a surprise move on 29 July 2020, the Pentagon stated it will begin winding down US operations at Germany's Spangdahlem Air Base by pulling out the F-16 Fighting Falcon squadron. Furthermore, they are cancelling plans to move special operations MC-130J Commando IIs and MV-22B Ospreys from RAF Mildenhall (UK) to Spangdahlem. Also the plan of moving KC-135R Stratotankers from Mildenhall to Ramstein Air Base seems to be halted. Having threatened to pull out troops (*) for years now, the feud between the US and Germany now seems to have peaked after years of German Defence austerity measures and controversy over the German nuclear task under NATO flag. Spangdahlem's 480th Fighter Squadron, named the "Warhawks", part of the 52nd Fighter Wing, is now slated to become one of the 31st Fighter Wing units, based at Aviano Air Base (Italy). It was stated that the US Defense Department will move 11,900 servicemen from American military installations across Germany, including 6,400 whose jobs which would return to the Continental United States (CONUS). What will become of Spangdahlem is still unclear. Meanwhile, two wings that had planned to move to Spangdahlem and Ramstein will now stay put. Both the 100th Air Refueling Wing and the 352nd Special Operations Wing will remain at RAF Mildenhall. In due time, the USAF will not have any fighter jets left in Germany. Ramstein Air Base's situation will be unaffected and will be the largest USAF hub in Germany. A total of 24,000 US military personnel will remain in Germany. Since the end of the Cold War in 1991, many USAF jet fighter bases have been closed and returned to the German Government. Those included Bitburg, Hahn and Zweibrücken. Also, at the beginning of the nineties, Ramstein ceased jet fighter operations as the 86th became a transport (airlift) wing.

On 20 July 2020, Lockheed Martin at Fort Worth (TX) was awarded a USD 861,7 million modification contract that exercises options to procure eight F-35A Lightning IIs (Lot 14). The involved Lightnings are "repositioned aircraft" as a result of the Republic of Turkey's removal from the F-35 programme. Besides these eight F-35As, another six Lot 14 aircraft for the US Air Force are included in the contract. The eight former Turkish aircraft, part of a once 100 F-35A contract with Turkey, must be modified before delivery to get them in full USAF configuration, confirming that these export F-35A are different to those operated by the US. Awarding the contract ends the speculation what will happen to the aircraft, although last March Scramble Facebook News (SFN) already reported that the aircraft will be delivered to the USAF. The fourteen aircraft must be delivered by May 2026 and are part of the FY20 budget. Strikingly, the Naval Air Systems Command, Patuxent River (MD) is the contracting activity for the USAF aircraft. The group of eight Lightning IIs originally destined for Turkey consist of:

AT-7 FMS 18-5413 (d/d to 356th FS at Eielson AFB, AK)

AT-8 FMS 18-5414 (d/d to 356th FS at Eielson AFB, AK)

plus six more.



The 102nd RQS of the New York Air National Guard operates these 'LI' coded HC-130Js from Francis S. Gabreski Air National Guard Base. Ramstein was graced with a visit by 16-5871 of this rescue unit. (28 July 2020, Erik Kamphuis)

The first six former Turkish Lightning IIs are still stored. These aircraft form the second group of aircraft to be repositioned to the USAF.

- 18-0001 AT-1 FMS 15-5219 (stored Luke AFB, AZ sep19)
- 18-0002 AT-2 FMS 15-5220 (stored Luke AFB, AZ sep19)
- 18-0003 AT-3 FMS 17-5310 (stored Luke AFB, AZ sep19)
- 18-0004 AT-4 FMS 17-5311 (stored Luke AFB, AZ sep19)
- 18-0005 AT-5 FMS 17-5312 (stored Lockheed Martin, sep19)
- 18-0006 AT-6 FMS 17-5313 (stored Lockheed Martin, sep19)

While the USAF is conducting new ABMS tests with the unmanned Reaper, they are eagerly looking for a new successor. On 3 September 2020, as part of the United States Air Force's Advanced Battle Management System (ABMS) Onramp #2 tests, an MQ-9 Reaper, assigned to the 556th Test and Evaluation Squadron, successfully employed a live air-to-air AIM-9X Block 2 missile against a BQM-167 target drone simulating a cruise missile. At Creech AFB (NV), the 556th Test and Evaluation Squadron, alongside Developmental Test partners, the 26th Weapons Squadron, and industry partners collaborated to plan and execute this event, validating a concept emerging from the USAF Weapons School. Connecting the squadron operations cell and the ground-based cockpit to the ABMS network to enable the MQ-9 to target the BQM-167 was a significant effort that required resolution to the numerous technical challenges to provide this connection. During the test, USAF Joint All Domain Command and Control (JADC2) provided critical data to the MQ-9 and crew for timely and accurate target information. The network integration and cross-domain solutions proven during the ABMS demonstration significantly decreased the total time from target discovery to engagement to battle damage assessment. The MQ-9 crew received off-board cueing information, found and tracked the target, then manoeuvred to validly employ the AIM-9X against the surrogate cruise missile. Meanwhile, the USAF and industry partners are planning on a new effort to field a replacement for the MQ-9 Reaper. Multiple defence companies are now stepping up with new, long-range, stealthy design concepts for the emerging MQ-Next competition. On 11 September 2020, Northrop Grumman and Lockheed Martin released proposals of their respective offerings for the USAF's MQ-Next programme. Northrop Grumman made public its swarming SG-2 concept, and Lockheed announced its flying-wing design. On 14 Septem-

ber 2020, General Atomics, which builds the MQ-9 Reaper, put out a concept drawing of a next-generation Unmanned Aerial Vehicle.

On 14 September 2020, Collins Aerospace Systems, a subsidiary of Raytheon Technologies Corp., announced that its company has been selected to deliver NP2000 propeller systems for an additional 30 Lockheed Martin C-130H legacy Hercules aircraft for the US Air National Guard (ANG) and Air Force Reserve Command (AFRC). With its eight composite blades and digital Electronic Propeller Control System (EPCS), the NP2000 propeller systems offer a number of benefits. Compared to the older systems, they include a twenty percent thrust increase during take-off, a 20db sound reduction in the cockpit and a 50 percent reduction in maintenance man-hours. Along with C-130 variants, NP2000 has been in service with US and international customers on the Northrop Grumman E-2 Hawkeye and C-2 Greyhound since 2004, and is planned for use on the Lockheed Martin P-3 Orion. With this latest order, bringing the total order to 55 C-130H aircraft to date, Collins Aerospace continues to make progress toward USAF's plan to retrofit approximately 160 legacy ANG and AFRC C-130H aircraft with NP2000. In addition to the new order, Collins Aerospace earned the system's C-130H Air Worthiness Certification from the USAF and completed the first formal combined NP2000/EPCS installation on a USAF C-130H in April. Recently, the USAF's C-130H NP2000 test team, made up of 417th Flight Test Squadron and Wyoming ANG's 153rd Airlift Wing personnel, earned the 2019 "Gen. Mark A. Welsh III" One Air Force Award. More than eight different organisations were ultimately involved with the test effort. This joint testing began in January 2018 when Wyoming Air National Guard's 187th Airlift Squadron/ 153rd Airlift Wing C-130H 92-1536 arrived at Eglin AFB (FL) with its team.

On 14 September 2020, during a surprise move at the Air Force Association Air, Space and Cyber Conference in Arlington (VA), Assistant Secretary of the Air Force for Acquisition, Technology and Logistics, Dr. Will Roper, stated that a Next Generation Air Dominance (NGAD) had already been built and a full-scale flight demonstrator had flown. Dr. Will Roper has been at the Program Executive Office for Advanced Aircraft at Wright-Patterson AFB (OH) since 2 October 2019. USAF's Air Force Materiel Command (AFMC) released their Priority Program Reviews in July 2020. It was stated that

high ranking officers of the AFMC's are largely responsible for studies and synchronisation reviews of support of special interest programmes like the B-21 Raider, KC-46A Pegasus, T-7A Red Hawk, various hypersonic programmes and the NGAD. Roper added to his unexpected statement that "the NGAD has broken a lot of (flight) records and is showing digital engineering isn't a fluke. We are ready to go and build the next-generation aircraft in a way that has never happened before". Lessons learned from the early stages of the USAF F-15, F-16, F-22, F-35 and various (un)disclosed "Black Projects" programmes indicate that engineers, large companies and corporations, the military and the government should be involved as soon as possible. For the USAF's NGAD programme this will not be different, but this era is all about digital design technology. The latter is the main reason for disclosing the NGAD project. The USAF wants companies and corporations to invest more in digital design technology and it is clear that the NGAD programme is accelerating in its development phases. Roper said "in order to reassure stakeholders inside and outside the Air Force that digital engineering is producing "real things...in the real world" is the reason I openly discussed these very first details. Scramble assesses that the NGAD mysterious full-scale technology demonstrator(s) and/or prototype(s) will be a crossbreed of the F-22, F-35 and various (un)disclosed "Black Projects". Although the NGAD statement of Roper sounds as a surprise and the development of the corresponding X-planes went fast, this programme runs most probably already for several years and the disclosure is a clear political and military signal to Russia and China. Be aware that the aircraft could be a demonstrator aircraft dressed up as a totally different looking aircraft, like the well-known Bird of Prey, the ugly Tacit Blue or even a Boeing 737, 757 that is topped-up with all electronic systems of the NGAD. The additional infrastructures and ongoing operations (maybe even the F-117s are involved in these NGAD developments) at Tonopah/Groom Lake, are there for quite some years, and that's for a good reason. There is so many out there in the Black World, we common mortals do not have knowledge of.

On 14 September 2020, at the Air Force Association Air, Space and Cyber Conference in Arlington (VA), the Secretary of the Air Force announced a new weapons system designator, the "e" series. Barbara Barrett, Secretary of the Air Force, told Air Force Association conference attendees that the future of Air and Space technology will include aircraft, weapons

and satellites which will be digitally engineered and virtually tested before ever taking physical form. It was stated that aircraft, satellites, weapon systems and more that are digitally engineered will receive an 'e' prefix. The first USAF aircraft designed using the digital approach, the eT-7A Red Hawk, embraced model-based engineering and 3D design tools which reduced assembly hours by 80% and cut software development time in half. The aircraft moved from computer screen to first flight in just 36 months. According to USAF officials, an eSeries digital acquisition programme will be a fully-connected, end-to-end virtual environment that will produce an almost perfect replica of what the physical weapon system will be. In June 2020, Scramble Magazine wrote that the Red Hawk design reviews were conducted mainly virtually between the Air Force programme office out of Wright-Patterson AFB (OH) and Boeing's T-7A Red Hawk programme office in St. Louis (MO). The Air Education and Training Command, at Randolph AFB (TX) and the Air Force Test Center's 416th Flight Test Squadron at Edwards AFB (CA) also participated. At Edwards, the T-7A Test Team executed Distributed Test Operations (DTO) in a Mission Control Room at Ridley Mission Control Center.

On 12 September 2020, Seymour Johnson's 916th Air Refueling Wing inventory doubled with the arrival of two Boeing KC-46A Pegasus tankers. The third and fourth 916th ARW KC-46As, with serial numbers 17-46024 and 18-46052, arrived on a wet runway at Seymour Johnson AFB near Goldsboro (NC). The duplication of these tankers comes very timely. The USAF is ramping up the possibility to refuel aircraft with the troubled KC-46A. On 3 September 2020, the first operational in-air refueling of Seymour Johnson co-based 336th Fighter Squadron Rocketeers F-15E Strike Eagles was done by a Pegasus from the 77th Air Refueling Squadron/916th Air Refueling Wing. On 12 June 2020, Air Force Reserve Command's 916th ARW accepted its first of twelve KC-46A Pegasus'. The following tankers are now flying from Seymour Johnson; 15-46011, 16-46014, 17-46024 and 18-46052.

Recently the US Air Force laid out its plans to replace the aging McDonnell Douglas (Boeing) F-15C/D Eagles with the service's future Boeing F-15EX. Following up the April 2019 Justification and Approval (J&A), multiple bases across the US are now named to become the host of the new Eagle clone. (The exact name and/or type for Boeing's F-15EX is not known at this moment). With the first two F-15EXs, 20-0001 and 20-0002, already well under construction at Boe-



The West Virginia Air National Guard were temporary based at Ramstein and participated in the exercise Falcon Leap 2020 at Eindhoven with two of their C-130Js. They flew to the Houtdorperveld drop zone. (18 September 2020, Manolito Jaarsma)

ing's plant at St. Louis (MO), it is expected delivery of these aircraft is scheduled for early 2021. The USAF states the first six to eight F-15EXs will be fielded at Eglin AFB (FL) by 2023, to be used for developmental and operational testing. It has been decided that these will be converted in a later stadium to be used as combat coded airframes. In practice, this means the developmental and operational testing F-15EXs will be administratively placed under command of the 53rd Wing, but will be often found at other bases, such as Edwards AFB (CA), Nellis AFB (NV) and Palmdale/Plant 42 (CA).

On 13 July 2020, the USAF gave Boeing a huge USD 1,2 billion award for the first eight Low Rate Initial Production (LRIP) F-15EX's. A clause has also been drawn up immediately which also set a not-to-exceed ceiling of USD 22,89 billion for up to 200 of Boeing's F-15EX fighters. The fiscal year 2021 budget request includes twelve more aircraft and up to 72 airframes are planned over the next four years. Although the USAF's minimum quantity has been set at 144 airplanes, Scramble assesses, assuming everything goes according to plan, the remaining 56 F-15EXs will likely be requested. As for the numbers: according to our Scramble Database there are now 234 operational F-15C/D Eagles in the USAF's inventory. Roughly twenty of them are being used for testing and evaluations. The F-15C/Ds are aging rapidly. The fleet is expected to reach the end of service life by the mid-2020s. Except for about fourteen, the total number of 200 future F-15EXs would suit the USAF just fine. A decision to also refresh F-15E Strike Eagle fleet has not yet been made, but this remains an option. The F-15EX configuration is largely based on the F-15QA Qatar Foreign Military Sales (FMS) configuration, but with added USAF capabilities. What are those extra capabilities? Scramble assesses there are some main abilities involved. As a fourth-generation fighter with all its advanced capacities, like a new electronic warfare suite, the F-15EX could perfectly operate alongside the fifth-generation F-35A. The F-15EX would even complement the F-35A: the twin-engined F-15EX is big, fast and has a big reach. It can carry larger weapons over greater distances than the smaller, less aerodynamic F-35A. Provided the weight and dimensions can be kept moderate, the USAF and Boeing expect the F-15EX, with its new mission computer, will be compatible with the hypersonic Lockheed Martin AGM-183 missile. (See also: <https://www.facebook.com/Scramblemagazine/posts/3890534167639755>) The F-15EX would then represent a major threat deterrent to future opponents. Another capability for the F-15EX will be the long-range air-to-air Lockheed Martin AIM-260 Joint Advanced Tactical Missile. The AIM-260 is to achieve initial operating capability in 2022. It is said to have a range of over 200 kilometres. With these capabilities in mind, it is now clear what the USAF is trying to achieve by basing the F-15EX at various bases throughout the Continental United States (CONUS). Although all operational Air National Guard (ANG) F-15 units have been deployed to Europe as a Theater Security Package (TSP) over the past few years, their main task is, and will continue to be, to defend the CONUS. The Oregon ANG's 123rd Fighter Squadron, part of the recently redesignated 142nd Wing, based at Portland Air National Guard Base (OR), will be the first operational F-15EX unit in 2023. Defending that part of the west of the CONUS is among the highest priorities. Strategically located on the southeast side of the CONUS, Florida's 159th Fighter Squadron, part of the 125th Fighter Wing at Jacksonville International Airport (FL), will not receive the F-15EX, but definitely have the F-35A Lightning II based in 2024. The first fielding, after the developmental and operational testing F-15EXs, will be with the 114th Fighter Squadron, part of the 173rd Fighter Wing at Kingsley Field (OR). The latter will host the USAF's first F-15EX formal training mission, beginning in 2022. In 2019, the USAF justified the F-15EX procurement as follows: the

nine existing F-15C/D Eagle squadrons - three in the active Air Force (Lakenheath UK and Kadena (Japan) and six in the Air National Guard - could reequip with the new F-15EX planes on short notice. This, however, seems to be hanging in the balance since the USAF also plans to replace the remaining Air National Guard operational F-15C/D bases (Barnes Airport, Massachusetts, Fresno Yosemite Airport, California, and Naval Air Station Joint Reserve Base New Orleans) with either F-35As or F-15EXs. Naval Air Station Lemoore, California, is also being considered for F-35As. Earlier, Scramble Facebook News wrote about the roughly 50 legacy Eagles based at Kadena (Japan). These are still considered high on the priority list to be replaced by the F-15EX as well. To be continued!

Heavy involvement in Jolly Green II and Grey Wolf developmental and operational testing for USAF's 413th Flight Test Squadron. Under the auspices of the 413th FLTS, the future USAF helicopters, the Sikorsky (Lockheed Martin) HH-60W Jolly Green II and Boeing MH-139A Grey Wolf are simultaneously undergoing tests and evaluations near Florida's Eglin AFB and Duke Field. Since the beginning of August 2020, USAF's newest Combat Search And Rescue (CSAR) helicopter, the HH-60W, has been undergoing a new phase of developmental and operational testing. A big step for future CSAR operations occurred recently. A Jolly Green II, connected with a HC-130J Combat King II tanker for the inaugural aerial refueling, approximately 3,000 feet above Eglin AFB. This first connection marked the start of two weeks of developmental testing of the aircraft's aerial refueling abilities by 413th FLTS testers and their mission partners. This capability is essential for a CSAR mission since it greatly extends the operating range of the HH-60W and allows future operational units to extend their rescue capabilities over a larger battlespace. The 413th FLTS's job is to evaluate how difficult aerial refueling will be for operational pilots and to identify any unforeseen hazards due to the unique configuration of the HH-60W, which may not have been present in the legacy HH-60G Pave hawk. The first missions will be during daylight hours. After that, testing will conclude with a night-time evaluation using night vision goggles. The latter is a critical test milestone for the programme as it reinforces the superior capabilities of the HH-60W and its ability to support the USAF's CSAR mission. The aerial refueling mission marks yet another 2020 milestone for the HH-60W programme. So far, the Jolly Green II has undergone radar, weather and defensive system testing. Currently seven HH-60Ws are being used for tests and evaluations, four of which are with the 413th Flight Test Squadron at Florida's Eglin AFB and Duke Field. Almost simultaneously, a new MH-139A Grey Wolf made its way from the Boeing production line in Philadelphia (PA) to Duke Field (FL). Pilots from Boeing and Air Force Global Strike Command's Detachment 7 jointly ferried the aircraft to Duke Field where developmental test operations are being conducted by Boeing and the 413th Flight Test Squadron supported by AFGSC Detachment 7. AFGSC's 341st Missile Wing at Malmstrom AFB (MT) and the 1st Helicopter Squadron at Joint Base Andrews (MD) are soon the first to be replacing the venerable UH-1N Twin Huey. On 4 August 2020, senior leaders of the 341st Missile Wing, the first wing scheduled to receive the helicopter, conducted a ribbon cutting for the new Grey Wolf alert facility under construction at Malmstrom AFB (MT). Currently five MH-139As are being used for tests and evaluations, four of which are with the 413th Flight Test Squadron/AFGSC Detachment 7 at Florida's Eglin AFB and Duke Field.

On 30 July 2020, 480th Fighter Squadron's flagship F-16CM, serial 96-0080, returned from overhaul with SABCA at Goselies (Belgium). It was a surprise to see the aircraft received a Have Glass V paintjob. The Have Glass V (5th generation)

paint is made of Radar Absorbent Material (RAM): countless microscopic metal grains, reducing the radar signature of the Viper. On the other side of the world ... for the first time at Luke, the paint shop painted an F-16 one solid medium-gray colour versus the traditional dark gray on top and light on bottom, in an action that will save the Air Force time and money. A team of nine 56th Equipment Maintenance Squadron (EMS) Low Observable Aircraft Structural Maintenance personnel painted an F-16C Fighting Falcon, assigned to the 310th Fighter Squadron, a solid medium-gray colour. The process took approximately a week and a half, including sanding, priming and painting. 56th EMS masked an F-16C Fighting Falcon assigned to the 310th Fighter Squadron scheduled to be repainted 22 June 2020, at Luke Air Force Base (AZ). 90-0765 is an F-16C Block 42J and joined 363rd Fighter Wing (FW) in July 1992. By July 1994 it moved to Luke and the 56th FW and has stayed there ever since. While the single colour has been used at other Air Force bases, it represents a first for the 56th FW. Never before has there been an F-16 that has a one colour solid paint scheme at Luke as Luke's F-16s traditionally have been painted dark gray on top and light gray on the bottom of the aircraft. A recent change to the technical data authorised the change in paint scheme. Painting the aircraft a solid colour decreases the total time it takes to repaint the aircraft. F-16s receive full paints every six to seven years and follow guidance from the technical order which outlines directions on each project. It typically takes four Airmen a week to sand, mask, prime and paint the aircraft. However, the time repainting aircraft may vary due to different cure times of the primer and paint, which dictate the amount of work that can be done in a day. Throughout the entire process of painting the aircraft, personnel wear protective equipment to prevent chemicals from entering their body. Corrosion and rain erosion prevention are also important considerations. Humidity is a significant factor in corrosion, fortunately Arizona's humidity level is low. However, the Airmen apply specialised paint to prevent rain erosion on the inlet lip and other parts on an F-16 to provide added protection from corrosion.

Having originally entered service at Seymour Johnson AFB (NC) in December 1986, the first USAF McDonnell Douglas KC-10A Extender with serial number 86-0036 was officially retired on 13 July 2020. While getting ready for its final departure from its home base Joint Base McGuire-Dix-Lakehurst (NJ), the retired 305th Air Mobility Wing (And associate Air Force Reserve 514th Air Mobility Wing) Extender received a traditional water salute. A total of three KC-10As from the Air Force's Backup-Aircraft Inventory were congressionally approved for retirement during Fiscal Year 2020. It is expected that all three will end up being stored with the 309th Aerospace Maintenance and Regeneration Group at Davis-Monthan Air Force Base, near Tucson (AZ). After these three have arrived at "the Boneyard" in Arizona, mainly to be used for spare parts, 56 will still be in the USAF's inventory. Those will be phased out over the next few years and eventually all will have been replaced by Boeing's long-delayed and problem-plagued KC-46A Pegasus. At this moment the USAF is also investigating awarding contracts to private companies to provide aerial refuelling during exercises and for training and testing. With this USAF's initiative and interest, Scramble assesses that some of the 56 Extenders will, as a win/win solution, be used by civilian contractors in due time. At the beginning of November 2019 one KDC-10 tanker of the Royal Netherlands Air Force (RNLAf) was purchased by the US Omega Air Refueling Company. A second KDC-10, currently still in service with the RNLAf, will follow in the future. The former RNLAf KDC-10s bring in a much needed boom capability, in addition to the hose and drogue systems fitted to the existing Omega tanker fleet. These different air-to-air refuel-

ling systems give Omega the capability to potentially refuel any type of aircraft in US military service, or in service with other countries' air forces. With this in mind, it is not surprising at all to think that Omega will purchase the KC-10. Also, it is very expensive and complicated to convert standard DC-10 aircraft to aircraft with in-flight refuelling capacity. Added the fact that some of the USAF KC-10s will have many airframe hours left; if there is going to be a transfer of KC-10s to military contractors, these would likely come from those low-flight-hour stocks.

United States Air Force (AF)

| | | | | |
|----------------|-------------|----------------|----------------------|-------|
| A-10C | | | | |
| 78-0684/DM | 354th FS | ex 357th FS | A10-0304 | aug20 |
| 81-0983/DM | 354th FS | ex Ogden ALC | A10-0678 | aug20 |
| B-1B | | | | |
| 85-0064/DY | 7th BW | ex 337th TES | 24 | aug20 |
| B-52H | | | | |
| 61-0016/LA | 20th BS | ex 96th BS | 464443 | aug20 |
| KC-46A | | | | |
| 17-46024 | 77th ARS | new delivery | 34121/1129 | sep20 |
| 18-46052 | 77th ARS | new delivery | /1192 | sep20 |
| AC-130J | | | | |
| 16-5852 | 4th SOS | first noted | 382-5852? | aug20 |
| C-130H | | | | |
| 83-0488 | to Colombia | ex 309th AMARG | 382-5014 | sep20 |
| HC-130J | | | | |
| 18-5879 | 102nd RQS | new delivery | | aug20 |
| MC-130J | | | | |
| 16-5862 | 9th SOS | ex 130th RQS | 382-5862 | sep20 |
| KC-135R | | | | |
| 58-0011 | OK-ALC | ex 22nd ARW | 17756/T0226 | aug20 |
| 61-0288 | 168th ARS | ex 351st ARS | 18195/T0510 | aug20 |
| 62-3573 | 92nd ARW | ex 22nd ARW | 18556/T0624 | aug20 |
| F-15D | | | | |
| 85-0129 | WR-ALC | ex 194th FS | 945/D055 | aug20 |
| F-16A | | | | |
| 82-0984 | to QF-16 | ex 309th AMARG | 61-577/M22-24 | aug20 |
| F-16CM | | | | |
| 88-0437/HO | 8th FS | ex 4th FS | 1C-39 | aug20 |
| 88-0458/OH | 112th FS | ex 314th FS | 1C-60 | jun20 |
| 89-2044/AV | 510th FS | ex 555th FS | 1C-197 | aug20 |
| 89-2107/OH | 112th FS | ex 314th FS | 1C-260 | jul20 |
| F-35A | | | | |
| 18-5354/AK | 356th FS | new delivery | AF-? | sep20 |
| 18-5355/AK | 355th FS | new delivery | AF-? | jul20 |
| 18-5356/AK | 356th FS | new delivery | AF-? | jul20 |
| 18-5358/VT | 134th FS | new delivery | AF-249 | jul20 |
| 18-5359/VT | 134th FS | new delivery | AF-250 | |
| 18-5360/VT | 134th FS | new delivery | AF-251 | aug20 |
| 18-5361/VT | 134th FS | new delivery | AF-252 | |
| UH-1N | | | | |
| 69-6627 | 1st HS | ex 37th HS | 31033 | jun20 |
| HH-60G | | | | |
| 92-26467/ZZ | 33rd RQS | ex 210th RQS | ? | sep20 |
| T-6A | | | | |
| 98-3031/RA | 559th FTS | ex 85th FTS | PT-35 | sep20 |

United States Army (AR)

Boeing announced having delivered the first MH-47G Block II Chinook helicopter to the United States Army. This took place during a ceremony at the Boeing Ridley Park, Philadelphia (PA) facility on 1 September 2020. The US Army is stalling its decision to replace its current fleet of CH-47F helicopters with the improved CH-47F Block II, but US Special Operations Command (SOCOM) did decide to replace its fleet of MH-47G Chinooks with Block II versions. Actual orders for twenty-four examples are already placed with Boeing, with additional orders expected in the future.



A nice picture of 458th AS C-21A 84-0072 displaying the revised new style tail band that was incorporated on 19 March 2019. It is blue and red, with 'Scott Field' in yellow, four white stars, as well as the skyline of St. Louis (IL). (Andrews AFB (MD), 28 August 2020, Tim Wolfe)

In total seventy-three MH-47Gs have been delivered to SOCOM, of which four have been lost in accidents. All helicopters are used by the famous Nightstalkers (160th SOAR) at Campbell AAF, Fort Campbell (KY), Hunter AAF, Fort Stewart (GA) and Gray AAF, Fort Lewis (WA). The new Chinook has tail number "02909" painted on the rear pylon. The fiscal year is not known, but based on when the first order was placed it most likely is 2018. This serial nicely follows the last eight "regular" MH-47Gs which were ordered in 2012 (one) and 2013 (seven), and which carry serials 02901 until 02908.

On 4 June 2020, the first UH-60M was delivered to 1-183rd AVN ID ARNG at AASF Boise Airport-Gowen Field (ID). They replace the UH-60L helicopters in use by this unit.

On the AH-64E front, 1-82nd AVN at Simmons AAF, Fort Bragg (NC) commenced conversion. The next unit to receive the AH-64E will be 3-17th CAV at Hunter AAF, Fort Stewart (GA). In between, 1-229th AVN will exchange its current fleet of AH-64E Apaches for improved Version 6 examples of this successful attack helicopter. A single example was delivered on 21 July 2020. The remaining helicopters for this unit will be delivered as of October 2020.

On 11 September 2020, the maiden flight of the first production UH-60V Black Hawk took place at Corpus Christi (TX). The Corpus Christi Army Depot (CCAD) is contracted to convert UH-60L helicopters to the digital UH-60V standard. The UH-60V configuration comes close to that of the newly built UH-60M helicopters. Three prototypes (90-26242, 90-26302 and 95-26646) were converted at Huntsville (AL), with the first flight taking place on 19 January 2017. In 2019, Low Rate Initial Production (LRIP) commenced with the first helicopter being inducted into the conversion (production) line at Corpus Christi (TX) on 22 January 2019. Once Full Rate Production (LRP) is reached a total of 48 helicopters per year will be re-delivered as UH-60V. The US Army plans to convert 760 UH-60L helicopters to UH-60V standard.

| | |
|---------------|----------------------------------|
| B/2-4th AVN | Butt AAF, Fort Carson (CO) |
| 3-4th AVN | Butt AAF, Fort Carson (CO) |
| 6-6th CAV | Wheeler Sack AAF, Fort Drum (NY) |
| B/3-10th AVN | Wheeler Sack AAF, Fort Drum (NY) |
| 1-17th CAV | Simmons AAF, Fort Bragg (NC) |
| 6-17th CAV | Butt AAF, Fort Carson (CO) |
| 7-17th CAV | Hood AAF, Fort Hood (TX) |
| B/1-52nd AVN | Ladd AAF, Fort Wainwright (AK) |
| A/3-126th AVN | MA ARNG, AASF#1 JB Cape Cod (MA) |

| | |
|------------------|--|
| 1-130th AVN | NC ARNG, AASF#1 Raleigh-Durham IAP (NC) |
| 1-147th AVN | WI ARNG, AASF#1 Abrams MAP (WI) and AASF#2 Dane CAP, Truax Field (WI) |
| C(-)/2-149th AVN | TX ARNG, AASF#2 Martindale AHP (TX) |
| 1-183rd AVN | ID ARNG, AASF Boise Airport-Gowen Field (ID) |
| A/1-185th AVN | MS ARNG, AASF#1 Hawkins-Evers IAP (MS) |
| 1-229th AVN | Grey AAF, Fort Lewis (WA) |
| 8-229th AVN | USARC, ASF Knox, Godman AAF (KY) |
| B/2-501st AVN | Biggs AAF, Fort Bliss (TX) |
| AFTD | Aviation Flight Test Directorate at Redstone AAF, Redstone Arsenal (AL) |
| BEST | BEST Aircraft Consolidation Facility Huntsville (AL) |
| USAARL | United States Army Aeromedical Research Laboratory (Flight Systems Branch) at Cairns AAF, Fort Rucker (AL) |

| | | | | |
|---------------|---------------|------------------|--------------|-------|
| CH-47F | | | | |
| 13-08145 | B/2-4th AVN | ex B/2-501th AVN | M8145 | aug20 |
| 13-08439 | B/2-4th AVN | ex B/2-501th AVN | M8439 | aug20 |
| 14-08164 | B/2-501st AVN | ex B/2-10th AVN | M8164 | jul20 |
| 17-08231 | B/1-52nd AVN | f/n | M8231 | sep20 |

MH-47G Block II
 18-02909 160th SOAR ex Boeing **M2909** sep20
 As stated in the text, the FY is unconfirmed but based on when the order was placed. Also the c/n is not actually confirmed but it is believed that, in line with all the other CH-47F and MH-47G helicopters, the serial is based on the c/n.

| | | | | |
|---------------|-----------|--------------------|--------------|-------|
| OH-58C | | | | |
| 68-16732 | to N945SC | ex nb | 40046 | aug20 |
| 69-16200 | to N155SD | ex 1-223rd AVN/00D | 40421 | aug20 |
| 71-20414 | to N473MP | ex B/5th AVN | 41275 | sep20 |
| 71-20685 | to N472MP | ex B/5th AVN | 41546 | sep20 |

| | | | | |
|---------------|-----------|---------------------|--------------|-------|
| UH-60A | | | | |
| 79-23282 | std BEST | see note | 70099 | aug20 |
| 79-23343 | std BEST | ex A/1-185th AVN | 70160 | aug20 |
| 80-23475 | to N260AU | ex std BEST | 70233 | may20 |
| 80-23481 | std BEST | ex A/3-126th AVN | 70239 | aug20 |
| 80-23486 | to N890GB | ex std BEST | 70244 | jul20 |
| 81-23659 | to N569TH | ex std BEST | 70290 | sep20 |
| 82-23661 | std BEST | ex C(-)/2-149th AVN | 70354 | aug20 |
| 82-23674 | to N889TB | ex std BEST | 70497 | jul20 |
| 83-23848 | to N810PJ | ex std BEST | 70673 | sep20 |

In the official documentation, 79-23282 is listed as ex B/1-135th AVN MO ARNG. This unit however converted from AH-64D Apaches to UH-60L Blackhawks. It seems to have been with this unit since April 2019 until assigned to BEST on 20 August 2020.

| | | | | |
|----------------|----------|-----------|---------------|-------|
| JUH-60A | | | | |
| 88-26069 | std BEST | ex USAARL | 701289 | may20 |

UH-60L

86-24540 8-229th AVN ex UH-60A **701048** sep20
 00-26871 CCAD for UH-60V conversion jan19

A press release from January 2019 shows UH-60L 00-26871 being inducted into the UH-60V conversion programme at Corpus Christi Army Depot (CCAD) (TX). The text mentions that the helicopter was officially inducted into this programme on 22 January 2020.

HH-60M

11-20403 C/2-1st AVN ex C/3-10th AVN **704032** aug20

MH-60M

..-20021 160th SOAR ex UH-60M sep20

By far the majority of the first UH-60M production batch (20001 until 20022, almost certainly all FY05) have been converted to MH-60M standard. Actually, there are reports that all but one are converted to MH-60M. For 20021 we now also received photo proof that it was also converted. For eight helicopters out of this batch we do not yet have confirmation if they are converted or not: 20003, 20004, 20006, 20007, 20009, 20013, 20014 and 20017. Any info on these helicopters will be most appreciated!

UH-60M

07-20027 1-147th AVN ex 1-244th AVN **703143** aug20
 07-20047 3-4th AVN ex 2-10th AVN **703041** aug20
 ..-20076 1-147th AVN f/n jul20
 ..-20117 1-147th AVN ex nb aug20
 ..-21052 1-183rd AVN f/n jun20
 19-21054 1-142nd AVN f/n **70511** aug20

The last number of the c/n for 19-21054 is either a four or a six.

AH-64D

03-05410 6-6th CAV ex 2-6th CAV **PVD410** jul20
 04-05421 6-17th CAV ex 1-501st AVN **PVD421** aug20
 09-05610 1-130th AVN ex nb **PVD610** aug20
 09-05627 1-3rd AVN see note **PVD627** aug20
 09-05637 2-6th CAV ex nb **PVD637** jul20
 09-05645 1-130th AVN ex nb **PVD645** aug20
 09-05646 1-130th AVN ex nb **PVD646** jun20
 09-05678 1-130th AVN ex nb **PVD678** aug20
 09-07060 1-3rd AVN see note **DUS060** aug20
 11-05702 1-130th AVN ex nb **PVD702** aug20

The Apaches listed here with 1-130th AVN have not been seen for several years. Most were last reported in 2016/2017 with other Army National Guard units which have converted to UH-60L Blackhawks a while ago. On 23 August 2020, C-17A 98-0051/AK (517th AS) arrived at Wiesbaden AAF (Germany) carrying Apaches 09-05627 and 09-07060. Both were delivered to 1-3rd AVN after reassembly to bring the total number of helicopters assigned to this unit back to twenty-four. Two helicopters were damaged and shipped back to the United States (07-07037 and 08-05550).

AH-64E

14-01004 7-17th CAV f/n **NB004** jul20
 16-03081 1-229th AVN ex AFTD **NM081** jul20
 18-03230 1-17th CAV f/n **NM230** aug20
 18-03246 1-17th CAV f/n **NM246** aug20

RO-6A

16-00590 nb see note **590** aug20

A new RO-6A (ex DHC-8-315) has emerged in August 2020. The aircraft passed through Prestwick (UK) on 10 August 2020. It was heading east, and ADSB records show the same aircraft active at Bridgewater (VA) earlier the same month. It is believed that this is former Dynamic Aviation Group N590K. Its full history: ex C-GDLL (reg 01may02), EC-IKA (reg 02dec02), PH-DXC (reg 30jan07), EC-LFF (reg mar10), C-GJTR (reg jan11), PK-TUB (reg 15feb11) and N590K (reg 16aug18).

United States Navy (NY)

The US Navy revealed plans about the future configuration of its Carrier Air Wings. On 11 September 2020, the director of the Air Warfare in the Office of the Chief of Naval Opera-

tions specified to some degree the numbers and types of aircraft in a CVW envisioned by the end of the 2020s. The wing would include 44 strike fighters, consisted out of a mix of one squadron of sixteen F-35C Lightning IIs (Block 4) and three squadrons of total 28 F/A-18E/F Super Hornet (Block III). The director also reported five-to-seven EA-18G Growlers, five E-2D Advanced Hawkeyes, six-to-ten MH-60R/S Seahawks, three CMV-22B Ospreys, and five-to-nine MQ-25 Stingrays. Apparently, things have changed as earlier plans showed ten F-35Cs and 34 F/A-18E/F Super Hornets. In 2021, USS Carl Vinson will deploy with ten F-35Cs squadron of Strike Fighter Squadron (VFA) 147 "Argonauts" on the stealth fighters first carrier deployment. The ship also will carry two CMV-22Bs, two ten aircraft F/A-18E squadrons and one fourteen aircraft F/A-18F squadron as Seapower reports. The second carrier deployment of the F-35C is scheduled in 2022 by Marine Fighter Attack Squadron (VMFA) 314 "Black Knights".

On 5 September 2020, US Navy E-2C Hawkeye, BuNo 165507 and coded AJ-604, arrived at Shannon (Ireland) on its way to France. The aircraft was on a delivery flight to Cuers/Pierrefeu (France), where it will be used for spares for the Aéronautique Navale (AN, French Navy) Hawkeyes. The Hawkeye departed the next day to France. The Group II Hawkeye was delivered to the US Navy in 1999 and started its career with Northrop Grumman operating out of NAS Pensacola (FL). After being a role-model aircraft for the manufacturer, the aircraft was assigned to operational squadrons, as Carrier Airborne Early Warning Squadron (VAW) 125 (AA-602, oct99/jul03), VAW-126 (AC-600 jun04/jul05), VAW-121 (AA-602, may07/jan08) and VAW-121 (AG-602 sep08/dec12) and VAW-124 (AJ-600 jul17/may19). Is anyone able to fill in the gap between Dec12 and Jul17?

After some ten years of thinking, the US Navy (still behind closed doors) has now started work to develop a new carrier-based fighter. This manned (or possibly optionally unmanned) fighter will be the first fighter development for the US Navy in almost twenty years. The US Navy stood up a new programme office (PMA-230 and named Next Generation Air Dominance, NGAD). It initiated dialogs with partners in the aviation industry (most likely Boeing, Lockheed Martin and Northrop Grumman). The NGAD fighter - with a 1,000+ miles range - will be developed to replace the F/A-18E/F Super Hornet and its electronic attack variant, the EA-18G Growler, from the early 2030s. The aircraft will initially be added to the F-35C Lightning II within a Carrier Air Wing. US Navy acquisition chief James Geurts told the media the navy is working to outline the NGAD programme and the acquisition approach. The US Navy plans a whole new design as its sixth generation fighter, but it will combine F-35 and F/A-18E/F technology. As reported earlier on Scramble Facebook News, the FY21 budget will see the last Super Hornet acquisition, ending that programme earlier than once planned. The US Navy says it will save USD 4,5 billion across its five-year budget plan. That money can be used for the NGAD effort. USNI reports the NGAD acquisition could reach an incredible USD 67 billion budget to replace the Super Hornets and USD 22 billion to replace the Growlers. All this is planned between 2032 and 2050.

United States Navy unit news

[Commander, Naval Air Force U.S. Atlantic Fleet \(ComNavAirLant\)](#)

On 15 September 2020, Helicopter Sea Combat Squadron (HSC) 22 Sea Knights ('AM-xx'), based at NAS Norfolk (VA), aka Chambers Field, marks the first East Coast squadron to operate all three systems to include the MH-60S Knighthawk, MQ-8B Firescout, and MQ-8C Firescout. The commanding officer of the Sea Knights said "Incorporating the MQ-8C will represent a significant improvement in our Unmanned Air

Vehicle mission capability. The ‘Charlie’ is bigger, faster, can carry more mission equipment, and remain airborne over twice as long as our already-proven MQ-8B’s.” The MQ-8B and C Firescout variants in combination with the MH-60R are designed to extend the forces capability to support Distributed Maritime Operations providing integrated, over-the-horizon intelligence, surveillance, reconnaissance and targeting, and combat logistics support. While the majority of the flight software in the MQ-8C Firescout is similar to the MQ-8B Firescout variant, the aircrews must adapt to the new capabilities of upgraded Unmanned Aircraft System (UAS) to include obtaining additional qualifications required for the maintenance team.

Carrier Air Wing 1, USS Harry S. Truman (CVN-75), AB

On 23 July 2020, Strike Fighter Squadron (VFA) 211 Fighting Checkmates (‘AB-2xx’) conducted an aerial change of command above home base NAS Oceana (VA). Command changes are of course not rare, but on top of the command ceremony, the squadron revealed it oversaw a fourteen Super Hornet transfer from the two-seat F/A-18F to the single-seat F/A-18E. By late July 2020, all Echo’s arrived with VFA-211. VFA-211 returned home on 5 June 2020 from a deployment as part of Carrier Air Wing (CVW) 1 on board the USS Harry S. Truman (CVN-75). VFA-211’s last transition took place in October 2004 when it swapped from the mighty F-14A Tomcat to the F/A-18F. With the Rhino, the Fighting Checkmates deployed multiple times, in 2006 and 2007 with USS Enterprise (CVN-65), in 2009 with USS George Bush (CVN-77), in 2011 and 2012 again the the Big-E, in 2015 with USS Theodore Roosevelt (CVN-71) , in 2018 and 2020 with USS Harry S. Truman (CVN-75).

Commander, Naval Air Force U.S. Pacific Fleet (ComNavAirPac)

Air Test and Evaluation Squadron (VX) 9 Vampires retired their last legacy Hornet when F/A-18C “Vampire 301” (BuNo 164223, former XE-301) left for the final time home base NAWS China Lake (CA) on 22 September 2020. The unit now only operates the F/A-18E/F Super Hornet, EA-18G Growler and F-35C Lightning II. The US Navy still continues to operate the F/A-18C/D with the Naval Aviation Warfighting Development Center (NAWDC) Top Gun / Strike (‘xxx’) at NAS Fallon (NV) and the US Navy Reserve squadrons Strike Fighter Squadron (VFA) 204 River Rattlers (‘AF-4xx’) at NAS New Orleans JRB (LA) and Fighter Squadron Composite (VFC) 12 Ambush / Fighting Omars (‘AF-xx’) at NAS Oceana (VA). The US Navy legacy Hornets are clearly becoming a dying breed. Fortunately the US Marine Corps continues to operate these types with ten squadrons for many years to come.

VMFA-112 / MA-xx Cowboys at Fort Worth NAS JRB (TX)
 VMFA-115 / VE-xx Silver Eagles at Beaufort MCAS (SC)
 VMFA-232 / WT-xx Red Devils at Miramar MCAS (CA)
 VMFA-251 / DW-xxx Thunderbolts at Beaufort MCAS (SC)
 VMFA-312 / DR-2xx Checkerboards at Beaufort MCAS (SC)
 VMFA-323 / WS-xx Death Rattlers at Miramar MCAS (CA)
 VMFA(AW)-224 / WK-xx Flying Bengals at Beaufort MCAS
 VMFA(AW)-242 / DT-xx Bats at Iwakuni MCAS (Japan)
 VMFA(AW)-533 / ED-xx Hawks at Beaufort MCAS (SC)
 VMFAT-101 / SH-2xx Sharpshooters at Miramar MCAS (CA)

Carrier Air Wing 2, USS Carl Vinson (CVN-70), NE

USS Carl Vinson (CVN-70) finished its docking planned incremental availability (DPIA) period at Puget Sound Naval Shipyard and Intermediate Maintenance Facility, Bremerton (WA) and set course to its new homeport, Naval Base San Diego (CA), on 23 August 2020. The carrier entered DPIA on 28 February 2019 and completed a seventeen month maintenance period in which the ship was prepared for the US Navy’s first F-35C Lightning II deployment, scheduled for 2021. USNI reports that F-35C modifications added classified spaces

to the carrier, systems needed to fly and maintain the F-35C, and replaced the carrier’s jet blast deflectors. The catapults and wires did not require modifications to handle the Lightning IIs. The Vinson itself received upgrades to combat and electrical systems and repairs to the ship’s hull, rudders and shafts. After arrival in San Diego, USS Carl Vinson will start a months-long training period to integrate Carrier Air Wing (CVW) 2 for the first operational deployment of the F-35C. Mid-September, the aircraft carrier returned from its underway deployment with Carrier Air Wing (CVW) Two. Both are now fully integrated and are able to operate together for the first time since the addition of the F-35C Lightning II. Vinson is completing flight deck certification and carrier air traffic control certification and is preparing for its first deployment with the Lightning II that is planned for 2021. It is also planned at a detachment of new CMV-22B Osprey Carrier-onboard Delivery (COD) of Fleet Logistics Multi-Mission Squadron (VRM) 30 Titans will deploy with the wing for the first time. It is not known if Det.2 of VRC-30 with the mighty old Greyhound will deploy too as back-up. The wing looks as follows

| | | | |
|--------------|----------------|-------------|-----------|
| VFA-2 | Bounty Hunters | F/A-18F | 1xx |
| VFA-113 | Stingers | F/A-18E | 2xx |
| VFA-192 | Golden Dragons | F/A-18E | 3xx |
| VFA-147 | Argonauts | F-35C | 4xx |
| VAQ-136 | Gauntlets | EA-18G | 5xx |
| VAW-113 | Black Eagles | E-2C-2000NP | 6xx |
| HSC-4 | Black Knights | MH-60S | 61x |
| HSM-78 | Blue Hawks | MH-60R | 7xx |
| VRC-30/Det.2 | Providers | C-2A NP | xx and/or |
| VRM-30 | Titans | CMV-22B | xx |

Chief of Naval Air Training Command (CNATRA)

On 27 July 2020, the first F/A-18E Super Hornet for the US Navy Flight Demonstration Squadron (USNFDS) Blue Angels arrived at home base NAS Pensacola (FL). As reported before the FDS wil receive eighteen Super Hornets to replace the team’s legacy F/A-18C/D Hornets. The first blue Rhino was flown by US Navy Captain Eric Doyle, the Director of the Blue Angels Super Hornet Transition Team. He flew the Super Hornet from Boeing at Cecil Field (FL), where the Early Production F/A-18E, BuNo 165538 assigned number 1, was refurbished, modified and repainted into the traditional Blue Angels colours, to Pensacola. Seventeen aircraft will follow. The last Super Hornet for the FDS is expected at Pensacola by late 2020, with first demonstrations expected in 2021.

The Blue Angels Lockheed C-130J Super Hercules “Fat Albert” was unveiled in the United Kingdom on 1 July 2020. At that time, the USMC crew for the C-130J (BuNo 170000) still had to perform some series of flight tests from overhaul center Marshall Aerospace and Defense in Cambridge (UK), including an aircraft systems operational check out and a functional check flight, before its transatlantic flight to the USNFDS at Pensacola on 4 August 2020. Fat Albert has been a crowd favourite at air shows for fifty years, mostly performing during the first twelve minutes of the Blue Angels flight demonstration before the fighters will start their show. This Super Hercules is the fourth Fat Albert over the past fifty years. Last year, the Navy’s flight demonstration squadron retired number three due to age and performance. The new aircraft is former Royal Air Force Hercules C5 serial ZH885 (construction number 382-5483). The first performance of the new Fat Albert, when COVID does not disturb the schedule, in the States was planned for the “Thunder Over Michigan” show on 29 August 2020. On 30 June 2020, 170000 was revealed in a slightly updated blue/yellow/gold paint job. The flight surfaces now have yellow tips, similar to the F/A-18 Hornets, two stripes run down the side of the aircraft and the iconic white top has been changed to a tear drop design.

Carrier News

USS Tripoli (LHA-7), the second America-class amphibious assault ship, officially entered the US Navy fleet on 15 July 2020. The ship, already delivered to the US Navy in February 2020, will be prepared to be home-ported at Naval Base San Diego (CA) in the fall of 2020. The lead ship of the class, USS America (LHA-6) as well as Tripoli, can accommodate the MV-22B Osprey and F-35B Lightning II and CH-53E, UH-1Y and AH-1Z helicopters. Tripoli is a 45,000-ton ship and is equipped with hybrid propulsion that uses electric motors to drive the ship when traveling under twelve knots. The ship will be the last in the class as the next ship is an improved redesign and named USS Bougainville (LHA-8). This class will include a well deck and capability to launch surface connectors to bring Marines ashore.

United States Navy (NY)

FRCSW = Fleet Readiness Center South West, North Island (CA)

C-2A

162155/31 VRC-30 Det.5 ex 53/VRC-40 **35** aug20

E-2C-2000

165811/NA-604 VAW-116 ex NG-601/VAW-115 **A182** sep20
166503/622 VAW-120 w/o 31aug20

E-2C-II

165507/AJ-600 to France for spares **A17** sep20

E-2D

168594/601 VAW-121 ex AB-603/VAW-126 **AA13** sep20

F/A-18E

169641/AB-300 VFA-34 ex AJ-400, CAG c/s **E303** sep20
169642/AB-302 VFA-34 ex AJ-402 **E304** sep20
169643/AB-303 VFA-34 ex AJ-403 **E305** sep20
169644/AB-304 VFA-34 ex AJ-404 **E306** sep20
169645/AB-305 VFA-34 ex AJ-405 **E307** sep20
169646/AB-306 VFA-34 ex AJ-406 **E308** sep20
169746/AB-30. VFA-34 ex AJ-40. **E322** sep20

F/A-18F

166974/NF-113 VFA-102 ex AD-256/VFA-106 **F249** jul20

F-35C

169636/NE-402 VFA-147 del **CF-41** sep20
169703/NJ-443 VFA-125 f/n **CF-47** sep20

P-8A

169560/560 VP-30? del 01sep20 **66093/7988** sep20

MQ-8C

168813/08 HSC-22 del 15sep20 **VX-8** sep20

United States Marine Corps (NY)

United States Marine Corps unit news

Marine Force Atlantic (MARFORLANT)

The US Marine Corps and the Royal Air Force are jointly operating from HMS Queen Elizabeth in the North Sea. Marine Fighter Attack Squadron (VMFA) 211 The Wake Island Avengers ('CF-xx') and 617sq Dambusters and the ship can be found off the coast of the United Kingdom. Together they form the largest 5th generation Carrier Air Wing in the world onboard the 65,000 ton brand-new carrier. This month's overarching UK-led Group Exercise will see VMFA-211, 617sq and HMS Queen Elizabeth joined by six Royal Navy destroyers, frigates and auxiliaries for exercises with NATO allies in the North Sea.

United States Marine Corps (NY)

FRCSW = Fleet Readiness Center South West, North Island (CA)

UH-1Y

168408/SM-35 HMLA-469 ex UV-04/HMLA-267 **55145** sep20
168956/UV-12 HMLA-267 ex SN-12/HMLA-169 **55208** may20

CH-53E

162489/CJ-03 HMH-461 ex FRCSW **65501** aug20

F/A-18C

164881/RQ58 FRCSW ex WS-401/-323 **1213/C346** sep20

AV-8B+(R)

165419/WE-00 VMA-214 ex YP-50/VMM-163 **291** sep20

MV-22B

168296 FRCSW ex YX-06/VMM-166 **D0213** sep20
168632/ET-06 VMM-262 ex PF-14/VMM-364 **D0287?** sep20
169432 to Japan as 91711? **D03xx**

United States Customs and Border Protection (GV)

On 22 September 2020, the US Customs and Border Protection (US C&BP) awarded Sierra Nevada Corporation (SNC) a second USD 47 million contract to expand the Multi-Role Enforcement Aircraft (MEA) fleet, bringing the total MEA aircraft orders to four in 2020. This is unprecedented for a single year. SNC has been the prime systems engineer and integrator for the MEA fleet since 2009. The MEA aircraft is a fully certified, highly-missionized version of the King Air 350, equipped with a sophisticated array of active and passive sensors, technical collection equipment and satellite communications capabilities. The aircraft have a range of up to six hours flying time and provides integrated multi-role special mission services to US C&BP and is capable of carrying out a wide range of missions. The King Air is operated by a crew of four, including two sensor operators who employ the mission equipment and coordinate the information flow to the ground. This twin turboprop aircraft platform leverages more than 15 years of SNC's King Air modification and integration heritage and 800,000+ hours of operational experience on special mission platforms for a wide array of government and military customers. To date, SNC has provided a fleet of twenty other King Air 350 aircraft used to safeguard the nation as part of US C&BP's coordinated aviation and maritime law enforcement efforts. All four additional MEA aircraft are expected to be delivered in 2022. SNC will continue to perform work covered by this contract from its facilities in Hagerstown (MD). Looking up the FAA registry reveals that the owner of the aircraft, the US Department of Homeland Security, is named in various ways, all with small differences. We can identify the following twenty airframes:

c/n **FL-679** N187V, c/n **FL-770** N192F, c/n **FM-36** N561A
c/n **FM-37** N610A, c/n **FM-38** N716A, c/n **FM-41** N814A
c/n **FM-43** N917A, c/n **FM-52** N161V, c/n **FM-53** N108F
c/n **FM-56** N631L, c/n **FM-59** N151Q, c/n **FM-62** N218Q
c/n **FM-64** N419K, c/n **FM-65** N517K, c/n **FM-66** N115H
c/n **FM-67** N816H, c/n **FM-72** N162G, c/n **FM-73** N811H
c/n **FM-74** N541G, c/n **FM-78** N78KR

On 29 July 2020, the US Customs and Border Protection (CBP) reported on the retirement of the last UH-1N TwinHuey of its Air and Marine Operations (AMO) department at El Paso Air Branch (TX). The AMO operated the UH-1N for only a relatively short period of time. The fleet consists of former US Marine Corps helicopters, retired from that service between August 2010 and September 2012. On 10 February 2015, the unit started operations with the UH-1N after they were upgraded with a new communications suite, glass cockpit displays, new wire-strike kit, high skid landing gear. Also, tail boom and rotor modifications and modifications to the engines with an electrical and fuel system and an installation of extended exhaust deflectors. Each aircraft received the USD 1.3 million upgrade. It was already a known fact the TwinHuey was intended as a short term asset, meant to bridge the gap of medium-lift helicopter capabilities while AMO initiated the UH-60 Service Life Extension Plan. Now, the five TwinHueys will be sold on the commercial market by General Services Administration, via auction, in August 2020. Auction benefits will be returned to the AMO operating budget to immediately apply to the sustainment of the UH-60 Black Hawk fleet, which will replace the UH-1N along the southern border. The fleet is in use across the continental United States and Puerto Rico. The five TwinHueys will be replaced with two UH-60A+ and one UH-60L Black Hawk

(all former US Army), the latter equipped with external hoist capability. The AMO has already one of these two refurbished UH-60A+s in service and a second one will arrive during 2020. The UH-60L is scheduled for delivery in April 2021.

United States Coast Guard (CG)

HC-130H

1702 Clearwater **382-4966** sep20

HC-144A

2308 Corpus Christi ex Cape Cod **C179** sep20
 2309 Miami ex Cape Cod **C173** jul20
 2318 Miami ex Mobile **C211** sep20

MH-60T

6002 Sitka ex Astoria **70623** jul20
 6016 Mobile ex Clearwater **701698** sep20
 6035 Astoria ex Kodiak **701956** aug20

MH-65D

6508 Borinquen ex Humboldt Bay **6095** sep20
 6509 Kodiak ex Atlantic City **6104** sep20
 6513 Corpus Christi ex HITRON **6125** sep20
 6519 Miami ex HITRON **6139** sep20
 6522 Houston ex North Bend **6164** aug20
 6533 Miami ex New Orleans **6182** sep20
 6534 Borinquen ex Atlantic City **6183** sep20
 6548 Miami ex HITRON **6222** feb20
 6557 Mobile ex Det Point Mug **6237** sep20
 6563 Atlantic City ex San Francisco **6249** aug19
 6569 New Orleans ex Borinquen **6263** sep20
 6570 Borinquen ex Miami **6265** sep20
 6579 Atlantic City ex Detroit **6276** aug20
 6584 Detroit ex Mobile **6283** sep20
 6597 North Bend ex Houston **6003** jul20
 6604 North Bend ex San Francisco sep20

MH-65E

6587 Mobile ex Elizabeth City **6287** sep20

National Aeronautics and Space Administration (GV)

On 28 January 2020, Airbus helicopters announced it received an order from the National Aeronautics and Space Administration (NASA) for three Airbus H135s. The order, announced

at the Airbus booth at the Heli Expo Trade show in Anaheim (CA), marks the first ever partnership between NASA and Airbus. The H135s will be based at Cape Canaveral AFS Skid Strip Cocoa Beach (FL), also known as Kennedy Space Center, for a variety of missions. These missions include security duties during rocket launches, emergency medical services, passenger transport and operations over water. Sadly, the introduction of the H135 marks the end of operations of the two venerable UH-1H Iroquois' of the Kennedy Space Center. Both helicopters, N418NA (UH-1H II, construction number 13467 and former US Army 73-21779) and N419NA (UH-1H, c/n 13753 and former USAr 74-22429) will be retired. A third active UH-1H of the NASA is based at Langley (N535NA, c/n 5036 and former USAr 65-9992). We expect that this helicopter will be replaced by the third H135, which, as mentioned, will be delivered in 2021. The NASA announced mid-September 2020 it has signed a USD 15 million additional contract with Airbus Inc. covering initially two years with the option to extend up to ten years, that provides the entire spectrum of support needs for NASA's fleet of the trio (so operational availability, spare parts, scheduled and unscheduled maintenance and the manufacturer will be responsible for the helicopter flight operations by stationing two pilots, two mechanics and one program manager at location). The first two H135 deliveries are expected late September 2020, while the third one is expected early 2021.

Credits

Danny Bonny, Ian Carroll, Edwin de Greeuw, Joris Heeren, Andy Marden, Jorge Merino, Jeff Rankin, Jos Stevens, Peter Weinert, Peter Wilmink

Abbreviations

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



The 10 "Wake Island Avengers" VMFA211 F-35Bs from Yuma MCAS Arizona arrived safely at RAF Marham 3 September 2020. The first 5-ship arrived at 18:22 zulu and the second 5-ship arrived at 19:05 zulu. (169621/CF-01, 3 September 2020, Paul Easton)

www.facebook.com/Scramblemagazine

Triptease



Ramon Berk went on a holiday to Gran Canaria. During his holiday he planned to do some spotting at the airport of Las Palmas, which also doubles as Gando Air Base. Seen here is F/A-18 C.15-73. (29 July 2020)

Civil trips

France

As for most, the whole COVID-19 situation casted much uncertainty over our summer holiday plans for a long time. In the end it was unexpected equipment failure that cut our holiday short, but not after having enjoyed some spotting in our favorite destination France. Note that all sightings have been made visually, the old-fashioned way via binoculars or via the camera.

Creil-Senlis 26 July 2020

139/10-RE Sup. Mystère B2 EC 2/10
F-BICV HD34 Inst. Géographie National

Some sightseeing in the area brought us to the vicinity of Creil, where we passed the air base with the Super Mystère visible from the D1330. The extraordinary wing span of the remarkable Hurel-Dubois HD-34 can be seen well from the *Avenue de la Forêt d'Halatte*, which provides good photo opportunities in the afternoon. Too bad that we overlooked the Mirage 3R that is preserved a little bit further down the road along the *Avenue du Parc Alata*. Air Transat A330-243 C-GTSZ was spotted from our car at CDG early in the morning.

Paris–Le Bourget 28 July 2020

| | | |
|----------------|---------------|-----------------------|
| 9H-CGH | Falcon 50EX | Skyfirst |
| 9H-DUV | Falcon 2000EX | Skyfirst |
| CN-MMR | G550 | RMAF VIP Flight |
| CS-DLF, CS-DLL | Falcon 2000EX | NetJets Europe |
| CS-DTX | Ce560XLS+ | Air Nimbus |
| CS-LTE | Ce680A | NetJets Europe |
| CS-TFY | A320-232 | Luxaviation Portugal |
| D-CAWN | Ce680A | Aerowest |
| F-HDOG | Ce550 | |
| F-HECR | Falcon 7X | Dassault Aviation |
| F-HELA | ERJ145EU | Valljet |
| F-HGIM | Ce680A | Airairles |
| F-HIVA | Ce525 | Aerozais |
| F-HLRX | Falcon 2000S | Michelin Air Services |
| F-HSTB | ERJ135BJ | Valljet |
| HA-KAN | ATR42-312 | Fleetair |
| I-ADVD | G550 | Sirio |

| | | |
|--------|----------------|-------------------------|
| N29FR | Global Express | TVPX Aircraft Solutions |
| N222NF | Ce525A | Merak Aviation |
| OE-LLG | ERJ135BJ | MJet |
| VP-CKA | 737-8AN(BBJ2) | PrivatAir Saudi Arabia |

The excellent Musée de l'Air et de l'Espace is almost an obligatory stop during every trip to the Paris area, even though the precautionary measures that were in force for COVID (face masks and mandatory route through the museum) gave an unreal touch to the visit. Those interested in the early days of flight should definitely see the wholly renovated Grande Galerie that brings you back to the glory days of international air travel in the 1920s. A great benefit of these works is the re-opening of the old panorama terrace, which provides excellent views of the ramps closeby. Traffic on runway 07-25 cannot be photographed from here, but visiting G550 CN-MMR of the Royal Moroccan Air Force was a nice surprise anyway despite its civil registration. This is our log for the business jets; as we visited the museum recently we did not log the aircraft present this time.

Fontenay-Trésigny 3 August 2020

F-BACC Br763 Air France

Breguet Br763 Deux Ponts F-BACC is preserved at the premises of the Aéroclub de Chaubuisson. Due to the rather poor state of the aircraft it is in general not allowed to walk around this remote ancestor of the A380, but if you check with the crew it is not a problem to make some photos of this rare bird. The nearby Safran Aerospace Museum was closed due to COVID-19.

Châteauroux-Déols 3 August 2020

| | | | |
|-----------|------------|--------------------|-----|
| 103/YT | EMB121AA | EAT 00.319 | |
| 74 | EMB121AN | 28F | |
| 735/31-CG | C-135FR | ERV 04.031 | |
| F-RBAP | A400M | ET 01.061 | |
| 9H-FHA | A320-214 | Freebird Airlines | |
| 9H-HFC | A330-343 | Hi Fly | |
| 9H-HFD | A330-343E | Hi Fly Malta | |
| B-LHA | A330-243 | Hong Kong Airlines | std |
| B-LHD | A330-343 | Hong Kong Airlines | std |
| F-GIHM | PC-6/B2-H2 | CEPSA | |
| F-GLZN | A340-313X | Joon | std |

| | | | |
|----------------|-----------|--------------------------------|-----|
| F-HDGM | R44-II | Heli-Passion Val de Loire | |
| F-HHUB | A330-223 | Air Caraïbes std | |
| F-HPEI | P68C | AeroPhoto Europe Investigation | |
| F-HPTP | A330-323X | Air Caraïbes std | |
| F-OFDF | A330-223 | Air Caraïbes std | |
| F-WTAX | A330-202 | for Serene Air | |
| F-WWBV | A320-251N | for Sky Airline | std |
| F-WWCD | A330-941N | for Garuda Indonesia | std |
| F-WWCJ | A330-941N | for RwandAir | std |
| F-WWCK/NX | A330-941N | for Azul Linhas Aéreas | std |
| F-WWCY | A330-343E | for Hong Kong Airlines | std |
| F-WWDI | A320-251N | for Capital Airlines | std |
| F-WWIM | A320-251N | for Air Asia India | std |
| F-WWIQ | A320-251N | for Air Asia | std |
| F-WWKH, F-WWKI | A330-343E | for Hong Kong Airlines | std |
| F-WWKM | A330-941N | for Thai Lion Air | std |
| F-WWYF/NW | A330-941N | for Azul Linhas Aéreas | std |
| F-WWYH | A330-343 | for Hong Kong Airlines | std |
| F-WWYI | A330-343E | for Hong Kong Airlines | std |
| F-WWYP | A330-941N | for Garuda Indonesia | std |
| F-WZNK | A350-941 | for Asiana Airlines | std |
| TC-NCO | A320-251N | Pegasus Airlines | std |
| TC-OEC | A321-231 | Onur Air | std |
| TF-EAB | A340-313X | Air Madagascar | |
| UR-82060 | An-225 | Antonov Design Bureau | |
| UR-WRV | A321-231 | Windrose Air | std |

A380-841 British Airways (stored)

G-XLEA, G-XLEB, G-XLEC, G-XLED, G-XLEE, G-XLEF, G-XLEG, G-XLEI, G-XLEJ, G-XLEK, G-XLEL

Long term residents

| | | | |
|--------|--------------|-------------|-----|
| EC-JFR | B747-228B(M) | C2FPA | wfu |
| SX-FIN | B747-283B | Sky Express | wfu |
| F-GTOM | B747SP-44 | Corsair | wfu |

C2FPA = Centre Français de Formation des Pompiers d'Aéroport

In recent years we only passed by this airport on our way north/south, so some spotting here was long overdue, also with a view to catch almost the whole British Airways A380 fleet that is stored here due to COVID-19. Unfortunately there is no Scramble Airfield Guide available for CHR, so we used some information from <http://spotting-locations-blogspot.com>. Social media alerted us of the pending arrival of the An-225 on 2 August from Prestwick. We decided to take our changes with its scheduled departure on 3 August onwards to Tel Aviv, as we were also hoping to catch some Armée de l'Air

traffic in the pattern. We were not disappointed, on the contrary. When we arrived in the early morning the An-225 was already preparing its departure. After having photographed the Cossack on the ramp south of the Tower, we took a bet on an eastbound departure. ATC confirmed a take-off from runway 03, but it's always the same: the winds changed last-minute. Too late for a change, we wanted to witness the take-off from a dirt road just north of the main taxi track, only to find our view being blocked by ten BA A380s... How's that for a change! These Airbuses could each be photographed well by walking a bit along the fence in the direction of the airfield. Our well-deserved lunch at the McDonald's (Avenue G. Hennequin) was severely disrupted by a C-135FR that arrived to perform some touch and go's. Some nice steep banking shots were made from the parking, but we wanted to catch this tanker on finals so we quickly drove back along the D80 to the threshold of runway 21, where to our surprise A400M F-RABP jumped the queue by making a tactical landing at the field. After a high-speed pass the pattern was again clear for 735/31-CG, followed by A380 G-XLEB that returned from some scheduled maintenance at Heathrow (G-XLEL left CHR later in the afternoon in the opposite direction). Only after this action we had time to continue our drive along the airfield to catch the various other stored aircraft that included some factory fresh A330 and A320 NEOs, stored aircraft from some French airlines and regular aircraft undergoing maintenance/modifications. All in all an unforgettable day along the fence!

Credit: Gerben Hazebroek

Military trips

Germany and Switzerland

Due to COVID-19 we could not go to Wales, therefore we decided Lake of Annecy should be save, so we booked there a one-week holiday with the family. I wanted to combine this trip with a visit to Ramstein. As we passed Nörvenich I wanted to photograph the return of the morning wave. Unfortunately, TLG31 did not fly that morning, only Box05 was open and one Eufi visible. A quick look on the map gave that Spang was the best option, because I saw them flying on ADSB last weeks mostly between 12-14PM. Just when I arrived, a Ramstein Hercules was making an approach. Three



Due to te COVID-19 situation the holiday for Erik Kamphuis changed from the United Kingdom to Switzerland and France. At Payerne he saw PC-6B V-632 coming in for a landing after some touch and goes. (29 July 2020)

transporters on the ramp. (all serials between brackets I did not read myself, but is info from others).

Spangdahlem 28 July 2020

| | | |
|--------------|-----------|-----------------|
| 84-0062 | C-5M | 22nd AS |
| (02-1107) | C-17A | 156th AS/NC ANG |
| (05-5150/HH) | C-17A | 535th AS/Hi ANG |
| (08-8602)/RS | C-130J-30 | 37th AS |

Based (480th FS/F-16C)

90-0827/SP, 90-0829/SP, 91-0338/SP, 91-0352/SP

Preserved (at gate)

| | | |
|-------------------|--------|-------------------------|
| <u>77-0264/SP</u> | A-10A | ex USAF |
| <u>66-0308/SP</u> | F-4E | ex USAF |
| <u>74-0085/SP</u> | F-15A | ex USAF |
| <u>78-0057</u> | F-16A | ex USAF as "85-1552/SP" |
| <u>62-4446/SP</u> | F-105G | ex USAF |

For the first flight of three F-16s, I was too late with my camera for pictures in the break (for getting the serials). However, I felt lucky, as I had the arrival of seven Falcons in 15 minutes! We had time until 13:30 at Spangdahlem, as we had an appointment near Bad Sobernheim at 3PM. There I saw a Globemaster depart from Ramstein (09-9205).

Ramstein 28 July 2020

| | | |
|----------------------|-------|----------|
| (85-0003), (85-0007) | C-5M | 9th AS |
| 01-0196 | C-17A | 167th AS |
| (02-1100) | C-17A | 155th AS |
| (07-7188) | C-17A | 437th AW |
| (08-8202) | C-17A | 62nd AW |
| 09-0525 | C-37B | 99th AS |
| (04-01778) | C-37B | USAPAT |
| (166694/694) | C-40A | VR-56 |

TDY

| | | | |
|------------|---------|-----------|---|
| 89-9103 | C-130H | 357th AS | # |
| (14-5864) | HC-130J | 130th RQS | |
| 16-5873/LI | HC-130J | 139th AS | |

= painted with commemorative D-Day markings.

Based

| | | | |
|----------------------|-----------|---------|------|
| 74-1663/RS | C-130H | | i/a |
| 04-3142/RS | C-130J-30 | 37th AS | |
| 07-4635/RS | C-130J-30 | 37th AS | # |
| 07-8609/RS | C-130J-30 | 37th AS | #+W7 |
| 08-3176/RS | C-130J-30 | 37th AS | |
| (01-0029), (01-0076) | C-37A | 76th AS | |

We booked a hotel in the city of Rodenbach, just three km north of RWY26 Ramstein AB. From here I could even see the arrivals from the roof window, like a C-5 next morning at 7:30AM. We spent the evening in the around the base, but the view from Landstuhls "am Herrengärtchen", was for next morning. Until 29 July two HC-130s were TDY here so a nice bonus! As King12 was coming back from Mildenhall around 9:30PM, I had to check this one in the dark at 10PM, but it was visible in the lights from the ramps.

29 July 2020

| | | |
|------------------|--------|----------|
| 85-0007 | C-5M | 9th AS |
| 87-0030 | C-5M | 22nd AS |
| 01-0188 | C-17A | 137th AS |
| 02-1100 | C-17A | 155th AS |
| 04-4136 | C-17A | 6th AS |
| 05-5139 | C-17A | 729th AS |
| 05-5147/HH | C-17A | 535th AS |
| 07-7188, 09-9205 | C-17A | 437thAW |
| 09-9209 | C-17A | 62nd AW |
| 09-0525 | C-37B | 99th AS |
| (09-72100) | UH-72A | JMRC |
| 166694/694 | C-40A | VR-56 |
| (N312AA) | B767 | ABX Air |

TDY

| | | | |
|------------|---------|-----------|---|
| 89-9103 | C-130H | 357th AS | # |
| (14-5864) | HC-130J | 130th RQS | |
| 16-5873/LI | HC-130J | 139th AS | |

Based

| | | | |
|------------|--------|--|-----|
| 74-1663/RS | C-130H | | i/a |
|------------|--------|--|-----|

| | | |
|------------------------|-----------|----------------|
| 06-8611/RS | C-130J-30 | 37th AS |
| 07-8608/RS, 07-8609/RS | C-130J-30 | 37th AS |
| 08-3176/RS | C-130J-30 | 37th AS |
| 08-8602/86OG | C-130J-30 | 37th AS |
| (08-8601)/86AW | C-130J-30 | 37th AS |
| (07-86)14/RS | C-130J-30 | 37th AS |
| 11-5736/RS | C-130J-30 | 37AS |
| 16-5840/RS | C-130J-30 | 37th AS |
| 2x | C-130J-30 | in hangar 37AS |
| 01-0029, 01-0076 | C-37A | 76th AS |

Preserved (on pole)

C.5-163 F-86F ex AME as "113194/FU-194"

Next morning, we had till max 10:15AM time here, because I wanted to catch the arrival of the afternoon wave at Payerne. A Lakota made a short stop at Landstuhl hospital and flew close by while I was at the perfect overview spot "am Herrengärtchen".

Payerne 29 July 2020
V-632 PC-6B/H2 Lufttransport Staffel 7

Based

| | |
|------------------|--|
| F-5E (flying) | J-3090, J-3097 |
| F/A-18C (flying) | J-5003, J-5006, (J-5007), J-5009, J-5010, J-5014, J-5019, (J-5023) |

Preserved

| | | |
|--------|-----------|----------------------|
| J-2324 | Mirage 3S | ex FIS17, at SE-side |
| J-2334 | Mirage 3S | ex FIS16, at gate |

Museum

| | | |
|--------|-------------|-----------------------------|
| J-1156 | Vampire FB6 | pres., ex Swiss AF, on pole |
| HW-310 | Hawk Mk51 | ex FinAF, as "U-1271" |

Enroute to Annecy you pass Payerne in Switzerland next to the highway. When I was almost there, I saw a Hornet land, so I thought I was too late!! When I parked the car near the NW-side of RWY05 I saw people running to the fence. The afternoon wave was about to start! What a luck. A great spot is this as they flew 05, but you need a stepladder here or photograph through the crashgate (as I did). You need only ca 80-100mm here when the Hornets stop at the last change ramp. This spot was not in Scramble's Airfield Guide, and you can only use it when the sun turns over the runway (location 46.835441N 6.899377E). I had 6 Hornets and 2 Tigers taking off between 3:50-4:10PM. A quick stop near the base museum to see the former Finnish Hawk, the only new serial there for me. A Porter made some approaches and when I left and entered the highway again at 4:30PM the first Tigers were approaching already. Later I send Base Ops a mail for the Hornet that I saw at 3:35PM, but they mailed me it where two (J-5007 and J-5023). In the boxes I saw only one, but no new ones for me.

Annecy-Seynod 4 August 2020
(SA92/67-VB) H-34A ex FAF std

Annecy-Meythet 4 August 2020
9016/F-ZBPI EC145 Sécurité Civile
N721FH Falcon 900LX ex Freeman Jet std

I got info that at the small airfield of Annemasse (south of Geneva Lake), in summertime some UAEAF AW139s are on detachment for VIP-flights in the area. Via a local spotter through the Scramble Messageboard, I heard it was not in 2020 due COVID-19. So I did not plan a detour to this airfield. The only W&R aircraft in the Annecy region is an old Sikorsky H-34 that is on the roof of the war museum here, that is closed for many years. The helo was "decorated" with graffiti and it is not good for a picture, due to some trees. The local airport of Annecy houses some small civil props and helicopters. One Falcon is stored at the ramp. For me the only interesting here is the Sécurité Civile. They have a hangar in the middle of the SE-part. You can enter the fence from two directions, so it is always OK for photos. They have one EC145 on detachment and sometimes a second, from Chamonix.

Geneva-Cointrin Airport (T-741) DHC-6-300 BF Landestopographie 5 August 2020
 Estavayer le Lac J-2332 Mirage 3S ex Swiss AF, pres on pole 5 August 2020
 I mailed Payerne Base Ops again if they planned flying between 10:30 and 12AM for August the 5th, and they kindly answered: " yes with Hornet and Tiger aircraft". Thanks Payerne Base Ops! The day we left and while we crossed the French-Swiss border the only Swiss AF Twin Otter was inbound Geneva airport. If I could have stopped on the highway, I could have pictured it nice. I was happy to catch this one, as you never see it outside Switzerland! A quick stop at the highway stop Estavayer le Lac, just south from Payerne. Here a Mirage can be photographed on a pole.

Payerne 5 August 2020
 A-930 PC-7 Pilotenrekutenschule
 C-411 PC-9 Zielfliegerstaffel
 J-3094 F-5E FIAbt 3
 J-3097 F-5E Swiss AF
 J-5002, J-5009, J-5012 F/A-18C Swiss AF
 J-5015, J-5021 F/A-18C Swiss AF
 V-619 PC-6B/H2 Lufttransportstaffel 7

Stored
 (J-4003) Hunter F58 near shelter S-side

Museum
 A-908 PC-7 ex Pilotenrekutenschule
 J-4203 Hunter T68 ex Swiss AF
 (R-2117) Mirage 3RS ex FIS10

We arrived at 11PM and my first spot was the crashgate west from the civil terminal at the south side of the base. Here you can photograph through the crashgate (location 46.838589N 6.910470E). After twenty minutes waiting the first three Hornets landed, but this spot was not that good for me. So we tried the spot east from the terminal, near the military entrance gate south (location 46.844798N 6.922004E). Here you can take better pictures from the aircraft on the runway with less speed. This is opposite of the official spotters position next to the pole mouthed Mirage. Here I could catch two Hornets and two Tigers on the runway. Three Pilatus aircraft were on the flightline and I pictured the two preserved Mirages and the Vampire outside the museum. Just a quick look inside the museum only through main entrance door was done. Nice to see that with two short visits at Payerne, gave me almost all different aircraft, just two double serials flew!

Frankfurt-Luftbrücke Denkmal 5 August 2020
 43-49081 C-47B pres., ex USAAF
 44-9063 DC-4 pres., ex USAAF

On our way back we passed near the museum of Speyer, so we made a small detour for some new serials and the F-104 at the factory. This was already covered in Scramble 496, so I decided not to publish these serials again. At Frankfurt airport we saw the two preserved aircraft at the memorial next to the highway.

Credit: Erik Kamphuis

Daytrippin'

Gran Canaria

Las Palmas 26 July 2020
 EC-LFA ATR72-500 Binter
 EC-MOL ATR72-600 Binter
 PH-HSG B737-8K2 Transavia
 29 July 2020
 C.15-95/46-23 F-18A 462 Esc
 C.15-73/46-01 F-18A 462 Esc
 EC-ILQ A320-214 Iberia Express

EC-KGJ, EC-LGF ATR72-500 Binter
 EC-LTU EC135P2+ Policia
 EC-MJC A320-232 Vueling
 EC-MSJ, EC-MYT ATR72-600 Binter
 G-ZAPX B757-256 Titan Airways

Today I went to Scramble Airfield Guide spot 1 near the beginning of runway 03L/R for 1,5 hours.

It is always very windy here, so difficult to keep the big lens stable. Besides the nice green Binter ATR's I was surprised by two Spanish F-18's which came in around noon. 46-01 made a low approach and came back a second time for a fullstop landing. From spot 1 you've got a nice view on the shelter area and I saw the F-18's return to their shelters.

The Titan 757 was a special flight from St. Helena. It was the very first flight by a 757 to the very small airport/runway of St. Helena. It was also seen on several news sites. The 757 only had 51 passengers and made a stopover at Gran Canaria. It flew a repatriation flight from St. Helena to London Stansted.

3 August 2020
 T.12B-54/46-37 C212-100 pres., near airport
 T.21-06/35-06 C295M 353 Esc
 EC-JDR A321-213 Iberia Express
 EC-LFA ATR72-500 Binter
 EC-LGF ATR72-500 Binter
 EC-LTU EC135P2+ Policia
 EC-MMH A321-231 Vueling
 EC-MNN ATR72-600 Binter
 EC-NCT A320-271N Vueling
 EI-EVR B737-8AS Ryanair
 LZ-HEA A321-231 Holiday Europe

Today I went to spot 1 again for about 1,5 hours. The Spanish Air Force C295M made a very short approach and a very tight turn which resulted in nice banking shots.

El Berriel-Aeroclub de Gran Canaria 3 August 2020
 EC-BBT DC-7C pres., ex Binter
 EC-MJI W-3A Hispanica de Aviacion
 D4-CBQ ATR42-320 i/a

I made a quick stop at the aeroclub, about 10 minutes south of Las Palmas. From the highway GC-1 the DC-7 is clearly visible as gate guard of the aeroclub since 1979. It has been refurbished and is wearing the Binter livery nowadays. On the platform stood the W3A Sokol and near the aeroclub building I saw the ATR42 airframe placed on top of a metal construction. It is not wearing any serial, but it is the former D4-CBQ.

Las Palmas 06 August 2020
 T.21-06/35-06 C295M 353 Esc
 C-GMY, C-GMZE Beech 1900D Exeaire
 3C-LLI ATR72-500 Ceiba Intercontinental std
 EC-GUD Beech 1900C Serair std
 EC-KGI ATR72-500 Canaryfly
 EC-KKO Ce550 Bravo Aerodynamics Malaga
 EC-LAD ATR72-500 Binter
 EC-MFM A320-232 Vueling
 EC-MNL A330-202 Iberia
 EC-MPI ATR72-600 Binter
 EC-MQB A321-231 Vueling
 EC-MSD EC145 Babcock MCS Spain
 EC-MSJ ATR72-600 Binter
 EC-MUJ ATR72-500 Canaryfly
 EC-NGO AW139 Salvamento Marítimo
 EC-NHA ERJ195E2STD Binter Canarias
 EI-DCM B737-8AS Ryanair
 PH-HSG B737-8K2 Transavia

The list above was spotted from the terminal. There used to be a panoramic terrace outside, but that is closed nowadays. The Seriar Beech 1900C and the Ceiba ATR72 were both missing their engines.

Credit: Ramon Berk

Blue Wings 2020

Bram Marijnissen
Rene Slegers



During their stay at Nörvenich, the Israeli Air Force F-16s used the boxes that can be clearly seen from outside the fence. Seen here are two F-16Cs and two F-16Ds adjacent to the recognizable emblem of Taktisches Luftwaffen Geschwader 31 (TLG31) "Boelcke" based at Nörvenich. Bram Marijnissen was there on 27 August 2020 to take this picture before the F-16s took part in another mission.

Participants

From 17 to 28 August exercise Blue Wings 2020 took place at Nörvenich Air Base in the west of Germany. Nörvenich is home of the Taktisches Luftwaffengeschwader 31 "Boelcke" (TLG31) with their EF2000 Typhoons. Next to these Typhoons the Israeli Air Force participated with three F-16C-40-CF Barak from 101 "The First Fighter" squadron and three F-16D-40-CF Barak from 105 "The Scorpion" Squadron which are based at Hatzor. Also one special-missions Gulfstream 550 Nachshon Aitam from 122 squadron based at Nevatim participated. In the second week also two KC-707s Re'em from 120 squadron based at Nevatim flew missions from Nörvenich. Many flights for personnel and equipment were conducted by KC-130Hs Kamaf from 131 squadron and C-130J-30s Shimshon from 103 squadron which both are based at Nevatim. Next to these aircraft the Israeli brought 180 airmen.

History

The exercise was officially launched on 18 August with a mixed formation flyby over two places of historic significance in the German-Israeli relationship: the former concentration camp Dachau and former airbase Fürstenfeldbruck. In the years 1933 until 1945 around 206.000 people from 30 different countries were detained in concentration camp Dachau. At least 41.500 people were killed and among them were many Jews. Fürstenfeldbruck is known from the more recent history: On the early morning of 5 September during the 1972 Summer Olympics at Munich a group of Palestinian terrorists stormed the Olympic Village apartment of the Israeli athletes, killing two and taking nine others hostage. The terrorists were part of a group known as Black September. In return for the release of the hostages they demanded that Israel released over 230 Arab prisoners (being held in Israeli jails) and two German terrorists. In an ensuing shoot out at Fürstenfeldbruck the nine Israeli hostages were killed along with five terrorists and one West German policeman. This event is known as the Munich Massacre.

Commemorative fly by and ceremony

The formation consisted of two German Typhoons, two Israeli F-16s and one Israeli Gulfstream 550. On board the Gulfstream were the Commanding Officers of the German and Israeli Air Forces. The Israeli crews also took symbolic items on board

like poetry books from a Dachau survivor who is the grandfather of the deputy commander of 109 Squadron, a ring from a holocaust survivor who was the commander of 105 Squadron, but was killed in battle and flags of the state of Israel, the Israeli Air Force and the Olympics committee. General Major Norkin of the Israeli Air Force received those flags from the relatives of the killed athletes prior to his visit to Germany. After this overflight there was a special ceremony at Dachau joined by the German Minister of Defence, Israeli ambassador to Germany and both commanding officers of the German and Israeli Air Force. General Major Norkin of the Israeli Air Force said: "Standing here I raise my hand and look towards the future. This future encompassed Germany. We are training and learning, friend from friend, force from force and military from military. Even amid a global pandemic we chose to carry out this joint training exercise. This cooperation is powerful and meaningful, especially during these challenging days."



Exercise

Due to the global pandemic this was the only exercise for the Israeli Air Force outside Israel during 2020. The first week of the exercise was used for training and familiarisation flights. The second week was for the German led exercise Multinational Air Group Days (MAGDays). During the MAGDays missions were flown above the North Sea and also an Israeli Boeing 707 took part in these missions. At Schleswig-Jägel there were four Hungarian Air Force Grippens which also participated in the exercise. Next to these there were other European countries taking part but they flew from their homebases.

Preparations

On 5 August a message appeared on the Scramble message board quoting that the Israeli Air Force is participating in an exercise in Germany but it was unknown which types participated and which base was to host this exercise. A day later two Israeli C-130J-30s were underway for bringing the first equipment and personnel to Nörvenich and also the news came out that the exercise involved F-16s, Boeing 707s and a Gulfstream. The two Hercs departed the same day and it was quiet for almost a week when an "old" KC-130H arrived on the 12th and departed a day later when a C-130J-30 arrived. Unfortunately this was one of the two that arrived on the 6th.

Warm welcome

Monday the 17th was the day of the arrival of the F-16s, Boeing 707s and Gulfstreams. German Air Force Typhoons flew to the German border to welcome and escort the Israeli Air Force planes towards Nörvenich. Commanding Officer of the German Air Force Lt. General Gerhartz was flying a Typhoon and welcomed the Israeli delegation, and especially Commanding Officer of the Israeli Air Force General Major Amikam Norkin, in German Airspace as he flew side by side to the Gulfstream V "Nachshon Shavit" and spoke these historic words over the radio: "On behalf of the German Air Force it is an honour to welcome the Israeli Air Force entering German airspace for the first time in history! My Israeli friends, Amikam, now we are flying side by side".

Arrivals and departures

At that time there was a flight of two German Air Force Typhoons with three Israeli Air Force F-16s and a flight of two German Air Force Typhoons with the Israeli Air Force Gulfstream V overhead the base. That afternoon six F-16s, two Boeing 707s, one Gulfstream 550 and the Gulfstream V

landed. The F-16s used callsigns Atomi 1-6 while the Boeing 707s were flying with Giant 1-3. Giant 2 refuelled the F-16s in the beginning and returned home while Giant 1 and 3 flew all the way to Nörvenich. The Israeli Air Force F-16s did not have permission to overfly Austria or Switzerland so they had to fly via France. Both Boeing 707s departed home the same day. The Gulfstream V departed home on the 19th, a day after the flypast, while the Gulfstream 550 stayed the whole exercise and departed on the 28th.

On Sunday 23 August another C-130J-30 flight came in but unfortunately this particular aircraft was also there on the 6th. On Monday the 24th two Boeing 707s came in including one other than the two that arrived on the 17th. The Gulfstream V came back one more time on the 25th and departed home a day later. On the 27th another two C-130s arrived, one KC-130H and one C-130J-30, both had not visited Nörvenich earlier. While all Israeli aircraft had departed on Friday the 28th, the support flights arrived on the last day of August. These three transports, two KC-130s and one C-130J-30 departed on the 1st of September. The same three C-130s had visited Nörvenich earlier this exercise. In total seventeen different Israeli Air Force aircraft could be seen. Below is an overview of which aircraft visited Nörvenich on which days.

Serial overview

| | | |
|-----|-----------|-------------------|
| 427 | KC-130H | (27+28) |
| 522 | KC-130H | (17+31-01) |
| 545 | KC-130H | (12-13+31-01) |
| 662 | C-130J-30 | (6+13) |
| 663 | C-130J-30 | (6+23+31) |
| 667 | C-130J-30 | (27) |
| 260 | KC-707 | (17) |
| 272 | KC-707 | (24-28) |
| 275 | KC-707 | (17+24-28) |
| 569 | G550 | (17-28) |
| 679 | G-V | (17-19) + (25+26) |
| 531 | F-16C | (17-28) |
| 534 | F-16C | (17-28) |
| 536 | F-16C | (17-28) |
| 628 | F-16D | (17-28) |
| 676 | F-16D | (17-28) |
| 682 | F-16D | (17-28) |

This exercise was quite unique because it was the first time that the German and Israeli Air Force worked together in an exercise on German soil. Earlier, the German Air Force had been to Israel twice to take part in exercise Blue Flag. Hopefully these exercises will take place more often in the near future.



F-16C-40-CF 536 from 101 "The First Fighter" squadron is taxiing towards runway 25 for another mission out of Nörvenich. Above the canopy, the flags from the participating countries Israel and Germany are visible. Nörvenich is a great place for photographers and during the exercise many have been there. Rene Slegers was one of them on 20 August 2020.



The Israeli Air Force is still operating a few KC-130Hs which belong to 131 "The Yellow Bird" Squadron and are based at Nevatim. During the exercise, a total of three different KC-130s visited Nörvenich for support and Manolito Jaarsma captured one of them, 522, during its landing on 17 August 2020.



During their non-stop flight from Israel to Nörvenich the F-16s used three KC-707s for air-to-air refuelling, which flew under callsign Giant 1-3. Giant 2 returned home after refuelling the F-16s while the other two flew to Nörvenich. Of those two, Jim Walg photographed 275 on 27 August 2020.



This F-16D-40-CF belongs to 105 "The Scorpion" Squadron, clearly visible from the big scorpion and the squadron badge on its tail. Combined with their beautiful camouflage, this make the F-16s look really great. Nico van der Steen was at Nörvenich when everything arrived on 17 August 2020.

Going back in time (2)

Propliners of the fifties

Gert Jan Mentink



Boeing SA-307B Stratoliner F-BELU

This Stratoliner was built before WW II as a B-307B (1998), and test flown by Boeing as NX19906. Delivered to TWA as NX1940, the airliner was impressed as soon as the United States entered the war. It became a C-75 Stratoliner, 42-88623. Decommissioned in July 1944, the aircraft, now N1940 was converted into an SA-307B and returned to TWA Transcontinental & Western Airlines. It served TWA until the early Fifties and was then sold to Aigle Azur as F-BELU. It flew in French Indochina, from 1952 for Royal Air Lao and later for Air Nautic. F-BELU became Cambodia Air Commercial' XW-TFP in 1974 but was written off one year later after a crash in the Mekong River.



Boeing Stratocruiser N90941

The civilian airliner version of the well-known C-97 Stratofreighter military transport was the Boeing 367 Stratocruiser of which 65 were built. The 367 model was based on the B-29 Superfortress bomber and shared its wings and engines. The fuselage however was of newly designed figure 8 shape which provided additional space. American Overseas Airlines bought eight Stratocruisers of which this N90941 (15957) "Flagship Great Britain" was delivered on 13 June 1949. It was taken over by Pan American Airways as "Clipper America" in September 1950. Flying for PanAm, N90941 was written off after a belly landing at Tokyo airport on 9 July 1959.

Convair CV-240

The CV-240 was the first model in a range of Convair twin engined propliners. The machine on the photo (110) came of the production line as KLM's PH-TED "Gerard Terborch". It was delivered on 5 November 1948 and re-registered PH-CED in February 1954. "Echo-Delta" served the Dutch company until January 1957 and was then sold to Deutsche (later named Condor) Flugdienst. This charter airline flew the Convair as D-BESI until December 1962. Next owner was Ozark where the aircraft was registered as N2903Z. After little more than two years N2903Z became part of the Mohawk Airline fleet as N8329C "Airch Abnaki". After a variety of owners a person called Bill Taylor bought it in July 1974. He leased the CV-240 to Asiatic International Airways in November of that same year. After a short career it was stored for four months at Singapore-Selestar. During a local test flight on 17 September 1975, both engines cut out, and the crew was forced to ditch the Convair, in 8 mtrs of water in the Straits of Johore,





some 400 m short of runway 20. It was written off and the registration cancelled three months later.

Convair CV-340

Basically an improved version of the CV-240, the 340 model could accommodate four additional passengers and had better flying characteristics. CV-340 N73102 (2) was delivered to United Air Lines as "Mainliner Omaka" on 2 September 1952. It faithfully served the airline until August 1966 when it was sold to Frontier Airlines. Like many other airlines Frontier decided to re-engine N73102 with Allison turboprops. It was taken then as a CV-580 in the fleet in December 1966. In May 1979 the machine was sold to Gem State Airlines as N116GS, but was later flown by Golden Gate Airlines. Aspen Airways was the next owner from February 1984, of course with a new registration, N113AP. From 1992 to 2000 the CV-580, now registered N580AS, did the same job for Honeywell International

served as a flying testbed for Allied Signal Inc. From 2000 to 2019, as N580HW, it did the same job for Honeywell International. It was then acquired by Nolinor Aviation in Canada, making its last flight to Kelowna on 28 September 2019. There it may possibly serve as a source of spare parts for Nolinors four other CV-580s.

Convair CV-440 OO-UVG

Designed as a modernized version of the CV-240 and CV-340, the CV-440 was even given a name: "Metropolitan". The aircraft on the photo was testflown by the Convair company as N8465H (349). It was delivered to the Brazilian airline REAL s.a. as PP-YRH on 8 November 1956. This company merged into national carrier VARIG in August 1961. Next year the 440 was sold to Iberia and flown to Spain under ferry registration EC-WTG. It flew Iberia services as EC-ATG from November 1962 to July 1972. Belgian commuter airline Delta Air Transport became the new owner of the CV-440, registered as OO-UVG. But this registration was changed into OO-VGU already in August 1973. American Inter-Island bought the airliner in May 1977 and registered it as N44826. It was operated by Antilles Air Boats until 1982 and then sold to Air Resorts Airlines. In July 1984 N44826 was sold to Valerda Inc. of Carlsbad (CA) and after an unknown career there its registration was cancelled in November 2012.



Curtiss C-46E N39636



While everyone knows the C-46 for its rounded nose, this aircraft is a so-called "Broken Nose" Commando. Only seventeen of these were built on a total of 550 C-46s. It was built for the USAAF as 43-47403 (2929). It was acquired by Curtiss-Wright as a company demonstrator on 14 July 1946 and served as such until the end of the Fifties. It was sold to Argentina and became LV-PQC on 18 December 1959. Only two months later, on 11 February 1960, it became LV-GJS. Regularly switching between operations for Austral and Transcarga in the eight years that followed. "GJS" was finally scrapped in 1968.



Douglas B-18 Bolo

With a bit of phantasy you could discern some Dakota characteristics in this N62272. Not so strange, knowing that the aircraft is a B-18 Bolo, the bomber version of the Douglas DC-2 airliner. A total of 350 machines of this type were built in the years 1936 to 1939. They were used by the US Army Air Corps (later USAAF), the RCAF (as "Digby") and the Mexican Air Force. By the time the United States entered the Second World War the B-18 were already outdated and relegated to second line duties. However, a B-18 was the first American aircraft to down a German submarine. After the end of WW II the surviving B-18s were decommissioned and some of them ended up as sprayers. N66272 on the photo started its career

in the USAAC as 37-561 (2561). After its service life was over, the aircraft was used by Plains Aero Service in Amarillo (TX) from 1955-66. They then sold the machine and it went to Mexico as XB-LAW, probably as a freighter. It was broken up at Ensanada, Baja California around 1972.

Douglas DC-3C

Laid down as a wartime USAAF C-47A-DL with serial 43-15729 (20195) this Skytrain was rebuilt as an airliner DC-3C after its service career had ended. It was registered as NC79056 and served Northwest Orient Airlines from November 1951 to October 1958. The Dakota was then sold to Ozark Airlines which reregistered it as N150D. This company flew their machine as depicted on the photo until June 1962. N150D was then bought by SEAAT, South East Asia Air Transport, and flown from Phnom Penh, Cambodia. For an unknown period N150D was leased by Cambodia Air International. By then things become misty:



while one source relates that N150D was written off at Phnom Penh-Pochentong in 1974, official FAA source tells that the airliner was registered to Mr. Robert M. Ferguson on 20 January 1975 only to be cancelled from the US register on 28 June 1980. To contribute to the confusion, a second N150D (4463) was registered on 13 December 2018. This DC-3C flies as a USAAF C-47 in D-Day colours with serial "43-150087" and code "9X-P".

Douglas DC-4 NC90423



This Douglas airliner was built as a military C-54B-15-DO and delivered to the USAAF as 43-17192 on 15 November 1944. Declared surplus after the end of WW II, it became American Airlines NC90423 "Flagship Washington" on 7 December 1945. NC90423 served American Airlines until August 1956, when this Skymaster was sold to US Overseas Airlines. In February 1964 the aircraft was sold to Taxader Colombia and registered as HK-1027. Taxader soon (January 1965) sold it to Avianca. This company flew HK-1027 until 27 December 1973 when it was destroyed by fire at Cartagena, Colombia.



Douglas DC-6

The DC-6 on photo (**44888**) joined the Alitalia fleet as I-DIMU in January 1956. In November 1961 Alitalia passed the aircraft on in a lease to its subsidiary SAM. Originally built as a DC-6B passenger aircraft, it was rebuilt into a DC-6A/B convertible freighter in December 1968. Four years later it was bought by Aaxico Sales in the USA, registered as N4888R and leased to Zantop. It was thereafter flown by Inair

Panama (as HP-538), the Indiasa Aviation Corporation (as N130AC), and Air St. Lucie (as J6-LBE) Registered N1125J it was finally seized by US Customs in December 1981 and stored at Warner Robbins AFB (GA) In May 1991, Mr. Ronald Lippert received a CoA for his newly acquired N1125J. The airliner would have been sold to Panama if Hurricane Andrew had not come along on 24 August 1992. As a result of the hurricane, N1125J was damaged beyond repair and written off at Kendall-Tamiami Airport (FL).

Douglas DC-7

The DC-7 was Douglas' ultimate 4-engined propliner, but destined to have an only short career as the new generation of jet airliners was about to appear. Launching customer American Airlines initially bought 25 DC-7s which number ultimately rose to a total of 58. The DC-7 on photo, N303AA "Flagship Missouri" (**44124**) was delivered on 4 February 1954. After just over 5 years of airline operations, in June 1959, N303AA was sold to a company called GALCO. This firm acquired most of American Airlines' withdrawn DC-7s, obviously with the intention to sell these to new owners. And they were successful in most cases as many former AA machines were sold to Overseas National Airways and some to Lebanese International Airways. But N303AA was not so lucky: it remained in storage and was ultimately broken up.



Fairchild C-82 N9701F



A unique machine was this TWA owned C-82 N9701F (10184) "Ontos" (Greek for "Thing") It was used as a European flying repair station for their fleet. It was based at Orly, Paris in France. "Ontos" was powered by two brand-new P&W R2800 radials and an additional J44-R Jetpack, to increase its payload. It served TWA until May 1978 and then moved to Alaska where it was owned by a variety of companies until 1992. Well-known Hawkins & Powers of Greybull (WY) took over N9701F in August of that year. On 15 October 2006 the aircraft was flown to the Hagerstown Aviation Museum in Maryland. It was repainted in USAF colours and has resided there ever since.

Lockheed L-049



This Lockheed Constellation was the earliest version of the civilian Connie, the L-049. It can easily be distinguished from the later L-749 versions by the presence of exhaust stacks in the side of the NACA cowlings. The L-049 on photo, N90922 (2052) was delivered to American Overseas Airlines on 25 March 1946 as

“Flagship Denmark” (later renamed “Flagship Copenhagen” and “Flagship Oslo”) It was sold to Pan American World Airways as “Clipper Mount Vernon” in September 1950. After a lease to Aeronaves de Mexico as XA-MAG, the Connie was converted into an L-149 and sold to Panair do Brasil in December 1957. It was flown as PP-PDP until November 1963 and finally broken up in January 1970.

Lockheed L-749A

Trans World Airlines would become one of Lockheed’s most loyal customers, as they would buy every major Constellation type, from the early L-049 up to the mighty L-1649 Starliner. The L-749A on photo is N6014C “Star of Delaware” (2650) which joined the TWA fleet on 3 November 1950. It was sold to Central



American Airways in October 1967 and reregistered as N273R. But after six years N273R changed hands and was bought by World Wide Leasing Inc. N273R was then leased for more than one year (July 1973 to October 1974) to the World Citizens Travel Club, carrying the name “Miss America”. After the lease period had ended, the Connie was sold to another owner, CIM Associates, and it was then leased to Lanzair of Jersey. The aircraft was destroyed by fire in Lome, Togo on 22 October 1977.

Lockheed L-1049H



Representing the Super Constellation is the “H” version of the L-1049, the dedicated cargo version. The machine on the photo was delivered to Flying Tiger Line on 8 March 1957 as N6914C (4811), fleetnumber 804. Being a 100% cargo airline, Flying Tiger used several L-1049Hs, but was not really lucky with the type: the company lost five of their “H”s in crashes. N6914C crashed 50 kms northeast of Alamosa (NM) on 15 December 1965. KLM had three L-1049Hs in its fleet of which one was lost in a crash too: PH-LKM perished in the Atlantic west of Shannon on 14 August 1958.



Lockheed L-1649A Starliner N7303C

The last and most impressive version of the Lockheed (Super) Constellation line. This aircraft, TWA N7303C "Star of Vermont" (1004) was delivered on 26 May 1957. TWA was the main user of L-1649 Starliners next to Air France and Lufthansa. Unfortunately, with the arrival of the first generation of jetliners, the days of the Starliner (and other propliners) had come. N7303C was already withdrawn from use in December 1962 and stored at Kansas City airport. The once so proud airliner was broken up for spares in February 1965.



Martin 4-0-4 N463M

Developed as an improved (strengthened wing structure) version of the earlier Martin 2-0-2, the Martin 4-0-4 was slightly more successful. In total 103 examples were built, while the 2-0-2 only sold 46. Bearing strong resemblance with the Convair line of twin prop airliners, the Martin 4-0-4 can easily be distinguished from a Convair by the presence of an airstair in the aft fuselage. Registered as N464A, this Martin 4-0-4 (14155) was one of the sixty aircraft of the type used by Eastern Air Lines (N440A to N499A). It was delivered to this company in 1952. Mohawk Airlines acquired the Martin in August 1961 and reregistered it as N463M. Three years later Ozark Airlines became the new owner, which routes it served until July 1967. It then served as an executive aircraft for the Fairchild-Hiller Corporation until 1969. N463M was eventually broken up after storage in Las Vegas (NV).

Photo acknowledgements: six of the photos above were made by D.Ostrowski at St.Louis-Lambert airport. CV-240 N2403Z (date unknown), DC-3 N150D (21-2-1960), DC-6A N4888R (14-10-1972), L-749 N6014C (27-09-1959), L-1649 N7303C (2-9-1962), M 404 N463M (11-2-1967). CV-440 OO-UVG by the author at Amsterdam-Schiphol on 19-6-1973, and the remaining photos come from the Mark Nankivil collection. With exception of SA-307B F-BELU taken at Tan Son Nhut, Vietnam on 1-11-1967, the location and date taken of the Nankivil photos are unknown.



From the Bolivian headache-files: part 3 - FAB-450 to FAB-930, Army, Navy and Police

Erwin van Dijkman

Enigmatic as they may be, the T-33 poses serious problems for our neat serial run down. Before the upgrade the aircraft sourced from France used this colour scheme like FAB-637 from GAC31 shows. The air scoop is evident on this shot. (La Paz-El Alto, 9 January 1997, Erwin van Dijkman)

This third chapter of our Bolivian serial overview contains probably the largest variety of aircraft. We cover the original 'light attack' aircraft range taking that up from FAB-450. In hindsight, we should have stuck the T-28s in here too. For the FAB-500 series we omitted the F-51 Mustang and B-25Js. It now only contains some training aircraft. Most difficulties are in the next two sequences, FAB-600s and 700s.

The T-33 story

At first glance the T-33s look straightforward. With 20 former Canadian T-33AN Nene-engined ordered on 23 February 1973 taking up serials FAB-600 to FAB-619. These were followed by 22 sourced from France taking up FAB-620 upward. Of that 1985 batch, 18 received temporary French registrations for the ferry flight from Chateaudun to Dinard, F-WEQA to F-WEQR. For their delivery flights they received different French registrations most of which were used twice or more, creating the first bit of confusion. Also, only fifteen were eventually delivered flying, stopping over at Glasgow, Stornoway, and Keflavik. Some of the French aircraft were being delivered as spares source. To complicate matters further, a couple were given the denomination 'scrapped' as final fate by the French! During and after delivery, these aircraft were painted in an orange, brown, and tan colour scheme, whereas the original former Canadians were green, olive and tan.

Another difference is the engine air scoop on the aft fuselage. The French ones have these scoops, the ones obtained

directly from Canada do not have those. The former French aircraft retained the five-digit serial stencilled on the port side below the cockpit.

In 2004 an upgrade was performed by Kelowna in Canada. Modernising the cockpit and refurbishing the engines. Some of the non-flying airframes were sent to Canada as well and after they returned the colour schemes were universal. We simply do not know for sure if some composite aircraft thus originated... So this version is to the best of our knowledge.

Department of State air wing

The FAB-700 series is for helicopters. Apart from the common difficulties in identifying the various SA315B variants, the Hueys are a pain too. Many were funded and operated by the United States Department of State. Some were re-deployed, others handed over to Bolivia. Later, a handful was sourced in Brazil. Preserved UH-1Hs all seem to have fake serials, sometimes used twice, for example with 'FAB-720'.

Army, Navy and Police

Although strictly speaking it is outside the scope of "FAB-serials", we have decided to include the army, navy and police registrations in this chapter too.

Like the previous parts, 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

| Serial: | Full type: | Unit / location: | C/N: | F/N: | L/N: | Status: | Previous identity: | Remark: |
|----------------|------------|------------------|------|---------|---------|---------|--------------------|--------------------------------------|
| FAB-450 | PC-7 | Cochabamba | 110 | 10apr79 | oct13 | wfu | HB-HAZ | white c/s |
| FAB-451 | PC-7 | Cochabamba | 111 | 10apr79 | oct13 | wfu | HB-HCA | white c/s |
| FAB-452 | PC-7 | La Paz-El Alto | 112 | oct15 | nov16 | pres | HB-HCB | Museo Aeroespacial de la FAB, inside |
| FAB-453 | PC-7 | GAC33 | 113 | 10apr79 | jul19 | act | HB-HCC | grey c/s |
| FAB-454 | PC-7 | | 114 | 18may79 | may79 | w/o | HB-HCD | w/o |
| FAB-455 | PC-7 | | 115 | 18may79 | 07aug80 | w/o | HB-HCE | w/o 07may80 |
| FAB-456 | PC-7 | Cochabamba | 116 | 18may79 | oct13 | wfu | HB-HCF | white c/s |
| FAB-457 | PC-7 | Cochabamba | 117 | dec18 | jan20 | pres | HB-HCG | Outside gate, white c/s |
| FAB-458 | PC-7 | Cochabamba, PMA | 118 | jul09 | aug19 | pres | HB-HCH | PMA, camo c/s |
| FAB-459 | PC-7 | Aiquile | 119 | may07 | may19 | pres | HB-HCI | camo c/s |
| FAB-460 | PC-7 | | 120 | 11aug79 | aug79 | w/o | HB-HCK | w/o |
| FAB-461 | PC-7 | Cochabamba | 121 | 11aug79 | jul19 | dump | HB-HCL | white c/s, wreck |
| FAB-462 | PC-7 | GAC34 | 245 | 16jun81 | 08may01 | w/o | HB-HLC | w/o 08may01, camo c/s |
| FAB-463 | PC-7 | Cochabamba | 246 | 16jun81 | jan97 | dump | HB-HLD | wreck, camo c/s |
| FAB-464 | PC-7 | GAC34 | 247 | 16jun81 | 22jun04 | w/o | HB-HLE | camo c/s, w/o 22jun04 |



All photos on the page come from Michael Flebbe who lived in Bolivia for a couple of years, at the pinnacle of aircraft transitions. First up is the very first PC-7, FAB-450. It was delivered 10 April 1979 and is seen withdrawn at former GAC34 homebase Cochabamba. (20 October 2007)



Bolivia sourced aircraft from Brazil as well. The Helibras HB315 and the A-122 Uirapura, preceded the donation of six T-25s by Brazil taken on charge on 11 November 2005. FAB-505 was one of these and its current whereabouts are unknown. (Santa Cruz-El Trompillo, 26 September 2010)



The last of Michael's shots is of Diamond DA40CS FAB-522. In June 2010, FAB obtained nine of these second hand from Canada. At least one of them came from a confiscated lot of aircraft originally exported to China. An Austrian bank sold them on to a US broker. More of that lot may have ended up in Bolivia. (Santa Cruz-El Trompillo, 25 September 2010)

| | | | | | | | | | |
|-----------|-----------|------------------|---------------|---------|---------|------|------------|--|--------------------------------------|
| FAB-465 | PC-7 | | 248 | 08jul81 | jul81 | w/o | HB-HLF | | w/o |
| FAB-466 | PC-7 | GAC34 | 249 | 08jul81 | 22jun04 | w/o | HB-HLG | | w/o 22jun04 |
| FAB-467 | PC-7 | GAC32 | 250 | 08jul81 | 08aug14 | w/o | HB-HLH | w/o 08aug14, camo, spec GA34 tail mks | |
| FAB-468 | PC-7 | | 251 | 28jul81 | jul81 | w/o | HB-HLI | | w/o |
| FAB-469 | PC-7 | | 252 | 28jul81 | jul81 | w/o | HB-HLK | | w/o |
| FAB-470 | PC-7 | GAC33 | 253 | 22aug81 | apr20 | act | HB-HLL | | grey c/s, black tail |
| FAB-471 | PC-7 | GAC33 | 254 | 28jul81 | 26jun17 | w/o | HB-HLM | | w/o 26jun17, grey c/s |
| FAB-472 | PC-7 | Sucre | 255 | 22aug81 | sep18 | pres | HB-HLN | | Airport entrance, camo c/s |
| FAB-473 | PC-7 | | 256 | 22aug81 | aug81 | w/o | HB-HLO | | w/o |
| FAB-501 | T-25 | SCZ-El Trompillo | 090 | 08nov05 | oct13 | std | BRA 1920 | | |
| FAB-502 | T-25 | GAE21 Chimoré | 122 | oct04 | nov18 | act | BRA 1952 | | grey c/s |
| FAB-503 | T-25 | La Paz-El Alto | 002 | oct15 | nov16 | pres | BRA 1832 | Museo Aeroespacial de la FAB, inside | |
| FAB-504 | T-25 | GAE21 Santa Cruz | 092 | oct04 | apr18 | act | BRA 1922 | | grey c/s |
| FAB-505 | T-25 | GAE21 | 030 | oct04 | aug10 | ? | BRA 1860 | | |
| FAB-506 | T-25 | GAE21 Chimoré | 010 | oct04 | apr18 | act | BRA 1840 | | grey c/s |
| FAB-510 | Zlin 242L | ColMilAv | 0817 | 15nov16 | apr18 | act | | | |
| FAB-511 | Zlin 242L | ColMilAv | 0818 | 15nov16 | may19 | act | | | |
| FAB-512 | Zlin 242L | ColMilAv | 0814 | 17 | apr18 | act | | | |
| FAB-513 | Zlin 242L | ColMilAv | 0819 | 17 | apr18 | act | | | |
| FAB-514 | Zlin 242L | ColMilAv | 0823 | 17 | apr18 | act | | | |
| FAB-515 | Zlin 242L | ColMilAv | 0824 | 17 | apr18 | act | | | |
| FAB-516 | Zlin 242L | ColMilAv | 0825 | 17 | sep19 | act | | | |
| FAB-517 | Zlin 242L | ColMilAv | 0826 | 17 | oct19 | act | | | |
| FAB-518 | Zlin 242L | ColMilAv | 0827 | 17 | 21mar20 | w/o | | | w/o 21mar20 |
| FAB-520 | DA40CS | GAE21/ColMilAv | 40.771 | jun10 | dec18 | act | | | named Pando, at Santa Cruz |
| FAB-521 | DA40CS | GAE21/ColMilAv | 40.772 | jun10 | apr18 | act | | | named La Paz, at Santa Cruz |
| FAB-522 | DA40CS | GAE21/ColMilAv | 40.773 | jun10 | apr18 | act | | | named Oruro, at Chimoré |
| FAB-523 | DA40CS | GAE21/ColMilAv | 40.774 | jun10 | apr18 | act | | | named Potosí, at Chimoré |
| FAB-524 | DA40CS | GAE21/ColMilAv | 40.785 | jun10 | apr18 | act | C-FZJR | | named Chuquisaca, at Santa Cruz |
| FAB-525 | DA40CS | GAE21/ColMilAv | 40.926/40.786 | jun10 | apr18 | act | N588DS | | named Beni, at Santa Cruz |
| FAB-526 | DA40CS | GAE21/ColMilAv | 40.786? | jun10 | apr20 | act | | | named Cochabamba, at Chimoré |
| FAB-527 | DA40CS | GAE21/ColMilAv | 40.802 | jun10 | 04oct18 | w/o | C-FZJV | w/o 04oct18, named Tarija, at Chimoré | |
| FAB-528 | DA40CS | GAE21/ColMilAv | 40.926? | jun10 | apr18 | act | | | named Santa Cruz, at Chimoré |
| FAB-540 | Foxtrot 4 | CITA/GAE21 | | may13 | may19 | wfu | | | named Gavilán |
| FAB-541 | Foxtrot 4 | GAE21 | | may13 | 15oct14 | w/o | | | w/o 15oct14, wh c/s |
| FAB-542 | Tango 2 | CITA/GAE21 | | oct13 | may19 | wfu | | | named Tiluchi |
| FAB-600 | T-33AN | Cochabamba | 287 | aug73 | oct13 | dump | CAN 133287 | | w/o 19apr79, wreck |
| "FAB-600" | T-33AN | Cochabamba-EPTA | | jan13 | aug18 | pres | | On base, sv c/s, composite with parts from FAB-600 | |
| FAB-601 | T-33AN | Oruro | 162 | 04nov82 | sep19 | pres | CAN 133162 | | w/o 05jan77, recovered |
| FAB-602 | T-33AN | La Paz-El Alto | 492 | jan97 | dec19 | pres | CAN 133492 | | silver c/s |
| FAB-603 | T-33AN | GAC31 | 616 | 14oct73 | 27dec73 | w/o | CAN 133616 | | w/o 27dec73 |
| FAB-604 | T-33AN | GAC31 | 432 | nov73 | 15aug80 | w/o | CAN 133432 | | w/o 15aug80 |
| FAB-605 | T-33AN | GAC31 | 208 | feb74 | 09aug77 | w/o | CAN 133208 | | w/o 09aug77 |
| FAB-606 | T-33AN | GAC31 | 158 | feb74 | nov16 | wfu | CAN 133158 | upgraded, black tail with GAE21 badge | |
| FAB-607 | T-33AN | La Paz-El Alto | 530 | oct15 | nov16 | pres | CAN 133530 | | Museo Aeroespacial de la FAB, inside |
| FAB-608 | T-33AN | GAC31 | 468 | feb74 | 28may76 | w/o | CAN 133468 | | w/o 28may76 |
| FAB-609 | T-33AN | GAC31 | 475 | feb74 | 28may76 | w/o | CAN 133475 | | w/o 28may76 |
| FAB-610 | T-33AN | La Paz-El Alto | 569 | oct15 | dec19 | pres | CAN 133569 | | on pole, camo c/s, upgraded |
| FAB-611 | T-33AN | GAC31 | 338 | jul74 | feb75 | w/o | CAN 133338 | | w/o feb75 |
| FAB-612 | T-33AN | GAC31 | 627 | jul74 | nov16 | wfu | CAN 133627 | | upgraded, grey c/s |
| FAB-614 | T-33AN | La Paz-El Alto | 325 | aug76 | jul10 | std | N325DS | upgraded, dam nov01, travelling exhibit | |
| FAB-615 | T-33AN | | 150 | dec77 | 21feb80 | w/o | C-GWHM | | w/o 21feb80 |
| FAB-616 | T-33AN | GAC31 | 580 | dec77 | 22may89 | w/o | C-GWHN | | w/o 22may89 |
| FAB-617 | T-33AN | Cochabamba | 488 | nov07 | nov07 | dump | C-GWHL | | |



Yet another trainer-type is in use, the first two of nine Zlin 242Ls, this FAB-510 along with FAB-511, arrived on 15 November 2016 and were incorporated with due ceremony. You can still see shards of the jug and water it was blessed with. (Santa Cruz-El Trompillo, Fuerza Aerea Boliviana)



FAB-607 and 612 demonstrate how the T-33s looked like after their refurbishment. On 31 July 2017 they were officially withdrawn from use. Some are preserved, and at least one is used as instructional airframe at PMA Cochabamba. (La Paz-El Alto, 12 October 2008, Michael Flebbe)

| | | | | | | | | | |
|------------------|---------|---------------------------|------------|---------|---------|-------|--------------------------------|--|-----------------------------------|
| FAB-618 | T-33AN | GAC31 | 464 | dec77 | 27aug83 | w/o | C-GPEG | w/o | 27aug83 |
| FAB-619 | T-33AN | GAC31 | 329 | dec77 | 10oct82 | w/o | C-GWHO | w/o | 10oct82 |
| FAB-620 | T-33A-F | Kelowna Intl, BC (Canada) | 195 | aug01 | 05 | std | 21195 | | |
| FAB-620 | T-33AN | Cochabamba, PMA | 115?? | oct94 | oct15 | i/a | CAN 21115? | | PMA |
| FAB-621 | T-33A-F | GAC32 | 015 | jul85 | may12 | wfu | F-ZVLH(1) | dam | 11apr91, repaired, upgraded |
| FAB-622 | T-33A-F | Merrit, BC (CAN) | 027 | jun85 | sep17 | dump | F-ZVLC(1) | dam | 08apr94, repaired, hulk to Canada |
| FAB-623 | T-33A-F | | 042 | jun85 | 16may03 | w/o | F-ZVLI(1) | | upgraded, w/o 16may03 |
| FAB-624 | T-33A-F | SCZ-El Trompillo | 050 | jul85 | oct15 | std | F-ZVLJ(1) | inside Aerocondor hg, | w/o 1994/95, wreck |
| FAB-625 | T-33A-F | SCZ-El Trompillo | 081 | jul85 | dec19 | std | F-ZVLK(1) | upgraded, spec 25 yrs tiger tail, | inside hgr |
| FAB-626 | T-33A-F | GAC31 | 307 | jul01 | nov16 | wfu | 21307 | upgraded, black tail with big GAE21 badge | |
| FAB-627 | T-33A-F | SCZ-El Trompillo | 088 | 87 | may19 | wfu | F-ZVLN(2) | | upgraded |
| FAB-628 | T-33A-F | La Paz-El Alto | 182 | aug01 | oct08 | std | 21182 | | upgraded |
| FAB-629 | T-33A | | | 01 | 01 | ? | ECU ... ?? | | |
| FAB-630 | T-33A | | | 01 | 01 | ? | ECU ... ?? | | upgraded according to Kelowna |
| "FAB-630" | T-33AN | Cochabamba, PMA | | dec19 | jan20 | pres | PMA, sv cs composite airframe, | outside gate | |
| FAB-631 | T-33A-F | GAC32/CEPAC | 211 | nov85 | nov15 | wfu | F-ZVLI(2) | | upgraded |
| FAB-632 | T-33A-F | GAC32 | 247 | aug85 | feb92 | w/o | F-ZVLN(1) | | w/o feb92 |
| FAB-633 | T-33A | GAC33 | | 13dec85 | dec85 | ? | | | never noted, ntu? |
| FAB-634 | T-33A-F | Cochabamba, PMA | 400 | jun85 | jan97 | i/a | F-ZVLD(1) | PMA, assembly/disassembly trainer | |
| FAB-634 | T-33A-F | La Paz-El Alto | 132 | aug01 | apr18 | std | 21132 | upgraded, special 50/75yrs anniversary marks | |
| FAB-635 | T-33A-F | Princeton, BC | 420 | aug85 | jun13 | pres | F-ZVLC(2) | | never re-delivered, as 21420 |
| FAB-636 | T-33A-F | La Paz-El Alto | 439 | oct15 | nov16 | pres | F-ZVLD(2) | upgraded Museo Aeroesp. de la FAB, | pole |
| FAB-637 | T-33A-F | SCZ-El Trompillo | 485 | nov85 | dec19 | std | F-ZVLH(2) | | upgraded, inside hangar |
| FAB-638 | T-33A-F | GAC31 | 489 | aug85 | nov85 | scr | F-ZVLM(1) | | |
| FAB-639 | T-33A-F | GAC31 | 152 | 21nov85 | nov16 | wfu | F-ZVLC(3) | upgraded, black tail with GAE21 badge | |
| FAB-650 | F-86F | to ... | | 22jun74 | 93 | civil | VEN | | |
| FAB-651 | F-86F | to N860AG | 191-362 | 13oct73 | oct94 | civil | VEN | | |
| FAB-652 | F-86F | to ... | | 14oct73 | may82 | civil | VEN | | |
| FAB-653 | F-86F | to ... | | 14oct73 | may82 | civil | VEN | | |
| FAB-654 | F-86F | GAC32 | | 13oct73 | 29oct74 | w/o | VEN | | w/o 29oct74 |
| FAB-655 | F-86F | to ... | | 13oct73 | 93 | civil | VEN | | |
| FAB-656 | F-86F | to USA, Fort Worth | 191-476 | 14oct73 | sep97 | pres | VEN | | damaged and sold |
| FAB-657 | F-86F | GAC32 | | 14oct73 | may82 | w/o | VEN | | w/o |
| FAB-658 | F-86F | to N8630 Ft Worth | 191-387 | 22jun74 | feb15 | civil | VEN | | damaged |
| FAB-660 | K-8VB | GAC34 | L8W3200283 | 23jun11 | may19 | act | | | |
| FAB-661 | K-8VB | GAC34 | L8W3200284 | 23jun11 | apr18 | act | | | |
| FAB-662 | K-8VB | GAC34 | L8W3200285 | 23jun11 | apr18 | act | | | |
| FAB-663 | K-8VB | GAC34 | L8W3200286 | 23jun11 | apr18 | act | | | |
| FAB-664 | K-8VB | GAC34 | L8W3200287 | 23jun11 | apr18 | act | | | |
| FAB-665 | K-8VB | GAC34 | L8W3200288 | 23jun11 | oct19 | act | | | |



The K-8 is the current jet fighter that superseded the T-33s. Six have been delivered from China in 2011 registered FAB-660 to FAB-665 and of these, FAB-663 is seen here. (Santa Cruz-El Trompillo, 12 October 2013, Wim Sonneveld)



On 23 December 1974, the first three SA315B Lamas were ordered for 4.2 million French Francs. Two more were bought 12 September 1978 for 8 million FF. After that, six Helibras HB315B Gaviões, like this FAB-730, followed on 23 January 1981. Lastly, a single one was obtained by the army from a Belgian broker on 5 October 1982. (La Paz-El Alto, 3 October 1994, Hans van der Vlist)

The early helicopter deliveries are not at all straightforward. It included four H-19Bs delivered in the sixties; National Archives & Records Administration (NARA) AX21 in 1965, RH19 in 1966, RE23 in 1967 and TH31 in 1968. MAP support records show that the first two were in the country by June 1967, 52-7550 (55-662) and another unknown one, possibly 52-7583. Of these 52-7550 crashed 23 February 1968. Next up, one arrived on 24 February 1968, 51-3950 (55-444), The fourth was taken on charge before June 1969. This has been reported as either 51-3910 or 51-3963 but that is not confirmed. Other early helicopters were an assortment of Hillers. For example, in 1967 two UH-12L-4 were exported to Bolivia, one on 17 February 1967, ex N90498 (2544) as '601', although 2525, ex N90468, has been quoted for that too. And one on 6 April 1967, ex N90491 (2537) serial '602'. Three are on export files with NARA, two OH-23F in 1967 (NARA YW09), with high altitude modifications, these took up serials '603' and '604'. One OH-23G followed in 1973 (NARA AA07). It was given for free from excess stocks, likely for spares. One famously crashed on 27 April 1969 killing president Barrientos and his wife. We suspect that these early helicopters, used in US-backed counter-Guerilla operations against Ché and his pals, were planned to be registered in the FAB-70x and FAB-71x eventually, explaining why the first UH-1Hs start at FAB-720. But we do not know if this ever happened.

| | | | | | | | | |
|------------------|-------|------------------|--------------|---------|---------|-------|--|---------------------------------------|
| FAB-700 | UH-1H | | 86 | ? | | | | |
| "FAB-700" | UH-1H | La Paz-El Alto | oct15 | dec19 | pres | | | Museo Aeroespacial de la FAB, outside |
| FAB-701 | UH-1H | SCZ-El Trompillo | 86 | sep97 | wfu | | | |
| FAB-702 | UH-1H | Cochabamba, PMA | 5310 | 86 | oct15 | i/a | USA 66-0827 | PMA, grey c/s |
| FAB-703 | UH-1H | GA51/FdTDR | 9168 | 86 | oct19 | act | USA 66-16974 | grey c/s |
| FAB-704 | UH-1H | GA51/FdTDR | 8623 | 86 | 21sep09 | w/o | USA 66-16429 | w/o 21sep09 |
| FAB-705 | UH-1H | to N687RM | 9064 | 86 | jul14 | civil | USA 66-16870 | at Russell Military Mus. Kenosha (IL) |
| FAB-706 | UH-1H | GA51/FdTDR | | oct94 | sep97 | ? | | |
| FAB-707 | UH-1H | GA51/FdTDR | | | | ? | | known delivery |
| FAB-708 | UH-1H | GA51/FdTDR | 4284 | 10apr89 | oct19 | act | N81569grey c/s, maroon cheatline, US embassy crest | |
| FAB-709 | UH-1H | GA51/FdTDR | 8731 | 10apr89 | 17jul09 | wfu | N81499 | |
| FAB-710 | UH-1H | GA51/FdTDR | 4582 | 10apr89 | 18oct10 | wfu | N8152J | |
| FAB-711 | UH-1H | GA51/FdTDR | 4775 | 10apr89 | 17jul09 | wfu | N8152G | grey c/s |
| FAB-712 | UH-1H | GA51/FdTDR | | jan97 | jan97 | ? | | |
| FAB-713 | UH-1H | GA51/FdTDR | 9390 | 10apr89 | oct19 | act | N8159C | grey c/s |
| FAB-714 | UH-1H | GA51/FdTDR | 12053 | 10apr89 | 07dec10 | wfu | N8146M | grey c/s |
| FAB-715 | UH-1H | SCZ-El Trompillo | | apr91 | sep97 | wfu | | |
| FAB-716 | UH-1H | to N81477 | 12927 | 10apr89 | jul14 | civil | USA 71-20103 | at Russell Military Mus. Kenosha (IL) |



The dream of 'Gran Bolivia' has always remained in Venezuela. Whereas Bolivia rather more practically seeks to regain access to the Pacific Ocean from Chile... Anyway, Venezuela has been a loyal provider of military hardware to Bolivia. This dates back to the nine F-86F fighters and two B-25Js supplied in 1973/74, followed by ten VT-34A, some of which for spares only, in 2004. More recently, after Evo Morales ascended to power in Bolivia, two Super Pumas were supplied in 2006 and two Alouette IIIs followed the next year. Seen here is AS332B1 FAB-753 with dual Venezuelan and Bolivian flags, Venezuelan serial 3312 is still painted on its tail. (La Paz-El Alto, 21 October 2007, Michael Flebbe)



This FAB-743 of the Fuerza de Tarea 'Diablos Rojos' (FdTDR - Red Devils Task Force) is one of the Iroquois in the typical DOS Air Wing scheme with that title on the door. It crashed on 20 October 2006. (Santa Cruz-El Trompillo, 8 January 1997, Erwin van Dijkman)

| | | | | | | | |
|---------|-------|------------|--------------|---------|-------|-------|--|
| FAB-717 | UH-1H | GA51/FdTDR | jan97 | jan97 | ? | | |
| FAB-718 | UH-1H | GA51/FdTDR | jan97 | sep97 | wfu | | |
| FAB-719 | UH-1H | to N81473 | 13177 | 10apr89 | jul14 | civil | USA 72-21478 at Russell Military Mus. Kenosha (IL) |

Common knowledge thus far held that the first UH-1H numbered six and took up FAB-720 to FAB-725. However, export documents only account for three. Two in 1973, NARA numbers XA08 and ZB00. Followed by one in 1974 (NARA PB17). In a 1979 barter deal, three Cv580s TAM-70(1), TAM-72(1) and TAM-76(1) were swapped against three AB205 (decree 25 May 1979.) These came from Sanford Aviation, Redondo Beach (CA), maybe ex-Israel. We figure these actually took up serials FAB-723 to FAB-725.

| | | | | | | | |
|----------------|--------------|-------------------|--------------|---------|----------|-----|---|
| FAB-720 | UH-1H | Grupo Aéreo Mixto | 75 | 82 | w/o | | w/o 1982 |
| "FAB-720" | UH-1H | SCZ-El Trompillo | mar03 | mar20 | pres | | North side park |
| "FAB-720" | UH-1H | Cochabamba, PMA | feb11 | mar20 | pres | | PMA, inside gate |
| FAB-721 | UH-1H | Grupo Aéreo Mixto | 75 | | ? | | |
| "FAB-721" | UH-1H | SCZ-El Trompillo | mar01 | apr20 | pres | | On base, behind FdTDR hangar (ex "FAB-700") |
| FAB-722 to 729 | SA315B | | 1973 | 1978 | ? | | these were reported as early Lamas, no photos |
| FAB-722 | UH-1H | Grupo Aéreo Mixto | 75 | 08aug77 | w/o | | w/o 08aug77 |
| FAB-722 | UH-1H | GA51/FdTDR | 5770 | nov92 | nov07 | ? | USA 66-16076 grey c/s, maroon c/l |
| FAB-723 | Bell 205A-A1 | Grupo Aéreo Mixto | 79 | | ISR ...? | | photo, starboard side tail rotor |
| FAB-724 | Bell 205A-A1 | Grupo Aéreo Mixto | 79 | | ISR ...? | | photo, starboard side tail rotor |
| FAB-725 | Bell 205A-A1 | Grupo Aéreo Mixto | 79 | | ISR ...? | | no reports or photos |
| FAB-726 | UH-1H | GA51/FdTDR | 13483 | oct12 | oct19 | act | BRA 8659 dk.green c/s |
| FAB-727 | UH-1H | GA51/FdTDR | 13500 | oct12 | oct19 | act | BRA 8666 dk.green c/s |
| FAB-728 | UH-1H | GA51/FdTDR | 3205 | nov12 | oct19 | act | BRA 8533 dk.green c/s |
| FAB-729 | UH-1H | GA51/FdTDR | 13024 | nov12 | oct13 | db | BRA 8657 involved in an accident 16aug13 |

With regard to the SA315B Lama, three were ordered in December 1974 and a decree was passed on 25 April 1975. These were construction numbers 2420, 2422 and 2426. Despite reports of them becoming FAB-722 to 724, we think they were registered in the FAB-73x series, possibly FAB-732 to FAB-734. Next were two more SA315B for which a decree was passed 12 September 1978. No construction numbers are known although 2545 and 2546 may have been the ones involved. Six Helibras built HB315B Gavião followed. Permission by decree was granted 23 January 1981. The first three, 2541/HB2002, 2543/HB2003, 2544/HB2004 were delivered in 1981. Our current theory is that they took up FAB-730/731, and FAB-735, with FAB-736 and FAB-737 possibly for the two SA315B. There was a single SA315B delivered to the army as EB-201. It became civilian in 1991 but may have had a short spell in FAB as we are still one candidate short (for FAB-738.) Financial troubles meant the second lot of three Helibras machines was delivered much later, in the second half of the eighties. That is why we dare to assume these became FAB-739 to FAB-741, the latter was indeed confirmed as 2630/HB2007.



The Tango 2 is a primary training aircraft, locally assembled by Centro de Industria y Tecnología Aeroespacial (CITA). Every individual aircraft is named after a bird. This FAB-542 has 'Tiluchi' on the tail. (Santa Cruz-El Trompillo, 13 October 2013, Wim Sonneveld)



Another aircraft with a name, 'Jatun Puma', FAB-783 is seen on a factory testflight. Six were bought but currently only one is operable. (Marseille-Provence, February 2016, Erwin van Dijkman)



Two of the less spectacular but still useful helicopters in FAB service are the AS350B3 and R44 Raven II. Two Ecureuils arrived 29 June 2009 for Grupo Aereo 51. One, FAB-754, is white with orange and this FAB-755 is bright red, Michael Flebbe captured it 8 July 2009 at Cochabamba. The R44s are used for instruction at Chimoré by GAE22. Three arrived in July 2011 and three in May 2012. They are either blue or grey, like this FAB-764 taken by Miguel Angel Palma at Santa Cruz-El Trompillo in June 2013 (photo via Spotting and Aviation Bolivia Facebook group.)

| | | | | | | | | |
|----------------|-----------------|-----------------|--------------------|---------|---------|------|----------------------------------|--|
| FAB-730 | HB315B | GA51 | 2543/HB2003 | 1984 | 03oct09 | w/o | | l/n 241 , white c/s, w/o 03oct09 |
| FAB-731 | HB315B | Cochabamba, PMA | | oct94 | oct94 | wfu | | PMA, wreck |
| FAB-732 | SA315B | | | | 16jun81 | w/o | | w/o 16jun81 |
| FAB-733 | SA315B | | | | | ? | | photo |
| FAB-734 | SA315B | | | | | ? | | photo |
| FAB-735 | HB315B | Cochabamba | 2541/HB2002 | nov07 | apr10 | dump | | l/n 237 , w/o 01nov99 |
| FAB-736 | SA315B | | | | | ? | | requires confirmation |
| FAB-737 | SA315B | | | 1984 | | ? | | photo |
| FAB-738 | SA315B | | | | | ? | | requires confirmation |
| FAB-739 | HB315B | | 2619/HB2005 | | 07dec87 | w/o | PT-HNA | w/o 07dec87 |
| FAB-740 | HB315B | La Paz-El Alto | 2626/HB2006 | oct15 | nov16 | pres | PT-HNB Museo Aeroespacial inside | OR to CP-2215? |
| FAB-741 | HB315B | Santa Cruz | 2630/HB2007 | oct94 | oct94 | wfu | PT-HNC | wreck |
| FAB-... | HB315B | Cochabamba | | aug16 | jan20 | pres | | on base, HQ GA51 on pole |
| FAB-742 | UH-1H | GA51/FdTDR | 8625 | nov96 | apr03 | ? | USA 66-16431 | grey/maroon, DOS Air Wing titles |
| FAB-743 | UH-1H | GA51/FdTDR | 8955 | jul96 | 26oct06 | w/o | USA 66-16761 | w/o 26oct06, grey c/s, DOS AW titles |
| FAB-744 | UH-1H | GA51/FdTDR | | feb06 | may09 | ? | | grey c/s |
| FAB-745 | UH-1H | GA51/FdTDR | 13359 | 26nov07 | oct19 | act | N8060G | grey/maroon, US embassy crest |
| FAB-746 | SE3160 | Cochabamba | 1432 | 10mar07 | nov07 | dump | VEN 2287 | w/o 28jun07 |
| FAB-747 | SE3160 | Cochabamba, PMA | 1349 | 10mar07 | aug19 | i/a | VEN 1325 | PMA, white c/s |
| FAB-748 | UH-1H | GA51/FdTDR | 8805 | apr08 | oct19 | act | PER PNP-329 | grey/maroon, US Embassy crest |
| FAB-749 | UH-1H | GA51/FdTDR | 13040 | may09 | 06jul10 | w/o | N232SD/w/o 06jul10, | grey/maroon, US Embassy crest |
| FAB-750 | AS332B1 | reregistered | 2309 | 08jun06 | 13oct17 | mil | VEN 3312 | as FAB-753 |
| FAB-750 | UH-1H | GA51/FdTDR | 13050 | 26nov07 | oct19 | act | N230SD | grey/maroon, no mks, tail from other a/c |
| FAB-751 | AS332B1 | reregistered | 2322 | 08jun06 | 13oct17 | mil | VEN 7425 | as FAB-752 |
| FAB-752 | AS332B1 | GA51 | 2322 | 08jun06 | 20jul08 | w/o | FAB-751 | w/o 20jul08 |
| FAB-753 | AS332B1 | to Venezuela | 2309 | 08jun06 | 2011 | mil | FAB-750 | as 3312, std Palo Negro nov12 |
| FAB-754 | AS350B3 | GA51 | 4547 | 29jun09 | feb20 | act | | wh/or c/s |
| FAB-755 | AS350B3 | GA51 | 4683 | 29jun09 | feb20 | act | | red c/s |
| FAB-756 | UH-1H | GA51/FdTDR | 12742 | 26nov07 | oct19 | act | N261SD | grey/maroon, US embassy crest |
| FAB-757 | UH-1H | GA51/FdTDR | 12860 | 26nov07 | dec19 | act | N259SD | grey/maroon, US embassy crest |
| FAB-760 | R44 Raven II | GAE22 | 13061 | 05jul11 | apr18 | act | N70WD | |
| FAB-761 | R44 Raven II | GAE22 | 13096 | 05jul11 | apr18 | act | N4456F | |
| FAB-762 | R44 Raven II | GAE22 | 13242 | 05jul11 | apr18 | act | | |
| FAB-763 | R44 Raven II | GAE22 | 13279 | may12 | jul19 | act | | dk.blue c/s |
| FAB-764 | R44 Raven II | GAE22 | 13261 | may12 | apr18 | act | | grey c/s |
| FAB-765 | R44 Raven II | GAE22 | 13188 | may12 | apr18 | act | | grey c/s |
| FAB-773 | Bell 212 | GAE21 | | jul96 | jan97 | | | almost certainly mispole for very dark coloured FAB-723 |
| FAB-780 | AS332C1e | GA51 | 2906 | mar14 | oct19 | act | F-WJXN | named Jatún Puma |
| FAB-781 | AS332C1e | GA51 | 2920 | jun14 | oct19 | act | F-ZWBG | |



Nightmare on Elm Street, or Spotter's Paradise? In a huge half open hangar at Santa Cruz-El Trompillo airfield lies a treasure trove of old FAB aircraft. Last visited in October 2015, we have no clue what is still left of it. (T-34A FAB-907, March 2013, Gabriel Fernando Blanco)

The Alouette III was also in the helicopter line-up. Two were given to Bolivia by Venezuela on 10 March 2007. FAB-746 crashed 28 June 2007 and FAB-747 now spends its last days as instructional airframe at the PMA Cochabamba. (October 2015, Gareth Whitehead)

| | | | | | | | | |
|----------------|-------------|-------------------------|----------------|---------|---------|------|---------------|--|
| FAB-782 | AS332C1e | GA51 | 2981 | aug15 | oct19 | act | F-ZWBV | |
| FAB-783 | AS332C1e | GA51 | 2985 | feb16 | apr20 | act | F-ZWDO | |
| FAB-784 | AS332C1e | GA51 | 2998 | may16 | oct19 | act | F-ZWCQ | |
| FAB-785 | AS332C1e | Helibras Itajubá (GA51) | 3025 | oct16 | may18 | std | F-ZWDY | dam 16nov17, under repair at GADA93 PMA |
| FAB-9.. | T-34B | SCZ-El Trompillo | | sep16 | oct19 | pres | | |
| FAB-901 | T-34A | Cochabamba, PMA | G-52 | oct15 | apr19 | i/a | URY 636 | |
| FAB-902 | T-34A | GAE21 | X-102 | apr00 | nov07 | ? | URY 645 | |
| FAB-903 | T-34B | GAE21 | BG-324 | apr00 | 20sep00 | w/o | URY 677 | w/o 20sep00 |
| FAB-904 | T-34B | SCZ-El Trompillo | BG-28 | apr00 | oct13 | dump | URY 678 | |
| FAB-905 | T-34A | La Paz-Cota Cota | G-36 | feb18 | apr20 | i/a | URY 632 | UMSA, Carrera de Aeronáutica |
| FAB-906 | T-34A | Villamontes | G-731 | jul16 | jan20 | pres | URY 643 | on base |
| FAB-907 | T-34B | SCZ-El Trompillo | BG-142 | jan01 | oct15 | dump | URY 681 | inside hangar |
| FAB-908 | T-34A | SCZ-El Trompillo | G-42 | may09 | oct13 | dump | URY 633 | blue c/s |
| FAB-909 | T-34A | SCZ-El Trompillo | G-46 | feb06 | oct15 | dump | URY 634 | inside hangar, blue c/s |
| FAB-910 | T-34B | SCZ-El Trompillo | BG-44 | jan01 | oct15 | dump | URY 672 | inside hangar |
| FAB-911 | T-34A | Tarija | G-133 | dec11 | jan20 | pres | URY 650 | in town, Av. Julio Delio E. |
| FAB-920 | VT-34A | GAE21 | CG-318P | 31jul04 | may18 | act | VEN 8083 | Not ex 5027! this one is kept airworthy |
| FAB-921 | VT-34A | La Paz-El Alto | CG-297N | oct15 | nov16 | pres | VEN 7236 | Museo Aeroespacial de la FAB, inside |
| FAB-922 | VT-34A | SCZ-El Trompillo | CG-279N | 31jul04 | aug10 | std | VEN 4457 | |
| FAB-923 | VT-34A | GAE21 | CG-309N | 31jul04 | may08 | ? | VEN 0890 | |
| FAB-924 | VT-34A | SCZ-El Trompillo | CG-304N | 31jul04 | aug10 | std | VEN 0007 | |
| FAB-927 | VT-34A | SCZ-El Trompillo | | | nov10 | std | VEN ... | |
| FAB-928 | VT-34A | SCZ-El Trompillo | CG-287S | 31jul04 | jul04 | std | VEN 3476 | used for spares |
| FAB-929 | VT-34A | SCZ-El Trompillo | | 31jul04 | | std | VEN YV-E-MR25 | used for spares |
| FAB-930 | VT-34A | SCZ-El Trompillo | CG-299_ | 31jul04 | | std | VEN YV-E-MR30 | used for spares |
| FAB-X01 | Ce310 | Riberalta | | apr04 | nov19 | pres | | ex 'FAB-001' also, identity unknown |
| FAB-X02 | Lancair 360 | La Paz-El Alto | | oct15 | nov16 | pres | | Museo Aeroespacial de la FAB, inside |



Placed on a pedestal at the gate of Riberalta is this Cessna 310 'FAB-X01'. It was fitted with an experimental hydraulics system in Bolivia. That is why it received a serial in the "x-series". It was painted up as 'FAB-001' after this shot was taken, and since 2017 it is grey and has lost its serial altogether. We do not know its real identity yet. (FAB archives)



The Huayna was a Lancair 360 built in Bolivia. It started its career in a white colour scheme, received this blue and yellow coat and is seen at PMA Cochabamba here. After a spell there, it went to La Paz-El Alto and is preserved in the FAB museum there in its original colours. (17 October 2010, Fernando Ruiz Vera)

Army aviation - Aviación del Ejército

Army aviation regained its status as an independent entity on 15 August 1981, temporarily called 'section G - air support'. First aircraft was SA315B EB-201 that arrived by 1983. This was followed in 1987 by two Beech 200s to form Army Aviation Company 1 at La Paz-El Alto. Later, in 1995, a Beech C90 was added to this. By then, Army Aviation Company 2 was formed at Santa Cruz-El Trompillo with a Ce152, Ce210, EMB810 and two C212s, one of which crashed. The branch itself had been renamed as Army Aviation Company 291 in 1995 and adopted its current name of *Compañía de Aviación el Ejército N° 1 "Lopez"* (CAE-1) in 2001. After that, a F27 arrived as well as more modern helicopters like the Robinson R44 and six Chinese Z-9s.



| | | | | | | | | |
|----------------------|-------------|-------------------------|--------------------|---------|---------|-------|--------------|---|
| EB-001 | Ce421B | SCZ-El Trompillo | 421B-0443 | 08dec76 | may82 | ? | N111BM | |
| EB-001 | Beech 200 | to ZP-PTC | BB-209 | 81 | | civil | N5450M | currently G-FLYW |
| EB-002 | Beech 200C | Aviación de Ejército | BL-33 | jan89 | 27nov95 | w/o | | w/o 27nov95 |
| EB-003 | Beech C90 | CAE-1 | LJ-905 | oct94 | apr20 | act | YV-164CP | |
| EB-004 | PA-31T | to CP-1678 | 31T-8120017 | 81 | | civil | CP-1678 | |
| EB-033 | Ce210L | CAE-1 | 210-60373 | apr18 | 31aug19 | w/o | N93351 | w/o 31aug19, ex LV-xxx Argentina civil |
| EB-50 | C212DF-300 | | 369 | jul89 | apr95 | w/o | ECT-130 | w/o apr95 |
| EB-51 | C212DF-300 | to N379CA | 379 | jul89 | jun90 | civil | EC-212 | |
| EB-51 | C212-100 | reregistered | 25-59 | 22may08 | oct10 | mil | ESP T.12B-31 | as FAB-88 with the Air Force |
| EB-91/CP-2013 | F27-200 | o/h (CAE-1) | 10138 | 06 | apr18 | act | CP-2013 | |
| EB-101 | H425 | CAE-1 | Z9-0676 | jan14 | apr18 | act | | named Cap. Rafael Pabón Cuevas |
| EB-102 | H425 | CAE-1 | Z9-0677 | may14 | may19 | act | | named Gral. Jorge Jordán Mercado |
| EB-103 | H425 | CAE-1 | Z9-0678 | may14 | apr18 | act | | named My. Arturo Valle Peralta |
| EB-104 | H425 | CAE-1 | Z9-0679 | sep14 | apr18 | act | | named Cap. Leónidas Rojas Terrazas |
| EB-105 | H425 | CAE-1 | Z9-0680 | sep14 | apr18 | act | | named Cap. Luis Ernst Rivera |
| EB-106 | H425 | CAE-1 | Z9-0681 | may14 | apr18 | act | | named Gral. Alberto Paz Soldan Pol |
| EB-121 | R44 Raven I | Gr. de Caballería Aérea | 2302 | aug13 | mar19 | act | | grey c/s, named Mcal. Bernardino Bilbao Rioja |
| EB-201 | SA315B | | 2594 | oct82 | 1991 | civil | to CP-2218 | (to FAB before that?) and w/o 18aug92 |
| EB-301 | Ce210 | SCZ-El Trompillo | | | 01 | ? | | |
| EB-1001 | Ce402B | | | | | ? | | requires confirmation, strange out-of-range serial |



The Bolivian Navy has had one or two aircraft on strength since 1968 already. Some sources state they also operated two Harvards, but we think that is not the case. Another enigma was a photo of Ce402 AB-102 as 'FAB-102' but that was photoshopped. Also, we believe the only aircraft now is this Ce340A AB-007. (La Paz-El Alto, 13 November 2014, Marco Camacho via Aviación Boliviana)

Naval aviation - Armada Boliviana

Bolivia is one of the few land-locked countries in South-America. But the riverine system requires aerial patrolling too. It acquired a single Cessna 182 in 1968, identity unknown, flown from Santa Ana de Yacuma in the medical support role. In 1975, a single Cessna TU-206 followed. Bolivian naval aviators were trained in Punta Indio, Argentina to train on SNJ-2s there. Later a Cessna 340 arrived and that is the sole operational aircraft now. Some aircraft were just loaned from FAB and little is known of their identities. As far as we know, the service never operated Harvards as is sometimes stated.

| | | | | | | | |
|---------------|----------|------------|-------------------|---------|-------|-----|--------|
| FNB001 | CeTU206F | to CP-.... | U206-02497 | 09oct80 | civil | | |
| FNB002 | Ce404 | | 404-0638 | 25aug80 | aug80 | ? | N5289J |
| FNB003 | CeU206G | | U206-05516 | oct80 | | ? | N4624X |
| AB-007 | Ce340A | Armada | 340A-0719 | mar09 | oct19 | act | |
| AB-102 | Ce402C | | 402C-0605 | 83 | 98 | ? | C-GNJM |



Not to FAB (faked photo) or EB

Police aviation - Servicio Aeropolicial

The youngest branch with aerial assets is the *Servicio Aéreo Policial de Seguridad Ciudadana*, formed on 4 April 2012. Like many law enforcement agencies they use the Robinson R44, two of which are operated from Santa Cruz-El Trompillo. Later, a single Beech B55 was added.

| | | | | | | | |
|---------------|-----------|----------------|--------------|---------|-------|-----|-----------|
| PB-001 | R44-II | SAP Santa Cruz | 13039 | 30may13 | aug18 | act | white c/s |
| PB-002 | R44 | SAP Santa Cruz | 13372 | 30may13 | jul19 | act | blue c/s |
| PB-003 | Beech B55 | | | jul17 | aug19 | act | PB-001 |



Credits go to Ian Carroll, Michael Flebbe, Andy Marden, Jonathan Olguin, Colin R Smith, and Hans van der Vlist for their assistance in the past and present quest for the real types, serials and construction numbers.



Killing two birds with one stone by showing two operators of the R44. The top one, appropriately painted blue is one of two police Ravens, PB-002. That being said, Raven II PB-001 is white...

The bottom one is the sole R44 operated by the Army. Registration is EB-121 and the text on its fuselage reads "Mcal. Bernardino Bilbao Rioja".

(Santa Cruz - El Trompillo, 13 October 2013, Wim Sonneveld)

Dutch Aviation Society

'Scramble' is a monthly publication by the Dutch Aviation Society and is for private circulation only. The entire content of 'Scramble' is a copyright of the Stichting Dutch Aviation Society, and can not be reproduced in any form without permission.

The main activities of the Dutch Aviation Society are: publication of the monthly magazine 'Scramble', maintaining the aviation website www.scramble.nl, organising spotter conventions, maintaining an aviation information database, publishing from this aviation information database and other activities aimed at promoting the aviation hobby in general.

The Stichting Dutch Aviation Society cannot be held responsible for any loss or damage incurred to the content of this publication.

Editorial addresses

Dutch Aviation Society
Postbus 75545
1118 ZN Schiphol
The Netherlands
Fax +31-84-738 3905
<http://www.scramble.nl>

Scramble Magazine:
ISSN 0927-3417

info@scramble.nl
subscribe@scramble.nl
mil@scramble.nl
civ@scramble.nl
milupload@scramble.nl
civupload@scramble.nl
webmaster@scramble.nl

General information
Subscription info
All military matters
All civil matters
For military pictures
For civil pictures
Scramble website

Subscriptions

For information on subscriptions we refer to our website.
Please visit <http://www.scramble.nl/shop>

Detailed information on subscriptions on request (via e-mail: subscribe@scramble.nl). Do not pay in advance, please wait for payment instructions. To end your subscription inform us by e-mail. Subscribers living in the Netherlands need to inform us about the end to their subscription before 1 March of each year.

Digital images, photos & slides

We prefer to receive digital images. Please send pictures in original size, but with a minimum width of 1600 pixels to either civupload@scramble.nl or milupload@scramble.nl. More details on the digital images can be found at www.scramble.nl/digital-images.

If you prefer to send printed photos or slides please make sure EVERY photo and slide that you submit for publication is clearly marked with the following: 1. Name of the photographer; 2. When and where the picture was taken. All digital images, photos and slides will be carefully stored in our archive (for possible future use). Printed photos and slides will NOT be returned.

General credits

ACAR International, Air-Britain News, Air Forces Monthly, Airbus Industrie, Airnieuws Nederland, AMCAR, ASCEND, Aviation Group Leeuwarden / Full Stop, Aviation Society of Antwerp, Aviation Week & Space Technology, Boeing Company, BAE Systems, British Aviation Review, Defensie-krant, De Vliegende Hollander, East London Aviation Society / ELAS, Flight International, FlyPast, Full Stop, Gilze-Rijen Aviation Society / Take-off, Groningen-Eelde Aviation Society / GEAS, Heli International, Humberstone Aviation Review, Intercept, International F-104 Society / Zipper, Jane's Defence Weekly, Japan Aviation News, Jetstream, JP4 / Aeronautica, Luchtvaartvereniging Twenthe / On Finals, Latin American Aviation Historical Society (LAAHS), Luftfahrt Journal (Coincat), Military Aviation Review, Nag Mag, Naval Aviation News, Panoravia, Propliner Magazine, Saab Aircraft, Speednews, Spotting Group Soesterberg, Spotting Group Volkel / AIM, Stansted Aviation News, Tailhook, Tassos Raftopoulos, Tyneside Aviation Group, VMAS Veneto Military Aviation Society, World Airline Fleets News and the Frits von Münching archives, plus all those that preferred anonymity. Other credits can be found within the separate sections. If you want to be credited for your contribution please mark your name with ©.

Editorial Team

| | |
|------------------------------|---|
| Movements Netherlands | : Chris Ufkes, Ron Frijlink, David Alders |
| Movements Belgium | : Ron Frijlink, Chris Ufkes |
| Military Movements Elsewhere | : Frank van Hemert |
| Manufacturers News | : Coen Capelle, Ron Frijlink |
| Airline News | : Kees Elfering, Anton Homma |
| Jetliners | : Coen Capelle, Walter Heukensfeld |
| Propliners | : Fred Streep |
| Commuters | : Walter Heukensfeld |
| Fokker News | : Niels Linthout |
| Bizjets & Bizprops | : Gideon van Dijk, Jan Swart, David Alders |
| Soviet Updates/Trips | : Soviet Transport Team |
| PH-register | : Jan Hetebrij |
| Wrecks and Relics | : Otger van der Kooij, Andy Marden, Erwin Alexander |
| Warbirds | : Gert Jan Mentink |
| Dustpan & Brush | : Niels Linthout |
| Civil and Military Triptease | : Bram van Roosmalen |
| Airfields/codes | : Erik Sleutelberg |
| Subscriptions | : Jaap Dijkstra |
| Shipping/Logistics/Shop | : Arjan van den Berg |
| Other editors | : Niels Borcharding, Piet Luijken, Mark van der Molen |

Military News & Updates, Showreports

| | |
|-------------------------------|--|
| Belgium/Netherlands/Luxemburg | : John van Golen |
| Austria/Switzerland | : Johan Mulder |
| France | : Peter Stevens |
| Germany | : John van Golen |
| Eastern Europe | : Marijn van der Burgt, René Slegers |
| Greece | : Patrick Roegies |
| Israel | : Bram van Roosmalen |
| Italy/Malta | : Johan Mulder |
| Portugal/Spain | : Eddy Wierenga |
| Russia | : Marc-Antony Payne |
| Scandinavia | : Hans van Herk |
| Turkey/Cyprus | : Marco Dijkshoorn |
| United Kingdom | : Erik-Jan Engelen |
| USAF | : Rob van Disseldorp |
| US Army | : Erik-Jan Engelen |
| USCG/USMC/USN/NASA | : Stephan de Bruijn, Melchior Timmers |
| Japan | : Hans van Dam |
| Middle East | : Marco Dijkshoorn |
| Asia | : Erwin van Dijkman, Marijn van der Burgt, Hans van Herk, Jaap Dijkstra, Jochem Manders, Hans Jacobs |
| Africa | : Michiel Vermeer |
| Latin America | : Erwin van Dijkman, Wim Sonneveld |
| Canada/Caribbean | : Wim Sonneveld |
| Oceania/Ireland | : Jochem Manders |
| DoS Air Wing / Embassy Flt | : Peter Wilmink |





Embraer 550, a.k.a. Praetor 600, N600HZ visited Munich on 25 July. The aircraft is operated by Liberty Jet Management.



Late September three different types of Gulfstream business jets visited Amsterdam-Schiphol East. The demonstrators G650 N630GA, G600 N600GS and pictured G280 N202GA, came in for an event in cooperation with Dutch private jet operator Exxaero. (Amsterdam-Schiphol, 26 September 2020, Walter Heukensfeld)



Gulfstream G650 N630GA is parked at Amsterdam-Schiphol's East-platform waiting for a demonstration flight which would take place later that day. (Walter Heukensfeld, 26 September 2020)



Boeing 747s with an identifiable colour scheme, but without titles, are the theme of this month's back cover. First is this ex KLM 747-400 PH-BFL. (Amsterdam-Schiphol, 25 June 2020, Ad Jan Altevogt)



ASL Airlines Belgium took delivery of this Boeing 747-400F OE-IFK in August. Its previous operator, AirBridgeCargo, is not difficult to guess. (Hahn, 22 September 2020, Eric Vangeel)



Cargolux Boeing 747-400F LX-OCV was withdrawn from use late June. It is seen here parked at Luxemburg-Findel without titles, waiting for things to come. (19 July 2020, Robert Eikelenboom)