

**476**  
January 2019

# Scramble



***Lebanon at 75  
Samurai's Phantoms***

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



Dominican airline Air Century operates charter- and scheduled flights with three different types of aircraft. The first one is the Swedish built Saab 340. HI976 started its career in the USA in 1993 and flew there for almost twenty years. In 2015 it was added to the fleet of Air Century. (La Isabela, 30 November 2018, Johnny Rod)



At the moment the fleet of Air Century exists of four Jetstreams, two Saab 340s and two CRJs. BAe3101 HI772 was delivered in 2002 as HI-772CT. (La Isabela, 30 November 2018, Johnny Rod)



SAP Group owns this BAe3201 HI858 since 2007. The aircraft was built in 1991 and delivered to American Eagle. (La Isabela, 8 June 2018, Johnny Rod)

## Editorial

Welcome to the first Scramble of 2019, a year with lots of exciting news from your favourite aviation magazine! We wish you a very Happy New Year, that all your dreams may come true.

With quite a few articles and a book review, this issue has 120 pages, a good start to the new year. One article is about the 75-year anniversary of the Lebanese armed forces. Our editors Erwin van Dijkman en Wim Sonneveld were present for the aerial parade conducted in honour of Lebanon's Independence Day, on 22 November 2018. Another article is about Japan's 302 Hikotai, and their last operational Phantoms. The ninth Iran Air Show was held at Kish Island 26-29 November. Next month you will see an overview of this amazing event, this month we have a nice teaser in the form of a photo page featuring an operational Tomcat! Last is a book review of Philip Stevens' "Thunder Through The Valleys" – low level flying – low level photography, which has been published in November 2018.

Due to computer problems this month there is no Fokker News and also no Dustpan & Brush. Due to lack of time the Propliners are also not present. In addition we have some amends to make for last month, when things did not go well with the photo credits in the Amsterdam movements. The correct credits are as follows: Boeing 747 B-2480 on page 3 was photographed by Remco de Wit and Boeing 757 9H-AVM on page 5 was photographed by Ton Jochems. Our apologies for the mix-up. We also forgot to give credit to Nik Deblauwe for the photo of Global 6000 OK-GRX on page 52.

This year we will have another few publications, the SWAF and SMS Europe. For these we are looking for suitable pictures, especially for the cover. The front cover is a 'portrait' photo at high resolution, which should be able to accommodate the Scramble logo and various texts above and below the subject. This leads to a minimum size requirement of 2100 pixels wide and 3000 pixels high, and special demands for composition.

## Cover Photo



The black version of the 302 Hikotai commemorative colour scheme on F-4EJ Kai 77-8399 made its debut a few days before the air show at Hyakuri, marking the end of Phantom operations for this squadron. (1 December 2018, Bastiaan Hart)

## Important dates

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<b>Scramble Military Transports 2017</b>	<b>87</b> pages
<b>SMS Europe 2018</b>	<b>145</b> pages
<b>SMS North America 2017-2018</b>	<b>191</b> pages
<b>EMOOS 2018</b>	<b>783</b> pages

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# Movements Netherlands

China Airlines' final A350-900 was rolled out in special 'Carbon Fibre-Airbus' colours in July 2018. The livery is a combination of China Airlines and Airbus carbon fiber colours. B-18918 arrived in Taiwan on 23 October 2018 on delivery to the airline. (Amsterdam - Schiphol, 14 November 2018, Jarco Hage)

## Amsterdam

November 2018				N918E	G450	Taylor-Listug	06
01.V-11	G-IV	334sq	NAF11	OE-FNP	Ce510	GlobeAir	05 GAC462M/351M
A6-ETR	B777-3FXER	Etihad Airways	f/v ETD77/8	OE-FZE	Ce510	GlobeAir	GAC063P/899Q
A7-BEU	B777-3DZER	Qatar Airways	f/v QTR273/4	OM-IEX	B737-8BK	AirExplore	ELY5425/6
D-IADV	Ce551	MCH Holdings	03	VT-HMA	Global XRS	Reliance Transport & Travel	06
D-ICMK	Beech C90GTi	Kapp	f/v	05.9H-VCA	CL-350	VistaJet Malta	06 VJT401
D-INKY	P180	AirGo	XGO3AM/4PB	D-IADV	Ce551	MCH Holdings	06
EI-DWC	B737-8AS	Ryanair	f/v RYR3104/5	D-ICMK	Beech C90GTi	Kapp	08 AWU905/8
G-KLNW	Ce510	Saxonair	SXN51D	D-ISLT	Ce525A	AirGo	14 XGO3M/1GD
N168NW	G650ER	Joy Castle	dep	D-IZZY	P180	Fleet Management Services	06
N910JW	Falcon 900	SC Johnson & Son	dep	F-HVBL	Falcon 7X	easyJet	f/v EZY1837/8
OE-FDT	Ce510	GlobeAir	dep GAC376J	G-UZHM	A320-251N	easyJet Switzerland	f/v EZS1041/2
OE-FZB	Ce510	GlobeAir	GAC487J/322R	HB-JXL	A320-214	Luxaviation	dep LXA15P
OE-HED	G200	Avcon Jet	AOJ73D	LX-VMF	Ce560XL	Luxaviation	07 LXA15P
OK-CTP	PC-12/47E	OK Aviation Wings	NTF722	LX-VMF	Ce560XL	Ven Air	
OM-IEX	B737-8BK	AirExplore	ELY5425/6	M-DMBP	Lj40	Premier Falcon	
OO-THB	B747-4HAERF	ASL Airl. Belg. (TNT c/s)	05 TAY911E	M-FALC	Falcon 7X	JC Bamford Excavators	JCB1
OY-JRK	A320-231	Danish Air Transport	SAS553/4	M-JCBB	G650	Int'l Aviation Holdings	18
P4-KDE	A321-271N	Air Astana	f/v KZR903/4	N264C	Falcon 900LX	Dan Snyder	07
PH-HXA	B737-8K2	Sun Country	dep TRA051	N904DS	Global Express	Mozart Investments	f/v 08
02.V-11	G-IV	334sq	NAF11	N1932P	G550	GlobeAir	07 GAC351N/480A
A6-ETI	B777-3FXER	Etihad Airways	f/v ETD77/8	OE-FNP	Ce510	Travel Service	TVS55J/56J
C-FEDG	CL-300	Skyservice Aviation	dep	OK-EMA	Ce680	Smartwings	AIZ741/512
D-CGGG	Lj31A	Jetcall	JCL3	OK-TSU	B737-8FZ	Air Service Liège	07
G-DHKP	B757-223(F)	DHL Air	f/v BCS898/1391	OO-ACO	Ce510	Turkish Airlines	f/v THY1961/2
LN-LND	B787-8	Norwegian	f/v NAX8987/7701	TC-JVS	B737-8F2	Aerowest	07
N203JE	Global 6000	Inversiones 2 De Marzo	f/v	06.D-CARO	Ce680	Saxonair	SXN90E
N264C	Falcon 900LX	Int'l Aviation Holdings	dep	G-KLNE	BAe125-900XP	Ven Air	
N510MD	Ce510	Michel Delauzun	03	M-DMBP	Lj40	Selementos	08
N707FJ	Falcon 900	Exxaero	03	M-NTOS	Ce525C	Warner Chilcott Leasing	f/v 07
OE-FKO	Ce525A	Avcon Jet	AOJ48L	N921WC	G550	Flying Service	11 FYG91K/811
OK-TSU	B737-8FZ	Smartwings	f/v AIZ511/2	OO-JUK	Falcon 7X	TUI Belgium	f/v TFL076P/307
03.9H-VJT	Global 6000	VistaJet Malta	VJT971	OO-TMA	B737-8	Blackbird Air Charter	BBB1
C-FJOJ	G200	Fast Air	f/v 05 PBR200	OY-SWO	Falcon 2000S	VistaJet Malta	08 VJT868/971
D-IEKU	Ce525A	Excellent Air	04 ECA2C	07.9H-VJN	Global 6000		f/v 08
D-IMPO	Beech C90A			D-FEAG	TBM-930	Excellent Air	08 2x ECA2C
D-INKY	P180	AirGo	04 XGO4AM/4KB	D-IEKU	Ce525A	Air Europa	AEA1091/8
D-ITIP	Ce525	Star Wings	STQ222	EC-MLT	B787-8	Vueling	f/v VLG8322/3
JY-BAF	B787-8	Royal Jordanian	f/v RJA151/2	EC-MZT	A320-271N	easyJet	f/v EZY1835/6
LN-NHB	B737-8JP	Norwegian	div NAX4203	G-UZHO	A320-251N	GlobeAir	08 GAC480B/362M
M-AVIR	Global 6000	TAG Aviation (UK)	dep	OE-FNP	Ce510	Salzburg Jet Aviation	MOZ437
M-MIKE	Ce525C	Michael Frank Jacobson	f/v 05	OE-FPK	Ce525A	Air Service Liège	08
N515TJ	Beech 400A	Blackburn Int'l	dep	OO-ACO	Ce510	Scandinavian	f/v SAS1553/556
TF-ICY	B737-8	Icelandair	f/v ICE506/7	SE-ROP	A320-251N	Arkia	12
04.D-ALMA	A330-243F	EAT Leipzig (DHL c/s)	f/v BCS1238/9	08.4X-CPX	G-IVSP	VistaJet Malta	09 VJT617
D-CTWO	Lj35A	Air Alliance Express	AYY108	9H-ILI	CL-850	Jet Executive	JEI545
D-INKY	P180	AirGo	XGO4AM/4PB	D-CDIM	Lj35A	HTM Jet Service	HTM019
HL7639	B747-8B5F	Korean Cargo	f/v KAL509	D-COBI	Ce560XLS	Air Hamburg	AHO454E
M-JCBB	G650	JC Bamford Excavators	05 JCB1	D-IBJJ	Ce525A	Excellent Air	09 ECA2C
N707FJ	Falcon 900	Exxaero	11	D-IEKU	Ce525A	Euroflug Frenzel	09
				D-ISAR	Raytheon 390	Bookajet	dep
				G-HCSA	Ce525A		

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G-HCSA	Ce525A	Bookajet	13	D-CJET	Ce525B	Air Hamburg	AHO992W/876F
G-OCJZ	Ce525A	Centreline Air Charter	CLF293	D-CKJE	EMB505	Luxaviation Germany	14 LXG55JE
LN-AGE	Falcon 900LX	Aker	f/v AKK9	D-EALL	PA-46-500TP		f/v 14
LN-LNT	B787-9	Norwegian	f/v NAX7700/1	D-IADV	Ce551	MCH Holdings	
LX-VMF	Ce560XL	Luxaviation	12 2x LXA15P	D-IKBO	Ce525A	Silver Cloud Air	SCR357
N811TM	G650ER	Airflite	f/v 11	D-INOB	Ce525A	Atlas Air Service	ATL3Z
N843GX	Global Express	Greystar Real Estate Partners	09	G-FXCR	Beech 400A	Flexjet	FLJ55/4
OE-FFB	Ce510	GlobeAir	09 GAC142E/F	LX-ABM	Global 5000	Global Jet Luxemb. f/v 14	SVW888M
OE-FZA	Ce510	GlobeAir	09 GAC362N/790A	LX-VMF	Ce560XL	Luxaviation	14 LXA15P
OM-IEX	B737-8BK	AirExplore	ELY5425/6	M-ARTY	PC-12/47E	Creston (UK)	14
OO-ACO	Ce510	Air Service Liège		M-COOL	Ce510	Executive Aviation	f/v
PH-HXB	B737-8K2	Sun Country	dep TRA051	N520SC	Falcon 2000LX	Stryker	f/v 14
S5-TSV	Falcon 50EX	Elit'avia	dep EAV52V	N524EA	G650ER	Landmark Aviation	14
09.D-CARO	Ce680	Aerowest	12	N808JG	G-V	Jet Edge	14
D-IMPO	Beech C90A			OK-OBR	Ce510	Aeropartner	DFC983C
EI-NEO	B787-9	NEOS	dep NOS2	OK-RAH	Beech 400A	Time Air	14 TIE864H
G-ERGP	PC-12/47E	Eden Rock Aviation	f/v	VP-CLL	ERJ135BJ	Burgan Bank	f/v 16
G-JZBA	B737-8MG	Jet 2	f/v EXS205/6	14.17402	Falcon 50	Esq504	f/v div 17 AFP21
HB-JXM	A320-214	easyJet Switzerland	f/v EZS1355/6	9H-VCE	CL-350	VistaJet Malta	15 VJT474
LX-LAB	PC-12/45	Jetfly Aviation	16 JFA72D/19B	9H-VJM	Global 6000	VistaJet Malta	15 VJT857
N595E	Global Express	Aurora Aircraft	f/v 10	D-BURO	CL-300	Aero-Dienst	ADN42L
OE-ICS	A320-214	easyJet	f/v EZY8871/7905	D-CPMI	Ce560XLS+	Papier Mettler	
OK-BII	Beech 400A	JetBee Czech	11 JBC565B/C	D-IBBS	Ce525A	German Private Jet Group	
SX-SOF	A320-232	Orange2fly	10 OTF4145/302P	D-INOB	Ce525A	Atlas Air Service	ATL3Z
10.9H-VJQ	Global 6000	VistaJet Malta	11 VJT801	D-ISAR	Raytheon 390	Euroflug Frenzel	16
D-CFHZ	EMB505	DAS Private Jets	11	EC-MIG	B787-8	Air Europa	AEA1091/8
JY-BAE	B787-8	Royal Jordanian	f/v RJA151/2	EI-LEO	Ce750	Gainjet Ireland	16 GJ175X
M-YSAI	Global 5000	Capital Investment	12	G-ULFM	G450	Pen Avia	PDY21A/B
OK-KIN	Ce525B	Aeropartner	DFC719C	LX-ONE	Lj35A	Luxembourg Air Amb.	DUK1AMB
11.9H-VCO	CL-350	VistaJet Malta	12 VJT449	LX-RSQ	Lj45	Luxembourg Air Amb.	15 DUK5AMB
C-FJNS	CL-605	Skyservice Aviation	f/v 12	LX-VMF	Ce560XL	Luxaviation	16 LXA15P
EI-GXJ	B737-8AS	Ryanair	f/v RYR2998/9	M-ABCC	Global 6000	Airinc Direct	16
G-GDFS	B737-86N	Jet 2	f/v EXS205/6	M-DUBS	Falcon 900LX	Six Daughters	f/v 15
G-UZHN	A320-251N	easyJet	f/v EZY1837/8	M-FROG	Raytheon 390	Sam Sports & Marketing	15
N707FJ	Falcon 900	Exxaero	24	N165SL	P180	Nextgen Partners	
OE-IFD	B747-4B5ERF	ASL Airlines Belgium	12 TAY915E	OE-IIX	CL-605	Laudamotion Executive	15 LDXF1
OM-IEX	B737-8BK	AirExplore	ELY5425/6	OO-ACO	Ce510	Air Service Liège	16
OY-NDP	Ce525A	Greybird Aviation	GAG611A/601P	SX-DNG	A321-231	Aegean Airlines	f/v AEE626/7
12.9H-VCF	CL-350	VistaJet Malta	13 VJT498	YL-RAJ	ATR42-300QC	RAF-Avia	f/v MTL4321/432D
9H-VCO	CL-350	VistaJet Malta	14 VJT449	15.17402	Falcon 50	Esq504	AFP21
B-1065	A330-343E	China Southern	f/v CSN345/6	B-7347	B777-39PER	China Eastern	f/v div CES553
B-18918	A350-941	China Airlines	f/v CAL073/4	C-GNDN	G650	Skyservice Aviation	16 SYB5186/7
D-BERT	Falcon 2000LX	Bertelsmann	2x BFD12T/65T	D-AIMN	A380-841	Lufthansa	f/v div DLH457
D-CGAA	Ce560XLS+	Air Hamburg	AHO825R	D-CAHO	Ce560XLS+	Air Hamburg	AHO545R
D-ISAR	Raytheon 390	Euroflug Frenzel	14	D-CHLR	EMB505	Atlas Air Service	16 ATL9K
D-ITAN	Ce525	Transavia Flug		D-IMHA	Ce525A	MHS Aviation	MHV52A
HB-FVC	PC-12/47E	Lakeside Aviation	14	F-GZTD	B737-73V	ASL Airlines	FPO811/811F
HB-IAU	Falcon 2000EX	Cat Aviation	13 CAZ502/1	G-HCSA	Ce525A	Bookajet	23
N500QA	Global 5000	HBK Contracting	15	G-RNFR	CL-605	TAG Aviation (UK)	
OE-FZB	Ce510	GlobeAir	13 GAC270H/219V	G-SIRS	Ce560XL	Luxaviation UK	LNx64RS
13.16704	C295M	Esq502	f/v 15 AFP28	LN-AWD	Beech 350	Airwing	NWG451A/452A
9H-VJV	Global 6000	VistaJet Malta	14 VJT965	M-KRAF	Ce550	Patagonia Assets	f/v 17
A6-BLE	B787-9	Etihad Airways	f/v ETD77/8	N310TK	G550	Alltech	25
D-CAHO	Ce560XLS+	Air Hamburg	AHO545R/817B	N520SC	Falcon 2000LX	Stryker	
D-CASH	EMB505	Air Hamburg	AHO179P/738W	N860AA	G550	ALA Services	17



502 Squadron is a Portuguese Air Force transport squadron. The "Elefantes" squadron was transferred from Sintra to Montijo Air Base in 2009 and in February of that year the first CASA C295 was delivered. C295 16704 paid an unexpected visit to Amsterdam airport. (Amsterdam - Schiphol, 13 November 2018, Danny Reijnen)

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Another Charleston built Dreamliner made headlines within the aviation community. Etihad operated the first ever commercial Boeing 787-10 flight into Europe on the day this photo was taken, making it also the first visit of type for the airport. A6-BMB was delivered to the carrier just two weeks before and is the second of its type in the Etihad fleet. (Amsterdam - Schiphol, 28 November 2018, Marie-José Schellekens)

16.169228	KC-130J	VMGR-234	f/v 19 Ranger39	N625GN	G-V	Fertitta Entertainment	f/v
B-95959	Global XRS	EATC		OE-FAF	Ce525A	Smartline	
G-DHKR	B757-223F	DHL Air	f/v BCS898/1391	OE-FAT	Ce510	GlobeAir	21 GAC424M/139W
G-FXDM	Beech 400XT	Flexjet	FLJ56/4	OE-FZE	Ce510	GlobeAir	22 GAC318J/424N
HB-LUT	P180	Greenwings		OK-TSE	B737-81D	Travel Service	f/v CSA616/7
I-FEDN	Falcon 2000LX	Sirio	18 SIO615	OO-MMT	Ce560XLS	Air Service Liège	
M-IFFY	Ce510	Xead Aviation	21	YR-TYA	Ce560XLS+	Toyo Aviation	TOY138/A
N21EL	BAe125-800XP	Sisk Air Services	f/v 19	YU-FSS	Falcon 2000LX	Prince Aviation	21 PNC4SS
OE-ICW	A320-214	easyJet	f/v EZY8871/7975	21.9H-KAZ	BAe125-900XP	Hyperion Aviation	27 HYP005
OK-JRT	Ce680	Travel Service	TVS77J/78J	D-AFUN	ERJ135BJ	Air Hamburg	22 AHO969K
OK-RAH	Beech 400A	Time Air	TIE861H	D-IADV	Ce551	MCH Holdings	2x
OK-TSS	B737-8Q8	Smartwings	f/v CSA616/7	D-IFIS	Ce525A	Luxaviation Germany	22 LXG22S
OO-ACO	Ce510	Air Service Liège		D-ITAN	Ce525	Transavia Flug	2x
OO-JWB	PC-12/47E	Nextgen Partners	17 2x	F-HTTO	Global 5000	Flying Service	f/v FYG21T/22T
T7-AKM	ERJ135BJ	Umatila Trading	f/v 18	G-UZHR	A320-251N	easyJet	f/v EZY3009/10
VQ-BWB	B737-8LJ	Aeroflot	17 div AFL2618/9	M-NTOS	Ce525C	Selementos	22 2x
17.CN-NMN	A320-214	Air Arabia Maroc	f/v MAC127/6	N1RP	G550	Penske Jet	
G-FXCR	Beech 400A	Flexjet	FLJ52/3	N977GS	Falcon 7X	Gilead Sciences	22 TWY977
JY-BAA	B787-8	Royal Jordanian	RJA151/2	OE-IEN	Falcon 2000EX	Global Jet Austria	GLJ93EN
OK-SWT	B737-7Q8	Smartwings	CSA616/7	OK-TST	B737-86N	CSA Czech Airlines	f/v CSA616/7
OO-XLS	Ce560XLS+	Air Service Liège	dep	OY-RUS	A320-231	Danish Air Transport	SAS1549/50
18.D-AINN	A320-271N	Lufthansa	f/v DLH996/7	PH-XRZ	B737-7K2	Transavia	dep TRA051
D-CJET	Ce525B	Air Hamburg	AHO267W/52B	22.A7-BFN	B777-F	Qatar Airways	div QTR8132
D-IMHA	Ce525A	MHS Aviation	MHV52A	D-CONE	Lj35A	Air Alliance Express	AYY105
D-INOB	Ce525A	Atlas Air Service	ATL3Z	D-IADV	Ce551	MCH Holdings	
D-ISAR	Raytheon 390	Euroflug Frenzel		OK-TVO	B737-8CX	Travel Service	CSA616/7
EI-GXK	B737-8AS	Ryanair	f/v RYR2998/9	OM-IEX	B737-8BK	AirExplore	ELY5425/6
EI-GXL	B737-8AS	Ryanair	f/v RYR3102/3	OO-JUK	Falcon 7X	Flying Group	FYG812/3
F-HATV	Ce680A	Astonjet	f/v ASJ222	RA-09000	Falcon 900B	Gazpromavia	23 GZP9627/8
LN-BKB	B737-8	Norwegian	f/v NAX4257/8	23.D-CAHO	Ce560XLS+	Air Hamburg	26 AHO366R/337D
LN-STB	CL-350	Sundt Air	MDT5	D-IADV	Ce551	MCH Holdings	
LX-VMF	Ce560XL	Luxaviation	21 LXA15P	D-ISLT	Ce525A	Sylt Air	26 AWU923/6
N515TJ	Beech 400A	Blackburn Int'l	26	D-ITAN	Ce525	Transavia Flug	
OE-FAF	Ce525A	Smartline	f/v 19	G-JZBF	B737-8MG	Jet 2 Holidays	f/v EXS205/6
OM-IEX	B737-8BK	AirExplore	ELY5425/6	LX-VMF	Ce560XL	Luxaviation	25 LXA15P
OO-XLS	Ce560XLS+	Air Service Liège	27	OK-EAS	Beech 400A	Time Air	TIE878Y
OY-RAB	Falcon 7X	Air Alsie	23 MMD6664	OK-RLV	G280	Avcon Jet	f/v 24
19.D-CHGS	EMB505	Hans Grohe	20	24.D-ITAN	Ce525	Transavia Flug	
D-CMDH	Ce680	E-Aviation	20 EFD6H	EC-NAJ	A320-271N	Vueling	f/v VLG8322/3
EC-LYK	G650	Gestair	f/v 20 GES041K	G-KRBN	EMB505	Catreus	25 VCG1BN
G-DHKS	B757-223F	DHL Air	f/v 21 BCS1391	OK-TSO	B737-8GQ	Smartwings	CSA616/7
G-WIRG	ERJ135BJ	Air Charter Scotland	21 EDC793/722	25.CS-DOF	CL-650	Jet Capital	
OE-ICU	A320-214	easyJet	f/v EZY6167/8	D-IEKU	Ce525A	Excellent Air	26 ECA2C
OK-JRT	Ce680	Travel Service	TVS79J/80J	Falcon 900	N707FJ	Exxaero	arr
OO-MMT	Ce560XLS	Air Service Liège	f/v 20	OK-TVJ	B737-8Q8	Travel Service	CSA618/9
OY-RSE	PC-12/47E	Air Alsie		OM-IEX	B737-8BK	AirExplore	ELY5425/6
TC-KHG	G550	Korvez	21	26.0110	B737-86X	1. BLTr	PLF110
20.MM62203	P180AM	CAE Multi-Crew	22 IAM2866	CS-PHM	EMB505	NetJets Europe	f/v 27 NJE2SD
9H-KAZ	BAe125-900XP	Hyperion Aviation	21 HYP005	D-AZFR	BAe146-200A	WDL Avn	f/v AFR1030/557/6/1031
D-ILAC	Eclipse 500	Liebherr Aerospace	f/v	EC-NAF	A320-271N	Vueling	f/v VLG8322/3
F-HAHA	Ce510	Ixair	IXR120A	G-DXTR	Beech B200	Synergy Aviation	SYG479
M-SEVN	CL-605	Persimmon Trading	21	G-HCSA	Ce525A	Bookajet	27
M-YSAL	Global 5000	Capital Investment	21	G-JZBO	B737-8MG	Jet 2 Holidays	f/v EXS205/6
N51VE	G-V	Laurene Powell Jobs	f/v	G-SHUI	Ce680A	Air Charter Scotland	EDC325R
N250LG	Falcon 7X	Liberty Global	21	G-WIRG	ERJ135BJ	Air Charter Scotland	EDC722

M-FROG	Raytheon 390	Sam Sports & Marketing	28	OY-RCJ	A320-214	Atlantic Airways	SAS547/8
N515TJ	Beech 400A	Blackburn Int'l	arr	29.9H-ALL	Ce525A	Luxwing	30 LWG192/101
OK-TSC	B737-8FH	Travel Service	CSA618/9	9H-VCK	CL-350	VistaJet Malta	30 VJT405
OO-JAD	B737-8K5	TUI Belgium	TFL072P/7395	D-AGBE	Falcon 7X	Volkswagen	30 WGT5E
OO-GPP	Falcon 7X	Luxaviation Belgium	27 AAB27C	D-AGJP	Global 6000	ACM Air Charter	BVR50
OY-GFS	Falcon 2000LX	Air Alsie	MMD4545	D-AHOI	ERJ135BJ	Air Hamburg	30 AHO519G/492P
T7-SCR	Ce525	Centreline Air Charter	f/v 27	D-AWUE	BAe146-200	WDL Aviation	AFR1336/7/1436/7
TC-JVN	B737-8F2	Turkish Airlines	f/v THY1961/2	D-CUUU	Ce560XLS+	DC Aviation	30 DCS711
27.8P-ASD	G650ER	Grupo Santo Domingo	28	EI-GHK	ERJ190AR	Stobart Air (a/w)	BAW8453/4
D-BANN	CL-300	SAP Systeme	28	G-FXDM	Beech 400XT	Flexjet	30 FLJ51/5
D-CAPB	Ce560	Aerowest		G-FXPR	Beech 400XT	Flexjet	f/v FLJ52/3
D-CSUN	Ce560XLS+	Air Hamburg	28 AHO647V	G-VYGL	A330-243	Air Tanker (a/w)	30 TFL362/073P
EI-GHK	ERJ190AR	Stobart Air (a/w)	f/v BAW8453/4	LZ-TRH	Lj60	Air Volta	VLB111/2
G-HCSA	Ce525A	Bookajet	arr	M-FROG	Raytheon 390	Sam Sports & Marketing	
G-MEDG	A321-231	British Airways	div BAW154	M-ILLA	Beech 400XP	Sunshine Aviation	30
G-SHUI	Ce680A	Air Charter Scotland	EDC847	M-NTOS	Ce525C	Selementos	
G-VYGL	A330-243	Air Tanker (a/w)	28 TFL074P/361	N89NC	G550	21st Century Fox America	30
M-CRAO	Beech 350	Dr. Oetker	f/v	N835BA	B737-7BC	Boeing	30 RDN641
M-NTOS	Ce525C	Selementos	28	N851NW	A330-223	Delta Air Lines	div EGLL DAL18
N272BG	G550	Berwind	f/v arr	N900NC	G650ER	21st Century Fox America	30
N525KF	G550	Clay Lacy Aviation	f/v 29	OE-ICM	A320-214	easyJet	f/v EZY8877/2160
N711VT	G280	Aerohead Aviation	30	OM-IEX	B737-8BK	AirExplore	ELY5425/6
OE-GCZ	Ce525C	Avcon Jet	f/v 28 AOJ45C	OO-ABE	A340-313E	Air Belgium (a/w)	SLM994/3
OE-GJP	Ce525B	Smartline	28	OO-DFG	Falcon 2000LX	Luxaviation Belgium	
OO-ABE	A340-313E	Air Belgium (a/w)	f/v 28 SLM993P/993	OO-MMT	Ce560XLS	Air Service Liège	arr
OO-MMT	Ce560XLS	Air Service Liège	28	OY-EDP	Ce650	VIP Partnerfly	NFA074/P
OY-EDP	Ce650	North Flying	NFA072P/072	SP-TAT	Beech 400A	Smart Jet	f/v SAH26P
OY-GFS	Falcon 2000LX	Air Alsie	MMD4545/4537	T7-FMS	Ce525	Mycitation	
OY-RCJ	A320-214	Atlantic Airways	28 SAS547/8	30.EI-GHK	ERJ190AR	Stobart Air (a/w)	BAW4455/6
28.9H-TOO	Falcon 7X	Skyfast	f/v KFE481	G-FXDM	Beech 400XT	Flexjet	arr FLJ56
A6-BMB	B787-10	Etihad Airways	f/v ETD77/8	G-JZHR	B737-8MG	Jet 2	f/v EXS205/6
D-BEKP	CL-300	Windrose Air	30 QGA116R/117R	G-XJCJ	Ce550	Xclusive Jet Charter	f/v XJC275/6
D-ITAN	Ce525	Transavia Flug		HA-YFJ	Beech 400A	Pannon Air Service	
EI-GHK	ERJ190AR	Stobart Air (a/w)	BAW8453/4	M-IFFY	Ce510	Xead Aviation	arr
G-JAGA	EMB505	Luxaviation UK	29 LNX23JG	OE-FZB	Ce510	GlobeAir	GAC279P/Q
G-RNFR	CL-605	TAG Aviation (UK)		OK-PBS	Ce525	T-Air	01 TTV52P
LX-VMF	Ce560XL	Luxaviation	29 LXA15P	OO-GMJ	Beech 350	Air Service Liège	
M-INER	Global 6000	ICC Aviation		OY-RSE	PC-12/47E	Air Alsie	
N5EQ	PA-46-350P	Steven Brown	30	SX-DGM	ERJ135BJ	GainJet	GNJ21
N82A	G650ER	Prudential Insurance	f/v 29	UR-WRS	BAe125-850XP	Windrose Aviation	arr WRC7751
N165SL	P180	Nextgen Aviation					
N260Z	G550	Nissan North America	29				
N650TP	G650	Jet Aviation Flight Services	f/v 29				
N673MM	G550	Jet Aviation Flight Services	f/v 29				
N910RW	TBM-910	Redwood	29				
OK-JFA	Beech 400XT	Time Air	TIE878J				
OK-PMI	Beech 400A	Queen Air	29 AQS971				
OK-TSR	B737-82R	Travel Service	f/v CSA618/9				
OO-JAD	B737-8K5	TUI Belgium	TFL7396/073P				
OO-XLS	Ce560XLS+	Air Service Liège	30				

The Transavia on the 1st departed for lease to Sun Country. On that same day an ASL Boeing 747 arrived for maintenance with KLM. Travel Service operated for Arkia on the 2nd. Although not listed but worth mentioning is a pleasure flight being operated on the 3rd by PH-HSI 'Peter Pan' for the 'High-flyers Foundation'. Also on the third a Norwegian diverting while on its way to Alicante. A second Transavia departed for winter duties to Sun Country on the 8th. An Orange2fly Airbus diverted in the early hours of the 9th while enroute



Marine Aerial Refueler Transport Squadron 234 (VMGR-234) is a reserve United States Marine Corps KC-130J squadron. KC-130J 169228 is a relative new addition for the USMC as it was delivered in January 2017. (Amsterdam - Schiphol, 19 November 2018, Ben Uffen)

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A relative new kid on the block is this ATR 42. The 'Quick Change' aircraft was acquired by RAF-Avia when its new career in Sri Lanka was a no-go. YL-RAJ entered service with RAF-Avia in October 2018. (Rotterdam - The Hague, 21 November 2018, Maarten Visser Sr)

from La Palma to Copenhagen. The aircraft finally departed in the nightly hours of the 10th to Athens. The NEOS Dreamliner that had arrived on 16 September 2018 finally departed on the 9th. A second ASL Belgium Jumbo arrived for maintenance on the 11th. The China Airlines Airbus on the 12th was in special 'Carbon fibre' colours. The Portugese CASA on the 14th diverted with some technical issues. The aircraft was reportely on its way to Norway. In the nighly hours of the 15th a Portugese Falcon arrived with spare parts. The CASA continued its journey to Norway in the evening of the 15th. RAF-Avia operated a charter from Zurich to Riga on the 14th with an ATR that was previously with TACA Regional. The ASL Airlines France Boeing 737 on the 15th arrived from Ponta Delgada and departed to Charles de Gaulle. In the early hours of the morning on the 15th a China Eastern Boeing 777 diverted while enroute to Charles de Gaulle. The Lufthansa Airbus on that same day was a medical diversion while on its way from Los Angeles to Frankfurt. Another diversion on the 16th. An Aeroflot Boeing 737 was on its way to Brussels but diverted to Schiphol. On that same day a KC-130J arrived from Norway for a (long) weekend stop. The Air Service Liège Cessna on the 19th is a new local resident as it will be based at Schiphol. The Italian Piaggio on the 20th is being operated by the 'Centro Addestramento Equipaggi-Multi Crew' or in English 'Crew Training Centre - Multi Crew'. The CaE-MC is part of the Italian Air Force advanced flying school. The Transavia Boeing on the 21st departed to St. Athan Airport for part-out. Danish Air Transport operated a service for Scandinavian on this day. The first former Travel Service Boeing that has been repainted into CSA colours arrived on the 21st. Besides the regular cargo service operated by an Airbus Qatar also diverted a Boeing 777 Liège flight to Schiphol on the 22nd. WDL operated for Air France twice on the 26th. Air Belgium operates for SLM from the 27th till mid December 2018. Air Tanker operated a flight for TUI Netherlands on that same day while Atlantic Airways operated a flight for Scandinavian. A British Airways Airbus diverted while on its way to Heathrow and the first Stobart Embraer leased to British Airways operated a service to Amsterdam on the 27th. The Embraer carries a small British Airways sticker on the rear part of its fuselage. The very first commercial Boeing 787-10 flight in Europe arrived at Amsterdam on the 28th. The aircraft was being operated by Etihad. Hence it was also a first visit of type for the airport. More WDL for Air France on the 29th. A Delta Airbus on its way to Heathrow diverted to Amsterdam on the 29th.

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

## Rotterdam - The Hague

			November 2018
01. 9H-BBJ	B737-7BC	Privajet	PVJ177
CS-PHH	EMB505	NetJets Europe	dep NJE749N
D-AWIN	ERJ135BJ	Air Hamburg	AHO993S
LX-EAA	Lj45	DucAir - LAR	DUK8AMB
OH-RBX	Ce560XL	River Aviation	
OY-GFS	Falcon 2000LXS	Air Alsie	MMD4497
PH-FJK	Ce525B	JetNetherlands	dep
PH-TCN	P180	JetNetherlands	05
02. CS-DXR	C-560XLS	NetJets Europe	NJE4VN
D-INOB	Ce525A	Atlas Air Service	ATL3Z
OO-IDE	Ce525	Air Service Liège	
OO-KIN	Ce680	Flying Group	FYG26N/1N
OY-GFS	Falcon 2000LXS	Air Alsie	MMD4497/6646
TC-OEB	A321-231	Onur Air	OHY4855/6
03. CS-PHJ	EMB505	NetJets Europe	NJE932Y/883W
OO-ACO	Ce510	Air Service Liège	dep
OO-IDE	Ce525	Air Service Liège	
PH-HGT	Ce680+	JetNetherlands	dep
04. C-FMHL	Falcon 7X	Mark Anthony Group	05
CS-CHB	CL-350	NetJets Europe	NJE6RA/347E
N194ER	Ce510	Blue Sky Aviation	08
OO-KIN	Ce680	Flying Group	FYG22N/6N
VQ-BNZ	G650ER	Government of Jordan	05 RJA001
05. D-CNOC	Ce560XLS	Excellent Air	06 ECA9C
D-IDKE	Beech C90GTi	Dachser	06
F-HAMG	Ce525A	Jet Invest	06
N210RK	BAe125-700A	Global Mission	dep
N218HF	G450	David G. Herro	06
N494EC	G450	Eastman Chemical	06
PH-LAB	Ce550	NLR - TU Delft	*
PH-TCN	P180	JetNetherlands	07
PH-VBG	Falcon 2000EX	JetNetherlands	dep
06. 9H-DDJ	Lj75	Kermas International	KER888
CS-CHB	CL-350	NetJets Europe	NJE673G/918L
CS-DXK	C-560XLS	NetJets Europe	08 NJE993L
CS-PHC	EMB505	NetJets Europe	07 NJE2SD/784C
D-IAWG	Ce425	Aerowest	
F-HRAM	ERJ145LU	Regourd Aviation	AEH141F/141
G-SHUI	Ce680A	Air Charter Scotland	07 EDC777
PH-JTJ	Ce680	Exxaero	XRO324
PH-VBG	Falcon 2000EX	JetNetherlands	12
07. V-11	G-IV	334sq	NAF11
CS-CHA	CL-350	NetJets Europe	NJE642R/675P
CS-DXY	C-560XLS	NetJets Europe	08 NJE2VY/014H
G-SHUI	Ce680A	Air Charter Scotland	EDC777
LX-GCA	Ce525B	Serlux	08
OE-FDT	Ce510	GlobeAir	GAC771M
OE-FMO	Eclipse 550	Mali Air Luftverkehr	MAE549/50
OO-AMR	Ce525A	Air Service Liège	

OY-APM	G450	Maersk Aviation		N581D	G550	Du Pont Aviation	
PH-HRK	P180	JetNetherlands	arr	OE-IGA	CL-650	Int'l Jet Management	15 IJM607
PH-JTJ	Ce680	Exxaero	XRO324	OO-HHO	Falcon 8X	Luxaviation Belgium	AAB61
08.CS-DXU	Ce560XLS	NetJets Europe	10 NJE955L/7ZT	OO-IDE	Ce525	Air Service Liège	15
CS-DXY	Ce560XLS	NetJets Europe	09 NJE581A/466F	PH-TCN	P180	JetNetherlands	15
D-CSCE	EMB505	Luxaviation Germany	13 LXG55CE	PH-TSN	DA42	Twin Star Netherlands	22
D-IGCS	Beech C90GTx	E-Aviation		SE-DZA	ERJ145EP	Aero4M	15 AEH431F/431
F-HMPR	Ce525A	Rapido		TC-REC	G450	REC Aviation	16
F-HRAM	ERJ145LU	Regourd Aviation	AEH142/142F	15.9H-YES	B737-5Q8	Air X Charter	17 AXY1501/702
G-MOCL	CL-604	Luxaviation UK	LNX20CL	A6-CBO	Global XRS	DC Aviation Al-Futtaim	
G-USHA	Lj75	Zenith Aviation	BZE02A	CS-DXI	C-560XLS	NetJets Europe	NJE9LH/450T
HA-JEO	Ce650	Jet Stream	JSH651/0	M-JNJL	Global XRS	Air Fleet Operations	16
OK-PBK	Ce525B	Queen Air	09 QNR25B	N611BF	Global 6000	Amb Group	
PH-ECD	EC120B	Heli Holland Holding		OO-MMT	Ce560XLS	Air Service Liège	19
PH-MYX	Ce650	ASL	09	OO-NHU	AS365N3	Netherlands Coastguard	*NCG12
PH-TCN	P180	JetNetherlands	09	PH-RIS	EC130B4	KNSF Flight Services	17
PH-TSN	DA42	Twin Star Netherlands	dep	VT-FTL	BAe125-850XP	Futura Travels	
PH-TSN	DA42	Twin Star Netherlands	14	16.V-11	G-IV	334sq	NAF11
09.9H-AMF	Global 6000	Hyperion Aviation	HYP001	2-DARE	PC-12/47E	Brightling Services	div 17
EC-GPS	SA227AC	Flightline	12 FTL853/811	CS-LTD	Ce680A	NetJets Europe	NJE963M/436F
G-ZNTJ	Lj75	Zenith Aviation	BZE03A/B	D-ATMJ	CL-604	Air Independence	17
OE-FZE	Ce510	GlobeAir	GAC381F/270G	D-CHLR	EMB505	Atlas Air Service	ATL9K
PH-HHJ	AS355F2	Heli Holland Holding	10	EC-MPN	Ce525	Air Taxi & Charter Int'l	IBJ816A/B
10.CS-LTF	Ce680A	NetJets Europe	NJE012W/866W	G-JOTR	BAe146-RJ85	JOTA Aviation	CFE4455/6
OO-NHV	AS365N3	Netherlands Coastguard	NCG10	OE-GWV	Ce560XLS	Jet 24	17
11.G-USHA	Lj75	Zenith Aviation	BZE06B/C	OO-ACO	Ce510	Air Service Liège	17
OE-FZA	Ce510	GlobeAir	GAC663X/108V	PH-LAU	Falcon 900EX	Exxaero	XRO577/88
OO-GEE	PC-12/47E	Blue Sky Aviation	2x	PH-LAU	Falcon 900EX	Exxaero	20 XRO588/99
PH-TCN	P180	JetNetherlands	12	YL-RAG	Saab 340A(F)	RAF-Avia	MLT371P
YL-RAJ	ATR42-300QC	RAF-Avia	MTL432P/4320	17.9H-BOO	CL-850	Air X Charter	19 AXY1805/904
12.OE-FZB	Ce510	GlobeAir	13 GAC270H/19V	CS-CHE	CL-350	NetJets Europe	18 NJE208U/9GP
PH-MFX	Ce650	Tarjet	15	CS-LTD	Ce680A	NetJets Europe	20 NJE208U/994N
PH-TCN	P180	JetNetherlands	13	D-ATMJ	CL-604	Air Independence	20
13.V-11	G-IV	334sq	NAF11	M-PIRE	P180	Northside Aviation	arr
9H-VCF	CL-350	VistaJet Malta	14 VJT498	OE-GWV	Ce560XLS	Jet 24	18
9H-YUM	Falcon 900DX	TAG Aviation Malta	15 TEU4	OE-HNB	CL-300	Int'l Jet Management	18 IJM071
D-IAIB	Ce525	AIB Asset	14	OO-ACO	Ce510	Air Service Liège	19
D-IDKE	Beech C90GTi	Dachser	14	PH-DTS	DA42	Wings over Holland	
F-HSHB	Ce510	Avialpes M1		SE-DZA	ERJ145EP	Aero4M	AEH432/432F
M-PIRE	P180	Northside Aviation	dep	18.V-11	G-IV	334sq	19 NAF11
M-PIRE	P180	Northside Aviation	17	CS-CHD	CL-350	NetJets Europe	dep NJE212L
N652PP	Ce680	Eenhoorn	16	CS-DXK	C-560XLS	NetJets Europe	19 NJE379L/32P
N910AF	G450	Solera Holdings	14	CS-PHH	EMB505	NetJets Europe	NJE7QZ
OE-GBE	IAI1125SPX	Tyrol Air Ambulance	TYW315	D-IAWG	Ce425	Aerowest	
OO-HCY	R44	Heli & Co	14	PH-TCN	P180	JetNetherlands	19
PH-DKI	P68C	Zeeland Air		T7-SCR	Ce525	EJ Capital Zurich	19
PH-ECD	EC120B	Heli Holland Holding		19.CS-DRW	BAe125-800XPi	NetJets Europe	20 NJE908A/125U
PH-TAK	DA42	Happy Landings	dep	D-INOB	Ce525A	Atlas Air Service	ATL3Z
PH-TXA	Ce510	JetNetherlands	21	D-IPCG	Ce425	PGS Holding	
PH-VBG	Falcon 2000EX	JetNetherlands	19	F-HVYC	Ce560XLS+	Lyreco	
14.V-11	G-IV	334sq	NAF11	G-OIMF	Falcon 7X	TAG Aviation (UK)	20
9H-VCF	CL-350	VistaJet Malta	15 VJT498	M-OEPL	Falcon 7X	Auburn Oak Nigeria	
9H-VJM	Global 6000	VistaJet Malta	VJT857	N576MA	TBM-850	HTG Trading	



In March 2018 we were able to publish a photo of a Cessna with its tail in ANA colours. This month we show you a Cessna with Austrian tail colours. Cessna 525 D-ILHB was delivered to Lufthansa Flight Training in 2008. European Flight Academy is a Lufthansa Aviation training brand. (Rotterdam - The Hague, 21 November 2018, Cor Mout)

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This Hawker 850XP was delivered to Futura Travels in November 2008 registered as N3188X. From March 2011 it has been registered VT-FTL and as such it was caught on camera while on its way back to the USA. The bizjet has been added onto the FAA website as N850TK in the last week of November 2018. (Rotterdam - The Hague, 15 November 2018, Mark Sluiters)

PH-CJM	Ce680	ASL	23	26. CS-CHD	CL-350	NetJets Europe	27 NJE830E/8ZS
T7-RAS	HA-420	Rheinland Air Service		D-BONN	Falcon 2000EX	JABJ Deutschland	
20. CS-DXT	C-560XLS	NetJets Europe	21 NJE158P	HB-FOW	PC-12/45	Future Wings	
D-CKJE	EMB505	Luxaviation Germany	LXG55JE	LZ-ASR	P180	Aviostart	VSR801
D-CMDH	Ce680	E-Aviation	21 EFD6H	N2194	G450	Richmor Aviation	02
D-CNOC	Ce560XLS	Excellent Air	ECA9C	OO-OCA	Beech 350	Air Service Liège	arr
D-IANA	Beech B200	Euro Link		PH-MRO	Ce421C	Q-Flights	11
F-HTTO	Global 5000	Flying Group	21 FYG01T/2T	27. CS-DXX	C-560XLS	NetJets Europe	02 NJE9CF
N1RP	G550	Penske	21	D-ILHD	Ce525	Lufthansa Flt Training	*DLH9971
N576MA	TBM-850	HTG Trading		N1DC	G-V	Blue Star Management Services	28
PH-VBG	Falcon 2000EX	JetNetherlands	26	N260Z	G550	Nissan North America	28
PH-WRW	EC120B	Heli Holland Holding		N551SW	Global Express		
21. CS-CHH	CL-350	NetJets Europe	22 NJE865F/478A	OH-YLW	PC-12/45	Hendell Aviation	2x
CS-PHJ	EMB505	NetJets Europe	NJE640Y/358H	OK-TSD	B737-8Q8	Travel Service	CSA7114/5
D-ILHB	Ce525	European Flight Academy	DLH9983	OY-GFS	Falcon 2000LXS	Air Alsie	28 MMD4537
G-OOEG	CL-350	Catreus	VCG1EG/2EG	PH-VBG	Falcon 2000EX	JetNetherlands	29
G-SPUR	Ce550	Luxaviation UK	LNx79PU	28. CS-DXH	C-560XLS	NetJets Europe	NJE8FR/994B
LN-LTC	Beech B200	Lufftransport	LTR811/2	CS-PHC	EMB505	NetJets Europe	29 NJE2SD
M-ARTY	PC-12/47E	Creston (UK)		D-AGJP	Global 6000	ACM Air Charter	29 BVR50
OK-TVV	B737-86Q	SmartWings	CSA7112	D-CAHO	C-560X	Air Hamburg	AHO284C/005
OY-HML	AW139	Bel Air Aviation	BBX100	OH-SWI	Ce525A	Scanwings	ABF1C/D
22. 605	A319-112	MH 59. Sz.D. R	HUF838	PH-TXA	Ce510	JetNetherlands	01
V-11	G-IV	334sq	NAF11	T7-MBH	ERJ135BJ	Empire Aviation Group	29
CS-DXL	C-560XLS	NetJets Europe	NJE4WT	29. CS-PHC	EMB505	NetJets Europe	30 NJE2SD/588K
D-BETI	Falcon 50EX	Adolf Würth	2x	OH-SWI	Ce525A	Scanwings	ABF1E/F
D-CWAY	Lj55	Quick Air Jet Charter	QAJ1275	OY-GFS	Falcon 2000LXS	Air Alsie	MMD4537
D-IPCC	Ce525A	Proair Aviation		PH-PKF	Ce750	ASL	04
F-HTTO	Global 5000	Flying Group	FYG01T/2T	PH-TCN	P180	JetNetherlands	
PH-DTS	DA42	Wings over Holland		30. 9H-VTD	Global 6000	VistaJet Malta	VJT872
PH-TCN	P180	JetNetherlands	27	CS-LTE	Ce680A	NetJets Europe	NJE9KW/988C
PH-TSN	DA42	Twin Star Netherlands	30	D-FKAI	PC-12/47	Kaiser	01
PH-UNN	EC120B	HeliCentre		D-ILHA	Ce525	European Flt Academy	*DLH9976
23. D-ITRA	Ce525	Transavia Flug		EI-GHK	ERJ190AR	Stobart Air (a/w)	CFE4455/6
EI-GHK	ERJ190AR	Stobart Air (a/w)	CFE4455/6	HB-FOW	PC-12/45	Future Wings	
OO-NHU	AS365N3	Netherlands Coastguard	*NCG12	OO-NHM	AS365N3	NHV	*NCG12
OO-PAR	Ce525B	Luxaviation Belgium		OY-VIP	Ce550	Benair	BDI311/2
OY-NPE	SA227DC	North Flying	NFA125P/125	PH-TSN	DA42	Twin Star Netherlands	11
PH-MRO	Ce421C	Q-Flights	25				
PH-TXA	Ce510	JetNetherlands	24				
PH-UNN	EC120B	HeliCentre					
24. CS-DXI	C-560XLS	NetJets Europe	25 NJE9LH/239Q				
D-IAIB	Ce525	AIB Asset	25				
LX-LBA	B737-8C9	Luxair	LGL7475P/7475				
PH-TXA	Ce510	JetNetherlands	27				
25. CS-DXK	C-560XLS	NetJets Europe	26 NJE908Q/3ZP				
D-AGJP	Global 6000	ACM Air Charter	28 BVR50				
D-IPCH	Ce525A	Jetkontor	26 2x JKH32A				
HB-FVM	PC-12/47E	Leonardo Flyers					
N875TM	G-V	Airflite	26				
OE-FZA	Ce510	GlobeAir	GAC106D/095E				
OY-NPE	SA227DC	North Flying	NFA127/127P				

Regourd Aviation operated a charter to Munich on the 6th. The charter flight returned on the 8th. RAF-Avia operated a charter to Zurich on the 11th. Aero4M operated a charter to Inverness on the 15th. The passengers returned two days later. The Air Service Liège Cessna on the 15th spend some time at the airport for some maintenance before it departed to its new base Amsterdam. Air X operated a charter from Le Bourget on the 15th. The Boeing 737 departed two days later to Villacoublay. The Pilatus on the 16th was a Southend diversion. Bel Air Aviation arrived from Den Helder on the 21st and operated a local flight before departing back to that airport. SmartWings operated a charter to Vienna on that same day.

Stobart Air has leased a pair of Embraer aircraft. Both will be operated for British Airways from London City. The first has been delivered and visited for the first time on the 23rd. Its second visit was on the 30th. Unfortunately the aircraft is white with a very small sticker at the back end of its fuselage. Luxair operated a flight to Zagreb on the 24th. Although registered to Hendell Aviation, the Pilatus on the 27th is being operated for Maastricht based Executive Flight. On that same day the previously mentioned charter to Vienna returned. This time using an aircraft in Travel Service colours.

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

## Maastricht - Aachen

November 2018			
01.D-AVZY	A321-211	Airbus Industrie	dep AIB549C
D-IBJJ	Ce525A	Air Hamburg	AHO692S/578R
N402KZ	B747-481F	Kalitta Air	THY6319
OE-FZB	Ce510	GlobeAir	dep GAC487J
02.D-AVXE	A321-271N	Airbus Industrie	dep AIB199D
D-AVXK	A321-271N	Airbus Industrie	08 AIB568B/C
D-CCCB	Lj35A	DRF	AMB543
LX-SCV	B747-4R7F	Cargolux Italia	CLX7125
N264C	Falcon 900LX	International Aviation Holdings	03
03.LX-GCL	B747-467F	Cargolux	UAE9962
OK-GRX	Global 6000	Eclair Aviation	ECC701/2
PH-DWS	ERJ135LR	Air Charters Europe	09 JNL234/748
TC-OEC	A321-231	Onur Air	OHY4853/485F
04.D-ABQJ	DHC-8-402	Luxair	15 GWI6901
TC-ETV	A321-231	AtlasGlobal	KKK6427/8
TC-OEB	A321-231	Onur Air	OHY4853/485F
05.EI-GSG	B737-800	Ryanair	f/v RYR3DQ/9043
LX-LQI	DHC-8-402	Luxair	30 LGL41/43T
06.S-456	AS532U2	300sq	Wildcat05
2-CAUL	DHC-8-402	AeroCentury	dep VAL400
LX-GCL	B747-467F	Cargolux	UAE9988
N403KZ	B747-481F	Kalitta Air	THY6747/8
N900WG	Falcon 900EX	Greenleaf Corp.	07
08.D-AVVT	A320-251N	Airbus Industrie	15 AIB551B/C
HA-TAD	Saab 340A(F)	Fleet Air International	FRF200/701
N402KZ	B747-481F	Kalitta Air	THY6319
09.D-CTRI	Lj35A	Air-Alliance	AYY112
LN-WDH	DHC-8-402	Widerøe	dep WIF9140
LN-WIV	DHC-8-102	Widerøe	arr WIF9006
LX-SCV	B747-4R7F	Cargolux Italia	CLX7135
OE-FWF	Ce510	GlobeAir	GAC595H/J
OO-ACO	Ce510	Air Service Liège	12
OO-GLM	Ce680	Air Service Liège	15
11.TC-ACF	B747-481(F)	Saudia	12 SVA6899/0945
12.A7-BFK	B777-F	Qatar Airways	QTR8193
D-IAKN	Ce525A	Star-Wings Dortmund	STQ111
N629KD	Global Express	Million Air Dallas	15
SP-TBF	G150	AMC Aviation	

13.D-ICCC	CeF406	Air-Taxi Europe	TWG100/200
LN-WIA	DHC-8-103	Widerøe	dep WIF9007
LX-GCL	B747-467F	Cargolux	UAE9988
N403KZ	B747-481F	Kalitta Air	THY6748
14.D-CHER	Lj60	Heron Aviation	HRN311
D-IAKN	Ce525A	Star-Wings Dortmund	STQ111
F-HEXR	Falcon 7X	Dassault Falcon Service	DSO14FX
LX-VMF	Ce56XL	Luxaviation	
15.D-ABQE	DHC-8-402	Eurowings	arr GWI6900
G-WIRG	ERJ135BJ	Air Charter Scotland	17 EDC779R
LX-GCL	B747-467F	Cargolux	UAE9962
N705CK	B747-4B5F	Kalitta Air	THY6319
16.D-ISAR	Raytheon 390	Euroflug Frenzel	
ER-JAI	B747-412(F)	Aerotrans Cargo	ATG4480/1
LX-SCV	B747-4R7F	Cargolux Italia	CLX7135
17.D-CHER	Lj60	Heron Aviation	18 HRN311
D-CHLR	EMB505	Atlas Air Service	ATL9K
G-POWN	A321-211	Titan Airways	AWC1931/AWC1932
18.F-GOFX	Falcon 900B	Dassault Falcon Service	DSO18FX
19.D-AUBP	A320-271N	Airbus Industrie	21 AIB206C/D
D-CJET	Ce525B	Air Hamburg	AHO395Y
EI-DTH	A320-216	Alitalia	AZA9000/1
OO-AMR	Ce525A	Air Service Liège	
20.D-GRUS	PA-34-220T		
G-XONE	CL-604	Gama Aviation	GMA470
HB-JCB	CS300	Swiss	28 SWR5053/191
N401KZ	B747-481F	Kalitta Air	THY6747/8
N561SK	G550	Exec. Jet Management	21 EJM561
PH-TCN	P180	JetNetherlands	
21.4K-SW888	B747-4R7F	Silk Way West Airl.	f/v AZG7978/9
D-CFLY	Ce560XLS+	Air Hamburg	AHO437L/776R
D-ICCB	Ce525	Bauhaus	
G-LXWD	Ce56XLS	Catreus	22 VCG2WD/1WD
HB-VPG	EMB505	Jet Aviation Business Jets	PJS701/2
LX-GCL	B747-467F	Cargolux	UAE9988
OY-JJC	BAe125-800XP	JoinJet	SUS9011/0911
OY-NPG	SA227DC	North Flying	22 NFA124
TC-ACG	B747-481(F)	Saudia	SVA923/4
22.D-AUAM	A320-214	Airbus Industrie	29 AIB634B/C
D-CANG	Ce560XLS+	Air Hamburg	AHO786B
D-CLMS	Lj45XR	Aero-Dienst	ADN84K
D-IMOI	Ce525	Proair Aviation	25
M-GETS	PC-12/47E	3FS Aviation	
N705CK	B747-4B5F	Kalitta Air	THY6319
SP-KPG	Saab 340A	SprintAir	SRN224/5
SP-KPG	Saab 340A	SprintAir	23 SRN226/11
23.LX-GCL	B747-467F	Cargolux	UAE9962
LX-YCV	B747-4R7F	Cargolux Italia	CLX7135/82Q
25.N194ER	Ce510	Blue Sky Aviation	26
OY-NPG	SA227DC	North Flying	NFA127/127P
26.D-CSCB	Ce560XLS+	Silver Cloud Air	SCR187
LY-FSK	BAe125-900XP	Classic Jet	LLT931P/931
N194ER	Ce510	Blue Sky Aviation	27
27.D-CAWR	Ce560 Encore+	Aerowest	
D-CEFO	Ce560XLS+	Air Hamburg	28 AHO342P/861X



Flyadeal is the daughter company of Saudia Airlines. The airline operated its first flight on 23rd September 2017. Airbus A320 D-AUAM was delivered to the airline on 18 December 2018 as HZ-FAI. (Maastricht - Aachen, 29 November 2018, Jan Severijns)

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This Gulfstream 4SP was built in 1999. It went on the Mexican register from 2003 till 2011. In August 2011 it was acquired by the Obi-Jackson Foundation but N990EA is being operated by Nestoil. Both entities are linked to Ernest and Nnenna Azudialu-Obiejesi. (Groningen - Eelde, 4 November 2018, Menno Molenaar)

D-IRUN	Ce510	Luxaviation Germany	LXG51N	PH-RYF	H269C	Heli Holland Holding	
G-PKHA	PC-12/47E	Pilatus Beheer		05.I-AVNE	Lj40	Avionord	06 VND5005
LX-GCL	B747-467F	Cargolux	UAE9988	PH-TXA	Ce510	JetNetherlands	
28.D-AUKE	CL-604	Jetcall	29 JCL5	06.N838KE	G550	DTC	
D-IPCG	Ce425	PGS Holding		07.SE-LVO	DA42	Svensk Pilotutbildning	
N705CK	B747-4B5F	Kalitta Air	THY6747/8	08.N50AG	SF50	APG Aviation	15
OO-SBA	A321-231	VLM Airl. (Brussels)	TCW930T/9330	OE-FHA	Ce510	GlobeAir	10 GAC726T/512C
29.4K-SW888	B747-4R7F	Silk Way West Airlines	AZG255/6	10.D-CAWM	Ce560XLS+	Aerowest	
D-IBJJ	Ce525A	Air Hamburg	01 AHO128S/734K	12.SP-KPZ	Saab 340A(F)	SprintAir	
G-GILB	Ce510	Catreus	VCG2LB/3LB	13.CS-DFF	Falcon 2000EX	NetJets Europe	NJE2NF/560F
LX-GCL	B747-467F	Cargolux	UAE9962	D-ABMW	G550	BMW Flugdienst	
N194ER	Ce510	Blue Sky Aviation		14.F-GOBA	R44	Heli & Co	
N705CK	B747-4B5F	Kalitta Air	THY6319	LN-LOL	Ce208B	TerraTec	
TC-LJN	B777-F	Turkish Airlines	f/v THY6434	M-DMBP	Lj40XR	Ven Air	
30.LX-LGM	DHC-8-402	Luxair	arr LGL41	OO-ACO	Ce510	Air Service Liège	
LX-TCV	B747-4R7F	Cargolux Italia	CLX7135	15.57+05	Do228-212NG	MFG3	PCT679
OO-SBA	A321-231	VLM Airl. (Brussels)	TCW9550/950F	D-IPCG	Ce425	PGS Holding	

November started on the 1st with the departure of an Airbus painted in Cebu Pacific colours. The next day another Airbus departed back to Germany after painting. The aircraft was in Vietjet colours and was delivered on 14 November as VN-A653. On that same day a new customer for the paint shop arrived. Future RP-C9935 departed six day later in Philippines Airlines. The Eurowings on the 4th was a maintenance customer as was the Luxair on the 5th. The Wildcat on the 6th visited the local Aviation Training Center. The AeroCentury Dash-8 on the 6th departed to Canada. On the 20th a Swiss CS300 for maintenance. Although listed as a first visit the Silk Way Jumbo on the 21st was previously known as I-SWAB. The Airbus on the 22nd departed in the colours of Flyadeal, a new low cost airline. VLM Airlines (Brussels) operated two charters for KRC Genk. The all white Airbus departed to Malmö on the 28th and returned on the 30th. These were the final two flight before the aircraft was ferried to Montpellier, rumoured to have been repossessed by its lessor. Also on the 30th another Luxair Dash-8 arrived for maintenance. The following Ryanair aircraft have been repainted this month: EI-DCJ, EI-EFX, EI-EKC, EI-EKG, EI-EKH, EI-ENF, EI-ENH.

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

### Groningen - Eelde

November 2018			
01.OK-CTP	PC-12/47E	OK Aviation Wings	02 2x NTF722
02.OK-CTP	PC-12/47E	OK Aviation Wings	NTF722
	PH-TXA	JetNetherlands	tst + dep
03.OO-ACO	Ce510	Air Service Liège	
04.S-447	AS532U2	300sq	*Wildcat2
	ERJ135BJ	Air Hamburg	AHO571Y/112V
	EMB505	Dimor Aero	05
	D-CEMS	Meyer Werft	
	N990EA	Nestoil	
	OO-ACO	Air Service Liège	05

	LN-LOL	OO-JCV					
	18.2-JSEG	Eclipse 500					25
	19.SE-DDY	Ce550					
	20.OO-JCV	PC-12/47E					
	PH-TCN	P180					21
	21.D-CAWM	Ce560XLS+					
	N474CG	SF50					
	PH-TXA	Ce510					
	23.OK-RLV	G280					
	OO-JCV	PC-12/47E					
	PH-TXA	Ce510					
	SE-LVO	DA42					arr
	24.LY-VEB	A320-214					
	PH-TXA	Ce510					
	26.9A-BTD	Fokker 100					27 TDR9590/0590
	M-ABGS	CL-605					
	N7779V	Beech B200					
	27.LY-VEB	A320-214					ATV202G/027G
	29.9A-BTD	Fokker 100					27 TDR591/9591
	OO-ACO	Ce510					03 2x
	PH-DAM	P180					
	30.D-CEMS	Ce525B					

The Learjet on the 5th continued to Lelystad for a repaint.

Credit: GEAS, FlyGRQ.

### Deventer-Teuge

November 2018			
07.N51WF	RC690C	MBH Services	
	R44	Rotarywings	
08.PH-HCD	Cabri G2	HeliCentre	
12.OK-PTT	PC-12/47E	Air Bohemia	
13.PH-SVZ	Ce550	Slagboom en Peeters	arr
15.PH-PXB	EC135P2+	Nationale Politie	
	PA-31T	Slagboom en Peeters	dep
17.PH-UNN	EC120B	HeliCentre/PLUS	
18.D-GLBA	DA42	European Flight Training Centre	

20. PH-ECE	EC120B	Heli Holland Holding		OO-PKX	Ce750	Air Service Liège	16
27. PH-JPS	R44	HeliCentre		PH-FJK	Ce525B	JetNetherlands	12
PH-UNN	EC120B	HeliCentre/PLUS		12. PH-PXZ	AW139	Nationale Politie	*ZXP26, GLV-V
28. N2648X	Ce501	T.S. Aviation		OO-JAD	B737-8K5	TUI Belgium	TFL7612/088F
PH-RWY	Bo105DBS4	Rotor & Wings	arr	OY-JAC	PA-46-500TP	JAC Flying	
29. PH-BSU	Ce208B	Paracentrum Texel	arr	PH-FJK	Ce525B	JetNetherlands	27
PH-JBR	Ce208B	Paracentrum Texel	dep	SP-RSP	B737-800	Ryanair Sun	f/v RYR783K/3MK
30. F-HDAE	PC-12/47E	SGBO	02	13. D-665	CH-47D	298sq	*Titan3, GLV-V
PH-PXB	EC135P2+	Nationale Politie		S-444	AS532U2	300sq	*Wildcat64, GLV-V

The Cessna on the 13th returned from an assignment in Spain. The company Piper on the 15th departed for work in the Curaçao area. The HeliCentre EC120 was in the known 'PLUS' colours both times it visited.

Credit: Teuge Airport.

## Eindhoven

November 2018							
01. LX-LAR	Lj45	Luxemb. Air Rescue	dep DUK3AMB	14. 1x	FB17	F-16BM	2w
PH-CJM	Ce680	ASL	dep	LX-N90450	F-16BM	10w/OCU	*BAF245
PH-FJK	Ce525B	JetNetherlands	09	PH-CJM	E-3A	NAEW&CF	*BAF411
PH-MDG	Ce680+	JetNetherlands	dep	PH-HWM	Ce680	ASL	*Nato40
02. 01	C-17A	HAW	dep Bartok47	15. L-08	CL-605	ASL	19
01	C-17A	HAW	03 Bartok47	PH-DWS	PC-7	131EMVOsq	*NAF131
11-5737	MC-130J	67th SOS	*Strix69	PH-HGT	ERJ135LR	Air Charters Europe	JNL187
D-ASSY	Falcon 7X	Adolf Würth		PH-MDG	Ce680+	JetNetherlands	07
OE-FZB	Ce510	GlobeAir	03 GAC526L/162Z	PH-MDG	Ce680+	JetNetherlands	
PH-TXA	Ce510	JetNetherlands	03 2x	16. FB22	F-16BM	2w	*BAF251
03. D-CRON	Ce560XLS	Silver Cloud Air	04 SCR762	9H-ALL	Ce525A	Luxwing	17 LWG101/91
PH-CJM	Ce680	ASL	10	PH-DWS	ERJ135LR	Air Charters Europe	19 JNL187/286
PH-HWM	CL-605	ASL	dep	17. PH-MDG	Ce680+	JetNetherlands	29
PH-MDG	Ce680+	JetNetherlands	08	18. OO-PKX	Ce750	Air Service Liège	28
04. OO-PKX	Ce750	Air Service Liège	05	19. FA102	F-16AM	10w	*BAF501
PH-HWM	CL-605	ASL	05	FA124	F-16AM	10w	*BAF502
05. OE-GBE	IAI1125SPX	Tyrol Air Ambulance	TYW315/6	SP-RSA	B737-800	Ryanair Sun	f/v RYR783K/3MK
OO-JAY	B737-8K5	TUI Belgium	JAF911/9121	20. Q-25	AH-64DN	301sq	*Redskin31
06. 50+72	C-160D	LTG61	GAF041	Q-26	AH-64DN	301sq	*Redskin32
07. OO-TUV	B737-86J	TUI Belgium	JAF9332/0934	OY-VIP	Ce550	Benair	BDI311/2
PH-HWM	CL-605	ASL	11 2x	21. 197/62-HE	CN235M-300	ET03.062	CTM2057
SE-DZA	ERJ145EP	Aero4M	AEH581F/581	5847/61-PP	C-130J-30	ET02.061	CTM2072
08. D-665	CH-47D	298sq	*Grizzly05	D-CQAB	Lj45	Quick Air Jet Charter	QA1273
L-06	PC-7	131EMVOsq	*Diamond09	LX-LAA	Lj45	Duair – LAR	DUK7AMB
L-07	PC-7	131EMVOsq	*Diamond11	OK-TVO	B737-8CX	Travel Service	TVS4652/475F
D-CJET	Ce525B	Air Hamburg	AHO0542D	OY-VIP	Ce550	Benair	BDI311/2
09. FB23	F-16BM	10w/OCU	*BAF501	PH-HWM	CL-605	ASL	03
50+38	C-160D	LTG63	GAF045	UR-CNN	An-12B	Cavok Air	arr
9H-VFH	CL-605	VistaJet Malta	10 VJT534	22. 605	A319-112	MH 59. Sz.D. R	23 HUAF808/838
SE-DZA	ERJ145EP	Aero4M	10 AEH582/649F	D-CFAX	Lj60	FAI Rent-A-Jet	IFA2838
10. 9H-VFH	CL-605	VistaJet Malta	11 VJT534	TC-MNV	A300C4-605RC	MNG Airlines	MNB179/SOP180
EI-GXI	B737-800	Ryanair	f/v RYR5891/63AW	23. L-06	PC-7	131EMVOsq	Diamond04
G-TNIK	Falcon 2000	Blu Halkin	11BHK07	CS-DXM	Ce56XLS	NetJets Europe	NJE455W/046N
PH-CJM	Ce680	ASL	14	PH-CTH	Falcon 2000LX	Flying Group	FYG01V/2V
PH-MDG	Ce680+	JetNetherlands	14	UR-CEZ	An-12BP	Cavok Air	arr
SP-RSO	B737-800	Ryanair Sun	f/v RYR783K/3MK	24. PH-CJM	Ce680	ASL	07
11. 01	C-17A	HAW	12 Bartok31	SP-RSM	B737-800	Ryanair Sun	f/v RYR783K/3MK
				25. 03	C-17A	HAW	Bartok37
				CS-PHL	EMB505	NetJets Europe	NJE989C/009Y
				26. L-12	PC-7	131EMVOsq	*Diamond07
				D-CCCA	Lj35A	Jet Exec. International Charter	JEI212
				SP-RSD	B737-800	Ryanair Sun	f/v RYR63AW/5891



This former Fly 7 Executive Pilatus PC-12 was entered into the French register at the end of November 2018. F-HDAE is leased to a company called SGBO. Unfortunately there is no information regarding this company on the internet but on the same address West Central Training Logistics is located. It is not known if both companies are related. (Teuge, 30 November 2018, Jan Hazendonk)

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EBG (Helicopters) is a helicopter charter and training company based at Redhill Aerodrome. This EC120B entered the British register in 1999 as G-CBRI. It became G-IGPW after two months with the same operator before it was sold. EBG (Helicopters) was owner number five which operated the helicopter as G-IGPW for seven months. It took up its current registration G-DLUX in March 2016 after a repaint. (Hilversum, 28 October 2018, Ernesto Bauer)

27. <u>FB23</u>	F-16BM	10w/OCU	*BAF415				September 2018
EC-MKL	B737-85P	Air Europa	AEA937/6	01. PH-HGB	R44	HeliAir	2x
N818LF	G550	LFG Services	29	PH-TTR	H135	ANWB – MAA	Lifeline01
OE-FPP	Ce510	GlobeAir	GAC567D/552Z	PH-WDL	PA-34-220T	Cordial Beheer	
SP-RSB	B737-800	Ryanair Sun	f/v RYR63AW/5891	02. PH-RIS	EC130B4	KNSF Flight Services	
UR-CKL	An-12BK	Cavok Air	arr	PH-TTR	H135	ANWB – MAA	Lifeline01
28. OO-ACO	Ce510	Air Service Liège	29 2x	03. OO-HCP	R44	Heli & Co	
OO-XLS	Ce560XLS+	Air Service Liège		04. G-BWVG	DHC-1	Classic Wings	
29. <u>J-015</u>	F-16AM	312/313sq	*NAF625	07. PH-HCD	Cabri G2	HeliCentre	
<u>J-368</u>	F-16BM	312/313sq	*Judge1	PH-KGJ	EC120B	HeliFlight – Heli Holland	
<u>J-882</u>	F-16BM	312/313sq (NTM18 mks)	*Shark1	09. PH-TTR	H135	ANWB – MAA	Lifeline01
3A-MSR	Ce525	Principality of Monaco		14. PH-FVD	R44	Heli Invest	
D-BEEP	Ce750	Air X Charter (Germany)	30 AXG22	PH-MAA	EC135T2+	ANWB - MAA	Lifeline01
OO-ACO	Ce510	Air Service Liège		15. PH-KMR	GA-8	Stichting Ambulancevliegtuig	
OO-PKX	Ce750	Air Service Liège	04	PH-PXC	EC135P2+	Nationale Politie	ZXP03
PH-FJK	Ce525B	JetNetherlands	30	PH-TTR	H135	ANWB – MAA	2x Lifeline01
30. <u>D-667</u>	CH-47D	298sq	*Titan5	17. G-STRL	AS355N	HeliAir	
LX-JFZ	PC-12/47E	Jetfly Aviation	JFA95Z/6Y	20. D-HGVB	R44	Rotavisie	2x *
PH-FHB	PA-46-500TP	Faber Halbertsma Beheer	01 2x	G-BWVG	DHC-1	Classic Wings	
UR-CKL	An-12BK	Cavok Air	arr CVK7023	22. D-HGVB	R44	Rotavisie	
				PH-HCC	Cabri G2	HeliCentre	
				PH-TTR	H135	ANWB – MAA	Lifeline01
				27. PH-MAA	EC135T2+	ANWB - MAA	Lifeline01

There are two first visits for Eindhoven in November 2018, the French C-130J-30 visiting on 21 November and the Hungarian A319 the following day. The first few Ryanair Sun aircraft appeared this month. TUI operated a PSV charter to London on the 5th. The charter returned on the 7th. Aero4M operated a charter to Clermont-Ferrand on the 7th. That flight returned on the 9th. TUI operated a military charter on the 12th. Travel Service operated a military charter on the 21st. Air Europa was the preferred chariot for FC Barcelona on the 27th. Unfortunately the team departed back home via Liège.

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

Credits: EWAS, Oscar Sannen, Scramble MB.

## Hilversum

July 2018			
02. PH-ATT	H269C	Heli Holland	
09. OO-HEY	R44	Heli & Co	
11. PH-FVD	R44	Heli Invest	
14. PH-MAA	EC135T2+	ANWB – MAA	
23. OO-PTA	R44	Heli & Co	
PH-TTR	H135	ANWB – MAA	f/v Lifeline01
30. G-STRL	AS355N	HeliAir	
OO-HEY	R44	Heli & Co	
31. PH-TTR	H135	ANWB – MAA	Lifeline01
August 2018			
14. PH-TTR	H135	ANWB – MAA	Lifeline01
27. PH-TTR	H135	ANWB – MAA	Lifeline01
30. PH-ATT	H269C	Heli Holland Holding	
PH-TTR	H135	ANWB – MAA	Lifeline01

October 2018			
03. PH-PBA	DC-3C	Dutch Dakota Association	*
05. PH-RIS	EC130B4	KNSF Flight Services	
07. PH-HCD	Cabri G2	HeliCentre	
09. OO-PAM	SV-4B	John Henny	10
PH-HCD	Cabri G2	HeliCentre	
12. PH-MAA	EC135T2+	ANWB - MAA	Lifeline01
14. PH-MAA	EC135T2+	ANWB - MAA	Lifeline01
15. OO-AAR	R44	AA Rent	
17. D-HALC	R44	Nordcopters	
22. OO-HEY	R44	Heli & Co	
PH-MAA	EC135T2+	ANWB - MAA	Lifeline01
26. PH-MAA	EC135T2+	ANWB - MAA	Lifeline01
27. G-DLUX	EC120B	EBG (Helicopters)	28
28. PH-MAA	EC135T2+	ANWB - MAA	Lifeline01
29. F-GOBA	R44	Heli & Co	

Credits: Ernesto Bauer, Hilversum Airport (Facebook), Kees van Aggelen, Scramble MB.

## Gilze-Rijen

November 2018			
01. <u>L-12</u>	PC-7	131EMVOsq	*Diamond12
05. FB22	F-16BM	2w	*BAF215
06. <u>J-003</u>	F-16AM	312/313sq	*Sting01
07. <u>G-273</u>	C-130H-30	336sq	*NAF74
<u>L-07</u>	PC-7	131EMVOsq	*Diamond15
<u>L-11</u>	PC-7	131EMVOsq	*Diamond05
08. <u>FB18</u>	F-16BM	10w/OCU	*
<u>PH-LAB</u>	Ce550	NLR - TU Delft	
09. <u>L-06</u>	PC-7	131EMVOsq	*Diamond12

13. <u>L-12</u>	PC-7	131EMVOsq	*Diamond09
14. <u>L-05</u>	PC-7	131EMVOsq	*Diamond20
15. <u>G-273</u>	C-130H-30	336sq	*NAF28
<u>L-08</u>	PC-7	131EMVOsq	*NAF131
19. <u>G-988</u>	C-130H	336sq	*NAF78
<u>L-09</u>	PC-7	131EMVOsq	*Diamond18
20. <u>L-02</u>	PC-7	131EMVOsq	*Diamond18
21. <u>L-05</u>	PC-7	131EMVOsq	*NAF131
<u>L-12</u>	PC-7	131EMVOsq	*NAF133
23. <u>L-11</u>	PC-7	131EMVOsq	*Diamond12,13
27. <u>L-02</u>	PC-7	131EMVOsq	*Diamond06
28. <u>L-02</u>	PC-7	131EMVOsq	*Diamond11
<u>L-11</u>	PC-7	131EMVOsq	*NAF133
30. <u>L-05</u>	PC-7	131EMVOsq	*Diamond06

This is the scraplist for October. The US Army Chinook spend some days inside a shelter, the 298sq Chinook threeship of 23 October left for Italy to perform high altitude training and returned a week later. The Coastguard Dornier 228 of the 29th was training normally until a tire blew and after a full stop and repairs the airplane returned to Schiphol in the evening.

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

Credits: Gilze Rijen Aviation Society, Scramble MB.

### De Kooy

November 2018			
06. <u>G-781</u>	C-130H	336sq	NAF74
07. <u>G-273</u>	C-130H-30	336sq	NAF74
N-317	NH90-NFH	860sq	arr Neptune13
08. <u>D-102</u>	CH-47D	298sq	*
D-667	CH-47D	298sq	*
21. <u>D-663</u>	CH-47D	298sq	Grizzly51
27. <u>D-666</u>	CH-47D	298sq	Sabre01
Q-18	AH-64DN	301sq	Knife1
S-447	AS532U2	300sq	Blade1
28. <u>D-666</u>	CH-47D	298sq	Sabre01
Q-18	AH-64DN	301sq	Knife1
S-447	AS532U2	300sq	Blade1
29. <u>D-666</u>	CH-47D	298sq	Sabre02
Q-18	AH-64DN	301sq	Knife1
S-447	AS532U2	300sq	Blade1

Both 336sq Hercules transporters stand out as largest visitors, rest of the movements comprises other DHC helicopters. The NH90 arrival came from England where it joined a Netherlands Navy vessel. The Chinook, Apache, Cougar formations on the last three days where refuelling and reloading flares prior to training on the Cornfield range.

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

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

### Leeuwarden

November 2018			
02. J-146	F-16AM	312sq (323sq mks)	arr Kaplan
05. J-882	F-16BM	312/313sq (NTM18 mks)	Bonzo01
09. <u>FB23</u>	F-16BM	10w	*BAF501
T.23-01/31-21	A400M	Ala31	AME3132
C.15-49/12-07	EF-18M	Ala12	AME1219
C.15-54/12-12	EF-18M	Ala12	AME1221
C.15-55/12-13	EF-18M	Ala12	AME1216
C.15-62/12-20	EF-18M	Ala12	AME1217
C.15-65/12-23	EF-18M	Ala12	AME1220
CE.15-10/12-73	EF-18BM	Ala12	AME1218
15. PH-MAA	EC135T2	ANWB - MAA	Lifeline1
19. N116MA	Lj36A	Skyline Aviation	arr Lion16
SE-DHP	Lj35A	Saab Nyge Aero	27 TGT02
21. J-060	F-16AM	312sq (322sq mks)	30 Killer2/Polly
J-882	F-16BM	312/313sq (NTM18 mks)	*Killer1
22. J-367	F-16AM	322sq	arr NAF92
J-509	F-16AM	322sq	arr NAF91
23. <u>FB18</u>	F-16BM	2w	*BAF211
6050	L-159A	212.tl	CEF350
6051	L-159	212.tl	CEF352
6059	L-159A	212.tl	CEF351
0453	C295M	242.tsl	CEF6020
27. SE-DHO	Lj35A	Saab Nyge Aero	arr TGT01
29. J-368	F-16BM	312/313sq	*Judge1
J-882	F-16BM	312/313sq (NTM18 mks)	*Shark1

The Spanish armada arrived from the north after attending Trident Juncture and continued southbound after a refill of jets and staff. For exercise Orange Warden various assets flew in to Leeuwarden; the Saab and Skyline Aviation Learjets and the Czech Alcas.

Credits: MILSpotters, Oscar Sannen, Dirk Visser and Scramble MB.

### Lelystad

November 2018			
02. N700VB	TBM-700B		dep
PH-HGB	R44	HeliAir	
03. D-GLBA	DA42	European Flight Training Centre	
PH-HGB	R44	HeliAir	*
04. D-GEWF	DA42	We-Fly	dep
06. I-AVNE	Lj40	Avionord	24 VND5005/6
HB-FVD	PC-12/47E	Air-Corviglia	07
07. VP-CBA	Global 6000	Eden Jets	dep
08. M-POWR	Beech C90A	Northside Aviation	
09. PH-HGB	R44	HeliAir	*
12. PH-PXF	EC135P2+	Nationale Politie	*ZXP06
14. D-FABS	PC-12/47E	Schumacher Packaging	
OO-CAS	Bell 407GXP	EMT	17
OO-IDE	Ce525	Air Service Liège	
PH-HGB	R44	HeliAir	*
15. PH-DCI	BAe3201	AIS Airlines	arr PNX96



The latest addition for Avionord was initially delivered to Sirio in 2006 as I-GURU. The Learjet 40 was acquired by Avionord in October 2018 as I-AVNE. It was caught on camera after it received a repaint by SATYS. (Lelystad, 24 November 2018, Richard Poeser)



This Airbus A321 neo was delivered to Primera Air in April 2018 but had a short career with the airline when Primera Air went bankrupt. Former OY-PAA was reregistered to OE-IHV at Malta in October 2018 and is reportedly destined for TAP Air Portugal. (Woensdrecht, 13 November 2018, Johan Havelaar)

16.D-IFGU	Ce425	Dieffenbacher		EC-LQP	A330-243	Air Europa (Skyteam cs)	dep AEA007
17.OO-EMT	Bell 407GX	Jan Construct		12.OE-IHN	A321-251N	GECAS (PRI c/s)	arr
	OO-SKW	Skywings Flight Training	f/v	13.Q-23	AH-64DN	301sq	dep Redskin06
	PH-HGB	R44	*		AH-64DN	301sq	arr Redskin06
18.PH-TTR	H135	ANWB - MAA	tst	OE-IHV	A321-251N	GECAS (PRI c/s)	arr
21.D-HGVB	R44	Rotavisie		YL-LCP	A320-232	SmartLynx (a/w)	arr AVW51P
22.PH-SHO	EC155B1	Heli Holland Offshore		YR-FZA	Fokker 100	Carpatair	KRP5101
23.HB-FVM	PC-12/47E	Leonardo Flyers	25 2x	14.J-017	F-16AM	312/313sq	dep Crack01
					F-16AM	312/313sq	arr Crack01
					A319-112	Rossiya	26 SDM5403/4
					B737-7CJ	BBJ One	dep
					P68B	CNE Air	*
				15.D-661	CH-47D	298sq	tst Grizzly92
				15.L-08	PC-7	131EMVOsq	arr NAF131
				19.D-661	CH-47D	298sq	tst Grizzly92
					S-454	AS532U2	300sq
					OH-LZN	A321-231	Finnair
				20.D-661	CH-47D	298sq	arr FIN8921
					D-663	CH-47D	tst Grizzly92
					D-890	CH-47F	Grizzly53
					5B-DDC	A320-232	298sq
					21.D-661	CH-47D	Titan4/5
					J-003	F-16AM	arr
					J-063	F-16AM	tst Grizzly92
					22.Q-24	AH-64DN	arr Killer04
					S-456	AS532U2	dep Cowboy01
					23.D-663	CH-47D	tst Redskin07
					Q-24	AH-64DN	301sq
					YR-FKA	Fokker 100	300sq
					26.D-661	CH-47D	*Demon4
					PH-HXC	B737-8K2	*Titan2
					YR-BME	B737-86N	298sq
					27.D-103	CH-47D	301sq
						Blue Air	dep Redskin13
						Transavia	dep KRP5101
						Blue Air	dep Grizzly05
						Blue Air	28 TRA057/8
						Blue Air	arr BMS11P
						Blue Air	arr Grizzly92

The Learjet on the 6th arrived for a repaint while the previous customer for the paint hangar departed on the 7th.

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

## Volkel

November 2018			
02.11-5737	MC-130J	67th SOS	2x *Strix69
12.FB17	F-16BM	10w/OCU	*BAF461
	FB20	F-16BM	10w/OCU
	FB23	F-16BM	10w/OCU
15.J-017	F-16AM	322sq	
	J-021	F-16AM	Balls1
	J-060	F-16AM	21 Balls2/Killer2
16.J-624	F-16AM	322sq	Killer02
19.L-09	PC-7	131EMVOsq	*Diamond18
29.43+25	Tornado IDS	TLG51	03 GAFM51
	MM7314/36-37	F-2000A	03 IAM3612
	MM7325/36-44	F-2000A	03 IAM3612
	MM7331/36-47	F-2000A	03 IAM3612
	MM7352/36-55	F-2000A	03 IAM3612
	D-663	CH-47D	298sq
	D-664	CH-47D	298sq
	J-136	F-16AM	312/313sq (nmks)
30.J-060	F-16AM	322sq	04 Polly/NAF92

November started perfect for Volkel, a Mildenhall based MC-130J visited twice on 2 November to perform some circuits and approaches. On 29 November a German Tornado and some Italian Eurofighters arrived for a small deployment, with local flights in between.

Credits: SGVolkel Message Board, Scramble MB

## Woensdrecht

November 2018			
01.OH-LXF	A320-214	Finnair	19 FIN8921/2
02.Q-23	AH-64DN	301sq	tst Redskin06
	D-ASPK	A320-214	Small Planet Germany arr LLX11LG
05.YR-BAU	B737-4Y0	Blue Air	arr BMS11P
	5B-DDB	Fokker 70	arr CYF123
06.SP-HAG	A320-214	Small Planet Poland	dep
	YL-LCT	A320-214	SmartLynx (TCX c/s) arr TCX4791
08.G-781	C-130H	336sq	*NAF73

Woensdrecht expended on storage arrivals, awaiting a new lease term. This included the Small Planet Germany A320, the Blue Air B737 and both Smartlynx A320s returned from their Thomas Cook and Easyjet leases. Both former Primera A321 Neo's will continue towards TAP Air Portugal as CS-TJN and CS-TJM in order of arrival. Final storage arrival is the GECAS A320 from Cyprus via Liège, wearing Cobalt Air colours.

Credits: Johan Havelaar, Scramble MB.

## Texel

November 2018			
04.PH-DTS	DA42	Wings over Holland	
09.PH-CGC	Do228-212	Kustwacht	NCG01
15.PH-WMO	DA62	Witte van Moort	
17.D-HOAE	H145	Wiking Helikopter Service	WHS2AE
	D-HOAF	H145	Wiking Helikopter Service
	OY-HJB	EC155B1	NHV
18.PH-DKI	P68C	Zeeland Air	NHX15A
	PH-HCD	Cabri G2	HeliCentre

19.N-317	NH90-NFH	860sq	*Neptune12
20.F-GOBA	R44	Heli & Co	
23.2-ZEUZ	Beech C90A	Zeusch aviation	
PH-DKI	P68C	Zeeland Air	
26.PH-DKI	P68C	Zeeland Air	
27.D-HOAG	H145	Wiking Helikopter Service	WHS2AG
I-MAKE	H145	Wiking Helikopter Service	WHS2KE
PH-CGC	Do228-212	Kustwacht	NCG01
30.PH-MBO	DA62	M. Boers	

Wiking used the airport multiple times this month while changing helicopters for off shore duty in the UK.

Credit: Texel Airport.

### Twente

November 2018			
03.PH-HGT	Ce680+	JetNetherlands	
08.CS- DRX	BAe125-800Xi	NetJets Europe	NJE534N/006G
CS-PHG	EMB505	NetJets Europe	09 NJE130Q/631B
09.CS-PHG	EMB505	NetJets Europe	NJE681R/086B
14.CS-PHE	EMB505	NetJets Europe	NJE092Q/709M
PH-MDG	Ce680+	JetNetherlands	
19.D-IMRB	Beech C90	E-Aviation	EFD1B
22.CS-DXM	C560XLS	NetJets Europe	NJE253L/403C
27.D-IEFD	C525	E-Aviation	EFD2F
30.D-AHXE	B737-7K5	TUIfly	arr TUI100P

Not a very busy month but one with a very good end. On the 30th the first of two TUIfly Boeing 737s arrived from Hannover. The aircraft will be scrapped by AELS after all usable parts have been removed.

Credit: EHTW spotters.

### Flamingo (Bonaire, Dutch Caribbean)

November 2018			
01.N2333K	CeU206G		09
N5324J	Ce340A		30
02.HI1017	Beech 1900D	Sky High Aviation	
N345MA	Lj45	Med Air	
YV3100	PA-31T1		04
03.HK-5013	EMB120RT	SARPA	04
06.YV1386	Ce337		07
09.HI1038	BAe4101	Sky High Aviation	
HK-5013	EMB120RT	SARPA	11
N218MS	RC695	Sasha Air	14
10.N80AB	Ce560	Explorer 450	17
YV3396	Beech 200		
11.YV3396	Beech 200		

14.N180CP	Lj60	Global Parcel Services Corporation	
N350PB	PA-31-350	JUS	
PH-DCG	AW139	DCCG	
YV3346	PA-31		
15.N82ML	Ce550	Jet Air	
16.HI1007	Beech 1900D	Sky High Aviation	
N2333K	CeU206G		
HK-5013	EMB120RT	SARPA	
YV2736	Beech 400A		
20.YV1851	RC690C		25
21.YV1926	PA-23		22
22.N876RA	Ce560XL	Parminter Investments	24
23.HI1038	BAe4101	Sky High Aviation	
N356DC	Ce525B	Zephyr Air	26
24.129/62-IL	CN235M-200	ET01.062	
HK-5013	EMB120RT	SARPA	25
N192LW	P180	Regal Air Tools	30
25.YV3302	Ce414		
27.HK-4405	BAe3101	SARPA	27
HK-4411	BAe3201	SARPA	
N999UP	MU-2B-60	Mootood	
YV3163	PA-34		
28.9H-TOO	Falcon 7X	Skyfirst	arr
N27VQ	Ce525A	Venequip	
N350PB	PA-31-350	JUS	
30.HI1007	Beech 1900D	Sky High Aviation	
N297TX	BAe125-900EX	Playa Grande Marriott	
OO-JNL	B767-304ER	TUI Belgium	TFL376
PH-FBH	AW139	DCCG	
YV1851	RC690C		
YV1987	BN-2B-21	Chapi Airlines	

### Air Antilles Express:

F-OIXE 03, 05, 10, 12, 17, 19, 24, 26

### American:

N12028 03 N9013A 17  
N4032T 10 N9015D 24

### Aruba Airlines:

C-FXLH 01, 03, 04, 06, 08, 10, 11, 13, 15, 17, 18, 20, 22, 24, 25, 27, 29

### Delta:

N672DL 17 N898DN 25  
N801DZ 04 N900PC 10  
N832DN 11 N6715C 03  
N863DN 18 N67171 24

### TUI Airlines Netherlands:

PH-OYI 01 PH-TFL 10, 16, 20, 22  
PH-TFK 09, 17, 23, 24, 27 PH-TFM 02, 03, 06, 08, 13, 15, 30



Airbus Helicopters I-MAKE was acquired by Elifriulia Helicopter Service in 2016. The H145 is leased to Wiking Helikopter Service in Germany since early 2018. (Texel, 27 November 2018, Mike de Bruijn)

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A good give-away that the winter season has started is the departure of aircraft to the other end of the atlantic ocean for lease to another airline. Transavia Boeing 737 PH-HXB will spend the winter with Sun Country Airlines. It will return to the Netherlands in the first quarter of 2019. Hopefully we will be able to show you more winter leases in the next months. (Amsterdam - Schiphol, 8 November 2018, Michel van Bokhoven)

United:

N17244	10-11	N37470	24
N27205	17-18	N45440	03-04
N27213	10	N63820	24-25
N37277	17	N66808	03

Left out were KLM, Insel Air (Fokker 50s), Divi Divi Air (BN2) and EZ Air (BN2) and Learjet N389KA which is based here, unless operating on a non-scheduled flight.

Not many privates and no ACSA commuters for TUI crews, but the main airliners were back again in greater numbers

after the hurricane season. A bit disappointing not to see the new EZ Air Beech 1900's yet, perhaps next month. A military visitor is unusual at Bonaire, so the 24th was special with the Frence aircraft arriving from Fort de France and departing to Cartagena. The 28th brought the biggest bizzer of the month, arriving from Amsterdam. It was still there on the 30th which was a busy day in itself with two TUI flights and some other familiar visitors.

Credit: Danny de Kiewit.

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# Movements Belgium



This Marina P180AM is one of two foreign military visitors this month. MM62212 was delivered to the Sezione Aerea of the Marina Militare Italiana based at Pratica di Mare (RM) in 2004 with code 9-01. (Antwerp, 8 November 2018, Walter Van Brempt)

## Antwerp

November 2018				VP-CSB	Global 5000	Marco Polo Aviation	
01.OO-STR	AS350B3	Stephex Stables	2x	10.CS-PHI	EMB505	NetJets Europe	11
02.9H-VCL	CL-350	VistaJet Malta	03	OO-IDE	Ce525	Air Service Liège	13
D-CJPG	Lj35A	Quick Air Jet Service		PH-LAU	Falcon 900EX	Exxaero	12
EI-LCM	TBM-850	Geo Power	04	PH-TXA	Ce510	ASL	11
OK-SLN	ERJ135BJ	ABS Jets	f/v 04	11.OK-PTT	PC-12/47E	Air Bohemia	12
OO-STR	AS350B3	Stephex Stables		OO-GEE	PC-12/47E	Blue Sky Aviation	16
03.D-AHOI	ERJ135BJ	Air Hamburg	04	PH-LAW	CeT310R	Slagboom en Peeters	12
04.9H-VCM	CL-350	VistaJet Malta	f/v	12.CS-LTI	Ce680A	NetJets Europe	f/v
CS-LTE	Ce680A	NetJets Europe	05	CS-PHG	EMB505	NetJets Europe	
OO-STR	AS350B3	Stephex Stables		D-FALK	Ce208	Business Wings	
PH-CGC	Do228-212	Kustwacht		D-ICBA	Ce525A	Proair Aviation	
PH-TXA	Ce510	ASL	05	D-IMVC	Beech B200	Star Wings Dortmund	
05.F-GIDL	Beech C90A	Blue Horizon		LX-JFS	PC-12/47E	Jetfly Aviation	13
F-HYPE	EC120B	C. de Wolf		M-ARTY	PC-12/47E	Creston (UK)	
HA-TVJ	Saab 340A	Fleet Air International	06	OO-ACO	Ce510	Air Service Liège	14
HB-IGV	Falcon 50EX	VF International		13.N99FG	Falcon 900EX	CNH America	f/v
M-ARTY	PC-12/47E	Creston (UK)		OO-MMT	Ce560XLS	Air Service Liège	del 15
PH-SEJ	P68B	CNE Air		OO-STR	AS350B3	Stephex Stables	2x
PH-TXA	Ce510	ASL	06	14.9H-FOM	EMB500	Luxwing	
06.D-CAWM	Ce560XLS+	Aerowest Flugcharter		CS-GLF	Global Express	NetJets Europe	f/v
D-FAST	Ce208	Business Wings	07	F-GIDL	Beech C90A	Blue Horizon	
HB-IGV	Falcon 50EX	VF International		HB-IGV	Falcon 50EX	VF International	
OE-FDN	SC-7	Pink Aviation	f/v 2x	N930EN	Global Express	E Management	15
OO-GEE	PC-12/47E	Blue Sky Aviation	08	PH-SEJ	P68B	CNE Air	
PH-CGN	Do228-212	Kustwacht		PH-TSN	DA42	Twin Star Netherlands	
PH-LAU	Falcon 900EX	Exxaero	07	15.CS-LTH	Ce680A	NetJets Europe	16
PH-TXA	Ce510	ASL	08	N930EN	Global Express	E Management	
07.ST47	SF260D	CC Air		OO-GHE	Falcon 2000LX	Luxaviation Belgium	
EC-JIP	SA226TC	Flightline	08	OO-MMT	Ce560XLS	Air Service Liège	
F-GYPQ	PA-46-350P	Courant	08	OO-SKS	Ce560XLS	Luxaviation Belgium	f/v 16
PH-AJX	Falcon 7X	Flying Group		16.CS-DXY	Ce560XLS	NetJets Europe	
PH-PHB	Enstrom 480	Prince Helicopters	f/v	D-CQAJ	Lj35A	Quick Air Jet Service	
PH-SEJ	P68B	CNE Air		D-IFIS	Ce525	Luxaviation Germany	
08.CH09	C-130H	20sq		D-IMVC	Beech B200	Star Wings Dortmund	
RN08	NH90-TTH	18sq/1w		PH-MYX	Ce650	JetNetherlands	19
ST47	SF260D	CC Air		17.OO-SKS	Ce560XLS	Luxaviation Belgium	
MM62212	P180AM	Sezione Aerea	f/v 09	PH-SEJ	P68B	CNE Air	
U.20-1/01-405	Ce550	Eslla 004	f/v 09	18.D-ICBA	Ce525A	Proair Aviation	
CS-LAU	Ce680A	NetJets Europe	09	OK-PTT	PC-12/47E	Air Bohemia	20
D-FAST	Ce208	Business Wings	09	OO-GEE	PC-12/47E	Blue Sky Aviation	
HB-IGV	Falcon 50EX	VF International		SP-TAT	Beech 400A	Smart Jet	19
OO-GEE	PC-12/47E	Blue Sky Aviation	11	19.D-GEWF	DA42	We-Fly	21
OO-KBT	Bell 206L	Airborne	2x	M-ARTY	PC-12/47E	Creston (UK)	
PH-TSN	DA42	Twin Star Netherlands		PH-DWS	ERJ135LR	Air Charters Europe	23
09.EC-GPS	SA227AC	Flightline		21.D-GEWF	DA42	We-Fly	22
HA-TAB	Saab 340A	Fleet Air International	13	F-GOFX	Falcon 900B	Dassault Aviation	
LX-JFA	PC-12/47E	Jetfly Aviation		OK-AST	Ce560XL	Air Bohemia	23
PH-MYX	Ce650	JetNetherlands	11	OO-SKS	Ce560XLS	Luxaviation Belgium	2x
PH-SEJ	P68B	CNE Air		OO-STR	AS350B3	Stephex Stables	2x
PH-WDL	PA-34-220T	Cordial Beheer		PH-COM	PA-30-160	Dutch Airline Pilots Aero Club	22
				PH-MYX	Ce650	JetNetherlands	
				SE-MBJ	PA-34-220T	Akrus	

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SP-MRC	Saab 340A	Skytaxi		CS-PHK	EMB505	NetJets Europe	
22. D-HBWH	Bo105S	Air Lloyd		OO-JOE	R44	J & G	
HB-IGV	Falcon 50EX	VF International		OO-STR	AS350B3	Stephex Stables	
OE-FDN	SC-7	Pink Aviation	2x	OO-VLQ	Fokker 50	Amapola Flyg (VLM c/s)	dep
OO-JOE	R44	J & G	30	OY-GSA	PC-12/47E	Widex	f/v
OO-PCI	PC-12/47E	EAPC		PH-TSN	DA42	Twin Star Netherlands	
OO-PCK	PC-12/47E	EAPC					
OY-LAF	PA-34-220T	Reka Fly	f/v 23				
PH-TSN	DA42	Twin Star Netherlands					
23. RN01	NH90-NFH	40sq					
HA-TAG	Saab 340A	Fleet Air International	26				
OO-MSN	CeT310R	Aerodata	dep				
PH-DWS	ERJ135LR	Air Charters Europe	29				
SP-MRC	Saab 340A	Skytaxi	24				
24. LX-JFD	PC-12/47E	Jetfly Aviation					
OO-PCI	PC-12/47E	EAPC					
PH-MYX	Ce650	JetNetherlands	25				
PH-TXA	Ce510	ASL					
25. F-GOFX	Falcon 900B	Dassault Aviation					
OO-ACC	Ce525A	Air Service Liège	26				
26. 9H-ALL	Ce525A	Luxwing					
CS-PHE	EMB505	NetJets Europe					
F-GPGL	Falcon 100	Harmoy Jets					
LX-JFA	PC-12/47E	Jetfly Aviation					
OE-FZA	Ce510	GlobeAir	27				
OO-ACC	Ce525A	Air Service Liège	27				
27. 9H-KAZ	BAe125-900XP	Hyperion Aviation					
D-FALK	Ce208	Business Wings	28				
D-HBWH	Bo105S	Air Lloyd	28				
D-ITTT	CeF406	Air Taxi Europe					
OE-GIE	Ce525B	Airlink					
PH-MYX	Ce650	JetNetherlands	02				
PH-SEJ	P68B	CNE Air	2x				
VQ-BFD	Falcon 8X	Squadron Aviation Services	f/v 29				
28. RS02	Sea King Mk48	40sq					
9H-ALL	Ce525A	Luxwing					
CS-CHG	CL-350	NetJets Europe	29				
CS-PHL	EMB505	NetJets Europe	29				
D-CSAG	EMB505	Südzucker Reise Service	29				
G-MSPT	EC135T2	S.J. Golding					
G-SHUI	Ce680A	Air Charter Scotland	29				
HB-IGV	Falcon 50EX	VF International	29				
OO-WEG	CL-350	Luxaviation Belgium	f/v				
PH-HRM	Ce560XLS+	Heerema					
29. ST41	SF260D	CC Air					
9H-KAZ	BAe125-900XP	Hyperion Aviation					
D-CSEB	Ce560XLS+	Adolf Würth					
HA-TAG	Saab 340A	Fleet Air International	02				
OO-ACC	Ce525A	Air Service Liège					
OO-JOE	R44	J & G	tst				
OO-VLI	Fokker 50	Amapola Flyg (VLM c/s)	dep				
OO-WEG	CL-350	Luxaviation Belgium	30				
30. RS02	Sea King Mk48	40sq					
CS-DXO	Ce560XLS	NetJets Europe					

November was the beginning of the end for VLM Airlines, but we start the month with some unusual military visitors on the 8th. Besides the more or less regular Belgian military visitors the Spanish and Italian armed forces also visited the airport on this date. A new fleet addition for Air Service Liège arrived on the 13th from Doncaster Sheffield. OO-MMT is former D-CGMR. Although delivered in January 2018 the Luxaviation Belgium Cessna on the 15th paid its first visit to Antwerp just this month. The Aerodata Cessna on the 23rd has been sold and departed to Northeast Philadelphia Airport (USA) where it arrived on the 28th. After a visit on the 28th Sea King RS02 visited again on the 30th. It would be the last assignment for the Sea King as a transport for "civilian" use. The helicopter operated a flight for "red nose day", a charity action on behalf of television channel VTM. On the 29th the first former VLM Airlines Fokker 50 departed to Scandinavia on delivery to Amapola Flyg. The second, and coincidentally also the second-last, former VLM Airlines Fokker 50 departed on the 30th. This leaves only two Fokker 50 aircraft at the airport, in regards to November 2018.

Credits: ASA Belgium vzw, Luchtzak.be forum.

## Brussels

November 2018			
01.557	G-IV	4sq	dep
EK32008	A320-211	Air Moldova	f/v MLD801/2
LX-PCA	PC-24	Jetfly Aviation	02 JFA15J
N194ER	Ce510	Blue Sky Aviation	
02.177704	CC-177	429sq	03 CFC4002
9H-FGV	EMB500	Luxwing	03 LWG702/1
CS-LTH	Ce680A	NetJets Europe	NJE557N/413L
HB-LYY	Ce414A	Travelwork	05
LX-LAR	Lj45	Luxemb. Air Rescue	
LX-RSQ	Lj45XR	European Air Ambulance	arr
OK-SWW	B737-7Q8	SmartWings	CSA636/7
OK-TST	B737-86N	SmartWings	CSA630/1
03.D-CQAJ	Lj35A	Quick Air	04 QAJ1236
OH-LTR	A330-302E	Finnair	FIN1541/2
04.N889H	Falcon 900EX	Honeywell Flight Operations	05
05.606	Falcon 7x	MH 59. Sz.D. R	07 HUA501/-
MM62244	Falcon 900EX	93° Gruppo TS	AMI3126
102005	Tp102D	TSFE	06 SVF634
ZZ335	Voyager KC3	10/101sq	06 RRR2100
D-CSAG	EMB505	Sudzucker Reise Service	
G-CGEI	Ce550 Bravo	Executive Aviation Services	06 JTR1



Although destined for a civilian airline in Norway this Cessna 550 was delivered to the Spanish Navy in April 1983. U.20-1 with code 01-405 is active with Eslla 004/4 Escuadrilla. (Antwerp, 9 November 2018, Walter Van Brempt)



AVIANCA Cargo has begun a twice weekly service to Brussels on 18 november 2018. The route from Bogota to Brussels runs via Miami and is the first AVIANCA full cargo route to Europe. Airbus N335QT was delivered to the carrier in January 2015. (Brussels, 23 November 2018, Kenny Janssens)

N889H	Falcon 900EX	Honeywell Flight Operations	06	PH-TXA	Ce510	JetNetherlands	
OE-FKO	Ce525A	Avcon Jet	06 AOJ48L	12.EI-FWE	RRJ-95B	CityJet	dep BCY41P
OK-TST	B737-86N	SmartWings	CSA630/1	EK73797	B737-505	Air Moldova	MLD801/2
OM-BYA	A319-115X	Government of Slovakia	06 SSG4	PH-TXA	Ce510	JetNetherlands	
06.1257	Yak-40K	241.dlt	dep	13.MM62245	Falcon 900EX	93° Gruppo TS	IAM3113
2/F-RAFP	Falcon 900	ET00.060	CTM92	T-729	Beech 1900D	LTDB	dep
14+02	Global 5000	FBS BMVg	dep	9H-CGH	Falcon 50EX	Elit'Avia Malta	
258	Lj45	MATS	dep	D-IEKU	Ce525A	Excelent Air	ECA2C
T.18-1/45-40	Falcon 900B	451 Esc		HB-FWC	PC-12/47E	TAG Aviation	
T-785	Falcon 900EX	LTDB		HB-JIN	Falcon 900EX	Jet Aviation Business Jets	
F-HOLY	A109SP	Skycam Helicopteres		N1TS	B737-7JY	First Virtual Aviation	dep
9H-VFC	CL-605	VistaJet Malta	VJT585	N887WT	G650ER	Qualcomm	dep
CS-DXK	Ce560XLS	NetJets Europe	NJE519F/993L	OK-TSE	B737-81D	Travel Service	CSA636/7
CS-DXL	Ce560XLS	NetJets Europe	NJE795L/610G	OK-TST	B737-86N	SmartWings	CSA630/1
CS-DXP	Ce560XLS	NetJets Europe	07 NJE687E/744B	OO-SCX	A340-313X	Eurowings	BEL9902/BEL501
D-CWAY	Lj55	Quick Air Jet Charter		OO-SFN	A330-301	Brussels Airlines	dep BEL9903
D-FKAI	PC-12/47	Kaiser		OO-TUK	B737-86J	TUI Belgium	dep JAF711
HB-JOE	G550	Premium Jet	PJZ121	P4-PKZ	CL-604	Prime Aviation	arr
LX-JFU	PC-12/47E	Jetfly Aviation	dep	14.177705	CC-177	429sq	17 CFC4004
N173CN	Falcon 7X	Cigna	arr	F-HOLY	A109SP	Skycam Helicopteres	
N889H	Falcon 900EX	Honeywell Flight Operations	07	9H-FOX	A340-313X	Hi Fly Malta (a/w)	18
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW432/3	EC-MLO	CRJ1000	Iberia Regional	tdy 21 ANE3564/0223
OK-TST	B737-86N	SmartWings	CSA630/1	OK-TSD	B737-8Q8	Travel Service	CSA636/7
OK-TST	B737-86N	SmartWings	CSA636/7	OK-TST	B737-86N	SmartWings	CSA630/1
OO-SCX	A340-313X	Eurowings	EWG9902/BEL501	OO-SCX	A340-313X	Eurowings	BEL502/9901
VP-CKK	B737-9JA	National Air Services		ZS-KDR	Global Express	Fortune Air	15
XT-BFA	B727-282	Government of Burkina Faso	08 BFA1	15.9H-VCJ	CL-350	VistaJet Malta	VJT492
07.ZZ335	Voyager KC3	10/101sq	RRR2101	D-CAWU	Ce560XLS	Adolf Würth	
165151	C-20G	CFLSW Det. Sig	11 Catbird1	D-CDDD	Ce560XLS+	DC Aviation	DCS713
02-0042	C-40B	76th AS	SPAR80	EK73797	B737-505	Air Moldova	MLD801/2
OK-TST	B737-86N	SmartWings	CSA630/1	G-RNFR	CL-605	TAG Aviation (UK)	
OK-TST	B737-86N	SmartWings	CSA636/7	LX-JFW	PC-12/47E	Jetfly Aviation	arr
OO-SCX	A340-313X	Eurowings	BEL502/9901	LX-YCV	B747-4R7F	Cargolux Italia	div CLX64E
08.9H-JAI	A340-313X	Estelar Airlines	17 HFM741P/2P	N119NE	Falcon 7X	Planet Nine Private Air	dep
A6-SHJ	A320-232X	Government of Sharjah	SHJ1	N743CK	B747-446(F)	Kalitta Air	CKS244/978
D-ALMA	A330-243F	EAT Leipzig (DHL c/s)	f/v BCS307/8	OK-TSE	B737-81D	Travel Service	CSA636/7
OK-TST	B737-86N	SmartWings	CSA630/1	OK-TST	B737-86N	SmartWings	CSA630/1
OK-TST	B737-86N	SmartWings	CSA636/7	OO-SFJ	A330-343E	Eurowings	dep BEL205
OO-SCX	A340-313X	Eurowings	EWG9902/BEL501	OY-CKK	Falcon 2000LXS	Air Alsie	
SX-SOF	A320-232	Orange2fly	OTF4144	OY-DBS	Falcon 8X	Air Alsie	
VP-CKK	B737-9JA	National Air Services		16.144617	CC-144C	412sq	17
09.F-HOLY	A109SP	Skycam Helicopteres		5105	CL-601-3A	241.dlt	dep
OK-SWW	B737-7Q8	SmartWings	CSA636/7	9H-CGH	Falcon 50EX	Elit'Avia Malta	18 KFE552/4
OK-TST	B737-86N	SmartWings	CSA630/1	9H-MIR	CL-604	Hi Fly Malta	HFM001/2
OM-BYB	Fokker 100	Government of Slovakia	SSG4A	D-IBJJ	Ce525A	Air Hamburg	AHO838M
OO-SCX	A340-313X	Eurowings	BEL502/9903	G-GILB	Ce510	Catreus	VCG1LB/2LB
OO-SFG	A330-343	Brussels Airlines	del	JY-AYV	A321-231	Royal Jordanian	17 RJA117/8
10.OO-SCX	A340-313X	Eurowings	BEL9902/501	M-AAAL	G650	Global Jet Isle of Man	dep
11.02-0202	C-40C	201st AS	13 BOXER43	N743CK	B747-446(F)	Kalitta Air	17 CKS977/8
LX-LAA	Lj45	Duclair - LAR	12 DUK7AMB	OE-FHK	Ce510	GlobeAir	GAC529D/983B
LX-SEH	Ce560XLS	Luxaviation	13 LXA5E	OK-UNI	Ce680	Travel Service	TVS25J/6J
OO-SCX	A340-313X	Eurowings	BEL502/9901	17.9H-SUN	A340-312	Hi Fly Malta (a/w)	22 HFM321P/41P

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D-IIPN	PA-34-220T		18	21. D-IOVP	PA-42-1000	Heli-Flight	
G-OOBE	B757-28A	TUI Airways	22 TOM9238/47	OO-SCW	A340-313X	Eurowings	BEL9902/0501
G-TUMA	B737-8	TUI Airways	29 TOM838P/9273	22. D-FKAI	PC-12/47	Kaiser	
LX-JFW	PC-12/47E	Jetfly Aviation	dep	D-IOVP	PA-42-1000	Heli-Flight	
18. EK73797	B737-505	Air Moldova	MLD801/2	EZ-B022	CL-605	Gov'mnt of Turkmenistan	23 TUA3225/6
LX-JFD	PC-12/47E	Jetfly Aviation	19 - /JFA20C	HA-LKG	B737-8CX	Travel Service Hungary	TVS2408
N332QT	A330-243F	Avianca Cargo	f/v TPA4047/6	LX-PCB	PC-24	Jetfly Aviation	dep
OE-FPP	Ce510	GlobeAir	GAC741B/529E	N703AS	B737-490(F)	ASL Airl. Belgium (a/w)	arr JTN8203
TC-LCF	B737-8	Turkish Airlines	f/v THY1937/8	OE-FIX	Ce525	Aeroways	
19. 1257	Yak-40K	241.dlt	arr	OK-TST	B737-86N	CSA Czech Airlines	f/v CSA636/7
68/F-RAFA	Falcon 7X	ET00.060	20 CTM2	OO-SCW	A340-313X	Eurowings	BEL502/501
86/F-RAFB	Falcon 7X	ET00.060	20 CTM20	23. ZE708	BAe146 C3	32(TR)sq	arr
14+01	Global 5000	FBS BMVg		C-37B		VR-1	24 VM200
14+04	Global 5000	FBS BMVg		A330-202	A330-202	LEVEL	div 24 BOS10/9
15+01	A319-115X	FBS BMVg		N335QT	A330-243F	Avianca Cargo	f/v TPA4047/6
604	A319-112	MH 59. Sz.D. R		OE-FZA	Ce510	GlobeAir	25 GAC99H/106D
258	Lj45	MATS	arr	OK-SUN	ERJ135BJ	ABS Jets	arr
08	C-27J	Transporto Esk		OO-SCW	A340-313X	Eurowings	BEL502/501
T.18-4/45-43	Falcon 900B	451 Esc		OO-WEG	CL-350	Luxaviation Belgium	28
102004	Tp102C	TSFE	SVF638	PH-CJM	Ce680	ASL	24
D-BOBI	Falcon 2000LX	BASF	20	SP-ESC	B737-8AS	Enter Air	ENT555/556K
D-IIVA	P180	AirGo Flugservice	XGO1BR/JR	TC-LSA	A321-271NX	Turkish Airlines	05 THY1939/6882
EC-MDS	B747-419	Wamos Air	20 JAF351F/351	XA-ADL	B787-9	AeroM�xico	div AMX3
F-HJFP	PC-12/47E	Getonejet	20	24. MM62243	A319-115X	306� Gruppo TS	arr
I-GEFD	Falcon 2000	Sirio	SIO741	17402	Falcon 50	Esq504	25
LX-JFD	PC-12/47E	Jetfly Aviation	arr JFA21F	102004	Tp102C	TSFE	25
M-FINE	Global 5000	Noristevo Investments	20	ZE700	BAe146 CC2	32(TR)sq	arr
N657AT	G650ER	Audrey Enterprise	arr	CS-LTB	Ce680A	NetJets Europe	25 NJE733E/159G
OE-FKO	Ce525A	Avcon Jet	arr AOJ48L	D-ASTM	A321-211	Germania	25 GMI1034/5
OE-GCH	Ce550 Bravo	Speedwings Executive Jet	20	D-CFAZ	Lj60	FAI Rent-A-Jet	IFA2853
OK-TSE	B737-81D	Travel Service	CSA636/7	HB-JUF	G650	Swiss Jet	26 SJT962/12
OM-BYA	A319-115X	Government of Slovakia	SSG4A	OH-LTR	A330-302E	Finnair	FIN1541/2
OM-BYC	Fokker 100	Government of Slovakia	SSG6	OH-WIC	CL-604	Jetflite	arr
OM-BYC	Fokker 100	Government of Slovakia	20 SSG4	OO-SCW	A340-313X	Eurowings	BEL502/501
20. 605	A319-112	MH 59. Sz.D. R		PH-CJM	Ce680	ASL	
MM62209	A319-115X	306� Gruppo TS		YR-IGP	ERJ135BJ	Toyo Aviation	25 TOY1
07	C-27J	Transporto Esk		52. 5105	CL-601-3A	241.dlt	CEF02
08	C-27J	Transporto Esk		C-215	CL-604	Esk 721	DAF002
L1-01	Falcon 2000EX	Slovenian Air Force	dep	68/F-RAFA	Falcon 7X	ET00.060	CTM5
0002	G550	1.BLTr		15+02	A319-115X	FBS BMVg	GAF854
T.18-5/45-44	Falcon 900B	451 Esc	arr	678	G-V	352 MMYP	HAF352B
ZE708	BAe146 C3	32(TR)sq	arr	604	A319-112	MH 59. Sz.D. R	HUAF859
CS-DRY	BAe125-800XPi	NetJets Europe		258	Lj45	MATS	arr
EC-MDS	B747-419	Wamos Air	21 JAF352/352F	L1-01	Falcon 2000EX	Slovenian Air Force	LSV101
F-HBDX	EMB505	JetKey	21 KBD216	T.18-1/45-40	Falcon 900B	451 Esc	AME4534
I-EDLO	BAe125-750	Alba Servizi	21	9A-CRO	CL-604	Government of Croatia	
I-VITH	Beech 400A	Aliparma	PAJ422	9H-VFH	CL-605	VistaJet Malta	VJT1
LX-LAA	Lj45	Duclair - LAR	DUK7AMB	9K-GGA	G650	Government of Kuwait	arr
LX-PCA	PC-24	Jetfly Aviation	arr	D-CAWS	Ce680	Aerowest	dep
N72XF	Global Express	Comcast Corp.		ES-PVR	Lj60	Panaviatic	
OK-TSE	B737-81D	Travel Service	CSA636/7	F-HBOD	EMB500	JetKey	26 KBD366
OM-GTG	B737-84P	Go2Sky (a/w)		G-MRLX	G550	Gama Aviation	26
OO-WEG	CL-350	Luxaviation Belgium	del 22	LX-JFN	PC-12/47E	Jetfly Aviation	arr
T7-FOZ	Ce525	Open Sky Aviation	EES120A/B	LY-HCW	BAe125-800XP	Charter Jets	LTC501
VP-BIB	Ce525C	Omy Aviation	arr	LZ-OOI	Falcon 2000	Government of Bulgaria	BGF004



WAMOS is the name and brand of a Spanish tourist group. Majority owner Springwater Capital vertically integrated the travel group during 2016. Wamos Air was previously trading as Pullmantur Air. Boeing 747 EC-MDS was delivered to the airline in 2015. Since May 2018 the Jumbo has been adorned with special decals celebrating the airlines' 15th anniversary. (Brussels, 21 November 2018, Yves Deliens)



Boeing 737-400 N703AS was delivered to Alaska Airlines in 1998 but withdrawn from use in 2016. The aircraft was converted to freighter and photographed on arrival while being delivered to ASL Airlines Belgium. By the time you read this the Boeing should be active as OE-IBL. (Brussels, 22 November 2018, Paul Sanders)

N332QT	A330-243F	Avianca Cargo	TPA4047/6	N77CP	G550	Pfizer	arr
N780E	G550	IBM	arr	N800J	G550	Johnson & Johnson	arr
OE-FKO	Ce525A	Avcon Jet	AOJ48L	OM-BYC	Fokker 100	Government of Slovakia	SSG6A
OK-SWW	B737-7Q8	SmartWings	CSA636/7	OO-SFJ	A330-343E	Eurowings	dep BEL9901
OM-BYA	A319-115X	Government of Slovakia	SSG2	OO-WEG	CL-350	Luxaviation Belgium	
OO-SCW	A340-313X	Eurowings	BEL502/9903	PH-DIX	PC-12/45	Din-Air	2x
SE-RNR	CL-350	European Flight Service	dep	VP-BIB	Ce525C	Omy Aviation	dep
SP-ESD	B737-8AS	Enter Air	ENT512P/512				
SP-ESD	B737-8AS	Enter Air	ENT513P/514				
SP-LIH	ERJ175LR	Government of Poland	LOT7037/8				
26.177705	CC-177	429sq	CFC4005				
1257	Yak-40K	241.dlt	CEF05B				
605	A319-112	MH 59. Sz.D. R	HUAF854				
01-0028	C-37A	310th AS	30 - /SPAR33				
D-ISUN	Ce525A	Excelent Air	ECA5C				
F-HOLY	A109SP	Skycam Helicopteres					
OE-GPS	Ce550 Bravo	Tyrol Air Ambulance 27	TYW847S/8S				
OH-TFA	EMB505	Hendell Aviation	27				
SP-CHE	HA-420	Jet Story	JDI42H				
27.9H-VCG	CL-350	VistaJet Malta	arr VJT448				
D-BOBI	Falcon 2000LX	BASF					
D-CEHM	Ce560XLS+	Silver Cloud Air	SCR21				
D-ICEE	Ce525	Spree Flug Luftfahrt					
F-HBOD	EMB500	JetKey	KBD366				
F-HGPG	Ce525	Valljet	VLJ887G				
LX-JFN	PC-12/47E	Jetfly Aviation	dep				
N167Y	Falcon 900EX	LP Management Services	arr				
OE-EGO	PC-12/47E	Airlink Luftverkehrs	29 2x				
OK-SWW	B737-7Q8	SmartWings	CSA636/7				
OK-TST	B737-86N	CSA Czech Airlines	CSA630/1				
OO-SFG	A330-343	Brussels Airlines	tst				
UR-ABA	A319-115X	Government of Ukraine	UKN1307/8				
28.C-080	CL-604	Esk 721					
605	A319-112	MH 59. Sz.D. R					
9H-VCG	CL-350	VistaJet Malta	29 VJT448				
I-MOFI	Falcon 2000LX	Sirio	SIO618				
OE-FGK	Ce525	Salzburg Jet Aviation	29 MOZ331				
OK-SWW	B737-7Q8	SmartWings	CSA636/7				
OM-BYC	Fokker 100	Government of Slovakia	SSG6				
OM-BYC	Fokker 100	Government of Slovakia	30 SSG6/6A				
29.0455	C295M	242.tsl	CEF05F				
F-GYPE	ERJ135LR	Pan Européenne Air Svc	30 PEA7				
OK-TSD	B737-8Q8	Travel Service	TVS2409				
OM-BYB	Fokker 100	Government of Slovakia	30 SSG4				
30.03	C-17A	HAW	01 BRK57/77				
B-8093	G450	Minsheng Bank					
CS-DVS	EMB500	Valair	VVV362				
CS-PHC	EMB505	NetJets Europe	NJE588K/431K				
D-IAKN	Ce525A	Star Wings Dortmund					
F-GYPE	ERJ135LR	Pan Européenne Air Service	PEA7				
HB-JGI	Falcon 7X	Rabbit-Air	RBB151/2				
LX-JFB	PC-12/47E	Jetfly Aviation					
N496BC	B747-4B5(F)	Kalitta Air	CKS977/8				
N653MK	G550	Merck, Sharp & Dohme	dep				

The regularly used Air Moldova Boeing 737 had to return to Chisinau, so the service to Brussels on the 1st was being operated by an Airbus. Due to fleet maintenance Brussels Airlines started to use two Airbus A330 aircraft that are usually based at Dusseldorf. The first aircraft operated flights to New York/John F. Kennedy from the 6th till mid November 2018. The second aircraft operated the same flights from mid till the end of November 2018. On the 8th an EAT Leipzig Airbus paid a nightly visit to Brussels. This was the first of several flights being operated from Bergamo. Looking at flight trackers the Airbus seems to be based at Brussels from mid November 2018. Also on the 8th a charter operated by Orange2Fly. A new fleet addition for Brussels Airlines arrived from Paya Lebar Air Base, Singapore a few minutes after midnight on the 9th. The Airbus operated a local test flight on the 27th. On the 12th a CityJet Superjet departed to Dublin for storage after wet-lease to Brussels Airlines. The Brussels Airlines Airbus on the 13th has been withdrawn from use and departed to Pinal Airpark via Bangor. On that same date a TUI Belgium Boeing departed to Ottawa on winterlease to Sunwing Airlines. The Air Nostrum on the 14th operated some flights for Brussels Airlines until it departed back to Spain on the 21st. On the 15th a Cargolux diverted on its way to Luxembourg. The Eurowings on the 15th had arrived at Brussels as D-AIKJ on 10 October 2018. It was put in service from Brussels to cover for Brussels Airlines aircraft that were either in maintenance or AOG. The Airbus was ferried to its new base Dusseldorf on 30 November 2018. The first Boeing 737max for TUI Airways was delivered via Brussels on the 17th for some service entry modifications before it continued to Manchester. The company Boeing 757 on the 17th arrived for maintenance and was in TCS World Travel colours. Avianca started a twice weekly cargo flight with Airbus equipment on the 18th. If you have looked closely to this months movements you might have noticed that Boeing 737 OK-TST appeared in the list as CSA from the 22nd. This is the first aircraft that has been transferred from Travel Service to CSA in CSA colours. Future OE-IBL was delivered to ASL Airlines Belgium all white on the 22nd. A new fleet addition was delivered to Luxaviation Belgium on the 23rd. The Challenger departed for its first flight on the 28th. The Turkish Airbus on the 23rd was grounded for an engine change following a crack and oil



The Cyprus Ministry of Defense operates three AW139 helicopters in SAR configuration. Serial 702 was the third helicopter and last AW139 that was delivered in 2011. It is active with the 2nd Platoon, 460 MED wing (Search and Rescue squadron). (Liège, 18 November 2018, Hervé Campsteyn)

leakage in the accessory gearbox in one of its PW1100 engines during initial climb while departing back to Istanbul on the 23rd. The AeroMéxico Dreamliner on that same day was a Charles de Gaulle diversion and the LEVEL on the 23rd was an Orly diversion.

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

### Kleine Brogel

			November 2018
05.CH04	C-130H	20sq	*
FB22	F-16BM	2w	*
54+15	A400M	LTG62	
06.CH09	C-130H	20sq	*
ST46	SF260D	CC Air (grey c/s)	*
G-781	C-130H	336sq	*
J-643	F-16AM	312/313sq	*
07.CH03	C-130H	20sq	*
08.CH09	C-130H	20sq	*
RN08	NH90-TTH	18sq/1w	*
ST43	SF260D	CC Air (grey c/s)	*
G-781	C-130H	336sq	*
09.CH09	C-130H	20sq	*
ST43	SF260D	CC Air (grey c/s)	*
13.RN08	NH90-TTH	18sq/1w	*
ST45	SF260D	CC Air	*
14.CH04	C-130H	20sq	*
FA72	F-16AM	2w	*
20.CH05	C-130H	20sq	*
22.CH03	C-130H	20sq	*
ST44	SF260D	CC Air (grey c/s)	*
26.1x	PC-7	131EMVOsq	*
RN05	NH90-TTH	18sq/1w	*
27.1x	NH90-NFH	40sq	*
FA135	F-16AM	2w	*
28.CH05	C-130H	20sq	*
29.CH03	C-130H	20sq	*
ST45	SF260D	CC Air	*

Credit: Toon Cox, Stephan Lodewijks, Tim Van den Boer.

### Koksijde

			November 2018
05.FA131	F-16AM	10w	*
FA134	F-16AM	10w	*
07.CH09	C-130H	20sq	*
FA57	F-16AM	10w	2x *
FA107	F-16AM	10w	2x *
08.1x	SF260M+	CC Air (Red Devils c/s)	*
09.FB23	F-16BM	10w	*

ST43	SF260D	CC Air	2x *
12.FA95	F-16AM	10w	2x *
FA136	F-16AM	10w	*
14.FA87	F-16AM	10w	*
FA95	F-16AM	10w	*
FB23	F-16BM	10w	*
19.FB17	F-16BM	10w	*
22.1x	A109BA	17sq/1w	*
23.1x	SF260D/M+	CC Air	*
26.FA107	F-16AM	10w	*
L-01	PC-7	131EMVOsq	*
29.H28	A109BA	17sq/1w	*

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

### Liège

			November 2018
01.N496BC	B747-4B5(F)	Kalitta Air	CMB166
02.G-FLCN	Falcon 900B	Xclusive Jet Charter	XJC151P/151
OO-ABE	A340-343X	Air Belgium (a/w)	ABB340P/343T
03.G-WNCH	Beech B200	Synergy Aviation	SYG468
PH-TXA	Ce510	JetNetherlands	
TF-AMP	B747-481(F)	Magma Aviation	dep ABD335P
UR-CQV	An-26B	Vulkan Air	dep VKA112
04.LX-JFQ	PC-12/47	Jetfly Aviation	06 JFA84A/58C
TF-AMN	B747-4F6(F)	Magma Aviation	
05.G-CLAB	B747-83QF	CargoLogicAir	CLU702/42
UR-CAJ	An-12BK	Ukraine Air Alliance	arr
06.CS-DXJ	Ce560XLS	NetJets Europe	NJE2QX/417G
D-IWIR	Ce525A	Excellent Air	07 ECA4C
F-HLRY	EMB500	Mustang	
LX-JFB	PC-12/47E	Jetfly Aviation	JFA56B/85B
07.D-CSAG	EMB505	Sudzucker Reise Service	
F-HITM	Beech 400A	Air ITM	
N743CK	B747-446(F)	Kalitta Air	CMB543, CMB563
UR-CGW	An-12BP	Ukraine Air Alliance	dep
08.D-CHDJ	Ce560XLS	Excellent Air	09 ECA6C
N743CK	B747-446(F)	Kalitta Air	CMB547
OK-PPP	Beech 400A	Time Air	
SP-KPZ	Saab 340A(F)	SprintAir	arr
10.SP-KPZ	Saab 340A(F)	SprintAir	arr
11.G-CLAB	B747-83QF	CargoLogicAir	12 CLU702/42
OK-PPP	Beech 400A	Time Air	15 TIE857P/869P
12.N496BC	B747-4B5(F)	Kalitta Air	CMB166
13.G-WCCP	Beech B200	2 Excel Aviation	- /BRO83
OK-PCC	PC-12/47E	T-air	14
SP-KPZ	Saab 340A(F)	SprintAir	arr
14.D-IGWT	Ce525A	Sylt Air	16 AWU714/6
N496BC	B747-4B5(F)	Kalitta Air	CMB161
PH-CJM	Ce680	ASL	

15. LX-RSQ OO-MMT	Lj45XR Ce560XLS	European Air Ambul. Air Service Liège	16 DUK5AMB f/v	RA-02799	Raytheon 390		
16. G-WNCH N146QS	Beech B200 Global 6000	Synergy Aviation NetJets	17 SYG423 div 17	41. ER-BBJ M-CLAB	B747-412F CL-300	Aerotrans Cargo Shamrock Trading	15 ATG6643/4
18. 702 N194ER N486MC	AW139 Ce510 B747-45EF	460 MED Blue Sky Aviation Atlas Air	arr	15. D-CBBB ER-BBJ OO-JCV PH-MFX	Ce560XLS B747-412F PC-12/47E Ce650	DC Aviation Aerotrans Cargo Nextgen Partners Tarjet	DCS703 16 16 16
20. 5B-DDC N708CK	B747-4B5(F) Saab 340A	Kalitta Air SprintAir	19 GTI8111/3 CMB162	16. ER-BBJ M-CLAB N708CK	B747-412F CL-300 B747-4B5F	Aerotrans Cargo Shamrock Trading Kalitta Air	17 ATG6646/7
23. N194ER	Ce510	Blue Sky Aviation	25	OO-JCV PH-MFX	PC-12/47E Ce650	Nextgen Partners JetNetherlands	CKS208 20 19
24. F-HEGA	EMB505	ADM Aviation	25	19. F-HGIO M-ARTY	Ce510 PC-12/47E	Astonjet Creston (UK)	dep
25. N496BC OE-FKO	B747-4B5(F) Ce525A	Kalitta Air Avcon Jet	CMB164 AOJ48L	20. N701CK OO-JCV	P180 B747-4B5F	Supair Kalitta Air	arr 23 CKS9208/0208
26. PH-JFS	PC-12/45	Eurofilters Holding		OO-JCV PH-MFX	PC-12/47E	Nextgen Partners	21
28. EC-LPQ EC-LZO	B737-85P B767-35DER	Air Europa Privilege Style	29 AEA939/8 30 PVG1890/990	21. 9H-JDV D-IADV	Ce525M2 Ce551	NextGen Aviation (Malta) MCH Holding	dep 2x
30. OE-GLL OO-WEG SP-KPZ	B737-85R Ce550 Bravo CL-350 Saab 340A(F)	Enter Air Jetfly Airline Luxaviation Belgium SprintAir	29 ENT566/7	D-IPCG N708CK OO-JCV UR-CGV	Ce425 B747-4B5F PC-12/47E An-12BP	PGS Holding Kalitta Air Nextgen Partners Ukraine Air Alliance	22 CKS9163

The Air Belgium on the 2nd also performed one touch and go. The NetJets Global on the 16th was originally destined for Paris but the bizjet diverted to Liège. On the 18th a Cyprus National Guard Air Wing helicopter arrived. On the 20th a (former) Cobalt Airbus made a stop while enroute from Larnaca to Woensdrecht. Air Europa picked up FC Barcelona after their game against PSV Eindhoven. Privilege Style operated a flight from and to Seville on the 28th. The Enter Air on that same day operated a flight from and to Barcelona.

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

## Ostend-Bruges

			November 2018		
01. D-ASBG	Falcon 900LX	Airservice Bremgarten	dep		
02. 9H-ILI D-CAMB	CL-850 Lj31A	VistaJet Malta Jetcall	tst VJT617 JCL4		
ER-BBJ OK-GRX	B747-412F Global 6000	Aerotrans Cargo Eclair Aviation	dep ATG6640 04 ECC701		
03. 9H-VFC N888GX	CL-605 Global XRS	VistaJet Malta Remorex	VJT585		
04. UR-82007	An-124-100	Antonov Design Bureau	div ADB2620		
05. OO-SND	A320-214	Brussels Airlines	BEL9933/1043		
07. OO-SNE	A320-214	Brussels Airlines	BEL1044/9934		
09. D-IAWG	Ce425	Aerowest			
12. D-FLUC N425ST	Ce208B Ce550	CAE Aviation FS Aviation	13 13		
N743CK	B747-446BCF	Kalitta Air	15 CKS9564/0244		
N99FG	Falcon 900EX	CNH America	13		
OO-CFW	PC-12/47E	Nextgen Partners	13		
13. OO-CFW	PC-12/47E	Nextgen Partners	14		

22. 9H-JDV 9H-WFC ER-BAM	Ce525M2 ERJ135BJ B747-409F	NextGen Aviation (Malta) Air X Charter Aerotrans Cargo	dep 2x 28 VAL200
24. G-SOVB M-CLAB	Lj45 CL-300	Sovereign Air Shamrock Trading	BZE02T
25. 253	CN235M-100	101sq	
26. D-IADV	Ce551	MCH Holding	2x
27. C-GIXR	CRJ200ER	Voyageur Airways	
28. D-ASBG	Falcon 900EX	Airservices Bremgarten	
29. D-IADV ER-BBJ	Ce551 B747-412F	MCH Holding Aerotrans Cargo	30 ATG6656/61
30. D-CHDC D-FLUC	Ce680 Ce208B	Heidelberg Cement CAE Aviation	01
ER-BBJ	B747-412F	Aerotrans Cargo	arr ATG6662
OE-GKW	IAI1124	Tyrol Air Ambulance	arr TYW758
OE-LMA	Global 6000	Global Jet Austria	GLJ07MA
OO-CFW	PC-12/47E	Nextgen Partners	arr

### EgyptAir Cargo:

SU-GAS 04, 06, 09, 11, 12, 13, 18, 20, 24, 25, 27, 29  
 SU-GAY 07, 08/09, 13, 16/17, 20, 21, 25, 26, 27, 30  
 SU-GCE 01, 03, 06, 08, 10, 14, 15, 17, 22, 23, 24, 27, 29

### TUI Belgium:

OO-JAH 15-22 daily  
 OO-JEF 02, 08-15 daily  
 OO-MAX 01-08 daily  
 OO-TMB 11  
 OO-TUV 01, 02  
 OO-JAY 04  
 OO-JEM 01-30 daily  
 OO-TMA 29/30, 30/01  
 OO-TMY 22-29 daily

The Vistajet on the 2nd operated a training flight. The Antonov on the 4th was a Châlons Vatry diversion.

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



Delivered to British European Airways in 2000 this Canadairjet ventured to India in 2003. The aircraft was returned to Bombardier in December 2010. Voyageur Airways took delivery of the aircraft in April 2011 as C-GIXR and this aircraft has been on United Nation duties ever since. It was caught on camera on its way back to North Bay . (Ostend, 27 November 2018, Nik Deblauwe)

# Military Movements Elsewhere



On 19 December 2018 the 40sq performed their final navigation flight with the Sea King. RS02, RS04 and RS05 flew across East and West-Flanders. Wout Goossens was at Koksijde to see the formation leave with special coloured RS05 leading the formation. All three will be stored/withdrawn afterwards and only remain stand-by for SAR duties if the NH90-NFH is not available.

## Germany

Geilenkirchen		November 2018	
02.59-1522	KC-135R	108th ARS IL ANG	RCH346
05.59-1512	KC-135R	171st ARS MI ANG	15 RCH146
	D-CFMD	Beech 300	FCS +06 FCK211
07.G-781	C-130H	336sq	* NAF78
08.04-3142/RS	C-130J-30	37th AS	* HKY81
07-8608/RS	C-130J-30	37th AS	* HKY84
08-8602/RS	C-130J-30	37th AS	* HKY82
63-8040	KC-135R	151st ARS TN ANG	20 RCH551
D-AGRA	CRJ200LR	ProAir Aviation	PAV5161/TAY5015
OE-IAP	B737-400F	FedEx / ASL Airl. Belg.	TAY5018/709
09.57-1432	KC-135R	191st ARS UT ANG	dep RCH151
62-3576	KC-135R	108th ARS IL ANG	dep RCH525
D-AGRA	CRJ200LR	ProAir Aviation	TAY5015/5016
13.04-3142/RS	C-130J-30	37th AS	* HKY06
14.30+01	EF-2000	TLG31	* Smash21
09-0678	MC-12W	185th SOS OK ANG	15 Bedlm22
59-1516	KC-135R	126th ARS WI ANG	RCH150
15.041	Falcon 20ECM	717Skv	NOW717A
84-00162	C-12U-3	E/1-214th AVN	* Duke41
16.60+05	P-3C	MFG5	* GNY4522
22.016	C295M	13.eltr	23 PLF040
23.SE-DZA	ERJ145ERP	Aero4M	IMX101F/AEH841
27.58-0122	KC-135R	117th ARS KS ANG	RCH550
59-1448	KC-135R	153rd ARS MS ANG	RCH186
62-3547	KC-135R	117th ARS KS ANG	RCH226
28.84-00157	C-12U-3	E/1-214th AVN	Duke41
OO-TFA	B757-28C	ASL Airlines	TAY5036
30.D-HEGK	AS332L	Bundespolizei	* BPO20
OO-TFA	B757-28C	ASL Airlines Belgium	TAY5025/5016

Credits: Rolf Flinzner, Scramble messageboard.

Nürnberg		November 2018	
02.54+19	A400M	LTG62	* GAF722
05.14+04	Global 5000	FBS BMVg	* GAF651
09-72108	UH-72A	JMRC	* Army72108
07.84-00156	C-12U-3	E/1-214th AVN	Duke62
95-00123	UC-35A	E/1-214th AVN	Duke82

17-20945	UH-60M	C/2-4th AVN	* Army20945
08.16-5840/RS	C-130J-30	37th AS	Herky617
09.14+01	Global 5000	FBS BMVg	* GAF607
	LJ-1	TukiLv	16 FNF117
13.76+07	Lj35A	HSG64	* Hawk429
	H145M	3-4th AVN	* Army20838
16-20838	UH-60M	C/2-4th AVN	* Army20943
17-20943	HH-60M	E/1-214th AVN	Duke62
14.84-00165	C-12U-3	37th AS	Herky12
15.04-3142/RS	C-130J-30	E/1-214th AVN	Duke60
	UC-35A	LTG62	GAF684
95-00123	A400M	FBS BMVg	GAF121
54+02	A310-304MRTT	IHAZ	Hel1262
20.10+23	EC135T1	IHAZ	
82+56	EC135T1	LTG62	GAF661
82+59	A400M	E/1-214th AVN	Duke60
21.54+19	A400M	LTG62	GAF056
	C-12U	LTG62	* GAF684
22.54+10	A400M	THR30	* Joker29
54+19	A400M	10/101sq	RRR2188/89
73+74	UH-1D	TukiLv	FNF427
24.ZZ332/332	Voyager KC3	LTG62	GAF610
26.LJ-2	Lj35A	28°Gr AVES	IEI2802
	A400M	LTG62	GAF631
54+21	P180E	WTD61	Dasa06
MM62168	A400M	Global 5000	GAF686
27.54+19	A400M	LTG62	* GAF684
28.54+01	A400M		
	14+03		
29.54+18	A400M		

Credits: MAR, Scramble messageboard.

Ramstein		November 2018	
01.01-0192	C-17A	137th AS NY ANG	02 RCH552/311
02-1098	C-17A	305th AMW	dep RCH157
07-7173	C-17A	436th AW	dep RCH482
07-7177	C-17A	436th AW	RCH151
09-9206	C-17A	437th AW	02 RCH444/Falcon30
06-3171	C-130J-30	317th AW	03 RCH039
08-5675	C-130J-30	317th AW	dep RCH040
58-0061	KC-135T	22nd ARW	dep RCH411
02.92-3293	C-17A	437th AW	dep RCH445
97-0041	C-17A	437th AW	04 RCH803

07-7171	C-17A	305th AMW	03 RCH320	09.87-0029	C-5M	60th AMW	10 RCH185
07-7186	C-17A	437th AW	dep RCH150	00-0174/AK	C-17A	144th/517th AS AK ANG	10 RCH262
09-9207	C-17A	437th AW	03 RCH1815	06-6164	C-17A	60th AMW	10 RCH162
09-72098	UH-72A	JMRC	Army72098	07-7178	C-17A	305th AMW	11 RCH527/606
03.87-0037	C-5M	337th AS AFRC	04 RCH422	07-7185	C-17A	437th AW	11 RCH605
83-0081	KC-10A	305th AMW	04 RCH195	10-0216	C-17A	62nd AW	10 RCH450
01-0192	C-17A	137th AS NY ANG	RCH311/552	11-5745	C-130J-30	19th AW	19 Lion422/Herky72
03-3120	C-17A	62nd AW	13 RCH158/211	900530	C-26D	AOD Sigonella	10 CNV6962
04-4133	C-17A	305th AMW	RCH430	164181/BH	KC-130T	VMGR-252	10 Bronco36/70
05-5147/HH	C-17A	535th AS HI ANG	06 RCH494	10.87-0029	C-5M	60th AMW	11 RCH185
09-9206	C-17A	437th AW	RCH444	90-0534	C-17A	437th AW	11 RCH469
169225/BH	KC-130J	VMGR-252	04 Otis83	97-0045	C-17A	137th AS NY ANG	17 RCH355
06-8612	C-130J-30	19th AW	dep Lion412	98-0057	C-17A	137th AS NY ANG	12 RCH655/266
04.03	C-17A	HAW	Bartok88	06-6164	C-17A	60th AMW	11 RCH162
85-0004	C-5M	436th AW	07 RCH313	07-7182	C-17A	437th AW	11 RCH139/527
86-0016	C-5M	60th AMW	05 RCH205	08-8203	C-17A	62nd AW	11 RCH553
93-0600	C-17A	155th AS TN ANG	05 RCH563	14-5788	C-130J-30	19th AW	13 Lion415/Herky83
01-0192	C-17A	137th AS NY ANG	07 RCH552/543	74-0787	E-4B	1st ACCS	11 Huge99
04-4133	C-17A	305th AMW	05 RCH430	11.03	C-17A	HAW	Bartok89
06-6155	C-17A	60th AMW	RCH420	85-0004	C-5M	436th AW	12 RCH451
07-7170	C-17A	436th AW	05 RCH493	169319	UC-12W	H&HS Miramar	Atila04
10-0217	C-17A	62nd AW	05 RCH113	08-8203	C-17A	62nd AW	12 RCH553
05.03	C-17A	HAW	06 Bartok88/50	12.85-0004	C-5M	436th AW	RCH451
07-7182	C-17A	437th AW	06 RCH139	85-0008	C-5M	436th AW	13 RCH186
07-46312	C-130J-30	19th AW	09 Lion413/422	97-0045	C-17A	137th AS NY ANG	15 RCH355
11-5745	C-130J-30	19th AW	06 Herky05/Lion414	07-7180	C-17A	437th AW	15 RCH428/395
92-26425	UH-60L	A/2-4th AVN	06 Army26425	05-4613	C-40C	73rd AS AFRC	13 Spar12
06.85-0001	C-5M	436th AW	07 RCH561	13.85-0003	C-5M	436th AW	16 RCH559
93-0600	C-17A	155th AS TN ANG	08 RCH563	86-0038	KC-10A	60th AMW	15 RCH696
01-0187	C-17A	62nd AW	07 RCH310	98-0057	C-17A	137th AS NY ANG	14 RCH266
07-7185	C-17A	437th AW	07 RCH605	02-1105	C-17A	62nd AW	RCH527/044
10-0217	C-17A	62nd AW	07 RCH113	07-7170	C-17A	436th AW	14 RCH487
166693	C-40A	VR-57	07 CNV6822	07-7185	C-17A	437th AW	15 RCH605
168594/AB603E-2D	VAW-126	07 CNV85	07 CNV85	05-0932	C-40C	73rd AS AFRC	16 Spar21
92-26425	UH-60L	A/2-4th AVN	Army26425	14-5788	C-130J-30	19th AW	19 Herky83/73
16-20838	UH-60M	3-4th AVN	Army20838	57-1440/D	KC-135R	351st ARS	14 Quid21
07.03	C-17A	HAW	09 Bartok50/89	90-26267	UH-60L	A/2-4th AVN	Army26267
85-0008	C-5M	436th AW	10 RCH174	14.86-0017	C-5M	436th AW	16 RCH727
83-0075	KC-10A	60th AMW	08 RCH164	97-0047	C-17A	437th AW	17 RCH467
00-0178	C-17A	89th AS AFRC	08 RCH316	08-8194	C-17A	62nd AW	15 RCH227
06-6159	C-17A	60th AMW	08 RCH492/184	95-00123	UC-35A	E/1-214th AVN	Duke24
08-8200	C-17A	62nd AW	10 RCH450/138	16-3020	C-146A	524th SOS	Magma50
09-9206	C-17A	437th AW	08 RCH142	15.84-0060	C-5M	60th AMW	16 RCH690
10-0216	C-17A	62nd AW	RCH138	87-0044	C-5M	60th AMW	16 RCH689
16-20872	HH-60M	C/2-4th AVN	Army20872	96-0007	C-17A	183rd AS MS ANG	16 RCH695
08.98-0057	C-17A	137th AS NY ANG	09 RCH655	97-0045	C-17A	137th AS NY ANG	17 RCH355
01-0187	C-17A	62nd AW	11 RCH044/213	01-0188	C-17A	137th AS NY ANG	16 RCH945
01-0192	C-17A	137th AS NY ANG	09 RCH543	03-3120	C-17A	62nd AW	16 RCH211/528
03-3119	C-17A	183rd AS MS ANG	09 RCH105	06-6156	C-17A	60th AMW	16 RCH246
05-5145	C-17A	729th AS AFRC	09 RCH420	06-6163	C-17A	60th AMW	16 RCH981
07-7182	C-17A	437th AW	09 RCH139	08-8194	C-17A	62nd AW	16 RCH227
07-7185	C-17A	437th AW	09 RCH605	09-72098	UH-72A	JMRC	Army72098
09-9206	C-17A	437th AW	10 RCH142	16.87-0045	C-5M	436th AW	22 RCH171/709
10-0216	C-17A	62nd AW	09 RCH138/450	168205	UC-12W	VMR-4	Atila04



After having received its first Airbus A330MRTT at the end of August (RSAF 761) just on time to make its first public appearance at a parade on September 1 (the date the service was formed in 1968 as the Singapore Air Defence Command), another three converted aircraft (RSAF 760, 762 and 763) are at the Airbus factory fully painted and ready for delivery. One of them is RSAF 762, seen here landing at Getafe on 4 December by Roberto Yanez after a four hour training flight off-coast Portugal. The last two aircraft of the RSAF order are also at the factory in the process to be converted to Multi Role Tanker Transports, the last one registered as EC-332 (1886, ex F-WWYX) arrived to Getafe at the beginning of November.

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05.14+03	Global 5000	FBS BMVg	84006/846	Tp84	TSFE	SVF820
09.168205	UC-12W	VMR-4	23.3A-MGA	Falcon 8X	Gvmt of Monaco	24
10.168981	C-40A	VR-61	27.84004/844	Tp84	TSFE	28 SVF826
11.01-0029	C-37A	310th AS	<u>Credits:</u> MAR, Scramble messageboard.			
14.01-0029	C-37A	310th AS	Coningsby			
15.84-0087	C-21A	76th AS	01.ZH891	Chinook HC6A	27sq	November 2018
19.166376	C-37B	VR-1	05.91-0326/LN	F-15E	494th FS	SHF544
20.01-0040	C-40B	1st AS	91-0329/LN	F-15E	494th FS	* Hammer61/62
02-0202	C-40C	201st AS	06.ZJ229	Apache AH1	AAC	* Hammer61/62
21.97-00105	UC-35A	1-214th AVN	ZJ191	Apache AH1	AAC	Outlaw2
23.09-0540	C-40C	73rd AS AFRC	ZM519	Juno HT1	DHFS	Outlaw1
24.166715	UC-35D	USMC Cherry Point	ZK324/324	Typhoon FGR4	del to Lossie Wg	SYS48
28.14-5793	MC-130J	9th SOS	08.G-BYUX	Tutor T1	6 FTS	Typhoon28
29.081/F-RAJB	A340-211	ET03.060	13.91-0320/LN	F-15E	494th FS	* UAH80
			91-0602/LN	F-15E	494th FS	* Panther11/12
			ZD984	Chinook HC6A	Odiham Wg	* Panther11/12
			XX339/CL	Hawk T1A	100sq	SHF467
			ZM318	Prefect T1	3 FTS	Pirate11
			ZK302/302	Typhoon FGR4	Lossie Wg	* CWL55
			14.ZD982	Chinook HC6A	Odiham Wg	dep Lossie90
			ZM141	F-35B	617sq	SHF467
			ZA554/046	Tornado GR4	Marham Wg	* MRH92
			ZJ812/812	Typhoon T3	Lossie Wg	* Fang2
			15.ZM313	Prefect T1	3 FTS	arr Lossie84
			ZF512/512	Tucano T1	72sq	* CWL53
			G-BYUU	Tutor T1	6 FTS	* CWL13
			G-BYXC	Tutor T1	6 FTS	* WIT45
			19.ZK315/315	Typhoon FGR4	Lossie Wg	* WIT59
			27.85	EMB121AN	28F	dep Typhoon28
			XX327	Hawk T1	IAM	CTM1271
						Gauntlet27/20

Credits: MAR, Scramble messageboard.

### United Kingdom

Brize Norton			November 2018
02.0452	C295M	13.eltr	CEF6014
98-0054	C-17A	437th AW	03,04 RCH165
169225/BH	KC-130J	VMGR-252	+03,04 Otis71/83
G-BYXM	Tutor T1	6FTS	
G-BYXN	Tutor T1	6FTS	
05.11-5731	MC-130J	67th SOS	* Strix26
06.KAF328	KC-130J	41sq	dep KAF3217
11-0058	CV-22B	7th SOS	* Knife71
166514/BH	KC-130J	VMGR-252	Otis72
UR-82027	An-124-100M	ADB	07 ADB2625
07.54+18	A400M	LTG62	GAF176
08.86/F-RAFB	Falcon 7X	ET00.060	CTM1279
09.177703	CC-177	429sq	10 CFC3601
ZH854	Merlin HM2	RN	10
12.ZJ131/P	Merlin HC4	845NAS	*
13.XW220	Puma HC2	Benson Wg	a/f out
14.272	KC-707	120sq	15 IAF025
15.XW220/K	Puma HC2	Benson Wg	
ZJ956/Y	Puma HC2	Benson Wg	dep 21
20.ZJ206	Apache AH1	nn	
21.ZJ176	Apache AH1	nn	
ZK552	Chinook HC6	7sq	SHF537
XW217	Puma HC2	Benson Wg	* SHF335
ZZ391	Wildcat AH1	1Regt	Carbon10
24.XW212	Puma HC2	Benson Wg	
XW219	Puma HC2	Benson Wg	
25.ZJ211	Apache AH1	AAC	
25.ZJ229	Apache AH1	AAC	
ZJ231	Apache AH1	AAC	
26.2x	F-15E	492nd FS	* Claw31
27.10+23	A310-304MRTT	FBS BMVg	GAF953
GZ100	A109SP	32(TR)sq	
XW219	Puma HC2	Benson Wg	dep
28.ZA614/076	Tornado GR4	Marham Wg	* MRH69
29.ZJ191	Apache AH1	nn	Gunship1
ZA684	Chinook HC6A	28sq	SHF280
ZA707	Chinook HC4	Odiham Wg	SHF543
ZJ134/S	Merlin HC4	845NAS	Junglie440
UR-82009	An-124	ADB	ADB2656/247F
30.503	C-130H	4sq / RAFO	MJN290
ZG996	Defender AL1	651sq	AA516
XX246/CA	Hawk T1A	100sq	Pirate17
ZJ134/S	Merlin HC4	845NAS	Junglie440
ZM302	Prefect T1	3 FTS	03 BKH81

Credits: MAR, Scramble messageboard.

Cambridge			November 2018
02.1326	Global Express	for UAE AF	
05.OE-UDL	DA42NG	Diamond Aircraft Industries	
06.5607	C-130J-30	335skv	arr NOW335
09.ZM516/16	Juno HT1	DHFS	* SYS96
11.97-00105	UC-35A	E/1-214th AVN	13 Duke77
12.702	C-130J	RBAF	del as BDF702
ZH877/877	Hercules C4	24sq/47sq	dep RRR120
15.8T-CA	C-130K	LvTSta	arr ASF01
ZH875/875	Hercules C4	24sq/47sq	RRR112
ZH889/889	Hercules C5	24sq/47sq	RRR111
21.ZJ126/K	Merlin HC3i	846NAS	Junglie333

84006/846	Tp84	TSFE	SVF820
23.3A-MGA	Falcon 8X	Gvmt of Monaco	24
27.84004/844	Tp84	TSFE	28 SVF826
<u>Credits:</u> MAR, Scramble messageboard.			
Coningsby			
01.ZH891	Chinook HC6A	27sq	November 2018
05.91-0326/LN	F-15E	494th FS	SHF544
91-0329/LN	F-15E	494th FS	* Hammer61/62
06.ZJ229	Apache AH1	AAC	* Hammer61/62
ZJ191	Apache AH1	AAC	Outlaw2
ZM519	Juno HT1	DHFS	Outlaw1
ZK324/324	Typhoon FGR4	del to Lossie Wg	SYS48
08.G-BYUX	Tutor T1	6 FTS	Typhoon28
13.91-0320/LN	F-15E	494th FS	* UAH80
91-0602/LN	F-15E	494th FS	* Panther11/12
ZD984	Chinook HC6A	Odiham Wg	* Panther11/12
XX339/CL	Hawk T1A	100sq	SHF467
ZM318	Prefect T1	3 FTS	Pirate11
ZK302/302	Typhoon FGR4	Lossie Wg	* CWL55
14.ZD982	Chinook HC6A	Odiham Wg	dep Lossie90
ZM141	F-35B	617sq	SHF467
ZA554/046	Tornado GR4	Marham Wg	* MRH92
ZJ812/812	Typhoon T3	Lossie Wg	* Fang2
15.ZM313	Prefect T1	3 FTS	arr Lossie84
ZF512/512	Tucano T1	72sq	* CWL53
G-BYUU	Tutor T1	6 FTS	* CWL13
G-BYXC	Tutor T1	6 FTS	* WIT45
19.ZK315/315	Typhoon FGR4	Lossie Wg	* WIT59
27.85	EMB121AN	28F	dep Typhoon28
XX327	Hawk T1	IAM	CTM1271
			Gauntlet27/20

Credits: MAR, Scramble messageboard.

Fairford			November 2018
13.97-00105	UC-35A	E/1-214th AVN	Duke77
17.N88	CL-601-3R	FAA	FLC88

Credits: MAR, Scramble messageboard.

Farnborough			November 2018
08.A36-001	B737-7DT	34sq	10 ASY358
12.A6-HEH	B737-8AJ	Gvmt of Dubai	19 DUB6
13.CN-MVI	B737-8KB	Gvmt of Morocco	FRV0502
HS-MVS	B737-8Z6	904sq	VMS01
19.554	A320-214	4sq / RAFO	MJN520
20.A6-MRM	B737-8EC	Gvmt of Dubai	DUB5
29.0110	B737-86X	1.BLTr	PLF110

Credits: MAR, Scramble messageboard.

Lakenheath			November 2018
01.G-781	C-130H	336sq	NAF73
85-0008	C-5M	436th AW	02 RCH427
05.03-3113	C-17A	183rd AS MS ANG	dep RCH542
07-8614/RS	C-130J-30	37th AS	HKY620n/s
09.80-0010	F-15C	194th FS CA ANG	dep Cube01-06
82-0028	F-15C	194th FS CA ANG	dep Cube01-06
84-0004	F-15C	194th FS CA ANG	dep Cube01-06
84-0009	F-15C	194th FS CA ANG	dep Cube01-06
84-0144	F-15C	194th FS CA ANG	dep Cube01-06
86-0169	F-15C	194th FS CA ANG	dep Cube01-06
15.H31	A109BA	17sq/1w	BAF317Fit
H35	A109BA	17sq/1w	BAF317Fit
H44	A109BA	17sq/1w	BAF317Fit
N88	CL-604	FAA	+17 FLC88
16.07-8608/RS	C-130J-30	37th AS	HKY621
25.R217/64-GQ	C-160R	ET00.064	CTM2052
116/30-IU	Rafale C	EC02.030	FAF7720
123/30-GB	Rafale C	EC02.030	FAF7720
128/30-GG	Rafale C	EC03.030	FAF7720
143/30-GV	Rafale C	EC01.007	FAF7720
26.84-0083	C-21A	76th AS	Falcon02
26.ZM146	F-35B	617sq	MRH67
199/62-HG	CN-235M-300	ET03.062	CTM2049
27.ZM147	F-35B	617sq	MRH91
28.R218/64-GR	C-160R	ET00.064	CTM2083
ZM140	F-35B	617sq	Midas11
60-0344/D	KC-135R	351st ARS	30 Quid729/69
57-1440/D	KC-135R	351st ARS	arr Quid32

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03.ZM417/417	Atlas C1	70sq	* RRR472	ZZ511	Wildcat AH1	1Regt	Vanguard63
04.ZG996	Defender AL1	651sq	* AAC516	20.02-0042	C-40B	76th AS	Valor40
ZH868/868	Hercules C4	24/47sq	tdy 08 RRR201/250	58-0023	KC-135R	133rd ARS NH ANG	21 RCH165
ZH883/883	Hercules C5	24/47sq	tdy 08 RRR200/249	62-3528	KC-135R	77th ARS AFRC	21 RCH792
10-00258	C-12V-1	A/2-228th AVN	PAT217A	22.ZH878/878	Hercules C4	24/47sq	* RRR133
164181/NY	KC-130T	VMGR-452	05 Bronco32	24.130603	CC-130J-30	436sq	25 CFC4231
05.177703	CC-177	429sq	06 CFC4090	25.168981	C-40A	VR-61	26 CNV4721
ZK029/FE	Hawk T2	25sq	* VYT18	G-VYGM	A330-243	Air Tanker Ltd.	Towline025
ZH889/889	Hercules C5	24/47sq	RRR323/Comet324	26.KAF343	C-17A	41sq	27 KAF3230
84-0085	C-21A	76th AS	Valor21	ZK017/H	Hawk T2	4sq	* VYT23
59-1470	KC-135T	92nd ARW	u/s 11 RCH554	ZK029/FE	Hawk T2	25sq	* VYT561
63-8040	KC-135R	141st ARS NJ ANG	08 RCH465	ZK034/Y	Hawk T2	4sq	* VYT554
84-00177	C-12U-3	D/204th MI Bn	Rebel77	27.ZZ177	C-17A	99sq	28 RRR6601
06.ZG996	Defender AL1	651sq	* AAC526	29.KAF343	C-17A	41sq	01 KAF3230
ZJ990/AA	Merlin HC3A	845NAS	Dragonfly13	30.15004	CC-150T	437sq	02 CFC4379
ZZ386	Wildcat AH1	847NAS	MarineMarine11	84-00156	C-12U-3	E/1-214th AVN	Duke95
ZZ389	Wildcat AH1	847NAS	Marine/Marine12	166693	C-40A	VR-57	CNV6345
07.ZH847/CU-66	Merlin HM2	814NAS	tdy Tiger70	<u>Credits: MAR, Scramble messageboard.</u>			
169225/BH	KC-130J	VMGR-252	09 Otis81flt	Stansted			November 2018
08.ZH878/878	Hercules C4	24/47sq	* RRR329	01.A6-HRM	B747-422	Gvmt of Dubai	DUB1
84-0126	C-21A	76th AS	Falcon99	03.9K-GGC	G650	Gvmt of Kuwait	KUG017
12-5759	MC-130J	67th SOS	* Strix41	07.A9C-BRN	G550	Gvmt of Bahrain	BAH5
62-3509	KC-135R	nn	09 RCH177	08.A4O-AE	G550	Gvmt of Oman	ORF4
165349/JW	C-130T	VR-62	09 CNV3261	09.A7-HBJ	B747-8KB	Gvmt of Qatar	
09.130617	CC-130J	436sq	10 CFC4227	16.1223	C-17A	Heavy Transport sq	Uniforce1226
ZM401/401	Atlas C1	70sq	RRR4557	99-0402	C-37A	76th AS	
87-0124	KC-10A	305th AMW	u/s 12 Bobby52	22.A9C-HMH	B767-4FSER	Gvmt of Bahrain	BAH3
166513/BH	KC-130J	VMGR-252	dep Otis81Flt	23.A7-HJJ	A330-202	Gvmt of Qatar	QAF5
166514/BH	KC-130J	VMGR-252	dep Otis81Flt	166376	C-37B	VMR-1	VM200
10.ZM401/401	Atlas C1	70sq	RRR4544	24.A6-ALN	B777-2ANER	Gvmt of Abu Dhabi	AUH03
11.ZM401/401	Atlas C1	70sq	RRR4546/4547	30.A9C-HMH	B-767-4FSER	Gvmt of Bahrain	BAH3
12.ZG996	Defender AL1	651sq	* AAC501	<u>Credits: MAR, Scramble messageboard.</u>			
59-1462	KC-135T	22nd ARW	13 RCH173	Waddington			November 2018
13.130604	CC-130J-30	436sq	14 CFC4228	05.ZH889/889	Hercules C5	24/47sq	* RRR324
ZM406/406	Atlas C1	70sq	* RRR476	07.ZM333	Phenom T1	45sq	08 CWL33/36
61-0275	KC-135R	191st ARS UT ANG	14 RCH241	08.(ZZ191)	Hunter F58	HHA	*
G-CGKU/KU	Tutor T1	GSUAS/4 AEF	* UAJ42	61-0288/D	KC-135R	351st ARS	* Quid88
14.15002	CC-150	437sq	CFC3102	12.MM62181	C-130J	50°Gr '46-46'	
ZG996	Defender AL1	651sq	* AAC536	14.(GZ100)	A109SP	32(TR)sq	RRR1389
63-8023	KC-135R	126th ARS WI ANG	15 RCH158	ZZ525	Wildcat AH1	652sq	Recon21
16.63-8017	KC-135R	328th ARS AFRC	18 Bison82	15.ZM333	Phenom T1	45sq	e/l 26 CWL39/35
17.62-3556	KC-135R	756th ARS AFRC	18 RCH154	21.ZA554/046	Tornado GR4	Marham Wg	* Monster2
165349/JW	C-130T	VR-62	18 CNV3261	ZA614/076	Tornado GR4	Marham Wg	* Monster1
19.130607	CC-130J-30	436sq	20 CFC4230	29.ZH900	Chinook HC5	18sq	2x Uber1/Caustic1
ZJ182	Apache AH1	3Regt	HunterForm	ZH901	Chinook HC5	18sq	2x Uber2/Caustic2
ZJ186	Apache AH1	3Regt	HunterForm	1x	F-35B	617sq	* MRH92
ZJ191	Apache AH1	3Regt	GunshipForm	(ZM144)	F-35B	617sq	* MRH87
ZJ211	Apache AH1	3Regt	GunshipForm	ZH874	Hercules C4	24/47sq	Comet163
ZH003	Defender AL2	651sq	* AAC543	30.2x	F-15E	492nd FS	* Warman01/02
ZK015/F	Hawk T2	4sq	* VYT34	<u>Credits: MAR, Scramble messageboard.</u>			
ZZ398	Wildcat AH1	1Regt	Valiant61				
ZZ403	Wildcat AH1	1Regt	Valiant62				



Canadian CC-177 177705 visited Brussels-Melsbroek at 17 November 2018. (Joris Termorshuizen)

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# Civil News



In January 2016 ANA (All Nippon Airways) ordered three Airbus A380s, and they will be used on the airline's Tokyo - Honolulu (HI) route. At present ANA has only around a 10% share of seats on this lucrative route and larger expansion has been hampered by the lack of attractive slots at Tokyo-Narita International Airport. So the only way to make more money on this route was to upgrade to larger aircraft with more seats, which is why ANA ordered its three A380s, which will be delivered in 2019. The first of them is seen here at Hamburg-Finkenwerder, wearing French test registration F-WWSH. The aircraft is painted in a 'Flying Honu' livery, which was designed by Tokyo resident Chihiro Masuoka, after a design competition. It features the Hawaiian green sea turtle, which the airline says is a sign of prosperity and good luck. Besides this blue aircraft livery ("Hawaiian Sky"), the other two ANA A380s will have an emerald green ("Hawaiian Ocean") and orange ("Hawaiian Sunset") version of this livery. The first A380 will be delivered to ANA in March and will be registered JA381A. (Hamburg-Finkenwerder, 13 December 2018, Robert Erenstein)

## Airliner News

### Europe

#### Belarus

Belavia has painted ERJ195 EW-400PO in a special World of Tanks-livery, so something to be aware of when spotting.

#### Belgium

On 18 December, VLM Airlines Brussels was declared bankrupt and ended all operations. Their sole aircraft, Airbus A321 OO-SBA, was returned to their lessor. VLM Airlines Brussels was a spin-off of VLM Airlines and created in 2017 by taking over the AOC of Thomas Cook Airlines Belgium.

#### Bosnia-Herzegovina

Start-up Flybosnia has taken delivery of its first aircraft, an Airbus A319. The plane is leased from AerCap and was welcomed at Sarajevo with a water salute on 22 December. Fly-Bosnia is expecting its AOC soon and will first use the aircraft on domestic proving flights to Banja Luka and Mostar. After that the airline wants to open routes to Frankfurt, London, Paris and Rome.

#### France

The new CEO of Air France, Ben Smith, is planning to discontinue Joon as he is not convinced of the subsidiary's business plan. Instead he sees more in investing in Air France-mainline. Joon was founded in 2017 by Smith's predecessor and the plan will now be brought to the board of directors for approval.

HOP! has signed a lease agreement with Nordic Aviation Capital for seven new ERJ190s. The first one is already delivered.

#### Germany

WDL Aviation has selected the Embraer E190 as the replacement for their fleet of ageing BAE146s. The company signed a lease agreement for four E190s with lessor Azorra Aviation. The first aircraft is expected to arrive in March next year.

#### Iceland

It are exciting times at WOW air. In November it was facing

a financial crisis, which led to the repossession of two A330-300s and two A320s. Then, the proposed take-over by Icelandair fell through, resulting in more pressure on the airline. Eventually WOW air found a potential saviour in the form of Indigo Partners and signed a preliminary agreement with them for a capital injection. Indigo Partners is the (part) owner of various LCC like Wizz Air, Frontier Airlines, Volaris and JetSmart. Mid December WOW air announced a restructuring of the airline, while continuing the process with Indigo. Part of the restructuring is shrinking its network, axing 111 jobs and reducing the fleet to eleven aircraft by returning their last A330-300 to its lessor and putting four A321s up for sale. What the restructuring means for their two A330-900s WOW air has on order is currently unknown.

#### Ireland

On 17 July, during the Farnborough Airshow, Airbus announced that it signed a deal for 100 A320neo-family planes with an unidentified customer. On 7 December lessor Avolon and Airbus announced the firming up of this deal, which consists of 25 A321neos and 75 A320neos. The first aircraft is due for delivery to an Avolon-customer in 2023.

Ryanair has taken delivery of their very last B737-800. In total the Irish LCC took delivery of 531 brand new B737-800s, making them one of the world's largest B737-operators. As of now Ryanair will start taking delivery of new B737MAX200s.

#### Lithuania

The Civil Aviation Authority in Lithuania has revoked the AOC of Small Planet Airlines. Due to this all flights have been cancelled and the airline is on its way to bankruptcy. A few months ago, the company's subsidiaries in Germany and Poland already ceased their operations.

#### Malta

Air Malta is considering expanding its fleet with the Airbus A220. The smaller aircraft would be used on new, thinner, routes around the Mediterranean. In the meantime, the airline will take delivery of two more leased A320neos next year. Both will replace two current A320s in the fleet.

## Portugal

At a special ceremony at Toulouse on 26 November, TAP Air Portugal took delivery of their first Airbus A330-900. It was also the first delivery of an A330neo ever. This first aircraft is leased via lessor Avolon and after this one 20 more A330-900s will follow to Lisbon where they will replace the airline's current fleet of 18 A330s and four A340s.

## Russia

ACMI-specialist SmartLynx from Latvia has established a Russian-subsiary. The new airline, which is called WeGo Air, is planning to start in April with a fleet of A321s. The aircraft will be flown out of Moscow-Zhukovsky Airport.

## Slovenia

Adria Airways announced that they have signed a Letter of Intent with the Sukhoi Civil Aircraft Company for up to fifteen SSJ100s. The planes are destined to replace the current fleet of three A319s and eleven CRJs. Deliveries are to begin next year. Both companies also agreed to form a Maintenance and Repair Organization (MRO) at Ljubljana to support the SSJs in Europe.

## Switzerland

Both PrivatAir Switzerland and Germany have filed for insolvency after not being able to pay their bills anymore. All operations have been ceased. The company, which was founded in 1977, employed a staff of almost 270 people.

## Turkey

The full-scale ramp up of operations at the new Istanbul Airport has been postponed to at least 29 March. No official reason has been given, but according to newspapers there still much construction ongoing and too much unfinished. Currently a handful of domestic flights are being operated by Turkish Airlines out of the new Istanbul Airport.

## United Kingdom

Loganair has decided to replace their fleet of five Saab 2000s and 13 Saab 340s with 20 ATR42-600s. It is yet unknown if these planes will be ordered directly with ATR or via lessors. The first batch of ATR42s is due for the third quarter of 2019.

## Africa

### Botswana

Air Botswana is set to receive its first Embraer ERJ170 in a brand-new livery. The new livery replaces a zebra stripe motif on the tail with three blue and black rounded triangles. The aircraft will join a fleet of two ATRs.

## Morocco

The rumours were already swirling around on the internet, but on 5 December, oneworld alliance announced that Royal Air Maroc is its newest member. The integration of the airline is expected to be completed by mid-2020. The addition of RAM is the first new recruited airline by the alliance in six years. In the meantime, the airline ordered one additional ATR72-600 at ATR.

## Nigeria

Nigerian start-up low cost airline Green Africa Airways has signed a commitment with Boeing for up to 100 B737MAX8s. When finalized, the deal would be for 50 firm orders and 50 options. Green Africa Airways was founded in 2016 and has since then been busy securing the necessary financing and licenses to start-up their business. At first the airline is planning to fly domestic operations and once these are stable expand their network with destinations in Africa.

## Tunisia

Tunisair has painted B737-600 TS-IOP in a retro livery. So, something to look out for when spotting!

## Asia

### China

On 29 November, China Eastern Airlines took delivery of their first of twenty Airbus A350-900s. The aircraft will at first be used on domestic flights out of Shanghai. From January onwards, you will be able to spot the plane at Frankfurt and Tokyo-Narita. When more A350s arrive, you can also spot the plane at Amsterdam, Sydney and Vancouver.

Xiamen Airways was the last Chinese operator of passenger B757s, but the airline ended its B757-operations on 1 December.

### Georgia

Georgian Airways has signed two Letters of Intent with Embraer and Boeing for its fleet renewal. The LOI with Embraer is for five E190-E2s, which are planned for delivery between 2019 and 2020. With Boeing they signed a LOI for 5 B737MAXs. These are scheduled to be delivered between 2023 and 2024. Currently the airline operates a fleet of three B737-700s, three ERJ190/195s and one CRJ200.

### India

As previously reported, Jet Airways is going through a rough patch and is having financial difficulties. To bolster its financials, the airline has now secured a new loan of \$150 million



*In 2017 Ryanair decided to create a standalone charter subsidiary, to be based in Warsaw which would launch leisure charter flights in the summer of 2018. Planned initial equipment was five Boeing 737-800s. They would be registered in Poland and the first aircraft was transferred from the Ryanair fleet in late March 2018. In October Ryanair announced that Ryanair Sun will also take over all scheduled operations of its parent to/from Poland in 2019. At the end of 2018 the Ryanair Sun fleet consisted of seventeen Boeings. Ryanair has plans to let the Polish subsidiary grow to a fleet of 25 in 2020. Besides a Polish registration, the Ryanair Sun aircraft have no different external markings compared to the regular Ryanair ones. Seen here is SP-RSK, which is former EI-GSD and was registered in Poland on 29 November. (Eindhoven-Welschap, 4 December 2018, Michiel van Herten)*



*Cathay Pacific is the first operator of the Airbus A350-1000 at Amsterdam-Schiphol. Airbus A350-1000 B-LXA was the first of the longer A350 version to be delivered to the Hong Kong airline in June 2018 and Cathay started to operate it on their Amsterdam service on 1 December. Initially the A350-1000 will be used on five of the seven weekly flights to Amsterdam, with the A350-900 operating the other two days. But from January onwards the service will be A350-1000 only. In total Cathay has ordered twenty Airbus A350-1000s, of which at the end of 2018 eight had been delivered. Originally Cathay had ordered 26 A350-1000s, but six of these orders were swapped to the smaller A350-900 variant. (Amsterdam-Schiphol, 13 December 2018, Robert Eikelenboom)*

from largest stakeholder Etihad Airways and the Abu Dhabi-company will also support Jet Airways in securing more loans. In the meantime, Jet Airways is also reducing costs by returning eight B737s to lessor GECAS. They are also in talks with Boeing about deferring orders they have with the plane manufacturer. Jet Airways currently has 125 B737MAX8s directly and ten B787-9s on order.

#### Indonesia

The relation between the [Lion Air Group](#) and Boeing is under pressure since the fatal crash of one of the airline's B737MAXs, killing 189 people on board. Lion Air is of the opinion that Boeing tries to shift the blame of the accident on the airline, instead of accepting (part) responsibility. Now, Reuters is reporting that the airline is considering the cancellation of outstanding orders for the B737MAX. Originally Lion Air ordered 201 B737MAXs, of which thirteen are delivered. They are one of the largest customers of the type. Preliminary findings are reflecting that the aircraft crashed after incorrect readings of the speedometers. To counter these issues Boeing changed the software in the B737MAX, but didn't disclose these changes to the airlines, which meant pilots didn't know why the type can make certain manoeuvres. Lion Air thinks Boeing should have disclosed these software changes, while Boeing is pinpointing maintenance issues from the preliminary report.

#### Japan

[Vanilla Air](#) and [Peach Air](#) will merge in the winter season 2019. During this transition, the Vanilla Air A320s will be integrated into Peach Air's fleet and the Vanilla Air brand will disappear from October 26, 2019.

#### Kazakhstan

[Air Astana](#) has taken delivery of their first Embraer E190-E2. The aircraft has received a special "Snow Leopard"-nose, so something to look out for when spotting.

#### Mongolia

Due to stricter ageing aircraft laws will be enforced from 2020; various operators in Mongolia have begun phasing out their respective Fokker 50 fleets. [Aero Mongolia](#) had already withdrawn its last active Fokker 50 from service. This leaves the airline with a 23-year old Embraer 145, which will be replaced by an Embraer 190-E2 this year.

[Hunnu Air](#) will retire its fleet of two remaining Fokker 50s from service from February, after which the fleet will only consist of two ATR72s.

#### Singapore

The [Singapore Airlines Group](#) has announced some small bits of information about their fleet. First, the airline decided to change orders for two Boeing B787-10s into two B787-8s. Both will be delivered to [Scoot](#). In the meantime, the Group is also working on the disbanding of [SilkAir](#), which was earlier announced. Fleet wise it has now been confirmed that the 14 B737-800s will move to Scoot. The new B737MAX8s will go to mainline Singapore Airlines. Scoot currently flies a fleet of 28 narrowbodies; 25 A320s, one A320neo and two A319s. Scoot also has 38 A320neos still on order. With the latest order for the B787-8, it now has outstanding orders for two B787-8s and two B787-9s. It already operates ten B787-8s and eight B787-9s.

#### South Korea

[Air Busan](#) is planning to renew its current fleet of eight Airbus A320s and 17 A321s with 16 A321neos. It will partially fund these new aircraft from proceeds derived from its recent IPO. In October and December, the airline is expecting four new A321neos (two in each month), which will be A321neoLRs. In 2020 the airline will take delivery of two "normal" A321neos and from there onwards steadily expand the fleet of A321neo(LR)s.

#### Vietnam

Half December start-up [Bamboo Airways](#) took delivery of their first aircraft, a leased Airbus A319. As previously reported the airline is planning to operate domestic and international flights to various destinations, but mainly where FLC resorts are located. FLC Group is the owner of the airline. Fleet wise Bamboo Airways has outstanding orders and commitments for 24 A321neos and 20 B787-9s.

#### Latin America

##### Bolivia

Latin American airline group [Amazonas](#) is planning to expand into the Brazilian market. It is therefore in the process of acquiring at least four Embraer ERJ190/195s. All planes should be delivered next year. Currently the group operates a fleet of DHC8s and CRJ200s.

##### Brazil

[Avianca Brasil](#) is having financial difficulties and has applied for bankruptcy protection with the Brazilian authorities. Due to these financial struggles, several leasing companies are in the process of repossessing airplanes. However, the court in Brazil blocked this as it would mean the airline could not op-

erate. In the meantime, some planes were repossessed when they were visiting a destination outside Brazil. These are at least one A330 and several A320s.

Azul Linhas Aéreas Brasileiras firmed up its Farnborough Letter of Intent with an official order for 21 E195-E2s, bringing its total E-2s on order to 51.

GOL is planning to accelerate its fleet renewal and therefore signed a lease agreement with Avolon for eleven additional B737MAX8s. The first of the eleven is expected to arrive in the second half of 2019. The airline has also ordered 135 B737MAXs directly with Boeing, consisting of 105 B737MAX8s and 30 B737MAX10s. Three B737MAX8s have so far been delivered.

#### Colombia

The CEO of the Avianca Holding has said that the group wants to renegotiate their order for 100 A320neos with Airbus. The goal is to reduce the order to between 50-80 A320neos.

#### Curacao

InterCaribbean Airways has reached an agreement to buy all Insel Air shares. As such, Insel Air will continue its activities, but probably under a different name, as Insel Air has got a bad reputation.

#### Panama

Air Panama is rumoured to plan selling a large part of its Fokker fleet, including six Fokker 50s for which Gran Colombia de Aviación, the Colombian subsidiary of Venezuelan Avior, seems to have interest.

#### Peru

LC Perú suspended operations on 23 November due to insurance issues.

#### Trinidad & Tobago

Caribbean Airlines will logically renew its fleet of twelve B737-800s with twelve B737MAX8s. The first is expected to be delivered late 2019. With its longer range, the airline is also considering restarting Trans-Atlantic flights to London.

### Middle East

#### Kuwait

The curtain has, for the second time, fallen for Wataniya Airways. Ongoing delays led to the revoking of their AOC by the Kuwaiti authorities, which in turn led to the airline's demise. Last year things looked peachy for the airline as they ordered 25 A320neos at Airbus and ten E190-E2 at Embraer during the Farnborough Airshow. At the time of their demise, Wataniya operated two A320s.

#### Saudi Arabia

flyadeal, the LCC of Saudia, has signed a commitment with Boeing for up to fifty B737MAX8s. Thirty of these are to be a firm order, the rest options. The airline, which started flying in 2017, is currently flying with nine Airbus A320s and will shortly take delivery of two more A320s.

#### United Arab Emirates

On 13 December, Emirates took delivery of their very last Boeing B777-300ER it had on order. In total the airline received 190 B777s so far, making it the world's largest operator of the Triple Seven. A6-EQP received a water salute from the fire brigade at Paine Airport (WA) before setting off on its delivery flight to Dubai. The airline also unveiled special Real Madrid-decals on their Airbus A380 A6-EUW, which is scheduled to at, at least, fly to Washington (DC), Mauritius, London-Gatwick, Nice and Sao Paulo.

### North America

#### United States of America

Allegiant Air operated its final MD-80 flight on 28 November and is now an all-Airbus operator.

The airlift division of Amazon.com, Amazon Air or Prime Air, is going to add ten more Boeing B767-300Fs to their expanding operation. Currently the eCommerce-giant is already employing thirty B767Fs, which are operated by Atlas Air and ATSG. Amazon is going to (wet)lease the ten aircraft from ATSG, the group that owns ABX Air and Air Transport International. Five will be delivered next year, the other five in 2020.

The ATSG Group has acquired twenty B767-300ERs from American Airlines for conversion into freighters. At least of ten of these planes we know will end up at Amazon.

Republic Airways has firmed up its Letter of Intent from Farnborough 2018, with an official order for 100 Embraer 175s and options for another 100.

### Oceania

#### Kiribati

The government has signed an agreement with Embraer for a firm order for two E190-E2s for national airline Air Kiribati. They also secured purchase rights for two additional aircraft. No delivery dates are mentioned in the press release, but the two E190-E2s are the first jet aircraft for Air Kiribati. Currently the airline operates a fleet of one DHC-6, one DHC-8 and three Harbin Y-12Fs.



Former TUIfly Nordic Boeing 737-800 SE-DZV was delivered to Jettime on 17 December 2018, as OY-JZL, when it was ferried to Copenhagen. Exactly two months earlier it was withdrawn from use by TUIfly Nordic and ferried to Shannon for painting and pre-delivery maintenance for its new operator. The aircraft is seen here already painted in Jettime colours, but still with its old Swedish registration, at Shannon on 20 November by Malcolm Nason.



This autumn, Travel Service Airlines announced it will drop the current name and rebrand as SmartWings, which until now has been used solely for the carrier's scheduled flights. The rebranding will be a part of a larger corporate restructuring with the parent company from now on be known as the SmartWings Group. It will run two separate brands; SmartWings, a unit focussed on charter and scheduled leisure operations, and CSA Czech Airlines, being a full service scheduled carrier based out of Prague. The Travel Service name will disappear. The rebranding will also include the carrier's subsidiaries Travel Service Polska, Travel Service Hungary, and Travel Service Slovakia. It was already decided earlier that Czech Airlines (97,7% owned by the Travel Service Group) will add three B737-800s from Travel Service and wet-lease a further four units of the type for the winter 2018/19 season. Further fleet unification is under consideration. OK-TST is one of the former SmartWings Boeing 737-800s that was repainted in Czech Airlines colours in November. (Brussels, 4 December 2018, Paul Sanders)

## Aircraft orders

Underlining means an update compared to last month. We only report orders as published by the aircraft manufacturers.

### Airbus 2018 firm orders

Aegean Airlines	20	A320neo	
	10	A321neo	
<u>Airbus Defence and Space</u>	4	<u>A330-200</u>	(+3)
Air New Zealand	2	A321neo	
Allegiant Air	1	A320	
CALC	15	A320neo	
Delta Air Lines	10	A330-900	
Druk Air	1	A320neo	
<u>easyJet</u>	17	<u>A320neo</u>	
Emirates	20	A380-800	
Goshawk Aviation	20	A320neo	
IAG (for LEVEL)	2	A330-200	
Kuwait Airways	8	A330-800	
Lufthansa	9	A320	
	23	A320neo	
Macquarie Financial Holdings	20	A320neo	
Private	1	ACJ320	
Salamair	1	A320neo	
<u>SaudiGulf Airlines</u>	10	<u>A320neo</u>	
Scandinavian Airlines	35	A320neo	
	1	A330-300	
Sichuan Airlines	10	A350-900	
Spirit Airlines	5	A320	
Swiss	7	A320neo	
	3	A321neo	
Turkish Airlines	25	A350-900	
Undisclosed	5	A319	
	22	A319neo	
	3	A320	
	6	A320neo	
	10	A330-900	
	23	A350-900	
Vietjet Air	2	A321	
	50	A321neo	
<u>Vistara</u>	13	<u>A320neo</u>	
Viva Aerobus	25	A321neo	
Total	439		(+43)

### ATR 2018 firm orders

Air Botswana	2	ATR72-600
Air Saint-Pierre	1	ATR42-600
Aurigny	3	ATR72-600
Bangkok Airways	4	ATR72-600

Drukair	1	ATR42-600
EasyFly	2	ATR42-600
	3	ATR72-600
	2	ATR72-600
EWA Air	2	ATR42-600
Hokkaido Air System	2	ATR42-600
Nordic Aviation Capital	16	ATR42-600
<u>Royal Air Maroc</u>	1	<u>ATR72-600</u>
Total	37	

### Boeing 2018 firm orders

Air Lease Corporation	38	B737MAX
	3	B787-9
Air Peace	10	B737MAX8
American Airlines	25	B787-9
ANA Holdings Inc.	2	B777F
Aviation Capital Group	23	B737MAX
BOC Aviation Limited	9	B787-9
Boeing Capital Corporation	75	B737MAX8
	1	B777F
	29	B787
DHL	10	B777F
FedEx Express	11	B767-300F
	12	B777F
GOL	15	B737MAX8
Goshawk Aviation Limited	20	B737MAX8
Hawaiian Airlines	10	B787-9
Jackson Square Aviation	30	B737MAX8
<u>Japan Air Self Defence Force</u>	1	<u>B767-2C</u>
<u>Jeju Air</u>	40	<u>B737MAX8</u>
Jet Airways	150	B737MAX8
Lufthansa Cargo	2	B777F
<u>Novus Aviation Capital</u>	3	<u>B777-300ER</u>
Private	4	BBJ
Qantas Airways	6	B787-9
Qatar Airways	5	B777F
Royal Air Force	3	P-8A
Ryanair	25	B737MAX200
SkyUp Airlines	2	B737MAX8
	3	B737MAX10
Southwest Airlines	40	B737MAX8
Swiss International Air Lines	2	B777-300ER
TAROM	5	B737MAX8
TUI Travel PLC	2	B737MAX8
<u>Turkish Airlines</u>	3	<u>B777F</u>
	25	B787-9
Turkmenistan Airlines	3	B737MAX7
<u>Unidentified</u>	114	<u>B737</u>
	1	B777-200LR

United Airlines	8	B787
United States Air Force	13	B787-9
United States Navy	18	KC-46
UPS	10	P-8A
	14	B747-8F
	9	B767-300F
UTair Aviation	30	B737MAX8
Uzbekistan Airways	1	B787-8
Vistara	6	B787-9
Total	872	(+50)

### Bombardier 2018 firm orders

airBaltic	30	CS300
Air Connection Express	6	DHC-8-400Q
American Airlines	15	CRJ900
Biman	3	DHC-8-400Q
Conair Group	6	DHC-8-400Q
Delta Air Lines	25	CRJ900

Ethiopian Airlines	10	DHC-8-400Q
Uganda Airlines	4	CRJ900
Total	99	

### Embraer 2018 firm orders

Air Kiribati	2	ERJ190-E2
American Airlines	30	ERJ175
Azul	30	ERJ195-E2
Helvetic Airways	12	ERJ190-E2
Mauritania Airlines	2	ERJ175
Nordic Aviation Capital	3	ERJ190
Republic Airways	100	ERJ175
Unidentified	3	ERJ195-E2
United Airlines	25	ERJ175
Wataniya Airways	10	ERJ195-E2
Total	217	(+2)

**Credits:** Aviator.aero, CH-Aviation, Scramble Messageboard, Airbus, Boeing, ATR, Bombardier, Embraer and Flight Global.

## Jetliners



Condor is Germany's largest holiday airline and part of the Thomas Cook Group. Early 2017 the Thomas Cook Group created a single airline entity: Thomas Cook Airlines Group, which immediately centralised product and functions such as marketing and sales, and plans to eventually combine the existing group carriers into a single airline operator. The transfer of six Airbus A321-200s from Condor to Thomas Cook Airlines this winter is probably a result of this new Thomas Cook aircraft policy. Thomas Cook Airlines Airbus A321-200 G-TCDP is former D-AIAE and was registered in the UK on 14 November. It still wears large Condor titles and a faded Sunny Heart logo on the tail, which is hopefully – given the difficult financial situation of the Thomas Cook Group – not a sign for the things to come?! (London-Gatwick, 22 November 2018, David Long)

A318	-111	<b>2918</b>	F-GUGN	Air France.
	-111	<b>3009</b>	F-GUGR	Air France. Both Air France A318s were not for Joon, so disregard the entry in the previous edition (correction Scramble 475 – Page 42).
A319	-112	<b>1263</b>	D-APTA	PrivatAir Germany, ex Saudi Arabian Airlines. Returned from lease on 25 November. Placed in storage at Sofia on that same day.
	-112	<b>1625</b>	D-ASPB	PrivatAir Germany, ex Saudi Arabian Airlines. Returned from lease on 25 November. Placed in storage at Sofia on that same day.
	-112	<b>1808</b>	E7-FBA	FlyBosnia, ex VP-BIS of Rossiya. Delivered on 22 December.
	-115 (ACJ)	<b>2421</b>	HB-JJJ	Nomad Aviation, ex G-OACJ of TAG Aviation. Delivered on 30 November.
	-111	<b>2527</b>	N321NV	Allegiant Air, ex G-EZIR of EasyJet. Delivered on 20 December.
	-111	<b>2538</b>	N323NV	Allegiant Air, ex G-EZIT of EasyJet. Delivered on 20 December.
	-112	<b>3406</b>	OK-NEM	Eurowings, ex CSA Czech Airlines. Delivered on lease on 3 December. Aircraft wears a CSA colour scheme with Eurowings titles.
A320	-111	<b>4693</b>	G-EZGI	easyJet, ex HB-JYL of easyJet Switzerland. Restored in the UK registered on 4 December.
	-233	<b>739</b>	OE-IHK	Apollo Aviation Group, ex LY-SPJ of Small Planet Airlines. Registered in the US on 5 December. Aircraft has been stored at Lourdes since 29 November.
	-212	<b>774</b>	D-AICA	Air Transat, ex Condor. Delivered on winter lease on 15 December.
	-212	<b>884</b>	D-AICD	Air Transat, ex Condor. Delivered on winter lease on 9 December.
	-232	<b>928</b>	OE-IBH	GECAS, ex 5B-DCR of Cobalt. Registered on behalf of the lessor on 21 December. Aircraft has been stored at Lourdes since 21 November.
	-214	<b>1396</b>	N242NV	Allegiant Air, ex EC-HQL of Vueling Airlines. Delivered on 17 December.
	-232	<b>1411</b>	OE-IHM	Apollo Aviation Group, ex LY-SPK of Small Planet Airlines. Registered in the US on 5 December. Aircraft has been stored at Sharjah since 17 October.
	-214	<b>1461</b>	N276NV	Allegiant Air, ex EC-HQL of Vueling Airlines. Delivered on 27 December.
	-232	<b>1715</b>	OE-IHN	Apollo Aviation Group, ex LY-SPA of Small Planet Airlines. Registered in the US on 5 December. Aircraft has been stored at Lourdes since 29 November.
	-232	<b>1979</b>	SX-KAT	Orange2fly, ex 9H-AHR of Air Malta. Delivered on 20 December.
	-232	<b>2029</b>	OE-IHQ	GECAS, ex D-ASPE of Small Planet Airlines Germany. Registered on behalf of the leasing company on 23 November. Aircraft has also been stored at Lourdes since 1 November.

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	-232	<b>2077</b>	OE-IHR	GECAS, ex D-ASPF of Small Planet Airlines Germany. Registered on behalf of the leasing company on 22 November. Aircraft has been stored at Lourdes since 1 November.
	-233	<b>2102</b>	7O-AFC	Yemenia - Yemen Airways, ex OY-JRZ of Danish Air Transport. Delivered on 1 November
	-233	<b>2118</b>	LY-EMU	GetJet Airlines, ex SP-HAH of Small Planet Airlines Poland. Delivered on 24 October.
	-232	<b>2479</b>	SX-SOF	Orange2fly, ex TUI fly Belgium. Returned from summer lease on 1 October.
	-232	<b>2676</b>	P4-AAF	Aruba Airlines, ex SU-NMC of Nesma Airlines. Delivered on 1 December.
	-214	<b>3147</b>	OE-LOA	LaudaMotion, ex PK-GLH of Citilink Garuda Indonesia. Delivered on 21 December.
	-232	<b>3259</b>	OE-IBJ	GECAS, ex 5B-DDC of Cobalt. Registered on behalf of the lessor on 21 December. Aircraft has been stored at Woensdrecht since 20 November.
	-214	<b>4203</b>	5A-ONJ	Afriqiyah Airways, ex LY-ONJ of Small Planet Airlines. Returned from almost 3.5 year lease on 15 December.
	-214	<b>4708</b>	OE-ICF	easyJet Europe, ex G-EZUH of easyJet. Registered in Austria on 10 December.
	-214	<b>4740</b>	OE-INM	easyJet Europe, ex G-EZUJ of easyJet. Registered in Austria on 14 December.
	-214	<b>6080</b>	A6-ANY	Air Arabia, ex 9K-EAH of Wataniya Airways. Returned from lease on 25 November.
	-214	<b>6166</b>	A6-ANZ	Air Arabia, ex 9K-EAI of Wataniya Airways. Returned from lease on 24 November.
	-214	<b>6416</b>	OE-ICM	easyJet Europe, ex G-EZOB of easyJet. Registered in Austria on 23 November.
	-214	<b>6605</b>	OE-ICP	easyJet Europe, ex G-EZON of easyJet. Registered in Austria on 26 November.
	-214	<b>6837</b>	OE-INQ	easyJet Europe, ex G-EZOX of easyJet. Registered in Austria on 23 November.
	-214	<b>6885</b>	OE-ICR	easyJet Europe, ex G-EZOY of easyJet. Registered in Austria on 28 November.
	-214	<b>7750</b>	OE-INE	easyJet Europe, ex G-EZRI of easyJet. Registered in Austria on 3 December.
	-214	<b>7762</b>	OE-IND	easyJet Europe, ex G-EZRJ of easyJet. Registered in Austria on 30 November.
	-214	<b>7785</b>	OE-INF	easyJet Europe, ex G-EZRM of easyJet. Registered in Austria on 5 December.
	-214	<b>8418</b>	VQ-BTW	Aeroflot. Delivered on 13 December. Test registration was D-AXAJ
	-251N	<b>8431</b>	G-TTNG	British Airways. Delivered on 29 November. Test registration was F-WWDR.
	-251N	<b>8433</b>	G-UZHP	easyJet. Delivered on 29 November. Test registration was D-AUBG.
	-251N	<b>8494</b>	SE-ROM	SAS Scandinavian Airlines. Delivered on 23 November. Test registration was D-AUBJ.
	-251N	<b>8551</b>	EI-SIH	SAS Scandinavian Airlines. Delivered on 27 November. Test registration was D-AVVT.
	-271N	<b>8559</b>	D-AINO	Lufthansa. Delivered on 7 December. Test registration was D-AUAB.
	-271N	<b>8565</b>	EC-NAV	Vueling Airlines. Delivered on 14 December. Test registration was D-AUAC.
	-251N	<b>8566</b>	EI-SII	SAS Scandinavian Airlines. Delivered on 10 December. Test registration was D-AUAD.
	-271N	<b>8601</b>	EC-NAY	Vueling Airlines. Delivered on 3 December. Test registration was F-WWDE.
	-214	<b>8604</b>	EI-LIX	Ernest Airlines. Delivered on 3 December. Test registration was F-WWBP.
	-271N	<b>8607</b>	VQ-BGT	S7 Airlines. Delivered on 11 December. Test registration was F-WWDT.
	-271N	<b>8648</b>	EC-NAZ	Vueling Airlines. Delivered on 13 December. Test registration was F-WWDC.
	-251N	<b>8662</b>	G-UZHT	easyJet. Delivered on 14 December. Test registration was F-WWIX.
A321	-231	<b>1366</b>	XU-722	Sky Angkor Airlines, ex LY-VEH of Avion Express. Delivered on lease on 30 November. Flew for Condor before being delivered to Sky Angkor with the Sky Angkor titles already applied.
	-211	<b>1921</b>	C-FTXW	Air Transat (addition Scramble 475 – Page 44).
	-231	<b>1941</b>	VQ-BGX	Ural Airlines, ex G-OZBG of Monarch Airlines. Delivered on 11 December.
	-231	<b>2234</b>	LY-VEA	Thomas Cook Airlines, ex Avion Express. Delivered on lease (again) on 29 November. The aircraft was returned from summer lease from Thomas Cook to Avion Express only on 1 November.
	-211	<b>2965</b>	EP-LCT	Kish Air, ex UR-CPM of the same company. Registered in Iran in December. Aircraft was previously leased from Khors Aircompany.
	-211	<b>6548</b>	C-FTXZ	Air Transat, ex G-TCDK of Thomas Cook Airlines. Delivered on winter lease on 4 December.



FlyBondi is a new Argentinian ultra-low cost carrier which operates 737-800s out of Buenos Aires' new El Palomar low cost airport. It operates a domestic network to places like Bariloche, Iguazu and Mendoza. In December it launched its first international services flying to Asuncion in Paraguay and Punta del Este in Uruguay. Its current equipment consists of five Boeing 737-800s, but the airline aims to have a fleet of 25 aircraft by 2021, with which it plans to fly eight million passengers annually to forty domestic and 25 Latin American destinations. Given these huge ambitions it is strange that they did not take delivery of this ex Norwegian Boeing 737-800 EI-FJG right away. It was withdrawn from use by Norwegian in July 2018 and was supposed to be delivered to FlyBondi as LV-HXQ in autumn 2018, and was already painted in FlyBondi colours at Budapest early September. After a few weeks of storage at Budapest, Bournemouth and Budapest again the aircraft was ferried to Lasham for continuous storage on 30 November. It passed through London-Gatwick where David Long took this picture of the aircraft flying in full FlyBondi colours but still with its former EI-FJG registration.

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	-211	<b>6615</b>	G-TCDR	Thomas Cook Airlines, ex D-AIAH of Condor. Delivered on 29 November.
	-211	<b>6968</b>	C-FTXL	Air Transat (addition Scramble 475 – Page 44)
	-251NX	<b>8526</b>	G-NEOR	British Airways. Delivered on 23 November. First A321-200NX for British Airways. Test registration was D-AVZQ.
	-251NX	<b>8567</b>	4X-AGK	Arkia Israeli Airlines. Delivered on 20 December. Test registration was D-AVXJ.
	-271N	<b>8571</b>	VQ-BGR	S7 Airlines. Delivered on 18 December. Test registration was D-AVXL.
	-251N	<b>8591</b>	CS-TJL	TAP Air Portugal. Delivered on 11 December. Test registration was D-AVXS.
	-271NX	<b>8617</b>	TC-LSC	Turkish Airlines. Delivered on 21 December. Test registration was D-AVVF.
	-271N	<b>8620</b>	VQ-BGU	S7 Airlines. Delivered on 24 December. Test registration was D-AVYI.
	-231	<b>8625</b>	G-WUKI	Wizz Air UK. Delivered on 21 December. Test registration was D-AVYJ.
A330	-243	<b>271</b>	OY-VKK	Thomas Cook Airlines Scandinavia, ex C-GITS of Air Transat. Delivered on winter lease on 2 December.
	-243	<b>328</b>	SU-ALB	Air Leisure, ex AtlasGlobal. Returned from lease on 12 December.
	-243	<b>392</b>	SU-ALC	Air Leisure, ex AtlasGlobal. Returned from lease on 12 December.
	-203	<b>700</b>	TC-AGL	AtlasGlobal, ex EI-GEX of CDB Aviation. Delivered on 19 December. Former PT-MVL of TAM Brasil.
	-343E	<b>773</b>	HS-XTH	Thai AirAsia X, ex B-6125 of China Eastern Airlines. Delivered on 17 December. Registered in between as M-ABLM of Mitsui & Co.
	-343E	<b>782</b>	9M-XBE	AirAsia X, ex B-6128 of China Eastern Airlines. Delivered on 23 November. Registered in between as M-ABLO on behalf of leasing company BOC Aviation.
	-203	<b>811</b>	2-PAOH	Aircastle, ex AP-BMI of Shaheen Air International. Registered on behalf of the lessor on 12 October. Aircraft has been stored at Lourdes since 6 October.
	-203	<b>819</b>	2-RLAZ	Apollo Aviation Group, ex AP-BMJ of Shaheen Air International. Registered on behalf of the lessor on 12 November. Aircraft has been stored at Istanbul-Ataturk since 1 March 2018.
	-203	<b>834</b>	2-PAOK	Aergo Capital, ex AP-BMK of Shaheen Air International. Registered on behalf of the lessor on 6 November. Aircraft has been stored at Istanbul-Ataturk since 4 May 2018.
	-203	<b>900</b>	2-RLBA	Apollo Aviation Group, ex AP-BML of Shaheen Air International. Registered on behalf of the lessor on 12 November. Aircraft has been stored at Lourdes since 14 September.
	-223	<b>968</b>	9M-MTY	Malaysia Airlines, ex EI-GFL of AerCap. Delivered on 26 December. Former D-ABXE of Air Berlin.
	-243	<b>1008</b>	4R-ALS	SriLankan Airlines, ex CS-TFZ of HiFly. Delivered already at Colombo on 3 October.
	-243F	<b>1414</b>	EI-HED	ASL Airlines Ireland, ex D-ALMB of EAT Leipzig. Transferred to the Irish DHL operator on 18 December.
	-941N	<b>1836</b>	CS-TUB	TAP Portugal. Delivered on 28 November. First A330neo delivery! Test registration was F-WWCP.
	-343E	<b>1866</b>	B-305W	Lucky Air. Delivered on 19 December. Test registration was F-WWYM.
	-343E	<b>1871</b>	B-1096	Hainan Airlines. Delivered on 19 December. Test registration was F-WWKV.
	-243	<b>1880</b>	B-305R	Capital Airlines. Delivered after completion at Tianjin. Test registration was F-WWYJ and B-0005.
	-343E	<b>1894</b>	B-303U	China Southern Airlines. Delivered on 19 December after interior completion at Tianjin. Test registration was F-WWCV.
	-343E	<b>1898</b>	B-303Z	Hainan Airlines. Delivered on 17 December. Test registration was F-WWKD.
A340	-343E	<b>1905</b>	B-304A	China Eastern Airlines. Delivered on 14 December. Test registration was F-WWYC.
	-642	<b>829</b>	2-EALF	European Aviation Group, ex A6-EHE of Etihad Airways. Registered on 26 November. Aircraft has been stored at Teruel since 26 June 2017.
A350	-1041	<b>161</b>	A7-ANF	Qatar Airways. Delivered on 18 December. Test registration was F-WWBW.
	-941	<b>231</b>	B-1082	Air China. Delivered on 20 December. Test registration was F-WZNO.
	-941ULR	<b>244</b>	9V-SGG	Singapore Airlines. Delivered on 15 December. Test registration was F-WZFC.
	-941	<b>247</b>	B-1080	Air China. Delivered on 24 November. Test registration was F-WZFW.
	-941	<b>248</b>	B-304D	China Eastern Airlines. Delivered on 29 November. First A350 for China Eastern. Test registration was F-WWIW.
	-941	<b>250</b>	PR-XTI	LATAM Airlines Brasil. Delivered on 21 December. Test registration was F-WZFX.
	-1041	<b>252</b>	B-LXG	Cathay Pacific Airways. Delivered on 29 November. Test registration was F-WZGL.
	-941	<b>254</b>	9V-SHA	Singapore Airlines. Delivered on 18 December. Test registration was F-WZGX.
	-1041	<b>258</b>	B-LXH	Cathay Pacific Airways. Delivered on 18 December. Test registration was F-WZFN.
	-941	<b>259</b>	ET-AVE	Ethiopian Airlines. Delivered on 7 December. Test registration was F-WZFH.
	-941	<b>261</b>	B-304N	China Eastern Airlines. Delivered on 18 December. Test registration was F-WZFO.
	-941	<b>263</b>	9V-SHB	Singapore Airlines. Delivered on 1 December. Test registration was F-WZFV.
A380	-941	<b>264</b>	OH-LWM	Finnair. Delivered on 13 December. Test registration was F-WZGB.
	-842	<b>250</b>	A6-EVE	Emirates. Delivered on 28 November. Test registration was F-WWSU.
	-842	<b>252</b>	A6-EVF	Emirates. Delivered on 7 December. Test registration was F-WWSY.
	-842	<b>257</b>	A6-EVH	Emirates. Delivered on 14 December. Test registration was F-WWAX.
B737	-42C	<b>24813</b>	N913NZ	Bank of Utah, ex YR-BAO of Blue Air. Registered on 26 November.
	-48ESF	<b>25775</b>	VQ-BFR	ATRAN-Aviatrans Cargo Airlines, ex N775SJ of V81Y-734 LLC. Delivered on 23 December.
	-522	<b>26683</b>	LY-FLT	KlasJet, ex YL-BBN of airBaltic. Delivered on 18 December.
	-522	<b>26691</b>	LY-KDT	KlasJet, ex YL-BBQ of airBaltic. Delivered on 17 December.
	-46J	<b>27171</b>	ZA-ALB	Albawings, ex OM-GTD of Go2Sky. Registered as M-ABLR of Aerotron Ireland Ltd in between.
	-3H4	<b>27708</b>	LZ-BVU	Bul Air, ex N635SW of Southwest Airlines. Delivered in November. Currently stored at Budapest.
	-8K5	<b>27984</b>	UR-AZE	Azur Air Ukraine, ex VQ-BJK of Azur Air. Transferred on 8 December.
	-46J	<b>28038</b>	N338VB	TVPX Aircraft Solutions, ex LZ-CGW of Cargo Air. Registered on 30 November. Will be converted to freighter.
	-75B	<b>28103</b>	N103WT	UMB Bank NA Trustee, ex D-AGEQ of Germania. Registered on 30 November. Will be broken up at Kemble.
	-75B	<b>28108</b>	N108WT	UMB Bank NA Trustee, ex D-AGES of Germania. Registered on 28 November. Will be broken up at Kemble.
	-49R	<b>28882</b>	LZ-CGY	Cargo Air, ex OM-GTB of Go2Sky. Per November.
	-73S	<b>29081</b>	C-GTQP	Air Transat, ex F-GZTO of ASL Airlines France. Delivered on winter lease 29 November.
	-8BK	<b>29644</b>	OM-GTH	Go2Sky, ex TC-SBE of AnadoluJet. Delivered on 19 December.
	-8K2	<b>29651</b>	C-GTVC	Air Transat, ex F-GZHC of Transavia France. Delivered on winter lease 30 November.
	-8HX	<b>29677</b>	C-FTVF	Air Transat, ex F-GZHF of Transavia France. Delivered on winter lease 18 December.
	-8K2	<b>29678</b>	C-GZEH	Air Transat, ex F-GZHE of Transavia France. Delivered on winter lease 14 December.
	-8AS	<b>29932</b>	OM-JEX	Sun d'Or International Airlines, ex AirExplore. Delivered on lease 23 December.



On 25 November (arriving 26 November), KLM Boeing 747-400 PH-BFB made its last flight for KLM from Los Angeles (CA) to Amsterdam-Schiphol, as KL602. One week later, on 2 December, the Queen of the Skies was ferried to Rome-Fiumicino as KL1603, where it was painted in this Corendon Airlines colour scheme. However, the aircraft will not be put in service by Corendon but will be placed on display at the Corendon Village Hotel in Badhoevedorp (near Schiphol Airport), in the beginning of 2019. The aircraft is seen here taxiing at Amsterdam on 14 December after landing from its return flight from Rome, as KL9872, which was its final and only flight in Corendon colours. (Maarten Visser Sr)

-8Q8	<b>30722</b>	G-DRTT	Jet2, ex YL-PSB of Primera Air Nordic. Delivered on 11 December.
-8FZ	<b>31717</b>	OK-TSU	Sunwing Airlines, SmartWings. Delivered on winter lease 14 December.
-73V	<b>32427</b>	C-FTQK	Air Transat, ex F-GZTU of ASL Airlines France. Delivered on winter lease 5 December.
-8AN (BBJ2)	<b>32438</b>	VP-CKA	PrivatAir Saudi Arabia, ex HZ-HR5 of Saudi Oger. Delivered on 21 December.
-83NBCF	<b>32610</b>	OE-IMD	ASL Airlines Belgium, ex N471SR of GECAS. Delivered 18 December.
-86N	<b>32669</b>	OO-SRO	Sunwing Airlines, ex TUI fly Belgium. Delivered on winter lease 10 December.
-804	<b>32904</b>	OY-JZL	Jet Time, ex SE-DZV of TUI fly Nordic. Delivered on 17 December.
-8K5	<b>32907</b>	C-FBVS	Flair Airlines, ex OK-TVP of SmartWings. Delivered on winter lease 4 December.
-8BK	<b>33018</b>	OM-KEX	Fly All Ways, ex AirExplore. Delivered on lease 15 December.
-8BK	<b>33020</b>	G-DRTG	Jet2, ex B-5186 of Shenzhen Airlines. Delivered on 21 December.
-8K5	<b>35131</b>	C-FPZB	Sunwing Airlines, ex G-FDZB of TUI Airways. Delivered on winter lease 3 December. Registered on 14 December.
-8K5	<b>35138</b>	C-FEZF	Sunwing Airlines, ex G-FDZF of TUI Airways. Delivered on winter lease 10 December.
-8K5	<b>35139</b>	C-FRZG	Sunwing Airlines, ex G-FDZG of TUI Airways. Delivered on winter lease 9 December.
-8Q8	<b>35272</b>	OK-TSS	Flair Airlines, ex OK-TSS of SmartWings. Delivered on winter lease 12 December.
-9GPER	<b>35712</b>	VQ-BYO	Azur Air, ex UR-AZB of Azur Air Ukraine. Transferred on 20 December.
-8GQ	<b>35793</b>	OK-TSO	Sunwing Airlines, ex SmartWings. Delivered on winter lease 3 December.
-8HC	<b>36530</b>	D-ASXW	SunExpress Germany, ex TC-SNG of SunExpress. Delivered on 12 December.
-8K5	<b>37239</b>	C-FQWK	Sunwing Airlines, ex G-TAWK of TUI Airways. Delivered on winter lease 3 December.
-8K5	<b>37241</b>	C-FBWS	Sunwing Airlines, ex G-TAWS of TUI Airways. Delivered on winter lease 7 December.
-8K5	<b>37243</b>	G-TAWL	Sunwing Airlines, ex TUI Airways. Delivered on winter lease 8 December.
-8K5	<b>37245</b>	C-FTUA	Sunwing Airlines, ex D-ATUA of TUI fly Germany. Delivered on winter lease 11 December.
-8K5	<b>37250</b>	OO-JAU	Miami Air International, ex TUI fly Belgium. Delivered on winter lease 18 December.
-8K5	<b>37263</b>	G-TAWU	Sunwing Airlines, ex TUI Airways. Delivered on winter lease 12 December.
-86J	<b>37778</b>	C-GTJV	Air Transat, ex F-GZJH of Transavia France. Delivered on winter lease 22 December.
-8K5	<b>39094</b>	N748MA	Miami Air International, ex D-ATUK of TUI fly Germany. Delivered on winter lease 24 November.
-81D	<b>39437</b>	OK-TSE	Sunwing Airlines, ex Travel Service. Delivered on winter lease 17 December.
-8K5	<b>39923</b>	C-FLUJ	Sunwing Airlines, ex D-ATUJ of TUI fly Germany. Delivered on winter lease 27 November.
-8H6	<b>40146</b>	UR-SQC	SkyUp Airlines, ex N832BC of BCC Equipment Leasing Corp. Delivered on 27 November.
-8H6	<b>40151</b>	UR-SQF	SkyUp Airlines, ex N833BC of BCC Equipment Leasing Corp. Delivered on 22 December.
-8KN	<b>40238</b>	HL8327	T'Way Air, ex A6-FDK of FlyDubai. Delivered on 29 November.
-8KN	<b>40240</b>	HL8343	Eastar Jet, ex A6-FDM of FlyDubai. Delivered on 12 December.
-82R	<b>40875</b>	OK-TSR	Flair Airlines, ex SmartWings. Delivered on winter lease 10 December.
-8K5	<b>40943</b>	OO-JAV	Miami Air International, ex TUI fly Belgium. Delivered on winter lease 21 December.
-800	<b>41229</b>	VQ-BHU	Aeroflot. Delivered on 18 December. Line # 7314.
-800	<b>41242</b>	VQ-BHX	Aeroflot. Delivered on 30 November. Line # 7287.
-8K2	<b>41342</b>	PH-HXC	Sun Country Airlines, ex Transavia Airlines. Delivered on winter lease 13 December.
-8K5	<b>41664</b>	C-FZUR	Sunwing Airlines, ex D-ATUR of TUI fly Germany. Delivered on winter lease 20 November. Registered three days later.
-8Q8	<b>41795</b>	OK-TSD	Sunwing Airlines, ex Travel Service. Delivered on winter lease 13 December.
-800	<b>42280</b>	LV-ISQ	Norwegian Air Argentina, ex EI-FVT of Norwegian. Transferred on 1 December.
-8	<b>43320</b>	SP-LVE	LOT Polish Airlines. Delivered on 12 December. Line # 7276.
-8K5	<b>44271</b>	OO-JEF	Miami Air International, ex TUI fly Belgium. Delivered on winter lease 18 December.
-8K5	<b>44272</b>	G-TAWX	TUI Airways, ex SE-RFY of TUI fly Nordic. Transferred on 7 December.
-8	<b>44595</b>	G-TUMB	TUI Airways. Delivered on 6 December. Line # 7278.
-8	<b>44596</b>	PH-TFN	TUI fly Netherlands. Delivered on 18 December. Line # 7291.
-8AS	<b>44687</b>	G-RUKA	Ryanair UK, ex EI-FEF of Ryanair. Transferred on 20 December.

-800	<b>44832</b>	SP-RSB	Ryanair Sun, ex EI-GJV of Ryanair. Transferred on 22 November.	
-800	<b>44839</b>	SP-RSE	Ryanair Sun, ex EI-GJY of Ryanair. Transferred on 22 November.	
-800	<b>44840</b>	SP-RSF	Ryanair Sun, ex EI-GJZ of Ryanair. Transferred on 7 December.	
-800	<b>44841</b>	SP-RSG	Ryanair Sun, ex EI-GSA of Ryanair. Transferred on 1 December.	
-800	<b>44842</b>	SP-RSH	Ryanair Sun, ex EI-GSB of Ryanair. Transferred on 7 December.	
-800	<b>44843</b>	SP-RSC	Ryanair Sun, ex EI-GJW of Ryanair. Transferred on 22 November.	
-800	<b>44844</b>	SP-RSI	Ryanair Sun, ex EI-GSC of Ryanair. Transferred on 8 December.	
-800	<b>44845</b>	SP-RSD	Ryanair Sun, ex EI-GJX of Ryanair. Transferred on 22 November.	
-800	<b>44847</b>	SP-RSK	Ryanair Sun, ex EI-GSD of Ryanair. Transferred on 29 November.	
-800	<b>44850</b>	SP-RSL	Ryanair Sun, ex EI-GSF of Ryanair. Transferred on 1 December.	
-800	<b>44856</b>	EI-GXN	Ryanair. Delivered on 14 December. Line # 7304. Last -800 for Ryanair, next one will be a MAX.	
-800	<b>44858</b>	EI-GXM	Ryanair. Delivered on 29 November. Line # 7280.	
-8	<b>60008</b>	CN-MAX	Royal Air Maroc. First MAX for RAM is delivered on 21 December. Line # 7295.	
-8	<b>60033</b>	TC-LCB	Turkish Airlines. Delivered on <u>29 November</u> . Line # 7128. Correction Scramble 473 - Page 46.	
-8	<b>60036</b>	TC-LCE	Turkish Airlines. Delivered on 30 November. Line # 7180.	
-8	<b>60038</b>	TC-LCG	Turkish Airlines. Delivered on 20 December. Line # 7225.	
-9	<b>60977</b>	A6-FNA	FlyDubai. Delivered on 28 November. Line # 7216.	
-8	<b>60984</b>	A6-FMI	FlyDubai. Delivered on 20 December. Line # 7303.	
-8	<b>63971</b>	LN-BKF	Norwegian. Delivered on 18 December. Line # 7168.	
-8	<b>63972</b>	SE-RTB	Norwegian Air Sweden. Delivered on 20 December. Line # 7270.	
-8	<b>63973</b>	SE-RTC	Norwegian Air Sweden. Delivered on 17 December. Line # 7286.	
-8	<b>64295</b>	SP-EXA	Enter Air. Delivered on 3 December. Line # 7210.	
B747	-406	<b>24000</b>	PH-BFB	Corendon Dutch Airlines, ex KLM. Withdrawn from use by KLM on 26 November. Ferried to Rome for painting in Corendon colours and returned to Amsterdam on 14 December. Aircraft will not be put in service by Corendon, but will be placed on display at the Corendon Village hotel in Badhoevedorp (near Schiphol Airport) in the beginning of 2019.
	-4R7F	<b>29730</b>	4K-SW888	Silk Way West Airlines, ex I-SWIB of SW Italia. Transferred back to the mother company on 10 November.
	-4H6F	<b>29902</b>	VP-BCV	Silk Way West Airlines, ex 9M-MPS of Malaysia Airlines. Delivered on 24 November.
B757	-260PF	<b>24845</b>	N754CS	Red River Aircraft Leasing LLC, ex ET-AJS of Ethiopian Airlines. Ferried to Miami (FL) 29 November and registered on 19 December.
B767	-231	<b>28488</b>	UK75705	Uzbekistan Airways, ex VP-BUJ. Re-registered in November.
	-281BDSF	<b>22788</b>	SE-RLD	West Air Sweden, ex N773AX of ABX Air. Delivered on 30 November.
	-3Y0ER	<b>24953</b>	N953KW	Alta Airlines Holdings LLC, ex 4X-EAP of El Al Israel Airlines. Registered in the US on 14 November. Aircraft has been stored at Kansas City (KS) since 15 September.
	-323ERBDSF	<b>25200</b>	N373AA	ATI - Air Transport International, ex American Airlines. Delivered after freighter conversion at Tel Aviv in December. Aircraft is leased from Cargo Aircraft Management.
	-323ERBDSF	<b>25446</b>	C-GAJG	Cargojet Airways, ex N366CM of Cargo Aircraft Management. Delivered after freighter conversion at Tel Aviv on 24 November. Former N377AN of American Airlines.
	-324ERBCF	<b>27392</b>	N739DH	Kalitta Air, ex Wells Fargo Bank. Delivered after freighter conversion at Singapore-Paya Lebar on 3 December. Will be operated on behalf of DHL. Former EI-CMD of Blue Panorama Airlines.
	-31KERBDSF	<b>28865</b>	N1487A	Prime Air, ex G-TCCB of the same company. Delivered after freighter conversion at Tel Aviv on 8 November. The aircraft is operated by Atlas Air.
	-3CBER	<b>33466</b>	N684UA	United Airlines, ex N588HA of Hawaiian Airlines. Delivered on 27 November.
	-300F	<b>63102</b>	N170FE	FedEx Express. Delivered on 21 December. Line # 1169.
B777	-2H6ER	<b>29065</b>	N651WT	Wilmington Trust Corporation, ex 9M-MRL of Malaysia Airlines. Registered in the US on 3 December. Aircraft was ferried to Kansas City (KS) for storage and scrapping on 15 November. Aircraft was already painted in full Zimbabwe Airways colours, but that deal failed.



Air Botswana acquired a pair of two former Saudi Aramco Aviation Embraer E170s as part of its fleet renewal and upgrade plans. N734A (17000318) and N735A (17000319) are currently undergoing pre-delivery maintenance checks at Toronto Pearson (Ont.) ahead of their respective journeys to Southern Africa. Aside from these two Embraers, Air Botswana also acquired two brand new ATR72-600s, which were delivered in November and December. Collectively these four aircraft will replace Air Botswana's ageing fleet of ATR42-500s, ATR72-500, BAe146-100, RJ85 and a leased CRJ100. Seen here is N734A, which will be registered as A2-ABM upon delivery to Botswana, by Andrew Cline on 21 December 2018, coming in to land at Toronto Pearson International.

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No Fokker News but we do have a nice picture! Fokker 100 D-AOLH, msn 11505, is seen here at Lelystad on 3 December 2018 by Berend Jan Floor. Its previous operator is pretty obvious in this picture, Bek Air, and it will fly for Avanti Air. The Fokker was ferried to Lelystad from Saarbrücken on this day and stayed there for two weeks, for repaint into all white colours, before flying back to Saarbrücken. Five days later, on 22 December, the Fokker flew to Nantes and started operating for HOP! the following day. D-AOLH has two construction numbers, 11505 and 11265. 11265 was broken up at Saarbrücken and its hull was seen there late 2018.

	-2H6ER	<b>29066</b>	N661WT	Wilmington Trust Corporation, ex 9M-MRM of Malaysia Airlines. Registered in the US on 10 December. Aircraft was also ferried to Kansas City (KS) in Zimbabwe Airways colours for an appointment with the axeman on 6 December.
	-31H	<b>32699</b>	B-HNU	Cathay Pacific Airways, ex A6-EMV of Emirates. Delivered on 5 December.
	-300ER	<b>42363</b>	A6-EQP	Emirates. Delivered on 30 November. Line # 1577.
	-300ER	<b>62440</b>	80-1112	JASDF - Japanese Air Self-Defence Force. Delivered after VIP-outfitting at Basle on 10 December.
	-300ER	<b>62827</b>	B-16785	EVA Air. Delivered on 14 December. Line # 1585.
	-F	<b>65476</b>	ET-AVT	Ethiopian Airlines. Delivered on 6 December. Line # 1583.
	-F	<b>65744</b>	TC-LJP	Turkish Airlines. Delivered on 14 December. Line # 1584.
B787	-9	<b>34818</b>	HL7209	Korean Air. Delivered on 19 December. Line # 788.
	-9	<b>38134</b>	JA875J	Japan Airlines International. Delivered on 4 December. Line # 775.
	-9	<b>38797</b>	B-1168	China Southern Airlines. Delivered on 13 December. Line # 787. Interesting line # for a 787.
	-9	<b>38894</b>	A4O-SH	Oman Air. Delivered on 15 December. Line # 785.
	-9	<b>39984</b>	A9C-FE	Gulf Air. Delivered on 7 December. Line # 771.
	-8	<b>40127</b>	S2-AJT	Biman Bangladesh Airlines. Delivered on 30 November. Line # 781.
	-10	<b>40930</b>	N17002	United Airlines. Delivered on 1 December. Line # 763.
	-10	<b>40935</b>	N12003	United Airlines. Delivered on 20 December. Line # 782.
	-9	<b>42490</b>	F-HRBG	Air France. Delivered on 30 November. Line # 773.
	-10	<b>60256</b>	9V-SCH	Singapore Airlines. Delivered on 24 December. Line # 528.
	-10	<b>60757</b>	A6-BMC	Ethiopian Airlines. Delivered on 7 December. Line # 770.
	-10	<b>60758</b>	A6-BMD	Ethiopian Airlines. Delivered on 22 December. Line # 777.
	-9	<b>63318</b>	G-CKWP	Norwegian UK. Delivered on 17 December. Line # 772.
	-9	<b>64313</b>	B-207N	Juneyao Airlines. Delivered on 5 December. Line # 780.
	-9	<b>64314</b>	B-208A	Juneyao Airlines. Delivered on 21 December. Line # 790.
	-9	<b>64625</b>	CN-RAM	Royal Air Maroc. Delivered in a new colour scheme on 11 December. Line # 783.
CRJ	CL-850	<b>8113</b>	VP-CSR	Astro Air, ex C-GUDE of ACASS Canada. Delivered on 23 December.
	701	<b>10008</b>	N806X	Northrop Grumman Corp., ex S5-AAW of Adria Airways. Delivered as S5-AAW on 5 December. Registered on 17 December.
	900	<b>15246</b>	EI-GEC	CityJet, ex OY-KFL of Cimber. Delivered on 20 December. Still leased to SAS.
	1000	<b>19020</b>	EI-HBA	Hibernian Airlines, ex EC-LOX of Air Nostrum. Delivered on 28 November.
CS	A220-300	<b>55042</b>	YL-CSM	airBaltic. Delivered on 30 November.
	A220-300	<b>55045</b>	HB-JCS	Swiss. Delivered on 8 December.
ERJ	145EP	<b>145280</b>	G-SAJC	Loganair, ex G-RJXF of BMI Regional. Delivered on 19 December.
	145MP	<b>145406</b>	N366DF	AVI Sales & Leasing Services LLC, ex PH-DND of Denim. Registered on 14 December. Stored at Maas-tricht since 27 February 2017.
	135BJ	<b>14500873</b>	5N-FZE	Private, ex G-PEPI of Luxaviation UK. Delivered on 23 November.
	145LI	<b>14501019</b>	F-HRAP	Aero4M, ex N191EC of Wells Fargo Trust Co NA Trustee. Delivered on 15 December.
	135BJ	<b>14501079</b>	5N-KAS	SkyJet Aviation Services, ex T7-KAS. Re-registered in November.
	135BJ	<b>14501057</b>	T7-JCI	Private, ex HB-JFL of Nomad Aviation. Re-registered in December.
	135BJ	<b>14501165</b>	LX-MIA	Global Jet Luxembourg, ex G-TCMC of Luxaviation UK. Per 13 December.
	190AR	<b>19000176</b>	N176NA	Wilmington Trust Co., ex 4X-EMD of Arkia Israeli Airlines. Registered on 19 December.
	195LR	<b>19000204</b>	EI-GGB	Stobart Air, ex G-FBEM of Flybe. Delivered on 21 December.
	190AR	<b>19000218</b>	EI-GHK	Stobart Air, ex N821NC of Wells Fargo Trust Co NA Trustee. Correction Scramble 475 – Page 47.
	190BJ	<b>19000243</b>	9H-NYC	Air X Charter, ex 9H-GJC of Comlux Aviation Malta. Per 21 December.
	190STD	<b>19000760</b>	F-HBLK	HOP!. Delivered on 21 December.
	190STD	<b>19000761</b>	SP-LMA	LOT Polish Airlines. Delivered on 17 December.
	190STD	<b>19000762</b>	SP-LMB	LOT Polish Airlines. Delivered on 17 December.
	190STD	<b>19000763</b>	SP-LMC	LOT Polish Airlines. Delivered on 21 December.
	190STD	<b>19000764</b>	SP-LMD	LOT Polish Airlines. Delivered on 21 December.
	190E2STD	<b>19020012</b>	P4-KHA	Air Astana. Delivered on 1 December.

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

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## Commuters

ATP	/F	<b>2017</b>	5Y-GMH	AeroSpace Consortium, ex SE-MHI of West Air Sweden. Delivered on 8 December.
ATR42	-500	<b>528</b>	HB-ALN	Zimex Aviation, ex ZS-XCI of Solenta Aviation. Delivered on 8 December.
ATR72	-212A	<b>541</b>	OY-YBU	Mistral Air, ex XY-AJC of Air KBZ. Delivered on 22 November.
	-212A	<b>654</b>	F-HAPL	Chalair, ex HOP! Per 8 November.
	-212A	<b>1527</b>	OY-RUV	Danish Air Transport. Delivered on 23 November.
	-212A	<b>1539</b>	CN-COJ	Royal Air Maroc Express. Delivered on 27 December.

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

## Bizjets

BAe125	750	<b>HB-17</b>	G-STWB	Inuit Holdings, ex HZ-KSRD. Registered on 1 November.	
	750	<b>HB-34</b>	RA-02790	Registered on 24 October, ex VP-BSX.	
Beech	800B	<b>258222</b>	G-JBLL	Sovereign Business Jets, re-registered from G-VIPI on 8 November.	
	800XP	<b>258495</b>	M-OBLA	M-OBLA was cancelled in June 2017 and became 5N-BLA.	
	800XPi	<b>258821</b>	N821TX	Textron Aviation, ex CS-DRU. Registered on 29 November.	
	400A	<b>RK-397</b>	G-FXDT	Former N473FL is now owned and operated by Flexjet Ltd.	
	Cessna	525	<b>0436</b>	D-IHVQ	ProAir Aviation, ex EC-HVQ. Acquired in November.
		525	<b>0628</b>	N628AM	Aeromanagement, ex G-TFRA. Registered on 6 December.
		525	<b>1004</b>	9H-JDV	Contrary to previously reported, 9H-JDV carries c/n 1004 instead of 1005.
		525A	<b>0438</b>	N702BD	Aircraft Guaranty, ex EI-ECR. Registered on 9 November.
		525B	<b>0309</b>	OE-GMB	Salzburg Jet Aviation, ex N30GN. Registered in November.
		525B	<b>0330</b>	CS-DOL	D-CAST was cancelled on 22 May and became CS-DOL.
		525C	<b>0282</b>	OO-SCT	Luxaviation Belgium, registered on 7 November.
		S550	<b>0148</b>	N550WE	Plane Marketing, ex M-BULL. Registered on 8 November.
		560XL	<b>5318</b>	N617MW	Choe Aviation Holdings, ex OO-FTS. Registered on 21 November.
		560XLS	<b>5628</b>	N547JR	Textron Aviation, ex F-GVYC. Registered on 8 November.
		560XLS	<b>5723</b>	N560EB	Meisinger Aviation, ex 9H-GGF. Registered on 5 November.
560XLS+		<b>6105</b>	RA-67589	Registered on 25 October, ex N57AR.	
680+		<b>0583</b>	D-CPOS	Cessna Dusseldorf Citation Service Centre, first noted 29 November.	
Challenger		300	<b>20067</b>	N360BG	Ball, re-registered from N300BC on 11 December.
	300	<b>20166</b>	N150MB	Kronair, re-registered from N697AH on 28 November.	
	300	<b>20212</b>	N832LA	Jet Set Aircraft, ex D-BAVB. Registered on 14 November.	
	300	<b>20419</b>	N711HA	Hoyt Air, re-registered from N980JC on 6 November.	
	350	<b>20630</b>	C-FKCI	Irving Oil Transport, re-registered from C-FALI on 29 November.	
	350	<b>20752</b>	C-FALI	Irving Oil Transport, re-registered from C-GEYJ on 29 November.	
	350	<b>20761</b>	N590FX	Bombardier Aerospace, ex C-GOYD. Registered on 13 November. Delivered to Flexjet on 15 November.	
	350	<b>20763</b>	OO-WEG	Luxaviation Belgium, ex C-GOYO. Delivered to Brussels on 20 November.	
	350	<b>20765</b>	C-GGIF	Bombardier, ex C-GOVY. Registered on 14 November.	
	350	<b>20766</b>	N771QS	NetJets, ex C-GOWQ. Registered on 28 November.	
	350	<b>20767</b>	N592FX	Flexjet, ex C-GOWY. Registered on 30 November.	
	350	<b>20768</b>	N300BC	Bombardier Aerospace, ex C-GOXA. Registered on 11 December.	
	350	<b>20769</b>	N472AR	Bombardier Aerospace, ex C-GOXB. Registered on 9 November.	
	350	<b>20770</b>	N351CT	Bombardier Aerospace, ex C-GOXD. Registered on 4 December.	
	350	<b>20771</b>	N350DC	Bombardier Aerospace, ex C-GOYG. Registered on 26 November.	
	350	<b>20772</b>	N98EC	Bombardier Aerospace, ex C-GOXU. Registered on 26 November.	
	350	<b>20775</b>	N351JL	Bombardier Aerospace, ex C-GUHE. Registered on 10 December. Registered to Link Snacks on 19 December.	
		601-3A	<b>5080</b>	N828WG	WG Aero, re-registered from N900H on 21 November.
	601-3A	<b>5125</b>	9H-ART	Air CM Global, ex 2-CUTE. Noted at Bournemouth on 2 November.	
	601-3R	<b>5148</b>	N580KR	TVPX Aircraft Solutions, ex T7-.... Registered on 21 November.	
	604	<b>5418</b>	N5481T	Avcorp US Registrations, ex 2-CRBU. Registered on 28 November.	



This factory fresh CL-350 with registration OO-WEG, was pictured by Walter Van Brempt shortly after its delivery to Luxaviation Belgium at Antwerp. This is a new type for the Belgium civil register. (Antwerp-Deurne, 29 November 2018)

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This brand new Falcon 8X, registered M-PTGG, visited Rotterdam-The Hague Airport for a fuel- and night stop on its way from Little Rock (AR) to its new owner/operator in Singapore. Kees Hartevelde was just in time (as usual) to picture it shortly before its departure on 14 December 2018.

	604	<b>5440</b>	N618JJ	JJ Challenger 620TM, ex N620TM. Registered on 15 November.
	604	<b>5522</b>	N556US	TVPX Aircraft Solutions, ex M-LRLR. Registered on 20 November.
	604	<b>5532</b>	N777MV	ADM Prime, ex T7-UNB. Registered on 3 December.
	604	<b>5578</b>	N60CC	Cortazzo, ex XA-ARK. Registered on 6 December.
	604	<b>5604</b>	N970DB	DB Aviation Holdings, ex N604BC. Registered on 28 November.
	605	<b>5708</b>	N921WD	Worldpay, re-registered from N906G on 27 November.
	605	<b>5826</b>	C-FYTZ	Image Air Charter, ex M-RUMI. Registered on 1 November.
	605	<b>5919</b>	N919JG	TVPX ARS, ex B-7799. Registered on 7 November.
	650	<b>6113</b>	N90KC	Davinci Jets, re-registered from N650BA on 7 December.
	650	<b>6129</b>	N238QS	NetJets, ex C-FAUR. Registered on 6 December.
Eclipse	EA500	<b>000009</b>	N111S	Cancelled on 17 November.
	EA500	<b>000096</b>	N464PG	Cancelled on 3 December.
Embraer	545	<b>55010051</b>	M-DODO	This ex PR-LBN of the Embraer factory was sold to Navajo SARL in France and was registered into the Isle of Man register in November.
	550	<b>55000086</b>	OE-HLA	This brand new ex PR-LEK was delivered to Avcon Jet AG on 5 December.
Falcon	7X	<b>21</b>	HA-LKX	Noted Budapest 5 December, ex F-HMGC. Operated by the Hungarian Air Force.
	7X	<b>95</b>	N957X	Strange Bird, ex OY-SNZ. Registered on 3 December.
	7X	<b>106</b>	D-ASIM	Air Hamburg, ex F-HMOD. Noted at Hamburg on 15 November.
	7X	<b>112</b>	N8889	RFP Air, ex HZ-SPAI. Registered on 21 November.
	7X	<b>170</b>	N626Z	Eaglehawk, re-registered from N889AB on 14 November.
	7X	<b>233</b>	N666ZL	Sino Jet Management, ex F-WWUI. Registered on 20 November.
	8X	<b>444</b>	N444FJ	Dassault Falcon Jet, registered on 6 December.
	8X	<b>446</b>	N988H	Honeywell Flight Operations, ex F-WWVZ. Registered on 29 November.
	50	<b>96</b>	N77ME	JDR Management, ex C-FMFO. Registered on 5 November.
	50	<b>154</b>	N511RS	CH Aviation, re-registered from N711AJ on 14 November.
	50EX	<b>258</b>	N726JG	TVPX Aircraft Solutions, ex PR-GJS. Registered on 10 December.
	50EX	<b>293</b>	N192SV	Charles J. Schreiber Jr., ex N195SV. Registered on 6 November.
	50EX	<b>325</b>	N505DE	Paul T. Marinelli, re-registered from N146AS on 19 November.
	50EX	<b>351</b>	N987CF	Peekey Lumbus, re-registered from N191CP on 20 November.
	900	<b>33</b>	N955WK	Aeromanagement, ex 5V-TTS. Registered on 29 November.
	900EX	<b>110</b>	N57KT	Klein Tools, re-registered from N137SF on 21 November.
	900EX	<b>213</b>	XA-BTI	Performance Air, ex N28VL which was cancelled on 14 November.
	900LX	<b>295</b>	N532CC	Charlotte Pipe and Foundry, re-registered from N932CC on 6 November.
	900LX	<b>311</b>	N195SV	Dassault Falcon Jet, ex F-WWVN. Registered on 8 November.
	2000	<b>17</b>	N927AA	Capital Holdings 238, re-registered from N62MF on 7 November.
	2000	<b>117</b>	N724AP	T3 WDF I, re-registered from N26PA on 14 November.
	2000	<b>153</b>	N954MB	Dumont Aircraft Charter, re-registered from N253QS on 30 November.
	2000	<b>207</b>	T7-COA	Comlux San Marino, ex OE-HBG. Registered on 5 October.
	2000EX	<b>11</b>	HB-JEF	Premium Jet AG, ex OE-HGM. Registered on 15 November.
	2000EX	<b>39</b>	9H-DUV	Re-registered from 9H-SFA in October. Still operated by Skyfirst.
	2000EX	<b>59</b>	CS-DLK	NetJets Europe, ex N230QS. Delivered in November.
	2000EX	<b>61</b>	N303CL	BTE Equipment, ex OO-FDG. Registered on 30 November.
	2000EX	<b>115</b>	CS-DLN	NetJets Europe, ex N232QS. Delivered in November.
	2000LX	<b>199</b>	M-TBUC	Brilliant Jet, ex M-FTHD. Registered on 15 November.
	2000LXS	<b>323</b>	N733K	Dassault Falcon Jet, ex F-HNOA. Registered on 26 November.
	2000LXS	<b>339</b>	N339NJ	TVPX Aircraft Solutions, ex F-WWGE. Registered on 8 November.
	2000LXS	<b>341</b>	N341NS	Bank of Utah, registered on 31 October, then cancelled on 1 November.
	2000LXS	<b>341</b>	C-GROG	Starlink Aviation, registered on 5 November.
	2000LXS	<b>343</b>	N244C	Dassault Falcon Jet, ex F-WWGL. Registered on 14 November, then registered to United Healthcare Services on 3 December.
	2000LX	<b>344</b>	N45PK	Dassault Falcon Jet, ex F-WWGN. Registered on 12 December.
	2000S	<b>709</b>	N9147H	CF Leasing, re-registered from N1824S on 6 November.
	2000S	<b>721</b>	C-GJPW	Pattison Airways, ex N990JP. Registered on 8 November.

Global	Express	<b>9148</b>	VH-LBU	Ex N889JA, delivered to Execujet Australia on 17 December.
	XRS	<b>9247</b>	N75VB	Ex N881TS, reregistered on 11 December.
	XRS	<b>9329</b>	N963JP	Ex M-SIRI, registered on 19 December.
	5000	<b>9149</b>	N998PY	Registered on 19 November, ex VT-BAJ.
	5000	<b>9445</b>	N445PT	Registered to CIT Bank on 29 November, ex VP-CKM.
	5000	<b>9508</b>	N513TF	Ex N723HH, registered on 28 November.
	5000	<b>9825</b>	N81118	Ex C-FYET, delivered on 7 December.
	5000	<b>9834</b>	T7-RUS	Ex C-FYSD, delivered to TAG Aviation San Marino in December.
	5000	<b>9857</b>	C-GDIZ	Delivered to Bombardier on 26 November.
	6000	<b>9450</b>	CS-DOM	Ex M-NALE, delivered in December.
	6000	<b>9470</b>	N470JG	Ex 9H-GVG, delivered on 6 December.
	6000	<b>9596</b>	C-GWPF	Ex M-YULI. Delivered to Flightpath Charter Airways on 26 November.
	6000	<b>9723</b>	N441BA	Ex D-ANMB of Imperial Jet. Registered on 13 December.
	6000	<b>9796</b>	N826ZF	Ex N796GL, registered on 6 December.
	6000	<b>9808</b>	N1WWW	Ex N808GL, reregistered on 12 December.
	6000	<b>9826</b>	N826BN	Ex C-FYBZ, delivered on 12 December.
	6000	<b>9827</b>	B-602V	Ex C-FYED, delivered in China on 3 December.
	6000	<b>9832</b>	N155QS	Ex C-FYOL, delivered to NetJets on 17 December.
	6000	<b>9833</b>	PR-DYB	Ex C-FYRQ, delivered to Kazac Participações e Empreendimentos on 18 December.
	6000	<b>9835</b>	N835GL	Ex C-FYRU, registered on 14 December.
	6000	<b>9854</b>	C-GBYG	Delivered to Bombardier on 14 November.
	6000	<b>9855</b>	C-GDIO	Delivered to Bombardier on 15 November.
	6000	<b>9856</b>	C-GDHG	Delivered to Bombardier on 19 November.
	6000	<b>9858</b>	C-GDOX	Delivered to Bombardier on 5 December.
	6000	<b>9859</b>	C-GDRL	Delivered to Bombardier on 10 December.
	6000	<b>9860</b>	C-GDRU	Delivered to Bombardier on 14 December.
Gulfstream	III	<b>373</b>	N501JV	JetVue Texas, re-registered from N550RM on 14 November.
	III	<b>416</b>	N42FL	WJL Enterprises, re-registered from N19HE on 13 November.
	IV	<b>1197</b>	N36JE	Lion Aviation, re-registered from N771AV on 8 November.
	IV	<b>1290</b>	N720AD	TVPX Aircraft Solutions, re-registered from N988LS on 7 November.
	IVSP	<b>1451</b>	N451KR	Oneida II, re-registered from N244J on 8 November.
	IVSP	<b>1469</b>	N888CS	TVPX ARS, re-registered from N5956B on 14 November.
	G450	<b>4004</b>	N450DT	N450 DT, ex XA-AVO. Registered on 20 November.
	G450	<b>4036</b>	N50CM	Claire Air Leasing, re-registered from N1MC on 8 November.
	G450	<b>4096</b>	N898DF	Suburban Properties 3, ex B-LWX. Registered on 13 November.
	G450	<b>4185</b>	N14717	Delaware Trust, ex VH-BMP. Registered on 21 November.
	G450	<b>4238</b>	N458FX	Flexjet, ex B-8161. Registered on 7 November.
	G450	<b>4257</b>	N819SS	GC Aviation, re-registered from N818SS on 6 November.
	G450	<b>4317</b>	XA-OVA	Grupo Aeronautico Ova, ex N229AR. Departed Dallas (TX) on 16 November.



Eindhoven Airport receives more and more visiting business aircraft nowadays, as proven by this picture containing two bizjets at the same time. The Global Express with registration N1955M belongs to Bombardier Aerospace and the Phenom 300 with registration D-CASH belongs to Air Hamburg Luftverkehrs. (Eindhoven-Welschap, 4 December 2018, Michiel van Herten)

	G450 V	<b>4351</b> <b>699</b>	N332MB LV-IRQ	Minebea, re-registered from N333MB on 14 November. Former N885LT was cancelled to Argentina on 4 December and is now used by none other than Lionel Messi.
	G550	<b>5036</b>	N1BN	Alchibalink registered N345KC back to its former registration N1BN on 9 November.
	G550	<b>5050</b>	OE-IKH	Avcon Jet, re-registered from M-SAWO in November.
	G550	<b>5153</b>	M-ABCD	Global Jet Isle of Man, re-registered from M-ARDI on 2 November.
	G550	<b>5204</b>	N988SP	Avpro, ex 4K-MEK8. Registered on 21 November.
	G550	<b>5237</b>	N830GS	Helix Electric, ex N885WT. Registered on 13 November.
	G550	<b>5331</b>	N550ZB	Biomet Leasing, re-registered from N53M on 5 November.
	G550	<b>5376</b>	N100XS	TVPX Aircraft Solutions, re-registered from N63M on 30 November.
	G550	<b>5405</b>	T7-RSG	Amber Aviation (Hong Kong), ex T7-AEG. Registered in October.
	G550	<b>5526</b>	N875TM	Airflite, ex N526GA. Registered on 8 November.
	G650	<b>6085</b>	N608JG	TVPX ARS, ex VP-CSG. Registered on 11 December.
	G650ER	<b>6131</b>	EJ-ADMI	The honor of the first Gulfstream on the new Irish registry goes to this one. Noted at Guernsey on 30 November.
	G650ER	<b>6321</b>	N194WM	Bill Gates' new ride was registered on 19 November and is ex N621GD.
	G650ER	<b>6324</b>	N828CC	Gama Aviation Signature Aircraft Management, ex N324GA. Noted on 13 November.
	G650ER	<b>6329</b>	G-DSMR	TAG Aviation UK, ex N629GA. Registered on 8 November.
	G650ER	<b>6331</b>	N100A	Exxon Mobil, ex N631GA. Registered on 14 November.
	G650ER	<b>6334</b>	N555GA	TVPX ARS, ex N634GA. Registered on 7 December.
	G650	<b>6335</b>	AF001	Zambia Air Force, ex N635GD. Noted at Basel on 21 November.
	G650	<b>6337</b>	M-ARDI	Global Jet Isle of Man, ex N637GA. Registered on 15 November.
	G650ER	<b>6339</b>	N9527C	TVPX Aircraft Solutions, ex N639GA. Delivered on 27 November.
	G650ER	<b>6341</b>	N650GF	Gulfstream Aerospace, re-registered from N641GA on 27 November. Will likely be used as the new demonstrator aircraft.
	G500	<b>72010</b>	N5PF	Franklin Mountain Assets II, re-registered from N510GD on 15 November.
	G500	<b>72012</b>	N500H	TVPX Aircraft Solutions, ex N512GD. Registered on 16 November.
	G500	<b>72013</b>	N1980G	Aevergreen, ex N513GD. Registered on 8 November.
Honda	HA-420	<b>00070</b>	N547MP	AMS, re-registered from N542MP. Noted at Gloucester on 23 November.
IAI	1124	<b>233</b>	N36SF	Cancelled on 1 December, retired.
	1124	<b>313</b>	C-FXDP	Ex C-GDSR, delivered to SkyCare Air Ambulance on 26 November.
	1125SPX	<b>128</b>	N4SF	Ex N314AD, reregistered on 11 December.
	G150	<b>205</b>	N429JS	Reregistered from N552CB on 15 November.
	G200	<b>236</b>	N236PS	Ex N200MP, reregistered on 13 December.
	G280	<b>2042</b>	OE-HGP	Ex N280GY, delivered to AFS Alpine Flightservice in December.
	G280	<b>2145</b>	N280GF	Ex N945GA, registered to Gulfstream on 13 December.
	G280	<b>2149</b>	CS-VLZ	Ex N249GA.
	G280	<b>2152</b>	N252GA	Delivered to Sanderson Farms on 15 November.
	G280	<b>2153</b>	N710EC	Ex N253GA, registered on 19 November.
	G280	<b>2154</b>	N280RH	Ex N254GA, registered on 20 November.
	G280	<b>2156</b>	N484EM	Ex N256GA, delivered to Target on 14 December.
	G280	<b>2163</b>	N163GA	Delivered on 26 November.
	G280	<b>2164</b>	N164GA	Delivered on 4 December.
	G280	<b>2165</b>	N965GA	Delivered on 17 December.
Learjet	35A	<b>35A-645</b>	I-AGEA	This ex N645AM of Aeromanagement was sold to Agenzia per le Erogazioni in Agricoltura, but offered for sale again soon after.
	45	<b>45-2043</b>	I-AVNE	Former I-GURU of Sirio SpA was re-registered recently and sold to Avionord SRL.
	45	<b>45-566</b>	OE-GAG	This brand new ex N75CV of Learjet was sold to International Jet Management GmbH.
	45	<b>45-571</b>	OE-GJW	Another brand new Learjet was delivered to Europe, this time ex N5017J for Avcon Jet AG.
	60	<b>60-372</b>	OE-GSE	Former ES-LVA of Panaviatic Ltd. was sold to Avcon Jet AG.
Pilatus	PC-24	<b>119</b>	VH-FGM	Former HB-VST of Pilatus Flugzeugwerke was sold to Dalydine Pty. Ltd. but is operated by Pilatus Australia Pty. Ltd.
	PC-24	<b>121</b>	T-786	Ex HB-VPN of Pilatus Flugzeugwerke was first noted as such for the Swiss Air Force at Stans at 7 November.
	PC-24	<b>124</b>	HB-VVV	Registered to Pilatus Flugzeugwerke 22 November.
	PC-24	<b>125</b>	N125AF	Former HB-VSZ of Pilatus Flugzeugwerke was sold to PlaneSense.
	PC-24	<b>126</b>	N126AF	Registered to Pilatus Flugzeugwerke in November.
Raytheon	390	<b>RB-255</b>	N853DC	Ex D-IKUG/N853DC of Kenmore Crew Leasing Inc. was sold to Klaus Union GmbH & Co KG and operated by Starwings Dortmund Luftfahrt GmbH as D-IKUG, but soon after sold back to the same operator in the U.S.
	4000	<b>RC-70</b>	N70RC	Former I-MPGA of Alba Servizi Aerotrasporti was sold to Thibault John Trustee.

## Bizprops

Beech	B200	<b>BB-829</b>	SE-KVL	Former LN-NOA of Airwing Utleie AS was first sold to Bromma Air Maintenance AB, but it went to Jonair Affärsflyg AB a week later.
	B200	<b>BB-1535</b>	N235LC	Former D-IBFT of Brose Fahrzeugteile KG was first sold to Rougier Afrique Centrale as TR-LHJ, but later re-registered to N235LC for Aircraft Finance Partners VI LLC.
	B200	<b>BB-1836</b>	N23MN	Ex G-RAFO of Serco Ltd. was sold to SFH Inc.
	B200	<b>BB-1837</b>	N24SR	Ex G-RAFP of Serco Ltd. was sold to SFH Inc.
	B250	<b>BY-324</b>	LN-BSC	A new aircraft for a yet unknown Norwegian operator, ex N324BY.
	B250	<b>BY-325</b>	LN-BSD	And another new aircraft for probably the same yet unknown Norwegian operator, ex N325BY.
	B250	<b>BY-339</b>	G-REXA	This new aircraft was delivered to RVL Aviation Ltd. in the UK.
	B350i	<b>FL-1101</b>	D-CFMU	This ex N1101Q of TVPX Aircraft Solutions Inc. was sold to Aerodata AG.
	B350i	<b>FL-1108</b>	D-CFMV	This ex N108HW of TVPX Aircraft Solutions Inc. was sold to Aerodata AG.
	B300	<b>FL-1156</b>	D-CFMF	This brand new Textron Beechcraft 300 was sold to Aerodata AG.
	B350i	<b>FL-756</b>	DQ-LIG	Former D-CKWM of WEKA Firmengruppe GmbH & Co KG was sold to Air Laucala on Fiji in November.



The Royal Flying Doctor Services in the south-eastern sector of Australia already has two Beech 350is for its important task to carry out first aid- and medical transports in the outbacks of this part of Down Under. VH-VPQ was captured by Simon Butler while this aircraft visited Birmingham on its delivery flight on 30 August 2018.

Cessna	208	<b>00301</b>	D-FIDI	Robert Troegele & Robert Fahrenschon, ex N12535. Registered on 12 July.
	208B EX	<b>5452</b>	D-FJBC	Noted Belfast 10 November, ex N542EX.
	208B EX	<b>5491</b>	HB-TEC	Zimex Aviation, registered on 14 December.
PAC	750XL	<b>194</b>	ZK-KNM	Delivered to the Irish Parachute Club on 31 October.
Piaggio	P180	<b>1164</b>	N50JJ	Ex N187SL, registered on 27 November.
Pilatus	PC-12/47	<b>775</b>	N626ZZ	Former HB-FWT of TC Aviation AG was sold to an unknown operator in the U.S.
	PC-12/47E	<b>1065</b>	OY-GSA	Was sold from Widex A/S to TWings ApS.
	PC-12/47E	<b>1742</b>	OH-EKB	Former OE-EKB was sold to BACA HYDRA Leasing GmbH & Co KG, but is operated by Kitzbühel Airways GmbH & Co KG.
	PC-12/47E	<b>1745</b>	OH-SSS	Former T7-SAI was sold to Warsley Holdings Ltd., but is operated by Hendell Aviation Oy.
	PC-12/47E	<b>1810</b>	T7-EDV	Former HB-FSU of Pilatus Business Aircraft Ltd. was sold to an unknown operator and taken up into the San Marino register.
	PC-12/47E	<b>1816</b>	OY-AWH	Former N816WA of Pilatus Business Aircraft Ltd. was sold to AH Aviation ApS.
	PC-12/47E	<b>1830</b>	HB-FQO	Registered to Pilatus Flugzeugwerke 05 October.
	PC-12/47E	<b>1833</b>	ZS-TPX	Former HB-FQR of Pilatus Flugzeugwerke was sold to TP Phoenix P/L.
	PC-12/47E	<b>1834</b>	N834NG	Former HB-FQS of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in November.
	PC-12/47E	<b>1835</b>	HB-FQT	Registered to Pilatus Flugzeugwerke 01 October.
	PC-12/47E	<b>1838</b>	N281G	Former HB-FQW of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in December.
	PC-12/47E	<b>1840</b>	N124R	Former HB-FQY of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in December.
	PC-12/47E	<b>1843</b>	HB-FRB	Registered to Pilatus Flugzeugwerke 11 November.
	PC-12/47E	<b>1844</b>	HB-FRC	Registered to Pilatus Flugzeugwerke 21 November.
	PC-12/47E	<b>1845</b>	HB-FRD	Registered to Pilatus Flugzeugwerke 16 November.
	PC-12/47E	<b>1846</b>	HB-FRE	Registered to Pilatus Flugzeugwerke 21 November.
	PC-12/47E	<b>1847</b>	HB-FRF	Registered to Pilatus Flugzeugwerke 28 November.
	PC-12/47E	<b>1848</b>	HB-FRG	Registered to Pilatus Flugzeugwerke 4 December.
	PC-12/47E	<b>1849</b>	HB-FRH	Registered to Pilatus Flugzeugwerke 9 December.
	PC-12/47E	<b>1850</b>	HB-FRI	Registered to Pilatus Flugzeugwerke 13 December.
SOCATA	TBM850	<b>456</b>	N67CA	Ex M-USCA of N582C Ltd. was sold to Houat Inc. Trustee in December.
	TBM930	<b>1265</b>	HB-KRC	This factory fresh machine was sold to Daniel Streit in December.

## 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](http://www.scramble.nl)) is a link to the Soviet Transports downloads page featuring an illustrated guide to ST construction numbers. It can be downloaded free of charge together with production lists of all types included in the Soviet Transports database and a list of abbreviations, translations, location codes and a Google Earth KMZ file with all airports in the Soviet Transports database.

Much historical data this month and much more to follow in the next months. Many Russian An-2 cancellations as well, seemingly a register clean-up.

## An-2 in the Netherlands

There is a problem with An-2 DM-SKG in the Netherlands. It was used for tests by RICAS at Deldenbroek, confirmed as ex DM-SKG, the wrecked bare-metal fuselage was seen may04/apr07; moved to the Van Engelen scrapyards at Kleiweg 6 in Borne feb08, wings 08feb08 and fuselage early that week (N52.289545 E6.751783), and still there apr09; f/n ENS 18mar12, hangered, being readied for use by the fire service there; the unmarked fuselage was still seen Enschede (N52.212124 E6.8883296) nov17/18. However, it is possible that the aircraft was built from parts of two aircraft as a test-bed for AI-14 engines (Zlin Z37) being DM-SKC c/n **173(473)10** and DM-SKG c/n **193(473)11**. Both DM-SKC and DM-SKG were also cancelled on the same date from the register 23jan70. DM-SKC has five windows on the right side and DM-SKG has only four windows on the right side and photos of the fuselage in the Netherlands show it has five windows, suggest-

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ing this is the fuselage of DM-SKC. Perhaps, the cargo section is from DM-SKC and the cockpit section is from DM-SKG. Therefore it is interesting to know where on the aircraft the msn was checked. Most aircraft also have a plate on the engine-bulkhead inside the engine-compartment. Other known

AK1-3	<b>0005</b>	UR-MPP	M Aero Korp	rest.	03apr15	canx again between 01dec18 and 07dec18
AK1-3	<b>0022</b>	UR-GOL	Kremenchug Flying Sch.	dam	29jan09	finally canx between 01dec18 and 07dec18
AK1-3	<b>0032</b>	UR-KLK	Kremenchug Flying Sch.	dam	18jun10	finally canx between 01dec18 and 07dec18
AK1-3	<b>0093</b>	UR-DBA	Aerokopter	rgd	19nov18	
Ae 45S	<b>06-003</b>	CCCP-92887	AFL/Privolzhsk		01jun61	opb 187 AO
Ae 45S	<b>06-004</b>	CCCP-92894	AFL/Privolzhsk		01jun61	opb 168 AO
Ae 45S	<b>06-006</b>	CCCP-92896	AFL/Privolzhsk		01jun61	opb 187 AO
Ae 45S	<b>06-008</b>	CCCP-92893	AFL/Privolzhsk		01jun61	opb 195 AO
Ae 45S	<b>06-010</b>	CCCP-92880	AFL/Privolzhsk		01jun61	opb 195 AO
Ae 45S	<b>07-003</b>	CCCP-92892	AFL/Privolzhsk		01jun61	opb 195 AO
Ae 45S	<b>07-005</b>	CCCP-87768	AFL/Ukraine	mfd	12dec57	opb 99 AO at Lugansk; canx 1963
Ae 45S	<b>07-006</b>	CCCP-92889	AFL/Privolzhsk		01jun61	opb 187 AO
Ae 45S	<b>07-008</b>	CCCP-92891	AFL/Privolzhsk		01jun61	opb 195 AO
Ae 45S	<b>07-009</b>	CCCP-92888	AFL/Privolzhsk		01jun61	opb 187 AO
Ae 45S	<b>07-010</b>	CCCP-92899	AFL/Privolzhsk		01jun61	opb 195 AO
Ae 45S	<b>07-013</b>	CCCP-92883	AFL/Privolzhsk		01jun61	opb 187 AO
Ae 45S	<b>07-017</b>	CCCP-92859	AFL/Privolzhsk		01jun61	opb 195 AO
Ae 45S	<b>08-006</b>	Aeroflot	Aeroflot		01jun61	photo exists; w/o 27jul59; t/t 89 hours; canx 10oct59
Ae 45S	<b>09-009</b>	CCCP-92845	AFL/Ukraine	mfd	02oct58	opb 97 AO at Kherson; canx 1963; c/n confirmed now
Ae 45S	<b>10-014</b>	CCCP-92877	AFL/Privolzhsk		01jun61	opb 195 AO
Ae 145	<b>17 14 07</b>	CCCP-92972	AFL/Privolzhsk		01jun61	opb 173 AO
Ae 145	<b>17 14 09</b>	CCCP-92974	AFL/Privolzhsk		01jun61	opb 195 AO
Ae 145	<b>17 14 11</b>	CCCP-92977	AFL/Privolzhsk		01jun61	opb 187 AO
Ae 145	<b>17 14 13</b>	CCCP-92979	AFL/Privolzhsk		01jun61	opb 187 AO
Ae 145	<b>17 14 23</b>	CCCP-92980	AFL/Privolzhsk		01jun61	opb UTO-13
Ae 145	<b>17 15 03</b>	CCCP-87673	AFL/Privolzhsk		01jun61	opb 187 AO
Ae 145	<b>17 15 20</b>	CCCP-87690	AFL/Privolzhsk		01jun61	opb 195 AO
Ae 145	<b>17 16 02</b>	CCCP-87692	AFL/Privolzhsk		01jun61	opb 195 AO
Ae 145	<b>17 16 03</b>	CCCP-87693	AFL/Privolzhsk		01jun61	opb 195 AO
Ae 145	<b>17 16 04</b>	CCCP-87694	AFL/Privolzhsk		01jun61	opb 195 AO
Ae 145	<b>17 16 05</b>	CCCP-87695	AFL/Privolzhsk		01jun61	opb 195 AO
Ae 145	<b>17 16 06</b>	CCCP-87696	AFL/Privolzhsk		01jun61	opb 195 AO
Ae 145	<b>17 16 08</b>	CCCP-87698	AFL/Privolzhsk		01jun61	opb 187 AO
Ae 145	<b>17 18 15</b>	CCCP-87745	AFL/Ukraine	mfd	20dec59	opb 94 AO at Vinnitsa; canx 1963; c/n confirmed now
An-2T	<b>1 13 473 09</b>	CCCP-25436	AFL/Far East	dbr	21jun61	on an unauthorised flight to Kavalerovo; soc 10jan62
An-2T	<b>1 35 473 05</b>	CCCP-23722	AFL/Magadan	dbr	13aug76	hit the surface of a lagoon 415 metres from the runway
An-2T	<b>1 37 473 02</b>	CCCP-L3734	AFL/East Siberia	w/o	may58	when the engine failed due to a manufacturing defect
An-2SKh	<b>1 58 473 03</b>	CCCP-05686	AFL/Kazakhstan	dbr	03jun62	pilot did not use the full length of the airstrip on take-off
An-2T	<b>1151 473 19</b>	CCCP-15979	AFL/Armenia	dbr	10aug80	caught by strong downstream on lee side of mountain
An-2T	<b>1123 473 17</b>	CCCP-02205(1)	AFL/Turkmenistan	mfd	24jul59	toc 24aug59; soc 18jul80 as life-time expired
An-2T	<b>1123 473 18</b>	CCCP-02203(1)	AFL/Krasnoyarsk	mfd	09sep59	soc 20dec82 as life-time expired
An-2R	<b>1G104-35</b>	CCCP-32558	AFL/East Siberia	w/o	25jun73	on a crop-spraying flight from Babagai; soc 26sep73
An-2	<b>1G132-17</b>	UP-A0258	Oyul ELISA	rgd	unknown	new CofA issued 09nov18
An-2R	<b>1G155-60</b>	UR-MLR	Unikom Avia	rgd	18mar10	canx between 30nov18 and 07dec18
An-2TP	<b>1G157-45</b>	CCCP-07660	AFL/Kazakhstan	w/o	17sep80	intoxicated pilot flew very low and crashed
An-2R	<b>1G172-09</b>	UR-40737	Albatros	rgd	17apr13	canx between 30nov18 and 07dec18
An-2	<b>1G176-10</b>	UR-62547	no titles	HMJ	2018	canx between 30nov18 and 07dec18
An-2R	<b>1G178-56</b>	UR-ARK	Albatros	rgd	21feb13	canx between 30nov18 and 07dec18
An-2R	<b>1G178-57</b>	UR-62665	all-white, n/t	CKC	07feb14	canx between 30nov18 and 07dec18
An-2R	<b>1G179-31</b>	RA-62701	Aeroflot c/s, n/t	MRV	15oct18	after overhaul
An-2R	<b>1G179-33</b>	UP-A0330	Feniks		20jun18	new CofA issued; correction, not UP-A0230
An-2R	<b>1G179-37</b>	RA-62707	Orenburg Airlines	MRV	15oct18	after overhaul; no titles visible on photo
An-2R	<b>1G180-14</b>	RA-56384	Avialinii Mordovii	MRV	15oct18	after overhaul; cream c/s, no titles
An-2R	<b>1G182-60</b>	RA-56503	Lipetsk Avia	MRV	15oct18	fuselage only
An-2R	<b>1G186-01</b>	UR-54888	Kharkiv Aeroklub	l/n	09may13	at Kharkiv; canx between 30nov18 and 07dec18
An-2R	<b>1G187-20</b>	UR-54927	all yellow c/s n/t	PLV	06dec09	canx between 30nov18 and 07dec18
An-2R	<b>1G189-13</b>	RA-84546	cream c/s, n/t	MRV	15oct18	after overhaul
An-2R	<b>1G189-28</b>	UR-84561	Global Air Kompaniya	UDJ	20nov12	canx between 30nov18 and 07dec18
An-2R	<b>1G189-41</b>	UR-84574	Kherson Avia	rgd	15dec06	canx between 30nov18 and 07dec18
An-2R	<b>1G190-50</b>	UR-84618	Poltav Avia		30mar10	at Sudivka; canx between 30nov18 and 07dec18
An-2R	<b>1G193-03</b>	UR-68031	Unikom Avia	rgd	15nov18	to Yu.V. Lyndya of Zaporizhzhya
An-2R	<b>1G193-34</b>	UR-68064	Universal-Avia		27sep12	at Katerynka; canx between 30nov18 and 07dec18
An-2R	<b>1G193-36</b>	UR-68066	Universal Avia		2018	derelict at Khmelnytsky-Ruzichnaya; canx between 30nov18 and 07dec18
An-2R	<b>1G193-59</b>	UR-68089	Eleron	rgd	05apr06	canx between 30nov18 and 07dec18
An-2R	<b>1G196-39</b>	RA-68146	Aeroflot c/s, n/t	MRV	15oct18	after overhaul
An-2R	<b>1G198-25</b>	UP-A0224	Feniks	l/n	08may15	at Stepnogorsk; c/n now known; ex CCCP-31460
An-2R	<b>1G199-13</b>	UR-31504	YugAvia	rgd	21jan08	canx between 30nov18 and 07dec18
An-2R	<b>1G200-17</b>	RA-71174	cream c/s, n/t	MRV	15oct18	awaiting overhaul
TVS-2MS	<b>1G200-28</b>	RA-71185	not known	rgd	02nov18	c/n now 1G200-28.1R001
An-2R	<b>1G200-49</b>	UR-71206	Proskuriv Avia		13jul11	at Khmelnytsky; canx between 30nov18 and 07dec18

places include the second joist behind the cockpit, on the bulkhead behind the engine (only accessible when you have some kind of stairs and the cowlings are opened), sometimes on the rear wall of the cabin.

An-2R	<b>1G202-25</b>	RA-84763	no titles	MRV	15oct18	after overhaul; in black/light grey c/s with yellow trim
An-2R	<b>1G203-11</b>	RA-17750	cream c/s, n/t	MRV	15oct18	after overhaul
An-2R	<b>1G203-27</b>	UR-17766	Universal Avia	HMJ	2018	still no titles; canx between 30nov18 and 07dec18
An-2R	<b>1G204-41</b>	UP-A0233	Feniks	l/n	08may15	at Stepnogorsk; c/n now known; ex CCCP-17840
An-2R	<b>1G205-02</b>	RA-17861	cream c/s, n/t	MRV	15oct18	after overhaul
An-2T	<b>1G206-34</b>	UP-A0335		KZO	07oct18	rgd 27nov18
An-2R	<b>1G207-28</b>	RA-71257	cream c/s, n/t	MRV	15oct18	after overhaul
An-2R	<b>1G208-09</b>	40-DAA	Di Air	TGD	09sep10	no obvious titles; canx between 17may18 and 29nov18
An-2R	<b>1G209-36</b>	UR-81642	PAT APSP Meridian	l/n	02jul11	at Andrushivka; canx between 30nov18 and 07dec18
An-2R	<b>1G211-53</b>	RA-32689	Aeroflot c/s, n/t	MRV	15oct18	after overhaul
An-2R	<b>1G211-59</b>	RA-32695	Aeroflot c/s, n/t	MRV	15oct18	undergoing overhaul
An-2R	<b>1G214-45</b>	RA-40687	cream c/s, n/t	MRV	15oct18	after overhaul; canx between 23nov18 and 24dec18
An-2R	<b>1G215-17</b>	UR-40882	all yellow, n/t	PLV	06dec09	canx between 30nov18 and 07dec18
An-2R	<b>1G215-30</b>	UR-40893	V-Avia	rgd	16jul13	canx between 30nov18 and 07dec18
An-2R	<b>1G217-44</b>	UR-33004	Briz	rgd	24jan03	canx between 30nov18 and 07dec18
An-2R	<b>1G218-59</b>	UR-32600(2)	cream/grey c/s	l/n	17jun15	canx between 30nov18 and 07dec18
An-2R	<b>1G219-41</b>	RA-32642	cream c/s, n/t	MRV	15oct18	after overhaul
An-2R	<b>1G221-37</b>	UR-40307	Yumiserv	l/n	25sep15	off-airport; canx between 30nov18 and 07dec18
An-2R	<b>1G222-25</b>	RA-40348	cream c/s, n/t	MRV	15oct18	after overhaul; canx between 23nov18 and 24dec18
An-2R	<b>1G223-27</b>	UR-40403	Kherson-Avia	KHE	06mar17	no titles; canx between 30nov18 and 07dec18
An-2R	<b>1G223-58</b>	RA-40432	privately owned	rgd	29nov17	Crimea based; canx between 30nov18 and 07dec18
An-2R	<b>1G225-08</b>	RA-40491	Aeroflot c/s, n/t	MRV	15oct18	after overhaul
An-2R	<b>1G225-22</b>	RA-33305	AFL c/s, n/t	MRV	15oct18	
An-2R	<b>1G225-23</b>	RA-33306	cream c/s, n/t	MRV	15oct18	after overhaul
An-2R	<b>1G228-33</b>	UR-33482	Proskuriv-Avia		16oct14	for sale; canx between 30nov18 and 07dec18
An-2R	<b>1G229-03</b>	RA-33511	Polyarnyye Avialinii	Ykm	27jun12	full c/s, no prop; canx between 16oct18 and 23nov18
An-2R	<b>1G230-14</b>	RA-33577	cream c/s, n/t	MRV	15oct18	after overhaul
An-2R	<b>1G231-27</b>	RA-01446	cream c/s, n/t	MRV	15oct18	after overhaul
An-2R	<b>1G235-03</b>	RA-02232	cream c/s, n/t	MRV	15oct18	after overhaul; canx between 23nov18 and 24dec18
An-2T	<b>1G235-26</b>	UR-ANC	privately owned	rgd	10oct14	canx between 30nov18 and 07dec18
An-2	<b>1G238-35</b>	UR-02258	Fenix-Air	rgd	04mar10	canx between 30nov18 and 07dec18
An-2	<b>1G239-42</b>	UR-SHA		rgd	18nov13	for sale jun14; canx between 30nov18 and 07dec18
TVS-2MS	<b>1G240-09</b>	RA-02307	not known	l/n	24jun18	at Piern-Froli; canx between 16oct18 and 23nov18
An-2R	<b>1G240-18</b>	RA-02316	KavMinVody Avia	MRV	15oct18	title-less fuselage seen derelict
An-2	<b>1G240-49</b>	RA-01111(2)	cream c/s, n/t	MRV	15oct18	after overhaul
An-12BP	<b>6 34 38 02</b>	UR-CFB	AeroVis	RWN	2017	stored; canx between 01dec18 and 07dec18
An-24RV	<b>6 73 105 02</b>	RA-47315	Sirius Aero	dam	23dec18	wingtip struck a pole when veering Bodaybo runway
An-24RV	<b>6 73 105 06</b>	UR-ELM	United Nations	KG0	2018	all white c/s; canx between 01dec18 and 07dec18
An-26	<b>28 07</b>	RF-46892	Russian Navy	OSF	29oct18	no titles, coded "21" blue
An-26-100	<b>58 06</b>	UR-UZF	Constanta	HMJ	27nov18	in all-white c/s still without registration
An-26	<b>74 03</b>	UR-26531	UkrAeroRukh	IEV	22apr15	canx between 01dec18 and 07dec18
An-26B	<b>96 08</b>	UR-CSJ	AK Eleron	rgd	19dec18	rgd just for maintenance ?; ex TU-VMA
An-26B	<b>106 06</b>	ER-AVZ	Valan	no	reported	ex YL-RAB
An-26	<b>122 05</b>	EK-26005(2)	Mars Avia	rgd	12jun18	in 2018 register
An-26B	<b>134 02</b>	9S-AGB	Gomair	w/o	20dec18	frashed whilst in the descent 37km from N'Djili
An-26B	<b>139 05</b>	UR-CSK	AK Eleron	rgd	19dec18	rgd just for maintenance ?; ex TU-VMB
An-26B	<b>143 01</b>	9T-TAB	DR Congo Air Force	w/o	23dec18	broke in three pieces when overran at Beni
An-28	<b>1AJ 004-07</b>	UR-CQQ	Eurotrade	rgd	29nov18	already f/n Kiev-Chaika 15aug18
An-28	<b>1AJ 004-15</b>	EK-2815	Mars Avia	rgd	27jul17	l/n JUB 18aug17
An-28	<b>1AJ 005-01</b>	EK-2801	Mars Avia	rgd	24nov17	ex S2-AGY
M28	<b>AJE 001-05</b>	GNB-96107	Venezuelan Nat. Guard	dam	22dec18	when suffered a runway excursion at Kamarata
An-32RE	<b>08 04</b>	KA2738	Indian Air Force	Ban	28dec17	
An-32A	<b>14 08</b>	EK-32408	Mars Avia	rgd	05apr18	ex EY-324
An-32A	<b>17 03</b>	EK-32703	Mars Avia	rgd	24nov17	
An-32B	<b>24 10</b>	EK-32400	Mars Avia	rgd	12apr18	no reports; c/n confirmed by CAA; ex EK-32458
An-72	<b>365 720 20 385</b>	EK-72903	South Airlines	canx	11may16	but still active in DR Congo dec18 !
An-72-100D	<b>365 720 30 425</b>	EK-72425	Mars Avia	rgd	26jun18	f/n 29oct18 at Ndjili; ex UP-AN721
An-74-200	<b>365 470 96 923</b>	EK-74923	Mars Avia	rgd	28jul17	
An-74-200	<b>365 470 98 944</b>	EK-74052	Mars Avia	rgd	05jun18	
An-148-100	<b>27015042017</b>	RA-61717	MChS Rossii	rgd	27nov18	ex RF-32816
Be-200ChS	<b>---</b>	RF-31390	MChS Rossii	f/f	2018	line # 03-08
II-14P	<b>14700 15 14</b>	MONGOL-101	MIAT Mongolia	mfd	31oct57	c/n now known; became CCCP-61748
II-14M	<b>6 34 18 08</b>	CCCP-41823	AFL/Tajikistan	w/o	17aug62	disgruntled intoxicated pilot decided to commit suicide
II-18Grm	<b>18700 98 02</b>	54006	NPP Mir, n/t	NNM	23nov18	damaged on a flight from Syktyvkar
II-22M-11	<b>29640 17557</b>	RF-95681	Russian Air Force	CKL	jun18	in white c/s, blue cheatline, grey belly; ex RA-75925
II-76TD	<b>0734 10292 ?</b>	YI-BAT	ex-South AI c/s	FIH	nov18	no titles; ex EK-76992 ??
II-76TD	<b>00334 46350</b>	UR-EAA	Yevropa Air	rgd	25jun14	canx between 01dec18 and 07dec18
II-76MD	<b>00534 58725</b>	KI2662	Indian Air Force	ZIA	aug18	still coded 'B'; ex K2662
II-76TD	<b>00834 89691</b>	UR-78785	Yuzmashavia	LNZ	06mar08	canx betw. 01dec18 and 07dec18; became 78696(2)
A-50U	<b>00934 93818</b>	RF-93952	Russian Air Force	Tag	06dec18	coded "45" red
II-76TD	<b>00934 98974</b>	UR-COE	Yevropa Air	photo	aug16	canx between 01dec18 and 07dec18
II-76TD-90	<b>10334 01015</b>	RA-76384	CEIBA Cargo	GVA	25jun16	canx between 16oct18 and 23nov18
II-112V	<b>01-01</b>	41400	primer	r/o	27nov18	f/f planned for late 2018
Ka-26	<b>70 015 06</b>	HA-MRN	Urbán Légi Növény	l/n	13jun14	at Ócsény; no longer present on register 03dec18
Ka-16	<b>71 020 03</b>	HA-MZX	Argo Air Kft.	Bua	28mar12	active; no longer present on register 03dec18
Ka-27M	<b>5235002023319</b>	RF-19128	Russian Navy	Kub	25aug18	coded "39" red; c/n now known

Ka-32T	9605 ?	HL9419 ?	Korea Forest Service	w/o	01dec17	when trying to take water into the bucket near Seoul
Ka-52	<b>35383002008</b>	6617	Egyptian Air Force	photo	dec18	c/n checked at the EDEX-2108 exhibition at New Cairo
Ansats-GMSU	<b>33 091</b>	RA-20017	RVS	rgd	19nov18	probably h/o at the factory 23nov18
Ansats-GMSU	<b>33 092</b>	RA-20018	RVS	rgd	12dec18	already f/n at the factory 23oct18
Ansats-GMSU	<b>33 093</b>	RA-20019		rgd	19dec18	
L-200A	<b>17 06 03</b>	CCCP-34451	AFL/Ukraine	w/o	19apr62	right engine failed due to a manufacturing defect
L-200A	<b>17 07 16</b>	OK-PLD(1)	Aeroklub Svazarmu	rgd	27feb64	crashed near Praha-Letnany 07jul67; canx 28dec71
L-410UVP	<b>79 03 05</b>	UR-67199	Aviaexpress	l/n	22may15	at Wloclawek-Kruszyn; canx betw.30nov18 & 07dec18
L-410UVP	<b>81 07 05</b>	UR-VTV	Galeyr Airline	dam	20jan18	while parked at MGQ; canx betw.16oct18 and 23nov18
L-410UVP	<b>82 09 24</b>	UR-MAG	Avia Express	IEV	25apr14	no titles; canx between 30nov18 and 07dec18
L-410UVP	<b>83 10 05</b>	RA-67377	Aeroflot	Khm	15aug18	wfu; canx between 16oct18 and 23nov18
L-410UVP-E20	<b>91 26 13</b>	ZS-MWM	all white, n/t	EBB	16aug18	ex T1-BGO
L-410UVP-E20	<b>32 07</b>	OK-JRM	Aircraft Industries	rgd	23nov18	for Kazakhstan
Li-2	<b>184 371 03</b>	"16"	Soviet Air Force	photo		colour of code yellow?; became CCCP-71241 in 1960
Li-2	<b>184 393 02</b>	CCCP-63821	AFL/Far East	dbr	29sep61	on take-off from Sverdlovsk-Koltsovo; soc 16feb62
Li-2	<b>184 403 08</b>	"56"	Soviet Air Force	photo		code unknown; dark green c/s light blue undersides
Li-2	<b>3 34 442 07</b>	"33"	Soviet Air Force	photo		code unknown; opb 1 ae 339 vtap at Vitebsk-Severny
Li-2	---	CCCP-72627	not reported	VTE	06dec62	possibly handed over to the Laotian Air Force
Li-2	---	CCCP-86719	not reported	VTE	06dec62	possibly handed over to the Laotian Air Force
Li-2	---	CCCP-I681	MAP	no	reports	probably opb aviaotryad at Moscow
Li-2	---	CCCP-I774	MAP zavod # 126	no	reports	on charge as of 1955
Li-2	---	CCCP-I880	MAP zavod # 126	no	reports	on charge as of 1955
Li-2	---	CCCP-I974	MAP zavod # 126	no	reports	on charge as of 1955
Li-2	---	CCCP-I977	MAP	no	reports	probably opb aviaotryad at Moscow
Li-2	---	CCCP-X978	MVD - Dalstroj	no	reports	made a forced landing 20nov54
Li-2	---	CCCP-X1118	MMP	no	reports	opb AO Norilskogo GMK; forced landed 25nov54
Mi-1T	<b>7 68 006 08</b>	CCCP-40343	AFL/Krasnoyarsk	w/o	12oct61	crashed into river Angara near Rybnoye; soc 04nov61
Mi-1T	<b>8 68 005 06</b>	CCCP-40440	AFL/Yakutiya	dbr	20aug58	on an auto-rotation landing in a forest; soc 31oct58
Mi-1T	<b>8 68 005 07</b>	CCCP-40430	AFL/North Kavkaz	dbr	23apr59	made a forced landing; soc 26jul59
Mi-1T	<b>8 68 008 07</b>	CCCP-40453	AFL/Northern	w/o	04jul62	collided with a telegraph line; soc 19apr63
Mi-1T	<b>9 68 011 17</b>	CCCP-68035	AFL/Urals	dbr	05may60	when the swash plate failed in flight; soc 16nov60
Mi-1MNKh	<b>9 68 015 06</b>	CCCP-68104	AFL/North Kavkaz	w/o	04oct69	went out of control when tail rotor failed; soc 05jan70
Mi-1MNKh	<b>0 68 018 09</b>	CCCP-68169	AFL/North Kavkaz	w/o	19jul61	when a blade of the main rotor came off; soc 10jan62
Mi-1T	<b>7 7 031 02</b>	CCCP-L0242	AFL/East Siberia	dbr	22jun58	the left main gear collided with a mound; soc 10oct58
Mi-1U	<b>8 7 038 13</b>	CCCP-T0358	AFL/East Siberia	dbr	26jun58	rolled over on t/o; soc 10aug58 (or 10oct58 ?)
Mi-1T	<b>8 7 038 19</b>	CCCP-40363	AFL/Krasnoyarsk	w/o	15may66	went out of control and crashed; soc 21jun66
Mi-1T	<b>8 7 042 12</b>	CCCP-10111	AFL/Yakutiya	dbr	28jun70	got stuck in soft ground and rolled; soc 28sep70
Mi-1M	<b>6 04 011</b>	CCCP-14854	AFL/Far East	dbr	20jun75	the main rotor collided with the ground; soc 26jan76
Mi-2	<b>52 2312 022</b>	CCCP-15708	AFL/Moldova	dbr	28jun75	flew through agricultural sprinkler and engines stopped
Mi-2	<b>52 2315 032</b>	CCCP-15711(1)	AFL/Moldova	dbr	23jul81	caught in a strong downstream near Teya
Mi-2	<b>52 2831 033</b>	CCCP-15777	AFL/Moldova	dbr	23nov75	on an unauthorised flight near Kishinyov
Mi-2	<b>52 2832 033</b>	CCCP-15778	AFL/Moldova	dbr	07sep79	when an engine failed, made forced landing nr Beltsy
Mi-2	<b>54 6327 099</b>	UR-FIL	AviaagroDnipro	rgd	26nov14	based at Yuvileine; canx betw. 01dec18 and 07dec18
Mi-2	<b>54 7746 082</b>	UR-MSH	Motor Sich	OZH	mar17	stored; canx between 01dec18 and 07dec18
Mi-2	<b>54 8130 043</b>	CCCP-20849	AFL/East Siberia	dbr	31jul87	when flew too low and crashed
Mi-2	<b>54 8246 073</b>	UR-14323(1)	Bora		19jul14	at Borodyanka; canx between 01dec18 and 07dec18
Mi-2	<b>54 9437 105</b>	UR-MSE	Motor Sich	OZH	mar17	stored; canx between 01dec18 and 07dec18
Mi-2	<b>52 9812 056</b>	UR-20365	Universal-avia	NLV	23jan13	canx between 01dec18 and 07dec18
Mi-2	<b>52 10004 106</b>	UR-15619	Aviatek	rgd	18may12	canx between 01dec18 and 07dec18
Mi-2	<b>54 10025 116</b>	RA-15698(2)	Orenburg Airlines	SVX	14jun15	canx between 16oct18 and 23nov18; see c/n
Mi-2	<b>52 10407 107</b>	CCCP-14149	AFL/East Siberia	dbr	08aug88	when flew too low and crashed; canx 07dec88
Mi-2	<b>54 10647 078</b>	RA-23730	Orenburg Airlines	rgd	07aug07	canx between 16oct18 and 23nov18
Mi-2	<b>54 11029 099</b>	RA-15688(2)	red cheatline, n/t	SVX	15may15	canx between 16oct18 and 23nov18
Mi-2	---	3538K	privately owned	photo	03dec17	illegal registration; seen in the Krasnodar region
Mi-4	<b>06 14</b>	CCCP-L82	AFL/Far East	dbr	18nov55	when the engine flamed out ; soc 21dec55
Mi-4A	<b>10 46</b>	CCCP-31524	AFL/Far East	dbr	03jul62	when the transmission failed; soc 09oct62
Mi-4A	<b>04 65</b>	CCCP-31403	AFL/Far East	dbr	26dec72	when longitudinal cyclic control failed; soc 26mar73
Mi-4A	<b>07 65</b>	CCCP-31398	AFL/Far East	toc	16aug58	soc 23aug78 as life-time expired; c/n now known
Mi-4A	<b>02 67</b>	CCCP-31487	AFL/Tyumen	trf	1968	soc 24dec74 as life-time expired; c/n now known
Mi-4P	<b>18 67</b>	CCCP-31571	AFL/Privolzhsk	trf	31mar69	soc 23mar79 as life-time expired; c/n now known
Mi-4A	<b>01 74</b>	CCCP-31577	AFL/Far East	toc	17jun59	soc 23mar79 as life-time expired; c/n now known
Mi-4A	<b>05 74</b>	CCCP-31581	AFL/Far East	toc	24apr59	soc 28apr79 as life-time expired; c/n now known
Mi-4A	<b>10 74</b>	CCCP-31586	AFL/Far East	toc	24apr59	soc 28apr79 as life-time expired; c/n now known
Mi-4A	<b>04 77</b>	CCCP-66834	AFL/Far East	toc	08aug59	soc 25may79 as life-time expired
Mi-4A	<b>08 78</b>	CCCP-66847	AFL/Far East	toc	17dec59	soc 26jun79 as life-time expired; c/n now known
Mi-4A	<b>10 78</b>	CCCP-66849	AFL/Far East	toc	08jul59	soc 26jun79 as life-time expired; c/n now known
Mi-4A	<b>12 78</b>	CCCP-66851	AFL/Magadan	toc	aug59	soc 20sep79 as life-time expired; c/n now known
Mi-4A	<b>13 78</b>	CCCP-66852	AFL/Yakutiya	toc	25sep59	soc 31jul72 as life-time expired
Mi-4	<b>16 78</b>	CCCP-66862	AFL/Far East	toc	01dec59	dbr, details unknown; soc 23may61
Mi-4A	<b>05 80</b>	CCCP-66859	AFL/Yakutiya	toc	14oct59	soc 30jun77 as life-time expired
Mi-4A	<b>16 88</b>	CCCP-66917	AFL/Far East	toc	24mar60	soc 13feb80 as life-time expired
Mi-4P	<b>07 120</b>	CCCP-31429	AFL/Far East	toc	09apr62	soc 21sep81 as life-time expired; c/n now known
Mi-4A	<b>02 126</b>	"60" yellow	DOSA AF	pres	2011/18	in the Mil Helicopter Plant at Tomilino; c/n now known
Mi-4A	<b>18 139</b>	CCCP-29090	AFL/Komi	dbr	13mar73	on an auto-rotation landing; soc 12jun73
Mi-4A	<b>11 144</b>	CCCP-35216	AFL/Northern	toc	jul63	dbr, details unknown; soc 31oct63
Mi-8T	<b>18 53</b>	not known	Strat.Rocket Force	mfd	1970	photo in the 1980s

Mi-8T	80 96	RA-22649	Yeltsovka	dam	16dec18	rotated while hovering and came to rest on its side
Mi-8T	82 33	RA-24606	Geliks	KGP	03mar16	canx between 23nov18 and 24dec19
Mi-8T	82 34	RA-24607	Geliks	KGP	02oct15	canx between 23nov18 and 24dec19
Mi-8T	9 83 08475	RA-22718	Aerobratsk	MJZ	10nov16	canx between 16oct18 and 23nov18
Mi-8T	9 84 15498	RA-22862	Polyar-Avia	rgd	16oct18	to A.A. Basanski
Mi-8T	9 85 20699	RA-24502	Polyar-Avia	rgd	20sep18	to A.A. Basanski
Mi-8T	9 85 22021	RA-24514	Sakha Avia	OVB	jul15	hulk only; canx between 16oct18 and 23nov18
Mi-8T	9 86 28903	UR-LGW	Air Taurus	rgd	22nov18	ex RA-24481; canx between 13 and 21dec18
Mi-8T	9 86 28981	RA-24493	Tuvinskiye avial.	rgd	18apr13	new CofR issued 30oct18
Mi-8T	9 87 34607	RA-22421(2)		rgd	22nov16	ex CCCP-24292
Mi-8PPA	9 77 74 07	"23" blue	Ukraine Air Force	trf	1992	photo at LWO in the late 1990s
Mi-8MTP1	9 5142	"39" blue	Ukraine Air Force	photo	21dec18	was h/o at Ozyornoye after overhaul
Mi-8MTPB	9 5375	"38" blue	Ukraine Air Force	photo	21dec18	was h/o at Ozyornoye after overhaul
Mi-8MTV-1	9 5658	RA-25510	white c/s, n/t	OMS	12jul16	canx between 16oct18 and 23nov18
Mi-8MTV-1	9 6109	EX-08026	Aerostan	rgd	25may18	canx between 08jun18 and 12dec18
Mi-8MTV-1	9 6122	EX-08027	Aerostan	rgd	25may18	canx between 08jun18 and 12dec18
Mi-8MTV-1	9 7455	RA-22813(2)	not known	rgd	12dec18	
Mi-171E	171E00643157509U	N509VS				reservation
Mi-171E	171E00643157509U	N510VS				reservation
Mi-171E	171E00643157510U	N511VS				reservation
Mi-171E	171E00643157511U	N513FS				reservation
Mi-171E	171E00643157513U	N514FS				reservation
Mi-8AMT	8AMT00643187708U	RA-22851(2)	Naryan-Mar Aviation Ent	rgd	01nov18	
Mi-8AMT	8AMT00643177557U	RA-22829		rgd	12dec18	
Mi-8AMTSh	---	RF-04408	Russian Air Force	photo	oct18	at Korenovsk; coded "45" red
Mi-8MTV-1	---	RF-32786	MChS Rossii	ATH	28nov18	
Mi-8MT	---	"37" blue	Ukraine Air Force	Vas	01dec18	h/o (after overhaul) at Vasilkiv 01dec18
Mi-17-1V	---	ZN3357	Indian Air Force	BOM	08dec18	
Mi-17V-5	---	ZP5113	Indian Air Force	photo		
Mi-17	---	556	Sudanese Air Force	photo	dec18	damaged on take-off from Zalingei
Mi-24P	353243 25 21398	not known	Sudanese Air Force	photo		in olive drab/khaki camo c/s with light blue underside
Mi-24P	---	RF-90822	Russian Air Force	OVB	27jun18	coded "11" yellow; l/n OVB 08dec18
Mi-24P	---	RF-95286	Russian Air Force	OVB	08dec18	coded "32" red
Mi-26T	34001212405	RA-06029	UTair	dbt	28nov18	crashed in the tundra at night in bad weather
Mi-26T	34001212463	EW-232TF	Scorpion	VTB	may18	b/u Vitebsk during a rescue exercise 07/08may18
Mi-26	34001212467	"52" white(2)	Belarus Air Force	Mma	14mar17	flown as underslung by Mi-26T to Brestski training site
Mi-26T2	---	06823	Rostvertol	Ror	17dec18	in grey primer; probably for the Royal Jordanian AF
Mi-26T2	---	06824	Rostvertol	Ror	09oct18	in grey primer; l/n 17dec18; probably for R.Jordanian AF
Mi-38T	001	38015	Vertolyoty Rossii	ff	03nov18	first hovering but first real flight 23nov18
RRJ-95B	95 176	97014(5)	primer	ff	08nov18	ferried via OVB to ZIA 03dec18
RRJ-95B	95 177	89122	primer	OVB	13dec18	ferried via OVB to ULY 13dec18
RRJ-95VIP	95 178	97013(7)	primer	ff	05dec18	
RRJ-95B	95 179	97009(5)	primer	ff	13dec18	
W-3A	31 09 23	310923	Philippine Air Force	w/o	22nov18	crashed into a ravine on approach to a helipath
Tu-16A	5 2 016 07	"03"	Soviet Air Force	MXR	1976	in dark grey c/s with white undersides
Tu-16K-10	2 73 3 04 5	"01" red	Soviet Air Force	w/o	17mar76	on a formation flight at night from when stalled
Tu-104B	0 2 18 05	CCCP-42502	AFL/Ukraine	soc	16nov79	destroyed in 1980 in fire training exercise (on Youtube)
Tu-134Sh-1	8 35 50900	RF-66045	Russian Air Force	MHP	12sep16	coded "22" red; l/n GOJ jul18
Tu-134Sh-2	---	RF-66015	Russian Air Force	photo	02jul18	coded "23" red; not c/n 83550905 !
Tu-154M	93A946	RA-85763	Omskavia	KUF	04jul16	noted being scrapped 17jul16
Tu-154M	94A1005	RA-85812	Yakutiya	YKS	30mar13	stored ?; no longer present nov18, scrapped ?
Tu-204-300	1450744564053	64053	OAK	GDZ	07sep18	l/n GDZ 09sep18; officially rgd as RA-64053 20nov18



Although retro colours are common now it is still nice to see, especially for those at such an age they have seen aircraft operated in these colours. But with this Tu-154B-2 of MALÉV they did an excellent job. It was not delivered as a B-2 back in 1973, as can be seen on the nose, because this conversion took place in 1979. Anyhow, it still flew as a Tu-154B-2 in these same colours until at least the late 1980's. It was grounded a quarter century ago and used as anti-terrorist trainer at Ferihegy, without titles and markings. She was moved to the Aeroplex ramp in spring 2018 and repainted in its original 1973 MALÉV colours and first seen as such 22 August 2018. (Budapest, Endre Zsaludec)

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Distribution to a third party is not allowed

Yak-12R	<b>06 4 14</b>	CCCP-07816	AFL/Privolzhsk	01jun61	opb 148 AO
Yak-12R	<b>06 4 15</b>	CCCP-21101	AFL/Sykytyvkar	01jun61	opb 233 AO Sykytyvkarsoi OAG GVF
Yak-12R	<b>07 4 04</b>	CCCP-07821	AFL/Privolzhsk	01jun61	opb 173 AO
Yak-12R	<b>07 4 31</b>	CCCP-07832	AFL/Privolzhsk	01jun61	opb 245 AO
Yak-12R	<b>07 4 37</b>	CCCP-07837	AFL/Privolzhsk	01jun61	opb 195 AO
Yak-12R	<b>07 4 40</b>	CCCP-07840	AFL/Privolzhsk	01jun61	opb Ulyanovskaya OAE
Yak-12R	<b>08 4 35</b>	CCCP-07860	AFL/Privolzhsk	01jun61	opb 172 AO
Yak-12R	<b>09 4 29</b>	CCCP-07869	AFL/Privolzhsk	01jun61	opb 173 AO
Yak-12R	<b>09 4 31</b>	CCCP-07868	AFL/Privolzhsk	01jun61	opb 172 AO
Yak-12R	<b>09 4 35</b>	CCCP-21100	AFL/Sykytyvkar	01jun61	opb 76 AO Sykytyvkarsoi OAG GVF
Yak-12R	<b>09 4 37</b>	CCCP-95895	AFL/Privolzhsk	01jun61	opb 187 AO
Yak-12R	<b>09 4 40</b>	CCCP-95896	AFL/Privolzhsk	01jun61	opb 187 AO
Yak-12R	<b>10 4 02</b>	CCCP-95889	AFL/Privolzhsk	01jun61	opb 245 AO
Yak-12R	<b>10 4 04</b>	CCCP-21113	AFL/Urals	01jun61	opb 123 AO Uralskoi OAG GVF
Yak-12R	<b>10 4 05</b>	CCCP-95891	AFL/Privolzhsk	01jun61	opb 195 AO
Yak-12R	<b>10 4 20</b>	CCCP-95894	AFL/Privolzhsk	01jun61	opb 171 AO
Yak-12R	<b>10 4 27</b>	CCCP-95898	AFL/Privolzhsk	01jun61	opb 172 AO
Yak-12R	<b>11 4 04</b>	CCCP-95908	AFL/Privolzhsk	01jun61	opb 168 AO
Yak-12R	<b>11 4 05</b>	CCCP-95911	AFL/Privolzhsk	01jun61	opb Izhevskaya OAE
Yak-12R	<b>11 4 06</b>	CCCP-95910	AFL/Privolzhsk	01jun61	opb 171 AO
Yak-12R	<b>12 4 31</b>	CCCP-95930	AFL/Privolzhsk	01jun61	opb 173 AO
Yak-12R	<b>12 4 36</b>	CCCP-95932	AFL/Privolzhsk	01jun61	opb 195 AO
Yak-12R	<b>12 4 38</b>	CCCP-95933	AFL/Privolzhsk	01jun61	opb 187 AO
Yak-12GR	<b>13 4 01</b>	CCCP-95952	AFL/Sykytyvkar	01jun61	float-plane; opb 75 AO Sykytyvkarsoi OAG GVF
Yak-12R	<b>13 4 05</b>	CCCP-95938	AFL/Privolzhsk	01jun61	opb 245 AO
Yak-12R	<b>13 4 09</b>	CCCP-95940	AFL/Privolzhsk	01jun61	opb 195 AO
Yak-12R	<b>13 4 10</b>	CCCP-95941	AFL/Privolzhsk	01jun61	opb 187 AO
Yak-12R	<b>13 4 11</b>	CCCP-95942	AFL/Privolzhsk	01jun61	opb 245 AO
Yak-12R	<b>13 4 33</b>	CCCP-95968	AFL/Privolzhsk	01jun61	opb 172 AO
Yak-12M	<b>02 5 02</b>	CCCP-05710	AFL/Sykytyvkar	01jun61	opb 76 AO Sykytyvkarsoi OAG GVF
Yak-12M	<b>02 5 09</b>	CCCP-05711	AFL/Northern	01jun61	opb 70 AO
Yak-12M	<b>02 5 12</b>	CCCP-05723	AFL/Sykytyvkar	01jun61	opb 233 AO Sykytyvkarsoi OAG GVF
Yak-12M	<b>02 5 16</b>	CCCP-05736	AFL/Privolzhsk	01jun61	opb 171 AO
Yak-12M	<b>02 5 27</b>	CCCP-05729	AFL/Northern	01jun61	opb 68 AO
Yak-12M	<b>02 5 28</b>	CCCP-05732	AFL/Northern	01jun61	opb 68 AO
Yak-12M	<b>02 5 29</b>	CCCP-05735	AFL/Northern	01jun61	opb 68 AO; c/n now known
Yak-12M	<b>02 5 35</b>	CCCP-05770	AFL/Sykytyvkar	01jun61	opb 75 AO Sykytyvkarsoi OAG GVF
Yak-12M	<b>02 5 39</b>	CCCP-05745	AFL/Privolzhsk	01jun61	opb 168 AO
Yak-12M	<b>03 5 05</b>	CCCP-05748	AFL/Privolzhsk	01jun61	opb 245 AO
Yak-12M	<b>03 5 07</b>	CCCP-05754	AFL/Privolzhsk	01jun61	opb 187 AO
Yak-12M	<b>03 5 08</b>	CCCP-05753	AFL/Privolzhsk	01jun61	opb 172 AO
Yak-12M	<b>03 5 14</b>	CCCP-05755	AFL/Privolzhsk	01jun61	opb 195 AO
Yak-12M	<b>03 5 32</b>	CCCP-05774	AFL/Northern	01jun61	opb 179 AO
Yak-12M	<b>03 5 33</b>	CCCP-05772	AFL/Northern	01jun61	opb 74 AO; canx 06oct67; c/n now known
Yak-12M	<b>03 5 34</b>	CCCP-05773	AFL/Northern	01jun61	opb 71 AO
Yak-12M	<b>05 5 03</b>	CCCP-05790	AFL/Northern	01jun61	opb 68 AO; soc 10jun69 as worn out; c/n now known
Yak-12M	<b>05 5 10</b>	CCCP-74100	AFL/Privolzhsk	01jun61	opb 173 AO
Yak-12M	<b>05 5 27</b>	CCCP-74009	AFL/Privolzhsk	01jun61	opb 173 AO
Yak-12M	<b>05 5 39</b>	CCCP-74016	AFL/Privolzhsk	01jun61	opb 187 AO
Yak-12M	<b>06 5 06</b>	CCCP-74034	AFL/Sykytyvkar	01jun61	opb 75 AO Sykytyvkarsoi OAG GVF
Yak-12M	<b>06 5 09</b>	CCCP-74033	AFL/Privolzhsk	01jun61	opb 245 AO
Yak-12M	<b>06 5 10</b>	CCCP-74036	AFL/Privolzhsk	01jun61	opb 172 AO
Yak-12M	<b>05 5 11</b>	CCCP-05791	AFL/Northern	01jun61	opb 68 AO; canx 06oct67; c/n now known
Yak-12M	<b>05 5 18</b>	CCCP-74002	AFL/Northern	01jun61	opb 69 AO; dbr 06mar67; c/n now known
Yak-12M	<b>05 5 32</b>	CCCP-74029	AFL/Northern	01jun61	opb 74 AO
Yak-12M	<b>05 5 40</b>	CCCP-05775	AFL/Ukraine	01jun61	opb 87 AO at Kharkov
Yak-12M	<b>06 5 08</b>	CCCP-74041	AFL/Northern	01jun61	opb 68 AO; canx 09aug67; c/n now known
Yak-12M	<b>06 5 21</b>	CCCP-74042	AFL/Privolzhsk	01jun61	opb 172 AO; soc 10jun69 as worn out; c/n now known
Yak-12M	<b>06 5 23</b>	CCCP-74045	AFL/Privolzhsk	01jun61	opb 148 AO
Yak-12M	<b>07 5 13</b>	CCCP-74117	AFL/Privolzhsk	01jun61	opb Ulyanovskaya OAE
Yak-12M	<b>07 5 16</b>	CCCP-74124	AFL/Ukraine	01jun61	opb 92 AO at IEV; canx 1965; correction of c/n
Yak-12M	<b>07 5 18</b>	CCCP-74123	AFL/Privolzhsk	01jun61	opb 187 AO
Yak-12M	<b>07 5 19</b>	CCCP-74127	AFL/Privolzhsk	01jun61	opb 171 AO
Yak-12M	<b>07 5 20</b>	CCCP-74128	AFL/Privolzhsk	01jun61	opb Izhevskaya OAE
Yak-12M	<b>07 5 34</b>	CCCP-74071	AFL/Northern	01jun61	opb 74 AO; canx 21sep67; c/n now known
Yak-12M	<b>08 5 19</b>	CCCP-74087	AFL/Northern	01jun61	opb 179 AO
Yak-12M	<b>08 5 26</b>	CCCP-74093	AFL/Northern	01jun61	opb 68 AO; soc 10jun69 as worn out; c/n now known
Yak-12M	<b>08 5 27</b>	CCCP-74095	AFL/Northern	01jun61	opb 73 AO
Yak-12M	<b>08 5 29</b>	CCCP-74096	AFL/Sykytyvkar	01jun61	opb 75 AO Sykytyvkarsoi OAG GVF
Yak-12M	<b>09 5 05</b>	CCCP-74151	AFL/Privolzhsk	01jun61	opb 173 AO
Yak-12M	<b>09 5 13</b>	CCCP-74158	AFL/Northern	01jun61	opb 74 AO
Yak-12M	<b>09 5 14</b>	CCCP-74161	AFL/Sykytyvkar	01jun61	opb 76 AO Sykytyvkarsoi OAG GVF
Yak-12M	<b>09 5 24</b>	CCCP-74165	AFL/Privolzhsk	01jun61	opb 195 AO
Yak-12M	<b>10 5 02</b>	CCCP-14177	AFL/Northern	01jun61	opb 73 AO
Yak-12M	<b>10 5 04</b>	CCCP-14179	AFL/Sykytyvkar	01jun61	opb 76 AO Sykytyvkarsoi OAG GVF
Yak-12M	<b>11 5 24</b>	CCCP-14210	AFL/Ukraine	01jun61	was with ARM-72

Yak-12M	11 5 28	CCCP-14195	AFL/Northern	01jun61	opb 71 AO
Yak-12M	11 5 30	CCCP-74159	AFL/Privolzhsk	01jun61	opb Izhevskaya OAE
Yak-12M	11 5 33	CCCP-14202	AFL/Northern	01jun61	opb 74 AO
Yak-12M	11 5 35	CCCP-14207	AFL/Privolzhsk	01jun61	opb 148 AO
Yak-12M	11 5 36	CCCP-14209	AFL/Privolzhsk	01jun61	opb Izhevskaya OAE
Yak-12M	12 5 17	CCCP-14267	AFL/Privolzhsk	01jun61	opb 148 AO
Yak-12M	14 5 40	CCCP-21092	AFL/Privolzhsk	01jun61	opb 195 AO
Yak-12M	13 5 14	CCCP-14335	AFL/Ukraine	01jun61	opb 92 AO at IEV; canx 1966; correction of c/n
Yak-12M	15 5 08	CCCP-21002	AFL/Ukraine	01jun61	opb 88 AO at Lvov
Yak-12M	15 5 14	CCCP-21025	AFL/Northern	01jun61	opb 69 AO
Yak-12M	16 5 21	CCCP-56410	AFL/Ukraine	01jun61	opb 92 AO at IEV
Yak-12M	16 5 34	CCCP-56404	AFL/Northern	01jun61	in cargo configuration; opb 74 AO
Yak-12M	17 5 09	CCCP-56432	AFL/Northern	01jun61	in cargo configuration; opb 70 AO; c/n now known
Yak-12M	18 5 16	CCCP-56490	AFL/Northern	01jun61	opb 71 AO
Yak-12M	18 5 17	CCCP-56491	AFL/Northern	01jun61	opb 179 AO
Yak-12GR	18 5 20	CCCP-56494	AFL/Sykytyvkar	01jun61	float-plane; opb 75 AO Sykytyvskarskoi OAG GVF
Yak-12M	18 5 40	CCCP-56465	AFL/Ukraine	01jun61	opb 95 AO at Kirovograd
Yak-12M	19 5 13	CCCP-56469	AFL/Ukraine	01jun61	opb 95 AO at Kirovograd
Yak-12M	19 5 16	CCCP-56472	AFL/Ukraine	01jun61	opb 92 AO at IEV
Yak-12M	19 5 21	CCCP-56477	AFL/Ukraine	01jun61	opb 88 AO at Lvov
Yak-12M	20 5 14	CCCP-62508	AFL/Ukraine	01jun61	opb 88 AO at Lvov; photo in 1965; c/n now known
Yak-12M	20 5 19	CCCP-62509	AFL/Ukraine	01jun61	opb 102 AO at Poltava; c/n now known
Yak-12M	20 5 36	CCCP-62646	AFL/Northern	01jun61	opb 73 AO; dbr 10feb61 on a flight from Naryan-Mar
Yak-12M	21 5 09	CCCP-62683	AFL/Privolzhsk	01jun61	opb 171 AO
Yak-12M	21 5 11	CCCP-62687	AFL/Privolzhsk	01jun61	opb 172 AO
Yak-12M	21 5 14	CCCP-62691	AFL/Ukraine	01jun61	opb 102 AO at Poltava; canx 1972; c/n now known
Yak-12M	21 5 15	CCCP-62692	AFL/Ukraine	no reports	opb 94 AO at Vinnitsa
Yak-12M	21 5 16	CCCP-62693	AFL/Privolzhsk	01jun61	opb 195 AO
Yak-12M	21 5 17	CCCP-62694	AFL/Privolzhsk	01jun61	opb 168 AO
Yak-12M	21 5 21	CCCP-21003	AFL/Northern	01jun61	in cargo configuration; opb 74 AO
Yak-12M	21 5 22	CCCP-21026	AFL/Northern	01jun61	in cargo configuration; opb 179 AO
Yak-12GR	21 5 23	CCCP-21031	AFL/Sykytyvkar	01jun61	float-plane; opb 76 AO Sykytyvskarskoi OAG GVF
Yak-12M	21 5 24	CCCP-21038	AFL/Northern	01jun61	opb 73 AO
Yak-12M	21 5 25	CCCP-21039	AFL/Privolzhsk	01jun61	opb 148 AO
Yak-12M	21 5 28	CCCP-14321	AFL/Privolzhsk	01jun61	opb 172 AO
Yak-12M	21 5 30	CCCP-72700	AFL/Privolzhsk	01jun61	opb 171 AO
Yak-12M	21 5 31	CCCP-72701	AFL/Privolzhsk	01jun61	opb 187 AO
Yak-12M	23 5 23	CCCP-40803	AFL/Northern	01jun61	opb 69 AO
Yak-12M	24 5 36	CCCP-14288	AFL/Privolzhsk	01jun61	opb 148 AO
Yak-12M	24 5 38	CCCP-72714	AFL/Privolzhsk	01jun61	opb 172 AO
Yak-12M	24 5 40	CCCP-72716	AFL/Sykytyvkar	01jun61	opb 75 AO Sykytyvskarskoi OAG GVF
Yak-12M	25 5 04	CCCP-72720	AFL/Sykytyvkar	01jun61	opb 75 AO Sykytyvskarskoi OAG GVF
Yak-12M	25 5 13	CCCP-72726	AFL/Privolzhsk	01jun61	opb 168 AO
Yak-12M	25 5 19	CCCP-72736	AFL/Privolzhsk	01jun61	opb 195 AO
Yak-12M	26 5 22	CCCP-40864	AFL/Northern	01jun61	opb 74 AO; soc 08aug69 as worn out; c/n now known
Yak-12M	26 5 23	CCCP-07872	AFL/Privolzhsk	01jun61	opb 148 AO
Yak-12M	27 5 03	CCCP-40860	AFL/Northern	01jun61	opb 71 AO
Yak-12M	27 5 05	CCCP-40851	AFL/Privolzhsk	01jun61	opb 195 AO
Yak-12M	27 5 10	CCCP-40865	AFL/Privolzhsk	01jun61	opb 245 AO
Yak-12M	27 5 11	CCCP-40867	AFL/Northern	01jun61	in cargo configuration; opb 68 AO; c/n now known
Yak-12M	27 5 12	CCCP-07871	AFL/Ukraine	01jun61	opb 102 AO at Poltava
Yak-12M	27 5 13	CCCP-07875	AFL/Northern	01jun61	opb 74 AO
Yak-12M	28 5 36	CCCP-62533	AFL/Privolzhsk	01jun61	opb UTO-13
Yak-12M	28 5 38	CCCP-21106	AFL/Moldova	01jun61	opb 253 AOSP Moldavskoi OAG GVF
Yak-12M	28 5 39	CCCP-56360	AFL/Privolzhsk	l/n apr18	in the Museum of Civil Aviation at Ulyanovsk
Yak-12GR	30 5 05	CCCP-40705	AFL/Sykytyvkar	01jun61	float-plane; opb 233 AO Sykytyvskarskoi OAG GVF
Yak-12M	30 5 15	CCCP-40710	AFL/Moldova	01jun61	opb 253 AOSP Moldavskoi OAG GV
Yak-12M	30 5 16	CCCP-40711	AFL/Ukraine	01jun61	opb 88 AO at Lvov
Yak-12M	30 5 18	CCCP-40713	AFL/Privolzhsk	01jun61	opb 245 AO
Yak-12M	30 5 22	CCCP-40709	AFL/Privolzhsk	01jun61	opb 187 AO
Yak-12M	30 5 25	CCCP-40767	AFL/Ukraine	01jun61	opb 252 AO at Simferopol-Zavodskoye
Yak-12M	30 5 26	CCCP-40768	AFL/Ukraine	01jun61	opb 98 AO at Chernovtsy
Yak-12M	30 5 27	CCCP-40769	AFL/Ukraine	01jun61	opb 102 AO at Poltava
Yak-12M	30 5 28	CCCP-40715	AFL/Ukraine	01jun61	opb 99 AO at Lugansk
Yak-12M	30 5 30	CCCP-40717	AFL/Northern	01jun61	in cargo configuration; opb 174 AO
Yak-12M	---	CCCP-L1081	Aeroflot	photo	in dark green c/s with titles
Yak-12M	---	CCCP-22371	AFL/Tajikistan	w/o 10may62	crashed on the slope of a mountain near Kulyab
Yak-12M	---	CCCP-62567	AFL/Moscow SPIMVL	w/o 13oct62	on a crop-spraying flight, MTOW exceeded by 40 kg
Yak-12M	---	CCCP-72704	AFL/Armenia	dbr 24jun62	on a crop-spraying flight when lost speed and height
Yak-12M	---	CCCP-72717	Aeroflot	photo	in dark green c/s with titles and Red cross
Yak-12M	---	CCCP-74149	Aeroflot	photo	in dark green c/s with titles
Yak-12R	---	CCCP-X106	MSES	dam 16apr55	slightly damaged on take-off from Aleksandrovskoye
Yak-12M	---	UR-PVPA	no titles	04jan15	at Ternopol; canx between 30nov18 and 07dec18
Yak-40	9 23 09 24	UR-87818	PZHBG	ODS 2017	stored; canx 20jul10; reported as scrapped 2018
Yak-40	9 51 05 40	UR-VBV	Motor Sich	rgd 19nov18	VIP aircraft for CEO V. Boguslayev; ex EW-464PS
ARJ21-700	114	B-602C	Chengdu Airlines	h/o 14dec18	and ferried from NTG to CTU the same day

ARJ21-700 Z5	<b>115</b> <b>2512504</b>	B-001Z 6-54	Urumqi Air Albanian Air Force	ZUH pres	06nov18 sep18	to be h/o dec18 with fake serial 4-65 in Muzeu i Forcave të Armatosura, Tirana
<u>Following An-2s all where canx between 23nov18 and 24dec18</u>						
RA-01111 <b>1G240-49</b>	RA-01701 <b>1G105-34</b>	RA-01732 <b>1G106-29</b>	RA-01737 <b>1G106-34</b>	RA-07185 <b>1G146-14</b>	RA-07186 <b>1G146-15</b>	RA-07190 <b>1G146-19</b>
RA-01739 <b>1G106-36</b>	RA-02295 <b>1G239-22</b>	RA-02392 <b>1G161-39</b>	RA-02393 <b>1G171-34</b>	RA-07187 <b>1G146-16</b>	RA-07192 <b>1G146-21</b>	RA-07196 <b>1G146-25</b>
RA-02414 <b>1G117-25</b>	RA-02415 <b>1G117-26</b>	RA-02416 <b>1G117-27</b>	RA-02462 <b>1G119-05</b>	RA-07198 <b>1G146-27</b>	RA-07201 <b>1G146-30</b>	RA-07201 <b>1G146-30</b>
RA-02463 <b>1G119-06</b>	RA-02464 <b>1G119-07</b>	RA-02469 <b>1G119-12</b>	RA-02473 <b>1G119-16</b>	RA-07202 <b>1G146-31</b>	RA-07319 <b>1G149-23</b>	RA-07319 <b>1G149-23</b>
RA-02474 <b>1G119-17</b>	RA-02475 <b>1G119-18</b>	RA-02478 <b>1G119-21</b>	RA-02479 <b>1G119-22</b>	RA-07342 <b>1G149-46</b>	RA-07354 <b>1G149-58</b>	RA-07354 <b>1G149-58</b>
RA-02481 <b>1G119-24</b>	RA-02486 <b>1G119-29</b>	RA-02488 <b>1G119-31</b>	RA-02492 <b>1G120-26</b>	RA-07367 <b>1G150-02</b>	RA-07407 <b>1G150-42</b>	RA-07407 <b>1G150-42</b>
RA-02505 <b>1G119-48</b>	RA-02510 <b>1G119-53</b>	RA-02519 <b>1G119-62</b>	RA-02520 <b>1G119-63</b>	RA-07433 <b>1G151-08</b>	RA-07467 <b>1G151-42</b>	RA-07467 <b>1G151-42</b>
RA-02521 <b>1G119-64</b>	RA-02560 <b>1G121-44</b>	RA-02521 <b>1G119-64</b>	RA-02560 <b>1G121-44</b>	RA-07468 <b>1G151-43</b>	RA-07486 <b>1G152-14</b>	RA-07486 <b>1G152-14</b>
RA-02684 <b>1G123-50</b>	RA-02726 <b>1G125-04</b>	RA-02684 <b>1G123-50</b>	RA-02726 <b>1G125-04</b>	RA-07515 <b>1G152-43</b>	RA-07528 <b>1G152-56</b>	RA-07528 <b>1G152-56</b>
RA-02727 <b>1G125-05</b>	RA-02732 <b>1G125-10</b>	RA-02727 <b>1G125-05</b>	RA-02732 <b>1G125-10</b>	RA-07529 <b>1G152-57</b>	RA-07574 <b>1G156-14</b>	RA-07574 <b>1G156-14</b>
RA-02733 <b>1G125-11</b>	RA-02737 <b>1G125-15</b>	RA-02733 <b>1G125-11</b>	RA-02737 <b>1G125-15</b>	RA-07594 <b>1G155-49</b>	RA-07623 <b>1G156-63</b>	RA-07623 <b>1G156-63</b>
RA-02738 <b>1G125-16</b>	RA-02749 <b>1G125-27</b>	RA-02738 <b>1G125-16</b>	RA-02749 <b>1G125-27</b>	RA-07709 <b>1G158-29</b>	RA-07740 <b>1G159-15</b>	RA-07740 <b>1G159-15</b>
RA-02750 <b>1G125-28</b>	RA-02759 <b>1G125-37</b>	RA-02750 <b>1G125-28</b>	RA-02759 <b>1G125-37</b>	RA-07761 <b>1G159-39</b>	RA-07772 <b>1G161-47</b>	RA-07772 <b>1G161-47</b>
RA-02764 <b>1G125-42</b>	RA-02768 <b>1G125-46</b>	RA-02764 <b>1G125-42</b>	RA-02768 <b>1G125-46</b>	RA-07777 <b>1G161-52</b>	RA-07799 <b>1G162-49</b>	RA-07799 <b>1G162-49</b>
RA-02769 <b>1G125-47</b>	RA-02837 <b>1G237-09</b>	RA-02769 <b>1G125-47</b>	RA-02837 <b>1G237-09</b>	RA-07819 <b>1G169-34</b>	RA-07821 <b>1G169-36</b>	RA-07821 <b>1G169-36</b>
RA-02838 <b>1G194-02</b>	RA-02844 <b>1G54-49</b>	RA-02838 <b>1G194-02</b>	RA-02844 <b>1G54-49</b>	RA-09622 <b>1G75-06</b>	RA-09630 <b>1G75-14</b>	RA-09630 <b>1G75-14</b>
RA-02859 <b>1G55-44</b>	RA-02867 <b>1G56-02</b>	RA-02859 <b>1G55-44</b>	RA-02867 <b>1G56-02</b>	RA-09640 <b>1G75-24</b>	RA-09670 <b>1G76-04</b>	RA-09670 <b>1G76-04</b>
RA-02878 <b>1G63-10</b>	RA-02881 <b>1G148-15</b>	RA-02878 <b>1G63-10</b>	RA-02881 <b>1G148-15</b>	RA-09685 <b>1G76-19</b>	RA-16049 <b>1G164-02</b>	RA-16049 <b>1G164-02</b>
RA-02882 <b>1G235-48</b>	RA-02889 <b>1G96-34</b>	RA-02882 <b>1G235-48</b>	RA-02889 <b>1G96-34</b>	RA-16070 <b>1G164-24</b>	RA-16084 <b>1G165-08</b>	RA-16084 <b>1G165-08</b>
RA-05736 <b>1G153-49</b>	RA-05753 <b>1G151-61</b>	RA-05736 <b>1G153-49</b>	RA-05753 <b>1G151-61</b>	RA-17723 <b>1G202-43</b>	RA-17736 <b>1G202-56</b>	RA-17736 <b>1G202-56</b>
RA-05769 <b>1G154-09</b>	RA-05812 <b>1G236-47</b>	RA-05769 <b>1G154-09</b>	RA-05812 <b>1G236-47</b>	RA-17738 <b>1G202-58</b>	RA-17780 <b>1G203-41</b>	RA-17780 <b>1G203-41</b>
RA-05813 <b>1G237-54</b>	RA-05820 <b>1 107 473 17</b>	RA-05813 <b>1G237-54</b>	RA-05820 <b>1 107 473 17</b>	RA-17786 <b>1G203-47</b>	RA-17790 <b>1G203-51</b>	RA-17790 <b>1G203-51</b>
RA-05825 <b>1G63-32</b>	RA-06101 <b>1G43-27</b>	RA-05825 <b>1G63-32</b>	RA-06101 <b>1G43-27</b>	RA-17792 <b>1G203-53</b>	RA-17809 <b>1G204-10</b>	RA-17809 <b>1G204-10</b>
RA-06256 <b>1G127-12</b>	RA-06383 <b>1G70-16</b>	RA-06256 <b>1G127-12</b>	RA-06383 <b>1G70-16</b>	RA-17817 <b>1G204-18</b>	RA-17853 <b>1G204-54</b>	RA-17853 <b>1G204-54</b>
RA-06398 <b>1G70-30</b>	RA-07172 <b>1G146-01</b>	RA-06398 <b>1G70-30</b>	RA-07172 <b>1G146-01</b>	RA-17854 <b>1G204-55</b>	RA-17860 <b>1G205-01</b>	RA-17860 <b>1G205-01</b>
RA-07173 <b>1G146-02</b>	RA-07179 <b>1G146-08</b>	RA-07173 <b>1G146-02</b>	RA-07179 <b>1G146-08</b>	RA-17884 <b>1G205-25</b>	RA-17909 <b>1G205-50</b>	RA-17909 <b>1G205-50</b>
RA-07181 <b>1G146-10</b>	RA-07183 <b>1G146-12</b>	RA-07181 <b>1G146-10</b>	RA-07183 <b>1G146-12</b>	RA-17964 <b>1G209-48</b>	RA-17971 <b>1G209-55</b>	RA-17971 <b>1G209-55</b>
				RA-17985 <b>1G210-09</b>	RA-17993 <b>1G210-17</b>	RA-17993 <b>1G210-17</b>
				RA-28874 <b>1G06-08</b>	RA-28885 <b>1G06-19</b>	RA-28885 <b>1G06-19</b>
				RA-29102 <b>1 138 473 01</b>	RA-29111 <b>1 88 473 04</b>	RA-29111 <b>1 88 473 04</b>
				RA-29114 <b>1G59-37</b>	RA-29327 <b>1G77-10</b>	RA-29327 <b>1G77-10</b>
				RA-32631 <b>1G219-30</b>	RA-32632 <b>1G219-31</b>	RA-32632 <b>1G219-31</b>
				RA-32642 <b>1G219-41</b>	RA-33036 <b>1G218-23</b>	RA-33036 <b>1G218-23</b>
				RA-40687 <b>1G214-45</b>	RA-81524 <b>1G208-24</b>	RA-81524 <b>1G208-24</b>

## PH register

### Newly registered aircraft:

PH-ABS	Colt 90A	<b>2383</b>	30nov18	Ex PH-ABS.
PH-AWB	Cessna 172N	<b>17272082</b>	01nov18	Ex D-ESAL.
PH-JCH	Fokker 70	<b>11528</b>	07nov18	Ex P4-FKA, PJ-JCH, PH-JCH, OE-LFS, PH-JCH, N528YV, PH-JCH, PH-EZS.
PH-NIE	Brady Nieuport 28 C1	<b>1</b>	16nov18	Ex PH-NIE, N6256.
PH-211	Wolf Hirth Gövier III	<b>421</b>	15nov18	Ex PH-211.
PH-1612	Schempp-Hirth Discus bT	<b>30</b>	21nov18	Ex D-KHDK.
PH-1613	DG Flugzeugbau DG-1000T	<b>10-21S21</b>	16nov18	Ex D-0030.
PH-1614	Sportine LAK-17A	<b>197</b>	27nov18	Ex D-9199.
PH-1621	Schleicher ASH 30 Mi	<b>30008</b>	16nov18	Ex F-CJFP.

### Change of ownership:

PH-HKM	Piper PA-34-200T	<b>34-8070079</b>	07326	21nov18
PH-ICR	Colt 120A	<b>2309</b>	04721	20nov18
PH-JAT	P-51K Mustang	<b>122-41463</b>	07808	15nov18
PH-JLK	Diamond DA40-D	<b>D4.165</b>	06734	07nov18
PH-LIN	Cessna 172H	<b>172-56239</b>	03857	12nov18
PH-LPH	Eurocopter EC120B	<b>1256</b>	06144	21nov18
PH-OOM	Cirrus SR20	<b>1977</b>	07313	07nov18
PH-RAB	Diamond DA40-D	<b>D4.162</b>	06733	02nov18
PH-ROF	Kubicek BB.37N	<b>289</b>	06589	14nov18
PH-STQ	Cessna F152	<b>F15201468</b>	07368	09nov18
PH-VES	Cessna F172P	<b>F17202063</b>	03497	09nov18
PH-VSX	Piper PA-28-181	<b>2890231</b>	05091	06nov18
PH-VTW	Piper PA-32R-301T	<b>32R-8129089</b>	08199	23nov18
PH-4L3	Air Creation iXess 15	<b>T03077</b>	08292	16nov18
PH-8D3	Fresh Breeze BulliX 4 T	<b>49</b>	08005	07nov18
PH-365	Schleicher Ka-6E	<b>4172</b>	01196	07nov18
PH-647	Glasflügel H-303B	<b>150</b>	02857	07nov18
PH-919	Schleicher Ka-2B	<b>186</b>	04704	28nov18
PH-953	Schleicher ASH-25E	<b>25037</b>	04422	30nov18
PH-1473	Schempp-Hirth Ventus 2cT	<b>107</b>	07653	08nov18
PH-1555	Schempp-Hirth Arcus T	<b>60</b>	08597	28nov18

### Cancelled from register:

PH-BFC	Boeing 747-406 SCD	<b>23982</b>	03973	27nov18	Wfu.
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PH-DAC	DAC Ranger	1	06740	16nov18	Wfu.
PH-XRZ	Boeing 737-7K2	<b>33462</b>	06328	28nov18	Sold in the UK. Stored at St.Athan.
PH-2Y6	Jora	<b>4795776</b>	20468	30nov18	To Slovenia.
PH-3X5	TL/96 Star	<b>99S15</b>	20839	13nov18	To Czech Republic.
PH-3X8	Air Creation GTE 503S	<b>130</b>	20768	21nov18	To Germany.
PH-3Y1	REMOS G-3/600	<b>166</b>	20759	28nov18	To Germany.
PH-4L8	Pipistrel Virus 912	<b>653 SWN 100</b>	08362	01nov18	Wfu.
PH-548	Grob G102 Astir CS	<b>1354</b>	02467	16nov18	To Germany.
PH-1405	Schleicher ASW 27-18 E	<b>29538</b>	07216	28nov18	To Slovakia.
PH-1599	PZL-Bielsko SZD-48-1	<b>W-895</b>		09nov18	To Germany.

Additions, corrections and news:

PH-ABZ	Robinson R44 Raven II	<b>13487</b>	08144	20mar18	To D-HABZ.
PH-ADI	DHC-6-402	<b>4110</b>		05jun18	To 5Y-JXF (correction).
PH-AMS	Lindstrand LBL-150A	<b>328</b>	05215	25sep15	To I-AMSN.
PH-AWG	Tecnam P2008 JC	<b>1067</b>	09364	10jan18	To D-ENNX.
PH-CCA	SOCATA TB-20	<b>2059</b>	06823	20dec17	To D-ETSK.
PH-COA	Cessna 140	<b>14737</b>	08329	24may18	To F-AYAN.
PH-DJO	Thunder AX6-56Z	<b>398</b>	03195	06jul16	To HA-0806.
PH-GTS	Cirrus SR20	<b>1765</b>	07312	21dec17	To D-EWHF.
PH-ILS	SOCATA TB-10	<b>530</b>	07024	17jan18	To D-EDDW.
PH-JAJ	Glasair Sportsman 2+2	<b>7294</b>	07452	14mar18	To TF-BEE.
PH-JBI	Cessna R172K	<b>2969</b>	03760	20jul18	To D-EISN.
PH-JUD	Woods Woody Pusher	<b>201</b>	08386	14mar18	Sold in Italy.
PH-KZA	Fokker 70	<b>11567</b>	05154	03nov17	To P2-ANA.
PH-KZB	Fokker 70	<b>11562</b>	05155	01feb18	To 5B-DDF (correction).
PH-KZD	Fokker 70	<b>11582</b>	05316	25sep17	To P2-ANB.
PH-KZI	Fokker 70	<b>11579</b>	05348	10jul18	To PZ-TFC.
PH-KZP	Fokker 70	<b>11539</b>	06300	27feb18	To OB-2156-P.
PH-KZS	Fokker 70	<b>11540</b>	07487	09feb18	To OB-2153-P.
PH-KZU	Fokker 70	<b>11543</b>	07381	16apr18	To 5B-DDG (correction).
PH-LUX	Piper PA-46-350P	<b>4636011</b>	07263	09apr18	To D-EENA.
PH-PVR	Cirrus SR22T	<b>189</b>	07780	07feb18	To 2-ZERO.
PH-RLD	Saab 91D	<b>91370</b>	05683	28jun18	To F-AYLD.
PH-RPH	Cessna 182R	<b>182-67808</b>	03329	07mar18	To F-HRPH.
PH-RPS	Bölkow 105C	<b>S-355</b>	02918	06jan12	To UP-EC104 (correction).
PH-ZZF	Cessna T207A	<b>207-00747</b>	05552	02feb18	To YL-KAM.
PH-3L5	ATEC Zephyr	<b>Z410601A</b>	20605	20oct17	To EI-GCT.
PH-453	Schleicher ASK-13	<b>13530</b>	02353	03may18	To F-COPH.
PH-4E2	Aerospool Dynamic WT9	<b>DY-297/2009</b>	20925	20dec17	To SE-VUY.

Credits: Inspectie Leefomgeving en Transport, airnieuws.nl.



Corendon Dutch Airlines' Boeing 737-800 PH-CDH was delivered on winter lease to Curaçao based Divi Divi Air on 8 December. Divi Divi Air is a regional airline which operates scheduled services to Aruba, Bonaire and St. Maarten. Besides these scheduled services they also operate on demand charters, sightseeing, cargo and express mail flights with their fleet of Twin Otter, Islander and Cessna 402 aircraft. This wet-leased Corendon Dutch Airlines Boeing 737 is their first jet aircraft and with this aircraft they now offer flights from Curaçao to Brazil. The Boeing will return to the Netherlands when the lease expires in April 2019. (Curaçao-Hato, 9 December 2018, Roger Cannegieter)

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BAe146-RJ100 VH-JTE, msn E3274, was delivered to Adelaide (SA) on 8 December 2018 as T7-LWW (former VP-LWW of BVI Airways) and officially registered on 17 December. The holder is National Jet Express but Cobham Aviation Services Australia is operating it in full Cobham colours, making its first flight on 29 December to Perth (WA) as JTE5501. Ryan Hothersall was present on 12 December when it arrived as T7-LWW at Adelaide.

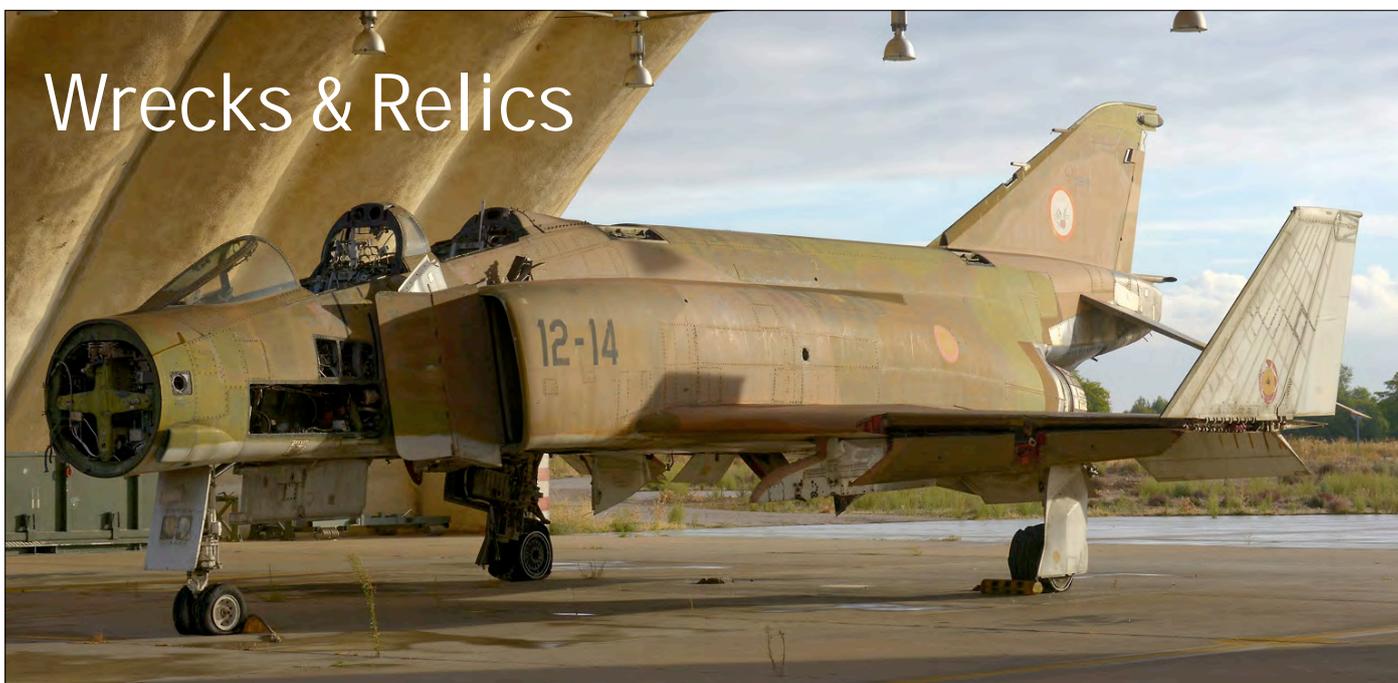


Winair has been the new owner of this 1976 built DHC-6-300 since November 2015, PJ-WIQ. The same aircraft was also owned by the same airline from 2008 till 2012, with former registration PJ-WIN. (Saint-Barthelemy, 15 December 2018, Frederick K. Larkin)



Brand new is this Boeing 737-8 MAX of TUI Airways, G-TUMA. Registered on 16 November 2018, it flew to Brussels-Zaventem the following day for post-delivery maintenance. Yves Deliens was present to take this picture of it. In the mean time TUI already took delivery of its second MAX, G-TUMB and registered on 6 December, out of an order of 32 of the type.

# Wrecks & Relics



Spanish F-4C C.12-18/12-14 has been removed from its storage compound at Torrejón and made ready for its move to the Las Bardenas where it will serve the rest of its life as a target (Torrejón, 12 October 2018, Paco Rivas)

## Netherlands

Baarlo  
24+25 MiG-21bis preserved **75058087** dec18  
This MiG-21 used to be at Alten Buseck.

Kootwijkerbroek  
HeliFlight Helicopters, who has a hangar at Wesselseweg 132, has announced that they will acquire Alouette 3 A-275 from storage at Gilze Rijen. Their exact plans with the helicopter are not yet known.

Soesterberg  
2126 Mi-2T preserved **562126121** dec18  
The Polish Mi-2 is on loan from the Brussel museum and came from the Landen storage. It is part of a temporary display about the Cold War. This exhibit replaces the one about 100 years Navy who's aircraft (AT-16ND 099, AB204B 222 and SH-14D 283) are no longer on public display.

## Belgium

Neerpelt  
(XT227) Sioux AH1 OO-SOL **WA386** oct18  
(XT505) Sioux AH1 OO-DVM **WA417** dec18  
Bell OO-SOL made its first post restoration flight on 3 October from Heliport Neerpelt. The restoration was for a private owner, so the aircraft may move on. It used to be D-HAAA from Offenburg, Germany. OO-DVM should be based at Kortrijk Wevelgem in the near future. This is the former D-HHHH, which used to be at Oedheim.

## Bulgaria

Sofia  
(501) Mi-2 stored **543303123** nov18  
The Mi-2 is stored at N42.65253, E23.35436.

## Cyprus

Larnaca  
101 Be65-B80A instructional **LD-478** nov18  
(64-18080) TH-55A instructional **105-0392** nov18  
Both are with the Ikaros Aviation Training Center. This school is along the Pentadaktילו road in town. The Beech is ex Israel and used to be stored at Kalo Chorio.

Nicosia  
5210 MiG-21MF preserved **965210** nov18  
A Czech MiG-21 arrived in town from Pratteln, Switzerland. It will be stored for a while before going on public display.

## Czechia

Králiky  
5301 MiG-21MF stored **965301** oct18  
The MiG-21 is under restoration for the Vojenské Muzeum at N50.09481, E16.75714. It came from a private collector at Mistrovice.

Praha  
2404 L-29RS preserved, ex Brno **792404** oct18  
During October 2018, the Delfin was pole mounted on the roof of the Národní technické muzeum at N50.09767, E14.42415.

## Finland

Pirkkala  
FF-1 F-27-100 preserved **10274** dec18  
The Friendship is mounted on three small poles behind the main gate. It is not visible from outside.

Menkijärvi  
(8910) MiG-21MF preserved **968910** oct18  
The unmarked, ex Białystok, Poland, MiG-21 is fitted with a 5,5KW motor directly attached to the wheels and a yet noise sound generator. With this it taxis around the airfield just like the real thing.

Tikkakoski  
DO-5 C-47A stored **19795** nov18  
The former Utti Skytrain arrived on 15 November at the museum. It is currently stored, waiting for restoration.

## France

Biscarrose (40)  
Italian HU-16A MM50-180 has been fully restored and is now on display at the Musée Historique de l'Hydraviation in USAF colours marked as 0180.

Bordeaux Mérignac (33)  
CM170 345 from the CAEA collection has been sold to Brazil. It left Bordeaux in July 2018.

Châteaudun (28)  
See the Military News section for the serials of 40 Mirage F1s which have left the storage for the USA.

Hyères Le Palyvestre (83)  
01 Rafale M instructional nov18  
19 Super Etendard instructional **19** nov18  
F-ZBFM Alouette 3 instructional **1280** nov18  
All three are with L'Ecole du Personnel de pont d'Envol

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(EPPE), which also uses Super Etendard 15, 46 and 71. The Aloutte was one of four former Sec Civile aircraft handed over to the Navy for spares. The others being F-ZBAW, F-ZBDE and F-ZBDJ.

Melun Villaroche (77)

On 9 December a hangar fire destroyed a Vampire (most likely Vampire FB6 F-AZOP/J-1192) and damaged one other (Vampire FB6 F-AZIK/J-1191).

Orange (84)

Some investigation into the Super Mystere B2 at the gate of the airfield revealed that it is not 121, this aircraft was written off on 18 May 1971. The aircraft at the gate is 127, which is painted as 121/5-OL.

Mirage 2000C 19 in the museum in town has changed its code. It used to be GW-A and is now 5-NE again.

Paris (75)

Noratlas 180, which was stored at Caen Carpiquet, has been sold to Farman Aviation Antiques. The company at 122 Rue du Bac makes art work from aircraft parts. They will strip the aircraft and what is left will go to the museum at Saint Cyr l'Ecole.

Pithiviers (45)

T5672 Tiger Moth (HS-WIP), stored **83350** jun18  
The Tiger Moth has been imported from Thailand and is dismantled in a small shed with the aero club.

Saint Dizier Robinson (52)

Former Nancy Essey L-18C F-BVOZ (construction number 18-3162) is now based here. The aircraft was the former Belgium OL-L84, however it was rebuilt in the 1990s at Essey with the frame from F-BOMQ (construction number 18-1428, ex ALAT 18-1428). This made the aircraft now ex ALAT. The original frame from F-BVOZ is used to build Altair 2PL F-PIPR which is based at Lyon Corbas. This aircraft has construction number 01, but is the old Belgium OL-L84. The aircraft is marked as US Navy NE-1 18316.

Saint Michel Chef Chef (44)

FR115/CCD SO1221S preserved **65FR115** nov18  
The Djinn has returned to the campsite at N47.17100, W2.13605 after its loan to the museum at Saint Herblain.

Strasbourg Entzheim (67)

A89 Jaguar A preserved nov18  
509/3-JK Mirage 3E preserved **509** nov18

The aircraft came from the now closed barracks at Drachenbronn. They arrived on 16 November and are stored before restoration. They will be on public display at the airfield in

the future.

Toulouse Blagnac (31)

261/30-QY Mirage F1CT preserved oct18  
The former Chateaudun Mirage has been added to the Ailes Anciennes collection.

## Germany

Burgheim (BY)

(E.3B-441) C1131E D-EGPE, ex Schwabach nov18  
This airfield is between Donauworth and Neuburg at N48.69355, E11.03286.

Kaufbeuren (BY)

22+55	F-104G	instructional, hangar 116	oct18
30+09	EF2000	instructional, hangar 313	oct18
31+14	EF2000	instructional, hangar 313	oct18
31+15	EF2000	instructional, hangar 313	oct18
37+14	F-4F	preserved, on base	<b>4381</b> oct18
(43+34)	Tornado	instructional, hangar 116	oct18
43+59	Tornado	instructional, hangar 127	oct18
45+47	Tornado	instructional, hangar 127	oct18
46+12	Tornado	instructional, hangar 127	oct18
46+39	Tornado	instructional, hangar 127	oct18
(73+37)	UH-1D	instructional, hangar 114	oct18
91+89	P149D	instructional, hangar 116	oct18

All are with the TAusbZLwSud. Preserved F-104G 20+06 has gone from the gate.

Lechfeld (BW)

(96+33) L-18C D-EFBR, ex Fürstenfeldbruck oct18  
Also noted with the Sportfliegergruppe were L-18C D-ENLM/.18-1592, ex ALAT), Do27A-4 D-EDMA/56+88 and FWP149D D-EOGE/91+04. The eight aircraft in the technical school listed in EMOOS were also still present as were preserved F-104G 21+38 and Tornado 43+68.

## Italy

Castello di Godego (TV)

The owners of the Birreria Giradino Pedovenna have bought their fourth aircraft. Polish Il-28 7 from Cerasolo is expected here in early 2019.

Guidonia (RM)

MM100038/8 CVV8 I-ANVB, stored **004** oct18  
The glider was noted dismantled in a hut.

Rivoli (TO)

(MM6414)/2-52 G91R/1 preserved aug18  
The former Pinerolo Gina is now pole mounted at the via Asti (N45.06570, E7.55517). The aircraft is freshly painted and the tail is now marked MM6398 with construction number



UH-1D 73+37 is one of the several instructional airframes at the TAusbZLwSud (Technische Ausbildungszentrum der Luftwaffe Abteilung Süd) at Kaufbeuren (10 October 2018, Grant Robinson)

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Former Bulgarian Policija Mi-2 501 is stored in the south west side of Sofia (16 November 2018, John Clarke/Lutwick Aviation Group)

154 (MM6398 is at Codroipo and construction number 154 at Montagnana). When still at Pinerolo the tail was marked MM6290. The mid fuselage is from MM6414

Rivolto (UD)  
MM6292/2-22 G91R/1A preserved **156** oct18  
The Fiat arrived here on 17 October from Istrana.

Solbiate Olona (VA)  
MM80608/EI-547 AB206C-1 preserved **9040** aug18  
The unknown AB206 at the Ugo Mara barracks (N45.64294, E8.85534) has been identified. It came from Bracciano.

### Luxembourg

Ehnen  
The unknown Djinn at the wine musuem turned out to be F-BJRO construction number FR88-1038). It has been removed for restoration and will be displayed at the local shopping mall.

### Norway

Bardufoss  
Royal Navy Sea King HC4 ZE427/K (ex Gosport) is currently stored at a dockyard at Marchwood, Southampton, and will be loaded in mid February on a ship bound for Bardufoss. It is a gift from the British forces for 50 years of cold weather training in Norway.

### Poland

Warszawa Bemowo (MAZ)  
Correcting a typo from Scramble 473, the two tone grey TS-11 at the the Instytut Techniczny Lotniczych is 1706 (not 1705, which is at Deblin).

### Romania

Deveselu  
4707 MiG-21PFM preserved **94A4707** nov18  
The MiG-21 is not (anymore) at the coordinates given in EMOOS anymore. It is more to the North towards Comanca at N44.06834, E24.37856.

Vadeni  
IAR93B 229 and MiG-21PF 508 are still on the airfield (last noted dec18). The owner mentioned that he is hoping that MiG-23MF 207 (ex Constanta) will have arrived by the summer of 2019.

### Spain

Aguas Nuevas  
HR.12B-15/ET-124OH-58A instructional **42233** 18  
HR.15-27/ET-146 Bo105LOH instructional **S.467** 18  
Centro Integrado de Formacion Profesional Aguas Nuevas is just east of the Albacete airfield (N38.95031, W1.89714) and has three instructional airframes. A second Kiowa has not yet been identified.

Las Bardenas  
Recent pictures from the range show a Mirage F1 (most likely C.14-52/14-52) being destroyed by a air to ground missile. A replacement was noted at Torrejón where F-4C C.12-18/12-14 has been made ready for its move to the range.

Léon  
C.14-20/14-13 Mirage F1M instructional, spec c/s 18  
C.14-88/14-46 Mirage F1M instructional **54** 18  
The final two, of six Mirage F1s here, have been identified. Both came from Albacete. The other four a C.14-14/14-08, C.14-15/14-09, C-14-16/14-10 and C.14C-80/14-56.

Murcia  
E.25-46/79-46 CASA 101EB preserved **047** dec18  
The Aviojet is on a pole at a roundabout at the eastern side of the town at N37.98444, W1.08547.

Tenerife Norte Los Rodeos  
Preserved next to a hangar (N28.48296, W16.35165) is a Huey coded ET-224. However the real HU.10-50/ET-224 is at Calatayud where its construction number has been checked (see Scramble 474). Thanks to the efforts of Phil Adkin we can report that the UH-1H at Los Rodeos is HU.10-42/ET-265 painted in false markings.

Guardamar del Segura  
E.14A-07/42-07 BeF33C preserved **CJ-60** sep18  
The Beech is pole mounted at N38.09488, W0.66133.

## Switzerland

Bern  
The former Teufen Bu131B A-46/HB-UTX has been handed over to the Zentralstelle Historisches Armeematerial (ZSHAM). This is a state depot responsible for all sorts of military artifacts. It is expected that the aircraft may move on to a museum of collection.

Langenthal  
3G-EM PC-6/B2-H2 N856FA **856** nov18  
The ex Austrian Turbo Porter marked N856FA (but not yet on the register) was noted dismantled at the Datwyler factory at the airfield.

Stans Buochs  
The former Pilatus training PC-7 HB-HMX (ex OD-1/Botswana) has left and became N15WK in June 2018.

Teufen  
All the Buckers were noted which are listed in EMOOS, with the exception of Bu131B A-46/HB-UTX (to Bern) and Bu133C U-60. New here are Dewotone D26 U-288/HB-RAE (ex Luzern) and ex Swedish Sk15A 5029/HB-UBK (ex Lommis). Both are for the private Bucker museum which is being built in the town.

## Turkey

Mürted  
64-8277/4-277 F-104G preserved **8277** aug18  
Since at least August 2012, this Starfighter is on a pedestal on the southern side of the base (N40.06400, E32.55959).

## United Kingdom

RAF Cosford, Shropshire  
XZ997/V Harrier GR3 preserved **712220** nov18

New in Hangar 3 at the RAF Museum is a Harrier GR3 in 4 Sqn colours, which arrived from Hendon during October. It replaces Harrier GR9 ZG477/67, which went the other way last February.

Kinloss, Scotland  
The Morayvia project took delivery of three cockpits formerly in storage at Durham/Tees Valley during December: Vulcan B2 XH563, Vampire T11 WZ557, and Meteor NF11 WM145.

Newark, Nottinghamshire  
QP31 Lynx Mk28 preserved **WA033** dec18  
The Newark Air Museum took delivery of a former Qatar Police Lynx from Fleetlands on 18 December 2018.

The cockpit of Buccaneer S2B XX899 arrived from Coventry on 26 October 2018, to start an extended loan to the Newark Air Museum.

Newquay/Cornwall Airport  
ZF622 PA-31-350 preserved **31-8052033** sep18  
A Navajo arrived from Boscombe Down during September to join the Cornwall Aviation Heritage Centre collection.

Portsmouth, Hampshire  
Wasp HAS1 XT778 was removed from display in the Victory Arena complex in Portsmouth Naval Base at the end of the school summer holidays. It presumably returned back to storage at the FAA museums Cobham Hall facility at RNAS Yeovilton.

Samblesbury, Lancashire  
ZK533 Hawk Mk53 instructional **312271** sep18  
A Hawk from Humberside has appeared at the BAE Academy for Skills and Knowledge. It replaces Hawk ZA101 which will be going to Brooklands.

Southampton, Hampshire  
Solent Sky has placed partially-restored Swift F7 XF114/ (G-SWIF) on display after several years of storage off-site.

MOD St Athan, Wales  
XV582/M Phantom FG1 preserved **3253** nov18  
Black Mike arrived here from RAF Cosford on 20 November 2018 to take up residence at the Wales Aerospace Centre/South Wales Aviation Museum.

Sunderland  
New at the North East Land, Sea and Air Museums (NELSAM) is the cockpit of Jet Provost T3A XN503, which arrived from Old Sarum during November.

**Credits:** Mike Bursell, Rich Mackeen, Terry McGreade, Paco Rivas, Grant Robinson, Rob Salisbury, Colin Smith, South Wales Aviation Group



L-29 marked 60 black is pole mounted outside the regional DOSAAF HQ at Tymen, Russia (21 September 2018, Harry Sluijter)

# Warbirds



Boeing B-17G 44-85829 is one of the Flying Fortresses that was converted into a US Coast Guard PB-1G Air-Sea-Rescue machine. Since that time it found employment in civilian hands as survey aircraft, airsprayer and airtanker. In 1986 the bomber was acquired by the Yankee Air Museum at Willow Run (MI), and fully restored as 'Yankee Lady' (Oshkosh, 27 July 2018, Fred Bronner)

## Canada

Mr. Brian Davis of Hamilton (ONT) has registered a new Hawker Hurricane project as C-GSNK on 30 November. The aircraft concerned is Canadian Car & Foundry built Mk.XIIa (R30028) which was delivered to the RCAF on 30 December 1941. It crash-landed at Lac St. Jean (QUE) on 6 July 1944 and the relics were transported to a local junkyard. They remained there until 1980, when the Tex LaVallee/LaVallee Cultural & Aeronautical Collection of St Chrysostome salvaged the centre-section and the wing stubs with undercarriage legs still attached. The project was then passed on to the Canadian Museum of Flight but no restoration activities were undertaken. Let us hope that Mr. Davis does a better job!

## Germany

Swiss aircraft broker Boschung Global Ltd. has announced their successful sale of the unique two-seater Messerschmitt Bf109G-12 D-FMGZ '27 ye'. The aircraft is a conversion of Hispano HA1112 Búchon C.4K-169 (234) one of the machines used during the filming of the 'Battle of Britain' movie. The conversion into a two-seater was undertaken by Meier Motors of Bremgarten for the Hangar 10 collection of Usedom, which has now sold their 'Gustav'. The new owner is said to be the Messerschmitt Stiftung of Manching. In D-FMGZ this foundation has acquired the world's only Bf109 with a quick change engine system, which makes the aircraft capable of being flown by either a Merlin or Daimler-Benz DB605 engine.

Early in 2019 the first post-restoration flight of another aircraft under restoration at Meier Motors can be expected: North American P-51D 44-63889 'Queen of Hearts'. It was successfully ground run on 14 December, after the installation of a fully overhauled Merlin engine. The fighter has flown as N7710C in the USA from 1963 to 1984 during which period it had several civilian owners. The Mustang was then sold as CF-FUZ to Gary McCann in Canada where she stayed until March 2002. Next owner John Anderson registered the aircraft as N4034S and went for a full restoration which took from 2004 to 2007. Already three years later, Anderson sold the fighter to Stu Davidson of Port Elisabeth in South Africa. Stu decided to adorn the Mustang with a nice 'Queen of Hearts' painting and a 'blue nose' livery. It was containerized in South Africa in March 2018 and shipped to Germany. The Mustang is fully restored for a (yet undisclosed) German owner.

## United States

It took the Air Heritage Museum of Beaver Falls (PA) almost six years to restore their Douglas C-47B N836AM to airworthy condition. The Skytrain, 43-48716, 'Luck of the Irish' made its first post-restoration flight on 24 November. The transporter is a WW II veteran of the 9th Air Force, 75th Troop Carrier Squadron. It flew 25 combat re-supply missions a.o. during the 'Battle of the Bulge'. It was also one of the Skytrains that participated in the Berlin Air Bridge. 'Luck of the Irish' is announced as one of the many C-47s that will be present during 'Daks over Normandy' in June 2019.

Another WW II veteran Dakota is being restored closer to us in Coventry in the United Kingdom. A team led by Ben Cox, a man of Air Atlantique fame, is bringing C-47 42-100521 'Night Fright' back in the air. The aircraft flew from RAF Membury, near Lambourn in Berkshire, England, with the 79th Troop Carrier Squadron of the 436th Troop Carrier Group. 'Night Fright' was not only active during the Normandy invasion, but also in 'Operation Market Garden' and 'Operation Varsity' (the crossing of the Rhine). After the war had ended, 42-100521 returned to the USA and flew for several domestic airlines. It was acquired by the French Aeronavale as '84' with Escade 56S from 1963 to 1980. Then, bought by Basler Flight Services, the C-47 went back to the USA once again to fly with several cargo companies. The first of these was Sky Freighters, who gave her the current registration N308SF. Retirement finally came in 2008 when N308SF was grounded at Walnut Ridge airport. And she would have met with the axe-man if not for the Walker family, owners of Walker Logistics Ltd. They had acquired the Membury Estate, which encompasses the land and buildings once known as RAF Membury in the 1990s. Interested in the history of this former RAF airfield, they decided to track an original USAAF C-47 that had once been based there. Then 'Night Fright' was found! Initially, it was simply going to be a static restoration, but once the aircraft's rich historical provenance emerged, it was clear that they had to do something more. The ideal end goal is to fly the aircraft from Membury, while also establishing a Troop Carrier Museum on the same airfield. The C-47's restoration began with Frank and Glenn Moss in Shell Creek (FL) in 2012, where a lot of progress was made. In mid-2017, the Walker family moved the airframe to Coventry. There, 'Night Fright's' restoration has seen good progress, with the landing gear completed on 7 December and her engines on the 12th.

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After some delays, they were still called EC725AP back then, the various branches of the Brazilian armed forces have received around 30 of the 50-strong H225M Super Cougar order. Seen here is one of the eleven Air Force examples, 8514, that was recently checked in its construction number 2877. They are used by 1°/8°GAv at Belém and 3°/8°GAv at Santa Cruz. (Natal, November 2018, Jurgen van Toor)

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)

#### F-16AM

J-017	312sq	ex 322sq	<b>6D-173</b>	dec18
J-512	LCW	ex 313sq	<b>6D-151</b>	nov18

#### F-35A

F-003	f/f 15dec18 KNFW	<b>AN-03</b>	dec18
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On 15 December 2018, F-35A F-003 took to the sky for its first flight at Lockheed Martin's F-35 facility at Fort Worth, Texas. The aircraft will not be delivered to the Netherlands, but will be assigned to the 308th Fighter Squadron at Luke AFB, AZ, USA to train future RNLAf fighter pilots.

#### KC-30M

M-001	f/n dbase	<b>1830</b>	dec18
M-002?	f/n dbase	<b>1911</b>	dec18

### Austria

Österreichische Luftstreitkräfte (AF)

The Austrian Government is currently debating the future of the country's air force. Austrian newspaper *Die Presse* reports, that the coalition government is split over whether to keep its fleet of fourteen Eurofighter EF2000 fighter aircraft or replace them with new Saab E/F Gripen jets. Austria is currently in a legal battle with the Eurofighter consortium, accusing them of fraud and wilful deception in connection with the US\$2 billion, twelve-unit plane order signed in 2003. The conservative Österreichische Volkspartei (ÖVP) prefer to keep the unloved Eurofighters, whereas the Freiheitliche Partei Österreichs (FPÖ) prefers to replace the jets.

*Die Presse* notes that both options would cost about the same, and adds that keeping the jets will also require various

upgrades and new weapon systems. It is clear that a sixteen aircraft are needed to monitor Austrian airspace. It was simply excluded that another EU country could be able to secure Austrian airspace. As a neutral country, Austria could not enter into such a dependency. MoD is currently plagued by a declining budget but needs to replace its ageing aircraft fleet, including the Saab J105Ö. Upcoming purchases may include new helicopters and Leonardo's M345 or M346 Master.

#### PC-6/B2-H2

3G-EA	to N752AK	ex RUAG	<b>752</b>	apr16
3G-EJ	to N776PC	ex RUAG	<b>775</b>	may15
3G-EL	to N156PC	ex RUAG	<b>777</b>	apr15
3G-EM	to N856FA	ex RUAG	<b>856</b>	

In July 2012, four former PC-6s were redundant in the inventory and sold to RUAG Aviation. All four have found new homes in the United States.

### Belarus

Voyenno Vozdushnyye Sily (AF)

#### Mi-26

.../52 wh	Hulk moved to Brestski Training site	<b>34001212467</b>	may05
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#### Mi-8SMV

...	sold Motor Sich for conversion to Mi-8MSB	<b>9797816</b>	92
...	sold Motor Sich for conversion to Mi-8MSB	<b>9797825</b>	92

#### MiG-29

.../53 rd	61 IAB	f/n	nov18
.../45 rd	61 IAB	f/n	nov18
.../46 rd	61 IAB	f/n	nov18
.../14 rd	61 IAB	c/n update	<b>18102</b> nov18

#### Su-24

...	To Sudan Air Force as 107	<b>0815352</b>
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#### Yak-130

The next four Yak-130s are due for delivery in February 2019.

### Belgium

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

#### C-130H

CH10	std EBMB	ffu 20dec18	<b>4481</b>	dec18
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## Croatia

### Hrvatsko Ratno Zrakoplovstvo (AF)

The Croatian acquisition of twelve former Israeli Air Force F-16s is in danger as US Secretary of Defence James Mattis has not allowed Israel to sell the aircraft to Croatia as he reported on 6 december 2018. The US Government has an end-user-agreement of the Israeli F-16s and they must approve the sale of any of its planes that it sold to a third party. Israel requested approval for a sale to a third party but did not get it. The US now says they are very disappointed in Israel and Croatia because the IAF thoroughly modified the Vipers and thus attracted Croatia to choose their offer instead of an American F-16 offer. Mattis now claims that Israel does not have the right to sell their F-16s, although spokesman of Croatia and Israel said they were very consistent and clear regarding technical conditions under which the sale was approved. All three parties are currently working actively in order to find an acceptable solution.

Croatian Prime Minister Andrej Plenković has said that he doesn't believe the deal will fall through while his Minister of Defense Damir Krstičević said the US gave the state of Israel approval to offer the Israeli F-16 Baraks to Croatia and they have that document. Krstičević also said that it is a fact that Israel has taken on the obligation in their offer to deliver a NATO compatible aircraft to Croatia and that the prolonging of its life span will be done with the approval of the original producer, Lockheed Martin. And third, as Krstičević said, the approval for delivering the planes to Croatia is the responsibility of the state of Israel.

Of course all this is a high-level political debate concerning the word "offer", as you are able to offer something without the succeeding sale itself. On top of that, the Israeli F-16s are most probably modified without US permission with unspecified Israeli-manufactured electronic systems. So the US forces Israel to bring them back to NATO (US) configuration that costs Israel a lot of effort and money. Croatia is putting pressure on de deal now, and forces Israel to contact the US managers to work out the matter. We think the matter will be solved soon.

## Finland

### Ilmavoimat (AF)

#### F-18C

HN-434	HävLLv 11	ex HävLLv 31	<b>1441/FNC034</b>	dec18
HN-441	HävLLv 11	ex HävLLv 31	<b>1456/FNC041</b>	dec18

## France

On 1 October 2018 a new Rafale unit, EC04.030, was established at Mont de Marsan. However the unit has Qatari aircraft and not French. The unit, which will not receive a (traditions) name as it is not really French, was previously known as Qatar Rafale Squadron (QRS). Mission of this squadron is to train pilots on the new aircraft and is expected to stay at Mont de Marsan until 2020.

### Armée de l'Air (AF)

LFDN = Rochefort Saint Agnant  
LFOC = Châteaudun

#### Alpha Jet E

E114/705-RR	EAC00.314	ex PdFrance		dec18
E158/705-RF	EAC00.314	ex 8-RF		dec18

#### Beech 350ER/ALSR

F-WTAO	on order	<b>FL-1080</b>	nov18
F-WTAP	on order	<b>FL-1030</b>	may17

These are the first two of the order of eight.

#### Mirage F1B

502	to N601AX	ex std LFOC
507	to N602AX	ex std LFOC
510	to N604AX	ex std LFOC

512	to N605AX	ex std LFOC
513	to N606AX	ex std LFOC
517	to N607AX	ex std LFOC
519	to N609AX	ex std LFOC

#### Mirage F1CR

606	to N613AX	ex std LFOC
611	to N615AX	ex std LFOC
620	to N617AX	ex std LFOC
622	to N619AX	ex std LFOC
632	to N623AX	ex std LFOC
638	to N625AX	ex std LFOC
642	to N629AX	ex std LFOC
649	to N631AX	ex std LFOC
653	to N633AX	ex std LFOC
654	to N635AX	ex std LFOC
657	to N637AX	ex std LFOC
658	to N639AX	ex std LFOC
659	to N641AX	ex std LFOC
660	to N643AX	ex std LFOC
662	to N645AX	ex std LFOC

#### Mirage F1CT

219	to N610AX	ex std LFOC
226	to N614AX	ex std LFOC
227	to N616AX	ex std LFOC
229	to N618AX	ex std LFOC
241	to N620AX	ex std LFOC
242	to N622AX	ex std LFOC
243	to N624AX	ex std LFOC
245	to N626AX	ex std LFOC
251	to N608AX	ex std LFOC
255	to N628AX	ex std LFOC
267	to N630AX	ex std LFOC
273	to N632AX	ex std LFOC
274	to N634AX	ex std LFOC
275	to N636AX	ex std LFOC
278	to N638AX	ex std LFOC
279	to N642AX	ex std LFOC
280	to N644AX	ex std LFOC
283	to N646AX	ex std LFOC

All Mirages are in the register with Airforce Tactical Advantage Co LLC, Newport News, VA, although several are at Allliance, TX. The odd one out is N609AX, a Mirage F1CR with 606 on the nose wheel door was noted with this markings at Allliance in October 2018.

#### Mirage 2000C

81/115-LB	i/a LFDN	ex std LFOC	<b>324</b>	oct18
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#### PC-21

01/709-FC	EPAA00.315	ex Pilatus	<b>293</b>	nov18
04/709-FF	EPAA00.315	ex Pilatus	<b>296</b>	dec18
07/709-FI	EPAA00.315	ex Pilatus	<b>299</b>	nov18
08/709-FJ	EPAA00.315	ex Pilatus	<b>300</b>	dec18
09/709-FK	EPAA00.315	ex Pilatus	<b>301</b>	dec18
11/709-FM	EPAA00.315	ex Pilatus	<b>303</b>	nov18
14/709-FP	EPAA00.315	ex Pilatus	<b>306</b>	nov18

#### TB-30

50	to N50TB	ex std LFOC	<b>50</b>
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Marine National (NY)

#### NH90-NFH

22	Airbus Helic.	on order	<b>1378</b>	oct18
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Armée de Terre (AR)

#### NH90-TTH

1405/EBI	Airbus Helic.	on order	<b>1405</b>	oct18
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## Germany

### Luftwaffe (AF)

The recent broke down of the aircraft of Angela Merkel on her way to the G-20 summit has consider the government to buy another long-range VIP aircraft. Defence Minister Ursula von der Leyen asked the government to would set aside up to 300 million euros to add another long-range aircraft to the existing Airbus fleet. Arriving to late at the G-20 summit was



The third Netherlands Air Force F-35A made its first flight on 15 December 2018. F-003 (AN-03) is among the first six F-35A that will be built by Lockheed and also remain in the States, based at Luke AFB. Jacob Remmel was at NAS JRB Fort Worth to capture the arrival after a successful first flight.

bitter, she said. To avoid problems in the future, new crews will be added to the existing fleet and one or two aircraft will be bought. Merckel's aircraft had an aborted flight due to communication problems with the A340. Switching to the other A340 was impossible as the crew already reached their maximum flight hours and no crew was available as a back-up. To date, it is not known which type of aircraft will be added to the fleet even it will be a new or second-hand aircraft.

On 14 of December 2018, The federal office of the Bundeswehr announced that they have ordered seven H145 LUH SAR helicopters to replace the Bundeswehrs obsolete UH-1D Search and Rescue fleet. The helicopters will be delivered in 2020 and will be based at Niederstetten, Holzendorf and Nörvenich. Airbus Helicopters will also provide the logistics support, maintenance and repair of the helicopters. The Bundeswehr already used the H145 Laupheim. However this H145 version is known as "H145M" and specifically equipped for special operations duties.

The commander of the Hubschraubergeschwader 64 (HSG 64) at Laupheim confirmed that the Bundeswehr wants to return his CH-53G transport helicopters, which are currently deployed to Afghanistan, back to Germany in 2020/2021. HSG 64 is the only unit flying the CH-53 and five helicopters are currently stationed at Masar-i-Sharif, Afghanistan. The reason for the return of the helicopters is the increased and more complicated maintenance to keep the ageing CH-53 helicopters in the air. Also a break in operations is needed to prepare HSG 64 for a possible successor for the CH-53G.

The Bundeswehr has already reserved 5.6 billion euros for a new version of the Boeing CH-47 or the Sikorsky CH-53K. Both versions are currently under investigation. The Bundeswehr's mission will continue with the NH-90 helicopter after the return of the CH-53 to Germany. The phase-out of the CH-53G is planned for 2030.

<b>A321-231</b>				
15+04	FBS BMVg	ex 98+10	<b>1214</b>	dec18
<b>A400M</b>				
54+24	Airbus Military	c/n update	<b>084</b>	dec18
54+25	LTG62	ex Airbus Military	<b>085</b>	dec18
54+26	Airbus Military		<b>086</b>	dec18
54+27	Airbus Military		<b>087</b>	dec18

54+28	Airbus Military		<b>088</b>	dec18
<b>EF2000</b>				
30+06	TLG71	ex TLG74	<b>039/GS001</b>	dec18
30+12	TLG71	ex TLG74	<b>056/GS006</b>	dec18
30+28	TLG71	ex TLG74	<b>100/GS017</b>	nov18
30+32	TLG71	ex TLG74	<b>114/GS020</b>	dec18
31+16	TLG31	ex TLG73	<b>176/AS009</b>	dec18
31+49	TLG31	ex EADS	<b>GS0109</b>	dec18

**Tornado IDS(T)**  
45+16 TLG51 ex TLG33 **543/GT052/4216** dec18

#### Heeresflieger (AR)

**NH90-NFH**  
98+56 Airbus Helic. to become 79+53 **1436** dec18

**Tiger UHT**  
98+49 Airbus Helic. to become 74+49 **1049** dec18

#### Italy

LIDK = Casarsa della Delizia (PN)

Aeronautica Militare (AF)

On 21 December 2018, the first production M345 HET (High Efficiency Trainer) with serial CPX624 successfully made its first flight from Venegono (VA). The Aeronautica Militare is the launch customer for the type, and has a requirement for up to 45 M345s (within the AM it will receive the designation T-345A) to progressively replace 137 MB339s, which first entered service in 1982. The T-345A will become the Freccia Tricolori new aerobatic team airplane. So far, the Aeronautica Militare placed an order for five aircraft and the first will be delivered in early 2020. The M345 prototype with serial CPX619 made its first flight on 29 December 2016.

#### F-2000A

MM7330/4-56	904° GEA	ex 37-21/18° Gruppo	<b>IS062</b>	nov18
MM7331/36-47	936° GEA	ex 37-16/18° Gruppo	<b>IS063</b>	nov18
MM7350/4-63	904° GEA	ex 36-55/936° GEA	<b>IS076</b>	dec18
MM7352/36-55	936° GEA	ex CSX7352/-	<b>IS078</b>	nov18

#### P-72A

MM62279/41-01 88° Gruppo ex CSX62279/- **940** dec18

Aviazione dell'Esercito (AR)

The Aviazione dell'Esercito has a long lasting tradition towards Christmas: bringing presents to children with the 'Babbocottero' of Santa Claus. The 'Babbocottero' is a helicopter, often adorned with Christmas-style stickers. It

replaces Santa Clause's traditional 'sled & reindeer'. This year's celebration saw the 20th anniversary of the 'Babbocottero' organized by the 5° Reggimento AVES 'Rigel' di Casarsa della Delizia (PN) with the AB205A1 MM80548/E.I.296.

**A129D**  
MM81415/E.I.945 49° Gruppo ex A129C **29046** dec18

**AB205A-1**  
MM80534/E.I.282 wfu LIDK ex 27° Gruppo **4131** dec18  
MM80548/E.I.296 27° Gruppo as 'Babbocottero 2018' **4162** dec18

**UH-90A**  
CSX81559/E.I.242 Leonardo new **ITAR43** dec18  
MM81560/E.I.243 Leonardo new **ITAR44** dec18

Marina Militare Italiana (NY)

**MH-90A**  
CSX81627/3-55 Leonardo new dec18

**SH-90A**  
CSX81607/3-32 Leonardo new dec18

## Malta

LIRM = Pratica di Mare (RM), Italy LMML = Luqa

**NH500M**  
AS9213 pres LIRM ex std Luqa **62-0220M** dec18

After 26 years, Guardia di Finanza's first NH500M, returned in Italy for preservation at the Museo Storico del Servizio Aereo at Pratica di Mare (RM). On 6 June 1992 it was delivered as 9H-ABY to the Malta Air Squadron. With its civil registration cancelled on 1 May 2000, it received its military serial AS9213. After years of storage at Luqa (Malta) it was handed over during an official ceremony and brought back to Italy. It will be displayed in its original Maltese livery.

## Lithuania

Karines Oro Pajegos / Krasto Apsaugos Savanoriskos Pajegos (AF)

The Lithuanian Air Force has renewed its HCare Infinite material management contract with Airbus for its fleet of three Dauphin AS365N3+ search and rescue (SAR) helicopters. The Dauphins reached an 97% average fleet availability over a three-year period. These helicopters entered service performing SAR missions in 2015 with a three-year full warranty and Airbus' commitment to maintaining at least an 80% fleet availability rate. The renewed contract is for a second term of three years.

## Norway

Norske Luftforsvaret (AF)

On Monday 3 December 2018, the second NH90-ASW for the Luftforsvaret (RNoAF, Royal Norwegian Air Force) was delivered. The helicopter with serial 353 passed through De Kooy (The Netherlands) for a short refuel stop. The first NH90-ASW (serial 352) was delivered on 22 January 2018.

Norway ordered fourteen NH90s, eight for the Kystvakt (337 skv) and six for the Air Force (334 skv). The Kystvakt helicopters, model NH90-NFH (CG) replaced the Lynx Mk86 and have their main base at Bardufoss air base with several detachments over the country. The 334 skv helicopters, model NH90-ASW, are based at a new built helicopter base at the Naval facility at Haakonsværn near Bergen.

The NH90-ASW helicopters will operate from frigates in the Fridtjof Nansen class. The five frigates will only achieve full operational capability when the NH90-ASW helicopter is available for duty on board. Unfortunately one of the frigates sank a few weeks ago after a collision with another vessel at the end of exercise Trident Juncture 2018.

**NH90-ASW**  
353 334 skv d/d 03dec18 **1353/NNWN11** dec18

## Portugal

Força Aérea Portuguesa (AF)

LPBJ = Beja LPMT = Montijo

### CASA 212-100

16520 Tucson (AZ) fuselage, ex std LPBJ **54** nov18  
16521 Tucson (AZ) fuselage, ex std Montijo **56** nov18

Both are in the yard of United Aeronautical Corp. together with some more unidentified fuselages. These are not the Portuguese Aviocars currently stored at North Hollywood (CA) which are still there. The fuselage of 16520 lacks large sections but can be identified by its special markings "Esq711/20.000HV".

## Russia

Voyenno Vozdushnyye Sily (AF)

The Russian Federation - Aerospace Forces (RF VKS) Krasnodar Higher Military Aviation Pilot's School (KVVAUL) extended its operation with a third Yak-130 location. Following Russian air bases Armavir (200th Training Air Base, 200 UAB) and Borisoglebsk (209 UAB), Kushchovskaya air base (Kushevskaya) is the third location of the KVVAUL operating the Yak-130, which is known within NATO as Mitten. Kushchovskaya is located between Krasnodar and Rostov-on-Don, east of the Crimea. Kushchovskaya (195 UAB) will receive ten Yak-130 jet trainers. Operations with the type will commence from December 2018. The 195 UAB already flies the MiG-29, Su-25, Su-27/27P/SK and Su-27UBK. Since early 2018, the Kushchovskaya flight and engineering staff has been preparing themselves for Yak-130 operations.

By the end of November or beginning of December, the Russian Southern Military District, 4 Red Banner Air and Air Defence Army received six new Ka-52 Alligators. The attack helicopters are most probably assigned to the 55 Independent Helicopter Regiment (55 OVP) stationed at Korenovsk in the Krasnodarsky Krai and the Rostov region. The six disassembled Ka-52s were airlifted by military transport aviation from the manufacturer plant to Southern Military District where they were reassembled for operational use. Flight and technical personnel of the OVP were retrained at the Army Aviation Combat Training and Retraining Center of the Russian Ministry of Defence. The unit is known to operate the Mi-8AMTSh, Mi-28N as well as the Mi-35M.

The Taganrog-based Beriev Aircraft Company has delivered an upgraded A-50U long-range radar surveillance aircraft to the Russian Federation - Aerospace Forces (RF VKS) on 6 December 2018. The A-50U (the fifth aircraft modified, serial RF-93952, bort number 45 red and construction number **0093493818**) was sent to Taganrog in 2017. After the modification programme, it passed all the necessary trials before the delivery took place. The aircraft was flown most probably to Ivanovo-Severnnyy air base. At Ivanovo the 144 Airborne Early Warning Aviation Regiment (144 apsDRLO) is based, operating the A-50 and A-50U. The A-50U new modification features improved radar characteristics while the radar itself is considerably lighter due to the changeover to the new components base. The conditions of the crew's work have also been improved considerably, the company said. The Beriev Aircraft Company is modernizing A-50 long-range radar surveillance planes together with the Vega radio engineering group. At this moment work is underway at the Beriev Aircraft Company for modernizing other A-50 aviation platforms.

On 11 December 2018, the final Su-35S within the 2018 production and budget was transferred to the Russian Federation - Aerospace Forces (RF VKS) in a ceremony that took place at the Komsomolsk-on-Amur branch of PJSC Sukhoi (part of PJSC UAC). The event also marked the 100th Su-35 produced.

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Lots has been written and said about the early retirement of the Mexican Presidential Boeing 787. On 3 December 2018, the Dreamliner left Mexico City for storage at Victorville (CA) to be sold eventually. For this last flight, its registration XC-MEC had even been replaced by a regular Mexican Air Force serial 3523. (Mexico City, 3 December 2018, Enrique Giese).

On both 19 and 22 December a pair of new Su-34s was delivered from the Novosibirsk Aviation Plant to the 2 GvBAP at Chelyabinsk-Shagol. The four new Su-34s should be the last for the planned 2018 delivery, making a total of 84 delivered from the order for 92 from February 2012.

The Moscow Times reported that Russia is reviewing plans to deploy strategic bombers full time in Venezuela, citing anonymous military sources. Two Russian Tu-160 Blackjack strategic bombers - capable of carrying nuclear weapons - landed in Venezuela on 10 December 2018 in what was seen a symbolic show of force and a show of support for the government in Venezuela. Russia deployed likewise bombers to Venezuela in 2008 and for a second time in 2013. Each deployment they flew some local missions. Also this 2018 deployment, local missions, escorted by jet fighters of the Aviación Militar Nacional Bolivariana (Venezuela Air Force) were expected. These flight are very provocative for the neighbouring countries, especially the US and The Netherlands (with their little island nearby). Last week, Moscow and Caracas reportedly signed investment contracts as well as Memorandums of Understanding (MOU) concerning deployments, worth billions of dollars, during Venezuelan President Nicolas Maduro's three-day visit to Russia. Russia requested to deploy the aircraft to a Venezuelan military base on the island of Orchilla in the Caribbean Sea, to which Russia has dispatched advisers in December. The Venezuelan constitution prohibits the country from hosting a permanent foreign military base, but massive investment contracts like Russia wants to execute in troublesome Venezuela are always welcome, and the constitution will be passed.

The Russian Defense Ministry will receive two newest Mi-38T military transport helicopters in 2019, Russian Deputy Defense Minister Alexei Krivoruchko said during a visit to the Kazan helicopter plant. The first one is expected in the summer of 2019. The first flight of the Mi-38T took place at the end of November 2018. It is equipped with TV7-117V engines produced by the Klimov United Engine-Making Corporation. The Mi-38 features an integrated digital pilot navigation system with data shown on five liquid crystal displays and an explosion-proof protected fuel system. Additional landing gear struts enable the helicopter to land on soft ground and

snow. The helicopter's cabin is equipped with removable seats, detachable medical equipment and roller equipment for cargo transportation.

Two Army aviation units in the Central Military District, the 14 "Red Banner" Air and Air Defence Army, were subject of a unit transformation on 1 December 2018. The 48 Army Aviation Base (48 abAA), located at three bases, was transformed into a brigade size unit designated 17 Army Aviation Brigade (17 brAA). The unit at Kamensk-Uralskii (Sverdlovsk region) was operating the Mi-8M during the last ten years, supporting more than 50 search and rescue missions of 200 cosmonauts on board returning manned space craft (also in Kazakhstan). It also supported the search for the Sojoez MS-10 crew after the accident in Kazakhstan on 11 October. The unit was transferred in 2011 from the Strategic Rockets Forces (RVSN) to the air force along with Yashny and Dombrovsky air bases (84 OVE, 31 Rocket Army, Orenburg), Yoshkar-Ola/Danilovo (108 OVE, 27 Rocket Army, Vladimir), Nizhny Tagil (225 OVE REB, 31 Rocket Army, Orenburg), Uzhur (60 OVE, 27 Rocket Army, Vladimir), Novosibirsk-Pahino (207 OVE REB, 33 Rocket Army, Omsk) and Sibirskiy (337 OVE, 33 Rocket Army, Omsk). Since 2017 the unit received 28 Mi-8MTV-5/AMTSh. And in December 2018 the first two Mi-24P entered service with the unit, enabling the brigade to have more fire power.

The 48 abAA was supporting the tasks of the former Strategic Missile Forces also from two other bases: Uprun-Troitsk (Mi-8 and Mi-26) and Yoshkar-Ola/Danilovo (Mi-8, Mi-26, An-26, An-72). Both now also fall under the 17 brAA.

The 562 Army Aviation Base (562 abAA) at Novosibirsk-Tomachevo was redesignated as the 337 OVP (independent helicopter regiment). The unit operates the Mi-8AMTSh and Mi-24P. The new unit number may sound familiar to several... The history of the 337 OVP dates back to the creation in 1978 at Vladimir-Sokol, but it was relocated in 1979 to Mahlwinkel in the DDR (East-Germany). In 1994 the unit was pulled out of the DDR and relocated to Berdsk (Novosibirsk region). In 2009 the unit name was changed to 3917 Air Base and in 2011 the unit moved to Tolmachevo.

Recently new documents on Monino museum surfaced. According to a new schedule, till 25 November 2018, a tender is held on the new museum building and on 25 January 2019

a new project (including land acquisition, engineering survey and working blueprints) must be completed. Then after State Expertise, in March/April 2019 timeframe, a start will be made to move Monino exposition aircraft and helicopters (except some which can not be moved anymore) to new place. There is a possibility that some aircraft will be moved to Patriot Park near Kubinka. Eventually, the Monino land will be sold for further city development. Within the tender, the move must be completed by October 2019, with an absolute project-complete deadline in December 2019.

This month's thanks go to Andy Marden and his excellent RF-register work.

**A-50U**  
RF-93952/45 rd 144 AP DRLOIU s/n update **0093493818** dec18  
This is the fifth aircraft to be modified to an A-50U.

**An-26**  
RF-90589/30 rd c/n update **7502** oct18

**Il-112V**  
41400 f/f expected early 2019 **01-01** nov18

**Il-22M-II**  
RF-95681 929 GLITs s/n update **2964017557** aug18

**Ka-52**  
Six new Ka-52s handed over to 55 OVP at Korenovsk in November 2018.

**L-410UVP-E20**  
RF-67758 trials with floats fitted **132906** sep18

**Mi-24P**  
RF-90822/11 ye f/n dec18  
RF-95286/32 rd f/n dec18

**Mi-38T**  
38015 prototype nov18  
Initial delivery of two Mi-38Ts to the Russian Forces is expected summer 2019

**Mi-8AMTSh**  
RF-04457/70 ye f/n sep18

**Mi-8AMTShV**  
RF-/215 ye 562 AvB AA f/n dec18

**Mi-8AMTSh-VA**  
RF-04474/72 ye f/n **AMTSVA00643167544U** sep18

<b>Mi-8PS-9</b>	RF-19001/41 bl		code update	<b>8681</b>	18
<b>MiG-29UB</b>	RF-91945/12 bl	Strizhi	f/n	<b>50903024249</b>	aug18
	RF-92114/54 rd	KVVAUL	s/n update		oct18
	RF-92805/57 rd	KVVAUL	f/n		nov18
<b>MiG-31BM</b>	RF-92159/29 bl	764 IAP	s/n update		nov18
	RF-95441/06 bl	6980 AvB	code update	<b>38400158206</b>	may16
<b>Su-24M</b>	RF-34001/02 wh	72 AvB	s/n update		oct18
<b>Su-24M2</b>	RF-95105/74 wh	277 BAP	code update	<b>1341613</b>	nov18
<b>Su-24MR</b>	RF-91989/44 rd		f/n		nov18
	RF-95467/62 wh	11 SAP	code update		may18
<b>Su-25</b>	.../03 rd		s/n removed		nov18
<b>Su-25SM</b>	.../27 rd		s/n removed	<b>25508110394</b>	nov18
<b>Su-25SM-3</b>	RF-91979/01 red	SM3-100	code update	<b>25508110537</b>	nov18
<b>Su-25UB</b>	RF-93056/81 bl	37 SAP	code update		aug18
	RF-93886/42 rd		f/n		nov18
	RF-93887/41 rd		f/n		nov18
<b>Su-27</b>	.../20 bl	Pres. St.Petersburg		<b>36911038003</b>	nov18
	.../04 rd	Pres. Rostov-on-Don			dec18
<b>Su-27P</b>	RF-90699/14 bl	38 IAP	f/n		oct18
	RF-95513/15 bl		code update	<b>36911025613</b>	dec18
<b>Su-27SM3</b>	.../76 rd	3 GvSAP			nov18
	.../77 rd	3 GvSAP			nov18
	.../78 rd	3 GvSAP			nov18
	.../73 rd	3 GvSAP			dec18
	.../74 rd	3 GvSAP			dec18
	.../75 rd	3 GvSAP			dec18

Its been reported that these are the last six Su-27SM3 to be handed over from current contracts



Arriving at Manchester Airport on 4 December 2018 on delivery is Nigerian Air Force Alpha Jet NAF475. This is the final aircraft of four that have been delivered from Canada through Manchester. (Ian Watson)

**Su-30SM**RF-81700/51 bl s/n update **10MK51312** sep18The following is a summary of Su-30SM deliveries for 2018:

RF-81870/51 rd	14 GvIAP	<b>10MK51509</b>	apr18
RF-81871/52 rd	14 GvIAP	<b>10MK51510</b>	apr18
RF-81872/53 rd	14 GvIAP	<b>10MK51511</b>	apr18
RF-81873/54 rd	14 GvIAP	<b>10MK51512</b>	apr18
RF-81874/55 rd	14 GvIAP	<b>10MK51515</b>	jul18
RF-81875/56 rd	14 GvIAP	<b>10MK51516</b>	jul18
RF-81768/57 rd	14 GvIAP	<b>10MK51517</b>	sep18
RF-81769/58 rd	14 GvIAP	<b>10MK51518</b>	sep18
RF-81770/59 rd	14 GvIAP	<b>10MK51519</b>	sep18
RF-81771/60 rd	14 GvIAP	<b>10MK51520</b>	sep18
RF-81772/61 rd	14 GvIAP	<b>10MK51601</b>	nov18
RF-81773/62 rd	14 GvIAP	<b>10MK51602</b>	dec18

**Su-34**

RF-93838/09 rd	559 BAP	c/n update	<b>416066##05604</b>	may15
RF-81715/09 rd	277 BAP	c/n update	<b>416066##07412</b>	sep17
RF-92218/14 rd	559 BAP	f/n	<b>416066##05008</b>	oct18
RF-93815/27 rd	559 BAP	f/n	<b>416066##05119</b>	oct18
RF-93836/05 rd	559 BAP	f/n	<b>416066##304210</b>	oct18
.../01 rd	2 GvBAP		<b>416066##08317</b>	nov17
.../02 rd	2 GvBAP		<b>416066##08418</b>	nov17
RF-81261/03 rd	2 GvBAP		<b>416066##08519</b>	nov17
.../04 rd	2 GvBAP		<b>416066##08620</b>	nov17

The following is a summary of Su-34 deliveries for 2018:

RF-81259/05 rd	2 GvBAP	<b>416066##09701</b>	feb18
.../06 rd	2 GvBAP	<b>416066##09802</b>	feb18
.../07 rd	2 GvBAP	<b>416066##09903</b>	may18
.../08 rd	2 GvBAP	<b>416066##09004</b>	may18
.../09 rd	2 GvBAP	<b>416066##09105</b>	may18
.../10 rd	2 GvBAP	<b>416066##09206</b>	may18
.../11 rd	2 GvBAP	<b>416066##09307</b>	oct18
.../12 rd	2 GvBAP	<b>416066##09408</b>	oct18
.../13 rd	2 GvBAP	<b>416066##09509</b>	dec18
.../14 rd	2 GvBAP	<b>416066##09610</b>	dec18
.../15 rd	2 GvBAP	<b>416066##09711</b>	dec18
.../16 rd	2 GvBAP	<b>416066##09812</b>	dec18
.../17 rd	2 GvBAP	<b>416066##09913</b>	dec18
.../18 rd	2 GvBAP	<b>416066##09014</b>	dec18

**Su-35S**RF-81763/23 rd 159 GvIAP c/n update **49083504919** aug18The following is a summary of Su-35 deliveries for 2018:

.../70 rd	159 GvIAP		jul18
.../71 rd	159 GvIAP		jul18
.../72 rd	159 GvIAP		jul18
.../11 rd	159 GvIAP		oct18
.../12 rd	159 GvIAP		oct18
.../13 rd	159 GvIAP		oct18
.../14 rd	159 GvIAP		dec18
.../15 rd	159 GvIAP	100th built	dec18
.../16 rd	159 GvIAP		dec18
.../17 rd	159 GvIAP		dec18

**Su-57**.../511 bl Sukhoi OKB s/n removed **T-50-11** jun18**Tu-134Sh-2**

RF-66019/40 rd f/n oct18

**Tu-142MRM**RF-34073/17 rd 7050 AvB **8058014902030** jul18

Aircraft named "Veliky Ustyug".

**Tu-22M3**

RF-34050 f/n Bare metal at ARZ nov18

Aviatsiya Voyenno-Morskoye Flota (NY)

On 19 November 2018, PJSC TANTK "G.M. Beriev", handed over Tu-142MK RF-34057 (bort number 97 black and construction number **2603305**) to the Russian Federation - Naval Aviation (AVMF-RF). The overhauled Tu-142MK long-range anti-submarine aircraft was flown - after successful company test flights - by naval aviation crew of the 403rd Independent Composite Aviation Regiment (403 OSAP), 2nd Guards Aviation Group (2 GvAvG) to its homebase Kipelovo/Fedotovo

(Russia).

In Roslyakovo (Russia), at the 82nd Ship Repair Plant, something went terrible wrong when Russian aircraft carrier Admiral Kuznetsov left its dry-dock. The dry-dock, named PD-50, sank while Kuznetsov was still in it. One tower crane fell into the bay, a second 70-tonne crane hit the flight deck of the aircraft carrier. Some seventy workers managed to escape PD-50 but some dozen most probably not. They lived and worked on the PD-50 when it went under the water. PD-50 sank after a loss of power led to the rapid flooding of its ballast tanks. The Kuznetsov is severely damaged by the crane, so we can expect that it will take much longer before the ship can be activated again. It is not known to us if the carrier is still in, or partly out of the dry-dock. In April 2018, a contract was signed between the Russian Ministry of Defense and the Russian United Shipbuilding Corporation (USC). USC started a repair and refitting process that will take a minimum of three years to complete. The process will be done at Russia's 35th Ship Repairing Yard in Murmansk as once reported. But apparently the 82nd Ship Repair Plant in Roslyakovo (just north of Mumansk) is playing a role in the overhaul too.

The Russian naval commander, Major General Igor Kozhin, updated the Russian media on its aviation plans. The Russian navy aviation (AVMF) will receive more than 100 aircraft through 2020. The Be-200 amphibious SAR and fire-fighting aircraft will arrive by the end of 2019. The service will also get their Ka-52K combat-reconnaissance helicopters and more Ka-27M upgrades. More than 50% of the Ka-27M's have already been delivered. Another continuing upgrade project is for the Il-38N maritime patrol aircraft (MPA), where the Novella targeting system will be upgraded among other sub-systems. The fighter fleet will be further expanded with new built MiG-29K/KUB and Su-30SM fighters. In 2018 the AVMF received ten Su-30SM's.

The plans for the next period from 2021-2030 include a new airborne early-warning and control aircraft, unmanned aerial systems (UAS), a new designed MPA aircraft, utility helicopters and ship-based T-50/Su-58s.

**An-26KPA**RF-46894/22 bl 72 GvAVB s/n update **4601** nov18**Be-12N**RF-12013/76 ye 7057 AB s/n update **3602803** sep18**Ka-27M**RF-19128/39 rd c/n update **5235002023319** aug18**Ka-29**

RF-34150/85 ye f/n dec18

**Su-30SM**RF-33843/70 bl 72 GvAVB s/n update **10MK51406** oct18

Only two Su-30SM's were delivered to the Navy in 2018

.../76 bl 72 GvAVB **10MK51513** jul18.../77 bl 72 GvAVB **10MK51514** jul18**Su-33**.../88 rd 279 KIAP "Timur Apakidze" **49051009301**dec18RF-33705/60 rd 279 KIAP "Feoktista Matkovsky" **49051005304**dec18**Tu-142MK**RF-34057/97 bck 403 osap c/n update **2603305** nov18**Serbia**

Ratno Vazduhoplovstvo i Protivvazdusna Odbrana (DF)

On Thursday 22 November 2018, the first H145M multi purpose helicopter (serial 14501) was formally handed over at Airbus Helicopters - Donauwörth (Germany) to the Serbian Defense Minister Alexander Vulin. The Serbian Government ordered nine H145Ms. Delivery of the first helicopter is expected by March 2019, as soon as the Serbian pilots are fully trained on the type. The last H145 will arrive by the end of 2019.

Of the ordered H145Ms, four are equipped with HForce. HForce is a modular and incremental system. It offers a multi-purpose mission computer interchangeable from one helicopter to another, an electro-optical system (EOS) for target identification and firing, monocular helmet-mounted sight and display (HMDS) for pilot and gunner and a large choice of weapons (air-to-air, air-to-ground, ballistic or guided) to comply with any operational need. The qualification of HForce for use on the H145M is planned for 2018. The H145M has several optional equipment packages that can be installed or removed depending the assigned mission. The Serbian helicopters will be equipped with a fast roping system, high-performance camera, fire support equipment, ballistic protection as well as electronic countermeasures system. The other five H145Ms are divided as follow: two for the Air Force and three for the Ministry of Interior/Police.

<b>H145M</b>			
14501	h/o 22nov18	also D-HADD	<b>20231</b> nov18
14502(tbc)	Airbus, o/o	as D-HBTS	<b>20236</b> nov18
14503	Airbus, o/o	photo	<b>20246</b> nov18

#### Ministarstvo Unutrasnjih Poslova (PO)

Also the first H145 for the Ministry of Interior was seen at Donauwörth. The H145 wears a slightly different coloured camo, and lacks the square boxes on the nose. In December 2018, two H145Ms will be delivered to the Ministry of Interior.

<b>H145M</b>			
YU-ICE	Airbus, o/o	as D-HADR	<b>20235</b> oct18

#### Spain

The Spanish Ministry of Defense will study the possibilities to replace the current fleet of Hornets serving with the Ejército del Aire. The F/A-18A+ of Ala46 (Gando AB, Gran Canaria) are due for replacement by 2025, the EF-18AM/BM of Ala12 (Torrejon AB) and Ala15 (Zaragoza AB) by 2030. At this point a further developed version of the Eurofighter seems to be a very likely candidate. A decision on the type and the exact numbers is expected in 2019.

In December 2018, the Spanish Air Force delivered the last two of nineteen Mirage F1 fighters from storage at Albacete to the Draken International company in December 2018. They will be used to boost the company's capabilities to act as adversaries for the benefit of the US and other NATO partners. For all serials involved please check out our Spanish Military database under the entry 'Lakeland' as unit.

#### Ejército del Aire (AF)

LELC = San Javier

<b>A400M</b>			
T.23-..	Airbus Military	f/n, on order	<b>097</b> dec18
T.23-..	Airbus Military	f/n, on order	<b>098</b> dec18
T.23-..	Airbus Military	f/n, on order	<b>099</b> dec18

All three were noted inside the Airbus plant at Sevilla/San Pablo during an organised tour. All were identified as future Spanish Air Force aircraft by a Spanish flag in the tail.

#### Beech F33C

E.24A-07/42-07 pres Guardamarex Grupo 42, on plinth **CJ-60** oct18

#### CASA 101EB

E.25-46/79-46 pres Murcia city ex LELC **047** nov18

This Aviojet had been reported before as stored at San Javier undergoing or awaiting repairs. It is now preserved on a roundabout at the east side of town.

#### EF2000

C.16-41/11-17	Ala 11	ex Ala 14/14-07	<b>SS022</b> nov18
C.16-43/11-43	Ala 11	ex Ala 11/11-19	<b>SS024</b> oct18
C.16-55/11-55	Ala 11	ex Ala 11/11-25	<b>SS037</b> oct18
C.16-63/11-63	Ala 11	ex Ala 11/11-28	<b>SS036</b> oct18

The last three entries show the first reported code changes according to the newly adopted coding system of the Spanish Air Force in which the digits in the code behind the dash will

be the same as the sequence number behind the dash in the serial.

#### H215M

HD.21-18/802-18 802 Esc #10153, new with unit **3028** nov18  
Following the above delivery of the third new Super Puma to 802 Esc (Gando AB, Gran Canaria), the NATO Support and Procurement Agency (NSPA) has completed the procurement of the fourth machine in December 2018. The helicopter is scheduled for delivery to the unit in February 2019. This will most probably be HD.21-19/802-19.

#### Fuerzas Aeromóviles del Ejército de Tierra (AR)

LEAO = Almagro  
LELO = Logroño  
GCXO = Tenerife Norte

#### Bo105ATH

HA.15-36/ET-305	i/a Calatayud	ex std LEAO	<b>S4-475</b> oct18
HA.15-38/ET-307	i/a Calatayud	ex std LEAO	<b>S4-484</b> oct18
HA.15-41/ET-310	i/a Calatayud	ex std LEAO	<b>S4-495</b> oct18
HA.15-42/ET-311	i/a Calatayud	ex std LEAO	<b>S4-496</b> oct18
HA.15-51/ET-320	i/a Calatayud	ex std LEAO	<b>S4-522</b> oct18

#### Bo105C-LOH

HR.15-27/ET-146 i/a CIFP **S4-467** nov18

#### OH-58A

HR.12B-15/ET-124i/a CIFP **42233** nov18  
CIFP is a technical school in Aguas Nuevas just south of Albacete city. Both helicopters had not been seen for quite a while. They are kept inside the school.

#### UH-1H

HU.10-24/ET-261	std LELO	ex BHELMA III	<b>12434</b> oct18
HU.10-34/ET-214	wfu 12dec18	ex BHELMA III	<b>13229</b>
HU.10-35/ET-215	wfu 12dec18	ex BHELMA III	<b>13230</b>
HU.10-36/ET-216	wfu 12dec18	ex BHELMA III	<b>13231</b>
HU.10-40/ET-217	wfu 12dec18	ex CEFAMET ?	<b>13530</b>
HU.10-41/ET-264	std LELO	ex BHELMA III	<b>13292</b> oct18
HU.10-42/(ET-265)pres GCXO	gate, as "ET-224"		<b>13293</b> dec18
HU.10-47/ET-221	i/a Calatayud		<b>13534</b> oct18
HU.10-50/ET-224	i/a Calatayud		<b>13537</b> oct18
HU.10-75/ET-245	std LELO		<b>13937</b> oct18

On 12 December 2018, the last remaining operational UH-1H helicopters were officially withdrawn from use by the FAMET during a ceremony at Colmenar Viejo, the headquarters of the Army Command and FAMET. For the occasion ET-217 received special markings commemorating 231,000 flight hours logged by the type. According to our database only the four machines indicated above as 'wfu 12dec18' were still operational on this date.

#### Armada (NY)

LERT = Rota

On 29 November 2018, Science and Engineering Services LLC, Huntsville (AL) was awarded an almost USD 25,5 million contract for the refurbishment, modification, and delivery of four SH-60F Seahawks for the Spanish Navy, under the Foreign Military Sales Programme. Together with the two examples delivered in 2017, this will bring the SH-60F fleet of Eslla 010 (Rota) up to six. Delivery is expected by March 2021. Eslla 010 also operates twelve SH-60B Seahawks. The SH-60F will replace the ageing SH-3 Sea King. The decision to buy the SH-60F for this purpose instead of the earlier considered naval version of the Airbus NH90 is related to expected long delays of the delivery of the NH90 (up to 2025).

#### EAV-8B-22-MC+

VA.1B-25/01-915	std LERT	ex Eslla 009	<b>E14/SP-02</b> oct18
VA.1B-28/01-918	std LERT	ex Eslla 009	<b>E17/SP-05</b> oct18

#### H369M

HS.13-11/01-611 std LERT ex Eslla 006 **123-0242M** oct18  
This machine was marked as "HS.13-7". The real HS.13-7 is still active.

#### SH-3H

HS.9-09/01-509 std LERT ex Eslla 005 **61-707** oct18

All four aircraft above were reported as stored during a visit in October 2018.

## Sweden

### Flygvapnet (AF)

Several milestones have been achieved within Saab's next generation Gripen programme. On 26 November 2018, Saab completed the successful first flight of the second JAS39E Gripen test aircraft (serial 39-9). The first JAS39E Gripen (serial 39-8) had its maiden flight on 15 June 2017.

To date, Sweden has ordered seventy JAS39 Gripen fighter aircraft. Originally the order consisted of sixty single-seat JAS39E Gripens, but in April 2014 another ten Gripens were added. The subtype of these additional aircraft is not confirmed. Delivery of the new Gripens to the Swedish Air Force will take place in the 2019-2024 timeframe. Earlier, Sweden opted for retrofitting JAS39C Gripens to JAS39E Gripen, but this has been changed to new-built airframes and some re-used parts from the JAS39C Gripen. In September 2015, Saab announced that an electronic warfare version of the Gripen F two-seater was under development. It is not known if the Swedish Air Force is interested in this Growler version.

### JAS39E

39-9	Saab Aircraft	f/f 26nov18	<b>39-9</b> nov18
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## Ukraine

### Povitryani Sili (AF)

Ukraine has returned two electronic warfare versions of the Mi-8 into service. Both the blue coded Mi-8MTPB and Mi-8MTPI were revealed during an acceptance ceremony at Ozerne air base on 21 December. The two electronic warfare Hips were overhauled at the SE Konotop Aircraft Repair Plant "Aviakon", part of UkrOboronProm.

Ukraine has shown interest for the Turkish Bayraktar TB2 unmanned combat aerial vehicle (UCAS) for its armed forces. Negotiations for the order of these UCAS are ongoing for about two years. At the beginning of December some media even reported about a signed contract, but this was later denied by a Ukraine minister. According to the producing company Baykar Makina, the Bayraktar unmanned combat aerial vehicle is a Medium Altitude Long Endurance class system developed for tactical reconnaissance and surveillance missions. It can carry a maximum payload of more than 55kg.

Bayraktar can fly up to 22500 feet and for more than 24 hours. It was developed in 2007 and final production started in 2012.

### Ministerstvo Vnutrishnikh Sprav Ukrainiyiny (GV)

On 19 December the first two H225 for the Ministry of Internal Affairs started their delivery flight from Airbus at Marseille-Marignane to Ukraine. Both helicopters rested over night at Budapest airport and continued their journey to Kiev-Borispol on 20 December. The two H225 Super Puma are the first to be delivered under an order for 55 helicopters: 21 H225, 24 H125 and ten H145. One H225 for the was in a dark grey livery for the National Guard, while the other was in a red/white colour scheme for the DSNS. Two more are expected with a few weeks, with the first six within one year all in an Initial Operation Capability (IOC) configuration. The last ones should be delivered in around three years.

Only the 21 H225 are second hand, all expected to be formerly EC225LP operated by CHC Helicopter Services but sold to Parilease. In total seven will be operated by the DSNS (State Emergency Service), twelve by the NGU (National Guard) and two for SAR operations (also by DSNS?). A little background on the DSNS. On 24 December 2012 the Ministry of Emergencies of Ukraine was transformed into State Emergency Service and placed under jurisdiction of the Ministry of Defence of Ukraine. On 25 April 2014 the service was transferred to the Ministry of Internal Affairs of Ukraine.

The first new-built H145 is expected to be in the first quarter of 2020 for an additional two months of training. The last H145s will be delivered around five months later. The H125s are expected to be delivered between May 2020 and August 2021.

### H225

10 yl	NGU	h/o dec18 as M-ABJX	<b>2715</b> dec18
51 bl	DSNS	h/o dec18 as M-ABJZ	<b>2725</b> dec18

Airbus expects to buy the following additional EC225LPs from Parilease in order to fulfil the contract for Ukraine:

**2708** M-ABKJ, **2722** M-ABKK, **2729** M-ABKD, **2739** M-ABKA,  
**2740** M-ABKE, **2744** M-ABKB, **2745** M-ABJW, **2747** M-ABKC,  
**2768** M-ABJO, **2773** M-ABKF, **2775** M-ABJP, **2779** M-ABJR,  
**2794** M-ABJV, **2798** M-ABKG, **2801** M-ABKH, **2822** M-ABKI,  
**2827** M-ABJS, **2848** M-ABJT, **2851** M-ABJU

### L-39C

15 ye	203 UABr	f/n	dec18
14 ye	203 UABr	f/n	dec18



Ian French visited Futenma on 24 November 2018 and encountered this line of local VMM-265 "Dragon" MV-22B Ospreys. First in line is 198216/EP10 showing its size in parked position.

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<b>L-39M1</b>				
126 bl	831 BrTA	f/n		dec18
118 bl	831 BrTA	f/n		dec18
<b>Mi-8MT</b>				
37 bl	456 BrTrA	f/n		dec18
See 'news' for more details on the below two Mi-8's				
<b>Mi-8MTPB</b>				
38 bl		f/n		dec18
<b>Mi-8MTPI</b>				
39 bl		f/n		dec18
<b>MiG-29</b>				
49 bl	204 BrTA	f/n		dec18
48 bl	204 BrTA	f/n		dec18
<b>MiG-29MU1</b>				
09 wh	CHARZ	upgraded		dec18
<b>Su-25M1</b>				
36 bl	299 BrTA	f/n		dec18
<b>Su-27</b>				
55 bl	39 ISTA	w/o 15dec18	<b>36911021308</b>	dec18
<b>Su-27SM1</b>				
31 bl	831 BrTA	upgraded	<b>36911015102</b>	dec18
Sukhoputni Viys'ka (AR)				
<b>Mi-8MT</b>				
...	16 oBrAA	f/n after o/h		dec18
18 bck	16 oBrAA		<b>93080</b>	aug14
64 ye	16 oBrAA		<b>95218</b>	
72 bck	16 oBrAA		<b>94239</b>	aug14
63 ye	16 oBrAA	w/o 24jun14		jun14
<b>Mil Mi-8MSB-V</b>				
151 rd ?		f/n		aug18
144 rd ?		f/n		aug18
It's understood that three-digit codes are now appearing, the art of 'scrubbing/defacing' codes from official photos is also appearing.				
Viys'kovo Mors'ki Sili (NY)				
<b>Mi-14PL</b>				
35 ye	10 mabr	returned to service	<b>78494</b>	aug18

## Africa

### Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

#### Eljazair 54 (UAV)

HW-102 Soummam f/n DB, photo dec18  
 On the 20th of December the air force of Algeria posted on YouTube some footage of at least two different type of

unmanned aerial vehicles (UAV) on the platform of Hassi Bahbah. One was named Eljazair 54 and the other Eljazair 55. Both types were, according to the Algerian Ministry of Defense, built in Algeria but are copies of the Yabhon UAV developed by Adcom Systems in the United Arab Emirates. The Eljazair 54 is an armed version and known in the UAE as Yabhon United 4, while the Eljazair 55 is a smaller and unarmed platform known as Yabhon Flash-20. At least two Eljazair 54 and two Eljazair 55 were visible on the YouTube movie. The HW-102 had Soummam on the tail, which is a river in northern Algeria.

#### Eljazair 55 (UAV)

HW-213 Zaccar f/n DB, photo dec18  
 The HW-213 had Zaccar on the tail, which is the highest mountain (1550m) in the Dahra Range also located in the northern part of Algeria.

### Angola

Força Aérea Nacional de Angola (AF)

#### MiG-23MLD

C-476 wfu f/n DB, photo

#### Su-30KN

C-132 act nov18

### Cameroon

Armée de l'Air du Cameroun (AF)

LILN = Varese-Vengono, Italy

#### AW109E

... o/o as CSX81935, f/n LILN **11842** dec18  
 This is the third AW109 out of the order of four, which was noted at Varese-Venogono.

### Democratic Republic of Congo

(Force Armées de la République Démocratique du Congo)

Force Aérienne (AF)

On 29 October 2018 the Commission Electorale Nationale Indépendante (CENI), translated the Independent National Electoral Commission, of the DRC received, during a small ceremony held at N'Djili airport, seven helicopters and eleven aircraft from the Government for temporarily use. Beside two Bell 206 and five UH-1H helicopters, two Antonov 26, two Antonov 72, three Boeing 727, one Boeing 737 freighter, one Boeing 737 passengers, two DC-8s and one Il-76 were handed over to the CENI. The elections were originally scheduled for 27 November 2016, but were delayed with a broken promise to hold them by the end of 2017. If everything goes right they should be held now on 23 December 2018. The An-72s (EK-72903 and EK-72425), the Il-76 and the passengers Boeing 737



The Democratic Republic of Congo Air Force provided one hell of a surprise when Youtube footage revealed their sole flying DC-8-55 during a test flight after 10 years of storage on 12 December 2018. Starting its career at SAS as SE-DBD in April 1965 its final civil operation was with Hewa Bora Airways as 9Q-CAQ. Nowadays 9T-TCN is the registration of this classic transporter. Michael Ward was fortunate to make this beautiful photo on 8 December 2018, just four days prior to the test flight at N'djili-Kinshasa tarmac.

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During a chance visit to the would-be venue for this year's Egypt Defence Expo (EDEX), this Ka-52 was already present. The event was held from 3 to 5 December. (6617, Cairo-EDEX, 29 November 2018, Eric Kunst).

(9T-CLG or 9S-CLG) are civil registered, the rest are part of the air force inventory. New for our database are the seven helicopters and the Boeing 737 freighter.

FZAA = Kinshasa-N'Djili

<b>An-26B</b>			
9T-TAB	w/o 24dec18	<b>14301</b>	dec18
<b>B737</b>			
9T-TCQ	f/n FZAA, photo		oct18
<b>Bell 206L</b>			
9T-HB1	f/n FZAA, photo		oct18
9T-HB2	f/n FZAA, photo		oct18
<b>UH-1H</b>			
9T-HB3	f/n FZAA, photo		oct18
9T-HB4	f/n FZAA, photo		oct18
9T-HB5	f/n FZAA, photo		oct18
9T-HB6	f/n FZAA, photo		oct18
9T-HB7	f/n FZAA, photo		oct18

Peter Weinert found beside some excellent photos of all the 'new' Hueys and the Bell 206s in their new colour schemes, also some photos made during the delivery at N'Djili airport. Thanks to this photo we now know that at least some of the Hueys are former CC-registered helicopters.

## Egypt

al Quwwat Al Jawwiya II Misriya (AF)

The Government of Egypt has requested the sale of ten Boeing AH-64E Apache attack helicopters. The possible Foreign Military Sale was on 27 November already approved by the US State Department, and it is now up to the Congress to approve this US \$1 billion deal. The deal will, when be approved by the Congress, also included the delivery of engines, GPS systems, Hellfire launchers and missiles, night vision goggles, training and training equipment, technical assistance, spares and repair parts, etc.

The air force of Egypt has already 46 Apache D-models in their inventory, the delivery of these helicopters started in 1994.

<b>Mi-8MTV</b>			
3293	serial confirmation, photo		dec18

<b>Mi-8T</b>			
1449		f/n DB, photo	

<b>Ka-52</b>			
6617	111 AW	c/n update	<b>35383002008</b> dec18

A photo made just before the start of the EDEX-18 trade show held at Cairo shows the construction number and serial of this Egyptian Ka-52.

<b>Rafale DM</b>			
9263	34sq	d/d 18dec18	<b>DM13</b> dec18
9264	34sq	d/d 18dec18	<b>DM14</b> dec18
9265	34sq	d/d 18dec18	<b>DM15</b> dec18

## Ethiopia

Ye Ityopya Ayer Hayl (AF)

<b>MiG-23BN</b>			
1254	wfu	f/n DB, photo	1979

Thanks to a photo found by Peter Weinert.

## Kenya

Kenya Air Force (AF)

<b>C-27J</b>			
222	o/o	as CSX62308	dec18

The C-27J for Kenya was noted on 5 December for its second test flight, now with the Italian registration C.S.X.62308 and so not as the C.S.X.62307 as was mentioned in Scramble 473 - Page 77. Most likely the C.S.X.62307 is nevertheless the one for Zambia.

## Lesotho

Lesotho Defence Force-Air Wing (AF)

<b>H125</b>			
LDF-19	ex F-WWXM	c/n update	<b>8454</b>
LDF-23	LDF A.W.	d/d 14dec18	<b>8581</b> dec18

The Ecureuil LDF-23 took off on 7 December 2018 from Airbus Helicopters Southern Africa at Grand Central Airport, Johannesburg, and landed at Maseru. On 14 December 2018 is was officially handed over to the Lesotho Defence Force Air Wing at Mejametalana Air Base. Like a good tradition also this helicopter was named after a mountain in Lesotho, this time is was named Mokhele, a prominent mountain that can be found in the district of Mhale's Hoek.

## Nigeria

### Nigerian Air Force [AF]

Following the purchase of three new JF17s, twelve Super Tucanos, and several second-hand Alpha Jets, the Nigerian government now also bought six new Leonardo AW109 Powers for the Nigerian Air Force (NAF).

Nigerian Chief of Air Staff (CAS) Air Marshal Sadique Abubakar, reported the AW109 acquisition on 8 December 2018. The six helicopters ordered are most probably the AW109M version, the one that can be armed with machine guns and 70mm rocket pods. Nigeria recently ordered two AW109 (we assume these are the 231 and 232) that will join the already existing fleet of AW109s; the AW109 LUH fleet of 305 Flying Training School at Enugu/Akanu Ibiam air base and the A109Es of the Nigerian Navy Air Arm's 101 squadron based at Warri/NNS Delta.

The six new Powers will be used for counter-insurgency operations to fight Boko Haram militants. Nigeria now relies on Mi-24P/Vs and Mi-35Ps in this role that are assigned to the 97 Special Operations Group, 207 Wing at Lagos/Murtala Muhammed.

EGCC = Manchester (United Kingdom)

### Alpha Jet A

NAF476 f/n EGCC dec18  
This serial was still missing in the sequence. The NAF475 was noted, also at Manchester International Airport, enroute Nigeria on 11 May 2015, while the NAF477 was noted on the 23rd of March 2015 and the NAF478 on 13 June 2016. Why it took so long before this Alpha Jet was delivered is unknown. The N78XA (c/n 0078) was just cancelled from the FAA database and so this will be a very likely candidate but it is not confirmed of course.

## Sudan

al Quwwat al Jawwiya as-Sudaniva (AF)

### Mi-171Sh

556 dam. dec18 d/n DB dec18  
This was the second helicopter accident within a week. On 9 December an unknown helicopter of the Sudan Air Force crashed near the Ethiopian border.

### Su-24M

... c/n confirmation **0715357**

## Tanzania

Jeshi la Wananchi la Tanzani (AF)

EHAM = Ametrdam-Schiphol, The Netherlands

### H125

JW-9603 f/n EHAM nov18  
This Ecureuil was noted on 24 November 2018 as airfreight at Amsterdam-Schiphol airport. The helicopter was carrying a badge with the text Umoja, which means education.

## Tunisia

al Quwwat al Jawwiya al Jamahiriya at Tunisia (AF)

The U.S. Army Security Assistance Command (USASAC) had completed the Foreign Military Sales (FMS) case of delivering eight UH-60M Black Hawk helicopters to Tunisia this summer. The delivery of the first four helicopters was done in June 2017, while the last four were delivered in June 2018. Tunisia should also have bought four AH-60L Battle Hawk helicopter, but these will not be delivered before 2020.

## Asia

### Afghanistan

Afghan Air Force (AF)

Afghanistan is known to operate eighteen Pilatus PC-12/47E aircraft. On 16 October 2012 the Sierra Nevada Corporation, Sparks (NV) was awarded a USD 218 million fixed price FMS

contract for the delivery of eighteen PC-12s to the Special Operations Force of the Afghan Air Force. The work was completed by July 2015.

All aircraft have been delivered under the Foreign Military Sales (FMS) programme and were ordered through the USAF's 645th Aeronautical Systems Group at Wright-Patterson AFB (OH). The aircraft became part of the Special Mission Wing (SMW), but this unit was not formed until mid-2014, so it seemed highly likely the aircraft are or still are flown by US pilots from the 438th Air Expeditionary Wing (AEW).

On 6 December 2018, the Afghan Ministry of Defence (MoD) inadvertently confirmed the existence of another batch of five Pilatus PC-12/47E - signals intelligence (SIGINT)- configured aircraft. While the contract notifications were posted at the time by the US Department of Defense (DoD), until now there had been no official announcement as to the aircraft having been received into service. So far, we have not seen any sightings of these five additional PC-12s. However, reports are very scarce. But we strongly believe that these five aircraft are part of the original eighteen PC-12s.

According to Jane's the PC-12s are operated by Special Mission Wing squadrons 1, 2, and 3. Of these, 1sq and 2sq are stationed at Kabul International Airport, with 3sq is stationed at Kandahar. While the precise nature of the SIGINT configuration remains unknown, their external configuration includes equipment fairings beneath their forward fuselages and facing forwards from the tips of their vertical fins.

### A-29B

YA1513 Kabul Air Wg f/n **31400213** dec18  
This Super Tucano was delivered to Afghanistan in March 2016. This was the first sighting in our database with the YA serial.

### MD530F

280	unit nn	d/d 12sep18	<b>0280FF</b>
282	unit nn	d/d 12sep18	<b>0282FF</b>
283	unit nn	d/d 12sep18	<b>0283FF</b>
284	unit nn	d/d 12sep18	<b>0284FF</b>
285	unit nn	d/d 12sep18	<b>0285FF</b>

### UH-60A+

23300	BEST	f/n	<b>70-117</b> sep18
23450	Kandahar AWg	f/n	<b>70-208</b> dec18
23476	Kandahar AWg	f/n	<b>70-234</b> jan18
23712	Kandahar AWg	f/n	<b>70-535</b> jan18
24518	BEST	f/n	<b>70-1018</b> sep18

All Black Hawks were in the well-known green/brown/sand camo colour scheme. The ones reported with BEST (Black Hawk Exchange and Sales Team) were noted at the Sikorsky facility in Huntsville (AL).

## Armenia

Hayastani Otayin Udjer (AF)

### L-39C

01 rd may05

### Su-25UB

80 rd 2008

### Su-25UBK

... w/o 04dec18 **38220113237** dec18

## Azerbaijan

Azrbaycan herbi hava qüvvelerl (AF)

### MFI-395 Super Mushshak

The first five aircraft from an order of ten were handed over in November.

## Bangladesh

Bangladesh Biman Bahini (AF)

### F-7BG

F932 5sq w/o 23nov18 **0932**

Personal copy

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The Japanese P-3 Orion replacement, the Kawasaki P-1, is being delivered at a steady pace. P-1 5515 with 3 kokutai markings is seen here on approach to Atsugi. The latest P-1, 5520, was seen at the factory at Gifu a few days later (27 November 2018, Otger van der Kooij)

### F-7BGI

2719 35sq c/n update 1160 nov18

The last of the F-7BGI is now confirmed. They run neatly in construction number order, 2711 to 2722 are 1152 to 1163.

### China

People's Liberation Army Air Force (AF)

#### J-7H

3813	Xi'an FA/1st Brig	dec18
67141	63rd Brigade	jul18
67240	63rd Brigade	jul18
67347	63rd Brigade	jul18

Pictures of these last three aircraft confirm that also the second and last 21st Division Regiment has turned into a Brigade.

#### J-10C

68137	72nd Brigade	nov18
74621	131st Brigade	dec18
74625	131st Brigade	dec18

#### J-10S

74727	131st Brigade	dec18
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#### J-11B

70207	9th Brigade	nov18
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#### J-16

70097	98th Brigade	nov18
70196	98th Brigade	0316 nov18
70290	98th Brigade	nov18
70291	98th Brigade	nov18

#### JJ-7A

3213	Xi'an FA/1st Brig	dec18
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In 2017 many Z-9's were still flying around with serials in the 3011-3216 range. It can be expected that they have moved elsewhere.

#### Su-35S

61171	6th Brigade	dec18
61178	6th Brigade	dec18
61273	6th Brigade	dec18
61276	6th Brigade	dec18
61370	6th Brigade	dec18

People's Liberation Army (AR)

#### Mi-171E

LH921758	Tibet/Xizang Brigade	nov18
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LH971730	76th Brigade	nov18
LH971733	76th Brigade	nov18
LH972713	77th Brigade	nov18
LH972725	77th Brigade	nov18
LH993712	73rd Brigade	dec18

#### Mi-17V-5

LH951728	81st Brigade	nov18
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#### Mi-17V-7

LH971716	76th Brigade	nov18
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#### Z-8B

LH963839	80th Brigade	nov18
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#### Z-8G

LH953825	161st Brigade	nov18
LH953830	161st Brigade	nov18

#### Z-10

LH962159	79th Brigade	nov18
LH962170	79th Brigade	nov18
LH963180	80th Brigade	nov18
LH971150	76th Brigade	nov18
LH982111	121st Brigade	nov18

#### Z-19

LH961582	78th Brigade	nov18
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People's Liberation Army Navy (NY)

#### SH-5

With the Y-9Q/Y-8GX-6) ASW aircraft introduced in 2015 the active days for the SH-5 flying Boat was numbered as was soon noticeable by the arrival of a prototype at het Xiaotangshan museum. By now, also three former active aircraft have been relocated to musea, with one aircraft still sitting at the Qingdao ramp, former home of 2nd Division/5th Regiment.

02	Xiaotangshan museum	40°10'53"N 116°21'25"E
03	Kunming army camp	24°56'10"N 102°38'41"E
9113	Jingmen - AVIC Airpark	30°59'04"N 112°05'10"E
91x3	Jingmen - AVIC Airpark	30°59'04"N 112°05'10"E
91x3	Qingdao IAP	36°15'37"N 120°23'32"E
91x3	Qingdao - Naval base	36°03'19"N 120°17'15"E

As 9113 had a serious landing incident on 30may13 and 9113 at Jingmen has been repainted, the actual identity of the latter is doubtful. The location at Jingmen is close to Zhanghe airport, which is used for decennia for water trials by aquaplanes, including nowadays the AG600 and the Seagull 300.

Personal copy

Manufacturers

**Y-20U (Tanker)**

... XAC proto, f/f 04dec18 dec18

**India**

**Bharatiya Vayu Sena (AF)**

Starting from March 2019, the Indian Air Force will begin receiving its first Apache and Chinook helicopters. The Apache attack helicopters will be based at Pathankot AFS in the state of Punjab. At this base, home of 18 Wing, in the far north close to the state of Jammu & Kashmir, the only Mi-35 squadron - 125sq 'Gladiators' - of the Indian Air Force is based. The Chinook heavy lift helicopters will be based at Chandigarh AFS (Union Territory, state of Punjab and Haryana). This is the home base for the only heavy lift helicopter unit of the Indian Air Force, 126HF 'Featherweights', once operating a fleet of four Mi-26 helicopters. We think not a single Mi-26 is operational anymore.

Both bases are reported to receive the finishing touches in terms of support infrastructure. The Indian Air Force will receive 22 Apaches over the course of 2019-2020, half of them will be fitted with the AN/APG-78 Longbow fire control radar. The first group of Apache pilots, all current Mi-35 pilots, receive their training at the US Army Aviation's training facilities at Fort Rucker (AL). For the Chinook, the first pilots, a mix of Mi-26 and Mi-17 pilots, receive their training with Boeing at their Delaware County facilities in Ridley Park (PA).

It is unknown if the Apache and Chinooks will take over the unit number-plates from 125sq respectively 126HF or that new units will be resurrected.

During a formal ceremony at Dassault Aviation in November 2018, photos emerged of the first Indian Rafales (serial RB008 with RB001 in the background). The Indian Air Force bought 36 Rafales: 28 single seats (Rafale EH, serial BS001 to BS028) and eight dual seats (Rafale DH, serial RB001 to RB008). Earlier we reported a split of 24 single seat and twelve dual seat aircraft. The Rafales will be delivered from September 2019 and the delivery will be completed by April 2022. However, it will be only in September 2022 that the full complement of the ordered Rafale fighters will be available with the India-Specific Enhancements in place.

The Indian Rafales will be based at Ambala AFS (state of Haryana) and Hashimara AFS (state of West Bengal). Construction work at Ambala AFS started in January/February 2018 and will see the setup of shelters, hangars, new operating surfaces, de-briefing room and maintenance facilities. The first batch of eighteen Rafales will be delivered to Ambala AFS. The first squadron is reported to be named Winged Arrows, which is the current name for 17sq/34Wg at Bhatinda-Bhisiani AFS.

**An-32RE**

KA2736 FWTF f/n, ex K2736 **08 02** dec17

**BAe748-103 (HAL)**

BH572 NTS ex HAL **500** nov18

**BAe748-247 (HAL)**

H1521 NTS ex AHQCS **559** nov18

**Do228-201**

HM693 FWTF ex 41sq nov18

**II-76MD**

KI2662/B 44sq f/n, ex K2662 **00534 58725** aug18

**LUH prot**

ZJ4630 HAL serial confirmed **PT-2** may17

Z... HAL f/f 14dec18 **PT-3** dec18

**Mi-17-1V**

ZN3357 121HF f/n, ex Z3357 dec18

ZN5003 121HF unit update dec18

**Mi-17V-5**

ZP5113 unit nn noted on photo

**Rafale DH**

RB001 Dassault Avn f/n nov18

**Tejas LCA Mk1**

LA5012 HAL f/n **SP-12** nov18

LA5013 HAL f/n **SP-13** nov18

LA5014 HAL f/n **SP-14** nov18

LA5015 HAL f/n **SP-15** nov18

LA5016 HAL f/n **SP-16** nov18

**Indian Army Aviation Corps (AR)**

**Dhruv**

IA1117 201 AA sq f/n nov18

**SA316B (HAL)**

Z362 665 AA sq f/n **1327** nov18

**Bharatiya Nau Sena (NY)**

**Do228-201**

IN231 unit nn ex o/h HAL **4059** nov18

IN234/COC INAS550 ex INAS311 Det **4062** dec18

IN254 f/n dec18

**Sea King Mk42B**

IN519/W INAS330 l/n 1989 at Yeovil **WA982** dec18

**Indonesia**

Two more AS365N3+ were ordered in November for the national search and rescue agency - Badan Nasional Pencarian dan Pertolongan (BASARNAS). This will bring the total SAR Dauphin fleet to six. As you may be aware, BASARNAS is a separate entity but stationed at, and supported by, both Air Force and Navy air bases. See: <https://www.scramble.nl/orbats/indonesia/summary#BASARNAS>.

**Tentara Nasional Indonesia - Angkatan Udara (AF)**

MDM = Musium Dirgantara Mandala, Yogyakarta/Adisucipto

WARA = Malang/Abdul Rachman Saleh

WICC = Bandung/Husein Sastranegara

**LiM-5P**

F-1182 pres MDM ex pres WARA **1D05-02** jul18

This came from the base sports fields at Malang were GE still showed it on 2 May 2018.

**Nurtan Nu-200**

(X-)01 pres MDM ex pres WICC jul18

**SGU-2-22C**

G-2504 FASI f/n, ex G-... dec18

G-2601 FASI f/n, ex G-... oct18

**T-34A**

B-681 pres MDM f/n **G-806** jul18

**Tentara Nasional Indonesia - Angkatan Laut (NY)**

**EC120B**

HT-2203 SKU200 f/n, ex NV-42\_ oct18

Likely NV-424 to 426 were reregistered HT-2201 to 2203.

**TB-10GT**

T-2402 SKU200 reregistered, ex L-2\_ dec18

T-2404 SKU200 reregistered, ex L-2\_ dec18

**NBo105CB**

HE-4111 SKU400 reregistered, ex NV-4\_ may18

It was reported as HF-, believed to be a misread for HE-.

**Polisi Udara (PO)**

**NB412EP**

P-3003 Polairud ex HX-4121, toc 03dec18dec18

**Bell 429**

P-3201 Polairud c/n tie-up update **57300**

P-3202 Polairud c/n tie-up update **57299**

We got a not about the first tie-up, and by process of elimination that discloses the second tie-up too. Their previous temporary registrations were C-FLZC and C-FLZH respectively. Obviously, the police went for that order instead of the alpha-numerical one...

**NBo105CB**

P-1106	Polairud	ex P-4009	<b>S-660/N92</b>	sep18
P-1107	Polairud	ex P-4010	<b>S-661/N93</b>	aug17
P-1108	Polairud	ex P-4011	<b>S-662/N94</b>	apr17
P-1112	Polairud	ex P-4018	<b>S-706/N108</b>	apr17

We must admit the last one is hardly readable on the photo.

**Japan**

RJNA = Nagoya/Komaki	RJNG = Gifu
RJNH = Hamamatsu	RJNY = Shizuham
KSGL = St. Augustine, Fla, USA	
ADC = Shireibu Hikotai	ADTW = Hiko Kaihatsu Jikk.
AGG = Hiko Kyodogun	ARW = Koku Kyunandan
ATS = Kyoiku Kokutai	FTS = Kyoiku Hikotai
FTW = Hiko Kyoikudan	N-ADF = Hokubu Shien Hik.
TS = Jyutsuka Gakko	nmks = no tail unit-number

**Nihon Koku-Jieitai (AF)**

The new National Defense Program Guidelines and the Mid-Term Defense Program written by the Abe cabinet were passed in the Diet or the Japanese legislature. These documents are not yet available on the Japanese MoD site, but some details were published by the media. Here is a rundown of all news concerning JASDF fighter aircraft:

- Japan will buy an additional 63 F-35As and 42 F-35Bs to replace around half of the F-15J fleet which cannot be upgraded.
- Japan will modify the Izumo-class helicopter carriers to make them capable of STOVL F-35B operations, however the aircraft will only be based on the ships in times of crisis.
- In order to save money, the extra F-35s will be procured direct from the US factory, so the Nagoya final-assembly facility will probably be closed after the first 42 aircraft of the initial order are built. To further save costs, Japan is contemplating to sell the non-modified F-15Js to the USA for onward sales to Asian countries.
- Boeing, with the help of the Japanese defence industry will be involved in the upgrade of the other half of the JASDF F-15 fleet. Main improvements are installing new electronic warfare equipment, an increase in the number of missiles carried (eighteen compared to the present eight) and possibly an improved radar.
- The new future fighter aircraft that will replace the F-2 will be an independent development, consolidating Japanese capabilities, however it will also focus on international cooperation.

The FY2019 Budget Request was available, however this has to be passed first, adjustments in the number of acquisitions may be altered.

These are the requests for the JASDF: procurement of six F-35As, upgrade of two F-15s (see above), procurement of RQ-4B Global Hawk and procurement of two Kawasaki C-2s.

Also in the FY2019 budget request are plans to upgrade the Airborne Warning and Control Group to wing status, probably to accommodate a third Hikotai operating the E-2Ds. We believe the group concerned is the Hiko Keikai Kanshigun, however this is currently parented by a wing, the Keikai Kokutai. How this will work out is not known, perhaps the present wing will be upgraded to Command status.

The USAF placed a FMS contract for the second KC-46A for the JASDF with Boeing. Japan is planning to procure four tankers which will be based at Miho with a newly established Hikotai. (405?) The first KC-46A is scheduled for a 2020 delivery however with all troubles concerning certification of the type, this could well be much later.

**B777-3SB(ER)**

N511BJ Boeing at Chitose **62440/1464** dec18  
Delivered to Chitose on 10 December after pre-delivery work at Basel. To be registered 80-1112 after induction into the JASDF. However, if paperwork issues stretch out into the new year it will be 90-1112.

**E-2D**

169321 Northr.Gr. f/n, at KSGL oct18  
Second E-2D for the JASDF noted at the Northrop-Grumman facility in Florida, no Japanese serial noted but probably will be 91-3472.

**F-1**

00-8241 Misawa PR Hall? nose section as "233"? **104** oct02  
90-8233 Misawa PR Hall? nose section **096** nov99

Only one of the above was preserved and it is unknown if this forward fuselage section is still present. It was marked with last three '233' on the nose but the r/t plate inside the cockpit was marked as 00-8241.

**F-2A**

83-8546 3 Hikotai ex nb/IRAN **1046** dec18

**F-4EJ Kai**

47-8340 dump Hyakuri ex 301 Hikotai **M040** dec18  
77-8399 302 Hikotai Black final year c/s **M099** dec18  
87-8414 dump Hyakuri ex 302 Hikotai **M114** dec18



The Republic of China, or Taiwanese, Air Force is a loyal user of the F50 still. This pristine example, 5002, was seen taxiing at Taipei/Songshan. (23 November 2018, Ian French)

Personal copy

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97-8417 dump Hyakuri ex 302 Hikotai **M117** dec18  
 07-8435 302 Hikotai ex 301 Hikotai **M135** dec18  
 A few days before the air show at Hyakuri, another special coloured 302 Hikotai Phantom emerged. It is sort of the negative version of 07-8428, the white parts are black, all other colours are an exact copy. The Spook days of 302 Hikotai are numbered, but somehow they found the need for another F-4EJ as 435 changed operator.

**RF-4E Kai**  
 57-6914 ex 501 Hikotai retired 7dec18 **4645** dec18

**RF-4EJ**  
 57-6376 Naraha-machi fwd. fuselage **M076** nov18  
 Last time this recce Phantom was noticed in one piece was October 2012. The forward section is now preserved at the Old Car Center Kudan where it replaced the forward fuselage of the T-2Z below.

**F-15DJ**  
 22-8055 ? Hikotai nb, ex 203 Hikotai **718?** dec18  
 92-8096 o/h RJNA nb, ex AGG nov18  
 92-8097 ? Hikotai nb, ex 306 Hikotai dec18

Dual 055 was seen departing Chitose without badge, we think on its way to another unit and not to Nagoya for overhaul as it is less than two years ago it received IRAN. Time between overhauls for the F-15DJ is four to four and a half years so we believe also 097 was departing Komatsu for another unit.

**F-15J**  
 22-8805 303 Hikotai ex 306 Hikotai **J1-0561** nov18  
 22-8806 o/h RJNA nb, ex 305 Hikotai **J1-0569** nov18  
 22-8807 203 Hikotai ex 303 Hikotai **J1-0576** dec18  
 22-8811 o/h RJNA nb, ex 305 Hikotai **011** dec18  
 22-8812 305 Hikotai nb, ex IRAN **012** nov18  
 62-8872 203 Hikotai nb, ex IRAN **072** dec18  
 62-8874 201 Hikotai ex IRAN **074** oct18  
 72-8886 203 Hikotai ex 23 Hikotai **086** dec18  
 72-8888 1 TS ex nb, NOT IRAN **088** nov18  
 92-8911 303/306 Hikotai nb, ex IRAN, ex 203Hik **111** dec18  
 22-8929 204/304 Hikotai ex IRAN **129** nov18  
 52-8957 204/304 Hikotai ex IRAN **157** nov18

We failed to see that the photo of Eagle 888 was taken at Hamamatsu, so not entering overhaul at Nagoya but a temporary instructional frame. Last three Eagles in the list above are for the moment awaiting their exact Hikotai, 911 was seen arriving after IRAN, 929 and 957 were seen at Naha but the fact their unit badges are toned down made it impossible to confirm which Hikotai.

**F-35A**  
 89-8710 Rinji F-35A Hik. del. to Misawa **AX-10** nov18  
 89-8711 Rinji F-35A Hik. del. to Misawa? **AX-11** dec18

F-35A 711 might have been delivered to Misawa as well, a photo on twitter showed it departing Nagoya with a T-4 of Rinji F-35A Hikotai (bringing the ferry pilot) in the background. The caption for the photo was not conclusive.

**CH-47J**  
 17-4500 ARW ex IRAN? at Iruma **5088** nov18  
 Previous last note was November 2016.

**UH-60J**  
 58-4563 ex ARW presumed wfu **2013** nov14  
 68-4564 ex ARW presumed wfu **2014** mar15  
 18-4575 ARW IRAN at RJNA **2025** dec18

**UH-60J II**  
 88-4606 ARW at RJNH, ex MHI **2056** nov18

**T-2Z**  
 59-5115 ex preserved ex, Naraha-machi **015** nov17  
 This forward fuselage section was preserved outside the Old Car Center Kudan for years. The whole frame was previously (1999-2002) dumped near Hyakuri together with some other relics. It was replaced by the forward section of the above mentioned recce-Spook.

**T-4**  
 96-5619 31 FTS ex ADTW **1019** nov18  
 96-5620 301 Hikotai ex IRAN **1020** dec18  
 16-5656 31 FTS ex IRAN, ex 3 Hikotai **1056** dec18  
 26-5684 32 FTS ex IRAN, ex N-ADF **1084** dec18  
 26-5687 o/h RJNG nb, ex ADC **1087** dec18  
 36-5697 o/h RJNG Bluempulse, ex store **1097** dec18  
 16-5792 306 Hikotai ex stored? **1192** dec18

Three T-4s resurfaced after going unnoticed for some time. 687 was last seen active March 2016 and in stored condition November 2017. New Blue Impulse T-4 697 was one of the confirmed aircraft stored inside a Komaki hangar. And 792 was previously last seen March 2016, also operated by 306 Hikotai.

**T-7**  
 36-5909 11 FTW ex IRAN?, ex ADTW **9** nov18  
 56-5928 12 FTW ex 11 FTW **28** nov18  
 56-5930 12 FTW rep. at RJNY engineless **30** nov18

T-7 930 was reported engineless at 11 FTW base Shizuhama in August.

**U-125A**  
 52-3002 ARW ex Training Sq. **258247** dec18  
 92-3011 ARW ex Naha nov18

Both SAR U-125As lost the unit sticker, 002 was seen at Nyutabaru and 011 at Komaki.

Rikujo Jieitai (AR)

We sort of suspected the JGSDF had some sort of Osprey unit temporary based in the USA, maybe embedded in a US Navy or Marine Corps unit. At the end of November it became clear that four or five V-22s were ready for delivery to Japan at Patuxent River (MD), however issues concerning temporary base Kisarazu and ultimate base Saga prevent this. Saga is reportedly still building infrastructure needed for the V-22 and at Kisarazu (and Saga as well?) strong opposition from residents backed by local politicians are delaying delivery, all concerns sparked by the aircraft's alleged poor safety record.

The JGSDF is still looking for a successor for its AH-1S Cobra fleet. As the JGSDF is operating twelve AH-64D Apaches (thirteen built by Fuji HI, one written off) our money was on the AH-64E. However it now seems an additional requirement could reverse the outcome. In the request for information the Japanese MoD issued, the extra requirement for the helicopter to be able to operate from small airfields or ships was added. In the words of a former US Marine Corps aviator (now working as an adviser for Bell) speaking at the International Aerospace Exhibition in Tokyo, a marinized, navy friendly attack helicopter. So, as the Bell AH-1Z Viper is the only helicopter in production and complying to the requirements, it could well have the best papers.

The FY2019 Budget Request for the JGSDF concerned procurement of six UH-X helicopters.

**AH-1S**  
 73438/38 SD #38, TDY KokuGakko **38** nov18  
 73455 VATH ex S **55** nov18

**UH-1B**  
 41531/SU Naraha-machi, as "41581" **MH32** nov18  
 A theory was found on the net concerning the identity of the UH-1B at the Old Car Center Kudan. It concerns the hoist installation located above the starboard cabin door, which was fitted by the factory on the production line. No later retrofits were found. 41531 had a hoist (photo on Airliners.net, apr06) and 41581 did not. The helicopter at Naraha has a hoist. Therefore it probably is 41531 as "41581".

**UH-1H**  
 41663 Takasaki-shi camp Shinmachi **1H63** dec18  
 41680/MH ex preserved Sannohe-machi **1H80** sep07

**UH-1J**  
 41828 ? Hikotai unit nn RJNA, ex VI **1J28** nov18

41855	XI	ex VII?	<b>1J55</b>	dec18
41857	WH	ex XIII	<b>1J57</b>	nov18
41905	NH	unit confirmed, ex I	<b>1J105</b>	dec18

JG-1828 was seen at Komaki without the distinctive 6 Hikotai badge so we presume it changed hands. On the latest photograph of JG-1855 the unit code looks more like 'XI', but as many know these unit codes are sometimes very hard to read off. Photo was taken at Okadama where both 7 and 11 Hikotai are based.

<b>OH-6D</b>				
31310	IV	ex XIV	<b>6764</b>	dec18

<b>H-13KH</b>				
30219/S	ex i/a	ex Toride-shi	<b>2100</b>	nov16

Not seen in November 2018 at the Narita Tsukuba Aviation College, fate unknown.

<b>TH-55J</b>				
61313/SU	Noto A/P	JAAW	<b>53-0204</b>	nov18
61333/SU	Noto A/P	JAAW	<b>74-0333</b>	nov18
61337/SU	Noto A/P	JAAW	<b>85-0426</b>	nov18
61338/SU	Noto A/P	JAAW	<b>85-0429</b>	nov18

These four helicopters together with the two L-19Es below are all waiting to be collected by the JGSDF for disposal after serving as instructional airframe at the Japan Aviation Academy Wajima.

<b>UH-X</b>				
45001	Subaru Corp	first flight	21dec18	dec18

During the last days of November this helicopter based on the Bell 412EPi airframe was seen outside the Subaru Corporation factory at Utsunomiya, doing all kinds of ground checks and engine runs. Watched by dozens of the company employees, it made its first flight on 21 December. It is believed the JGSDF will procure around 150 of this helicopter to replace the UH-1J fleet. It is still unknown what the JGSDF designation will be, perhaps UH-412?

<b>L-19E</b>				
11209/X	Noto A/P	JAAW	<b>FL-9</b>	nov18
11210/VI	Noto A/P	JAAW	<b>FL-10</b>	nov18

See text for TH-55J.

Kaijo Jieitai (NY)

<b>Beech 65</b>				
6724	ex preserved	ex Hachinohe-shi	<b>LC-324</b>	nov17

Removed from Yato park by May 2018.

<b>HSS-2B</b>				
8146	ex preserved	ex Hachinohe-shi	<b>M61-165</b>	nov17

Removed from Yato park by May 2018.

<b>UH-60J</b>				
8978	22 Kokutai	at Kanoya, ex 72 Kok	<b>3018</b>	nov18

<b>P-1</b>				
5518	3 Kokutai	ex nmks	<b>18</b>	dec18
5519	3 Kokutai	nmks, ex KHI	<b>19</b>	nov18
5520	Kawasaki HI	f/n, at Gifu	<b>20</b>	dec18

<b>P-3C</b>				
5054	Shimofusa	wfu mar18 at Kanoya	<b>9051</b>	nov18
5055	5 Kokutai	rep. as 1Kok nov18	<b>9052</b>	jun18
5060	203 ATS	ex 2 Kokutai	<b>9057</b>	nov18
5066	203 ATS	ex nmks	<b>9063</b>	nov18
5071	o/h Nippi?	nmks, ex 1 Kokutai	<b>9068</b>	nov18
5072	o/h Nippi?	nmks, ex 51 Kokutai	<b>9069</b>	nov18
5074	o/h Nippi?	nmks, ex 2 Kokutai	<b>9071</b>	dec18

<b>TC-90</b>				
6803	ex preserved	ex Hachinohe	<b>LJ-599</b>	feb12

Also removed, probably scrapped.

## Kazakhstan

Sil Vozdushnoy Oborony Respubliki Kazakhstan (AF)  
On 21 December the air force of Kazakhstan took delivery of additional Sukhoi Su-30SM fighter jets from Russia. Up to four were delivered (09-12 red). From 2015 eight Su-30SM

were delivered. Kazakhstan would like to have at least twelve or up to 32 Su-30SM.

<b>Su-25</b>				
02 ye	602 AB	f/n		aug18

<b>Su-25UBM</b>				
14 ye	602 AB	upgraded		jan18
15 ye	602 AB	upgraded		aug18

<b>Su-30SM</b>				
07 rd	604 AB		<b>10MK51507</b>	dec17
08 rd	604 AB		<b>10MK51508</b>	dec17
09 rd	604 AB		<b>10MK51603</b>	dec18
10 rd	604 AB		<b>10MK51604</b>	dec18
11 rd	604 AB		<b>10MK51605</b>	dec18
12 rd	604 AB		<b>10MK51606</b>	dec18

## Laos

Laos People's Liberation Army Air Force (AF)

<b>Yak-130</b>				
044				d/d 20dec18
046				del dec18

On 20 December Laos has taken delivery of their first Yak-130, the 044. The aircraft was delivered to Vientiane by Il-76TD RA-78765 operated by Aviacon Zitotrans. Yak-130 046 arrived a few days later. Early 2016 it was mentioned the air force was interested in acquiring sixteen to twenty aircraft, that would be used for pilot training and combat missions. With the arrival the LPLAAF closes a period of non-jet flying after the MiG-21s were withdrawn some years ago.

## Myanmar

Tamdaw Lay (AF)

The first four JF-17M Thunder fighter aircraft were officially handed over to the Myanmar Defence Force at Mandalay-Meiktila airport during the celebration of the 71st Defence Force Day. Every year on 15 December the new military aircraft that are introduced in Myanmar are officially handed over.

This year's celebration saw the introduction of four JF-17M Thunders (serial 1701 to 1704), an unknown Z-9 Dauphin and an ATR72-200 transport aircraft (serial 0009). In October 2018, we reported that already six JF-17M Thunder fighter aircraft were delivered to the Myanmar Defence Force. The aircraft are based at Pathein Air Base. This airbase is part of the Western SOC (Sector Operations Center) with its HQ at Sittwe Air Base.

<b>ATR72-212A</b>				
0009		white c/s, official h/o		15dec18

<b>JF-17M</b>				
1701		official h/o	15dec18	<b>FC15201</b>
1702		official h/o	15dec18	
1703		official h/o	15dec18	
1704		official h/o	15dec18	

## North Korea

Korean People's Army Air and Anti-Air Force (AF)

<b>Ce208</b>				
...	Pyongyang-Sunan			oct18

## Pakistan

Pakistan Fiza'ya (AF)

<b>A-5III</b>				
3W-112/112	pres Islamabad	ex nn		nov18

Allegedly, this was loaned to, or used by, USAF's 4477th TES. Anyway, it now sits next to the Green Belt, approximate position 33.66296, 73.06315. More disturbing are two Instagram photographs of '157' taken at Peshawar during Defence Day and '158' in a hangar at an unknown location in October 2017. So far, the highest serial was 3W-156 and only 50 or 52 are believed to have been delivered... But who knows, after all,

there are also eighteen still in open storage at Peshawar, along with eight F-6s, an F-86s and what seem to be two Y-12s.

#### AW139

18-007	nm	f/n		dec18
18-008	Leonardo	s/n update, del 14aug	<b>31816</b>	aug18
18-009	nm	f/n		dec18
...	Leonardo	del 19nov, CSX81941	<b>31824</b>	nov18
...	Leonardo	f/n oct18, CSX81942	<b>31830</b>	oct18
...	Leonardo	del 19nov, CSX81943	<b>31831</b>	nov18
...	Leonardo	f/n oct18, CSX81944	<b>31832</b>	oct18

Catching up with some airframes that were noted pre-delivery. See also Scramble 473 - Page 84 for some of these. The August delivery consisted of the seventh to tenth aircraft for the Air Force, **31815/31816/31817/31820**. The 19 November delivery were number eleven and twelve. The last couple are not delivered yet, that would make up all fourteen.

Close your eyes if you are not a theorist now, because here is our **assumed** tie-up scheme based on three confirmed FY18 serials and the single tie-up mentioned above (the first four were, 17-001 to 17-004):

<b>31791</b> = 18-005	<b>31796</b> = 18-006	<b>31815</b> = 18-007
<b>31816</b> = 18-008	<b>31817</b> = 18-009	<b>31820</b> = 18-010
<b>31824</b> = 18-011	<b>31830</b> = 18-012	<b>31831</b> = 18-013
<b>31832</b> = 18-014		

#### F-6

4107 pres Korangi s/n confirmed oct18  
It had not been confirmed for a decade, but now we have photo proof of the one being along the entrance road on base is 4107. It has an A-5-like colour scheme and white code '107' on the nose.

#### F-7P

88-511	i/a Korangi	ex 2sq, l/n feb07	feb18
88-513	i/a Korangi	ex 2sq, l/n feb01, CCS mks	feb18
90-574	i/a Korangi	ex 19(OCU)sq, l/n jan00	feb18

#### JF-17 (Block-II)

15-208		f/n	sep18
17-242	2(MR)sq	c/n update	<b>FC10242</b> nov18
17-243	PAC Kamra	f/n	oct18
18-251	PAC Kamra	f/n	sep18

#### F-86F

55-3850 pres Karachi f/n 15aug17 nov18  
This used to be preserved just inside the wall at the Northern perimeter of Faisal Air Base. It was last noted there June 2017 and has moved to the other side of the highway to the Air War College joining F-6 1606 by August 2017.

#### Pakistan Fauj (AR)

AAS = Army Aviation School  
OPQS = Rawalpindi/Qasim-Dhawali AAB

During this year's IDEAS at Karachi, Russian delegates and Pakistan Army officers disclosed that five more Mi-35M were ordered.

Meanwhile the delay on the contract for 30 T-129 Atak will be at least six months, possibly longer. As predicted the Anglo-US engine suffers from a parts ban by the USA.

#### AH-12

786-069	Bell Helic.	seen pre-delivery	aug18
786-070	Bell Helic.	seen pre-delivery	aug18
786-071	Bell Helic.	seen pre-delivery	aug18

#### AS350B3

2811 w/o 18sep15 **7090**  
According to Airbus' Potentially Destroyed Helicopters List, this was the one involved. It is also a construction number update.

#### Bell 412EP

786-202	nn	f/n, tie-up update	<b>36336</b> jun17
670?	poss. delivery	ex N510ZP	<b>36670</b>
671	f/n	ex N510YB	<b>36671</b> oct18

The last two were cancelled from USCAR with unknown des-

tinuation on 12 March 2015. Recently, a photograph disclosed 671 as serial and very likely both were delivered to Pakistan. It wears a civilian looking white colour scheme with brown cheat line.

#### H125M

2824	f/n		oct17
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#### IAR330Sm

2425	28AAsq	f/n mar15, ex UAE	2425 sep15
2434	28AAsq	f/n sep18, ex UAE	2434 nov18

Pakistan should have received fourteen, certain so far are:

2412, 2425*, 2429, 2432, 2434, 2439, 2441*, 2463, 2468, 2472
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An '\*' denotes that it has large sponsons. Also reported but likely miss poles or typos in photo texts on websites are 2416, 2419 (likely typo for 2429) and, 2461 (large sponsons, likely typo for 2441). Easiest way to identify an Sm variant is by the sliding aft window pane and the square intake just above the windscreen, probably connected to the fact that it has Makila 1A1 engines like the Cougar. The IAR330Sm is an upgrade package that has been performed on 35 existing SA330 airframes from various sources, ten of these were former South African aircraft. Twenty-five went to the United Arab Emirates, and fourteen of these were subsequently provided second hand to Pakistan.

#### MFI-17 Mushshak

76-519/519	AAS	f/n	<b>15.028</b> feb18
80-5104/104	AAS	f/n	<b>15.104</b> feb18
84-5127/127	nn	f/n	<b>15.127</b> nov18
85-5135/135	12AAsq	f/n, not FY84	<b>15.135</b> 2015
86-5149/149		f/n	<b>15.149</b> may16
88-5166/166	nn	f/n	<b>15.166</b> nov17
88-5172/172	nn	f/n	<b>15.172</b> sep18
89-5195/195	17AAsq	f/n	<b>15.195</b> may17
96-5387/587	9(C)AAsq	f/n	<b>15.387</b> oct18

#### O-1A

50-1635? pres OPQS as '01-635' sep18  
Pakistan Defence Day yielded an Instagram photograph of this Bird Dog preserved at Qasim Army Air Base, 33.56487, 73.03106. The serial seems quite freshly applied and reads '01-635' indicating it could be the former L-19A 50-1635. Also, this L-19 was gone from its spot inside the Northern gate by December 2016 but has reappeared by July 2017 again, trading in its camouflage colours for an olive drab scheme. Of this aircraft, a tale also exists where the serial is mentioned as '635'. Its buddy 50-1637 is also preserved on base painted as '01-637' by the way.

#### Pakistan Bharia (NY)

#### SA316B/319B

35	on PNS Babur	f/n	sep16
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#### Philippines

##### Pilipinas Hukbong Himpapawid (AF)

The air force is very satisfied with the two PTDI NC212i it received on June 2018. So much it has started talks with the Indonesian manufacturer for the delivery of up to another six aircraft. The aircraft is highly regarded for its versatility in operations and the ability to use short and unprepared airstrips.

On 7 December Philippine Defence Secretary Delfin Lorenzana announced that the country has decided to purchase sixteen UH-60 Black Hawk helicopters. Initially the Air Force had ordered Bell 412 helicopters, but the Canadian government blocked the deal over allegations they were going to be used on non humanitarian missions. Although it looked as if Mi-171 helicopters were going to be ordered instead, this failed under threat of sanctions due to the US CAATSA (Countering America's Adversaries Through Sanctions Act).

#### T129

At the same time Lorenzana also confirmed that eight the

Turkish T129 ATAK helicopters will be acquired. The T129 ATAK is a further development (by Turkey) of the Italian A129CBT

## Singapore

Republic of Singapore Air Force (AF)

Singapore awarded Boeing and Airbus Helicopters with a contract for the delivery of the CH-47F Chinook and Airbus H225M Caracal helicopters. Both to replace older variants currently in use, like the AS332 Super Puma and CH-47D. Further details are unknown for the moment, but possible twelve H225M are bought and the first one should be delivered in 2020. Unfortunately nothing is confirmed yet, because other sources say that they will receive twenty-four H225Ms in total and eighteen to twenty CH-47F.

## South Korea

Han Guk Gong Gun (AF)

KLUF = Glendale/Luke AFB, USA

KNFW = Fort Worth JRB, TX, USA

LEGT = Madrid/Getafe, Spain

### A330MRTT

18-001	RoKAF	delivered	<b>1787</b>
EC-334	Airbus Military	at LEGT for MRTT	<b>1848</b>
F-WWKP	Airbus Military	at LEGT?	<b>1883</b>
F-W...	Airbus Military	on order	<b>1891</b>

### F-35A

18-005	LMTAS	f/n KNFW	<b>AW-05</b>	oct18
18-006	944th OG/Det.2	f/n KLUF	<b>AW-06</b>	dec18

Probably all six are now at Luke AFB (AZ) with the 944th OG Det.2 for training. It is planned that delivery to Cheongju will take place in 2019.

Han Guk Yuk Gun (AR)

### KUH-1 Surion

18096	KAI	f/n oct18	oct18
18097	KAI	f/n oct18	oct18

Gyeong Chal Cheong (PO)

### KUH-1 Surion

966	KAI	f/n oct18	oct18
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## Thailand

Royal Thai Air Force (AF)

### S-92

H10-4/61	201sq	del nov18, ex N286U	<b>920286</b>
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H10-5/61	201sq	del nov18, ex N298QT	<b>920298</b>
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Both test serials were cancelled on 7 November 2018

## Middle East

### Bahrain

Royal Bahraini Air Force (AF)

Back in April 2018 the Defense Security Cooperation Agency (DSCA) announced the possible Foreign Military Sale of twelve Bell AH-1Z Viper helicopters. Not entirely surprisingly the sale of the twelve AH-1Z attack helicopters was formalized during the recent Bahrain Air Show. While Bahrain had chosen the Turkish Aerospace Industries TAI to modernize their AH-1F Cobra helicopters that reached the end of their service life, Bahrain was also looking at purchasing the TUSAS T-129 helicopter from Turkey. That purchase did not materialise. The contract for the twelve new Bell AH-1Z helicopters includes the provision for AGM-114 Hellfire missiles, 56 Advanced Kill Weapon System II missiles, the M197 20mm cannons and other equipment at an estimated cost of \$ 911.4 million. Further items are 26 General Electric T-700 GE 401C, navigation systems, joint task planning systems, task computers, targeting systems, mobile display helmet, missile warning systems, countermeasures and other composite equipment. The sale also includes support, testing, spare parts, repair, training, engineering, logistics and other support programs. The first new helicopters are expected in 2020, augmenting the mix of modernised AH-1E, AH-1F and AH-1P helicopters with 8th and 9th Helicopter Squadron at Rifa'a Air Base. Deliveries are expected to be complete by 2022.

### AH-1F

973	9th Helic.sq	c/n update	<b>22209</b>	nov18
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### Bell 412EP

348	3rd Helic.sq	f/n, ex ?	nov18	
349	3rd Helic.sq	f/n, ex EC-KBB	<b>36426</b>	nov18

The squadron seems to have added some second-hand Bell 412s to its AB212 and Bell 212 fleet.

### Hercules C5

702	7sq del, ex Marshall Aerospace ZH886	<b>5484</b>	nov18
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### UH-60M

334	12th Helic.sq	c/n update	<b>70-3298</b>	nov18
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Earlier we reported 3rd Helicopter Squadron as the tenant of the Sikorky's, the above squadron is a correction.



During a base visit to Osan AFB Robbert Snijders captured this line-up of six A-10C Thunderbolts. First one is 80-0245/OS, being part of the 25th FS/51st FW. In one next Scrambles a full report of the base visit will appear. (Osan, 20 November 2018)

## Israel

Tsvah Haganah le Yisrael/Heyl Ha'Avir (AF)

### C-130J-30

669 103sq f/n dec18

Thanks to an update, we can provide you with the last C-130J-30 delivery to the IDF/AF, on 20 December 2018.

Mishteret Yisra'el (PO)

### AT-802AF

4X-AFS/3 Israeli Police **802A-0370**

### AT-802F

4X-AFA/8 Israeli Police **802-0412**

4X-AFT/5 Israeli Police **802-0371**

4X-AFU/7 Israeli Police **802-0367**

4X-AFV/1 Israeli Police **802-0360**

4X-AFW/2 Israeli Police **802-0395**

4X-AFX/6 Israeli Police **802-0353**

4X-AFY/4 Israeli Police **802-0396**

At some time in history, the Air Tractors were transferred from the IDF/AF to the Israeli Police, the registrations stayed the same.

### Bell 206

4X-BMD ex Israeli Police **4017**

4X-BME ex Israeli Police **4093**

4X-BMF to 4X-BMF, ex Israeli Police **4305**

4X-BMG to 4X-BMG, ex Israeli Police **4402**

### Bell 206L-3 Sayfanit

4X-BMH ex Israeli Police **51085**

4X-BMI ex Israeli Police **51051**

New additions to the database are the Israeli Police Bell 206. Two of which were inherited from the IDF/AF. All are now withdrawn from use, during the 2017-2018 timeframe. Two of the 206s were sold to Eden Aviation. Both changed their white/blue livery for a black/gold livery.

### Ce180D

02 ex Israeli Police, to 4X-AJA **180-51037**

4X-AJA ex 02, to N8005J **180-51037**

Found on Wikimedia Commons is a Ce180D of the National Photo Collection of Israel, Photography dept. Government Press Office, under the digital ID D717-113.

### H125 Kachal

4X-BMK/1 Israeli Police ex N260AH **8102**

4X-BML/2 Israeli Police ex N262AH **8110**

4X-BMM/3 Israeli Police ex N269AH **8116**

4X-BMN/4 Israeli Police ex N270AH **8123**

### H145

4X-BMO Israeli Police ex N408AH **20078**

4X-BMP Israeli Police ex N427AH **20087**

Elbit Systems ordered in 2017 four H125s and two H145s to beef up the potential of the police force in the fields of law enforcement, counter-terrorism, border security, search & rescue, and aerial support of firefighting missions throughout the country.

## Kuwait

al Quwwat al-Jawwiya al-Kuwaitiya (AF)

### Typhoon

... Leonardo f/n nov17 **KS001** aug18

... Leonardo f/n nov17 **KS002** aug18

... Leonardo f/n nov17 **KS003** aug18

The 28 Eurofighter Typhoons for Kuwait will be the most advanced of the type produced so far, with a package of capabilities on top of the previous enhancement programmes such as the Captor-E E-Scan radar and several novelties in the weapon system that will make the Kuwait Air Force at the front-line of the fighter technology when the aircraft will enter into service. The capability packages for Kuwait will include the integration of Storm Shadow and Brimstone and other air-to-surface weapons. The configuration also

foresees the integration of a new advanced Lockheed Martin Sniper laser designator pod, the introduction of the DRS-Cubic ACMI P5 combat training pod, an enhanced navigation aid (VOR) and the E-Scan radar CAPTOR with its antenna able to reposition. The Typhoon Captor-E provides significantly more power than most competing systems. Combined with the fighter's large nose aperture and the unique ability to move the radar antenna, the Typhoon has a field of view of 200 degrees and the flight tests are confirming the discriminating advantages this will bring.

In the meantime, production for the first Kuwaiti Typhoons is in full swing with the assembly taking place with Leonardo in Italy. The first left hand wing at Leonardo and right-hand wing at Airbus Defence & Space in Spain have completed the manufacturing of the wing skins in composite materials and are by now in final assembly. The first rear fuselage section was to start the "Stage 2" assembly phase at Leonardo in early 2018 while the "Stage 1" assembly phase is already running in BAE Systems (front fuselage sections) for the first five aircraft. The centre fuselage section, produced by Airbus Defence & Space in Germany, was started in the first half of 2018 having already commenced the "pre-assy" phase according to the plan.

The activities to establish infrastructures in Kuwait to operate the aircraft are also proceeding according to the plans. All logistic services are targeted to assure the full operational availability of the fleet during the in-service phase in Kuwait. With the Kuwaiti contract Leonardo and Eurofighter have well initiated a long journey which will lead to the delivery of the first aircraft in 2020. The agreement with the Kuwait MoD includes also services to operate the Eurofighter fleet at its best such as the design and construction of the infrastructures at the Al-Salem Air Base in Kuwait and the initial support services for three years (with an option for a further five). This includes the supply of equipment and a suite of training devices to establish a pilot Operational Conversion Unit in Kuwait.

Kuwait Ministry of the Interior (PO)

### AS365N3

KMOI-03 Kuwait Police Flying Wing, w/o 24may18 **6698**

## Lebanon

al-Quwwat al-Jawwiya al-Lubnaniya (AF)

Since some time, more and more Lebanese military aircraft seem to have dropped the "-" (hyphen) from their serial presentation. As example, an IAR330SM Puma used to fly around as L-914 and now as L914, after overhaul and or repaint. However there seems to be no consistency just jet, the relatively new Cessna Ce208Bs are still L-401 and so on. The A-29B Super Tucano's never had a hyphen, just L711 through L716. For consistency sake we will keep the hyphen in our database and new presentations for now.

### AB212

L-557 Rayak under rebuilt **32108** jul18

### R44 Raven II

L-1505 15sq known serial

L-1506 15sq f/n Rayak sep18

### UH-1H-II

L-12.. 12sq ex EV77045 ex N270SA **13870**

## Qatar

Qatar Emiri Air Force (AF)

Qatar expects six Boeing F-15QA to be delivered to its air force by March 2021, the first batch of 36 it agreed to buy from the United States last year for US\$12 billion. A further six F-15s would be dispatched three months after the initial batch, with four more expected every three months thereafter. The Gulf state will begin sending eight pilots per year to

the United States for training. It will be transitioning some of its experienced Qatari pilots to fly the F-15s in order to establish a 53-person aircrew for them by 2023. In August 2018 Qatar announced it would expand facilities Al Udeid, which hosts the largest United States military facility in the Middle East, to accommodate Qatar F-15s and other fighter jets. Construction on the area for the F-15s would start in 2020 and be completed by 2021, in time to receive the first delivery. There is still a possibility a, temporary Qatar, training squadron will be established in Continental United States (Conus). If this is the case Mountain Home AFM (ID) would be a logical choice.

The future Qatar pilots for the Typhoon will be trained by the Royal Air Force (RAF). A new "joint squadron" with the Qatari Emiri Air Force (QEAF) has been established at the Royal Air Force's Typhoon training base, RAF Coningsby (United Kingdom). It has taken over the No. 12 Squadron "number plate" from a Tornado GR.4 squadron that was disbanding. The squadron was stood up 24 July 2018 and will temporarily integrate Qatari personnel, including pilots and ground crew. It will operate some of the Tranche 1 Typhoons that the RAF previously planned to phase out but decided last year to retain. If actual new BAE Systems Warton built Qatar Typhoon aircraft will be operated from RAF Coningsby remains to be seen but seems likely. The Joint Squadron will provide the QEAF with valuable experience operating the aircraft and speed up their preparation for when the first QEAF Typhoon are delivered in 2022. QEAF pilots and mechanics will start training on Typhoon from the beginning of 2019.

The creation of the third new fighter aircraft force for the QEAF is a bit further advanced. Dassault at Bordeaux-Mérignac (France) has been delivering new Rafale for Qatar in 2018. This is expected to ramp up in 2019 now all the Rafale aircraft for Egypt have been delivered. As known, QEAF has six Rafale DQ dual- and 24 Rafale EQ single-seaters on order. After test flights the new aircraft join the Qatar Rafale Squadron (QRS) for training at Base aérienne 118 Mont-de-Marsan. Escadrille EC04.030 has been created for this reason and integrates Qatari personnel, including pilots and ground crew with France instructors. After a period the first Rafales will move to the home base in Qatar. Some more details about the first QEAF Rafale below.

In January 2019 a training program for the QEAF on the new NH Industries NH90 helicopters will commence in Italy. The expected duration is for four and half years with over 2.600 flight hours. Reportedly the Italian Air Force will build up a QEAF NH90 helicopters squadron and train Qatari personnel, including pilots and ground crew. As known order is split in sixteen NH90-TTHs (Troop Transport Helicopter, built in Marseille by Airbus) and twelve NH90-NFHs (Navy Frigate Helicopter, built in Venice by Leonardo), with the first deliveries expected in 2019. The location of the squadron is not yet clear to us.

#### DHC-6-400

A7-MAQ/C-FVGY Viking	f/n Victoria (B.C.)	<b>963</b> sep18
A7-MAR/C-FEGV Viking	f/n Victoria (B.C.)	<b>966</b> nov18

These two are for the Special Forces Skydiving team.

#### Hawk T2

QA..	BAE Systems f/n 19oct18	<b>QA001</b> 2018
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On 19 October 2018, the Qatari Deputy Prime Minister and Minister of State for Defence Affairs, H E Dr Khalid bin Mohammad Al Attiyah, inaugurated the production lines of the Typhoon and Hawk T2 for the Qatar Emiri Air Force, QEAF) in Warton (UK). The programme project is now named "Al-Dhariyat" and aims to develop the capabilities of the QEAF within its plans to modernise its fleet of modern fighters to protect the country's capabilities. Besides 24 Typhoons the QEAF will get nine Hawk T2s as signed in a contract on 10 December 2017.

#### Rafale DQ

QA203	Dassault	f/f 14dec18	<b>DQ03</b> dec18
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Our allocation of DQ03 is not confirmed

#### Rafale EQ

QA2..	Dassault	f/f 27mar17	<b>EQ01</b> nov18
QA2..	Dassault	f/n 03apr17	<b>EQ02</b> apr17
QA2..	Dassault	f/n	<b>EQ04</b> apr17
QA214	Qatar Rafale Squadron, f/n		jul18
QA217	Qatar Rafale Squadron, f/f 03aug18		aug18

On 14 December 2018, new Rafale DQ QA203 made its first flight from the Dassault facilities at Bordeaux-Mérignac (France). With this latest sighting the composition of the serial batches is getting clearer, although the following needs to be confirmed:

Rafale DQ QA201 to QA206 (DQ01 - DQ06)
Rafale EQ QA207 to QA229 (EQ01 - EQ24)

Initially the QEAF Rafale appeared and flew in an all grey (primer) scheme. As such, Rafale **DQ01**, **EQ01** and **EQ02** have been seen in a single tone grey scheme. **EQ04** first appeared in a more attractive two-tone grey camouflage scheme. After that the Qatar serials have been adopted and the. Besides QA203, only QA214 and QA217 have been noted in a full colour scheme so far.

#### Saudi Arabia

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

EGUL = Lakenheath, UK

LPLA = Lajes, Portugal

The air base near King Khalid Military City (KKMC) and Hafr, Al Batin, Saudi Arabia (OEKK), is undergoing major rework. It has been renamed King Saud Air Base and will eventually host several (combat) plane squadrons, as well as other support systems and with the ability to accommodate more air systems in the future. The air base will be able to work around the clock in case of war with the ability to carry out air operations with organic stockpiles of fuel, weapons, ammunition and spare parts. Work started in 2016 and the airbase will be built in three phases and is expected to be completed in four years. 80 squadron with Typhoon F2s from Taif and a new to be established new F-15SA squadron might move here and join resident 4 Wing.

The deliveries of the new build Boeing F-15SA commenced about two years ago and by now over half of the 84 advanced Eagles on order have made the Atlantic crossing. Time to run a review of news, of the ferry flights and sightings so far:

#### F-15SA

5504	first in country rebuilt	<b>1256/SA005</b> aug15
5540	ex 9223, ex Boeing via EGUL 10dec16 Retro66	<b>1316/SA048</b> dec16
5541	ex 5506, ex Boeing via EGUL 10dec16 Retro65	<b>1257/SA006</b> dec16

Alsalam Aerospace Industries in Saudi Arabia was formally contracted to begin in-country conversion of 68 F-15S (Saudi) Eagle combat aircraft to F-15SA (Saudi Advanced) standard via the F-15SR (Saudi Retrofit) programme on 2 August 2018. The confirmation came after Alsalam (a joint venture between Boeing, Saudi Arabian Airways, and Saudi Advanced Industries Company) was awarded a US\$59.7 million contract for conversion of the first six aircraft. Work will be performed in Riyadh a Dhahran and is expected to be completed by 3 August 2020. Besides considerable internal modifications major work consists of the manufacture and mating of new wing sets and underwing pylons, as well as the cockpit section of the aircraft. 5540 and 5541 where proof of concept modifications performed by Boeing at St. Lambert International Airport (MO). 5504 however was the first conversion by Alsalam and Boeing personal at Dhahran a few years ago (it possibly received a new serial after the rebuilt). New wings, pylons and nose sections have been produced for some time already and are shipped to Boeing at St. Lambert International Airport (MO) for final assembly on new built

F-15SA. The ramp up of the in-country F-15S modification is now gathering pace. It is possible and would make sense if the rebuilt F-15S are actually designated F-15SR (as opposed to F-15SA) but we are unfortunately not certain of this. Time for the new build frames:

**F-15SA - serial batches**

2917	29sq	ex Boeing, f/n	dec18
12-1001		Boeing Palmdale Production Flight Test	nov16
12-1002		Boeing Palmdale Production Flight Test	sep18
12-1003		Boeing Palmdale Production Flight Test	sep18
12-1004		Boeing Palmdale Production Flight Test	jun18
12-1005		ex Boeing via EGUL 29mar17 Retro61	apr17
5518 ex 12-1006		ex Boeing via EGUL 10dec16 Retro64	dec16
12-1007		ex Boeing via EGUL 14aug17 Retro61	aug17
12-1008		ex Boeing via EGUL 29mar17 Retro62	mar17
12-1009		Boeing	may14
5519 ex 12-1010		ex Boeing via EGUL 29mar17 Retro63	jan17
12-1011		ex Boeing via EGUL 14aug17 Retro62	aug17
12-1012		ex Boeing via EGUL 26sep17 Retro61	sep17
12-1013		ex Boeing via EGUL 10dec18 Retro61	may14
12-1014		ex Boeing via EGUL 10dec18 Retro62	dec18
12-1015		ex Boeing via EGUL 10dec18 Retro63	dec18
12-1016		ex Boeing via EGUL 14aug17 Retro63	aug17
12-1017		ex Boeing via EGUL 26sep17 Retro66	sep17
12-1018		ex Boeing via EGUL 23jul18 Retro61	jul18
12-1019		ex Boeing via EGUL 10dec18 Retro64	dec18
12-1020		ex Boeing via EGUL 23mar18 Retro61	mar18
12-1021		not noted	
12-1022		ex Boeing via EGUL 23mar18 Retro62	mar18
12-1023		ex Boeing via EGUL 23mar18 Retro63	mar18
12-1024		ex Boeing via EGUL 23jul18 Retro62	jul18
12-1025		ex Boeing via EGUL 23jul18 Retro63	jul18
12-1026		ex Boeing via EGUL 23jul18 Retro64	jul18
12-1027		ex Boeing via EGUL 26sep17 Retro62	sep17
12-1028		ex Boeing via EGUL 26sep17 Retro65	sep17
12-1029		not noted	
12-1030		ex Boeing via EGUL 26sep17 Retro64	sep17
12-1031		ex Boeing via EGUL 14aug17 Retro64	aug17
12-1032		ex Boeing via EGUL 29mar17 Retro63	apr17
12-1033 through 12-1035		not noted	
12-1036		ex Boeing via EGUL 26sep17 Retro63	sep17
12-1037		ex Boeing via EGUL 14aug17 Retro65	aug17
12-1038		ex Boeing via EGUL 14aug17 Retro66	aug17
12-1039		ex Boeing via EGUL 29mar17 Retro64	apr17
12-1040		not noted	
12-1041		ex Boeing via EGUL 09feb17 Retro31	feb17
12-1042		Boeing	jan17

12-1043	ex Boeing via EGUL 09feb17 Retro32	feb17
12-1044	not noted	
12-1045	ex Boeing via EGUL 09feb17 Retro33	feb17
12-1046	not noted	
12-1047	ex Boeing via EGUL 29mar17 Retro65	apr17
12-1048 through 12-1052	not noted	
12-1053	ex Boeing via LPLA 05dec17 Retro61	dec17
12-1054	ex Boeing via EGUL 23mar18 Retro64	mar18
12-1055	ex Boeing via LPLA 08dec17 Retro64	dec17
12-1056	ex Boeing via LPLA 05dec17 Retro63	dec17
12-1057	ex Boeing via LPLA 05dec17 Retro62	dec17
12-1058	ex Boeing via LPLA 08dec17 Retro65	dec17
12-1059	ex Boeing via LPLA 08dec17 Retro66	dec17
12-1060 through 12-1066	not noted	
12-1267	Boeing	jul18
12-1068	ex Boeing via EGUL 23jul18 Retro65	jul18
12-1069 through 12-1084	not noted yet	

The problem we face is the F-15SA receive local serials after the delivery ferry flights performed by the USAF. Tie ups will take time and possibly will never be established. Example is the 2917 above.

Former Tornado ADV 29 squadron has been reactivated and is now receiving Boeing F-15SA Saudi Advanced Eagles at Tabuk (King Faisal Air Base). 29 squadron under RSAF 7 Wing is the second or third F-15SA squadron that has been stood up so far. The first was 55 squadron at Khamis Mushayt (King Khalid Air Base) that acts as a formal training unit for the new aircraft. Second was 6 squadron at the same location. The latest four F-15SA that passed through RAF Lakenheath at 10 December 2018 went most likely directly to Tabuk. Only two new build F-15SA (5518 and 5519) flew the ferry with their new Saudi serials, from then on the USAF Fiscal Year FY-serial was carried on the tail only.

After nearly five years of flight testing at Palmdale (CA), the three of the first F-15SAs built back in 2013 have returned to St. Louis. The aircraft were employed in a combined Boeing and USAF Production Flight Test unit that put the new aircraft and especially the new digital fly by wire system and the various weapon systems through its paces. The Boeing and USAF Production Flight Test Installation at AF Plant 42 has completed its work but may retain at least a single Saudi Advanced Eagle for further development testing.

The RSAF F-15SAs are to be operated, besides 55 squadron and 6 squadron (both formally F-15S units) at Khamis



Not new, but rarely seen is the sole Vulcanair P68 Observer C6-CDF of the Bahamas Defence Force Air Wing. Daan van Laatzten was very lucky to catch this at its home base Nassau. (23 November 2018).

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Mushayt King Khalid Air Base (KKAB) in the south-west, aforementioned 29 Squadron (working up) at Tabuk King Faisal Air Base (KFAB) in the north-west of the country; and by 92 Squadron (currently an F-15S unit) and the Fighter Weapons School at Dhahran King Abdulaziz Air Base (KAAB) on the Gulf coast near Bahrain. A further new squadron may be established at the new facilities at King Saud Aid base (KSAB) Hafr, Al Batin. The original contract mentioned the provision for establishing a CONUS-based fighter training squadron with operations for a twelve F-15SA contingent. Like the Qatari solution the logical choice would be Mountain Home AFM (ID). This seems not to have taken place, however.

As the most advanced variant of the Eagle built to date, the F-15SA features two additional hardpoints (from 9 to 11) and weapon systems; upgraded avionics (with a digital 'glass' cockpit, joint helmet-mounted cueing system, and a disorientation recovery capability); a BAE Systems Digital Electronic Warfare System/Common Missile Warning System (DEWS/CMWS); fly-by-wire controls; an infrared search-and-track (IRST) system; the Raytheon AN/APG-63(V)3 active electronically scanned array (AESA) radar; and more powerful General Electric F110-GE-129 engines.

Deliveries of the 84 new build and 68 remanufactured F-15SAs (down from 70 after two losses) were originally slated to run from 2015 through to 2019. However, problems reported in development phase have pushed this schedule back by approximately a year.

#### Typhoon F2

323 10sq w/o 13sep17 **344/CS019**

Saudi Armed Forces Medical Services (AF)

#### AS365N

HZ-MS15	to Djibouti	<b>6153</b>
HZ-MS18	to Djibouti	<b>6156</b>
HZ-MS20	to Djibouti	<b>6158</b>
HZ-MS21	to Djibouti	<b>6161</b>

#### Royal Saudi Land Forces (AR)

Not much is known about the Royal Saudi Land Forces (RSLF) Aircraft Order of Battle. The one we had on line has been updated with some new information, however. A further two groups equipped with helicopters most likely exist, with 3rd Aviation Group possibly at Tabuk and 4th Aviation Group at an unknown location.

#### Northern Area Command

King Khalid Military City (KKMC) Hafr, Al Batin (OEKK)

#### 1st Aviation Group

1st Aviation Battalion Bell 406CS, S-70A-1, S-70A-1L  
2nd Aviation Battalion AH-64D

#### Southern Area Command

Khamis Mushayt (King Khalid Air Base) (OEKM)

#### 2nd Aviation Group

1st Aviation Battalion Bell 406CS, S-70A-1, S-70A-1L  
2nd Aviation Battalion AH-64D

The remaining AH-64A have been remanufactured as AH-64D some years ago. New UH-60L have been added and most likely have replaced all the older S-70s.

#### UH-60L

27264	RSLF	f/n	jan18
27265	RSLF	f/n Riyadh/Thumamah	jan18

#### Saudi Arabian National Guard (AR)

The national guard is under the administrative control of the Ministry of the National Guard, instead of the Ministry of Defence. It differs from the regular Saudi army in being forged out of tribal elements loyal to the House of Saud and tasked with protecting the royal family from internal dangers. Ministry of the National Guard (MNG) has created, with extensive support from US Army and civilian contractors, the MGN Aviation Division of the Saudi Arabian National

Guard (SANG). The SANG was transformed into a ministerial body on 27 May 2013 under the MNG. The development of the SANG's aviation capabilities has been in progress since the concept was first created in 2008. The SANG as an aviation force didn't exist up to a few years ago and is still a process in development.

Four Aviation brigades are planned to be created around the country equipped with AH-64E, AH-6i and UH-60M helicopters. The first step was twelve MD Helicopters MD 530F trainers, delivered in 2013, to start working up new instructors and pilots. In October 2017 the first MD 530F students graduated from the AH-6i course. 1st Aviation Brigade at Khashm Alan is now fully operational after receiving the last of its twelve AH-6i in July 2018. The 2nd Aviation Brigade will follow at new facilities at Al Hofuf, on the east coast, in 2019, and the 3rd Aviation Brigade in the west of the country, on a corner of Jeddah Airport, will follow in 2021 with more AH-64E, AH-6i and UH-60M helicopters on order. 4th Aviation Brigade as a training unit is planned at Dirab, south-southwest of Riyadh and will most likely receive the MD 530F training helicopters. It is referred to as the Center of Excellence and Aviation Training Brigade. Below is the Aircraft Order of Battle (AOB) of the SANG in more detail with various notes.

#### Riyadh/Khashm Alan Heliport AITD (no ICAO)

Training Battalion MD-530F (12)

These twelve training helicopters have been in use to train the initial cadre since 2013. Most likely a temporary setup was created while Riyadh/Khashm Alan was under construction. The location is about four kilometres north-north east of Riyadh/Khashm Alan.

#### Riyadh/Khashm Alan (OEKA)

##### 1st Aviation Brigade

1st Battalion	UH-60M (24)
2nd Battalion	AH-6i (12) AH-64E (12)
3rd Aviation Support Battalion	(no aircraft)

##### Al Hofuf (no ICAO)

##### 2nd Aviation Brigade

1st Battalion	UH-60M (24)
2nd Battalion	AH-6i (12) AH-64E (12)
3rd Aviation Support Battalion	(no aircraft)

This airfield is under construction, the first helicopters are expected in 2019.

##### Jeddah (OERK)

##### 3rd Aviation Brigade

1st Battalion	UH-60M (24)
2nd Battalion	AH-6i (12) AH-64E (12)
3rd Aviation Support Battalion	(no aircraft)

Construction of new facilities in the north east corner of the airfield are planned to start 2020, first helicopters are expected in 2021.

##### Riyadh/Dirab (no ICAO)

##### 4th Aviation Brigade

AH-6i, AH-64E, UH-60M

This will be the future Center of Excellence and Aviation Training Brigade. The airfield and facilities are under construction since 2017, completion expected in 2020. The MD 530F is expected to relocate there.

##### AH-6i

61001	1st Aviation Brigade f/n, ex Boeing	jul18
61003	1st Aviation Brigade f/n, ex Boeing	jul18
61005	1st Aviation Brigade f/n, ex Boeing	jul18
61007	1st Aviation Brigade f/n, ex Boeing	jul18
61008	1st Aviation Brigade f/n, ex Boeing	jul18

We are uncertain if the correct designation of these helicopters is AH-6SA (for Saudi Advanced) or AH-6i (for international). Various official US Army and manufacturer sources



Although a sizeable fleet of Cessna 208 was obtained, the EMB110 Bandeirante is still going strong. This 2347 even constitutes a first note, it is believed to be a former SC-95B SAR aircraft, 6546, that had been stored for some time. (Natal, November 2018, Jurgen van Toor)

seem to use both. Officially, the AH-6i is the export version of the AH-6S, however. In October 2010 Saudi Arabia requested 36 Boeing Rotor Craft Systems AH-6i aircraft with related equipment and weapons from the United States through a Foreign Military Sale. The fiscal year (FY) serial of the above helicopters should be 16-01001 onwards.

#### AH-64E

50106	1st Aviation Brigade f/n, ex Boeing	jan18
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The former US Army fiscal year (FY) serial of this Apache Guardian is 15-00106.

#### UH-60M

27092	1st Aviation Brigade f/n, ex Sikorsky	jan18
27266	1st Aviation Brigade f/n, ex Sikorsky	feb18
27271	Sikorsky f/n Hunter AAF (AL) for shipping	oct15
27272	Sikorsky f/n Hunter AAF (AL) for shipping	oct15
27273	Sikorsky f/n Hunter AAF (AL) for shipping	oct15
27275	Sikorsky f/n Hunter AAF (AL) for shipping	oct15
27327	Sikorsky f/n primer Ocala (FL)	oct17
27356	Sikorsky f/n primer Ocala (FL)	feb16

More sightings of new rotorcraft for the SANG. FY serials are hard to get, Black Hawk 12-27266 and 11-27271 onwards should be correct but requires confirmation.

#### Royal Saudi Naval Force (NY)

The first of several MH-60R Seahawks purchased by the Royal Saudi Naval Forces (RSNF) arrived at Naval Station Mayport (FL) on 2 October 2018. The helicopters are part of a training programme for Saudi pilots and crew that is expected to last for the next three years. Sikorsky delivered the first MH-60R for the Royal Saudi Navy (RSN) during a ceremony in Owego (NY) on 13 September 2018. A total of ten helicopters are on order.

Maritime Strike Squadron (HSM) 40, a helicopter squadron based at Naval Station Mayport (FL), is playing an imperative role in the training of RSN officers and crewmen. They will be responsible for providing the training that the foreign military sales office has contracted with the Kingdom of Saudi Arabia. Training for 250 plus pilots, aircrew and maintainers will be facilitated. HSM-40 will expect one more MH-60R per month for the next four months. The five helicopters will remain in the US until all the remaining aircraft are ready to be shipped back to Saudi Arabia to join the RSN fleet where a

new squadron will stand up.

#### MH-60R

802	HSM-40	f/n, BuNo 169384	<b>70-4885</b>	oct18
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The above Seahawk showed up on various online footage during a ceremony hosted by the US Navy, Sikorsky and Saudi Navy officials during the celebration of the first acceptance at Owego (NY) on 13 September 2018. It flew into Mayport (FL) 2 October 2018. The Bureau Number is small in grey on grey numbers aft of the tail boom and the Saudi serial similar small on a panel on the tail boom. We assume the Saudi serial batch runs from 801 to 810.

Saudi Arabian Government (GV)

More of the new Airbus Helicopter Deutschland like below have been noted but we are still compiling a full list.

#### H145T2

MOI-52/D-HCBW	MOI	f/n	<b>20127</b>	jul18
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#### United Arab Emirates

Joint Aviation Command (AR)

#### Whatever happened to the UAE Pumas?

The original Puma Squadron, back then located at Al Bateen, was initially equipped with a mix of IAR330L, SA330C and SA330F helicopters. The IAR 330 is the Romanian-built IAR Brasov version of the Aérospatiale SA330 Puma helicopter. The following serials and construction numbers are known to us:

#### IAR330L

181	Puma sq.	to Lebanon L-9..	<b>144</b>	may99
182	Puma sq		<b>034</b>	jul01
183	Puma sq		<b>039</b>	nov97
184	Puma sq			jul01
185	Puma sq		<b>056</b>	jul01
186	Puma sq			jul01
187	Puma sq		<b>036</b>	jul01
188	Puma sq			jul01
189	Puma sq			nov97
190	Puma sq		<b>019</b>	oct00

#### SA330C

111	Puma sq		<b>1113</b>	jan98
112	Puma sq		<b>1127</b>	
113	to 2415	to Lebanon L-913	<b>1169</b>	



The Guatemalan Air Force has taken delivery of a third Cessna 208B Grand Caravan EX. Just to confuse spotters, the two delivered in September with serials 889 and 360 have now been augmented by serial 630 (La Aurora, 2 December 2018, Carlos Alberto Rubio Herrera).

114	Puma sq		<b>1224</b>	jul06
115	Puma sq		<b>1233</b>	nov80
<b>SA330F</b>				
116	Puma sq	to Lebanon L-914	<b>1337</b>	jan98
117	Puma sq		<b>1338</b>	aug91
118	Puma sq		<b>1339</b>	jun97
119	Puma sq		<b>1342</b>	
120	Puma sq		<b>1344</b>	jan98

Obviously these have not been noted for quite some time. The survivors went to IAR Brasov in Romania for conversion/rebuilt to the IAR330SM export configuration. An unknown number of former South African SA330H also have been rebuilt as IAR330SM for the UAE (ex SAAF 181, construction number **1492**, now in Lebanon is one of them).

With the formation of the joint Aviation Command and the move to Sas al Nakhil, and the influx of UH-60L, UH-60M and CH-47F helicopters the surplus Puma have been disposed of to Lebanon and Pakistan. Of the 25 produced for UAE 22 IAR330SM serials are known to us. It seems the IAR330SM did not receive new construction numbers during the rebuilt/modification process.

#### IAR330SM

2412	to Pakistan	as 2412		mar18
2415	to Lebanon	as L-913 ex 113	<b>1169</b>	apr10
2417	Puma sq	fate unknown		apr05
2422	Puma sq	fate unknown		jul06
2425	to Pakistan	as 2425		mar15
2427	to Lebanon	as L-9..		
2429	to Pakistan	as 2429		sep16
2432	to Pakistan	as 2432		mar15
2434	to Pakistan	as 2434		nov18
2437	Puma sq	fate unknown		apr03
2439	to Pakistan	as 2439		mar16
2441	to Pakistan	as 2441		mar16
2443	to Lebanon	as L-9..		sep10
2460	Puma sq	fate unknown		nov06
2463	to Pakistan	as 2463		
2465	to Lebanon	as L-917		sep10
2467	Puma sq	fate unknown		jul06
2468	to Pakistan	as 2468		nov16
2470	Puma sq	fate unknown		nov06

2472	to Pakistan	as 2472		2013
2473	Puma sq	fate unknown		nov06
2475	to Lebanon	as L-9..		sep10

Adding to the above is an unconfirmed report of the existence of 2436 with the former Puma Squadron. As can be seen six of the IAR330SMs above are unaccounted for, this might include attrition by accidents. One Puma was lost on 25 April 2005 and one on 14 July 1991, although the latter may have been an UAE Navy AS332. Lebanon has received seven (L-912 to L-918, five known identities as shown above) and Pakistan reportedly fourteen (nine known identities shown above). Serial 2416, 2419 and 2461 might be additional Pakistan deliveries as well but require confirmation. The date with the Lebanese and Pakistani is the first sighting we have. We most certainly are missing a few IAR330SM serials in the above listing however. Any additional information is more than welcome.

## Latin America

### Argentina

Fuerza Aérea Argentina (AF)

SATR = Reconquista, SF

#### Aucán

UX-13 DGID f/n nov18

#### B707-387C (ELINT)

VR-21 i/a EEST No.4 cabin only **19962** nov18

After its scrapping, the cabin was due to go to the Escuela de Educación Secundaria Técnica No.4, with the I BA at El Palomar.

#### H369HM

H-26 wfu ex VI BA **490045M** nov18

#### IA-58

A-563 pr. Reconquista ex std SATR oct18

It was installed at the big roundabout along Route 11 south of the city on 1 October, S29.16379, W59.65928.

#### IA-63 Pampa III

A-700 VI BA toc, E-824 ntu **1029** nov18

A-701 VI BA toc, E-825 ntu **1030** nov18

A-702 VI BA toc, E-823/EX-05 ntu **1028** nov18  
 At last, the Pampa III is here! Noteworthy detail of course is that they do not take up the allocated serials E-8xx but the A-7xx 'attack' aircraft range! Please note that in a September television report, both E-823 and E-824 were seen painted as such at the factory. Sources differ on the correct tie-ups to the former serials.

#### T-6C

E-306? EAM c/n update **PM-109** oct18  
 In the middle of a walk-around of E-306, the/a construction plate was shown. However, it would be more logical on E-307... Also, the contract for the last four of the twelve-strong deal has been signed. Effective date was 30 November. Lastly, the actual type said to be T-6C (model 3000 on the plate), due to budget constraints they did not get T-6C+ models.

Comando de Aviación de Ejército Argentino (AR)

#### AB206B-1

... FAdeA f/n Argentina, ex CC-71 **9189** nov18  
 ... FAdeA f/n Argentina, ex CC-75 **9193** nov18  
 ... FAdeA f/n Argentina, ex CC-79 **9197** nov18

Gendarmería Nacional Argentina (PO)

#### AW119Ke

GN-935 GN f/n nov18  
 GN-936 GN f/n nov18  
 GN-937 GN f/n nov18

These were all seen at Don Torcuato with Modena Air Service having arrived 26 October. These are ex XA-UWY (**14718**), C-FNMU (**14731**), N963TC (**14734**); tie-ups unknown yet.

#### UH-1H-II

GN-932 GN ex 73-21784 **13472**  
 GN-933 GN ex 67-17703 **9901**

Both are updates to their previous identities. Four were ordered back in 2010 and are finally being readied and delivered. By now, the next allocated serials, GN-934/935, have been taken up by the AW169 (GN-934) and AW119s!

#### Bolivia

Fuerza Aérea Boliviana (AF)

In this year's insurance tender, AS332C1e FAB-785 is not listed. This means that the damage sustained during its accident on 16 November 2017 has not yet been repaired.

#### Brazil

Força Aérea Brasileira (AF)

SBNT = Natal/Augusto Severo, RN  
 SBSJ = Sao José dos Campos/Professor Urbano Ernesto Stumpf, SP

#### AT-26

4495 pres Boraceia ex 1/4°GAv dec12 **73034277** nov18  
 4600 pres SBSJ ex std SBSJ **78145388** nov18

The former is in town in front of the church, Congregação Cristã no Brasil, S22.19309, W48.78176, since at least June 2018. The other is a new inmate in the museum. In 2016 another one was seen dismantled on base, 4514, thought to be destined for the museum. But apparently, it never went there.

#### C-95

2135 std Campinas ex 6°ETA l/n jul96 **110007** nov18  
 2140 std Campinas ex nn since aug74 **110020** nov18

An antique shop, Mercado Surpresa Antiguidades, with an immense assortment of stuff, also has various old aircraft hulks lying around in their yard. Among these are three long lost C-95s! It is situated South of Campinas in São Paulo state, along route SP-073, S22.99032, W47.08597. If you want an impression, go to their Instagram account mercadosurpresa.

#### C-95AM

2296 stored SBNT ex EEAR, C-95A **110178** nov18  
 2299 stored SBNT ex 1°/5°GAv, C-95A **110183** nov18

#### C-95BM

2308 stored SBNT ex 1°ETA, C-95B **110299** nov18

2312 stored SBNT ex 4°ETA, C-95B **110326** nov18  
 2347 1°/5°GAv ex SC-95B 6546 **110374** nov18

Four more were stored, likely awaiting maintenance adn pushed aside to make room for the participants of CRUZEX?

#### H-36

8515 3°/8°GAv c/n update **2877** nov18

#### Chile

Fuerza Aérea de Chile (AF)

#### A-29B

465 Grupo 1 f/n dec18  
 466 Grupo 1 f/n dec18  
 467 Grupo 1 f/n dec18  
 468 Grupo 1 f/n **314000241** dec18

The last quartet of the six-strong follow-on order was fulfilled in December. The four were routing through Foz do Iguaçu on their way to Chile on 19 December. Only one construction number was confirmed, and that ties in with the known batch **314000236** to **314000241**.

#### Colombia

SKBO = Bogota/El Dorado

Fuerza Aérea Colombiana (AF)

The Colombian government has requested the US for the price of F-16/D fighter jets. A letter of request (LOR) has been sent for eighteen second-hand aircraft (block unspecified). The replacement of its Kfir COA/COD by ex-USAF F-16C/D has been part of future plans for many years. However, after some crashes of dual-seaters and maintenance troubles, all Kfirs have been thoroughly inspected and made it up to the skies again. The Kfirs performed well during Red Flag exercises, not the least due to its powerful ELTA EL/M-2032 radar and combat experience of the Colombian pilots. Furthermore, the peace process which led to the disbandment of the country's largest and oldest guerrilla group (FARC-EP) has directed resources to other priorities. It remains to be seen if with this LOR the Kfir-replacement program has been put into action. Interestingly, the FAC has plans to upgrade its future F-16C/D with Israeli technology...

After the construction of 25 T-90 Calimas, based on the Lancair Legacy FG, CIAC has taken up construction of a glider intended for air force cadet training. The glider, designated Urubú S-17, is based on the Schweizer SGS 2-33 and has been brought to the military aviation school (EMAVI) in Cali for final completion and test flights. The first two FAC gliders were in fact Schweizer 2-33s delivered in 1983.

#### KC-137 (B707-373C)

FAC1201 pres Tocancipa ex std SKBO **19716** nov18

In the night of 24 November 2018, "Zeus" was moved by truck and trailer from El Dorado to the Museo Aeroespacial Colombiano in Tocancipa.

#### SR-26 (C-26B)

FAC5741 reregistered as PNC-0246 **BC-766B**

Armada República de Colombia (NY)

#### AS365N-3

ARC251 GANCA f/n, ex CS-HIO **6687** dec18  
 ARC252 GANCA f/n, ex CS-HIP **6690** dec18

By the time you read this, both have been delivered to the Grupo Aeronaval del Caribe (GANCA).

Policía Nacional de Colombia (PO)

The PNC will receive another batch of six ex US Army UH-60A Black Hawks, adding to the ten UH-60As delivered during 2017. The helicopters will be donated by the US Government, including logistic support.

#### C-26B

PNC-0246 ARAVI f/n, ex FAC5741 **BC-766B** nov18

## Cuba

## Defensa Anti-Aérea y Fuerza Aérea Revolucionaria (AF)

<b>Mi-4</b>				
02	f/n, photo			1963
<b>Mi-17</b>				
106	f/n, photo			
162	f/n, photo			

## Ecuador

## Aviación del Ejército Ecuatoriana (AR)

**SA315B**  
E-319 15-BAE f/n, ex N48087 **2396** oct18  
It was cancelled from the US civil aircraft register on 24 November 2015 already.

**SA330L**  
A.E.E.-458 15-BAE ex ROM 54 **R071** apr18

## Guatemala

## Fuerza Aérea de Guatemala (AF)

All three new Cessna 208B Grand Caravan EXs are operated by the Escuadrón de Enlace y Reconocimiento (EER), which translates to Liaison and Recce Squadron.

**Ce208B EX**  
630 ex N115CB canx 27nov18 **208B-5462** dec18  
A third Grand Caravan EX has been delivered, and was first seen on 2 December 2018.

**CeT210**  
041 f/n dec18

## Honduras

## Fuerza Aérea Hondureña (AF)

**Ce208B EX**  
021 ex N190TW d/d 05dec18 **208B-5461** dec18  
A third Grand Caravan EX was delivered last month.

**UH-1H**  
951 f/n dec18  
Together with 950 and two others, this helicopter was overhauled and upgraded by Brazilian company Avionics Services and redelivered in a grey paint scheme on 5 December 2018. All four were originally supplied by the Republic of China in 2015.

## Mexico

On 1 December 2018, President Andres Manuel Lopez Obrador was sworn in. Before his inauguration, he already announced a series of austerity measures, one of which included the sale of executive jets operated by federal government agencies and the armed forces. Another plan, that has been launched years ago already, is to combine civil and military police in a national guard, to combat crime more effectively. This will effectively put the federal police and the military police forces of the army and navy under one military command. Without doubt, his upcoming six years in office will see some changes in military aviation.

## Fuerza Aérea Mexicana (AF)

The Coordinación General de Transportes Aéreos Presidenciales (CGTAP), which operates the presidential fleet, has ceased to exist as an independent unit per 01 December 2018. It is now part of the newly formed 6/o.Grupo Aéreo which will oversee the transfer of equipment. Presidential aircraft and helicopters will be transferred to regular air force units or will be sold.

KVCV = Victorville/Socal Logistics (CA), USA

MMIT = Ixtepec (OAX)

**AW109SP**  
1909 f/n, grey/grey c/s dec18

**B787-8**  
TP-01/XC-MEX to TP-01/3523 l/f 30nov18 **40695/6**

TP-01/3523 std KVCV l/f 03dec18 **40695/6**

The Dreamliner made its last flight from Buenos Aires' G-20 summit to Mexico City on 30 November 2018. It was flown to Victorville (CA) for storage on 03 December 2018. Before its flight to Victorville, civil registration XC-MEX had aptly been changed to 3523, which fits the FAM's Boeing serial range.

**Beech F33**

64\_7 pres MMIT ex active nov18  
Together with an F260EU, this Bonanza became visible on GE imagery in August 2018. Two other new items here are a pair of preserved PC-7s, which were first visible in September 2017.

**H225M**

1020 d/d 14dec18  
This is a replacement for EC725 1009 that was shot down in 2015.

## Armada de México – Fuerza Aeronaval (NY)

In a surprise move, the Mexican navy has expressed interest to purchase two NHI NH90-NFH (Nato Frigate Helicopters). Earlier this year, a plan to purchase eight MH-60R helicopters has been cancelled. The two NH90-helicopters are part of a project to acquire capacity for long range missions from Mexico's naval ships. At this moment, the capability of the Mexican navy in that respect is limited, with only the Airbus AS565MBe and a handful of radar-equipped Mi-8MTV-1s available as ship-borne helicopters equipped with radar and sensors. Budget has also been allocated to acquire a single Cessna 208B Grand Caravan EX ordered last March. It will replace the sole Cessna 402, which has already been retired.

**C212-400**

AMP-... pres Lazaro Cardenas, ex active feb18  
An unknown Aviocar is visible on GE imagery at the naval base of Lazaro Cardenas (MIC). It could have arrived shortly before as it is still partially dismantled.

**Mi-17-1V**

AMHT-221 reregistered as ANX-2221 **96640**  
AMNX-2221 ESCAN 421 f/n, ex AMHT-221 **96640** sep18

**MX-7-180**

AMP-181 reregistered as ANX-1181  
ANX-1181 f/n, ex AMP-181 dec18

**Z143LSi**

ANX-1501 c/n checked **0070**

## Gobiernos Estatales Mexicanos (GV/PO)

As could be seen last month, a number of executive aircraft and helicopters operated by governments of Mexican states have been put up for sale. It is unclear if the new policy of the federal government for officials to fly commercially will affect fleets of the state governments. Likely, some states will follow this example and sell off their executive aircraft and helicopters.

We recently encountered a table of numbers of aircraft and helicopters operated by the state governments and compared this information with our Mexican military database, which led to this rundown. Aircraft marked \* were/are already for sale. A detailed overview of units and bases can be found at: [www.scramble.nl/orbats/mexico/states](http://www.scramble.nl/orbats/mexico/states)

Aguascalientes

XC-AGS Bell 206B-3 XC-GEA AS350B-3

Baja California

XC-BCN Beech B200 XC-EBC\* RC690C  
XC-GBC Lj36A XC-PEP Bell 206

Baja California Sur

XC-BCS RC695A XC-TNM Ce414A

Campeche

XC-AAD PA-34-200T XC-CAM Sabre 60  
XC-FOK CeTU206G XC-JDD CeTU206G  
XC-LKT A109A Mk2

<u>Chiapas</u>				<u>Nuevo León</u>			
XC-AAL	Bell 206L-1	XC-BGC	Bell 206L-4	XC-GNL	AS350B-3	XC-HEX	Bell 206B-3
XC-CTA	CeT210J	XC-DIS	BN-2A-7R	XC-PNL*	Bell 412EP		
XC-FIK	BN-2A-7R	XC-GTZ	Bell 412EP	<u>Oaxaca</u>			
XC-HHJ	Lj35A	XC-HIS	Lj25D	XC-HUX	A109E	XC-XAO	Bell 407
XC-JEE	Bell 206L-4	XC-LLO	Bell 407	XC-HUA	RC695A		
XC-TUX	Bell 412EP			<u>Puebla</u>			
<u>Chihuahua</u>				XC-LMD	A109S	XC-LNA	AW119Ke
XC-CHI*	Beech 350	XC-CJS*	Ce441	XC-HPZ	Bell 407		
XC-GDC*	CJ1	XC-HFM*	CeT210N	<u>Querétaro</u>			
XC-HFN*	RC695A	XC-LJA	Bell 206B-3	XC-GEQ	AS350B-3	XC-QEN	EC130T-2
XC-LOP*	Bell 429	XC-PAL*	CeT206H	XC-QET*	PA-31T	XC-QRO	AS355N-2
<u>Coahuila</u>				<u>Quintana Roo</u>			
XC-COA	EC120B	XC-DIV*	CeT210N	XC-FIP	Bell 407	XC-HEW	PA-34-300T
XC-GEC*	EC135T-1			<u>San Luis Potosí</u>			
<u>Colima</u>				XC-CAO	CeTU206F	XC-PLS	Lj24D
XC-LMU*	R44			XC-PSL	AS350B-3	XC-RVR	AS350B-3
<u>Durango</u>				XC-SLP	Beech B200	XC-VCT	Bell 412SP
XC-CCC	Ce208B	XC-DGO	Lj35A	<u>Sinaloa</u>			
XC-DRG	CeTU206G	XC-JEF	Bell 407	XC-CUL	Bell 206B-3	XC-HHS	RC690B
XC-LHD	RC695A	XC-LIF	RC695	XC-HIX	Falcon 20F	XC-LMZ*	AW119Ke
XC-LKE	Bell 407			XC-MZT	Bell 206B-3	XC-SIN	A109E
<u>Guanajuato</u>				<u>Sonora</u>			
XC-GEG	AS350B-3	XC-JCB	AS355F-2	XC-CEN	RC690C	XC-GYM	Bell 206B-3
XC-OCG	AS350B-3	XC-SEG	Bell 206B-3	XC-HMO	RC690B	XC-LLY Stemme S-10VT X	
XC-TDO	Bell 206B-3			XC-LMB	Bell 206L-4	XC-NOG	CeT206H
<u>Guerrero</u>				XC-NVJ	Ce402C	XC-SPS	AS350B-3
XC-LIM	RC690C	XC-LKP	Enstrom 480B	<u>Tabasco</u>			
XC-LKQ	Enstrom 480B	XC-LKX	A119Ke	XC-JDR*	Bell 206B-3	XC-NST*	Bell 206L-1
XC-LLK	UH-1H	XC-LMA	Beech 350	XC-VSA*	Lj28		
<u>Hidalgo</u>				<u>Tamaulipas</u>			
XC-FUJ*	A109K-2	XC-GDH	Falcon 20F	XC-GAW	Ce500	XC-GDT	Ce560
XC-HGO*	Bell 412EP	XC-LPC	Bell 429	XC-JCE	Bell 206B-3	XC-LJQ	RC690C
XC-PCA*	Bell 412EP	XC-TDT	RC690C	XC-LLW	UH-1H	XC-MTA	R44-II
XC-UJW	RC695			XC-TAM	Bell 430	XC-UJT	PA-31-350
<u>Jalisco</u>				<u>Tlaxcala</u>			
XC-HPE	AS350B-3	XC-LJN	AS350B-3	XC-LKW	Bell 407	XC-TLX	Bell 206B-3
XC-LJO	AS350B-3	XC-LJP	AS350B-3	<u>Veracruz-Llave</u>			
XC-LJS	Beech 400A	XC-SPJ	S-70i	XC-BDR	AS350B-3	XC-CTL	Beech B200
<u>México</u>				XC-CTZ	Bell 407	XC-GEV	AS365N-3
XC-EGD	A109S	XC-ERA	A119	XC-MTT	Bell 206B-3	XC-PLP	PA-32-301T
XC-JIC	A119	XC-MHC	A119	XC-TJN	Lj45	XC-XAL	Bell 430
XC-MMP	A119	XC-LPE	AS350B-3e	<u>Yucatán</u>			
<u>Michoacán de Ocampo</u>				XC-YUC	Bell 407	XC-LGC	RC695A
XC-LKR	AS350B-3	XC-LOO	AS350B-3	<u>Zacatecas</u>			
XC-LOR	AS350B-3	XC-MOR	Bell 412EP	XC-LMY	Bell 407	XC-ZAC*	EC135T1
XC-MLM	RC690D			XC-ZCL	RC695A		
<u>Morelos</u>							
XC-BAT	Bell 212	XC-LNQ	HB350B-3				



The Royal Canadian Air Force's 436 squadron has painted the tail of one of its CC-130J with commemorative markings. The livery on CC-130J 130614 salutes the 50th anniversary of the RCAF Logistics Branch. (Trenton, 20 November 2018, Andy Cline)

Personal copy

Distribution to a third party is not allowed

## Peru

Fuerza Aérea del Perú (AF)  
EDACI = Escuela de Aviación Civil  
SPLP = Lima/Las Palmas

### CH2000

497	EDACI	f/n	dec18
499	EDACI	f/n	dec18

Eighteen of these kit planes are being assembled by SEMAN for use with the civil aviation school at Pisco. The first, 448, already flew in November 2014. But now the assembly seems to have started in earnest.

### Mirage 5DP4

199	pres Surco	c/n update, seq.nr.9	<b>877</b>
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### Mirage 5P4

108	std SPLP	c/n update, seq.nr.11	<b>908</b>
109	pres Chincha	c/n update, seq.nr.12	<b>925</b>
110	std SPLP	c/n update, seq.nr.13	<b>931</b>
113	std SPLP	c/n update, seq.nr.16	<b>944</b>
184 (2)	std SPLP	c/n update, seq.nr.19	<b>985</b>
191 (2)	std SPLP	c/n update, seq.nr.20	<b>986</b>

Some very welcome checks, thanks Jorge! The numbers read '908/11M5P2' et cetera on the plates. Obviously, the final configuration was called P4.

## Venezuela

Ejército Nacional Bolivariano (AR)

### Mi-35M2

00863/BH	716 BHM	f/n	nov18
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Guardia Nacional Bolivariana (PO)

### CeT210

GNB-78146	nn	f/n, w/o 20oct18
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This is one of the three Centurions that was taken on charge along with a single King Air in July 2018. The Cessnas were impounded drug runners. It is likely that the others are ending in 144/145. As you may know the first two are the year of manufacturing whereas the last digits are sequential GNB fleet numbers.

## North America

### Canada

Royal Canadian Air Force (AF)

The official retirement ceremony of the RCAF Sea Kings took place at Patricia Bay (B.C.) on 1 December 2018. However, flights of the helicopters continued until 17 December 2018, and the official retirement date was set on 31 December 2018. The flypast on 1 December was carried out by 12404, 12410 and 12417, with 12440 also being present but not flown. The farewell flight on 17 December was flown by all four helicopters, with a CH-148 acting as a photo ship. We will keep track in this section of the whereabouts of these venerable helicopters after their retirement.

The Aerospace Engineering Test Establishment (AETE) will move from CFB Cold Lake (Alta.) to Ottawa (Ont.). The AETE will thus partner with the National Research Council (NRC) Flight Research Laboratory, the Canadian government's civil flight test unit, based here, to streamline flight testing and evaluation capability. Meanwhile, space will be freed up at Cold Lake for the arrival of additional fighter aircraft. The costs of moving the AETE are part of the budget set aside to acquire used Australian F/A-18 jets, the first of which are due to arrive in 2019. The move of AETE to Ottawa will not take place before the summer of 2021 however. The NRC fleet consists of Bell 205, Bell 206 and Bell 212 helicopters, a Convair 580, an Extra 300L, a Falcon 20, a Harvard, a DHC-6 Twin Otter and a T-33. The AETE fleet currently has six CT-114 Tutors, two CH-146 Griffons and two CF-188 Hornets on strength.

## United States

Joint US Forces (JF)

While the 50th Lockheed Martin F-35A Lightning II was delivered to Hill AFB (UT) earlier this week, it became also known that on 5 December 2018, the Defense Department's F-35 Initial Operational Test and Evaluation (IOT&E) commenced at Edwards AFB (CA). During the morning of 5 December, the 31st Test and Evaluation Squadron, named 'The Desert Pirates', kicked off with a large-force employment sortie from Edwards. It was stated that the sorties consisted of seven F-35s performing both offensive counter air, suppression of enemy air defences, and air attack operations. It was also stated that the unique IOT&E flights place the aircraft in realistic combat conditions with our joint and coalition partners (The Netherlands and the United Kingdom have permanent F-35 detachments at Edwards), to determine the operational effectiveness and suitability for the F-35. During the IOT&E phase, the 31st TES F-35 pilots will fly more than thirty missions designed to fully evaluate the complete air system as well as identify technical and operational areas for improvement. Back in July 2012, the 31st TES already started initial operational testing on the F-35. The 31st TES has ten F-35 pilots, 145 maintainers, and eleven engineers to bring the F-35 programme through this phase. If they discover an issue they will work with the Director of Operational Test and Evaluation, Lockheed Martin, and the F-35 Joint Programme Office to address it before going out to the fleet.

On 4 December 2018, both companies revealed a joint press release in which they announced an agreement to pitch the Airbus A330 Multi-Role Tanker Transport (MRTT), to plug a shortfall in the USAF's mid-air refuelling capabilities and also to develop entirely new programmes. The structure of the collaboration is set to be worked out in 2019. In this way, Airbus once again is targeting the US military tanker market after a US\$35 billion contract to build the new tanker was handed to Boeing controversially in 2011. This contract involves 179 KC-46A Pegasus'. The US company's initial winning bid was overturned amid claims of impropriety and later was awarded to its rival, only for Airbus' own proposal to be blocked by US authorities, with Boeing triumphing in a final decision. Airbus and Lockheed Martin are now teaming up again after the Air Force flagged an increase in the number of refuelling aircraft required in coming years, in part due to higher utilization of existing planes that led it to issue a formal request for information to the industry in June. The requirement could lead to the accelerated retirement of the ageing 1950s KC-135 Stratotanker fleet. France-based Airbus' failed bid originally was made with Northrop Grumman Corp. before the US company pulled out amid the legal and political wrangling over the contest. Lockheed Martin will contribute its expertise in systems integration, manufacturing and maintenance involving large airlift and tanker aircraft, according to a statement. So maybe in the future we see a mixed fleet of KC-46s, A330s, KC-10s and KC-135s in the USAF refuelling fleet.

United States Air Force (AF)

As known Hurricane Michael destroyed Tyndall AFB (FL), on 10 October 2018. Because of the catastrophic damage to the region and damaging 95 percent of the buildings at Tyndall, the USAF is recommending that Congress use supplemental funding for rebuilding the base to get it ready for receiving the F-35A Lightning II instead of the return of the F-22A Raptor. "We have been given a chance to use this current challenge as an opportunity to further improve our lethality and readiness in support of the National Defense Strategy," said Chief of Staff of the Air Force Gen. David L. Goldfein. The USAF has done a preliminary evaluation to confirm Tyndall can accommodate F-35 squadrons. The operational F-22As of



Following the 459th Flying Training Squadron's celebration of 75 years of excellence, T-6A 95-3007 received this colourfull appearance as a tribute to the units WO2 Twin Dragon history. (Forth Worth Alliance, 18 November 2018, Sebastiaan Does)

Tyndall's 325th Fighter Wing can also be accommodated at other operational bases, increasing the squadron size from 21 to 24 assigned aircraft. If the aforementioned is approved, 43rd FS 'Hornets', 95th FS 'Mr. Bones' and the Air Force Reserve Command's 44thth Fighter Group/ 301st FS will be reallocated to the three Raptor bases (not specific in this order): Langley AFB (VA), Elmendorf AFB (AK) and Hickam AFB (HI). If the proposal is approved and supplemental funds to rebuild the base are appropriated, the F-35 could be based at Tyndall beginning in 2023. Basing of the Lightning in the states of Alabama, Alaska, Arizona, Florida, Texas, Utah, Vermont, and Wisconsin will not be affected by this decision. The Secretary of the Air Force Heather Wilson said: "We have recommended that the best path forward to increase readiness and use money wisely is to consolidate the operational F-22s formerly at Tyndall in Alaska, Hawaii and Virginia, and make the decision now to put the next three squadrons of F-35s beyond those for which we have already made decisions at Tyndall".

On 8 December 2018, twenty-seven Lockheed Martin C-130H and C-130J Super Hercules transport aircraft participated in the US Air Force Weapons School (USAFWS) Joint Forcible Entry exercise (JFE), which had launched from Dyess AFB (TX). For the past four years, Dyess has been the host base for launching multiple active duty, Air National Guard and reserve C-130s to support and aid during the USAFWS' JFE exercise. It was stated that the USAFWS is an organization that trains tactical experts and leaders to control and then exploit air, space and cyber space on behalf of the joint force. The JFE exercise normally takes place in the vicinity of Nellis AFB (NV), and is designed to be a large-scale air drop and land mobility mission in which participating students plan and execute an air-land operation in a simulated contested battlefield. Only recently, Joint Publication 3-18, about Joint Forcible Entry Operations, was validated. Every six months, the USAFWS graduates nearly 100 weapons officers and enlisted specialists who are tactical system experts, weapons instructors and leaders of Airmen. In addition, the school provides academic and advisory support to multiple units to enhance air combat training for numerous Airmen, the Department of Defense and US allied services. Upon graduation, the new tactics and weapons officers will return to the field to lead combat missions and provide Air Force

senior leaders and decision makers with tactical, operational and strategic support. During the mass formation flight, the following C-130J Super Hercules' were identified through various channels. (The formation operated under cover of darkness):

02-8155, 03-8154, 04-3143, 06-4631, 07-3170, 07-46310, 07-8613, 06-8611, 08-3172, 08-5683, 08-5691, 08-5693, 08-5712, 10-5701, 10-5728, 10-5771, 11-5738, 14-5791, 16-5834, 16-5849. And C-130Hs: 93-1038, 74-1688. The latter was the oldest participant, 42 years older than the youngest!

<b>A-10C</b>				
79-0159/OS	25th FS	ex 75th FS	<b>A10-0423</b>	dec18
79-0209	354th FS?	no mks	<b>A10-0473</b>	mar18
<b>AC-130U</b>				
89-0509	309th AMARG	ex 4th SOS	<b>382-5228</b>	aug18
92-0253	309th AMARG	ex 4th SOS	<b>382-5279</b>	sep18
<b>B-1B</b>				
86-0129/EL	34th BS	ex EL/37th BS	<b>89</b>	nov18
<b>C-12C</b>				
73-1214	USE Manila	ex 1st AS	<b>BD-10</b>	dec18
76-0163	1st AS	ex USE Manila	<b>BD-20</b>	nov18
76-0164	USE Brasilia	ex USE Riyadh	<b>BD-21</b>	jun17
76-0171	USE Rabat	ex USE Brasilia	<b>BD-28</b>	dec18
76-3239	USE Ankara	ex USE Budapest	<b>BD-24</b>	dec18
<b>C-12D</b>				
83-0494	USE Gaborone	ex USE Accra	<b>BP-40</b>	feb18
83-0495	1st AS	ex USE Nairobi	<b>BP-41</b>	dec18
83-0496	USE Bogota	ex Andrews AFB	<b>BP-42</b>	jan18
83-0499	1st AS	ex USE Ankara	<b>BP-45</b>	nov18
<b>C-130E</b>				
62-1836/-	scrapped	ex 309th AMARG	<b>382-3799</b>	aug18
72-1294/-	scrapped	ex 309th AMARG	<b>382-4509</b>	aug18
<b>C-130H</b>				
74-1692	164th AS	ex 36th AS	<b>382-4688</b>	nov18
74-2061	198th AS	ex 36th AS	<b>382-4644</b>	oct18
86-0411	198th AS	ex 154th TS	<b>382-5097</b>	oct18
86-0414	309th AMARG	ex 154th TS	<b>382-5102</b>	nov18
86-0418	198th AS	ex 95th AS	<b>382-5110</b>	oct18
86-0419	198th AS	ex 154th TRS	<b>382-5113</b>	oct18
86-1391	pres KSTJ	ex 154th TS	<b>382-5093</b>	aug18
89-1186	154th TRS	ex 192nd AS	<b>382-5195</b>	oct18
89-9103	357th AS	ex 757th AS	<b>382-5218</b>	dec18
92-0553	192nd AS	ex 156th AS	<b>382-5350</b>	apr18
93-1456	181st AS	ex 156th AS	<b>382-5361</b>	nov18



13-5069/WA	6th WPS	ex 62nd FS	<b>AF-75</b>	jun18	07-3206	309th AMARG	ex unknown	<b>P206</b>	sep18
13-5074/OT	31st TES	ex 422nd TES	<b>AF-80</b>	nov18	07-3208	309th AMARG	ex unknown	<b>P208</b>	oct18
14-5099/WA	6th WPS	ex 62nd FS	<b>AF-100</b>	nov18	07-3211/HO	309th AMARG	ex 6th RS	<b>P211</b>	sep18
14-5107/LF	61st FS	ex 62nd FS	<b>AF-108</b>	aug18	07-3212	309th AMARG	ex unknown	<b>P212</b>	sep18
15-5163/HL	4th FS	new delivery	<b>AF-138</b>	nov18	07-3215/HO	309th AMARG	ex 6th RS	<b>P215</b>	sep18
15-5192/HL	4th FS	new delivery	<b>AF-167</b>	oct18	07-3217	309th AMARG	ex unknown	<b>P217</b>	sep18
15-5194/HL	4th FS	new delivery	<b>AF-169</b>	oct18	07-3219	309th AMARG	ex unknown	<b>P219</b>	sep18
15-5196/HL	4th FS	new delivery	<b>AF-171</b>	dec18	07-3222/HO	309th AMARG	ex 6th RS	<b>P222</b>	sep18
15-5197/HL	4th FS	new delivery	<b>AF-172</b>	dec18	07-3224/TX	309th AMARG	ex 111th RS	<b>P224</b>	aug18
15-5203/HL	421st FS	new delivery	<b>AF-178</b>	dec18	08-3226/HO	309th AMARG	ex 6th RS	<b>P226</b>	sep18
15-5204	to Italy	as MM7360	<b>AF-179</b>		08-3227/HO	309th AMARG	ex 6th RS	<b>P227</b>	sep18
15-5205	to Norway	as 5205	<b>AM-11?</b>		08-3230/-	309th AMARG	ex 196th RS	<b>P230</b>	aug18
15-5206	to Norway	as 5206	<b>AM-12?</b>		08-3232/CA	309th AMARG	ex 19th RS	<b>P232</b>	aug18
15-5207	to Norway	as 5207	<b>AM-13?</b>		08-3233/-	309th AMARG	ex unknown	<b>P233</b>	aug18
15-5208	to Norway	as 5208	<b>AM-14?</b>		08-3238/-	309th AMARG	ex unknown	<b>P238?</b>	oct18
15-5209	to Norway	as 5209	<b>AM-15?</b>		08-3240/-	309th AMARG	ex unknown	<b>P240</b>	aug18
15-5211	to Australia	as A35-003	<b>AU-3</b>		08-3242/TX	309th AMARG	ex 111th RS	<b>P242</b>	aug18
15-5212	to Australia	as A35-004	<b>AU-4</b>		08-3244/TX	309th AMARG	ex 111th RS	<b>P244</b>	aug18
15-5213	to Australia	as A35-005	<b>AU-5</b>		08-3246/-	309th AMARG	ex unknown	<b>P246</b>	aug18
15-5215	to Australia	as A35-007	<b>AU-7</b>	jul18	08-3247/-	309th AMARG	ex 20th ATKS	<b>P247</b>	aug18
15-5216	to Australia	as A35-008	<b>AU-8</b>	aug18	08-3248/-	309th AMARG	ex unknown	<b>P248</b>	aug18
15-5217	to Australia	as A35-009	<b>AU-9</b>		09-3252/-	309th AMARG	ex unknown	<b>P252?</b>	aug18
15-5218	to Australia	as A35-010	<b>AU-10</b>		09-3254/-	309th AMARG	ex unknown	<b>P254?</b>	aug18
15-5219	to Turkey	as 18-0001			09-3255/-	309th AMARG	ex unknown	<b>P255?</b>	sep18
15-5220	to Turkey	as 18-0002			09-3256/-	309th AMARG	ex unknown	<b>P256?</b>	aug18
15-5221	to South Korea	as 18-001			09-3256/AZ	309th AMARG	ex AZ ANG	<b>P256</b>	aug18
15-5222	to South Korea	as 18-002			09-3257/-	309th AMARG	ex unknown	<b>P257?</b>	sep18
15-5223	to South Korea	as 18-003			09-3258/-	309th AMARG	ex unknown	<b>P258?</b>	aug18
15-5224	to South Korea	as 18-004			09-3259/-	309th AMARG	ex unknown	<b>P259?</b>	oct18
15-5225	to South Korea	as 18-005		oct18	09-3261/-	309th AMARG	ex unknown	<b>P261?</b>	sep18
15-5226	to South Korea	as 18-006		dec18	09-3262/-	309th AMARG	ex unknown	<b>P262?</b>	sep18
15-5227	to Israel	as 916			09-3263/-	309th AMARG	ex unknown	<b>P263?</b>	sep18
15-5228	to Israel	as 917			09-3266/-	309th AMARG	ex unknown	<b>P266?</b>	aug18
15-5229	to Israel	as 918		nov18	09-3268/-	309th AMARG	ex unknown	<b>P268?</b>	sep18
15-5230	to Israel	as 919							
15-5231	to Israel	as 921 (ex 916)		nov18	<b>T-6A</b>				
15-5232	to Israel	as 92?			02-3635/XL	85th FTS	ex 434th FTS	<b>PT-174</b>	feb18
15-5233	to Japan	as 89-8707			03-3674/XL	85th FTS	ex 89th FTS	<b>PT-220</b>	feb18
15-5234	to Japan	as 89-8708			03-3680/XL	85th FTS	ex 89th FTS	<b>PT-226</b>	feb18
15-5235	to Japan	as 89-8709			04-3742/EN	469th FTS	ex 8th FTS	<b>PT-277</b>	apr18
15-5236	to Japan	as 89-8710			04-3758/EN	459th FTS	ex 37th FTS	<b>PT-310</b>	dec18
17-5237/HL	4th FS	new delivery		dec18	08-3928/VN	33th FTS	ex 434th FTS	<b>PT-487</b>	mar18
<b>F-86E</b>					<b>T-38C</b>				
51-2740	pres KOSH		<b>172-23</b>	dec18	68-8097/RA	435th FTS	ex 560th FTS	<b>T6102</b>	apr18
<b>HH-60G</b>					United States Navy (NY)				
89-26205/LN	56th RQS	ex 48th FW	<b>70-1434</b>	nov18	On 3 December 2018, Northrop Grumman Corporation, Military Aircraft Systems, Melbourne (FL) Florida was awarded an almost US\$21 million modification order for the installation of aerial refuelling retrofit kits on four E-2D Advanced Hawkeye's. The original order was set on 2 May 2018, worth US\$11,3 million. Work will be performed in St. Augustine (FL), and is expected to be completed in June 2020. The four aircraft are most probably the onset for retrofitting 45 already built E-2Ds. Advanced Hawkeyes build from number 46 onwards will standard be equipped with the refuelling probe.				
90-26233	66th RQS	ex 301st RQS	<b>70-1600</b>	mar18	The US Navy has stood up a Joint Strike Fighter Wing in NAS Lemoore (CA) that will oversee training, manning and readiness of all the service's F-35C squadrons. Captain Max McCoy, the commodore of the squadron and former Blue Angels pilot, told USNI News that the F-35C is unlike any other airplane the US Navy flew to date. It brings unique capability; how the USN sustains and maintains it is different; and it offers new ways of training USN pilots to fly it. That is the reason to establish its own type wing so the USN can 100-percent focus to mature the programme and to integrate it into the carrier air wing and the carrier strike group as fast as they can. In many ways, the JSF Wing will operate like any other type wing in the USN that oversees any of the other planes or helicopters in the carrier air wing. The JSF Wing oversees all the F-35C squadrons and reports directly to the Commander of Naval Air Forces (CNO). However, whereas the other communities have an East Coast and a West Coast wing, the JSF Wing in Lemoore will be the sole wing, to ensure the growing				
<b>MQ-1B</b>									
98-3044/-	309th AMARG	ex 11th RS	<b>P044</b>	oct18					
01-3074/CA	309th AMARG	ex 196th RS	<b>P074</b>	aug18					
01-3075	pres Creech AFB	ex 11th RS	<b>P075</b>	dec18					
01-3078/WA	309th AMARG	ex 11th RS	<b>P078</b>	oct18					
02-3087	309th AMARG	ex El Mirage-GA-AS	<b>P087</b>	sep18					
02-3097/-	309th AMARG	ex 15th RS	<b>P097</b>	sep18					
02-3101/CA	309th AMARG	ex 196th RS	<b>P101</b>	oct18					
03-3104	309th AMARG	ex 15th RS	<b>P104</b>	sep18					
03-3106/CA	30th AMARG	ex 196th RS	<b>P106</b>	sep18					
03-3107/WA	309th AMARG	ex 15th RS	<b>P107</b>	sep18					
03-3110	309th AMARG	ex 15th RS	<b>P110</b>	sep18					
03-33116	309th AMARG	ex 15th RS	<b>P116</b>	sep18					
03-33123/CA	309th AMARG	ex 196th RS	<b>P123</b>	aug18					
05-3138/WA	309th AMARG	ex 11th RS	<b>P138</b>	sep18					
05-3139/CA	309th AMARG	ex 196th RS	<b>P139</b>	sep18					
05-3142/WA	309th AMARG	ex 15th RS	<b>P142</b>	sep18					
05-3148	309th AMARG	ex unknown	<b>P148</b>	sep18					
05-3150	309th AMARG	ex unknown	<b>P150</b>	sep18					
06-3159	309th AMARG	ex 15th RS	<b>P159</b>	oct18					
06-3162	309th AMARG	ex 15th RS	<b>P162</b>	sep18					
06-3168/-	309th AMARG	ex 432nd Wing	<b>P168</b>	sep18					
06-3170	309th AMARG	ex unknown	<b>P170</b>	oct18					
06-3171	309th AMARG	ex unknown	<b>P171</b>	oct18					
06-3172/CH	309th AMARG	ex 432nd Wing	<b>P172</b>	oct18					
07-3187	309th AMARG	ex unknown	<b>P187</b>	sep18					
07-3200	309th AMARG	ex unknown	<b>P200</b>	sep18					
07-3203	309th AMARG	ex unknown	<b>P203</b>	sep18					

F-35C community has a single voice and a single path forward as the US Navy learns best practices for operating, maintaining, sustaining and manning the fleet. A first priority for the new wing, which formally stood up on 1 October 2018, is getting Strike Fighter Squadron (VFA) 147 *Argonauts* ready for operational testing and an initial operational capability (IOC) declaration early in 2019 followed by a 2021 deployment. VFA-147 will pave the way for the fleet as the squadron is to go through the IOC process and then will be the first to deploy. McCoy said the squadron is fully manned and operating like any other squadron in the Navy. Pilots have been conducting field carrier landings ashore, ahead of heading out to sea to conduct carrier qualifications on USS Carl Vinson (CVN-70). Once all the pilots are carrier-qualified in early December, the squadron will be declared safe for flight “and then they’ll be off to the races operating” ahead of their formal testing. Once certified, the squadron will work with the Navy’s operational test and evaluation community to prove they are capable of sustaining themselves at sea. The JSF Wing is not solely focused on VFA-147. They are overseeing the work of two Fleet Replacement Squadrons to train both brand new pilots and those transferring from other plane types. They are working with test pilots and Top Gun pilots to sort out tactics and best practices. They are working with the F-35 Joint Program Office and manufacturer Lockheed Martin to nail down maintenance and logistics issues. And they are coordinating with resource sponsors at the Pentagon and with F-35A and B leadership in the Air Force and Marine Corps to log lessons learned and best set the F-35C programme up for success now and down the road.

#### United States Navy unit news

Just recently, F/A-18E Super Hornets of Strike Fighter Squadron (VFA) 87 Golden Warriors were seen with a different tail code and modex. VFA-87 was known as ‘AJ-3xx’ within CVW-8, but the squadron is now reported as ‘NH-4xx’ as part of CVW-11. This ‘NH-4xx’ is known of VFA-147 *Argonauts* operating the F-35C. That means, something will change with VFA-147. As the *Argonauts* are planned for their first operational cruise on board the USS Carl Vinson (CVN-70), currently home of CVW-2/NE, it is an educated guess that the F-35s will receive the proud ‘NE’ tail code. As VFA-34 (the last F/A-18C squadron that is currently transitioning to the F/A-18E) was known as ‘NE-4xx’. Maybe VFA-34 will swapped to another CVW with VFA-147 taking that slot. Could anyone confirm the swap of VFA-87 to CVW-8/AJ and VFA-147 to CVW-2/NE and the CVW of VFA-34? So multiple developments within the Carrier Air Wings create a nice puzzle for us.

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

##### Carrier Air Wing 8, USS *George H.W. Bush* (CVN-77), AJ

F/A-18Fs of VFA-31 *Tomcats* (‘AJ-1xx’) were recently reported as ‘NH-2xx’ with CVW-11. Next month, we hope to get a clear view of the new composition of CVW-8 and CVW-11

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

On 14 December 2018, the US Navy stood up its first Fleet Logistics Multi-Mission Squadron (VRM) during a ceremony at Naval Base Coronado, NAS North Island (CA). The squadron, VRM-30 *Titans*, will be equipped with the CMV-22B Osprey. The navalized version of the MV-22B will replace the C-2A Greyhound Carrier Onboard Delivery (COD) aircraft and VRM-30 will be the first unit to field the new tiltrotor. Compared to the C-2A Greyhound, the CMV-22B has an increased range, more cargo capacity, enhanced beyond-line-of-sight communications, and offers quicker cargo loading and unloading. In October 2018, US Navy officials announced they had sped up the transition to CMV-22B as the fleet’s COD. 27

C-2A Greyhounds will be replaced by 38 CMV-22B Ospreys. US Navy aircrews already started training with MV-22B crews with Naval Aviation Training Support Group, co-located with US Marine Corps unit VMVT-204 at MCAS New River (NC). The first three CMV-22B tiltrotors are now expected to be delivered to the *Titans* in FY20 (that runs from 1 October 2019 to 30 September 2020) with first deployment in 2021. The final C-2A squadron is scheduled to stand down in FY24. The sunset cruise for the Greyhounds is now planned for 2024, about three years earlier than the previously announced 2027 retirement. The crews of the C-2A squadrons, Fleet Logistics Support Squadron (VRC) 30 Providers (‘RW-xx’) based at NAS North Island and VRC-40 *Rawhides* based NS Norfolk (VA) will transition to the CMV-22B.

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

Strike Fighter Squadron (VFA) 147 *Argonauts* (‘NH-4xx’), the US Navy’s first F-35C fleet squadron completed its carrier qualifications (CQs) and succeed in getting a “safe-for-flight” allotment, an important step in the squadrons journey towards reaching initial operational capability that is expected in February 2019. The *Argonauts* reached the safe-for-flight certification while operating from the USS Carl Vinson (CVN-70). They now can independently conduct flight operations as a squadron, without the assistance and oversight from a fleet replacement squadron. The “safe for flight” designation means a squadron has the right personnel and equipment, as well as maintenance and safety programs, in place to support itself in conducting routine flight operations. The squadron must also be in physical custody of at least 30 percent of its assigned aircraft and, in the case of new F-35 squadrons, have the Autonomic Logistics Information System (ALIS) management system installed and operating.

##### Carrier Air Wing 11, USS *Nimitz* (CVN-68), NH

F/A-18Fs of VFA-31 *Tomcats* were reported as ‘NH-2xx’ (former ‘AJ-1xx’ and CVW-8)

#### United States Navy (NY)

##### **E-2C-2000**

165820/NG-601	VAW-117	ex NA-603/VAW-116	<b>A191</b>	dec18
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##### **E-2D**

169071	Northrop	o/o	<b>AA37?</b>	oct18
169072	Northrop	o/o	<b>AA38?</b>	oct18

##### **E-6B**

162782	VX-20	ex VQ-3	<b>23430</b>	oct18
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##### **F/A-18A**

162854/AF-413	309th AMARG	ex AF-413/VFA-204	<b>385/A322</b>	dec18
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##### **F/A-18A+**

162841/AF-07	309th AMARG	ex AF-07/VFC-12	<b>363/A304</b>	dec18
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##### **F/A-18B**

161947	to NASA	as N867NA	<b>155/B036</b>	dec18
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##### **F/A-18C**

164278/30	NAWDC	ex NA-401/VFA-94	<b>1041/C255</b>	jul17
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##### **F/A-18E**

166438/NE-215	VFA-137	ex NH-212/VFA-147	<b>E083</b>	dec18
166782/NH-206	VFA-31	ex AJ-106/VFA-31	<b>E128</b>	dec18
166785/NH-211	VFA-31	ex AJ-111/VFA-31	<b>E131</b>	dec18
168911/NH-401	VFA-87	ex AJ-301, CO c/s	<b>E270</b>	dec18
168913/AG-111	VFA-87	ex AJ-303/VFA-87	<b>E272</b>	dec18
169397/NH-403	VFA-87	ex AG-111/VFA-143	<b>E300</b>	dec18
169398/NH-404	VFA-187	ex AG-114/VFA-143	<b>E301</b>	dec18

##### **F/A-18F**

168489/NE-110	VFA-2	ex NJ-174/VFA-122	<b>F263</b>	oct18
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##### **EA-18G**

168377/SD-523	VX-23	ex DD-523/VX-31	<b>G63</b>	oct18
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##### **MH-53E**

162503/TB-21	HM-15	ex BJ-557/HM-14	<b>65-515</b>	nov18
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##### **MH-60R**

166534/TS-437	HSM-41	ex NA-701/HSM-73	<b>70-30..</b>	nov18
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Most remembered for its MiG-28 caption during the first Top Gun movie is this black coloured F-5F. Part of NAS Fallon based VFC-13, fourteen F-5 Tiger II operates with thirteen F-5N models and one dual F-5F, 761580/AF-20. (Phoenix Mesa-Gateway, 16 November 2018, Bert Stil)

**P-3C AIP**

161333/333 309th AMARG ex 333/VP-62 **5730** dec18

**P-8A**

168438/LK-438 VP-26 **40818/4294** dec18  
 169346/346 VP-30 del 19dec18 **63196/6909** dec18

United States Marine Corps unit news

**Marine Force Atlantic (MARFORLANT)**

The US Navy's Electronic Attack Squadron (VAQ) 135 Black Ravens ('NL-52x'), operating the EA-18G Growler, replaced the US Marine Corps' Tactical Electronic Warfare Squadron (VMAQ) 2 Death Jesters ('CY-xx'), operating the EA-6B Prowler, at Al Udeid Air Base (Qatar) from 30 October 2018. The Growler unit is providing electronic attack, jamming, satellite communication and communication countermeasures to aerial operations in the US 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the western Indian Ocean and three strategic choke points. The operations mainly focus on Iraq, Syria and Afghanistan.

The 22nd Marine Expeditionary Unit and the Kearsarge Amphibious Ready Group (ARG) deployed from homeport NS Norfolk (VA) for a on scheduled seven-month deployment on 17 December 2018. The Navy-Marine Corps team will support maritime security operations, crisis response and theater security cooperation in EUCOM (Mediterranean Sea) and CENTCOM (Middle East, Arabian Gulf). The USS Kearsarge (LHD-3) has the 22nd MEU embarked with an Aviation Combat Element consisting out: VMM-264 Reinforced Black Knights ('EH-xx') with MV-22Bs, and originating from HMH-366 Hammerheads, ex 'HH-xx'), AH-1Y/AH-1Z ('EH-3x and 'EH-4x', originating from HMLA-?) and CH-53Es ('EH-2x', AV-8Bs ('EH-5x', and originating from VMA-231 Ace of Spades, ex 'CG-xx'). Assigned to the ship is Helicopter Sea Combat Squadron (HSC) 26 Chargers ('HW-xx') equipped with MH-60S Seahawks. The 22nd last deployment in 5th and 6th Fleet was also in combination with VMM-264, both embarked on the USS Wasp (LHD-1) from 25 June to 24 December 2016.

United States Marine Corps (NY)

**EA-6B**

162934/CY-01 309th AMARG ex CY-01/VMAQ-2 **P-117** dec18  
 163032/CY-03 309th AMARG ex CY-03/VMAQ-2 **P-125** nov18  
 163045/CY-00 309th AMARG ex CY-00/VMAQ-2 **P-130** dec18

**UC-12W**

169539 Iwakuni? f/n **FM-** dec18

**C-20G**

165152/152 Det. Kaneohe Bay ex 152/VR-51 **1201** oct18

**KC-130J**

167981/QD-981 VMGR-152 w/o 06dec18 **382-5617**

**F/A-18A++**

163166/VE-12 VMFA-115 ex VW-05/VMFA-314 **602/A509** dec18

**F/A-18C**

164719/SH-172 VMFAT-101 ex FRCSW **1167/C321** nov18  
 164897 VMFA(AW)-224 ex 41/NAWDC **1229/C358** dec18  
 164950/WK-00 VMFA(AW)-224 ex AB-407/VMFA-251 **1250/C374** dec18

**F/A-18D**

164043/VW-23 VMFA-314 ex AD-433/VFA-106 **931/D052** oct18  
 164061/VW-24 VMFA-314 ex AD-435/VFA-106 **951/D059** oct18  
 164672/CE-15 VMFA(AW)-225 ex SH-345/VMFAT-101 **1102/D093** nov18  
 164876/WK-07 VMFA(AW)-224 ex WK-11 **1208/D119** dec18

**F-35B**

169414/CF-05 VMFA-211 ex CF-14 **BF-59** nov18

**AH-1W**

162569/TV-39 309th AMARG ex TV-39/HMLA-167 **26238** nov18  
 165053/TV 309th AMARG ex TV/HMLA-167 **26313** nov18  
 165097/TV-29 309th AMARG ex TV-29/HMLA-167 **29152** nov18  
 165446/TV-42 309th AMARG ex TV-42/HMLA-167 nov18

**UH-1Y**

167998/TV-06 309th AMARG ex TV-06/HMLA-167 **55126/** dec18

**AH-1Z**

169087/SM-48 HMLA-369 ex SE-48/HMLA-469 **59228** nov18  
 169094/UV-45 HMLA-167 ex UV-45/HMLA-267 **59235** nov18

**VH-92A**

169012 HMX-1 needs confirmation **920266** oct18  
 169013 HMX-1 needs confirmation **920290** oct18

**AV-8B**

163864/KD-34 309th AMARG ex KD-34/VMAT-203 **172** dec18

**AV-8B+(R)**

165309/EH-52 VMM-264 ex CG-02/VMA-231 **267** dec18  
 165574/EH-53 VMM-264 ex CG-06/VMA-231 **311** dec18

**MV-22B**

168028/YZ-07 VMM-363 ex EP-07/VMM-265 **D0158** dec18  
 168032/YZ-09 VMM-363 ex EP-09/VMM-265 **D0162** dec18  
 168601/YM-03 VMM-365 ex YS-02/VMM-162 **D0256?** nov15  
 168609/ES-13 VMM-266 SPMAGTF-CR A **D0264?** dec18  
 168636/ES-16 VMM-266 SPMAGTF-CR A **D0291?** dec18  
 168638/EGS-08 VMM-266 SPMAGTF-CR A **D0293?** dec18  
 168673/EH-14 VMM-264 f/n **D03..** dec18  
 168677 Bell-Boeing f/n **D03..** nov18

National Aeronautics and Space Administration (GV)

**F/A-18B**

N867NA Armstrong del **155/B036** dec18

**G-II (STA)**

N946NA/46 preserved Air & Space museum **146** nov18

Credits

Ian Carroll, Raymond Cornwell, Daniele Mattiuzzo, Jorge Merino, Glenn Palmer, Pascal Simon, Jos Stevens, Peter Weinert



C-17 78-1026 in red/white Kabuki colours was part of the flying display at Iruma. (3 November 2018, Marco Muntz)

## Pirassununga/Campo Fontenelle (Brazil)

Domingo Aereo 19 August 2018

5940	A-29B	nm	
2291	C-95AM	EEAR	
2005	C-97	3°ETA	
4865	F-5EM	nm	
8760, 8781	UH-50	1°/11°GAv	
8783	UH-50	1°/11°GAv	
1886	T-25	2°EIA	
8125	TZ-20	CVV	
EB-1010	HÁ-1	1°CIAvEx	
EB-2005	HM-1	2°BAvEx	
N-7106	UH-15	HU-2	
PR-SPS/Águia 22	AS350B2	Polícia Militar	
PR-YBW	A109S	nn	
PT-TRB	AT-6D	as 1542	ex 1643/Brazil

### A-29A/B\* of EDA Fumaça:

5965\*/1, 5724/2, 5703/3, 5963\*/4, 5719/7

## Brasilia/Juscelino Kubitschek Intl (Brazil)

Domingo Aereo 2 September 2018

5652	A-1BM	nm	
5717/3 + more	A-29A	EDA Fumaça	
4507	AT-26	preserved	
2190	C-95	preserved	
2013	C-97	3°ETA	
4847	F-5EM	1°GDA	
EB-1023	HÁ-1	1°BAvEx	
N-7202	UH-15	HU-2	7th
N-3036	SH-16	HS-1	7th
PP-EOO	EMB110	stored	
PP-FHD/Resgate 06	CeT210N	Bombeiros DF	
PP-NBS/Nimbus 8001	AT-802F	Bombeiros DF	

There was much more. The navy choppers were photographed later in the week. That they departed from the show is an assumption.

## Islamabad-Nur Khan AB (Pakistan)

Defence Day 2018 6 September 2018

### Static:

4178	C-130E	6(ATS)sq	spec mks
93-722	F-7P	18(OCU)sq	
14-739	F-16A ADF	19(OCU)sq	
17-240	JF-17	16(MR)sq	<b>FC10240</b>
96-722	Mirage 5EF	27(TA)sq	

The Mirage still had the green/black checkered tail band from former operator 22(OCU)sq.

### Flying only:

02-825	F-7PG	20(OCU)sq	+ 4,5
85722	F-16A MLU	9(MR)sq	+ 4
09-111	JF-17	PAC Kamra spec c/s	4,5
16-221	JF-17	14(AS)sq	6

96-739 Mirage 5EF 22(OCU)sq + 5

## Lahore (Pakistan)

Defence Day 2018 6 September 2018

### Alama Iqbal airport:

15-201	JF-17	16(MR)sq
90-506	Mirage 3EA	nn

### Fortress stadium:

786-024	AH-1F	nm
2803	AS550A3/UB3	2AAsq
3935/935	Bell 206B	nm
84-5132/132	MFI-17	2AAsq
95-5369/369	MFI-17	2AAsq
95-5382/382	MFI-17	2AAsq

## Karachi seafront (Pakistan)

Defence Day 2018 6 September 2018

77	ATR-72-212A	29(ASW)sq
36	SA316B	333(ASW)sq
10, 12	Sea King Mk45	111(ASV/ASW)sq
21	Z-9EC	222(ASW)sq

## Masroor AB (Pakistan)

Defence Day 2018 6 September 2018

...	AW139	nn	<b>31816</b>
02-842	F-7PG	20(OCU)sq	
14-733	F-16A ADF	19(OCU)sq	
13-148	JF-17	2(MR)sq	
90-510	Mirage 3EA	7(TA)sq	

Like with many other venues, there was more present.

## Peshawar AB (Pakistan)

Defence Day 2018 6 September 2018

3W-157/157	A-5III	preserved
...	F-7PG	nn
14-740	F-16A ADF	19(OCU)sq
15-208	JF-17	nn
...	MFI-395	nn
96-758	Mirage 5EF	25(TA)sq
...	SA316B	nn

## Quetta-Samungli AB (Pakistan)

Defence Day 2018 6 September 2018

01-816	F-7PG	23(AS)sq
14-732	F-16A ADF	19(OCU)sq
13-144	JF-17	28(MR)sq
90-522	Mirage 3EA	nm
91-6332	MFI-395	Primary FTW

## Rawalpindi-Qasim AAB (Pakistan)

Defence Day 2018 6 September 2018

...	AH-1F	nn
28__	AS550A3/U3	5AAsq

7864	AS550C3	nn
786-205	Bell 412EP	25AAsq
2454	IAR330SM	28AAsq
...	MFI-17	nn
58636	Mi-17-1V	27AAsq
...	SA316B	nn

### McConnell AFB, KS (USA)

Air Show 8-9 September

Static:

78-0655/KC	A-10C	303rd FS AFRC
86-0129/EL	B-1B	28th BW
60-0055/MT	B-52H	5th BW
86-0023	C-5M	433rd AW AFRC
06-6164	C-17A	60th AMW
08-5705	C-130J-30	19th AW
58-0124, 60-0357	KC-135R	22nd ARW
64-14846/OF	RC-135V	55th WG
82-0007/OK	E-3G	552nd ACW
88-1673/SJ	F-15E	336th FS
91-0379/SW	F-16C	79th FS
00-0224/SW	F-16D	20th FW
15-5166/HL	F-35A	388th FW
94-0123/VN	T-1A	3rd FTS
01-3615/VN	T-6A	71st FTW
66-8380/EN	T-38C	80th FTW
N82852	T-33A	as '70609'

Flightline:

78-0605/KC A-10C 303rd FS AFRC  
 Plus seven Thunderbirds F-16s, both C and D model, but these were not logged.

### Ostrava (Czechia)

NATO Days 15 September 2018

Static:

3H-FC, 3H-FG	PC-7	Lehrabteilung Fläche	
CH-10	C-130H	20sq	\$
0460	Enstrom 480B-G	CLV LOM Pardubice	
9234	JAS-39C	211.tl	
2626	L-39CW	Aero Vodochody	
5019	L-39ZA	213.vlt	
1526	L-410FG	242.dl	
6053	L-159A	212.tl	
0103	Mi-24D	pres	
7353	Mi-24V	221.vrl	
9806	Mi-171Sh	222.vrl	
ET-199	F-16BM	Esk 730	
D-HABU	EC135T3	HEER/ADAC	
82+51	EC135T1	HFWS	
83+06	Lynx 88A	MFG5	
89+70	Sea King 41	MFG5	
44	JAS-39D	59 SDRB	
42 bl	AS365N3+	Sragtasparniu esk	
07	C-27J	Transporto Esk	
50	L-39C	Naikintuvu esk	
16 bl	L-39ZA	Naikintuvu esk	
J-513, J-879	F-16AM	322sq	
053	Falcon 20ECM	717 Skv	
4060	F-16C	31.BLT	
1303	MiG-29UBS	1 BLT	
2707	C-27J	902 Esc	
7641	UH-60M	Vrutil'nikové Kridlo	
L9-64	PC-9M	Letalska Sola	
60-0057/BD	B-52H	57 WG	'340 WPS'
09-9209	C-17A	62nd AW	
63-7991	KC-135R	173rd ARS NE ANG	
86-0285/AZ, 86-0292/AZ	F-16C	162nd FW AZ ANG	
169241/WR-04	UH-1Y	HMLA-775	
09-07064, 10-05262	AH-64D	6-17 Cav	
10-05626	AH-64D	6-17 Cav	

The Aero Vodochy L-39CW was formerly Ukraine owned 332626.

Flightline:

FA101 F-16AM 2nd Wing

055, 059, 064	PC-9M	EA/Wings of Storm
067, 069	PC-9M	EA/Wings of Storm
0459	Enstrom 480B-G	CLV LOM Pardubice
9241	JAS-39C	211.tl
0709	W-3WA	243.vrl
OK-BYS	Bell 412EP	Police
OK-BYE	EC-135T2	Police
E-607	F-16AM	Esk 730
HN-412, HN-418	F-18C	HävLLv 31
130/4-GI, 133/4-GL	Rafale C	ETR03.004
4052	F-16C	31.BLT
0841	Mi-17	Vrutil'nikové Kridlo/SAR
L9-65	PC-9M	Letalska Sola
C.16-68/14-26	EF2000	Ala14
C.16-73/14-31	EF2000	Ala14
32542/23	J-32B	Swe AF Historic Flight
35556/56	J-35J	Swe AF Historic Flight
37807/61	SK-37E	Swe AF Historic Flight
ZK317, ZK318	Typhoon FGR4	29sq
84-0083	C-21A	76th AS

TS-11 Team Iskra:

2011/1, 2008/2, 2009/3, 2006/6, 2007/7 & 2013/10

Flypast:

3085	A319-115X	241.dlt
0453	C-295M	242.tsl
9238, 9241	JAS-39C	211.tl
6052, 6064	L-159A	212.tl
0115	L-39C	CLV
1525	L-410FG	242.tsl
0981	Mi-24V	221.vrl
9781, 9892	Mi-171Sh	222.vrl
0556, 0559, 0567	Zlin 142C	CLV

Flying only:

OM-BYA	A319-115X	LU-MV SR
OM-BYB	Fokker 100	LU-MV SR
3709, 6526	MiG-29AS	1 BLT

### JASDF Yokota (Japan)

Friendship Festival 15-16 September 2018

Static:

88-1207	C-2	403 Hikotai
05-1084	C-130H	401 Hikotai
97-3603	KC-767	404 Hikotai
13-8513	F-2A	3rd Hikotai
62-8866	F-15J	203 Hikotai
77-4497	CH-47J	nmks
98-4588	UH-60J	Koku Kyunandan
06-5785	T-4	301 Hikotai
83467/IVATH	AH-1S	5 Taisensha Herikopotatai
52916/XIIH	CH-47J	12 Herikopotatai
43110/XIIH	UH-60JA	12 Herikopotatai
81-0959/OS, 81-0971/OS	A-10C	25th FS
86-0011	C-5M	60th AMW
86-0037	KC-10A	60/349 AMW
86-0083	C-12J	459 AS
05-5152/HH	C-17A	535th AS
96-0109	UC-35A	nn
15-5810/YJ	C-130J-30	36th AS "3740G"
16-5843/YJ	C-130J-30	36th AS
87-0023	MC-130H	353rd SOG
12-5762	MC-130J	353rd SOG
62-3561/ZZ	KC-135R	909th ARS
89-2043/OS	F-16C	51st FW \$
90-0820/WW	F-16C	80th FS
90-0735/WP	F-16C	35th FS "35FS"
89-2171/WP	F-16D	35th FS
90-0779/OS	F-16D	36th FS
89-26209/ZZ	HH-60G	33rd RQS
167018/TA-00	MH-60R	HSM-51
167863/NF-620(02)	MH-60S	HSC-12
169009/YD	P-8A	VP-4
69-6639	UH-1N	459th AS
14-0075	CV-22B	nmks
72-3005	U-125A	ARW Niigata
JA3823	Falcon 200	private

**Flying:**  
 15-5813/YJ C-130J-30 36th AS "36AS"  
 15-5817/YJ C-130J-30 36th AS  
 69-6645 UH-1N 459th AS  
 14-0074 CV-22B nmks

**Elsewhere:**  
 86-0078 C-12J 459th AS  
 05-5148/HH C-17A 535th AS  
 06-4633/YJ, 08-3177/YJ C-130J-30 36th AS  
 08-5692/YJ, 08-8605/YJ C-130J-30 36th AS  
 15-5807/YJ C-130J-30 36th AS "374AW"  
 16-5833/YJ C-130J-30 36th AS "5AF"  
 13-0067, 14-0071 CV-22B nmks  
 N429MC B747-481BCF Atlas Air  
 N378AX B767-33AER Omni Air International

### JMSDF Hachinohe(Japan)

Air Show 16 September 2018  
 63-8539 F-2A 3 Hikotai  
 52-8848 F-15J 201 Hikotai  
 34-3459 E-2C 601 Hikotai  
 73484/IIATH AH-1S 2 Taisensha Herikopotatai  
 41866/XI UH-1J 9 Hikotai  
 8269 SH-60J 25 Kokutai  
 5506 P-1 3 Kokutai  
 5060 P-3C 2 Kokutai  
 168761/LN P-8A VP-45

### JASDF Komatsu (Japan)

Air Show 17 September 2018  
 75-1075 C-130H 401 Hikotai  
 13-8517 F-2A 3 Hikotai  
 47-8327 F-4EJ Hiko kaihatso Jikkendan  
 07-8428 F-4EJ 302 Hikotai  
 47-6335 RF-4EJ 501 Hikotai  
 12-8803, 62-8868 F-15J 306 Hikotai + 62-8868  
 42-8830, 72-8885 F-15J 303 Hikotai + 72-8885  
 32-8081, 92-8094 F-15DJ Hiko Kyodogun + 92-8094  
 78-4604 UH-60J Koku Kyunandan  
 66-5934 T-7 11 FTW  
 51-5057 T-400 41 Hikotai  
 52-3023 U-125A Komatsu Kyunanantai

#### T-4 Blue Impulse:

26-5690/1, 06-5787/2, 46-5730/3, 46-5731/4  
 06-5790/5, 16-5666/6, 26-5692

### Pekanbaru/Roesmin Nurjadin (Indonesia)

Pameran Alutsista HUT Ke-73 5-7 October 2018  
 TS-1623 F-16D SkU3  
 TL-0101 Hawk Mk109 SkU12  
 HT-3310 SA330J SkU6

### Semarang/Achmad Yani (Indonesia)

Pameran Alutsista HUT Ke-73 5-7 October 2018  
 HS-7215 AH-64E SkUAD11  
 HS-7199 AS550C3+  
 HA-5124 Bell 205A-1 SkUAD11  
 HS-510 NB412S SkUAD11  
 HS-7108 NBo105CB-4 SkUAD11  
 HL-4151 EC120B Sekolah Penerbang  
 HL-4100 H269C Sekolah Penerbang  
 HL-4194 H300C Sekolah Penerbang  
 HA-5157 Mi-17V-5 SkUAD31  
 HS-7129 Mi-35P SkUAD31

### Marrakech Menara (Morocco)

Marrakech Air Show 24 October 2018

#### Static:

238 Alpha Jet H CIPC  
 CN-AKD/30 AB205A Escadre de Hélicoptère  
 CN-AQR/18 AB206B Escadre de Hélicoptère  
 111/UB AS202/18A-1 Ecole de Pilotage  
 CN-ANG Beech 200 Escadre de Transport  
 CN-ABH/184 CAP10C March Verte  
 CN-AMO C-27J Escadre de Transport

CN-AOR KC-130H Escadre de Transport  
 CN-ATP CL-415MP Escadre de Transport  
 CN-AMB CN235M-100 Escadre de Transport 3  
 CN-ALJ CH-47D nn  
 91924 F-5E Escadre de Chasse  
 08-8006 F-16C Escadre de Chasse  
 08-8024 F-16D Escadre de Chasse  
 170 Mirage F1EM-VI Escadre de Chasse "Atlas"  
 CN-ARI/09 SA330F Escadre de Hélicoptère  
 21/TU T-6C Ecole de Pilotage  
 112 AS565MB Flotille 11  
 CN-AIM SA330C Gendarmerie  
 CN-AIZ AS355F1 Gendarmerie  
 CN-AZS TB-21 Gendarmerie  
 CN-AZY S2R-T660 Gendarmerie  
 CN-BZE EC145 Gendarmerie  
 CN-BZK EC135T2+ Gendarmerie  
 CN-TWI S2R-T34 Gendarmerie  
 16704 C295MPA Esq 502  
 P2 T-129 TAI  
 ZZ331 Voyager KC2 10/101sq  
 93-0603 C-17A 89th AS  
 07-8609/RS C-130J-30 37th AS  
 64-14828 KC-135R 191st ARS UT ANG  
 09-05683 AH-64D Ut ArNG  
 166759/MV-42 AH-1Z VMX-1

#### Flightlines:

CN-ANI Beech 200C Escadre de Transport  
 CN-AMD CN235M-100 Escadre de Transport 3  
 CN-ATN, CN-ATQ CL-415MP Escadre de Transport  
 21/CN-ARU, 23/CN-ARW SA330F Escadre de Hélicoptère  
 26/CN-ARZ, 28/CN-ASB SA330F Escadre de Hélicoptère  
 CN-AII SA330L Gendarmerie  
 CN-BZG EC225LP Gendarmerie  
 CN-BZI AS550A2 Gendarmerie  
 CN-MMS AW139 VIP Flight

#### CAP232 of March Verte:

1/CN-ABT, 2/CN-ABR, 3/CN-ABS, 4/CN-ABV  
 5/CN-ABU, 6/CN-ABP, 7/CN-ABQ -/CN-ABW

#### Maintenance Hangar:

10/TJ, 11/TK, 12-TL T-6C Ecole de Pilotage  
 17/TQ, 19/TS, 20/TT T-6C Ecole de Pilotage  
 22/TV, 23/TW T-6C Ecole de Pilotage  
 CN-AUE/116, CN-AUI/121 AS202/18A-1 Ecole de Pilotage  
 CN-AUJ/122, CN-AUK/123 AS202/18A-1 Ecole de Pilotage  
 CN-AUL/128, CN-AUN/174 AS202/18A-1 Ecole de Pilotage

#### Far side:

CN-AMH G650 VIP Flight  
 CN-AMK Ce560XLS+ Escadre de Transport  
 76-0171 C-12C USE Rabat  
 168438/LK-438 P-8A VP-26

#### Flying only:

91936, 91940 F-5E Escadre de Chasse  
 91942, 91944 F-5E Escadre de Chasse  
 08-8001, 08-8005 F-16C Escadre de Chasse  
 08-8007, 08-8012 F-16C Escadre de Chasse  
 128 Mirage F1CM-VI Escadre de Chasse Assad"  
 149 Mirage F1CH Escadre de Chasse Assad"  
 159 Mirage F1EH Escadre de Chasse "Atlas"  
 172 Mirage F-1EM-VI Escadre de Chasse "Atlas"  
 04/TD, 06/TE T-6C Ecole de Pilotage  
 14-TN, 24/TX T-6C Ecole de Pilotage

#### Storage Area (28 October, all in bags):

56529, 56533, 56558 T-37B stored  
 56586, 56589, 57262 T-37B stored  
 57304, 58884, 58890 T-37B stored  
 58910, 58933, 59286 T-37B stored  
 59296, 60082 T-37B stored

### Jacksonville NAS, FL (USA)

NAS JAX Air Show 27-28 October 2018

#### Static:

79-0057 F-15C 159th FS FL ANG  
 73-21747/FR UH-1H 23rd FTS



E-2C 34-3459 of the Hiko Keikai Kanshigun at the air show of Iruma. (3 November 2018, Marco Muntz)

06-3816/CB T-1A 14th FTS  
 168123/AJ-712 MH-60R HSM-70 **70-1612**  
 161127 P-3C nmk  
 168428/LA P-8A VP-5

Flightline:

91-0376/SW, 00-0021/SW F-16CM 20th FW  
F/A-18B\*/C/D\* of the Blue Angels:  
 163708/1, 163766/2, 163439/3, /4, 163741/5, 163444/6, 162419\*/7,  
 163464^/7

Hangars outside:

163290/LL-290 P-3C VP-30  
 163293/LL-293 P-3C VP-30  
 169343 P-8A nmk

Far side:

169337/LA-337 P-8A VP-5  
 168998, 168440 P-8A nmk  
 168999, 169006 P-8A nmk

P-8A of VP-8, coded LC-xxx:

169334/334, 169342/342, 169005/005, 169336/336

P-8A of VP-10, coded LD-xxx:

168433/433, 168439/439, 168763/763, 168858/858

Akeno (Japan)

Air Show 4 November 2018

Static:

08-4572 UH-60J Koku Kyunandan  
 8901 USH-60K 51 Kokutai  
 73479/IVATH AH-1S 4 Taisensha Herikopotatai  
 32601/TE OH-1 Hiko Jikkentai  
 32629/VATH OH-1 5 Taisensha Herikopotatai  
 52951/SD CH-47JA Kyoiku Shien Hikotai  
 62351/S TH-480B Akeno Honko

Flying:

73456/SD AH-1S Kyoiku Shien Hikotai  
 73489/S/89 AH-1S Akeno Honko  
 41820/SK UH-1J Kasumigaura Kou  
 41905/NH UH-1J Hokubu Homen Herik.  
 41924/X, 41925 UH-1J 10 Hikotai  
 31289/X, 31312/X OH-6D 10 Hikotai  
 52926/MH CH-47J Chubu Homen Herik.  
 52931/SD CH-47J Kyoiku Shien Hikotai  
 52934/SK CH-47J Kasumigaura Kou  
 43102/SD, 43105/SD UH-60J Kyoiku Shien Hikotai  
 43115/S UH-60J Akeno Honko  
 43120/SK UH-60J Kasumigaura Kou  
 62352/S, 62355/S TH-480B Akeno Honko  
 62356/S, 62360/S TH-480B Akeno Honko

AH-1S of 5 Taisensha Herikopotatai, coded IVATH:

73455, 73457, 73473, 73478, 73491

Elsewhere:

62358/S TH-480B Akeno Honko

For this occasion, five helicopters had special markings/  
 stickers applied, 73479, 32629, 31289, 52951 and 62351.

Al Sakhir (Bahrain)

Bahrain Air Show 2018 15-18 November 2018

Static:

349 Bell 412EP 3rd Helicopter Squadron  
 686 F-5E 6th TFS  
 107 F-16C 1st TFS  
 973, 974 AH-1F 5th Helicopter Squaron  
 334 UH-60M 12th Helicopter Squadron  
 505 Hawk Mk129 5th Squadron  
 702 Hercules C5 7sq  
 MM62194/46-60 C-130J-30 50<sup>o</sup> Gruppo TM  
 90-0238/MO, 91-0333/MO F-15E 366th FW  
 162503/TB-21 MH-53E HM-15  
 168579/HW-73 MH-60S HSC-26  
 165312/WP-07 AV-8B+ II VMFA-223  
 168661/YX-03 MV-22B VMM-166  
 9K-AOH B777-300ER Kuwait Airways  
 A6-DWE EMB500 Emirates Flight Training  
 A6-EUV A380-842 Emirates Airline  
 A6-FLQ DHC-8-402 Falcon Aviation Services  
 A6-MPL EMB500 Etihad Flight College  
 A9C-BDF BAe146-RJ85 Bahrain Amiri Flight  
 A9C-DHP B767-281BD(SF) DHL Aviation ME  
 A9C-FC B787-9 Gulf Air  
 A9C-TA A320-251N Gulf Air  
 D-AFAN CL-850 Rent-a-Jet AG  
 F-HFDS Falcon 2000S Dassault Aviation  
 HZ-ARC B787-9 Saudi Arabian Airlines  
 N393AG B737-76QFC Aerotec  
 N411CJ Ce525a (CJ2+) On Time Aviation Corp  
 N448CS Ce172S Private  
 N505GD G500 Gulfstream Aerospace  
 N650ER G650ER Gulfstream Aerospace  
 N663MA AT-802 Private  
 N714A Beech B350C Saudi Aramco  
 N750XX CE750 On Time Aviation Corp  
 N801XA B737-8AL(WL) Saudi Aramco  
 N915AH AW139 Saudi Aramco  
 OD-CXL EMB550 Cedar Executive  
 OE-FMO Eclipse 550 Mali Air Luftverkehr GmbH  
 RA-76649 IL-76MD Russian Air Force  
 RA-89089 RRJ-95 Yamal Airlines

Static Public Area:

303 Bell212 3rd Helicopter Squadron  
 BPS2 Bell412EP Police  
 1061 Bo105C 10th Helicopter Squadron

Flightlines:

ZJ947/947 Typhoon FGR4 41sq  
 ZK344/344 Typhoon FGR4 41sq?  
 3034, 3081 F-16E Shaheen sq  
 758, 759 Mirage 2000-9 71/76/86SQ  
 90-0830/SW, 91-0935/SW F-16CM 20thFW  
 168620/YX-12 MV-22B VMM-166  
 G-EXIL EA300S Global Stars Team  
 G-EXTR EA260 Global Stars Team

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MM33AA/PAN(MLU) of 313°Gruppo/Frecce Tricolori:  
MM54500/1, MM54517/2, MM55059/3, MM54053/4, MM55059/5,  
MM54538/6, MM55054/7, MM54514/8, MM54539/9, MM54505/10,  
MM54510/0

MB339NAT. of Al Fursan:

435, 436, 440/1, 439/2, 434/3, 437/4, 430/5, 442/6, 441/7

Su-30 of the Russian Knights:

RF-81702/31, RF-81703/32, RF-81704/33, RF81705/34, RF81706/35

Near Tower:

348 Bell 412EP 3rd Helicopter Squadron

Flying Only:

682, 683	F-5E	6th TFS	14, 15, 16
684	F-5E	6th TFS	14
687	F-5E	6th TFS	15, 16
103	F-16C	1st TFS	15, 16
109	F-16C	1st TFS	14
113	F-16C	1st TFS	14, 15, 16
115	F-16C	1st TFS	14, 15, 16
86-0124/DY	B-1B	<u>9th BS</u>	14, 15
169414/CF-05	F-35B	VMFA-211	14
169588/CF-03	F-35B	VMFA-211	15
169589/CF-04	F-35B	VMFA-211	16

The static was split into two parts – the main area where the trade, VIPs and Press have access to most of the aircraft and a public area around a kilometer away that only contained three helicopters, but had a view of the runway for the various flight displays. Around dusk those still remaining in the public area were allowed access into the trade area.

The display acts themselves were not so memorable as they were into sun from a photography perspective and contained nothing that couldn't be seen at many of the European airshows. The F-5/F-16 formation did a single flypast and the B-1 and F-35 at least made three passes each. The Russian Knights as usual were the highlights with their mighty Su-30s able to dazzle the most seasoned of spectators, a class act with superbly skilled pilots. The Gulf Air A320NSL and the 787 each did a display that really only consisted of a takeoff, couple of flybys where they banked away from the crowd followed by a landing. Not much more than to wave a flag if you ask me....

This was my third Bahrain Airshow and from a mil perspective it is definitely the rule of diminishing returns – only one fast jet and five helicopters were previously unseen from all those on offer. Military highlight was my 720th Il-76/78 airframe. The ATR72 F-WWLE which had passed through Al Bateen only a couple of days earlier after a demo tour and visiting the Zuhai airshow, for some inexplicable reason was not present at this one having chosen to head back to TLS instead.

## Karachi (Pakistan)

IDEAS 2018 27-30 November 2018

Static:

17-242 JF-17 (Block II) 2(MR)sq

06-09-820 K-8P 1(FCU)sq  
.../391 MFI-395 PAC Kamra wh/gn c/s

Flying only:

786-204	Bell 412EP	nn	Commando demo
...	F-16A ADF	nn	at seafront
94-01-805, 94-01-806	K-8P	Sherdils	at seafront
03-02-808, 03-02-810	K-8P	Sherdils	at seafront
03-02-811, 06-09-814 +1	K-8P	Sherdils	at seafront
12, 14 +1	Sea King Mk45	111sq	at seafront

## JASDF Naha (Japan)

Air Show 8-9 December 2018

Static

28-1001	C-1FTB	Hiko Kaihatsu Jikkendan
68-1203	C-2	403 Hikotai
23-8115	F-2B	6 Hikotai
07-8428	F-4EJ Kai	302 Hikotai
62-8089	F-15DJ	204 Hikotai
57-4493	CH-47J	Koku Kyunandan
36-5698	T-4	204 Hikotai
16-5800	T-4	304 Hikotai
5070	P-3C	5 Kokutai (Saturday only)
5101	P-3C	5 Kokutai (Sunday only)
JA721A/MA721	DHC-8-315	11th Region, JCG

Flightline:

82-8905, 92-8909	F-15J	204 Hikotai
12-8927	F-15J	204 Hikotai
22-8935, 32-8941	F-15J	304 Hikotai
52-8954	F-15J	304 Hikotai
56-5740, 66-5743	T-4	Nansei Shien Hikohan
16-5801	T-4	Nansei Shien Hikohan
62-3004	U-125A	Koku Kyunandan
23054/W	LR-2	Seibu Homen Kokutai

E-2C 603 Hikotai

34-3451, 34-3452, 34-3453

T-4 11 Hikotai/Blue Impulse:

66-5745/1, 06-5787/2, 26-5692/3, 26-5686/4, 06-5790/5, 26-5690/6, 46-5731/-

P-3C ramp:

5090	P-3C	5 Kokutai
5091	P-3C	2 Kokutai

Inside hangar:

96-5625	T-4	Nansei Shien Hikohan
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Elsewhere/Flying:

57-4492	CH-47J	Koku Kyunandan
88-4586, 08-4591	UH-60J	Koku Kyunandan
43119/XVH	UH-60JA	15 Herikopotatai
8298	SH-60J	21 Kokutai (Sunday)
5044	P-3C	5 Kokutai
JA911B/MH911	S-76D	11th Region, JCG

Credits: Reinier Schreurs, Michael Greenway, Clem van Egmond, Aidan Curley.



A preview for next months Showreports, Mi-171 22880 at the Zhuhai-Sanzao show. (10 November 2018, Jan Gerrits)



As a teaser to next month's trip report revolving around the Iran Air Show 2018 at Kish Island we present this photo page. Intensely hoped for by every enthusiast and indeed appearing on all show days were flying Tomcats. Stephan de Bruijn captured F-14A 3-6029 of the 8th TAB over the Kish runway during one of its daily sets of fly-by's from 26 to 29 November.



The show also knew some unexpected highlights, like this venerable Sea King of the Islamic Republic of Iran Navy Aviation. Erik Sleutelberg was among the lucky to catch SH-3D 8-2313 arriving shortly after sunset on 26 November 2018, to be put on static display the next day.



Jan Swart was delighted to add five IRIAF Phantoms to his already impressive collection, and see them flying in splendid light conditions as well. On each show day, a trio of them appeared trailing a tanker for a fly-by, after which they returned for formation passes and a break. F-4E 3-6535 of the 91st TFS was in the number two position on 28 November 2018.

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# Triptease



Andre Alders started his Eastern Europe / Russia trip on 31 July 2018 in Hungary with a visit to the Budapest-Aviation Museum Aeropark. At that location he caught this trio of Il-18V HA-MOA, Li-2T HA-LIQ and Tu-134 HA-LBE.

## Civil trips

### Germany, Eastern Europe and Russia

Half July I was invited to enjoy a sightseeing flight above Moscow, including a short visit to Zhukovsky airport, with a Kosmos Airlines Tu-134A-3. This event would take place on 4 August but since there were still a few seats left, non-Russian residents could eventually also buy a ticket for this special flight. Luckily I could arrange a visa just in time and decided to take a week off and spend my time useful, including visiting aviation museums, spotting, photography and flying rare types of aircraft in the eastern part of Europe.

München-Franz Josef Strauß 31 July 2018

9H-AEP	A320-214	Air Malta
9H-JOY	CRJ200ER	Air X charter
9V-SMI	A350-941	Singapore Airlines
A6-AJ1	ERJ190BJ	AJA Al Jaber Aviation
A6-ETO	B777-3FXFR	Ethiad Airways
C-FRSR	B787-9	Air Canada
CS-TKU	A321-211	TUI (a/w)
D-AEAL	A300B4-622RF	DHL
D-AICF	A320-212	Condor
D-ASTC	A319-112	Germania
D-ATUM	B737-8K5	TUI fly
D-AXGF	A330-203	Eurowings
EC-KBX	A319-111	Iberia
ES-ACE	CRJ701ER	Nordica
G-EUPB	A319-131	British Airways
G-EUUR	A320-232	British Airways
G-RJXG	ERJ145EP	Flybmi
G-RJXJ, G-RJXL	ERJ135ER	Flybmi
HB-JVC, HB-JVE	Fokker 100	Helvetic Airways
HS-CMV	B737-4Z6	Royal Thai Air Force
HS-HMK	B737-8Z6 (BBJ2)	Royal Thai Air Force
HS-TGZ	B747-4D7	Thai Airways
I-ADJK, I-ADJO	ERJ195LR	Air Dolomiti
I-ADJS, I-ADJV	ERJ195LR	Air Dolomiti
N221UA	B777-222ER	United Airlines
N293AY	A330-243	American Airlines
N30913	B787-8	United Airlines
N785UA	B777-222ER	United Airlines
N913FD	B757-28ASF	FedEx
OE-LBZ	A320-214	Austrian Airlines
OE-LCG	A321-211	Laudamotion
OE-LKQ	A319-111	easyJet
OH-LZE	A321-211	Finnair
S5-AFB	CRJ900ER	Adria Airways

TC-JZH	B737-8F2	Turkish Airlines
TC-LSA	A321-271N	Turkish Airlines
TC-OBJ	A321-231	Onur Air
TS-IOR	B737-6H3	Tunisair
UR-PSV	B737-8AS	Ukraine Int. Airlines
VP-BTK	A321-211	Aeroflot
VP-BTU	A319-114	S7 Airlines
VP-BZR	A320-214	Rossiya
ZS-SXX	A330-243	South African Airways

Seen in Star Alliance liveries were: D-AIRW, I-ADJV and OE-LBZ.

### Hub traffic

Eurowings	A319, A320	
Lufthansa	A319, A320, A321, A330, A380, CRJ900, ERJ195	
Budapest-Ferenc Liszt International		31 July 2018
9H-AUL	B737-375	a/w
A6-EPT	B777-31HER	Emirates
A7-ADC	A320-232	Qatar Airways
C-GHLK	B767-35HER	Air Canada Rouge
EI-FJJ, EI-FVP	B737-8JP	Norwegian
HA-LKG	B737-8CX	Travel Service Hungary
HA-LTD	A321-231	Wizz Air
LY-PGC	B737-4S3	a/w
LZ-SOF	ERJ190STD	Bulgaria Air
N431UP	B757-24APF	UPS Airlines
N915FD	B757-236SF	FedEx
OK-TVL	B737-8FN	Travel Service
OO-SSE	A319-111	Brussels Airlines
RA-89023	RRJ-95B	Aeroflot
SP-EQH	DHC-8-402	LOT Polish Airlines
SX-DVS	A320-232	Aegean Airlines
SU-GDG	ERJ170LR	EgyptAir Express
TC-MNV	A300C4-605RC	MNG Airlines
UR-PSR	B737-8KV	Ukraine Int. Airlines

### Hub traffic

Wizz Air	A320, A321	
Ryanair	B737	
Budapest-Aviation Museum Aeropark		31 July 2018
HA-BCB	Mi-2	Hung. Flight Ambulance
HA-LAF	L-410UVP-E8A	Flight Inspection Service
HA-LBE	Tu-134	MALÉV
HA-LCG	Tu-154B-2	MALÉV
HA-LIQ	Li-2T	MALÉV
HA-LRA	Yak-40	Linair
HA-MAL	Il-14T	MALÉV
HA-MHI	An-2M	MÉM Rep. Szolgálat
HA-MOA, HA-MOG	Il-18V	MALÉV

HA-YAF An-2R MALÉV  
 HA-YLR Yak-40E Linair

On Tuesday morning 31 July, I started with a Helvetic Fokker 100 (HB-JVC) flight operated for Lufthansa from Amsterdam to Munich. I could not wish for a better start as this type of aircraft is already becoming very rare in Europe. On the other hand, KLM (operated by Carpatair) and Air France (operated by Trade Air) also made heavy use of the Fokker 100 this summer, making the aircraft more or less ordinary again at Schiphol. A late morning flight with Lufthansa A320 (D-AIUT) brought me to my final destination of the day, Budapest. The afternoon was spent in the Aeropark Aviation Museum which is definitely worth a visit. The aircraft are looking very good and volunteers are always willing to show the aircraft from the inside even if they are closed. In the end I received a free book as a gift about the history of Ferenc Liszt International Airport, including lots of interesting airplane pictures, which meant that my afternoon could not go wrong anymore. Finally I visited the airport promenade for spotting/photography but due to the transparent fencing, no great photos could be taken. Besides, the traffic could not be called interesting either.

Budapest-Ferenc Liszt International		1 August 2018
604	A319-112	MH 59. Sz. D. R
A7-AHD	A320-232	Qatar Airlines
EC-KIZ	ATR72-202QC	Swiftair
EC-LSN	ATR72-202	Swiftair
ES-LSE	Saab 340AF	Airest
HA-LCR	Tu-154B-2	i/a
LZ-CGU	B737-448SF	Cargo Air
N428UP	B757-24APF	UPS Airlines
N918FD	B757-23ASF	FedEx
OE-LGE	DHC-8-402	Austrian Airlines
SU-TMG	B737-86J	FlyEgypt
TC-JSO	A321-231	Turkish Airlines

Wien-Schwechat Airport		1 August 2018
4X-EKA	B737-858	EI AI
9A-CQB	DHC-8-402	Croatia Airlines
9H-AEI	A320-214	Air Malta
A7-ALT	A350-941	Qatar Airways
B-16715	B777-35EER	EVA Air
EP-IFA	A321-211	Iran Air
HL8045	B777-FB5	Korean Air
LX-LGN	DHC-8-402	Luxair
OE-LAY	B767-3Z9ER	Austrian Airlines
OE-LBX	A320-214	Austrian Airlines
OE-LBZ	A320-232	Austrian Airlines
OE-LWH	ERJ195LR	Austrian Airlines
OY-SRP	B767-232BDSF	Star Air
SX-DGL	A320-232	Aegean Airlines
S5-AAN	CRJ900AR	Adria Airways

UR-EMD	ERJ190LR	Ukraine Int. Airlines
VQ-BIS	A320-232	Meridian Air
YR-ASD	A318-111	Tarom
YR-FKB	Fokker 100	Carpatair
YU-ALO	ATR72-202	Air Serbia
Minsk		1 August 2018
A6-EIJ	A320-232	Etihad Airways
D-AECG	ERJ190LR	Lufthansa
LY-AVY	L-410-UVP-E	Transaviabaltika
OE-LWJ	ERJ195LR	Austrian Airlines
RA-89042	RRJ-95B	Aeroflot
SP-LWB	B737-89P	LOT Polish Airlines
UR-UID	B737-8KV	Ukraine Int. Airlines
UR-74026	An-74TK-200	Motor Sich
VQ-BCK	A320-271N	S7 Airlines
YL-BBV	DHC-8-402	airBaltic

**Maintenance/Cargo area**

EW-259TG	An-26B	Genex
EW-338TI	An-12A	Ruby Star
EW-412TH	Il-76TD	Ruby Star
EW-465TQ	B747-329F	Ruby Star
EW-466TH	Il-76TD	Trans Avia Export
EW-510TH	Il-76TD	WFP
EW-65145	Tu-134A	Belavia
EW-76710, EW-76712	Il-76TD	Trans Avia Export
EW-76735	Il-76TD	Trans Avia Export
EW-76734	Il-76TD	Trans Avia Export
EW-78787, EW-78839	Il-76MD	Trans Avia Export
EW-78843	Il-76TD	Trans Avia Export
EW-81815	Tu-154M	Belarus Government
EW-85741, EW-85703	Tu-154M	Belavia
EW-85748	Tu-154M	Belavia

**Hub traffic**

Belavia	B737, CRJ100/200, ERJ175/195
Zaporozhye	1 August 2018
SP-LDF	ERJ170STD
UR-UTQ	B737-83N
UR-74026	An-74TK-200

**Motor Sich Airlines ramp**

EW-464PS	Yak-40	Orsha Air
UP-Y4205	Yak-42D	SCAT
UR-1189	An-12BP	Motor Sich Airlines
UR-13332	An-12B	Motor Sich Airlines
UR-14005	An-140	Motor Sich Airlines
UR-14006	An-140	Uktranslizing
UR-47297	An-24RV	Motor Sich Airlines
UR-88219	Yak-40K	Motor Sich Airlines
UR-88310	Yak-40	Motor Sich Airlines
UR-EXB	An-2-100	Motor Sich Airlines
UR-IKS	Mi-8T	Sinkom Avia Ukraine
UR-MSF	Mi-8MSB	Motor Sich Airlines
UR-MSX	Yak-40	Motor Sich Airlines



Transaviaexport Airlines took delivery of this former Georgian Star International Boeing 747 in May 2016. The aircraft was registered as EW-465TQ. The 'Cargo' titles are from the time it was operated for Saudia by Georgian Star International. (Minsk, 1 August 2018, Andre Alders)

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This former Malaysia Airlines Boeing 737 was added to the fleet of Ukrainian lowcost airline SkyUp in April 2018 as UR-SQA. (Kiev-Zhulyany, 3 August 2018, Andre Alders)

#### Stored terminal

EP-QFB	Yak-42D	Fars Air Qeshm
UR-14007	An-140-100	Motor Sich Airlines
UR-87389	Yak-40	Constanta Airlines
UR-87440	Yak-40	MMK im. Ilyicha
UR-87512, UR-87547	Yak-40	Constanta Airlines
UR-AKP, UR-AKW	Yak-40	East Clipper
UR-ETG, UR-ZPR	Yak-40	Constanta Airlines

On Wednesday 1 August I flew to Minsk via Vienna with Austrian Airlines. For me, Vienna is always a fun airport to visit. In the afternoon I flew from Minsk to Zaporozhye with Motor Sich and after weeks of tracking this route on Flight-Radar24 it was almost certain that the An-74 or Yak-40 could be expected. Motor Sich Airlines is always a lottery and both types of aircraft were high on my list. Because I never flew them before with the Ukrainian airliner, I was very happy with An-74 UR-74926, while it is actually a cargo plane converted into a passenger version. Unfortunately my suitcase did not arrive at Zaporizhia airport but everything was done to find out where this had gone wrong. The hotel was in the centre of Zaporozhye and an evening walk made it clear that the Motor Sich Company has a connection with this city, the name of the company could be found on almost every tram.

Kryvy Rih Technical School			2 August 2018
CCCP-11056	Mi-8PS		a/w
CCCP-11344	An-12B	Aeroflot	
CCCP-25275	Mi-8T	Aeroflot	
CCCP-26575	An-26	Aeroflot	
CCCP-42533	Yak-42	Aeroflot	
CCCP-47754	An-24B	Aeroflot	
CCCP-65615	Tu-134	Aeroflot	
CCCP-76485	Tu-114	Aeroflot	
CCCP-85040	Tu-154B	Aeroflot	
CCCP-85131	Tu-154B	Aeroflot	
CCCP-85149	Tu-154B	Aeroflot	
CCCP-87766	Yak-40	Aeroflot	
CCCP-87773	Yak-40	Aeroflot	

Kryvy Rih (city)			
CCCP-87734	Yak-40	Aeroflot	pres
Zaporozhye International Airport			2 August 2018
TC-CPA	B737-82R	Pegasus Airlines	
UR-DNT	ERJ145LR	Windrose Airlines	
UR-MSI	An-24RV	Motor Sich Airlines	

#### Stored (elsewhere)

25 red, 28 red	An-26Sh	Ukraine Air Force
CCCP-76597, CCCP-76598	II-76MD	Ukraine Air Force
CCCP-76657, CCCP-76665	II-76MD	Ukraine Air Force
CCCP-76707	II-76MD	Quick Air Trans
UR-68079	An-2R	Air Anastasia
UR-76316	II-76MD	Lana
UR-76568	II-76MD	Atlant
UR-76618, UR-76622	II-76MD	Ukraine Air Force

UR-76624, UR-76654	II-76MD	Ukraine Air Force
UR-UCA, UR-UCB	II-76MD	Ukraine Cargo Airways
UR-UCF	II-78	Ukraine Cargo Airways
UR-UCG	II-78	United Nations
UR-UCH	II-76TD	United nations
UR-UCJ	II-76TD	Khors Air
UR-UCL	II-76TD	United nations
UR-UCN	An-12BK	Ukraine Cargo Airways
UR-UCO	II-76TD	Ukraine Cargo Airways
UR-UCQ	II-76TD	Ukraine Cargo Airways
UR-UCR	II-76MD	United Nations
UR-UCT, UR-UCU	II-76TD	Ukraine Cargo Airways
UR-UCV, UR-UCW	II-76TD	United Nations
UR-UCX	II-76TD	Ukraine Cargo Airways
UR-UCY	II-76MD	Ukraine Cargo Airways
UR-UDB	II-76MD	Ukraine Cargo Airways
UR-UDC	II-76MD	Gals
UR-UDM	An-26	Ukraine Cargo Airways
UR-UDS	An-26B	Ukraine Cargo Airways
Burgas International Airport		2 August 2018
C-FEAK	B737-86Q	Sunwing Airlines
D-ABGO	A319-112	Germania
EW-438PA	B737-86Q	Belavia
LZ-BUR	ERJ190STD	Bulgaria Air
LZ-LAB, LZ-LAC, LZ-LAD	A320-231	Bulgaria Air Charter
LZ-FBD	A320-214	Bulgaria Air
LZ-LDK, LZ-LDT	MD-82	Bulgaria Air Charter
LZ-LDU, LZ-LDX	MD-82	Bulgaria Air Charter
OK-SWB	B737-8	SmartWings
OK-TVH	B737-8Q8	Travel Service
OO-JLO	B737-8K5	TUIfly Belgium
OY-KAO	A320-214	Scandinavian Airlines
OY-TCH	A321-211	Thomas Cook Airlines
UR-74026	An-74TK-200	Motor Sich Airlines
XY-AGO	A320-214	Myanmar Airways a/w
VP-BIL	A320-214	Aeroflot
VP-BWI	A320-214	Rossiya
YR-SEB	B737-484	Corendon

Thursday afternoon was marked by a return flight with Motor Sich Airlines to Burgas, a Bulgarian seaside resort for tourists on the Black Sea and also popular with the people in Zaporozhye. This flight was suddenly rescheduled as an evening flight. I already booked this flight in advance in case the An-74 would not be used on the Minsk-Zaporizhia scheduled service and the possibility to visit the aviation museum at Burgas airport. Due to the change of the flight schedule I had already asked the hotel reception if a visit to the Kryvy Rih Technical School was possible. Within half an hour this could be confirmed with a yes. Thursday morning I was sitting in a very old Dacia including a so-called (Armenian) taxi driver for the 300 kilometre ride to Kryvyi Rih, a city that not many people attempt to travel too given its remote location and industrial nature. The visit to this school/museum, including

interpreter, was well spent because I had more than enough time to photograph all aircraft from the inside and outside, with a beautiful Tu-114 as the highlight. The taxi ride back to Zaporizhia airport was a complete disaster though. The road was in a shoddy state and if you run out of fuel your evening flight is soon in danger. I had to give the taxi driver a small fee in advance to refuel, but his idea was obviously to keep this amount for himself. It is not fun to constantly push an old Dacia or to hitchhike along a highway without result. In the end it was a miracle that I was just in time for the flight to Burgas and again with the An-74. Most airplanes at Zaporizhia were spotted during take-off and my digital camera was as always my biggest friend. Unfortunately a visit to the aviation museum at the airport of Burgas was cancelled because it was already dark and I also had to check in quickly for the flight back to Zaporizhia.

Kiev-Zhulyany 3 August 2018

01bl	An-74TK-200VIP	Ukraine MVD
02bl	An-72S	Ukraine National Guard
03bl	An-72P	Ukraine National Guard
05bl	An-26	Ukraine National Guard
07bl	An-26	Ukraine MVD
28ye	Mi-8	Ukraine Air Force
4K-AZ65	ERJ190AR	Buta Airways
9K-GCC	B737-9BQER	Kuwait Government
A6-FMA	B737-8	FlyDubai
EK-73775	B737-55S	Taron Avia
EW-366PA	B737-31S	Belavia
HA-LPK, HA-LPM, HA-LYX	A320-232	Wizz Air
SP-KPO	Saab 340A	Sprint Air
TC-CCJ	B737-82R	Pegasus Airlines
UR-BXC	An-24RV	Motor Sich Airlines
UR-CGY	B737-548	Bravo Airways
UR-CNE	B737-505	Bravo Airways
UR-COC	MD-83	Bravo Airways
UR-COI	B737-4B7	YanAir
UR-CPB	MD-83	Anda Air
UR-CQU	B737-4Y0	Ukrainian Wings
UR-CWA	Beech 300	Ukraine Air Traffic Service
UR-ELV	Saab 340B	Air Urga
UR-MSI	An-24RV	Motor Sich Airlines
UR-SQA	B737-8H6	SkyUp Airlines

**Stored/maintenance**

47bl	An-26	Ukraine Air Force
12ye	An-24	Ukraine Border Guard
ER-AZH	An-24RV	AiRom 2000
ST-PRK	An-72-100	Sudan Government
UR-47287	An-24B	display
UR-47312	An-24RV	
UR-47824	An-24RV	ARP-410
UR-CAO	An-24B	Aeromist Kharkiv
UR-CBN	MD-82	Khors Aircompany
UR-CDW	Yak-40	Aero Charter
UR-CLP	MD-83	ex Skywings

UR-COF	A320-212	Air Alana
UR-CPR	MD-83	Bravo Airways
UR-CQD	An-26B	Vulcan Air
UR-EEE	Yak-40	South Airlines
UR-MDA	An-26-100	Meridian Aviation
UR-MNN	An-26B	
UR-PVS	Yak-40	Mostobud
UR-RTS	Yak-40	Challenge Aero
VP-BHO	B737-524	Transaero Airlines
1x	An-24	Chukota Avia, fwd fuselage

Kiev-State Aviation Museum 3 August 2018  
This museum has been covered in Scramble many times before and nothing new was noted here.

**Corner**

CCCP-65601	Tu-134	Aeroflot c/s	
UR-MHG	Yak-40		n/t

Minsk 3 August 2018

B-6090	A330-243	Air China
EW-502LL	PC-12/47E	BySky
TC-JOV	A330-243F	Turkish Airways
VQ-BYM	B737-524	UTair
YI-AGR	A321-231	Iraqi Airways

**Maintenance/Cargo area**

T-905	Il-76TD	Angolan Air Force
40rd/RF-66019	Tu-134Sh-2	Russian Air Force
21rd/RF-66022	Tu-134Sh-2	Russian Air Force
EW-275TI	An-12BK	Ruby Star
EW-383TH	Il-76TD	Ruby Star
EW-78779	Il-76TD	Trans Avia Export
RA-76842	Il-76TD	Aviacon Zitotrans
UR-UES	Tu-134A-3M	Asken Aviation no tail

Moscow-Vnukovo Airport 3 August 2018

LZ-BOT	B737-322	Bul Air (EU flag on tail)
LZ-BPP	B737-341	Bul Air
VP-BHM	B757-222PCF	E-Cargo
VP-BLI	B777-21HER	Iraero

Friday was a busy day with a morning Motor Sich Airlines flight from Zaporozhye to Kiev-Zhulyany. I was hoping for the Yak-40 but a 1972 vintage An-24 (UR-MSI) was on the ramp. After arrival I spent some time in the excellent Kiev-State Aviation Museum. Very good pictures can be taken from the museum of taxiing aircraft at IEV. A walk alongside the perimeter fence yields many registrations, mainly of stored/derelect airplanes. The afternoon flight with Belavia B737 EW-366PA via Minsk to Moscow-Vnukovo with Utair B737 VQ-BYM was uneventful except for a couple of Russian Air Force Tu-134s, which were seen on the new part of Minsk Airport during taxiing. OAO Minsk Civil Aircraft Repair Plant No. 407 is a leading agency in the post-Soviet territory to provide repair, upgrade and maintenance services for the Yak-40, Yak-42, Yak-52 and Tu-134. The plant is now being physically relocated to Minsk Airport after the closure of Minsk-1 Airport. Even the old acquaintance UR-UES without



MOM NPO "Energiya" took delivery of this Tupolev Tu-134AK in 1983. At that time the aircraft was in Aeroflot colours and registered as CCCP-65726. In 1995 the aircraft was transferred to Kosmos by then already registered as RA-65726. By February 2004 the type was ammended to Tu-134A-3.(Moscow-Zhukovsky, 4 August 2018, Andre Alders)



Previously in service with Shenzhen Airlines this Boeing 737 was acquired by Avia Traffic Company in September 2013 and registered EX-37012. The airline is on the List of carriers banned in the European Union. (Moscow-Zhukovsky, 4 August 2018, Andre Alders)

tail has been transferred to Minsk, probably for training purposes. Only a few new registrations were spotted at Moscow-Vnukovo airport due to my previous visit two months earlier when I flew Kosmos Airlines Tu-134A-3 RA-65995.

Moscow-Zhukovsky 4 August 2018

95100	RRJ-95B	Kazakh Border Guards
CCCP-77115	Tu-144D	MAP LII Zhukovski
EX-37012	B737-33A	Avia Traffic
RA-65726	Tu-134A-3	Kosmos Airlines
TC-OBU	A320-232	Onur Air
VP-BSW	A321-231	Ural Airlines
VQ-BTQ	B767-3Q8ER	Pegas Fly

#### Maintenance/Stored

42440	Yak-42D	Roshydromet
RA-65562	Tu-134LL	Zhukovski LIIP
76452, 76453	Il-76-976	Rosatom
76455	Il-76/976	LII Zhukovski
76529	Il-76LL4	LII Zhukovski
RA-11025	An-12B	Kosmos Airlines
RA-76445	Il-76TD	United Nations/WFP
RA-87938	Yak-40	KRET
RF-01502	3MT	Myasishchev OKB

Moscow-Sheremetyevo 4 August 2018

B-5945	A330-343	Sichuan Airlines	
B-6527	A330-343	Hainan Airlines	
B-8358	A330-323	China Southern	
B-8862, B-8968	A330-343	China Eastern	
HL8026	A330-323	Korean Air	
LZ-FBE	A320-214	Bulgaria Air	
RA-64024	Tu-204-100C	Aviastar-TU	
RSA-89004, RA-89007	RRJ-95B	Tsentr-Yug	std
VP-BJH	B777-212ER	Nordwind Airlines	
VP-BJJ	B777-3Q8ER	Nordwind Airlines	
VP-BLC	B767-3Q8ER	Royal Flight	
VP-BRE	B767-3W0ER	Royal Flight	
VQ-BOD	A321-211	Nordwind Airlines	
(RA-96005)	Il-96-300	basic Aeroflot c/s	

Prague-Vaclav Havel 4 August 2018

EI-FXK	ATR72-202F	FedEx	
LY-EWE	B737-33R	Getjet Airlines	a/w
LZ-DEO	MD-82	ALK Airlines	
OK-GRF	ATR72-212A	Czech Airlines	
OK-TSO	B737-8GQ	SmartWings	
OK-TSR	B737-82R	SmartWings	
OM-GTB	B737-49R	Go2Sky	
SU-BPV	A320-214	Air Cairo	
TC-TLC	B737-4Q8	Tailwind Airlines	
UR-CNP	B737-4Y0	YanAir	
VP-BAV	A321-211	Aeroflot	

On Saturday morning I walked from the hotel near Vnukovo-3 to the neighbouring terminal of Kosmos Airlines. Today a sightseeing flight above Moscow was on the programme, including a visit to Zhukovsky Airport where a few festivities

would take place. This time Tu-134A-3 RA-65726 was on the schedule and it was not surprising that I was the only foreigner on this special flight, they also gave me seat 15A, next to the engine. Before the aircraft landed and parked in front of the terminal the pilots did a low-pass above Zhukovsky Airport with a great view of many active/inactive aircraft that can be seen at this airport, that is more known for the MAKs air show. Not only did we receive a water salute but also an excellent looking Tu-144 that was towed next to our aircraft for this special occasion, as a tribute to Russian aviation. We had plenty of time to photograph on this warm Saturday until the time had come to fly back to Vnukovo. After arrival I received a message from SmartWings that my late evening flight operated by Czech Airlines from Moscow-Sheremetyevo to Prague was cancelled. A late afternoon flight with Czech Airlines was offered as an alternative but I did not have enough time to travel from Vnukovo to Sheremetyevo to catch this flight. The only possibility was a flight with Aeroflot early in the evening but I had to arrange this at the Czech Airlines office at Sheremetyevo's terminal F. Because both Czech Airlines and Aeroflot are SkyTeam members, I thought I would get a ticket but the good-natured lady told me that this was not the case when you are the owner of a SmartWings ticket. I really needed a ticket because from Prague I would fly with SmartWings to Burgas on Sunday morning. I had bought this very cheap combi ticket Sheremetyevo-Prague-Burgas to catch another MD-82 in Europe but now I found out that only Aeroflot business class seats were available to Prague, probably the reason that no ticket was provided by SmartWings and Czech Airlines. I finally arrived with Aeroflot A321 (VP-BAV) and I must admit that business class was more than excellent but I had to pay a considerable amount of money.

5 August 2018

4X-EKT	B737-8BK	EI AI UP	
9A-CQB	DHC-8-402	Croatia Airlines	
A6-FMD	B737-8	Flydubai	
A7-AFI	A330-243F	Qatar Air Cargo	
A7-AHS	A320-232	Qatar Airways	
CS-TTO	A319-111	TAP Air Portugal	
EC-JEI	A319-111	Iberia	
EI-EKI	B737-8AS	Ryanair	
HB-JCE	A220-300	Swiss	
LY-FOX	A320-214	GetJet Airlines	a/w
LY-PGC	B737-4S3	GetJet Airlines	a/w
N346AN	B767-323ER	American Airlines	
N844MH	B767-432ER	United Airlines	
OE-LGD	DHC-8-402	Austrian Airlines	
OK-TSD	B737-8Q8	Travel Service	
OK-TSF	B737-8GJ	SmartWings	
OK-TSI	B737-9GJ	Travel Service	
SP-EQD	DHC-8-402	LOT Polish Airlines	
TC-JRY	A321-231	Turkish Airlines	



This Yak-40 was delivered in 1975 to Aeroflot Lithuania as CCCP-87541. It is however a recent fleet addition for Motor Sich as it was added to their fleet in February 2017 as UR-MSX. It was first noted at Minsk 1 Airport in September 2017. (Zaporozhye, 6 August 2018, Andre Alders)

UR-PSV	B737-8AS	Ukraine Int. Airlines	39	MiG-21PFM	Bulgaria Air Force
VP-BAC	A320-214	Aeroflot	LZ-1089	An-2R	Bulair
VP-BMT	A320-214	Ural Airlines	LZ-7001	An-14	a/w, n/t
VP-BQK	A319-111	Rossiya	LZ-ANF	An-24V	Balkan forward fuselage
VP-BRF	B737-8LJ	Aeroflot	LZ-ANL	An-24V	Balkan a/w
VQ-BMP	B737-86N	Yakutia Airlines	LZ-BAB	An-12B	Balkan a/w
YR-ASB	A318-111	Tarom	LZ-BTU	Tu-154B-2	Balkan

**Hub traffic**

Czech Airlines A319, ATR42, ATR72

Burgas			5 August 2018
EI-EPD	B737-8AS	Ryanair	
G-WUKC	A321-231	Wizz Air	
HA-LPR	A320-232	Wizz Air	
LZ-BHG, LZ-BHI	A320-232	BH Air	
LZ-BHH	A320-232	BH Air	a/w
LZ-FBC	A320-214	Bulgaria Air	
LZ-LDW	MD-82	Bulgaria Air Charter	
OK-SWT	B737-7Q8	Travel Service	
OK-TSO	B737-8GQ	SmartWings	
OK-TSU	B737-8FZ	Travel Service	
OM-GEX	B737-8AS	AirExplore	
OM-TSG	B737-82R	Travel Service	
SP-HAX	A321-211	Small Planet Airlines	
TC-COR	B737-8SH	Corendon Airlines	
UR-74026	An-74TK-200	Motor Sich Airlines	
VP-BLL	A320-214	Aeroflot	
YL-LCN	A320-211	SmartLynx	
LZ-ILE	Il-14P	Balkan	pres

Burgas Museum of Aviation			5 August 2018
64	L-29	Bulgaria Air Force	
01	Mi-2	Bulgaria Air Force	
62	MiG-17F	Bulgaria Air Force	

SmartWings had another surprise on Sunday morning, the flight was delayed from 4 am until 1 pm in the afternoon. In addition, nothing was arranged by SmartWings for passengers, not a single voucher was issued for drinks or food? It got even worse when the scheduled MD-82 was exchanged for a boring B737 (OK-TSO). Finally I arrived at Burgas and now there was some time left to visit the small but interesting museum, including a visit inside the Balkan Tu-154. It is a pity that the planes are very close to each other for nice pictures, on the other hand the limited space is optimally used. Late in the evening I boarded Motor Sich Airlines An-74 for the fourth time this week and again the destination was Zhaparozye. Not entirely surprising the crew raised their eyebrows and rolled their eyes.

Zaporozhye (city)			6 August 2018
...	An-2	Motor Sich Airlines	
...	Mi-2	Motor Sich Airlines	
Kiev-Zhulyany			6 August 2018
SP-LDK	ERJ170LR	LOT Polish Airlines	
UR-CQX	B737-4B7	Yan Air	
UR-CRX	MD-82	Anda Air	
UR-MSX	Yak-40	Motor Sich Airlines	
Lviv-Danylo Halytskyi			6 August 2018
EW-341PO	CRJ175LR	Belavia	



Former G-TCAE was transferred to Spain as EC-MTJ in March 2018. The Airbus A320 is being operated by Thomas Cook Airlines Balearics. This Spanish airline has been established in October 2017 and is part of the Thomas Cook Group. The new unit is part of the group's airlines growth strategy. (Palma de Mallorca, 11 October 2018, Simon Butler)

S5-AAO	CRJ900LR	Adria Airways
SP-LNA	ERJ195LR	LOT Polish Airlines
UR-COC	MD-83	Bravo Airways
UR-MSX	Yak-40	Motor Sich Airlines
UR-PSK	B737-94X	Ukraine Int. Airlines
UR-PSR	B737-8KV	Ukraine Int. Airlines
UR-WRI	A321-231	Windrose Airlines
<b>Storage area</b>		
UR-42358, UR-42369	Yak-42D	Lviv Airlines
UR-42403, UR-42540	Yak-42D	Lviv Airlines
Warsaw–Frederic Chopin		6 August 2018
660	Mi-8P	Polish Air Force
A7-ACM	A330-202	Qatar Airways
CS-TTS	A319-112	TAP Air Portugal
EI-FWD	RRJ-95B	Brussels Airlines
EI-FXG	ATR72-202F	FedEx
ES-ACK	CRJ900LR	Nordica
ES-ACM	CRJ900LR	Nordica
G-BDRA	B757-236SF	DHL
HA-LPQ, HA-LWO	A320-232	Wizz Air
HA-LXK	A321-231	Wizz Air
N433UP	B757-24APF	UPS Airlines
OK-TSC	B737-8FH	Travel Service
SP-HAD	A320-232	Small Planet Airlines
SP-HAX	A321-211	Small Planet Airlines
SP-ENN	B737-8CX	Enter Air
SP-KPC	Saab 340A	Sprint Air
SP-LSC	B787-9	LOT Polish Airlines
SP-LVD	B737-8	LOT Polish Airlines
TC-OBK	A321-231	Onur Air

TF-BBG	B737-36EF	Bluebird Nordic
YR-AMB	B737-530	Blue Air
YR-BMJ	B737-8K5	Blue Air
YR-BMN	B737-82R	Blue Air
1x	An-2	grey with Polish flag on tail?
<b>Fire department</b>		
SP-LNB	II-14P	Aeropol (fuselage) i/a
SP-LNE	II-14P	Aeropol i/a
SP-LTA	An-24B	LOT Polish Airlines i/a

<b>Stored/Maintenance area</b>		
SP-LGG, SP-LGO	ERJ145MP	LOT Polish Airlines a/w
SP-LGH	ERJ145MP	LOT Polish Airlines
UR-DNI, UR-DNN	ERJ145LR	Dniproavia
UR-DNQ, UR-DNW	ERJ145LR	Dniproavia
VP-BZI	ERJ190LR	a/w
VQ-BRY	ERJ195AR	Saratov Airlines

Monday was my lucky day again in the Motor Sich Airlines lottery when I finally flew my first Yak-40 with this company, from Zaporozhye to Lviv with a stopover at Kiev-Zhulyany. UR-MSX started its career in 1975 as СССР-87541 and looked like new, not only from the inside but also from the outside. In the afternoon I flew home via Warsaw with LOT ERJ195 SP-LNA and Blue Air B737 YR-BRJ.

During take-off I spotted three Russian airplanes near the fire department in a derelict condition. Great trip and happy with the result.

Credit: André Alders.



The previous OE-LCF was a Tyrolean Airways operated Canadairjet. Airbus A321 OE-LCF is officially being operated by a company called Anisec Luftfahrt. The airline was founded in November 2017 as a subsidiary of Spanish airline Vueling. Operating under the LEVEL brand the airline is officially based at Vienna and part of the International Airlines Group. (Palma de Mallorca, 11 October 2018, Simon Butler)

## Daytrippin'

Having managed to get a day return to Palma from Birmingham last September for £65 with Monarch, just before they went bust, I decided to see if it was still possible this year. I have not flown abroad this year since January due to surgery and a long recovery, so was looking forward to a break. Having searched airline timetables and price comparison websites, a day return out with Thomas Cook and back with Jet2 was possible on certain weekdays. The best price was for 11 October out 0600/0900 for £30 back 2110/2250 for £50 with extra for window seats and breakfast on the outbound flight.

I compiled a timetable for the day using FR24 and the AENA Spanish airports website, which gives arrivals for 24 hours ahead. It seemed busy all day except from around 4pm. So the day dawned and after arriving at BHX at 4am with no luggage I was through security in about ten minutes and wandered the piers, noting the based stuff and night stoppers with only a Federal Express 757F being of interest. I was hoping for an on time departure and the boards duly showed a gate number 45

minutes before the 06:00 departure time, this being a bus gate departure and as I got there boarding began. After everyone was on board (no spare seats seen) Airbus A321 G-TCDL we pushed back and departed on time. Good legroom for me and a nicely cooked breakfast made for a pleasant two hour flight, as we followed a British Airways A320 routing LGW-BCN over France, with F-HBNH and EC-MBE seen routing North. We descended over the West coast of Majorca and landed over the Palma Bay five minutes early, at 09:25.

After arriving in Terminal A, used by UK and non-Schengen flights, B is the domestic short haul and C/D for Schengen arrivals. I exited through the new E gates and walked over to the MSCP, which gives views of the GA apron and take-offs and landings when planes arrive over the bay. At about midday arrivals changed to come in from the North and were hard to see from here, so I decided to go back airside as I had my boarding pass printed. Security wasn't too bad and done in about ten minutes again, and as I had found a good spot last year I headed for the C gates. At the far end four or five

Personal copy



7T-VUS is one of 15 ATR 72 aircraft in the Air Algérie fleet. It was delivered to the company in May 2010. Eight of the ATR aircraft are to be withdrawn from service by 2025 according to the airline. (Palma de Mallorca, 11 October 2018, Simon Butler)

gates overlook the main taxiway between the two parallel runways. All aircraft will taxi past at close range after landing or going to the take-off runway, so nothing is missed. Loads of German and Austrian planes as you would expect with lots of bizjets traffic. The 4pm lull allowed a break for a burger. The gates have power points for phone charging and water fountains are around to fill up an empty plastic bottle, which I had brought with me. It was very busy again late afternoon with many planes being seen two or three times during the day. With darkness falling at about 7pm I went back to the A terminal, which has its own passport check for my return flight on 737-800 G-JZBB, which had arrived on time at 20:10. Boarding was done by row number in three stages and I had a window seat with two empty seats next to it, the flight was about 75% full. Take-off again right on time and we landed at BHX at 22:45, noting the late night cargo arrivals, and through passport control E gates in five minutes and taxi home twenty minutes later.

Birmingham 11 October 2018

D-AILW	A319-114	Lufthansa
D-AIZG	A320-214	Lufthansa
D-CAPO	Lj35A	Jet Executive Int. Charter
EI-DHA, EI-EMN, EI-FRW	B737-8AS	Ryanair
EI-GSD	B737-8AS	Ryanair
G-FDZB, G-FDZG, G-FDZT	B737-8K5	TUI Airways
G-JZBA, G-JZBB, G-JZBD	B737-800	Jet2
G-JZBF, G-JZBG, G-JZBM	B737-800	Jet2
G-JZHW, G-JZHX	B737-800	Jet2
G-TAWC	B737-8K5	TUI Airways
G-TCDA, G-TCDK, G-TCDL	A321-211	Thomas Cook Airlines
G-TUIE	B787-8	TUI Airways
HA-TAD	Saab 340A/F	Fleet Air International
LN-LNN	B787-9	Norwegian
N974FD	B757-2Y0F	FedEx Express
OO-SSD	A319-112	SN Brussels Airlines
PH-BGX	B737-7K2	KLM

Palma de Mallorca 11 October 2018

84-00177	C-12U-3	US Army
7T-VUS	ATR72-212A	Air Algérie
9A-DWA	Ce525A	Winair
9H-CLG	CL-850	Air X Charter
9H-MOX	CRJ1000	Binter Canarias
CS-DLF	Falcon 2000EX	NetJets Europe
CS-DRY	BAe125-800XPi	NetJets Europe
CS-TKU	A321-211	Galistair
D-ABDT, D-ABDU, D-ABFO	A320-214	Eurowings
D-ABFR, D-ABHG	A320-214	Eurowings
D-ABKI	B737-8K5	TUIfly
D-ABKJ	B737-86J	Eurowings
D-ABNI, D-ABNK	A320-214	Eurowings
D-ABOC, D-ABOG	B757-330	Condor Flugdienst
D-ABOI, D-ABON	B757-330	Condor Flugdienst
D-ABZE, D-ABZK, D-ABZN	A320-214	Eurowings

D-AEWG, D-AEWM, D-AEWQ	A320-214	Eurowings
D-AEWW, D-AEWW	A320-214	Eurowings
D-AGES	B737-75B	Germania
D-AGWK, D-AGWM	A319-132	Eurowings
D-AIPU	A320-214	Eurowings
D-AIQB, D-AIQE	A320-211	Germanwings
D-AIRH, D-AIRK	A321-131	Lufthansa
D-AIRL	A321-131	Lufthansa
D-AISK	A321-231	Lufthansa
D-AIZQ	A320-214	Eurowings
D-AKNQ	A319-112	Germanwings
D-ASTB	A319-112	Germania
D-ASTE	A321-211	Germania
D-ASTF, D-ASTJ	A319-112	Germania
D-ASTR	A319-111	Germania
D-ASTV	A321-211	Germania
D-ASXB	B737-8Z9	SunExpress Germany
D-ATCA, D-ATCB	A321-211	Condor Flugdienst
D-ATUC, D-ATUK	B737-8K5	TUIfly
D-BADC	Do328-310	Aero-Dienst
D-CCCB	Lj35A	Deutsche Rettungsflugwacht
D-CHIC	EMB505	Air Hamburg
D-CSCA	Ce525B	Silver Cloud Air
D-CURT	Lj31A	Air Alliance Express
D-IAAC	Ce441	CCF Manager Airline
D-IJHO	Ce510	Jurgen Horn
D-IKGT	Raytheon 390	Karl Georg Theurer
D-IRON	Ce525	Geisers Stahlbau
D-IZZZ	Ce525	Nordwest Air Service
EC-HMY	EMB120ER/F	Swiftair
EC-HQL	A320-214	Vueling
EC-IDA	B737-86Q	Air Europa
EC-IDT	B737-86Q	Air Europa
EC-ILE	Beech B200	Trabajos Aéreos del Sur
EC-KGI	ATR72-212A	Iberia Regional
EC-KLB	A320-214	Vueling
EC-LEK	ERJ195LR	Air Europa
EC-LJS	CRJ1000	Iberia Regional
EC-LKM	ERJ195LR	Air Europa
EC-LOP	A320-214	Vueling
EC-LRR	ATR72-212A	Iberia Regional
EC-LUD	A320-214	Iberia Express
EC-LVR	B737-85P	Air Europa
EC-LVX, EC-LVX	A320-214	Vueling
EC-LYB	ATR72-212A	Air Europa
EC-LYE	A320-216	Iberia Express
EC-LYJ	ATR72-212	Air Europa
EC-LYL	Ce560XLS+	Gestair Private Jets
EC-LYR	B737-85P	Air Europa
EC-LZD	A320-214	Evelop Airlines
EC-LZN, EC-MAH, EC-MCU	A320-214	Vueling
EC-MFL	A320-232	Vueling
EC-MJO, EC-MJP	CRJ1000	Iberia Regional
EC-MQL	A321-231	Vueling
EC-MSL	CRJ1000	Iberia Regional

EC-MTJ	A320-214	Thomas Cook Balearics	LN-DYO	B737-8JP	Norwegian
EC-MVC	CRJ1000	Iberia Regional	LN-RGD	B737-86N	Scandinavian Airlines
EC-MVD	A320-232	Vueling	LN-RTN	Falcon 2000LX	Rely
EC-MZJ	ATR72-212A	Air Europa	LY-VEC	A321-211	Thomas Cook Airlines
EI-DCK, EI-DCN, EI-DCO	B737-8AS	Ryanair	LZ-AOA	A319-112	Bulgarian Eagle
EI-DHX, EI-DLV, EI-DPF	B737-8AS	Ryanair	M-CARA	Ce525 (M2)	Anam Cara Aviation
EI-DPR, EI-DPV, EI-DPX	B737-8AS	Ryanair	M-FRZN	CL-605	Iceland Foods
EI-DWC, EI-DWO, EI-DYC	B737-8AS	Ryanair	M-GZOO	G200	Multiflight Charter Services
EI-DYR, EI-EKK, EI-ENW	B737-8AS	Ryanair	N455FX	G450	Flexjet
EI-EPD, EI-EPH, EI-ESP	B737-8AS	Ryanair	N650GU	G650	MPM Financial
EI-EXI	B717-2BL	Volotea Air	OE-FAF	Ce525A	Smartline Luftfahrt
EI-FHD, EI-FHJ	B737-8JP	Norwegian	OE-FCB	Ce510	GlobeAir
EI-FHL, EI-FHM	B737-8JP	Norwegian	OE-GKW	G100	Tyrol Air Ambulance
EI-FID, EI-FIE, EI-FIN	B737-8AS	Ryanair	OE-IEU	A320-214	Eurowings Europe
EI-FIR, EI-FIV, EI-FOM	B737-8AS	Ryanair	OE-IQA, OE-IQB, OE-IQC	A320-214	Eurowings Europe
EI-FOO, EI-FOP, EI-FRP	B737-8AS	Ryanair	OE-IQD	A320-214	Eurowings Europe
EI-FRR, EI-FTJ, EI-FTK	B737-8AS	Ryanair	OE-IVC, OE-IVW, OE-IZC	A320-214	easyJet Europe
EI-FTL, EI-FTN, EI-FTY	B737-8AS	Ryanair	OE-LCF	A321-211	LEVEL
EI-FVY	B737-800	Norwegian	OE-LCG, OE-LCJ, OE-LCK	A321-211	LaudaMotion
EI-FYE	B737-8	Norwegian	OE-LKO	A319-111	easyJet Europe
EI-FZW, EI-GDV, EI-GDW	B737-8AS	Ryanair	OE-LOC, OE-LOD, OE-LOEA	A320-214	LaudaMotion
EI-GDX, EI-GJB, EI-GJR	B737-8AS	Ryanair	OE-LOF, OE-LOG	A320-214	LaudaMotion
EI-GJX	B737-8AS	Ryanair	OE-LQU, OE-LQY	A319-111	easyJet Europe
ES-SAO	A320-214	TUIfly Belgium	OE-LYU, OE-LYW	A319-132	Eurowings Europe
ES-SAP	A320-232	easyJet	OM-TSG	B737-82R	SmartWings
F-GUGM	A318-111	Air France	OO-JAO, OO-JOS	B737-7K5	TUIfly Belgium
G-DRTD	B737-808	Jet2	OO-JEB, OO-JEM	ERJ190STD	TUIfly Belgium
G-EUUF, G-EUUU	A320-232	British Airways	OY-KBB	A321-232	SAS Scandinavian Airlines
G-EZAO	A319-111	easyJet	PH-CDF	B737-804	Corendon Dutch Airlines
G-EZGZ	A320-214	easyJet	PH-HXK	B737-8K2	Transavia
G-EZII	A319-111	easyJet	PH-HZD	B737-8K2	Transavia
G-EZOY, G-EZRH, G-EZUF	A320-214	easyJet	RA-67242	Global XRS	Vip Jet
G-EZUN, G-EZUO, G-EZWA	A320-214	easyJet	SX-ORG	A320-232	Orange2Fly
G-FBEI	ERJ195LR	Flybe	TC-ODA	A320-233	Onur Air
G-FDZB	B737-8K5	TUI Airways	VP-BBQ	A320-214	Ural Airlines
G-FXMR	Beech 400XT	Flexjet	YL-LCU	A320-214	Condor Flugdienst
G-GDFH	B737-3Y5	Jet2	Birmingham		11 October 2018
G-JASS	Beech B200	Atlantic Bridge Aviation	D-AILS	A319-114	Lufthansa
G-JZBA, G-JZBB, G-JZBE	B737-800	Jet2	D-CAVA	SA227AC	Binair Aero Service
G-JZBH, G-JZHG, G-JZHS	B737-800	Jet2	EC-JBE	EMB120ER/F	Swiftair
G-LSAC	B757-23A	Jet2	EC-JZI	A320-214	Vueling
G-LSAG	B757-21B	Jet2	ES-LSH	Saab 340A/F	Airest
G-TAWD	B737-8K5	TUI Airways	HA-TAB	Saab 340A/F	Fleet Air International
G-TCDF, G-TCDL, G-TCVB	A321-211	Thomas Cook Airlines	HB-ALQ	ATR72-202F	Bespoke Distribution Avn
G-UZHA, G-UZHE	A320-251N	easyJet	N974FD	B757-2Y0F	FedEx Express
HB-IJL	A320-214	Swiss	OO-SSG	A319-112	SN Brussels Airlines
HB-IOC	A321-111	Swiss	PH-BGO	B737-7K2	KLM
HB-IOF	A321-111	Swiss	YL-RAG	Saab 340A/F	RAF-Avia
HB-JJK	A320-214	Edelweiss Air	YL-RAI	ATR72-202F	RAF-Avia
HB-JOG	A319-112	Germania Flug			
HB-JVH	Fokker 100	Helvetic Airways			

Credit: Simon Butler.



Delivered to Air Berlin in May 2008 as D-ABDU this Airbus A320 was adorned with special Berlin/Etihad colours in January 2014. Destined and registered for Niki as OE-LOB in January 2018 the aircraft was eventually added to the Eurowings fleet in July 2018 again as D-ABDU. (Palma de Mallorca, 11 October 2018, Simon Butler)

# PHILIP STEVENS THUNDER THROUGH THE VALLEYS



## LOW LEVEL FLYING—LOW LEVEL PHOTOGRAPHY

Philip Stevens **“Thunder Through The Valleys”** – low level flying – low level photography, published in November 2018.

The 128 pages contain stunning images of low flying military aircraft. Philip saw through his view finder Phantoms, Corsairs, Tucanos, Tornados, Sk60s, Lancers, Mirage 2000s, Raptors, Sufas, Fighting Falcons, Baraks and Super Hornets and he managed to take pictures of these aircraft from a mountainside or air to air. A very popular subject these days as it is one of the closest things you can get in watching military jets in their element.

Besides the many superb pictures he published in his book, Philip explains (43,000 words) how the low-flying and air-to-air projects were planned and executed during the six years of his project. On top of that he reveals where many of his images were taken (the nearest town, in what corridor or from which hill) and in the text and the chapters he contains serials, call-signs, flight levels (do not expect to find specific maps in the book). There are even links to private webpages with very interesting information (10,500 words) on how he completed each project. He has done a really great job filling a book with just one single genre of aviation. You think it could be boring – no way! Low-flying aircraft photography is, whether it is in the well-known areas like Wales (Mach Loop), the USA (Rainbow Canyon) or in for the public often unknown and remote areas in Greece or France, absolutely entertaining, often (very) difficult and it must be thoroughly briefed when pre-planned. The world’s (air-to-air) top aviation photographers and other insiders who flew photography sorties in jets and stood on a hill side as well often say that the photography of the latter is as spectacular as flying a jet! Philip explains all techniques with very informative and educating text. He explains the tenacity you must have, the patience and the dedication to get to great results. The great thing is, Philip managed to add another perspective in **Thunder Through The Valleys**: that from the pilots eye view who flew the sorties Philip pictured. Many pilots were interviewed in-depth and they explain the dangers in doing their low-flying job and they explain the reason of such mis-

sions (their combat missions), as well as what kind of special skills they need to execute a mission. Therefore the book also contains some nice ground footage of base photography, stepping of pilots on the platform, near the runway during take-off and landing, and even some pictures were made on an aircraft carrier.

If you open the book you can read a truly great introduction that says it all. But that is immediately followed by our thing of criticism, several pages show nearly the same pictures. For example, the intro is followed by the B-1B low-flying story and illustrating pictures of a Lancer is screaming through a corridor in eastern Wyoming. Several pages show nearly the same stunning and really unique pictures of the land-locked B-1B with swept wings. The reader faces the same similarity in several other chapters like the one with the RAF Tornado, Swedish Saab 105, and US Navy Super Hornet. Maybe this is inevitable, but looking to the outstanding content of the Greek, French, Turkish and Israeli air force it is should be possible to get more out of this. In the end, the diversity in the around 190 published pictures and the authoritative text compensate it enough and Scramble’s advise: this book is absolutely a must have on your book shelf, even in the era where Facebook, Instagram and Twitter shows it all, the book is a superb addition to understand it all.

I’m sure Philip has withheld several chapters from this book, like the USAFE with F-15Es, heavy transports and helicopters. None of these can be found, but that is for sure material for his next book, looking already forward to that one!

**Thunder Through the Valleys:** Low Level Flying - Low Level Photography  
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Order it on Philip’s website <https://www.targeta.co.uk/book/> (signed copy) or from publisher <https://www.fonthill.media/>

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## Samurais Phantoms' Pharewell

George Karavantos

*The oldest F-4EJ Kai still active, 37-8315 seen landing at homebase Hyakuri using its drag chute. The 302 Hikotai bird badge is already peeling away, a charge by 301 Hikotai. (all photos by the author)*

On 2 December 2018, a small air show was held at Hyakuri AB, Ibaraki prefecture, north of Japan's capital city Tokyo. The occasion was to mark the final operating days of one of the last three front line Phantom squadrons of the Japan Air Self-Defense Force (JASDF).

The 302nd Hikotai (Tactical Fighter Squadron), which is already in transition to the Lockheed Martin F-35A, will withdraw all of its remaining Phantoms in March 2019. The other two squadrons, the 501st Hikotai, which operates the photo-reconnaissance Phantoms and the 301st Hikotai, the first ever Phantom squadron, will follow the year after. This is not the end of Phantom operations within the JASDF as Hiko Kaihatsu Jikkendan, the Gifu based test unit will continue to fly the type until 2021, ending what will then be Japan's half a century operation of the type.

There were not many participants present on that event, but there were definitely plenty of Phantoms! In front of the thousands locals who had been gathered there (Japanese have a strong affection with aviation and of course photography), there was a big line up of twelve Phantoms. Almost half of the operating ones! Most of them participated in the flying display as well. This big line up was comprised of four Phantoms from each squadron along with two other F-15Js from the 303 Hikotai based in Komatsu AB. One of these two F-15s participated also in the flying display, while the second was there as a back up one.

In front of this line up, closer to the crowd, there were two of the celebrating unit's jets painted in commemorative markings. There were also some other visitors from other bases. An F-2, a P-1, a Gulfstream IV and a Huey were present. Hyakuri AB is also the home base of three other aircraft: the T-4, the UH-60J Blackhawk and the U-125A. One example from each type was also present there. In fact the Blackhawk took also part in the flight display with a simulated CSAR mission.

Unfortunately the weather was not so helpful and despite the

fact that one day before the airshow the weather was great, on the day of the airshow the sky was covered with clouds. The flight program started with a formation of six Phantoms, two from each squadron, which were departing in pairs. They performed one pass in formation over the runway. All three squadrons used a pair of their aircraft which performed displays twice during the show.

Despite the fact that the F-4 Phantom is a big aircraft with a large turning radius, not so ideal for airshows, the Japanese pilots performed very dynamic displays. The interesting with these display acts was the fact that the Japanese "Phantom drivers" were overflying the crowd (maintaining always safe altitudes), flying many times perpendicular to the display line, something that you don't see in European airshows. Especially the two special painted jets of 302 Hikotai, were coming parallel to the crowd line, breaking hard right and overflying the crowd showing in the best way their top sides of their special paintings! The show of these two aircraft had started with a scramble demo from the ground. The same scenario was repeated also with the two photo-reconnaissance Phantoms of 501 Hikotai. The aircraft were breaking hard over the crowd, gaining altitude at the same time and creating some unique photo opportunities for the air enthusiasts below them.

The duration of the show was only a few hours, with a big break in between for lunch and there were mainly only Phantom displays, but it was one of our best air show experiences. We have witnessed many Phantom displays in the past and we have to admit that this was a unique one.

### History

Japan was one of the first countries which announced its intention to buy the highly capable new fighter of United States, the F-4 Phantom II, in order to replace its fleet of Lockheed F-104 J Starfighters.

On the 1st of November 1968, Japan signed a letter of

Personal copy



reminder of the final Phantom days of this squadron. However, the flying days for this particular aircraft will not be over, it will probably be taken on

agreement with McDonnell Douglas and it was also announced that it would become one of the few countries worldwide that was going to license-produce this aircraft. Over the following years, the Nihon Koku Jietai (Japan Air Self-Defence Force) received a total of 154 F-4EJ and RF-4Es. The F-4EJs (the export version for Japan) were mostly similar to the F-4Es, although the Japanese aircraft had their in-flight refuelling and ground-attack capabilities removed to align with Japan's defensive posture, the F-4EJs were delivered without the AN/AJB-7 bombing computer system.

The first two F-4EJs (JASDF serials 17-8301 and 17-8302) were built by McDonnell Douglas in St Louis and first flew on January 14, 1971. The next eleven F-4EJs (JASDF serials 27-8303/8307, 37-8307/8310, and 47-8311/8313) were built by McDonnell Douglas in kit form and were assembled in Japan by Mitsubishi Heavy Industries, Ltd. The first Japanese-assembled aircraft (27-8303) flew on May 12, 1972. Subsequently, Mitsubishi built all the rest 127 F-4EJ during the following nine years. The last example was delivered to the JASDF on May 20, 1981. This was the last F-4 ever built in the world.

Japan also acquired fourteen RF-4Es built by McDonnell Douglas to serve in the reconnaissance role. These RF-4Es were delivered between November 1974 and June 1975. They were virtually identical to the USAF RF-4C, with the only differences being the deletion of certain equipment such as the radar homing and the warning suite which had not been released for export to Japan.

The F-4EJs entered service with the JASDF in August 1972 with a total of six squadrons operating the aircraft: the 301 to 306 Hikotai. A seventh squadron, 8 Hikotai operated the Phantom for a few years as a gap measure between F-1/T-2 and F-2 operations. The RF-4Es equipped the 501 Hikotai which had previously operated one of the less-well-known Sabre models, the RF-86F.

### Upgrades

In the early 80s, JASDF decided to upgrade its Phantom fleet with a package that would offer the ability to remain a capable opponent for years to come. The upgraded version was called F-4EJ Kai and saw the reintroduction of ground-attack capabilities in the form of anti-ship missiles, bombs and rockets. The F-4EJ Kai (the suffix Kai means "extra" or "augmented") was fitted with the Westinghouse AN/APG-66J pulse-Doppler radar, which was much smaller and lighter than the original APQ-120 and had more operating modes with better lookdown - shootdown capability. Externally, the installation of the new radar could be distinguished by the presence of a new radome which had fore and aft strengthening ribs.

The F-4EJ Kai had a new central computer, a Kaiser heads-up display, a Hazeltine AN/APZ-79 IFF system, and a license-built Litton LN-39 inertial navigation unit. A new J/APR-6 radar homing and warning system was also fitted. Twin aft-facing radomes for this system were mounted on the fin tip and forward-facing antenna were mounted on the wingtips. A new, much taller UHF blade antenna was mounted on the dorsal spine, and the lower UHF antenna on the undercarriage door is larger in size. These are about the only externally-visible distinguishing points between the F-4EJ and the F-4EJ Kai. Plans to fit leading edge slats to the F-4EJ Kai were ruled out on the basis of cost, so all the Kais maintained their original leading edge flaps.

The Japanese Kai Phantoms are able to carry a 610-US gallon F-15 fuel tank on the centreline. This tank is capable to withstand higher g-loads than the original F-4 centreline tank. The F-4EJ Kai can also carry the Westinghouse AN/ALQ-131 advanced multimode electronic countermeasures pod. This pod has a wide range of modules and has reprogrammable software which makes it capable of quickly countering new threats.

The F-4EJ Kai can launch the AIM-7E/F Sparrow and the



All fighter base open houses usually have an alert scramble demo and the show at Hyakuri was no exception. 501 Hikotai however performed a post-mission demo on one of their recce Phantoms.

AIM-9L/P Sidewinder air-to-air missiles. In addition, it can carry and launch the Mitsubishi ASM-1 anti-ship missile. This missile has a launch weight of about 1345 pounds and is powered by a Nissan Motors solid rocket engine. It has midcourse guidance provided by inertial system acting in conjunction with a radar altimeter which maintains an altitude just above the tops of the waves during the final run-in to the target. Terminal guidance is provided by an active radar seeker mounted in the nose. A 440-pound high-explosive warhead is carried.

The original plan was to convert 110 aircraft of the remaining 125 (after the losses), but later on it was decided to be 96. The

prototype F-4EJ Kai first flew on 17 July 1984, and it was delivered to the 306 Hikotai on 24 November 1989.

In order to strengthen the original RF-4E fleet which had been reduced in size due to aircraft being lost in accidents, JASDF decided to convert seventeen F-4EJs to RF-4EJ configuration. These aircraft retained the nose for the M61A1 Vulcan cannon. While mounting no internal cameras or reconnaissance equipment in their nose, they were able to carry a centreline reconnaissance equipment pod. This feature makes them easily recognizable compared to the normal RF-4E.

These aircraft can carry three different types of sensor pods, depending on the mission requirements. These comprise of the TACER (an electronic reconnaissance pod with datalink), the TAC (pod with carrying KS-135A and KS-95B cameras, plus a D-500UR IR system) and the LOROP (with KS-146B

camera). The first example which was converted to these standards was the 37-8406, it received new serial 37-6406 to indicate its change of configuration.

#### Future Plans

Nowadays Japan is introducing a fleet of 42 F-35As to replace the remaining Phantoms. Pilot training on this fifth-generation fighter is already taking place in Misawa Air Base in the north of Japan's main island of Honshu as deliveries of Japan's F-35s continue apace.

302 Hikotai will withdraw its remaining Phantoms in March 2019, 501 Hikotai will follow in 2020 and 301 Hikotai will draw the final curtain most probably the same year. Although 301 and 302 Hikotais are due to permanently move to Misawa following the transition to the F-35, it is unclear for 501 Hikotai if it will then transition to a new aircraft type.



First in, last out! 301 Hikotai was the first operational fighter Phantom squadron within the JASDF, it was activated at Hyakuri in October 1973. It spent most of its time at Nyutabaru after having moved there in 1985 but returned to Hyakuri in 2016 where it will end its Phantom operations in FY2020. The frog badge, as seen here on 67-8378, has a Hyakuri connection as a specific frog species is only found in this area.

Personal copy



Already in July 2018, 302 Hikotai revealed this commemorative Phantom, 07-8428, to mark its final Spook flying days.

## Air Show - 2 December 2018

<u>Static:</u>					
93-8550	F-2A	3 Hikotai			
47-6335	RF-4EJ Kai	501 Hikotai			
96-5620	T-4	301 Hikotai			
46-5917	T-7	11 Hiko Kyoikudan			
85-3253	U-4	Shireibu Hikotai/no badge			
41889/-	UH-1J	Utsunomiya Kou			
5512	P-1	3 Kokutai			
<u>Static hangar (open):</u>					
67-8377	F-4EJ	302 Hikotai			
<u>Hangar (closed, behind open static hangar):</u>					
57-8355, 77-8395	F-4EJ Kai	(301 Hikotai)			
17-8440	F-4EJ Kai	(301 Hikotai)			
47-6903	RF-4E Kai	(501 Hikotai)			
67-6380	RF-4EJ Kai	(501 Hikotai)			
<u>Main flight line:</u>					
57-8356, 07-8435	F-4EJ Kai	302 Hikotai			
77-8399, 07-8428	F-4EJ Kai	302 Hikotai, special c/s			
97-8416, 97-8422	F-4EJ Kai	301 Hikotai			
47-6905, 57-6907	RF-4E Kai	501 Hikotai			
57-6909, 57-6913	RF-4E Kai	501 Hikotai			
42-8828, 72-8885	F-15J	303 Hikotai			
48-4579, 98-4588	UH-60J	Koku Kyunandan			
92-3026	U-125A	Hyakuri Kyunantai			
<u>Flight line behind static:</u>					
57-8369, 17-8437	F-4EJ Kai	302 Hikotai			
67-8390	F-4EJ Kai	301 Hikotai			
57-6914	RF-4E Kai	501 Hikotai			
77-6392	RF-4EJ Kai	501 Hikotai			
<u>Open hangar at flight line behind static:</u>					
07-6433	RF-4EJ Kai	501 Hikotai			
<u>Behind hangars:</u>					
56-5739, 16-5793	T-4	302 Hikotai			
66-574(8)	T-4	501 Hikotai			
26-5(808)	T-4	301 Hikotai			
			Three T-4s were visible from the sale stands behind the hangars, the 4th (56-5739) could be seen from the civil terminal.		
			<u>Far southern side:</u>		
			F-4EJ Kai	302 Hikotai	
			F-4EJ Kai	302 Hikotai	
			F-4EJ Kai	301 Hikotai	
			F-4EJ Kai	301 Hikotai	
			T-4	302 Hikotai	
			T-4	301 Hikotai	
			<u>Others:</u>		
			F-4EJ Kai	302 Hikotai	
			F-4EJ Kai	301 Hikotai	
			After the show was over some aircraft towing took place. These four addition aircraft were noted from the civil terminal while they were moved around.		
			<u>Dump:</u>		
			F-4EJ Kai	stored	
			F-4EJ Kai	stored	
			<u>Preserved (at main gate):</u>		
			F-1	preserved	
			F-4EJ Kai	preserved	
			RF-4E	preserved	
			F-86D	preserved	
			F-86F	preserved	
			F-104J	preserved, on pole	
			T-2	preserved	
			T-33A	preserved	
			<u>Preserved (at civil terminal):</u>		
			F-4EJ Kai	preserved	
			RF-4EJ	preserved	
			Credit show numbers: Michael Greenway, Hans Hoogers, Otger van der Kooij		

# Lebanon at 75



Erwin van Dijkman  
Wim Sonneveld

*Flag bearing UH-1Hs L1012 'Black 1' and L1102 'Black 2' hover over runway 17 of Beirut Air Base on 22 November. All photos by authors.*

75 is by all means a respectable age, but for a country it is relatively young. We were granted permission to witness the preparation for the aerial parade conducted in honour of Lebanon's Independence Day at this special anniversary, 22 November 2018. In this article we will take you through the various preparatory and executory steps, shedding light on how it was coordinated from Beirut Air Base. Also, we hope to make you more acquainted with both the Lebanese Air Force and its assets as well as with the uniting role the armed forces actually play in the country.

## A troubled but rich lineage

To understand a little bit of the importance of the unifying role of the armed forces, you need to read-in a bit on the country's rich heritage dating back to the Phoenician civilization; Mediterranean prosperity radiated out of the ancient cities of Byblos, Sidon and Tyre. Later, among other reigns, it was part of the Roman empire, saw Muslim conquest, faced the crusade, became part of the Ottoman empire, was administered by France and finally gained independence on 22 November 1943. This obviously means that many traces of these old reigns and cultural influences can still be found. Shia and Sunni Muslims as well as Maronite Christians still make up the current population. Mostly their physical disposition in Lebanon can still be traced back to various historic periods.

We realise too well that the current generation in the West has been brought up with the idea that Lebanon is a troubled country. No wonder, Western media only seem to bring news about Lebanon if it is bad as media tend to do. Before 1975, it was regarded as the Riviera of the Middle East, a country where various religions live side by side and in tolerance of each other. Sectarian violence led to a civil war however, and after decades of tension and foreign meddling, Lebanon has been gradually rebuilding itself over the past decade or so.

The way it currently copes with Syrian refugees while facing possible terrorist cells, may be known to some of you. The

Southern border being disputed with Israel and having one of the longest United Nations mission (UNIFIL) guarding an exclusion zone can be regarded as a common fact, hardly highlighted today. Indeed, most people visit Lebanon as tourists to sample Beirut's mundane but rather delightful downtown area or the Baalbek UNESCO site. To them, the road blocks are a mere oddity rather than a security measure that is in fact also meant to protect them. Of course, we were more interested in Lebanon's military aviation assets and the military parade has been on our shortlist for a while. Enough reasons to visit this intriguing country at its 75th birthday.

## The Lebanese Air Force (LAF)

### Origins

Obviously, the French rule from 1920 to 1943 meant that the Lebanese Air Force was built with French help and Rayak was chosen as the site for the first Air Base. Starting off with two Percival Prentice T.Mk.1 and a Proctor V, this was quite a



*The very first aircraft operated was the Percival Proctor. Seen here is L101 in use as an instructional airframe at the Dekwaneh Campus of the University of Arts, Sciences & Technology.*

Personal copy

humble start. More punch was added when four SIAI SM79 arrived late 1949. In 1951 these were joined by a single DH104 Srs.6 Dove. In January 1952, six former RAF Harvards arrived and four more were granted from RAF stocks in the Middle East. In 1957, six AT-16 were obtained from Iraq. The first jets duly arrived in 1953 in the shape of six Vampire FB.Mk.52 and four Vampire T.Mk.55. Now the first line-up of the LAF was truly shaping up.

The next decades saw further expansion, notably with the introduction of a fleet of Hawker Hunters later augmented by the Mirage 3 from France. Both types constituted the backbone of the LAF for many years alongside Alouette II and III helicopters. Due to the conflicts in the region and the civil war that went on for many years, these airframes remained rather low-houred. For example, the Mirages only had clocked between 384 and 725 hours and were thus happily received by Pakistan after two decades of conserved storage in Lebanon. All the nine single seaters and single dual seater are confirmed active flyers today with the 22(OCU)sq there.

### The current LAF



The Lebanese Air Force logo.

Lebanon is not a particularly rich country, so the armed forces are always finding ways to make the most efficient use of resources. Fighter aircraft are not a high priority if you want to fight insurgents, perform search and rescue or disaster relief missions. Backbone is the helicopter fleet that consists of 24 UH-1H and nine UH-1H-II Hueys, twelve SA330/IAR330 Pumas and around ten SA342L Gazelles. These equip the operational squadrons 14sq, 12sq, 9sq and 8sq respectively. Four Robinson

R44 Raven II are used by 15sq residing under the Aviation School along with three Bulldog Mk.126 of 1sq. Further fixed-wing assets are three Cessna AC-208 aerial command and control and intelligence gathering aircraft operated by 4sq and six A-29B (EMB314E) with 7sq.

The current LAF uses four main Air Bases. Cradle of the Air Force is **Rayak Air Base** in the Bekaa valley. It houses the aviation school's 1sq and 15sq as well as the Gazelles from 8sq. Besides that, it keeps a collection of historic aircraft as well as stored airframes that may be returned to service someday. In fact, work is in progress on the first of five AB212s at the Technical Wing of **Beirut Air Base**. Beirut is home of the Cessnas from 4sq as well as the Huey IIs operated by 12sq.



From left to right: the Commanding Officer of Tech Wing, and captains Tabaja CO 4sq, and Hamd CO 12sq.

Also, it houses 'Cedar 1', the presidential AW139. Three S-61N are in storage and will probably not be brought back into service in favour of the 212 that is also twin-engined, adding safety for operations over the sea. Moreover, it has far more commonality with the Huey fleet. Northernmost, and almost hugging the Syrian border, is **Kleyate Air Base** where the



Beirut Air Base logo.

main Huey-fleet is based. It is thought to be formed by 14sq using the remaining 'legacy' UH-1H of the original fleet along with the odd Huey II. Lastly, **Hamat Air Base** was recently refurbished for the arrival of the Super Tucanos of 7sq. The co-located Pumas from 9sq live in the spacious new hangars as well.

### Units and their assets

1sq	all types	up til 1953
	Vampire FB52/T55/FB5	1953 - 1959
	Hunter F6/T66/FGA70	1959 - 2008
	Bulldog Mk126	1975 - present
2(F)sq	Hunter F6/T66/FGA70	1959 - 2008
2(H)sq	SE3130/SE3160/SA316B	1961 - 1974
3sq	SE3160/SA316B	1974 - 2007
4sq	Mirage IIIEL/BL	1967 - 1994
	AC-208	2009 - present
5sq	AB212	1973 - 1989
6sq	CM170	1960 - 1998
7sq	RC690A	1974 - 1982
	A-29B (EMB314E)	2017 - present
8sq	SA342L	1981 - present
9sq	SA330L/IAR330L/IAR330SM	1980 - present
10sq	UH-1H	1995 - 2013
11sq	UH-1H	1995 - 2013
12sq	UH-1H-II	2013 - present
14sq	UH-1H	2013 - present
15sq	R44	2005 - present
16sq	S-61N	2009 - 2018

Note: the Huey-units 10sq and 11sq operated a mix of UH-1H and UH-1H-II for a short time, but now the UH-1H are thought to be in the process of being concentrated in 14sq after a full complement of Huey IIs became available for 12sq that started with a mix of the two types too.

### The preparation cycle

Two main events are on the calendar of the country, and indeed the Air Force, each year. These are Army Day on 1 August and Independence Day on 22 November. Both see celebrations of unity with participation of the Air Force. More events are sometimes held, this year for example, there was an air show at Rayak in September. One of the highlights for

both visitors and military personnel of the participating air force units, are the flying parades at said events. "The preparation cycle actually starts around two months in advance" the commander of the Technical Wing explains. "We have to achieve a high degree of airworthiness of aircraft that are requested to participate. We aim to get to 100% serviceability of the participating aircraft one week before the parade. Obviously, non-scheduled inspections due to small malfunctions do still occur and normal operations continue also. This means lots of hours of the technical personnel, also after hours, to achieve this goal."

The Air Force headquarters allocates the types and number of aircraft that need to participate in each airshow or parade. Thus technicians on all bases are required. "After each airshow and mission we evaluate and debrief the whole mission and point out all of the possible mistakes. We inform the technicians about these so they can be avoided in the future. Each participating aircraft has a team of technicians, who have a type certification, allocated to it. They must hold all permits and certificates. All plane types must have another of the type on stand-by in case of last minute malfunctions. This even increases the number of aircraft that need to be serviceable."

One of the units that takes pride in participating is 4sq. Both during the 1 August and 22 November 2018 parade, all three 'mini-AWACS' Cessna 208 were flying. As Captain Abdallah Tabaja, the squadron commander, points out "we are not only participating, but also actually controlling the parade. One of our AC-208 is up there listening in to the formations' communication and is in constant contact with the flight leader and operations room. This command and control task is one of three roles the unit has, the others being intelligence and reconnaissance and close air support." During our walk-around several features of the AC-208 Armed Caravan are pointed out to us by Captain Tabaja. The FLIR turret underneath the fuselage, the chaff dispensers, the mission consoles inside and the underlying hard points that can take AGM-114 Hellfire missiles. "You hardly notice the effect upon launching, you have to compensate the yaw with your paddles a bit, that is all. It is a big and very stable aircraft. The third, L403, has a glass cockpit further increasing the capabilities. We closely work together with the Super Tucanos, so we can even more effectively direct and prioritize resources when we team up with them."

Of course every pilot wants to fly in the Independence Day parade, so how to pick crews out of 100% of eager pilots? "Formation flying requires discipline, excellent situational awareness and we have been training for that intensively" Tabaja continues. "Also, we try to incorporate the maintenance crew of the Technical Wing in the celebrations because they share the burden of getting all three aircraft up, a tough job only achieved through teamwork."

Co-located 12sq has even more participants. They fly the UH-1H-II in assault, firefighting, transport and medical evacuation roles. The latter is a 24/7 duty of the squadron. Captain pilot Arkan Hamd commands the unit and proudly shows us the immaculately looking camouflaged helicopters. "Pilots that take part in the parade are pilot in command with at least 400 flight hours. As the formation leader's request for the amount of helicopters and crews comes in, the selection among the eligible pilots starts. Experience with formation flying is a must, and of course we try to spread the honour of being part of the parade to give this opportunity to as many pilots as possible."

By now, we noticed that this parade is really a big thing. Maybe not in sheer 'Quatorze Juillet' style aircraft numbers, but in being part of the actual celebration of the independ-

ence of your country. This is deeply felt in Lebanon in a way we can hardly imagine. Captain Hamd stresses that the whole unit, and indeed "the whole army is seen as a unifying force, even a symbol of our unity. So, also the crews that do not participate on this occasion are happy too, because they are part of the same team. Formation flying is trained regularly, but increases leading up to the parade about a month before the day. This year we have five sections in the formations and five helicopters of 12sq participate."

The Base Commander of Beirut Air Base (BAB) has the honour of hosting the main groups of aircraft for the parade. "This is a celebration for us. After the parade we always make a group photo with all the crews. After debriefing the Air Force Commander cuts the cake and we celebrate together." Once outside, Public affairs officer Captain Alaa Khusheish sees us glancing at incessant streams of school classes crowding the Air Base courtyard and ramp. "During these two weeks 13.500 pupils and students are being shown around at the Air Base."

### Parade Day

Finally, parade day arrives. Some SA342L and UH-1H have arrived the previous day but no Pumas are visible on the ramp. Puddles on the wet tarmac, ominous dark grey clouds to the North, East and South, all helicopters put inside the hangars... As luck, or faith, has it, in the distant West an ever increasing patch of blue sky becomes visible in the early morning hours. Captain Alaa Khusheish admits that it was "touch and go if the parade could take place, the green light actually came during the briefing."

The day runs smooth as silk and exactly as planned. The timeline laid out by the formation leader during the briefing was as follows:

Briefing:	07:00
Preflight:	before 08:15
Start-up:	08:35
Taxi out:	08:40
Passage:	09:10
Formation photo:	after shutdown
Debriefing:	10:30
Estimated flight time:	45-50 minutes

In the briefing all angles are covered. Areas that need to be avoided, emergency landing grounds, formation sequence and call signs, radio frequencies, weather brief, procedures for each formation if one of the assets needs to leave the formation et cetera. Time and time again the formation leader stresses the importance of safety. "When in any doubt, contact me."

After the briefing, the pilots proceed to the operations room. There, they 'sign in' for their aircraft. Above the table the ground plan for the parking positions show the participants. Of these, the Pumas fly directly to and from Hamat AB, although they were allocated spots on BAB's ramp. The Super Tucanos did that too. They were also part of the dress rehearsal that took place Tuesday morning the 20th. Normally, the day before the parade is a day without flying activity. As you can see in the timeline, the aircrews have ample time to do the pre-flight checks.

Meanwhile, the ramp buzzes with activity as ground crews tow out the aircraft to the ramp. By the end of the briefing most are outside, with the Cessnas being towed out last. Captain Tabaja enlightened us about the intricacies of the mixed formation. "The helicopters fly at approximately 120-130 knots, the Super Tucanos at 250-300 knots and we are at 150-180 knots. So timing and adequate spacing of flight levels is crucial to get it right and safe." This difficult package thus benefits from the eyes and ears in the sky provided by the AC-208 crew. "We have a back-up pilot in the passenger



*The most recent acquisition has been half a dozen A-29B (EMB314E) Super Tucanos. These all participated although they are very new airframes underpinning how no effort was spared to get the maximum number of airframes serviceable for the parade.*

cabin who visually checks the location of the formations in the waiting area and during the parade.”

The ramp is now full, pilots are busy checking their aircraft. Time to move to an elevated position to watch the start-up and departure. As planned, the formation leader with another legacy Huey, ‘Black 1’ and ‘Black 2’ will first taxi out to attach the Lebanese distinctive cedar tree National flag and the army flag. But before that takes place, L1109 takes off at 08:12

to do an area check of the route. As said, the preparation and execution is meticulous in every detail. We witness another crucial moment, literally at the moment the marshal clears ‘Black 1’ for taxi out, he is motioned to the cockpit by the formation leader. At this very moment, a medical emergency occurs and stand-by medevac UH-1H-II L1205 is hurriedly started up, a medical attendant comes running with his big medical bag slung over his shoulder, as he mounts the Huey



*The latest incarnation of the faithful Huey is the Huey II. Equipped with the transmission of the Bell 212 and with a higher rated engine, this has rejuvenated the proven design and they are set to be around for a while yet. After being used in mix with the UH-1H, all Huey IIs are now nominally on 12sq strength; although one was with the Kleyate delegation too.*

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LAF operates a mix of seven newly delivered SA342L and nine second hand acquisitions from the United Arab Emirates. More have been noted so may have been delivered or reregistered. All are used by 8sq based at Rayak AB.

is ready for take-off and speeds away Southward. Moments after that, the repositioned marshal gives the 'go' and ten seconds after the scramble, the formation leader taxis out to pick up the flag. Wow.

Formation 1 'Black'

L1012	UH-1H	14sq	National flag, Black1
L1102	UH-1H	14sq	Army flag, Black2
L1202	UH-1H-II	12sq	

L1207	UH-1H-II	12sq
L1208	UH-1H-II	12sq
L1209	UH-1H-II	14sq

Formation 2 'Dragon'

L913	IAR330SM	9sq	Dragon2
L914	IAR330SM	9sq	Dragon1
L916	IAR330SM	9sq	Dragon4
L918	IAR330SM	9sq	Dragon3



Three AC-208 (Cessna 208B) Armed Caravans were received, one in 2009, one in 2013, and the third in 2016. The latter, L403, is the only EX version with a glass cockpit. It is seen here banking after take-off on parade day. Actually, one of these Beirut-based AC-208s of 4sq was used to relay the parade's proceedings with base operations during the fly-by over the city.

### Formation 3

L801	SA342L	8sq
L808	SA342L	8sq
L815	SA342L	8sq

### Formation 4

L401	AC-208	4sq
L402	AC-208	4sq
L403	AC-208	4sq

### Formation 5

L711	A-29B	7sq
L712	A-29B	7sq
L713	A-29B	7sq
L714	A-29B	7sq
L715	A-29B	7sq
L716	A-29B	7sq

### Pre-parade check flight

L1109	UH-1H	14sq
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### Medevac stand-by

L1205	UH-1H-II	12sq
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### Spare aircraft

L1009	UH-1H	14sq
L1203	UH-1H-II	12sq
L912	IAR330SM	9sq

at Hamat AB

The route the formations followed was:

Jbeil, Fidar, Nahr Ibrahim, Tabarja, Jounieh Bay, Sarba, Nahr al Khalb, Dbaye, Dora, Forum de Beirut, Stage (along Charles Helou). The altitude maintained by the parade's aircraft is 800 feet.

### After the parade

With the co-located international airport being shut down for all other traffic for an hour, there is little time to spare. Yet, the helicopter formation finds time to perform a formation fly-by over the ramp, treating the families and ground crew

on a private parade. Another highlight was the formation of all six Super Tucanos that performed two passes over the Air Base in tight formation. Group by group the formations of helicopters land and taxi in. Luckily, the sun had come out and with the air cleared of dust by the rain this provided us with excellent photographic opportunities.

Captain Khusheish was positioning the group of attending crews for the traditional group photo. Of course we had to orchestrate this a bit to get a good shot from above. Everybody positioned himself in a semi-circle in front of L1202 and the LAF's own photographers as well as your humble editors did their jobs. We all captured the participating group of this 75th Independence parade for posterity in glorious sunshine. After that, they went for the debriefing and cake cutting ceremony.

At the same time we were ushered into the public affairs office and shared our images. The LAF photographers came in one by one and we hope we could contribute a little bit to the stocks so LAF can make a nice movie and news item covering this year's parade. Two days of limitless hospitality, we realize we were given an unique opportunity and truly felt part of the LAF family. We salute our hosts, thank them for their patience with us and hope to meet again soon.

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Captain Khusheish, Public Affairs officer Beirut AB  
Captain Tabaja, Commanding officer 4sq  
Captain Hamd, Commanding officer 12sq  
Commanding officer Technical Wing



Legacy Hueys have been used for over two decades and the survivors of the 24 are used by 14sq. These are easily recognisable by their port side tail rotor and olive drab colour scheme. Also, they sport the Kleyate scorpion badge on the nose.

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## Editorial addresses

**Dutch Aviation Society**  
**Postbus 75545**  
**1118 ZN Schiphol**  
**The Netherlands**  
**Fax +31-84-738 3905**  
**<http://www.scramble.nl>**

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**ISSN 0927-3417**

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*The Surinam Air Force operates just three HAL Chetaks, an Indian license-built Alouette 3. Ronald Huizer was very lucky to capture SAF303 near its homebase Zorg en Hoop on 23 November 2018.*



*Second item on this page featuring exotic helicopters, is the 12th AW139 destined for the Pakistan Air Force. It was photographed at Venegono by Marco Muntz on 28 September 2018, still with test registration CSX81942.*



*A very tasteful Mi-17V-5 of the Nepal Army Air Wing (NA-057) was photographed at its homebase Kathmandu on 29 November 2018 by Robin Frosch.*



*Flightshare/Air Angels painted some of their fleet in a special pink colour to promote the breast cancer month Pink October. Bo105LSA-3 ZS-HGI "Echo Romeo 2" is former LDF-17 of the Lesotho Defence Force. (Waterkloof, 22 September 2018, Raymond van Dijkhuizen)*



*Douglas DC-4 1009 ZS-BMH "Lebombo", built in 1947, was the last Skymaster rolling of the production line. Nowadays she is owned by the SAA Museum Society and operated by Skyclass Aviation for flying safaris. (Waterkloof, 21 September 2018, Raymond van Dijkhuizen)*



*Flysafair owns a fleet of Boeing 737-400's and -800's. The 737-400 ZS-OAG on this picture was built in 1993 and delivered to the South African company in October 2017. (Lanseria, 23 September 2018, Raymond van Dijkhuizen)*