

494
July 2020

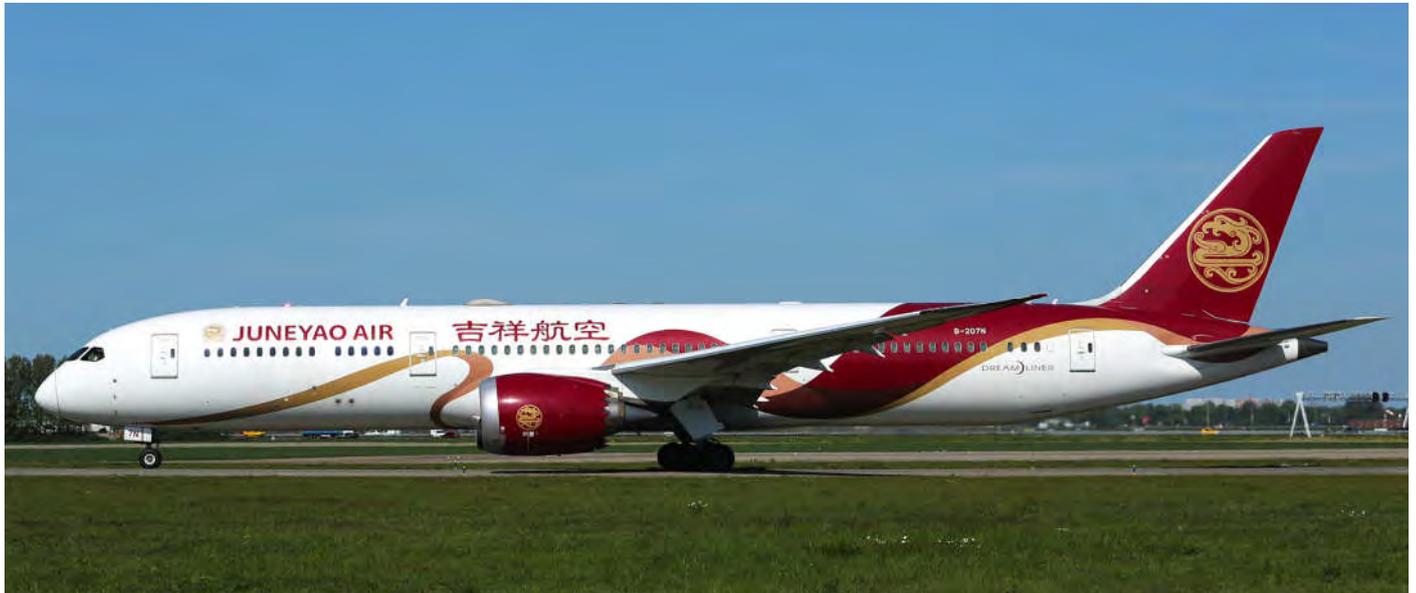
Scramble

*The immortal CJ-6
OSACOM vs OSA-A
VFC-111 Sundowners*

DUTCH AVIATION SOCIETY



In May Cyprus Airways flew two charters, from and to Larnaca, both with pictured A319 5B-DCW. The first visit was on 6 May, the second on 27 May 2020. (Amsterdam-Schiphol, 6 May 2020, Ton Jochems)



Juneyao Air flew lot of cargo flights with their Boeing 787 Dreamliners. B-207N, in a special Chinese Silk Ribbon colour scheme, showed up for the first time on 6 May. (Amsterdam-Schiphol, 6 May 2020, Robert Eikelenboom)



Also on the 6th of May, PIA - Pakistan International Airlines showed up with Boeing 777 AP-BGZ, which was also a first visit. (Amsterdam-Schiphol, 6 May 2020, Ton Jochems)

Editorial

Even though we are still suffering from the COVID-19 pandemic, this month we managed a 'bumper' issue with no less than 112 pages! Like last month we have no Showreports (you can imagine why that is...), but we have a nice backlog of articles for you and this will be evident in this and upcoming issues.

First up a nice article on OSACOM vs OSA-A, some clandestine units of the United States Army. OSACOM stands for Operational Support Airlift Command and OSA-A for Operational Support Airlift-Activity. Our USAr editor Erik-Jan Engelen created this fine piece and explains what they do and why it is so hard to find the correct unit for it!

Second is an overview of the (Nanchang) Immortal CJ-6, a Chinese trainer aircraft and we top it off with an article on VFC-111 Sundowners, "Florida's Bad Guys", written by our Social Media contributor George Karavantos.

Order your copy of Scramble World Airline Fleets, Scramble Military Serials and Scramble Military Transports now to avoid disappointment. Since most people will be working from home this is the right time to see what you are missing! Head to our shop at www.scramble.nl/shop!

Cover Photo



An image not seen too often is an AH-64D Apache during an air-to-air shoot. This Royal Netherlands Air Force Q-19 is photographed above the beaches of Scheveningen, where in the back, social distancing can be observed. (11 June 2020, Ralph Blok)

Important dates

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Deadline copy: 17 July 2020
Deadline photos: 22 July 2020
Planned publication date: 5 August 2020

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

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



Movements Netherlands

Western Global Airlines took delivery of this Boeing 747 already in December 2015. N344KD has been carrying these colours since April 2018. (Amsterdam - Schiphol, 31 May 2020, Ton Jochems)

Amsterdam - Schiphol

		May 2020					
01. 2-ZEUZ	Beech C90A	Zeusch Aviation	dep	N542KD	MD-11F	Western Global	WGN3366/7
2-ZEUZ	Beech C90A	Zeusch Aviation	06	N795AV	B787-8	Avianca	f/v 06 AVA282/3
4K-AZ82	B767-32LER	Azerbaijan Airlines	f/v AHY7065/6	N12006	B787-10	United Airlines	f/v UAL2810/1
A6-EPZ	B777-31HER	Emirates	f/v 02 UAE9916	OO-MMT	Ce560XLS	Air Service Liège	20
B-1097	A330-343E	Hainan Airlines	dep CHH739	SE-RMB	Ce525B	Svenskt Industriflyg	dep
B-LRJ	A350-941	Cathay Pacific	f/v CPA271/0	SE-RMB	Ce525B	Svenskt Industriflyg	14
C-GFAJ	A330-343E	Air Canada	02 ACA7212/3	VQ-BQF	B777-3M0ER	Aeroflot	06 AFL2192/3
ER-BAM	B747-409BDSF	Aerotrans Cargo (a/w)	dep ATG2252	06. 5B-DCW	A319-114	Cyprus Airways	f/v CYP620/1
N723AN	B777-323ER	American Airlines	f/v 02 AAL9441/2	A6-EQK	B777-31HER	Emirates	f/v UAE2563
OE-IFB	B747-4B5ERF	ASL Airlines Belgium	09 TAY914E	AP-BGZ	B777-240LR	PIA	f/v PIA8733/4
OO-MMT	Ce560XLS	Air Service Liège	03	B-207N	B787-9	Yuneyao Air	f/v DKH1641/2
02. A7-ANC	A350-1041	Qatar Airways	f/v QTR273/4	B-1020	A330-343E	Hainan Airlines	f/v 07 CHH739/40
B-1097	A330-343E	Hainan Airlines	CHH739/40	B-8659	A330-243	Tianjin Airlines	GCR7717/8
D-CDCM	Ce560XLS+	Air Hamburg	03 AHO459C/369V	EI-GCU	A330-223	I-Fly (a/w)	f/v RSY9838/9806
D-CPMU	Lj60	FAI rent-a-jet	03 IFA1193	M-IFFY	Ce510	Xead Aviation	07
EC-LZO	B767-35DER	Privilege Style	PVG691P/6991	N66D	Ce510	Heiko Sauer	
EC-NBN	A330-243	Wamos Air	03 PLM338/339P	N331QT	A330-243F	Tampa Cargo	07 TPA4047/6
ER-BAM	B747-409BDSF	Aerotrans Cargo (a/w)	ATG4461/2	OK-BEE	Beech 400A	JetBee Czech	07 JBC876C/875A
N17002	B787-10	United Airlines	f/v UAL2814/3	OO-ABE	A340-313E	Air Belgium (a/w)	SLM996/3003
OO-JAX	B737-8K5	TUI Belgium	dep TFL8791	VP-BJL	B777-35EER	Nordwind Airlines	f/v NWS9426/7
SU-GDM	B777-36NER	Egypt Air	f/v MSR757/8	YU-SCJ	Ce525	Prince Aviation	PNC9CJ
03. 4K-AZ82	B767-32LER	Azerbaijan Airlines	AHY7065/6	07. D-102	CH-47D	298sq	*Titan4
9H-ALL	Ce525A	Luxwing	04 LWG102/191	9H-AHA	B737-505	Air X Charter	AXY723/4
A7-ANA	A350-1041	Qatar Airways	f/v QTR273/4	9H-ALL	Ce525A	Luxwing	08 LWG191/102
B-1021	A330-343E	Hainan Airlines	CHH739/40	9H-JLK	Falcon 7X	TAG Aviation Malta	TEU11
B-8959	A330-243	Tianjin Airlines	f/v GCR7719/20	A6-EQO	B777-31HER	Emirates	f/v UAE215
D-IEMO	Raytheon 390	Projet	dep	A7-ANN	A350-1041	Qatar Airways	f/v QTR273/4
D-IEMO	Raytheon 390	Projet	04	B-1021	A330-343E	Hainan Airlines	08 CHH739/40
N331QT	A330-243F	Tampa Cargo	04 TPA4047/6	EC-MUA	B777-212ER	Privilege Style	08 SLM304/993
OK-SLX	Ce560XL	Silesia Air	04 SUA634/642	F-HRFL	Falcon 2000LX	Dassault Aviation	f/v
OO-JAX	B737-8K5	TUI Belgium	TFL8792/792F	M-CPAY	Falcon 900LX	Puru Aviation	f/v
OO-MMT	Ce560XLS	Air Service Liège	04	OO-ACF	B747-4EVERF	ACE Belgium	f/v 08 FRH505P/510P
SP-TTA	Beech 400A	Smart Jet	SAH59P	PT-MUE	B777-32WER	LATAM	f/v 09 TAM9516/54
04. 9M-MUA	A330-223F	Maskargo	05 MAS6126/7	VQ-BFS	B737-83NBCF	Atran	f/v VAS9701/2
A6-BMG	B787-10	Etiihad	f/v ETD79/80	VQ-BJA	B777-212ER	Nordwind (a/w)	f/v 08 NWS9472/3
A7-ANP	A350-1041	Qatar Airways	f/v QTR273/4	ZA-ALB	B737-46J	Albawings	AWT9055/6
B-8659	A330-243	Tianjin Airlines	f/v GCR7717/8	08. D-662	CH-47D	298sq	*Titan5
D-BAHB	Falcon 2000LX	MHS Aviation	MHV20Y	V-11	G-IV	334sq	NAF11
D-CAMB	Lj31A	Jetcall	JCL4	4X-EDL	B787-9	El Al	f/v ELY337/8
D-CEFO	Ce560XLS+	Air Hamburg	AHO353A	B-208A	B787-9	Yuneyao Air	f/v DKH1651/2
EC-LZO	B767-35DER	Privilege Style	PVG6992	B-1020	A330-343E	Hainan Airlines	09 CHH739/40
N332QT	A330-243F	Avianca Cargo	05 TPA4047/6	B-8659	A330-243	Tianjin Airlines	GCR7719/20
N542LA	B767-316ERF	LATAM Cargo	f/v LCO1503	C-GEFA	A330-343E	Air Canada	f/v 09 ACA7212/3
OK-BEE	Beech 400A	JetBee Czech	05 JBC873B/876A	D-CDOC	Lj45	Jetcall	JL2
OO-ABE	A340-313E	Air Belgium (a/w)	SLM3004/995	D-CGAA	Ce560XLS+	Air Hamburg	AHO322W
OY-JJK	Raytheon 4000	Sun-Air	SUS9067/667	G-POWU	A321-211	Titan Airw (a/w)	f/v AWC612Y/102
PT-MUJ	B777-32WER	LATAM	f/v 08 TAM9516/7	G-POWW	A321-211	Titan Airways	f/v AWC613Y/103
VQ-BFK	B777-3M0ER	Aeroflot	f/v AFL2550/1	G-XONE	CL-604	Gama Aviation (UK)	09 GMA278
05. D-106	CH-47D	298sq	*Shadow6	HA-TAD	Saab 340A	Fleet Air	FRF200/1
4K-AZ82	B767-32LER	Azerbaijan Airlines	AHY7065/6	HI1065	Ce680	Helidosa Aviation Group	f/v 09
9H-FOM	EMB500	Luxwing	LWG591/502	HL8208	B777-3B5ER	Korean Air	f/v KAL9925/6
A7-ANI	A350-1041	Qatar Airways	f/v QTR273/4	N335QT	A330-243F	Avianca Cargo	f/v 09 TPA4047/6
B-1021	A330-343E	Hainan Airlines	CHH739/40	OE-FCO	Ce510	GlobeAir	GAC436K/285C
D-CXLS	Ce560XLS+	Air Hamburg	06 AHO399V/458S	OO-PRM	Ce510	Air Service Liège	09
HA-TAG	Saab 340A	Fleet Air	06 FRF300/1	PT-MUI	B777-32WER	LATAM	f/v 11 TAM9516/7
				UK67002	B767-33PERF	Uzbekistan Airways	UZB3565/6
				VP-BGD	B777-3M0ER	Aeroflot	f/v AFL2694/5
				YU-SCJ	Ce525	Prince Aviation	PNC9CJ

09.9H-ALL	Ce525A	Luxwing	10 LWG102/191	N13013	B787-10	United Airlines	f/v UAL70/1
9H-JLK	Falcon 7X	TAG Aviation Malta	13 TEU11	OE-IJZ	A320-214	EasyJet Europe	27 EJU9048/2
A7-ANL	A350-1041	Qatar Airways	f/v QTR273/4	PT-MUC	B777-32WER	LATAM	TAM9523
B-1021	A330-343E	Hainan Airlines	CHH739/40	14.9H-IBD	Global 5000	Eurojet	17 JNL1
D-CSCB	Ce560XLS+	Silver Cloud Air	13 SCR187	B-1020	A330-343E	Hainan Airlines	15 CHH739/40
G-SPRE	Ce550	Synergy Aviation	f/v 10 SYG2	B-8659	A330-243	Tianjin Airlines	15 GCR7719/20
N16008	B787-10	United Airlines	f/v UAL70/1	D-INCS	Ce525	Jetkontor	JKH321
N2136U	B777-322ER	United Airlines	f/v UAL2768/71	EI-GCZ	A330-223	I-Fly (a/w)	f/v RSY9838/9806
PT-MUJ	B777-32WER	LATAM	10 TAM9518/9	G-JOTS	BAe146-RJ100	Jota Aviation	ENZ952/F
SU-GDR	B777-36NER	Egypt Air	MSR757/8	M-ETAL	P180	GFG Aviation	
10.9H-JAD	CL-850	Air X Charter	11 AXY1005/1103	N331QT	A330-243F	Tampa Cargo	TPA4047/6
A7-ANM	A350-1041	Qatar Airways	f/v QTR273/4	OO-ABD	A340-313E	Air Belgium	SLM3004/995
B-1020	A330-343E	Hainan Airlines	CHH739/40	PT-MUD	B777-32WER	LATAM	TAM9517
B-8596	A330-243	Tianjin Airlines	f/v 11 GCR7717/8	PT-MUE	B777-32WER	LATAM	15 TAM9518
B-8659	A330-243	Tianjin Airlines	11 GCR7719/20	SE-RMB	Ce525B	Svenskt Industriflyg	16
D-CEFO	Ce560XLS+	Air Hamburg	11 AHO352X	UP-B6703	B767-332ER	Sunday Airlines	f/v VSV5078/9
EC-MUA	B777-212ER	Privilege Style	SLM994/3003	YU-BTB	Ce550	Air Pink	
HB-JCL	A220-371	Swiss	f/v SWR734/5	15.9H-GIO	Ce525	Luxwing	17 LWG1202/1
N335QT	A330-243F	Avianca Cargo	11 TPA4049/8	B-1021	A330-343E	Hainan Airlines	16 CHH739/40
N512JN	MD-11F	Western Global (a/w)	f/v WGN3366/7	B-8596	A330-243	Tianjin Airlines	GCR7717/8
OO-TUP	B737-85P	TUI Belgium	dep JAF8301	C-GEFA	A330-343E	Air Canada	16 ACA7212/3
PT-MUC	B777-32WER	LATAM	f/v 12 TAM9522	D-IEMO	Raytheon 390	Projet	17
UR-SQJ	B737-96NER	SkyUp Airlines	f/v SQP4497/8	ER-JAI	B747-412BDSF	Aerotrans Cargo(n/t)	16 ATG6629/41
11.9H-JAD	CL-850	Air X Charter	13 AXY1104/1308	N335QT	A330-243F	Avianca Cargo	TPA4047/6
9M-MUB	A330-223F	Maskargo	13 MAS6126/7	OE-FFB	Ce510	GlobeAir	GAC956J/845J
G-POWV	A321-211	Titan (a/w)	f/v 12 AWC610Y/6101	VQ-BFK	B777-3M0ER	Aeroflot	16 AFL2192/3
LX-DEA	Ce560XLS	Luxaviation	arr LXA24Y	VQ-BIL	B777-3M0ER	Aeroflot	f/v AFL2694/5
N332QT	A330-243F	Avianca Cargo	12 TPA4047/6	VQ-BKG	A321-211	Ural Airlines	f/v 16 SVR3829/30
OE-FOE	Ce510	GlobeAir	12 GAC653W/273F	16.4X-EDE	B787-9	EI AI	ELY337/8
OE-FZE	Ce510	GlobeAir	12 GAC571L/774N	9H-VFJ	CL-605	VistaJet Malta	17 VJT516
OO-JAX	B737-8K5	TUI Belgium	TFL8192/910F	B-KPO	B777-367ER	Cathay Pacific	f/v CPA271/0
PT-MUE	B777-32WER	LATAM	TAM9518/9	D-BAHB	Falcon 2000LX	MHS Aviation	26 MHV20Y
VP-BGF	B777-3M0ER	Aeroflot	f/v AFL2550/1	N734AR	B777-323ER	American Airlines	f/v 17 AAL9724/5
12.4X-ABG	A320-232	Israir	ISR275/6	N2140U	B777-322ER	United Airlines	f/v UAL2768/71
9H-AOE	HA-420	Emperor Aviation	EMM009	OE-FBD	Ce510	GlobeAir	GAC50W/494X
B-1020	A330-343E	Hainan Airlines	13 CHH739/40	OO-ABD	A340-313E	Air Belgium	SLM996/3003
B-8596	A330-243	Tianjin Airlines	13 GCR7717/8	PT-MUE	B777-32WER	LATAM	TAM9519
B-8659	A330-243	Tianjin Airlines	13 GCR7719/20	PT-MUI	B777-32WER	LATAM	17 TAM9520
B-KPL	B777-367ER	Cathay Pacific	f/v CPA271/0	SP-KCS	Ce560XLS	Jet Story	JD130C
EI-GCU	A330-223	I-Fly (a/w)	RSY9838/9806	SU-CCH	CRJ900LR	Petroleum Air Serv.	f/v 17 PER001/2
ER-BBJ	B747-412F	Aerotrans Cargo(n/t)	13 ATG4419/20	UP-B5702	B757-21B	Sunday Airlines	f/v VSV5053/4
M-IFFY	Ce510	Xead Aviation	14	17.B-20DT	B787-9	Yuneyao Air	f/v DKH1667/8
OO-TUP	B737-85P	TUI Belgium	24 JAF8302/084F	B-207N	B787-9	Yuneyao Air	DKH1651/2
PT-MUD	B777-32WER	LATAM	f/v 13 TAM9516	B-8659	A330-243	Tianjin Airlines	18 GCR7719/20
PT-MUI	B777-32WER	LATAM	TAM9518/9	EI-GCU	A330-223	I-Fly (a/w)	RSY9838/9806
13.4X-EDD	B787-9	EI AI	f/v ELY256/336	N335QT	A330-243F	Avianca Cargo	TPA4047/6
9H-JLK	Falcon 7X	TAG Aviation Malta	20 TEU11	N412SN	MD-11F	Western Global	WGN3366/7
B-207N	B787-9	Yuneyao Air	DKH1651/2	N9912H	N2S-3	Hans Nordsiek	
B-1021	A330-343E	Hainan Airlines	14 CHH739/40	OE-FDT	Ce510	GlobeAir	GAC102V/091W
B-KQG	B777-367ER	Cathay Pacific	f/v CPA271/0	OE-FFB	Ce510	GlobeAir	18 GAC766G/655H
G-UZME	A321-251NX	EasyJet	f/v EZY9001/2	PK-GIH	B777-3U3ER	Garuda Indonesia	GIA8800
HL8027	A330-323E	Korean Air	f/v KAL9925/6	SE-RMB	Ce525B	Svenskt Industriflyg	arr
M-ETAL	P180	GFG Aviation	f/v	SP-ENX	B737-8Q8	Enter Air	18 ENT533/552
N725AN	B777-323ER	American Al	f/v 14 AAL9441/9725	YR-TYA	Ce560XLS+	Toyo Aviation	19 TOY108/9



UP-B6703 is the sole Boeing 767 in the Sunday fleet. Sunday Airlines, a subsidiary of SCAT Airlines, is one of the 'COVID-19' airlines recently seen at airports around Europe. The Sunday Airlines fleet is being operated by SCAT. (Amsterdam - Schiphol, 14 May 2020, René Woerlee)



Global 6000 9H-OJS was delivered to OJets in April 2018. Being an indirect air carrier the fleet is operated by Elit'Avia Malta. (Rotterdam - The Hague, 22 May 2020, André Wadman)

18. 9H-GIO	Ce525	Luxwing	19 LWG1209/1	9H-JLK	Falcon 7X	TAG Aviation Malta	arr TEU11
9M-MUA	A330-223F	Maskargo	19 MAS6126/7	B-KPI	B777-367ER	Cathay Pacific	f/v CPA271/0
B-KPJ	B777-367ER	Cathay Pacific	f/v CPA271/0	CS-GLY	Global 5000	Netjets Europe f/v 24	NJE156L/771Q
D-IEMO	Raytheon 390	Projet	21	D-IEFD	Ce525	Eisele Flugdienst	EFD2F
LZ-CGX	B737-43QF	Cargo Air	f/v BCS3319/1391	D-IOHL	Ce525A	Excellent Air	24 ECA3C
N332QT	A330-243F	Avianca Cargo	TPA4047/6	EI-FNX	A330-243	I-Fly	f/v RSY9826/9806
PT-MUC	B777-32WER	LATAM	19 TAM9522	ER-JAI	B747-412BDSF	Aerotrans Cargo(n/t)	24 ATG6605/6
PT-MUI	B777-32WER	LATAM	19 TAM9521	F-GPGA	BAe125-900XP	Valljet	VLJ22AR
19. 9H-YES	B737-5Q8	Air X Charter	AXY1909/10	LX-GBH	Falcon 8X	Luxaviation	f/v LXA6A
B-207N	B787-9	Yuneyao Air	DKH1651/2	N724AN	B777-323ER	American Airlines	f/v 24 AAL9724/5
B-8659	A330-243	Tianjin Airlines	20 GCR7719/20	N24976	B787-9	United Airlines	f/v UAL70/1
D-ITAN	Ce525	Transavia Flug		OK-NFU	ATR72-212A	Czech Airlines	f/v CSA616/7
M-IFFY	Ce510	Xead Aviation	23	OO-MMT	Ce560XLS	Air Service Liège	27
N1DM	G280	Macneil Aviation	21	PT-MUE	B777-32WER	LATAM	TAM9519
N171JC	G-IVSP	Global Air Charters	20 GJE76	PT-MUI	B777-32WER	LATAM	24 TAM9520
OE-FZB	Ce510	GlobeAir	20 GAC655J/013Z	SP-KCS	Ce560XLS	Jet Story	JDI30C
PK-GIH	B777-3U3ER	Garuda Indonesia	GIA8900	VN-A879	B787-10	Vietnam Airlines	f/v HVN8
PT-MUJ	B777-32WER	LATAM	20 TAM9516	24. 4X-EDJ	B787-9	EI AI	f/v ELY335/6
SP-ENX	B737-8Q8	Enter Air	21 ENT553	B-8659	A330-243	Tianjin Airlines	25 GCR7719/20
20. 9H-FAM	EMB500	Luxwing	21 LWG391/301	B-KQU	B777-367ER	Cathay Pacific	f/v CPA271/0
A6-EQF	B777-31HER	Emirates	f/v 21 UAE9914	D-CANG	Ce560XLS+	Air Hamburg	AHO464F
B-1115	B787-9	Juneyao Airlines	DKH1651/2	D-CARO	Ce680	Aerowest	25
ER-BAM	B747-409BDSF	Aerotrans Cargo (a/w)	21 ATG2253/4	D-IOHL	Ce525A	Excellent Air	26 ECA3C/37D
HB-JDA	A320-271N	Swiss	f/v SWR734/5	D-ISUN	Ce525A	Excellent Air	ECA5C
HB-JST	Falcon 7X	CAT Aviation	CAZ801/2	G-LEAX	Ce560XLS	Luxaviation UK	LNK75AX
LX-GJM	Ce525C	Global Jet Luxembourg	SVW24JM	G-ZAPX	B757-256	Titan Airways	25 AWC613Y/6131
LX-PCB	PC-24	Jetfly Aviation	f/v JFA52C/53F	N330QT	A330-243F	Tampa Cargo	25 TPA4047/6
N66D	Ce510	Heiko Sauer		OE-FCO	Ce510	GlobeAir	GAC079Y/968Z
N129NS	G-IVSP	Global Air Charters	GJE1209	OK-NFU	ATR72-212A	Czech Airlines	CSA616/7
N331QT	A330-243F	Tampa Cargo	TPA4047/6	OO-PRM	Ce510	Air Service Liège	
N29977	B787-9	United Airlines	f/v UAL2786/5	25. 9M-MUD	A330-223F	Maskargo	26 MAS6126/7
OE-ISN	G550	Avcon Jet	AOJ96M	A7-AFH	A330-243F	Qatar Cargo	QTR8291/2
OO-MMT	Ce560XLS	Air Service Liège	23	A7-ANK	A350-1041	Qatar Airways	f/v QTR273/4
PT-MUC	B777-32WER	LATAM	TAM9523	B-KQI	B777-367ER	Cathay Pacific	f/v CPA271/0
SU-GDM	B777-36NER	Egypt Air	MSR757/8	D-IMPC	Ce525	Ferrostaal Antonia Services	
VP-BGB	B777-3M0ER	Aeroflot	f/v AFL2694/5	G-TTNL	A320-251N	British Airways	f/v BAW430/1
21. 016	C295M	8.BLTr	PLF043	LZ-CGT	B737-4Y0F	Cargo Air / DHL	BCS3319/1391
9M-MAB	A350-941	Malaysia Airlines	f/v MAS7980/79	OK-SLX	Ce560XL	Silesia Air	SUA651/2
B-8659	A330-243	Tianjin Airlines	22 GCR7719/20	OO-ACC	Ce525A	Air Service Liège	
HL8003	A330-323E	Korean Air	f/v KAL9925/6	PH-BFS	B747-406	ex KLM	dep KLM747
LX-JFR	PC-12/47E	Jetfly Aviation	JFA96E/97C	PR-ANY	A330-941	Azul	26 AZU9713/9751
OE-FCB	Ce510	GlobeAir	GAC554D/443E	PT-MUC	B777-32WER	LATAM	26 TAM9522
OE-ILC	B747-409F	ASL Airlines	f/v 27 TAY916E	26. 9A-CQD	DHC-8-402	Croatia Airlines	CTN450/1
OK-GFS	ATR72-212A	Czech Airlines	f/v CSA616/7/8/9	B-KPU	B777-367ER	Cathay Pacific	f/v CPA271/0
PT-MUE	B777-32WER	LATAM	22 TAM9518	D-ITRA	Ce525	Transavia Flug	
PT-MUJ	B777-32WER	LATAM	TAM9517	HA-TAG	Saab 340A	Fleet Air	27 FRF300/1
VP-BOP	A321-251NX	Ural Airlines	f/v SVR3829/30	LN-WFT	DHC-8-311	Widerøe f/v WIF8330/7330/1/8331	
22. 4X-EDI	B787-9	EI AI	23 ELY335/011	N171JC	G-IVSP	Global Air Charters	arr GJE76
C-GEGI	A330-343E	Air Canada	f/v 23 ACA7212/3	N335QT	A330-243F	Avianca Cargo	TPA4047/6
G-LEAX	Ce560XLS	Luxaviation UK	LNK73AX	OK-NFU	ATR72-212A	Czech Airlines	CSA618/9
LX-JFR	PC-12/47E	Jetfly Aviation	24 JFA98D/98G	OO-ABE	A340-313E	Air Belgium(a/w)	SLM3004/995
N332QT	A330-243F	Avianca Cargo	23 TPA4047/6	PT-MUI	B777-32WER	LATAM	TAM9521
OE-HRS	CL-350	Avcon Jet	23 AOJ78R	PT-MUJ	B777-32WER	LATAM	27 TAM9516
OO-PRM	Ce510	Air Service Liège		YU-SPC	Ce560XLS+	Prince Aviation	PNC7PC
PR-ANY	A330-941	Azul	f/v 24 AZU9750/9712	27. 4X-ECD	B777-258ER	EI AI	ELY387/336
VP-BJL	B777-35EER	Nordwind Airlines	NWS9402/3	5B-DCW	A319-114	Cyprus Airways	CYP620/1
23. 4X-EDE	B787-9	EI AI	ELY335/6	9A-CQB	DHC-8-402	Croatia Airlines	CTN450/1

D-ATOP	ERJ135BJ	Air Hamburg	AHO782F	PR-ANZ	A330-941	Azul	arr AZU9715
D-CAHO	Ce560XLS+	Air Hamburg	AHO237S	PT-MUD	B777-32WER	LATAM	arr TAM9556
D-ICSH	EMB500	ICSH		VP-BCK	B737-46QF	Atran	VAS9207/8
D-IFFF	CeF406	Air Taxi Europe	TWG144/244				
D-ISJP	Ce525A	Excellent Air	arr ECA1C				
G-ZAPX	B757-256	Titan Airways	AWC6132/613W				
OK-NFU	ATR72-212A	Czech Airlines	CSA618/9				
OO-MMT	Ce560XLS	Air Service Liège	arr				
PT-MUC	B777-32WER	LATAM	28 TAM9523				
28.9A-CQC	DHC-8-402	Croatia Airlines	CTN450/1				
B-KPE	B777-367ER	Cathay Pacific	f/v CPA271/0				
D-CAWN	Ce680A	Aerowest					
N129NS	G-IVSP	Global Air Charters	arr GJE1209				
N335QT	A330-243F	Avianca Cargo	TPA4047/6				
OK-EAS	Beech 400A	Time Air	29 TIE311Y/321Y	01. G-CERZ	Saab 2000	Eastern Airways (a/w)	May 2020 EZE9301/2
OK-NFU	ATR72-212A	Czech Airlines	CSA616/7/8/9	PH-CGC	Do228-212	Kustwacht	NCG03
OO-ABE	A340-313E	Air Belgium(a/w)	SLM996/3003	03.2-FIFI	Beech 250	Ortac	ORT20B
PT-MUE	B777-32WER	LATAM	29 TAM9518	04. D-CANG	Ce560XLS+	Air Hamburg	05 AHO674Y/385E
PT-MUJ	B777-32WER	LATAM	TAM9517	OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW432/3
YR-BML	B737-82R	Blue Air	BLA9953/4	OO-ACO	Ce510	Air Service Liège	dep
29.C-FGEO	B787-9	Air Canada	30 ACA7212/3	OO-ACO	Ce510	Air Service Liège	
D-CHIP	Ce525B	Eisele Flugdienst	EFD3P	PH-PWW	DA62	P.O.R.T. Aviation	dep
D-CXLS	Ce560XLS+	Air Hamburg	30 AHO887R/777	PH-PWW	DA62	P.O.R.T. Aviation	18
ER-BBJ	B747-412F	Aerotrans Cargo(n/t)	30 ATG4436/7	05. D-CWIT	Ce525C	Witron Logistic	2x
G-LEAX	Ce560XLS	Luxaviation UK	LNx81AX	D-IPVD	Ce525A	Transavia Flug	
HZAR12	B787-9	Saudia	f/v SVA215/6	06. D-106	CH-47D	298sq	Shadow6
N331QT	A330-243F	Tampa Cargo	30 TPA4047/6	07. D-CWIT	Ce525C	Witron Logistic	2x
OK-NFU	ATR72-212A	Czech Airlines	CSA618/9	HB-ZQQ	A109S	Karen	09
OO-XLS	Ce560XLS+	Air Service Liège	dep	PH-TXA	Ce510	JetNetherlands	12
OY-RSE	PC-12/47E	Air Alsie	31	08.2-MAPP	Ce421C	MBA Aviation	dep
P4-KEC	B767-3KYER	Air Astana	f/v KZR1381/2	D-ILUI	Ce525A	ProAir Aviation	
PR-ANZ	A330-941	Azul	f/v 30 AZU9750/9714	OO-CEJ	C-525	Air Service Liège	arr
30. B-20EM	B777-F1B	China Southern Cargo	f/v CSN457/8	SP-ATT	Beech 400XP	Smart Jet	11 SAH48P
ER-BAM	B747-409BDSF	Aerotrans Cargo (a/w)	ATG2253/4	09. D-IJOA	C-525A	Excellent Air	arr ECA8C
G-GLOB	Global XRS	Execujet (UK)	f/v	D-IKOE	Ce510	Reederei Köpping	
N446MC	B747-4B5ERF	Atlas Air	f/v 31 GTI8497/8054	10. HB-ZQQ	A109S	Karen	12
N728AN	B777-323ER	American Airlines	f/v 31 AAL9724/5	11. D-CGGG	Lj31A	Jetcall	JCL3
N14001	B787-10	United Airlines	f/v UAL70/1	D-CWIT	Ce525C	Witron Logistic	2x
OE-HMR	Falcon 2000LX	MHS Aviation	arr MHV20X	D-HANS	R44	Heli & Co	12
OK-MAR	Ce525A	Aero Partner	2x DFC6ES	D-IHAG	Ce551	Heli-Flight	
PT-MUE	B777-32WER	LATAM	TAM9519	PH-DWS	ERJ135LR	Air Charters Europe	12 JNL348
PT-MUI	B777-32WER	LATAM	31 TAM9520	SE-RMT	Global 6000	SAAB	
VP-BCK	B737-46QF	Atran	f/v VAS9205/6	12. D-665	CH-47D	298sq	Viking3
31. A6-EPX	B777-31HER	Emirates	f/v arr UAE9391	D-HANS	R44	Heli & Co	
A7-AND	A350-1041	Qatar Airways	f/v QTR273/4	D-IZMM	Ce510	AeroOps	
D-CXLS	Ce560XLS+	Air Hamburg	arr AHO334F	OO-NHU	AS365N3	Netherlands Coastguard	Rescue12
EI-GSX	ERJ190LR	British Airways	f/v	PH-DTS	DA42	Wings over Holland	2x *
G-LEAX	Ce560XLS	London Executive Aviation	LNx81AX	PH-DWS	ERJ135LR	Air Charters Europe	13 JNL348
N344KD	B747-446BCF	Western Global	f/v WGN3366/7	VP-CHC	H145	Starspeed	13
N701DN	B777-232LR	Delta Air Lines	DAL8956	13. Q-17	AH-64D	301sq	*
OE-FNP	Ce510	GlobeAir	arr GAC981L	Q-30	AH-64D	301sq	*
OE-GKW	G100	Tyrol Air Ambulance	TYW758/9	OO-GEE	PC-12/47E	Blue Sky Aviation	
OK-ESC	Beech 400A	Time Air	TIE311S	14. D-CWIT	Ce525C	Witron Logistic	2x
OK-GLF	G200	Éclair Aviation	ECC202/4	D-FCAE	Ce208B	COWI	tdy 21 COW04
OO-XLS	Ce560XLS+	Air Service Liège	arr	OE-FRS	Ce525A	Pink Sparrow	SOW3
				OK-BEE	Beech 400A	JetBee Czech	JBC881A/B

Again many passenger aircraft transporting cargo. The ASL Boeing on the 1st arrived for maintenance. The ACE Belgium Boeing on the 7th was also a maintenance visitor. A new fleet addition for Cityflyer was ferried to the UK via Amsterdam on the 30th.

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

Rotterdam - The Hague

							May 2020
01. G-CERZ	Saab 2000	Eastern Airways (a/w)	EZE9301/2				
PH-CGC	Do228-212	Kustwacht	NCG03				
03.2-FIFI	Beech 250	Ortac	ORT20B				
04. D-CANG	Ce560XLS+	Air Hamburg	05 AHO674Y/385E				
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW432/3				
OO-ACO	Ce510	Air Service Liège	dep				
OO-ACO	Ce510	Air Service Liège					
PH-PWW	DA62	P.O.R.T. Aviation	dep				
PH-PWW	DA62	P.O.R.T. Aviation	18				
05. D-CWIT	Ce525C	Witron Logistic	2x				
D-IPVD	Ce525A	Transavia Flug					
06. D-106	CH-47D	298sq	Shadow6				
07. D-CWIT	Ce525C	Witron Logistic	2x				
HB-ZQQ	A109S	Karen	09				
PH-TXA	Ce510	JetNetherlands	12				
08.2-MAPP	Ce421C	MBA Aviation	dep				
D-ILUI	Ce525A	ProAir Aviation					
OO-CEJ	C-525	Air Service Liège	arr				
SP-ATT	Beech 400XP	Smart Jet	11 SAH48P				
09. D-IJOA	C-525A	Excellent Air	arr ECA8C				
D-IKOE	Ce510	Reederei Köpping					
10. HB-ZQQ	A109S	Karen	12				
11. D-CGGG	Lj31A	Jetcall	JCL3				
D-CWIT	Ce525C	Witron Logistic	2x				
D-HANS	R44	Heli & Co	12				
D-IHAG	Ce551	Heli-Flight					
PH-DWS	ERJ135LR	Air Charters Europe	12 JNL348				
SE-RMT	Global 6000	SAAB					
12. D-665	CH-47D	298sq	Viking3				
D-HANS	R44	Heli & Co					
D-IZMM	Ce510	AeroOps					
OO-NHU	AS365N3	Netherlands Coastguard	Rescue12				
PH-DTS	DA42	Wings over Holland	2x *				
PH-DWS	ERJ135LR	Air Charters Europe	13 JNL348				
VP-CHC	H145	Starspeed	13				
13. Q-17	AH-64D	301sq	*				
Q-30	AH-64D	301sq	*				
OO-GEE	PC-12/47E	Blue Sky Aviation					
14. D-CWIT	Ce525C	Witron Logistic	2x				
D-FCAE	Ce208B	COWI	tdy 21 COW04				
OE-FRS	Ce525A	Pink Sparrow	SOW3				
OK-BEE	Beech 400A	JetBee Czech	JBC881A/B				



This Cessna 525A was delivered to Salzburg Jet Aviation in January 2016. Since June 2019 OE-FRS has been operated by Pink Sparrow in these colours. The bizjet is being operated for Austrian company BWT (Best Water Technology) hence the additional titles. (Rotterdam - The Hague, 14 May 2020, André Wadman)



Originally delivered to British Airways in March 1987, this grand old lady was converted to freighter for Air Atlanta Icelandic, the second airline operating this aircraft. As 4L-GEN it was acquired in March 2019 by Georgian carrier Geo-Sky still going strong as a cargo aircraft. (Maastricht - Aachen, 3 May 2020, Pascal Lamberiks)

PH-BBJ	Ce560XLS+	ASL	dep	N165SL	P180	Supair	dep
PH-KFA	DA42NG	KLM Flight Academy	*KLM7910	OO-IDE	Ce525	Air Service Liège	arr
PH-LAB	Ce550	NLR – TU Delft	19	PH-PWW	DA62	P.O.R.T. Aviation	30
TC-RSC	Lj45XR	Redstar Aviation		26. D-CGAA	Ce560XLS+	Air Hamburg	AHO887R
15. Q-10	AH-64D	301sq	Redskin	PH-DTS	DA42	Wings over Holland	
Q-30	AH-64D	301sq	Redskin	PH-KFA	DA42NG	KLM Flight Academy	2x *KLM7906
EC-NAR	Ce525A	Air Taxi & Charter Int'l	dep IBJ715A	PH-LAB	Ce550	NLR – TU Delft	27
G-CERZ	Saab 2000	Eastern Airways (a/w)	EZE9301/2	PH-YIS	H135	KNSF Flight Services	
N1753S	GA-8	FSA Aviation		27. D-AUKE	CL-604	Jetcall	JCL5
OK-PPP	Beech 400XTi	Time Air	16 TIE284P/270P	OO-MMT	Ce560XLS	Air Service Liège	
PH-BBJ	Ce560XLS+	ASL	arr	PH-LAB	Ce550	NLR – TU Delft	28
PH-KFA	DA42NG	KLM Flight Academy	2x *KLM7902	PH-MFA	DA42NG	KLM Flight Academy	*KLM7902
16. OK-BEE	Beech 400A	JetBee Czech	18 JBC881C/D	28. D-CEFO	Ce560XLS+	Air Hamburg	29 AHO27A/333C
17. 9H-SSG	Falcon 100	Harmony Jets	18 HMJ209	D-CWIT	Ce525C	Witron Logistic	2x
D-CAWO	Ce560XLS+	Aerowest		OO-CJP	Ce414A	Airborne	
18. CS-DXO	Ce560XLS	NetJets Europe	dep NJE093E	PH-LAB	Ce550	NLR – TU Delft	arr
CS-LTB	Ce680A	NetJets Europe	dep NJE3KX	PH-MAS	PN-68C	Miramap Aviation	
ES-ACP	CRJ900	Nordica	EST8411/2	29. CS-LTE	Ce680A	NetJets Europe	dep NJE039B
OO-NEY	EMB450	Air Service Liège	2x	D-ICBB	Ce340A	Aerodata	30
PH-ELP	EC135T2	ANWB - MAA	arr Lifeliner3	G-CDKA	Saab 2000	Eastern Airways (a/w)	EZE9301/2
PH-KFB	DA42NG	KLM Flight Academy	*KLM7920	N940PS	TBM-940	Papa Sierra Aviation	f/v
PH-KFB	DA42NG	KLM Flight Academy	2x *KLM7910	OE-FNP	Ce510	GlobeAir	GAC090S/989T
PH-PWW	DA62	P.O.R.T. Aviation	21	OE-FNP	Ce510	GlobeAir	30 GAC989U/141H
PH-TTR	H135	ANWB – MAA	dep Lifeliner3	OK-EAS	Beech 400XTi	Time Air	TIE321Y
TC-RSD	Lj45XR	Redstar Aviation		OO-CJP	C-414A	Airborne	
19. 2-ZEuz	Beech C90A	Zeusch Aviation	2x	PH-KFA	DA42NG	KLM Flight Academy	*KLM7902
D-CWIT	Ce525C	Witron Logistic	2x	30. G-SPRE	Ce550 Bravo	Synergy Aviation	31 SYG2
D-IHAG	Ce551	Heli-Flight		PH-PWW	DA62	P.O.R.T. Aviation	arr
G-HCSA	Ce525A	Bookajet		SE-RIL	Ce560XLS	Svenskt Industriflyg	JET7
PH-LAB	Ce550	NLR – TU Delft	26				
20. 9H-JOS	Ce560XLS	Luxwing	LWG1871				
D-CWIT	Ce525C	Witron Logistic	3x				
D-IPVD	Ce525A	Transavia Flug					
D-IWIR	Ce525A	Excellent Air	dep ECA41E				
21. CS-PHC	EMB505	NetJets Europe	NJE2SD				
N129NS	G-IVSP	Global Air Charters	GJE1209				
N670EE	EMB550	Embraer Executive Aircraft					
OO-CCJ	C-525	Air Service Liège	dep				
OO-CCJ	C-525	Air Service Liège	25				
PH-MAS	PN-68C	Miramap Aviation					
PH-PWW	DA62	P.O.R.T. Aviation	25				
22. 9H-OJS	Global 6000	Elit'Avia (Malta)	EAU39S	01. A7-BAO	B777-3DZER	Qatar Airways	QTR8861/8861
SP-TTA	Beech 400A	Smart Jet	24 SAH59P	02. A7-BEO	B777-300ER	Qatar Airways	QTR8861/8862
23. D-CEFO	Ce560XLS+	Air Hamburg	28 AHO349F/272A	OE-IHH	A320-232	LaudaMotion	dep LDM512
F-HDMD	DA62	Twinstar4hire	24	OE-LOZ	A320-232	LaudaMotion	04 LDM511/512
PH-YIS	H135	KNSF Flight Services		TC-ACR	B747-428ERF	ACT Airlines	THY6393
24. D-CNOC	Ce560XLS	Excellent Air	26 ECA94E/09M	03. 4L-GEN	B747-236(F)	Geo-Sky (a/w)	GEL501/500
D-CWIT	Ce525C	Witron Logistic		A7-AFI	A330-243F	Qatar Airways	QTR8251/8251
N670EE	EMB550	Embraer Executive Aircraft		A7-BEB	B777-3DZER	Qatar Airways	QTR8861/8861
OO-OCA	Beech 350	Air Service Liège	arr	04. ET-ARK	B777-F60	Ethiopian Airlines	ETH3734/3735
OO-PRM	Ce510	Air Service Liège	arr	OE-LOA	A320-214	LaudaMotion	06 LDM511/512P
PH-TXA	Ce510	JetNetherlands	arr	05. TF-AMM	B747-4H6(F)	Astral Aviation	ABD4518/4519
25. 9H-ALL	Ce525A	Luxwing	LWG101/192	06. PH-TXA	Ce510	ASL	dep
D-CWIT	Ce525C	Witron Logistic	3x	07. D2-FDF	ERJ145LR	Fly AO	arr
N86RK	DA42			ET-AVQ	B777-F	Ethiopian Airlines	ETH3405/3404

Eastern Airways operated three off-shore charters this month. The Diamond DA62 on the 4th is based at Rotterdam and will be omitted from the list from next month. The Canadairjet on the 18th operated a charter from and to Palanga Airport.

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

Maastricht - Aachen

		May 2020	
01. A7-BAO	B777-3DZER	Qatar Airways	QTR8861/8861
02. A7-BEO	B777-300ER	Qatar Airways	QTR8861/8862
OE-IHH	A320-232	LaudaMotion	dep LDM512
OE-LOZ	A320-232	LaudaMotion	04 LDM511/512
TC-ACR	B747-428ERF	ACT Airlines	THY6393
03. 4L-GEN	B747-236(F)	Geo-Sky (a/w)	GEL501/500
A7-AFI	A330-243F	Qatar Airways	QTR8251/8251
A7-BEB	B777-3DZER	Qatar Airways	QTR8861/8861
04. ET-ARK	B777-F60	Ethiopian Airlines	ETH3734/3735
OE-LOA	A320-214	LaudaMotion	06 LDM511/512P
05. TF-AMM	B747-4H6(F)	Astral Aviation	ABD4518/4519
06. PH-TXA	Ce510	ASL	dep
07. D2-FDF	ERJ145LR	Fly AO	arr
ET-AVQ	B777-F	Ethiopian Airlines	ETH3405/3404

F-HERE	Ce510	Astonjet	ASJ43/680
PH-DWS	ERJ135LR	Air Charters Europe	dep JNL112
PH-DWS	ERJ135LR	Air Charters Europe	11 JNL112/348
UR-11316	An-12BK	Motor Sich	09 MSI6549
08.LX-TWO	Lj45XR	Luxembourg Air Ambul.	LRQ261A
TF-AMU	B747-48EF	Astral Aviation	ABD4504/4505
09.PH-DWA	ERJ145LR	Air Charters Europe	dep JNL645
TC-ACM	B747-428ERF	ACT Airlines	THY6393
11.ET-ARH	B777-F60	Ethiopian Airlines	ETH3725/3404
PH-DWS	ERJ135LR	Air Charters Europe	21 JNL348/469
12.A7-AFH	A330-243F	Qatar Airways	QTR8388/8388
OE-LML	Global 6000	Int'l Jet Management	GLJ99ML
16.A7-BAO	B777-3DZER	Qatar Airways	QTR8190/8191
17.4L-GEO	B747-236(F)	The Cargo Airlines	18 GEL902/901
A7-BAG	B777-3DZER	Qatar Airways	QTR8860/8861
TC-ACR	B747-428ERF	ACT Airlines	THY6393
18.ET-ARK	B777-F60	Ethiopian Airlines	ETH3702/3402
19.ET-ARJ	B777-F60	Ethiopian Airlines	ETH3703/3404
G-DIPM	PA-46-350P	MAS MIX	
OE-GKW	G100	Tyrol Air Ambulance	TYW758/759
OO-PRM	Ce510	Air Service Liège	dep
OO-PRM	Ce510	Air Service Liège	21
20.4L-GEO	B747-236(F)	The Cargo Airlines	GEL902/901
A7-AFF	A330-243F	Qatar Airways	QTR8245/8246
PH-FJK	Ce525B	JetNetherlands	
PH-PXX	AW139	Nationale Politie	tst ZXP24
21.ET-ARH	B777-F60	Ethiopian Airlines	ETH3405/3403
OO-PRM	Ce510	Air Service Liège	22
22.G-JECX	DHC-8-402	NAC Aviation 19	arr
OO-PRM	Ce510	Air Service Liège	arr
PH-DWA	ERJ145LR	Air Charters Europe	24 JNL113/223
23.A7-BAU	B777-3DZER	Qatar Airways	QTR8860/8861
24.TC-ACR	B747-428ERF	ACT Airlines	THY6393
25.4L-GEO	B747-236(F)	The Cargo Airlines	GEL902/901
A7-BAB	B777-3DZER	Qatar Airways	QTR8860/8861
ET-AVN	B777-F	Ethiopian Airlines	ETH3508/3506
G-FLBA	DHC-8-402	NAC Aviation 2	arr
26.D-CDCM	Ce560XLS+	Air Hamburg	27 AHO415S/418C
EC-GQA	EMB120RT/F	Swiftair	SWT520/520P
ET-AVN	B777-F	Ethiopian Airlines	ETH3509/3404
PH-DWA	ERJ145LR	Air Charters Europe	02 JNL107/1403
27.4L-GEO	B747-236(F)	The Cargo Airlines	GEL901/902
9H-FAM	EMB500	Luxwing	28 LWG302/391
EC-GJM	SA227BC	Flightline	FTL732/741
28.D-ITRA	Ce525	Transavia Flug	
HA-JEO	Ce650	Jet Stream	JSH650/651
LX-GJC	A318-112X	Global Jet Luxembourg	11 SVW28JC
29.G-ECOP	DHC-8-402	NAC Aviation 2	arr
30.A7-BAQ	B777-3DZER	Qatar Airways	QTR8860/8861
31.A7-BAO	B777-3DZER	Qatar Airways	QTR8860/8861
CS-DIY	Ce525B	Airjetsul	AJU521
F-HASJ	Ce510	Astonjet	ASJ444
OO-GLM	Ce680	Air Service Liège	arr
TF-AMM	B747-4H6(F)	Astral Aviation	01 ABD4522/4523
TF-AMR	B747-45E(F)	Air Atlanta Icelandic	01 SVA941/942

All LaudaMotion aircraft visiting this month needed some paint touch up work. The Embraer on the 7th arrived for maintenance and a repaint. On the 22nd, 25th and 29th

former FlyBe aircraft arrived for storage. The baby-bus on the 28th arrived for the local paint shop.

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

Groningen - Eelde

			May 2020
04.LN-BAA	Beech B200	Airwing	05 NWG643/651
06.5-BDDA	Fokker 70	Tus Airways	
5-BDDE	Fokker 100	Tus Airways	
N125DE	Eclipse 500	Blueprint Automation	07
12.D-CHZF	Ce550 Bravo	Tyrol Air Ambulance	TYW211F/212F
N965AP	SF-50		arr
OE-FRS	Ce525A	Pink Sparrow	SOW3
13.CS-DOG	Ce510	DB Aviation	
OY-NCP	Do328-310	Sun-Air	SUS638A/ -
14.N125DE	Eclipse 500	Blueprint Automation	*
15.N36FD	SF-50	Riviera Jet Aircraft Investment	arr
19.2-ZEUZ	Beech C90A	Zeusch Aviation	
25.PH-PWW	DA62	P.O.R.T. Aviation	f/v
27.J-511	F-16AM	322sq	*NAF322
167847/BR-37	MH-60S	HSC-28	VVBR370
D-HYAF	H145	ADAC	CHX26
N23FK	Eclipse 500	SAS - Ing. Gerritse Holding	arr
OY-NCP	Do328-310	Sun-Air	SUS696A/B
OY-NCP	Do328-310	Sun-Air	SUS696C/D
PH-PDK	EC120B	HeliFlight	
PH-TWN	P2006T	Zelf Vliegen	
28.G-RVNE	P68B	Ravenair	dep RVR8NE
OK-PPP	Beech 400XTi	Time Air	29 TIE292P/314P

Both Tus Airways Fokkers received fake registrations on the 6th due to paperwork issues. The Sun-Air Dornier on the 29th seems to have visited the airport twice on that day. Unfortunately only one flight is known to us.

Credit: GEAS, FlyGRQ.

Deventer-Teuge

			May 2020
03.PH-KIO	P2006T	Kavel 10	05
04.LN-NPZ	PA-31-310	Blom Geomatics	dep
05.PH-SWN	Ce414A	PARC Air	
07.PH-ULK	AS355N	HeliAir	
08.PH-AVW	R44	A. F. C. van Westerop	
12.PH-HOW	H145	RAV Fryslân - MAA	
PH-PHA	Enstrom 480	Prince Helicopters	
13.PH-PDK	EC120B	HeliFlight	
14.PH-FVD	R44	Rotarywings	
15.PH-JAS	Ce208	Paracentrum Texel	arr
19.PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart	
21.PH-FVD	R44	Rotarywings	
PH-HCF	Cabri G2	HeliCentre	
22.PH-JMP	Ce208B	Paracentrum Texel	dep
25.PH-DTS	DA42	Wings over Holland	
PH-PHA	Enstrom 480	Prince Helicopters	
PH-PXE	EC135P2+	Nationale Politie	
26.PH-KIO	P2006T	Kavel 10	
27.D-FIPS	PC-6/B2-H4	KIAS Airlines	dep



Hendrik Cazemier was able to take a photo of this Fokker 100 with its fake registration 5-BDDE at Groningen Airport on 6 May 2020. Due to paperwork issues its assigned new registration 2-BDDE needed to be covered up. See Scramble 493 - Page 27.



ZetAvia was established in April 2009. Although their website states a fleet of six Il-76T/D aircraft, it only lists five with UR-CIF being one of those. (Eindhoven, 21 May 2020, Pascal Lambricks)

PH-PDK	EC120B	HeliFlight	J-511	F-16AM	322sq (322sq mks)	*Blade01
PH-PXE	EC135P2+	Nationale Politie	11-20361	UH-60M	4-3rd AVN	R20361
PH-SLE	Beech B200	Slagboom & Peeters	D-CAWO	Ce560XLS+	Aerowest	
29.N71SL	H269C	Jan Overveen – Chris Wouters	OO-LUM	Falcon 7X	Luxaviation Belg. /21sq	2x BAF90
30.PH-PWW	DA62	P.O.R.T. Aviation	PH-HWM	CL-605	JetNetherlands	dep
31.PH-DTY	Yak-52	Chris van den Broek	PH-JRC	ERJ135BJ	JetNetherlands	del 30
			27.CS-DXS	Ce560XLS	NetJets Europe	NJE251M/743D
			D-CAWO	Ce560XLS+	Aerowest	
			28.9H-FAM	EMB500	Luxwing	29 LWG391/01
			OE-FBD	Ce510	GlobeAir	GAC810H/147E
			YU-SCJ	Ce525	Prince Aviation	PNC9CJ
			29.L-08	PC-7	131EMVOsq	*Diamond09
			D-CDRF	Lj35A	DRF	AMB254
			30.9H-FAM	EMB500	Luxwing	01 LWG301/91
			31.HA-LJA	A320-271N	Wizz Air	f/v WZZ98/2272
			PH-JRC	ERJ135BJ	JetNetherlands	05

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

Eindhoven

May 2020			
01.D-102	CH-47D	298sq	*Grizzly62.GLV-V
03.03	C-17A	HAW	Bartok18
D-COLO	Ce525C	Jetkontor	JKH32C
D-IZST	Ce510	Bensenair	
04.D-IPCH	Ce525A	Jetkontor	JKH32A
OE-FDT	Ce510	GlobeAir	GAC264H/J
07.L-01	PC-7	131EMVOsq	*Diamond09
N1753S	GA-8	FSA Aviation	2x *
OK-TSS	B737-8Q8	Smartwings	TVS4348/434F
08.SP-ENZ	B737-85F	Enter Air	ENT541/542P
10.9H-FAM	EMB500	Luxwing	LWG391/02
ER-AXL	A319-112	Air Moldova	MLD325/6
11.LX-N90456	E-3A	NAEW&CF	*Nato40
9A-JSD	Ce525A	Jung Sky	JSY111D
PH-CJM	Ce680	ASL	26
12.123/62-IM	CN235M	ET01.062	CTM2004
16805	C-130H	Esq501	AFP61
16805	C-130H	Esq501	13 AFP61
PH-LAB	Ce550	NLR – TU Delft	
13.PH-LAB	Ce550	NLR – TU Delft	
15.L-08	PC-7	131EMVOsq	*Diamond07
Q-10	AH-64DN	301sq	*Redskin11
5699	C-130H-30	335skv	NOW335C
HA-JEO	Ce650	Jet Stream	JSH650/3
PH-MYX	Ce650	ASL	tst
16.SP-ENU	B737-83N	Enter Air	ENT57HD/567P
17.OK-TSD	B737-8Q8	Smartwings	18 TVS432P/4326
18.FB23	F-16BM	10w/OCU	*BAF451
123/62-IM	CN235M	ET01.062	CTM2003
D-662	CH-47D	298sq	*Shadow6.GLV-V
J-015	F-16AM	312/313sq	*Metal02
J-136	F-16AM	312/313sq	*Metal01
19.D-101	CH-47D	298sq	*Titan1+GLV-V
20.123/62-IM	CN235M	ET01.062	CTM2010
D-IDAZ	Ce525	Donau Air Service	
21.UR-CIF	Il-76TD	ZetAvia	ZAF9032/3
22.03	C-17A	HAW	Bartok20
23.D-CYES	Lj35A	Air Alliance	YYY118
24.D-CASH	EMB505	Air Hamburg	25 AHO294E/052B
ER-AXL	A319-112	Air Moldova	MLD325/6
OE-FCO	Ce510	GlobeAir	GAC147D/079Y
26.03	C-17A	HAW	27 Bartok20
D-663	CH-47D	298sq	*Grizzly61

The Portuguese C-130H on 12 May 2020 arrived from Monte Real, departed for Frankfurt Hahn and arrived back from Frankfurt on the same day, to leave for the same airbase the following afternoon. On 15 May a Norwegian Super Hercules visited again on a flight from/to Oslo. The latest addition to the JetNetherlands fleet arrived from Lelystad on the 26th. The US Army Blackhawk arrived from Spangdahlem, refuelled and departed again for Gilze-Rijen.

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

Credits: EWAS, Oscar Sannen, Scramble MB.

Gilze-Rijen

May 2020			
06.H29	A109BA	17sq/1w (demo mks)	*BAF317
L-13	PC-7	131EMVOsq	2x *Razor02
07.D-666	CH-47D	298sq (spec mks)	tst Grizzly91
L-01	PC-7	131EMVOsq	*Diamond09
08.H29	A109BA	17sq/1w (demo mks)	*BAF317
G-273	C-130H-30	336sq	*NAF79
11.H21	A109BA	17sq/1w	*BAF317
L-11	PC-7	131EMVOsq	2x *Diamond14
12.PH-LAB	Ce550	NLR - TU Delft	*
PH-PBA	C-47A	DDA	arr
13.PH-PXX	AW139	Nationale Politie	ZXP24
15.L-08	PC-7	131EMVOsq	*Diamond17
18.PH-ULP	EC135T2+	ANWB - MAA	*Lifeline3
20.G-275	C-130H-30	336sq	*NAF70
21.PH-PXD	EC135P2+	Nationale Politie	*ZXP04
25.L-11	PC-7	131EMVOsq	*Diamond15
26.G-988	C-130H	336sq	*NAF78
11-20361	UH-60M	4-3rd AVN	27 R20361
27.L-12	PC-7	131EMVOsq	*Diamond08
28.PH-LAB	Ce550	NLR - TU Delft	
29.L-08	PC-7	131EMVOsq	*Diamond09

Gilze-Rijen welcomed the Dutch Dakota Association Dakota on 12 May 2020, arriving from Lelystad in order to seek shelter with the Historical Flight as the Covid-19 epidemic vaporised their 2020 flying season before it could even start. Highlight of this month has to be the US Army Blackhawk on 26 May, arriving from Eindhoven and leaving a day later for Spangdahlem. This particular Blackhawk operates with the 4th Assault Helicopter Battalion, 3rd Aviation Regiment "Brawlers" out of Fort Stewart/Hunter AAF in southern Savannah.

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

Credits: Gilze Rijen Aviation Society, Scramble MB.

De Kooy

May 2020			
11. D-102	CH-47D	298sq	
13. G-273	C-130H-30	336sq	4x *Rogue11
14. PH-LAB	Ce550	NLR - TU Delft	*
15. <u>J-015</u>	F-16AM	312/313sq	*Bonzo01-flight
<u>J-546</u>	F-16AM	312/313sq	*Bonzo01-flight
<u>J-646</u>	F-16AM	312/313sq	*Bonzo01-flight
J-882	F-16BM	312sq	*Bonzo01
18. G-275	C-130H-30	336sq	*Rogue11
19. J-136	F-16AM	312/313sq (312sq mks)	*
J-514	F-16AM	312/313sq (313sq mks)	*
26. G-988	C-130H	336sq	NAF78
J-015	F-16AM	312/313sq	*Bulldog01

Thanks to SG Volkel movements the Bonzo01-formation of 15 May could be completed.

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

May 2020			
06. G-273	C-130H-30	336sq	Rogue11
J-009	F-16AM	312/313sq (322sq mks)	*Epic02
J-514	F-16AM	312/313sq	*Epic01
07. J-871	F-16AM	322sq	arr Cobra01
11. LX-N90456	E-3A	NAEW&CF	*Nato40
D-102	CH-47D	298sq	Viking2
18. G-275	C-130H-30	336sq	Rogue11
J-011	F-16AM	312/313sq (312sq mks)	*Tiger1
J-616	F-16AM	312/313sq	*Bonzo01
J-630	F-16AM	312/313sq	*Tiger2
19. G-275	C-130H-30	336sq	*Bull69
20. G-275	C-130H-30	336sq	NAF70
26. G-988	C-130H	336sq	NAF78
27. G-988	C-130H	336sq	*Rogue11
28. G-988	C-130H	336sq	*Rogue11

During May 2020 Leeuwarden can thank Eindhoven based

336sq for a lot of Hercules movements.

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

Lelystad

May 2020			
02. PH-YIS	H135	KNSF Flights Services	dep
04. PH-PWW	DA62	P.O.R.T. Aviation	f/v
05. N13FY	AT-6A	Hanno Wesdorp	*
PH-CGN	Do228-212	Kustwacht	2x *
06. LX-NEW	PC-12/47E	Jetfly Aviation	
PH-ULP	EC135T2	ANWB - MAA	fuel
PH-ZAZ	Beech B200	Zeusch Aviation	del 08
07. OO-VSB	P2006T	Vansteelandt	fuel
PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart	
SP-NST	PA-34-220T		
08. PH-YIS	H135	KNSF Flights Services	
09. PH-MAS	P68C-TC	Miramap Aerial Surveys	
12. PH-JRC	ERJ135BJ	JetNetherlands	f/v 26
PH-PBA	DC-3C	Dutch Dakota Association	dep
11. G-EELS	Ce208B	Glass Eels	
18. S-456	AS532U2	300sq	*Demon2
PH-PWW	DA62	P.O.R.T. Aviation	
19. PH-LAB	Ce550	NLR - TU Delft	*
20. D-AFAL	Global Express	FAI Rent-A-Jet	dep
LX-GJM	CL-350	Global Jet Luxembourg	
21. D-FCAE	Ce208B	COWI	arr tdy COW04
25. PH-YIS	H135	KNSF Flights Services	
28. OY-GWK	Falcon 2000S	Air Alsie	MMD1221
PH-LLN	H135	ANWB - MAA	del 29
29. PH-MAS	P68C-TC	Miramap Aerial Surveys	

On the 6th the Zeusch aviation Beech returned home from a long stay in Denmark. Although registered as PH-ZAZ in November 2019 this is the first time the aircraft landed in Lelystad as such. The Dutch Dakota Association Dakota departed to Gilze Rijen on the 12th for temporary storage for the remainder of the season. The Embraer on that same day arrived for some paintwork before being delivered to its new operator. The third H135 for the ANWB Medical Air Assistance was delivered on the 28th. The helicopter departed the next day to Volkel for training purposes.

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

Volkel

May 2020			
01. V-11	G-IV	334sq	*NAF61, 62
07. FB14	F-16BM	2w	*BAF251
14. 10-0219	C-17A	62nd AW	RCH730
15. L-08	PC-7	131EMVOsq	*Diamond17
19. J-014	F-16AM	312/313sq	dep NAF313
20. J-516	F-16AM	312/313sq	arr NAF311
26. J-146	F-16AM	312sq	arr Cowboy21
28. G-988	C-130H	336sq	*Rogue11



'Project Pearl' revived this 21 years old bizjet to a new standard as FAI Rent-A-Jet took delivery of Global Express D-AFAL in February 2019. Until this year most aviation enthusiasts had never heard of German designer Tim Callies. He was not only responsible for the cabin refurbishment but also for these new colours. The bizjet is currently the largest flying Tā moko. (Lelystad, 20 May 2020, Jan Bekker)

The Eindhoven based Gulfstream 4 visited Volkel twice on 1 May 2020, once in the morning and once in the early afternoon. For a change a visit from an Florennes 2 Wing F-16BM on 7 May, another USAF C-17A and a OGMA Portugal rotation on 19/20 May.

Credits: SGVolkel Message Board, Scramble MB.

Woensdrecht

May 2020			
01. OE-LZE	A320-214	Austrian Airlines	tst
04. H31	A109BA	17sq/1w	*BAF317
CS-TKQ	A320-214	Azores Airlines (a/w)	13 RZO9002/3
06. H29	A109BA	17sq/1w (demo mks)	*BAF318
07. H35	A109BA	17sq/1w	*BAF318
J-871	F-16AM	322sq	dep Cobra01
CS-TKP	A320-214	Azores Airlines	dep RZO9003
08. H29	A109BA	17sq/1w (demo mks)	*BAF317
G-273	C-130H-30	336sq	*NAF79
11. LX-N90456	E-3A	NAEW&CF	*Nato40
N301SR	B737-7JV	Essar Shippers & Logistics	arr
2-RLBL	A321-211	MSFL (KC Int' c/s)	arr
12. D-665	CH-47D	298sq	*Viking03
13. H29	A109BA	17sq/1w (demo mks)	*BAF318
2-WTBB	A319-112	World Star Aviation	dep SXI2023
15. PH-PXX	AW139	Nationale Politie	*ZXP24
18. D-101	CH-47D	298sq	*Shadow5,3
20. D-ALEX	A319-115CJ	K5-Aviation	dep KAY53
25. J-144	F-16AM	322sq	arr Dawg
CS-TFY	A320-232	Masterjet	29 LMJ230Y
26. D-664	CH-47D	298sq	*Ghost1
G-988	C-130H	336sq	*NAF78
29. Q-19	AH-64DN	301sq	tst Redskin06
OE-IIN	A319-111	DVB Bank/Volotea	dep

Woensdrecht traffic for May 2020, on the military side, shows a large percentage of Belgium 17sq A109BA helicopters visiting in the first two weeks. The local Netherlands Air Force traffic is related to training flights and maintenance related movements. On the civilian side the month start with an Azores Airlines Airbus arriving on the 4th for a repaint. A former Avianca Brasil A320 destined for Austrian Airlines operating a test flight. On 11 May a stylish looking BBJ1 arrived for refurbishing of its cabin and the highlight of the month arrived from Helsinki, being owned by Minsheng Financial Leasing and still wearing its KC International Airlines colours. The A321 is a former Air Berlin, that went to Niki afterwards and was destined for Cambodia with KC Air as XU-177. According to FR24 data the airplane has been stored in Chengdu from September 2018 till 10 May 2020 and arrived at Woensdrecht a day later so it seems this lease did not went according to plan. Two days later a former Hi-Fly Malta A319 left for Zagreb, after spending its time at Woensdrecht since

22 November 2019, with a temporary registration, destined for Croatian Airlines as 9A-CTN. The last record is a former Aigle Azur A319 that will continue its career in Spain with Volotea Airlines as EC-NHP. However, instead of heading direct for Spain the A319 first went towards Ljubljana in Slovenia.

Credits: Johan Havelaar, Scramble MB.

Twente

May 2020			
12. OE-FDI	SC-7	Pink Aviation Services	tdy 15
13. CS-PHL	EMB505	NetJets Europe	14 NJE562E/612A
20. CS-PHN	EMB505	NetJets Europe	NJE621Y/642R
27. CS-PHM	EMB505	NetJets Europe	NJE572R/076Y
28. CS-DXK	Ce560XLS	NetJets Europe	NJE943K/249Q
29. PH-WMM	Ce525	ASL	

Credit: EHTW spotters.

Flamingo (Bonaire, Dutch Caribbean)

May 2020			
01. HK-5255	Lj45	SARPA	08
N31ZV	Lj31A	EZAir International	tdy
N5324J	Ce340A		31
02. PJ-AIR	BN-2B-26	Divi Divi Air	31
06. PH-DCG	AW139	DCCG	
10. HK-4411	BAe3201	SARPA	
PJ-JAC	Fokker 70	JetAir	
12. HK-5255	Lj45	SARPA	17
15. HK-5139	B737-476(F)	AerCaribe	
17. HK-4411	BAe31	SARPA	
21. S-441	AS532U2	300sq	
N558RA	Lj55	Royal Air Freight	
PH-DCG	AW139	DCCG	
22. N658AG	Ce525	Biotek Instruments	
23. HK-5255	Lj55	SARPA	31
N100MA	Ce750	Mountain Aviation	
28. HK-4411	BAe31	SARPA	
29. HI1053	ERJ145ER	Sky High Aviation	

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.

First a small correction: BN-2B PJ-AIR on the 2nd is a new Islander for Divi Divi that started operating already from 15 April 2020, but we forgot to mention it last month as a first visit. All scheduled international services were cancelled, only the inter-Dutch Caribbean-island traffic remained. Learjet HK-5255 and Learjet N31ZV operated ambulance flights almost every day this month.

Credit: Danny de Kiewit.



KC International Airlines was a Cambodian and Chinese joint venture in Cambodia founded in 2017. The airline launched scheduled flights in August 2018 but suspended flight operations already in January 2019. The Airbus A321 on this photo was about to be introduced in its fleet as XU-177 when the airline went out of business. Registered as 2-RLBL it was ferried to Woensdrecht on 11 May 2020 and was photographed shortly after its arrival by Johan Havelaar.

Movements Belgium



This Beech 200 was previously being operated by the Libyan National Meteorological Centre. Since at least May 2018 5A-DUA has been operated by Aspen Medical. The aircraft carries the Libyan Red Crescent logo on its left side. (Antwerp, 11 May 2020)

Antwerp

			May 2020
03. I-VICC	P68B	Aeronike	06
LX-TAI	PC-12/47E	Jetfly Aviation	
OO-PCI	PC-12/47E	EAPC	04
05. H28	A109BA	1w	
OO-PCI	PC-12/47E	EAPC	08
OY-CRJ	CRJ200LR	Copenhagen Air Taxi	
06. D-INCS	Ce525	Bizair Flug	
EC-GJM	SA227BC	Flightline	12
G-DJET	DA42	DEA Aviation	07
07. D-CHZF	Ce550 Bravo	Tyrol Air Ambulance	
G-YDEA	DA42	DEA Aviation	
OO-HCA	R44	Heli & Co	
08. ST41	SF260D	CC Air	
ST43	SF260D	CC Air	
LX-NEW	PC-12/47E	Jetfly Aviation	
OO-PCI	PC-12/47E	EAPC	27
10. LX-JFU	PC-12/47E	Jetfly Aviation	
LX-TAI	PC-12/47E	Jetfly Aviation	
OK-BII	Beech 400A	JetBee Czech	
11. ST46	SF260D	CC Air	
PH-LAW	CeT310R	AFOC Germany	18
12. ST42	SF260D	CC Air	
13. ST43	SF260D	CC Air	
14. ST32	SF260M+	CC Air	
ST41	SF260D	CC Air	
5A-DUA	Beech B200	Aspen Medical	
F-HUNK	P180	Oyonnair	f/v
G-BWVZ	DHC-1	D. Campion	29
OK-HAR	Ce560XL	Aeropartner	17
15. ST41	SF260D	CC Air	
ST42	SF260D	CC Air	
16. D-CDCM	Ce560XLS+	Air Hamburg	17
18. M3	SA316B	40sq	
9H-WIT	PC-12/47E	NextGen Aviation (Malta)	21
G-OPOT	A109S	Castle Air	f/v
I-GAUS	P68	AFOC Germany	21
SP-IAF	EMB500	NextGen Aviation	del
19. ST46	SF260D	CC Air	
D-HBWH	Bo105S	Air Lloyd	
G-LUBB	Ce525	Surrey Heli Charters	
I-VICC	P68B	Aeronike	26
OO-AAR	R44	AA Rent	
OO-GWB	SV-4B	Brussels Aviation School	
OO-KTN	A109S	Katoennatie	tst
YU-BST	Ce525	Eagle Express	24
21. HB-LUN	P68C	Swiss Flight Services	
LX-PCC	PC-24	Jetfly Aviation	f/v 22
OO-SVB	SV-4B	Lathouwers	
22. OK-HAR	Ce560XL	Aeropartner	
OO-GSP	Ce680	Air Service Liège	del
YU-PZM	Ce560XLS+	Air Pink	
23. PH-DWS	ERJ135LR	Air Charters Europe	03
24. OK-HAR	Ce560XL	Aeropartner	25

25. D-HBWH	Bo105S	Air Lloyd	
G-PKHA	PC-12/47E	Pilatus Beheer	2x
26. F-HAJD	Ce525	Luxmarine	f/v 02
27. H24	A109BA	1w	
ST42	SF260D	CC Air	
OK-HAR	Ce560XL	Aeropartner	29
OO-PCI	PC-12/47E	EAPC	
28. ST32	SF260M+	CC Air	
F-HNAV	Beech B200GT	DGAC	
OO-PCI	PC-12/47E	EAPC	31
29. OO-CJP	Ce414A	Airborne	tst
PH-CJM	Ce680	ASL	12
30. 9A-DWA	Ce525A	Winair	
HB-LUZ	P68C	Swiss Flight Services	
M-ARTY	PC-12/47E	Creston (UK)	
OO-SVA	SV-4B	F. Ceuppens	
31. HB-LUN	P68C	Swiss Flight Services	
OO-PCI	PC-12/47E	EAPC	03

A new addition for NextGen Aviation arrived from Luxembourg on the 18th. It still carried its Polish registration. Former LX-GSP arrived from Zurich as OO-GSP on delivery to Air Service Liège.

Credits: ASA Belgium vzw, Luchtzak.be forum.

Brussels

			May 2020
01. N500XX	G500	Stephenson Air Services	f/v 02
OY-SRP	B767-232(F)	Star Air	02 SRR280/119
02. SE-RLA	B767-232(F)	West Air Sweden	03 SWN773P/770P
04. 04-01778	C-37B	USAPAT	PAT78
B-5905	A330-343E	Hainan Airlines	05 CHH491/2
ET-AWO	A350-941	Ethiopian Airlines	ETH728/9
OE-FPP	Ce510	GlobeAir	05 GAC859W/748X
05. D-CITY	Lj35A	Air Alliance	AYY116
D-CJPG	Lj35A	Quick Air	QAJ2053
SP-KPR	Saab 340A(QC)	SprintAir	SRN820/1
06. D-AIRG	ERJ135BJ	Air Hamburg	07 AHO675C
07. 020	C295M	8.BLTr (13.el)	PLF033
F-HKRA	Ce525	Pegase	11
08. 606	Falcon 7X	MH 59. Sz.D. R	2x 09
D-ISKO	Raytheon 390	Peak Air	
EI-EIN	A330-302E	Aer Lingus	dep EIN2631
LX-NEW	PC-12/47E	Jetfly Aviation	
OE-FDT	Ce510	GlobeAir	GAC501D/490E
SP-ENU	B737-83N	Enter Air	09 ENT57FJ/59AB
11. D-ALOA	ERJ135BJ	Air Hamburg	12 AHO629R/863B
D-IPCH	Ce525A	Jetkontor	
D-ISKO	Raytheon 390	Peak Air	
F-HEND	Ce510	Astonjet	ASJ260
N588G	G550	General Dynamics Corp.	12
12. PH-TXA	Ce510	ASL	14
13. CS-LTH	Ce680A	NetJets Europe	14 NJE173H/107U
LX-PCC	PC-24	Jetfly Aviation	15 JFA88A/59C
N795AV	B787-8	AVIANCA	AVA282/3
OE-FOE	Ce510	GlobeAir	GAC281Z/354R

VQ-BIL	B777-300ER	Aeroflot	14 AFL2618/9	OE-FFB	Ce510	GlobeAir	
14. 9H-BIG	A340-312	Air X Charter		SP-ATT	Beech 400XP	Smart Jet	25 - /SAH48P
F-HPUR	BAe125-800XP	Valljet	16 VLJ19AR	UR-SQC	B737-8H6	SkyUp Airlines	SQP8815/6
PH-TXA	Ce510	ASL	18	UR-SQG	B737-8Z0	SkyUp Airlines	SQP8813/4
15. D-ILHC	Ce525	Lufthansa Flight Training	DLH9990	UR-SQI	B737-96NER	SkyUp Airlines	SQP3802/8802
D-IMOI	Ce525	ProAir Aviation		VN-A899	A350-941	Vietnam Airlines	HVN6081/2
D-ISKO	Raytheon 390	Peak Air	17	25. D-BFIL	EMB545	Atlas Air Service	26 ATL8F
F-HEND	Ce510	Astonjet	ASJ60	D-ISKO	Raytheon 390	Peak Air	
F-HKRA	Ce525	Pegase	18	F-HASJ	Ce510	Astonjet	ASJ276
G-STBH	B777-336ER	British Airways	BAW388/91	F-HMED	BAe125-1000B	Airlec Air Espace	
SU-GDP	B777-36NER	EgyptAir	MSR725/6	UR-SQF	B737-8H6	SkyUp Airlines	SQP8819/20
16. G-SKAL	Ce560XLS+	Catreus	VCG1AL/2AL	UR-SQK	B737-96NER	SkyUp Airlines	SQP8803/4
N785AV	B787-8	AVIANCA	17 AVA282/3	26. CS-CHA	CL-350	NetJets Europe	27 NJE468G/382C
UP-B6703	B767-332ER	Sunday Airlines	VSV5078/9	D-CANG	Ce560XLS+	Air Hamburg	AHO441D
17. LX-LAA	Lj45	Luxembourg Air Rescue	LRQ273C	G-CISK	ERJ145LR	Eastern Airways	
18. MM62215	C-27J	311° Gruppo RS	arr	OE-FZB	Ce510	GlobeAir	27 GAC791Q/977Z
9H-FAB	ERJ190BJ	Air X Charter	20 AXY1702/2001	PH-DWA	ERJ145LR	Air Charters Europe	JNL107
D-CGRC	Lj35A	Jet Executive Int'l	JEI313	SP-ENU	B737-83N	Enter Air	27 ENT51LC/501
PH-TXA	Ce510	ASL	20	UR-SQB	B737-8H6	SkyUp Airlines	SQP8805/6
VP-BJG	B777-2Q8ER	Nordwind Airlines	NWS9036/7	27. F-HASJ	Ce510	Astonjet	ASJ276
19. CS-TQZ	A340-313X	Hi Fly (a/w)	dep HFY261P	HB-JOG	A319-112	Chair Airlines	GSW148/6148
D-IPPY	P180	AirGo Flugservice	dep	OH-JFM	PC-12/47E	Hendell Aviation	
F-HEND	Ce510	Astonjet	ASJ496	UR-11316	An-12BK	Motor Sich	28 MSI6547
F-HMAU	EMB500	Lei Moa	20	UR-SQC	B737-8H6	SkyUp Airlines	SQP8807/8
G-CISK	ERJ145LR	Eastern Airways	EZE9321/0921	VN-A893	A350-941	Vietnam Airlines	HVN6081/2
OE-FCB	Ce510	GlobeAir	21 GAC338M/554D	28. CS-DXJ	Ce560XLS	NetJets Europe	29 NJE910U/247B
SP-MRB	Saab 340A(QC)	SkyTaxi	IGA722/1	D-CWIT	Ce525C	Witron Logistic	2x
UR-SQF	B737-8H6	SkyUp Airlines	SQP8803/4	EC-JDY	Beech 1900C-1	Serair Transworld Press	
UR-SQH	B737-86Q	SkyUp Airlines	SQP8805/6	F-HKRA	Ce525	Pegase	02
20. CS-LTK	Ce680A	NetJets Europe	22 NJE597D/423E	LX-LMD	PC-24	Jetfly Aviation	JFA56G/29V, 30V/57F
D-CJPG	Lj35A	Quick Air	QAJ1820	29. D-CJUG	Ce560XLS+	Atlas Air Service	ATL6G
F-HJFP	PC-12/47E	Getonejet	21	D-ITRA	Ce525	Transavia Flug	
F-HKRA	Ce525	Pegase	25	SP-ENU	B737-83N	Enter Air	ENT502/57WP
I-DIEM	Falcon 900LX	CAI	CPI201	30. N112QS	Global 5000	NetJets	01
LX-JFY	PC-12/47E	Jetfly Aviation	JFA62E/16F	UR-SQG	B737-8Z0	SkyUp Airlines	SQP8809/10
LX-PCC	PC-24	Jetfly Aviation	JFA53G/89A	31. D-BTLT	CL-300	MHS Aviation	MHV30T
PH-TXA	Ce510	ASL	24	F-HNAV	Beeh 250	DGAC	dep
SP-TAT	Beech 400A	Smart Jet	SAH26P	F-HPUR	BAe125-800XP	Valljet	VLJ21AR
UR-SQA	B737-8H6	SkyUp Airlines	SQP8807/8	OK-PVG	PC-12/47E	Gumárny Zubří	01
UR-SQJ	B737-96NER	SkyUp Airlines	SQP8517/8	TC-LOD	A330-343E	Turkish Airlines	THY6091/2
21. 9H-LEO	Ce550	Luxwing		VN-A892	A350-941	Vietnam Airlines	HVN6081/2
D-CYES	Lj35A	Air Alliance	AYY116	VN-A895	A350-941	Vietnam Airlines	HVN6083/4
F-HEND	Ce510	Astonjet	ASJ496				
SP-ENX	B737-8Q8	Enter Air	ENT52HF/56HX				
UR-SQB	B737-8H6	SkyUp Airlines	22 SQP8809/10				
22. D-CHIP	Ce525B	E-Aviation	arr				
F-HERE	Ce510	Astonjet	ASJ97				
LX-PCC	PC-24	Jetfly Aviation	JFA6D/62F				
UR-SQG	B737-8Z0	SkyUp Airlines	SQP8811/2				
UR-SQK	B737-96NER	SkyUp Airlines	SQP8519/20				
YU-PMK	Ce560XLS+	Air Pink					
23. CS-DXS	Ce560XLS	NetJets Europe	24 NJE731R/443Y				
I-DIEM	Falcon 900LX	CAI	CPI231				
UR-SQA	B737-8H6	SkyUp Airlines	SQP8817/8				
24. 7T-VNM	Ce560XLS+	Star Aviation					

Most (passenger) aircraft operating cargo flights have been omitted because they were either too repetitive or the information available was too incomplete. Exception has been made for non-regular types or airlines we have not mentioned before in the past months. On the 8th the final Airbus A330 ordered by Aer Lingus continued its delivery flight to Ireland. The Hi Fly Airbus on the 19th departed Brussels and ended up at Brisbane, Australia for disposal via stops in Portugal and Malaysia.

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



SP-IAF was delivered to Jet Story in February 2016. The Embraer 500 was ferried to Antwerp on 18 May 2020 on delivery to its new operator NextGen Aviation. The bizjet has been operated as PH-CPI since early June 2020. (Antwerp, 18 May 2020, Paul Soons)



Initially delivered to AeroM xico in March 2006 this Boeing 777 was acquired by Nordwind Airlines in 2018 as VP-BJG. This airline is one of the 'COVID-19' visitors. (Brussels, 18 May 2020, Paul Sanders)

Kleine Brogel

			May 2020
04.CE01	ERJ135LR	21sq	*
ST41	SF260D	CC Air (grey c/s)	*
ST42	SF260D	CC Air (grey c/s)	*
05.H29	A109BA	17sq/1w (demo c/s)	*
ST42	SF260D	CC Air (grey c/s)	*
ST43	SF260D	CC Air (grey c/s)	*
07.FB14	F-16BM	2w	*
ST42	SF260D	CC Air (grey c/s)	*
07bl	C-27J	Transporto Eskadrile	
11.ST46	SF260D	CC Air (grey c/s)	*
12.10-0216	C-17A	62nd AW	13
14.CH09	C-130H	20sq	*
18.CH01	C-130H	20sq	*
ST06	SF260M+	CC Air (Red Devils c/s)	*
20.CH05	C-130H	20sq	*
ST16	SF260M+	CC Air (Red Devils c/s)	*
26.CH11	C-130H	20sq	*
28.CH12	C-130H	20sq	*
FB14	F-16BM	2w	*
29.CH11	C-130H	20sq	*

The Lithuanian C-27J and USAF C-17A where the only two visitors during May 2020 that full-stopped at Kleine Brogel.

Credits: Rik Brebels, Toon Cox, Edwin Huskens, Stephan Lodewijks

Koksijde

			May 2020
04. H31	A109BA	17sq/1w	*
06.CH11	C-130H	20sq	*
H29	A109BA	17sq/1w (demo c/s)	2x *
07.H35	A109BA	17sq/1w	*
ST26	SF260M+	CC Air	*2x
08.ST42	SF260D	CC Air	*
12.CH09	C-130H	20sq	*4x
ST42	SF260D	CC Air (grey c/s)	*
13.H21	A109BA	17sq/1w	*
14.FA136	F-16AM	10w	*3x
H31	A109BA	17sq/1w	*
ST42	SF260D	CC Air (grey c/s)	*
15.CE01	ERJ135LR	21sq	*3x
18.FA81	F-16AM	10w	*
ST41	SF260D	CC Air	*
20.1x	SF260D	CC Air	*2x
25.FA86	F-16AM	10w	2x *
FA97	F-16AM	10w	2x *
26.ST32	SF260M+	CC Air (yellow c/s)	*3x
ST41	SF260D	CC Air (grey c/s)	*4x
27.276	AW139	301sq	*
28.FB14	F-16BM	2w	*
FB22	F-16BM	2w	*
H29	A109BA	17sq/1w (demo c/s)	*

Credits: Wim Houquet, Mike Derijcke, Filip Candaele, Christopher Noens, Niels De Ruyck, Ruben Theuninck, Kenny Plattevoet, Davy Lucidarme.

Liège

			May 2020
01.OO-AMR	Ce525A	Air Service Liège	
UR-11316	An-12BK	Motor Sich	arr
02.F-HSMG	R44	Heli & Co	arr
UR-11316	An-12BK	Motor Sich	03 MSI6547/8
VQ-BKK	B757-223(F)	Aviastar-TU	TUP6534/04
03.VP-BOQ	A321-251NX	Ural Airlines	04 SVR3685/6
VQ-BBU	B757-223(F)	Aviastar-TU	TUP6308
04.4X-ECC	B777-258ER	EI AI	ELY231/2
4X-EDJ	B787-9	EI AI	06 ELY235/2
ES-PWC	AW139	Piirivalve Lennusalk	arr
G-DCII	AW139	Executive Jet Charter	tst
OE-HMR	Falcon 2000LX	MHS Aviation	05 MHV20X
OO-MLG	Ce560XL	Luxaviation Belgium	AAB657
05.4X-ECD	B777-258ER	EI AI	ELY235/6
4X-EDK	B787-9	EI AI	ELY237/8
CS-LTH	Ce680A	NetJets Europe	06 NJE5ZD/831E
ES-PWC	AW139	Piirivalve Lennusalk	tst
F-GZTJ	B737-4S3(F)	ASL Airlines France	dep FPO34F
G-DCII	AW139	Executive Jet Charter	dep
VQ-BKK	B757-223(F)	Aviastar-TU	TUP6534/04
YU-SCJ	Ce525	Prince Aviation	PNC9CJ
06.EI-GCZ	A330-223	I Fly	RSY9824/608
ES-PWA	AW139	Piirivalve Lennusalk	tst
F-GPXR	SA226T	Pixair Survey	
OO-ACC	Ce525A	Air Service Liège	11
07.ES-PWA	AW139	Piirivalve Lennusalk	tst + dep
TF-AAC	B747-481	Air Atlanta Icelandic	11 ABD26P
08.4X-ECC	B777-258ER	EI AI	ELY235/6
D-CYEU	Lj35A	Air Alliance	AYY107
F-HICU	BAe125-900XP	Airlec Air Espace	ARL127
09.N567CA	B757-223	National Airlines	NCR310
10.N567CA	B757-223	National Airlines	NCR310
PH-DWA	ERJ145LR	Air Charters Europe	15 JNL645/070
11.LX-DEA	Ce560XLS	Luxaviation	LXA24Y
N512JN	MD-11F	Western Global Airl.	div WGN3367
PH-CJM	Ce680	ASL	
TF-AAH	B747-4H6	Air Atlanta Icelandic	12 ABD31P
VQ-BKK	B757-223(F)	Aviastar-TU	TUP6238/08
12.UR-SQI	B737-96NER	SkyUp Airlines	SQP4497/8
UR-SQJ	B737-96NER	SkyUp Airlines	SQP4495/6
13.4X-EDB	B787-9	EI AI	ELY231/2
CS-LTH	Ce680A	NetJets Europe	14 NJE173H/107U
UR-11819	An-12BP	Motor Sich	MSI6549
VQ-BKK	B757-223(F)	Aviastar-TU	TUP6236/06
14.4X-CMC	Ce560	Arrow Aviation	
CS-HAK	AW139	AKDN Logistique Association	13
15.4L-GEN	B747-236(F)	Geo-Sky (a/w)	GEL902/1
RA-64032	Tu-204-100	Cainiao Logistics	f/v TUP6534/04
16.VP-BGK	B777-31HER	Royal Flight	ABG9606/002



Vietnam Airlines took delivery of this Airbus A350 in August 2017. They mostly visit Belgium on government duties but VN-A893 paid a visit related to the COVID-19 virus. (Brussels, 27 May 2020, Paul Sanders)

18. 4X-ECE	B777-258ER	EI AI	ELY387/236
UR-SQJ	B737-96NER	SkyUp Airlines	SQP4499/500
UR-SQK	B737-96NER	SkyUp Airlines	SQP4491/2
19. 7T-WHP	C-130H-30	2 E TTL	KJD1047/8
OO-NSM	H145	Centre Médical Hélicopté	
VQ-BKK	B757-223(F)	Aviastar-TU	TUP6382/208
20. N649GT	B767-375ER	Atlas Air	CMB547/GTI8771
21. UR-11819	An-12BP	Motor Sich	arr MSI6550
22. 4L-GEO	B747-236(F)	The Cargo Airlines	23 - /GEL901
PH-DWS	ERJ135LR	Air Charters Europe	23 JNL375
25. G-PKHA	PC-12/47E	Pilatus Beheer	tst
OO-NSM	H145	Centre Médical Hélicopté	
VQ-BKK	B757-223(F)	Aviastar-TU	TUP6538/08
26. 4X-ECE	B777-258ER	EI AI	ELY381/238
4X-EDK	B787-9	EI AI	ELY296/36
G-RVNJ	P68B	Ravenair	RVR9NJ
N284SE	G280	Flying Group	arr
27. 252	CN235M-100	101sq	IRL252
276	AW139	301sq	arr
1228	C-17A	Heavy Transport sq	UAF1227
VQ-BKK	B757-223(F)	Aviastar-TU	TUP6236/06
30. 4L-GEO	B747-236(F)	The Cargo Airlines	GEL902/1
F-HTRY	P180	Airrailes	arr EOL710
TF-AAD	B747-4H6	Air Atlanta Icelandic	17 ABD27P
31. UR-CQV	An-26B	Vulkan Air	01 VKA120/1

On the 4th some AW139s were seen at the Leonardo facility. The Estonian Borderguard chopper arrived and the other one performed a test flight. On the 7th the first of three Air Atlanta Icelandic Boeing 747s arrived. All three aircraft made a stop at Liège to harvest useful parts before they continued to Kemble for disposal. The aircraft on the 7th was in basic Saudia colours as was the aircraft on the 30th, the aircraft on the 11th was in white Saudia colours and titles. The Western Global on the 11th diverted to Liège on its way from Amsterdam to Chicago with some technical issues. On the 15th an Aviastar-TU Tupolev 204 in Cainiao Logistics colours. Some

military traffic on the 27th. The Emirates C-17 was probably one of the highlights for this month. The Irish CASA was the chariot to take the crew of the helicopter back home.

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

Ostend-Bruges

May 2020			
01. TF-AMI	B747-412(F)	Magma Aviation	ABD345P/320
TF-AMN	B747-4F6(F)	Magma Aviation	dep ABD325
02. A7-BFC	B777-FDZ	Qatar Airways Cargo	QTR8148
03. A7-BFD	B777-FDZ	Qatar Airways Cargo	04 QTR8132
TF-AMU	B747-48EF	Astral Aviation	ACP2606/4488
04. N700CK	B747-4R7F	Kalitta Air	CMB163
05. A7-BFE	B777-FDZ	Qatar Airways Cargo	QTR8148
06. CS-TRJ	A231-231	21sq	BAF630
N700CK	B747-4R7F	Kalitta Air	07 CMB164
07. A7-BFB	B777-FDZ	Qatar Airways Cargo	QTR8176
CS-TRJ	A321-231	21sq	BAF633
D-FALK	Ce208	Businesswings	JMP241/242
HA-TAD	Saab 340A(F)	Fleet Air Int'l	08 FRF201/200
PH-NNX	Ce750	JetNetherlands	08
TF-AMP	B747-481(F)	Magma Aviation	ABD344P/325
YL-RAK	ATR72-212A(F)	RAF-Avia	MTL611C/371D
08. PH-CTH	Falcon 2000EX	Flying Group	
PH-NNX	Ce750	JetNetherlands	20
09. A7-BFT	B777-FDZ	Qatar Airways Cargo	QTR8148
TF-AMN	B747-4F6(F)	Magma Aviation	ABD349P/320
TF-BBJ	B737-476(F)	Bluebird Cargo	BBD255
10. A7-BFR	B777-FDZ	Qatar Airways Cargo	11 QTR8144
SU-GES	B787-9	EgyptAir	f/v MSR522/523
11. N710CK	B747-4B5F	Kalitta Air	CMB161
12. A7-BFB	B777-FDZ	Qatar Airways Cargo	QTR8148
EC-GPS	SA227AC	Flightline	14 FTL812/831
N280EX	G280	Exmar Marine	
13. D-ITTT	CeF406	Air-Taxi Europe	TWG221/122



Aviastar-TU Airlines and the Cainiao group of companies signed a partnership agreement in 2019 to conduct regular cargo flights on the Hangzhou - Moscow route. Tupolev TU-204C RA-64032 was repainted in Cainiao colours in October 2019. (Liège, 15 May 2020, Hervé Campsteyn)



On 27 May 2020 a rare visitor was caught on camera by jochem Jottier at Liège Airport. C-17A 1228 is being operated by the United Arab Emirates Air Force Heavy Transport squadron based at Abu Dhabi.

EC-GJM	SA227BC	Flightline	FTL822/931	25. N709CK	B747-4B5(F)	Kalitta Air	CMB164
N710CK	B747-4B5F	Kalitta Air	CMB163	OY-JJI	Raytheon 4000	JoinJet	
OY-NCM	Do328-300	Sun-Air (BAW c/s)	SUS684B/C	VQ-BZA	B777-31HER	Azur Air	AZV2110/2119
UR-CQE	An-26B	Vulkan Air	22 VKA140/178	UR-82009	An-124-100M	Antonov Des. Bur.	ADB3407
UR-SQC	B737-8H6	SkyUp Airlines	f/v SQP4581/4582	26. 9H-JDV	Ce525 (M2)	NextGen Aviation (Malta)	tst
UR-SQH	B737-86Q	SkyUp Airlines	f/v 14 SQP3521/3522	A7-BFU	B777-FDZ	Qatar Airways Cargo	QTR8148
14. 9A-BTE	Fokker 100	Trade Air	TDR185/9185	27. CH13	C-130H	20sq	tst BAF676
A7-BFB	B777-FDZ	Qatar Airways Cargo	QTR8176	CS-TRJ	A321-231	21sq	BAF634
F-HGPG	Ce525	VallJet	VLJ26AP	D-FABS	PC-12/47E	Schumacher Packaging	
TF-AMI	B747-412(F)	Magma Aviation	15 ABD344P/325	LX-PPF	Ce525B	Flying Group	28 FYL55F/12F
UR-SQJ	B737-96NER	SkyUp Airlines	f/v SQP4587/8	N710CK	B747-4B5F	Kalitta Air	CMB532
15. EC-GXJ	SA226TC	Flightline	18 FTL452/411	28. A7-BFR	B777-FDZ	Qatar Airways Cargo	QTR8176
N710CK	B747-4B5F	Kalitta Air	CMB164	LX-PPF	Ce525B	Flying Group	29 FYL11F/26F
UR-SQA	B737-8H6	SkyUp Airlines	f/v SQP4589/4590	29. EC-GXJ	SA226TC	Flightline	FTL442/
UR-SQF	B737-8H6	SkyUp Airlines	f/v SQP4585/4586	N740CK	B747-4H6(F)	DHL / Kalitta Air	CMB166
16. A7-BFM	B777-FDZ	Qatar Airways Cargo	QTR8148	VP-BWR	B737-79T	USAL	
UR-SQB	B737-8H6	SkyUp Airlines	f/v SQP4493/4494	30. A7-BFG	B777-FDZ	Qatar Airways Cargo	QTR8148
UR-SQH	B737-8H6	SkyUp Airlines	SQP4591/4592	SU-GET	B787-9	EgyptAir	f/v MSR520/521
17. UR-SQA	B737-8H6	SkyUp Airlines	SQP4553/4554				
VQ-BZY	B777-31HER	Azur Air	f/v AZV9912/2119				
18. EJ-CORE	ERJ135BJ	GainJet Ireland	arr				
N710CK	B747-4B5F	Kalitta Air	CMB166				
19. HA-TAD	Saab 340A(F)	Fleet Air Int'l	27 FRF201/200				
OO-KIN	Ce680	Flying Group	tst FYG41N/72N				
20. A7-BFI	B777-FDZ	Qatar Airways Cargo	QTR8148				
N403KZ	B747-481F	Kalitta Air	CMB501				
N744CK	B747-446(F)	Kalitta Air	CMB161				
SU-GER	B787-9	EgyptAir	f/v MSR522/523				
21. A7-BFS	B777-FDZ	Qatar Airways Cargo	QTR8148				
EC-GPS	SA227AC	Flightline	FTL843/844				
N744CK	B747-446(F)	Kalitta Air	CMB161				
TF-AMN	B747-4F6(F)	Magma Aviation	ABD344P/321				
23. OO-FAI	Falcon 8X	Flying Group	FYG43A/21A				
24. A7-BFR	B777-FDZ	Qatar Airways Cargo	QTR8148				
A7-BFT	B777-FDZ	Qatar Airways Cargo	25 QTR8132				

EgyptAir Cargo:

SU-GCE 01, 02, 05, 09, 10, 17, 23, 24, 28, 29, 30

SU-GCF 07², 13, 14, 16, 19, 30

SU-GCJ 03, 05, 11, 12, 15, 19, 21, 23, 24, 27²

Ostend movements from May 2020 continue to show a variety of new airlines visiting related to Covid-19. EgyptAir was known from their cargo movements with the A330 freighter and occasional A220 delivery flight. Since this month they also operated regular widebodies in the shape of their brand new B787s. Ukrainian airline SkyUp Airlines holds the most first visit mentions this month as six of their B737s also showed up in Ostend. Russian airline Azur Air joined the first visit party with one of their former Emirates B777s, a type rarely seen at Ostend.

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



Delivered to Emirates as A6-EBD this Boeing was added to the fleet of VIM Airlines in 2017 as VP-BIN. Six months after that airlines ceased operating the B777 was acquired by Azur Air. VQ-BZY was the first Boeing 777 being added to the fleet and is painted in the so-called 'Azur Bear' livery. (Ostend, 17 May 2020, Nik Deblauwe)

Military Movements Elsewhere



The Royal Oman Police Embraer 505 Phenom 300 A40-CY visited Seville to send in an aircrew to ferry the Royal Oman Police CN235M A40-CU back to its home base after undergoing high-level maintenance. Both aircraft visited Malta-Luqa for a fuel stop on their way to Muscat. (10 June 2020, Shaun Psaila)

Germany

			May 2020				
Nürnberg			GAF630	07-7187	C-17A	437th AW	18 RCH402/401
04.14+03	Global 5000	FBS BMVg		09-9207	C-17A	437th AW	RCH434
2x	NH90-TTH	HEER		57-1493/D	KC-135R	351st ARS	Evac10E2
05.15+01	A319-133X	FBS BMVg	GAF880	11-20387	UH-60M	4-3rd AVN	Army20387
84-00157	C-12U-3	E/1-214th AVN	Duke62	03.04-4128	C-17A	305th AMW	08 RCH235/244
06.99-00102	UC-35A	E/1-214th AVN	Duke77	10-0215	C-17A	437th AW	dep RCH105
07.54+13	A400M	LTG62	GAF692	57-1493/D	KC-135R	351st ARS	04 Evac10E2
08.31+19	EF-2000	WTD61	* Dixi01	165151	C-20G	CFLSW Det Sigonella	CNV6703
280	PC-12NG	104sq	IRL280	164762/JW	C-130T	VR-62	04 CNV6503
09.280	PC-12NG	104sq	IRL280	04.ZE708	BAe146CC3	32(TR)sq	RRR1309
10.1x	UH-60M	US Army		00-0175	C-17A	305th AMW	05 RCH557
11.54+26	A400M	LTG62	GAF621	164762/JW	C-130T	VR-62	05 CNV6503
12.09-72100	UH-72A	JMRC	* Army72100	05.94-0065	C-17A	155th AS TN ANG	06 RCH409
13.16+02	A340-313X	FBS BMVg	* GAF948	98-0057	C-17A	137th AS NY ANG	08 RCH217
15.77+03	H145M	THR30	* Joker53	06-6160	C-17A	60th AMW	dep RCH612
77+04	H145M	THR30	Joker57	11-20392	UH-60M	4-3rd AVN	Army20392
16.11-20388	UH-60M	4-3rd AVN	* Army20388	06.ZE708	BAe146CC3	32(TR)sq	RRR1315
18.16+01	A340-313X	FBS BMVg	* GAF918	06-6160	C-17A	60th AMW	12 RCH547
54+27	A400M	LTG62	* GAF608	164762/JW	C-130T	VR-62	07 CNV6506
19.99-00102	UC-35A	E/1-214th AVN	Duke63	07.85-0003	C-5M	436th AW	28 RCH973/340
20.99-00102	UC-35A	E/1-214th AVN	Duke59	01-0192	C-17A	137th AS NY ANG	08 RCH410
09-72108	UH-72A	JMRC	* Army72108	02-1108	C-17A	62nd AW	09 RCH597/177
21.97-00105	UC-35A	E/1-214th AVN	Duke36	03-3124	C-17A	437th AW	08 RCH1815
26.11-20364	UH-60M	4-3rd AVN	* Army20364	05-5143	C-17A	89th AS AFRC	08 RCH155
27.16+01	A340-313X	FBS BMVg	* GAF936	05-3146	C-130J-30	19th AW	08 RCH325
11-20388	UH-60M	4-3rd AVN	* Army20388	06-4631	C-130J-30	19th AW	08 RCH326
28.14+04	Global 5000	FBS BMVg	GAF689	07-46312	C-130J-30	19th AW	08 RCH327
11-20361	UH-60M	4-3rd AVN	* Army20361	900528	C-26D	AOD Sigonella	08 CNV6303
				900531	C-26D	AOD Naples	CNV6207
				164762/JW	C-130T	VR-62	08 CNV6506
				08.86-0019	C-5M	68th AS AFRC	11 RCH164
				04-4128	C-17A	305th AMW	15 RCH244/144
				10-0218	C-17A	62nd AW	09 RCH635
				84-00157	C-12U-3	E/1-214th AVN	Duke31
				09.01-0192	C-17A	137th AS NY ANG	11 RCH410/245
				02-1099	C-17A	758th AS AFRC	RCH202
				05-5143	C-17A	89th AS AFRC	10 RCH155
				10-0218	C-17A	62nd AW	10 RCH974
				14-5791	C-130J-30	19th AW	10 RCH328
				16-5849	C-130J-30	19th AW	10 RCH329
				16-5851	C-130J-30	19th AW	10 RCH224
				10.97-0048	C-17A	89th AS AFRC	11 RCH104
				02-1108	C-17A	62nd AW	15 RCH177/470
				900531	C-26D	AOD Naples	11 CNV6110
				164762/JW	C-130T	VR-62	11 CNV6509
				11.96-0005	C-17A	137th AS NY ANG	12 RCH167
				00-0185/AK	C-17A	144th AS AK ANG	dep RCH177

Credits: MAR, Scramble messageboard.

			May 2020
Ramstein			02 RCH605
01.83-1285	C-5M	436th AW	dep RCH316
85-0004	C-5M	436th AW	02 RCH270
85-0007	C-5M	436th AW	dep RCH166
98-0057	C-17A	137th AS NY ANG	dep RCH181
01-0186	C-17A	436th AW	dep RCH545
07-7183	C-17A	437th AW	dep RCH111
08-8190	C-17A	437th AW	02 RCH111
08-8190	C-17A	437th AW	dep RCH353
10-0220	C-17A	62nd AW	04 RCH605
02.83-1285	C-5M	436th AW	04 RCH166/217
98-0057	C-17A	137th AS NY ANG	06 RCH105/597
02-1108	C-17A	62nd AW	08 RCH597
03-3126	C-17A	305th AMW	06 RCH545/938
07-7183	C-17A	437th AW	

93-1562	C-130H	158th AS GA ANG	14 RCH140	17.02-1098	C-17A	305th AMW	18 RCH215
05-3145	C-130J-30	19th AW	12 RCH108	02-1108	C-17A	62nd AW	29 RCH470/559
14-5788	C-130J-30	19th AW	12 RCH627	04-4130	C-17A	305th AMW	18 RCH874
17-5867	C-130J-30	19th AW	12 RCH336	07-7185	C-17A	437th AW	18 RCH607
12.94-0069	C-17A	167th AS WV ANG	13 RCH347	07-7188	C-17A	437th AW	RCH870
01-0192	C-17A	137th AS NY ANG	14 RCH245	08-8197	C-17A	62nd AW	RCH257
02-1100	C-17A	155th AS TN ANG	13 RCH107	08-8199	C-17A	62nd AW	20 RCH173
07-7172	C-17A	60th AMW	19 RCH982	10-0213	C-17A	437th AW	RCH647
01-0041	C-40B	1st AS	14 SAM675	97-0401	C-37A	99th AS	18 SAM737
10-20272	UH-60M	A/1-214th AVN	Duke17	164762/JW	C-130T	VR-62	18 CNV6518
11-20387	UH-60M	4-3rd AVN	Army20387	18.07-7185	C-17A	437th AW	RCH607
164762/JW	C-130T	VR-62	13 CNV6509	09-9205	C-17A	437th AW	RCH872
13.15002	CC-150	437sq	CFC4178	164762/JW	C-130T	VR-62	19 CNV6518
02-1100	C-17A	155th AS TN ANG	15 RCH107	10-20245	UH-60M	A/1-214th AVN	Duke25
04-4130	C-17A	305th AMW	RCH304	10-20272	UH-60M	A/1-214th AVN	Duke17
05-5153/HH	C-17A	535th AS HI ANG	14 RCH106	19.01-0188	C-17A	137th AS NY ANG	20 RCH877
07-7183	C-17A	437th AW	14 RCH779	05-5143	C-17A	89th AS AFRC	20 RCH250
01-0040	C-40B	1st AS	SAM672	07-7187	C-17A	437th AW	29 RCH401/255
94-6708	C-130H	158th AS GA ANG	14 RCH443	07-7188	C-17A	437th AW	RCH870
12-5760	MC-130J	67th SOS	14 Kojak41	10-0213	C-17A	437th AW	RCH878
97-00105	UC-35A	E/1-214th AVN	Duke59	89-26163	UH-60A+	C/1-214th AVN	Duke96
04-01778	C-37B	OHAWOM/PAT	14 PAT78	10-20245	UH-60M	A/1-214th AVN	* Duke08
15-08173	CH-47F	B/2-3rd AVN	Army08173	900528	C-26D	AOD Sigonella	CNV6319
10-20272	UH-60M	A/1-214th AVN	Duke20	20.85-0004	C-5M	436th AW	21 RCH188/441
14.01-0188	C-17A	137th AS NY ANG	16 RCH235/800	87-0029	C-5M	60th AMW	24 RCH729
01-0191	C-17A	436th AW	RCH565	01-0188	C-17A	137th AS NY ANG	21 RCH877
04-4130	C-17A	305th AMW	RCH304	01-0196	C-17A	167th AS WV ANG	22 RCH375
05-5145	C-17A	729th AS AFRC	RCH345	07-7179	C-17A	60th AMW	23 RCH925
05-5153/HH	C-17A	535th AS HI ANG	15 RCH417	07-7183	C-17A	437th AW	RCH114
06-6167	C-17A	436th AW	15 RCH867	10-0220	C-17A	62nd AW	RCH501
07-7185	C-17A	437th AW	15 RCH607	97-0401	C-37A	99th AS	21 SAM737
15.02-1098	C-17A	305th AMW	16 RCH215	84-00165	C-12U-3	E/1-214th AVN	Duke19
03-3123	C-17A	167th AS WV ANG	17 RCH470	99-00102	UC-35A	E/1-214th AVN	Duke59
03-3124	C-17A	437th AW	16 RCH1815	04-01788	C-37B	OHAWOM/PAT	21 PAT78
05-5145	C-17A	729th AS AFRC	RCH345	08-20172	HH-60M	C/2-3rd AVN	Army20172
08-8197	C-17A	62nd AW	16 RCH257	10-20245	UH-60M	A/1-214th AVN	Duke20
10-0213	C-17A	437th AW	RCH647	11-20402	HH-60M	C/2-3rd AVN	Army20172
96-7323	C-130H	130th AS WV ANG	RCH418	12-20460	UH-60M	4-3rd AVN	Raven22
09-72108	UH-72A	JMRC	Army72108	21.85-0008	C-5M	436th AW	22 RCH972/973
900531	C-26D	AOD Naples	CNV6215	87-0028	C-5M	60th AMW	22 RCH200
16.85-0001	C-5M	436th AW	17 RCH895	93-0600	C-17A	155th AS TN ANG	22 RCH170
01-0188	C-17A	137th AS NY ANG	18 RCH800/877	95-0103	C-17A	62nd AW	22 RCH339
01-0191	C-17A	436th AW	RCH565	00-0176	C-17A	155th AS TN ANG	22 RCH879
01-0193	C-17A	437th AW	RCH434	01-0192	C-17A	137th AS NY ANG	22 RCH881/Bndg35
04-4128	C-17A	305th AMW	23 RCH144/152	05-5149/HH	C-17A	535th AS HI ANG	22 RCH984
07-7185	C-17A	437th AW	RCH607	08-8190	C-17A	437th AW	22 RCH376/237
09-9205	C-17A	437th AW	RCH150/872	10-0213	C-17A	437th AW	RCH878
94-6706	C-130H	158th AS GA ANG	17 RCH861	01-0015	C-40B	1st AS	24 SAM733
94-6707	C-130H	158th AS GA ANG	18 RCH862	11-5737	MC-130J	67th SOS	Pinda41
08-3173	C-130J-30	317th AW	21 RCH330	84-00157	C-12U-3	E/1-214th AVN	Duke19
04-01778	C-37B	OHAWOM/PAT	17 PAT78	22.01-0196	C-17A	167th AS WV ANG	23 RCH375
13-08146	CH-47F	B/2-3rd AVN	Army08146	09-9212	C-17A	437th AW	23 RCH281



The 48th Fighter Wing commander's aircraft F-15E 96-0201 was photographed during landing at Lakenheath after an extended deployment of eight months to the Middle East. (29 May 2020, Rick Sleight)



After their deployment in Jordan, Mountain Home's F-15Es returned to CONUS through Lakenheath. Two days later, F-15E 87-0202 and some others departed Lakenheath on 29 May 2020. (Rick Sleight)

02-5001	C-32B	150th SOS NJ ANG	RCH586	166696	C-40A	VR-56	29 CNV4981
84-00165	C-12U-3	E/1-214th AVN	Duke19	29.85-0003	C-5M	436th AW	31 RCH340/880
09-72108	UH-72A	JMRC	Army72108	01-0188	C-17A	137th AS NY ANG	30 RCH231
165151	C-20G	CFLSW Det Sigonella	CNV6722	02-1108	C-17A	62nd AW	30 RCH559/602
900530	C-26D	AOD Sigonella	23 CNV6321	03-3124	C-17A	437th AW	30 RCH550
900531	C-26D	AOD Naples	23 CNV6221	04-4136	C-17A	305th AMW	arr RCH233
23.ZZ176/176	C-17A	99sq	RRR6695	07-7171	C-17A	305th AMW	30 RCH230
86-0026	C-5M	60th AMW	24 RCH882	07-7177	C-17A	436th AW	RCH181
00-0184	C-17A	758th AS AFRC	24 RCH210	10-0216	C-17A	62nd AW	30 RCH888
01-0192	C-17A	137th AS NY ANG	27 Bndg35/RCH884	18-1947	C-37B	99th AS	30 SAM786
10-0215	C-17A	437th AW	arr RCH147	11-5731	MC-130J	67th SOS	Cage44
24.02	C-17A	HAW	25 Bartok75	09-72108	UH-72A	JMRC	Army72108
85-0001	C-5M	436th AW	arr RCH321	165151	C-20G	CFLSW Det Sigonella	Catbird1
85-0008	C-5M	436th AW	25 RCH895	900530	C-26D	AOD Sigonella	CNV6429
86-0015	C-5M	60th AMW	25 RCH154	30.00-0185/AK	C-17A	144th AS AK ANG	31 RCH950/100
87-0034	C-5M	60th AMW	30 RCH340	01-0187	C-17A	62nd AW	31 RCH818
04-4128	C-17A	305th AMW	30 RCH152/233	01-0191	C-17A	436th AW	RCH175
08-8190	C-17A	437th AW	25 RCH237	02-1108	C-17A	62nd AW	31 RCH602/596
25.85-0002	C-5M	436th AW	26 RCH959	05-5141	C-17A	729th AS AFRC	arr RCH596
96-0005	C-17A	137th AS NY ANG	26 RCH113	07-7177	C-17A	436th AW	02 RCH181
00-0184	C-17A	758th AS AFRC	26 RCH210	07-7183	C-17A	437th AW	31 RCH890
26.02-1098	C-17A	305th AMW	27 RCH555	07-7186	C-17A	437th AW	31 RCH302
03-3118	C-17A	183rd AS MS ANG	27 RCH508	07-7187	C-17A	437th AW	arr RCH255
08-5712	C-130J-30	317th AW	27 RCH222	11-20353	HH-60M	C/2-3rd AVN	Army20353
10-5701	C-130J-30	317th AW	27 RCH221	168207	UC-12W	USMC	Atila04
15-5826	C-130J-30	317th AW	27 RCH220	31.C-168	CL-604	Esk721	DAF8134
27.ZE707	BAe146 C3	32sq	28 RRR1443	85-0010	C-5M	60th AMW	02 RCH429
02-1098	C-17A	305th AMW	28 RCH555	01-0188	C-17A	137th AS NY ANG	01 RCH231/872
06-6157	C-17A	60th AMW	28 RCH610	03-3118	C-17A	183rd AS MS ANG	01 RCH508
10-0221	C-17A	437th AW	28 RCH706	05-5153/HH	C-17A	535th AS HI ANG	01 RCH505
08-6205	MC-130J	67th SOS	Saucy41	06-6154	C-17A	60th AMW	01 RCH380
13-08132	CH-47F	B/1-214th AVN	Grit09	07-7171	C-17A	305th AMW	03 RCH230
15-20744	UH-60M	A/1-214th AVN	Duke26	18-1947	C-37B	99th AS	03 SAM786
165151	C-20G	CFLSW Det Sigonella	CNV6727	14-5789	AC-130J	1st SOW	01 RCH1004
28.01-0191	C-17A	436th AW	29 RCH175	167847/BR-37	MH-60S	HSC-28	VVBR37
01-0192	C-17A	137th AS NY ANG	29 RCH884				
05-5141	C-17A	729th AS AFRC	29 RCH596				
06-6157	C-17A	60th AMW	29 RCH610				
07-7171	C-17A	305th AMW	29 RCH230				
07-7186	C-17A	437th AW	29 RCH302				
10-0221	C-17A	437th AW	29 RCH706				
08-3175	C-130J-30	317th AW	29 RCH140				
11-5732	C-130J-30	317th AW	29 RCH142				
16-5880	C-130J-30	317th AW	29 RCH144				
91-0418/SP	F-16CM	480th FS					
96-0083/SP	F-16CM	480th FS					
10-20276	UH-60M	A/1-214th AVN	Duke68				
11-20395	UH-60M	4-3rd AVN	Army20395				
15-20741	UH-60M	A/1-214th AVN					

Credits: MAR, Scramble messageboard.

Spangdahlem

04.06-6158	C-17A	60th AMW	April 2020
05.10-0221	C-17A	437th AW	05 RCH611
06.84-00156	C-12U-3	E/1-214th AVN	05 RCH529
07.30+81	EF2000	TLG31	Duke64
31+04	EF2000	TLG31	* Vader12
05-5143	C-17A	89th AS AFRC	* Vader11
84-00162	C-12U-3	E/1-214th AVN	RCH155
14.84-00165	C-12U-3	E/1-214th AVN	* Duke79
15.84-00156	C-12U-3	E/1-214th AVN	Duke23
16.99-00102	UC-35A	E/1-214th AVN	* Duke18
17.84-00156	C-12U-3	E/1-214th AVN	* Duke33
			Duke69

ZJ124/H	Merlin HC4	846NAS	Victor557	17.10-0215	C-17A	437th AW	RCH516/237
ZZ388	Wildcat AH1	652sq	* Polecat07	18.10-0215	C-17A	437th AW	20 RCH237
09-5713	MC-130J	67th SOS	* Strix67	09-5713	MC-130J	67th SOS	* Strix67
19.252	CN235M-100	101sq	IRL252	19.84-0061	C-5M	436th AW	20 RCH262
ZJ209	Apache AH1	673sq	Award76	20.84-0061	C-5M	436th AW	21 RCH981
ZH896	Chinook HC6A	Odiham Wg	SHF264	21.ZK552	Chinook HC6	7sq	Lifter12
ZZ522	Wildcat HMA2	815NAS	Martlet419	ZK556	Chinook HC6	7sq	Lifter11
20.ZJ203	Apache AH1	673sq	* AAC783	22.84-0061	C-5M	436th AW	27 RCH979
ZJ209	Apache AH1	3/4Regt	* Panther82	08-8190	C-17A	437th AW	23 RCH237
ZH891	Chinook HC6A	27sq	* SHF420	27.87-0169/MO	F-15E	389th FS	29 Trend31-36
ZJ129/N	Merlin HC4	845NAS	* Junglie431	87-0170/MO	F-15E	389th FS	29 Trend31-36
21.144614	CC-144B	412sq	22 CFC3924	87-0173/MO	F-15E	389th FS	29 Trend41-46
G-MAOL	AW109SP	32(TR)sq	* NOH24	87-0198/MO	F-15E	389th FS	29 Trend41-46
22.ZE708	BAe146 C3	32(TR)sq	RRR1527	87-0201/MO	F-15E	389th FS	29 Trend31-36
26.XW232	Puma HC2	Benson Wg	* SHF283	87-0202/MO	F-15E	389th FS	29 Trend31-36
ZE707	BAe146 C3	32(TR)sq	* NOH12	87-0204/MO	F-15E	389th FS	30 Trend31-36
03-3117	C-17A	183rd AS MS ANG	RCH507	87-0209/MO	F-15E	389th FS	30 Trend41-46
27.ZE707	BAe146 C3	32(TR)sq	RRR1443	88-1667/MO	F-15E	389th FS	29 Trend41-46
ZJ129/N	Merlin HC4	845NAS	* Junglie434	88-1678/MO	F-15E	389th FS	29 Trend41-46
28.ZJ124/H	Merlin HC4	845NAS	* Commando550	88-1699/MO	F-15E	389th FS	30 Trend41-46
ZM336	Phenom T1	45sq	* CWL49	88-1707/MO	F-15E	389th FS	29 Trend31-36
ZJ694	Sentinel R1	5sq	* Snapshot01	28.84-0061	C-5M	436th AW	02 RCH976
57-1493/D	KC-135R	351st ARS	* Quid89	87-0183/MO	F-15E	389th FS	29 Trend51-56
				87-0208/MO	F-15E	389th FS	30 Trend51-56
				87-0210/MO	F-15E	389th FS	29 Trend51-56
				88-1705/MO	F-15E	389th FS	29 Trend51-56
				89-0506/MO	F-15E	389th FS	30 Trend51-56
				90-0227/MO	F-15E	389th FS	30 Trend51-56

Credits: MAR, Scramble messageboard.

Cambridge May 2020

01.ZH878/878	Hercules C4	24/47sq	AA524
04.ZG996	Defender R2	651sq	MCE08
ZH865/865	Hercules C4	24/47sq	MCE02
07.ZH869/869	Hercules C4	24/47sq	Valiant61
ZZ511	Wildcat AH1	659sq	dep S3AGF
18.99-5482	C-130J	Bangladesh AF	Carbon09
20.ZZ523	Wildcat AH1	661sq	NOH04
21.ZE701	BAe146 CC2	32(TR)sq	arr NAF23
22.G-273	C-130H-30	336sq	NAF79
G-988	C-130H	336sq	* CWL33
26.ZM333	Phenom T1	45sq	Polecat07
ZZ523	Wildcat AH1	652sq	SHF283
27.XW224	Puma HC2	Benson Wg	

Credits: MAR, Scramble messageboard.

Coningsby May 2020

06.ZA679	Chinook HC6A	28sq	SHF491
07.ZM145/011	F-35B	Marham Wg	* Marham12
ZM147/013	F-35B	Marham Wg	*
13.XW199	Puma HC2	Benson Wg	SHF235
ZK333	Typhoon FGR4	2sq	Valkyrie11/14
ZK430	Typhoon FGR4	2sq	Valkyrie12/15
ZK330	Typhoon FGR4	2sq	arr TMU Valkyrie13
ZK371	Typhoon FGR4	2sq	dep TMU Valkyrie13
14.ZM150/016	F-35B	Marham Wg	* Marham22
19.ZK037/FM	Hawk T2	25sq	* VYT20
86-0154/LN	F-15C	493rd FS	* Dale
84-0044/LN	F-15D	493rd FS	* Eagle
20.ZZ523	Wildcat AH1	661sq	Carbon09
ZK336	Typhoon FGR4	1sq	dep TMU Typhoon86
27.XW224	Puma HC1	Benson Wg	SHF333
ZZ416	Shadow R1	14sq	* Serpent46
28.ZJ213	Apache AH1	4Regt	Vulture1
ZK351	Typhoon FGR4	9sq	arr TMU Fang01
ZJ939	Typhoon FGR4	9sq	dep TMU Fang01
29.09-0042	CV-22B	7th SOS	* Knife71

Credits: MAR, Scramble messageboard.

Fairford May 2020

12.80-1083	U-2S	99th ERS	Dragon86
15.57-2605	KC-135R	351st ARS	* Quid53
20.57-1440	KC-135R	351st ARS	Quid862
26.80-1071	U-2S	99th ERS	Dragon21

Credits: MAR, Scramble messageboard.

Lakenheath May 2020

05.06-6167	C-17A	436th AW	06 RCH969
06.01-0189	C-17A	155th AS TN ANG	07 RCH468
09-5713	MC-130J	67th SOS	* Strix88
12.84-0061	C-5M	436th AW	18 RCH262
14.10-0219	C-17A	62nd AW	19 RCH730

Credits: MAR, Scramble messageboard.

Mildenhall May 2020

01.63-13188	C-130E	222Filo	dep OAN2903
ZZ331	Voyager KC3	10/101sq	03 Tartan59/503
03-3124	C-17A	437th AW	dep RCH243
63-7979	KC-135R	6th ARW	02 RCH775
02.15-5822	C-130J-30	37th AS	Herky797
03.63-13188	C-130E	222Filo	04 OAN2903
05.ZH101/01	Sentry AEW1	8sq	* NATO30
01-1935	EC-130J	193rd SOS PA ANG	06 RCH1025
62-3541	KC-135R	92nd/141st ARW	06 RCH978
06.61-0324	KC-135R	336th ARS AFRC	07 RCH978
63-8874	KC-135R	92nd/141st ARW	07 RCH261
86-0163/LN	F-15C	493rd FS	* Chosen01
86-0156/LN	F-15C	493rd FS	* Chosen02
07.05-3146	C-130J-30	19th AW	RCH325
06-4631	C-130J-30	19th AW	RCH326
07-46312	C-130J-30	19th AW	RCH327
59-1486	KC-135R	92nd/141st ARW	08 RCH261
09.14-5791	C-130J-30	314th AW	RCH328
16-5851	C-130J-30	19th AW	RCH224
16-5849	C-130J-30	19th AW	RCH329
164762	C-130T	VR-62	CNV6709
10.168980	C-40A	VR-58	CNV6610
11.05-3145	C-130J-30	19th AW	RCH108
14-5788	C-130J-30	19th AW	RCH627
17-5867	C-130J-30	19th AW	RCH336
12.ZZ178/178	C-17A	99sq	* RRR814
1x	F-35B	Marham Wg	* Marham11
ZM333	Phenom T1	45sq	* CWL49
59-1463	KC-135R	173rd ARS NE ANG	14 RCH411
2x	F-15E	494th FS	* Dark21/22
13.ZM419/419	Atlas C1	24/70sq	* Comet459
168980	C-40A	VR-58	CNV6613
15.02-1098	C-17A	305th AMW	RCH215
01-0029	C-37A	76th AS	Valor29
16.86-0029	KC-10A	60th AMW	17 Gold41
17.11-9001	E-11A	653rd ELSG	Velcro04
169328	P-8A	VP-47	NavyPS171
19.ZM413/413	Atlas C1	24/70sq	* Comet451
ZM150	F-35B	Marham Wg	* Marham14
08-8601/RS	C-130J-30	37th AS	Herky702
61-0267	KC-135R	92nd/141st ARW	20 RCH223
166715	UC-35D	VMR-1	20 VM175
169334	P-8A	VP-47	NavyPS191
20.ZM413/413	Atlas C1	24/70sq	* Comet452
59-1515	KC-135R	92nd/141st ARW	21 RCH420
61-0311	KC-135R	92nd/141st ARW	21 RCH233

21.59-1462	KC-135T	6th ARW	25 RCH542	168757/YD	P-8A	VP-4	VVYD17
60-0333	KC-135R	92nd/141st ARW	22 RCH420	169426	P-8A	(VP-4)	VVYD07
22.ZZ171/171	C-17A	99sq	RRR820	07.ZZ331	Voyager KC2	10/101sq	RRR2218/19
23.08-6201	MC-130J	9th SOS	24 RCH1033	09.ZM402	Atlas C1	24/70sq	* Comet457
09-6209	MC-130J	9th SOS	24 RCH1031	ZM404	Atlas C1	24/70sq	* RRR489
25.79-1949	KC-10A	305th AMW	29 Roma82	ZG995	Defender R2	651sq	* AAC526
84-0192	KC-10A	305th AMW	29 Roma92	10.01-0015	C-40B	1st AS	SAM658
900531	C-26D	AOD Naples	26 CNV6225	11.ZH853	Merlin HM2	814NAS	SAM658
26.87-0119	KC-10A	60th AMW	28 RCH081/Gold53	11-5737	MC-130J	67th SOS	* Strix88
79-0434	KC-10A	305th AMW	02 Roma02	12.KAF342	C-17A	41sq	14 KAF3207
08-3176/RS	C-130J-30	37th AS	03 Herky855	ZM403/403	Atlas C1	24/70sq	* Comet458
63-8884	KC-135R	6th ARW	27 RCH982	ZE708	BAe146 C3	32(TR)sq	NOH04
27.2x	Apache AH1	3/4Regt	* Vulture1/2	ZZ178/178	C-17A	99sq	* RRR814
61-0318	KC-135R	106th ARS AL ANG	28 RCH891	ZH871/871	Hercules C4	24/47sq	* RRR126
28.ZM140	F-35B	Marham Wg	* Marham17	14.ZZ343	Voyager KC3	10/101sq	2x RRR2248/49
62-3554	KC-135R	22nd ARW	30 Roma83	09-6207	MC-130J	67th SOS	* Strix67
64-14829	KC-135R	197th ARS AZ ANG	30 Roma93	15.KAF342	C-17A	41sq	17 KAF3207
60-0345	KC-135T	171st ARS MI ANG	29 RCH195	ZA935/S	Puma HC2	Benson Wg	Rider2
59-1474	KC-135T	171st ARS MI ANG	29 RCH196	16.177701	CC-177	429sq	17 CFC3693
29.64-14831	KC-135R	197th ARS AZ ANG	31 Roma03	17.177701	CC-177	429sq	18 CFC3693
30.57-1437	KC-135R	92nd/141st ARW	31 RCH178	18.130601	CC-130J-30	436sq	20 CFC2524
31.64-14837	KC-135R	92nd/141st ARW	01 RCH265	15002	CC-150	437sq	24 CFC4380
				19.177702	CC-177	429sq	20 CFC3694
				20.ZM417/417	Atlas C1	24/70sq	* RRR472
				21.130601	CC-130J-30	436sq	21 CFC2524
				177702	CC-177	429sq	22 CFC3694
				ZM413/413	Atlas C1	24/70sq	* RRR473
				ZM416/416	Atlas C1	24/70sq	* RRR468
				ZK010/FN	Hawk T2	25sq	* VYT24
				22.15005	CC-150T	437sq	CFC3197
				24.169325/YD	P-8A	VP-4	VVYD01/Dragon01
				25.165829	C-40A	VR-58	CNV6622
				26.ZM416/416	Atlas C1	24/70sq	* Comet454
				28.ZM415/415	Atlas C1	24/70sq	* RRR475
				XX285	Hawk T1A	736NAS	Kraken48
				ZH872/872	Hercules C4	24/47sq	* Comet189
				29.KAF342	C-17A	41sq	30 KAF3212
				ZG998	Defender R2	651sq	* AAC528
				30.15003	CC-150	437sq	CFC4191
				177701	CC-177	429sq	31 CFC4002
				ZZ332	Voyager KC3	10/101sq	RRR2300

Credits: MAR, Scramble messageboard.

Northolt

02.252	CN.235M-100	101sq	May2020
07.252	CN235M-100	101sq	IRL252
	ZZ173/173	C-17A	IRL252
16.252	CN235M-100	99sq	RRR6893
18.ZH888/888	Hercules C5	101sq	IRL252
19.ZZ522	Wildcat HMA2	24/47sq	RRR5702
25.ZH888/888	Hercules C5	815NAS	Martlet419
27.ZH888/888	Hercules C5	24/47sq	RRR5703
31.ZH888/888	Hercules C5	24/47sq	RRR5704

Credits: MAR, Scramble messageboard.

Prestwick

01.177703	CC-177	429sq	May 2020
	ZM415/415	Atlas C1	03 CFC4004
03.ZM405/405	Atlas C1	24/70sq	* RRR480
04.ZM416/416	Atlas C1	24/70sq	* RRR485
05.ZZ343	Voyager KC3	10/101sq	* Comet454
	01-0015	C-40B	RRR2212/13
06.MAN	C-17A	1st AS	06 SAM658
	ZM403/403	Atlas C1	07 LHOB241
		24/70sq	* Comet455

Credits: MAR, Scramble messageboard.



CN235M-100 A40-CU was photographed during landing at Malta-Luqa Airport on 10 June 2020. This aircraft was accompanied by Embraer 505 A40-CY on her way to Muscat. (Shaun Psaila)

Civil News



On 29 February, Aeroflot took delivery of its first Airbus A350. The aircraft is registered as VQ-BFY and is also the first aircraft to sport the new (or better said, revised) Aeroflot colours. The Russian carrier originally committed in 2007 to 22 A350s, but subsequently cut eight A350-800s from the order. Airbus shelved the smallest variant of the A350-family and replaced it with the re-engined A330neo. During the 2018 Farnborough Air Show, Airbus disclosed an order for eight A350-900s, but did not name the customer. During a briefing prior to Aeroflot's first A350 delivery, Airbus revealed that Aeroflot was behind that order and that all 22 aircraft would be A350-900s. It was originally planned that Aeroflot would receive all A350s before the end of 2023, but due to the Covid-19 crisis this plan will undoubtedly change. Aeroflot intends to use the Rolls-Royce Trent XWB-powered twinjet to replace its A330-200/300s. (Frankfurt, 12 June 2020, Frank Schuchardt)

Manufacturers News

Airbus

A320 Successor

Early June the French government unveiled a €15 billion aid pack for the country's aeronautical sector. A large part of this package includes the already-announced €7 billion of government-backed loans for the Air France-KLM Group, but the rest of the package is aimed to support France's aerospace sector, which includes 1,300 companies and provides 300,000 direct and indirect jobs. The plan stresses that France must preserve its position in the creation and production of the next generation of aviation and that it will concentrate a very significant part of these resources on research and development of more environmentally friendly aircraft.

It will be no surprise that a large part of this package will go to Airbus. This will mean that Airbus has to start working on an environmentally-friendlier successor to the A320, with research focusing on a 30% improvement in fuel consumption and a full biofuel capability, as well as the potential of zero-emission hydrogen-based technology. This successor, it says, could take the form of an initial demonstrator around 2026-28 and enter service between 2033-35. The aircraft should set new standards for airliners in environmental terms. The French government plan has also outlined the creation of a new highly-efficient regional aircraft – using either hybrid electric or hydrogen technology. This aircraft is planned to enter service around 2030, following a demonstrator in 2028.

COMAC

ARJ21-series

COMAC is increasing deliveries of their ARJ21-700 aircraft with various news moments as a result. New start-up Chinese airline One-Two-Three-Airlines, part of the China Eastern Group, unveiled their first ARJ21-700 (c/n **140**) at the Shanghai Pudong facility at 13 June 2020. On this same date Air China's first ARJ21-700 (c/n **138**) was seen at the same facility. A few weeks earlier, on 9 June, China Southern Airlines' first ARJ21-700 (c/n **139**) was seen out in the open. The three main

carriers all have 35 of these regional jets on order to supplement their local airlift needs on smaller routes.

And the biggest surprise surfaced on 27 May 2020 as local Shanghai spotters captured the first CBJ21-700, the COMAC Business Jet version of the ARJ21. It is styled in a smart looking black-gold-white design COMAC B-001X and has c/n **110**. The first announcements of the CBJ21 date back to the ABACE2019, the Asian Business Aviation Conference and Exhibition held in Shanghai, in April 2019. Able to hold 12 up to 29 passengers the CBJ can be flown with a range of 5,500 kilometres, equal to Shanghai-Singapore.

Embraer

EMB135/145

On 19 June 2020 the last built Embraer 135/145 series arrived at its new home base Hamburg. Air Hamburg received their final Legacy 650E ERJ135BJ D-ANCE (c/n **14501240**), in a total fleet of 19 Legacies. Nearly 25 years ago, on 11 August 1995, the first prototype was unveiled in Brazil, marking Embraer's first steps into the jet-era and the early E-series that would later evolve into the current E2-series. As an airliner, the ERJ series spend twenty years in service so far with 36 airlines, although sadly with a majority stored at the moment due to the ongoing pandemic crisis. Of the ERJ135 series 65% of all deliveries are Legacy related business jets with 95% of these still in active duty today.

Gulfstream

G550

Gulfstream announced on 17 June 2020 that they sold their final Gulfstream 550 production slots, with delivery to customers by 2021. With over 600 G550s in service the branch of new Gulfstreams 650/650ER and G500/600 take over the flagship status of the classic G550. Announced in 2000 and first entering service in 2003 this Gulfstream model succeeded the expectations of the G-V back then and established itself as versatile platform in VIP and military transport and special role platforms.

Airliner News

Europe

Austria

On 8 June, Ryanair reached a deal with the Austrian unions about new salaries for [Laudamotion](#). This new agreement means the plan to close the Vienna-base is off the table. Instead, Laudamotion will continue to operate out of Vienna, but with a smaller fleet, ten Airbus A320s instead of the current sixteen. Later, these A320s are set to be replaced by B737-800s of Ryanair.

IAG has decided to pull the plug on [LEVEL Europe](#). The airline was hit heavily due to the Corona-crisis and filed for insolvency on 18 June. It operated a fleet of two Airbus A320s and four A321s out of their bases in Vienna and Amsterdam. LEVEL Europe was founded as Anisec Luftfahrt in Vienna in November 2017 as a subsidiary of Vueling. The original plan was to fly out of Vienna as Vueling Austria when IAG's plan to acquire Niki. Niki however was bought by Niki Lauda and Ryanair, forming Laudamotion. IAG adapted the plans and decided to operate flights under the LEVEL-brand instead and the airline started flying in June 2018 with four A321s. In March 2019 the airline added Amsterdam as a second base. The operations of LEVEL with their A330s out of Paris-Orly and Barcelona are not affected by this insolvency.

Cyprus

Before the Corona-crisis started, Tus Airways announced they would pause operations to rebrand itself as [ELA Cyprus](#). Our friends at ch-aviation have reported that the airline is on track for an autumn relaunch and will use between three to five leased B737-700s. They plan to fly to around fifteen destinations out of Larnaca.

Czechia

Various Czech media have reported that [CSA Czech Airlines](#) is in talks with Airbus to defer their A220s. In 2019 CSA ordered four A220-300s, but due to Corona the airline wants to push the delivery as far ahead as is possible. A final result of the negotiations is expected in a few weeks, but CSA has said that they still think the A220 is the best airplane for the airline.

Germany

DHL Aviation will acquire four used B767-300s, which will be converted into freighters for use by Leipzig-based [European Air Transport](#). Currently, EAT operates a fleet of 34 aircraft consisting of 22 A300Fs, three A330-200PFs and nine B757-200PFs.

Lufthansa and Turkish Airlines have decided to consolidate the operations of their joint-venture SunExpress on the Turkish AOC, which means the end of [SunExpress Deutschland](#). The airline, which was founded in June 2011, operated a fleet of thirteen B737-800s and seven A330s (for Eurowings) and was headquartered at Frankfurt Airport.

The [TUI Group](#) reached an agreement with Boeing for compensation for the delayed deliveries of their B737MAXs. Both companies also agreed the deferral of deliveries of 61 B737MAXs on order with at least two years. Currently there are nine produced B737-8s waiting to be delivered (five for TUI Germany, three for TUI UK and one for TUI Netherlands) and TUI will take delivery of these. At the same time TUI (Germany) is planning to restructure the company which could lead to phase-out half of its fleet of 39 aircraft in the coming weeks.

Iceland

Icelandic start-up carrier [PLAY](#) is still working on a launch and has said that they expect to commence operations by Autumn this year. PLAY is planning to use the current situation in aviation to secure favorable lease-terms on several Airbus A320s. The idea is to grow the airline to up to fifteen planes by summer next year. PLAY will be building on the idea defunct WOW air had; connecting Europe with the United States of America via Iceland, but no exact destinations are known so far.

Ireland

Aviation lessor [SMBC Aviation Capital](#) has announced it deferred the delivery of 68 B737MAX-family aircraft. The planes, that were not on the production line yet, and were planned to be delivered between 2021-2022, are now deferred until at least 2025. In an interview with FlightGlobal, the CEO said that the deferral was mainly driven by the challenges



Malta-based [Maleth-Aero](#) is a former business and general aviation specialist, which started ACMI operations with Boeing 737 family aircraft in 2016. In April 2018 it announced a further expansion of its activities to include widebody aircraft with former Virgin Atlantic A340-600s. The long quad jets will be leased from the European Aviation Group. In spring 2020 the first two A340-600s were registered in Malta and a third one will follow in the very near future. All three aircraft wear titles to support the British NHS service. Shown here is former G-VWIN, with the applicable registration 9H-NHS. It has been operating cargo flights out of Bournemouth to China to pick up medical supplies and PPE since the second half of May. (Bournemouth, 26 May 2020, Tony Guest)



This 21-year old Boeing 737-300 belongs to Jonika Airlines, a Ukrainian based ACMI operator established in 2017. The airline operates two Boeing 737-400s and one 737-300. The latter is UR-CQW, seen here. The aircraft has spent its whole life in the Ukraine. It was delivered to Ukraine International Airlines as UR-GAH in April 1999, which means that it is one of the last 737-300s built. In 2008 winglets were fitted to the aircraft and ten years later, in 2018, the aircraft received its current registration when it was delivered to Jonika Airlines. From April 2019 until January 2020, the aircraft was leased to UR Airlines, who operated the aircraft on behalf of Fly Erbil. Both airlines names were painted on the aircraft. In January 2020 the aircraft was returned to Jonika Airlines and was placed in storage at Kiev-Boryspil and Kiev-Zhuliany. It entered service again on 12 May. Since then it has operated only a handful of flights and one of them was to Amsterdam on 1 June. (Robert Eikelenboom)

of the B737MAX-programme and not so much by Corona. So far, SMBC had ordered 133 B737MAXs and was in discussion with Boeing about an adjusted delivery schedule for months.

Romania

Romania's newest carrier, [Animawings](#) took delivery of their first Airbus A320. The aircraft is former SX-DGI of Aegean Airlines and it flew to Bucharest-Otopeni on 5 June after being painted at East Midlands. It will become YR-AGA in Romanian duty. The carrier, which is owned for 25% by Aegean, is planning to launch operations soon and will be carrying passengers for Romanian touroperators to Egypt, Greece, Spain, Tunisia and Turkey.

Russia

The [Volga-Dnepr Group](#) and Boeing met each other in a Seattle (WA) courtroom in June as Volga-Dnepr claimed the manufacturer broke the terms of the contract regarding the delivery of one B747-8F and three B777Fs to AirBridgeCargo. The judge, however, sided with Boeing in the case, which will now re-sell the aircraft involved to other customers. The lawsuit was the result of Volga-Dnepr informing Boeing in February that they would not be able to take delivery of the four aircraft due to financial difficulties as a result of a slump in cargo demand. However, during the Corona-pandemic, cargo demand picked up significantly, which prompted Volga-Dnepr to send a letter to Boeing saying they were ready to take delivery of the planes. Boeing, however, already was in final negotiations to re-sell the planes and rejected the letter of Volga-Dnepr.

Spain

[Iberia](#) announced it will not bring back its fourteen Airbus A340-600s post-Corona, but, instead, retire them. Currently, only one of these is operational, while the rest is parked. The airline is also negotiating with Airbus to defer deliveries of new Airbus, including the A350. They will also retire older A319s and A320s when those types' leases expire in the coming months. According to the CEO, Iberia will operate a 20% smaller fleet in the coming years. It does not expect to be back on pre-Corona levels before 2024.

Africa

South Africa

The business rescue practitioners of [South African Airways](#)

have outlined their plan to bring the airline back to a healthy and self-sufficient airline. The idea is to restart operations gradually and start with six narrowbody-aircraft. By March the fleet would expand with three narrowbodies and a few widebodies, growing to 19 by November next year. Then in December they plan to add seven widebodies, growing to the planned 26. No detailed information about the aircraft types have been outlined in the plan. As for destinations the airline will operate up to four or five international, 19 regional and three domestic routes.

Asia

China

[China Express Airlines](#) announced it signed a strategic partnership with COMAC. Part of this is an order for 100 ARJ21s and C919s. The exact breakdown is not known, but deliveries of the first ARJ21s are to start later this year. China Express will also work with COMAC on aircraft design, maintenance and overseas market expansion. The airline was founded in 2006 and currently operates a fleet of 49 aircraft: eleven Airbus A320s and 39 CRJ-900s. China Express is also planning to add the A320neo to the fleet, with the first one already seen at Toulouse.

Japan

On 14 June All Nippon Airways phased out their last three classic B737-500s, which are operated by subsidiary ANA Wings. The aircraft involved are JA305K, JA306K and JA307K. ANA nicknamed the type the Super Dolphin, including a picture of the animal on the engines. Over the years, ANA Wings operated with 22 B737-500s. Now the airline will be an all-turboprop operator with 24 DHC-8-400s. However, the plan is to have them operate the fifteen MRJ90s ANA has on order. ANA Wings was formed in 2010 by merging Air Next, Air Central and Air Nippon Network. Its main operating bases are Nagoya-Chubu and Tokyo-Narita, with hubs at Fukuoka, Osaka-Itami and Sapporo-New Chitose.

Vietnam

[Jetstar Pacific Airlines](#) is going to rebrand back to its original name [Pacific Airlines](#). The airline, which currently operates fifteen Airbus A320s, will also introduce a new livery that will "reflect its close ties to the majority shareholder Vietnam Airlines". Pacific Airlines rebranded into JetStar Pacific

in 2008 when the Qantas Group acquired 30% of the shares in the airline. It is said that Qantas is now looking to sell its shares to Vietnam Airlines.

Middle East

Qatar

The always outspoken CEO of Qatar Airways, Al-Baker, is threatening Airbus and Boeing with litigation if the manufacturers don't comply to the wishes of the airline to defer deliveries of their aircraft on order with up to ten years. He also said that Qatar Airways won't do any business with them if they force the airline to take delivery of aircraft it doesn't need. Qatar Airways has around 165 aircraft on order; 50 A321neos, 27 A350-1000s, 65 B777Xs and 23 B787-9s and wants to push deliveries originally scheduled for 2022-2023 with at least ten years. Aircraft that had already been built but awaiting delivery will be accommodated by the airline as it doesn't want to be "unfair". Al-Baker expects that Qatar will permanently retire around 25% of its current 240-aircraft fleet, of which around 40% is parked. All A330s and large part of the A320/A321s are the first aircraft to be retired. Qatar also expects that their ten A380s will remain parked for at least a year and might not return to duty, even when demand increases.

United Arab Emirates

Emirates has phased out its first Airbus A380. The aircraft involved is twelve-year-old A6-EDB which was painted all white at Dubai-International. It is unknown what the next destination of this airframe is. This A380 with c/n 013 flew its last commercial flight on 23 February, when it operated EK865 from Muscat to Dubai. Five days later it was ferried to Dubai-World Central for storage but was flown back to Dubai-International on 25 March. On 14 May it performed a last (test) flight to and from Dubai-International, lasting one hour and twenty minutes. But, there's also good news for the A380-lovers as the airline announced they will resume operations with the type from 15 July. They will first fly the aircraft to London-Heathrow and Paris-Charles de Gaulle with more destinations to follow.

North America

Bermuda

Longtail Aviation, that operates a single B737-700BBJ has de-

cided to enter the cargo market and acquired a former Car-golux B747-400F. The aircraft will mainly be used to transport goods from China to the West.

United States of America

Amazon.com keeps expanding its fleet of airplanes for Prime Air as the company announced that they signed a deal to lease twelve additional B767-300SFs from the Air Transport Services Group. The first plane was already handed over last month and the rest are scheduled to arrive before the end of next year. This will bring the total fleet of Prime Air to over 80 aircraft, which consists of (leased) B737-800SFs and B767-300SFs.

Oceania

Australia

Qantas has announced drastic measures as the government of Australia decided on continuing to ban all international flights (except New Zealand) for the foreseeable future. The airline will ground up to 100 aircraft for another year, defer deliveries of new aircraft on order (B787s and A321neos) and fire up to 6,000 co-workers. It currently has a fleet of 133 planes. Qantas has also announced the immediate retirement of their B747-400s, of which most were already flown to Mojave (CA) for storage and scrapping. Currently only one is left in Australia, which is VH-OEJ that is parked at Sydney. Qantas will also park their twelve A380s in the desert of Mojave (CA) and doesn't expect to reactivate them until 2023. And even then it might be that they will only have the six aircraft that recently had their cabins refurbished return to active duty.

Vanuatu

Air Vanuatu is conducting a strategic review as the airline is plotting a way forward post-Corona. Part of the review is the deferral of the four Airbus A220s it has on order. It is unknown until when the planes are deferred. Originally, Air Vanuatu was to take delivery of their first A220 at the end of this year. Air Vanuatu ordered the four A220s (two -100s and two -300s) during the 2019 Paris Air Show.

Aircraft orders

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



After the deal was closed between Ryanair (Laudamotion's parent company) and the Austrian unions, it was revealed that Laudamotion will continue to operate out of Vienna, but with a smaller fleet of ten Airbus A320s instead of the current sixteen. Later these A320s are set to be replaced by B737-800s of Ryanair. The aircraft in this picture is a former flyNas aircraft. It was withdrawn from use and placed in storage at Woensdrecht in December 2019. Lessor AerCap found a new lessee in Laudamotion and the aircraft is scheduled to be delivered to Austria as OE-LME in September 2020. However, now it seems that Laudamotion has less appetite for A320s, the chance that this aircraft will enter service have become very uncertain. The aircraft is seen here during a test flight from Woensdrecht which took place on 10 June. The aircraft is in full Laudamotion colours, but still with its Bermuda registration VP-CXY under which it flew for flyNas. (Jonas Evrard)

Airbus 2020 firm orders

AerCap	25	A320neo
	25	A321neo
Air France	10	A350-900
Air Lease Corporation	50	A220-300
	52	A321neo
	1	A350-900
Air Senegal	8	A220-300
Avolon	8	A320neo
	1	A321neo
BOC Aviation	20	A320neo
CALC	40	A321neo
Cebu Aviation	5	A320neo
	10	A321neo
Spirit Airlines	47	A319neo
	33	A320neo
	20	A321neo
Unidentified	10	A350-900
Total	365	

Boeing 2020 firm orders

Air Lease Corporation	3	B787-9
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All Nippon Airways	1	B787-9
	11	B787-10
<u>FedEx</u>	3	<u>B767-300F</u> (+1)
Oman Air	4	B787-9
Republic of Korea Air Force	6	P-8A
Royal New Zealand Air Force	4	P-8A
<u>Unidentified</u>	5	<u>B767-300F</u>
	2	<u>B777F</u>
	3	B787-9
<u>UPS</u>	1	<u>B747-8F</u>
US Navy	8	P-8A
	7	B787-10
Total	58	(+9)

ATR 2020 firm orders

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

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

Jetliners



Fly Angola is a carrier founded in 2018 which launched domestic services as a virtual airline in September of that same year. Initial equipment was a sub wet-leased Embraer ERJ145LR, operated on its behalf by AirJet. The aircraft is registered as D2-FDF and former operators of this 20-year old aircraft are Chautauqua Airlines, AeroMexico Connect and Shuttle America. It was delivered in Angola to AirJet in December 2017. The aircraft arrived at Maastricht for maintenance and repaint on 7 May. (Maastricht-Aachen, 3 June 2020, Mark Rimmel)

A320	-214	1578	OE-ION	GECAS - General Electric Capital Aviation Services, ex ES-SAT of SmartLynx Estonia. Registered on behalf of the lessor on 27 May. Aircraft has been stored at Ostrava since 09 April.
	-214	1657	OE-IOP	GECAS - General Electric Capital Aviation Services, ex ES-SAU of SmartLynx Estonia. Registered on behalf of the lessor on 28 May. Aircraft has been stored at Ostrava since 09 April.
	-214	2123	OE-IOQ	GECAS - General Electric Capital Aviation Services, ex ES-SAV of SmartLynx Estonia. Registered on behalf of the lessor on 28 May. Aircraft has been stored at Ostrava since 09 April.4
	-232	3162	YR-AGA	Animawings, ex SX-DGI of Aegean Airlines. Delivered on 5 June.
	-214	5015	OE-LMH	LaudaMotion, ex F-WXAS of Airbus Industrie. Delivered on 12 June. Former JA803P of Peach.
	-214	5754	OE-LZE	Austrian Airlines, ex PR-ONS of AVIANCA Brasil. Delivered on 5 June. Registered in between as N676AC of ACG – Aviation Capital Group.
	-251N	9510	G-UZLL	easyJet. Delivered on 27 May. Test registration was D-AUBM.
	-271N	9586	HA-LJA	Wizz Air. Delivered on 29 May. First A320neo for Wizz Air. Test registration was F-WWBQ.
	-251N	10006	OY-RCL	Atlantic Airways. Delivered on 19 June. Test registration was F-WWII.
	-271N	10024	EC-NIX	Vueling Airlines. Delivered on 16 June. Test registration was F-WWBP.
	-271N	10047	SX-NED	Aegean Airlines. Delivered on 18 June. Test registration was F-WWIG.
	-271N	10052	EC-NIY	Vueling Airlines. Delivered on 16 June. Test registration was F-WWBU.
A321	-211	6056	OE-IOJ	ALC – Air Lease Corporation, ex G-TCDE of Thomas Cook Airlines. Registered on behalf of the lessor on 25 May. Aircraft was destined for Jet2 where it should have been registered as G-HLYB, but due to the Corona crisis, Jet2 did not need this extra capacity anymore. Aircraft should have been leased from AirTransat by Jet2, and only for the summer 2020 season. If Air Transat is still interested in this aircraft is still not known. It has been stored at Shannon since 21 March.
	-251NX	9209	G-NEOY	British Airways. Delivered on 15 June. Test registration was D-AVZW.
	-251NX	9399	OE-ISE	easyJet Europe. Delivered on 27 May. Test registration was D-AYAG.
	-251NX	9422	G-UZMI	easyJet. Delivered on 17 June. Test registration was D-AVZD.
A330	-322	96	OE-IAW	SASOF Aviation, ex 9H-AGU of Hi Fly Malta. Registered in Austria on 12 June. Aircraft has been stored at Castellon since 28 November 2019.
	-243	1191	N628AC	Aircastle, ex ZS-SXZ of South African Airways. Registered in the US on 9 June. Aircraft has been placed

	-243	1210	N618AC	in storage at Marana (AZ) since 18 May.
	-243	1223	N632AC	Aircastle, ex ZS-SXY of South African Airways. Registered in the US on 9 June. Aircraft has been placed in storage at Marana (AZ) since 18 May.
	-243	1236	N634AC	Aircastle, ex ZS-SXX of South African Airways. Registered in the US on 9 June. Aircraft has been placed in storage at Marana (AZ) since 18 May.
	-243	1236	N634AC	Aircastle, ex ZS-SXW of South African Airways. Registered in the US on 8 June. Aircraft has been placed in storage at Marana (AZ) since 18 May.
A340	-343E	1517	9H-HFE	Hi Fly Malta, ex 9V-SSB of Singapore Airlines. Delivered on 16 June.
	-642	787	9H-PPE	Maleth-Aero, ex 2-EALL of European Aviation Group. Seen registered at Bournemouth early June wearing "support our NHS" titles. Aircraft is former G-VWEB of Virgin and was withdrawn from use by Virgin already last September. It was placed in storage at Lourdes between November and February and registered in the in the Guernsey register in January. In February it was ferried to Bournemouth.
A350	-941	406	EC-NIS	Iberia. Delivered on 5 June. Test registration was F-WZNC.
	-941	407	F-HTYE	Air France. Delivered on 12 June. Test registration was F-WZFX.
B737	-941	419	EC-NJM	Iberia. Delivered on 19 June. Test registration was F-WZNM.
	-45D	28753	9H-AHD	Air X Charter, ex SP-LLG of LOT Polish Airlines. Registered on 5 June. Will be converted to freighter in Canada.
	-86J	29120	N216RH	Bank of Utah, ex 9H-TJG of Corendon Airlines Europe. Arrived at Jinan for freighter conversion 10 June and registered the following day.
	-8BK	33018	OM-KEX	AirExplore, ex TF-KEX of Icelandair. Returned from lease on 1 June.
	-8JP	39033	N474DM	Wilmington Trust Co., ex LN-NGX of Norwegian. Registered on 9 June. Destined for Shandong Airlines.
	-8LX (BBJ2)	39899	VP-CVP	Southern Jet, ex D-AXXX of ACM Air Charter. Delivered on 29 May.
	-8JP	41126	N473DM	Wilmington Trust Co., ex LN-NGY of Norwegian. Registered on 9 June. Destined for Shandong Airlines.
	-8JP	41134	N470DM	Wilmington Trust Co., ex LN-NHB of Norwegian. Registered on 9 June. Destined for Shandong Airlines.
B757	-2Q8	30045	VP-BIS	Azur Air, ex 2-STRW of Wilmington Trust Co. Delivered on 5 June.
B767	-300F	63116	N185FE	FedEx Express. Delivered on 19 June. Line # 1211.
B777	-212ER	28530	N771KW	Eastern Airlines, ex VP-BYX of Standard Chartered Aviation Finance. Registered on behalf of its new operator on 29 May. Aircraft is former 9M-FGA of FlyGlobal.
	-212ER	32320	N772BC	Boeing Capital Corporation, ex 9V-SRM of Singapore Airlines. Registered in the US on 4 June. Ferried to Goodyear (AZ) for storage on 12 June.
	-212ER	33373	N785BC	Boeing Capital Corporation, ex 9V-SQN of Singapore Airlines. Registered in the US on 10 June. Ferried to Goodyear (AZ) for storage on 18 June.
	-F	66255	N845FD	FedEx Express. Delivered on 5 June. Line # 1655.
ERJ	135BJ	14500942	G-KRFX	Flexjet, ex I-KRFX of Sirio S.p.A. Registered on 10 June.
	135BJ	14501008	RA-02795	Private, ex M-SAAN of Autolex Transport Ltd. Registered on 2 March.
	135BJ	14501089	D-AEOT	Air Hamburg Private Jets, ex 9H-KAP of Air X Charter. Delivered on 7 June.
	135BJ	14501240	D-ANCE	Air Hamburg Private Jets. Delivered on 18 June. This is the last Legacy ever to be delivered.

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

Propliners

Canadair CL-415EAF **1081** N415BT Bridger Air Tanker, ex C-GFBN. Noted in full colours, but still as C-GFBN, in March 2020 at Viking Air in



Former Everts Air Cargo DC-6 N151 has been repainted into Braathens S.A.F.E. colours and got its old registration LN-SUB back (which it had originally when it was delivered to Braathens) and is seen here landing at Stavanger-Sola, Norway on 2 June 2020, after a long ferry flight from Yellowknife (NWT). Since it will not officially be registered in the Norwegian register it still carries N151, along with LN-SUB. It will be stored at the Flyhistorisk Museum Sola as an exhibition. Notice the crowds witnessing the arrival of these proper Propliner, in its immaculate colours! (Stavanger-Sola, 2 June 2020, Pål Leiren)

Douglas	DC-3C	4363	ZK-JBG	Victoria (BC). The newly converted CL-215 was delivered to Bridger in Bozeman (MT) on 15 April 2020. The airplane was officially transferred from Canada to USA on 27 May 2020.
	C-47	9053	N47FJ	Airscapades, ferried to Napier on 4 June 2020 and will be prepared here for regular commercial pleasure flights over Hawke's Bay.
	DC-6B	45496	N151	This DC-3 fuselage was noted on a trailer at Rolla (MO) in late June 2020. It will be heading to Michigan for a preservation project. The airplane was damaged when the airport was hit by a tornado. Originally it was assigned C-47D 42-32827, and christened Ada Red.
				Everts Air Cargo, painted in full Braathens SAFE colours with vintage registration LN-SUB, at Fairbanks

(AK). The airplane was successfully ferried from Fairbanks via Yellowknife to Stavanger, Norway on 1 and 2 June 2020. The DC-6 was used until the last hours before the next overhaul was due, and will now be preserved at the Flyhistorisk Museum at Stavanger Sola Airport. It was originally delivered to Braathens as LN-SUB.

DC-7B **45353** N4889C

T&G Aviation. Has been at Marana-Chandler/Gila River (AZ) for years. The airfield is no longer operational, and now under control of a local Indian tribe. They hit enthusiasts looking around with a 125 USD trespassing fine. Lately spotters take their drones out to get images of the propliners on the field. In images from November 2019, the airplane was still intact, but footage from May 2020 show the DC-7 completely burned out. The inside was already vandalised before.

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

Fokker News

F28	-0100	11321	4O-AOM	Montenegro Airlines. After arrival on 23 March 2020 at Podgorica (as YM5001 from Vienna) the Fokker was put in storage. It left Podgorica on 14 June for a ferry to Bratislava (as YM898) for continued storage.
	-0070	11561	5B-DDB	Tus Airways. Arrived Maastricht 4 November 2019 and has been impounded on request of a former captain. He claims he trained crew members and performed test flights for the company and says he is owed a substantial amount of money. Since the aircraft is impounded it cannot operate for the airline, so the person in question hopes his due wages will be paid soon...

Credits: Merv Crowe, Skyliner.

Bizjets

BAe	125-800B	258210	RA-02731	Registered on 13 March, ex VP-CSP.
Beech	400A	RK-423	N407CW	Ex G-FXCR of Flexjet Ltd. was recently sold to Corporate Wings LLC in the US.
Cessna	525A	0051	N415SL	Avcorp US Registrations, ex G-OCJZ. Registered on 13 March.
	525A	0197	F-HMCX	Tara, ex OO-SKY. Registered on 25 May.
	525A	0202	G-ZEUZ	Zenith Aviation, ex EI-ZEU. Noted at Doncaster on 15 June.
	550	0182	OH-CHF	Noted at Stauning on 17 June, ex OY-VIP.
	680	0032	N219LD	Rocklyn Leasing, ex C-FDHD. Registered on 9 March.
	680	0162	C-GJAE	Kreos Aviation, ex N710MS. Registered on 17 December.
	700	0011	N711CL	Sunshine Aviation Capital, registered on 27 February.
	700	0017	N15KJ	Sovereign Skies, re-registered from N717CZ on 11 March.
	750	0133	N905UP	Wheels Up, re-registered from N932TX on 5 March.
	750	0135	N909UP	Wheels Up, re-registered from N715TX on 5 March.
	750	0144	N908UP	Wheels Up, re-registered from N944TX on 5 March.
	750	0258	N945JS	flyExclusive, re-registered from N758XJ on 6 March.
	750	0529	N751EA	Sante Fe Aviation, re-registered from N817WH on 3 March.
Challenger	300	20241	N610CG	Clover Construction Management West, re-registered from N801EL on 2 March.
	350	20353	N211JB	JCB, re-registered from N200JB on 5 March.
	350	20843	N200JB	Bombardier Aerospace, registered on 5 March.
	350	20844	N529LC	Bombardier Aerospace, registered on 17 March.
	350	20845	N350KH	Bombardier Aerospace, registered on 17 March.
	350	20852	C-GSWR	Bombardier, re-registered from C-GOXR on 5 June.
	601-3R	5149	N67RS	TVPX Aircraft Solutions, ex T7-CCM. Registered on 30 March.
	604	5524	N325S	Bank of Utah, ex XA-JFE. Registered on 6 March.
	604	5568	PR-CFA	CF Administração e Participações Eireli, ex N456HK. Registered on 20 December.
	604	5584	N823KD	Suzuki del Caribe, re-registered from N828KD on 3 March.
	604	5659	UP-CL602	Comlux KZ, ex HB-JRG. Noted at Hamburg on 7 June.
	605	5980	C-FJKS	Ledair, ex G-RNJP. Registered on 31 March.
	605	5955	N955JG	TVPX ARS, ex EYE77. Registered on 5 March.
	650	6144	C-GRIS	Bombardier, re-registered from C-FAQB on 18 June.
Embraer	500	50000368	PH-CPI	Former SP-IAF of Jet Story Sp.z.o.o. was sold to NextGen and will be based at Antwerp.



Cirrus SF50 N120RB was registered to APG Aviation on 9 June 2020 and is one of a few SF50s operating in Europe. This example is based at London-Luton. (Rotterdam-The Hague, 14 June 2020, Gideon van Dijk)



New Falcon 8X F-WWZZ (c/n 462) is seen departing from Geneva for a test flight above France. The colours easily betray the future operator, Gazpromavia. (22 June 2020, Robert Erenstein)

	600	55020119	OE-HXX	Former PR-LHJ of Embraer was sold to Avcon Jet as a replacement for OE-HLA.
Falcon	7X	273	F-HHED	Dassault Aviation, ex OO-JUK.
	900B	119	N970JD	Jesse Duplantis Ministries, ex N22FW. Registered on 26 February
	900EX	101	N240LG	Liberty Globa, re-registered from N730LM on 2 March.
	900DX	613	N89A	Altitude Aviation Group, ex B-8021. Registered on 27 February.
	2000LX	6	D-BDLR	DLR, ex F-WXEY. Noted at Oberpfaffenhofen on 3 June.
	2000LXS	320	F-HRFL	Dassault Aviation, ex YU-FSS. Registered on 8 October.
Global	Express	9024	N944MM	Reregistered from N886WB on 10 June.
	Express	9047	T7-VBS	Exported to San Marino on 27 May, ex N947BR.
	Express	9073	N59DB	Reregistered from N213XF on 9 June.
	Express	9091	N29FR	Reregistered from N190WH on 18 May.
	Express	9093	N404RS	Ex D-ACDF of ACM Jet Charter, registered on 3 June.
	XRS	9251	N756WC	Should be registered N756WC in June, ex OE-IGG of Glock Aviation.
	XRS	9310	N88D	Reregistered from N64NY on 14 May.
	XRS	9326	N2MG	Reregistered from N26GX on 21 May.
	XRS	9377	N700YB	Delivered to Meisner Aircraft on 4 June, ex G-CGSJ.
	5000	9468	N283AA	Reregistered from N283CK on 20 May.
	5000	9495	RA-67246	Registered on 30 April, ex OE-LPZ of Laudamotion.
	5000	9707	P4-HBK	Reregistered from N500QA in June.
	5000	9807	N373GG	Registered on 15 May, ex 9H-VBG of TAG Aviation Malta.
	6000	9567	N442LF	Reregistered from F-HFIP on 22 May.
	6000	9823	N386BA	Reregistered from N711SW on 1 June.
	6000	9854	TC-SJD	Temporarily Turkish registered for test flying by Turkish Aerospace Industries.
	6500	60003	9H-VBG	TAG Aviation Malta. Ex C-GHXB which was cancelled on 26 May.
	6500	60005	N158QS	Delivered to Netjets on 11 June, ex C-GHZA.
	6500	60028	C-GLUS	Delivered to Bombardier on 2 June.
	6500	60029	C-GMVN	Delivered to Bombardier on 2 June.
	7500	70061	C-GNKI	Delivered to Bombardier on 8 June.
	7500	70062	C-GPFG	Delivered to Bombardier on 10 June.
Gulfstream	III	321	N196PA	Phoenix Air, re-registered from N830SU on 20 April.
	IVSP	1310	N850LF	Leonard Green & Partners, re-registered from N850LG on 9 March.
	G550	5468	N2120	Wilmington Trust, re-registered from N550XY on 2 March.
	G550	5597	N178L	NantWorks, re-registered from N550GA on 2 March.
	G550	5603	N901X	United States Steel, ex N563GA. Registered on 28 February.
	G650	6341	N650GW	Ozora, ex N650GF. Delivered on 21 February.
	G650ER	6407	N1876P	Chevron USA, ex N607GA. Registered on 9 March.
	G650	6408	N4096Q	6408 LLC, ex N608GA. Registered on 26 March.
	G650ER	6420	N8AL	Bank of Utah, ex N620GD. First noted on 16 December.
	G500	72036	OE-LVA	MJet, ex N536GD. Registered in May.
	G500	72041	N500AN	TVPX Aircraft Solutions, ex N541GD. Registered on 28 February.
	G500	72044	9H-OST	Jet Aviation Flight Services (Malta), ex N544GS. Noted at Basel on 30 May.
	G500	72047	9H-MRV	TAG Aviation Malta, ex N547GD. Noted at Malta on 9 June.
Hawker	4000	RC-67	N532CP	Ex VP-CPP of Mineralogy Pty. Ltd. was sold to Aircraft Guaranty Corp.
IAI	1124	284	N727AT	Registration expired on 2 June.
	1124A	425	N167JB	Registration expired on 29 May.
	1125	35	N1125K	Registration expired on 26 May.
	1125SPX	121	N3JH	ex N42NF. Still registered to Hunter Aerospace on 19 May.
	G150	288	OH-WIL	For Jetflite. Ex C-GWPK, which was exported from Canada on 4 March.
Pilatus	PC-24	177	9H-JZM	Ex HB-VZV of Pilatus Flugzeugwerke was sold to TAG Aviation (Malta) Ltd.
	PC-24	179	LX-PCF	Ex HB-VZX of Pilatus Flugzeugwerke was sold to JetFly Aviation SA.
	PC-24	180	ZS-NIO	Ex HB-VZY of Pilatus Flugzeugwerke was sold to an unknown operator in South Africa in April.

PC-24	181	HB-VZZ	Registered to Pilatus Flugzeugwerke in April. Later sold as:
PC-24	181	N562DB	to a yet unknown operator in the US.
PC-24	182	HB-VSB	Registered to Pilatus Flugzeugwerke in April.

Bizprops



After being on the Luxembourg register for nearly ten years, former Citation Latitude LX-GSP was transferred to Air Service Liège as OO-GSP. It is seen here on the day of delivery after completing its flight from Zürich. (Antwerp, 22 May 2020, Walter Van Brempt)

Beech	B200	BB-1868	HK-5333	Former LN-LTA of SEB Finans AB (then operated by Lufttransport) was sold to Comercializadora Vuelo Alto SA, but will be operated by Global Service Aviation SAS in Columbia.
	B250	BY-363	D-IGEL	Former N363BY of Textron Aviation Inc. was sold to a yet unknown operator in Germany.
	B250	BY-369	D-INMJ	This brand new Beechcraft was sold to a yet unknown operator in Germany.
	B350i	FL-1101	OK-RLP	Former D-CFMU of Aerodata AG was sold to RLP CR sp in the Czech Republic.
	B350i	FL-1202	RA-02798	Operator now known as Lukoil, addition to Scramble 491 – Page 36.
Commander	690	11006	RA-07842	Registered on 4 March, ex N71AH.
Piaggio	P180	1083	N147SL	Registration expired on 29 May.
	P180	1091	N146SL	Reactivated on 27 May, was cancelled in 2018.
	P180	1102	N137SL	Registration expired on 29 May.
	P180	1213	9M-TSH	Ex D-IXRK and I-FXRK, to Malaysia in March.
Pilatus	PC-6B2/H4	969	9H-RVM	Ex T7-TBZ of Turbolenza was sold to RVM Logistica e Trasporti SAGL in Malta.
	PC-12/47E	1291	N9RS	Ex HB-FVM of Leonardo Flyer AG was sold to Snyder Robert Lloyd in the U.S.
	PC-12/47E	1467	T7-DUD	Former HB-FVY of Fly 7 Executive Aviation was sold to a yet unknown operator in San Marino.
	PC-12/47E	1767	OH-DNG	Unknown operator in Finland is now known as Hendell Aviation Oy, addition to Scramble 493 – Page 30.
	PC-12/47E	1898	280	Former HB-FXT of Pilatus Flugzeugwerke was sold to Irish Air Corps in April.
	PC-12/47NGX	2003	N400PW	Former HB-FRV of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US.
	PC-12/47NGX	2010	N11NX	Former HB-FSC of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US.
	PC-12/47NGX	2011	HB-FSD	Registered to Pilatus Flugzeugwerke in April.
	PC-12/47NGX	2012	N55GX	Former HB-FSE of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US.
	PC-12/47NGX	2013	N238LL	Former HB-FSF of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US.
	PC-12/47NGX	2015	HB-FSH	Registered to Pilatus Flugzeugwerke in April. Later sold as:
	PC-12/47NGX	2015	N7679T	to Pilatus Business Aircraft Ltd. in the US.
	PC-12/47NGX	2016	N916AF	Former HB-FSI of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US.
Piper	46-500TP	4697282	N97BF	Maricorp US, ex PH-FHB. Registered on 11 March.
	46-500TP	4697389	D-FLYW	Noted Nürnberg on 22 May, ex OD-AHS.
SOCATA	TBM-940	1316	RA-07840	Ex N940ZB of OKC was sold to an unknown operator in Russia.
Swearingen	Merlin IIIA	T-267	F-GPXR	Former PH-PIX of Aerodata Remote-Sensing BV was sold to Pixair Survey in France.

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/info/soviet.php) 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.

Ae 45	50 079	'OK-BYE'	Czechoslovak Government photo	30may20	preserved Prague-Kbely; ex OK-EGN
An-2R	1G153-36	HA-MKI	Powerfoods Gmbh	may18	l/n Fertőszentmiklós and broken up there
An-2T	1G160-38	ES-BAB	Kaitseliit	rgd may13	finally canx between 13feb20 and 02jun20
An-2R	1G179-31	RA-62701	Krivozhapkim i Ko	photo 20may20	in the Yakutsk region
An-2R	1G182-31	4L-NAT	Service Air	l/n 20aug19	at Natakhtari; canx between 01nov19 and 01jun20
An-2T	1G196-04	UR-ZUB	Inkompas	rgd 20may20	TOV "Inkompas" of Kiev; ex UR-LEL
An-2R	1G198-32	RA-31647	Aeroprom	photo 20may20	in the Yakutsk region
An-2R	1G203-37	UP-A0104	Aero	AKX 01mar11	ex CCCP-17776 and to RA-17776
An-2R	1G215-29	UR-40892	Prostor Avia	l/n 07may13	at Tarasivka; canx between 24may20 and 02jun20
An-2R	1G225-49	RA-33330	AGAT	photo 25may20	in the Yakutsk region
An-2R	1G225-51	RA-33332	AGAT	photo 25may20	in the Yakutsk region
An-2	---	AAC-1074	Air Sports Cuba	photo 1970's	later became CUD-1074
An-2	---	12-12	Cuban Air Force	photo	serial carried without hyphen under its left wing
An-2M	---	FAR-924	Cuban Air Force	photo	damaged, probably during an emergency landing
An-12BP	40 24 10	UR-CGW	Meridian	rgd 04mar20	to DS Air Inc. of Cyprus
An-24RV	2 73 082 06	RA-46493	UTair Cargo	trf jun20	
An-24RV	4 73 095 06	RA-46665	Polyarnyye Avialnii	YKS 02jun20	sale was reported nov19
An-26	20 09	--	Soviet Air Force	mfd 21feb74	trf to the Armenia Air Force in 2003
An-26	22 06	9Q-CAW	Mango Airlines	dbr 29jun05	undercarriage collapsed on landing at Goma
An-26	25 06	--	Soviet Air Force	mfd 25nov74	details confirmed by Antonov;
An-26	34 06	406	Hungarian Air Force	wfu 11jun20	last Hungarian AF An-26 flight this date
An-26	51 06	4L-GSS	Bravo Air	JUB 18mar18	
An-26	75 05	YA-KAL	Citico	JUB 18mar18	c/n not confirmed, reported as An-26B
An-26-100	80 04 ?	S9-TLW	South Sudan Supreme	JUB 02feb17	ex EK-26804 ?
An-26	105 04	RF-36077	Russian Air Force	ZIA jun20	coded "04" blue
An-26	108 08	D2-EPQ	Angola	mfd 10feb81	details confirmed by Antonov
An-26	127 10 ?	S9-TLK	South Sudan Supreme	JUB 31mar17	ex EK-26710 ?
An-26B	128 08	UP-AN610	Jenis Air	no reports	sale reported jun20
An-26	133 10 ?	S9-TLZ	South Sudan Supreme	JUB 17mar17	ex EK-26310 ?
An-26Sh	---	RF-36061	Russian Air Force	photo 2020	coded "20" red
An-26	---	RF-93994	Russian Air Force	CKL 12jun20	coded "29" red; 'GLITs' logo behind the cockpit
An-28	1AJ 009-09	EK-2809	Mars Avia	rgd 26feb19	canx 10feb20 as operating in South Sudan
M28-05	AJE 003-22	N590QP	Sierra Nevada Corp	rgd 18jun20	ex USAF 10-0322
An-32RE	12 04	KA2758	Indian Air Force	Plm 16apr20	version not confirmed but likely
An-32A	14 08	EK-32408	Mars Avia	rgd 05apr18	canx 10feb20, operating in Chad
Il-12	30 189	CCCP-N478	Polyarnaya Aviatsii	photo	dbr, details unknown; soc in 1949
Il-76M	00134 31945	RF-86887	Rosgvardiya	Erm 2020	no titles



Although built in 1992 for Aeroflot, it was never delivered to Russia but stored for a long time until being delivered to South Korea in 2007. Funnily, it carried registration OK-KIM prior to its delivery to South Korea and after its return from there, but naturally this was not on purpose... Anyhow, it became LZ-CCQ in 2011 and was seen in Africa many times over the past years, operating on behalf of the UN. Back at its base in Sofia, it is seen here after take off for a test ride to Poprad on 2 June 2020. It now carries additional code 'UNO-303P'. (Emil Dyulgerov)

II-76TD	10134 09295	UR-CTO	ZetAvia	rgd	15jun20	ex UP-I7601
II-76TD	10234 11368	UR-FSD	Fly Sky Airlines		18jun20	reported on the Ilyushin OKB website; ex UP-I7660
II-76TD	10234 12399	UR-FSC	Fly Sky Airlines		18jun20	reported on the Ilyushin OKB website; ex UR-CRN
II-76TD	10234 14450	EX-76004			18jun20	reported on the Ilyushin OKB website; ex UP-I7654
II-76TD	10334 18596	EX-76003			18jun20	reported on the Ilyushin OKB website; ex UP-I7650
II-76TD	00834 86590	RA-78765	Aviacon Zitotrans	TSN	30dec19	reported stored in 2020
Ka-26	70 015 06	HA-MRN			unknown	in Jiangxi Science and Technology Museum - China
Ka-26	75 048 08	LZ-6030		mfd	28jan75	with Air Lyubliyan 04apr20 to 04jun20
Ka-26	75 049 20	LZ-6037		rgd	04jun75	with Air Lyubliyan 04apr20 to 04jun20
Ka-27PL	5235003023331	RF-19137	Russian Navy	VVO	jun20	coded "46" red
Ansats-GMSU	33 110	RA-20030	not known	h/o	28may20	line # 110; to GTLK; in all-white c/s, no titles
L-410UVP	83 11 29	1129	Libyan Air Force	d/d	feb84	l/n Bani Walid 07may17 derelict; covered with graffiti
L-410UVP-T	85 15 33	1533	Libyan Air Force	d/d	16dec85	l/n Bani Walid 11jan18 engineless/wfu
L-410UVP-T	85 15 35	1535	Libyan Air Force	d/d	16dec85	l/n Bani Walid 11jan18 wfu/derelict
L-410UVP-E9	96 26 33	5Y-VVA	not known	dam	25may20	on approach to Qansax Dheere when hit by bullets
Mi-2	56 3402 034	YV-1140C	not known	CCS	01apr03	in medium blue/white c/s, no titles; c/n known now, ex D-HZPF and to YV2029
Mi-2	52 6630 050	UR-20667	Universal-avia	f/n	2013	preserved Beregdaróc (48.180761° 22.520343°)
Mi-2MSB	54 9718 046	"681"	Ukraine Army Aviation	photo	16aug19	damaged; c/n known now
Mi-2	52 9942 106	UR-SUS	Avia-Stil	rgd	19may20	to Piotr F. Miarka of Poland
Mi-2	5410316 077	RA-15749 (2)	Kazan Air Enterprise	GOJ	01jun20	
Mi-2	---	YI-AME	Dept of Agriculture	photo	04sep11	dumped at Khan Bani Sad AB (Iraq)
Mi-4	---	33	Cuban Air Force	photo		
Mi-8PS	85 61	LZ-CAY	Heli Air Services	MSQ	06mar19	canx between 25feb20 and 01jun20
Mi-8PS	85 62	LZ-CAI	Heli Air Services ?	SOF	05may18	stored; canx between 25feb20 and 01jun20
Mi-17V-5	360M..	HA-5141	Indonesian Army	w/o	06jun20	on a training flight from Semarang
Mi-8AMT	AMTS00643136607U	RF-91417 (2)	Russian Air Force	w/o	19may20	on a training flight from Klin
Mi-171E	171E00643157512U	N243XX	Vertol Systems	rgd	03jan19	ex N512VS
Mi-171E	171E00643157513U	N244XX	Vertol Systems	rgd	03jan19	ex N513VS
Mi-171E	171E00643157514U	N245XX	Vertol Systems	rgd	03jan19	ex N514VS
Mi-8MTV-1	---	RA-24193 (2)	Ozernovski RKZ 55	h/o	02jun20	based at the "Izluchina" helipad at Avachinski
Mi-8MTV-1	---	RA-24433 (2)	Vityaz-Aero	h/o	04jun20	with 'glass' nose and clam-shell doors
Mi-8MTV-5	---	RF-24759	Russian Air Force	CKL	24apr18	coded "39" white; with 'VVS Rossi' titles
Mi-17	---	353	Afghan Air Force		07jun97	used by its crew defect to Taliban-held Kabul
Mi-8T	---	601	Afghan Air Force		unknown	hulk sat Khost when city was captured by mujahideen
Mi-17V-5	---	LH921706	Chinese Army	photo	apr20	ex LH927xx; opb the Tibet/Xizang Brigade
Mi-17V-5	---	LH951710	Chinese Army	photo	2020	opb 81st Brigade at Tongxian
Mi-17V-5	---	LH921722	Chinese Army	photo	apr20	ex LH927xx; opb the Tibet/Xizang Brigade
Mi-17	---	LH953728	Chinese Army	photo	2020	ex LH917xx; opb 161st Brigade
Mi-171E	---	LH993768	Chinese Army	photo	2020	designation of the version unknown
Mi-17	---	WJ51703	Chinese Police	URC	20may20	all green c/s
Mi-17	---	WJ51705	Chinese Police	photo	aug19	all green c/s
Mi-8MT	---	"140" black	Ukraine Army Aviation	photo	29may20	code not painted on, only on sheet of paper
Mi-8	---	AF753	Zambia Air Force	LUN	2020	preserved at Lusaka (S15.335887 E28.434620)
Mi-14	30301/2/3/4	not known	North Korean Air Force	d/d	2002/04	all four based at Inhung
Mi-24PU1	353 243 33 18349	not known	Ukraine Army Aviation		08may20	contract for repair of the right wing signed
Mi-24P	353 243 . . 23783	"01"	Soviet Army Aviation	w/o	01feb89	crashed in the mountains 8 km from the Salang Pass
Mi-24D+	220 581	581	Hungarian AF	f/n	2013	pres. Pusztaottlaka (46.53616° 21.02107°); l/n 2020
Mi-35	280 856	856	Libyan Air Force	mfd	19sep88	dbr while being transported on a flat-bed loader
Mi-35M	---	RF-13023	Russian Air Force	dbr	07may20	at Dzhankoi when an engine failed
Mi-35	---	12	Afghan Air Force		13jul85	defected from Khost to Miranshah (Pakistan)
Mi-35	---	28	Afghan Air Force		13jul85	defected from Khost to Miranshah (Pakistan)
Mi-35	---	71	Afghan Air Force		05feb89	defected to the mujahideen-held Panjshir valley
Mi-35	---	84	Afghan Air Force		05feb89	defected to the mujahideen-held Panjshir valley
Mi-24A	---	5211	Libyan Air Force	photo	18may20	the hulk sat at al-Watiya; c/n possibly 4205211
M-20-03	1AH 002-16	TC-ASN		photo	20may20	in white/blue c/s at Adana; ex SP-KAS
Tu-22M3	14 62 0 1 5	not known	Soviet Air Force	mfd	1984	line # 62-01; opb 43 TsBP i PLS at Ryazan-Dyagilevo
Tu-22M3	14 62 . 4 .	"45" red	Soviet Air Force	mfd	1984	line # 62-04; opb 219 odrap at Khvalynka
Tu-22M3	14 63 6 1 3	"17" red	Russian Air Force	trf	1992	line # 63-01; opb 840 tbap at Soltsy (disbanded 2011)
Tu-22M3	24 64 . 3 .	"32" red	Russian Air Force	trf	1992	line # 64-04; opb 444 tbap at Vozdvizhenka
Tu-22M3	44 67 4 1 3	"11" red	Russian Air Force	Khb	oct16	line # 67-01; preserved Khabarovsk-Tsentralny oct15
Tu-22M3	44 67 8 3 2	"11" red	Russian Air Force	trf	1992	line # 67-03; opb 840 tbap at Soltsy and scrapped there
RRJ-95B	95 183	RA-97020	Alosa	ZIA	02jun20	in full c/s
RRJ-95B	95 201	89141	primer	ff	04jun20	for Aeroflot
Tu-134B-3M	0 35 64783	RA-65700 (2)	Sirius Aero	b/u	may20	at GOJ; the cockpit section seen on a trailer 25may20
Tu-154M	91A889	UP-T5401	Kazakh Air Force	LED	14may20	with Kazakhstan Air Force titles; l/n OVB 03jun20
Tu-204-100	145074 3 8 64046	EX-20401	Sky KG Airlines	rgd	16jan20	f/n MRV 05jun20
Tu-204-100	145074 4 8 64049	EX-20402	Sky KG Airlines	rgd	16jan20	f/n MRV 05jun20 with titles
Tu-214PU	449 12 032	RA-64532	Rossiya	ff	19jun20	Tu-214PU-SBUS
Yak-12	464 32 30	CCCP-I128	MAP	rgd	26apr51	became CCCP-I128 MOP zavod # 301 trf unknown
Yak-12	464 40 18	CCCP-X1000	MVD - Dalstroj	rgd	15feb51	became CCCP-L231 AFL/Privolzhsrgd unknown
Yak-12	464 42 08	CCCP-X102	MVD - Dalstroj	rgd	10apr51	became CCCP-X102 AFL/East Siberia trf unknown
Yak-12	464 42 10	CCCP-X103	MVD - Dalstroj	rgd	10apr51	became CCCP-X103 AFL/East Siberia trf unknown
Yak-12	464 49 16	CCCP-X100	MVD - Dalstroj	rgd	10apr51	became CCCP-X100 Minenergo trf unknown
Yak-12R	464 02 15	CCCP-I135	MAP - LIB NII	rgd	30jul51	became CCCP-I1125 MOP-NII-17 rgd unknown
Yak-12R	464 02 20	CCCP-I134	MAP - NII p/ya 12	rgd	30jul51	became CCCP-I976 MOP-LII rgd unknown

Yak-12R	07 4 22	CCCP-L5822	AFL/Central Asia	rgd	24may55	became CCCP-07822 AFL/Uzbekistan rgd 17may58
Yak-12R	07 4 23	CCCP-L5826	AFL/Central Asia	rgd	24may55	became CCCP-07826 AFL/Uzbekistan rgd 17may58
Yak-12R	12 4 37	CCCP-Sh5931	AFL/Buguruslan FS	rgd	10oct55	became CCCP-95931 AFL/Uzbekistan rgd 17may58
Yak-12R	13 4 27	CCCP-L5963	Central Asia	rgd	04apr56	became CCCP-95963 AFL/Uzbekistan rgd 17may58
Yak-12M	18 5 18	CCCP-T492	AFL/Central Asia	rgd	21feb57	became CCCP-56492 AFL/Uzbekistan rgd 17may58
Yak-12M	18 5 25	CCCP-T499	AFL/Central Asia	rgd	07mar57	became CCCP-56499 AFL/Uzbekistan rgd 18may58
Yak-12M	21 5 02	CCCP-T658	AFL/Tajikistan	rgd	05jun57	became CCCP-62658 AFL/Tajikistan rgd 13may58
Yak-12M	21 5 03	CCCP-T662	AFL/Tajikistan	rgd	05jun57	became CCCP-62662 AFL/Tajikistan rgd 13may58
Yak-12M	24 5 25	CCCP-K4230	AFL/Kazakhstan	rgd	17sep57	became CCCP-14230 AFL/Kazakhstan rgd 13may58
Yak-12M	24 5 26	CCCP-K4231	AFL/Kazakhstan	rgd	02oct57	became CCCP-14231 AFL/Kazakhstan rgd 13may58
Yak-12M	24 5 27	CCCP-K4192	AFL/Kazakhstan	rgd	10oct57	became CCCP-14192 AFL/Kazakhstan rgd 13may58
Yak-12M	24 5 30	CCCP-K4094	AFL/Kazakhstan	rgd	08oct57	became CCCP-74094 AFL/Kazakhstan rgd 13may58
Yak-12M	24 5 31	CCCP-K4217	AFL/Kazakhstan	rgd	02oct57	became CCCP-14217 AFL/Kazakhstan rgd 13may58
Yak-12M	24 5 32	CCCP-L4227	AFL/Kazakhstan	rgd	14oct57	became CCCP-14227 AFL/Kazakhstan rgd 13may58
Yak-12M	25 5 28	CCCP-L768	AFL/Far East	rgd	25nov57	became CCCP-72768 AFL/Far East rgd 20jun58
Yak-12M	25 5 39	CCCP-K845	AFL/Tajikistan	rgd	09jan58	became CCCP-40845 AFL/Tajikistan rgd 13may58
Yak-12M	25 5 40	CCCP-K856	AFL/Tajikistan	rgd	09jan58	became CCCP-40856 AFL/Tajikistan rgd 13may58
Yak-12M	26 5 05	CCCP-L874	AFL/Estonia	rgd	28nov57	became CCCP-40805 AFL/Estonia rgd 1958
Yak-12M	26 5 06	CCCP-K870	AFL/Tajikistan	rgd	09jan58	became CCCP-07870 AFL/Tajikistan rgd 13may58
Yak-12M	26 5 10	CCCP-K711	AFL/Tajikistan	rgd	09jan58	became CCCP-72711 AFL/Tajikistan rgd 13may58
Yak-12M	26 5 27	CCCP-K4163	AFL/Tajikistan	rgd	09jan58	became CCCP-14163 AFL/Tajikistan rgd 13may58
Yak-12M	26 5 28	CCCP-K4274	AFL/Kazakhstan	rgd	09jan58	became CCCP-14274 AFL/Kazakhstan rgd 13may58
Yak-12M	26 5 31	CCCP-K4305	AFL/Tajikistan	rgd	21jan58	became CCCP-14305 AFL/Tajikistan rgd 13may58
Yak-12M	26 5 32	CCCP-K738	AFL/Tajikistan	rgd	21jan58	became CCCP-72738 AFL/Tajikistan rgd 13may58
Yak-12M	26 5 33	CCCP-K742	AFL/Kazakhstan	rgd	09jan58	became CCCP-72742 AFL/Kazakhstan rgd 1958
Yak-12M	26 5 35	CCCP-K757	AFL/Tajikistan	rgd	21jan58	became CCCP-72757 AFL/Tajikistan rgd 13may58
Yak-12M	27 5 03	CCCP-K833	AFL/Tajikistan	rgd	21jan58	became CCCP-40833 AFL/Tajikistan rgd 13may58
Yak-12M	6 12 7 89	CCCP-L817	AFL/Tajikistan	rgd	12sep57	became CCCP-40817 AFL/Tajikistan rgd 13may58
Yak-12M	6 12 7 91	CCCP-L824	AFL/Uzbekistan	rgd	21oct57	became CCCP-40824 AFL/Uzbekistan rgd 17may58
Yak-12M	6 12 7 92	CCCP-L825	AFL/Uzbekistan	rgd	21oct57	became CCCP-40825 AFL/Uzbekistan rgd 17may58
Yak-12M	6 12 7 93	CCCP-L826	AFL/Uzbekistan	rgd	21oct57	became CCCP-40826 AFL/Uzbekistan rgd 17may58
Yak-12M	6 12 7 94	CCCP-L827	AFL/Uzbekistan	rgd	21oct57	became CCCP-40827 AFL/Uzbekistan rgd 17may58 w/o



Not an exciting colour scheme but an exciting prefix, E7 of Bosnia and Herzegovina for this L-410 E7-MEL. It is seen here on approach to Sofia on 3 June 2020 on one of its several daily flights, between its hometown of Sarajevo and Sofia. The route has been served by this aircraft for the last couple of months. (Emil Dylulgerov)

Yak-12M	7 12 7 125	CCCP-L890	AFL/Kazakhstan	rgd	12jan58	became CCCP-07890 AFL/Kazakhstan rgd 13may58
Yak-12M	7 12 7 128	CCCP-L893	AFL/Uzbekistan	rgd	06jan58	became CCCP-07893 AFL/Uzbekistan rgd 17may58
Yak-12M	7 12 7 129	CCCP-L894	AFL/Uzbekistan	rgd	06jan58	became CCCP-07894 AFL/Uzbekistan rgd 17may58
Yak-12M	8 12 7 162	CCCP-L553	AFL/Kazakhstan	rgd	10jan58	became CCCP-26533 AFL/Kazakhstan rgd 13may58
Yak-12M	8 12 7 164	CCCP-L588	AFL/Kazakhstan	rgd	unknown	became CCCP-26558 AFL/Kazakhstan rgd 13may58
Yak-12M	8 12 7 165	CCCP-L562	AFL/Kazakhstan	rgd	unknown	not in the GU GVF list of new registration numbers
Yak-12M	8 12 7 192	CCCP-T614	AFL/Kazakhstan	rgd	unknown	became CCCP-62614 AFL/Kazakhstan rgd 1958
Yak-12M	8 12 7 193	CCCP-T615	AFL/Kazakhstan	rgd	unknown	became CCCP-62615 AFL/Kazakhstan rgd 1958
Yak-12M	8 12 7 194	CCCP-T616	AFL/Kazakhstan	rgd	unknown	became CCCP-62616 AFL/Kazakhstan rgd 13may58
Yak-40	9 62 06 48	RA-88186	Gazpromavia	OVS	07jun20	minus engines, wfu
CJ6A	---	4021/01	Chinese Air Force	photo	jul19	plus many many more, see Chinese military updates
Y5B(D)	11 03	B-500C	Liaoning Cedel GA	dbr	02aug19	flipped over during an off field emergency landing
Y5	---	53224	Chinese Air Force	photo	may20	WTC/3rd SAR & Transport Regiment
Y7	---	85002	Chinese Navy	photo		with large "02" on the fuselage, no winglets
Y7	---	85005	Chinese Navy	photo		with large "05" on the fuselage, no winglets

Y7	---	85107	Chinese Navy	photo	with large "17" on the fuselage, no winglets
Y8Q	---	9441	Chinese Navy	photo	2020 version with a MAD boom; 2nd Indep Div/6th Regiment
Y12E	---	V6-04FM	Caroline Islands	d/d	jan18
Y20A	---	11153	Chinese Air Force	photo	may20 coded '03' on the nose
Y20A	---	20046	Chinese Air Force	photo	18jun20 coded '06' on the nose
Z5	---	8673	Chinese Air Force	photo	oct12 in the China Aviation Museum
ARJ21 CBJ	110	B-001X	COMAC	f/f	27may20 VIP version; l/n PVG 10jun20
ARJ21-700	133	B-605T	Jiangxi Air	h/o	10jun20 named 'Jingdezhen' after a city in Jiangxi province
ARJ21-700	134	B-605M	Chengdu Airlines	h/o	10jun20 and ferried from PVG to CTU the same day
ARJ21-700	135	B-606C	Genghis Khan Airlines	h/o	10jun20 had not yet flown by then
ARJ21-700	136	B-001R (4)	Chengdu Airlines	PVG	10jun20
ARJ21-700	138	B-605U	Air China	PVG	26may20 in full c/s
ARJ21-700	139	B-001J	China Southern	f/f	09jun20 ferried Dachang/PVG same day, to become B-605W
ARJ21-700	140	B-123A	OTT Airlines	PVG	07jun20 in full c/s

PH register

Newly registered aircraft:

PH-GHR	Lancair 360	129/92		13may20	Ex EC-YNK.
PH-HMM	Cessna F172N	F17202004		12may20	Ex D-EFKM.
PH-LLN	Airbus H135 (EC135 P3H)	2115		27may20	ANWB Medical Air Assistance. Ex D-HCBM.
PH-TUE	Cessna F150M	F15001366		14may20	Ex G-BEOK.
PH-VHP	Piper PA-28-161	28-8016251		29may20	Ex F-GCJD.

Change of ownership:

PH-AMI	Cirrus SR20	1341	06630	26may20	
PH-ARI	CZAW SportCruiser	P1102010	07851	13may20	
PH-CMS	Kubicek BB26E	1518		06may20	
PH-DID	UltraMagic M-145	145/19	06117	20may20	
PH-MAR	Sky Balloons Sky 65-24	108	08640	06may20	
PH-MBW	Fuji FA-200-160	FA-200-286	03197	26may20	
PH-4H5	Aveko VL-3A-3	77	21012	06may20	
PH-7M2	Eurobyl Silent Twin	FLST 1365715		18may20	
PH-9L9	Fresh Breeze Monster	609	20782	01may20	
PH-9Y1	Fresh Breeze 122 AL 2 F	1416	20683	20may20	
PH-351	Schleicher K-7	7245	01157	29may20	
PH-905	Rolladen-Schneider LS-4A	4795	04113	11may20	

Cancelled from register:

PH-AMI	Cirrus SR20	1341	06630	28may20	To G-KIND.
PH-ENH	Lindstrand LBL-105A	844	06243	04may20	More than 1 year without valid airworthiness document.
PH-FMI	Rockwell RC690B	11482	09687	06may20	To OO-EYE.
PH-KLS	Cameron Z-160	11001	07068	04may20	More than 1 year without valid airworthiness document.
PH-9D3	Fresh Breeze Snap 120	151	20866	04may20	More than 1 year without valid airworthiness document.
PH-327	Schleicher Ka-6CR	6223	00983	19may20	Wfu.
PH-1627	Schempp-Hirth Discus-2a	186		29may20	To Germany.

Additions, corrections and news:

PH-364	Schleicher Ka-6E	4171		22jun18	To F-CJOC.
PH-396	Schleicher Ka-6E	4251		07dec18	To D-5396.
PH-544	Grob G102 Astir CS	1192		12dec16	To D-5744.
PH-548	Grob G102 Astir CS	1354		16nov18	To D-6455.
PH-557	Grob G102 Astir CS	1431		20sep18	To D-9272.
PH-718	Grob G103 Twin 2	3696		10may19	To OO-YBC.
PH-853	Scheibe SF-25C	44229		31jan18	To D-KURC.
PH-868	Rolladen-Schneider LS-6A	6066		02feb18	To D-0615.
PH-951	Rolladen-Schneider LS-4B	4861		02jan19	To OK-4114.
PH-955	Rolladen-Schneider LS-6A	6053		30jan19	To D-7366.
PH-995	Scheibe SF-25D Falke	4640D		06apr18	To HA-1302.
PH-1052	PZL Bielsko SZD-51-1	B-2147		04jun19	To F-CJUN.
PH-1212	Grob G103 Twin Astir	3139		30jan18	To SP-4070.
PH-1231	DG Flugzeugbau DG-800B	8-237B151		25jan19	To D-KXFL.
PH-1247	Valentin Kiwi	3004		19dec18	To D-KIWJ.
PH-1304	Glaser-Dirks DG-400	4-27		07feb11	To OK-1304.
PH-1388	Scheibe SF-25C Falke	44619		20nov17	To D-KACD.
PH-1398	Rolladen-Schneider LS-8T	8523		02oct19	To D-KYXK.
PH-1405	Schleicher ASW 27-18 E	29538		28nov18	To OM-1405.
PH-1408	DG Flugzeugbau DG-1000T	10-115T36		31oct18	To D-KWAD.
PH-1455	Schleicher ASH 25E	25108		30jan19	To D-KVNV.
PH-1574	Rolladen-Schneider LS 7-WL	7040		19sep19	To OK-7574.
PH-1617	Diamond HK-36TC	36.518		18mar19	To (D-KFLE), D-KLCT.
PH-1618	Diamond HK-36TC	36.523		29apr19	To D-KYPP.

Credits: Inspectie Leefomgeving en Transport, airnieuws.nl



On 1 June a gathering was held at Thiene airport near Vicenza in the northeast of Italy. The festivities were on behalf of the local born famous aviator Arturo Ferrarin, who served in World War I, celebrating the Rome-Tokyo Raid with an Ansaldo SVA 9 aircraft in 1920. Some days before, the local preserved Italian Air Force F-104S-ASAM Starfighter MM6914 was painted in a special livery. (Daniele Mattiuzzo)

Netherlands

Baarlo (21261) 21+73 24+11 40+51 XS570/445	T-33A F-104G MiG-21US Alpha Jet Wasp HAS1	preserved, cockpit 22+65, preserved preserved preserved preserved	261 7146 06685139 0051 F9581	jun20 jun20 jun20 jun20 jun20
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Updating last months' report. The final building is now also checked. Stored GF-4C 64-0745 will go to Zruc, Czechia, in September and Mi-2 94+50 to the Walibi park at Biddinghuizen. Ten former FlyBe ATRs are expected this year.

Hoogeveen

Noted on overhaul late June here was Yak-52 G-BCMI (c/n 855907). The British markings were cancelled on 30 April 2020 and it was registered LN-KAJ on 12 May 2020.

Oostwold

The stored fuselage frame of L-21B R-216 has been sold and left with destination unknown.

Czechia

Bezděkov

9010	L-29 MiG-21MF	preserved, cockpit, tiger c/s preserved, cockpit	jun20 969010	jun20
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Both are with a new local collection. The MiG-21 came from Koněšín. See www.letci-zatec.cz

France

Ambérieu en Bugey (01)

373/125-CF	Mirage 2000N	stored	388	jun20
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With the closure of Châteaudun next year aircraft will no longer be stored there. Instead some will be stored at Ambérieu. The first Mirage 2000N arrived on 16 June. A total of seven Mirage 2000s and five Alpha Jets are expected this year.

Courbessac (30)

1165/DCT	SA330B	instructional	1165	19
1177/DCW	SA330B	instructional	1177	19
1182/DCY	SA330B	instructional	1182	19
1197/DAU	SA330B	instructional	1197	19
1190	SA341F	instructional	1190	19
1355	SA341F	instructional	1355	19

All these have arrived over the years at the military training area of Camp des Garrigues north of Nimes. A television programme from December 2019 showed two Pumas and a Gazelle at the mock-up village at N43.88488, E4.38635.

Évreux Fauville (27)

18	N2501	stored	18	dec19
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The Noratlas is stored in dismantled state at the north side of the airfield. It came from Nantes.

Orange Caritat (84)

226/HF	MH1521M	restoration	279	feb20
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The former Dijon Broussard is under restoration and will be

preserved on base.

Poitiers Biard (86)

326	Mirage 2000N	preserved	237	oct19
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The Mirage is preserved at the Dassault facility at the airfield (N46.59564, E0.31012). It came from Chateaudun.

Rochefort Saint Agnant (17)

E26/ND	Alpha Jet	instructional		jun20
E51/AD	Alpha Jet	instructional		jun20
E110/705-AH	Alpha Jet	instructional		jun20
1316/AG	SA330B	instructional	1316	jan18

The ex Tours E26 arrived on 12 June. The school will have a total of eleven Alpha Jets by late 2020. They already have E89/120-LX, E99/120-AH, E103/UA and E167/MN.

Germany

Celle Wietzenbruch (NI)

71+52	UH-1D	instructional, ex Jever	8212	apr19
(84+84)	CH-53G	instructional	V65-82	dec19

Both are with the Ausbildungs- und Übungszentrum Luftbeweglichkeit. The CH-53 arrived on 16 December 2019.

Kaufbeuren (BY)

(31+10)	EF2000	instructional	GS086	jun20
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The EF2000 was noted road-running on 17 June on its way from Lechfeld to Kaufbeuren.

Hungary

Agárd

(0717)	Mi-2	HA-BGJ, preserved		mar19
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The former Czech Mi-2 is now preserved at a farm at Agárd at N47.19816, E18.60495. It was last seen in Budapest town.

Györszentiván Böny

The two ex Belgian Army Alouette 2s have left. A-68/HA-WKY became 2-HAWK and is now at Iceland and A-79/HA-WKZ became 2-LOUD and went to the UK.

Hajmáskér

Former Serbian SA341H 12654/HA-LFO has been sold to South Africa as ZU-RZM.

Kadarkút

(XX533)/U	Bulldog T1	HA-TUI	219	may18
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The aircraft was seen in hangar with the Fly Coop company. It was previous reported at Kecskemét Matkópuszta. Based OH-23D 58-5496/HA-MIG has been sold, destination unknown.

Szentkirályszabadja

An-2T HA-ABK (ex 12 black/Russia) was reported at Hajmáskér as a fuselage only in 2010. It was seen at Szentkirályszabadja in perfect condition in August 2019.

Italy

Arba (PN)

A Google Earth image June 2017 shows a yet unknown G91T in the garden of a private house at N46.14834, E12.79588.

Jésolo (VE)
MM54203/32-52 MB326 preserved **6282** jun20
The MB326 is preserved outside at the Museo Storico Militare Casa del Bersagliere on the Via Roma Destra. It came from Poggio Rusco and arrived on 29 November 2019. Also still here is AB204B MM80470/31-6.

Torino Caselle (TO)
CSX7195/51-37 AMX preserved **IX107** sep19
MM6265/2-265 G91PAN preserved **31** sep19
Both are with the Leonardo corporate museum, which is not open to the public. The AMX was already known to be preserved on the airfield. The Gina had left the ITIS Carlo Grassi school is town in November 2015.

Norway

Nordmarka
The frame of L-4J 44-79979/LN-TVR, which crashed on 12 April 1955, has been rediscovered in a wooded area south west of Oslo.

Poland

Wolica **Ługowa** (PKR)
The location of MiG-21R 2503, MiG-21UM 9296 and MiG-23MFs 012 and 455 has been found (see Scramble 490 under Rzeszów). They are at Wolica Ługowa, which is at N50.09674, E21.72521 and some 20km west of Rzeszów. They also have an all black TS-11.

Portugal

Beja
Updating last months' report about scrapping aircraft. Currently only the T-33s were scrapped. There is a tender for scrapping two FTB337s and a P-3. Ten Alpha Jets (15210, 15214, 15215, 15218, 15221, 15232, 15235, 15243, 15245 and 15247) are for sale.

Slovakia

Mníšek nad Hnilcom
(B-2406) Mi-2 preserved **539006124** oct19
An all-white Mi-2 is preserved in a field at N48.80849, E20.80842. It came from Velké Zálužie.

Turkey

Ankara
A yet unknown Alouette 2 in Polis markings is preserved

outside at the new police museum and the aircraft might be at N39.89721, E32.84522.

Keyseri

The unknown Starfighter preserved at the old base at N38.70154, E35.49704 has been reported as CF-104 62-837. Google Earth shows it still present in August 2018.

Topel

The preserved Tracker outside the HQ building here has been identified as S-2E 149263.

United Kingdom

Bourne Park, Wiltshire

A visit here in June found the airfield deserted, with the exception of the cabin of Gazelle AH1 (XX399) which will shortly be scrapped. The new location of Falcon Aviation is as yet unknown. It is planned for housing to be built on the airfield site.

Bruntingthorpe, Leicestershire

New owners have taken over here, and it seems that the majority of the aircraft will be forced to leave in the relatively near future. The Buccaneer Aviation Group will be re-locating to Cotswold/Kemble, while Shackleton MR3/3 WR974/K will go to St Athan, Wales.

Coventry

Last heard of in Evesham, as of June 2020, Bulldog T1 (XX655)/V is now under restoration with a private owner.

Jurby, Isle of Man

XN586/CF-91 Jet Provost T3A preserved mar20
The Isle of Man Motor Museum took delivery of a Jet Provost during March. It came from Everett Aero, having previously been at the Brooklands Museum.

Kemble/Cotswold Airport, Gloucestershire

XW358 MK/59 Jet Provost T5A **EEP/JP/1008** jun20
A Jet Provost has arrived here from Fareham College.

Llandysul, Ceredigion, Wales

XG775 Sea Vampire T22 **15650** jun20
After many years with a Norfolk owner, the pod of a long-lost Sea Vampire has re-appeared with a new owner here.

St Athan, Wales

PC-9/A A23-033 arrived here on 17 June 2020 for restoration to flying condition with Horizon Flying Services. Others are due to follow.

Credits: Ben Sadler, Daniele Mattiuzzo, Jurgen van Toor.



In the far southwest of Moldova, this old Soviet MiG-17 is mounted in spectacular fashion at the entrance road of the city of Cahul. In mid-March, the blistering cold steppe wind made climbing the mount to check its construction number not only a cold experience, but also an uneasy undertaking as the wind made the MiG roll slightly to both sides in its braces. The construction number was read as 0907 and bort number looked like 54. (15 March 2020, Wim Sonneveld).

Warbirds



North American P-51 Mustang 44-73877 (G-SHWN) makes its final turn before touching the sacred grounds of Duxford airfield (U.K.). It shows the new colours of the fighter which used to be called “Sharkey” because of the sharkmouth in its former RAF livery. Its owner, Mr. Shawn Patrick, must have thought that it was time for a change, but we will surely miss the aggressive looks of the previous exterior. (Duxford, 27 May 2020, Tony Clarke)

Netherlands

A group of Stearman pilots, owners and enthusiasts from several European countries have teamed up in “The Boeing Stearman Homecoming Tour 2021” One of the people involved is well-known Dutch Hans Nordsiek. He is the owner and pilot of Stearman N1922H “Old Crow” The BSHT is planning a five month tour, crisscrossing the USA. The tour will start at Sun n Fun, Lakeland Airport (LAL) on 13 April and finish at Galesburg Municipal Airport on 6 September. It intends to take the participating Stearmans from Lakeland Airport towards the Atlanta area, westbound to San Diego (CA), following the coast to the San Francisco area, eastbound towards the Washington DC area, north to Boston, via the Toronto area, northwest to Chicago, visiting Oshkosh (OSH) 2021, onward to Ottumwa Airfield (IA). There the attending biplanes will gather for the final flight to Galesburg (IL) to arrive during the National Stearman Fly In (NSFI) airshow on Sunday 6 September. During the weekend days on the visited airfields, the group plans to entertain the locals with a Stearman Special Program. At Sun n Fun (Lakeland) and Air Venture (Oshkosh) the program will be presented daily, as far as facilitated by the local organization. The international organization Magic Brothers World is on board this plan to supply inspiring and entertaining kids’ shows during the week days at local schools, institutes and hospitals, when no flying activities are undertaken. At the moment the organisation has not revealed which Stearmans will participate. (although there is one exception: Netherlands based N1922H)

France

In March Scramble reported on the arrival of two new Trojans to France. These were Fennec N9868A and T-28C N28YM. More recently, on 26 May 2020, North American Trojan, T-28A N80696 (159-86) was cancelled from the US register to be exported to France. According to our friends at Fox Alpha Zoulou this third new Trojan of 2020 is destined for Alain Battisti in Melun.

The machine is an early version of the well-known trainer driven by a two-blade prop. It was built for the USAF as

49-1574. After its service life ended, the trainer became N80696 and was first spotted as such while under restoration at Chino (CA) in the Eighties. It received a CofA on 14 December 1979. It then became candidate for registration N3742R, but this was not taken up. In August 1980 Thomas Wright, Eden Prairie (MN) bought the aircraft as N28TE, only to sell it again in April 1981. Next owner of the plane, which had become N80696 by then, was Roger A. Christgau of Edina (MN). He kept N80696 in storage until 2014, possibly because he preferred to fly his P-51 Mustang. N80696 was then sold to its present owner, Alain Battisti. He decided to register his plane to a US trust, the Aeroplance Services Inc., Denison (TX) and then from April 2015 to Southern Aircraft Consultancy. By that time the trainer was regularly flown again, mostly by Battisti who frequently crossed the Pond to fly his plane. And although N80696, being a T-28A, in itself has no ties with France, the nationality of the owner can clearly be seen by the French “Tricolore” on both sides of the fin.

For many years Douglas C-53 N49AG (11737) has flown in a post-war silver, white and red colour scheme. Many of you will remember to have seen it in the guise of an Aeronavale Dakota or as Belgian Air Force “OT-CWG/K-16” The Dakota/Skytrain is now owned by Hugues Duval who has based it in the hangar of the Musée Aéronautique de Bretagne at Rennes Saint Jacques. N49AG has recently been repainted in its original USAAF livery of Skytrooper (troop carrying C-47) 42-68810 with code “T3” and named “Gruesome” As such the aircraft is a veteran of the Italian campaign where it dropped paratroopers, but it also transported wounded men after D-day. And “Gruesome” was damaged by groundfire while towing a Waco glider into the Battle of the Bulge, but returned safely to its base

Germany

North American TF-51 44-73781 (D-FTSI) has found a new owner. This Mustang has been flying around Europe in its original post-war USAF colours with buzz-code “TF-781” since 2008. It was at that time imported by Meier Motors of Bremgarten, who have maintained it ever since. Recently

D-FTSI was sold and its new owner wanted a new livery that of WW II Mustang "Double Trouble Two". It still carries the original serial 44-73781 and "Trouble's" code "SX-B". It was meticulously painted on by Meier and followed by thorough polishing by Airglaze Aviation GmbH. The original wartime "Double Trouble Two" was 44-63684, the personal aircraft of Lt Col William B Bailey. He was assigned to 350FS, 353FG, of the 8th AF USAAF.

The "Double Trouble Two" colourscheme seems to be extremely popular as there are already TWO other Mustangs flying in the same livery. Tom Friedkin of Chino (CA) owns P-51D 44-73856 (N7TF) since 2007. Friedkin's "Double Trouble Two" carries its own serial. Jerry Yagen of Virginia Beach (VA) owns Mustang 44-63507 (N51EA). It flies as "44-63684", the serial of the original "Double Trouble Two". European warbird enthusiasts may have encountered N51EA in the Nineties when this P-51 was flown by Max Vogelsang in Switzerland. It was sold to the USA in 2004.

One can wonder why an owner chooses a USAAF colourscheme that is already in use twice. Adding another "Double Trouble Two" to the warbird scene might offer an increased challenge to distinguish the various machines from each other. So in a sense one could call it "Triple Trouble"!

United Kingdom

Well known North American P-51D Mustang G-SHWN has a new livery. Since March 2015 the fighter was flown in RAF 112 sq camouflage colours as Mustang 'KH774' with code 'GA-S'. It was adorned with a large Sharkmouth painting, hence its nick-name 'The Shark'. But now the shark has lost its teeth. G-SHWN is registered after its owner SHAWN Patrick, and operated by the Norwegian Spitfire Foundation. Patrick recently decided to change the exterior of his Mustang. It now flies as USAAF '44-13779' with code 'WD-C' as was flown by Donald ('Don') Blakeslee. Initially flying for the RCAF, later in the RAF, Blakeslee became the most decorated US Army Air Force fighter pilot in WW II. He flew Spitfires at first, later to switch to the P-47 Thunderbolt, and gained fame in Mustangs while flying bomber escort missions over Germany.

But it is definitely not the first time that this Mustang received a new 'suit'. Built for the USAAF as 44-73877, it did not see action in WW II. It was sold to Canada in 1951 where the machine was flown as RCAF9279 until 1958. It was then sold on the civilian market as CF-PCZ in 1963. The aircraft became N167F in 1968. It was repaired after colliding with another Mustang in September 1969. N167F had a very long list of consecutive owners and a variety of colourschemes too. Well known were those of 'Detroit Miss' and 'Old Crow'. From 2010 'Old Crow' was based in Scandinavia and a registration as LN-AKS was reserved but not taken up (Scandinavian Historic Flight Ltd, Oslo). It was bought by its present owner

in 2011 and operated by Nordic Warbirds, Vasteras, later the Norwegian Spitfire Association. It is also known for its appearance in movies like 'Memphis Belle' and 'Red Tails'.

United States

Fagen Fighters WWII Museum has recently announced the acquisition of two new warbirds for its Granite Falls (MN) based collection. On 30 May the museum welcomed a new restoration project, North American P-51B-1-NA, 43-12112. The fighter with code 'B16' was salvaged in the Nineties from a Florida swamp where it had ditched in November 1943. The Mustang (102-24560) was purchased from John Muszala of Pacific Fighters in Idaho Falls (ID) who has owned the project since 2004. It was trucked to Granite Falls by AirCorps Aviation. Seeing the condition of this P-51B, it will take years before we will ultimately see it fly.

The second new acquisition Mitsubishi A6M3 Zero 3858 (N553TT), on the other hand, is fully airworthy. Fagen Fighters announced on 4 June that it had obtained the original Japanese fighter for their Pacific Theatre aircraft collection. Sold through Boschung global the aircraft comes from the Planes of Fame museum in Chino (CA). N553TT is still there for an extensive annual. No date for the Zero's arrival has been set. 3858 is one of three Zeros that were salvaged from New Guinea, arriving in California in 1991. The restoration of the fighters was initially taken up in the USA, but after three years the projects were transported to Russia for further completing them. All three are powered by a Pratt & Whitney R-1830-75 engine. After its first flight in 2000, N553TT was used for filming the movie "Pearl Harbor".

Credits: Flypast forum, Fox Alpha Zoulou, Meier Motors



Great Britain is one of the countries that has suffered a tremendous number of casualties from the COVID 19 pandemic. And it is thanks to the people working in the British clinics and hospitals that the number has not gone even higher. Early in May the European Aviation Group adorned one of their Airbus A340s (9H-AEL) with large "Thank you NHS" titles. And on 28 May it was time for a more classic salute to the National Health Service by Spitfire PR Mk.XI G-PRXI. It made several courtesy flights over hospitals in the days that followed. It was good to see G-PRXI back in the air after its repairs. It was the Spitfire that was considerably damaged in a crash landing at Midden Zeeland airport in the Netherlands on 22 August 2019. (Duxford, 28 May 2020, Tony Clarke)

Dustpan & Brush



Lakenheath based 493rd FS Eagle 86-0176/LN crashed into the North Sea, 74 miles east of Farnborough Head, East Yorkshire on 15 June. The Eagle was on a local training mission when the fighter came down, sadly killing the pilot. (RAF Lakenheath, 4 May 2017, Wim Sonneveld)

Additions & Corrections:

10jan05 164085/NE-613 SH-60F **70-656** w/o
See Scramble 309.

21nov19 65-10395/VN T-38C **N5814** w/o

21nov19 67-14950/VN T-38C **T6091** w/o
See Scramble 487.

25nov19 6017/BJQ Tigre HAD **6017** w/o
See Scramble 488.

05apr20 UP-AN601 An-26 **0503** w/o
It may have been an Antonov 26 of H.A.D. Jet Cargo that was destroyed by a UAS while it attempted to land at the Buaisha airstrip.
See Scramble 492.

15apr20 2336/CGV AS532UL **2336** w/o
See Scramble 492.

07may20 RF-13023 Mi-35M w/o
See Scramble 493.

19may20 RF-91417 Mi-8AMTSh **#643136607** w/o
See Scramble 493.

New Accidents:

.....20 9430 L-39 dam

A Libya National Army Albatros made an emergency landing near the Libyan-Niger border. Reason for the emergency landing is unknown, as is the exact date. The aircraft suffered substantial damage as part of the left wing was damaged as well as the left aileron was missing and the nose wheel seems that it did not extend. Possibly it was flown out from Brak Al-Shati (HL73) where one can find many L-39's stored. Both pilots were held by pro-GNA tribes according to some sources.

06may20 634/80065 OH-58D dam

A Bell Kiowa of the Republic of China Army Aviation and Special Forces Command suffered a hard landing at Kueijen-Gueiren Air Base, during an emergency exercise. Both crew members were uninjured, but the chopper sustained damage to the tail boom, main rotors, skids and other parts.

13may20 Ce525 **525-** w/o

The government of Venezuela has notified the NTSB (National Transportation Safety Board) of an accident involving a Cessna 525 M2, at El Yaque, Venezuela. What happened to the Citation is unclear but two persons did not survive this accident.

28may20 Mi-8MT dam

An unknown Ukraine Army Aviation Mi-8 performed an emergency landing on a beach and suffered some damage to its landing gear. We think this took place on 28 or 29 May

2020. No code seems applied but behind a side window a small sign with "140" is visible.

30may20 Beech 200 w/o

A Beech Super King Air was burned down by Venezuelan National Armed Forces after it was found at an illegal airstrip within Venezuela, at Región Costa Montaña. The aircraft had been used in drug trafficking.

30may20 RF-01225 Yak-52M **8910109** w/o

A DOSAAF Yak-52 burned out after a fire erupted in the engine compartment when the propeller hit the ground. The aircraft was reportedly engaged in a training session on the ground without taking-off. Scene of the mishap was Bogorodsky, Nizhny Novgorod Region.

30may20 166740/YR-00 MV-22B **D0105** dam

30may20 N52FW DHC-6-100 **52** dam

A de Havilland Canada Twin Otter of Kapowsin Air Sports was substantially damaged when it struck a US Marines Corps Bell Boeing V-22 Osprey with the right engine while taxiing at San Diego International Airport (CA). The Osprey also received a lot of damage.

30may20 N401HP Bell 206B-3 **3314** dam

A Bell JetRanger III of Dakota Territory Tours landed hard and rolled on its left side in Elko (NV). The helicopter sustained substantial damage and the sole pilot aboard was not injured.

31may20 D-HAUO AS350B3 **3342** dam

The helicopter rolled over after take-off at Góis, Coimbra, Portugal, during a fire fighting training mission after water scooping. One of the two occupants received some injuries.

02jun20 N65PJ Bell 206L-3 **51127** w/o

Sadly all three occupants of the PJ Helicopters (operating for PG&E) perished after the Bell LongRanger clipped power lines and impacted terrain during an aerial power line inspection flight north of Fairfield, Solano County (CA), near the intersection of Lyon and Soda Springs roads. Officials say the helicopter caught fire after crashing, and a plume of smoke could be seen coming from the crash area. The fire spread to about seven acres and at least four acres were contained. According to the Solano County Sheriff's Office, the crash caused a large-scale power outage affecting more than 38,000 PG&E (Pacific Gas and Electric) customers.

03jun20 ZP-BDQ Ce441A **411A-0187** dam

The private Cessna 441A veered off the runway upon landing at Silvio Pettirossi International Airport, Paraguay. The three occupants remained uninjured but the Cessna received damage to the landing gear and propellers.

03jun20 N583FE MD-11F **48421** nil
 FedEx flight FX5033, an MD-11F operating a flight from Bengaluru to Mumbai, came to a stop within nine metres of the runway-end after landing on runway 14! There was no damage and the MD-11 was immobilised for 30 minutes before it was able to taxi to the apron. It landed while cyclone Nisarga made landfall, with a heavy down pour and strong gusty winds!

04jun20 LV-YIC SA227AC **AC-448** dam
 The only thing we know about this is that the Flying America Metroliner was involved in a serious incident, circumstances unknown. Location was Resistencia Airport on Argentina.

05jun20 N135VE PA-31T **31T-7520024** w/o
 The private Piper Cheyenne departed Williston Municipal Airport (FL) bound for New Castle Henry Co. Municipal Airport (IN), with four passengers and one pilot aboard. Almost an hour into the flight, while cruising at an altitude of 25,000 feet, the aircraft entered a right turn then control was lost. While descending, the aircraft lost several pieces (wing parts) and caught fire before crashing in a wooded area located six miles north-east of Eatonton, Putnam County (GA), bursting into flames. All five occupants were killed. They were on their way to a funeral in Indiana.

06jun20 HA-5141 Mi-17V-5 **360M..** w/o
 The Tentara Nasional Indonesia - Angkatan Darat (Indonesian Army Aviation) lost a Mi-17 in a mishap during a training flight. It departed from Pusat Pendidikan Penerbang AD (Army Aviation Education Center), Semarang, Central Java and crashed at the Kendal Industrial Zone, Central Java, Indonesia, under unknown circumstances and subsequently caught fire. Four occupants lost their lives and five others suffered injuries.

06jun20 N27HX Bell 407 **53012** dam
 The Bell 407 of Helicopter Express made a precautionary landing in a canyon after clipping a wire in Silver City (NM). The helicopter sustained substantial damage and the sole pilot aboard was not injured.

07jun20 N44MX MU-2B-60 **1526SA** w/o
 The sole person aboard the McNeely Charter Service (flight MDS44) Mitsubishi Marquise was killed after it crashed on take-off from Sioux Falls Regional Airport (SD), destroying the Marquise. The pilot originally departed from Everett-Payne Field (WA), to transfer cargo to Huron (SD), but he diverted to Sioux Falls, landing at 01:40 hours local time in the morning, after 4 hours and 24 minutes flight time. This

was because of thunderstorms in the Huron area. Once the weather improved the pilot took off again to resume his flight to Huron. Interesting note is that Huron Airport's tower is closed from 00:01 to 05:00. The cause of the accident is unknown.

08jun20 PH-CGN Do228-212 **8181** dam
 A Dutch Coast Guard Dornier 228 received what looks like minor damage after it suffered a burst left main wheel tire at Eindhoven Air Base. Using call sign "NCG3" it departed earlier from home base Amsterdam-Schiphol and performed circuit training at Eindhoven. After the burst tire the aircraft left runway 03 partly and got stuck. No one was injured. The runway at Eindhoven was closed for the rest of the day by NOTAM.

08jun20 94-6706 C-130H **5398** dam
 Four service members - of which two pilots - suffered non-life threatening injuries when a US Air Force C-130H Hercules overran the runway during landing at Camp Taji (Iraq), around 10:10 hours local time. The workhorse ran into a wall, sparking a fire. Luckily five other crew and 22 passengers were able to escape the incident without injuries. The C-130H of 158th Airlift Squadron from Savannah ANGB (GA), was involved in a resupply mission in support of the Combined Joint Task Force Operation Inherent Resolve (CJTF-OIR). It is temporarily assigned to the 386th Air Expeditionary Wing based at Ali Al Salem air base (Kuwait).

08jun20 F-35A **dam**
 The USAF Lightning II had just finished a routine training flight when the gear collapsed without warning during landing at Hill AFB (UT). The pilot remained uninjured but the runway was closed for further investigation and removal of the stealth aircraft. It does not look like the pilot used the ejection seat.

09jun20 PA-31 **31-** w/o
 Venezuelan law enforcement officers discovered this Piper Navajo at Zulia, Venezuela, being neutralised as it was engaged in the very lucrative transport of narcotics.

11jun20 856 Mi-35 **dam**
 This Libyan Air Force Mi-35 was stuck under a bridge while being transported into Tripoli. Sources say that it is the one which was captured in Tarhuna a few days ago, however this Mi-35 has different colour spray on the starboard side compared to the one in the video, which features the towing of the Mi-35 (possibly sprayed on the way). Also the Mi-35 of the video has the rotor attached and the registration number



On 8 June 2020, C-130H 94-6706 was damaged during landing at Camp Taji (Iraq) when it overran the runway and collided into a wall. The Hercules belongs to the 158th AS of the Georgia Air National Guard. When this photo was taken, in happier times, it flew with the 130th AS, West Virginia ANG. (Eindhoven, 22 May 2014, Corné Beerens)



The Dutch Coast Guard Dornier 228 received what looks like minor damage after it suffered a burst left main gear tire at Eindhoven Air Base on 8 June. The runway at Eindhoven was closed for the rest of the day.

visible. The helicopter was captured by the Government of National Accord (GNA).

13jun20 5Y-NPW AW119 **14946** w/o

This Kenyan Police helicopter crashed in a banana plantation in the Kaithe-Kithoka area, Meru. All six occupants received minor injuries and were taken to Meru Teaching and Referral Hospital. It is reported that the team was heading to Marsabit for a security meeting.

13jun20 RF-00261 Yak-52 **8910213** w/o

The DOSAAF Yak-52 made a hard landing under unknown circumstances at Bobrovka, Samara region, killing both occupants.

14jun20 VP-BDL A320-232 **2343** dam

14jun20 VP-BWC A320-271N **8787** dam

S7 Airlines flight S7 6378 (VP-BWC, to Irkutsk) struck a Ural Airlines Airbus (VP-BDL, which was going to operate flight U6 391 to Kaliningrad) while taxiing for take-off at Saint Petersburg-Pulkovo Airport, Russia. The neo was following main taxiway A to the beginning of runway 10R. As it passed taxiway A4, the left-hand winglet struck the APU of the Ural Airlines A320 which was standing on taxiway A4. The APU separated and fell to the ground. The winglet subsequently sliced into the right-hand elevator, which was when the A320neo stopped. Needless to say both aircraft received substantial damage.

14jun20 PT-MBV EMB121A **121053** w/o

The twin engine Xingu of Oeste Veículos crashed after take-off from a private farm runway at Tangará da Serra. The aircraft came down in a cornfield and broke up. Both pilots were killed and the aircraft was completely destroyed.

15jun20 86-0176/LN F-15C **1027/C404** w/o

USAF 493rd FS Eagle call sign Chosen4, part of a formation of four aircraft, crashed into the North Sea, 74 miles east of Flamborough Head, East Yorkshire. The Eagle was on a local training mission when the fighter came down, sadly killing the pilot. It all happened around 09:40 hours local time in the morning. An emergency procedure was set up with Chosen1, 2 and 3 orbiting overhead, while Quid258 (KC-135R 59-1513 of 100th ARW) and a Falcon 20 (Tasman1, G-FRAW of Cobham Aviation Services) were staying nearby to provide assistance and fuel for the other Eagles. A Search and Rescue helicopter, call sign Coast Guard 912 (S-92 G-MCGH of HM Coast Guard), was dispatched to aid in the search for the downed fighter. In addition Bridlington and Scarborough RNLI lifeboats were dispatched. Quid256 and Quid257 (KC-135Rs 62-3540 and 58-0036 of 351st ARS) were assisting Quid258, and later in the day Quid15 (KC-135R 57-2605 of 351st ARS) also joined up. In

the end KC-10A 84-0192 (305th AMW as Reach022) and Pate41 (RC-135W 62-4125/OF of 38th RS) both stayed on station for the remainder of the search, until the wreckage was located. The cause of the crash remains unknown for now.

15jun20 91-0316/LN F-15E **1223/E181** dam

Involved in the same training exercise as the fatal Eagle crash above, this USAF Strike Eagle of 492nd FS declared an emergency around 11:43 local time in the morning and returned to RAF Lakenheath, it is said that fire engines were dispatched onto the runway to assist, the damage involved a cracked canopy.

15jun20 TT-0209 Hawk Mk209 **IS010/519** w/o

A Tentara Nasional Indonesia - Angkatan Udara (TNI-AU, Indonesian Air Force) Hawk crashed at Pekanbaru, Riau at Sumatra. Luckily the pilot ejected safely and no ground casualties were reported. The latter can be considered a small miracle as the Hawk came down in a village five kilometres from Pekanbaru-Roesmin Nurjadin air base. Exactly what happened is unclear.

15jun20 N27SL G1159 **84** w/o

A Gulfstream II was on an illegal drug trafficking flight when it reportedly crashed while landing on an illegal airstrip, in Machiques de Perijá, Zulia. Venezuelan armed forces reported having subsequently 'neutralised' the aircraft. Local media reports indicate that one Mexican national was killed and one was transported to hospital with injuries.

16jun20 XB-NWJ PA-44-180 **44-** dam

Following a loss of engine power, the Escuela de Aviación México Piper Seminole force landed on a beach in the city of Oaxaca, Puerto Escondido, Mexico. The airplane sustained substantial damage and the four people aboard were seriously injured.

16jun20 G-JECK DHC-8-402 **4113** dam

16jun20 G-SAJS ERJ145EP **145390** dam

A former Flybe Dash 8 (having been parked at Aberdeen since March this year and now owned by NAC) was apparently conducting an engine run-up test but due to hydraulic issues it ran into the parked Loganair Embraer. While damage was minimal to both aircraft, it did make for an interesting story.

17jun20 ZT-RHC Bell 206 w/o

Sadly both occupants of the private Bell JetRanger were killed after it crashed upon landing under unknown circumstances, near Grand Central Airport, South Africa. The aircraft came down on a road next to the airport. It was flying from Boschkop-Kitty Hawk Airport to the airport mentioned earlier.

17jun20 D-GEMZ PA-34-220T **3448006** w/o
A Piper Seneca III broke up in flight and crashed at Reinsfeld, Germany, while flying from Marl-Loemühle Airfield, Germany, to Colmar, France. Sadly the pilot died in the crash. Pictures of the aircraft show the right hand propeller sustained considerable damage to three blades in a previous incident.

18jun20 N6602B Ce310B **35702** dam
None of the three persons (two men and one woman) aboard this Inceptus Cessna 310 were injured after one of the plane's wheels failed during landing, causing the Cessna to slide down the runway and crash. It came to rest after sliding on the runway and rotating after a wing caught the grass. Place of the incident was Coeur D'Alene Airport (ID) and the airplane sustained substantial damage.

18jun20 166795/NH-104 F/A-18F **F168** w/o
A United States Navy F/A-18F Super Hornet, operating from the USS Theodore Roosevelt (CVN-71), crashed in the Philippine Sea. The pilot and the Weapons Systems Officer (WSO) ejected safely and were recovered by an MH-60S helicopter from Helicopter Sea Combat Squadron (HSC) 8. At the time the Super Hornet was conducting routine pilot proficiency training. The incident is currently under investigation. Both aviators were assessed by the medical team and are in good condition. The only squadron on the carrier that flies the two-seat F variant is the "Black Knights" of Strike Fighter Squadron (VFA) 154 from Naval Air Station Lemoore (CA).

19jun20 N516TR G1159A **252** w/o
Another classic Gulfstream that was involved in dodgy business, as the private Gulf III was set ablaze after having landed near El Chico, Retalhuleu, Guatemala. The aircraft was likely used in illegal drug trafficking. The registration of the aircraft was not visible on photos but the colour scheme and type match that of N516TR. This aircraft was offered for sale recently and was last reported at Chetumal, Mexico (on 18 June) by FlightAware.

20jun20 I-MLTA AS350B3e **8000** dam
The rotor blades of the Helixcom Ecureuil touched the side of a mountain at Collesano, Italy, causing the pilot to lose control. The helicopter rolled down and sustained substantial damage.

21jun20 SA342J **w/o**
An unidentified Gazelle impacted the ground at Minden-Tahoe Airport (NV) and was completely destroyed by fire. The two occupants were able to walk away

22jun20 Hürkus B **w/o**
A Turkish Aerospace Industries (TAI) Hürkus B turboprop trainer aircraft crashed in the Beypazari district of Ankara Province at around 12:30 hours local time in the afternoon. It is reported that both pilots were able to eject and are in good condition. They were admitted to a hospital for evaluation. The Hürkus B (Free Bird) was on a test flight from Ankara Mürted/Akinci, the main production facility of TAI, when the accident occurred. TAI stated that an investigation was ordered, and that the cause of the accident will be determined after the investigation.

24jun20 N120HH Bell 407 **53661** w/o
After making an emergency landing, the private Bell 407 was consumed by fire at Oxford-Kidlington Airport, UK. The two occupants were not injured. A spokesperson for the West Midlands Ambulance Service said: "Two patients have been assessed, after a helicopter had to make an emergency landing in Warwickshire this lunchtime. West Midlands Ambulance Service was called at 12:19 hours local time in the afternoon to reports of a helicopter on fire after making an emergency landing outside the Masons Arms in Long Marston. One ambulance, a senior paramedic officer and four paramedic officers attended the scene. On arrival, crews discovered the helicopter well ablaze. There were two patients at the scene, who had managed to get out of the helicopter safely. Thankfully, they were uninjured in the incident and able to be discharged at the scene."

25jun20 N5013G Bell 206L-1 **45254** dam
A Bell LongRanger II of HMC Lift impacted a very heavily wooded, heavily swampy area under unknown circumstances in Coconut Creek (FL), in the area of Tradewinds Park and Stables near Sample Road. The helicopter sustained substantial damage and the sole pilot aboard received non-life-threatening injuries. The chopper and pilot were helping out a nearby construction job to move a large pipe from one side to the other when the crash occurred.

25jun20 ZM409 Atlas C1 **034** dam
A Royal Air Force A400M Atlas was damaged following a bird strike while operating at Getafe Air Base, Spain. The aircraft suffered substantial damage on the fuselage under the cockpit, leaving a big tear in the fuselage. This is the second bird strike incident involving an Airbus A400M airlifter that caused substantial damage to the aircraft. It was not yet delivered to the Royal Air Force and was on a local testflight.

Credits: AFM, B3A, ASN, BBC, ADS-B, FAA, NTSB, Aviation Herald, Cheryl Baumgärtner/David Eyre.



United States Navy F/A-18F Super Hornet 166795/NH-104, operating from the USS Theodore Roosevelt (CVN-71), crashed in the Philippine Sea on 18 June. Fortunately the pilot and the Weapons Systems Officer (WSO) ejected safely. (NAS Fallon (NV) 4 October 2010, Martin Uleman)

Military news & updates



Voyager KC1 ZZ336 in its new 'Union Jack' inspired livery, taxiing at Cambridge airport for its delivery flight to RAF Brize Norton. Its departure was covered live by major news channels, probably to boost morale in these difficult times. (25 June 2020, Martin Fox)

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)

Last month, we mentioned that the first two CH-47Fs (D-472 and D-473) had been identified at the Huntsville US Army facility (AL). These helicopters are receiving a Post Production Modification at this facility before they will be handed over to 302 Squadron at Fort Hood (TX).

Secondly, D-474 and D-475 have also been identified at Huntsville and will receive only a couple of software upgrades. These helicopters do not receive a Post Production Modification but will be handed over to 302 Squadron at Fort Hood (TX) as soon as these software upgrades have been finalised.

F-35A

F-011	FACO Cameri	f/f: 15jun20	jun20
F-012	FACO Cameri	f/f: 18jun20	jun20

Both F-35As will be delivered to 322 Squadron at Leeuwarden in the very near future.

A330MRTT

T-055/M-2	Airbus D&F	1911	jun20
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A330MRTT T-055 had its final acceptance flight on 17 June 2020. By the time you read this, if all went well, this aircraft (or T-054) will have been delivered to Eindhoven airbase. The scheduled delivery date was 30 June 2020.

Kustwacht (CG)

Do228-212

PH-CGN	Kustwacht	dam. 08jun20	8181	jun20
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PH-CGN blew out a tire on the runway at Eindhoven Airbase after performing a couple of touch and go's on 8 June 2020. The aircraft received some damage but no injuries have been reported. The runway was closed for the rest of the day.

Bulgaria

Bulgarski Voенно-Vuzdushni Sili (AF)

LBSF = Sofia - Vrazhdebna

According to Defence Minister Krassimir Karakachanov, the Bulgarian Air Force wants to sell some of its Soviet made

MiG-29 fighter aircraft when the F-16V Fighting Falcons have arrived. This is what he told the National Assembly, where he expressed that "with the arrival of eight F-16s there would be no need to maintain the full fleet of MiG-29s. The idea of selling the MiGs was to recoup part of the investment costs".

At this moment the Bulgarian Air Force has fourteen operational MiG-29s. The overhaul costs for the 30+ year old aircraft are immense. In August 2019, the Bulgarian Parliament cleared the budget for the purchase of eight F-16V Fighting Falcons for the second time after Bulgarian President Rumen Radev vetoed the deal. In the first week of June 2020, the first four pilots went to the United States to start their training on the F-16. The first Falcon is scheduled to arrive by the end of 2022, followed by the others in 2023 and 2024. Future procurement of eight more F-16s is considered after the initial batch of eight aircraft has arrived in Bulgaria.

The sale of the MiG-29s is most difficult if not impossible. Germany sold 22 MiG-29s to the Polish Air Force late 2003 for a symbolic price of €1,00 each. But Poland had to spend about €43 million to modernise the aircraft. Hungary has been trying to sell their MiG-29s for years now, without any success.

Bulgarian Air Force L-410UVP-E3, serial 069, is the second L-410 that received an extensive overhaul by Ceska Letecka Servisni a.s. at Kbely (Czechia). The aircraft was transported by truck to Kbely on 10 July 2019. It returned in flying condition at Sofia - Vrazhdebna airport on 18 June 2020. The first L-410UVP-E3, serial 068, was transported to Kbely in February 2018 and returned to Sofia - Vrazhdebna airport in January 2019. The Bulgarian Air Force started flying the L-410 in 1991 and had a total of eight aircraft in their inventory. In 2011, the 16 Transportna Aviacionna Basa (16.TrAB), 1/16 Transportna Avio Eskadrila, stored all their L-410s at Sofia - Vrazhdebna. L-410 062 is now preserved at the Muzej na Aviatsiyata i VVS (air force museum) in Krumovo.

Five L-410s are still stored at Sofia/Vrazhdebna, of which serials 063, 064 and 065 are in very bad condition. Two others, serial 066 and 067, are in reasonably good condition. Yet unconfirmed reports suggest these two L-410UVP-Es will also be overhauled by Ceska Letecka Servisni a.s.

L-410UVP

062	Pres. Krumovo museum
063	std LBSF

065 std LBSF
L-410UVP-E
 064 std LBSF
 066 std LBSF
 067 std LBSF

L-410UVP-E3
 068 16.TrAB ex std LBSF
 069 16.TrAB ex std LBSF

Denmark

Flyvevåbnet (AF)

On 8 June 2020, the Royal Danish Air Force released an official document showing the national markings on the F-35A Lightning II. And there the surprise came, a tiny bit of colour has been added to the grey aircraft. The F-35A Lightning II fighter aircraft is a standard product that all countries buy as is. It offers a number of benefits because countries can to a great extent exchange experiences on the aircraft's ability and properties, but also because spare parts costs and development are kept down as a result of uniform material use. This also applies to the aircraft paint, where the basic colour and all warnings and instructions painted on the aircraft are the same regardless of the country of ownership of the aircraft. However, there is one point that each country has to decide for itself, and it is the national marking that shows where the aircraft belongs.

The Flyverkommandoen (Aircraft Command) has chosen that Denmark's new fighter aircraft must have "Dannebrog" painted on the aircraft's tail fin. It is a solution that combines the traditional Danish national marking that has been used throughout the 70-year history of the Air Force with a subdued graphic expression that is in line with the F-35 aircraft's design philosophy. The roundel and Dannebrog flag are used in a dimmed version with a dark red hue combined with a light gray shade instead of white. The aircraft's special features for avoiding radar tracking are 100 percent intact, and the national paint won't make it easier for opponents to visually detect where the aircraft is located.

The first F-35A Lightning II is scheduled to be completed by October 2020, and will, after having undergone a series of comprehensive tests, be transferred to Danish ownership on 27 January 2021. This will be done at a roll-out ceremony where the aircraft will roll out from the factory in Fort Worth (TX) and be officially delivered to Denmark.

F-16AM
 E-017 Esk 727 active again **6F-53** jun20

France

Armée de l'Air (AF)

The French Air Force will be ordering several new aircraft. They will get three A330MRTTs (total order now comes to 15 aircraft), one Beech 350ALSR and eight H225M Caracals.

Since August 2019 the Air Force no longer uses the Hoffman HK-36TTC Super Dimonas motor gliders. Three are stored in dismantled state at Saintes and two at Romorantin.

LFDN = Rochefort - St Agnant

LFOC = Châteaudun

LFXA = Ambérieu en Bugey

Alpha Jet E

E26/ND	instr LFDN	ex EAC00.314	jun20
E51/AD	instr LFDN	ex EAC00.314	jun20
E105/9	EPAA20.300	ex 705-FM	jun20
E110/705-AH	instr LFDN	ex EAC00.314	jun20
E148/705-LU	EPAA20.300	ex EAC00.314	may20
E149/8-RS	EPAA20.300	ex EE03.008	may20
E169/1	EPAA20.300	ex std LFOC	may20
E171/705-RZ	EPAA20.300	ex EAC00.314	may20

Mirage 2000D

628/3-JL	EC02.003	ex 133-JL	430 jun20
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Mirage 2000N

373/125-CF	std LFXA	ex EC02.004	388 jun20
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SA330B

1316/AG	instr LFDN	ex EH00.068	1316 jan18
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Armée de Terre (AR)

Delta Reflex published an interesting list of the ALAT Tigre fleet as per June 2020. The program to convert Tigre HAP to Tigre HAD block 2 is well underway and several have already been delivered. The current fleet was reported as follows:

CFFA Fassberg, Germany (Centre de formation Franco-Allemand)
 Tigre HAP 2028/BHU, 2032/BHY, 2036/BID

EFA Le Luc - Le Cannet
 Tigre HAD 2029/BHV, 2033/BHZ, 6001/BIA, 6003/BJC, 6009/BJI
 6014/BJN, 6023/BJW, 6029/BKC

GAM/STA Valence- Chabeuil

Tigre HAD 6016/BJP

1RHC Phalsbourg - Bourscheid

Tigre HAD 2038/BIF, 6008/BJH, 6011/BJK, 6012/BJL, 6013/BJM
 6015/BJO, 6018/BJR, 6019/BJS, 6020/BJT, 6024/BJX
 6025/BJY, 6026/BJZ, 6027/BKA, 6028/BKB

4RHFS Pau - Pyrénées

Tigre HAD 6004/BJD, 6010/BJJ, 6021/BJV
 Tigre HAP 2025/BHQ, 2030/BHW, 2031/BHX, 2034/BIB, 2041/BII



With the F-35A arriving at Leeuwarden, Volkel is becoming the F-16 operations centre. This picture by Koen Jonkers, taken on 13 May 2020 at Volkel, is testimony to this. Awaiting departure you see J-011, J-015, new 313sq arrival J-009 and J-514.



The COVID-19 crisis is seriously affecting traffic numbers at civil airports such as Schiphol-Amsterdam Airport. With these low numbers, ATC is more willing to allow military traffic to enter the control-zone and show off their hardware. NH90-NFH N-324 was captured making a low pass over taxiway Victor. (14 May 2020, Robert Eikelenboom)

2043/BIK, 2045/BIM

5RHC Pau - Pyrénées

Tigre HAD 6002/BJB, 6005/BJE, 6030/BKD, 6031/BKE
Tigre HAP 2001/BHH, 2002/BHI, 2012/BHT, 2013/BHC
2018/BHF, 2021/BHN, 2022/BHG, 2037/BIE

Airbus Marseille Provence

Tigre HAP 2003/BHJ (F-ZWRM)
Tigre HAD 6022/BJV (F-ZWOM)

Under conversion to HAD block 2 standard

Tigre HAD 6006/BJF, 6007/BJG
Tigre HAP 2004/BHK, 2006/BHL, 2009/BHB, 2010/BHA
2011/BHM, 2015/BHD, 2016/BIA, 2019/BHE,
2023/BHP, 2024/BHO, 2026/BHR, 2027/BHS
2035/BIC, 2039/BIG, 2040/BIH, 2042/BIJ,
2044/BIL, 2046/BIN

Missing is Tigre 6017/BJQ which was lost in an accident on 26 November 2019. The order of 2047/BIO might have been cancelled, this needs confirmation.

AS532UL

2336/CGV 5RHC w/o 15apr20 **2336**

Gendarmerie (PO)

For some 200 million Euro, ten H160s will be ordered for the Gendarmerie. This is the first part of an order for replacing the current 26 AS350 Ecureuils in service.

Sécurité Civile (GV)

The Sécurité Civile will receive two more H145s. These will be replacement aircraft for the four which were lost in service.

Germany

Luftwaffe (AF)

The German Ministry of Defence aborts the current modernisation program of the remaining eight P-3C Orions of Marineflieger 3 (MFG3). This means that the eight Orions will be retired within five years from now. Sadly, the original plan (retirement in 2035) will not be realised.

The German Ministry of Defence is currently investigating the procurement of a successor to the P-3C Orion and possible candidates could be the Airbus C295MPA, ATR72 or the Boeing P-8A. The German MOD is also investigating an option for cooperation with the French Navy.

CH-53GA

84+63 HSG64 not noted since 2017 **V65-061** jun20

EF2000

31+05 TLG71 ex TLG74 **GS081** jun20

31+10 Tslw1 ex TLG31 **GS086** jun20

This EF2000 was seen on a trailer while on its way to Kaufbeuren.

Hungary

Magyar Légierő (AF)

LHKE = Kecskemét

On 14 June 2020 there was a ceremony on Kecskemét Air Base for the withdrawal of the An-26 transport aircraft. The last operational An-26, with serial 406, made a fly-by with two Jas39s upon landing. On 18 June 2020 this An-26 made a fly-by at Szolnok, Debrecen, Nyiregyhaza, Budapest, Esztergom, Győr, Pápa, Hévíz, Siófok and landed at Kecskemét for the last time.

An-26

110	std LHKE	ex MH 59
405	std LHKE	ex MH 59
406	std LHKE	ex MH 59
407	std LHKE	ex MH 59
603	std LHKE	ex MH 59

Italy

LIPE = Bologna-Borgo Panigale (BO)

LIRA = Roma-Ciampino (RM)

LIRU = Roma-Urbe (RM)

Aeronautica Militare (AF)

On 9 June 2020, the Aeronautica Militare deployed its Lockheed Martin F-35A Lightning IIs in Iceland for the second time in less than a year. The Task Force Air 32nd Wing (32° Stormo) will operate from Keflavik International Airport (KIA) from mid-June to mid-July 2020 as part of Operation 'Northern Lightning II'. This is the Italian contribution to NATO's Interim Air Policing mission "Airborne Surveillance and Interception Capabilities to meet Iceland's Peacetime Preparedness Needs (ASIC-IPPN)," more commonly known as Icelandic Air Policing. The six F-35As and 135 airmen were expected to deploy to Iceland in April after the end of the Norwegian F-35 deployment, however due to the COVID-19 pandemic the deployment was postponed. According to the Icelandic Coast Guard and the Italian Ministry of Defence, as a precaution the Italian personnel underwent a 14-day quarantine, medical examination and screening before the deployment, most probably at Amendola Air Base (the Italian F-35 Main Operating Base) and another 14-day quarantine after arriving in Iceland. The six F-35As (among them MM7362/32-12 and MM7358/32-08) of the 13° Gruppo were supported by

a Boeing KC-767A MM62229/14-04.

A319-115(ACJ)

MM62174 std LIRA ex 306°Gruppo **61157** 15
Since 2015 grounded on Roma-Ciampino (RM) and offered for sale. It remains unsold, mainly because the engines have no flying hours available. According to Facebook news group Itamilradar, it made a test flight from Napoli-Capodichino (NA) on 5 June 2020. It is possible that it could be returned to operational service again.

AB212ICO

MM81159/- 21°Gruppo ex AB212AM/MITCM **5816** jun18
MM81159/9-59 21°Gruppo ex -/21°Gruppo **5816** may20

MB339A/PAN (MLU)

MM54505/5 313°Gruppo ex 9/313°Gruppo **6716** may20
MM54514/9 313°Gruppo ex 8/313°Gruppo **6735** may20
MM54517/7 313°Gruppo ex 3/313°Gruppo **6745** may20
MM54538/2 313°Gruppo ex 6/313°Gruppo **6759** may20
MM54539/1 313°Gruppo ex 8/313°Gruppo **6760** may20
MM55053/3 313°Gruppo ex 4/313°Gruppo **6847** may20
MM55055/0 313°Gruppo ex -/313°Gruppo **6849** may20
MM55058/8 313°Gruppo ex 11/313°Gruppo **6852** may20
MM55059/10 313°Gruppo ex 5/313°Gruppo **6853** may20

S208M

MM61934/60-21 423ª SC ex -/423ª SC **4-122** jun20
MM61935/60-22 423ª SC ex -/423ª SC **4-123** jun20
MM61977/- 423ª SC ex 60-30/423ª SC **3-71** feb20
MM61985/60-36 423ª SC ex -/423ª SC **3-79** feb20

T-345A

CSX55234/- Leonardo new jun20
Aviazione dell' Esercito (AR)

UH-90A

CSX81566/E.I.249 Leonardo new **ITAR50** may20

UH-169A

CSX81977/E.I.108 Leonardo new **69115** may20
On 29 May 2020, the first of fifteen ordered UH-169As in basic configuration wearing full Esercito Italiano colours and markings was noted performing pre-delivery maintenance test flights at Venegono (VA).

Marina Militare (NY)

SH-90A

MM81607/3-32 Grupelicot 4 ex MT81607/Leonardo **HITN31** mar20
Carabinieri (PO)

AW109N

MM81686/CC-58 Leonardo ex CFS-33/std LIRU **22507** may20
In May 2020, this former Corpo Forestale dello Stato AW109N was noted in a (still) revised Corpo Forestale livery with Cara-

binieri titles and coded CC-58 during a test flight at Venegono (VA)

Guardia di Finanza (PO)

P-72B

MM62311/20 GEA ex CSX62311/Leonardo **1425** nov19
Vigili del Fuoco (PO)

In June 2020, Erickson S-64F Skycrane N237AC (construction number 64-095) was noted at Rogue Valley International – Medford Airport (OR), USA, doing some ground tests. This firefighting helicopter is destined for the Vigili del Fuoco. After doing their ground tests the crew returned to Erickson's Willow Springs facility in Central Point (OR). N237AC was built as US Army CH-54B Tarhe 70-18487, and after decommissioning rebuilt by Erickson into an S-64F Skycrane. It is already painted in full revised red and white colours and carries Vigili del Fuoco titles. Considering the effects of global warming, the Italian Government has decided to acquire two additional Skycranes. Following N237AC that will arrive in 2020, the sixth S-64F will be delivered before the end of 2021.

AB206B

VFEQ/VF-12 Centro Aviazione ex std LIPE **8055** oct18

AW139

I-PTFS/VF-141 Leonardo new **31866** jul19
VF144 RV Catania ex Leonardo **31888** may20

Guardia Costiera (PO)

The Scramble Italy database is updated with the following specific designations of the AW139 helicopters of the Guardia Costiera. Code 11-01 to 11-04 are PH-139As with Honeywell Phase 5 software, 6800 kgs maximum weight on take-off and a Telephonics 1500 plus radar. Code 11-05 to 11-10 are PH-139Bs with Honeywell Phase 7 (and onwards) software, 6800 kgs maximum weight on take-off and a Telephonics 1500 plus radar. Code 11-11 and 11-12 are PH-139Cs, while code 11-14 and 11-15 are PH-139Es with 7000 kgs maximum weight at take-off, a Gabbiano radar and a double Goodrich winch.

Norway

Norske Luftforsvaret (AF)

AW101 Mk612

0276 OT&E d/d 04jun20 **50276/NOR08**
0279 Leonardo MW f/n **50279/NOR11** may20

F-35A-4

5384 332 skv d/d 26may20 **AM-23** may20
5385 332 skv d/d 26may20 **AM-24** may20
5386 332 skv d/d 26may20 **AM-25** may20



Following last month's DAAFAR 2020 article, here is another peek inside a Cuban air base. This MiG-21F-13 is preserved at Holguín to commemorate Soviet Il-28s and MiG-21s that were deployed here during the Cuban missile crisis of October 1962. The MiGs were officially handed over to the DAAFAR after the crisis. ("01 red", MiG-21F-13, Holguin)



Former Spanish Air Force Mirage F1M C.14-67/14-39 was sold to Draken International and as N572EM. It made a night-stop at Fort Worth Alliance (TX) on 22 June 2020 and left the following morning to join its compadres at Nellis AFB after a fuel stop in Albuquerque (NM). (Matt Ellis)

Poland

Sily Powietrzne (AF)

The Polish Ministry of Defence (MoD) initiated a procedure for the acquisition of 32 multi-role support helicopters. The MoD's Armament Inspectorate announced that offers were accepted until the end of May 2020. The new helicopters will replace the ageing Mi-2 helicopters, which have been in service for over 50 years, and some of the earlier variants of the W-3 Sokol. The programme received the name "Perkoz". Twelve domestic and foreign businesses expressed their willingness to participate in the technical dialogue organized by the Armament Inspectorate to find a new multi-role support helicopter. The group includes aircraft builders such as Airbus Helicopters, Boeing and Bell Helicopter Textron, as well as the Polish PZL-Świdnik and PZL Mielec companies. The procedure has also attracted companies that offer operational support and other, extra services.

In October 2019, the Technical Modernisation Plan for 2021-2035 was announced with the main priority set for the replacement of the Mi-24 attack helicopters ("Kruk" programme). At that point the idea was to postpone the purchase of new support helicopters beyond 2027. The "Perkoz" programme comes as a surprise and might influence the timelines of the "Kruk" programme.

The new light helicopters will be purchased in three variants: combat support and advanced training, command and reconnaissance and electronic warfare. According to local media Defence24, the only requirements known so far are that the helicopter must be capable of transporting five fully-equipped soldiers or a ton of cargo in the cabin space. The technical dialogues have to be finished before the year's end. After the qualification is completed and the approved participants received detailed RFIs, they would be obliged to provide the Inspectorate with detailed information. Initially, 32 helicopters are expected to be procured, with many more, potentially, to be acquired in the long run.

Lotnictwo Straży Granicznej (GV)

On 29 January 2019 a contract was signed for the purchase of two L-410s. In June 2020 the first one made test flights from Braunschweig, Germany with Czech temporary registration OK-JRY. Both should be delivered before October 2020.

Portugal

LPMR = Monte Real

Força Aérea Portuguesa (AF)

AW119Kx

29704 Esq552 c/n update, ex N670SH **14966**

29705 Leonardo USA N794PA, o/o **14973** mar20
The fifth and last Koala for the Portuguese Air Force was noted with its makers at their plant in Philadelphia (PA).

F-16AM

15132 at LPMR for Romania **M17-16** jun20
15135 at LPMR for Romania **M17-19** jun20

Both arrived at Monte Real Airbase after rework with OGMA. Together with 15122, 15134 and 15141 they make up the second batch for the Romanian Air Force. Their delivery was scheduled for June 2020, but this has been delayed until an undisclosed date due to the COVID-19 situation.

SE3160

On 16 June 2020, the Alouette 3 was officially withdrawn from use by the Portuguese Air Force at Beja Airbase. Their mission with Esq552 has been taken over by the AW119Kx Koala. Below are the Alouette 3s we still had listed as active in our database. As judged from their l/n dates it is fair to assume that several had already been withdrawn from active service some time ago.

19298	ex Esq552	wfu, l/n jun12	1556
19302	ex Esq552	wfu, l/n may19	1573
19312	ex Esq552	wfu, l/n feb15	1613
19349	ex Esq552	wfu, l/n may17	1705
19368	ex Esq552	wfu, l/n oct14	1786
19376	ex Esq552	wfu, l/n nov19	1818
19377	ex Esq552	wfu, l/n may12	1819
19401	ex Esq552	wfu, l/n oct19	1917

Marinha Portuguesa (NY)

Super Lynx Mk95

19201	Leonardo	MK95A for upgrade	336
19203	Leonardo	MK95A for upgrade	375 jun20

On 4 June 2020, 19203 moved to Yeovil for its upgrade by Leonardo to MK95A configuration. Reportedly this is the fifth and last machine to undergo the upgrade, implicating that we missed the transfer of 19201 to Yeovil some time before.

Romania

Fortele Aeriene Romane (AF)

The Romanian Air Force wants to have its ten remaining IAR-99 Standards modernised by the original manufacturer Avioane Craiova. The Romanian Ministry of Defence invited Avioane Craiova to submit a suitable offer in order for the contract to proceed. The MoD hopes that the contract, worth USD 100 million, will be signed within a month. After the contract has been signed, the IAR-99s should be modernised between 2020 and 2024.

According to the MoD the IAR-99s will be upgraded to SM standard to enable "advanced pilot training". This is done

for the fleet of twelve F-16s and future additional five former Portuguese F-16A/Bs, which the FAR recently ordered. In addition to advanced pilot training the SM standard will be able to conduct close air support missions and interdict low-speed aerial targets. The IAR-99 first flew in 1985 and the FAR received twelve IAR-99 Standards in the late 1980s. Two aircraft crashed. In the late 1990s, the FAR received another eleven IAR-99 C Soims of which three have crashed. In total, the FAR currently has eighteen operational IAR-99s.

On 27 January 2020, the ministers of defence from Portugal and Romania formally signed the contract for the sale of five F-16s to the Romanian Air Force at a total value of 130 million Euros. The deal also includes the technical conversion of the aircraft to Romanian specifications, the transfer of technical information and the setting up of maintenance in Romania. On 4 December 2019, Scramble Facebook News (SFN) mentioned the budget approval by Romania's Supreme Council for the Country's Defence. The "new" aircraft - four F-16AMs and one F-16BM - will undergo modernization at the OGMA facilities (Portugal) before their delivery to Romania. The planned delivery schedule for the Fighting Falcons is two in June 2020, two in October 2020 and the last one in early 2021.

On 17 June 2020, the second F-16 destined for the FAR was delivered by OGMA to the Portuguese Air Force after modernisation and painting in the FAR camouflage scheme. These two F-16s (former serials 15132 and 15135) are now at Air Base No.5 Monte Real awaiting their delivery to Romania. It looks like the original plan of four F-16AMs and one F-16BM has changed to five F-16AMs.

F-16AM

.... ex FAP/15122, USAF/82-0918
 ex FAP/15132, USAF/83-1073
 ex FAP/15134, USAF/83-1077
 ex FAP/15135, USAF/83-1080
 ex FAP/15141, USAF/82-0975

Spain

LEAB = Albacete
 LFTB = Marignane-Berre
 Ejército del Aire (AF)

NH90-TTH

HD.29-16/803-16 ABH LEAB #10227, ex ABH LFTB 1425 jun20
 On 18 Jun 2020, the first NH90 for the Spanish Air Force made

its way from the Airbus Helicopters plant at Marseille to their plant at Albacete. On its way it made stops at Zaragoza Airbase and at Cuatro Vientos Airbase, its future home base to where it is scheduled to be delivered in August 2020. In total 803 Esc will receive six NH90-TTHs which will be referred to by the Air Force as 'Lobo'.

United Kingdom

Royal Air Force (AF)

The RAF decided to test a new colour scheme for the Tutor T1 aircraft. On 29 April 2020, G-BYXH returned to RAF Wittering from maintenance at Membury in this black/yellow c/s. Two more aircraft will receive the same colours but if it will be implemented for the entire fleet depends on the outcome of the trials. If you would like to see G-BYXH in these colours, please do not travel to RAF Wittering since the aircraft was passed on to Boscombe Down on 14 May 2020. It is being used there by 3AEF, Bristol UAS and Southampton UAS which operate a joint pool of Tutor aircraft.

On 1 April 2020, fifty Tucano T1 aircraft were officially removed from the MoD military register. The entire Tucano fleet which was operational with 1FTS until they were retired, as well as the reserve fleet, have been sold to one civil party in the United States. Babcock was hired to dismantle the sold aircraft and prepare them for shipment. This work was due to be completed by 31 March 2020. The fifty aircraft struck from the register are reported by MAR as being:

ZF135, ZF137, ZF139, ZF140, ZF142, ZF143, ZF144, ZF145, ZF169, ZF170, ZF171, ZF172, ZF202, ZF204, ZF205, ZF210, ZF239, ZF240, ZF243, ZF244, ZF264, ZF269, ZF287, ZF290, ZF291, ZF292, ZF293, ZF294, ZF317, ZF319, ZF338, ZF341, ZF342, ZF343, ZF347, ZF348, ZF349, ZF374, ZF377, ZF378, ZF379, ZF406, ZF407, ZF417, ZF448, ZF485, ZF489, ZF491, ZF512 and ZF515

Interestingly former RAF Linton-on-Ouse gate guard ZF202 is one of the aircraft mentioned. It was dismantled on 2 April 2020. The aircraft is planned to be transported to RAF Syerston. Another interesting one is ZF349. This aircraft was damaged when its undercarriage failed while landing at RAF Linton-on-Ouse on 8 January 2013. It was reported as scrapped in November 2019.

The UK government has decided to extend Operation Newcombe, which is the deployment of three Chinook helicop-



Cosoleacaque is a village in Veracruz state Mexico, close to the naval air station of Minatitlán. That is probably the reason the local sportsclub received an L-90 Redigo and this Bo105. (AMHP-109, Bo105CB-5, 04 January 2020, Ramirez Altamirano)

ters to the African country of Mali in support of the French counter terrorism efforts. The aircraft first deployed there in 2018, and in July 2019 the mission was already extended with six months. Currently 18(B)sq is responsible for the Chinook detachment, which is designated 1310 Flight. Helicopters ZA682 (HC6A), ZH898 (HC5) and ZH904 (HC5) are currently deployed. Since the deployment started over 2,000 flying hours were logged during which over 13,000 passengers and 1,100 tonnes of freight were transported. The press release did not specify what the new end-date for the deployment will be.

On 26 May 2020, the Ministry of Defence (MoD) confirmed that the Sentinel R1 fleet will be withdrawn from use as planned in March 2021. In the statement, the aircraft was referred to as "increasingly obsolete" and that the aircraft is expected to face "increasing reliability issues". Of the five aircraft on strength, only two are currently available to 5(AC) sq (ZJ691 and ZJ694). Two others are undergoing deep maintenance with Raytheon at Hawarden (ZJ690 and ZJ692), while the final example has been stored at Hawarden since 23 May 2017 (ZJ693).

On 19 June 2020, a milestone was reached in the Qatar-United Kingdom cooperation at RAF Coningsby. The flags of both countries were raised and for the first time a Typhoon FGR4 was revealed carrying full unit markings. The aircraft in question was ZK369/369 and markings were applied at two locations on the jet. Bars were added on each side of the RAF roundel on the fuselage in the colours green/white/black (top-down). High in the vertical fin a shield was painted with thin outlines (black/white/green). The 12(B)sq fox's head was painted high in the shield with the UK and Qatari flags below it. The joint squadron stood up at RAF Coningsby on 24 July 2018, and the first Qatari jets are expected in 2022.

One of the Voyager aircraft of the Royal Air Force has been repainted to provide a better representation of the nation when used for VIP transport duties. Of course the British main-stream press quickly came up with the names "Air Force One for Borris" and "Borris Force One". The aircraft is repainted in white with golden "United Kingdom" titles on the fuselage above the windows. A wave-shaped blue cheat-line turns into a Union Jack covering the rear fuselage and the entire vertical fin. This paint job was applied by Marshalls at Cambridge and the aircraft (ZZ336) was re-delivered to RAF Brize Norton on 25 June 2020. The cost for this new paint job was GBP 900,000 which was drawn from the MoD budget.

CYSD = Suffield (Canada)	EGVL = Little Rissington
EGAA = Aldergrove	EGWC = Cosford
EGDM = Boscombe Down	EGXC = Coningsby
EGOS = Shawbury	EGXY = Syerston
EGQS = Lossiemouth	

Airbus	Airbus Military at Madrid-Getafe (Spain)
CGS/644VGS	Central Gliding School and 644VGS pool at RAF Syerston
CMF	Chinook Maintenance Facility at RAF Odiham
EGUB Pool	28sq, 33sq and 230sq pool at RAF Benson
GMS	Glider Maintenance Section at RAF Syerston
Leonardo	Leonardo Helicopters at Yeovil
MDMF	Merlin Depth Maintenance Facility at RNAS Culdrose
P2MF	Puma HC2 Maintenance Flight at RAF Benson
7REME	7 Royal Electrical and Mechanical Engineers at Wattisham
StandardAero	StandardAero at Fleetlands
TMU	Typhoon Maintenance Unit at RAF Coningsby
WLT	Weapons Load Trainer
WZM	Wildcat Zonal Maintenance at RNAS Yeovilton

Atlas C1			
ZM410	24/70sq	ex Airbus	038 may20

Chinook HC5			
ZH900	27sq	unit confirmed	M4479 apr20

Chinook HC6			
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ZK551	mods as EGDM	ex 7sq	M7702 apr20
ZK553	CMF	ex 7sq	M7704 may20
ZK558	mods at EGDM	ex 7sq	M7709 may20
ZK559	mods at EGDM	ex 7sq	M7710 may20
ZK561	mods at EGDM	ex CMF	M7712 may20
ZK563	7sq	ex QinetiQ	M7714 may20

It is possible that ZK561 was used by 7sq briefly before moving from the CMF to Boscombe Down.

Chinook HC6A

ZA680	28sq	ex EGDM	M7024 may20
ZA704	27sq	ex CMF	M7006 may20
ZA705	18sq	ex EGDM	M7030 may20
ZA710	7sq	ex 28sq	M7003 may20
ZA712	CMF	ex 28sq	M7016 may20
ZA714	CMF	ex 28sq	M7005 may20
ZA720	StandardAero	ex 27sq	M7020 apr20
ZD981	18(B)sq	ex 27sq	M7029 may20
ZH893	StandardAero	ex 28sq	M4456 may20
ZH894	27sq	ex 18(B)sq	M4457 may20
ZH896	28sq	ex 18(B)sq	M4459 may20

F-35B

ZM141/007	17sq	ex 207/617sq/007	BK-07 mar20
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Following the deployment to Nellis AFB (NV) for Red Flag with 617sq, ZM141 remained in the United States. The aircraft was handed over to 17sq, probably to ensure sufficient aircraft are available to continue operational testing while the aircraft of this unit undergo deep maintenance with FRC-E at MCAS Cherry Point (NC) one by one. It is expected that ZM141 will return to RAF Marham in July 2020.

Hawk T1

XX238	i/a EGWC	ex std EGOS	312074 may20
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The arrival date of XX238 at DCAE Cosford is unknown, but this Hawk was present there by May 2020.

Jupiter HT1

ZM496	Airbus at Kidlington as G-CLKI	20309 mar20
ZM497	del Shawbury on 26may20 (G-CLKO)	20310 may20
ZM498	del Shawbury on 29may20 (G-CLKP)	20312 may20
ZM499	del Shawbury in jun20 (G-CLKS)	20313 mar20

All four were delivered to Airbus at Kidlington on 31 March 2020. Two have since been delivered to RAF Shawbury.

Poseidon MRA1

ZP803	Boeing as N481DS	65752/...
ZP804	Boeing as N482DS	65753/...

Aircraft ZP803 was fully painted by end-May 2020, it carries nick-name S/L Terence Bulloch DSO DFC. During the Second World War, S/L Bulloch served with Coastal Command (120sq, 224sq and 231sq). With his crew he managed to sink four Kriegsmarine U-boats during the Battle of the Atlantic.

Puma HC2

XW199	EGUB Pool	ex P2MF	1042 may20
XW204/B	EGUB Pool	ex uncoded	1074 may20
XW220	P2MF	ex std EGUB Pool	1148 may20
XW231	std P2MF	ex EGUB Pool	1195 may20
XW235	EGUB Pool	ex std EGUB Pool	1212 may20
XW237	std P2MF	ex P2MF	1218 may20
ZA935/S	EGUB Pool	ex uncoded	1633 may20
ZJ956	P2MF	ex std P2MF	1374 may20

Typhoon FGR4

ZJ913	std EGQS	ex IX(B)sq/913	BS004 may20
ZJ939/939	IX(B)sq	ex TMU	BS032 may20
ZJ949/949	6sq	see note	BS045 may20
ZK302/302	II(AC)sq	ex 3(F)sq/302	BS054 may20
ZK307/307	XI(F)sq	ex 12(B)sq/307	BS058 may20
ZK309	i/a EGXC	ex 3(F)sq/309	BS060 may20
ZK311/311	XI(F)sq	ex 3(F)sq/311	BS064 apr20
ZK312/312	II(AC)sq	ex 3(F)sq/312	BS067 may20
ZK313/313	II(AC)sq	ex 3(F)sq/313	BS070 may20
ZK314	std EGQS	ex 1(F)sq/314	BS071 may20
ZK317/317	6sq	ex II(AC)sq/317	BS078 may20
ZK319/319	3(F)sq	ex XI(F)sq/319	BS080 may20
ZK321/321	XI(F)sq	ex TMU	BS082 may20
ZK322/322	IX(B)sq	ex 1(F)sq/322	BS083 may20

ZK323/323	6sq	ex 1(F)sq/323	BS084 may20
ZK328/328	3(F)sq	ex XI(F)sq/328	BS089 apr20
ZK328/328	II(AC)sq	ex 3(F)sq/328	BS089 may20
ZK330	TMU	ex 1(F)sq/330	BS091 may20
ZK332	std EGQS	ex II(AC)sq/332	BS093 may20
ZK334	i/a EGQS	see note	BS095 may20
ZK335	TMU	ex 41(TEs)sq/335	BS096 may20
ZK337/337	1(F)sq	ex II(AC)sq/337	BS098 may20
ZK339	TMU	ex 41(TEs)sq/339	BS100 may20
ZK340/340	41(TEs)sq	ex i/a EGXC	BS101 may20
ZK341/341	TMU	see note	BS102 may20
ZK342/342	II(AC)sq	ex 3(F)sq/342	BS103 may20
ZK345	TMU	ex 3(F)sq/345	BS106 may20
ZK346/346	II(AC)sq	ex 3(F)sq/346	BS107 may20
ZK349/349	1(F)sq	ex 6sq/349	BS110 may20
ZK353	TMU	ex 1(F)sq/353	BS114 may20
ZK361/361	12(B)sq	ex XI(F)sq/361	BS122 may20
ZK363/363	12(B)sq	ex 29sq/363	BS124 may20
ZK371/371	II(AC)sq	ex TMU	BS132 may20
ZK373	TMU	ex XI(F)sq/373	BS134 may20
ZK374/374	XI(F)sq	ex 3(F)sq/374	BS135 may20
ZK378/378	II(AC)sq	ex 6sq/378	BS139 may20

MAR reports that ZJ913 (which is also coded WS-Y), ZK314 and ZK332 have been placed in short term storage at RAF Lossiemouth. Concerning ZK334, this aircraft was reported last month as deployed to RAF Akrotiri (Cyprus) for Operation Shader. At that point in time 3(F)sq was responsible for the Operation Shader detachment. As it turns out, this aircraft did not depart was is temporary in use as Weapons Loading Trainer at RAF Lossiemouth.

Aircraft ZJ949 was delivered to 1(F)sq on 6 May 2020, it moved on to 6sq by 20 May 2020. During the month of May 2020, ZK336 also underwent maintenance at the Typhoon Maintenance Unit (TMU) at RAF Coningsby. The aircraft was used by 1(F)sq, and arrived at RAF Coningsby on 6 May 2020. It departed again back to the same squadron on 20 May 2020. Concerning ZK341, this aircraft was in use as Weapons Loading Trainer (WLT) at RAF Lossiemouth. It was replaced as such by ZK334 during May 2020. Initially ZK341 was used by II(AC)sq, but it flew to RAF Coningsby for an overhaul with the Typhoon Maintenance Unit (TMU) on 28 May 2020.

Viking TX1

ZE503	std EGVL	ex std EGDM	33887 mar20
ZE595	std EGXY	ex CGS/644VGS/WY	33943 may20

Army Air Corps (AR)

Apache AH1

ZJ199	3/4Regt	ex 7REME	WAH34 may20
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Gazelle AH1

XW847	665sq	ex StandardAero	1011 may20
ZB677	std CYSD	ex 29Flt/BATUS	1978 may20
ZB689	std EGAA	ex 665sq	2002 may20

Also XZ326 is stored at JHC Aldergrove, but that is just temporary since it is awaiting transfer to Fleetlands. It is reported that ZB689 is withdrawn from use and will be transported to RAF Shawbury for storage soon. The same is valid for ZB683 which has been stored at Middle Wallop since 18 November 2019. Another Gazelle which is withdrawn from use is ZB677. MAR reports it as awaiting transport back to the United Kingdom for storage at RAF Shawbury.

Wildcat AH1

ZZ394	WZM	ex 1Regt	492 may20
ZZ526	1Regt	ex Leonardo	533 may20

Fleet Air Arm (NY)

Merlin HM2

ZH828	820NAS	ex 849NAS	50040 apr20
ZH832	814NAS	ex MDMF	50057 apr20

Merlin HC3i

ZJ126	Leonardo	ex 846NAS/K	50141 apr20
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Merlin HC4

ZJ125/J	845NAS	ex 846NAS/J	50137 apr20
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Sea King HAS6

MAR reports that XV653/CU-63, XV659/CU-62, ZA128/L-010 and ZA169/CW-515 were all four awaiting transport from DCAE Cosford to DSMarE Gosport by May 2020.

Wildcat HMA2

ZZ379	825NAS	ex Leonardo	498 may20
ZZ530	WZM	ex 815NAS	537 may20
ZZ534	815NAS	ex WZM	516 may20
ZZ535	Leonardo	ex 825NAS	545 may20

Africa

Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

DAOL = Tataroui

Firnas 142

7T-WDP	8 EdE	f/n DB, photo
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L-39

NL-17		f/n DB, photo
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Only close up of the cockpit so not possible to say if this is a C or ZA model.

MiG-21bis

FA-85	wfu	f/n DB, photo
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T-34C

7T-WPD	pres DAOL	as 7T-WBD	may19
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This T-34 is preserved at 35°31'37.70"N, 00°32'9.63"W and was first visible on Google Earth on 25 July 2009, but for sure it has been at this location much longer. The serial is fake and the P is transformed in a B.

Zlin 142

7T-WZQ		f/n DB, photo
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Angola

Força Aérea Nacional de Angola (AF)

K-8W

I-64		f/n DB, photo	2020
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MiG-23ML

C-409	wfu	f/n DB, photo
C-460	wfu	f/n DB, photo
C-483	wfu	f/n DB, photo

Djibouti

Force Aérienne du Djibouti

SA365N

J2-MBR	ex Saudi	f/n DB, photo	jan19
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Egypt

al Quwwat Al Jawwiya Il Misriya (AF)

KA-52

6633	111th AW	f/n Sidi Barrani	jun20
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Mi-17V-5

3917		f/n DB, photo
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Mi-24V

3076		f/n Sidi Barrani	jun20
3077		f/n Sidi Barrani	jun20
3086		f/n Sidi Barrani	jun20

MiG-21

8305	wfu	f/n DB, photo
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SA342L

3369	scr493/pg52	c/n corr. not	1174 1714 feb20
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Ethiopia

Ye Ityopya Ayer Hayl (AF)

MiG-17F

...	w/o 02feb78	flew by Cuban pilot
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MiG-21bis

1063	w/o 02feb78	flew by Cuban pilot
1071	w/o 25jan78	flew by Cuban pilot



"Nothing will be scrapped", seems to be the motto in Mexico these days as many retired aircraft have found their ways to institutions and villages in recent years. This Bell 212, serial 1422, is now at Campo Militar 37-B. (Temamatla, April 2019)

1075 dam. 24feb78 flew by Cuban pilot
 1076 w/o 24jan78 flew by Cuban pilot
 1071 and 1076 are reported as MiG-21R models. However, MiG-21R serials are known in the range 1451 and up. MiG-21bis serials are known in the batch 1051 till 1130 (and maybe higher).

UH-1
 ... w/o 02feb78

Guinea

Force Aérienne de Guinee (AF)

MiG-17F
 399 wfu f/n DB, photo

Kenya

Kenya Police (PO)

AW119MkII
 5Y-NPW PAW w/o 13jun20 **14946** jun20

Libya

al Quwwat al-Jawwiya al Jamahiryana al Libya (AF)
 HLLS = Sabha air base

AW139
 2902 std Abu Aisha LNA A.F.? **31317** jun20
 This AW139 was last noted in March 2014 but suddenly it showed up in a video made at Abu Aisha Agricultural Aviation Airport, which is located just south of Tripoli, on 4 June 2020. The real status of this AW139 is unknown, only the rear section of the helicopter could be seen in the video and based on that it looks operational. It is also unknown if the helicopter belongs to the LNA or if it was never used by them. For sure the AW139 is not visible on the latest image of Google Earth (October 2019) of the airport.

L-410UVP-T
 1533 ex 1211sq std Bani Walid **851533** jan18
 1535 ex 1211sq std Bani Walid **851535** jan18
 1533 is already stored, together with a lot of other L-410s, at Bani Walid airfield since at least August 2012. 1533 has a white colour scheme with green cheatlines and was still visible on Google Earth at 31°44'12.44"N, 13°57'42.38"E on February 2020.

Mi-24A
 5112 std Al-Watiya in hangar may20

It was one of the nine Mi-24As found in a hangar at Al-Watiya Air Base. Thanks Peter Weinert for the photo of this one.

MiG-23MLD
 6110 wfu f/n DB, photo

MiG-25
 419 wfu f/n DB, photo

Mirage F1AD
 409 std Al-Watiya wreck in shelter may20
 413 std Al-Watiya wreck in shelter may20

SF260WL
 401 ex ASS std HLLS **401/29-221** jan19
 ASS stands for Air Secondary School

Su-22M
 42 std Al-Watiya f/n DB, photo, wreck may20
 The exact version of the Su-22 needs confirmation.

Libyan National Army Air Force (AF)

L-39ZO
 9430 w/o, date unknown **931430**
 Reported as crashed 21 June 2020 but whether this is the actual crash date is unknown. It landed near the border between Libya and Niger, but some sources say still in Libya, while others claim it landed in Niger.

Mi-35
 856 w/o 10jun20 captured Abu Aisha **280856** jun20
 According to several internet sources this Mi-35 was captured at Fam Molga in Libya. However Fam Molga is about 10 kilometers west of the airport of Abu Aisha, the same airport as where the AW139 was found, so we think it was captured at the airport. The Mi-35 was inside a hangar in what looks like mint condition, it was at least repainted recently. After the airport was captured by GNA troops, it was towed outside and it was covered with graffiti. After that some GNA fighters thought it was nice to tow it to Tripoli so celebrate their victory. During towing the Mi-35 started to sway behind the pick-up truck and crashed against a tree, damaging the right wing pylon. After that it was loaded on a flatbed that should have brought it to Tripoli. The driver however forgot how high his load was and crashed against a viaduct. As far as we know, the GNA has only one Mi-24V and one Mi-24P in their inventory and so it would have been a nice asset to add a Mi-35, a shame they treated it like this.

MiG-23UB

7927 std Al-Wayita wreck **B1037927** may20

The wreck of this MiG-23 was noted in a shelter at Al-Wayita when the air base was conquered by troops of the GNA.

Morocco

al Quwwat al Jawwiya al Malakiya Marakishiya (AF)

The United States has approved the request of both Tunisia and Morocco to transfer four C-130H Hercules transport aircraft from its excess inventory to their respective air forces. Morocco made the request in late July 2019 for two C-130H aircraft, according to a U.S. House of Representatives report on the Committee on Foreign Affairs Survey of Activities. Alongside the aircraft, Morocco will also receive six C-130H pylons and fuel tanks. In total it costs about USD 60.8 million. Similarly, Tunisia requested for two of the same aircraft on 6 June 2019, the total acquisition value stated by the Defense Security Cooperation Agency is also USD 60 million.

Nigeria

Nigerian Air Force [AF]

DA.42MPP

NAF255 ex NAF038? **42.247?** may20

It is almost certain that NAF038 became NAF255. So far we know the Nigerian Air Force has only one Diamond DA42 in their inventory and when a Dornier 228 was noted in April 2018 with serial NAF038 it was sure that the Diamond must have been re-serialled or taken out of service of course. NAF038 was most likely 5N-BKS from the Presidential Implementation Committee on Maritime Safety and Security (PICOMSS)

South Africa

South African Air Force/Suid Afrikaanse Lugmag (AF)

CL-13B Mk6

383 pres Perth (AUS) ex Bull Creek M. **1492** may20

Some history about this aircraft after its retirement from the South African Air Force. After it was retired the Canadair CL-13B Sabre spent a few years as an instructional airframe at the Kempton Park Technical College, before a South African in Lanseria purchased the fighter. At some point, the aircraft moved to New Zealand, as it was noted in dismantled

state at Ardmore in March 2008, but it was likely only a brief stay, as it moved to Australia soon after as the property of Bill Whyllie, who stored the aircraft at Panama Jacks Aircraft Restoration at Jandakot Airport in Western Australia. It was part of his collection until the early 2010s. Sadly Bill died in 2013 and somehow this Sabre ended up in a scrap yard, which is where members of the Royal Australian Air Force Association's (RAAFA) Bull Creek Museum found it. With a short timeframe before the scrapper was due to demolish the aircraft, the museum managed to acquire it for 2,000 Australian dollars, which seems an extremely affordable price for such a legendary aircraft! It was an intriguing misfit, to be honest, as it didn't fit their collection priorities, but they simply had to save the airframe. Having no space for the Sabre indoors, they stored the dismantled airframe under tarpaulins outdoors. While at RAAFA Bull Creek, the Sabre sat outdoors between the two museum hangars; museum staff indicated that it was perhaps too difficult to restore. Enter Wayne Henderson; he has been restoring vintage military vehicles and artillery pieces for over thirty years, but has always wanted an aircraft to own and restore. In 2019, one of Henderson's friends told him about the Sabre jet languishing in pieces at the local RAAFA museum. Henderson visited the museum soon after, and entered into discussions to acquire the unwanted Sabre. After several meetings, the two parties came to an agreement, and Henderson had the fighter delivered to his workshop in Perth. Once the airframe is fully rebuilt, Henderson is considering finishing the Sabre in a bare, unpolished metal condition, and applying the checker-tail markings of the U.S. Air Force's 51st FIW. The CL-13 can be found at 9, Northward Road in Roleystone, which is a suburb of Perth (see Google Earth 32°06'40.57"S, 116°04'40.17"E).

Sudan

al Quwwat al Jawwiya as-Sudaniva (AF)

Mi-171Sh

557 f/n DB, photo

Tunisia

al Quwwat al Jawwiya at Tunisia (AF)

See news section Morocco about the order for two former USAF C-130H Hercules transport aircraft.



The police aviation unit of the capital district Mexico City (CDMX) is named Condores. One of their AS350s has found a resting place at the Instituto Desierto de los Leones, a police training centre. (XC-FAL/03, AS350B, 20 September 2019, Abi Sanchez)



Airbus Military showed this picture to the world on 10 June 2020, to illustrate progress with the Canadian order for sixteen CC-295 and three-maintenance trainers. The fourth aircraft was ready for flight testing on this date (295501 to 295504, CC-295, Seville/San Pablo)

Zambia

Zambia Air Force (AF)

A lot of research was done lately into the stored and preserved aircraft in Zambia. So we found out that inside the military gate at Lusaka City airport is a second F-6 preserved since May 2020, see Google Earth 15°24'53.42"S, 28°19'17.71"E. Also two new IDs were found of the aircraft preserved at the military part of Lusaka Kenneth Kaunda International airport, see below. We are still missing one of the Do-28s and both Agusta-Bell 47s which are preserved along the two Mi-8s and the other Do-28. What happened to the AB-205 AF769, which was in the same area, is unknown. It is last visible on Google Earth at 15°20'10.46"S, 28°26'03.79"E on the image of October 2018. Also still missing are the serials of the four Mi-8s stored west of the preserved aircraft mentioned above, the aircraft on the dump, east of one of the main hangars, and the serials of the MiG-21s on the flightline. The only MiG-21 confirmed is the AF934.

Also a lot of photos were found from Mumbwa Air Force Base, the training base which is located west of Lusaka. The biggest surprise was the presence of two FT-5 (or MiG-15UTIs), because before we never had any confirmation that Zambia had these aircraft in their inventory. One is preserved near the HQ buildings (see Google Earth 15°04'55.29"S, 27°11'14.95"E) and one on the flightline. On the flightline are, besides two MB326s (one is the AF817, see below), an FT-6 (serial AF916 with possible c/n **9121**) and six F-6s stored. Too bad none of the F-6s are readable on the photos. Mumbwa houses no less than eleven F-6s, of which two are at the gates but without any serial.

Finally we also found some photographic evidence of the present of Nanchang CJ-6 training aircraft used by the Zambians in the past. So far we never had any real evidence that Zambia actually had these aircraft in their inventory. On the base there are at least three aircraft stored on the flightline (see Google Earth at 15°04'37.64"S, 27°11'21.32"E) and three aircraft preserved on the base. Unfortunately no serials are readable. Preserved near the HQ building, beside the FT-5, a MB326, a F-6C and CJ-6, is also an NJ-21 Jastreb, which came most likely from Mbale Air Force Base. If anybody has any good photos of the stored/preserved aircraft of Zambia please let us know.

FLLS = Lusaka-Kenneth Kaunda Int.

DHC-1D

AF315 ex std FLLS gone apr20 **65**

This Caribou is no longer visible on Google Earth. It was stored on the civil side at the aeroclub of Lusaka, together

with AF314. We have no idea what happened with the fuselage of AF315.

Do28D-1

AF204 pres FLLS photo **4040** may20
This Dornier is preserved at 15°20'09.16"S, 28°26'03.86"E

MA60

AF607 std FLLS since jun19 **0401** may20

MB326GB

AF817 std Mumbwa at flightline **6551/292** apr20

Mi-8T

AF753 pres FLLS grey gloss c/s dec17
This Mi-8 is preserved at 15°20'09.34"S, 28°26'04.61"E.

Asia

Afghanistan

Afghan Air Force (AF)

SA315B (HAL) Cheetal

603 f/n, photo

Bangladesh

Bangladesh Biman Bahini (AF)

C-130J

99-5482/S3-AGF 101sq del 18may20 **5482** may20

It departed on its delivery from Marshalls Cambridge, United Kingdom and picked up some stranded Bengali 'Covid-19 refugees' along the way. We forgot to list it in last month's issue, although we reported about the delivery on our Facebook and the database was of course up to date as well.

China

People's Liberation Army Air Force (AF)

CJ-6A

4021/01	AU FBTB/2nd Reg	jul19
4022/02	AU FBTB/2nd Reg	jul19
4023/03	AU FBTB/2nd Reg	jul19
4026/06	AU FBTB/2nd Reg	jul19
4121/11	AU FBTB/2nd Reg	jul19
4125/15	AU FBTB/2nd Reg	jul19
4213/23	AU FBTB/1st Reg	mar20
4215/25	AU FBTB/1st Reg	mar20
4323/33	AU FBTB/2nd Reg	jul19
4326/36	AU FBTB/2nd Reg	jul19
4328/38	AU FBTB/2nd Reg	jul19
4329/39	AU FBTB/2nd Reg	jul19
4410/40	AU FBTB/1st Reg	mar20
4423/43	AU FBTB/2nd Reg	jul19
4529/59	AU FBTB/2nd Reg	jul19

EC225LP			
B-4071	34th Div/100th Reg	jun20	
J-10A			
64053	34th Brigade	jun20	
J-10B			
66076	56th Brigade	jun20	
J-11BS			
78629	FTTB/171st Brigade	photo	
Y-5B			
53224	WTC/3rd SAR & Transport Regiment	may20	
Y-7H			
53218	WTC/3rd SAR & Transport Regiment	may20	
Y-20A			
11153	4th Div/12th Regiment	may20	
20046	13th Div/37th Regiment	jun20	
People's Liberation Army (AR)			
Mi-171E salon			
LH951710	81st Brigade	photo	
Z-8G			
LH911865	Xinjiang Brigade	photo	
LH991880	76th Brigade	photo	
Z-10			
LH963106	80th Brigade	photo	
LH963163	80th Brigade	photo	
People's Liberation Army Navy (NY)			
CJ-6A			
81203/23	Naval Av. Univ./1st Reg	nov18	
81205/25	Naval Av. Univ./1st Reg	nov18	
81302/32	Naval Av. Univ./1st Reg	nov18	
81900/90	Naval Av. Univ./1st Reg	nov18	
H-6J			
9021	STC Indep. Bomber Regiment	photo	
JH-7A			
83399	9th Div/27th Reg	may20	
Z-8CJ			
91	Naval Av. University?	may20	
All Z-8CJs delivered went to the Naval Aviation University. With just a two-digit code carried we can only assume this one is also operated by the same unit.			
Z-9D			
9474	4th Div/11th Reg Z9-0766	jun20	

Z-18			
382	Carrier Air Wing	jun20	
382 was shown doing practice deck landings at Xingcheng Naval Base, home of the Naval Aviation University. China is steadily improving airfields that were not used for years following the big reductions in aircraft numbers late in the last century. The latest airfield that has been given a new lease of life is Nanyang-Neixiang AFB at 32.972453N 111.884902E that now even includes sun shelters for an entire H-6 Brigade, in addition to a runway extension and major other infrastructure improvements.			
Police (PO)			
EC135			
37001	Police	dec19	
Armed Police (PO)			
Mi-171E			
WJ51703	WJS/Xinjiang Corps	may20	
WJ51705	WJS/Xinjiang Corps	aug19	
Z-8AWJS			
WJ560303	WJS/Forrestry Com/2nd Bat	Z8AWJS-04	oct19
WJ560306	WJS/Forrestry Com/2nd Bat	Z8AWJS-06	oct19
WJ560309	WJS/Forrestry Com/2nd Bat		jul15
WJ560311	WJS/Forrestry Com/2nd Bat	Z8AWJS-07	jul15
Manufacturers			
Z-10			
1141		jun20	

India

Indian Defence (DF)

The first contract for India's Light Combat Helicopter is coming closer. Hindustan Aeronautics Ltd (HAL) is confident that the first contract for the Light Combat Helicopter (LCH) will be signed this year. For this reason, HAL has ramped up the production of the Light Combat Helicopter in Bengaluru. On 27 February 2020, the final assembly hall at Bengaluru was formally inaugurated.

If HAL is right, and the contract is closed this year, it will be a full four years after the Indian MoD cleared the acquisition in November 2016. After the clearance by the MoD, another year passed before the first Request for Proposal (RFP) was issued. On 22 December 2017, HAL received the RFP to manufacture 15 Limited Series Light Combat Helicopters (LCH)



Stripped of all paint, F-16A (ADF) came through NAS Fort Worth (TX) on its way to Cecil Field (FL) for QF-16 conversion. It was previously stored at Davis-Monthan AFB (AZ) with 309th AMARG. (29 May 2020, Sebastiaan Does)



This Green Mountain Boys F-35A departs home base Burlington International A/P (VT) at the start of a four-ship Operation America Strong mission. F-35A 17-5265/VT belongs to the 134th FS/158th FW Vermont ANG, a unit which received their first F-35As in September 2019. (22 May 2020, Dave O'Brien)

from the Indian Air Force (IAF) and the Indian Army. The LCH is a 5.5-ton class, combat helicopter designed and developed by HAL. It is powered by two Shakti engines (a derivative of Turbomeca helicopter engine) and inherits many technical features of the Advanced Light Helicopter.

According to HAL's chairman, R. Madhavan, HAL concluded the price negotiations and the initial order for 15 attack helicopters will be given at the end of this year. After that, HAL is expecting orders for more than 150 helicopters. HAL is eager to deliver the first helicopters earlier than planned and for that reason they have already started production on the first five helicopters. While the Indian Air Force will be the LCH's launch customer, the Indian Army will receive most of the 165 planned airframes. The two services still haven't fully sorted out who must operate armed helicopters, with even the AH-64E Apache being split between the two services for now.

The maiden flight of the LCH already dates back to 29 March 2010 and so far only four Technology Demonstrators have been built:

- TD-1 ZP4601 black c/s
- TD-2 ZP4602 digital camo
- TD-3 ZF4603
- TD-4 ZF4604

Bharatiya Vayu Sena (AF)

On 27 May 2020, Indian Air Force 18sq 'Flying Bullets' was formally inducted with the Tejas LCA Mk1 at Sullur Air Force Station. The Tejas LCA Mk1 with 18sq is the official Full Operational Clearance (FOC) model of the Light Combat Aircraft. The new unit will work up at Sullur AFS next to 45sq 'Flying Daggers'. With FOC, the Initial Operational Clearance (IOC) block is surpassed and the FOC Tejas additionally comes with air to air refuelling capability, close combat gun, additional drop tanks, Beyond Visual Range (BVR) missile capability, updated avionics and flight control software suite.

Air Chief Marshal RK Bhadauria wants the Base Repair Depot (BRD) of the Indian Air Force to carry out conversion of the first sixteen IOC (Initial Operational Clearance) Tejas LCA Mk1 aircraft from 45sq to the FOC (Final Operational Clearance) configuration. The BRD has to maintain combat effectiveness of both the Tejas Mk1 squadrons without relying on State-owned HAL's LCA- Division team which it has relied on all these years for regular maintenance works of the first

squadron. Bhadauria wants BRD and squadron level technicians to take over full maintenance activities of the LCA-Tejas Mk1 fleet henceforth and rely on HAL only for major maintenance activities like when they are due to for "Major Overhauls" as prescribed by the manufacturer. A major addition in the FOC configuration Tejas Mk1 aircraft has been the removable mid-air refuelling probe which will not feature in the IOC Tejas Mk1 even after FOC conversion since it could require remapped fuel plumbing and many changes to the internally hardware of the aircraft which the air force has decided to avoid at this stage and might be done at a later stage by HAL in separate contract work order.

Hindustan Aeronautics Ltd (HAL) is expecting to deliver clearance for the deal of 83 Tejas Mk1As by the third quarter of this year. The next Tejas variant, the LCA Mk2, will be equipped with a more powerful engine and more modern avionics. It is currently in the design stage and test trials of the aircraft are expected to happen by 2022.

On 2 June 2020, the first Boeing B777-337ER for the Indian Air Force was noted upon landing at Fort Worth/Alliance (TX). The aircraft, still registered VT-ALW (msn **36321/1541**) is in full VIP markings. It is not known yet when the aircraft will be delivered to the Indian Air Force's Air HQ Communication Squadron (AHQCS) at Palam AFS, but we guess that will be halfway 2021.

Going back in time, in February 2019, the US State Department approved a possible Foreign Military Sale (FMS) of two Large Aircraft Infrared Countermeasures (LAIRCM) Self Protection Suites (SPS) for Boeing aircraft, worth USD 190 million, to be used in India. On 7 February 2019, the US Department of Defence's DSCA (Defence Security Cooperation Agency) has delivered the required certification notifying US Congress of this possible sale.

An-32RE			
KA2758	12sq	ex K2758	12 04 apr20
B777-337ER			
...		VIP markings	36321/1541 jun20
...			36320/1537
Tejas LCA Mk1			
LA5015	45sq	d/d apr19?	SP-15
LA5016	45sq	d/d apr19?	SP-16
LA5017	18sq	d/d 27may20	SP-17 may20
LA5020			SP-20

Bharatiya Nau Sena (NY)

Do228-201

IN258/PBD INAS310 f/n mar20

Indonesia

Tentara Nasional Indonesia-Angkatan Udara (AF)

Hawk Mk209

TT-0209 SkU12 w/o 15jun20 **IS010/519**

After this accident, the commander of the air force ordered the type to be grounded until the cause of the crash could be determined.

Tentara Nasional Indonesia - Angkatan Darat (AR)

Mi-17V-5

HA-5141 SKUAD31 w/o 06jun20

Japan

Nihon Koku-Jieitai (AF)

RJNA = Nagoya/Komaki RJNG = Gifu
RJNH = Hamamatsu RJSN = Niigata
AGG = Hiko Kyodotai ARW = Koku Kyunandan
FTS = Kyoiku Hikotai SWADF= Nansei Shien Hik.
TS = Jyutsuka Gakko

F-2A

13-8510 o/h RJNA nb, ex 1TS **1010** may20
53-8533 o/h RJNA nb, ex 6 Hikotai **1033** jun20
93-8550 6 Hikotai nb, ex IRAN **1050** jun20

After extensive testing at Hamamatsu, following some years of acting as an instructional airframe, F-2A 510 was safely flown to Nagoya for regular overhaul.

F-2B

43-8129 8 Hikotai ex nb/IRAN **3029** jun20
43-8130 3 Hikotai ex 8 Hikotai **3030** jun20

F-15DJ

92-8069 303 Hikotai ex 306 Hikotai **019** jun20
32-8083 o/h RJNA nb, ex AGG **033** jun20
32-8084 304 Hikotai ex nb/IRAN **034** jun20

We decided to follow a Japanese website and use the assumed construction numbers. First ten duals were constructed in the USA and have a McDD construction number but it is assumed they were also assigned with a Mitsubishi "construction number", so 12-8051 is 627/001.

F-15J

22-8813 303 Hikotai ex nb/IRAN, NOT 306Hik **013** jun20
22-8819 203 Hikotai nb, ex IRAN **019** may20
32-8820 203 Hikotai ex nb/IRAN(out jan20) **020** jun20
32-8823 203 Hikotai nb, ex IRAN **023** may20
42-8839 305 Hikotai ex 203 Hikotai **039** may20
62-8874 203 Hikotai ex 201 Hikotai **074** jun20
72-8880 o/h RJNA nb, ex 203 Hikotai **080** may20
42-8946 o/h RJNA nb, ex 304 Hikotai **146** may20
52-8951 306 Hikotai ex 303 Hikotai **151** jun20
52-8954 306 Hikotai ex 303 Hikotai **154** jun20

In Scramble issue 490 we already had some doubts about the receiving unit of F-15J 813. It looks like 306 Hikotai is operating the younger Eagles (including the 'blister' modified ones). As it turned out, 813 indeed ended up with 303 Hikotai. Only other question-mark is 62-8958 which, following the above logic should be operated by 306 Hikotai.

F-104J

36-8536 Seto-shi? fwd.fuselage/tail **683B-3036** jun20
This forward fuselage was one of several relics located at the Café Hikohiyo in the Nishi ward of Hamamatsu town. It was seen being loaded on a truck with reported destination Seto-shi, a town in Aichi prefecture.

UH-60J II

08-4611 ARW/RJNH ex MHI **2061** jun20

T-1B

25-5857 Nanto-shi fwd fuselage **JT53** may16
This forward fuselage was also a former Café Hikohiyo resi-

dent, although it only resided here for about one year during 2005. It was bought by a private collector and transported to Kanazawa-shi, a town in Ishikawa prefecture. It was photographed in 2006 as stored outside, however later it was probably moved inside his house as no other photos emerged. Recently the owner moved to Nanto-shi in Toyama prefecture and he brought the T-1B with him. He posted some photos of 857 on the net and could be using it as a simulator.

T-4

06-5650 o/h RJNG nb, ex 3 Hikotai **1050** jun20
26-5676 o/h RJNG nb, ex 32 FTS **1076** jun20
36-5702 o/h RJNG nb, ex 204 Hikotai **1102** jun20
36-5705 o/h RJNG nb, ex SW-ADF **1105** jun20
16-5793 31 FTS ex IRAN? ex 302 Hik. **1193** jun20

Five more "active" T-4s. T-4 650 was ferried from Misawa to Gifu, so will be inactive during IRAN, the other three are test-flying after IRAN. Almost seventy out of a potential number of 190 operational aircraft have been confirmed as flying again after engine modifications.

T-400

21-5061 41 FTS ex IRAN **TX-11** jun20

U-125A

52-3002 ARW/RJSN ex IRAN **258247** apr20

Rikujo Jieitai (AR)

RJTU = Utsunomiya

AH-1S

73488 o/h RJTU no unit code, ex IATH **88** jun20

UH-1J

41834 EH ex no unit code **1J34** mar20
41844/844 SU ex no unit code **1J44** jun20
41902 o/h RJTU no unit code, ex EH **1J102** may20
41903/903 NH TDY Utsunomiya Kou **1J103** jun20

CH-47JA

52960 XIIIH ex WH **5060** may20

AH-64DJP

74504 Kasumigaura no unit code **JP004** jun20

UH-60JA

43120 ?? no code, ex IRAN/SK **4020** jun20
Was seen at Kumamoto/Takayubaru so might be operated by local 8 Hikotai (VIII code) or visiting from Metabaru (WH code).

V-22B

91702 VM-MT-204 training at New River, NC jun20
169317 Bell-Boeing test at Amarillo, TX apr18
169427 Bell-Boeing test at Amarillo, TX aug19
169428 Bell-Boeing test at Amarillo, TX oct19
169429 Bell-Boeing not yet seen
169430 Bell-Boeing test at Amarillo, TX jun20

A tweet confirmed the USMC unit which is training JGSDF personnel, however the same tweet also stated the Japanese were probably ending the US training arrangement in June. Recently an Amarillo aviation photographer was brought to our attention. His photos provided some first notes of future JGSDF Ospreys test-flying with their FMS numbers.

Kaijo Jieitai (NY)

RJTA = Atsugi
nmks = no unit number

P-3C

5080 2 Kokutai ex nmks/IRAN **9077** jun20
5100 o/h RJTA nmks, ex 2 Kokutai **9097** jun20

Myanmar

Tamdaw Lay (AF)

ATR72-212A

0001 f/n, white c/s dec19

This ATR was noted in white colour scheme at Yangon in December 2019. Possible candidates for the new ATR72 are XY-AIF or XY-AIG, however both aircraft have not been seen



This is Taiwan's new advanced jet trainer, the AIDC AT-5 Yung Yin serial 11001/08-9001. It performed its maiden flight on 10 June 2020 and is set to replace the aging AT-3s. The factory plans to deliver 66 AT-5s to the Air Force. (16 June 2020, Ching Chuan Kang Air Base, Tsungfang Tsai)

for a number of years. The previous 0001 is a Fokker-Fairchild FH-227E which was delivered in December 1977. The aircraft is preserved at the Defence Services Museum at Naypyidaw since February 2016.

Pakistan

Pakistan Fiza'ya (AF)

CL-605
EYE77 ISI to N955JG **5955** mar20
This was a government bird with an unknown role. It was registered in the USA on 5 March 2020.

F-16A MLU
84710 11(MR)sq ex F-16A-15-CF 9sq **5G-10** mar20
84715 11(MR)sq ex F-16A-15-CF 9sq **5G-15** mar20

JF-17 (Block-II)
18-256 16(MR)sq ex PAC Kamra feb20

Saab 2000AEW
20-057 3(AEW)sq ex VP-BPM, SE-057 **2000-057** may20
It was delivered through Athens 27 May 2020.

Pakistan Fauj (AR)

UH-1H
"786-404" Okara, PB identity unknown jun20
This is a doppelganger. This is a UH-1H while the real AB205A is near the South gate of Multan Army Airbase, in Chaman Zar e Askari Park, also marked 404. The one at Okara is inside the military Cantonment, sitting at the western entrance road to the airstrip, N30.74429°, E73.34283°.

U-8F
(63-7975)/"PIA" pres Okara, PB was w/o 04dec83 **LF-74** may20
It has been in the Funland park playground near Okara since at least 2006, N30.73556°, E73.33793°. Minus outer wings and with fake PIA colours.

Pakistan Bharia (NY)

When you read this, the third ATR-72 should be at Rheinland Air Service in Monchengladbach to be upgraded with the 'Sea Eagle' suite.

SA319
41 333(ASW)sq f/n apr20
The two digits may be sequential or related to a former identity.

Philippines

Pilipinas Hukbong Himpapawid (AF)

C295M
According to local press reports the air force is looking to buy three more medium range transport aircraft. According to the reports both the PTDI CN235-220 and the Airbus C295M are candidates. Currently the air force flies with four Airbus-

build CN235M aircraft, one of which for VIP transport. Police (PO)

R44
RP-3586 new photo
RP-3686 new photo

South Korea

Dae Han Min Guk Gong Gun (AF)

F-35A
20-022 LockheedMartin not yet seen **AW-23**
20-023 LockheedMartin test at Ft.Worth (TX) **AW-23** may20
20-024 LockheedMartin test at Ft.Worth (TX) **AW-24** may20

Thailand

Royal Thai Army (AR)

UH-60A
3740 ex N160CE, 82-23740 **70563** jun20
All three recently delivered UH-60As are now operational with 9th Aviation Battalion. It is believed that also an additional four UH-60M helicopters have been ordered.

Police (PO)

DHC-6-400
36964 ex C-CMVQ **964** jun20
The Viking Twin Otter is a new type for the Thai military. The serial starting with 36 was to be expected, as the previous new entered type was the Beech 350 that has serials starting with 35, followed by the last three digits of their c/n.

Latin America

Argentina

Fuerza Aérea Argentina (AF)

Argentina is moving forward with incorporating nine TC-12B and a single UC-12B into the Fuerza Aerea Argentina. First news about this transaction was reported last October. Currently, the selected aircraft are at 309th AMARG and will be refurbished and brought to the required FAA standards before delivery. The deal, worth some US\$ 17 million is under Foreign Military Sales and can be paid off over a six year period. The first aircraft will be used for training and will be based with the IIa Brigada Aerea at Paraná. The later deliveries will be divided among as yet unknown other units.

Bolivia

Fuerza Aérea Boliviana (AF)

SLET = Santa Cruz/El Trompillo

T-34A
FAB-905 i/a UMSA ex std SLET **G-36** apr20
It was donated by FAB to the 'Carerra de Aeronautica' of this

La Paz-based Universidad Mayor de San Andrés in February 2018. After a short spell in its courtyard downtown, it got its own hangar on the Cota Cota campus by late 2019, S16.53817°, W68.05966°.

Brazil

Aviação do Exército (AR)

It seems the Air Force has won the plea not to supply fixed wing aircraft to the Army. So, the C-23B already approved by the USA and inspected at 309th AMARG will not be delivered to the Exército after all.

Colombia

Fuerza Aérea Colombiana (AF)

Fake news from Colombia has forced the FAC to deny interest in the T-6 Texan II. Different versions were rumoured, like T-6C+, AT-6B Wolverines and even eight ex-USAF T-6As from Randolph AFB (TX) to replace the venerable T-37 Tweets. The fuzz all seems to originate from a visit of an AT-6B to F-AIR 2013 (!) and subsequent demonstrations for the FAC. Since then, FAC is focused to purchase a light jet fighter with training capacity to replace both the A-37 and T-37, for which Italian and Korean designs are being considered, beside a separate fighter programme to replace its Kfirs.

T-37B

FAC2116 pres Manizales, f/n photo **41010** jun19
Third time is a charm. FAC2116 did not end up in Montenegro, but in Manizales. Parque Bicentenario in Bosque Popular El Prado is the place to see it, and its exact location is at N5.03578 W75.47706.

Cuba

Defensa Anti-Aérea y Fuerza Aérea Revolucionaria (AF)

MUHG = Holguín
MUSA = San Antonio de los Baños

Mi-4

03	f/n	photo
06	w/o, early 70s	
17	f/n, photo	oct63
26	f/n, photo	oct63

Mi-8TB

90	f/n	photo
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MiG-21F-13

... pres MUHG l/n GE, as "01 red" feb20
This classic is preserved well inside the main gate, at N20.80959 W76.29998, not visible from outside. The plaque in Spanish reads: "Here a unit of Il-28 and MiG-21 was based of the internationalist Soviet troops during the crisis of October 1962". It was first noted on Google Earth-imagery in February 2007 but must have been here much longer. Deployed Soviet ex-32 GwIAP MiG-21F-13s were transferred to the DAAFAR months after the crisis.

MiG-21PFM

1013 gate MUSA l/n GE, as "1779" jun20
The real serial of the gateguard became known. Delivered in 1982, it was seriously damaged at the air intake in 1985. After three years of repairs it flew again, but the engine quit at high altitude after an electro-valve had been wrongly installed, effecting the way the nosecone worked. In the end, the aircraft landed safely. Unidad Militar 1779 is the unit designation of the local aviation brigade.

MiG-21UM

503 pres MUHG l/n GE (undated photo) jul17
This dual used to be preserved on base at N20.80469 W76.30124, not visible from outside. It had vanished from Google Earth-imagery after July 2017.

MiG-23BN

712 w/o 1991/1992
Burnt to ashes after another BN accidentally fired its guns at

it at Santa Clara.

MiG-23UB

707 w/o >1994, ex ANG I-..
This UB crashed at the polygon near San Pedro in Holguín province, killing both crew. Our last note date of this aircraft is 11 March 1994. It is a former Angolan aircraft.

MiG-29UB

900 c/n update **N50903014703**
Apparently, the wings of 901 in the (now closed) museum in Havana were from this aircraft.

Z142

CU-D634 (ex SEPMI) w/o 14nov06
SEPMI was the equivalent of the DOSAAF.

Z326

560	f/n	photo
563	f/n	photo
566	f/n, damaged	photo
574	f/n	photo

El Salvador

Fuerza Aérea Salvadoreña (AF)

H369D

31 w/o 17jun82

Mexico

The pursuit of wrecks & relics yielded some new results. We list the "unknowns" here as well to encourage checking them out whenever you have a chance...

UPIIG-IPN = Unidad Profesional Interdisciplinaria de Ingeniería campus Guanajuato – Instituto Politécnico Nacional

Fuerza Aérea Mexicana (AF)

President López Obrador announced a possible buyer for the Boeing 787 he inherited from his predecessor but refused to fly. The aircraft is still stored at Victorville (CA) despite considerable costs of parking and maintenance. FAM-3523/XC-MEX made a test flight on 7 May 2020. Delivery of the aircraft to its new owner could be as early as September according to El Presidente.

Bell 206B

(...)	pres Petatlán	f/n (photo mar18)	feb17
(...)	i/a Hermosillo	f/n, photo	oct17

An unmarked 206 in army digital camo is at Campo Militar 27-B in Petatlán (GRO) at N17.54923 W101.26518, near an unknown Cessna single (refer Scramble 493). Another unmarked green 206 is at the training grounds of 4a Zona Militar in Hermosillo (SON) at N29.12242° W110.94506°. Next to it is a mock-up.

Ce182S

5403	i/a UPIIG-IPN	f/n (photo oct19)	182-80569	jul18
5413	pres Nogales	f/n (photo apr19)	182-80584	apr18
5427	pres Nogales	f/n (photo oct18)	182-80603	feb18

The Skylane at the UPIIG-IPN in Guanajuato (GUA) became known, it was donated on 05 November 2018 (refer Scramble 492). Zona Militar 45 in Nogales (SON) houses four Cessna singles, two at the training grounds and two preserved at the central square, after 5413 moved here from N31.28303° W110.93085° (last visible on Google Earth in March 2018).

Fiscalía General de la República (PO)

In January and May 2020, the FGR held a (repeat) auction to sell aircraft and parts for scrap. The auction likely involved aircraft that were previously offered for sale at FAMEX 2019, as the FGR was tasked to sell non-airworthy aircraft after their sale at FAMEX fell through. No registrations were listed of the aircraft auctioned. For completeness sake, the following types were offered for scrap: Bell 206B, Bell 206L-3, Bell 206L-4, Ce441, Ce650, G-II, Learjet, Rockwell Commander and Sabreliner. Inspections could be held at the airports of Cuernavaca, Guadalajara, and Mexico City.

Peru

Fuerza Aérea del Perú (AF)

The search for the true identities of the FAP Catalinas, see last month's issue, is still in progress. However, we can confirm that 378 was the one that crashed 22 December 1967, and used to be 606. While 607 did indeed become 379 and is the one preserved at Iquitos. Also, close scrutiny of old photographs shows that OB-OAA-134 became 422 and OB-OAB-135 became 423.

280FX

671 o/o Enstrom t/f in USA as N881QX **2168** may20
One of two on order, nearly ready for delivery. They have a smart white and orange colour scheme like some of the KT-1s.

Uruguay

Fuerza Aérea Uruguaya (AF)

The C-130Bs are getting long in the tooth. Aircraft 591 is awaiting depot-level maintenance that requires a near-insurmountable investment and 592 has been busy in support of the combat against Covid-19. It requires spare parts and maintenance and is also rapidly approaching the end of its useful life. Opting for a lease with Airbus Military for a C295 was deemed too expensive by the former government. The current administration is negotiating a possible deal with Spain for two of their C-130Hs though.

Middle East

Israel

Heyl Ha'Avir (DF)

The first Aw119Kx made its first flight at the factory late last May. The helicopter will replace the old OH-58B/Bell 206 that now fly with the FTS at Hatzetim AB.

Another batch of F-35I Adir will probably arrive in Israel sometime during August/September. Amongst these four aircraft is serial 924 which is a heavily modified test example for the FTC/Manat. This unit is the Israeli equivalent to the test unit at Edwards AFB.

The Israeli Air Force is looking for a different location outside Israel for the advanced pilot training. At the moment they seem to be negotiating with Greece about stationing M346s at a base in Greece.

AW119Kx

119 FTS may20

F-35I Adir

924	for FTC/Manat	AS-15	mar20
933		AS-22	may20
935		AS-23	jun20
937		AS-24	jun20

North America

Canada

Royal Canadian Air Force (AF)

The RCAF will replace its two remaining CC-144B Challengers shortly. The aircraft fall short of operational requirements and are nearly obsolete due to new air traffic control rules that will soon restrict their ability to fly internationally. The last two CC-144Bs, serials 144614 and 144615, were delivered in October 1986 and are CL-601 versions of the Challenger bizjet. Operated by 412 Squadron at Ottawa-MacDonald-Cartier IAP, they will be replaced by two Bombardier CL-650s, the latest derivative of the Challenger bizjet. The CL-650s are expected this Summer, with an initial operational capability targeted for fall 2020. Two CC-144Cs, the CL-604 version of the Challenger, were delivered in 2002 and remain in service alongside the new CL-650s.

Following the recent crash of a CT-114 Tutor of the Snow-

birds, questions about the safety of the decades old fleet have been raised. Although preliminary reports point to a bird-hit as a possible cause of the crash, the proper performance of the ejection system will also be investigated. A programme to modernize avionics now includes modernization of the ejection seats and communication and navigation equipment. The avionics upgrade was required to continue flying in North American air space. With the upgrade programme finished, the service life of the Snowbird's Tutors will be extended to 2030.

The operational pause of the CH-148 Cyclone helicopters, following the crash on 29 April of 148822 in the Ionian Sea, has been lifted mid-June. The flight data recorder was found afloat and parts of the wreckage were recovered from the seabed early June. With the circumstances of the crash known, a risk assessment and mitigation measures allowed for the safe resumption of flying. Updates have been made to training, publications and operational manoeuvring to prevent a similar accident happening again. The Cyclone crashed when it tried to align with HMCS Fredericton to land on the ship's helicopter deck, when the helicopter did not respond in a way the crew was expecting, due to settings of the autopilot.

An upgrade programme for the CF-18 to bridge the gap to the introduction of its successor has been approved by the US Department of State. The programme will see the upgrade of sensors, weapons, survivability, security, and mission support to keep up with evolving threats, and contains AN/APG-79(V)4 AESA-radars and 50 AIM-9X Sidewinder block II missiles. Remarkably, only 36 out of Canada's 80 CF-18s will receive the upgrades for around \$862 million.

CH-127 (H-44A)

9592 std Courtenay (BC), CF-BSG **602** jun20
The fuselage, minus the aft, was found in this village near Comox recently. According to the current owner it has been sitting here since 2012. The aft fuselage of 9592 was mated to H-21 53-4365 which is at Greenwood (NS) since July 2012. The H-44A is a civil derivative of the military H-21 helicopter.

CC-295 (C295W-SAR)

295504 f/n, (photo 09jun20) **190** jun20
According to Airbus, the fourth operational aircraft was ready to fly on 9 June 2020. A published company picture on that date confirmed all four were still at Seville. By then, only one maintenance trainer with serial 295517 had been delivered to Canada.

CL-650

(144619)	on order	ex C-FAQB	6144
(144620)	on order	ex C-FAMN	6152

As no designation is officially known, we choose to list them as such. The serials require confirmation as they were taken from released RCAF-drawings.

United States

United States Air Force (AF)

A-10C			
78-0614/FT	74th FS	ex 75th FS	A10-0234 jun20
KC-10A			
85-0033	60th AMW	ex unmarked	48238/408 nov19
C-12D			
83-0494	USE Nairobi	ex USE Gaborone	BP-40 apr20
KC-46A			
15-46011	77th ARS	new delivery	34106/1107 jun20
17-46025	56th ARS	new delivery	41863/1131 jun20
KC-135R			
58-0123	54th ARS	ex 909th ARS	17868/T0338 jun20
63-8012	336th ARS	ex 314th ARS	18629/T0668 jun20

63-8884	6th ARW	ex 54th ARS	18732/T0715	may20
AC-130J				
14-5789 may20	4th SOS	ex MC-130J 15th SOS	382-5789	
C-130H				
96-1005	142nd AS	ex 109th AS	382-5425	jun20
C-130J				
17-5897	19th AW	new delivery	382-5897?	may20
MC-130J				
17-5875	415th SOS	new delivery	382-5875?	may20
17-5876	415th SOS	new delivery	382-5876?	jun20
F-16A ADF				
82-0972 may20	to QF conv	ex 309th AMARG	61-565/M22-7	
F-22A				
04-4079/HH	199th FS	ex 95th FS	645-4079	jun20
05-4081/TY	199th FS	ex 95th FS	645-4081	jun20
05-4105/HH	199th FS	ex 95th FS	645-4105	jun20
05-4107/TY	1st FW	ex 95th FS	645-4107	jun20
F-35A				
18-5352/AK	356th FS	new delivery	AF-?	may20
UH-60L				
02-26971/AK	210th RQS	ex 301st RQS	70-2783	jun20
RQ-4B				
08-2036/GF	319th RW	first noted	AF-29	jun20
11-2046/GF jun20	Det 1	ex 69th RG	AF-39	
U-28A				
07-0691	318th SOS	ex 319th SOS	691	may20
CV-22B				
09-0046	8th SOS	ex 7th SOS	D1027	jun20
11-0058	8th SOS	ex 7th SOS	D1037	may20
16-0076	8th SOS	new delivery		jun20

United States Army (AR)

On 17 June 2020, the United States Special Operations Command (USSOCOM) announced that it had purchased a Dash 8 aircraft. The aircraft was described as "highly modified" for special mission support operations. The aircraft was purchased from Leidos Inc from Reston (VA). Previously this company was known as Science Applications International Corporation. Further details, like the role, delivery schedule and future operator were not disclosed. In the past Leidos was also involved in the delivery of RO-6 (Dash 8) aircraft to the United States Army.

1-6th CAV	Marshall AAF, Fort Riley (KS)
1-14th AVN	Hanvey AHP, Fort Rucker (AL)
1-17th CAV	Simmons AAF, Fort Bragg (NC)
3-17th CAV	Hunter AAF, Fort Stewart (GA)
7-17th CAV	Hood AAF, Fort Hood (TX)
1-25th AVN	Wheeler AAF, Schofield Barracks (HI)
B/3-25th AVN	Wheeler AAF, Schofield Barracks (HI)
1-82nd AVN	Simmons AAF, Fort Bragg (NC)
1-151st AVN	SC ARNG, AASF McEntire JNGS (SC)
1-223rd AVN	Fort Rucker (AL)
1-501st AVN	Biggs AAF, Fort Bliss (TX)
AFTD	Aviation Flight Test Directorate at Redstone AAF (AL)
BEST	BEST Aircraft Consolidation Facility at 248 Dunlop Blvd, Huntsville (AL)

AH-1F

Usually we do not mention types in this section which are withdrawn from use. But in this case we do want to mention 68-15093 (c/n 20627). This helicopter was confirmed present in area 20 at the famous 309th AMARG (Davis Monthan AFB, AZ). The first reports date back to 2011, but the helicopter was never mentioned on the official inventory lists. After about eleven years, someone realized that they had one Cobra too much in storage and this admin error was corrected on their June 2020 arrivals list. Nice detail is that the original arrival date is now also listed: 17 October 2009. Thanks Martin for

the head's up!

CH-47F

17-08236 B(-)/1-228th AVN, f/n **M8236** may20
On 10 January 2019, C-17A 08-8191 (437th AW) arrived at RAF Fairford (UK) from Ramstein AB (Germany). This heavy transported CH-47F 11-08832 (B/3-25th AVN) which had clearly visible damage to its rear-pylon and rear-fuselage. Most likely this helicopter was being transported back to the United States (although it is not the most obvious choice to make a stopover at RAF Fairford) for repairs. In any case, photo proof shows that the Chinook has been repaired and returned to its unit by May 2020.

UH-60M

07-20051/51C 1-212th AVN code & unit confirmed jan20
..-20149/49C 1-212th AVN code & unit confirmed jan20
There are reports on the internet about 09-20149 being the helicopter lost during the famous Osama Bin Laden raid on 2 May 2011. There is photo proof of UH-60M 20149 being alive and well at Fort Rucker in 2020...

AH-64D

02-05318	1-151st AVN	ex nb	PVD318	may20
03-05357/57F	1-14th AVN	ex nb	PVD357	jan20
03-05412/12D	1-14th AVN	ex nb	PVD412	jan20
04-05461	1-25th AVN	ex nb	PVD461	mar20
05-07008	1-25th AVN	ex 1-6th CAV	DUS008	mar20
09-05574	1-82nd AVN	ex AFTD	PVD574	feb20
09-05609	1-501st AVN	ex 1-17th CAV	PVD609	mar20
09-05650	1-25th AVN	ex nb	PVD650	mar20
09-05651	1-501st AVN	ex 1-17th CAV	PDV651	mar20
09-05655	1-25th AVN	ex nb	PVD655	mar20
09-05657	1-25th AVN	ex nb	PVD657	mar20
09-05663	1-25th AVN	ex nb	PVD663	mar20
09-05685	1-501st AVN	ex 1-17th CAV	PVD685	mar20
09-07059	1-501st AVN	ex 1-17th CAV	DUS059	mar20

In May 2020, 6-17th CAV deployed to Afghanistan where it will take over aircraft already deployed there. Its old mounts were transferred to 10th CAB (1-10th AVN or 6-6th CAV) at Fort Drum (NY). With thanks to the Apache Research Group, the following helicopters were confirmed as transferred to 10th CAB: 02-05327, 02-5340, 03-05381, 03-05386, 04-05437, 07-05514 and 08-05559.

AH-64E

10-09007/07B	1-14th AVN	ex nb	B3007	apr20
15-03052	7-17th CAV	ex nb	NM052	apr20

UH-72A

18-72419/19B	1-223rd AVN	f/n	9804	may20
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United States Navy (NY)

FRCE = Fleet Readiness Center East, Cherry Point (NC)
FRMA = Fleet Readiness Center Mid Atlantic, Oceana (VA)
FRCSW = Fleet Readiness Center South West, North Island (CA)

F/A-18E

165539	VX-23	for Blue Angels	1486/E012	jun20
165897/AJ-303	VFA-97	ex NG-03	E052	jun20
166653/XE-105	VX-9	ex AC-403/VFA-105	E116	jun20
169747	VX-31	del	E323	jun20

F/A-18F

166795/NH-104	VFA-154	w/o 18jun20	F168	
169751	VX-23	del	F287	jun20

EA-18G

169124/NL-510	VAQ-138	ex NL-543/VAQ-132	G115	feb20
169127/NL-511	VAQ-138	ex NL-544/VAQ-132	G118	oct19
169139/NL-514	VAQ-138	ex NL-541/VAQ-132	G130	feb20

MH-60R

166520/404	HSM-79	ex 700, CAG c/s	70-2911	mar20
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MH-60S

166317/NH-617	HSC-8	ex SA-09/HSC-3	70-28..	jun20
167823/NA-615	HSC-6	ex 617/HSC-4	70-30..	jun20

P-3C-IIIIR

158574	309th AMARG	ex BUPERS SDC	185-5583	may20
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P-3SPA

160285	309th AMARG	ex VPU-2	185-5648	jun20
160290	309th AMARG	ex VPU-2	185-5653	jun20
160292	309th AMARG	ex VPU-2	185-5655	may20

These were the last Special OPS Orions operated by sneaky unit VPU-2.

P-8A

168430/LD-430	VP-10	ex LK-430/VP-26	40810/3879	oct19
169001/QE-001	VP-40	ex 001/VP-30	44952/5712	jun20
169557/557	VP-4	del 19jun20	65749/7872	jun20
169561/561	Boeing	f/f 29may20	66094/8026	may20

CMV-22B

169437	VRM-30	del 22jun20	D2003	jun20
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United States Marine Corps (NY)

FRCE = Fleet Readiness Center East, Cherry Point (NC)

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

LMTAS = Lockheed Martin Tactical Aircraft Systems, Fort Worth (TX)

KC-130J

169536/NY-536	VMGR-452	del 28may20	382-5896	may20
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KC-130T

164999/NY-999	309th AMARG	ex VMGR-452	382-5302	may20
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F/A-18C

163764/MA-02	VMFA-112	ex AD-316/VFA-106	844/C121	jun20
164865/WK-06	VMFA(AW)-224	ex WK-362	1197/C338	oct19

AH-1W

161018	309th AMARG	ex ?	26944/29224	may20
162570	309th AMARG	ex ?	26239	may20
163945/WR-25	309th AMARG	ex HMLA-775	26270/29110	may20
165042	309th AMARG	ex HMLA-773 Det.B	26304	jun20
165291	309th AMARG	ex HMLA-773 Det.B	26339	jun20
165365/WG-09	309th AMARG	ex HMLA-773 Det.B	26365	jun20

CH-53E

162003/20	HMH-West	ex YN-003/HMH-361	65-480	jun20
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AV-8B+(R)

165309/CG-02	VMA-231	ex EH-52/VMM-264	267	oct19
165310/WP-12	VMA-223	ex WP-09/VMA-223	268	oct18

MV-22B

166740/YP-11	VMM-163	ex YR-00/VMM-161	D0105	jun20
168328/YM-02	VMM-365	ex YX-02/VMM-166	D0231?	jun20
168343/YZ-10	VMM-363	ex SPMAGTF-CR-CC	D0246?	apr20
168348/YT-06	VMM-164	ex YR-14/VMM-161	D0251?	jun20
168614/YT-03	VMM-164		D0269?	jun20
168631/YW-13	VMM-165	ex PF-13/VMM-364	D0286?	aug19

United States Coast Guard (CG)

HC-27J

2708	Elizabeth City	ex Sacramento	4161	jun20
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MH-65D

6527	HITRON	ex North Bend	6171	jun20
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Credits

Clive Bartram, Danny Bonny, Ian Carroll, Edwin de Greeuw, Joris Heeren, Andy Marden, Tom McGhee, Daniele Mattiuzzo, Jorge Merino, Paulo Moreira, Jeff Rankin, Jos Stevens, Peter Weinert, Hans van der Vlist

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



Captured on final of Lambert-St. Louis International (MO) after a testflight is F/A-18F 169751, the first Block III Super Hornet. This new version is capable of carrying shoulder-mounted conformal fuel tanks, among many other system improvements. (May 2020, Chase Kohler)

www.facebook.com/Scramblemagazine



At Luke (AZ) several participating nations are educating the pilots and groundcrew for the next generation of combat aircraft. The Royal Australian Air Force has several F-35A Lightning IIs within the 56th FW, A35-001 in one of them. (16 March 2020, Grant Robinson)

Combined trips

Westcoast USA (part 1: 12 - 16 March)

In December last year when Boeing announced that they were finally halting production of the troubled and grounded 737 MAX, a group of us decided that early 2020 was the optimum time for a bash of the Boeing sites around Seattle and Moses Lake. All these sites are now well known to have many stored 737 MAX sitting around.

Also known at that time was that there would be three US Military air shows within one March week of each other at NAF El Centro, MCAS Yuma and AFB Luke, so a plan was hatched to do all these shows with a Seattle getaway in between. Of course, back then, the news of what was happening in China was not known...

So, having just missed the soon to be implemented travel ban, we departed Heathrow on Delta Air Lines A330 N852NW as DAL17 towards Salt Lake City.

Heathrow		12 March 2020
A6-EQJ	A380-861	Emirates Airline
A9C-FE	B787-9	Gulf Air
B-KPW	B777-367ER	Cathay Pacific Airways
C-FVNF	B787-9	Air Canada
D-ABNN	A320-214	Eurowings
EC-MXU	A320-251NSL	Iberia
ET-AVD	A350-941	Ethiopian Airlines
G-TVGB	AS350B-3	GB Helicopters
JA843J	B787-8	Japan Airlines
N223UA	B777-222ER	United Airlines
N731AN	B777-323ER	American Airlines
N736AT	B777-323ER	American Airlines
N794AN	B777-223ER	American Airlines
N837MH	B767-432ER	Delta Air Lines
N852NW	A330-223	Delta Air Lines
VH-OQB	A380-842	Qantas Airways
VH-ZNG	B787-9	Qantas Airways
VP-BTL	A321-211	Aeroflot Russian Airlines

Hub traffic

British Airways	B747 (1)
Virgin Atlantic	A330 (1), B787 (3)

Salt Lake City (UT)		12 March 2020
N747SA	737-7H4	Southwest Airlines
N893NN	B737-823	American Airlines

Hub traffic

Delta Air Lines A220 (2), A319 (2), A320 (2), A321 (2), A330 (1), B737 (2), B767 (1)
Delta Connection CRJ200 (2), ERJ175 (9)

I was treated to beautiful views of the Rocky Mountains and the Great Salt Lake as we descended towards Salt Lake City.

A worryingly short transit time to catch our connecting flight to Los Angeles, as we also had to clear US Immigration, but this was accomplished in very quick time. These few noted in the short time here before we boarded Delta Air Lines A321 N382DN as DAL2273 towards LAX.

Los Angeles (CA)

12 March 2020

Once out of the terminal, we headed to Imperial Hill until darkness and then retired to the Motel 6 on West Century Boulevard, which is situated in between the runway approaches.

9V-SWA	B777-312ER	Singapore Airlines
A6-ETK	B777-3FXER	Etihad Airways
B-2040	B777-39LER	Air China
CC-BGO	B787-9	LATAM Airlines
C-FGYS, C-FKPT, C-GIUF	A320-211	Air Canada
DQ-FAJ	A350-941	Fiji Airways
EC-MJT	A330-202	Iberia
F-ONUJ	B787-9	Air Tahiti Nui
G-CKWC	B787-9	Norwegian Air UK
G-VZIG	B787-9	Virgin Atlantic Airways
HL7629	B747-8B5F	Korean Air
HL8274	B777-3B5ER	Korean Air
HP-1848CMP	B737-8V3	Copa Airlines
JA791A	B777-381ER	All Nippon Airways
LN-LNP	B787-9	Norwegian Air
N34HS	G550	HS Arrow
N70VM	Ce525B	VMI Enterprises
N72NG	Beech 350	Northrop Grumman Sys.
N104NN, N105NN, N139ANA	A321-231	American Airlines
N150FE, N154FE	B767-300F	FedEx
N180DN	B767-332ER	Delta Air Lines
N187US	A321-211	American Airlines
N195SY	ERJ175LR	Alaska Airlines
N202NN, N206NN, N209NN	ERJ175LR	American Eagle
N207SY	ERJ175LR	United Express
N212NN, N213NN, N218NN	ERJ175LR	American Eagle
N224AK	B737-990ER	Alaska Airlines
N224WN, N250WN	B737-7H4	Southwest Airlines
N262WN, N265WN	B737-7H4	Southwest Airlines
N280AK	B737-900ER	Alaska Airlines
N280SY, N287SY	ERJ175LL	Delta Connection
N294SY, N297SY	ERJ175LL	Delta Connection

N297WN	B737-7H4	Southwest Airlines	N789SK	CRJ702ER	United Express
N303FE	DC-10-30F	FedEx	N792SK	CRJ702ER	United Express
N323DN	A321-211	Delta Air Lines	N8001N	A319-115SL	American Airlines
N331NW	A320-211	Delta Air Lines	N821AW	A319-132	American Airlines
N331UP	B767-34AF	UPS	N826DN	B737-932ER	Delta Air Lines
N335NB, N349NB	A319-114	Delta Air Lines	N837AW	A319-132	American Airlines
N353DN	A321-211	Delta Air Lines	N841AN	B787-9	American Airlines
N357PV	B737-800	American Airlines	N8513F, N8573Z	B737-800	Southwest Airlines
N371DA	B737-832	Delta Air Lines	N8614M	B737-8H4	Southwest Airlines
N377DE	B737-8EH	Delta Air Lines	N862AS	CRJ200ER	United Express
N409AA	A321-253NX	American Airlines	N872DN	B737-900ER	Delta Air Lines
N413AS	B737-990ER	Alaska Airlines	N901WN	B737-7H4	Southwest Airlines
N429WN	B737-7H4	Southwest Airlines	N908EV	CRJ200ER	United Express
N432WN	B737-7H4	Southwest Airlines	N911DQ	B737-900ER	Delta Air Lines
N470WN	B737-7H4	Southwest Airlines	N914DU	B737-900ER	Delta Air Lines
N471CA	CRJ200ER	United Express	N918NN	B737-823	American Airlines
N476WN	B737-7H4	Southwest Airlines	N923VA	A321-253N	Alaska Airlines
N477AS	B737-990ER	Alaska Airlines	N924NK	A320-271N	Spirit Airlines
N508AS	B737-890	Alaska Airlines	N924WN	B737-7H4	Southwest Airlines
N508AY	A321-231	American Airlines	N954WN	B737-7H4	Southwest Airlines
N535VL	A321-271N	Volaris	N958SW	CRJ200ER	United Express
N537US	B757-251	Delta Air Lines	N967JT	A321-231	JetBlue Airways
N547US	B757-251	Delta Air Lines	N973AV	A330-243	Avianca
N559AS	B737-890	Alaska Airlines	N7732A	B737-7BD	Southwest Airlines
N569AS	B737-890	Alaska Airlines	N8308K	B737-8H4	Southwest Airlines
N573FE	MD-11F	FedEx	N983JT	A321-231	JetBlue Airways
N574FE	MD-11F	FedEx	N988JT	A321-231	JetBlue Airways
N585NW	B757-351	Delta Air Lines	N19141	B757-224	United Airlines
N587UW	A321-231	American Airlines	N26952	B787-9	United Airlines
N601FE	MD-11F	FedEx	N35260	B737-824	United Airlines
N607SK	CRJ701ER	Delta Connection	N36469	B737-924ER	United Airlines
N610CZ, N616CZ	ERJ175LR	Delta Connection	N67058	B767-424	United Airlines
N633VA, N638VA, N641VA	A320-214	Alaska Airlines	OH-LWO	A350-941	Finnair
N648QX	ERJ175LR	Alaska Horizon	RP-C7779	B777-300ER	Philippine Airlines
N659NK, N664NK	A321-231	Spirit Airlines	TC-LJG	B777-3F2ER	Turkish Airlines
N692AV	A321-231	Avianca	VH-ZNE	B787-9	Qantas Airways
N701BR	CRJ200ER	United Express	XA-VLS	A320-233	Volaris
N708CK	B747-4B5BCF	Kalitta Air			
N708SK	CRJ701ER	American Eagle			
N722TW	B757-231	Delta Air Lines			
N741SA	B737-7H4	Southwest Airlines			
N742CK	B747-446F	Kalitta Air			
N744P	A319-112	American Airlines			
N746SK, N754SK	CRJ701ER	American Eagle			
N765US	A319-112	American Airlines			
N774XJ	Ce750				
N775DE	B737-8EH	Delta Air Lines			
N775UA	B777-222	United Airlines			
N7833A	B737-79P	Southwest Airlines			

After a long day travelling yesterday, a good night's sleep and time to think and chat about how things were developing around the World and in the USA, some in our group had a decision to make. When had left the UK all three of the US Military air shows we had planned to go were still planning to go ahead, but that all changed today with the cancellation of both El Centro and Yuma shows whilst we were in transit the day before and then Luke by today.

Both California and Washington States had by now declared a state of emergency and this was clearly going to affect things



The Commemorative Air Force has several "detachments", 75 in total, most of which double as museums. P-51D NL151RJ (44-74404/BC-H) is part of the Arizona Airbase. (Mesa-Falcon Field, 15 March 2020, Grant Robinson)



At the same facility as the Mustang, this iconic UH-1B Huey 64-13986, is according to the website of CAF Arizona Airbase a visiting aircraft (Mesa Falcon Field, 15 March 2020, Grant Robinson)

moving forward. The major concern if things unravelled too quickly was of course being able to get home but as we were flying home from Los Angeles to Heathrow with a Delta/Virgin ticket, we decided to stay the course and continue.

We agreed that LAX to LHR was a core route which was unlikely to be dropped that quickly bearing in mind plenty of Americans would need to get home too. It was also easy to check with Virgin online as to future flight status which I checked daily, reported back and chatted with the guys and agreed we would bail at the hint of any problems with our flight home. As time was to tell, Virgin's answer to reduced numbers travelling was to go from two daily LAX to LHR flights, down to one and this (VS24) continued up until 19th April.....

The next 'problem' was what to do with the extra time that not doing the airshows would give us and so to replace El Centro & Yuma, I decided that we would spend a bit more time around Los Angeles & San Diego before finishing at Phoenix the next day. The Luke air show the following Saturday could be replaced by Marana/Pinal Air Park for more stored 737 MAX.

Los Angeles (CA) 13 March 2020
More time was spent up on Imperial Hill sheltering in the car from the truly appalling weather!

9H-VJO	Global 6000	VistaJet Malta
A7-BEF	B777-3DZER	Qatar Airways
B-18909	A350-941	China Airlines
B-2031	B777-39LER	Air China
CC-CXH	B767-316ER	LATAM Airlines
C-FGKP	A321-212	Air Canada
C-FWSI	B737-7CT	WestJet
C-FZUB	A320-214	Air Canada
C-FZUL	A319-114	Air Canada
C-GDSH	Ce525C	Image Air Charter
C-GHPU	B787-8	Air Canada

C-GITU	A321-211	Air Canada
C-GIUF	A321-211	Air Canada
D-AIME	A380-841	Lufthansa
DQ-FAI	A350-941	Fiji Airways
F-HPJI	A380-861	Air France
G-CEYL	Global XRS	Voluxis
G-VSPY	B787-9	Virgin Atlantic Airways
HL7783	B777-3B5ER	Korean Air
HP-1729CMP	B737-8V3	Copa Airlines
HP-1830CMP	B737-8V3	Copa Airlines
JA733A	B777-381ER	All Nippon Airways
N34HS	G550	Simon Aviation
N67PW	Falcon 50	Silas Holdings
N108NN, N110AN	A321-231	American Airlines
N120SY	ERJ175LR	United Express
N121AN, N125AA, N128AN	A321-231	American Airlines
N132AN, N134AN	A321-231	American Airlines
N134SY	ERJ175LR	United Express
N142FE	B767-300F	FedEx
N143AN	A321-231	American Airlines
N150SY	ERJ175LR	United Express
N154FE	B767-300F	FedEx
N162UW	A321-211	American Airlines
N167AN	A321-231	American Airlines
N172FE	B767-300F	FedEx
N176FE	B767-300F	FedEx
N177US	A321-211	American Airlines
N179SY, N184SY, N185SY	ERJ175LR	Alaska Airlines
N186SY, N196SY	ERJ175LR	Alaska Airlines
N200QS	CL-650	NetJets
N204HA	A321-271N	Hawaiian Airlines
N205NN, N206NN, N216NN	ERJ175LR	American Eagle
N217NN	ERJ175LR	American Eagle
N223HA	A321-271N	Hawaiian Airlines
N227WN	B737-7H4	Southwest Airlines
N243SY	ERJ175LR	Delta Connection
N270GP	CL-300	
N280SY	ERJ175LR	Delta Connection

N282VA, N286VA	A320-214	Alaska Airlines	N905NK	A320-271N	Spirit Airlines
N302LT	CL-300	West Pac Challenger	N910WN	B737-7H4	Southwest Airlines
N306PB	B737-800	American Airlines	N924MB	G-IV	Evolution Devt Partners
N307JW	CL-300	Lawrence G. Finch	N924NK	A320-271N	Spirit Airlines
N319DN	A321-211	Delta Air Lines	N925SW	CRJ200LR	United Express
N321SM	Ce525B	Alcante Air Charter	N928AM	A321-231	American Airlines
N337NV	A319-111	Allegiant Air	N928WN	B737-7H4	Southwest Airlines
N354K	Lj75	Kiewit Engineering	N942JB	A321-231	jetBlue Airways
N369NW	A320-212	Delta Air Lines	N943SW	CRJ200ER	United Express
N382HA	A330-243	Hawaiian Airlines	N946JL	A321-231SL	jetBlue Airways
N389QS	Ce680	NetJets	N946SW	CRJ200LR	United Express
N400AN, N409AA	A321-253NX	American Airlines	N947NN	B737-823	American Airlines
N416MC	B747-47UF	Atlas Air	N961JT	A321-231SL	jetBlue Airways
N444WN, N461WN	B737-7H4	Southwest Airlines	N964JT	A321-231SL	jetBlue Airways
N467AS	B737-990ER	Alaska Airlines	N976JT	A321-231SL	jetBlue Airways
N471CA, N479CA	CRJ200ER	United Express	N982SW	CRJ200LR	United Express
N498DC	Falcon 2000S	Exelon Business Service	N988JT	A321-231	jetBlue Airways
N499AV	Ce560XLS	Teton Leasing	N992AU	A321-231	American Airlines
N514VL	A320-233	Volaris	N999YV	B767-241ERF	21 Air
N515NK	A319-132	Spirit Airlines	N2702	G650ER	TVPX Aircraft Solutions
N522FE	MD-11F	FedEx	N3731T, N3736C, N3746H	B737-832	Delta Air Lines
N529AS	B737-890	Alaska Airlines	N3753	B737-832	Delta Air Lines
N529FX	CL-300	Flexjet	N8583Z	B737-800	Southwest Airlines
N532NK	A319-132	Spirit Airlines	N26966	B787-9	United Airlines
N541US	B757-251	Delta Air Lines	N38446	B737-924ER	United Airlines
N559AS	B737-890	Alaska Airlines	N57855	B757-324	United Airlines
N564QS	Ce680A	NetJets	N57868	B757-33N	United Airlines
N584JV	PC-12/45	Boutique Air	N58101	B757-224	United Airlines
N589UA	B757-222	United Airlines	N62889, N69806	B737-924ER	United Airlines
N615CZ, N616CZ	ERJ175LR	Delta Connection	N91007	B787-10	United Airlines
N623VA	A320-214	Alaska Airlines	OY-KBA	A340-313X	SAS Scandinavian Airlines
N624QX, N627QX	ERJ175LR	Alaska Airlines	PH-BFL	B747-406	KLM
N630CZ	ERJ175LR	Delta Connection	RP-C7772	B777-3F6ER	Philippine Airlines
N631NK	A320-232SL	Spirit Airlines	VH-VOZ	B777-3ZGER	Virgin Australia
N641QX	ERJ175LR	Horizon Air/Alaska Airlines	VH-VPD	B777-3ZGER	Virgin Australia
N642VA	A320-214	Alaska Airlines	VP-BLX	A330-243	Aeroflot Russian Airlines
N647QX	ERJ175LR	Horizon Air/Alaska Airlines	VQ-BNZ	G650ER	Government of Jordan
N659NK	A321-231	Spirit Airlines	XA-MYR	A320-214	Interjet
N661FE	A300F4-605R	FedEx	XA-VOE	A319-133	Volaris
N666FH	G650ER	China Oceanwide Holdings	XA-WNG	BAe125-800XP	Aero Xtra
N684DA	B757-232	Delta Air Lines	XA-XTR	G450	
N685NK	A321-231SL	Spirit Airlines	Van Nuys (CA)		13 March 2020
N70VM	Ce525B	VMI Enterprises	A bonus to the schedule was the always impressive Van Nuys.		
N717NB	Ce560XLS	McKenzie Bridge Land Co.	Not a quick place to do but well worth the effort even in the		
N751SK	CRJ701ER	American Eagle	rain!		
N755AN	B777-223ER	American Airlines	2-KSFR	Global 6000	Concierge U
N760US	A319-112	American Airlines	D-FAAF	Ce208B	Skydive Flyzone
N762CK	B767-3P6ERF	Kalitta Air	M-EDZE	Global Express	Gama Aviation
N76517	B737-824	United Airlines	N4DP	G-IV	Green Chair Productions
N765SW	B737-7H4	Southwest Airlines	N4NL	Twin Navion D16A	Wild Blue Yonder
N7724A, N7738A	B737-7BD	Southwest Airlines	N9LV	Raytheon 390	
N773UA	B777-222	United Airlines	N10YU	G-IV	Nutrawise
N7750A	B737-7BD	Southwest Airlines	N15Y	G-IVSP	Jet Edge
N775DE	B737-8EH	Delta Air Lines	N17KJ	CL-350	CCG Global
N77871	B757-33N	United Airlines	N21NV	Lj60	Vineste
N781MM	EMB550	Mirage Resorts	N28BB	Bell 429	Cove Partners
N78524	B737-824	United Airlines	N29FX	AS350BA	Helinet Aviation Services
N7863A	B737-7Q8	Southwest Airlines	N30EH	A109E	Helinet Aviation Services
N789SK	CRJ-702ER	United Express	N35WB	Lj35A	Apogee Finance
N793QS	CL-350	NetJets	N41SC	G-IV	stored
N800PZ	BAe125-800A		N44HB	G-III	Bearthday Aviation
N809SM	G450	Bug Jet	N44ZF	G-IV	
N819DX	B757-26D	Delta Air Lines	N49WA	Lj25B	Fleet Unlimited
N820AL	B787-9	American Airlines	N52LT	Ce550	Tristen Aviation Group
N821UP	Beech 350	Wheels-up Partners	N62FF	G-V	
N823MA	Ce208B EX	Mokulele Airlines	N63RB/HL-M	AT-6D	ex USAAF 44-81494
N824AN	B787-9	American Airlines	N67TV	AS350BA	Helinet Aviation Services
N825SA	CL-605	Rural TV Productions	(N70K)	UH-60A	ex US Army 83-23873
N828DN	B737-932ER	Delta Air Lines	N71HD	AS350B-2	Helinet Aviation Services
N837VA	A320-214	Alaska Airlines	N85WD	G-IV	RA Management Services
N839AA, N841AN	B787-9	American Airlines	N86WW/HL-B	SNJ-4	Christopher Rushing
N847VA	A320-214	Alaska Airlines	N92NS	Lj60	Francis Victor
N851FD	B777-FS2	FedEx	N94GP	Lj35A	JR Aviation
N862AS	CRJ 200ER	United Express	N99ZM	Global 6000	Moelis & Co. Manager
N900DU	B737-900ER	Delta Air Lines	N108DU	G-IV	Tutor Perini
N903AA	A321-231	American Airlines	N109EX	A109S	Prime Healthcare

N111MT	G-V	Soaring Eagle Ranch	N5931M	Ce340	Steven F. Danz
N116HL	CL-601-3A	World Tech Aviation	N595PL	Falcon 900	Fly High
N117KB	Lj60	Hidacane Air	N598TP	EMB505	Alphacraft Air
N121SA	Global Express		N600HR	Ce525	
N130JE	G-IVSP	Jet Edge	N606PS	G-IVSP	PS
N137WS	G-IVSP	CF Aviation	N611JM	G-IV	JFM / T-Bird Aviation
N143GK	AS350B	UPA Operating Company	N615D	S-76B	Helinet Aviation Services
N160LD	G-IV	Gold Aviation	N616CC	G-IVSP	Lowry L. Mays
N165MV	EMB505	Columbia Asset Trust	N630TS	Falcon 2000	Blue Skies
N168PK	G-IV	PMC Global	N631JS	EMB505	
N180NE	BAe125-800A	Junction Medical Office PC	N654AN	Lj60	GHS Leasing
N192RS	Falcon 50	R&S Aviation	N665PD	AS350B-2	LA Police Department
N200GN	G200	Magair	N681QS	Ce680A	NetJets
N213PD	Bell 206B	Helinet Aviation Services	N685PB	RC685	World Trade Enterprises
N216QS	CL-650	NetJets	N69522	Ce340	KPK Enterprises
N222LX	G-V	Trans-Exec Air Service	N702FL	Ce750	Ryan Air
N225AS	EMB500	Akonian Holdings	N702GH	G-IVSP	Sej Air
N226HY	ERJ135BJ	Clay Lacy	N704MF	Global Express	MC Group
N226NR	AS355F-2	Helinet Aviation Services	N722AZ	Falcon 7X	Giostyle
N233LA	AS350B-2	LA Police Department	N730MV	RC695A	
N234NL	R44-II	HBH Enterprises	N744NC	R44-II	Liteflight
N242GM	G550	Trans-Exec Air Service	N748ME	PC-12/47	1st Avenue Pilatus
N250KC	G-IV	Mike Post Productions	N750HF	G650ER	Central Management Svcs
N252RP	Lj60	Shark One	N769QS	CL-350	NetJets
N257H	G-IVSP	Jetran	N780W	G-V	IBM
N264CL	G-IISP	North Valley Occupational	N782XJ	Ce750	XOJET
Center			N789XJ	Ce750	XOJET
N267LA	AS350B-3	LA Police Department	N800JM	BAe125-800A	Green Chair Productions
N269HM	G-IV	Flynt Aviation	N805FT	G-IVSP	Sofodan
N270SC	G-IVSP	Trans-Exec Air Service	N810BE	Ce560	Chrysler Aviation
N280GL	G280	Northern Air	N810TS	Global 7500	Sierra Charter Title
N288G	Ce525A	Airline	N814CL	DC-3C	Clay Lacy
N305CC	G650ER	Carnival Cruises	N814RR	G550	Topanaga Aviation
N306AZ	EMB505		N818EC	G-III	Jet Aviation Flight Services
N314TP	G550	Tutor Perini	N818GC	G450	
N323CH	S-76C-2	Helinet Aviation Services	N825LJ	Lj35A	Royal Air Freight
N323LA	AS350B-2	Western Summit	N828AP	AS350B-2	Helinet Aviation Services
N336EB	G550	Oakmont Holdings	N829RA	Global Express	Pacifico Air Partners
N352PM	Lj35A		N834BZ	B737-73Q (BBJ)	Jet Force V
N356BR	G-III	Academy of Art College	N84AW	ERJ135BJ	Allegiance Aviation
N363JG	G-V	Irongate Air	Services		
N377PL	Ce525B	Scarlet Fire	N860TX	Ce750	Textron Aviation
N390SA	Raytheon 390	TVPX Aircraft Solutions	N862GS	Ce510	Buzzard Aviation
N3960G	Ce340	Stephen C. Lubard	N866AB	G-V	PMB Global
N396U	G-IVSP	Jet Edge	N868DM	Ce750	P&G Aviation
N412AP	G200	Daniel Verde	N871AD	AS350B-2	
N414RF	BAe125-700A	NVOC	N885GM	G550	Bend Properties
N421DD	Raytheon 4000	D&E Aviation	N888XY	G-V	Clay Lacy
N432HC	G-IVSP	Clay Lacy	N899AL	G-IVSP	Infinity Asset Management
N433AK	A109E	Helinet Aviation Services	N904LR	Ce560	Chrysler Aviation
N444RJ	Ce401A	Alan M. Bagamaspad	N910RB	Ce550	CL Aviation
N444SC	G-V	Puma	N913HH	G450	Zarky Aviation
N4529D	AA-5	Maciej Piotr Makowiecki	N913WB	AS350B-2	LA Police Department
N453JE	Raytheon 4000	Hawker Acquisition	N942JT	G550	
N455FX	G450	Flexjet	N950DM	G550	Fairmont Aviation
N456JA	G280		N950LG	G-IVSP	
N457DS	G-IV	Goldencloud Enterprises	N955ME	Falcon 2000	Dumont Aircraft Charter
N472QS	G-IVSP		N960JS	G400	
N477GG	G-IV		N990MM	Falcon 50	
N500UP	Ce560	Wheels-up	N998GP	G-IV	Avrie
N517ML	G-IV	Baronhr	N998NB	G550	TVPX Aircraft Solutions
N535JP	Cirrus SF50	Maroon Creek Holdings	N999NB	G-IVSP	TVPX Aircraft Solutions
N536XJ	CL-300	XOJET	N999PN	Falcon 7X	Plane Nine Private Aviation
N540FX	CL-300	Flexjet	N2863G/HL-S	SNJ-6	ex USN 112168
N549TS	R44-II	Aggregate Material	N3169G/HL-J	AT-6F	ex USN 111974
Services			N5857M	Ce310	
N552AV	G550	Abbvie US	N7973C	SNJ-5	ex USN 51764
N555QB	Ce750	Her Honor	N1811S	BAe125-800XP	Popping Up Everywhere
N556SH	R22-II		N441NC	R44-II	
N560CJ	Ce560	Trans-Exec Air Service	N444NC	R44-II	
N560MJ	RC560A	NVOC	N9525C/3+1	AT-6C	Condor Squadron
N560PA	Ce560	Chrysler Aviation	N16730/1+2	AT-6C	Condor Squadron
N562TM	EMB505	Flight Options	N68005	Global Express	BAM Aviation
N568QS	Ce560	NetJets	N77398	Harvard MkIV	ex RCAF 20398
N570CJ	Ce525	JE Consulting	OE-LAN	CL-650	MJet
N581JS	EMB500	JetSuite	SE-RGB	Global XRS	Bluelink Jets

T7-MCB	Global XRS		
VP-BAP	B727-21	Malibu Consulting	
VP-CHA	A320-232	Aviation Link	
XA-UYQ	B Ae125-800XP		
<u>NVAC - North Valley Occupational Center (outside)</u>			
2114	HU-25D		
N9112	Beech D18S		
N22858	Ce150H		
N16102	Ce150L		
N17076	JT-33A	ex USAF 57-0751	
N66667	Ce150M		
N88041	TH-55A	ex US Army 67-16917	
Torrance-Zamperini Field (CA)		13 March 2020	
N9CR	Bell 429	Banner Elk Aviation	
N99NS	Harvard MkII	Stuart G McAfee	
N301HE	R22		
N302CA	P2006T	Aviation Financial	
N340LB	Ce340	Dan E. Steed	
N340PF	Ce340A	Sharon Leasing	
N703JJ	R44	JJ Helicopters	
N1935G	Ce451B	Sebring Air Charter	
N3171G	AT-6C	ex Spanish AF E.16-26	
N6272T	Ce421A	Junipero Aviators	
N8049X	TH-55	ex US Army 66-18834	
VH-XAE	Beech B80		std

Western Museum of Flight (outside)

(72-1569)	YF-17A	pres., ex USAF	
87-0801	YF-23A	pres., ex USAF	
(52-9239)/90505	T-33A	pres., ex USAF	
142227/CF	A-4A	pres., ex US Navy	
159830/NE-201	F-14A	pres., ex US Navy	
N963NA	T-38N	pres., ex NASA	

Result! It had finally stopped raining..... Besides the listed aircraft also hordes of Cessna 172/180/182 were noted as well as a few Pipers and three South-African built light aircraft called The Airplane Factory Sling 2. Cessna 421B N1935G was seen at this site. This aircraft crashed at Oakland Park in a house, while attempting to return to Fort Lauderdale-Executive (FL).

Long Beach (CA)		13 March 2020
9M-JJJ	G550	Sultan of Johor Baru
C-GIAC	G550	Nutrien
M-BJEP	G550	
N1RS	Ce510	Hotel Sierra Group
N4FL	G650	Fredex

N24CF	Ce340	Iqra Irfan
N28LB	AS350B-2	City of Long Beach
N54DA	Ce525	Anarchy Air
N79RP	G550	Warner Communications
N80RS	Ce421	Golden Eagle Flyers
N168CF	DC-9 87	Sunrider Corporation
N227LE	SA227DC	Kolob Canyons Air Svcs
N277GS	G-II	GBS Air Enterprises std
N283DJ	IAI1126	IRG Wings
N292SY	ERJ175LL	Delta Connection
N329MS	CRJ900ER	American Eagle
N335UP	B767-34AF	UPS
N355EX	AS350B	Island Express Holding
N364M	R22	Hajime Nakamura
N383MJ	G-III	Joseph Aviation
N420WN	B737-7H4	Southwest Airlines
N588TB	Ce421	Under the Radar
N613JB	A320-232	jetBlue
N627GD	G600	Gulfstream Aerospace
N661FE	A300F4-605R	FedEx
N711AL	G650ER	Lincoln Enterprises
N712KT	G650	
N793JB	A320-232	jetBlue
N793MG	G550	
N818TS	G450	
N958WN	B737-7H4	Southwest Airlines
N960LA	AS350B-2	County of LA Sheriff
N961LA	AS350B-2	County of LA Sheriff
N999FH	G550	TVPX Aircraft Solutions
N2107Z	G-IV	Air Prestigio
N7878A	B737-7K9	Southwest Airlines
N9187	Ce208B	Catalina Air Transport
N9285	Enstrom 280C	Micah Muzio
N9680B	Ce208B	Catalina Air Transport
N22805	G280	Liqwd
VP-CAM	B737-7KK (BBJ)	Zhi Ji International

A sad sight, seeing the old C-17 production line hangars being torn down. Reminds me of another occasion I came here to see the last of the McDonnell Douglas 95s (by now Boeing 717s) being built. There is no trace of that facility left here now either and it is now a business park aptly called Douglas Park. During the 65-year Douglas, McDonnell Douglas & Boeing aircraft production history of this site, more than 15,000 aircraft were built....

Santa Ana-John Wayne (CA)		13 March 2020
N1AM	G-V	Merulo Corporation
N10DK	PA-46-350P	Randolph M. Berg



Operational at Luke (AZ) is F-35A 09-5007/LF with the 56th FW/61st FS. From this angle you might get an impression of the dimensions of the Lightning II. (16 March 2020, Grant Robinson)

N825SG	CL-601-3R	MCS Leasing
N909MT	ERJ135BJ	HSMH
N88692	Ce441	Conquest Aircraft Leasing

Today was going to be a mammoth drive of 385 miles from Oceanside to Phoenix. Of course, that figure was much more as we naturally did not go the direct route! The original plan was for us to have been in El Centro this morning ready for the show and then followed up with the Yuma show. As by now we knew that they had both cancelled, we had a bit of a bash instead around San Diego before heading to warmer climates in Arizona.

A short drive from Oceanside heading South towards San Diego was our first stop under cloudy skies. This was all seen public side of the fences...

MCAS Miramar (CA)		14 March 2020
166382/QB-382	KC-130J	VMGR-352
166512/QB-512	KC-130J	VMGR-352
167924/QB-924	KC-130J	VMGR-352
167985/QB-985	KC-130J	VMGR-352
168072/QB-072	KC-130J	VMGR-352
169226/QB-226	KC-130J	VMGR-352

Lots of F/A-18s seen and unable to be read off on the distant ramps along with a Canadian Air Force CC-150 (A310). We later found out that there where a load of Canadian Hornets in amongst that lot but not that I could identify from where I read the Hercules off...

Flying Leathernecks Aviation Museum (preserved outside)

5722	Bell 214ST	ex Iraq
148492/WE-1	A-4C	ex USMC
154204/MF-111	A-4F	ex USMC
160264	A-4M	ex USMC
154170/DT-5	A-6E	ex USMC
151981/RF-06	RF-4B	ex USMC
157246/WT-01	F-4S	ex USMC
741564/12	F-5E	ex USMC
139177/VE-17	F-6A	ex USMC
150920/DR-00	F-8J	ex USMC
141722/TN-1	RF-9J	ex USMC
124630/WF-23	EF-10B	ex USMC
161749/VW-201	F/A-18A	ex USMC
163152/SH-101	F/A-18A	ex USMC
124988/LC-4	F2H-2	ex USMC
122189/WF-15	F4U-5P	ex USMC
123652/WL-10	F9F-2	ex USMC
157784/WR-774	AH-1J	ex USMC
130252	CH-19E	ex USMC
150219/YK-00	UH-34D	ex USMC
154803/YW-9	CH-46E	ex USMC
153304/UT-00	CH-53D	ex USMC

158387/WF-4	AV-8C	ex USMC
155494/UU-20	OV-10D	ex USMC
N100GD	SNJ-5	ex USMC 90866/WD-41
N2986F	T-34B	ex USMC 140688/688
NL7076C	TBM-3E	ex USMC 53726
N7103X	MIG-15bis	ex PLAAF 81072

By now it was raining quite heavily, and we came across the first trip casualty as this museum was shut despite being advertised as being open. At that time, museums in California were still open (as we were to witness later) and so we guess it was because of it being attached to a military base? Anyhow by now your very wet reporter got these from outside by walking the fence line...

San Diego-Montgomery Field (CA)		14 March 2020
N1TY	Ce550	Lawson M. Brown
N15JH	Ce500	Apogee Finance
N25BB	Lj31	Park Air
N72VJ	Ce501	JVB
N47SW	Beech C90-1	Merle M. Karber Jr.
N66SS	Beech 95-B55	Leland Clayton Ayers II
N79VH	Ce208	Robert V. Hofwegen
N145LF	H145C-2	Air Methods Corporation
N241MW	Ce421C	Aircraft Guaranty
N281SD	Bell 212	San Diego Fire Dept.
N299MK	Beech B200	Borman & Kemp Mfg
N329LH	Ce525C	
N510GG	Ce510	James M. Shelton Jr.
N525MA	Ce525A	Lucky Duck Enterprises
N608CS	EMB500	Phenom SD
N8056Q	Ce421B	Jasmine M. Romo Scolari
N970NA	PC-12/45	Native American Air Ambulance
N1068K	Beech C90B	Airmed International
N1333	Beech 95-B55	JP&A Investments

A load to be seen here from the comfort of the car. It was starting to brighten up and we were in danger of seeing the sun for first time since arriving Stateside!

San Diego-Lindbergh Field (CA)		14 March 2020
6014	MH-60T	CGAS San Diego
6029	MH-60T	CGAS San Diego
C-FJOU	A321-211	Air Canada Rouge
C-FLJZ	CRJ900	Air Canada Express
JA845J	B787-8	Japan Airlines
N45FG	Lj36	Medflight One
N134FM	Ce560	Penmo Bottom Aircraft
N164HA	Beech B99	Ameriflight
N213BK	Beech 400A	B.A. Karbank & Company
N222VR	Ce525B	HP Transportation
N247LT	G500	Sentry Insurance
N311QS	Ce680	NetJets
N362FR	A320-251N	Frontier Airlines



Nearly factory fresh, and still registered to Bombardier Aerospace, CL-350 N333WC, was seen at Glendale Municipal (AZ) by Grant Robinson and the tour members of Oxford Aviation Group during their visit to the site on 16 March 2020.



T-33A(52-9239)/90505 is preserved exposed to the elements at the Western Museum of Flight at Torrance-Zamperini (CA). After continuous British themed weather in the US, the weather took a turn for the better: it was dry! (13 March 2020, Grant Robinson)

N365VA	A320-214	Alaska Airlines
N367NW	A320-212	Delta Air Lines
N375QS	Ce680	NetJets
N380FX	EMB505	Flexjet
N615CZ (17000207)	ERJ175LR	Delta Connection
N711T	Falcon 900EX	Grey Falcon
N718HC	BAe125-800B	Acme Leasing II
N797FE	Ce208B	FedEx Feeder
N798FD	B757-222SF	FedEx
N872FE	Ce208B	FedEx Feeder
N919FG	Global 7500	
N984FE	Ce208B	FedEx Feeder
N1610D	B767-332ER	Delta Air Lines
XA-AEA	Ce560	

Hub traffic

American Airlines	A321 (3), B737 (1)
Horizon Air	ERJ175 (3)
SkyWest	ERJ175 (4)
Southwest	B737 (9)
United Airlines	A320 (2), B737 (1)

Quick stop here to enjoy the sunshine and the solitary Mexican biz.

San Diego-USS Midway Museum (CA) 14 March 2020

60-3614/319	Bell UH-1B	pres., ex Air Force
127922/NE-577	AD-4W	pres., ex US Navy
122515/UR-51	H03S-1	pres., ex US Navy
142251/NF-612	EKA-3B	pres., ex US Navy
154977/NM-301	A-4F	pres., ex US Navy
156641/NG-612	RA-5C	pres., ex US Navy
151782/NL-512	A-6E	pres., ex US Navy
146036/700	C-1A	pres., ex US Navy
153030/NE-101	QF-4N	pres., ex US Navy
153880/NK-201	F-4S	pres., ex US Navy
141702/PP-87	RF-9J	pres., ex US Navy
158978/205	F-14A	pres., ex US Navy
162901/01	F/A-18A	pres., ex US Navy
135883/DN-3	FJ-3	pres., ex US Navy
141136/D-106	F9F-8	pres., ex US Navy
150157/TF-31	SH-2F	pres., ex US Navy
149711/NT-66	SH-3H	pres., ex US Navy
130059/UP-18	UH-25B	pres., ex US Navy
143939/NV-52	UH-34J	pres., ex US Navy
150954/SA-46	HH-46D	pres., ex US Navy

164079/RA-13	SH-60F	pres., ex US Navy
159766/NJ-741	S-3B	pres., ex US Navy
156697/A-974	T-2C	pres., ex US Navy

This museum was open and heaving with public with a queue to get in the quayside car park and on the ship itself. As we had spent a bit more time at the airport than planned, we sacrificed entry to this museum for a look from outside as most of the flightdeck can be seen with a bit of care and walking.

San Diego-Gillespie Field (CA) 14 March 2020

C-FMGM	K-1200	Heliqwest Aviation
N5HS	Ce320	Raymond P. Rose
N15KA	Beech B200	Walter Bagdasarian
N21WT	Ce421B	David H. Station
N28RG	Ce340A	Robert J. Golo
N56KA	Beech B200	Lair Aero Logistics
N115SE	Lj60	Advantajets
N131TZ	H369FF	San Diego County Sheriff Erickson
N164AC	S-64E	
N168TY	Ce510	Coast Walk Aviation
N230AM	EC135P2+	Air Methods
N241AM	EC135P2+	Air Methods
N319MW	Bell 407GXl	San Diego County Sheriff
N322PR	Lj31A	
N369RM	Ce421X	Herron Aviation Group
N395CF	Beech 350	
N426CM	Ce750	VMD Aviation
N525AH	Kodiak 100	Happy Air
N535WK	H369FF	San Diego County Sheriff
N556CL	Ce337	Ed Lutz
N638HP	Lj31A	
N747H	RC560F	Craig Kennedy
N888N	Ce340A	James R. Norman
N917ML	Falcon 2000	
N5108E	H369D	San Diego County Sheriff
XB-GRN	Beech 350	

San Diego Air & Space Museum (preserved outside)

70201	MiG-15bis	ex PLAAF
9099	MiG-21bis	ex Hungary
55-5014	F-86F	ex USAF as "112958/958"
56-1268/FC-268 (125485)	F-102A	ex USAF
162195/XE-505	XA2D-1	ex US Navy
154554/NG-031	A-6E	ex US Navy
	A-7B	ex US Navy

150297/AH-213	F-8J	ex US Navy
(159631)	F-14A	ex US Navy
163269/42	F-16N	ex US Navy
161554	SH-60B	ex US Navy
159239/WH-02	AV-8A	ex US Marine Corps
N24RW	Rutan VariEze	
N443NA/43	P-2H	ex US Navy
(N795FC)	T-34B	ex US Navy
N79797	KC-97L	ex USAF 53-0200

San Diego Air & Space Museum (preserved inside)

54-1619	X-13A	ex USAF
N1AE	Williams Cangie EC1	
N16V	Mercury Air Shoestring	
N21PC	Monnett Sonerai IIB	
N81LB	Denney Aircraft Kitfox Mk3	
N85KK	Christen Eagle II	
N116TG	Sonex	
N169MB	Gilbert Daniel C DG-1	
N241FM	Glasflugel H-201	
NC368	Beech D17S	
NC416Y	Stinson SM-8A	
NC9265	Curtiss Robin B-1	
NC17713	Waco YKS-7	
NC25553	Rearwin 8135	
N46795	Ryan ST-3KR	
(N74058)	Boeing-Vertol V44A	
N90859	Bee Aviation Honey Bee	

This museum was open, and they were happy to have some visitors! Well worth the visit for me as I did not get inside last time.

NAF El Centro (CA) 14 March 2020

159798/2	TA-4J	pres., ex US Navy
151979/3	RF-4B	pres., ex US Navy
not known/4	F-11A	pres., ex US Navy
162448/1	F/A-18A	pres., ex US Navy

Having left the suburbs of San Diego and now heading East for the long drive along the Mexican border whilst passing through the various mountain ranges to be found East of El Cajon. At one point, I was driving in cloud.

As we approached El Centro for the gate guards, it was a little galling to see the big electronic "No Air Show" signs on the approach road.

Imperial County (CA)		14 March 2020
N30RX	EC135P2+	Reach Air Medical Svcs
N135CM	EC135P2+	Air Methods Corporation
N713CB	Ce208B	Southern Airways Express
N823MA	Ce208B EX	Mokulele Airlines
N983CH	PC-12/47	SB Meridian

This field is located just North of El Centro town and East of the base. Ten minutes here gets you this little lot.

MCAS Yuma (AZ)		14 March 2020
168500/MV-31	UH-1Y	VMX-1
166761/MV-43	AH-1Z	VMX-1
166759/MV-42	AH-1Z	VMX-1
166718/MV-04	MV-22B	VMX-1
168215/MV-01	MV-22B	VMX-1
N23ES	T-28A	ex USAF 49-1620/TL-620
N299AM	PC-12/45	Air Methods
N317NA	PC-12/45	Native Air Services
N421Z	Ce421	Dallas Aviation
N639SC	Ce421	Dallas Aviation
N766SK	CRJ701ER	American Eagle
N1078N	Bell 206L	Sky Aviation
N3052K	Beech 1900C	Ameriflight

Preserved (at gate)

150586/WE-01	A-4L	ex US Marine Corps
148373/SH-13	F-4B	ex US Marine Corps
741570/11	F-5E	ex US Marine Corps
158248	HH-1N	ex US Marine Corps
158695/WF-00	AV-8A	ex US Marine Corps

By the time we got here, the sun was well and truly setting and it was a race against losing the light. We wondered that

given the late cancellation of the Yuma show, whether there might be some "static" visible? There was no sight of the static being visible, however we did see a few based bits parked up.

Gila Bend (AZ)		14 March 2020
56-0112	RF-101C	pres., ex USAF
56-0130	RF-101C	pres., ex USAF

Phoenix-Sky Harbor (AZ)		14 March 2020
N238FR	A320-214	Frontier
N563JW	A321-231	American Airlines
N806AW	A319-132	American Airlines
N821JB	A320-232	jetBlue
N907AA	A321-231	American Airlines
N33103	B757-224	United Airlines

A mammoth day of driving and spotting and I was happy to rest my head that night at the E-Z 8 Motel Phoenix Airporter which is handily located within the extended centre lines of the runways at Sky Harbor. Some arrivals noted before a well-deserved rest.

15 March 2020

It was back to the original plan today and what a full day it was. With two full days scheduled around Phoenix, not a lot was going to be missed. We started off with a few hours at the airport enjoying the early morning sunshine.

93-0599/AK	C-17A	3rd Wing/517th AS
61-0284	KC-135R	197th ARS
61-0317	KC-135R	197th ARS
62-3500	KC-135R	197th ARS
62-3516	KC-135R	197th ARS
62-3550	KC-135R	197th ARS
63-8036	KC-135R	197th ARS
64-14829	KC-135R	197th ARS
167108/QB-108	KC-130J	VMGR-352
168075/QD-075	KC-130J	VMGR-152
C-FJWS	B737-76N	WestJet
C-FVWA	B737-8K5	Sunwing
C-FWSF	B737-7CT	WestJet
C-GAQZ	A319-114	Air Canada
C-GWJG	B737-7CT	WestJet
N2WT	U-3A	Michael A. Johnson
N10HC	ERJ135BJ	Jet Linx
N18GA	Ce525B	YMC Management V
N21RZ	Beech 1900 C-1	Ameriflight
N75EB	Cessna Citation	Excel (560-5214) PDW
N128UP	A300F4-622R	UPS
N152AF	SA227AC	Ameriflight
N188ES	G-V	Jet Force V
N193SU	Beech C99	Ameriflight
N251JX	ERJ135LR	JSX Air
N258AS	EMB120ER/F	Ameriflight
N261JX	ERJ135LR	JSX Air
N263JX	ERJ135LR	JSX Air
N302GV	EMB505	IBW Air Services
N306UP	B767-34AF	UPS
N318QS	EMB505	NetJets
N337AS	EMB505	Executive AirShare
N345UP	B767-34AF	UPS
N352PX	Beech 350	Freeport Minerals Corp.
N358WC	Ce525A	Norton Packaging
N382HA	A330-243	Hawaiian Airlines
N388AV	Beech C99	Ameriflight
N400FJ	G-IVSP	Jet Edge
N408FX	EMB545	Flexjet
N409AZ	B767-3P6ERF	Prime Air
N411UP	B757-24APF	UPS
N420KA	HA-420	Leavitt Group Wings
N421MA	SA227AC	Ameriflight
N504FM	Ce525A	Western Precooling Sys.
N525MM	Ce525 M2	Aguila Aviation
N525MN	EMB500	SME Steel Contractors
N526AS	B737-890	Alaska Airlines
N552SK	Lj60	Red River Resources
N559CB	CL-604	Aircarr Holdings
N560SW	EMB120	Ameriflight
N587AE	AS350B-3	PHI Health

N590AE	AS350B-3	PHI Health
N605SB	Lj60	Team Aero
N627QX	ERJ175LR	Alaska Horizon
N642AN	Sh360-100	Air Cargo Carriers
N661JM	ERJ135BJ	Swift Aircraft Management
N670WH	PC-12/45	Boutique Air
N739AX	B767-232F	Air Transport International
N74GW	BAe125-800XP	Air Blessing
N757SS	B757-236	Paradigm
N761CX	B767-223F	Air Transport International
N808JN	Ce525B	Starwest Air
N818WB	IAI1125SPX	My Life Connections
N829SY	B737-8F2	Sun Country Airlines
N885EM	Ce525B	DPA
N917NK	A320 271N	Spirit
N930EV	CRJ200ER	SkyWest Airlines
N5147A	B737NG-83NF	Prime Air
N10782	CeT206H	Voorhees Investments

Hub traffic

American Airlines	A319 (16), A320 (15), A321 (17), B737 (5), B757 (3), B787 (1)
American Eagle	CRJ200 (1), CRJ700/701 (12), CRJ900 (10)
Delta Air Lines	A319 (3), A320 (1), A321 (6), B737 (2), B757 (3), B767 (1)
Delta Connection	CRJ700/701 (2), ERJ175 (1)
FedEx	A300 (1), DC-10 (1), MD-11 (2)
FedEx Feeder	Ce208 (3)
Frontier	A320 (6)
Southwest	B737 (69)
United Airlines	A320 (1), B737 (5)
United Express	ERJ175 (2)

Preserved

47-1486/FS-486	F-84C	ex USAF
55-3818	F-86F	ex USAF
56-0891	F-104C	ex USAF
58-0671	T-33A	ex USAF

A cracking start here with a visiting Alaskan based USAF C-17 (one of my few remaining needs) and two USMC Hercs parked up near the Cutter FBO. Then we went off in search of the F-84 on display within the Arizona ANG part of the airport – three of the four preserved aircraft are easily seen. The F-84 is hidden by buildings, but I eventually saw this by walking part of the Salt River Shore path which runs East/West to the South of the Salt River.

Mesa-Falcon Field (AZ) 15 March 2020

C-FASP (N24WX)	Ce525A	Airsprint
N35WH	Lj24A	TRE Aviation (stored)
N59GB	PC-12/47E	Flying Moose
N62HP	Ce551	TH Leasing
N64SV	Bell 206L	Tanana Leasing
N135MB	Ce560	RS & I
N203LH	EC120	
N223E	H269C	WD Aircraft Investments
N269TT	T-28	Billings Flying Services
N316BD	H269C	Canyon State Aero
N327MA	Ce525B	D&D Enterprises
N369HM	S-2F	ex USN 136723/32 std?
N421KG	H369	
N424WC	Ce421C	Jet West
N441P	H369E	Wilson Construction
N450MD	Ce441	CK Johnson Air
N450TN	PT-17	Full Britches Air Shows
N520GK	DHC-2	Lenard Conlon
N600FH	MD520N	Glacier Aviation Services
N613AL	H369E	FTAV
N613MA/180	Tucano T1	ex RAF ZF136
N665MA	TS-2A	Marsh Aviation
N667MA	S-2F	ex USN 136665/13 std?
N700WY	S-2E	ex USN 151667/24 std?
N736MA/154	BAe125-900XP	TVPX Aircraft Solutions
N812LH	S-2	Marsh Aviation
N824AG	MD600N	Lohman Helicopter
N874BB	R66	Gleim
N884TM	Bell 505X	
N1621T	Ce510	Fiesta Foods of Oregon
	Ce414	

N6866L	Ce421	Starman Brothers
N7268C	PV-2	Robert A Kropp
N7454C	PV-2	Robert A Kropp
N40092	UC-45J	ex USN 67212
N54315	AS350B	Air Methods
NC59188	UC-78B	Edgar T. Newberg
N86492	PV-2	Bob Reid

Arizona Commemorative Air Force Museum

83177	MiG-15bis	pres., ex PLAAF
507	MiG-21PF	pres., ex Hungaria
64-13986	UH-1B	pres., ex US Army
153016/NE-211	F-4N	pres., ex USN
N47DJ	P-47	pres., as "420473/DJ-S"
N125AZ	B-25J	ex USAAF 43-35972/18
N145AZ/44511	Beech D18S	pres., not ex mil
NL151RJ	P-51D	ex USAAF 44-74404/BC-H
NL202R	A-26C	pres., ex USAAF 44-35601
N3246G	SNJ-5	pres., ex USN 90725/25
N6735	H-19D	pres., ex US Army 54-1416
N7029C	TBM-3E	pres., ex USN 53914/8
N9323Z	B-17G	ex USAAF 44-83514/F
N9993Z	AF-2S	ex USN 126731/SM-10
N47964/964	B75N1	pres., USN c/s "07936"

I have not been here for some time and had great memories of the orange grove field near to the AH-64 Apache flight line and the McDonnell Douglas (now Boeing) facility. This field was now levelled and fenced off; therefore, I could not get near that ramp. Being a Sunday, I am not sure if we missed anything anyhow. The museum on the main airfield was open and there had been a fair bit of changes since I last visited it in 2011. Marsh Aviation was closed and so were unable to identify all the Trackers in their locked and fenced off compound.

Williams-Gateway (AZ) 15 March 2020

C-GWON	EMB550	Reg Avn Campbell River
C-GXCB	Lj35A	TopAces
N4CR	BAe125-1A/S522	Maricopa Community College i/a
N12GY	Ce525	CJL Enterprises
N33DT	Ce525 (CJ-1+)	
N43MS	Ce525 (CJ-1+)	CAE Aviation Academy
N74GL	Ce525B	Aviation Services
N103LN	AS350B-3	Air Methods
N104LN	AS350B-3	Air Methods
N145AZ	C-47A	ex USAAF 42-23518/F/30
N165AM	AS350B-3	Air Methods
N180EG	BAe125-800A	
N191GT	Ce510	G Thomas Air
N215BJ	Beech 350	TVPX Aircraft Solutions
N320AM	AS350B	Air Methods
N330PE	Beech C90GT	UND Aerospace
Foundation		
N380CF	Ce560 Ultra	Savory Aviation
N524SE	Beech B200	Lamb Aviation
N605TX	Ce560XL	Textron Aviation
N620GB	Ce525C	OGB Jet
N650KK	Ce650	RS Air
N682HS	Ce680	Healthsouth Aviation
N692TX	Ce560XL	Textron Aviation
N708FL	Ce750	TVPX Aircraft Solutions
N751ED	Ce750	Santa Fe Aviation
N777QK	Ce525C	Nevada Restaurant Svcs
N814DM	Ce525	
N862GS	Ce510	Buzzard Aviation
N886CA	EMB550	ABP Aviation
N910SS	Ce525C	Badlands Aviation
N1925M	G-IVSP	Power Aircraft
N4204	AS350B-3	Air Methods
N54315	AS350B	Air Methods
XA-TVG	EMB550	Holding Int'l Group

Hub Traffic

Allegiant	A319 (1), A320 (7)
iAero Airways	B737 (3)

Preserved

(59-1600)/82 FTW	T-38A	ex USAF
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Another place with some great memories as I had a base tour

here in 1990 when it was Williams AFB with lot of training T-37s and T-38s – we saw sixty Tweets and seventy Talons! The screeching noise those Tweets made after engine start-up was something else. Anyhow although there is a T-38 on display here to pay homage to the heritage of the site and a lot of the original base buildings remain, Allegiant and general aviation are now putting this place to good use.

Apache Junction (AZ) 15 March 2020
53-6008 T33-A pres., ex USAF
1x UH-1M preserved

Chandler Municipal (AZ) 15 March 2020
N25WK C-45G std
N26PG PA-46-350P Geosurvey International
N44AK TS601P Avcom Company
N55HL RC1121B Kendal M. McCarley
N383AA Beech E90 Azul Air
N434PA PA-44-180 Bird Acquisition

A quick drive around here at this remarkably busy general aviation field. Just got what I could without trying too hard as I always find these trips to be more productive if you keep moving. Besides the ones listed above, the most logged aircraft here are the ubiquitous Ce150/172/182, Bonanzas and single-engined Piper aircraft. Also, one experimental aircraft was noticed. This airplane is registered N72418 and is designed by Robert B. Barker. The type is called Lesa Bair T.C.1.

Chandler (AZ) 15 March 2020
51-6261/210115 F-86D pres., ex USAF

Gila River Memorial (AZ) 15 March 2020
N130P PV-1 ex US Metals Refining std
N7086C/112 PV-2 std
N7251C PV-2 ex US Air Power Mus. std
N44904 DC-4 ex Brooks Fuel std
N44906 DC-4 ex Brooks Fuel std
N44908 DC-4 ex Brooks Fuel std
N44910 DC-4 ex Brooks Fuel std
N4889C DC-7B ex American Mus. of Avn std

I had been here two times previously and I am sure both times, it was not easy to find the entrance to get in. Well this time was even harder due to fencing and rutted and unkept dirt tracks but with some careful driving and a bit of patience we got there in the end. I previously knew this place to be Chandler Memorial, however on Wikipedia it is mentioned that by 2007, the Gila River Indian Community had assumed control of the airfield, renaming it Gila River Memorial. The name might have changed but this place is still in a state of

total abandonment.

Phoenix-Goodyear (AZ)

16 March 2020

Another full day to be spent around Phoenix and the official start of our MAX hunt. Glorious blue sky all day and very warm with it.

N107VS	G550	Sterling 2K
N196CC	G450	Phoenix Nap Mgmt Res.
N412JS	EMB505	JetSuite
N414WS	Ce414	EI Aviation
N861AF, N862AF, N865AF	G120	Lufthansa Training USA
N867AF	G120	Lufthansa Training USA

Stored (on order)

D-ABUU	B767-3Q8ER	Condor Flugdienst
N294EA/104	DC-9-87	Erickson Aero Tanker
N870UB, N883UA	A319-132	United Airlines
N430UA, N431UA, N432UA	A320-232	United Airlines
N4868U, N4869U, N5867U	A319-132	United Airlines
N4912U	A320-232	United Airlines
N27503, N27509, N27511	B737-9	United Airlines
N37502, N37504, N37506	B737-9	United Airlines
N37507, N37508, N37510	B737-9	United Airlines
N37513, N37514, N47505	B737-9	United Airlines
N47512, N67501	B737-9	United Airlines

Stored (WFU)

2-XEAR	B767-352ER	ex El Al Israel Airlines
4X-EAM	B767-3Q8ER	ex El Al Israel Airlines
B-2057	B777-21BER	ex China Southern Airlines
B-6198	A319-112	ex Lucky Air
B-6199	A319-112	ex Capital Airlines
B-6221	A319-112	ex Lucky Air
B-6222	A319-112	ex Capital Airlines
CC-AIC	A319-111	ex Sky Airline
E7-FBB	A319-112	ex FlyBosnia
EC-LNC	B737-4K5	ex AlbaStar
EI-LBR	B757-2Q8	ex Aer Lingus
F-GKHK	A320-212	ex XL Airways France
F-HCIE	B757-204	ex La Compagnie
HK-4818	A320-214	ex Viva Air Colombia
HL8236	A321-231	ex Asiana Airlines
HL8253	B737-86J	ex T'way Air (28069)
M-ABMM	B737-8K5	ex Sriwijaya Air
N154UM	A320-214	ex Small Planet AL Germany
N176CA	B757-28A	ex National Airlines
N288AC	B737-86J	ex Eastar Jet
N293NV	A320-214	ex Allegiant Air
N451AA	DC-9-82	ex American Airlines
N492TA, N498TA	A320-233	ex Avianca El Salvador
N508BC, N509BC, N519BC	B777-212ER	ex Singapore Airlines



At San Diego-Gillespie (CA) you can find P-2H N443NA/43. It forms part of the collection of the San Diego Air & Space Museum. During a visit to the museum it was photographed by Grant Robinson as part of the outside collection on 14 March 2020.

N528BC	B777-212ER	ex LATAM Airlines Chile
N595EL	A318-111	ex Avianca
N602AN	B757-223	ex American Airlines
N603AA	B757-223	ex American Airlines
N607AM	B757-223	ex American Airlines
N663AM	B757-223F	ex American Airlines
N687TA	A320-233	ex Avianca El Salvador
N694AN	B757-223	ex American Airlines
N708SW	B737-7H4	ex Southwest Airlines
N726WN	B757-2Q8	ex Aer Lingus
N846AU	B767-383ER	ex Asia Atlantic Airlines
N901AS	B737-33A	ex Air Indus
N910AW	B757-2G7	ex US Airways
N939AR	B777-31H	ex Emirates
N945BC (N983AE)	B777-212ER	ex LATAM Airlines Chile
N2910U	B737-8K5	ex Primera Air Nordic
N7703A	A320-232	ex United Airlines
N7714B	B737-76N	ex Southwest Airlines
OO-SFV	B737-76N	ex Southwest Airlines
P4-KCU	A330-322	ex Brussels Airlines
P4-NAS	B757-23N	ex Air Astana
P4-OAS	A321-231	ex Air Astana
PK-GLA	A320-233	ex Citilink
(S2-AHC)	B737-7V3	ex Regent Airways
(S2-AHD)	B737-7K5	ex Regent Airways
TC-AGI	A321-231	ex AtlasGlobal
VP-BOZ	B767-3G5ER	ex Pegas Fly
VQ-BTM	B757-256	ex Royal Flight
VQ-BTN	B757-256	ex Royal Flight
XA-VFI	A320-214	ex Interjet

After breakfast, we made an early start at Phoenix-Goodyear. Fourteen United MAX were the target here and these were all easily seen. I had visited this field last July but there had been a bit of change with the many stored airliners to be found here, and I was pleased to make all four of the Avianca's seen. Goodyear is a very open field, this and with patience you can get most things. Please note that not all names mentioned here are visible on the stored aircraft.

Luke AFB (AZ) 16 March 2020

A35-001, A35-002, A35-007	F-35A	56th FW/61st FS
F-003, F-004, F-008	F-35A	56th FW/308th FS
83-1182/LF, 84-1216/LF	F-16C	56thFW/309th FS
84-1308/LF, 85-1407/LF	F-16C	56thFW/309th FS
84-1324/LF, 84-1327/LF	F-16D	56thFW/309th FS
85-1507/LF	F-16D	56thFW/309th FS
88-0162/LF, 89-2159/LF	F-16DM	56th FW/310th FS
90-0768/LF	F-16CM	56th FW/310th FS
90-0778/LF	F-16D	56th FW/310th FS
93-0703/LF, 93-0704/LF	F-16A	56th FW/21st FS
93-0707/LF, 93-0709/LF	F-16A	56th FW/21st FS
93-0721	F-16A	56th FW/21st FS
93-0828/LF	F-16B	56th FW/21st FS
94-0270/LF94-0273/LF	F-16C	56th FW/425th FS
94-0281/LF, 96-5034/LF	F-16D	56th FW/425th FS
97-0113/LF, 97-0120/LF	F-16C	56th FW/425th FS
97-0121/LF	F-16C	56th FW/425th FS
09-5006/LF, 09-5007/LF	F-35A	56th FW/61st FS
11-5030/LF, 11-5036/LF	F-35A	56th FW/61st FS
11-5031/LF, 11-5041/LF	F-35A	56th FW/63rd FS
12-5042/LF, 12-5046/LF	F-35A	56th FW/61st FS
12-5049/LF, 15-5171/LF	F-35A	56th FW/63rd FS
13-5067/LF	F-35A	56th FW
13-5078/LF	F-35A	56th FW/62nd FS
15-5185/LF, 15-5191/LF	F-35A	56th FW/63rd FS
15-5193/LF	F-35A	56th FW/63rd FS

Fortunately, we had planned in a few hours' time to be spent at this USAF superbase, even though we were due to come back here later in the trip for the air show, which of course by now had been cancelled. I had planned in this time as I had thought that we probably would not see much flying from the based machines during the show as their website was mostly showing warbird types in the display schedule.

We were not to be disappointed during our two hours here,

seeing USAF, Australian & Dutch F-35s and USAF, Taiwanese & Singapore F-16s fly. I have been led to believe that the four embargoed Turkish F-35s can be seen stored under sun shelters on the flight lines - we had a go at looking for them but heat haze defeated us with regards to finding these. We saw all the many parked F-35s but of course in those conditions, they all look the same. Can anyone confirm that they were outside please?

Glendale Municipal (AZ) 16 March 2020

66-16633	UH-1H	ex US Army
N132HS	Beech E90	Central Virginia Avn
N157TF	Ce560	Meyers Aircraft Trading
(N217ST)	Lim-6	World Heritage Air Mus.
N226CG	HU-16E	ex US Coast Guard 7226
N290CC	Beech A90	std
(N321ST)	MiG-21UM	World Heritage Air Mus.
N333WC	CL-350	Bombardier Aerospace
N414G	Ce414	Air Ready Aviation
N439WA	Beech E90	Apogee Finance
N503PD	Enstrom F28F	WJT Investments
N754TW	Beech C90	ex Central Virginia Avn std
N771AR	UH-1	Vertical Access
N799GK	Beech C90	Lonestar Air IV
N911CX	Beech C90	Central Virginia Avn
N244PD	R44	PDQ Helicopters std
N5688C	Ce414A	
N9993C	Bell 206L-2	Templar Helicopters
(N42171)	UH-34D	ex USN 150557 std
N57953	TH-55A	ex US Army 67-16908

Western Maricopa Education Center (inside)

N6KF	MU-2-36	i/a
N93F	PA-24-180	i/a
N210CB	Ce210	i/a
N277TW	Lj24D	i/a
N4454D	Beech G35	i/a
N5142Y	PA-23-250B	i/a
N642PT	Velocity RG Elite	i/a
N2606F	PA-38-112	i/a
N8808N	PA-28-140	i/a

Came here looking for the two civilian MiGs and military marked UH-1H, TH-55A & HU-16E, all of which had recently reported as being seen outside and we repeated that feat. I also managed to get us in the Western Maricopa Education Center located just to the North of the airfield - very friendly here upon asking.

Deer Valley (AZ) 16 March 2020

N9NZ	SA226T	ex QE2 Holdings std
N12LA	Beech E90	Central Virginia Aviation
N36TG	Beech C90	Montana Bizjets
N55GV	G-V	Starjet
N70DC	Ce421	Jason Pratte
N79PP	Ce414	Jon Gibsson Company
N98LT	G-IVSP	Worldwide Jet Charter
N100RC	Ce252C	Rydell Company
N122JB	Ce208B	Westwind Aviation
N143XX	L-39C	Worldwide Warbirds
NX151XX	L-39C	Worldwide Warbirds
N316TD	IAI1126	Daniel Tomlinson
N352HS	Lj35A	Critical Air Response
N450PH	Bell 407	PHI Health
N525AC	Lj36A	Critical Air Response
N535MJ	PC-12/47E	Tyfly
(N577AC)	Lj35A	Critical Air Response
N602AC	Lj60	Critical Air Response
N604RD	CM170	Conrad A. Robertson
N673LR	Ce550	5G Air
N785WW	Ce208B	Westwind Aviation
N839RS	L-39ZA	RSW Group
N854AN	Ce560XL	
N1129G	Ce208B	Westwind Aviation
NX4322N	L-39C	RSW Group
N12417	T-33	Heavy 6 Powerplants
N60772	PA-60-601P	B&E Leasing

Busy general aviation field with many fences but a decent

access road still allows many views of the many aircraft parked outside. The L-39s, T-33 and Magister would interest those who only do military?

Scottsdale (AZ)

C-GZAM	Ce525B	Hawksworth Aviation
N1VF	CL-604	Tenacious Aviation Group
N7MR	Falcon 7X	SCB Falcon
N11GU	Ce680	Mobile Crane Services
N15CV	Ce560XL	Cache Valley Electric
N18TD	G-IV	Threshold Ventures
N58CX	Falcon 900EX	Bond Aire
N90DA	Bell 407	
N91MB	Ce510	Bretz-Aztec
N945K	Lj45XR	Corporate Jet Leasing
N97NP	CL-605	Nationwide Mutual Insurance
N99TV	R44-II	Chopperguy
N100HL	BAe125-800XP	Rail Transloading Resources
N101PK	PC-12/47E	BFD
N106SL	P180	Avantair
N111GJ	Ce550	Leilani Aviation Holdings
N125HD	AS350B-2	US Helicopters
N129TK	Lj35A	Double A Holdings
N131RR	Ce560 Ultra	Falcon Executive Aviation
N174SJ	Ce525B	Sierra Juliet
N209MG	G-V	Strib Holdings
N20BD	G200	Lobo Aviation 2
N214RW	CL-350	Midwest NAS
N219BY	Global 6000	TVPX Aircraft Solutions
N234FJ	Falcon 2000	Lagnippe Aviation
N236LP	G450	Crest Aviation
N260DL	G550	Westman Development
N284J	Ce680	Jackson Food Stores
N300UH	R44-II	Flying iceman Enterprises
N317TT	Lj35A	Aero Jet Services
N318JW	G400	TLW Trading
N320SG	CL-601-3A	
N341N	Ce525B	Mockingbird Air
N354QS	EMB505	NetJets
N356FX	EMB505	Flight Options
N359K	Lj70	Kiewit Engineering
N365AV	CL-350	Pinnacle Aviation Center
N365GL	Lj31A	TMS Jet 31
N365LP	Lj45XR	No Bull Air
N373QS	EMB505	NetJets
N383SF	IAI1125SPX	Klotz Aviation
N393DM	R44-II	Universal Helicopters
N400LZ	Beech 400A	
N427DM	Beech C90	Flyback Aviation
N429CS	Ce525B	Plain Vanilla
N450MM	Ce560	Link Partners
N473K	Falcon 7X	Live RD Air
N480SJ	Hemisphere 200XR	Set Jet
N488VC	CL-300	
N512QS	Ce680A	NetJets
N525CD	Ce525	
N530BD	CL-604	Serenity Consultants
N539QS	Ce680A	NetJets
N554VP	Ce560 Encore	JL Diversified
N601FM	Ce680A	Sprouts Farmers Markets Holdings
N602JC	Beech 400A	
N602SJ	CL-850	Set Jet
N605VR	Ce560XL	TVPX Aircraft Solutions
N650CG	Ce650	CG Bretting Manufacturing
N672QS	Ce560XLS	NetJets
N672SC	Lj40XR	Seneca Companies
N698RS	CL-604	Pinnacle Aviation Center
N730K	Lj75	Corporate Jet Leasing
N752S	Falcon 2000	NJ Leasing
N7536B	R22-II	Alba Aviation Services
N759QS	CL-350	NetJets
N774XJ	Ce750	XOJET
N776WR	Ce560 Ultra	Destinations
N777FL	G150	Agens

16 March 2020

N782JC
N795HC
N801KB
N818JW
N823HM
N824MG
N844GT
N883M
N899AK
N909CF
VT-FCN

PC-12/47
Ce525C
CL-350
G200
Lj45XR
Lj55
PC-12/47E
CL-350
Raytheon 4000
Falcon 2000EX
Falcon 8X

JSC Air
Ariel Corporation
Western One
Cyprus Center Services
ATI Jet Services
Groendyke Transportation
Balise Management
Tenacious Aviation Group
Stamper Family
M/S Spectrum Aero

Very much like a small Van Nuys with having to do a complete circuit of the airfield, making constant stops to take in views where you can find them.

Phoenix-Papago (AZ)

74-1741/AZ A-7D pres., ex USAF
This one was just a drive by as it can be seen from a busy main road that passes the base. It did not look safe to stop and try and get a photo. I first saw this A-7 in AMARG at Davis-Monthan in August 1996.

16 March 2020

Phoenix/Sky Harbor (AZ)

C-FCSX	B737-8CT	WestJet
C-GWAZ	B737-7CT	WestJet
G-ZBKR	B787-9	British Airways
N54ZP	Ce404	South Aero
N74GW	BAe125-800XP	Air Blessing
N121FE	B767-3S2F	FedEx
N167BD	Falcon 900B	JRB Aviation
N202FR	A320-214	Frontier Airlines
N222VR	Ce525B	HP Transportation
N260AK	B737-990ER	Alaska Airlines
N286SK	ERJ145LR	JSXC Air
N303FR	A320-251N	Frontier Airlines
N343FR	A320-251N	Frontier Airlines
N356K	Lj70	Kiewit Engineering Co.
N396FE	DC-10-10F	FedEx
N525MN	EMB500	SME Steel Contractors
N568QS	Ce560XLS	NetJets
N584FX	CL-350	Flexjet
N590A	Ce560	Pollard Aircraft Sales
N612NK	A320-232	Spirit Airlines
N616FE	MD-11F	FedEx
N650CZ	Ce650-VII	SBV Aero
N661JM	ERJ135BJ	Swift Aircraft Management
N670WH	PC-12/45	Boutique Air
N785JP	Beech C90	Guardian Flight
N797FE	Ce208B	FedEx Feeder
N809RQ	Ce404	South Aero
N818WB	IAI1125SPX	My Life Connections
N830SY	B737-83N	Sun Country Airlines
N850C	Beech 400A	BC Air
N882FE	Ce208B	FedEx Feeder
N907EV	CRJ200ER	SkyWest Airlines
N976FE	Ce208B	FedEx Feeder
N16525	ERJ135LR	Contour Aviation

16 March 2020

Hub traffic

American Airlines	A319 (4), A320 (3), A321 (11), B737 (2)
American Eagle	CRJ 701 (1), CRJ900 (3)
Ameriflight	Beech 99 (4), Beech 1900 (1), EMB120 (3), SA226 (1)
Delta Air Lines	A319 (1), A321 (2), B737 (1)
Delta Connection	ERJ175 (2)
Southwest	B737 (19)
United Airlines	A320 (1), B737 (2)
United Express	ERJ175 (1)
United Parcel Service	A300 (2), B757 (2)

A few pleasant sun setting hours were spent at the end of the runways watching arrivals and departures. American and Southwest dominate here. The rest of the trip will be covered in the Triptease section of Scramble 495.

Credits: Grant Robinson/Oxford Aviation Group

OSACOM versus OSA-A



Like most C-12 Hurons in use by the US Army, no unit markings are carried. In some cases a small flag of the state is painted on the cabin door or behind the cockpit, but these are the exceptions. This makes it extremely hard to track the right unit designation for individual aircraft. This C-12T-2 86-60085 was in use by Det.32 OSACOM CA ARNG when this picture was taken at Oklahoma-Wiley Post Airport (OK) on 19 May 2006 (Erik-Jan Engelen).

Operational Support Airlift Agency (OSAA) becomes Operational Support Airlift-Activity (OSA-A)

What's in a name? This header reflects a name-change which was implemented almost five years ago and there is really only one word different. Hardly worth mentioning some would say. But this simple name-change was actually part of a much larger reorganization of a substantial part of the United States Army fixed-wing fleet. Despite the fact that these changes were implemented five years ago, some details of the current organization are still unknown to the general public. Partially triggered by a recent and well-researched post of Pieter ("AK01") on our own Scramble messageboard about the C-12 aircraft in use by this organization, we want to present you with the following overview. Any information on the missing details about the current organization will be very much appreciated!

ADSB-Data

Before going into the details we need to explain a bit about how ADSB data was used to complete part of the puzzle as to which aircraft are in use by which exact unit. There is a lot of controversy about ADSB, and the truth is that there indeed are many examples where ADSB data turned out to be incorrect. But if well researched, the data can for sure be used to complement or confirm actual reports (which as we all know also are not free of errors).

The data shared by Pieter on the Scramble messageboard was gathered, by tracking hexcodes via different sources: ADSB, Plane-finder, Radarbox and SBS. The call signs used by each aircraft were tracked during multiple flights. Often the US Army C-12s use call signs which refer to the tailnumber. For example aircraft 94-00322 on a regular basis uses call signs R40322 or PAT0322. Only if a tailnumber can be linked to a hexcode multiple times using this method, it was considered confirmed. After that it is continuously monitored during subsequent recordings if still correct. On top of this photo-websites are used where possible to confirm these logs against photo-proof whenever possible. That is especially the case with Atlantic crossings for which the C-12s often use more or less similar routes.

In addition, we took our Scramble database to check reports of these aircraft against the data presented by Pieter. In our database we in principal do not use ADSB data. For sure some reports published in the spotters community use ADSB data without it being specifically mentioned, so we of course cannot be 100% sure but the point is that we try to use confirmed reports only. In by far most cases the data matched! This made it possible to focus on the conflicting data for further research in order to create an accurate overview of which aircraft are in use by which units. Just to keep things clear, we present two last noted recordings in this article: a legacy last note date like you are used to, plus an ADSB last noted (recorded) date.

Operational Support Airlift Command (OSACOM)

Back on 2 October 1995, the United States Army established the Operational Support Airlift Agency (OSAA), as well as the subordinate unit Operational Support Airlift Command (OSACOM). The new agency was a so-called brigade level Department of the Army Field Operating Agency (FOA) under the National Guard Bureau (NGB). Fixed-wing aircraft, units and personnel of both the active duty army and the National Guard merged together under the OSACOM. The command setup its headquarters at Davison AAF, Fort Belvoir (VA), just south of the US capital Washington DC.

The role of this command was to provide high priority, short notice, air transport to passengers and cargo for all army components and members of the Department of Defence (DoD). A process was setup in which transport requests could be judged, and if approved allocated to a local aviation unit best suited to execute it. This was done in close cooperation with the Joint Operational Support Airlift Center (JOSAC) at Scott AFB (IL).

Initially five different US Army operated aircraft types were in use by the various units under the



OSACOM crest

OSAA: C-12 Huron, C-20 Gulfstream, C-21 Learjet, C-23 Sherpa and C-26 Metroliner. When established in 1995, in total 114 aircraft were on strength and the organization had a headcount of approximately 700 soldiers.

As far as aviation units are concerned, the following ones reported to the OSAA:

- United States Army Priority Air Transport (USAPAT) for VIP transport of high ranking army officers and DoD officials. This unit initially was equipped with C-20 and C-21 aircraft. These were later replaced by the more modern C-37 version of the Grumman Gulfstream. Also three UC-35B Citations were added to the USAPAT fleet in 2001.
- Four Theater Aviation Companies (TAC) were assigned to the OSACOM, each with three detachments at different locations. All were equipped with C-23 Sherpa aircraft, usually two aircraft per location.
- Four Regional Flight Centers (RFC) at Davison AAF, Fort Belvoir (VA), Robert Grey AAF, Fort Hood (TX), Grey AAF, Fort Lewis, JB Lewis-McChord (WA) and AASF Elmendorf AFB (AK). These units were all equipped with C-12 aircraft.
- Fifty two State Flight Detachments (SFD) throughout the United States. The majority was equipped with C-12 aircraft, but eleven detachments used C-26 aircraft.

United States Army Air Operations Group (USAAOG)

On 4 October 2005, this organization was established under the United States Army Military District of Washington (MDW). The headquarters of the USAAOG can be found at Fort Leslie J. McNair in Washington (DC). As of the same day, the USAPAT reported to this organization and no longer to the OSAA. Also the 12th Aviation Battalion (AVN) at Davison AAF, Fort Belvoir (VA) and the MDW Engineer Company reported to the newly established USAAOG. This decision to move the USAPAT to the MDW was already taken in February 2004, but it took a while before the new organization was setup.

C-23 Sherpa retired

The next big change for the OSAA was the retirement of the Shorts C-23 Sherpa in 2013-2014. The United States Army started to look for a replacement aircraft in 2005. The goal was not just to replace the C-23, but also to reduce the workload of the CH-47C medium lift transport helicopters. Together with the United States Air Force (USAF) the Joint Cargo Aircraft (JCA) project was setup. The Alenia (L-3 Communications) C-27J Spartan was selected as winner on 13 June 2007. Despite the cooperation with the USAF, there also was a fierce political fight in the background about control over these aircraft once in service. USAF leadership deemed the aircraft too large for the army, and stated that it was interfering in their area of responsibility. An entire book can be written about this saga, but for the scope of this article we will just mentioned that eventually the C-27J was taken on charge by the USAF and not by the US Army. On top of that, the USAF decided to retire the C-27J from service due to budget constraints already in 2012. Ironically this resulted in seven C-27J aircraft being handed over to the United States Army after all. They are all used by the United States Army Special Operations Command Flight Company (UFC) for special forces training. The remaining fourteen aircraft were modified and handed over to the United States Coast Guard. As a result of the failed attempt to add a substantial number of C-27J aircraft to the US military inventory, the United States Army was forced to retire the ageing C-23 Sherpa aircraft without a replacement. The first units ceased operations in June 2013, and the last operational flight of a Sherpa took place on 9 January 2014.

Operational Support Airlift-Agency (OSA-A)

On 4 October 2015, the OSAA was the subject of a major reorganization during which it basically ceased to exist. The unit was rebranded as Operational Support Airlift-Activity (OSA-A). Also the report lines were changed with the USAAOG providing command, control and coordination. This basically dissolved the OSACOM as well which also ceased to exist. General Orders 2015-04 were issued on 13 October 2015 making these changes official.

The background of this reorganization was the One Army vision of the new Chief of the Army, General Mark Milley. As part of his vision the non-executive airlift and the priority airlift units were to be joined together under a single command. Interestingly, that is what was already the case in the past but was ended when the USAPAT was re-assigned to the USAAOG in 2005.

Three of the four Regional Flight Centers did not survive and were disbanded. The only surviving one is located at Davison AAF, Fort Belvoir (VA), and it was renamed into the non-executive OSA-A Flight Detachment. The unit is equipped with a single C-12 Huron and four UC-35 Citation aircraft.



For ten years, the USAPAT maintained a detachment at Ramstein Air Base, Germany, which was equipped with a single C-20E. The aircraft shown here, 87-00140, arrived in 2004 and returned to the United States on 23 July 2014. On the same day, this detachment was officially disbanded. About a year before the aircraft left, on 10 September 2013, this Gulfstream visited Shannon Airport, Ireland. (Trevor Mulkerrins)

Forty-seven of the fifty-two State Flight Detachments were reflagged. In official terms they converted from a Table of Distribution and Allowance (TDA) to a Modified Table of Organization and Equipment (MTOE) design. In more clear terms, these detachments were re-organised under six newly established Operational Support Airlift Companies (OSAC). The remaining five State Flight Detachments remained unchanged. It is on this point that not all new unit designation are known (more details can be found further-on).

The role of the OSA-A did not really change compared to the previous OSAA/OSACOM setup. It is described officially as managing the non-executive OSA fixed wing fleet, overseeing operations, training, standardization, maintenance, readiness and mobilizations for Army National Guard fixed wing units. As such the OSA-A also decides which Army National Guard fixed wing assets deploy in response to state, national and global contingencies.

Another change was implemented on 15 January 2016. On this date the USAAOG was redesignated into The Army Aviation Brigade (TAAB). This change was confirmed in General Orders No.2017-14, dated 24 May 2017. This was the last change up until today, and as a result the organization now looks like this:

United States Army Military District of Washington (MDW) – HQ Fort McNair, Washington (DC)

The Army Aviation Brigade (TAAB) – HQ Fort McNair, Washington (DC)

12th AVN (CAB) <i>Wings of Freedom</i>		Davison AAF, Fort Belvoir (VA)
A/12th AVN (CMD)	UH-60L, UH-60M, VH-60M	Davison AAF, Fort Belvoir (VA)
B/12th AVN (GS)	UH-60L	Davison AAF, Fort Belvoir (VA)
C/12th AVN (GS)	UH-60L	Davison AAF, Fort Belvoir (VA)
US Army Priority Air Transport (USAPAT) <i>First Class</i>		JB Andrews AFB, Camp Springs (MD)
USAPAT	UC-35B, C-37A, C-37B	JB Andrews AFB, Camp Springs (MD)
Operational Support Airlift-Agency (OSA-A) <i>Wartime Readiness</i>		Davison AAF, Fort Belvoir (VA)
OSA-A Flight Detachment	C-12, UC-35A1	Davison AAF, Fort Belvoir (VA)
2-245th AVN	C-12, C-26	Oklahoma City (OK)
2-641st AVN	C-12, C-26	AASF McNary Field, Salem (OR)

Both 2-245th AVN and 2-641st AVN, each have three companies assigned (Alpha, Bravo and Charlie). In its turn each company controls seven detachments (Det.1 until Det.7).



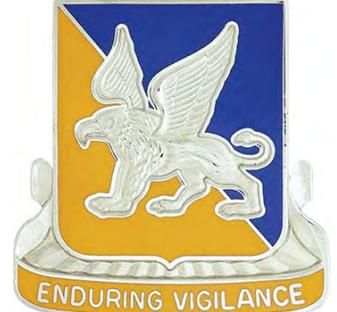
MDW crest



12th AVN crest



245th AVN crest



641st AVN crest

OSACOM / OSA-A Units

In the remainder of this article we will take a closer look at the exact unit details and aircraft used by the aviation elements under the OSAA / OSACOM, and the current OSA-A. We have divided this overview in four parts: US Army Priority Air Transport, Theater Aviation Companies, Regional Flight Centers and (Former) State Flight Detachments.

United States Army Priority Air Transport (USAPAT)

This unit was established as Jet Detachment under the United States Army Davison Aviation Command on 1 August 1988. The mission statement of the unit was to provide global jet air support to the army's senior leadership and key government officials. A pair of Grumman Gulfstream III (C-20E) aircraft were purchased in February 1988. Both were delivered in July 1988, by which time air crew training was also almost completed. This training took place under control of Flight Safety International at Savannah-Hilton Head IAP (GA) during the first half of 1988. The unit was declared operational on 1 August 1988. On the same day it performed its first operational mission, flying Secretary of the Army John O. March Jr. from Andrews AFB (MD) to Wright AAF (GA), from there to McDill AFB (FL) and back again to Andrews AFB (MD).

A third aircraft was added to the fleet in 1993. This time a Grumman Gulfstream IV (C-20F), which was purchased using 1991 funding. The fleet was further increased when a pair of Gates Learjet 35A (C-21A) aircraft transferred from the USAF As previously mentioned, the USAPAT was placed under the newly established OSAA on 2 October 1995, but re-assigned to the USAAOG on 4 October 2005.

In 2004, two detachments were established under control of the USAPAT.

Each was equipped with a single C-20 aircraft:

- USAPAT European Flight Detachment Ramstein AB (Germany)
- USAPAT Pacific Flight Detachment Hickam AFB (HI)

The detachment at Ramstein used C-20E 87-00140, until it was disbanded on 23 July 2014. On the same day the C-20E was returned to the Continental United States (CONUS) where it was retired. The detachment at Hickam used C-20F 91-00108 until its retirement on 25 July 2018. Also the Hickam detachment was subsequently closed.





Two C-37A Gulfstream V and a single C-37B Gulfstream 550 are in use by the United States Army Priority Air Transport (USAPAT) at JB Andrews AFB (VA). The one show here is the subject of debate since its full serial number is not confirmed. It was entered into service as 97-00049 but was re-serialised in 2005. Its new serial "1944" is a reference to Operation Overlord, better known as D-Day. It is unclear if the full serial is 97-01944 or 05-01944. (Le Bourget, 13 July 2017 - Erik-Jan Engelen).

Details of the three C-20s used by USAPAT are as follows. Each aircraft had its own nick-name which is also listed in this overview.

Serial:	Type:	c/n:	Remarks:
87-00139	C-20E	497	ex N373GA ('86), del 17jun88, assigned N7096G with the US Army as owner (reg 29dec93/ canx 30jul13), transferred to the USAF as 87-0139 in oct05, std 309th AMARG at Davis Monthan AFB (AZ) since 30jan15. Nick-name: <i>Yorktown</i>
87-00140	C-20E	498	ex N374GA ('88), del jul88, assigned N7096E with the US Army as owner (reg 29dec93/canx 06may15), std 309th AMARG at Davis Monthan AFB (AZ) since 28jul14. Nick-name: <i>Lexington</i>
91-00108	C-20F	1162	ex N457GA ('91), del 14jun93, assigned N7096B with the US Army as owner (reg oct93/canx 21aug12), std 309th AMARG at Davis Monthan AFB (AZ) since 25jul18. Nick-name: <i>Victory</i>

The army-career of the Gates C-21 Learjet was quite short, with only two example being used between 1995 and 1999. Both were former United States Air Force aircraft. The C-21A is the military version of the Learjet 35A, which was in production between 1973 and 1994.

Serial:	Type:	c/n:	Remarks:
84-0063	C-21A	35A-509	ex N7263C (reg 19jul84), acc 13mar84 by the USAF as 84-0063, SoC by the USAF in oct95 and transferred to the US Army as 84-0063, to N35AL (reg 21oct99), to N862RD (reg 18mar00), to N135PT (reg 20jul00/canx 17nov05), w/o 04aug03. Struck a house while attempting to line up for its final approach to Groton-New London (CT). Both on board killed.
84-0067	C-21A	35A-513	ex N7263H (reg 19jul84), acc 01apr84 by the USAF as 84-0067, SoC by the USAF in oct95 and transferred to the US Army as 85-0063, returned to USAF in '99, to N35AW (reg 05nov99), to N117PK (reg 24mar00/canx 17dec09), to HK-4662 (reg dec09), to N18RA (reg feb19)

End-2001, three Cessna UC-35B Citation aircraft were delivered to the USAPAT. The difference between the UC-35A1 and the UC-35B is that the first one mentioned is based on the Citation V Ultra, while the later one is based on the Citation Encore. Both are variants of the Cessna Model 560 series aircraft.

Serial:	Type:	c/n:	l/n:	ADSB:	Remarks:
00-01052	UC-35B	560-0574	oct19	may20	originally allocated serial 00-00003 but re-registered prior to delivery, ex N52526 (reg jun01), del to USAPAT in sep01 from the factory
00-01053	UC-35B	560-0577	jan20	jun20	originally allocated serial 00-00004 but re-registered prior to delivery, ex N5207V (reg jun01), del to USAPAT in sep01 from the factory
01-00301	UC-35B	560-0589	apr20	jun20	ex N5151D (reg sep01), del to USAPAT in dec01 from the factory

The last aircraft type to join the USAPAT was the C-37. Two variants are in use: C-37A (Gulfstream V) and C-37B (Gulfstream 550). The first C-37A was taken on charge in 1999, it was followed by a second example in 2002. The third aircraft (C-37B) was delivered in 2005. The United States Army decided to dedicate the three aircraft to important moments in its history, with corresponding tail numbers reflecting the year of the event. This does present a bit of a problem with the first aircraft since this policy was not yet in place when it was taken on charge in 1997. It was re-serialised in 2005, but it only carries the last four of the serial on its vertical fin, without the fiscal year. There are two theories on the full serial. One claims that the fiscal year did not change when the aircraft was re-serialised since it refers back to the budget which was used to originally purchase the aircraft. The second one claims that the fiscal year did change, and now is 2005 since the aircraft was re-serialised around September-November 2005. Arguably, one can even add 2006 to this discussion since October and November 2005 officially are part of fiscal year 2006 and not of fiscal year 2005.... Honestly, we do not know which one is correct since we never have been able to find confirmation from an official source.

Serial:	Type:	c/n:	l/n:	ADSB:	Remarks:
97-01944	C-37A	566	may20	jun20	ex N466GA (reg 08oct99), del 26oct99 as 97-00049, temp to N8VQ (reg sep05/canx 16nov05), re-serialised to either 97-01944 or 05-01944. Nick-name: <i>Normandy</i>
02-01863	C-37A	670	apr20	apr20	ex N670GA (reg dec01), del aug02. Nick-name: <i>Gettysburg</i>
04-01778	C-37B	5034	apr20	jun20	ex N934GA (reg sep03), del 24jan05. Nick-name: <i>Valley Forge</i>

Theater Aviation Companies

The already mentioned C-27J saga was not the first time that the US Army and the USAF clashed over the topic of medium-sized cargo planes. During the early-1960s, the US Army selected the DeHavilland DHC-4 Caribou to fill the transportation gap between their U-6 Beaver and the USAF operated C-130 Hercules aircraft. The aircraft were allocated designation AC-1, which was changed

into CV-2 when the US tri-service aircraft designation system was implemented in September 1962. The USAF was not pleased by this acquisition since it exceeded the 5,000 lbs empty weight limit imposed on US Army operated aircraft under the inter-service memorandum of understanding of 1952. This resulted in Operation Red Leaf, under which all 144 CV-2A and CV-2B aircraft transferred to the USAF on 1 January 1967. At the same time the aircraft were re-designated C-7A and C-7B respectively.

Nine C-7A and eleven C-7B aircraft were returned to the US Army for special support duties. Most were transferred in October 1980, and by the late 1980s only a handful of these aircraft were still in use by the Army National Guard's four Aviation Classification and Repair Activity Depots (AVCRAD). It was decided to purchase ten newly built C-23B aircraft to replace the remaining Caribous. The contract with manufacturer Shorts was signed in October 1988. The aircraft were specially modified based on US Army specification of which perhaps the two-section cargo door and strengthened landing gear were the most important features given the role of these aircraft. Besides hauling cargo, the C-23s were also to be used for passenger transport and medical evacuation duties.

When it was decided to place a second order in September 1993, Shorts had stopped production of the SD3-30 on which the C-23B was based. Instead Bombardier Aerospace, which had acquired Shorts in 1989, was contracted to modify twenty SD3-60 commercial aircraft. A follow-on order for eight more aircraft was placed in November 1994. These new aircraft were designated C-23B+ by the US military. The new aircraft were delivered between October 1996 and September 1998.

With the influx of additional aircraft, a reorganization took place and the AVCRAD lost their aircraft in favour of four newly created Theater Aviation Companies (TAC). Each company was responsible for three detachments, and in general eight aircraft were used by each company (two per location for the company's main unit and each detachment). The four C-23 companies were aligned under the OSAA and the order of battle looked like this:

D(-)/126th AVN RI ARNG (TA) at AASF Quonset State Airport, North Kingston (RI)

- Det.1 D/126th AVN PA ARNG (TA) at AASF#1 Muir AAF, Fort Indiantown Gap (PA)
- Det.2 D/126th AVN VI ARNG (TA) at AAOF Henry E Rohlsen Airport, St.Croix US Virgin Islands (VI)
- Det.3 D/126th AVN IN ARNG (TA) at AASF#2 Indianapolis IAP (IA)

H(-)/171st AVN GA ARNG (TA) at Clay National Guard Center, AASF#2 Dobbins ARB, Mariette (GA)

- Det.1 H/171st AVN FL ARNG (TA) at AASF#2 Hernando CAP, Brooksville (FL)
- Det.2 H/171st AVN TX ARNG (TA) at AASF#1 Austin-Bergstrom IAP (TX)
- Det.3 H/171st AVN KY ARNG (TA) at AASF Boone National Guard Center, Capital City Airport Frankfort (KY)

I(-)/185th AVN MS ARNG (TA) at Gulfport-Biloxi International Airport (MS)

- Det.1 I/185th AVN CA ARNG (TA) at AASA Fresno-Yosemite International Airport (CA)
- Det.2 I/185th AVN CT ARNG (TA) at Groton-New London Airport (CT)
- Det.3 I/185th AVN MO ARNG (TA) at AAFA#3 Springfield-Branson National Airport (MO)

A(-)/2-641st AVN OR ARNG (TA) at AASF#1 McNary Field, Salem MAP (OR)

- Det.1 A/2-641st AVN OK ARNG (TA) at Will Rogers ANGB, World Airport, Oklahoma City (OK)
- Det.2 A/2-641st AVN WA ARNG (TA) at AASF#1 Grey AAF, Fort Lewis, JB Lewis-McChord (WA)
- Det.3 A/2-641st AVN SD ARNG (TA) at AASF Rapid City Regional Airport (SD)

In May 2002, a Avionics System Cockpit Upgrade programme was launched during which the surviving aircraft were modified. Due to admin errors, they initially continued to be designated C-23B and C-23B+. The designation C-23C was only adopted in 2003. During a second upgrade programme in 2010, only four aircraft were modified by M7 Aerospace with new global traffic management equipment to C-23D standard (initially they were designated C-23C-1). This programme was called Safety Avionics Modification.

Regular military transport duties were conducted inside the borders of the United States. But the C-23 Sherpa fleet was also used for disaster relief missions during for example hurricanes, floods, oil spills in the Gulf of Mexico, forest fires and tornados. Some of these missions were also carried out abroad when for example C-23s were deployed to the coastal regions of Central America following Hurricane Mitch (1999) and to Haiti following a devastating earthquake (2010).

Being Theater Aviation Companies, the C-23 units were also tasked with operational deployments overseas. As such C-23 aircraft were deployed to the Middle East during Operations Desert Shield (1990-1991), Desert Storm (1991), Iraqi Freedom (2003-2010) and New Dawn (2010-2011). Another overseas detachment was maintained in Egypt. Between 2010 and 2013, two C-23 aircraft were detached on a rotation basis to the 1st United States Army Support Battalion Aviation Company (1st USASB AVN CO) at Al-Arish Airport, El-Gorah (Egypt). The role of this unit, which was also equipped with UH-1H Iroquois helicopter which were later replaced by UH-60A Blackhawks, is to provide support to the independent Multinational Force and Observers (MFO). This organization was established under the 1979 Treaty of Peace between Egypt and Israel, with peacekeeping responsibilities in the Sinai

As previously mentioned, it was decided to retire the C-23 Sherpa from service without replacement following the C-27J Spartan saga. In 2013, there were plans to keep eight aircraft active with the Alaska National Guard to support the state's requirement to supply remote areas during the winter period and crisis times. Aircraft 88-01869, 90-07012, 90-07015, 90-07016, 93-01319, 93-01329, 94-00308 and 94-00309 were allocated to the Alaska Department of Military and Veterans Affairs. These plans required Alaska to fully pay for the maintenance and operational costs, without federal funding in support. Unfortunately, Alaska was unable to find sufficient funds in their budget and the plans were cancelled.

The first unit to be disbanded was H(-)/171st AVN with the main company and its three detachments seizing C-23 operations between June and August 2013. The final unit to retire the C-23 was Det.2 A/2-641st AVN WA ARNG, which performed the last operational US Army C-23 mission on 14 January 2014.

Before starting the serial rundown of the C-23 Sherpas used by the four Theater Aviation Companies, a remark concerning the four C-23D aircraft. Serials 93-01317, 93-01329 and 94-00309 were quoted as upgraded to C-23D standard, the fourth one remaining unknown. However when 93-01317 and 94-00309 were stored at 309th AMARG, they were listed as C-23C on the official inventory lists. Possibly this is an admin error, but bottom line is that the identity of the four upgraded aircraft remains a mystery.



Pictured during a rare visit to The Netherlands, a C-23 in use by H(-)/171st AVN GA ARNG at Rotterdam The Hague Airport on 10 May 2006. Three C-23 aircraft made a fuel stop and stayed overnight while in transit from the United States to the Iraq. The deployed Sherpa aircraft rarely made headlines, but were a vital part of the logistics process allowing the US military to operate in this war-torn country. (Rene Slegers).

Only 93-01329 can be considered as confirmed since it was entered into the FAA civil aviation register as N446NA, with as model description C-23D.

Serial:	Type:	c/n:	Remarks:
88-01861	C-23C	SH3201	ex G-BSJL (reg 08jun90/canx 25sep90), del 25sep90 as C-23B, redesignated C-23C in '03, wfu 22aug11, to M7 Aerospace at San Antonio (TX) on 22aug11 to be prepared for sale to NASA, to N435NA (reg 09dec11), for sale by GSA via auction (lot# 91QSCI15250603, closing 22may17), to N921WW (reg 29jul19)
88-01862	C-23C	SH3202	ex G-BSJJ (reg 06jun90/canx 21nov90), del 25sep90 as C-23B, redesignated C-23C in '03, wfu '11, to NASA as N423NA (reg 05dec11/canx 30oct14, offered for sale in '15, std Milwaukee-General Mitchell IAP (WI) (by jun19)
88-01863	C-23C	SH3203	ex G-BSJK (reg 08jun90/canx 21nov90), del 25sep90 as C-23B, redesignated C-23C in '03, reported as std Henry Post AAF, Fort Sill (OK) in nov13, but confirmed not present there by feb14, fate?
88-01864	C-23C	SH3204	ex G-BSJL (reg 08jun90/canx 21nov90), del 02nov90 as C-23B, redesignated C-23C in '03, to N430NA (reg 09dec11)
88-01865	C-23C	SH3205	ex G-BSJM (reg 08jun90/canx 18dec90), del 10dec90 as C-23B, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) in nov13, to DoS(AW) as N865AW (reg 10feb15), for sale by GSA auction (lot# 91QSCI17012101, closing 07dec16), to M7 Aerospace at San Antonio (TX) for modification (nov16), and registered to new owner in jan17 (still under N865AW which was not canx until aug17), to N725WW (reg 30mar17)
88-01866	C-23C	SH3206	ex G-BSJN (reg 08jun90/canx 11dec90), del 02feb91 as C-23B, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (by nov13/10feb15), to DoS(AW) as N186AW (reg 10feb15), for sale by GSA auction (lot# 91QSCI17012102, closing 07dec16), to M7 Aerospace at San Antonio (TX) for modifications (nov16), and registered to new owner (still under N186AW which was not canx).
88-01867	C-23C	SH3207	ex G-BSJO (reg 08jun90/canx 08mar91), del 03mar91 as C-23B, redesignated C-23C in '03, to M7 Aerospace at San Antonio (TX) for modifications (dec11), to NASA as N428NA (reg 09dec11/canx), for sale by GSA auction (lot# 91QSCI15250602, closing 22may15), std Milwaukee-General Mitchell IAP (WI) (by jun19)
88-01868	C-23C	SH3208	ex G-BSJP (reg 08jun90/canx 15apr91), del 15apr91 as C-23B, redesignated C-23C in '03, to N789WW (reg 03aug13)
88-01869	C-23C	SH3209	ex G-BSJR (reg 08jun90/canx 24feb92), del 09may91 as C-23B, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/09dec14), std 309th AMARG since 09dec14
88-01870	C-23C	SH3210	ex G-BSJS (reg 08jun90/canx 24feb92), del 13jun91 as C-23B, re-assigned to US Army Aviation & Missile Command (AMCOM) Flight Concepts Division at Felker AAF, JB Langley-Eustis (VA) in apr98, redesignated C-23C in '03, to N5078T (WV ARNG, reg 29mar06/exp 31mar11 and canx 22feb17), std Henry Post AAF, Fort Sill (OK) (by feb14), for sale by GSA auction (lot# 91QSCI17126601, closing 05may17), not sold and std Wallops Island (VA) (may17/dec19), for sale by GSA auction (lot# 91QSCI20087601, closing 17dec19), to N906WW (reg 17mar20)
90-07011	C-23C	SH3211	ex G-14-3211, ex G-BUCU (reg 28feb92/canx 02feb93), del 02jun92 as C-23B, redesignated C-23C in '03, to N567WW (reg 08aug13)
90-07012	C-23C	SH3212	ex G-14-3212, ex G-BUCV (reg 28feb92/canx 02feb93), del 02jun92 as C-23B, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/10dec14), std 309th AMARG since 10dec14
90-07013	C-23C	SH3213	ex G-14-3213, ex G-BUCW (reg 28feb92/canx 02feb93), del 16jun92 as C-23B, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/feb15), to US DoS(AW) as N7013 (reg 10feb15), for sale by GSA auction (lot# 91QSCI17012103, closing 07dec16), to M7 Aerospace at San Antonio (TX) for modification (nov16), and registered to new owner in jan17 (still under N7013)
90-07014	C-23C	SH3214	ex G-BUCX (reg 28feb92/canx 11sep92), del 07jul92 as C-23B, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/19may15), std 309th AMARG since 19may15
90-07015	C-23C	SH3215	ex G-14-3215, ex G-BUCY (reg 28feb92/canx 11sep92), del 11aug92 as C-23B, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/11dec14), std 309th AMARG since 11dec14
90-07016	C-23C	SH3216	ex G-14-3216, ex G-BUCZ (reg 28feb92/canx 11sep92), del 01sep92 as C-23B, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/15dec14), std 309th AMARG since 15dec14
93-01317	C-23C	SH3401/AK-001	Built as Short 3-60-100 c/n SH3624 , i/f 27oct83, ex G-14-3624, ex G-BWKN (reg 17aug83/canx 14nov83), ex N912SB (reg 18nov83/canx 16oct96), to Shorts (Bombardier) in jun94, cvtd to C-23B+ by Bombardier at Bridgeport-West Virginia Air Center (WV) and c/n changed to SH3401/AK-001 , del oct96, redesignated

			C-23C in '03, possibly cvtd to C-23C-1 (and redesignated C-23D) by M7 Aerospace at San Antonio (TX) ('10, std Henry Post AAF, Fort Sill (OK) (nov13/26sep14), to N162Z (reg aug14), std 309th AMARG (26sep14/10jun16), dep 309th AMARG on 10jun16 for service with USDA Forestry Service as N162Z (first to Kingman Airport & Industrial Park (AZ) for a new paintjob)
93-01318	C-23C	SH3402/AK-002	Built as Short 3-60-100 c/n SH3695 , f/f 30apr84, ex G-14-3965, ex G-BMNC (reg 13mar86/canx 07mar88), ex 5N-AOX (ntu), ex EI-BMV (reg mar88), ex G-TBAC (reg 01oct92/canx 30jun94), ex N419SA (reg 05dec95/canx 10jun97), to Shorts (Bombardier) in jun94, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3402/AK-002 , del mar97, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/12jun14) to N318BR (reg may14), i/a Black River Technical College (Law Enforcement Training Academy), Pochontas (AR) (12jun14/mar18), sold to Cactus Air Force – Wd Wheels Museum at Carson City (NV) in mar18, believed to have delivered to Carson City (NV) soon after sale and confirmed there in nov19
93-01319	C-23C	SH3403/AK-003	Built as SD3-60-200 with c/n SH3629 , ex G-14-3629, ex G-BKZS (reg 12oct83/canx 06dec83), ex N913SB (reg 16dec83/canx 06jun97), to Shorts (Bombardier) in oct94, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3403/AK-003 , del mar97, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13), last reported still std at Henry Post AAF in feb14, fate?
93-01320	C-23C	SH3404/AK-004	Built as SD3-60-200 with c/n SH3628 , f/f 12feb83, ex G-14-3628, ex G-BKZR (reg 12oct83/canx 23oct84), OY-MMC (reg oct84), G-SALU (reg 10oct85/canx 09mar89), G-OAEX (reg 09mar89/canx 23aug91), ex G-BKZR (reg 23aug91/canx 04oct94), ex N424SA (reg 04oct94/canx 18apr97), to Shorts (Bombardier) in oct94, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3404/AK-004 , del mar97, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/feb14), to N863DZ (reg 21nov14)
93-01321	C-23C	SH3405/AK-005	Built as SD3-60-100 with c/n SH3634 , f/f 26jan84, ex G-14-3634, ex G-BLCS (reg 08dec83/canx 28mar84), N132DA (reg 30mar84/canx 12may97), to Shorts (Bombardier) in jul94, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3405/AK-005 , del mar97, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/09dec14), std 309th AMARG since 09dec14
93-01322	C-23C	SH3406/SK-006	Built as SD3-60-200 with c/n SH3645 , f/f 01may84, ex G-14-3645, ex G-BLGF (reg 24feb84/canx 01may84), ex N633KC (reg 24may84/canx 12jun97), to Shorts (Bombardier) in jul94, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3406/AK-006 , del mar97, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/16oct14), std 309th AMARG since 16oct14. Registration N170Z was reserved on behalf of the USDA Forestry Service but not taken up.
93-01323	C-23C	SH3407/AK-007	Built as SD3-60-200 with c/n SH3643 , f/f 10apr84, ex G-14-3643, ex G-BLGD (reg 24feb84/canx 24apr84), ex N631KC (reg 30apr84/canx 02apr97), to Shorts (Bombardier) in jul94, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3407/AK-007 , del mar97, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/30jul14), std 309th AMARG (30jul14/01jun16), to USDA Forestry Service as N151Z (res 11aug14, reg 20nov14)
93-01324	C-23C	SH3408/AK-008	Built as SD3-60-100 with c/n SH3636 , ex G-14-3636, ex G-BLEE (reg 30jan84/canx 19mar84), ex EI-BEL (reg feb84), ex G-SBAC (reg 05feb92/canx 15sep95), ex N408SA (reg 02oct95/canx 02apr97), to Shorts (Bombardier) in jul94, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3408/AK-008 , del mar97, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/feb14), to USDA Forestry Service as N114Z (reg 05sep14)
93-01325	C-23C	SH3409/AK-009	Built as SD3-60-200 with c/n SH3646 , f/f 15may84, ex G-14-3646, ex G-BLIJ (reg 24feb84/canx 30may84), ex N634KC (reg 05jun84/canx 30jun97), to Shorts (Bombardier) in feb96, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3409/AK-009 , del jun97, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/10sep14), std 309th AMARG (10sep14/29jun16), to USDA Forestry Service as N110Z (reg 15nov18)
93-01326	C-23C	SH3410/AK-010	Built as SD3-60-200 with c/n SH3649 , f/f 15jun84, ex G-14-3649, ex G-BLIM (reg 24apr84/canx 19jun84), ex N346MV (reg 28jun84/canx 20jun97), to Shorts (Bombardier) in feb96, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3410/AK-010 , del may97, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/22sep14), std 309th AMARG (22sep14/08jun16), to USDA Forestry Service as N174Z (res nov14, reg 11jun18)
93-01327	C-23C	SH3411/AK-011	Built as SD3-60-200 with c/n SH3650 , f/f 28jun84, ex G-14-3650, ex G-BLIN (reg 24apr84/canx 28jun84), ex N347MV (reg 02jul84/canx 04nov97), to Shorts (Bombardier) in feb96, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3411/AK-011 , del may97, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/29sep14), std 309th AMARG (29sep14/28jun16), to USDA Forestry Service as N176Z (res sep14, reg 05jun18)
93-01328	C-23C	SH3412/AK-012	Built as SD3-60-100 with c/n SH3657 , ex G-14-3657, ex G-BLPV (reg 03oct84/canx 08jun88), ex SE-KEX (reg 07jul88/22nov91), ex G-BLPV (reg 22nov91/canx 12dec94), ex N412SA (reg 27feb96/canx 04nov97), to Shorts (Bombardier) in feb96, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3412/AK-012 , del jul97, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (jul13/feb14), to USDA Forestry Service as N161Z (reg 05aug14)
93-01329	C-23C	SH3413/AK-013	Built as SD3-60-100 with c/n SH3660 , ex G-14-3660, ex G-BLPY (reg 03oct84/canx 01jun88), ex SE-KEY (reg 01sep88/canx 02aug91), ex G-MAXW (reg 12aug91/canx 09dec94), ex N413SA (reg 26feb96/canx 04nov97), to Shorts (Bombardier) in feb96, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3413/AK-013 , del jul97, redesignated C-23C in '03, cvtd to C-23C-1 and redesignated C-23D ('10), std Henry Post AAF, Fort Sill (OK) (nov13/feb14), to NASA as N446NA (reg 13sep16)
93-01330	C-23C	SH3414/AK-014	Built as SD3-60-100 with c/n SH3664 , ex G-14-3664, ex G-BLTO (reg 15jan85/canx 28feb86), ex EI-BSM (reg feb86), ex G-BLTO (reg 12jun86/canx 15jun89), ex SE-KKZ (reg 15jun89/canx 18mar92), ex G-BLTO (reg 18mar92/canx 26may95), ex N426SA (reg 26feb96/canx 04nov97), to Shorts (Bombardier) in feb96, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3414/AK-014 , del aug97, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (dec13/feb14), to N491AK (reg 02jan15)
93-01331	C-23C	SH3415/AK-015	Built as SD3-60-100 with c/n SH3708 , ex G-14-3708, ex G-BNBD (reg 07nov86/canx 05aug91), ex G-OGCI (reg 05aug91/canx 05may95), ex N435SA (reg 27feb96/canx 07nov97), to Shorts (Bombardier) in feb96, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3415/



A pair of C-23C Sherpa aircraft were used by the 1st USASB AVN CO at Al-Arish Airport (Egypt) between 2010 and 2013. The aircraft were assigned to the Multinational Force and Observers (MFO) which is an independent organization which was established after the Camp David accords between Egypt and Israel in 1979. On 30 November 2013, two C-23s (93-01330 and 94-00310) passed through Europe while on their way back to the United States. This was the end of the final C-23 deployment with the MFO and they made a stop at Glasgow-Prestwick Airport. The badge visible on the wheelbay is the MFO crest. (Bob Smith).

			AK-015 , del sep97, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/feb14), to N492AK (reg 19dec14)
93-01332	C-23C	SH3416/AK-016	Built as SD3-60-100 with c/n SH3687 , ex G-14-3687, ex G-BMHY (reg 26nov85/canx 30may91), ex G-OREX (reg 30may91/canx 25jan95), ex N428SA (reg 27feb96/canx 07nov97), to Shorts (Bombardier) in feb96, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3416/AK-016 , del oct97, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/feb14), to USDA Forestry Service as N163Z (reg 29sep14)
93-01333	C-23C	SH3417/AK-017	Built as SD3-60-200 with c/n SH3647 , f/f 24may84, ex G-14-3647, ex G-BLIU (reg 24apr84/canx 12jun84), ex N635KC (reg jun84), ex VH-TAO (reg jan90/canx oct94), to N635KC (reg dec94/canx 03mar98), to Shorts (Bombardier) in dec94, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3417/AK-017 , del oct97, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/15oct14), std 309th AMARG since 15oct14
93-01334	C-23C	SH3418/AK-018	Built as SD3-60-200 with c/n SH3654 , f/f 20sep84, ex G-14-3654, ex G-BLJU (reg 06jun84/canx 12nov84), ex N369MQ (reg 14dec84/canx 27apr98), to Shorts (Bombardier) in dec96, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3418/AK-018 , del oct97, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/25nov14), std 309th AMARG since 25nov14
93-01335	C-23C	SH3419/AK-019	Built as SD3-60-200 with c/n SH3658 , ex G-14-3658, ex G-BLPW (reg 03oct84/canx 14dec84), ex N371MQ (reg 20dec84/canx 05may98), to Shorts (Bombardier) in nov97, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3419/AK-019 , del dec97, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (13aug13/29dec14), std 309th AMARG since 29dec14
93-01336	C-23B+	SH3420/AK-020	Built as SD3-60-200 with c/n SH3684 , f/f 09dec85, ex G-14-3684, ex G-BMHV (reg 26nov85/canx 02dec85), ex N375MQ (reg 09dec85/canx 07may98), to Shorts (Bombardier) in nov97, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3420/AK-020 , del jan98, Det.1 H/171st AVN FL ARNG (jan98/03mar01), w/o 03mar01. Crashed near Unadilla (GA), while on its way from Hurlburt Field AFB (FL) to NAS Oceana (VA), killing crew of three and eighteen VA ARNG staff of 203rd RHS (Red House Squadron) VA ANG on board. The accident was caused by cargo shifting during heavy turbulence. Also windshear, a faulty weather radar, poor route selection and imbalance of the cargo were blamed by the investigation board
94-00307	C-23C	SH3421/AK-021	Built as SD3-60-200 with c/n SH3682 , f/f 25nov85, ex G-14-3682, ex G-BMER (reg 18sep85/canx 30oct85), ex N373MQ (reg 15nov85/canx 07may98), to Shorts (Bombardier) in dec97, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3421/AK-021 , del may98, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (jul13/feb14), to N373MQ (res aug14, ntu and canx 17sep14), to USDA Forest Service as N142Z (res sep14, reg 20nov14)
94-00308	C-23C	SH3422/AK-022	Built as SD3-60-200 with c/n SH3683 , f/f 29nov85, ex G-14-3683, ex G-BMES (reg 18sep85/canx 22nov85), ex N374MQ (reg 04dec85/canx 02jun98), to Shorts (Bombardier) in dec97, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3422/AK-022 , del jun98, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/19may15), std 309th AMARG since 19may15
94-00309	C-23C	SH3423/AK-023	Built as SD3-60-200 with c/n SH3685 , f/f 13dec85, ex G-14-3685, ex G-BMHV (reg 26nov85/canx 02dec85), ex N374MQ (reg 09dec85/canx 02jun98), to Shorts (Bombardier) in jan98, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3423/AK-023 , del jun98, redesignated C-23C in '03, possibly cvtd to C-23C-1 (and redesignated C-23D) by M7 Aerospace at San Antonio (TX) ('10), std Henry Post AAF, Fort Sill (OK) (nov13/06may15), std 309th AMARG since 06may15
94-00310	C-23C	SH3424/AK-024	Built as SD3-60-200 with c/n SH3666 , ex G-14-3666, ex G-BLUD (reg 24jan85/canx 11feb85), ex N191SB (reg 14feb85/canx nov94), ex C-GLAO (reg 23may95/canx 29may97), ex N403SA (reg 26mar97/canx 25aug98), to Shorts (Bombardier) in oct97, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridge-

94-00311	C-23C	SH3425/AK-025	port (WV) and c/n changed to SH3424/AK-024 , del aug98, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (dec13/29dec14), std 309th AMARG since 29dec14 Built as SD3-60-200 with c/n SH3644 , f/f 16apr84, ex G-14-3644, ex G-BLGE (reg 24feb84/canx 03may84), ex N632KC (reg 10may84), ex C-GLAJ (reg 09nov94/canx 30jul96), ex G-BLGE (reg 31jul95/canx 11jul97), ex C-GLAJ (reg 11jul97/canx 16sep97), ex N418SA (reg 10oct97/canx 25aug98), to Shorts (Bombardier) in oct97, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3425/AK-025 , del aug98, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/09sep14), std 309th AMARG (09sep14/27may16), to USDA Forestry Service as N145Z (res aug14, reg 29sep14)
94-00312	C-23C	SH3426/AK-026	Built as SD3-60-200 with c/n SH3662 , ex G-14-3662, ex G-BLWA (reg 26feb85/canx 11mar85), ex N362SA (reg mar85/canx 25aug98), to Shorts (Bombardier) in jan98, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3426/AK-026 , del aug98, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (nov13/15oct14), std 309th AMARG since 15oct14
94-00313	C-23C	SH3427/AK-027	Built as SD3-60-200 with c/n SH3663 , f/f 29jan85, ex G-14-3663, ex N360SE (reg feb85/canx 12oct00), to Shorts (Bombardier) in jan98, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3427/AK-027 , del oct98, redesignated C-23C, std Henry Post AAF, Fort Sill (OK) (nov13/16oct14), std 309th AMARG since 16oct14. Registration N113Z was reserved on behalf of the USDA Forestry Service but not taken up.
94-00314	C-23C	SH3428/AK-028	Built as SD3-60-200 with c/n SH3689 , f/f 16apr84, ex G-14-3689, ex G-BMLD (reg 18feb85/canx 16apr86), ex EI-BSP (reg apr86), ex G-UBAC (reg 08apr93/canx 05oct93), ex SE-KXU (reg oct93), ex G-UBAC (reg 25aug95/28jan98), ex N6368X (reg 26sep97/canx 12oct00), to Shorts (Bombardier) in sep97, cvtd to C-23B+ by Bombardier at West Virginia Air Center, Bridgeport (WV) and c/n changed to SH3428/AK-028 , del oct98, redesignated C-23C in '03, std Henry Post AAF, Fort Sill (OK) (18jun13/22aug14), std 309th AMARG (22aug14/24jun16), to USDA Forestry Service as N6368X (res 28may14, canx 16sep14), rr to N148Z (reg 16sep14)

As the serial overview shows, several C-23s were granted a second life with the United States Department of Agriculture – Forestry Service. Other aircraft found their way onto the civil market and the US Government also offered Sherpas via the Foreign Military Sales (FMS) programme. Four aircraft were offered to the Philippines Coast Guard end-2015. Aircraft 88-01869, 90-07012, 90-07015 and 90-07016 were allocated, but the deal never materialized. The same was valid for aircraft being offered to the Estonian and Djibouti Air Forces. In 2017, C-23s were also offered to the Aviação do Exército Brasil. Initially, fifteen aircraft were in scope but this was reduced to six airworthy C-23s and a pair of aircraft to serve as spares resource. The 4°BAVEx at Manaus-Ponta Palada is planned to receive its first aircraft early-2021. Four serials are confirmed to be involved in this sale (93-01321, 93-01334, 93-01335 and 94-00310), but the identity of the others is not yet known. Despite an approval from the Brazilian side for this sale in November 2019, also this deal was cancelled. Similar to the tension between the US Army and the US Air Force over fixed wing aviation assets, also the Força Aerea Brasileira (FAB) challenged the change in the decree issued by the Brazilian Ministry of Defense which would allow the army to operate fixed wing aircraft. The original decree of 1986 only lists helicopters or rotating wings, and this was changed into “aerial vectors”. The FAB challenge was successful and the C-23 deal was cancelled in June 2020.

Regional Flight Centers

From 2 October 1995 until 4 October 2015, four Regional Flight Centers were active under the OSACOM. After the transfer to the OSA-A, three of the Regional Flight Centers were deactivated. This was the Order of Battle shortly before the re-organization of October 2015:

Alaska RFC AK ARNG	C-12, UC-35	AASF Bryant AAF, JB Elmendorf-Richardson (AK)
Fort Belvoir RFC VA ARNG	C-12, UC-35	Davison AAF, Fort Belvoir (VA)
Fort Hood RFC TX ARNG	C-12	ASF Hood, Robert Grey AAF, Fort Hood (TX)
Fort Lewis RFC WA ARNG	C-12	AASF#1 Grey AAF, Fort Lewis, JB Lewis-McChord (WA)

Of these four units only the one at Fort Belvoir (VA) survived. It was renamed non-executive OSA-A Flight Detachment. The official UE (Unit Equipment) of this detachment are a single C-12 and four UC-35 aircraft. However, ADSB data shows that usually two C-12s are in use. The most likely explanation is that an additional aircraft is kept in operational reserve here, and it is passed on to a State Flight Detachment if their own aircraft is send off for modifications or deep maintenance.



One of four UC-35A1 Citation aircraft (98-00009) assigned to the OSA-A Flight Detachment can be seen here on the tarmac at Hato (Curacao) on 16 June 2005. This unit was one of four Regional Flight Centers and the only one which survived the 2015-reorganization. (Felix Martina).

The following aircraft are currently assigned to the OSA-A Flight Detachment (excluding the additional, rotation C-12):

Serial:	Type:	c/n:	l/n:	ADSB:	Remarks:
94-00322	C-12V	BW-11	feb20	may20	del end '95 as C-12R cvtd to C-12R+, cvtd to C-12V (by 30sep08)
97-00104	UC-35A1	560-0468	mar20	may20	ex N51042 (reg mar98), del apr98 as UC-35A, cvtd to UC-35A1 standard
98-00007	UC-35A1	560-0501	jan20	may20	ex N51896 (reg mar99), del jun99 as UC-35A, cvtd to UC-35A1 standard
98-00008	UC-35A1	560-0505	dec19	may20	ex N52229 (reg mar99), del jun99 as UC-35A, cvtd, to UC-35A1 standard
98-00009	UC-35A1	560-0508	dec19	may20	ex N5085E (reg mar99), del aug99 as UC-35A, cvtd to UC-35A1 standard

The four UC-35s have in the past often been listed in error as operated by the USAPAT (or PATD for Priority Air Transport Detachment). On the USAPAT facebook site and in press releases one can find that only three UC-35 aircraft are in use by USAPAT (which are already listed earlier in this article).

(Former) States Flight Detachments

The core of the OSACOM were the fifty-two State Flight Detachments. The primary role of these detachments is to provide domestic time-sensitive and/or mission-critical passenger and cargo transport. Against common belief, the OSA-A fleet is not exclusively used to transport high ranking officers. Also the lowest ranking privates can catch a ride if they need too as long as their travel is within the mentioned parameters, and the travel request is approved by the JOSAC. An example of a time-sensitive mission is the transportation of blood donated by volunteers to centralized medical centres for processing and further distribution to US military hospitals and medical facilities around the globe.

Given the OSA-A mission statement to provide fixed wing support to state, national and global contingencies, the SFDs are also engaged when required in relief efforts during natural disasters. Most of the times this takes place inside the borders of the United States during for example floods and hurricanes. But sometime they also deploy to other countries for similar missions, mostly in Central and Southern America

Operational support has also been provided to US military efforts overseas. Detachments have been maintained in the Middle East of over twenty years now, with currently a C-12 Detachment in Kuwait and C-26 Detachments in the Middle East and at Kandahar (Afghanistan). In addition AFRICOM (US Africa Command) is supported with a two-aircraft C-12 detachment at Mogadishu (Somalia) and SOUTHCOM (US Southern Command) is supported with a single-aircraft C-12 detachment at Bogota (Colombia). The various SFDs man these deployments on a rotation basis, which on a regular basis results in aircraft being reassigned amongst the units.

To perform their duties, the SFDs are equipped with two aircraft types: C-12 Huron and C-26 Metroliner. First a closer look at the Fairchild Swearingen C-26 Metroliner. In total thirteen of these aircraft were used at some point in time by the US Army. They were all delivered as C-26B standard. The first one was an earlier model which is based on the SA227-AC Metro III, while all others were based on the SA227-DC Metro 23. Eleven were modified to C-26E standard, and the other two were retired (one was sold to the Fuerza Aérea Colombiana and the other one was handed over to the USAF). All eleven surviving C-26E aircraft are assigned to the OSA-A.

The Beech King Air has a much longer history with the US military, which designated these aircraft as C-12 Huron. Different versions are in used by the Army, Air Force, Navy and Marines. The first aircraft for the US Army were purchased using 1973 funds and delivered the next year. Over a number of years addition orders were placed to replace the ageing King Air 90 (U-21 Ute). This was not just in the already described roles, but also for VIP transport and electronic warfare/reconnaissance duties (RC-12 family aircraft). In later years, more modern versions were purchased to replace the older aircraft. A high level overview of the basic versions used by the US Army (excluding the special mission versions) is:

- C-12A Based on the King Air A200
- C-12C Standard C-12A with upgraded engines (Pratt & Whitney PT6A-41 turboprops which replaced the PT6A-38 engines of the C-12A).
- C-12D Based on the King Air A200CT, fitted with a cargo door and landing gear improvements for operations from unprepared surfaces.
- C-12F USAF version for cargo and passenger transport duties, forty-four were later transferred to the US Army, which also purchased twenty additional aircraft directly from the manufacturer. Based on the King Air A200CF (c/n range up to **BP-63**) and King Air B200C (c/n range **BP-64** and higher).
- C-12L Three special mission Beech A200s were purchased under the *Cefly Lancer* programme and designated RU-21J. They were modified for VIP transport duties and re-designated C-12L in 1984.
- C-12R Standard commercial King Air B200C with glass cockpit
- C-12T Upgraded C-12F aircraft, with improved cockpit instruments
- C-12U Upgraded C-12T aircraft for compliance with global air traffic management rules
- C-12V Upgraded C-12R aircraft, improved cockpit instruments (Rockwell Collins Pro Line 21 Flight Management System, including multi functional displays)

It should also be mentioned that the OSA-A also has a single C-12J on strength. It is assigned to the Alaska ARNG. This is not a Beech 200-family aircraft, but a larger Beech 1900C commuter airliner. It is one of only two of these aircraft in use by the US Army. The other one (86-00082) used to be assigned to E(-)/52nd AVN at Seoul (K-16), Soengnam AB in South Korea. It departed to the United States in November 2019. This reason for this aircraft returning to the United States is probably to undergo deep maintenance, or it has been transferred to another unit.

The fleet of C-12 aircraft currently in use by the OSA-A is on average thirty-three years old, with the oldest aircraft being delivered in 1982. On average, the aircraft have over 17,000 flying hours on the clock. Given the age of these aircraft, the US Army has been looking for a replacement aircraft for both the C-12 and C-26 for some time now. In 2012, plans were made to replace the ageing fleet during fiscal year 2014 and 2018. These plans were cancelled and a new request for proposals to the aviation industry was made in 2017. Later during the same year it was decided to cancel this solicitation too without selecting a winner. The main reasons were budgetary issues with too many other high priority projects. Also the fact that only a single bidder made a final offer (Sierra Nevada Corporation) did not help. As these words are written, there are no concrete plans to relaunch a replace-



This picture clearly shows the long and slim fuselage of the C-26 Metroliner. As a result, passengers have been known to complain about the lack of cabin space for themselves and their luggage. Despite this, the aircraft fulfil a valuable task by inter-theater and domestic transport of personnel and cargo. The aircraft shown here (91-00513) is seen at Hato (Curacao) on 24 September 2011. At this point in time Det.24 OSACOM SC ARNG was the proud owner of this aircraft. The unit would later be reflagged to Det.5 B/2-641st AVN SC ARNG. (Felix Martina).

ment project. Given the plans to drastically modernize the assault, attack, reconnaissance and transport helicopter fleets of the US Army, it will probably take quite some more time before the US Army Aviation will be able to find budget to modernize their fixed-wing utility fleet.

As part of the 2015-reorganization, all but five of these detachments were reflagged. Reflagging is the US Army term for allocating a new unit designation to an outfit, including adopting the history (lineage) of the new unit designation. This way, the history, flags and colours of units with a longer history are preserved. This was also the case during this reorganisation when 2-245th AVN and 2-641st AVN were re-activated to replace the forty-eight SFDs. Since there still are a few gaps in the known data, the overview is presented in alphabetical order of the states. Next to each state, both the old and (if known) the new unit designations are mentioned. Of course we also list the basic aircraft type in use by each unit, and its homebase.

State:	OSACOM Unit:	New Unit:	Type:	Location:
Alabama SFD	Det.5 OSACOM	Det.4 B/2-641st AVN (TA)	C-12	AASF#1 Montgomery RAP (AL)
Alaska SFD	Det.54 OSACOM	C(-)/2-641st AVN (TA)	C-12*	AASF Elmendorf AFB, JB Elmendorf-Richardson (AK)
Arizona SFD	Det.31 OSACOM	Det.4 A/2-641st AVN (TA)	C-12	Goldwater ANGB, Phoenix-Sky Harbor IAP (AZ)
Arkansas SFD	Det.30 OSACOM	Det.2 A/2-245th AVN (TA)**	C-26	AASF Camp Robinson AAF, North Little Rock (AR)
California SFD	Det.32 OSACOM	?	C-12	AASF#3 Sacramento Mather Airport (CA)
Colorado SFD	Det.33 OSACOM	Det.6 C/2-245th AVN (TA)	C-26	AASF#1 Buckley AFB, Aurora (CO)
Connecticut SFD	Det.6 OSACOM	Det.2 B/2-641st AVN (TA)	C-12	AASF Bradley IAP, Windsor Locks (CT)
Delaware SFD	Det.7 OSACOM	?	C-12	AASF New Castel Airport, Wilmington (DE)
District of Colombia SFD	Det.4 OSACOM	?	C-26	AASF Davison AAF, Fort Belvoir (VA)
Florida SFD	Det.8 OSACOM	Det.1 B/2-245th AVN (TA)	C-12	Northeast Florida RAP, St. Augustine (FL)
Georgia SFD	Det.9 OSACOM	B(-)/2-245th AVN (TA)	C-26	AASF#2 Dobbins ARB, Marietta (GA)
Hawaii SFD	Det.55 OSACOM	Det.3 C/2-641st AVN (TA)	C-26	AASF#1 Wheeler AAF, Schofield Barracks (HI)
Idaho SFD	Det.35 OSACOM	Det.3 C/2-245th AVN (TA)	C-12	AASF Boise Airport, Gowen Field (ID)
Illinois SFD	Det.36 OSACOM	Det.5 A/2-245th AVN (TA)	C-12	AASF#1 Decatur Airport (IL)
Indiana SFD	Det.10 OSACOM	Det.3 B/2-245th AVN (TA)	C-12	AASF#2 Indianapolis IAP (IN)
Iowa SFD	Det.34 OSACOM	Det.6 B/2-641st AVN (TA)	C-12	Ankeny TAP (IA)
Kansas SFD	Det.37 OSACOM	Det.1 C/2-641st AVN (TA)	C-12	AASF#1 Forbes Field ANGB, Topeka (KS)
Kentucky SFD	Det.11 OSACOM	Det.4 C/2-245th AVN (TA)	C-12	AASF Boone NG Center, Capital City Airport, Frankfort (KY)
Louisiana SFD	Det.38 OSACOM	Det.7 A/2-641st AVN (TA)	C-12	AASF#1 Hammond Northshore RAP (LA)
Massachusetts SFD	Det.12 OSACOM	?	C-26	AASF#1 JB Cape Cod, Camp Edwards (MA)
Maryland SFD	Det.13 OSACOM	Det.2 C/2-641st AVN (TA)	C-12	Phillips AAF, Aberdeen Proving Ground (MD)
Maine SFD	Det.14 OSACOM	Det.3 A/2-641st AVN (TA)	C-12	AASF Bangor IAP (ME)
Michigan SFD	Det.15 OSACOM	?	C-12	Capitol City Airport, Lansing (MI)
Minnesota SFD	Det.39 OSACOM	?	C-12	AASF#1 St. Paul Downtown Airport, Holman Field (MN)
Missouri SFD	Det.40 OSACOM	Det.2 C/2-245th AVN (TA)	C-12	AASF Jefferson City Memorial Airport (MO)
Mississippi SFD	Det.16 OSACOM	B(-)/2-641st AVN (TA)	C-12	AASF#1 Hawkins-Evers IAP, Jackson (MS)
Montana SFD	Det.41 OSACOM	Det.7 B/2-245th AVN (TA)	C-12	AASF Helena RAP (MT)
Nebraska SFD	Det.43 OSACOM	Det.1 A/2-641st AVN (TA)	C-12	AASF#1 Lincoln MAP (NE)
Nevada SFD	Det.45 OSACOM	Det.3 B/2-641st AVN (TA)	C-12	AASF Reno Stead Airport (NV)
New Hampshire SFD	Det.18 OSACOM	?	C-12	AASF State Military Reservation, Concord MAP (NH)
New Jersey SFD	Det.19 OSACOM	?	C-12	AASF#2 Trenton-Mercer CAP, West Trenton (NJ)
New Mexico SFD	Det.44 OSACOM	Det.6 A/2-245th AVN (TA)	C-12	AASF Santa Fe MAP (NM)
New York SFD	Det.20 OSACOM	Det.5 C/2-245th AVN (TA)	C-12	AASF#3 Albany IAP, Latham (NY)
North Carolina SFD	Det.17 OSACOM	?	C-26	AASF#1 Raleigh Durham Airport, Morrisville (NC)
North Dakota SFD	Det.42 OSACOM	Det.7 C/2-245th AVN (TA)	C-12	AASF Bismarck MAP (ND)
Ohio SFD	Det.21 OSACOM	Det.2 A/2-641st AVN (TA)	C-26	AASF#2 Rickenbacker IAP, Columbus (OH)
Oklahoma SFD	Det.46 OSACOM	C(-)/2-245th AVN (TA)	C-12	Will Rogers ANGB, World Airport (OK)
Oregon SFD	Det.47 OSACOM	A(-)/2-641st AVN (TA)	C-12	AASF#1 McNary Field, Salem MAP (OR)
Pennsylvania SFD	Det.22 OSACOM	Det.1 B/2-641st AVN (TA)	C-12	AASF#1 Muir AAF, Fort Indiantown Gap (PA)
Puerto Rico SFD	Det.56 OSACOM	Det.7 C/2-641st AVN (TA)	C-12	AASF Isla Grande Airport, San Juan (PR)

Rhode Island SFD	Det.23 OSACOM	A(-)/2-245th AVN (TA)	C-12	AASF Quonset State Airport, North Kingston (RI)
South Carolina SFD	Det.24 OSACOM	Det.5 B/2-641st AVN (TA)	C-26	AASF McEntire JNGS, Eastover (SC)
South Dakota SFD	Det.48 OSACOM	Det.5 C/2-641st AVN (TA)	C-12	AASF Rapid City RAP (SD)
Tennessee SFD	Det.25 OSACOM	?	C-12	AASF#1 Grubbs Kyle Armory, Smyrna-Rutherford CAP (TN)
Texas SFD	Det.49 OSACOM	Det.7 B/2-641st AVN (TA)	C-12	AASF#1 Austin-Bergstrom IAP (TX)
Utah SFD	Det.50 OSACOM	Det.4 C/2-641st AVN (TA)	C-12	Roland W. Wright ANGB, Salt Lake City IAP (UT)
Vermont SFD	Det.27 OSACOM	?	C-12	AASF Burlington IAP (VT)
Virginia SFD	Det.26 OSACOM	Det.1 C/2-245th AVN (TA)	C-12	AASF#1 Richmond-Byrd Field IAP (VA)
Washington SFD	Det.51 OSACOM	Det.7 A/2-245th AVN (TA)	C-12	AASF#1 Gray AAF, Fort Lewis, JB Lewis-McChord (WA)
West Virginia SFD	Det.28 OSACOM	?	C-12	AASF#1 Parkersburg, Mid-Ohio Valley RAP (WV)***
Wisconsin SFD	Det.52 OSACOM	Det.5 A/2-641st AVN (TA)	C-26	AASF#2 Dane County RAP, Truax Field (WI)
Wyoming SFD	Det.53 OSACOM	Det.6 B/2-245th AVN (TA)	C-12	AASF Cheyenne RAP, Jerry Olson Field (WY)

* Alaska National Guard used to also have UC-35A1 aircraft assigned. Analysis of the UC-35 fleet however shows that lately none are flying out of Elmendorf AFB (AK) and the aircraft previously known to have been assigned there are confirmed with other units. We therefore believe that this unit no longer uses this aircraft type.

** New unit designation unconfirmed!

*** The West Virginia Army National Guard C-12 is often observed flying out of AAFA North Central West Virginia Airport, Benedum Aerospace Park, Bridgeport (WV), which is just east of Clarksburg (WV). The last confirmation from official sources about this detachment being located at Parkersburg (WV) dates back to November 2018. Possibly it has moved since.

Despite the fact that this reorganization was executed during fiscal year 2016, quite a few official websites, National Guard annual reports and other official sources are not yet updated and still refer to OSACOM Detachments. This makes it hard to figure out the missing details. Since a few recently published sources still mention the old detachment number, but specifically refer to OSA-A (or OSA) and not OSACOM it is possible that this are four of the five units which were not reflagged:

OSA Det.17 NC ARNG	AASF Raleigh Durham Airport, Morrisville (NC)
OSA Det.18 NH ARNG	AASF Concord MAP (NH)
OSA Det.28 WV ARNG	AASF Mid-Ohio Valley RAP Parkersburg (WV)
OSA Det.39 MN ARNG	AASF#1 St. Paul Downtown Airport, Holman Field (MN)

The exact C-12 subtype designation is in some cases hard to confirm, especially since the latest upgrades (C-12F to C-12T and then to C-12U, plus C-12R to C-12V) are basically cockpit upgrades only and no external visible differences can be noted. It was for example believed that all C-12R aircraft were already upgraded to C-12V standard by early-2018. So it came as a bit of a surprise that DynCorp was awarded a \$12 million contract to convert five C-12R aircraft to C-12V standard in July 2019.

If the new unit designation is not yet known, we have listed the old (OSACOM) unit designation between brackets.

Serial:	Type:	c/n:	unit:	l/n:	ADSB:	Remarks:
81-23544	C-12D-1	BP-25	see note 1	jun17	may20	Probably cvtd to C-12T-1
83-24146	C-12D-1	BP-35	(Det.27 OSACOM VT ARNG)	sep19	may20	Probably cvtd to C-12T-1
83-24147	C-12D-1	BP-36	(Det.19 OSACOM NJ ARNG)	nov19	may20	Probably cvtd to C-12T-1
84-00143	C-12T-3	BL-73	(Det.39 OSACOM MN ARNG)	feb20	jun20	
84-00144	C-12T-3	BL-74	Det.4 A/2-641st AVN AZ ARNG	mar20	may20	
84-00145	C-12T-3	BL-75	C-12 Detachment (South America)	may20	may20	see note 2
84-00146	C-12T-3	BL-76	(Det.28 OSACOM WV ARNG)	may20	jun20	
84-00149	C-12T-3	BL-79	C-12 Detachment (Kuwait)	oct19	may20	see note 3
84-00150	C-12T-3	BL-80	Det.7 C/2-245th AVN ND ARNG	nov19	jun20	
84-00151	C-12T-3	BL-81	Det.1 C/2-641st AVN KS ARNG	apr20	may20	



The majority of the State Flight Detachments have a single C-12 aircraft in use. The C-12T-3 shown here at Hato (Curacao) on 22 January 2016, has been in use by Louisiana Army National Guard since at least November 1998. Prior to that it was used by 207th AvnCo at Heidelberg, Germany, as C-12F-3. In Louisiana, Det.38 OSACOM was the owner of this Beech product. This detachment was reflagged to Det.7 A/2-641st AVN during fiscal year 2016. (84-00154, Felix Martina).



Both the Air National Guard and the Army National Guard use the Fairchild (Swearingen) C-26 Metroliner. The Air National Guard aircraft are modified for surveillance duties and often used in counter-drug trafficking missions. In contrast, the Army National Guard examples are solely used for transport of both persons and cargo. The example shown here (91-00572) is shown here while visiting Hato (Curacao) on 13 February 2011. This aircraft is currently used by B(-)/2-245th AVN GA ARNG, which previously was known as Det.9 OSACOM GA ARNG. (Felix Martina).

84-00153	C-12T-3	BL-83	C-12 Detachment (Africa)	mar19	jun20	see note 4
84-00154	C-12T-3	BL-84	Det.7 A/2-641st AVN LA ARNG	nov19	may20	
84-00159	C-12U-3	BL-89	Det.1 A/2-641st AVN NE ARNG	mar20	jun20	
84-00166	C-12U-3	BL-96	Det.4 C/2-641st AVN UT ARNG	jan20	may20	
84-00167	C-12U-3	BL-97	Det.3 A/2-641st AVN ME ARNG	mar20	may20	
84-00171	C-12T-3	BL-101	C-12 Detachment (Africa)	apr18	may20	see note 4
84-00172	C-12T-3	BL-102	Det.2 B/2-641st AVN CT ARNG	jan20	jun20	
84-00174	C-12T-3	BL-104	Det.2 C/2-245th AVN MO ARNG	aug19	may20	
84-00175	C-12T-3	BL-105	C(-)/2-245th AVN OK ARNG	aug19	may20	
84-00176	C-12T-3	BL-106	(Det.25 OSACOM TN ARNG)	jan20	may20	see note 5
84-00178	C-12T-3	BL-108	C(-)/2-641st AVN AK ARNG	jan20	may20	
84-00179	C-12T-3	BL-109	Det.6 A/2-245th AVN NM ARNG	dec19	jun20	
84-00182	C-12T-3	BL-112	Det.3 B/2-245th AVN IN ARNG	may20	jun20	
84-00484	C-12T-3	BL-118	C-12 Detachment (Kuwait)	oct19	may20	see note 3
84-00485	C-12T-3	BL-119	Det.4 C/2-245th AVN KY ARNG	mar20	jun20	
84-00486	C-12T-3	BL-120	A(-)/2-641st AVN OR ARNG	jan20	jun20	
84-00487	C-12U-3	BL-121	C-12 Detachment (Kuwait)	oct19	may20	see note 3
84-00489	C-12T-3	BL-123	Det.7 A/2-245th AVN WA ARNG	nov19	may20	
84-24376	C-12U-2	BP-47	(Det.15 OSACOM MI ARNG)	mar20	jun20	
84-24377	C-12U-2	BP-48	Det.7 B/2-245th AVN WA ARNG	jun19	jun20	
86-00079	C-12J	UD-2	C(-)/2-641st AVN AK ARNG	jun18	jun20	
86-60084	C-12T-2	BP-64	Det.5 C/2-245th AVN NY ARNG	oct19	jun20	
86-60085	C-12T-2	BP-65	(Det.7 OSACOM DE ARNG)	apr20	may20	
86-60086	C-12T-2	BP-66	(Det.32 OSACOM CA ARNG)	nov19	jun20	
86-60088	C-12T-2	BP-68	Det.1 B/2-245th AVN FL ARNG	nov17	jun20	
87-70160	C-12T-2	BP-70	Det.7 B/2-641st AVN TX ARNG	dec19	jun20	
89-00515	C-26E	DC-799M	Det.6 C/2-245th AVN CO ARNG	feb20	jun20	
91-00503	C-26E	DC-802M	Det.5 A/2-641st AVN WI ARNG	aug19	nov19	
91-00505	C-26E	DC-804M	(Det.12 OSACOM MA ARNG)	feb20	jun20	
91-00506	C-26E	DC-806M	C-26 Detachment (Afghanistan)	oct19	may20	See note 6
91-00507	C-26E	DC-807M	C-26 Detachment (Middle East)	sep19	nov19	See note 6
91-00509	C-26E	DC-810M	o/h Manassas RAP (VA)	feb20	jun20	See note 7
91-00511	C-26E	DC-813M	(Det.17 OSACOM NC ARNG)	jan20	jun20	
91-00513	C-26E	DC-815M	Det.5 B/2-641st AVN SC ARNG	sep19	jun20	see note 8
91-00572	C-26E	DC-828M	B(-)/2-245th AVN GA ARNG	feb20	jun20	
94-00259	C-26E	DC-857B	Det.5 B/2-641st AVN SC ARNG	feb20	jun20	
94-00323	C-12V	BW-12	Det.2 A/2-641st AVN OH ARNG	aug19	jun20	
94-00324	C-12V	BW-13	Det.2 C/2-641st AVN MD ARNG	dec19	jun20	
94-00325	C-12V	BW-14	Det.1 C/2-245th AVN VA ARNG	feb20	jun20	See note 9
94-00326	C-12V	BW-15	Det.1 B/2-641st AVN PA ARNG	nov19	jun20	
95-00089	C-12V	BW-17	o/h Donaldson Field Airport (SC)	nov19	may20	See note 10
95-00100	C-12V	BW-28	Det.7 A/2-245th AVN WA ARNG	nov19	may20	

Note 1: This aircraft has not been reported for a while. It was last seen with Det.7 C/2-641st AVN PR ARNG in June 2017. ADSB data shows this aircraft being alive and well, with the last reports showing it in use with Det.5 A/2-245th AVN IL ARNG at AASF Decatur Airport (IL) in June 2020.

Note 2: Huron 84-00145, in use by A(-)/2-245th AVN RI ARNG, was assigned to SOUTHCOM for a deployment and left its home base on 20 May 2020. ADSB data shows it heading south to Bogota (Colombia).

Note 3: Mid-October 2019, both 84-00484 and 84-00487 passed through Europe heading to the southeast. They were followed by 84-00149 about a week later. All three were heading for Ali Salem AB (Kuwait) where they are used to support US efforts in the Middle East, mainly Iraq. The aircraft were used by these units prior to their deployment:

84-00149 Det.7 A/2-245th AVN WA ARNG
 84-00484 Det.5 C/2-641st AVN SD ARNG
 84-00487 Det.3 C/2-245th AVN ID ARNG

Note 4: A pair of C-12s seems to be assigned to AFRICOM (US Africa Command) for quite some time now. Both were last seen while passing through Europe, but are recorded on ADBS on a regular base over the African continent. They seem to have Mogadishu (Somalia) as their base of operations:

84-00153 Transit through Europe early-March 2019. The last time its unit was confirmed dates back to February 2013. Back then it was assigned to Det.27 OSACOM VT ARNG.
 84-00171 Transit through Europe mid-April 2018, at which point in time it was assigned to Det.1 C/2-641st AVN KS ARNG.

Note 5: This is a clear example where just taking ADSB data for face value can be tricky. It shows up there as flying in South Korea, however ADSB has hex code AE116C connected to tailnumber 84-00176. More detailed usage of other data, and combing it with actual sightings/photos, confirm that the aircraft is still in the United States. It actually has hex code AE03FC assigned. In January 2020, 84-00176 was confirmed with TN ARNG (another one of the unknown new unit designations, ex Det.25 OSACOM), and while checking the correct hex code it was confirmed flying there also in May 2020.

Note 6: Metroliner 91-00507 passed through Europe early-September 2019, followed by 91-00506 early-October 2019. The aircraft were heading to Southwest Asia for deployments. The last known assignments of these aircraft were:

91-00506 Det.1 A/2-641st AVN OH ARNG
 91-00507 (Det.5 OSACOM DC ARNG) – new unit designation unknown

Note 7: Aircraft 91-00509 was previously used by Det.17 OSACOM NC ARNG (new unit designation unknown) until it was flown to Manassas RAP (VA) for maintenance/upgrades on 13 May 2020.

Note 8: On 1 October 2019, C-26E 91-00513 returned via Europe to the United States at the end of its deployment to Afghanistan. The aircraft was last confirmed with Det.5 B/2-641st AVN SC ARNG, but ADSB data shows that it went to San Antonio (TX) for maintenance. It was recorded there during test flights in May and June 2020. On 5 June 2020, it was recorded on ADSB while flying to Clarksburg (WV). Its new unit allocation is not confirmed right now.

Note 9: In February 2020, C-12V 94-00325 was active with Det.1 C/2-245th AVN VA ARNG. ADSB data shows the aircraft flying out of Davison AAF, Fort Belvoir (VA) in May and June 2020.

Note 10: C-12V 95-00089 was last reported in November 2019. Its unit was not noted at that point in time, but ADSB data shows it was used by Det.4 C/2-245th AVN KY ARNG at that point in time. It was undergoing maintenance at Donaldson Field Airport (SC) by May 2020.

A careful reader might have noticed an issue with the C-12 serial list. There are more units than aircraft. This can partially be explained by the deployments to Africa, Middle East and South America. Deployed units do not own an aircraft back in the United States. This is rather logical since most units only has a single aircraft on strength. Also units which just returned from long deployments usually temporary do not have an aircraft assigned.

Training

Concluding this article, it should also be mentioned that the OSAA was responsible for all Army National Guard fixed-wing operations and standardization. As such the Fixed Wing Army National Guard Aviation Training Site (FWAATS) at AAFA North Central West Virginia Airport, Benedum Aerospace Park, Bridgeport (WV) worked closely the OSAA. With the change from the OSAA to the OSA-A, this did not change. The FWAATS was established as a detachment from the Eastern Army National Guard Aviation Training Site (EAATS) from Fort Indiantown Gap (PA). In 1992, it became independent and was renamed FWAATS. The role of the training unit is to provide fixed wing aircrew training for Active Duty, Reserve and Army National Guard staff. The content of the training syllabus at the FWAATS is audited and controlled by the United States Army Training and Doctrine Command (TRADOC), which has its headquarters at Fort Eustis (VA).

Three flight sections used to be part of the FWAATS: C-12 Section, C-23 Section and C-26 Section. With the retirement of the C-23 in January 2014, there obviously was no need for aircrew training anymore on this type and this section was disbanded. The following four aircraft are currently assigned to the FWAATS:

Serial:	Type:	c/n:	I/n:	ADSB:	Remarks:
86-60087	C-12T-2	BP-67	jan20	may20	del as C-12F-2, cvtd to C-12T-2, with FWAATS since at least jan19
87-70161	C-12T-2	BP-71	jan20	apr20	del as C-12F-2, cvtd to C-12T-2, with FWAATS since at least jan20
94-00320	C-12V	BW-9		may20	del as C-12R, cvtd to C-12R+, cvtd to C-12V (by sep08), with FWAATS since mid-may20, see note
90-00527	C-26E	DC-794M	oct19	jun20	ex N3004V (reg feb92), del to USAF as C-26B in mar92, transferred to the US Army end '97/early '98, cvtd to C-26E (by jan10), with FWAATS since at least apr98

Note: Aircraft 94-00320 has not been seen with FWAATS yet, it was last reported with B/6-52nd AVN USARC in April 2020. ADSB records show it in use with FWAATS by mid-May 2020.

The FWAATS currently also offers some training courses for King Air 300 aircraft equipped with Medium Altitude Reconnaissance and Surveillance Systems (MARSS). This are the Aircraft Qualification Course, Mission Rehearsal Training and Aerial Sensor Operator Mission Rehearsal Training courses. Possibly MARSS-equipped King Air 350 aircraft are used on loan from operational units based on requirement to support these courses

A modified C-12V is believed to be used by the FWAATS as well. This aircraft has been fitted with a canoe underneath the fuselage housing Intelligence, Surveillance, Target Acquisition and Reconnaissance (ISTAR) equipment. It was previously used by A/6-52nd AVN at NAS Fort Worth JRB (TX). Since April 2020, this aircraft is flying out of Sugar Land RAP (TX) near Houston. It is unclear if it is still assigned to the FWAATS or if it has left the unit.

Serial:	Type:	c/n:	I/n:	ADSB:	Remarks:
94-00316	C-12V	BW-5	apr17	may20	del as C-12R, cvtd to C-12V, to FWAATS post apr17

Credits: Danny Bonny, Ian Carroll, Andy Marden, Bob Smith, Pieter (“AK01”)

The immortal 初教-6



Erwin van Dijkman

Each year on 4 February, Sri Lanka celebrates Independence Day. Usually an impressive military parade is held and last year at the 71st anniversary, the 'new' PT-6s were shown off. Six of these were delivered in 2018 from the new production line. (Colombo, Rehman Abubakr)

Maybe the CJ-6 is one of those unsung heroes, or we are getting itchy when Chinese information sounds more like propaganda, but fact is that nearly 3,000 of this trainer were made. And, they are still being manufactured! Also, about 15% of them fly on the Warbird scene, mostly in the United States. So there is a fair chance to encounter one of these sturdy workhorses. We will give some short historic notes, some explanation on the production, followed by the military users, and the known construction numbers.

From humble beginnings

The Soviet lineage is quite obvious. Up to 1957, Factory number 320 license built 379 Yak-18 aircraft as CJ-5. This was in essence a good plane, but the lay-out with a tail wheel was deemed unsatisfactory to train future MiG-15 and J-5 pilots. Also the old fashioned pipe-and-cloth structure and ancient avionics made it less than suitable. Lastly, its electric power circuit was too low powered to be used with Chinese radio transmitters. So in 1957 the Shenyang design company was asked by the Fourth Bureau of the Chinese Ministry of Machinery Industry to make a more modern all-metal tricycle gear trainer.

The design was made from scratch by Lin Jiahua and approved in December 1957. By April 1958 the first wooden mock-up emerged. The nose was more streamlined than the Yak-18 because an air-cooled Czechoslovak Praga Doris M208B flat-6 cylinder 220HP engine was selected as power plant.



This is the wooden mock-up equipped with the Praga M208 Doris-B engine. That would probably have spurred Western 'experts' to call it a "T-34 look-alike"...

Soviet expert designers from both Yakovlev and Antonov design bureaus reviewed the prototype also suggesting alterations to the wing for example. At that point in time, the Shenyang factory number 112 was very busy producing the J-5 (MiG-17) and JJ-1 design study and responsibility for the CJ-6 was transferred to Nanchang factory number 320. Chief designer of Factory 320, Gao Zhenning, took this project under his wings with Lin Jiahua and Tu Jida transferred from Shenyang as deputy designers. The design team was beefed up even more by Shenyang that sent eighteen additional designers and work went ahead in a quick pace with 90 people working on the project now.

Close call

There were availability issues with the air-cooled Czechoslovak engine and wooden propeller. So the first prototype of the 'Trainer-1' as it was called by the factory, was equipped with a modest four cylinder Russian M-11FR 140HP radial engine. This gave the prototypes a more bulky nose again. Aircraft 01 was used for static testing and '1st Trainer Aircraft 02', or **102**, later called Hóng zhuān 502M 'Red Craftsman 502M' took to the air on 27 August 1958 for the first time by pilots Lu Maofan and He Yinxi. Later in 1958 the Doris-B engine duly arrived. After installing this in prototype Aircraft 04 many issues were found. For one, the aircraft could not reach its maximum design speed the engine not being matched properly with the propeller, it could not fly inverted and there were quality issues as well.

With the help of Soviet specialists a new design for a propeller was proposed but other priorities meant that production of that could not be started up in the foreseeable future. By late 1959 the future seemed dim and China was on the verge of buying the tricycle gear variant of the Soviets, the Yak-18A. In fact on 5 March 1960, the Fourth Bureau of the Chinese Ministry of Machinery Industry ordered Factory 320 in Nanchang to start building these in license.

Fitting a better engine

However, the design team had also gained permission from the Fourth Bureau in January 1960 to continue their design work and 'imitate the Yak-18A'. So, they took the engine from the Yak-18A, the 220HP WSK-Kalisz AI-14P, a license built version of the OKB-478 ZMKB Progress named after Academician A. G. Ivchenko model AI-14. It was incorporated in Aircraft 04,



First flight, of Hóng zhuān 502! (27 August 1958, Chinese internet)

that was slightly redesigned, underwent wind tunnel tests and on 18 July 1960 the machine performed its first flight. It was put to a strenuous test program. During 82 flights, 55 hours and 22 minutes flight time some major corrections were suggested. One of these you may have seen, is to slant back the bulkhead giving it its peculiar angle to be seen when the engine covers come off.

Early 1961 all the improvements were being incorporated. Again, a rigid test program followed. Most of 1961 was used to track down further issues. Aircraft 02 was used for performance test flights, electrical systems and instrument tests, Aircraft 03 was used for testing radio equipment and safety tests and Aircraft 04 for testing the flight envelope. After the flight test phase ended, on 15 October 1961, 1,800 sorties totalling 612 hours and 27 minutes had been flown. The aircraft performed as planned, better than the Yak-18A. In 1961, the two-type strategy was still being followed. After production batch 01 aircraft started to roll off the production line in September 1961 the Fourth Bureau tested Aircraft 02 in November and deemed it suitable to be handed over to the armed forces. Aircraft 06 was tested to see if the production standard aircraft reached the desirable quality and on 19 December 1961 the green light was formally given, thus starting its 60+ year career.

The production aircraft were equipped with a license built AI-14P, manufactured by Aircraft Factory number 331 Zhuzhou and named Huósāi 6. On 15 January 1963 a project was started to improve the performance of that engine. The

work was finished on 28 September 1964 and resulted in a rated power of 270HP, against 220HP of its predecessor. Also, the maximum output power was increased from 260 to 285HP without significant increase in weight. This meant that it performed much better throughout the flight envelope, higher speed, higher climb rate, higher service ceiling, increased range. Engine model 604-1 was named 'piston 6A', or Huósāi 6A and subsequently installed starting with batch 18. These aircraft were known as CJ-6A from then on.

No successor in sight

With the plane being built to last, the necessity of obtaining new aircraft decreased even further. In 1998 studies started in Russia to design a successor to the Yak-52. After assessing those plans in March 2004, the Hongdu Aviation Industry Group teamed up with Yakovlev and jointly developed the CJ-7/Yak-152 from 2006. The first flight took place in 2010 and the mass production of the CJ-6 had already been stopped. The CJ-7 had a different engine, simpler ejection seats but a more advanced cockpit than the Yak-152. The project was funded by Hongdu but did not attract any orders from the Chinese Air Force. So it went no further than the prototype stage. Most likely the 'TA-20' derivative of the Diamond DART-450 will now be the aircraft finally superseding the CJ-6.

The Air Force accepted that the CJ-6 has its disadvantages but it is available and cheap. Most important drawback is the torque caused by the huge radial engine requiring trainees to give right aileron against rolling. This in turn causes adverse yaw and requires compensation of that movement with the rudder. On subsequent jet aircraft that compensation technique needs to be eradicated. Also, the cockpit is a bit cramped and the speed is on the low side making a step to the K-8 a bit big. But that seems surmountable. So, in the cause of 2015 the production of the CJ-6 was officially re-assumed!

Production

The first three production aircraft were handed over to the armed forces on 28 December 1961. At that time the aircraft was referred to as Type-61. Meanwhile various major parts were being reverse engineered and by September 1963 all components could be manufactured in China. From that moment, it was a fully Chinese product and in 1964 it was renamed Chūjí jiào 6, literally 'Beginner 6'. During 1970, production was transferred to Factory 512. This explains some batches appearing with that numeral. This lasted only a



Some unique footage taken after the re-opening of the Hongdu production line disclosed these numerals crudely scribbled on the nose in red on this primer CJ-6A. It reads '71-09' and '2765', the 2765th CJ-6 built, batch 71, sequence number 09. (aired 1 April 2018, CCTV7)



Most of us will only ever see the CJ-6 in a museum or as a warbird. This line up of four of them can be found in the infamous China Aviation Museum with exhibits partly inside a huge mountain cavern. Just outside, 61968 and 61082 that lead 'MiG-alley', were formerly operated by the 6th Flying Academy. (Xiaotangshan, 12 September 2014, Erwin van Dijkman)

couple of years as Factory 512 merged into Factory 320 and the construction numbers regained the 320 coding.

We are uncertain how many were produced each year exactly. By 2004 the totals numbered 2,400, and by 2012 that had risen to 2576 and the highest build number spotted is 2765 in 2018. Because of these figures and the known construction number system, we have tried to do some reverse engineering ourselves. The construction number consists of three parts 'batch', factory number, and 'sequential number in batch'. So the first ever production machine from the first batch would be **01 320 01**. However, you will often encounter the presentation without the factory number. The middle part is often omitted or being replaced by a character resembling a hyphen; or a topped over '1' as some say.

The construction number plate can be found on the aircraft bulkhead. To reach it, stand on the starboard side, facing forward. Take a small camera, put your arm in the gap between the hulk and engine cover. Twist your hand backward and try to make a couple of photographs of the bulkhead.

Build numbers

One of the more exciting discoveries over the last couple of years was that during the manufacturing process sequential numbers are used. Aircraft in production are marked not only with batch and sequence number, but also with a build number. Footage taken in the factory after re-assumption of the production showed these build numbers chalked on. Visible were build numbers **2762** to **2765** with construction numbers **71(320)06** to **71(320)09**, the construction numbers were written as **71-06** to **71-09**.

We then 'counted back' to the first Bangladesh aircraft of the batch they received in 2016 sporting strange 27xx-series serials. These were awkward as all the known Bangladesh PT-6s until then used the construction number batch and sequence number as serial. So aircraft serial 2701 has construction number **6932041** and therefore *should* have been serial 6941! However, with production batches of 48 that aircraft is exactly build number **2701** when counting back from the four known ones... To complicate matters further, the next batch of twelve simply numbered on with 2713 although that is construction number **7032041** and likely build number **2749**! We have illustrated this in the production list found at the end of this article.

Military users

We will start with China and then the other military users in alphabetical order. For the latter we use the generic name PT-6, most are CJ-6A models. The countries may look familiar if you recall our K-8 article from a couple of years ago...

China

From 1962 onward the air academies received the basic trainer. Hundreds were delivered into the seventies. Over the years the number of basic training wings decreased somewhat. In the nineties huge numbers of aircraft were offered for sale to Warbird enthusiasts in Australia and the United States. Dozens of these affordable planes were crated out. Also, a couple were even sold factory fresh.

Our estimate would be that currently around 600 aircraft are still used for basic training. Mainly with the Aviation University Basic Training Base, the Instructor Training Base and the Harbin Flight Academy. Also, the basic training for naval pilots is done with the CJ-6 from Huludao.

Units

Manufacturing and maintenance

320 Factory	Hongdu Aircraft Corp (HAIC)	Nanchang/Jiang Xi
320 Factory	Hongdu Aircraft Corp (HAIC)	Nanchang/Yaohu
... Factory	maintenance	Changzhi/Wangcun
... Factory	maintenance	Harbin/Lalin

People's Liberation Army Air Force

Avn Univ Flight	1st Training Regiment	4x5x	Dafangshen
Basic Training Base	1st Training Regiment	4x1x	Changchun/Datun
	2nd Training Regiment	4x2x	Shuangcheng
	3rd Training Regiment	4x3x	Fuxin
	4th Training Regiment	4x4x	Jinzhou/Liushuibao
	Sky Wing A.D. Team	xx	Changchun/Datun
Instructor Trng Base	2nd Training Regiment	4x6x	Zibo
	3rd Training Regiment	4x7x	Yancheng
Harbin Flying Acad.	1st Training Brigade	1x1x	Shuang Yu Shu
	1st Training Brigade	1x1x	Wanggang

People's Liberation Army Naval Air Force

Naval Aviation Univ.	1st Air Regiment	81x0x	Huludao
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Serials - prototypes

01	Doris B engine	static test article	nov61
Hóng zhuān 502M	M-11FR engine	f/f 27aug58, pr. Yanliang	102 mar10
03	AI-14P engine		oct61
04	AI-14P engine	f/f 18jul59	oct61
05	AI-14P engine		
06	AI-14P engine	used for acceptance tests	dec61
07	AI-14P engine		

Confirmed tie-ups & construction numbers (new serial system)

01	Sky Wing Aerial Demonstration Team	6832034	aug17
02	Sky Wing Aerial Demonstration Team	6432045	aug17
03	Sky Wing Aerial Demonstration Team	6832027	aug17
04	Sky Wing Aerial Demonstration Team		aug17
05	Sky Wing Aerial Demonstration Team	6832014	aug17
06	Sky Wing Aerial Demonstration Team	5832004	aug17
07	Sky Wing Aerial Demonstration Team	4632028	aug17
07	Sky Wing Aerial Demonstration Team	6532013	sep16

07	Sky Wing Aerial Demonstration Team	aug17	81006/06	Nav. AU/1st Reg	
08	Sky Wing Aerial Demonstration Team 6932034	oct19	81007/07	Nav. AU/1st Reg	oct18
09	Sky Wing Aerial Demonstration Team	aug17	81008/08	Nav. AU/1st Reg	
10	Sky Wing Aerial Demonstration Team	aug11	81102/12	Nav. AU/1st Reg	
11	Sky Wing Aerial Demonstration Team	aug11	81103/13	Nav. AU/1st Reg	
12	Sky Wing Aerial Demonstration Team	aug11	81104/04	Nav. AU/1st Reg	(should be code 14?)
16	Sky Wing Aerial Demonstration Team	aug11	81107/07	Nav. AU/1st Reg	(should be code 17?)
4019/09	FBTB/1st Reg	mar13	81200/20	Nav. AU/1st Reg	
4021/01	FBTB/2nd Reg	jul18	81201/21	Nav. AU/1st Reg	
4022	FBTB/2nd Reg	photo	81202/22	Nav. AU/1st Reg	oct18
4023	FBTB/2nd Reg	jul18	81203/23	Nav. AU/1st Reg	oct18
4026/06	FBTB/2nd Reg	jul18	81208/28	Nav. AU/1st Reg	mar18
4041/01	FBTB/4th Reg		81300/30	Nav. AU/1st Reg	aug09
4045/05	FBTB/4th Reg	17	81303/33	Nav. AU/1st Reg	oct18
4047/07	FBTB/4th Reg		81306/36	Nav. AU/1st Reg	mar17
4048/08	FBTB/4th Reg	17	81503/53	Nav. AU/1st Reg	
4113/13	FBTB/1st Reg	mar13	81602/62	Nav. AU/1st Reg	
4115/15	FBTB/1st Reg	jun18	81700/70	Nav. AU/1st Reg	
4119/19	FBTB/1st Reg	jun18	81701/71	Nav. AU/1st Reg	oct18
4121	FBTB/2nd Reg	jul18	81702/72	Nav. AU/1st Reg	
4125/15	FBTB/2nd Reg	jul18	81703	Nav. AU/1st Reg	
4142/12	FBTB/4th Reg	apr19	81704/74	Nav. AU/1st Reg	oct18
4217/27	FBTB/1st Reg	aug15	81706/76	Nav. AU/1st Reg	
4218/28	FBTB/1st Reg	aug15	81804/84	Nav. AU/1st Reg	
4236/26	FBTB/3rd Reg	aug15	81902/92	Nav. AU/1st Reg	
4248/28	FBTB/4th Reg	6732016	81907	Nav. AU/1st Reg	
4314/34	FBTB/1st Reg	6732001			
4315/35	FBTB/1st Reg	6732002	Sightings are sparse; the list only has 80 serials. Of course we did not list the known serials in the <i>old</i> system and various preserved and instructional aircraft. But still, it is a bit of an ignored aircraft. During open houses, the local spotters take photographs of everything except the CJ-6A so it seems...		
4316/36	FBTB/1st Reg	4732044			
4318/38	FBTB/1st Reg	aug17			
4326/36	FBTB/2nd Reg	photo			
4328/38	FBTB/2nd Reg	jul18			
4329/39	FBTB/2nd Reg	jul18			
4331/31	FBTB/3rd Reg	mar18			
4335/35	FBTB/3rd Reg	17			
4361/31	FITB/2nd Reg	mar18			
4362/32	FITB/2nd Reg	mar18			
4410/40	FBTB/1st Reg				
4413/43	FBTB/1st Reg	aug15			
4420/40	FBTB/2nd Reg	nov15			
4423	FBTB/2nd Reg	jul18			
4429/49	FBTB/2nd Reg	nov15			
4453/43	FITB/1st Reg	photo			
4455/4_	FITB/1st Reg	photo			
4525/55	FBTB/2nd Reg	nov15			
4529/_9	FBTB/2nd Reg	photo			
4536/56	FBTB/3rd Reg	17			
4650	FITB/1st Reg	6732007			
4857/87	FITB/1st Reg	photo			
4859/89	FITB/1st Reg	jun18			
4873/83	FITB/3th Reg	oct19			
4877/87	FITB/3th Reg	6932024			
4957/97	FITB/1st Reg	oct19			
4970/90	FITB/3th Reg	jun18			
81002/02	Nav. AU/1st Reg	sep18			
81005/05	Nav. AU/1st Reg				

Sightings are sparse; the list only has 80 serials. Of course we did not list the known serials in the *old* system and various preserved and instructional aircraft. But still, it is a bit of an ignored aircraft. During open houses, the local spotters take photographs of everything except the CJ-6A so it seems...

Albania

As most of you will be aware of, the country that was once ruled by dictator Enver Hoxha was so strict in their communism that Russia and later China even turned their backs on it. Nonetheless, basic trainers were sourced in China in the fifties and sixties when relations were still good. After four Yak-18s and six Yak-18As, the PT-6 was obtained. How many is not exactly known. Operationally they were used by the Akademia e Forcave Ajore in Vlorë, military unit 4004 (formerly military unit 9011.)

Of course, 21 survived and were seen by many groups while they were stored at Berat-Kuçovë. However, when they were still at Vlorë some airframes were noted in a derelict state, one was largely burnt. Also, some surely crashed during their service live. We reckon that they actually got at least 24.

Of course, the modern era saw little use for the valiant trainer and the Forca Ajrore e Republikës së Shqipërisë tried to auction off these aircraft. Not a strange idea given the fact that the PT-6 is a popular aircraft with private owners. This did not go as planned but did provide us with some additional construction number and built year information.



In Europe, only the Albanian Air Force used the PT-6. These superseded the Yak-18 that was also used, in fact they were called Jak-18 locally. Many enthusiasts were able to visit the air bases with scores of aircraft from fifties lineage. This '08' is one of the mystery aircraft that was offered for sale in 2016 with quoted 'serial 711208'. (Berat/Kuçovë, 28 June 2007, Erwin van Dijkman)



Bangladesh uses the PT-6 in large quantities. They hold a yearly parade on 16 December to celebrate Victory Day, the end of the war with Pakistan. To participate, the Jessore-based PT-6s are usually sent to Dhaka. (Dhaka/Hazrat Shahjalal Intl, 11 December 2019, Hans van der Wilt)

Serials

01 *	std Kuçovë	(built aug71)	'711202'	mar13
02	pres Tīrana mus	(built aug71)		aug18
03 *	std Kuçovë	(built aug71)	'711103'	mar13
04 *	std Kuçovë	(built aug71)	'711104'	mar13
05	pres Kuçovë	(built aug71)		sep18
06	std Kuçovë	(built aug71)		may12
07 *	std Kuçovë	(built aug71)	'711207'	may12
08 *	std Kuçovë	(built aug71)	'711208'	oct16
34	std Kuçovë	(built mar67)	1932004	oct08
35	std Kuçovë	(built mar67)	1932005	oct08
36	std Kuçovë	(built mar67)	1932006	oct08
37 *	std Kuçovë	(blt mar67)	1932007/'711237'	may12
38	std Kuçovë	(built mar67)	1932008	oct08
40	dump Vlorë			apr00
41	pres Kuçovë			sep18
42	std Kuçovë		0532002	oct08
43	std Kuçovë	(built jun63)	0532003	oct08
44	std Kuçovë		0532004	oct08
46	std Kuçovë		0532006	oct08
47	std Kuçovë		0732027	oct08
48	std Kuçovë		0732028	oct08
50	std Kuçovë	(built jan64)	0732030	oct08

The ones with an "*" were in the auction document as 'Jak-18'. The numbers were given in that list as above. They do not match the known construction number sequences and we do not know what these numbers signify yet.

Bangladesh

By far the largest uses after China is the Bangladesh Air Force, the Bangladesh Biman Bahini. According to local sources they received 54 aircraft in eight different delivery batches. Their first aircraft should have arrived in 1977, another batch of twelve aircraft arrived in 1979. We know that between 1977 and 1985 38 aircraft were received, and before the newer deliveries started they reached the aforementioned 54. After these, another eight followed and two batches of 12 more arrived in 2016 and 2018 bringing the total tally to a whopping 86!

All were used by 11 squadron of the Flying Training Wing of the Military Academy residing at Jessore airfield, nowadays it is called Matiur Rahman Air Base. During its 40 year stint, 12 aircraft were lost in accidents. Most aircraft are painted yellow with red, although they still keep some dark green ones as well.

Units

Air Force Academy	11sq	Jessore/Matiur Rahman AB
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Serials

2701	11sq	(line nr 2701?)	6932041	dec19
2702	11sq	(line nr 2702?)	6932042?	jan19
2703	11sq	(line nr 2703?)	6932043?	dec19
2704	11sq	(line nr 2704?)	6932044?	dec17
2707	11sq	(line nr 2707?)	6932047?	dec16
2709	11sq	(line nr 2709?)	7032001?	feb20
2710	11sq	(line nr 2710?)	7032002?	dec17
2711	11sq	(line nr 2711?)	7032003?	jan18
2712	11sq	(line nr 2712?)	7032004?	dec17
2713	11sq		7032041	dec19
2714	11sq		7032042?	feb20
2715	11sq		7032043?	dec19
2716	11sq		7032044?	mar20
2717	11sq		7032045	dec19
2719	11sq		7032047	mar20
2720	11sq		7032048	mar20
2722	11sq		7132002	mar20
2723	11sq		7132003?	mar20
3201	11sq		3232001?	dec18
3202	pres.	Jessore-Matiur Rahman AB	3232002?	oct19
3203	11sq		3232003?	apr19
3204	pres.	Jessore Cantonment College	3232004	apr19
3411	11sq		3432011?	jan10
3412	pres.	Jessore-Matiur Rahman AB	3432012?	oct19
3414	11sq		3432014?	93
3415	11sq		3432015?	dec15
3417	11sq		3432017?	dec15
3506	11sq		3532006?	jan88
3507	11sq		3532007?	dec98
3508	11sq		3532008?	jan12
3509	w/o	30jan16	3532009	
3510	w/o	20dec10	3532010?	
3511	11sq		3532011?	jan12
3512	pres.	Jessore-Matiur Rahman AB	3532012?	nov19
3515	11sq		3532015?	dec16
3516?	11sq		3532016?	93
3517	pres.	Jessore-Matiur Rahman AB	3532017?	jun19
3518	11sq		3532018?	oct17
3801	pres.	Jessore-Matiur Rahman AB	3832001?	aug19
3802	w/o	09apr07	3832002?	
3803	11sq		3832003?	dec14
3804	11sq		3832004	apr19
3805	11sq		3832005?	jan88
3806	w/o	25apr12	3832006?	
3807	11sq		3832007	dec14
3808	11sq		3832008?	may17
3809	11sq		3832009?	oct17
3810	11sq		3832010?	dec17

4023	11sq	4032023?	dec98
4101	Dhaka-Tejgaon, BAF Museum	4132001?	mar20
4102	pres. Jessore-Matiur Rahman AB	4132002	oct19
4103	pres. Jessore-Matiur Rahman AB	4132003	nov19
4104	11sq	4132004	dec18
4105	11sq	4132005?	dec18
4106	11sq	4132006	dec17
5306	11sq	5332006	apr19
5307	11sq	5332007	feb20
5308	11sq	5332008?	16
5620	11sq	5632020	dec19
5621	11sq	5632021	feb20
5622	11sq	5632022	jan17
5624	11sq	5632024?	dec16
6101	11sq	6132001	feb18
6102	11sq	6132002	dec19
6103	11sq	6132003	dec18
6104	11sq	6132004?	aug04
6105	11sq	6132005	dec19
6106	w/o 24apr06	6132006?	
6107	11sq	6132007	dec19
6108	11sq	6132008	dec15

Note that aircraft with 27xx-serials are actually the most recently delivered. The most plausible explanation is that the first was build number **2701** and onward for the first twelve. The next batch then simply followed from that, although this is a deviation from previous practice, it seems plausible. The highest known build number is **2765** and combined with other confirmed construction numbers, this theory fits like a glove. Our list has 70 numbers that means that we still need to pinpoint more serials. It seems logical that the whole 27xx block will be used, that accounts for six gaps. That still leaves lots more to find...

Cambodia

One of the lesser known operators of the venerable PT-6 was Cambodia. On 22 April 1954 the Royal Khmer Aviation, the Aviation Royale Khmère, was formed. It relied mainly on French and US support and aircraft but the early sixties saw the ties with Russia and China being formed.

Three (possibly four) PT-6 were said to be delivered in a supply and support package by China in 1965. Flying from Pochentong Air Base, Pnomh Penh alongside eight legacy Yak-18s received from Russia. This was the Advanced Training Squadron of the Royal Flying School. In 1970, some of their assets were moved to Battambang Air Base, but it is unknown if the PT-6 made that transition too. If not, it is likely that they were destroyed during a People's Army of Vietnam raid of Pochentong on 21-22 January 1971 when 69 aircraft were destroyed. After that, the force was reequipped with mostly US aircraft and renamed Khmer Air Force.

Myanmar

Despite what you might think, Myanmar is not exactly a long-time user of the PT-6. Having relied on Western aircraft types for decades, that was simply not necessary. So, amazingly it seems that the Pilatus PC-7s that were delivered from 1979 onward, were actually replaced by the PT-6; a type that already was around for two decades before the first production PC-7 was even delivered! Anyway, little is known about this country either. You can see a pattern emerging...

As far as we can ascertain, fifty PT-6 were delivered. Chinese media report that this version is slightly modernised and that delivery of 20 was completed on 11 May 2008. That would likely make them batch 67 and 68 aircraft. This was possibly the first batch with more to follow. Disturbingly, there is a report of '1519' at Yangon in January 2007. Also a report of a crash in May 2007, but maybe that is referring to another Nanchang product used, the A-5?

The Tatmadaw Lei is not very open about the dispersion of its aircraft. Moreover, they have a system in which many airfields have a small air force enclave to support forward deployment. The 1st Flying Training School, a direct reporting unit, is either based at Namsang or Nampong. The former has the later imagery on Google Earth showing some aircraft that appear to be PT-6s, so we went for that for now...

Units

1st Flying Training School

Namsang AB?

Serials

2504	1st FTS	photo
2508	1st FTS	photo
2509	pres Naypyidaw	jan18
2511	1st FTS	photo
2518	1st FTS	photo
2519	1st FTS	photo
2526	1st FTS	photo
2531	1st FTS	photo
2533	1st FTS	photo
2534	1st FTS	photo
2535	1st FTS	photo
2540	1st FTS	photo
2541	1st FTS	apr17
2542	1st FTS	sep17
2543	1st FTS	apr17
2544	1st FTS	aug13
2546	1st FTS	photo
2547	1st FTS	photo
2549	1st FTS	aug13
2550	1st FTS	aug13

We suspect this means there are/were actually fifty aircraft, registered 2501 to 2550.



Arguably the most attractive looking PT-6s are the ones used by Myanmar. They do operate at least 50, uncertain since when. All we know is that they received a batch of 20 new aircraft in 2008. Seen in this unique albeit a bit hazy shot is 2543. (Yangon Intl, 1 April 2017, Adam Coppin)



This PT-6 proudly bears the flag with the Great Leader Kim Il-Sung during a military parade. They also operate, or have operated, the Yak-18 and CJ-5 license built variant. Estimates of the PRK fleet range between 50 and 187 aircraft received. (32, Chinese internet)

North Korea

Of course, what other training aircraft than the PT-6 would you expect in North Korea? We figure they may well have been the first, or one of the first, foreign users of the type. That being said, this is the most closed country in the world today. Hence, also the widest range of assessments circulate on its aircraft fleet. From 1953 onward at first the Russians provided hardware. So the first aircraft for training were almost certainly Yak-18s. These were possibly followed by license built CJ-5s and PT-6s when these became available.

In a 1992 US assessment document the total number of these trainers is estimated at a staggering 187. Another, more reasonable number, was an estimate for 50 in 1982. The air force is, or was, certainly very large in terms of sheer numbers. With around 1600 aircraft at its peak, you could expect a sizeable trainer fleet as well. Contrary to the more offensive aircraft, most PT-6s are likely concentrated in a limited number of air bases. We know of at least two units. There is a third unit that still operates the CJ-5 in the close air support/light bomber role, 'unit 2620' at Kangdong. They may have some PT-6s too.

Units

Kimcha'ek Air Force Academy Chongjin AB
 Kyongsong Flight Officers School (Unit 797) Kyongsong AB

The 8th Aviation Training Division controls the Kimcha'ek Air Force Academy.

Serials

...	pres Sunchon AB	
15		
28	pres Pyongyang	sep14
32		photo
59		sep14
315		

The one preserved in Pyongyang is in the seldom visited People's Army Museum of Weapons and Equipment. This is a collection of military hardware normally only showed to friendly Heads of State or potential donors...

Sri Lanka

Sri Lanka, or Ceylon, was a British colony just like Myanmar. So it is no surprise that the first aircraft are of British lineage. In 1950 the first four DHC-1 Chipmunk arrived, followed by five more in November 1952 and three in August 1953. These remained in service until 1985. They were succeeded by the SF260. Those were augmented in 1990 by a dozen former Myanmar SF260s. Some of the Marchettis were used to combat the Liberation Tigers of Tamil Eelam insurgent movement mainly active in the North of the country.

Sri Lanka was constantly looking for aircraft to add to its fleet due to heavy losses and budget restraints. Some Cessna 150s were added and later, in 2001 ten PT-6s were acquired, batch 64 machines. So yet again, the venerable Chinese trainer of fifties design replaced a 'modern' aircraft like the SF260. These ten were reinforced by two attrition replacements from batch 68, about the last before the production ceased for some years. After Hongdu restarted production, another six were bought in 2016 and delivered in 2018. All are operated from China Bay, near Trincomalee in the Northeast of the island.

With regard to the serials, the added numerals may not total 13. That means there are always some gaps instead of neat rows of numbers. Another typical Sri Lankan treat is to reregister the aircraft every once in a while. It went from two letter prefixes and three digits, to three letter prefixes with four numerals, and currently is three letters combined with three digits. Except the two batch 68 PT-6s as it seems they gained four new digits for now. So, the list is quite a potpourri. Therefore we only list each airframe once.

Units

1 Flying Training Wing Trincomalee/China Bay

Serials (** are in the blue/yellow c/s)

CT180	dump Ratmalana AB (w/o 22oct07)	6432023	feb11
CT183	pres Ratmalana AB as 'CT-130'	6432026	jan20
CT185	dumped Anuradhapura AB	6432027	mar12
CT190	w/o 22oct07	6432032?	
SBT-181 *	1FTW (ex CT-181, SBT-1601)	6432024	feb18
SBT-182 *	1FTW (ex CT-182, SBT-1602)	6432025	feb18
SBT-186	1FTW (ex CT-186, SBT-1603)	6432028	may13
SBT-187	1FTW (ex CT-187, SBT-1604)	6432029	may13
SBT-188	1FTW (ex CT-188, SBT-1605)	6432030	mar12
SBT-189 *	1FTW (ex CT-189, SBT-1607)	6432031	feb18
SBT-190	1FTW	h/o 15may18, toc 17oct18	
SBT-191 *	1FTW	h/o 15may18, toc 17oct18	feb19
SBT-192 *	1FTW	h/o 15may18, toc 17oct18	feb19
SBT-194	1FTW	h/o 15may18, toc 17oct18	
SBT-195	1FTW	h/o 15may18, toc 17oct18	
SBT-196	1FTW	h/o 15may18, toc 17oct18	
SBT-1161	1FTW (ex SBT-1608)	6832021	mar12
SBT-1162	1FTW (ex SBT-1609)	6832022	may13

Sudan

China has been one of the countries supplying Sudan for many decades already. Types like the FT-5, A-5, K-8, and most recently FTC-2000 found their way to Sudan. Also, the country is trying to build up its own maintenance and manufacturing capability. The SAFAT Aviation Group assembled some UTVA-75s dubbed Safat-03. The PT-6 however, is used before pilots graduate to the K-8.

The trainers are based at Port Sudan, but at another airfield than where the K-8s are stationed. The propeller drive aircraft are at the old airport in the city, whereas the jet trainers occupy an area in the Northeast corner of the new airport that is further to the South. Contrary to some other countries, quite a few photographs are around, fuelling our theory that these aircraft are still active. One seems to be a batch 65 (possibly 66) aircraft, hinting at a 2002/03 delivery.

Units

1 Flight School Port Sudan

Serials

...	1 Flight School	w/o 20jun12	
252	1 Flight School		
253	1 Flight School		2018
256	1 Flight School	w/o 27dec17	
257	1 Flight School		jun12
258	1 Flight School		
261	1 Flight School		
262	1 Flight School		feb15
264	1 Flight School		jan11
266	1 Flight School	6532009 or 60?	may16



Infamous picture maybe, at least an infamous transaction! In November 1995, no less than eighteen CJ-6s were exported to Australia. These came from storage after being withdrawn not long before. Thirteen can be seen in this view and (partly) visible identities are 61273/12, 61332/32, 61373/13, 63673, 65973, 66273/62 as well as partially identified __273, 613__, /04, /20, /24, /_6. (Scramble archives)



As far as we know, only four legitimately registered CJ-6s are in the Chinese civil register, B-0035 to B-0038. Coincidentally, four operated by the same registrar are now flying as B-00ZJ to B-00ZM. Maybe they are the same? (Datong/Beitong, 23 December 2016, Li Chuyi)



The PLAAF Sky Wing Aerial Demonstration Team performs yearly during the opening of the academic year at Changchun/Dafangshen that is near to their home base. Photographs of their aircraft provide us with some construction numbers. (Changchun/Datun, 16 December 2016)

Tanzania

Another country that uses the PT-6/K-8 combination for pilot training is Tanzania. Five should have been delivered in 1985/86 if we look at the SIPRI arms trade database. However, the only known construction number is from batch 64, suggesting a 2001/02 delivery. Part of the fleet was painted dark green and a handful, the higher serials, are painted yellow. So we suspect these yellow ones were obtained more recently.

Its predecessor in the air force was likely the Focke Wulff-Piaggio 149D, although basic training may have been contracted out as well.

Units

Basic Training Squadron Ngerengere Air Base

Serials

HTDA = Dar es Salaam/Julius Nyerere			
.../08	BTS		dec15
.../09	BTS	green c/s	aug15
.../10	BTS		aug15
.../11	BTS		nov11
.../14	BTS (Mtawara)	green c/s	aug12
JW9136/36	BTS	yellow c/s	aug12
JW9137/37	std HTDA	yellow c/s	nov08
JW9138/38	std HTDA	yellow c/s	nov08
JW91..		yellow c/s	6432040 aug09

Vietnam

The Peoples Air Force of Vietnam is another known user of the PT-6. The country received 17 examples as a gift from China back in 1971 and 1972. Those would have been aircraft built in Factory 512, batches 27 to 31. Little is known about their fate.

One has been kept for posterity and is preserved, aptly marked '017' and guarding the gate at Na Thrang. The Air Force Officer's School used to be based there. But that has moved to Cam Ranh and is now equipped with Yak-52s that superseded the PT-6.

Serials

'017' pres Na Thrang **28(320)03?** mar19

It looks as though it has the batch and sequence number under its horizontal stabiliser. We just cannot read it properly. However, starting digits seem discernable and could be 28, 29 or 30. All these match the delivery window.

Zambia

Zambia, last in the line-up. Very little is known about the twelve PT-6s that were delivered in 1977-78 according to the SIPRI arms trade database. No serials are known and the sole

photo we have does not show it either. In 1976 the first of twenty MFI-15s were delivered to operate alongside their SF260s. This probably means that the PT-6s were not used much. We did have some reports that they still existed in 2015. So go check them out please!

Known construction numbers and civil users

In this rundown, we list all confirmed construction numbers. As you can appreciate, most of these were gleaned from various civil aircraft registers as only a small proportion could be checked on active or preserved military aircraft. So, there is still a lot to be done! Assumptions are left out, it is tempting to fill in some of the gaps but we did that in the aforementioned country section if and when applicable; notably with Bangladesh.

In the table, the first date is the last noted date. With the US registered aircraft this is sometimes the certificate issue date, which may in turn pre-date the actual registration or airworthiness date.

Construction number list

Red = problem	Green = Military	Cyan = no longer current
Batch 1	16 aircraft	1962 [1 - 16]
0132001	to 0132016	
Batch 2	24 aircraft	1962 [17 - 40]
0232003	civil VH-MAN	apr20 ex CHN /85, regd 06may03
0232012	civil VH-BPR	jul97 ex CHN /68, regd 24jul97, restrn 2005
0232019	civil N31103	jan14 a/w date 14mar95
Batch 3	24 aircraft	1962 [41 - 64]
0332013	civil B-0036	may99 still as such nov17, rr B-00Zx?
0332014	civil N29NL	apr15 ex N64WT, aw date 06oct12
0332015	civil B-0035	may99 still as such nov17, rr B-00Zx?
0332017	civil C-....	imported jul08, not in CCARS
Batch 4	24 aircraft	1962-1963 [65 - 88]
0432001	to 0432024	
Batch 5	24 aircraft	1963 [89 - 112]
0532001	civil C-....	or ALB 41?, not in CCARS
0532002	ALB 42	oct08
0532003	ALB 43	oct08 date jun63 on plate
0532004	ALB 44	oct08
0532006	ALB 46	oct08 fire damage, no tail
0532009	civil VH-....	nov95 not in CASA, Yeronga restrn 2005
0532021	civil N522FP	aug17 ex N41845, C-FOTJ
0532023	civil N30957	jun04 aw date 04aug07
Batch 6	24 aircraft	1963 [113 - 136]
0632001	to 0632024	
Batch 7	36 aircraft	1963-1964 [137 - 172]



Sri Lanka is changing their serial system more often than a normal person buys a new coat. Luckily, in 2011 most could be checked on their construction number revealing ten to be batch 64 aircraft and two from batch 68. This SBT-1609 is now registered SBT-1162 and probably also repainted in the now standard blue and yellow colour scheme. (Trincomalee/China Bay, 7 February 2011, Erwin van Dijkman)



All we know about Sudan's PT-6s is taken from photographs posted on social media. The colour scheme resembles to some extent that used on the K-8s also on strength in this East African country. (February 2015, Hassan Abdullah)

0732027	ALB 47	oct08		mfd jan63					
0732028	ALB 48	oct08		mfd jan63					
0732030	ALB 50	oct08		mfd jan64					
Batch 8	36 aircraft	1964		[173 - 208]					
0832004	civil N198CW	jul19	ex N269P, aw date	30nov17					
0832012	civil VH-CPX	mar19		regd 28nov96					
Batch 9	36 aircraft	1964		[209 - 244]					
0932003	civil N75DL	sep11		aw date 16oct08					
Batch 10	36 aircraft	1964-1965		[245 - 280]					
1032007	civil N7039Y	jan94		aw date 25aug98					
1032010	civil N8100C	jun09		aw date 18mar10					
1032011	civil VH-CJA	nov15	ex G-BVFW, VH-CXS	regd 26nov96					
1032012	civil N911YK	jan18	ex N45YK, aw date	22nov96					
1032013	civil N313YK	jul19	ex N613R, aw date	13jul10					
1032015	civil N615R	apr10		aw date 26dec98					
1032018	civil N9278F	oct09		aw date 03feb05					
1032019	civil N61CJ	apr19		aw date 29may13					
1032022	civil N3104D	jul17		aw date 14nov91					
Batch 11	48 aircraft	1965		[281 - 328]					
1132001	to 1132048								
Batch 12	48 aircraft	1965		[329 - 376]					
1232003	civil N285CJ	oct18	ex CHN 51885/85, aw date	22oct03					
1232004	civil N457AB	jun17		aw date 08dec95					
1232007	civil N96YK			aw 06jun96, w/o 21jul12					
1232007	civil VH-LNM	jul17	regd 28jul03, likely	1232027?					
1232008	civil VH-NNL	apr18		regd 27feb04					
1232009	civil N22YK	nov14		aw date 27jan10					
1232010	civil N66PG	jun03	ex N59WT, aw08dec95, canx19apr18						
1232011	civil ZK-STP	apr15		regd 13sep96					
1232027	civil VH-...	nov95	not in CASA, Yeronga restn	2005					
1232028	civil C-GYAC	apr19	ex N5182C, regd	30jul93					
1232031	civil N6266R	jul99		aw date 05sep97					
1232032	civil N92862	oct16	ex N6307U aw date	25aug11 for sale					
1232037	civil N63156	may06		aw date 17nov08					
1232046	civil VH-PJH	feb16		regd 05may00					
Batch 13	48 aircraft	1965		[377 - 424]					
1332008	civil N4184G	may20		regd mar91					
1332010	civil N99YK	jul08		regd oct91, w/o 03jan09					
1332012	civil C-FXMI	dec19	ex N51800 canx	24oct94					
1332013	civil N34FP	sep19	ex C-GYAK, aw	14feb06					
1332014	civil N3110W	oct18		aw date 29nov07					
1332015	civil VH-CJE(1)	oct98	arr nov95 cnx 06oct04, see	2951239					
1332028	civil N25CJ	sep12		aw date 26apr10					
1332042	civil VH-YUM	mar19		regd 17jul98					
1332043	civil N4184W	nov19	ex CHN 17763/63, aw date	10jul92					
Batch 14	60 aircraft	1965		[425 - 484]					
1432016	civil B-0037	may99	still as such nov17, rr B-00Zx?						
1432020	civil VH-...	nov95	not in CASA, Temuka (NZL) 2000						
1432023	civil N357AB	apr16		aw date 08dec95					
1432026	civil N22591	mar07		aw date 19nov99					
1432028	civil N23YK	oct16		aw date 22apr08					
1432030	civil VH-NNM	sep14	has '1432030' large on tail						
1432049	civil N3104U	jan94		w/o 28dec95					
1432050	civil C-FTQU	feb98		regd 08dec94					
1432058	civil C-....	jun97		Edmonton, not regd					
Batch 15	60 aircraft	1965-1966		[485 - 544]					
1532002	civil N806FY	apr15		regd 17dec17					
1532004	civil ZK-OII	apr19	regd 23dec94, 'ZK-OOI 1852004'						
1532006	civil N3105M	oct91	aw date 17oct91, canx	26may11					
1532008	civil N9XB	aug14	ex G-BVFX, aw date	15jul08					
1532009	civil N....								
1532010	civil N10EB	apr16		w/o 21oct16					
1532013	civil C-FTLE	apr13		regd 11 oct 1994					
1532014	civil C-FTGZ	nov17	regd 23 sep 1994, w/o	31aug19					
1532021	civil B-0038	may99		still as such nov17, rr B-00Zx?					
Batch 16	60 aircraft	1966		[545 - 604]					
1632018	civil N92864	sep16	ex N6305Z, aw date	01may13					
Batch 17	60 aircraft	1966		[605 - 664]					
1732037	civil C-FTQW	jul12		regd 08 dec 1994					
Batch 18	60 aircraft	1966		[665 - 724]					
1832003	civil VH-...	nov95	OR: 1832033?, not in CASA						
1832035	civil N63727	nov19	aw date 08jan10, regd	dec97					
1832039	civil N4183E	jul15		aw date 26aug91					
1832040	civil N3110Q	jun11		aw date 13apr94					
1832041	civil ZK-MUD	apr15	ex CHN /88 imp. 90s, regd	21jan14					
1832046	civil N26CJ	may19		aw date 11jan07					
Batch 19	60 aircraft	1966		[725 - 784]					
1932004	ALB 34								
1932005	ALB 35								
1932006	ALB 36								
1932007	ALB 37	feb16	for auction as c/n '711237'						
1932008	ALB 38								
Batch 20	60 aircraft	1966-1967		[785 - 844]					
2032007	civil C-GYKK	jul17	ex N5180W, regd	19aug93					
2032008	civil N5183F	nov93		aw date 14mar95					
2032011	civil N4182C	oct16	ex CHN 71882/82, aw date	18jun94					
2032015	civil N31101	apr16		aw date 23jul91					
2032016	civil VH-XXB	may15		regd 03mar99					
2032018	civil N41836	aug17	ex CHN 71784 aw date	06may98 cnx					
2032020	civil N360EB	oct18		aw date 01oct98					
2032030	civil N622CD	jul19	ex N57684, aw date	29apr14					
Batch 21	60 aircraft	1967		[845 - 904]					
2132018	civil N114DZ	jan14		aw date 27may98					
2132042	civil ZK-WOK	apr19	ex CHN /42 regd 13sep96, dam	jul00					
2132048	civil ZK-FRU	dec19	ex CHN /24, VH-NNA, regd	13dec00					
2132049	civil N420RB	aug19		aw date 05aug09					
Batch 22	80 aircraft	1968		[905 - 984]					
2232005	civil VH-CJG	feb17		regd 26mar98					
2232009	civil C-GWDC	feb13	ex N3210N, regd	14mar94					

2232013	civil	N4350D	oct10	ex CHN 61668/68, w/o	02dec14	2632079	civil	VH-LUU	feb17	regd	26mar98	
2232019	civil	N23021	feb20		regd	07feb97	Batch 27	80 aircraft	1970-1972	[1305 - 1384]		
2232026	civil	N75484	dec96	aw date	08aug96	2751207	civil	N6050Q	sep02	regd	06feb01	
2232028	civil	N7NF	oct15	aw date	28feb01	2751212	civil	N43109	jul17	aw date	11feb98 as '2732012'	
2232036	civil	N3210R		w/o	09may92	2751214	civil	N77YC	mar07	ex N94201, aw date	23aug04	
Batch 23	80 aircraft	1968	[985 - 1064]			2751219	civil	G-BVVG	jun18	ex CHN? 1229/68, regd	18oct94	
2332034	CHN	5131	dec03	pres	NPU University, Xi'an	2751224	civil	N273SC	jul16	aw date	08jul97	
2332035	civil	N6316F	sep04	canx	12nov13	2751231	civil	N10YK	jun15	aw date	06dec99	
2332045	civil	N6315T	jun18	aw date	13jul04	2751232	civil	N46YK	nov99	aw date	14jun05	
2332072	civil	N1009R		regd	03mar05, canx	20may15	2751234	civil	N666RW	aug08	aw date	19dec94
2332073	civil	N4095H	may95	canx	08may95, as '2343073'	2751235	civil	N9191P	apr08	aw date	07jul97	
Batch 24	80 aircraft	1968	[1065 - 1146]			2751239	civil	N39YK	apr19	aw date	29jun93	
2432001	civil	N221YK	apr20	ex N5148C, aw date	19feb02	2751242	civil	N98GS	jun19	ex CHN 61767, aw date	07apr01	
2432002	civil	N5199Y	may13	aw date	26jan94	2751248	civil	VH-NNC	apr18	ex CHN /76, regd	26oct93	
2432006	CHN	pr Pattaya	jan13	from	feb02, gone by	jan16	2751259	civil	N62157	jul13	ex CHN 61062/02	
2432013	civil	VH-PPS	oct18	regd	26mar98	2751269	civil	N325CW	oct16	ex N333MP(2), aw date	02aug14	
2432027	civil	ZK-KWI	sep19	ex CHN /40, VH-NNE, regd	17feb15	Batch 28	80 aircraft	1972	[1385 - 1464]			
2432051	civil	N31107	mar04	ex CHN 71381/31, aw date	28sep92	2851208	civil	N58T	jul19	aw date	27jul09	
2432060	civil	N556TR	jul17	aw date	20jun13, marked '3432030'	2851217	civil	N62YK	may99	ex N60665, aw date	24mar09	
2432061	civil	N8181C	jun14	aw date	13may16	2851225	civil	N69CY	jan18	ex N6307Y, aw date	15apr08	
2432062	civil	N53CJ	apr15	ex N8181E, aw date	20nov07	2851246	civil	C-FSPY	mar17	regd	31jan95	
2432064	civil	N517AZ	nov19			2851247	civil	N4674F	aug15	aw date	12mar99	
2432066	civil	N250RL	jan20	ex C-FTLU, aw date	17apr02	2851250	civil	N186JD	apr07	aw date	27nov01, expired	30apr20
2432070	civil	VH-NNJ	nov14	regd	22oct03	2851252	civil	N225C	feb04	aw date	08sep99	
2432071	civil	N91811	aug17	aw date	08sep17	2851253	civil	N92863	apr16	aw date	25feb00	
2432072	civil	N257BP	may14	aw date	10sep02	2851254	civil	N8016Q	may16	regd	07sep99	
2432073	civil	N38CV	jan10	ex N333MP(1), aw date	22may95	2851260	civil	N81817	sep17	dam	23may09, aw date	27mar97
Batch 25	80 aircraft	1968-1969	[1145 - 1224]			2851262	civil	N92352	feb16	aw date	31may96	
2532006	civil	N91333	jan16	aw date	02jul13	2851264	civil	N9164W	jul09	aw date	10jul03	
2532020	civil	N6267A	jul08	aw date	08jan08	2851272	civil	N431DM	jul06	ex C-FSQC, aw date	01jun00	
2532022	civil	N36CJ	jul06	aw date	15jan00, canx	23jan18	2851274	civil	N2278	apr07	aw date	01apr97
2532044	civil	N4184S	apr19	ex CHN 71887, aw date	20mar93	2851276	civil	N6097U	jul15	aw date	14apr08	
2532045	civil	N19TN	apr18	ex N41839, aw date	17dec17	Batch 29	80 aircraft	1972-1975	[1465 - 1544]			
2532049	civil	N46CJ	sep14	ex N3112A, aw date	06feb08	2951203	civil	N4MF	jul19	ex N51761, aw date	25aug97	
2532051	civil	N595JF	nov14	ex N42952, aw date	16mar12	2951207	civil	N3210M	apr20	aw date	29sep92	
2532059	civil	N21710	oct16	aw date	23mar95	2951208	civil	VH-NNB	may08	regd	12apr91	
2532060	civil	N4294X	nov17	aw date	10sep19	2951216	civil	N815BB	apr16	aw date	24jan17	
2532061	civil	N4295C	feb13	aw date	10sep19	2951218	civil	N82792	apr19	aw date	30mar02 as '2932018'	
2532062	civil	N68WH	oct11	aw date	07may09	2951219	civil	N1013Z		in USCAR as '2932090', canx	22aug16	
2532064	civil	C-FTKL	aug18	regd	03oct94	2951225	civil	N886CJ	jul99	aw date	31mar01	
2532077	civil	N40YK	may08	aw date	17oct10	2951227	civil	N996CJ	jul08	aw date	15jul99	
2532078	civil	N400YK	aug09	ex N100YK		2951228	civil	N1130W	jun96	aw date	09mar05	
2532079	civil	N63151	apr18	aw date	18oct14	2951230	civil	N2183X	jul18	aw date	02may12	
2532080	civil	N620DM	mar17	ex CHN 71615/15, aw date	22apr08	2951231	civil	N73CJ	jul18	aw date	03oct00	
Batch 26	80 aircraft	1969	[1225 - 1304]			2951239	civil	VH-CJE(2)	nov14	regd	12nov04	
2632019	civil	G-BXZB	sep19	regd	18sep98, as Sri Lanka 'CT180'	2951240	civil	N280NC	jul12	ex CHN 72871, aw date	18apr12	
2632034	civil	N66YK	apr15	aw date	12apr93	2951258	civil	N825PA	jul18	aw date	08jan14	
2632035	civil	N64YK	aug17	aw date	27sep07	2951265	civil	N75480	aug08	aw date	16nov01	
2632039	civil	N35CJ	oct19	regd	05nov99	2951266	civil	N621CJ	aug16	ex N244CJ aw28aug98, dam	26jan20	
2632060	civil	C-FYAC(1)		regd	12jul95, w/o	05oct02	2951268	civil	N80WR	apr99	aw date	26nov97



Tucked away in a corner of the base collection at Na Thrang in Vietnam, this PT-6 marked '017' sits preserved. The serial may have been chosen to highlight the fact that they operated 17, or it may actually be the real deal! (Na Thrang, 13 March 2020, Gert-Jan Mentink)



Of course we can argue all day about taste in painting. Fact is that many happy private owners use the CJ-6 all over the world. Almost all of them from former PLAAF training regiments, two were sourced directly from the factory. Unfortunately, some mistakes have crept in while registering them. The N600YK/'03' for example is unknown and registered as 'H2S001' built in 2001. (Oshkosh, 31 July 2014, David Alders)

2951272	civil	N75481	oct19		aw date 30may96	3732002	civil	N636CJ	ex CHN 62069/09	awd 31aug01, cnx 24apr18
2951273	civil	N6339V	mar15		aw date 03aug98, canx 10aug18	3732007	civil	N669CV	mar16	aw date 28jan04
2951278	civil	N60972	sep16		aw date 09nov16	3732008	civil	N40369	jul19	aw date 31dec98
Batch 30	48 aircraft	1975			[1545 - 1592]	3732010	civil	C-FLIH	jun19	regd 02feb07
3051201	civil	N53HM	may18		aw date 22jan93	3732011	civil	N2181W	aug17	aw date 28oct14
3051202	civil	N56YK	dec17		aw date 03feb93	3732012	civil	N6339K	oct11	aw date 16aug99
3051211	civil	VH-NNY(2)	jan20		ex N60952, regd 28jun18	3732013	civil	N4077K	jul99	aw date 03may01, canx 14jun17
3051213	civil	N60849	aug14		aw date 25jul09	3732015	civil	N7803X	aug03	aw date 21oct03
3051215	civil	N701WL	mar16		aw date 04feb05	3732016	civil	N827FS	jul11	aw date 26jul04
3051216	civil	VH-CJX	mar19		ex CHN 72181 , regd 13oct95	3732018	civil	N9025M	jun00	aw date 02oct00, canx 11may15
3051217	civil	N192NG	nov12		aw date 26jul96, w/o 27apr16	3732019	civil	N6373S	jul99	w/o 21jan01
3051218	civil	C-FTCJ	mar19		ex N6097G, N670CJ	3732020	civil	N6343U	jul11	aw date 14jul10
3051222	civil	N116RL	mar12		ex N6348Y aw 30dec97, w/o 30jun13	3732023	civil	N6084F	aug16	aw date 30aug99
3051224	civil	VH-CJS	mar12		regd 20mar97, under rest. Essendon	3732024	CHN 61571	feb19		pr Shanghai Avn Enthusiasts Center
Batch 31	36 aircraft	1976-1977			[1593 - 1622]	Batch 38	24 aircraft	1982-1983		[1773 - 1796]
3151202	civil	ZK-CAJ	nov18		ex CHN /52 , regd 07nov18	3832004	BGD 3804	dec15		
3151203	civil	N203ET	apr98		aw date 06jun98, as ' 983151203 '	3832007	BGD 3807	dec14		
3151207	civil	N3210G	aug19		aw date 08oct19	3832011	civil	N63485	may98	aw date 06may98
3151213	civil	N158T	dec13		aw date 06mar98	3832012	civil	N23PM	apr16	ex N68761 aw date 03jun97
3151214	civil	N666CJ	aug16		ex N21704, aw date 06jul17	3832018	civil	N6315D	jul14	aw date 16sep16
3151215	civil	G-CJSA	mar20		ex N91555, regd 10jun10, as 'CT130'	3832020	civil	ZK-JQS	apr19	regd 27mar06, dam 11apr10, rep.
3151224	civil	N75485	aug11		aw date 02dec03	3832021	civil	VH-TWF	aug17	ex VH-NNP(1), VH-FCD, rgd 01nov16
Batch 32	24 aircraft	1977			[1629 - 1652]	3832022	civil	N393GL	apr11	ex N6372X, aw date 06dec01
3232004	BGD 3204	apr19			pres Jessore	3832023	civil	N62KB	apr15	ex N2329N, aw date 02jun06
Batch 33	24 aircraft	1978-1979			[1653 - 1676]	3832024	civil	N4024N	jul18	aw date 25nov02
3332008	civil	VH-WOA	oct17		ex N553MW, regd 07aug12 3351208	Batch 39	24 aircraft	1983		[1797 - 1820]
Batch 34	24 aircraft	1979			[1677 - 1700]	3932005	civil	N21740	sep13	aw date 23mar01
3432001	to 3432024					3932006	civil	N294TR	mar18	ex N749K, aw date 26feb08
Batch 35	24 aircraft	1979-1980			[1701 - 1724]	3932009	civil	N555CY	mar16	aw date 17jan04
3532007	BGD 3507	dec98			see next line	3932010	civil	N464TW	oct16	ex N867PA, aw date 03mar11
3532007	civil	N269AG	nov17		aw date 08jul00, w/o 15jun19	3932011	civil	N108SH	may17	ex N368MB, aw date 31aug17
3532009	BGD 3509	dec15				3932014	civil	VH-FCE	nov15	ex VH-NNO(1), regd 07jun04
3532021	civil	N218CJ	feb16		aw date 29jun17	3932023	civil	N23298	nov17	aw date 24mar09
3532022	civil	N6313N	jul19		aw date 12may11	Batch 40	24 aircraft	1983-1984		[1821 - 1844]
3532023	civil	N28YK	apr06		first regd 19feb93	4032003	civil	N47PF	sep13	aw date 23oct02
Batch 36	24 aircraft	1980-1982			[1725 - 1748]	4032004	civil	C-GNAN	sep13	ex N8098J, regd 04jun04
3632001	CHN 67651	jan18			pres Xiaotangshan, see next line	4032006	civil	N700HS	apr19	aw date 24mar16
3632001	civil	ZK-CVI	apr15		ex CHN 61744/74 , regd 30jan98	4032007	civil	N47LW	jan17	aw date 16aug04
3632002	civil	N2329X	may14		aw date 14nov05	4032008	civil	N594T	oct12	aw date 12aug02, w/o 19apr14
3632009	civil	N193LN	feb15		first regd dec01	4032009	civil	N76187	jul18	aw date 25aug97
3632010	civil	N6371Z	dec97		aw date 01jun98, canx 06may15	4032014	civil	N475T	oct13	aw date 11apr01
3632011	civil	N62160	may05		dam 03may96, canx 20feb13	4032016	civil	N63536	mar14	aw date 11nov02
3632012	civil	N26YK	jun10		ex N63391, aw date 11jan10	4032019	civil	N2184Z	nov15	aw date 31jan01
3632013	civil	N75483	apr17		aw daet 23sep96	4032020	civil	N721DS	mar09	ex N2176R, aw date 26jun01
3632017	civil	N465DC	mar15		aw date 31dec13	4032022	civil	N2176J	mar00	canx 15may13
3632022	civil	N24AD	feb96		aw date 25aug92, w/o 16may96	Batch 41	24 aircraft	1985		[1845 - 1868]
Batch 37	24 aircraft	1982			[1749 - 1772]	4132002	BGD 4102	dec17		
						4132003	BGD 4103	dec15		
						4132004	BGD 4104	dec17		

4132006	BGD 4106	dec17	
4132016	civil N191CL	sep16	aw date 17jun09
4132017	civil N19CJ	aug01	ex N23286, aw date 01nov99
4132018	civil C-FZAT	aug17	ex N4066B, regd 03jun03
4132021	civil N5009K	apr18	aw date 03mar06
4132022	civil N512CJ	dec99	aw date 12feb08
4132024	civil N469WT	mar18	aw date 12dec07
Batch 42	24 aircraft	1985	[1869 - 1892]
4232008	civil N64TN	feb19	ex N1027S, aw date 15jan20
4232010	civil N21753	jul00	aw date 26apr00
4232013	civil N642K	jul17	aw date 16jul01
4232016	civil N2177X	mar00	canx 11jun13
4232020	civil N147M	dec17	aw date 01apr04
4232021	civil N2184L	mar00	canx 06sep16
4232022	civil N21790	jan19	aw date 31may02
4232023	civil N22161	aug12	aw date 02oct03
4232024	civil N360PT	sep12	aw date 09jun04
Batch 43	24 aircraft	1985-1986	[1893 - 1916]
4332002	civil C-GEWZ	dec17	regd 11jan07
4332003	civil N427KC	oct16	aw date 09aug07
4332005	civil N33CY	jul14	aw date 02may06, dam 21oct16
4332008	civil N552CY	jun19	aw date 21oct06, dam 08jun19
4332016	civil N8NW	may17	ex N2173E aw 06sep01, dam 09oct17
4332020	civil VH-FCF	jul15	ex VH-NNI(1), regd 27aug04
4332022	civil ZU-EWF	aug17	regd 28nov08
Batch 44	24 aircraft	1987	[1917 - 1940]
4432002	civil ZK-MAO	mar20	CHN 61545/55, ZK-JNA, rgd 13jan09
4432003	civil N815YK	mar15	ex N990WW, aw date 29dec11
4432004	civil N8120C	sep09	aw date 28may08 as '44-04'
4432005	civil VH-NNG	mar19	regd 01nov06
4432014	civil N801VX	mar19	ex N923YK, aw date 14feb08
4432016	civil N87CJ	sep19	ex Canada, aw date 09nov15
4432017	civil VH-NND	oct16	regd 16feb05
4432018	civil N456CJ	aug19	imp. Canada, ntu, aw date 30mar16
4432023	civil VH-NNF	sep15	regd 16feb05
Batch 45	24 aircraft	1988	[1941 - 1964]
4532002	civil VH-ALO	feb13	regd 27feb07, dam 06feb16
4532004	civil ZU-ECD	jun06	soc in CHN may05, regd 02jun06
4532005	civil V5-NWB	nov09	ex ZU-EWC canx 16nov09
4532007	civil VH-FCY	jul10	ex VH-NNK(1), regd 23sep08
4532008	civil LN-WNC	jun18	ex CHN 61762, G-CGFS, rgd 11jan18
4532009	civil G-CGHB	jun19	regd 03nov09
4532012	civil N317SS	jan18	regd 10apr08
4532013	civil N740CJ	oct16	aw date 04jan08
4532014	civil N33ZY	jul06	aw date 24jun09
4532017	civil N988CJ	oct17	ex C-GOAC, aw date 27aug18
4532020	civil VH-AYU	may18	regd 07mar07
Batch 46	24 aircraft	1988-1989	[1965 - 1988]
4632004	civil VH-BIY	oct15	regd 26mar07
4632017	civil N438P	apr19	aw date 25mar11
4632018	civil VH-NNI(2)	sep17	regd 15sep04
4632021	civil C-GYMK	nov12	regd 11dec06
4632022	civil C-FGCJ	dec12	ex CHN 61672/16, regd 10nov06
4632023	civil N621JM	apr19	aw date 09aug07, dam 19apr19
4632024	civil C-GYCJ	jan07	regd 10jan07
4632028	CHN 07	aug17	
Batch 47	24 aircraft	1989	[1989 - 2012]
4732001	civil N236CJ	jan05	aw date 07may09
4732007	civil VH-YGD	apr09	regd 09apr09
4732010	civil VH-XXK	nov12	regd 14feb06
4732013	civil VH-YGE	apr09	regd 09apr09
4732015	civil C-FVCJ	sep16	regd 08sep16
4732016	civil C-....	aug07	imported aug07, not in CCARS
4732019	civil C-FEPN	jun16	regd 06jul11
4732020	civil VH-NNH	apr17	regd 11aug05
4732022	civil C-GCWN	jul16	ex N8120L, regd 16nov10
4732023	civil N6263D	oct09	aw date 01jun98, w/o 07feb10
Batch 48	24 aircraft	1989	[2013 - 2036]
4832002	civil VH-NNO(2)	mar11	regd 15sep04
4832003	civil ZU-ECE	nov09	regd 06feb06, ex restrn Alice Springs
4832005	civil N68EH		imp. CAN, canx 21dec15, rgd 25jan16
4832021	civil N8120H		aw date 30jun06, w/o 02jul06
Batch 49	24 aircraft	1990	[2037 - 2060]
4932001	civil N463VM	feb12	imp. CAN, ntu oct10, aw date 13jul12
4932003	civil N909CJ	nov14	canx 24apr18
4932006	civil C-FDRG	jul11	ex N373TN, regd 04jul11
4932007	civil N493M	jan18	first regd 26jun09
4932012	civil VH-NNZ	mar19	regd 11oct06
4932024	civil C-FSNA	mar12	regd 22mar12
Batch 50	24 aircraft	1990	[2061 - 2084]
5032018	civil ZK-CHG	apr19	ex VH-XXJ, regd 12nov15
Batch 51	24 aircraft	1991	[2085 - 2108]
5132003	civil C-FYAC(2)	jul19	ex N6351R, N127RK, regd 25mar13
5132009	civil VH-VPR	feb16	regd 18nov08
5132010	civil VH-NNU	feb20	regd 16feb05
5132018	civil VH-CDO	nov14	ex VH-BNB, regd 16oct08
5132023	civil C-....		imp. CAN jan12, not in CCARS
Batch 52	24 aircraft	1991	[2109 - 2132]
5232002	civil N202ME	jul19	ex CHN 64872, aw date 11jun14
5232007	civil N2726C		aw date 16nov10, w/o 23jun13
5232008	civil C-FGNB	jul17	ex N128AM, regd 27aug15
5232011	civil C-FLFS	feb08	f/f 15oct91, regd 06feb08
Batch 53	24 aircraft	1992	[2133 - 2156]
5332006	BGD 5306	dec16	
5332007	BGD 5307	apr12	
Batch 54	24 aircraft	1992	[2157 - 2180]
5432021	civil VH-NNP(2)	mar09	regd 11aug05
5432023	civil C-FDLZ	nov10	ex CHN 70261/09, regd 26jan09
5432024	civil VH-NNV	aug11	regd 16feb05
Batch 55	24 aircraft	1993	[2181 - 2204]
5532001	to 5532024		
Batch 56	24 aircraft	1993	[2205 - 2228]
5632016	civil N5616N	jul19	aw date 19apr17
5632020	BGD 5620	dec16	
5632021	BGD 5621	dec17	
5632022	BGD 5622	dec15	
Batch 57	24 aircraft	1994	[2229 - 2252]
5732001	to 5732024		
Batch 58	24 aircraft	1995	[2253 - 2276]
5832004	CHN 06	aug17	f/n aug12
Batch 59	24 aircraft	1996	[2277 - 2300]
5932001	to 5932024		
Batch 60	24 aircraft	1997	[2301 - 2324]
6032001	to 6032024		
Batch 61	24 aircraft	1998	[2325 - 2348]
6132001	BGD 6101	feb18	
6132002	BGD 6102	feb18	
6132003	BGD 6103	dec98	
6132005	BGD 6105	dec16	
6132007	BGD 6107	dec16	



Crop of one of the few shots circulating on Facebook of a Tanzanian PT-6, at least it revealed the construction number 6432040 to us!

Aircraft cross reference list by civil registration

(n = 342)

B-0035	0332015	N53CJ	2432062	N620DM	2532080	N6373S	3732019	VH-BPR	0232012
B-0036	0332013	N53HM	3051201	N621CJ	2951266	N7039Y	1032007	VH-CDO	5132018
B-0037	1432016	N56YK	3051202	N621JM	4632023	N7803X	3732015	VH-CJA	1032011
B-0038	1532021	N58T	2851208	N622CD	2032030	N8016Q	2851254	VH-CJE(1)	1332015
C-....	0332017	N61CJ	1032019	N636CJ	3732002	N8100C	1032010	VH-CJE(2)	2951239
C-....	0532001	N62KB	3832023	N642K	4232013	N8120C	4432004	VH-CJG	2232005
C-....	1432058	N62YK	2851217	N666CJ	3151214	N8120H	4832021	VH-CJS	3051224
C-....	4732016	N64TN	4232008	N666RW	2751234	N8181C	2432061	VH-CJX	3051216
C-....	5132023	N64YK	2632035	N669CV	3732007	N9025M	3732018	VH-CPX	0832012
C-....	6532023	N66PG	1232010	N700HS	4032006	N9164W	2851264	VH-FCE	3932014
C-....	6532024	N66YK	2632034	N700YK	6432033	N9191P	2751235	VH-FCF	4332020
C-FDLZ	5432023	N68EH	4832005	N701WL	3051215	N9278F	1032018	VH-FCY	4532007
C-FDRG	4932006	N68WH	2532062	N721DS	4032020	N21710	2532059	VH-LNM	1232007
C-FEPN	4732019	N69CY	2851225	N740CJ	4532013	N21740	3932005	VH-LUU	2632079
C-FGCJ	4632022	N71HS	6232009	N801VX	4432014	N21753	4232010	VH-MAN	0232003
C-FGNB	5232008	N73CJ	2951231	N806FY	1532002	N21790	4232022	VH-NNB	2951208
C-FLFS	5232011	N75DL	0932003	N815BB	2951216	N22161	4232023	VH-NNC	2751248
C-FLIH	3732010	N77YC	2751214	N815YK	4432003	N22591	1432026	VH-NND	4432017
C-FSNA	4932024	N80WR	2951268	N825PA	2951258	N23021	2232019	VH-NNF	4432023
C-FSPY	2851246	N87CJ	4432016	N827FS	3732016	N23298	3932023	VH-NNG	4432005
C-FTCJ	3051218	N96YK	1232007	N886CJ	2951225	N30957	0532023	VH-NNH	4732020
C-FTGZ	1532014	N98GS	2751242	N909CJ	4932003	N31101	2032015	VH-NNI	4632018
C-FTKL	2532064	N99YK	1332010	N911YK	1032012	N31103	0232019	VH-NNJ	2432070
C-FTLE	1532013	N108SH	3932011	N988CJ	4532017	N31107	2432051	VH-NNL	1232008
C-FTQU	1432050	N114DZ	2132018	N996CJ	2951227	N40369	3732008	VH-NNM	1432030
C-FTQW	1732037	N116RL	3051222	N1009R	2332072	N41836	2032018	VH-NNO	4832002
C-FVCJ	4732015	N147M	4232020	N1013Z	2951219	N43109	2751212	VH-NNP	5432021
C-FXMI	1332012	N158T	3151213	N1130W	2951228	N60849	3051213	VH-NNU	5132010
C-FYAC(1)	2632060	N186JD	2851250	N2176J	4032022	N60972	2951278	VH-NNV	5432024
C-FYAC(2)	5132003	N191CL	4132016	N2177X	4232016	N62157	2751259	VH-NNX	6432041
C-FZAT	4132018	N192NG	3051217	N2181W	3732011	N62160	3632011	VH-NNY(1)	6432042
C-GCWN	4732022	N193LN	3632009	N2183X	2951230	N63151	2532079	VH-NNY(2)	3051211
C-GEWZ	4332002	N198CW	0832004	N2184L	4232021	N63156	1232037	VH-NNZ	4932012
C-GNAN	4032004	N202ME	5232002	N2184Z	4032019	N63485	3832011	VH-PJH	1232046
C-GWDC	2232009	N203ET	3151203	N2278	2851274	N63536	4032016	VH-PPS	2432013
C-GYAC	1232028	N218CJ	3532021	N2329X	3632002	N63727	1832035	VH-TWF	3832021
C-GYCJ	4632024	N221YK	2432001	N2726C	5232007	N75480	2951265	VH-VPR	5132009
C-GYKK	2032007	N225C	2851252	N3104D	1032022	N75481	2951272	VH-WOA	3332008
C-GYMK	4632021	N236CJ	4732001	N3104U	1432049	N75483	3632013	VH-XXB	2032016
G-BVVG	2751219	N250RL	2432066	N3105M	1532006	N75484	2232026	VH-XXK	4732010
G-BXZB	2632019	N257BP	2432072	N3110Q	1832040	N75485	3151224	VH-YGD	4732007
G-CGHB	4532009	N269AG	3532007	N3110W	1332014	N76187	4032009	VH-YGE	4732013
G-CJSA	3151215	N273SC	2751224	N3210G	3151207	N81817	2851260	VH-YUM	1332042
LN-WNC	4532008	N280NC	2951240	N3210M	2951207	N82792	2951218	ZK-CAJ	3151202
N-....	1532009	N285CJ	1232003	N3210R	2232036	N91333	2532006	ZK-CHG	5032018
N4MF	2951203	N294TR	3932006	N4024N	3832024	N91811	2432071	ZK-CVI	3632001
N7NF	2232028	N313YK	1032013	N4077K	3732013	N92352	2851262	ZK-FRU	2132048
N8NW	4332016	N317SS	4532012	N4095H	2332073	N92862	1232032	ZK-JQS	3832020
N9XB	1532008	N325CW	2751269	N4182C	2032011	N92863	2851253	ZK-KWI	2432027
N10EB	1532010	N357AB	1432023	N4183E	1832039	N92864	1632018	ZK-MAO	4432002
N10YK	2751231	N360EB	2032020	N4184G	1332008	V5-NWB	4532005	ZK-MUD	1832041
N19CJ	4132017	N360PT	4232024	N4184S	2532044	VH-...	0532009	ZK-OII	1532004
N19TN	2532045	N393GL	3832022	N4184W	1332043	VH-...	1232027	ZK-STP	2132011
N22YK	1232009	N400YK	2532078	N4294X	2532060	VH-...	1432020	ZK-WOK	1232042
N23PM	3832012	N420RB	2132049	N4295C	2532061	VH-...	1832003	ZU-ECD	4532004
N23YK	1432028	N427KC	4332003	N4350D	2232013	VH-ALO	4532002	ZU-ECE	4832003
N24AD	3632022	N431DM	2851272	N4674F	2851247	VH-AYU	4532020	ZU-EWF	4332022
N25CJ	1332028	N438P	4632017	N5009K	4132021	VH-BIY	4632004		
N26CJ	1832046	N456CJ	4432018	N5183F	2032008				
N26YK	3632012	N457AB	1232004	N5199Y	2432002				
N28YK	3532023	N463VM	4932001	N5616N	5632016				
N29NL	0332014	N464TW	3932010	N6050Q	2751207				
N33CY	4332005	N465DC	3632017	N6084F	3732023				
N33ZY	4532014	N469WT	4132024	N6097U	2851276				
N34FP	1332013	N475T	4032014	N6263D	4732023				
N35CJ	2632039	N493M	4932007	N6266R	1232031				
N36CJ	2532022	N512CJ	4132022	N6267A	2532020				
N38CV	2432073	N517AZ	2432064	N6313N	3532022				
N39YK	2751239	N522FP	0532021	N6315D	3832018				
N40YK	2532077	N552CY	4332008	N6315T	2332045				
N43HM	6432034	N555CY	3932009	N6316F	2332035				
N46CJ	2532049	N556TR	2432060	N6339K	3732012				
N46YK	2751232	N594T	4032008	N6339V	2951273				
N47LW	4032007	N595JF	2532051	N6343U	3732020				
N47PF	4032003	N615R	1032015	N6371Z	3632010				



航空工业洪都

The former Nanchang Aircraft Manufacturing Corporation (NAMC) became part of the Hongdu Group, in turn now part of Aviation Industry Corporation of China (AVIC).

VFC-111 Sundowners, "Florida's Bad Guys"

by George Karavantos



F-5N 761560/AF-111, carries the commander's colours. It is taxiing past one of its 'clients', an F/A-18F Super Hornet. (George Karavantos)

At the southern part of the US continent where the famous 0 mile and the closest distance from Cuba lies, stands the Naval Air Station Key West base, Florida. The airfield is located on Boca Chica Key, one island before Key West, approximately 200 km south of Miami. The original name for NAS Key West is Boca Chica Field and its history goes back to 1823 when it was first established as a Naval Base.

During World War I, the base was expanded and in 1917 it became a Naval Submarine Base. The first naval flight was also recorded that year. After the War, the base was decommissioned and reopened again just prior to World War II when the United States entered the War. After World War II, Key West was retained as a training facility but became the focal point during the Cuban Missile Crisis in 1962.

Due to its superb flying weather, many historic and famous squadrons were detached or permanently located there. Air Test and Evaluation Squadron (VX) 1 was established at Key West and for three decades conducted airborne anti submarine warfare systems evaluations out of Boca Chica. In the 1970s, Tactical Electronic Warfare Squadron (VAQ) 33 "Firebirds" was relocated to Key West with a mix of aircraft types and remained there until it was decommissioned in 1993.

During the same period, the famous Reconnaissance Attack Wing (RAW) 1 relocated to Key West with as many as ten A-5 Vigilante squadrons. Several other permanent detachments were the ones of Fighter Squadron (VF) 171 "Aces" with F-4 Phantom IIs from the 70s through the 80s and the famous Fighter Squadron (VF) 101 "Grim Reapers" from the 60s till 2005 with F-4 Phantoms and F-14 Tomcats. Fighter Squadron (VF) 45 "Blackbirds" was also based at Key West to provide air combat adversary services with their nice A-4, F-5E/F and F-16N aircraft.

Today, the naval air station constitutes the home of the famous Fighter Composite Squadron (VFC) 111 "Sundowners", an Active Reserve squadron that operates nice camouflaged F-5N and F-5F Tigers.

THE DOWNERS

Back in the 80s, due to the Cold War, the US Navy and Marine Corps were maintaining many F-5 adversary squadrons in its inventory. On the West coast, they were based at NAS Miramar (CA) and NAS Lemoore (CA) and later on at NAS Fallon (NV), as well as MCAS Yuma (AZ), and on the East Coast at NAS Oceana (VA) and NAS Key West (FL). After the fall of the Berlin Wall in 1989, the Naval Reserve decommissioned

most of them. Since 1996, the only adversary squadron was VFC-13 "Saints" at Fallon, which maintained a temporary detachment at Key West.

This detachment became permanent in 2005, allowing for the re-activation of the VFC-111 "Sundowners" the following year and adopting the identity of the former famous VF-111 "Sundowners" based at NAS Miramar (CA) which had been decommissioned as an F-14 Tomcat squadron on 31 March 1995. VFC-111's "Sundowners" nickname originates from VF-11 that was established on 10 October 1942. That squadron became VF-11A on 15 November 1946 and was re-designated VF-111 on 15 July 1948 and disestablished on 19 January 1959. The nickname refers to the unit's original mission to shoot down Japanese fighters or "suns" during World War II. On 20 January 1959, another US Navy squadron, VA-165, then assumed the VF-111 designation and the Sundowners' squadron traditions until it was disestablished in 1995.

Since its establishment, VFC-111 has been flying a handful of colourful F-5N Tiger IIs which are maintained by the civilian contractor PAE Applied Technologies maintenance team. Officially, in contrast with the US Air Force, the US Navy does not recognize a direct lineage with disestablished squadrons. However, unofficially, the Naval Aviation community strives to retain traditions and history whenever a squadron designation and name is resurrected in a new unit.

VFC-111 operates as part of the US Navy Reserve's fleet adversary program, providing dissimilar air combat training to fleet Strike Fighter and Marine Fighter Attack squadrons, as well as US Air Force, Air Force Reserve and Air National Guard fighter squadrons. Every day, streams of colourful adversaries go head-to-head with fleet pilots as they learn how to become better at dogfights and aerial combat in different Dissimilar Air Tactics scenarios.

VFC-111 is actually an Active-Reserve Integration (ARI) unit composed of both Regular Navy and Navy Reserve personnel. The squadron is composed of experienced active duty junior officers, full time support reservists, and selective reserves. Its main advantage is its proximity to the Gulf of Mexico, a vast airspace over the sea without any other air traffic nearby, but also its favourable weather conditions with sunshine almost all year round.

VFC-111's unique location at Key West, home of the Navy's Strike Fighter Air Readiness Program (SFARP), eliminates costly adversary detachments and also provides a significant

portion of adversary support to all F/A-18 Fleet Replacement Squadrons (FRS) in the US Navy and Marine Corps. Among these are VFA-106 "Gladiators" at NAS Oceana (VA), VFA-122 "Flying Eagles" at NAS Lemoore (CA), VMFAT-101 "Sharpshooters" at MCAS Miramar (CA) and more recently VAQ-129 "Vikings" at NAS Whidbey Island (WA) equipped with EA-18G Growlers. The US Navy's and Marine Corps' establishment of F-35 FRS' like VFA-101 "Grim Reapers" at Eglin AFB (FL) or VFA-125 "Rough Riders" at NAS Lemoore (CA) and VMFAT-501 at MCAS Beaufort (SC) will keep VFC-111 busy with providing training support to them as well.

NORTHROP F-5 TIGER II

The F-5 was developed by Northrop (now Northrop-Grumman) in the early 1960s as a low-cost lightweight, multi-role Mach 1 capable fighter aircraft which proved to be very popular in the export market with 36 different nations. More than 2,200 were built by Northrop and under co-production and licensing agreements with Canada, the Republic of China, the Republic of Korea, Spain and Switzerland.

In December 1970, a new version was developed to offer more manoeuvrability, featuring a greater wing area with bigger Leading Edge Root Extensions (LERXs). Avionics were upgraded with the Emerson Electric AN/APQ-153 series radar. The aircraft received more powerful J-85 engines and more fuel capacity. The first flight of this improved F-5 took place on 11 August 1972 and is received the F-5E Tiger II designation.

The Tiger II was first delivered to the US Navy in 1975 to serve as an adversary for trainees at the prestigious Naval Fighter Weapons School (NFWS), better known as "Top Gun" based at Miramar. Nearly 45 years later, the Phantoms and the Tomcats of the participant squadrons have given way to the Super Hornets, but the Tiger II is still there to play the role of the "Bad Guy".

Initially, ten F-5E and three F-5F two-seats were delivered from the US Air Force to the NFWS, as well as VF-43 "Challengers" (out of Oceana) and VF-126 "Bandits" (out of Miramar), assuming the role of the enemy in dogfight training. The aircraft bore great resemblance to the MiG-21 (NATO report-

ing name Fishbed) mainly because of its small size and performance similarities to the Soviet fighter which was at that time widely in service with the air forces of the Warsaw Pact. This agile Tiger was very much appreciated by the instructors but not so much by the trainees...

When the US Air Force retired its fleet of F-5Es and F-5Fs in 1990, some of these pretty old aircraft were reassigned to the US Navy's adversary squadrons. Some of them were almost near the end of their service life. In 2003, 36 F-5Es, still considered very economical, were in service, each averaging 7,000 flying hours. After planning to equip them with a 4th generation pulse Doppler radar to improve their performance or even exchange them with older F/A-18A/Bs, it was finally decided to keep them in service under the same status. But the needs were constantly increasing, especially among the Marines where a dozen aircraft was no longer sufficient to cover its training needs. So the US Navy had to look for new fighters and replace these older ones. Finally the solution came from Switzerland.

On 7 March 2003, a contract was signed between the Pentagon and the Swiss government for the sale of 44 F-5Es at the time when the Schweizer Luftwaffe was reducing its fleet size due to budget constraints. These former Swiss aircraft, with only an average of 2.5 flight hours on each airframe, were delivered between 2004 and 2008 and were sent to Northrop Grumman Technical Services at the Naval Depot in St. Augustine (FL) for several modifications for their new assignment within the US Navy.

The modification programme comprised nearly 600 modifications, the most important of which were the installation of a new oxygen generating system, new inertial navigation system, new display with multifunction touch screen, embedded GPS, new fibre optic gyro, ALR-87 radar warning receivers, ALE-40 chaff and flare system, automatic flaps and finally anti-skid braking system. The 44 aircraft were renamed F-5N and they are recognizable by their different wing leading edge roots extensions (LERX) and their flat nose (hence the nickname of "Platypus"), and by the small horizontal fin on top of the vertical stabilizer.



VFC-111 F-5N 761531 "AF-104" 2017 (3 tone gray scheme with lo-viz shark mouth and rudder markings). In order to be able to fly for a longer period of time, all the F-5s carry an external centreline fuel tank. The downside is that this tank degrades the performance of the aircraft in terms of G-forces. (George Karavantos)



VFC-111 has a proud heritage. Upon its activation in 2006 the squadron assumed the name and traditions of VF-111, which flew the mighty F-14 Tomcat. Seen here is F-14A 162594/NL-100. (NAS Miramar (CA), August 1991, Stephan de Bruijn)

The Navy's remaining twin-seat F-5F Tiger IIs were too costly to maintain, had very little service life left and needed to be retired. So the US Navy replaced these by using the airframes of the Swiss F-5Es that they had recently purchased. The three new F-5Fs, nicknamed 'Franken-Tigers', were built using parts from the Navy's two-seat F-5Fs and from the single-seat, former Swiss Air Force, F-5Es. What they actually did was take the two-seat cockpit section and the tail section of the old Navy F-5Fs 75-0756 (of VFC-111), 75-0753 (of VFC-13) and 84-0456 (of VMFT-401) and bolt these onto the newer centre section of the former Swiss F-5Es (81-0834 / J-3075, 76-1586 / J-3061 and 76-1580 / J-3055).

The first 'Franken-Tiger' made its maiden flight on 25 November 2008 and was delivered to Marine squadron VMFT-401 on 9 December 2008. The second was delivered to VFC-111 on 19 December 2008 and the third was delivered to VFC-13 in January 2010.

This modification programme of the 44 aircraft was completed on 29 April 2009, when the final Tiger left the facilities of Northrop in Florida. Thirty of these airframes were equally distributed between VFC-13 and VFC-111 of the US Navy along with another eleven which were assigned to the VMFT-401 at Yuma.

TODAY'S OPERATIONS

Most missions nowadays are flown over the Key West range complex located over the Gulf of Mexico and the Straits of Florida off the shore of Cuba. Within minutes after take-off, all aircraft are in the airspace over the vast complex. The entire area is covered by the Tactical Aircrew Training Combat System (TACTS) and is almost entirely devoted to dissimilar air combat training.

Real-time tracking of aircraft engaged in air combat is provided by the TACTS, which has a replay function to help assess each aerial duel with aircraft position data and the outcome of each missile shot. Key West was the first US Navy installation to receive the P5 Combat Training System/Tactical Combat Training System (CTS/TCTS) in 2006. This system, developed by Cubic Defence Applications, allows interoperability with the US Air Force and other allied units that use the P5 system and has proved to be a valuable asset for VFC-111.

This P5 system, in combination with the P5 instrumented pod, offers very detailed insight of the performance of the individual strike fighter. It also provides adversary pilots with valuable information, allowing them to continuously improve tactics and skills.

The pod is mounted to the missile launch rail of the left wingtip of each F-5. The GPS-based pod provides precise, con-

tinuous tracking of each aircraft involved in the mission and collects a diverse cache of in-flight data, including real-time kill notification to the aircrew and real-time weapon scoring for long-range weapon shots. A P5 pod can support up to 100 aircraft in a single exercise, has a range of 80 nautical miles in air-air scenarios and 125 nautical miles in air-ground missions. Data is downloaded to the ground stations in real-time, such that when all players have returned to base, all data will be ready for debriefs.

THE EPILOGUE (OR NOT?)

Recently, the US Navy announced that is planning to remove these formidable fighters from service between 2028 and 2030 when they will have reached their 8,000 flight hours limit. At the same time the Navy will be focusing on upgrading to a standard higher than a MiG-21 threat level simulation.

Northrop's small flexible fighters are considered ideal for the role of enemy threat simulation as they are simple to maintain, without complex systems, at low operating costs. Their value is so important that the US Department of Defense USD 718 billion Fiscal Year (FY) 2020 budget included USD 39.7 million to acquire a further 22 F-5E/Fs from Switzerland, to supplement and in some cases replace the 43 aircraft currently in service.

In the meantime, in order to reduce the pressure on the existing fleet distributed among the three squadrons, NAVAIR (Naval Air Systems Command, the US Navy unit responsible for the integration of aircraft systems) continues to seek other Tiger aircraft around the world while considering the potential modernization of these new cells (radar, jammers, helmet visors, etc.). The problem is that these aircraft, as they are today, are only realistic simulations of MiG-21 level threats, a limitation that could be overcome if the US Navy decides to modernize these 'adversary' planes.

The other solution studied by the Pentagon would be to confine this mission entirely to private companies. In October, the USAF awarded four companies with USD 6.4 billion in five-year AdAir (Adversary Air) contracts. One of these private companies, Tactical Air Support Inc (TacAir) based in Reno, Nevada acquired a fleet of 21 ex-Jordanian F-5E/Fs in 2017 and immediately began developing an upgrade for its new aircraft at its facilities in St. Augustine (FL). Late in 2018, the company was awarded a five-year, USD 107 million contract from the US Navy to provide adversary services, in addition to training for air and ship crews to counter electronic threats.

Other companies are also competing in this market. Such as Draken International, which recovered South African Cheethahs and Spanish Mirage F1s, or ATAC (Airborne Tactical

Advantage Company), which recently bought 63 French F1 Mirage that are being assembled and tested in Fort Worth, Texas.

For sure Northrop's little hunter still has a few more years ahead of it and it is very possible to see more used F-5s coming to form new units or back up the existing ones. Some

also believe that the Tiger II might become the A-10 of the US Navy in terms of replacing it with something else.

Until then, these slick, old but still deadly silhouettes will be screaming over the sunny skies of the Key islands!

Long live the Tiger!

F-5 Squadrons, past and present

Unit	Aircraft	Period	Number of aircraft	Base
NFWS	F-5E/F	1975 - 1987	10/3	NAS Miramar
VF-43	F-5E	1977 - 1985	4	NAS Oceana
	F-5E	1989 - 1993	4	NAS Oceana
VF-45	F-5E/F	1989 - 1996	7/2	NAS Key West
VF-126	F-5E	1985 - 1993	3	NAS Miramar
VF-127	F-5E/F	1987 - 1992	13/1	NAS Lemoore / NAS Fallon
VFC-13	F-5N/F	1996 - present	15/1	NAS Fallon
VFC-111	F-5N/F	2006 - present	15/1	NAS Key West
VMFT-401	F-5N/F	1989 - present	11/1	MCAS Yuma

F-5 Fleet list

serial	code	type	c/n	unit	f/n	l/n	status	previous ID	remark
159878		F-5E	R1074	NFWS			w/o	USAF 73-0893	w/o 01aug77
159879	541	F-5E	R1075	NFWS			w/o	USAF 73-0894	w/o 13may81
159880	AF-00	F-5E	R1076	VFC-13			wfu	USAF 73-0895	SOC 07mar12
159881	NJ-27	F-5E	R1115	VFA-127			w/o	USAF 74-1480	w/o 08feb96
159882	544	F-5E	R1116	NFWS			w/o	USAF 74-1481	w/o 21sep84
160792	AF-02	F-5E	R1039	Ryan-Hemet	oct10	mar11	pres	USAF 73-0858	
160793	AF-21	F-5E	R1049	VFC-13	oct96		wfu	USAF 73-0868	
160794	AF-22	F-5E	R1053	VFC-13	oct96	nov02	wfu	USAF 73-0858	
160795		F-5E	R1064	wfu	aug06	apr07	wfu	USAF 73-0883	
160796	AF-13	F-5E	R1092	NAS Fallon	oct07	feb16	pres	USAF 73-0900	Air Power Park
160964	LS-00	F-5F	W1006	VMFT-401			scr	USAF 75-0753	parts used on 761586
160965	AF-31	F-5F	W1007	VFC-13			w/o	USAF 75-0754	w/o 13jun08
160966	AF-32	F-5F	W1012	VFC-13	may96	sep05	scr	USAF 75-0755	fuselage used on 761580
162307	AF-06	F-5E	R1191	Schenectady County	oct07	may16	pres	USAF 74-1533	Empire State Aerosciences Museum
721387	AF-00	F-5E	R1007	Santa Rosa	sep05	may17	pres	USAF 72-1587	Pacific Coast Museum
730855	AF-06	F-5E	R1036	VFC-13			wfu	USAF 73-0855	SOC 07mar12
730865	AF-01	F-5E	R1046	VFC-13	jul96	apr08	wfu	USAF 73-0865	
730866		F-5E	R1047	VMFT-401	may89		wfu	USAF 73-0866	rep as w/o 06feb86
730879	AF-02	F-5E	R1060	VFC-13	mar96	jan07	wfu	USAF 73-0879	
730881	LS-40	F-5E	R1062	VMFT-401	oct06	feb07	wfu	USAF 73-0881	
730885	AF-06	F-5E	R1066	VFC-13	jan07	mar07	wfu	USAF 73-0885	brown camouflage c/s



F-5N 76-1532/AF-116 demonstrates the extremely slender figure of the Tiger in this head-on view. (George Karavantos)



F-5N 761565/AF-110 is former Swiss Air Force F-5E J-3040. Its sleek, classic lines make it apparent why this aircraft is a favourite among aircraft enthusiasts. (Boca Chica (FL), 23 December 2015, Marco Dijkshoorn)

731635	AF-02	F-5E	R1088	VFC-13			wfu	USAF 73-1635	SOC 08mar12
741519		F-5E	R1177	Titusville	dec04	mar10	pres	USAF 74-1519	Valiant Air Command Museum
741528	6	F-5E	R1186	Fort Lauderdale	mar19		std	USAF 74-1528	
741529	6	F-5E	R1187	Palmdale	oct05	oct19	pres	USAF 74-1529	Heritage Air Park
741530	AF-05	F-5E	R1188	VFC-13			wfu	USAF 74-1530	SOC 13mar12
741531	7	F-5E	R1189	Martin State Airport	jul13	may16	pres	USAF 74-1531	
741536	AF-04	F-5E	R1194	Fort Lauderdale	feb19		std	USAF 74-1536	SOC 13mar12
741537	8	F-5E	R1195	Paso Robles	dec05	nov10	pres	USAF 74-1537	
741539	AF-05	F-5E	R1197	Ohakea County	may06	jan12	pres	USAF 74-1539	American Wings Air Museum
741540	9	F-5E	R1198	Hickory RAP	jan08	apr17	pres	USAF 74-1540	Hickory Aviation Museum
741541	10	F-5E	R1199	VMFT-401j	an92		w/o	USAF 74-1541	w/o 05oct95
741544	LS-04	F-5E	R1202	VMFT-401	nov04	oct06	wfu	USAF 74-1544	
741545	AF-07	F-5E	R1203	VFC-13	oct96	sep08	wfu	USAF 74-1545	grey/green c/s
741547	AF-01	F-5E	R1205	VFC-13			wfu	USAF 74-1547	SOC 08mar12
741548		F-5E	R1206	prior delivery			w/o	USAF 74-1548	w/o 17mar82
741553		F-5E	R1211	to Morocco			mil	USAF 74-1553	
741554	AF-03	F-5E	R1212	VFC-13			wfu	USAF 74-1554	SOC 13mar12
741556	56	F-5E	R1216	Mc Minneville	aug07	aug09	pres	USAF 74-1556	
741558	AF-13	F-5E	R1218	FW -Meacham AP	feb06	sep14	pres	USAF 74-1558	Fort Worth Aviation Museum
741563	AD-34	F-5E	R1245	VF-45	feb90	nov90	wfu	USAF 74-1563	
741564	AF-12	F-5E	R1252	Miramar	jul08	nov10	pres	USAF 74-1564	Flying Leathernecks Aviation Museum
741568	AF-15	F-5E-IV	R1261	Corpus Christi	jan08		dump	USAF 74-1568	
741570	11	F-5E	R1266	Yuma	aug09	feb13	pres	USAF 74-1570	at gate
741572	12	F-5E	R1270	Cape May	may07	sep15	pres	USAF 74-1572	NAS Wildwood Aviation Museum
761526	LS-11	F-5N	L1001	VMFT-401	oct08	jan18	act	CHE J-3001	2-tone brown/green c/s
761527	LS-02	F-5N	L1002	VMFT-401	jun09	mar20	act	CHE J-3002	3-tone grey c/s
761528	AF-06	F-5N	L1003	VFC-13	jun08	mar19	act	CHE J-3003	3-tone grey c/s
761531	AF-104	F-5N	L1006	VFC-111	sep08	sep15	act	CHE J-3006	3-tone grey c/s
761532	AF-116	F-5N	L1007	VFC-111	sep08	sep15	act	CHE J-3007	3-tone grey c/s
761533	AF-117	F-5N	L1008	VFC-111			w/o	CHE J-3008	w/o 09aug17
761534	AF-10	F-5N	L1009	VFC-13	oct09	mar19	act	CHE J-3009	three-tone grey c/s
761535	AF-14	F-5N	L1010	VFC-13	oct08	mar19	act	CHE J-3010	3-tone grey c/s
761536	AF-02	F-5N	L1011	VFC-13	nov09	mar19	act	CHE J-3011	yellow,brown,green c/s
761537	AF-11	F-5N	L1012	VFC-13	mar09	mar19	act	CHE J-3012	three-tone blue c/s
761541	LS-03	F-5N	L1016	VMFT-401	oct08	feb20	act	CHE J-3016	brown/tan/sand c/s
761544	AF-05	F-5N	L1019	VFC-13	sep14	feb20	act	CHE J-3019	tiger c/s
761545	AF-07	F-5N	L1020	VFC-13	jun08	mar19	act	CHE J-3020	desert c/s
761546	LS-04	F-5N	L1021/1114	VMFT-401	oct08	feb20	act	CHE J-3021	2-tone brown/green c/s
761547	ES-105	F-5N	L1022	VFC-111	aug14	nov17	act	CHE J-3022	retro c/s
761548		F-5N	L1023/1116		apr07	feb14	act	CHE J-3023	ex AF-101/VFC-111
761549	AF-00	F-5N	L1024	VFC-13	oct13	mar19	act	CHE J-3024	3-tone grey c/s
761550	AF-121	F-5N	L1025	VFC-111	mar10	jan14	act	CHE J-3025	3-tone grey/blue c/s
761551	AF-04	F-5N	L1026	VFC-13	nov08	mar19	act	CHE J-3026	blue grey c/s
761552	AF-03	F-5N	L1027	VFC-13	jul16	mar19	act	CHE J-3027	black "MiG-28" c/s
761554	AF-106	F-5N	L1029	VFC-111	aug08	aug18	act	CHE J-3029	
761556	LS-05	F-5N	L1031	VMFT-401	oct05	mar20	act	CHE J-3031	2-tone brown/sand c/s
761557	AF-112	F-5N	L1032	VFC-111	aug08	aug18	act	CHE J-3032	brown c/s
761559	LS-06	F-5N	L1034	VMFT-401	oct08	mar20	act	CHE J-3034	blue/grey c/s
761560	AF-111	F-5N	L1035	VFC-111	sep08	feb12	act	CHE J-3035	brown/tan/sand c/s
761562	AF-102	F-5N	L1037	VFC-111	jan12	sep18	act	CHE J-3037	brown/tan/green c/s

761564	AF-01	F-5N	L1039	VFC-13	mar15	mar19	act	CHE J-3039	grey tiger c/s
761565	AF-110	F-5N	L1040	VFC-111	aug07	aug18	act	CHE J-3040	
761568	AF-12	F-5N	L1043	VFC-13	aug08	dec18	act	CHE J-3043	blue/grey c/s
761570	AF-107	F-5N	L1045	VFC-111	jul08	nov15	act	CHE J-3045	blue grey c/s
761571	AF-113	F-5N	L1046	VFC-111	sep08	dec18	act	CHE J-3046	three tone desert c/s
761572	LS-07	F-5N	L1047	VMFT-401	oct08	mar20	act	CHE J-3047	brown/sand/sand c/s
761574	AF-103	F-5N	L1049	VFC-111	aug08	dec15	act	CHE J-3049	3-tone blue c/s
761575	AF-101	F-5N	L1050	VFC-111	apr17	jun17	act	CHE J-3050	two tone grey/blue c/s
761576	LS-08	F-5N	L1051	VMFT-401	may10	feb20	act	CHE J-3051	blue/grey c/s
761578	AF-13	F-5N	L1053	VFC-13	nov16	mar19	act	CHE J-3053	MiG-28 c/s
761579	LS-09	F-5N	L1054	VMFT-401	oct08	feb20	act	CHE J-3054	3-tone grey c/s
761580	AF-20	F-5F	L1055	VFC-13	jul10	mar19	act	CHE J-3055	black c/s
761583	LS-01	F-5N	L1058	VMFT-401	nov16	feb20	act	CHE J-3058	two-tone blue/grey c/s
761585	AF-115	F-5N	L1060/1153	VFC-111	dec08	dec15	act	CHE J-3060	brown/tan/sand c/s
761586	LS-00	F-5F	L1061/1154	VMFT-401	mar09	aug19	act	CHE J-3061	
761589	LS-10	F-5N	L1064	VMFT-401	jan17	feb20	act	CHE J-3064	3-tone grey c/s
761591	AF-120	F-5N	L1066/1159	VFC-111	may09	apr17	act	CHE J-3066	brown/tan/green c/s
810834	AF-100	F-5F	L1075/1171	VFC-111	apr09	nov15	act	CHE J-3075	three color blue/grey c/s
840456	AF-100	F-5F	IH1019	VFC-111	sep07		scr	USAF 84-0456	fuselage used for 810834



F-5F 160966/AF-32, seen here in the markings of VFA-127, one of the aggressor squadrons before all but VFC-13 were disbanded. VFA-127's final homebase was NAS Fallon (NV), where this image was shot. (23 August 1989, Stephan de Bruijn)



The different tailmarkings carried by VFC-111s Tigers. (George Karavantos)

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The main activities of the Dutch Aviation Society are: publication of the monthly magazine 'Scramble', maintaining the aviation website www.scramble.nl, organising spotter conventions, maintaining an aviation information database, publishing from this aviation information database and other activities aimed at promoting the aviation hobby in general.

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Scramble Magazine:
ISSN 0927-3417

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Air Force Base Swartkop holds one of three locations of the South African Air Force Museum. One of the larger aircraft preserved here is C-160Z 337. This is the only remaining SAAF C-160Z, all others have been scrapped. (Swartkop, 10 February 2020, Robert Eikelenboom)



Of course, the museum could not be complete without one of South Africa's indigenous fighters, the Cheetah. In this case, the honour goes to Cheetah D2 847. This aircraft was used by Denel to test the integration of a Klimov RD-33 derivative engine. As can be seen in the back, the museum houses multiple Mirage variants. (Swartkop, 10 February 2020, Robert Eikelenboom)



Another transport aircraft preserved at Swartkop is the only CN235 ever operated by the South African Air Force, 8026. It was absorbed into the SAAF when Bophuthatswana became part of South Africa in 1994. This is c/n C001, which makes it the oldest CN235 in the world. (Swartkop, 10 February 2020, Robert Eikelenboom)



In the evening of 18 May this Cargoair Boeing 737 LZ-CGX was used on a DHL flight, inbound from Oslo and outbound to Leipzig. The colour scheme reveals the previous operator of this aircraft: Enter Air. (Amsterdam-Schiphol, Robert Eikelenboom)



LATAM Airlines uses Schiphol as a stop-over on their cargo flights from Brazil to China and back. Several passenger Boeing 777-300ERs are used on this route. PT-MUI is seen here finishing a flight from Xiamen. (Amsterdam-Schiphol, 1 June 2020, Robert Eikelenboom)



Cargo flights of Saudia are also operated with the Boeing 787, mostly with a -9 but occasionally with a -10, like HZ-AR24. (Amsterdam-Schiphol, 17 May 2020, Robert Eikelenboom)