

453

February 2017

Scramble



*The K-8 Karakorum
The last of the Trijets: MD-11 Part Two
Multinational Military Flight Crew Training Center
Ile de France*

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



Airborne early warning and control in Sweden is conducted by this S100D 100003 used by 72 ASC squadron. (Linköping/Malmen, 26 August 2016, Jaap Walg)



Shanghai Airlines Boeing 737 B-6107 is just seconds away from landing at Taipei's second airport Songshan. In the background you see the top of Grand Hotel Taipei. (Taipei SongShan, 25 November 2016, Marcel J. van Bielder)

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Editorial

This month nearly all sections are accounted for, except for the Manufacturer News, Soviet Updates, Wrecks & Relics, Showreports and the Triptease. This created an opportunity to catch up with some articles and this month we have four of them.

The articles in question are Part Two of the MD-11 overview (Last of the Trijets), a first time overview of all K-8 Karakorum training aircraft built, an in depth article on Turkey's Multinational Military Flight Crew Training Centre and a one page article on the celebration of 75 years Escadron de Chasse 02.005 Île de France.

We sadly have to say goodbye to one of our editors of the first hour. An icon within our organisation has decided that it is time to say goodbye. Stefan Goossens has been one of the pillars of the Dutch Aviation Society for many years and at one time member of the board. We wish him all the best with his future endeavours.

We are still on the lookout for someone to strengthen our IT department. If you have (preferably) Joomla! experience we would love to hear from you at bestuur@scramble.nl. Affinity with aviation would be a major plus! Next to that we are also looking for someone to strengthen our civil editor team, specifically for Manufacturer News. If you think you have what it takes to join our team for that section you can email us at the same address, bestuur@scramble.nl.

Cover Photo



Bearskin Airlines was established in 1963 and flew with several types of bush planes. Nowadays it has a fleet of twelve SA227 Metroliners. The airlines is based at Thunder Bay, Ontario. SA227DC C-GJVH was seen on 11 September 2016 at North Bay (Ont.), one of the twelve destinations of the airline. (Joost de Wit)

Important dates

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Movements Netherlands



Although officially registered to a company called AC Executive Aircraft (2016) this Gulfstream 650ER is being operated by ExecuJet UK. ExecuJet joined the Luxaviation Group in 2015 but retains its ExecuJet name. M-YSIX was delivered to Irish businessman Denis O'Brien in 2015. (Amsterdam-Schiphol, 8 December 2016, Frank Doornbos)

Amsterdam

			December 2016				
01. C-GEOU	B767-375ER	Air Canada	02 ACA824/2025	N887TM	G550	AirFlite	09
CS-TLY	Falcon 7X	Vinair		OO-GMJ	Beech 350	Air Service Liège	
D-ABCD	CL-604	DC Aviation	DCS503	TC-KRM	Global 5000	Cukurova Air	04
D-CAAA	Ce560XLS+	DC Aviation	02 DCS701	04. D-ISUN	Ce525A	Ohlair	06 ECA555
D-CFLY	Ce560XLS+	Air Hamburg	dep AHO318C	EI-FTI	B737-8AS	Ryanair	f/v RYR2998/9
D-CKPP	SA227DC	Binair	dep BID301	G-CIEL	Ce560XL	London Exec Aviation	LNK95CE
D-CKPP	SA227DC	Binair	BID401/5P	G-TUIA	B787-8	Thomson	f/v 05 TFL090P/361
D-CUUU	Ce560XLS+	DC Aviation	DCS711	M-ALRV	Falcon 2000LX	Lodgings 2000 LP	06
D-ISJP	Ce525A	Ohlair	dep ECA111	M-SPEK	Beech 350	Specsavers Aviation	SSZ9A/B
D-IZZY	P180	AirGo	dep XGO1AM	M-YSAI	Global 5000	Capital Investment	dep
EI-FTJ	B737-8AS	Ryanair	f/v RYR3102/3	N818LF	G550	LFG Services	05
F-HJCD	Falcon 2000LX	JC Decaux		N918E	G450	Taylor-Listug	07
F-HRGD	ERJ145LU	Aero4M	f/v AEH410/1	OE-GMI	BAe125-850XP	DBT - Transportes Aereos	div
G-FBKJ	Ce510	Blink	BKK10J	05. CS-TOG	A330-223	TAP Portugal	f/v TAP662/1
HB-JLK	Falcon 7X	TAG Aviation	FPG744	D-CAPB	Ce560	Aerowest	
LX-GCL	B747-467F	Cargolux	f/v CLX769	D-IOHL	Ce525A	Ohlair	ECA333
M-GLOB	Global XRS	Colovic Investment	dep	G-HCSA	Ce525A	Bookajet	BOO010
N108CE	G-V	Coca-Cola Enterprises		G-HCSA	Ce525A	Bookajet	09 BOO010/814
N515TJ	Beech 400A	Blackburn International	19	G-OPRM	CL-604	Zenith Aviation	06 BZE3
N604BS	CL-604	Boston Scientific	02	HL7605	B747-4B5ERF	Korean Cargo	10 div KAL510/8510
N625SC	Global Express	Stryker	dep	LY-LTY	CL-850LR	Charter Jets	f/v 07 LTC801
N899NC	G550	News America	dep	N184AN	B757-223	American Airlines	f/v AAL204/3
OK-BII	Beech 400A	Praga Aviation	03 PGG201A	N324FP	G-IVSP	Fox Paine & Company	06
02. C-GLXC	Falcon 7X	Galaxy Airways	f/v 05	N836BA	B737-7BC	Boeing	06
D-CMSC	Lj45	SAP Aktiengesellschaft		OO-ALX	Ce680	Flying Group	FYG12C/13C
D-IAAW	EMB500	Arcus Air	04 AZE31P	06. V-11	G-IV	334sq	07 NAF11
D-IADV	Ce551	Advance Air	dep	9H-VCN	CL-350	VistaJet Malta	07 VJT437
EI-EVN	B737-8AS	Ryanair	f/v RYR3104/5	A7-BBC	B777-2DZLR	Qatar Airways	f/v QTR273/4
F-HRGD	ERJ145LU	Aero4M	AEH422/0	D-CMSC	Lj45	SAP Aktiengesellschaft	
G-HCSA	Ce525A	Bookajet	dep	D-IOHL	Ce525A	Ohlair	07 ECA333
G-PRPH	DHC-8-402Q	FlyBe	f/v BEE1533/4	EI-EFK	B737-8AS	Ryanair	f/v RYR3100/1
G-SIRS	Ce560XL	London Exec Aviation	LNK92RS	EI-FJD	B737-8JP	Norwegian	div IBK511
G-TAWF	B737-8K5	TUI (UK)	f/v 03 TOM8048/9	G-TUIA	B787-8	Thomson	TFL362/5
LX-VMF	Ce560XL	Luxaviation	07 LXA15P	M-SPEK	Beech 350	Specsavers Aviation	SSZ9A/B
M-ARRH	CL-300	Avcon Jet	f/v 06	N50KC	G-V	Executive Jet Management	08 EJM659
M-GLOB	Global XRS	Colovic Investment	03	N240LG	Falcon 900EX	Liberty Global	
OE-GHF	Lj40	Avcon Jet	03 AOJ40T	N551CB	G-IVSP	Executive Jet Management	08 EJM551
OO-GMJ	Beech 350	Air Service Liège		N575MW	CL-350	Duke Energy	f/v 07
P4-CEO	CL-605	High Wings Aviation	f/v	N576MA	TBM-850	HTG Trading	
PH-HZL	B737-8K2	Sun Country	dep TRA051	OE-GWS	Ce560XLS+	Avcon Jet	AOJ274
03. A7-BBI	B777-2DZLR	Qatar Airways	f/v QTR273/4	OO-XLS	Ce560XLS+	Air Service Liège	12
D-IADV	Ce551	Jetkontor	13	07. 9H-VCF	CL-350	VistaJet Malta	VJT498
G-POWN	A321-211	Titan Airways (a/w)	TFL460/092P	D-AEWN	A320-214	Eurowings	
HB-LYA	P180	Eduletta	f/v	D-CKPP	SA227DC	Binair	08 BID5P/A
LX-LGQ	B737-7C9	Luxair	04 LGL7941/2	D-ISUN	Ce525A	Ohlair	08 ECA555
				EC-MFE	B737-476F	Swiftair / DHL	f/v BCS1443/4
				F-HLIM	Ce560	SELIA	
				G-TUIA	B787-8	Thomson	TFL366/3

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HL8045	B777-FB5	Korean Cargo	f/v KAL509	TC-NBC	A320-251	Pegasus Airlines	f/v PGT671/2
LX-VMF	Ce560XL	Luxaviation	08 LXA15P	VP-BRH	B737-8LJ	Aeroflot	f/v 12 AFL2192/3
M-GCAP	P180	Greenshill Capital	08	12.D-IAIB	Ce525	Luxaviation Germany	13
N240LG	Falcon 900EX	Liberty Global	10	D-ISJP	Ce525A	Ohlair	13 ECA111
OE-IEN	Falcon 2000X	Global Jet Austria	09 GLJ93EN	D-ISUN	Ce525A	Ohlair	14 ECA555
OH-LZA	A321-211	Finnair	div FIN3184	M-NTOS	Ce525C	Sweet Flight Management	14
OK-HWK	BAe125-900XP	CTR Flight Services	09	M-ONTE	P180	Scotia Aviation	f/v 13
OO-OCA	Beech 350	Air Service Liège		N1TS	B737-7JY	First Virtual Group	
SE-RDY	G550	EFS	EUW8092	N598WC	Falcon 2000	Waste Connections US	f/v 13
VP-CJK	Global 6000	TAG Aviation Asia	08 TBJ77	N659UA	B767-322ER	United Airlines	13 UAL909/2093
VQ-BFM	A320-214	Rossiya	SDM5801/2	N1459A	G-IVSP	Bradleyville	13
08.CS-DVH	Ce525B	Valair	VVV251/2	OK-OBR	Ce510	Aero Partner	13 DFC33R
D-ALIK	CL-850	Imperial Jet Europe	f/v JTI801/2	OK-TSD	B737-8Q8	Travel Service	TVS432P/4322
D-CECH	Ce560XLS+	Atlas Air Service	f/v ATL908	OK-UNI	Ce680	Travel Service	TVS61J/62J
D-CJAF	Lj60XR	Imperial Jet	10 JTI800/105	S5-AAW	CRJ702	Adria Airways	f/v ADR434/5
D-CKPP	SA227DC	Binair	09 BID5B/A	VQ-BLA	G550	Execujet Charter	13 2x
D-CZZZ	Ce560XLS+	DC Aviation	DCS707	13.B-09590	B737-79V	Exec Aviation Taiwan	
HB-VTS	Raytheon 390	Diamair	f/v	EC-MIA	B777-28EER	Privilege Style	14 TFL092P/365
M-YSIX	G650ER	ExecuJet UK	f/v	F-HECD	Falcon 7X	Luxaviation France	LEA047D
OE-FHK	Ce510	GlobeAir	09 GAC1A/364A	N315MK	G-IV	Universal Air Link	
OK-PMI	Beech 400A	Queen Air	f/v AQS031	N700KG	Lj40	Florida Express	
PH-HZO	B737-8K2	Sun Country	dep TRA051	OK-FCY	Ce525A	Aero Partner	ECC521/2
VP-BNF	G550	Globus	f/v	OO-XLS	Ce560XLS+	Air Service Liège	14
09.V-11	G-IV	334sq	NAF11	YU-PMK	Ce560XLS+	Air Pink	f/v 14
9H-VCD	CL-350	VistaJet Malta	VJT432	14.9H-VCE	CL-350	VistaJet Malta	VJT474
D-CAST	Ce525B	Air Hamburg	AHO155E	D-CAAA	Ce560XLS+	DC Aviation	DCS701
D-ISJP	Ce525A	Ohlair	ECA111A/111	D-CAST	Ce525B	Air Hamburg	AHO609A
G-STMT	Falcon 7X	TAG Aviation (UK)		D-CHRA	Ce525C	Eisele Flugdienst	15 EFD555
HL8076	B777-FEZ	Korean Cargo	f/v KAL509	EI-DYE	B737-8AS	Ryanair	f/v RYR3102/3
OE-FCB	Ce510	GlobeAir	GAC1711/B	G-HCSA	Ce525A	Bookajet	22 BOO064
OE-GRA	Ce525B	Alpa Air Charter		M-OLOT	CL-604	Kellie Aviation	
OK-PMP	PC-12/47E	T-air	f/v	OK-TSD	B737-8Q8	Travel Service	TVS4323/432F
VQ-BAS	A319-111	Rossiya	SDM5801/2	OK-UNI	Ce680	Travel Service	TVS63J/64J
VT-JEQ	B777-35RER	Jet Airways	f/v JAI232/1	OO-JAD	B737-8K5	Jetairfly	TFL094P/565/6/095P
10.D-IMAX	Ce525A	Sylt Air	12 AWU910/2	OO-PRM	Ce510	Air Service Liège	
D-ISJP	Ce525A	Ohlair	ECA111	OY-CKK	Falcon 2000LX	Air Alsie	MMD44
G-HCSA	Ce525A	Bookajet	14 BOO814/064	TC-MKR	Falcon 900LX	KOC Holding	KOC002
G-TUIA	B787-8	Thomson	TFL368/579	TC-REC	G450	REC Aviation	16
N152FJ	Falcon 50	Victory Outreach La Puente	dep	YL-CSA	CS300	airBaltic	f/v BTI619/20
OE-FHK	Ce510	GlobeAir	12 GAC364E/027H	15.D-BERT	Falcon 2000LXS	Bertelsmann	
SP-IAF	EMB500	Jet Story	f/v	D-COMO	Lj60	Imperial Jet Europe	f/v 16 JTI159/1
VP-BCE	A320-214	Aeroflot	f/v AFL2694/5	D-IADV	Ce551	Advance Air	25
VP-BHB	B777-2Q8ER	Orenair	f/v arr JTN6116	EC-MIA	B777-28EER	Privilege Style	TFL366/091P
11.A6-HAS	ERJ135BJ	Empire Aviation	f/v MJE461	EC-MOG	A320-232	Vueling	f/v VLG8306/5
D-AEWN	A320-214	Eurowings	f/v EWG4010/1	LX-JFZ	PC-12/47E	Jetfly Aviation	f/v JFA76G/78G
G-LEAA	Ce510	Luxaviation UK	LNx55AA/60AA	M-NTOS	Ce525C	Sweet Flight Management	
G-TUIA	B787-8	Thomson	TFL580/091P	N900FZ	TBM-900	Redwood	18
LX-VMF	Ce560XL	Luxaviation	12 LXA15P	OO-PAR	Ce525B	Luxaviation Belgium	f/v AAB298
M-NTOS	Ce525C	Sweet Flight Management		OO-PRM	Ce510	Air Service Liège	27
N44LC	Falcon 900EX	Lowes Companies	f/v 12	TC-SHE	BAe125-850XP	Erben	16
N240LG	Falcon 900EX	Liberty Global	13	TF-JOY	A321-211	Wow Air	f/v WOW442/3
N700KG	Lj40	Florida Express		XA-FEM	G550	Servicios Aereos	16



This Gulfstream 550 was delivered to German operator DC Aviation in 2008. Via Ocean Sky in the United Kingdom it ended up with ABS Jets in 2014 as OK-VPI. ABS Jets is a business jet operator based in Bratislava, Slovak Republic and Prague, Czech Republic. The Gulfstream is owned by Irish company VPI Aviation. (Amsterdam-Schiphol, 22 December 2016, Robert Eikelenboom)

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Global 6000 N988ZJ was delivered to Singapore-based charter operator Zetta Jet in September 2016. The aircraft will be operated by Advanced Air Management which has been renamed as Zetta Jet USA following a merger with the parent company. (Rotterdam-The Hague, 20 December 2016, Maarten Visser Sr)

16. S-444	AS532U2	300sq	Wilcat15	OK-VPI	G550	ABS Jets	ABP921/2
9H-ILA	CL-850	VistaJet Malta	VJT600	OY-GEF	Beech B200GT	Lars Thrane	
9H-VJA	Global 6000	VistaJet Malta	17 VJT721	SX-DGT	A321-231	Aegean Airlines	f/v AEE616/7
C-FIPX	Global XRS	IP Aviation	18	23. 5Y-KZE	B787-8	Kenya Airways	div KQA112
G-LEAZ	CL-300	Luxaviation UK	LNx76AZ/85AZ	9V-SMG	A350-941	Singapore Airlines	f/v SIA324/3
HB-JXF	A320-214	EasyJet Switzerland	f/v EZS1041/2	D-BJET	Do328-310	Private Wings	PWF100/5960
I-SWIA	B747-4R7F	Silkway Italia	QTR8201/2	D-CEFE	Ce525C	Eisele Flugdienst	EFD444
LX-JFZ	PC-12/47E	Jetfly Aviation	JFA77A/G	D-IAIB	Ce525	Fairjets	25
LX-VMF	Ce560XL	Luxaviation	17 LXA15P	D-INOB	Ce525A	Atlas Air Service	ATL3N
LZ-CGU	B737-448F	CargoAir / DHL	f/v BCS1443/4	EI-EKD	B737-8AS	Ryanair	f/v 24 RYR2998/9
M-AAAL	Global 6000	ALM Jet		EI-ESW	B737-8AS	Ryanair	f/v RYR3100/1
N888VS	G550	Prime Jet	f/v 17	G-PRPG	DHC-8-402	FlyBe	f/v BEE1533/4
TC-YJM	B737-9F2ER	Turkish Airlines	f/v THY1957/8	LX-VMF	Ce560XL	Luxaviation	LXA15P
17. V-11	G-IV	334sq	NAF11	OO-FPE	Ce525B	Flying Service	24 FYG11R/12R
CN-TRS	G280	Winds Jet	f/v 18	OO-XLS	Ce560XLS+	Air Service Liège	27
D-IAKN	Ce525A	Star Wings	STQ111	YU-SPB	Ce560XLS	Prince Aviation	
G-GXLS	Ce560XLS	London Exec Aviation	LNx38GX	24. 9A-BTE	Fokker 100	Trade Air	AFR1336/7
G-RAJJ	BAe146-200	Cello Aviation	18 CLJ705/6	G-TUIJ	B787-9	TUI (UK)	f/v TFL098/379
G-YMMK	B777-236ER	British Airways	f/v div BAW118	M-ALRV	Falcon 2000LX	Lodgings 2000 LP	
I-FXRJ	P180	K-Air	FXR18J	OO-JAD	B737-8K5	Jetairfly	TFL143
N55CJ	Ce525	Aviarental	18	YU-ANI	B737-3L9	Aviolet	ASL364/5
OE-FZD	Ce510	GlobeAir	18 GAC569/A	25. N775RP	CL-605	RJP Manageco	f/v
18. 9H-VCN	CL-350	VistaJet Malta	VJT437	VP-CHG	Falcon 900LX	Air Service Werkflugdienst	f/v
EI-FEG	B737-8AS	Ryanair	f/v RYR2998/9	26. D-AJET	ERJ135BJ	Air Hamburg	AHO294K/007
G-RRIA	Raytheon 390	Bookajet	f/v BOO547	D-ISAR	Raytheon 390	Euroflug Frenzel	27
19. D-IMGW	Ce525A	Air Hamburg	20 AHO133D	D-ISKY	Beech B200	Air Hamburg	27 AHO108R
EC-KPJ	G150	TAG Aviation España	TGM151J	SX-DGP	A321-232	Aegean Airlines	f/v AEE616/7
LX-LAA	Lj45	Duclair	DUK7AMB	TC-JTO	A321-231	Turkish Airlines	f/v THY1955/6
M-ALRV	Falcon 2000LX	Flightworx	20	TC-NBG	A320-251	Pegasus Airlines	f/v PGT671/2
N515TJ	Beech 400A	Blackburn International		VT-JEW	B777-35RER	Jet Airways	f/v JAI232/1
N576MA	TBM-850	HTG Trading	20	YU-PMK	Ce560XLS+	Air Pink	
N900FZ	TBM-900	Redwood	20	27. 9H-ILA	CL-850	VistaJet Malta	HYP005
OE-FCB	Ce510	GlobeAir	GAC213/A	G-JZHK	B737-8MG	Jet 2 Holidays	f/v EXS205/6
20. V-11	G-IV	334sq	NAF11	G-LEAX	Ce560XLS	London Exec Aviation	LNx36AX
CS-LTB	Ce680	NetJets Europe	f/v NJE884Q/3KX	OO-PRM	Ce510	Air Service Liège	
D-IAKN	Ce525A	Star Wings	STQ111	28. D-BJET	Do328-310	Private Wings	29 PWF5961/103
D-ISUN	Ce525A	Ohlair	ECA555	N307LS	Ce680	Kenmore Crew Leasing	29
EI-DWV	B737-8AS	Ryanair	f/v RYR3102/3	OO-JAY	B737-8K5	Jetairfly	JAF3051
G-STMT	Falcon 7X	TAG Aviation (UK)		29. 5Y-KZf	B787-8	Kenya Airways	30 KQA116/7D
M-SSYS	Ce525C	Fimway	22	9A-CQC	DHC-8-402	Croatia Airlines	CTN450/1
N125XP	BAe125-800XP	Surewings		D-ASPG	A320-214	Small Planet Germany	f/v LLX5047/57
N576MA	TBM-850	HTG Trading		OE-FZB	Ce510	GlobeAir	30 GAC220B/241E
N827MH	B767-432ER	Delta Air Lines	21 div DAL087/9905	30. 5Y-KZA	B787-8	Kenya Airways	31 div KQA100/D
21. 9H-VJC	Global 6000	VistaJet Malta	VJT739	9H-VCD	CL-350	VistaJet Malta	31 VJT432
9H-VJH	Global 6000	VistaJet Malta	VJT804	CS-LTA	Ce680	NetJets Europe	f/v 31 NJE2NS/635E
9V-SMH	A350-941	Singapore Airlines	f/v SIA324/3	D-ISKO	Raytheon 390	Peak Air	f/v
D-ABDB	A320-214	Small Planet	f/v 22 LLX3252/5045	D-IVIP	Beech B200	Star Wings	STQ99A
G-HNPV	EMB505	Flairjet	f/v 22 FLJ53/1	G-EMBN	ERJ145EP	bmi Regional (a/w) div	LOT84A/8846
G-TFRA	Ce525	Blu Halkin		G-POWN	A321-211	Titan Airways (a/w)	WOW44P/445
LZ-CGT	B737-4Y0F	CargoAir / DHL	f/v BCS1443/4	M-MHAC	Lj60XR	The Public Warehouse	f/v
OO-JAY	B737-8K5	Jetairfly	TFL094P/565/6/095P	OE-GEM	Ce680	Jet Pool	
22. D-CNOC	Ce560XLS	Atlas Air Service	23 ATL1C	TC-NBF	A320-251	Pegasus Airlines	f/v PGT671/2
EI-DVM	A320-214	Aer Lingus	EIN606/991	VT-JSE	CL-300	Jindal Iron & Steel	
G-HCSA	Ce525A	Bookajet		31. CS-LTB	Ce680	NetJets Europe	
HB-IZD	Saab 2000	SkyWork	f/v SRK300/1	D-CEFE	Ce525C	Eisele Flugdienst	EFD444

I-SWIA	B747-4R7F	Silkway Italia	QTR8203/4
N850GT	B747-87UF	Panalpina	f/v GTI8603
OK-SWW	B737-7Q8	Smartwings	TRA074/22A
OO-JAH	B737-8K5	Jetairfly	TFL143/4

The Blink Mustang on the 1st still carried Wijet titles. Wijet and Blink merged in the fourth quarter of 2016. On the 2nd a TUI (UK) Boeing 737 for a flight from and to Gatwick and a Transavia departing to the US for winter lease to Sun Country. The Luxair on the 3rd arrived from and departed to Strasbourg. The Thomson Dreamliner on the 4th positioned in and operated flights for TUI Netherlands until the 11th. On the 5th a Korean Cargo Boeing enroute from Stockholm Arlanda to Seoul Incheon turned back to Europe when it was already well over Russia and diverted to Schiphol where it landed safely early in the morning with a broken engine number two. The Norwegian on the 6th was a medical diversion. Rossiya arrived from St. Petersburg on the 7th. The Finnair on the same day was a medical diversion. On the 8th another Transavia departed for winter lease to Sun Country. On the 9th Rossiya was seen again at the airport. Rumoured to be destined for Rossiya, Boeing VP-BHB was ferried from Punta Cana to Amsterdam on the 10th after suffering from an overweight landing in February 2016. The BBJ on the 13th is owned by the Ruentex Group. Privilege Style positioned in on the 13th and operated for TUI Netherlands the next day. A major milestone for the Canadian manufacturer's new C Series aircraft programme was the first commercial flight of the Bombardier CS300 operated by airBaltic from Riga to Amsterdam on the 14th. On the 17th a British Airways Boeing 777 on its way from Bangalore, India to Heathrow diverted to Amsterdam. A Delta Boeing 767 on its way from Frankfurt to Detroit diverted to Amsterdam on the 22nd. The Aer Lingus on the 22nd positioned back to Dublin due to crew illness. The Kenya Dreamliner on the 23rd was a Charles de Gaulle diversion. On the 24th a TUI (UK) Dreamliner. The -900 subtype was a first visit. On the 30th a Kenya Dreamliner diverting from Heathrow. The bmi Regional on the same day was an Eelde diversion. 2016 ended with a visit of the Atlas Air Boeing 747 in Panalpina colours.

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

Rotterdam - The Hague

			December 2016
01.D-CNAC	SA227DC	Binair	dep BID7A
D-CTWO	Lj35A	Air Alliance Express	02 AYY108
D-ILHD	Ce525	Lufthansa Flight Training	*DLH9968

G-SPRE	Ce550 Bravo	Xclusive Jet Charter	XJC2
HB-VPG	EMB505	Jet Aviation Business Jets	PJS701/2
LX-SUN	P180	Luxaviation	dep LXA18S
LX-SUN	P180	Luxaviation	06 LXA18S
N15HE	G-III	Western Air Charter	
OO-PHI	Ce525	Fly-Out Belgium	20
YU-SPC	Ce560XLS+	Prince Aviation	PNC03C
02.CS-DTQ	EMB505	Everjets	dep EVJ482
CS-DXX	Ce560XLS	NetJets Europe	NJE9CF
D-IOHL	Ce525A	Ohlair Charterflug	03 ECA333
G-DXTR	Beech B200	Synergy Aviation	SYG750
HB-FOW	PC-12/45	Future Finance Corporation	
N10SL	Global 5000	Sun Air Jets	
03.D-CNAC	SA227DC	Binair	BID7A/P
D-IADV	Ce551	Jetkontor	
D-IOHL	Ce525A	Ohlair Charterflug	05 ECA333
OO-GMJ	Beech 350	Air Service Liège	23
04.OO-ACC	Ce525A	Air Service Liège	arr
05.D-HHJS	R44	S.P. Helicopter-Service	
D-HMSH	R44	S.P. Helicopter-Service	
M-PLUS	G650	Jet Story	
OO-NHU	AS365N3	Netherlands Coastguard	*
PH-HHJ	AS355F2	Heli Holland	2x
PH-VBG	Falcon 2000EX	JetNetherlands	dep
PH-VBG	Falcon 2000EX	JetNetherlands	07
06.9H-VJP	Global 6000	VistaJet Malta	VJT912L/895
LX-SUN	P180	Luxaviation	07 LXA18S
N335BF	PA-30-160	Quaak Holding	17
N551CB	G-IVSP	Shaw Group	
N8326Y	PA-30-160	Western European Enterprise	dep
OO-DFG	Falcon 2000LX	Luxaviation Belgium	AAB071
PH-DWW	R44	Wikselaar Satellite Trading	
VP-CHI	G550	LA Aviation	
YU-SVL	Ce560XLS	Prince Aviation	07 PNC01V
07.D-ILHA	Ce525	Lufthansa Flight Training	*DLH9966
LX-GCA	Ce525B	Serlux	
LX-SUN	P180	Luxaviation	LXA18S
M-PIRE	P180	Northside Aviation	dep
M-PIRE	P180	Northside Aviation	15
OO-CEJ	Ce525	Air Service Liège	dep
TC-YAT	ERJ195AR	Borajet Airlines	09 BRJ9907
08.CS-DXW	Ce560XLS	NetJets Europe	10 NJE4RG
D-IAWG	Ce425	Aerowest	
D-IDKE	Beech C90GTi	Dachser	
D-ILHB	Ce525	Lufthansa Flight Training	*DLH9903
G-IPLY	Ce550 Bravo	International Plywood (Avn)	XJC02Y
N331BD	G200	Vulcan Value Partners	09
OO-OCA	Beech 350	Air Service Liège	
OO-PRM	Ce510	Air Service Liege	dep
OO-PRM	Ce510	Air Service Liege	09
OO-VMF	Ce560XLS+	Air Service Liège	
PH-VBG	Falcon 2000EX	JetNetherlands	14



On 28 June 2013 this Gulfstream 550 was delivered to LA Aviation at Zurich overnight. It seems that VP-CHI spends most of its time at Abu Dhabi airport. (Rotterdam-The Hague, 6 December 2016, Maarten Visser Sr)

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Embraer ERJ195AR TC-YAT was delivered to Borajet in February 2016. During the summer of that year Fenerbahçe SK decals were added to its fuselage in recognition of the sponsorship agreement between the airline and the football club. (Rotterdam-The Hague, 7 December 2016, Mark Sluiter)

	RA-09603	Falcon 7X	Gazpromavia	09 GZP9621/2	M-PIRE	P180	Northside Aviation	20
	SP-AAA	PA-46-500TP	KARO-BHZ		PH-HRK	P180	JetNetherlands	19
	TC-AFF	CL-300	Bonair		PH-JTJ	Ce680	Exxaero	XRO120
09.	2-FIFI	PA-46-500TP	Springhaven	11	SP-ENZ	B737-85F	Enter Air	ENT578/578P
	CS-PHE	EMB505	NetJets Europe	NJE4EB	VH-SGA	Global XRS	SG Aviation Australia	f/v 20
	EI-FWB	RRJ-95B	Cityjet	BCY9380/1	19. EC-JCV	SA226AT	Flightline	20 FTL002/7721
	M-CCCP	Global 5000	Heda Airlines		LX-SUN	P180	Luxaviation	20 LXA18S
	PH-HRK	P180	JetNetherlands	dep	M-CCCP	Global 5000	Heda Airlines	
	SP-AAA	PA-46-500TP	KARO-BHZ		N194ER	Ce510	Blue Sky Aviation	22
11.	CS-DXZ	Ce560XLS	NetJets Europe	12 NJE5QJ/538G	N988ZJ	Global 6000	Zetta Jet	20
	EI-FWA	RRJ-95B	Cityjet	BCY9384/5	PH-ACE	Beech 300	JetNetherlands	20
	PH-DKI	P68C	Zeeland Air	*	PH-HRK	P180	JetNetherlands	21
	PH-HRK	P180	JetNetherlands	12	PH-JTJ	Ce680	Exxaero	21 XRO120/5
12.	LX-JFZ	PC-12/47E	Jetfly Aviation	JFA06Q/11A	20. LX-SUN	P180	Luxaviation	28 LXA18S
	OE-GEM	Ce680	Jet Pool Network Luftverkehrs		M-PIRE	P180	Northside Aviation	07
	OM-GLE	Raytheon 390	Elite Jet	ELJ101/2	N988ZJ	Global 6000	Zetta Jet USA	22
	PH-ANO	Ce560XLS	ebm-papst Muldingen		PH-DKI	P68C	Zeeland Air	
	PH-HRK	P180	JetNetherlands	16	PH-IEH	AW139	CHC Helicopters Neth.	HNL52A/14A
	RA-09008	Falcon 900EX	Gazpromavia	13 GZP9619/8	PH-IEH	AW139	CHC Helic. Netherl.	21 HNL14A/04A
	RA-09600	Falcon 900LX	Gazpromavia	GZP9617/8	PH-VBG	Falcon 2000EX	JetNetherlands	23
	VP-BZE	Falcon 7X	Stork	13	21. CE03	ERJ145LR	21sm	2x BAF625
13.	F-HECD	Falcon 7X	Luxaviation France	LEA001/047D	CS-DUC	BAe125-750	NetJets Europe	NJE076T/253E
	G-TWII	BAe125-750	Saxonair Charter	SXN75W	D-HMSH	R44	S.P. Helicopter-Service	
	OE-HCA	CL-300	Avag Air		D-ITIP	Ce525	Star Wings Dortmund	STQ222
14.	CS-DXV	Ce560XLS	NetJets Europe	15 NJE8HL	M-CCCP	Global 5000	Heda Airlines	22
	D-CKHG	Ce560XLS	Windrose Air Charter	QGA921T/2T	PH-HRK	P180	JetNetherlands	25
	G-XVIP	Beech 200	Capitol Air Ambulance	15 EGL05	22. CS-PHA	EMB505	NetJets Europe	23 NJE318Y/4XR
	LX-JFS	PC-12/47E	Jetfly Aviation	JFA39K/40K	N194ED	PA-46-350T		
	PH-MFX	Ce650	JetNetherlands		23. CS-DXH	Ce560XLS	NetJets Europe	NJE8FR
15.	CS-QDB	Ce560XLS	NetJets Europe	NJE8HL/085L	CS-DXN	Ce560XLS	NetJets Europe	NJE6SL/742K
	CS-DRV	BAe125-800XPi	NetJets Europe	16 NJE8HL/7NM	D-IAAD	EMB500	Arcus Executive Avn	24 AZE76F/P
	F-GZTD	B737-73V	ASL Airlines France	FPO351A/151	D-ILHD	Ce525	Lufthansa Flight Training	*DLH9902
	G-EGSS	BAe125-800XP	Interflight (Air Charter)	IFT115	G-RIGH	PA-32R-301	Philip John Wolstencroft	
	HB-FWM	PC-12/47E	Calanda Wings	16	PH-VBG	Falcon 2000EX	JetNetherlands	25
	M-PIRE	P180	Northside Aviation	18	25. CS-DRU	BAe125-800XPi	NetJets Europe	NJE254T/6MG
	OH-SWJ	Ce525A	Scanwings	ABF2D/E	D-CJET	Ce525B	Air Hamburg	AHO215A/792A
	OO-FPE	Ce525B	Flying Group	FYG91R	SP-TBM	TBM-930	PLEK2 SP	26
	OO-OCA	Beech 350	Air Service Liège		26. D-ISKY	Beech B200	Air Hamburg	27 AHO108R
16.	D-IRKE	Ce525	German Private Jet Group		PH-HRK	P180	JetNetherlands	01
	EC-JCV	SA226AT	Flightline	19 FTL7751/0001	27. 2-FIFI	PA-46-500TP	Springhaven	28
	G-SPUR	Ce550	Luxaviation UK	LNx58PU	N748D	Beech 76	Ö. Satir	*
	LX-JFU	PC-12/47E	Jetfly Aviation	18 JFA19C/16J	OE-GBB	Do328-110	Tyrol Air Ambulance	TYW222B/523B
	LX-SUN	P180	Luxaviation	19 LXA18S	28. LX-SUN	P180	Luxaviation	31 LXA18S
	PH-ACI	CeT303	AIS Flight Academy	*	29. CS-PHA	EMB505	NetJets Europe	30 NJE8AQ
	PH-MFX	Ce650	JetNetherlands		D-CNAC	SA227DC	Binair	BID401/500
	PH-VBG	Falcon 2000EX	JetNetherlands		D-CNAC	SA227DC	Binair	04 BID501/200
	SP-ENZ	B737-85F	Enter Air	ENT577P/577	30. CS-PHJ	EMB505	NetJets Europe	NJE9FF
17.	I-FXRI	P180	K-air	FXR181	OO-NHV	AS365N3	Netherlands Coastguard	*
	LX-VMF	Ce560XL	Luxaviation	LXA15P	31. CS-DKF	G550	NetJets Europe div 02	NJE603E/718Q
	N335BF	PA-30-160	Quaak Holding	arr	OE-GBB	Do328-110	Tyrol Air Ambulance	TYW262B/3B
	OO-DFG	Falcon 2000LX	Luxaviation Belgium	AAB073				
	OO-NHV	AS365N3	Netherlands Coastguard	*				
18.	D-IRKE	Ce525	German Private Jet Group					
	G-FLCN	Falcon 900B	Xclusive Jet Charter	XJC39N				

Fenerbahçe arrived on the 7th for their Europa League game against Feyenoord FC. The team used a Borajet aircraft adorned with team stickers. CityJet operated a charter

to Grenoble on the 9th. The flight returned on the 11th. The ASL France Boeing on the 15th arrived from Muscat. On the 16th Enter Air operated a charter to Kevlavik. The charter returned two days later. Also on the 18th a brand new Australian registered Global arrived from Zurich and departed to Le Bourget. On the last day of 2016 the NetJets Gulfstream diverted from Antwerp.

Credits: Rotterdam Airport, Scramble MB.

Maastricht - Aachen

December 2016			
01.D-CEHM	Ce560XL	Stuttgarter Flugdienst	02 FFD961
N604BS	CL-604	Boston Scientific Corporation	
02.HB-ALM	ATR72-202(F)	Zimex Aviation	IMX502F/358
HB-ALM	ATR72-202(F)	Zimex Aviation	IMX359/501F
OO-VMF	Ce560XL	Air Service Liège	tst
03.D-ISAR	Raytheon 390	Euroflug Frenzel	
PH-PKF	Falcon 2000LXS	JetNetherlands	
04.PH-ACE	Beech 300	JetNetherlands	2x
TC-ACR	B747-428F(ER)	Saudia Cargo	SVA6879/80
05.D-CJOS	Ce525B	Luxaviation Germany	LXG33S
PH-VBG	Falcon 2000EX	JetNetherlands	tst
06.F-HOIE	P180	Investairs	
VP-BJE	CL-604	TAG Aviation Asia	07 TBJ02
07.SP-ENT	B737-8AS	Enter Air	ENT511P/511
08.8Q-IAT	DHC-8-314	Maldivian	f/n
D-CSFD	Ce560XL	Stuttgarter Flugdienst	FFD951
EI-FWB	RRJ-95B	CityJet	BCY370P/9371
EI-TAT	CL-605	Zeph Aviation	MMM9651/2
HB-ALQ	ATR72-202(F)	Zimex Aviation	f/v IMX500F
09.SP-ENV	B737-8BK	Enter Air	ENT512/512P
SP-KPU	Saab 340A(F)	SprintAir	SRN041/2
10.D-CSFD	Ce560XL	Stuttgarter Flugdienst	11 FFD951
EI-FWB	RRJ-95B	CityJet	BCY9373/374P
LX-GCL	B747-467F	Cargolux	div f/v CLX767
TC-DAP	G550	Turkish Government	TRK5
12.D2-EYU	DHC-8-315	Angola Government	arr
HA-LWE	A320-232	Wizzair	WZZ1925/4270
OO-IDE	Ce525	Air Service Liège	
OO-XLS	Ce560XLS	Air Service Liège	
PH-HRK	P180	JetNetherlands	2x
TC-MCZ	A330-243F	MNG Airlines Cargo	THY6605/6
UR-CKC	An-74TK	Cavok Airlines	13 CVK7081/2
13.OK-EAS	Beech 400A	Time Air	TIE713Y
OO-XLS	Ce560XLS	Air Service Liège	
14.EI-FWC	RRJ-95B	CityJet	BCY9375/6
15.8Q-IAT	DHC-8-314	Maldivian	dep
CS-PHC	EMB505	NetJets Europe	NJE389P/722T

D-ABMW	G550	BMW Flugdienst	BMW777/78
D-CITY	Lj35A	Air Alliance	AYY116
M-IMAK	ERJ135BJ	VipJet	16
16.9H-KAS	CL-605	Avcon Jet Malta	VCJ99K
I-GEFD	Falcon 2000EX	Sirio	SIO741
TC-ACJ	B747-433(F)	ACT Airlines	17 THY6305/6
17.D-CHIC	EMB505	Air Hamburg Private Jets	AHO109Q
OE-GHF	Lj40	Avcon Jet	AOJ40T
18.9H-KAS	CL-605	Avcon Jet Malta	VCJ99K
19.N194ER	Ce510	Blue Sky Aviation	
OO-TUK	B737-86J	TUI Airlines Belgium	JAF949/950F
SP-MRB	Saab 340A	Skytaxi	20 IGA731/2
20.D-CFIV	Lj35A	Air Alliance	AYY118
OO-MLG	Ce560XL	Abelag Aviation	AAB425
SP-MRB	Saab 340A	Skytaxi	21 IGA734/5
21.PH-ZFD	Fokker 50	SAMCO Aircraft Maintenance	tst
23.CS-DFK	Falcon 2000EX	NetJets Europe	NJE4RR
CS-PHH	EMB505	NetJets Europe	NJE7QZ
HB-ALQ	ATR72-202(F)	Zimex Aviation	IMX500F/501F
24.D-IBJJ	Ce525A	Air Hamburg Private Jets	AHO152E
HB-ALL	ATR72-202(F)	Zimex Aviation	26 IMX500F/501F
25.D-IBJJ	Ce525A	Air Hamburg Private Jets	AHO152E
PH-TXA	Ce510	JetNetherlands	
26.D-CSFD	Ce560XL	Stuttgarter Flugdienst	FFD901
OE-GXL	Ce560XL	Speedwings Executive Jet	SPG672
TC-MCZ	A330-243F	MNG Airlines Cargo	THY6301/2
28.D-CUTE	Beech 350	Aero-Dienst (ADAC c/s)	29 ADN13A
OO-AMR	Ce525A	Air Service Liège	
OO-EDV	Ce525B	Air Service Liège	tst
29.EC-KYP	ERJ195LR	Air Europa	div AEA1173/4
HA-LXG	A321-231	Wizzair	WZZ2271
HA-LYF	A320-232	Wizzair	WZZ7715
HA-LYJ	A320-232	Wizzair	WZZ8151
HA-LYJ	A320-232	Wizzair	WZZ8025
30.HB-ALQ	ATR72-202(F)	Zimex Aviation	arr IMX503F
31.HA-LXH	A321-231	Wizzair	WZZ2271/2
HA-LYH	A320-232	Wizzair	WZZ1071/4072
HA-LYQ	A320-232	Wizzair	WZZ4289

Enter Air operated a charter for Belgian football team KRC Genk on the 7th. Former PH-ADC was first noted as 8Q-IAT on the 8th. The latest addition to the Zimex fleet first appeared on that same day arriving from Altenrhein. The ATR is in basic Aurigny colours and it departed to Småland, Sweden. The KRC Genk charter returned on the 9th. The Cargolux on the 10th was an Amsterdam diversion. The Angolan Dash 8 on the 12th arrived for maintenance and the Wizz Airbus was an Eindhoven diversion. Previously mentioned Maldivian Dash 8 departed on delivery on the 15th. The Skytaxi Saab on the



This ATR72 started its career with Gill Airways in 1995. It was returned to ATR after being leased to Aurigny Air Services and subsequently converted to freighter at Francazal. The aircraft was added to the fleet of Zimex Aviation as HB-ALQ still in basic Aurigny colours. (Maastricht-Aachen, 8 December 2016, Emiel Pijpers)

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Delivered to Air Jamaica in 2002 this Airbus A320 was leased to United Eagle Airlines in China for three years. The aircraft was returned to Air Jamaica in November 2009. Ural Airlines added the aircraft to its fleet in 2011 as VQ-BLO. (Eindhoven, 5 December 2016, Mark Sluiters)

19th operated a charter to the Mercedes factory in Stuttgart on the 20th. The Fokker on the 21st performed a local test flight. The Air Europa Embraer on the 29th was a Brussels diversion. All mentioned Wizzair diverted from Eindhoven. The month ended with more Eindhoven diversions. MAAS only repainted some Ryanair Boeings this month.

Credits: SG Maastricht / Threshold, MST-aviation.

Groningen - Eelde

			December 2016
01.N711LS	Global 6000	The Whitewind Company	
PH-HHJ	AS355F2	Heli Holland	
06.2-LIFE	Eclipse 500	Brigitte Vonk	
N43WF	DA42NG	WeFly	
N46U	PA-46-310P		
OE-FHK	Ce510	GlobeAir	
07.D-COCA	Beech 1900D	Privat Wings	PWF100
N600GK	Ce525	Fair Wind Air	
OE-GMI	BAe125-850XP	Madjet	arr
OY-NPF	SA227DC	North Flying	08
SP-IAF	EMB500	Jet Flying	08
09.OE-FZE	Ce510	GlobeAir	GAC286/A
11.YR-FKA	Fokker 100	Carpatair	
12.D-HHMH	AW139	HeliService International	*
N855MS	Eclipse 500	General Enterprises	
YR-FKA	Fokker 100	Carpatair	
13.D-CPMI	Ce560XLS+	Papier-Mettler	
OY-JPJ	Ce650	North Flying	15 - /NFA014
14.M-JCBB	G650	JC Bamford Excavators	15
N607LM	Eclipse 500	SAS - Ing. Gerritse Holding	
19.PH-HOW	H145	RAV Fryslân - MAA	
21.PH-HOW	H145	RAV Fryslân - MAA	
29.PH-PST	EMB500	P.G. Stibbe	div
31.PH-OOP	H145	RAV Fryslân - MAA	

The Phenom on the 29th was a Lelystad diversion.

Credit: GEAS

Deventer-Teuge

			December 2016
03.PH-RBC	EC120B	HeliAir	
04.PH-KTM	R44	HeliAir	
06.PH-ECD	EC120B	Heli Holland Holding	
07.OO-TJK	P68	Abelag Aviation	16 tdy
08.D-IBCT	Ce525A	Aero - Tönnies	
16.N265CZ	Ce208B	Cessna Aircraft	
19.OO-AAR	R44	AA Rent	27
20.OO-AIS	Beech 200T	Aerodata Aerial Surveys	dep
21.PH-ECE	EC120B	Heli Holland Holding	

23.M-IFFY	Ce510	Xead Aviation	
27.OO-AAR	R44	AA Rent	arr
PH-RBC	EC120B	HeliAir	2x
30.M-IFFY	Ce510	Xead Aviation	
TC-CAY	Ce402B	Mescioğlu Engin. and Consulting	arr

The Cessna 208B EX on the 16th visited Aircraft Maintenance Netherlands while on a European demonstration tour.

Credit: Teuge Airport

Eindhoven

			December 2016
01.FB22	F-16BM	2w	*BAF215
OE-GTH	Beech 350	Air Independence	
PH-FJK	Ce525B	JetNetherlands	02
PH-MDG	Ce680	JetNetherlands	
PH-TXA	Ce510	JetNetherlands	
02.54+04	A400M	LTG62	GAF611
D-664	CH-47D	298sq	*GLV-V
Q-24	AH-64DN	301sq	*GLV-V
Q-29	AH-64DN	301sq	*GLV-V
S-454	AS532U2	300sq	*Wolfhound67, GLV-V
PH-HWM	CL-605	ASL	dep
UR-CNN	An-12B	Cavok Air	arr CVK7023
03.D-IAKN	Ce525A	Star Wings Dortmund	STQ111
PH-HWM	CL-605	ASL	09
04.EI-FTH	B737-8AS	Ryanair	div RYR95RK/33
OE-GTH	Beech 350	Air Independence	
PH-MDG	Ce680	JetNetherlands	15
PH-TXA	Ce510	JetNetherlands	05
05.03	C-17A	HAW	06 Bartok33
J-006	F-16AM	322sq	*Saw01
J-628	F-16AM	322sq	*Saw02
Q-29	AH-64DN	301sq	*Redskin33, GLV-V
TK10.11/31-53	KC-130H	Ala31	AME3100
CS-TRJ	A321-231	21sq	06 BAF633
F-HLRC	DA62	SD Aviation	
OO-PKX	Ce750	Air Service Liège	dep
PH-FJK	Ce525B	JetNetherlands	08
VQ-BLO	A320-214	Ural Airlines	07 SVR3381/2
06.50+49	C-160D	LTG61	07 GAF051
50+73	C-160D	LTG61	GAF061
D-661	CH-47D	298sq	*Grizzly61
S-442	AS532U2	300sq	*Wolfhound63, GLV-V
UR-CNN	An-12B	Cavok Air	07 CVK7023/2
07.H27	A109BA	1w/17sq	*BAF317
50+77	C-160D	LTG63	GAF123
S-442	AS532U2	300sq	*Wolfhound75, GLV-V
OK-XLS	Ce560XLS+	Silesia Air	SUA772/3
OY-NPF	SA227DC	North Flying	NFA113

PH-HGT	Ce680	ASL	dep	PH-MDG	Ce680	JetNetherlands	26
PH-MFX	Ce650	JetNetherlands	dep	19.FB22	F-16BM	2w	*BAF235
08.50+77	C-160D	LTG63	09 GAF223	L-03	PC-7	131EMVOsq	*Diamond03
D-661	CH-47D	298sq	*Django1, GLV-V	L-12	PC-7	131EMVOsq	*Diamond14
D-663	CH-47D	298sq	*Django1, GLV-V	OE-HCA	CL-300	AVAG Air	
CS-TRJ	A321-231	21sq	BAF633	UR-KDM	An-12BK	Cavok Air	CVK7021/ -
N185GA	G550	Caimito Enterprises		20.D-663	CH-47D	298sq	*Grizzly23, GLV-V
PH-MFX	Ce650	JetNetherlands	14	D-664	CH-47D	298sq	*Grizzly24, GLV-V
09.50+48	C-160D	LTG63	GAF061	J-630	F-16AM	312/313sq	*Tiger01
50+49	C-160D	LTG61	GAF051	L-08	PC-7	131EMVOsq	*Diamond11
50+95	C-160D	LTG63	GAF223	D-IRWR	Ce525	Peak Air	
L-13	PC-7	131EMVOsq	*Diamond02	OO-ALX	Ce680	Flying Group	FYG81C/2C
CS-DXV	Ce560XLS	NetJets Europe	NJE822F/746W	OO-ALX	Ce680	Flying Group	FYG82C/3C
N194ER	Ce510	Blue Sky Aviation		PH-FJK	Ce525B	JetNetherlands	23
PH-HGT	Ce680	ASL		21.FB22	F-16BM	2w	*BAF235
10.EI-ENG	B737-8AS	Ryanair	div RYR27XK/835	R212/64-GL	C-160R	ET02.064	CTM1251
OY-NPF	SA227DC	North Flying	NFA116/116P	LX-N90456	E-3A	NAEW&CF	*Nato40
11.D-ESOB	PA-46-500TP	Sokpol Aviation	13	D-663	CH-47D	298sq	*Grizzly21, GLV-V
N194ER	Ce510	Blue Sky Aviation		L-03	PC-7	131EMVOsq	*Diamond09
OO-PKX	Ce750	Air Service Liège	14	PH-MFX	Ce650	JetNetherlands	24
PH-HGT	Ce680	ASL	23	22.D-CEFO	Ce560XLS+	Air Hamburg	AHO512F
12.51+01	C-160D	LTG63	GAF057	23.PH-FJK	Ce525B	JetNetherlands	30
D-663	CH-47D	298sq	*GLV-V	PH-VBG	Falcon 2000EX	JetNetherlands	
D-664	CH-47D	298sq	*GLV-V	UR-KDM	An-12BK	Cavok Air	CVK7023/ -
L-03	PC-7	131EMVOsq	*Diamond11	24.D-CEIS	Ce680	E-Aviation	25 EFD888
L-08	PC-7	131EMVOsq	*Diamond03	D-IAKN	Ce525A	Star Wings Dortmund	STQ111
S-444	AS532U2	300sq	*GLV-V	PH-MFX	Ce650	JetNetherlands	29
S-458	AS532U2	300sq	*GLV-V	26.D-ISAR	Raytheon 390	Euroflug Frenzel	
13.1x	C-160D	LTG63	GAF064	PH-MDG	Ce680	JetNetherlands	arr
L-13	PC-7	131EMVOsq	*Diamond02	27.50+82	C-160D	LTG63	GAF261
D-FABS	PC-12/47E	Schumacher Packaging		D-ISAR	Raytheon 390	Euroflug Frenzel	29
M-GETS	PC-12/47E	3FS Aviation		EI-LSY	G550	Gainjet Ireland	f/v GJ155
N886WT	G650	Qualcomm	14	OO-PAR	Ce525A	Luxaviation Belgium	AAB264
PH-EUH	AW139	CHC Helic. Netherl.	div 14 - /HNL10A	PH-HGT	Ce680	ASL	31
14.50+42	C-160D	LTG63	GAF064	UR-CNN	An-12B	Cavok Air	28 CVK7021/2
D-663	CH-47D	298sq	*GLV-V	28.01	C-17A	HAW	29 Bartok34
Q-17	AH-64DN	301sq	*Bat73, GLV-V	D-CGMR	Ce560XLS	SP.J. Roleski	ATL2R
S-456	AS532U2	300sq	*GLV-V	N2673D	Ce340A	Meijer Beheer	03 div
N116MA	Lj36A	Skyline Aviation	div Lion16	OO-PAR	Ce525A	Luxaviation Belgium	29 AAB264
PH-HWM	CL-605	ASL	16	PH-HSB	B737-8K2	Transavia	div TRA57R/072
UR-CNN	An-12B	Cavok Air	dep CVK7022	PH-HZE	B737-8K2	Transavia	div TRA4A/074
15.D-CSEB	Ce560XLS+	Adolf Würth		PH-XRA	B737-7K2	Transavia	div TRA1U/076
OE-GBD	IAI1125SPX	Tyrolean Air Ambul.	16 TYW442/51	29.01	C-17A	HAW	Bartok34
OO-PKX	Ce750	Air Service Liège		PH-MFX	Ce650	JetNetherlands	31
PH-FJK	Ce525B	JetNetherlands	19	30.D-CSOS	Lj45	Jetcall	
16.L-03	PC-7	131EMVOsq	*Diamond09	OE-GBD	IAI1125SPX	Tyrolean Air Ambulance	TYW452
PH-MFX	Ce650	JetNetherlands	20	PH-FJK	Ce525B	JetNetherlands	arr
UR-CNN	An-12B	Cavok Air	dep	31.D-IEKU	Ce525A	Ohlair Charterflug	ECA222
18.PH-HWM	CL-605	ASL	21	PH-HGT	Ce680	ASL	arr



After completing their Baltic Air Policing deployment in Lithuania, the Portuguese F-16AMs returned back to Monte Real. Kees van der Mark captures 15131 arriving at Leeuwarden on 6 December 2016.



In March 2004 Scot Airways took delivery of Dornier 328 G-CCGS. Suckling Airways (formerly Scot Airways) was acquired by Loganair in July 2011. In September 2017 the franchise agreement with FlyBe will end. This will also mark the end of the Dornier 328 as all six aircraft will be put up for sale. (Den Helder, 22 December 2016, Kees van der Mark)

PH-MFX	Ce650	JetNetherlands	arr
UR-CNN	An-12B	Cavok Air	arr CVK7023

A medical diversion on the 4th. Transall 50+95 was lifted onto its new spot on the 7th. On the 13th a diversion all the way from Den Helder. The Learjet on the 14th was an Eelde diversion. On the 28th three Transavia diversions from Rotterdam and a diversion from Midden-Zeeland.

Credits: EWAS, Oscar Sannen, MAR, Scramble MB.

Hilversum

December 2016			
01. D-HHJS	R44	S.P. Helicopter-Service	
03. PH-ENK	R44	H. Vink	*
PH-HVB	EC135T2+	ANWB - MAA	Lifeline3
05. PH-ELP	EC135T2+	ANWB - MAA	Lifeline2
PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
PH-RBC	EC120B	HeliAir	
07. 1x	AH-64D	301sq	*Wildcat-flight
1x	AS532U2	300sq	*Wildcat-flight
1x	CH-47D	298sq	*Wildcat-flight
PH-ELP	EC135T2+	ANWB - MAA	Lifeline2
14. PH-UNN	EC120B	Helico Heythuysen	
16. PH-SEW	R22	Wikselaar Satellite Trading	*
17. PH-DWW	R44	Wikselaar Satellite Trading	*
20. N-319	NH90-NFH	860sq	*Neptune12
21. PH-ENK	R44	H. Vink	*
23. PH-HGB	R44	Wikselaar Satellite Trading	
27. N35YY	AS350B2	Atlantic Bridge Group	
N545WP	A75N	Thomas Fassin	
PH-RLA	SAAB 91D	Stichting Levende Oude Luchtvaart	

The three helicopters on the 7th performed a fly-by on their way to the Korporaal van Oudheusdenkazerne.

Credits: Ernesto Bauer, Kees van Aggelen, Vliegveld Hilversum (Facebook)

Gilze-Rijen

December 2016			
01. FB22	F-16BM	2w	*BAF215
G-988	C-130H	336sq	NAF78
L-08	PC-7	131EMVOsq	*Diamond05
L-13	PC-7	131EMVOsq	*Diamond13
02. J-646	F-16AM	312sq	*Metal02
05. J-006	F-16AM	322sq	Saw01
J-628	F-16AM	322sq	Saw02
L-13	PC-7	131EMVOsq	*Diamond08
06. FB22	F-16BM	2w	*BAF215

G-988	C-130H	336sq	NAF78
L-09	PC-7	131EMVOsq	*Diamond05
L-12	PC-7	131EMVOsq	*Diamond10
08. FB23	F-16BM	10w	*BAF501
L-06	PC-7	131EMVOsq	*Diamond12
L-13	PC-7	131EMVOsq	*Diamond09
09. L-03	PC-7	131EMVOsq	*Diamond11
L-06	PC-7	131EMVOsq	*Diamond08
L-12	PC-7	131EMVOsq	*Diamond09
12. FB22	F-16BM	2w	*BAF261
J-508	F-16AM	313sq	*Dawg01
13. FB15	F-16BM	10w	*BAF451
L-12	PC-7	131EMVOsq	*Diamond01
L-13	PC-7	131EMVOsq	*Diamond11
14. L-06	PC-7	131EMVOsq	*Diamond12
16. L-03	PC-7	131EMVOsq	*Diamond13
19. L-08	PC-7	131EMVOsq	*Diamond08
20. L-08	PC-7	131EMVOsq	*Razor03
L-12	PC-7	131EMVOsq	*Diamond13
N-316	NH90-NFH	860sq	NAF316
21. L-08	PC-7	131EMVOsq	*Diamond05
L-12	PC-7	131EMVOsq	*Diamond13

Local:

298sq CH-47D/F: D-661, D-663, D-664, D-667, D-890
 300sq AS532U2: S-442, S-444, S-454, S-458
 301sq AH-64DN: Q-17, Q-24, Q-29

Credits: Gilze Rijen Aviation Society, Oscar Sannen, Robin Coenders, Scramble MB.

De Kooy

December 2016			
02. 1x	F-16AM	322sq	*
14. S-419	AS532U2	300sq	Demon5
16. G-WNSM	S-92	CHC	arr HKS306
17. OO-NSN	AW139	NHV	f/v
22. G-CCGS	Do328-110	Loganair (FlyBe c/s)	

Local:

860sq NH90-NFH: N-316, N-324 (ground)

December is the quietest month of the year for De Kooy as reflected in the movements. The CHC Sikorsky 92 stands out as fresh arrival for offshore flights, arriving from Aberdeen. The NHV AW139 is also an first arrival, since delivery of this helicopter in August 2015 it has not been to De Kooy before as we usually get the AS365 or H175.

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

Leeuwarden

December 2016			
01. MM7288/36-42	F-2000A	936° GEA	05 IAM3610A
MM7314/36-37	F-2000A	936° GEA	05 IAM3610B
MM7341/36-50	F-2000A	936° GEA	05 IAM3612A
MM7343/36-52	F-2000A	936° GEA	05 IAM3612B
N116MA	Lj36A	Skyline Aviation	*
05. T-235	KDC-10	334sq	*NAF42
06. J-509	F-16AM	LCW/322sq	*Dawg01
15116	F-16AM	Esq201/301	07 AFP26A
15131	F-16AM	Esq201/301	07 AFP26B
08. N116MA	Lj36A	Skyline Aviation	Lion16
12. J-509	F-16AM	322sq	arr Dawg01
J-515	F-16AM	322sq	dep Dawg01
19. J-513	F-16AM	322sq (323sq mks)	dep Dawg01
J-516	F-16AM	322sq	arr Dawg01
J-631	F-16AM	322sq	arr Dawg02

The Italian Typhoons visited Leeuwarden on a navigation trip including local flights. The Portuguese F-16s attended an FWIT meeting and the F-16 hussle in the end was ferry traffic between LCW Woensdrecht en Leeuwarden prior to departure of Dutch F-16AMs to Lithuania for the Baltic Air Policing and departure towards the USA to train at Davis Monthan and Nellis/Red Flag 17-2.

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

Lelystad

December 2016			
01. PH-ACE	Beech 300	JetNetherlands	
PH-PXA	EC135P2+	Nationale Politie	*ZXP01
02. PH-DWW	R44	Wikselaar Satellite Trading	*
PH-PXA	EC135P2+	Nationale Politie	*ZXP01
03. D-HGVB	R44	Rotavisie	*
PH-SEW	R22	Wikselaar Satellite Trading	*
06. D-GSBA	DA42		
08. PH-ACE	Beech 300	JetNetherlands	
14. PH-ACE	Beech 300	JetNetherlands	
16. D-HGVB	R44	Rotavisie	*
PH-RIW	R44	Riwald Recycling	tdy
19. HB-FVD	PC-12/47E	Air Corviglia	20
PH-VIG	DA42M	Vigilance	
20. N492B	TBM-700N	2B Airborne	
21. D-IMVC	Beech 200	Star Wings Dortmund	
N492B	TBM-700N	2B Airborne	
PH-PXZ	AW139	Nationale Politie	ZXP26
22. D-HMSH	R44	S.P. Helicopter-Service	23
23. D-HMSH	R44	S.P. Helicopter-Service	arr



Starwings Dortmund was founded in 2009. Beech 200 D-IMVC is frequently being used for organ transports to the transplant centers within Europe. (Lelystad, 21 December 2016, Berend Jan Floor)

PH-PXB	EC135P2+	Nationale Politie	*ZXP02
27. OO-PRM	Ce510	ASL	

Credits: Ernesto Bauer, Berend Jan Floor, Lelystad Aviation Group(Facebook), Flantuas webcam, Scramble MB.

Volkel

December 2016			
02. G-988	C-130H	336sq	*NAF78
07. 91-0329/LN	F-15E	494th FS	08 Rack41/Cluster61
92-0364/LN	F-15E	494th FS	08 Rack42/Cluster62
08. 84-0126	C-21A	76th AS	*

The USAF Strike Eagles came a little short on their fuel tanks to reach Spangdahlem, they made it to Volkel instead and continued the following day. The USAFE C-21 visited the cross service line, most likely related to departing F-15Es.

Credits: SGVolkel Message Board, Oscar Sannen, Scramble MB.

Woensdrecht

December 2016			
01. VP-BNB	A319-111	Rossiya	02 SDM5403/4
01. G-988	C-130H	336sq	*NAF78
02. G-988	C-130H	336sq	*NAF78
03. EC-LSA	A320-214	Vueling	VLG9201
05. J-002	F-16AM	322sq	*Blade
J-135	F-16AM	322sq	*Blade
HA-LWL	A320-232	Wizz Air	dep WZZ803
HA-LWQ	A320-232	Wizz Air	12 WZZ801
06. J-509	F-16AM	322sq	tst Dawg
07. S-442	AS532U2	300sq	Wildcat1
S-454	AS532U2	300sq	Wildcat2
08. F-HJUL	B737-8Q8	T'Way Air	tst XLF012P/013T
F-HJUL	B737-8Q8	T'Way Air	arr tst XLF013P
09. S-454	AS532U2	300sq	*Wolfhound69
PH-HZI	B737-8K2	Transavia	15 TRA051/052
PH-PXF	EC135P2+	Nationale Politie	Police06
10. HZ-102	B737-8DP	1sq	dep
12. J-008	F-16AM	312/313sq	arr Cowboy01
J-509	F-16AM	322sq	dep Dawg01
J-515	F-16AM	322sq	arr Dawg01
13. D-667	CH-47D	298sq	tst Grizzly91
VP-CPA	B737-7AW	Mid East Jet	dep
VQ-BHN	A320-214	Aeroflot	19 AFL7628/9
14. D-667	CH-47D	298sq	tst Grizzly91
15. J-516	F-16AM	322sq	tst Archer
16. HL8086	B737-8Q8	T'Way Air	dep TWB302D
OH-LVG	A319-112	Finnair	arr FIN8921
19. D-667	CH-47D	298sq	tst Grizzly91

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Early December 2016 four Italian Air Force Typhoons deployed from Gioia del Colle to Leeuwarden. Aside from their navigation trip, the Typhoons also flew local missions against 322sq F-16s. Seen here is F-2000A MM7343 arriving on 5 December 2016 brought to you by Kees van der Mark.

J-513	F-16AM	322sq (323sq mks)	arr Dawg01	N2333K	CeU206G		
J-516	F-16AM	322sq	arr Dawg01	YV1022	Ce560	Inversiones Bandelcar	
J-631	F-16AM	322sq	arr Dawg02	YV2567	Lj45XR	Petróleos de Venezuela	
20.D-667	CH-47D	298sq	tst Grizzly91	YV2736	Beech 400A		
21.D-667	CH-47D	298sq	tst Grizzly91	02.HI840	BAe3101	ACSA - Air Century	03
22.D-667	CH-47D	298sq	tst Grizzly91	N50HA	G500	251 Finance	09
Q-05	AH-64DN	301sq	tst Redskin05	N155RW	Ce560XLS	Inversiones Zuberi	15
VP-BWJ	A319-111	Rossiya	arr SDM5403	YV1022	Ce560	Inversiones Bandelcar	03
YL-LCS	A320-214	SmartLynx (a/w)	dep MYX9501	YV2736	Beech 400A		04
23.D-667	CH-47D	298sq	dep Grizzly91	YV2949	PA-31		
D-890	CH-47F	298sq	arr Grizzly91	03.HK-4411	BAe3201	SARPA	

During December Woensdrecht had one gem standing out on the military side, the Saudi Air Force B737-800 BBJ2. A lot of Dutch Air Force movements filling the gaps including a number of F-16s that are readied for their Baltic deployment and America training tour. On the civil side the former XL Airways B737-800 F-HJUL stands out as it finally departed for South Korea on the 16th.

Credits: Airnieuws, SG Woensdrecht, Pieter van 't Hof, Oscar Sannen, Eric van Lisdonk, Ernesto Bauer, Yorden van de Weteringh, Stefan Lodewijks.

Texel

December 2016			
01.D-HHJS	R44	S.P. Helicopter-Service	
PH-PXY	AW139	Nationale Politie	NCG04
02.N263CP	EC120B	van der Hoeven	
N35YY	AS350B2	Schuybroek Aviation	
04.PH-DKI	P68C	Zeeland Air	05
06.L-13	PC-7	131EMVosq	Diamond09
PH-PXC	EC135P2+	Nationale Politie	ZXP03
07.PH-PXA	EC135P2+	Nationale Politie	ZXP01
PH-PXY	AW139	Nationale Politie	ZXP25
08.PH-HCE	R66	HeliCentre	
16.N748D	Beech 76	Ö. Satir	
18.PH-COM	PA-30	Dutch Airline Pilots Aero Club	

Credit: Texel Airport.

Flamingo (Bonaire, Dutch Caribbean)

December 2016			
01.N50HA	G500	251 Finance	
N93NS	CL-300	NuStar Logistics	
N155RW	Ce560XLS	Inversiones Zuberi	
N297TX	BAe125-900EX	Playa Grande Marriott	03
N440JJ	Lj45	JLL Aviation	05
N1093Z	Beech B200	Group B-200	

02.HI840	BAe3101	ACSA - Air Century	03
N50HA	G500	251 Finance	09
N155RW	Ce560XLS	Inversiones Zuberi	15
YV1022	Ce560	Inversiones Bandelcar	03
YV2736	Beech 400A		04
YV2949	PA-31		
03.HK-4411	BAe3201	SARPA	
04.N906AF	MD900	Vulcan Aircraft	
YV1022	Ce560	Inversiones Bandelcar	
YV1617	RC690B	Inversiones Enedinsi	
06.G-TUIA	B787-8	Thomson Airways	
07.HK-4993-G	PA-34-200T		11
PH-FBH	AW139	DCCG	
08.HK-4405	BAe3101	SARPA	
PH-DCG	AW139	DCCG	
09.G-TUIA	B787-8	Thomson Airways	
N247CN	Ce560	Servicios Unify	13
YV2986	Beech C90		
YV3165	PA-34		
10.HI956	BAe3201	ACSA - Air Century	
N906AF	MD900	Vulcan Aircraft	
YV1851	RC690C		
YV3100	PA-31T1		
11.HK-4411	BAe3201	SARPA	
N440JJ	Lj45	JLL Aviation	
YV1285	PA-34		
YV1794	Lj55	Coca-Cola OCAAT	
YV2736	Beech 400A		
YV3165	PA-34		
12.N990CH	Lj55C	VY Master Aviation	
YV185T	SA227AC	Helitec	
13.N155RW	Ce560XLS	Inversiones Zuberi	
YV185T	SA227AC	Helitec	
14.N991HA	DHC-8-202	Airborne Services Global	*
PH-DCG	AW139	DCCG	
15.EC-MIA	B777-28EER	Privilege Style	
YV3203	Beech 90		
17.HI772	BAe3101	ACSA	
YV1345	PA-34-200T		
YV3203	Beech 90		18
YV3256	Beech B100		
18.YV2388	PA-31T		
19.PH-DCG	AW139	DCCG	*
YV1345	PA-34-200T		
20.HK-4411	BAe3201	SARPA	

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21. N425SA	Lj35A	Sea to Sky Air	
22. N650AF	G650	Vulcan Flight Management	28
	N906AF	MD900	
	YV1856	Ce340A	
	YV3203	Beech 90	
23. C-GRNN	DHC-8-106	DCCG – Provincial Airlines	*
	N906AF	MD900	
	YV3203	Beech 90	
24. HI860	BAe3201	ACSA - Air Century	
26. YV2673	PA-31T2		30
27. N800CV	BAe125-800XP	Professional Flight Transport	28
	PH-FBH	AW139	
28. N198HB	Lj60	Jet Select	29
	N726AF	Global XRS	
	N906AF	MD900	
	YV1526	PA-34	
29. YV3015	Beech 200		
30. F-GXAS	Ce404	ATIS	
	YV394T	SA227AT	
	YV1149	Ce206	
31. HI772	BAe3101	ACSA	
	YV2296	PA-23-250	
	YV3100	PA-31T1	

Arke:
PH-TFK 02, 03, 10 PH-TFM 10
PH-TFL 16, 17, 23, 24, 27, 30, 31

Delta:
N3732J 23 N635DL 03
N3741S 10 N674DL 10
N3753 30 N848DN 17
N377DA 24 N852DN 31
N379DA 27

United:
N36469 03 N68801 03, 04, 31
N62892 17, 18 N68836 24
N62894 17 N69816 10, 11
N66831 24, 25 N73259 10

Left out were KLM, Insel Air (Fokker 50, 70 and MD80), Divi Divi Air and EZ Air (BN2) and the Learjet 35 N389KA which is based here, unless operating on a non-scheduled flight.

Learjet N824CC kept on replacing Learjet N389KA for ambulance flights all month. A month with lots to enjoy. The first and second brought many bizjets and including the stay-overs of last month gave a full ramp. Microsoft's Paul Allen kept the island busy with his yacht in the harbour and his MD900 making some flights from the ship to the airport from the 4th. Later his Gulfstream and Global followed. TUI Neth-

erlands needed some help on the 6th, 9th and 15th. The 14th brought an all white Dash 8 based at Curaçao for approach training and some low passes. A French Cessna Titan far from home on the 30th, apparently it is a flying TV relay station and it operated from and to Fort de France, Martinique.

Credit: Danny de Kiewit.

Hato (Curaçao, Dutch Caribbean)

			December 2016
01. "YV3811"	Beech E90	<i>impounded</i>	(ex N63BV)
	N632JB	A320-232	JetBlue Airways JBU1111/2
02. C-GKOB	A319-112		Air Canada rouge ROU1794/5
03. N400AT	Lj55		Arta arr
04. C-FKRF	B737-8CT		Westjet WJA2688/9
	D-ABXD	A330-223	Air Berlin BER7408/9
	N991HA	DHC-8-202	Airborne Services Global
	OB-2059-P	DC-8-63CF	Skybus Peru (a/w)
06. D-ALPD	A330-223		Air Berlin BER7408/9
	N516JB	A320-232	JetBlue Airways JBU1111/2
07. N906P	Lj45		Administradora Jetsa 2009 09
08. N566JB	A320-232		JetBlue Airways JBU1111/2
09. C-GSJB	A319-112		Air Canada rouge ROU1794/5
	N27VQ	Ce525A	Venequip 11
10. N565JB	A320-232		JetBlue Airways JBU1111/2
11. C-GWSA	B737-8CT		Westjet WJA2688/9
	D-ABXA	A330-223	Air Berlin BER7408/9
12. N27VQ	Ce525A		Venequip 15
	T7-FGL	Global 5000	ACASS Canada
13. D-ALPD	A330-223		Air Berlin BER7408/9
	N746JB	A320-232	JetBlue Airways JBU1111/2
14. A7-BFA	B777-FDZ		Qatar Airways
	EC-MIA	B777-28EER	Privilege Style TFL365/6
	N814ST	BAe125-800	TVPX ARS arr
	N818LJ	Lj31	SOS Aviation dep
15. N598JB	A320-232		JetBlue Airways JBU1111/2
16. C-GJVY	A319-114		Air Canada rouge ROU1794/5
	N296L	Lj60	Hop-A-Jet HPJ296
	N431WA	IAI1124	KPP Aircorp arr
	N906P	Lj45	Administradora Jetsa 2009 arr
17. N641JB	A320-232		JetBlue Airways JBU1111/2
	YV548T	Bell 407GX	
18. C-GKVV	B737-86N		Sunwing Airlines f/v SWG722/3
	C-GWSA	B737-8CT	Westjet WJA2688/9
	D-ABXB	A330-223	Air Berlin BER7408/9
19. C-FYJP	A319-114		Air Canada rouge ROU1792/7093
20. D-ALPI	A330-223		Air Berlin BER7408/9
	N505JB	A320-232	JetBlue Airways JBU1111/2
21. C-FYJH	A319-114		Air Canada rouge ROU1794/5
22. N580JB	A320-232		JetBlue Airways JBU1111/2



Skydive ENPC, the "Eerste Nederlandse Parachutisten Club", was founded in 1948 and is the oldest association of skydivers in the Netherlands. The base of the association is Seppe airport located near Breda. Cessna 208 N102AN is being used since June 2016. (Seppe, 15 December 2016, Mark Sluifers)



Although this aircraft has ventured over to Canada before it always retained its Czech registration OK-TVV. This winter it is on lease to Sunwing Airlines and for the first time it has been reregistered to C-GKVV. Sunwing has adorned most of its leased aircraft with various holiday themes. This Boeing 737 sports the Cancun theme. It was seen for the first time at Hato (Curaçao) three days after this photo was taken. (Princess Juliana Airport-Saint Martin, 15 December 2016, Frederick Larkin)

PR-DIB	Lj40	Hahn Participacoes Eireli	arr	29. N267BB	Ce550	Bohlke International Airways	arr
VQ-BLQ	B747-8HVF	AirBridgeCargo	ABW9528	N712JB	A320-232	JetBlue Airways	JBU1111/2
23. C-GBIJ	A319-114	Air Canada rouge	ROU1794/5	N824CC	Lj55	Air Ruif	arr
N296L	Lj60	Hop-A-Jet	HPJ296	YV3302	-		arr
24. G-TUIJ	B787-9	Thomson Airways	TFL379/090P	30. C-GBHY	A319-114	Air Canada rouge	ROU1794/5
N705JB	A320-232	JetBlue Airways	JBU1111/2	N529AU	B737-3B7	Swift Air	SWQ902/1
PT-LHT	Lj35A	SETE taxi aéreo	dep	31. N563JB	A320-232	JetBlue Airways	JBU1111/2
VQ-BGZ	B747-8HVF	AirBridgeCargo	f/v ABW9552				
25. C-FAWJ	B737-8CT	Westjet	WJA2688/9				
C-GFEH	B737-8GS	Sunwing Airlines	SWG722/3				
D-ABXC	A330-223	Air Berlin	BER7408/9				
PT-LHT	Lj35A	SETE taxi aéreo	arr				
26. C-FYKW	A319-114	Air Canada rouge	ROU1792/3				
N502KA	G-V	AR Aviation	29				
N55MZ	Ce525C	Annessi Corporation					
27. D-ABXC	A330-223	Air Berlin	BER7408/9				
N579JB	A320-232	JetBlue Airways	JBU1111/2				
YV1465	Beech E90	Aerotecnica					
28. C-FYJE	A319-114	Air Canada rouge	ROU1794/5				
N302EA	BAe125-800	Norgil Airline					
N824CC	Lj55	Air Ruif	dep				

Omitted from the list are PAWA Dominicana and Avior Regional.

Not listed this month are a JetBlue Airbus on the 3rd, Reach flight RCH620 arriving departing to El Salvador on the 11th. An unknown Fly Allways Fokker 70 on the 19th operating flight EDR703 has also been omitted. For the DC-8 on the 4th we only have the arrival information. Registration YV3302 on the 29th is most probably a new bizjet. This will conclude our monthly coverage of this airport. We would like to thank Larry Every for his part in the monthly Hato movements.

Credits: Flightaware, Planefinder, Rafal Szczepiek.



The fire brigade at Lelystad airport is using two parts of unfinished Fokker 50s. The nose section is part of c/n 20318 and the fuselage section is part of c/n 20325. Both are so-called "FNB's", also known as "Frame Not Built". (Lelystad, 1 December 2016, Berend Jan Floor)

Movements Belgium



This Global 5000 paid a visit to the Flying Group Headquarters. F-HTTO is owned by a company called Albatros but is operated by Flying Group and based at Le Bourget, France. The delivery flight from Montreal to Le Bourget took place on 14 December 2016. (Antwerp, 20 December 2016, Walter Van Brempt)

Antwerp

			December 2016				
01.D-CSKY	Beech 350	Fly Alpha		OO-PCK	PC-12/47E	EAPC	
F-HFRA	Ce501	Airlec Air Espace	f/v	OO-RFF	R44	Heliventure FTO	
G-FBKG	Ce510	Blink		PH-DIX	PC-12/45	Din-Air	
HB-IGV	Falcon 50EX	VF International	02	12.CS-DXY	Ce560XLS	NetJets Europe	
HB-JGD	Falcon 2000S	MSC Aviation		D-ITRA	Ce525	Transavia Flug	
M-OCOM	CL-604	Shino Aviation	f/v 03	G-LFBD	Ce525A	Centreline Air Charter	13
OO-ACO	Ce510	Air Service Liège	tst	G-LUBB	Ce525	Centreline Air Charter	14
PH-DIX	PC-12/45	Din-Air		13.D-ITRA	Ce525	Transavia Flug	
02.D-CSKY	Beech 350	Fly Alpha	04	M-ARTY	PC-12/47E	Creston (UK)	
G-SDRY	Ce525C	Executive Jet Charter		PH-DIX	PC-12/45	Din-Air	
LX-NEW	PC-12/47E	Jetfly Aviation	04	14.CS-LTB	Ce680A	NetJets Europe	f/v
N988ZJ	Global 6000	Zetta Jet	f/v 03	D-CBIN	SA227AT	Binair	15
OO-STR	AS350B3	Stephex Stables		G-HNPN	EMB505	Flairjet	
03.CS-DXJ	Ce560XLS	NetJets Europe	09	OE-FZB	Ce510	GlobeAir	
OE-GBB	Do328-110	Tyrol Air Ambulance		OE-GBD	IAI1125SPX	Tyrolean Air Ambulance	
PH-CGN	Do228-212	Kustwacht		OO-PCI	PC-12/47E	EAPC	
PH-DIX	PC-12/45	Din-Air		OY-RJC	CRJ200LR	BackBone Aviation	15
SP-YAM	Yak-52	Van den Broeck		14.ST42	SF260D	CC Air	
04.9H-KAZ	BAe125-900XP	Hyperion Aviation	15	15.D-EFCH	PA-46-350P	CH Aviation	
D-ITIP	Ce525	Star Wings Dortmund		G-LFBD	Ce525A	Centreline Air Charter	f/v 16
05.D-CPSW	SA227AC	Binair	06	N42LJ	Ce510	Whittlewood Aviation	f/v
F-HAMG	Ce525A	Jet Invest		OE-FHA	Ce510	GlobeAir	
G-LUBB	Ce525	Centreline Air Charter	06	PH-SOE	PC-12/47E	H. van Soest	
HB-ZWO	R44	C. de Wolf		16.CS-DXO	Ce560XLS	NetJets Europe	
M-LEYS	Beech C90GT	Heres Aviation	23	G-TOPC	AS355F1	Kinetic Avionics	f/v
PH-FJK	Ce525B	ASL		HB-ZWO	R44	C. de Wolf	
06.023	C295M	8.BLTr (13.el)	f/v	M-ARTY	PC-12/47E	Creston (UK)	
D-IFFF	CeF406	Air Taxi Europe	f/v	N127QR	Beech 300LW	A. Ruijgrok	
OE-GRI	Ce560XL	Alpine FlightService		OO-GEE	PC-12/47E	Blue Sky Aviation	19
OO-KBT	Bell 206L	Airborne		OO-IDE	Ce525	Air Service Liège	
07.ST44	SF260D	CC Air		17.9H-FGV	EMB500	Luxwing	
D-IAWG	Ce425	Aerowest		CS-DXR	Ce560XLS	NetJets Europe	
D-IAWG	Ce425	Aerowest		M-ARTY	PC-12/47E	Creston (UK)	
OE-GBB	Do328-110	Tyrol Air Ambulance	08	N600J	G550	Johnson & Johnson	18
OK-PMP	PC-12/47E	T-Air	08	N616CM	TBM-850	Kilo Aviation	f/v
OO-ACO	Ce510	Air Service Liège	08	OO-FPC	Ce525B	Flying Group	dep
08.CS-DXW	Ce560XLS	NetJets Europe		PH-SOE	PC-12/47E	H. van Soest	
G-SONE	Ce525A	Centreline Air Charter		18.G-TBEA	Ce525A	Xclusive Jet Charter	
OE-GRI	Ce560XL	Alpine FlightService	f/v	19.HB-IGV	Falcon 50EX	VF International	
OK-PMI	Beech 400A	Queen Air		OK-VIP	PA-46-500TP	Roto Group	
OO-ACO	Ce510	Air Service Liège	09	OO-ACO	Ce510	Air Service Liège	
OO-IDE	Ce525	Air Service Liège	10	OO-CEJ	Ce525	Air Service Liège	
09.5B-CKO	Falcon 2000EX	Columbia Ship Management	10	OO-GEE	PC-12/47E	Blue Sky Aviation	20
M-ARTY	PC-12/47E	Creston (UK)		20.CS-DRZ	BAe125-800XPi	NetJets Europe	
OO-ACO	Ce510	Air Service Liège	18	F-HTTO	Global 5000	Flying Group	f/v
PH-CGC	Do228-212	Kustwacht		G-FBLK	Ce510	Blink	
10.G-SPRE	Ce550 Bravo	Xclusive Jet Charter		OO-VCC	Bell 206B	Heli Service Belgium	
M-ARTY	PC-12/47E	Creston (UK)		21.9A-JIM	Ce525	Air Pannonia	f/v
PH-ROD	PA-46-350P	Euroconsult	11	D-BOBI	Falcon 2000LX	BASF	
11.N750GF	Ce750	Sporter Air	13	M-ARTY	PC-12/47E	Creston (UK)	
OK-PMI	Beech 400A	Queen Air		OE-GBB	Do328-110	Tyrol Air Ambulance	
				OO-PZG	Ce208B	Piloten Zonder Grenzen	
				OO-SPU	CeU206G	Piloten Zonder Grenzen	

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PH-TXA	Ce510	ASL	23	F-HOLY	A109SP	Skycam Helicopteres	
22.ST44	SF260D	CC Air		G-FBKC	Ce510	Blink	02
D-CLAM	EMB505	Liebherr Geschäftsreise	23	HB-FXC	PC-12/47E	TAG Aviation	dep
OO-PAR	Ce525B	Luxaviation Belgium	f/v 24	OM-BYA	A319-115X	Government of Slovakia	02 SSG004
SP-KPU	Saab 340A	SprintAir	f/v	OY-GKJ	Falcon 2000LX	Kirk Aviation	02
23.9H-FGV	EMB500	Luxwing	26	P4-AFK	B737-7FY	Premier Avia	arr
CS-PHH	EMB505	NetJets Europe		PH-TXA	Ce510	JetNetherlands	dep
LX-EBE	Ce560XLS+	Flying Group Luxembourg	02	SP-MRB	Saab 340A(QC)	Sky Taxi	02 IGA736/8
N944AR	R44	Flight Services		TS-IOO	B737-7H3	Government of Tunisia	dep Tunis1
OO-GMJ	Beech 350	Air Service Liège	24	02.9H-CGH	Falcon 50EX	Elit'avia Malta	arr
PH-DIX	PC-12/45	Din-Air		9H-TQM	A340-313X	Hi Fly Malta	HFM630/251P
PH-MYX	Ce650	JetNetherlands	24	CS-DXX	Ce560XLS	NetJets Europe	
PH-TXA	Ce510	ASL	25	D-ADCL	G550	DC Aviation	
24.CS-DKD	G550	NetJets Europe	f/v	D-BMVB	Falcon 2000EX	BMW	
CS-PHI	EMB505	NetJets Europe	25	D-CUUU	Ce560XLS+	DC Aviation	
OO-GMJ	Beech 350	Air Service Liège	29	F-GVVB	Ce525B	Evolem Aviation	
PH-DIX	PC-12/45	Din-Air		G-FBKH	Ce510	Blink	
PH-MYX	Ce650	JetNetherlands	02	G-USHA	Lj75	Zenith Aviation	
25.PH-HRK	P180	JetNetherlands	26	I-VITH	Beech 400A	Aliparma	arr
26.9H-FGV	EMB500	Luxwing	27	N15HE	G-III	Western Air Charter	
OO-PCI	PC-12/47E	EAPC		OO-AMR	Ce525A	Air Service Liège	
PH-CGC	Do228-212	Kustwacht		OO-KOR	Ce525A	Luxaviation Belgium	
27.CS-DXT	Ce560XLS	NetJets Europe		VP-CMW	Falcon 7X	Volkswagen	
D-IWWW	Raytheon 390	Luxaviation Germany		03.5T-CLB	B737-55S	Mauritania Airlines	dep MAI007
F-HAPE	Beech 1900D	Twin Jet		5T-CLC	B737-7EE	Mauritania Airlines	arr MAI006
OO-STR	AS350B3	Stephex Stables		CS-DRY	BAe125-800XPi	NetJets Europe	arr
PH-WDL	PA-34-220T	Cordial Beheer	28	D-ANMB	Global 6000	Imperial Jet Europe	arr
28.F-HAPE	Beech 1900D	Twin Jet	30	EC-MJS	A330-243	Wamos Air	04 BEL902/205
OE-GBB	Do328-110	Tyrol Air Ambulance		OM-BYA	A319-115X	Government of Slovakia	SSG004
PH-MRO	Ce421C	Q-Flights	30	OO-PAR	Ce525B	Luxaviation Belgium	
30.D-IWWW	Raytheon 390	Luxaviation Germany		04.258	Lj45	MATS	arr
G-TWOP	Ce525A	Centreline Air Charter		CS-DTQ	EMB505	Everjets	05
OO-GEE	PC-12/47E	Blue Sky Aviation	31	LX-NEW	PC-12/47E	Jetfly Aviation	05
				OM-BYC	Fokker 100	Government of Slovakia	SSG04A
				OO-SKY	Ce525A	Luxaviation Belgium	
				05.0452	C295M	242.tsl	CEF6047
				14+04	Global 5000	FBS BMVg	
				102005	TP102D	TSFE	06 SVF646
				D-CJOS	Ce525B	Star Wings Dortmund	06
				EC-MJS	A330-243	Wamos Air	06 BEL206/BLX902P
				N240LG	Falcon 900EX	Liberty Global	
				N315MK	G-IV	Universal Air Link	06
				N47EG	Falcon 900EX	Bloomberg Services	arr
				N650GL	G650	Hinson Corporate Flight Services	
				OE-FKO	Ce525A	Avcon Jet	06
				OK-OKS	PA-42-1000	Air Bohemia	arr
				OO-FPC	Ce525B	Flying Group	
				OO-JAU	B737-8K5	Jetairfly	dep
				OO-JJI	B737-752	ECAir	arr JAF137
				OO-SDT	Beech 350	Bongrain Benelux	
				OO-SKY	Ce525A	Luxaviation Belgium	
				PH-TFL	B787-8	TUI Airlines Netherlands	
				SE-DDY	Ce550	Grafair Flight Management	arr
				TC-CBK	G550	Turkish Air Force	
				06.ST43	SF260D	CC Air	*Cowslip41

The Polish CASA on the 6th came to repatriate one of the victims of the March 22nd attacks. The BackBone Canadair-jet on the 14th visited Vizion Air in order to introduce their aircraft. The Flying Group Citation on the 17th departed to the US. The aircraft has been sold. The same company welcomed a new addition to the fleet on the 20th. The Global operated a test flight to Liege before it continued to its base at Le Bourget.

Credits: ASA Belgium vzw, Luchtzak.be forum.

Brussels

December 2016			
01.2818	L-410UVP-E20	Dopravné krídl	dep SQF101
14+04	Global 5000	FBS BMVg	arr GAF604
A6-SAJ	CL-605	Gulf Wings	dep GWC501
CS-DRZ	BAe125-800XPi	NetJets Europe	02
D-CAWM	Ce560XLS+	Aerowest	02
D-CITY	Lj35A	Air Alliance Express	
D-CJAF	Lj60XR	Jetair Flug	
EC-MJS	A330-243	Wamos Air	02 BEL9902/0901



CRJ200LR C-FWWU is part of the Voyageur Airways fleet and has spent a while in Africa on UN duties. The aircraft was ferried back to Canada via Belgium. (Brussels, 30 December 2016, Paul Sanders)



This BBJ1 was delivered to Dobro Ltd in 1998 as VP-BRM. The Government of Niger took delivery of the business version of the Boeing 737 as 5U-GRN in 2014. (Brussels, 14 December 2016, Nik Deblauwe)

0260	Yak-40	241.dlt	07 CEF05B/ -	CS-DKK	G550	NetJets Europe	
LJ-1	Lj35A	TukiLLv	arr FNF422	CS-DTR	Falcon 2000	Masterjet	
15+02	A319-115X	FBS BMVg	arr	CS-DXF	Ce560XLS	NetJets Europe	
MM62209	A319-115X	306° Gruppo TS	arr IAM3125	D-HLTI	EC155B	Bundespolizei	
T.18-4/45-43	Falcon 900B	451 Esc	arr AME4558	D-INOB	Ce525A	Atlas Air Service	
ZE700	BAe146 CC2	32(TR)sq		EC-MFA	A340-313X	Plus Ultra	JAF304/304P
02-0202	C-40B	76th AS	08 Boxer/Boxer41	F-HBTV	Ce525	Astonjet	
98-0001	C-32A	1st AS	07 SAM087/ -	HB-JFL	ERJ135BJ	Nomad Aviation	
40-MNE	Lj45	Vlada Crne Gore	arr	LX-JFN	PC-12/47	Jetfly Aviation	
CN-TLA	Ce680	Arinc Direct	arr	N40D	G650ER	Dow Chemical Company	
CS-DTQ	EMB505	Everjets	arr	N581D	G550	Dupont Aviation	
D-BEKY	Falcon 2000LX	BASF		OE-EFL	PC-12/47E	Theophil Services	
D-CHDC	Ce680	Aerowest Flugcharter	arr	OE-GDF	EMB505	Speedwings Executive Jet	11
HB-JFQ	Falcon 7X	Japat		OM-BYA	A319-115X	Government of Slovakia	arr SSG004
HB-JGI	Falcon 7X	Rabbit Air		OO-FPE	Ce525B	Flying Group	
LX-ONE	Lj35A	Luxembourg Air Rescue		OO-GPE	Falcon 900LX	Abelag	
LX-PMA	CL-300	Luxaviation		PH-HGT	Ce680+	JetNetherlands	
M-ABGV	Lj45XR	Ryanair		RA-09600	Falcon 900LX	Gazpromavia	arr GZP9623
OE-FHK	Ce510	GlobeAir		10. 9H-VFF	CL-605	VistaJet Malta	
OM-BYA	A319-115X	Government of Slovakia	arr SSG004	CS-DTR	Falcon 2000	Masterjet	
OO-KOR	Ce525A	Luxaviation Belgium		N441PC	Lj35A	Aero Jet Aviation	
OO-PAR	Ce525B	Luxaviation Belgium		N802AG	G550	Altria Client Services	14
07. MM62243	A319-115X	306° Gruppo TS	IAM3130	OO-KOR	Ce525A	Luxaviation Belgium	
ZE700	BAe146 CC2	32(TR)sq	KRF04	OO-OCA	Beech 350	ASL	
02-0042	C-40B	76th AS	arr Spar80	11. V-11	G-IV	334sq	
D-BOBI	Falcon 2000LX	BASF		9H-VFD	CL-605	VistaJet Malta	arr
D-CHDC	Ce680	Aerowest Flugcharter		CS-CHB	CL-350	NetJets Europe	12
EC-MFA	A340-313X	Plus Ultra	JAF303P/303	D-CAST	Ce525B	Vibro Air Flugservice	arr
F-HBTV	Ce525	Astonjet		ER-AXP	A320-233	Air Moldova	19 MLD9015/6
G-FBKG	Ce510	Blink		HB-VOU	Ce560XL	Premium Jet	arr
G-FSEU	Beech 200	2 Excel Aviation		LX-WEB	Ce525B	Jetfly Aviation	
G-OCJZ	Ce525	Centreline		OO-PAR	Ce525B	Luxaviation Belgium	
HB-JSG	CL-605	Scantilla		PH-HGT	Ce680+	JetNetherlands	
LX-JFU	PC-12/47E	Jetfly Aviation		12. FAC0001	B737-74V	GRUVE 82	dep
ZS-TDF	Global 6000	Fireblade Investments	08 OPM002	14+02	Global 5000	FBS BMVg	arr
08. T.18-5/45-44	Falcon 900B	451 Esc	09 AME4534/49	15+02	A319-115X	FBS BMVg	arr
102004	Tp102C	TSFE	09 SVF647	L1-01	Falcon 2000EX	Slovenian Air Force	
C-GNDN	G550	Skyservice Aviation	09	T.18-1/45-40	Falcon 900B	451 Esc	arr
CS-DXF	Ce560XLS	NetJets Europe	09	102004	Tp102C	TSFE	
D-CHDC	Ce680	Aerowest Flugcharter		910502	C-26D	Signonella AOD	
F-HEXR	Falcon 7X	Exair	09 DSO04XR	8P-MSD	G550	Julio Mario Santo Domingo	14
G-FSEU	Beech 200	2 Excel Aviation		CS-DXP	Ce560XLS	NetJets Europe	
I-SEAE	Falcon 2000	Servizi Aerei		CS-DXY	Ce560XLS	NetJets Europe	
OE-FMK	Ce500	Mali Air	09	D-CUBA	Ce525B	Air Service	
OK-VAN	EMB500	Aerotaxi		HB-FXC	PC-12/47E	TAG Aviation	arr
OM-BYA	A319-115X	Government of Slovakia	09 - /SSG004	I-EDLO	BAe125-750	Alba Servizi	13
OM-BYC	Fokker 100	Government of Slovakia	SSG04B	LX-VMF	Ce560XL	Luxaviation	arr
OO-KOR	Ce525A	Luxaviation Belgium		N104QS	Global 5000	NetJets	arr
OO-PAR	Ce525B	Luxaviation Belgium		N18UD	Falcon 900LX	Anheuser-Busch Inbev Worldwide	
09.0454	C295M	242.tsl	CEF6048	N368FK	Falcon 900EX	Luis Felipe P. Dutra Leite	14
1257	Yak-40K	241.dlt	CEF05D	OE-GBD	IAI1125SPX	Tyrol Air Ambulance	
L1-01	Falcon 2000EX	Slovenian Air Force	LSV101	SU-GAC	A300B4-203(F)	EgyptAir Cargo	div MSX522/3

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VQ-BHA	Falcon 7X	Squadron Aviation	14	OE-FBD	Ce510	GlobeAir
YU-BNA	Falcon 50	Serbian Government	arr	OE-GZK	Ce560XLS	International Jet Management
13. T.18-1/45-40	Falcon 900B	451 Esc		OH-WIX	Falcon 7X	Jetflight
D-INCS	Ce525	Jetkontor		OM-BYA	A319-115X	Government of Slovakia arr SSG002
HB-VOU	Ce560XL	Premium Jet		OO-FPE	Ce525B	Flying Group
I-TCGR	Falcon 900B	Sirio	14	OO-PAR	Ce525B	Luxaviation Belgium
N551GT	G550	KAD Aviation	arr	OY-RJC	CRJ100LR	BackBone Aviation
OE-FHA	Ce510	GlobeAir		SP-LIH	ERJ175LR	Government of Poland
OM-BYL	Yak-40	Slovak Government		YR-TRC	CL-300	Toyo Aviation
14. 678	G-V	352 MMYP	arr HAF352B	YU-PNK	Ce560XLS+	Air Pink
258	Lj45	MATS		16. EI-ECR	Ce525A	Aircraft Int'l Renting
102004	Tp102C	TSFE		OO-PAR	Ce525B	Luxaviation Belgium
5U-GRN	B737-75U	Government of Niger	16 Niger01	OO-SDT	Beech 350	Bongrain Benelux
9A-CRO	CL-604	Government of Croatia		17. B-3355	EMB505	Colorful Yunnan General Avn
CS-CHA	CL-350	NetJets Europe		B-3356	EMB505	Colorful Yunnan General Avn
LX-JFX	PC-12/47E	Jetfly Aviation		D-CEFO	Ce560XLS+	Air Hamburg
LX-VMF	Ce560XL	Luxaviation		D-CJOS	Ce525B	Star Wings Dortmund
LZ-OOI	Falcon 2000	Republic of Bulgaria		EC-MJS	A330-243	Wamos Air BEL9902/1201
N108CE	G-V	TVPS ARS		F-HOLY	A109SP	Skycam Helicopteres
N901AS	B737-33A	AerSale	15	LZ-PDM	Raytheon 390	Top Jets arr
OO-FPE	Ce525B	Flying Group		N308U	Falcon 2000EX	United Technologies
OO-KOR	Ce525A	Luxaviation Belgium		OO-FPB	Ce550 Bravo	Flying Group
OY-RJC	CRJ100LR	BackBone Aviation		OO-NGI	ERJ190BJ	Flying Group
15. 3085	A319-115X	241 .dlt	arr CEF02	OO-PAR	Ce525B	Luxaviation Belgium
68/F-RAFA	Falcon 7X	ET00.060	arr CTM003	18. CS-DXV	Ce560XLS	NetJets Europe
15+02	A319-115X	FBS BMVg	arr GAF866	EC-MJS	A330-243	Wamos Air 19 BEL1202/9901
16+02	A340-313X	FBS BMVg	arr GAF906	I-TCGR	Falcon 900B	Sirio
MM62029	Falcon 50	306° Gruppo TS	arr IAM3155	LX-JFN	PC-12/47	Jetfly Aviation
MM62209	A319-115X	306° Gruppo TS	arr IAM9002	OO-JAL	B737-7K2	Jetairfly (a/w) dep JAF112F
07	C-27J	Transporto Esk	arr LYF192	19. 50+57	C-160D	LTG63
L1-01	Falcon 2000EX	Slovenian Air Force	arr LSV101	L1-01	Falcon 2000EX	Slovenian Air Force
T.18-5/45-44	Falcon 900B	451 Esc		ZH884	Hercules C5	24/30/47sq
ZE700	BAe146 CC2	32(TR)sq	arr KRF23	9H-KAZ	BAe125-900XP	Hyperion Aviation
40-MNE	Lj45	Vlada Crne Gore		CS-DRL	BAe125-800XPi	NetJets Europe
9A-CRO	CL-604	Government of Croatia		CS-PHI	EMB505	NetJets Europe arr
9H-CGH	Falcon 50EX	Elit'avia Malta		D-CJOS	Ce525B	Star Wings Dortmund
9H-KAZ	BAe125-900XP	Hyperion Aviation		EC-MJS	A330-243	Wamos Air 20 JAF216P/217
9H-VCA	CL-350	VistaJet Malta		OE-FHK	Ce510	GlobeAir
CS-DXO	Ce560XLS	NetJets Europe		OK-PMI	Beech 400A	Queen Air arr
D-AONE	CL-604	Air Alliance Express		OK-TVX	B737-8Z9	Travel Service
D-CSEB	Ce560XLS+	Adolf Würth		OO-KOR	Ce525A	Luxaviation Belgium
D-FUEL	PC-12/45	Swiss Business Air		20. ZM401	Atlas C1	RAF
D-IANA	Beech B200	Euro Link		CS-DRH	BAe125-800XPi	NetJets Europe
D-IKOB	Beech B200	Jet Executive Int'l		CS-DXI	Ce560XLS	NetJets Europe
F-HGLO	Ce525C	Polygone		CS-LTA	Ce680A	NetJets Europe
G-GXLS	Ce560XLS+	Luxaviation UK		CS-PHE	EMB505	NetJets Europe
LX-LXL	Falcon 900LX	Global Jet Luxemburg		D-AZZA	CL-605	DC Aviation
M-MSVI	Ce525B	JPM		EC-KQC	B747-412	Wamos Air 21 JAF901P/301



N901AS is no stranger to the European airspace as it was previously operating for Fisher Air as OK-FAN. After operating for Air Indus as AP-BLF for three years the aircraft has been returned to its lessor. The Boeing 737 was ferried to its final destination via Brussels on 14 December 2016. The only Belgian spotter able to get it on camera was in the USA. (Phoenix Goodyear (AZ), 20 December 2016, Wouter Cooremans)

HB-JIN	Falcon 900EX	Jet Aviation	
M-GCAP	P180	Greensill Capital	
N517DW	G550	Colleen Corp	21
21.CS-DRV	BAe125-800XPi	NetJets Europe	
HB-JIN	Falcon 900EX	Jet Aviation	22
LX-WEB	Ce525B	Jetfly Aviation	
N20G	G450	Goodyear Tire & Rubber	22
N581D	G550	Dupont Aviation	arr
N757MA	B757-26D	Mid East Jet	arr
OO-FPE	Ce525B	Flying Group	
OO-KOR	Ce525A	Luxaviation Belgium	
22.T-785	Falcon 900EX	LTDB	arr
9H-VCA	CL-350	VistaJet Malta	
EC-KQC	B747-412	Wamos Air	23 JAF302/902F
EC-MJS	A330-243	Wamos Air	arr JAF218
F-GVYC	Ce560XLS	Lyreco	
F-HMAS	Falcon 7X	Xstream	f/v <u>DSO18AS</u>
F-HOLY	A109SP	Skycam Helicopteres	
G-TAWJ	B737-8K5	Thomson Airways	div
I-TCGR	Falcon 900B	Sirio	
M-ORAD	Facon 2000EX	Swift Aviation	
OO-JAL	B737-7K2	TUI Airlines Belgium	arr JAF777
SE-RHD	Ce560XLS+	European Flight Service	
23.CN-TLA	Ce680	Arinc Direct	
CS-DXY	Ce560XLS	NetJets Europe	
D-CJET	Ce525B	Air Hamburg	
D-CXLS	Ce560XLS+	Air Hamburg	
OO-KOR	Ce525A	Luxaviation Belgium	
YL-LCP	A320-232	SmartLynx a/w	arr JAF731P
24.7T-VNC	Ce560XLS+	Star Aviation Algeria	
CS-DXH	Ce560XLS	NetJets Europe	
YL-LCP	A320-232	SmartLynx a/w	arr JAF6732
26.CS-PHB	EMB505	NetJets Europe	
CS-PHC	EMB505	NetJets Europe	27
OE-FDT	Ce510	GlobeAir	
OO-FPE	Ce525B	Flying Group	
OO-IDE	Ce525	Air Service Liège	
T7-PBL	PC-12/47	Fly7 Executive Aviation	
27.LX-RSQ	Lj45XR	European Air Ambulance	DUK5AMB
OO-FPE	Ce525B	Flying Group	
OO-KOR	Ce525A	Luxaviation Belgium	
SE-MHG	BAe ATP(F)	West Air Sweden	arr BCS2891
28.57-1440	KC-135R	22nd ARW	div 31 RCH455/ -
9H-MMM	Global 5000	JetMagic	
B-2437	B747-481(F)	Yangtze River Airlines	div YZR7451
OO-CEJ	Ce525	Air Service Liège	
OO-KOR	Ce525A	Luxaviation Belgium	
PH-ACE	Beech 300	JetNetherlands	
29.F-HJBR	EMB505	CASAM	
N194ER	Ce510	Blue Sky Aviation	div
N680SE	Ce680	Sea Air	div
OO-FPE	Ce525B	Flying Group	
OO-KOR	Ce525A	Luxaviation Belgium	
OO-PAR	Ce525B	Luxaviation Belgium	
OO-SKY	Ce525A	Luxaviation Belgium	
OY-RUO	ATR42-512	Danish Air Transport	
30.C-FWWU	CRJ200LR	United Nation	
D-IAWG	Ce425	Aerowest	
EC-LQO	A330-243	Air Europa	AEA1171/2
LX-JFS	PC-12/47E	Jetfly Aviation	31
31.D-CWAY	Lj55	Quick Air Jet Charter	
OE-GEM	Ce680	Jet Pool Network	

Wamos Air operated some flights for TUI Belgium this month with Airbus and Boeing aircraft. On the 5th a TUI Boeing, still with Jetairfly titles, departing to Canada on winter lease to Sunwing. On that same day the ECAir Boeing was ferried from Ostend to Brussels. On the 7th and 9th Plus Ultra operated a flight for TUI Belgium. The Air Moldova Airbus on the 11th was a maintenance visitor. EgyptAir diverted from Ostend on the 12th. A former Air Indus Boeing 737 was ferried to the USA via Brussels on the 14th. Two Chinese Phenom 300s were ferried to China via Brussels on the 17th. Colorful Yunnan General Aviation is a newly established executive jet operator based in Yunnan province, Southwest China. On the 18th a TUI Belgium Boeing was flown to Norwich for pant. The

aircraft returned in the new TUI house colours on the 22nd. Also on the 22nd a Thomson Boeing on a medical diversion. SmartLynx positioned in on the 23rd and operated some flights for TUI Belgium the next days. On the 28th a Stratotanker diverted to Brussels with a technical issue. On the same day the Yangtze Boeing diverted in from Amsterdam. The two diversions on the 29th are Antwerp diversions. The Canadairjet on the 30th was on its way to Canada.

Credits: ASA Belgium vzw, MST-Aviation forum, Luchtzak forum.

Kleine Brogel

December 2016			
01.H26	A109BA	1w	*
06.1x	AS532U2	300sq	*
08.1x	EMB121AA/AN	EAT00.319	
	84-0126	C-21A	76th AS
09.CH03	C-130H	20sq	*
12.02-1110	C-17A	62nd AW	
14.ST48	SF260D	CC Air (grey c/s)	*
20.ST24	SF260M+	CC Air	*

Credits: Toon Cox, Andrew Timmerman, Raf Verheyen.

Koksijde

December 2016			
05.ST30	SF260M+	CC Air	
ST31	SF260M+	CC Air (Red Devils c/s)	*
ST42	SF260D	CC Air	*
ZA670	Chinook HC4	Odiham Wing	
ZK560	Chinook HC6	Odiham Wing	*
06.ST43	SF260D	CC Air (grey c/s)	*4x
11.G10	MD902	Federal Police	*
13.ST42	SF260D	CC Air	*
14.1x	A109BA	1w	2x
19.ST48	SF260D	CC Air	
20.FB20	F-16BM	10w	
22.ST44	SF260D	CC Air	*2x

Special guest for Koksijde during December 2016 was the Belgian Air Force SF260D ST43 during its first visit in its new grey colours. The RAF Chinook HC6 was enroute to the UK.

Credits: Tom Houquet, Wim Houquet, Mike Derijcke, Giano De Haase.

Liège

December 2016			
01.LZ-ABJ	An-26B	Rose Air	REM291/2
OE-FLG	Ce525	Sky Taxi Luftfahrt	arr
OE-GLL	Ce550 Bravo	Jetfly Airline	dep
02.G-SDRY	Ce525C	Executive Jet Charter	
03.LX-JCV	B747-4EVERF	Cargolux	
04.LX-JCV	B747-4EVERF	Cargolux	
09.G-KARE	PC-12/47E	Graham Aircraft Hire	arr
	N344KD	Western Global	arr WGN8870
10.D-AFAA	CL-604	FAI Rent-A-Jet	arr
HB-VWO	Ce525	GK Invest	
12.HA-KAD	B737-4Y0(F)	ASL Airl. Hungary FAH001P/TAY173C	
TF-AMQ	B747-412F	Air Atlanta Icelandic	arr
13.D-CAVA	SA227AC	Binair	
15.UR-CJN	An-12B	Cavok Air	dep
16.HA-TAG	Saab 340A(F)	Fleet Air International	
HA-TVJ	Saab 340A(QC)	Fleet Air International	
UR-CJN	An-12B	Cavok Air	dep
17.EW-483TI	Un-12BK	Rubi Star	18 RSB1025/6
19.740/93-CL	C-135FR	GRV02.091	"FUKCL"
20.MM62156	Do228-212	28° Gruppo	21 IEI2801
F-HTTO	Global 5000	Flying Group	*
HA-TVJ	Saab 340A(QC)	Fleet Air International	dep FRF400
22.F-GLTK	Ce550	Valljet	arr
SP-KPU	Saab 340A	SprintAir	arr
24.4K-AZ101	Il-76TD-90	Silk Way Airlines	25 AZQ4736
27.LX-JFU	PC-12/47E	Jetfly Aviation	dep
29.PH-CDE	B737-8KN	Corendon Dutch Airlines	div
30.A6-GGP	B747-412F	Dubai Air Wing	31 DUB8

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LX-LOE	Raytheon 4000	Flying Group Luxembourg	dep
RA-82042	An-124-100	Volga-Dnepr 08 VDA6955/4508	
31.LX-JFV	PC-12/47E	Jetfly Aviation	arr

Cargolux operated a charter to the USA on the 3rd and returned the next day. On the 12th a new addition for ASL Airlines arrived from Shannon. The Global on the 20th operated a test flight from Antwerp. The Corendon on the 29th was an Amsterdam diversion.

Credits: MST Aviation forum, Luchtzak.be forum.

Ostend-Bruges

December 2016			
01.9H-WII	Ce650	Luxwing	dep
G-LEOG	AS350B3	Leo Group	
OO-PHI	Ce525	Fly-Out Belgium	
02.F-HCPB	Ce525	Bleu Azur	2x
G-SOVB	Lj45	Zenith Aviation	
03.EC-MJS	A330-3243	Wamos Air	div BEL202
G-RJXI	ERJ145EP	BMI Regional	div BEL3570
04.G-HRDB	A109S	Freshair UK	2x
05.OO-GPS	Ce404	Eurosense-Belfotop	
OO-JJI	B737-752	ECAir	dep JAF137
06.D-CXLS	Ce560XLS	Air Hamburg Private Jets	14
OO-GPS	Ce404	Eurosense-Belfotop	
OY-JRZ	A320-233	Danish Air Transport	08 DTR3591/2
07.F-HCPB	Ce525A	Bleu Azur	
ER-JAI	B747-412(F)	Aerotrans	08 ATG2271/4
08.CS-LTA	Ce680A	NetJets Europe	
G-RCAV	CL-604	Gama Aviation (UK)	
09.CS-LTA	Ce680A	NetJets Europe	
11.G-SPUR	Ce550	London Executive Aviation	LNK701
13.CS-DXZ	Ce560XL	NetJets Europe	NJE201
ER-JAI	B747-412(F)	Aerotrans	14 ATG2271/4474
N425ST	Ce550	F S Aviation	
14.N106AN	Ce208B	Go Skydive	
VP-BMG	Global 5000		
15.D-CEFO	Ce560XL	Air Hamburg Private Jets	AHO622D
N106AN	Ce208B	Go Skydive	
OO-IDE	Ce525	Air Service Liège	16
16.D-CGGG	Lj31A	Jetcall	17
EC-JCV	SA226AT	Flightline	
F-HCPB	Ce525	Bleu Azur	
OO-GEE	PC-12/47E	Blue Sky Aviation	dep
17.G-LEAC	Ce510	Blink	

18.N165SL	P180	Nextgen Partners	
N512JN	MD-11F	Western Global (a/w)	19
N513SN	MD-11F	Western Global (a/w)	19
OO-MLG	Ce560XL	Luxaviation Belgium	19
OO-SKY	Ce525A	Luxaviation Belgium	19
VP-BMG	Global 5000		
19.D-CGGG	Lj31A	Jetcall	
EC-JCV	SA226AT	Flightline	FLT001/2
20.ER-BAM	B747-409(F)	Aerotrans	23 ATG2271/7
F-HTTO	Global 6000	Flying Group	f/v FYG11T/12T
OO-GEE	PC-12/47E	Blue Sky Aviation	arr
21.G-TFRA	Ce525	Blu Halkin	BHK021
OO-FPE	Ce525B	Flying Group	FYG301,302
22.ER-JAI	B747-412(F)	Aerotrans	ATG4480/4474
OO-AMR	Ce525A	Air Service Liège	
23.F-HCPB	Ce525	Bleu Azur	2x
27.G-FBKK	Ce510	Blink	
29.D-BFIL	EMB545	Atlas Air Service	ATL8F
F-HCPB	Ce525	Bleu Azur	
OO-PAR	Ce525B	Luxaviation Belgium	AAB264
30.OO-GMJ	Beech 350	Air Service Liège	
31.LX-EAA	Lj45	Ducair	

EgyptAir Cargo:

SU-GAC 04/05, 05, 06, 09, 17, 19, 21, 22, 22/23, 23, 24, 25, 25/26, 26, 27, 29, 30/31, 31
 SU-GAS 01, 02², 03, 05, 06², 08, 10², 11, 15, 17, 20, 24, 26, 27, 29, 31
 SU-GAY 13, 20, 24, 25, 28, 29, 30, 31

JetairFly:

OO-JAH	01, 02	OO-JAL	02, 03, 28
OO-JAQ	01	OO-JAS	16
OO-JAY	07, 09	OO-JEM	12 till 31 daily
OO-JJI	/05	OO-JLO	24, 24/25, 28, 28/29, 31
OO-JVA	02 till 12 daily	OO-TUK	03, 04, 07, 08, 09, 10, 14, 15, 16, 17, 18, 21, 22/23

On the 3rd two Brussels weather diversions. Two days later the TUI Belgium Boeing in ECAir colours departed to Brussels. The Airbus on the 6th was related to the Club Brugge - FC Copenhagen football match. The two Western Global aircraft on the 18th were diversions and continued to Liège the next day. N512JN operated as AJK2625/WGN2625 and N513SN operated as AJK2605/WGN2605.

Credit: Replo.be



Delivered to Turkish Airlines in 1991, this Boeing 737 went to Nok Air six years before it ended up with Safair in 2013. Air Contractors operated the aircraft for Ryanair during the summer of 2014 as EI-JRD before returning it to Safair. It was returned to its lessor and subsequently converted to freighter by Aeronautical Engineers. It is one of an order of three aircraft that are converted into eleven pallet taking B737-400SF's. HA-KAD started its delivery flight on 22 November 2016, departing from Dothan Regional and arrived at Shannon still registered as N284AL. It was re-registered the next day and delivered to ASL Hungary two days after it was caught on camera operating a local test flight. (Shannon, 10 December 2016, Malcolm Nason)

Paramaribo-Zanderij 2016 - Part 4



This Beech F90 was registered in Australia in 1981. During the 90s the aircraft operated in the USA and in 2012 it ended up in Brasil. Since 2014 PR-SMI is registered to Adelino Fortunato Simioni. (Paramaribo, 14 November 2016, Andrew Muller)

Johan Adolf Pengel (Paramaribo, Surinam)

		October 2016	
04.P4-FKD	Fokker 70	Insel Air (a/w)	f/v NLU780/1
PZ-HAK	Bo105	Pegasus Air Services	
05.N425QS	G450	NetJets	07
PZ-TSC	Ce206	Blue Wing (a/w)	
06.PZ-TBN	DHC-6-310	Gum Air	
07.PZ-TBN	DHC-6-310	Gum Air	
12.N807WA	MD-83	World Atlantic Airlines	
13.N745KD	Lj45XR	SOL Petroleum - ITC-CS	
15.N960DF	Ce414A	Air Services International	
16.HI984	Beech 1900C-1	Servicios Aéreos Profesionales	17
17.PZ-NMF	GA-8	MAF Suriname	
PZ-NMM	Ce206	MAF Suriname	
PZ-TBN	DHC-6-310	Gum Air	
21.CS-TQP	A330-202	Hi Fly	
22.CS-TQP	A330-202	Hi Fly	23
N960DF	Ce414A	Air Services International	
25.HI955	Ce560XLS	Helidosa	
N300EU	CL-300	Grupo de Inversiones Suramericana	26
N740KD	Lj40	SOL Petroleum - ITC-CS	26
PZ-TSL	Ce208B	Blue Wing	
26.HI955	Ce560XLS	Helidosa	
27.PZ-TBY	DHC-6-310	Gum Air	
28.PZ-TBT	Ce208B	Gum Air	
29.PZ-TBY	DHC-6-310	Gum Air	
ABX Air:			
N317CM	11, 18, 25	N797AX	04
N792AX	05, 11, 18, 25		
Amerijet International:			
N319CM	07, 20	N743AX	27
N495AJ	03, 10, 13, 17, 24, 31		
Caribbean Airlines:			
9Y-BGI	08	9Y-JMF	18, 23
9Y-GEO	02, 04	9Y-KIN	09
9Y-JMC	01, 27, 30	9Y-MBJ	25, 29
9Y-JMD	13	9Y-POS	16
9Y-JME	06, 11, 22	9Y-TAB	15, 20
GOL:			
PR-GTF	16	PR-GTR	23
PR-GTH	02	PR-GTV	30
PR-GTN	09		
Insel Air:			
P4-FKC	25	P4-MDH	20, 21
P4-FKD	04, 08, 11, 18	P4-MDI	01, 03, 06, 07, 08, 14, 15, 16, 22, 24, 29
P4-MDC	09, 17, 30, 31	PJ-MDE	02
P4-MDG	10, 13, 23, 27, 28		

Left out were KLM,(B747), Surinam Airways (B737 and A340) and the Fly Allways F70's.

The MD83 on the 12th came out to help SLM for their flight to Miami. The Beech on the 16th is very unknown in this region. It operated from and to Bridgetown, Barbados. SLM needed more help, but now for the service to Amsterdam and Hi-Fly came to the rescue from the 21st. Fokker P4-FKD of Insel Air operates all white without titles.

		November 2016	
01.N364QS	Ce680	NetJets	04
02.N876DG	CL-300	Digicel	
03.N740KD	Lj40	SOL Petroleum - ITC-CS	
PZ-TBN	DHC-6-310	Gum Air	
04. 1x	CN235M-200	AdIA	
05.PR-LDH	S-76C	Lider Taxi Aereo	
09. 1x	AS555	AdIA	
N159RB	AW139	ERA Helicopters	
PZ-HRA	R44	Gum Air	
PZ-TSL	Ce208B	Blue Wing	10
10.PZ-TBY	DHC-6-310	Gum Air	
12.EC-JXM	PC-12/45	Heliworld Compania Aerea	14
14.PR-SMI	Beech F90	Adelino Fortunato Simioni	
PZ-HAK	Bo105	Pegasus Air Services	
15.PZ-TBN	DHC-6-310	Gum Air	
16.N461QS	G450	NetJets	17
PZ-TBN	DHC-6-310	Gum Air	
17.PZ-TBN	DHC-6-310	Gum Air	
PZ-TBY	DHC-6-310	Gum Air	
18.137/62-IN	CN235M-200	AdIA	
UR-82060	An-225	Antonov Design Bureau	ADB3704
19.07-4636	C-130J-30	41st AS	
22.PZ-TBN	DHC-6-310	Gum Air	
23. 1x	CN235M-200	AdIA	
24.129/62-IL	CN235M-200	ET01.062	
SAF811	Chetak	Surinam Air Force	
PZ-TVE	Do328-300	Hi-Jet Helicopters	30
25.UR-82060	An-225	Antonov Design Bureau	ADB3741
26. 1x	CN235M-200	AdIA	
27. 1x	CN235M-200	AdIA	
28.PZ-HGA	R44	Pegasus	
PZ-TBN	DHC-6-310	Gum Air	
PZ-TBT	Ce208B	Gum Air	
29.YV2165	Falcon 50	Government of Venezuela	
ABX Air:			
N317CM	30	N797AX	16, 29
N792AX	15, 16, 24, 25	N798AX	08
Amerijet International:			
N316CM	10, 17, 28	N495AJ	07, 14, 23

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N373CM 03, 22

Caribbean Airlines:

9Y-BGI	08, 12	9Y-MBJ	03
9Y-GEO	05, 20, 27	9Y-POS	22
9Y-JMD	15	9Y-SXM	13, 24, 26
9Y-JME	10, 29	9Y-TAB	19
9Y-KIN	06, 17		

GOL:

PR-GTM	06, 13	PR-GTR	20
PR-GTP	27		

Insel Air:

P4-FKD	01, 08, 15, 22, 29	P4-MDG	06, 21, 26, 27
P4-MDC	03, 04, 10, 11, 12, 14, 18, 19, 20, 24, 25, 28	P4-MDH	05
		P4-MDI	07, 13, 17

The French Air Force visited several times this month with both CN235 and AS555 from and to Cayenne, unfortunately the serials were not always noted. At least around the 25th they came with soldiers and officers who participated in the festivities for Independence Day. The Pilatus on the 12th was here a year ago too, it came from Fortaleza and continued to Sao Pedro, Cabo Verde. The Gulfstream on the 16th transported a delegation of Newmount International to Surinam for the opening of the Newmount mine. The biggest Antonov on earth visited on the 18th arriving from Orlando and departing to Iquique, Chile and on the 25th from Santiago de Chile to Leipzig. The 19th brought a USCG C130 from Port of Spain and it departed to St Croix. Dornier PZ-TVE returned on the 24th after almost eleven months of absence. Rumours were that it was to be sold in the USA. The Dornier arrived on a ferry flight from Las Americas, Dominican Republic. The Falcon on the 29th came to pick up president Bouterse who attended the memorial service of late Fidel Castro in Cuba.

December 2016

01. YV2165	Falcon 50	Government of Venezuela	
03 1x	CN235M-200	AdIA	CTM1185
PR-LDM	S-76C	Lider Taxi Aereo	
04. 1x	CN235M-200	AdIA	CTM1185
06. PZ-TBN	DHC-6-310	Gum Air	
PZ-TBS	Ce208B	Gum Air	
07. SAF153	Chetak	Surinam Air Force	
SAF303	Chetak	Surinam Air Force	
SAF811	Chetak	Surinam Air Force	
10. PZ-TBN	DHC-6-310	Gum Air	
11. N876BB	Ce550 Bravo	Continental Baking Co.	13
13. 1x	AS532	AdIA	CTM1187
PZ-TBY	DHC-6-310	Gum Air	
16. PZ-TBT	Ce208B	Gum Air	
17. PZ-HDF	R44	Pegasus Air Services	
19. PZ-TBN	DHC-6-310	Gum Air	
PZ-TBT	Ce208B	Gum Air	
20. HI985	Ce680	Helidosa	

PZ-HPA	R66	Pegasus Air Services
24. N495AJ	B727	Amerijet
PR-FLL	Bell 429	Flamboyant Helicopter
PZ-HJH	AS350B2	Hi-Jet Helicopter Services
25. PZ-HJH	AS350B2	Hi-Jet Helicopter Services
26. PR-PVM	S-76C	Maragogipe Invest. e Participacoes
PZ-HDF	R44	Pegasus Air Services
PZ-HGA	R44	Gum Air
PZ-HPA	R66	Pegasus Air Services
PZ-HRA	R44	Pegasus Air Services
27. PZ-HJH	AS350B2	Hi-Jet Helicopter Services
29. N557JK	G-III	Global Exec Aviation
PZ-HGA	R44	Gum Air
PZ-TBN	DHC-6-310	Gum Air
PZ-TBY	DHC-6-310	Gum Air
30. PZ-NMF	GA-8	MAF Suriname

ABX Air:

N740AX	06
N792AX	13, 20

Amerijet International:

N316CM	28
N319CM	02, 09, 12, 16, 19

Caribbean Airlines:

9Y-ANU	08, 11, 17, 18	9Y-JMF	13, 29
9Y-BGI	01, 03, 31	9Y-KIN	20
9Y-GEO	06, 22	9Y-MBJ	04, 15
9Y-JMD	10	9Y-TAB	24
9Y-JME	27		

GOL:

PR-GTN	18	PR-GTR	11, 25
PR-GTO	04		

Insel Air:

P4-FKD	06, 13, 20, 27	P4-MDH	04, 11, 22
P4-MDC	02, 05, 08, 09, 29, 30, 31	P4-MDI	03, 15, 16, 17, 24
P4-MDG	01, 12, 18, 19, 23, 26, 31		

President Bouterse returned on the 1st from Cuba after the Castro funeral. A French Air Force CN235 on the 3rd and 4th with call sign CTM1185, but unknown serial from and to Cayenne. A Brazilian S76 from Cayenne to Georgetown followed. The French helicopter on the 13th operated as CTM1187 from and to Cayenne. The Citation on the 20th and Bell on the 24th were fuel stoppers going south. The helicopter invasion on the 26th all had to do with the arrival of Dutch popgroup "Broederliefde" on KLM's flight from Amsterdam. They were brought to their hotel in style by air. The old Gulfstream on the 29th had a flightplan filed for departure on the 31st, but on January 19th 2017 it was still at Johan Adolf Pengel International Airport. Dornier PZ-TVE was parked all month long.

Credits: Danny de Kiewit, Andrew Muller.



Prince Karim Aga Khan was the first user of this Gulfstream III. Long Beach based Global Exec Aviation is the current operator of N557JK. (Paramaribo, 2 January 2017, Andrew Muller)

Military Movements Elsewhere



Long time US Army Europe resident is this Cessna UC-35A-1 Citation, 95-00123 from 1-214th AVN, noted at Geilenkirchen. (15 December 2016, Rolf H. Flinzner)

Germany

Geilenkirchen				December 2016			
07.58-0122	KC-135R	117th ARS KS ANG	22 RCH978	03.85-0001	UH-60M	C/3-501st AVN	a/f in
F-HFKF	ERJ145LR	Enhance Aero Group	FHFKF	15-20728	UH-60M	C/3-501st AVN	a/f in
08.61-0266	KC-135R	117th ARS KS ANG	dep RCH632	93-0601	C-17A	436th AW	04 RCH557
09.60-0334/AK	KC-135R	168th ARS AK ANG	dep RCH563	99-0060	C-17A	62nd AW	04 RCH532
62-3571	KC-135R	168th ARS AK ANG	dep RCH546	01-0192	C-17A	62nd AW	05 RCH109
12.ZE700	BAe146 CC2	32(TR)sq	13 RRR1319	01-0193	C-17A	137th AS NY ANG	06 RCH145
84-00165	C-12U-3	1-214th AVN	13 Duke24	01-0194	C-17A	437th AW	RCH551
58-0120	KC-135R	153rd ARS MS ANG	23 RCH563/656	01-0194	C-17A	89th AS AFRC	04 RCH251
59-1448	KC-135R	153rd ARS MS ANG	23 RCH324	03-3116	C-17A	183rd AS MS ANG	29 RCH180/695
OY-JPJ	Ce650	North Flying	NFA011P/011	04-4132	C-17A	305th AMW	RCH553
13.31+38	EF2000	TLG31	* Vader32	05-5143	C-17A	89th AS AFRC	Bandage37/RCH743
14.MM62201	P180AM	71°Gr GE	+16 IAM2816	07-7171	C-17A	305th AMW	04 RCH215
15.50+42	C-160D	LTG63	GAF117	11-0057	CV-22B	7th SOS	Spock07
95-00123	UC-35A	1-214th AVN	Duke14	12-0063	CV-22B	7th SOS	Spock08
19.N-316	NH90-NFH	860sq	+20 NAF316	04.86-0013	C-5M	436th AW	09 RCH424
20.84-0096	C-21A	76th AS	Valor21	87-0029	C-5M	60th AMW	dep RCH981
22.D-HLRZ	EC155B	Bundespolizei	* Pirol21	99-0169	C-17A	437th AW	05 RCH305/645
29.63-8004	KC-135R	117th ARS KS ANG	RCH692	02-1108	C-17A	62nd AW	dep RCH203
				04-4132	C-17A	305th AMW	05 RCH553
				06-6168	C-17A	436th AW	06 RCH286/605
				07-7171	C-17A	305th AMW	05 RCH215
				08-8194	C-17A	62nd AW	05 RCH455
				05.93-0601	C-17A	62nd AW	06 RCH532
				99-0169	C-17A	437th AW	06 RCH645
				09-9208	C-17A	437th AW	07 RCH688/885
				10-0219	C-17A	62nd AW	06 RCH539
				08-5686	C-130J-30	317th AG	07 Lion471/170
				11-0057	CV-22B	7th SOS	Baked07
				06.00-0181	C-17A	167th AS WV ANG	08 RCH142
				02-1098	C-17A	305th AMW	07 RCH565
				10-0222	C-17A	437th AW	RCH501
				07.87-0045	C-5M	436th AW	10 RCH543/177
				83-0082	KC-10A	305th AMW	RCH212
				97-0041	C-17A	437th AW	08 RCH629
				99-0169	C-17A	437th AW	08 RCH645
				00-0184	C-17A	62nd AW	08 RCH335
				02-1098	C-17A	305th AMW	09 RCH565
				07-7183	C-17A	437th AW	RCH190
				08-8196	C-17A	62nd AW	10 RCH101
				08-5686	C-130J-30	317th AG	08 Lion170/467
				58-0072	KC-135T	171st ARW PA ANG	09 Blue71
				08.131/XQ	TBM-700A	ET00.060	CTM1292
				ZE700	BAe146 CC2	32(TR)sq	RRR1908
				83-0082	KC-10A	305th AMW	09 RCH212
				00-0181	C-17A	167th AS WV ANG	09 RCH142
				00-0182	C-17A	167th AS WV ANG	09 RCH201
				00-0184	C-17A	62nd AW	09 RCH335
				03-3120	C-17A	62nd AW	09 RCH245

Credits: Rolf Flinzner, MAR, Scramble messageboard.

Ramstein

December 2016			
01.H3-72	AS532AL	15.HRB	LSV372
J-511	F-16AM	322sq	NAF322A/B
86-0027	KC-10A	305th AMW	05 RCH405
98-0052	C-17A	62nd AW	dep RCH599
01-0193	C-17A	437th AW	dep RCH551
01-0193	C-17A	437th AW	02 RCH551
03-3115	C-17A	183rd AS MS ANG	dep RCH525
05-5143	C-17A	89th AS AFRC	02 RCH531
07-7180	C-17A	437th AW	02 RCH695
07-7181	C-17A	437th AW	dep RCH725
07-7187	C-17A	437th AW	dep RCH982
08-8203	C-17A	62nd AW	RCH422
09-9209	C-17A	62nd AW	dep RCH625
91-0472/SP	F-16DJ	480th FS	02 Warhawk11/Heath01
91-0481/SP	F-16DJ	480th FS	02 Warhawk12/Heath02
02.87-0044	C-5M	60th AMW	08 RCH444
99-0060	C-17A	62nd AW	03 RCH109
03-3124	C-17A	437th AW	03 RCH1815
04-4137	C-17A	305th AMW	03 RCH426
08-8200	C-17A	62nd AW	03 RCH112
10-0215	C-17A	437th AW	03 RCH725
15-20718	UH-60M	C/3-501st AVN	a/f in
15-20719	UH-60M	C/3-501st AVN	a/f in
15-20721	UH-60M	C/3-501st AVN	a/f in

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Distribution to a third party is not allowed

05-5142	C-17A	729th AS AFRC	09 RCH345	10-0221	C-17A	437th AW	15 RCH967
07-7172	C-17A	60th AMW	09 RCH735	58-0100/D	KC-135R	351st ARS	13 Quid78/65
07-7183	C-17A	437th AW	09 RCH566/190	13.01	C-17A	HAW	Bartok50
09-9208	C-17A	437th AW	09 RCH885	87-0029	C-5M	60th AMW	14 RCH157
10-0219	C-17A	62nd AW	16 RCH539/967	84-0186	KC-10A	305th AMW	14 RCH216
97-0401	C-37A	99th AS	09 SAM084	07-7173	C-17A	436th AW	14 RCH151
15-20736	UH-60M	US Army	Army20736	08-8202	C-17A	62nd AW	RCH595
09.97-0041	C-17A	437th AW	10 RCH649/629	10-0222	C-17A	437th AW	14 RCH501
99-0169	C-17A	437th AW	10 RCH645	58-0051	KC-135R	465th ARS AFRC	14 RCH320
00-0184	C-17A	62nd AW	11 RCH335	58-0058	KC-135R	465th ARS AFRC	14 RCH664
03-3120	C-17A	62nd AW	10 RCH245	14.01	C-17A	HAW	15 Bartok50
06-6158	C-17A	60th AMW	10 RCH730	01-0193	C-17A	437th AW	RCH953
07-7176	C-17A	436th AW	10 RCH170	03-3113	C-17A	183rd AS MS ANG	15 RCH548
10-0217	C-17A	62nd AW	10 RCH715	03-3120	C-17A	62nd AW	17 RCH558
84-00156	C-12U-3	E/1-214th AVN	Duke39	05-5143	C-17A	89th AS AFRC	16 RCH599
166514/BH	KC-130J	VMGR-252	11 Bronco51	08-8202	C-17A	62nd AW	15 RCH595
10.85-0007	C-5M	436th AW	RCH654	58-0015	KC-135R	465th ARS AFRC	15 RCH663
86-0013	C-5M	436th AW	RCH424	58-0102	KC-135R	465th ARS AFRC	15 RCH964
89-1189	C-17A	437th AW	11 RCH717	15.86-0026	C-5M	60th AMW	16 RCH622
96-0007	C-17A	183rd AS MS ANG	11 RCH976	90-0535	C-17A	89th AS AFRC	16 RCH185
97-0041	C-17A	437th AW	13 RCH629	95-0107	C-17A	437th AW	16 RCH294/658
00-0180	C-17A	62nd AW	11 RCH974	08-8202	C-17A	62nd AW	RCH595
00-0182	C-17A	167th AS WV ANG	11 RCH201/345	08-8204	C-17A	437th AW	16 RCH145
02-1100	C-17A	155th AS TN ANG	11 RCH975	10-0221	C-17A	437th AW	17 RCH967/220
03-3113	C-17A	183rd AS MS ANG	11 RCH550	16.90-0532	C-17A	62nd AW	17 RCH559
04-4137	C-17A	305th AMW	11 RCH973	05-5143	C-17A	89th AS AFRC	17 RCH599
05-5142	C-17A	729th AS AFRC	11 RCH345/201	07-7183	C-17A	436th AW	17 RCH190
06-6159	C-17A	60th AMW	RCH111	10-0219	C-17A	62nd AW	22 RCH967/555
07-7183	C-17A	437th AW	12 RCH190	58-0083	KC-135R	121st ARW OH ANG	17 RCH525
10-0221	C-17A	437th AW	11 RCH967	60-0347	KC-135R	121st ARW OH ANG	17 RCH227
08-5686	C-130J-30	317th AG	12 Lion467/475	165810/BH	KC-130J	VMGR-252	20 Bronco51/52
13-03004	AH-64E	4-6th CAV	a/f in	17.90-0535	C-17A	89th AS AFRC	18 RCH185
14-03011	AH-64E	4-6th CAV	a/f in	97-0042	C-17A	155th AS TN ANG	18 RCH962
15-03046	AH-64E	4-6th CAV	a/f in	00-0177	C-17A	137th AS NY ANG	18 RCH255
11.87-0029	C-5M	60th AMW	12 RCH329	01-0186	C-17A	436th AW	18 RCH601
79-0433	KC-10A	305th AMW	12 RCH564	03-3113	C-17A	183rd AS MS ANG	20 RCH107/450
01-0193	C-17A	437th AW	12 RCH953	03-3125	C-17A	305th AMW	18 RCH608
10-0221	C-17A	437th AW	12 RCH967	04-4132	C-17A	305th AMW	18 RCH963
63-8029	KC-135R	141st ARS NJ ANG	12 RCH530	06-6167	C-17A	436th AW	18 RCH683
12.87-0036	C-5M	436th AW	16 RCH556	02-01863	C-37A	USAPAT	PAT63
02-1100	C-17A	155th AS TN ANG	13 RCH975	08-5691	C-130J-30	317th AG	22 Lion475/170
02-1108	C-17A	62nd AW	13 RCH222	57-1487	KC-135R	756th ARS AFRC	18 RCH694
03-3113	C-17A	183rd AS MS ANG	13 Bandage01/RCH548	18.03	C-17A	HAW	19 Bartok82
03-3124	C-17A	437th AW	13 RCH1815	87-0036	C-5M	436th AW	19 RCH556
04-4137	C-17A	305th AMW	13 RCH973	10-0221	C-17A	437th AW	RCH220
06-6159	C-17A	60th AMW	14 RCH111	19.CD01	Falcon 900B	21sq	20 BAF616
07-7183	C-17A	437th AW	16 RCH190	130608	CC-130J-30	436sq	CFC2542
10-0220	C-17A	62nd AW	13 RCH408	N-316	NH-90NFH	860sq	20 NAF316



Key Field, Meridian (MS) is the homebase of this 153rdARS Mississippi ANG KC-135R 58-0120, which was deployed to Geilenkirchen in December. (14 December 2016, Rolf H. Flinzner)

85-0009	C-5M	68th AS AFRC	20 RCH208	06-6164	C-17A	60th AMW	03 RCH545
86-0025	C-5M	436th AW	21 RCH045	03.02-1110	C-17A	62nd AW	04RCH808
97-0042	C-17A	155th AS TN ANG	20 RCH962	04.02-1110	C-17A	62nd AW	RCH808
01-0186	C-17A	436th AW	20 RCH601	59-1517	KC-135R	151stARS TN ANG	RCH826/Clash01
03-3125	C-17A	305th AMW	20 RCH608	05.44+73	Tornado IDS	TLG33	* Eifel
04-4132	C-17A	305th AMW	20 RCH963	85-0007	C-5M	436th AW	08 RCH654
08-8198	C-17A	437th AW	20 RCH210	84-00156	C-12U-3	E/1-214th AVN	Duke39
10-0221	C-17A	437th AW	20 RCH220	00-0183	C-17A	62nd AW	RCH616
166514/BH	KC-130J	VMGR-252	Bronco52/51	04-4137	C-17A	305th AMW	06 RCH426
20.0223	M-28B/PT	8.BLTr	21 PLF112	06-6157	C-17A	60th AMW	06 RCH980
94-0069	C-17A	167th AS WV ANG	22 RCH415	08-8196	C-17A	62nd AW	06 RCH776
02-1109	C-17A	62nd AW	21 RCH557	07-8609/RS	C-130J-30	37th AS	* Herky05
07-7179	C-17A	60th AMW	21 RCH803/415	59-1517	KC-135R	151st ARS TN ANG	Clash01
07-7187	C-17A	437th AW	21 RCH955/473	06.98-0052	C-17A	62nd AW	07 RCH661
10-0217	C-17A	62nd AW	RCH655	00-0183	C-17A	62nd AW	07 RCH972
21.87-0030	C-5M	60th AMW	22 RCH965	01-0191	C-17A	436th AW	07 RCH285
82-0193	KC-10A	60th AMW	22 RCH603	10-0216	C-17A	62nd AW	07 RCH957
84-0189	KC-10A	305th AMW	22 RCH981	59-1517	KC-135R	151st ARS TN ANG	07 Clash01
02-1101	C-17A	437th AW	22 RCH301	91-0313/LN	F-15E	494th FS	07 Shifty61
02-1109	C-17A	62nd AW	22 RCH557	98-0132/LN	F-15E	494th FS	07 Shifty62
03-3113	C-17A	183rd AS MS ANG	22 RCH450	07.83-0075	KC-10A	60th AMW	RCH701
07-7179	C-17A	60th AMW	22 RCH415/803	06-6157	C-17A	60th AMW	08 RCH980
07-7187	C-17A	437th AW	22 RCH473	06-6160	C-17A	60th AMW	08 RCH735
10-0217	C-17A	62nd AW	22 RCH655	07-7169	C-17A	436th AW	08 RCH106
22.85-0007	C-5M	436th AW	23 RCH801	10-0217	C-17A	62nd AW	08 RCH715
85-0030	KC-10A	305th AMW	23 RCH958	59-1517	KC-135R	151st ARS TN ANG	09 Clash01
02-1101	C-17A	437th AW	23 RCH301	08.98-0052	C-17A	62nd AW	09 RCH969
05-5142	C-17A	729th AS AFRC	23 RCH330	98-0053	C-17A	62nd AW	09 RCH700
08-8198	C-17A	437th AW	23 RCH210	98-0054	C-17A	437th AW	09 RCH968
08-8200	C-17A	62nd AW	23 RCH230	84-0126	C-21A	76th AS	Falcon01
84-00156	C-12U-3	E/1-214th AVN	27 Duke09	09 98-0052	C-17A	62nd AW	12 RCH969
02-01863	C-37A	USAPAT	PAT63	98-0054	C-17A	437th AW	11 RCH968
23.07-7173	C-17A	436th AW	24 RCH158	02-1108	C-17A	62nd AW	11 RCH222
08-8200	C-17A	62nd AW	26 RCH230/976	08-8203	C-17A	62nd AW	10 RCH805
10-0219	C-17A	62nd AW	24 RCH555/230	59-1517	KC-135R	151st ARS TN ANG	12 Clash01
08-5691	C-130J-30	317th AG	27 Lion170/488	10.07-7171	C-17A	305th AMW	11 RCH113
62-4138/OF	RC-135W	55th Wg	24 Doss19/Dryly24	11.08-8203	C-17A	62nd AW	12 RCH805
24.87-0030	C-5M	60th AMW	25 RCH224	12.1x	Tornado IDS	TLG33	* Bomber2
00-0182	C-17A	167th AS WV ANG	25 RCH550	94-0066	C-17A	62nd AW	13 RCH141
04-4136	C-17A	305th AMW	28 RCH661	96-0007	C-17A	183rd AS MS ANG	13 RCH976
05-5142	C-17A	729th AS AFRC	25 RCH330	02-1110	C-17A	62nd AW	13 RCH640
09-9212	C-17A	437th AW	RCH280	07-7175	C-17A	436th AW	13 RCH746
26.0452	C295M	242.tsl	CEF6055	59-1517	KC-135R	151st ARS TN ANG	15 Clash01
00-0182	C-17A	167th AS WV ANG	28 RCH550/565	13.LX-N90456	E-3A	NAEW&CF	* Nato40
09-9212	C-17A	437th AW	RCH280	87-0032	C-5M	60th AMW	15 RCH150
59-1508	KC-135R	22nd ARW	27 RCH165	14 90-0532	C-17A	62nd AW	15 RCH559
27.84-0189	KC-10A	305th AMW	RCH981	94-0066	C-17A	62nd AW	15 RCH141
08-0050	CV-22B	7th SOS	Gerth07	07-7175	C-17A	437th AW	15 RCH746
28.06-6165	C-17A	436th AW	29 RCH553	08-8200	C-17A	62nd AW	15 RCH293
07-7171	C-17A	305th AMW	30 RCH335/474	15.00-0177	C-17A	137th AS NY ANG	16 RCH255
29.00-0179	C-17A	97th AMW	01 RCH677	59-1517	KC-135R	151st ARS TN ANG	16 Clash01
00-0182	C-17A	167th AS WV ANG	30 RCH565	16.97-00102	UC-35A	E/1-214th AVN	* Duke55
01-0194	C-17A	89th AS AFRC	31 RCH556	59-1517	KC-135R	151stARS TN ANG	Clash01/RCH960
02-1100	C-17A	155th AS TN ANG	31 RCH629	18.07-7179	C-17A	60th AMW	19 RCH618
04-4128	C-17A	305th AMW	RCH661	20.85-0007	C-5M	436th AW	21 RCH801
10-0215	C-17A	437th AW	30 RCH551	86-0013	C-5M	436th AW	21 RCH627
08-5691	C-130J-30	317th AG	03 Lion488/477	99-0062	C-17A	437th AW	21 RCH959
30.06-6165	C-17A	436th AW	31 RCH553	06-6161	C-17A	60th AMW	21 RCH363
08-8204	C-17A	437th AW	31 RCH237	59-1468	KC-135T	171st ARW PA ANG	21 RCH104
31.85-0005	C-5M	436th AW	01 RCH425	21.83-1285	C-5M	436th AW	* RCH531
02-1101	C-17A	437th AW	RCH268	95-0107	C-17A	437th AW	22 RCH563
02-1105	C-17A	62nd AW	01 RCH102/Bandage02	07-7173	C-17A	436th AW	22 RCH158
08-8192	C-17A	62nd AW	01 RCH975/227	28.91-0334/LN	F-15E	494th FS	29 Shifty41
				00-2000/LN	F-15E	494th FS	29 Shifty42

Credits: MAR, Scramble messageboard.

Spangdahlem			December 2016				
01.01-0192	C-17A	137th AS NY ANG	02 RCH145	Stuttgart			
02-1109	C-17A	62nd AW	02 RCH138	06.168204	UC-12W	VMR-4	November 2016
02-1110	C-17A	62nd AW	02 RCH921	07.84-00165	C-12U-3	E/1-214th AVN	
06-6163	C-17A	60th AMW	dep RCH250	84-0096	C-21A	76th AS	
06-6164	C-17A	60th AMW	02 RCH545	09.76+08	H145M	HSG64	*
08-8194	C-17A	62nd AW	02 RCH619	10.54+04	A400M	LTG62	
08-8200	C-17A	62nd AW	dep RCH112	900528	C-26D	AOD Sigonella	
10-0217	C-17A	62nd AW	dep RCH642	11.54+04	A400M	LTG62	
02.G-988	C-130H	336sq	* NAF78	51+01	C-160D	LTG63	
87-0032	C-5M	60th AMW	03 RCH107	08-8180	C-17A	437th AW	
06-6159	C-17A	60th AMW	05 RCH777	09-9207	C-17A	437th AW	

Credits: MAR, Scramble messageboard.

Stuttgart			November 2016		
06.168204	UC-12W	VMR-4			
07.84-00165	C-12U-3	E/1-214th AVN			
84-0096	C-21A	76th AS			
09.76+08	H145M	HSG64			*
10.54+04	A400M	LTG62			
900528	C-26D	AOD Sigonella			
11.54+04	A400M	LTG62			
51+01	C-160D	LTG63			
08-8180	C-17A	437th AW			
09-9207	C-17A	437th AW			

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Distribution to a third party is not allowed

10-0219	C-17A	62nd AW	
99-0003	C-32A	1st AS	
12.168204	UC-12W	VMR-4	
14.01-0076	C-37A	309th AS	
84-0087	C-21A	76th AS	
95-00123	UC-35A	E/1-214th AVN	
900531	C-26D	AOD Naples	
165314/JW	C-130T	VR-62	
15.168204	UC-12W	VMR-4	
83-0499	C-12D	USE Flt	
18.13-5778	MC-130J	67th SOS	
15-20736	UH-60M	US Army	
19.06-6160	C-17A	60th AMW	20
08-8602/RS	C-130J-30	37th AS	
164995/AX	C-130T	VR-53	
20.97-00105	UC-35A	E/1-214th AVN	
21.02	C-37A	USCG Washington	
22.15-20733	UH-60M	US Army	
23.84-0096	C-21A	76th AS	
24.78+35	NH90-TTH	HEER	
60-0337	KC-135T	22nd ARW	28
25.168204	UC-12W	VMR-4	
84-0096	C-21A	76th AS	
27.165314/JW	C-130T	VR-62	
28.10+23	A310-304	FBS BMVg	29
14+04	Global 5000	FBS BMVg	
50+38	C-160D	nn	29
50+74	C-160D	nn	29
51+06	C-160D	nn	29
84-00157	C-12U-3	E/1-214th AVN	
165832	C-40A	VR-58	
29.84-00162	C-12U-3	E/1-214th AVN	
T-321	AS332M1	Swiss AF	
30.11-5737	MC-130J	67th SOS	
December 2016			
02.07-3091	C-146A	524th SOS	
05.11-0057	CV-22B	7th SOS	
06.84-00162	C-12U-3	E/1-214th AVN	
167985/QB	KC-130J	VMGR-352	08
07.95-3038	C-146A	524th SOS	08
08.167985	KC-130J	VMGR-352	
50+38	C-160D	nn	09
50+74	C-160D	nn	
09.97-00105	UC-35A	E/1-214th AVN	
12.12-5757	MC-130J	67th SOS	
13-5778	MC-130J	67th SOS	
168204	UC-12W	VMR-4	
84-0126	C-21A	76th AS	
13.83-0499	C-12D	USE Flt	
900530	C-26D	AOD Sigonella	
15.97-00105	UC-35A	E/1-214th AVN	
12-5757	MC-130J	67th SOS	
13-5778	MC-130J	67th SOS	
02-0042	C-40B	76th AS	
08-8605/RS	C-130J-30	37th AS	
13-08432	CH-47F	H/1-214th AVN	
16.166474	UC-35D	USMC	
18.166374	UC-35D	USMC	19
19.740/31-CL	C-135FR	GRV02.091	*
166474	UC-35D	USMC	
164995/AX	C-130T	VR-53	
20.166474	UC-35D	USMC	
21.15-20723	UH-60M	US Army	*
27.168204	UC-12W	VMR-4	
30.07-7171	C-17A	305th AMW	
December 2016			
Wiesbaden			
01.09-20181	UH-60M	3-501st AVN	
02.94-0325	C-12V	US Army	06
03.84-0149	C-12U-3	US Army	07 Allied1
04.025	C-295M	13. ELTr	05
94-0322	C-12V	US Army	06
05.76-3239	C-12C	USE Ankara	Spar89
08.07-61015	MC-12S		u/s
14.83-0499	C-12D	USE Budapest	15
15.09-0525	C-37B	99th AS	16

Credits: MAR, Scramble messageboard.

Ireland

			November 2016
Shannon			
02.165834	C-40A	USN	
04.14+02	Global 5000	FBS BMVg	*
161529	C-9B	VMR-1	Lobo01
05.06-8610/RS	C-130J-30	37th AS	
06.01-0041	C-40B	1st AS	
164995/AX	C-130T	VR-53	
08.165832	C-40A	USN	
164995/AX	C-130T	VR-53	
09.240/F-RARF	A330-223	ET00.060	
97-0400	C-37A	99th AS	
10.11-3016	C-146A	524th SOS	
161530	C-9B	VMR-1	Lobo01
14.164995/AX	C-130T	VR-53	
15.07-7177	C-17A	436th AW	
17.240/F-RARF	A330-223	ET00.060	
18.237/F-RAFD	Falcon 2000LX	ET00.065	
21.02-01863	C-37A	US Army	
09-9205	C-17A	437th AW	
24.84-0083	C-21A	76th AS	
05-0730	C-40C	73rd AS AFRC	
26.02	C-37A	USCG Washington	
29.165349/JW	C-130T	VR-62	
December 2016			
02.84-0083	C-21A	76th AS	
165000/NY	KC-130T	VMGR-452	
165349/JW	C-130T	VR-62	
169036	C-40A	USN	
169226	KC-130J	nn	
03.99-0003	C-32A	1st AS	
04.165829	C-40A	USN	
164995/AX	C-130T	VR-53	
99-3106	C-146A	524th SOS	
05.01-0041	C-40B	1st AS	
07-7187	C-17A	437th AW	
169036	C-40A	USN	
06.97-0401	C-37A	99th AS	
81-0004/OK	E-3C	964th AACs	
07.90-0300	C-20H	76th AS	
08.240/F-RARF	A330-223	ET00.060	
84-0083	C-21A	76th AS	
165829	C-40A	USN	
165830	C-40A	USN	
09.02-0202	C-40C	201st AS DC ANG	
09-9212	C-17A	437th AW	
97-3091	C-146A	524th SOS	
10.165832	C-40A	USN	
166696	C-40A	USN	
11.231/F-RAFC	Falcon 2000LX	ET00.0650	
15.1655836	C-40A	USN	
168981	C-40A	USN	
17.240/F-RARF	A330-223	ET00.060	
166696	C-40A	USN	
168981	C-40A	USN	
98-0002	C-32A	1st AS	
99-0004	C-32A	1st AS	
19.98-0002	C-32A	1st AS	
99-0004	C-32A	1st AS	
21.09-0525	C-37B	99th AS	
25.166377	C-37B	USMC	
28.ZH882/882	Hercules C5	BNTW	30 RRR5566
Portugal			
Lajes, Azores			December 2016
01.ZK335/EB-G	Typhoon FGR4	41(R)sq	dep RRR9655
ZK379/EB-B	Typhoon FGR4	41(R)sq	dep RRR9656
ZZ334	Voyager KC3	10/101sq	dep RRR9253
02.06-8610/RS	C-130J-30	37th AS	04 Hky05
04.1290/SU-BEW	C-130H	4sq/16sq	05 EGY1127
1292/SU-BEY	C-130H	4sq/16sq	05 EGY1128
90-1058	AC-130W	16th SOS	06 RCH1026
05.4178	C-130E	6sq/21sq	06 PAAF320
06.88-1302	AC-130W	16th SOS	RCH1039

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The Alaska ANG, 168th ARS to be precise, sent KC-135R 60-0334 to Geilenkirchen in December. (7 December 2016, Rolf H. Flinzner)

901	F-35A	IDF/AF	Retro11/12
902	F-35A	IDF/AF	Retro11/12
64-14836	KC-135R	133rd ARS NH ANG	08 Blue71
08.240/F-RARF	A330-223	ET00.060	* CTM1275
84-0096	C-21A	76th AS	09 Falcon25
167985/QB	KC-130J	VMGR-352	09 Raidr22
09.54+05	A400M	LTG62	11 GAF013
00-0181	C-17A	167th AS WV ANG	RCH142
1x	P-3C	nn	10 RD12
10.1292/SU-BEY	C-130H	4sq/16sq	11 EGY1128
5	Falcon 50M	24F	FNY5017
07-8613/RS	C-130J-30	37th AS	11 Hky05
11.0037/F-RBAJ	A400M	ET01.061	CTM2020
00-9001	C-32B	150th SOS NJ ANG	Dixon72
87-0126	MC-130H	15th SOS	RCH1006
165314/JW	C-130T	VR-62	CNV3841
14.1x	P-3C	USN	RD24
15.ZA607/EB-X	Tornado GR4	41(R)sq	17 RRR9711
ZA560/EB-Q	Tornado GR4	41(R)sq	17 RRR9712
ZG775/EB-Z	Tornado GR4	41(R)sq	17 RRR9713
ZZ338	Voyager KC3	10/101sq	17 RRR9101
87-9286	AC-130W	16th SOS	17 RCH1028
16.4171	C-130E	6sq/21sq	17 PAAF330
18.T.18-5/45-44	Falcon 900B	451 Esc	AME4567
ZH871/871	Hercules C4	24/30/47sq	RRR5851
19.CN-AOI	C-130H	Escadre de Transport 3	RMAF217
ZH886/866	Hercules C5	24/30/47sq	RRR5531
166696	C-40A	VR-56	CNV4461
165314/JW	C-130T	VR-62	CNV3781
20.CH11	C-130H	20sq	21 BAF652
00-9001	C-32B	150th SOS NJ ANG	Mack73
14-5793	MC-130J	9th SOS	21 RCH1036
21.4171	C-130E	6sq/21sq	22 PAAF330
87-9286	AC-130W	16th SOS	RCH1028
22.CH11	C-130H	20sq	23 BAF652
94-0069	C-17A	167th AS WV ANG	RCH415
23.140118	CP-140	RCAF	CFC0496
CN-AOI	C-130H	Escadre de Transport 3	RMAF217
165314/JW	C-130T	VR-62	CNV3781
168859	P-8A	VP-45	Pelican88
24.168852	P-8A	VP-45	27 Pelican77
168858	P-8A	VP-45	27 Pelican33
27.164995/AX	C-130T	VR-53	CNV6222
168855	P-8A	VP-45	Pelican28
29.7T-VPS	G-IVSP	Gvmt of Algeria	

Credits: MAR, Scramble messageboard.

Spain

San Javier			December 2016
05.50+97	C-160D	nn	06 GAF036
07.MM62183/46-48	KC-130J	50°Gr TM	07 IAM4664
09.50+49	C-160D	nn	10 GAF051
10.50+88	C-160D	nn	11 GAF049
15.CH12	C-130H	20sq	BAF654
16.R213/64-GM	C-160R	ET00.64	16 CTM1434
19.50+57	C-160D	nn	20 GAF007
21.50+76	C-160D	nn	22 GAF008
28.(AE9-24)23-14	SF-5M	Ala 23	Mago11/15
(AE.9-029)23-18	SF-5M	Ala 23	Mago11/15
30.CH04	C-130H	20sq	31 BAF668
January 2017			
03.50+42	C-160D	nn	05 GAF007
05.CH12	C-130H	20sq	06 BAF667
09.CE.16-11/14-70	EF2000	Ala 14	09 Chico
10.CH12	C-130H	20sq	11 BAF667
50+49	C-160D	nn	11 GAF011
C.15-08/12-71	EF-18BM	Ala 12	12 Lanza07
11.50+66	C-160D	nn	12 GAF004
16.50+88	C-160D	nn	17 GAF013
U.20-1/01-405	Ce550	Eslla 004	17
18.50+49	C-160D	nn	19 GAF014
24.C.15-33/15-20	EF-18M	Ala 15	24 Ebro75
C.15-43/15-30	EF-18M	Ala 15	24 Ebro77
P.3M-9/22-32	P-3M	Grupo 22	24, 26 Cisne32
26.D.4-03	CN235MPA-100	SAR Pool	Jason42
C.15-45/12-03	EF-18M	Ala 12	Poker05
C.15-62/12-20	EF-18M	Ala 12	Poker06
27.51+06	C-160D	nn	GAF009

Credits: José Damián González Martínez.

United Kingdom

Lakenheath			December 2016
10.93-0857	F-15SA	RSaudi AF	Retro63-66
93-0899	F-15SA	RSaudi AF	Retro63-66
12-1006	F-15SA	RSaudi AF	Retro63-66
12-1010	F-15SA	RSaudi AF	Retro63-66
14.02-1110	C-17A	62nd AW	15 RCH640
84-0126	C-21A	76th AS	
59-1521/AK	KC-135R	168th ARS AK ANG	16

Credits: MAR, Scramble messageboard.

Mildenhall			December 2016
01.73-00991	C-130E	222Filo	02 TUAF815

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60-0326	KC-135R	101Filo	02 TUAf11	57-1430	KC-135R	133rd ARS NH ANG	16 RCH552
02.85-0001	C-5M	436th AW	03 RCH557	60-0339	KC-135T	92nd/141st ARW WAANG	13 RCH175
59-1500	KC-135R	108th ARS IL ANG	03 RCH182	60-0356	KC-135R	22nd ARW	13 RCH561
03.85-0001	C-5M	436th AW	04 RCH557	58-0072	KC-135T	171st ARW PA ANG	13 Blue71/RCH956
06-6163	C-17A	60th AMW	04 RCH250	63-8029	KC-135R	141st ARS NJ ANG	17 RCH530
57-2598	KC-135R	336th ARS AFRC	04 RCH199	13.84-0085	C-21A	76th AS	Valor21
62-3545	KC-135R	22nd ARW	10 Spur50	58-0047	KC-135T	22nd ARW	14 RCH549
58-0042	KC-135T	22nd ARW	10 Spur51	58-0062	KC-135T	171st ARW PA ANG	14 RCH144
60-0335	KC-135T	22nd ARW	04 RCH705	58-0088	KC-135T	171st ARW PA ANG	14 RCH348
04.62-3499	KC-135R	92nd/141st ARW WAANG	05 RCH535	59-1474	KC-135T	171st ARW PA ANG	14 RCH147
58-0072	KC-135T	171st ARW PA ANG	07 Spur61/Blue71	14.62-3575	KC-135R	22nd ARW	15 RCH265
05.57-1440	KC-135R	22nd ARW	06 RCH979	59-1480	KC-135T	91st ARS	23 RCH105
58-0034	KC-135R	nmks	03/12 RCH740	15.57-1479	KC-135R	756th ARS AFRC	16 RCH470
62-3516	KC-135R	197th ARS AZ ANG	08 Spur62	62-3514	KC-135R	141st ARS NJ ANG	16 RCH417
62-3551	KC-135R	22nd ARW	06 RCH415	59-1468	KC-135T	171st ARW PA ANG	16 RCH325
06.63-13186	C-130E	222Filo	08 TUAf816	59-1490	KC-135T	171st ARW PA ANG	16 RCH140
60-0326	KC-135R	101Filo	08 TUAf11	16.84-0083	C-21A	76th AS	Falcon26
94-0108	F-16D	141Filo	08 TUAf40	59-1521/AK	KC-135R	168th ARS AK ANG	Artic71
93-0694	F-16D	nmks	08 TUAf39	59-1522	KC-135R	108th ARS IL ANG	17 RCH971
83-0082	KC-10A	305th AMW	07 RCH212	60-0316	KC-135R	nmks	17 RCH193
58-0073	KC-135R	106th ARS AL ANG	07 RCH315	61-0298	KC-135R	126th ARS WI ANG	17 RCH269
64-14832	KC-135R	151st ARS TNANG	07 Blue72/RCH665	61-0314	KC-135R	91st ARS	17 RCH183
07.73-00991	C-130E	222Filo	08 TUAf815	62-3541	KC-135R	nmks	18 RCH313
58-0124	KC-135R	22nd ARW	08 RCH168	58-0050	KC-135T	91st ARS	RCH982
63-8011	KC-135R	91st ARS	08 RCH139	17.(50+41)	C-160D	nn	* GAF053
59-1520	KC-135T	92nd/141st ARW WAANG	09 RCH635	62-3529	KC-135R	314th ARS AFRC	dep RCH225
62-4138/OF	RC-135W	55th Wg	Hoover55	18.86-0025	C-5M	436th AW	19 RCH045
09.MM62158	UC-228	Italian Army	10 IEI2801	19.62-3505	KC-135R	91st ARS	RCH544
62-4139/OF	RC-135W	55th Wg	dep Snoop56	58-0075	KC-135R	756th ARS AFRC	RCH239
61-0311	KC-135R	nmks	10 RCH162	20.59-1476	KC-135R	92nd/141st ARW WAANG	21 RCH972
10.79-1710	KC-10A	305th AMW	13 Gold11	62-3514	KC-135R	141st ARS NJ ANG	21 RCH270
57-1472	KC-135R	72nd ARS AFRC	22 RCH610	62-3572	KC-135R	117th ARS KS ANG	21 RCH146
60-0313	KC-135R	22nd ARW	11 RCH108	63-8040	KC-135R	141st ARS NJ ANG	21 RCH435
73-1587/DM	EC-130H	55th ECG	13 Axis50	21.86-0025	C-5M	436th AW	22 RCH045
11.79-0433	KC-10A	305th AMW	RCH564	84-0189	KC-10A	305th AMW	RCH981
84-0188	KC-10A	305th AMW	12 Gold81	60-0355	KC-135R	22nd ARW	22 RCH966
86-0027	KC-10A	305th AMW	14 Gold71	59-1466	KC-135R	108th ARS AL ANG	22 RCH136
59-1458	KC-135R	166th ARS OH ANG	13 RCH560	62-3512	KC-135R	126th ARS WI ANG	22 RCH241
59-1483	KC-135R	166th ARS OH ANG	13 RCH984	63-7991	KC-135R	173rd ARS NE ANG	22 RCH536
59-1521/AK	KC-135R	168th ARS AK ANG	12 RCH318	57-1432	KC-135R	191st ARS UT ANG	22 RCH214
60-0367	KC-135R	166th ARS OH ANG	13 RCH800	22.92-0375	C-20H	76th AS	* Valor20
12.MM62177	C-130J	50°Gr TM	IAM4612	84-0096	C-21A	76th AS	* Valor21
ZK452/L	Beech B200	45(R)sq	* Cranwell82	28.62-3545	KC-135R	22nd ARW	29 RCH337
79-0433	KC-10A	305th AMW	13 RCH564				

Credits: MAR, Scramble messageboard.



Enjoy them while you can! Luftwaffe Transalls are regular visitors to Geilenkirchen, like this 50+42 from LTG63. (15 December 2016, Jack Halbach).

Scramble Digital? Go to www.pocketmags.com and search for Scramble

Civil News



Saudi Arabia's first low-cost carrier Flynas took delivery of this ex AVIANCA Ecuador (former AeroGal) Airbus A319 on 22 January. On its delivery flight from South America to Saudi Arabia the VP-CYF registered Airbus made a fuel and night stop at Amsterdam-Schiphol. (24 January 2017, Bastiaan Hart)

Europe

Austria

The new leisure airline of Air Berlin, TUI and Etihad which bore the projectname Blue Sky will be named FlyNiki.

Belgium

Brussels Airlines will be wet-leasing three SSJ100s from CityJet. The three planes will be deployed on regional flights and are needed as the airline is phasing out its RJ100s. It is yet unknown if the plane will receive Brussels Airlines-branding.

Denmark

SAS is planning to issue a tender in which it seeks ACMI-operators to operate SAS-branded domestic and regional flights. The tender is necessary as Jet Time has decided to stop operating flights for SAS as part of the airline's restructuring. It is expected that Danish Air Transport and flybe will submit bids. Flybe is already operating five ATR72-600s for SAS.

The airline is also thinking about the replacement for its oldest B737NGs. The A320neo and B737MAX are under consideration and it is expected that the new planes are needed by 2019.

The last news from SAS this month is that the airline is planning to establish a subsidiary in Ireland in its effort to lower its operating costs. SAS thereby follows other companies like Norwegian. SAS is also planning to establish bases in London and Spain. All three initiatives should be operational in the 2017-2018 winter season.

Finland

Due to increased demand for its flights to Asia, Finnair is thinking about changing several of its outstanding orders for twelve A350-900s into the larger A350-1000. A final decision is expected before the end of this year. Next to thinking about new aircraft Finnair also ended operations with an older type. On 31 January the airline operated its last A340-300 flight.

Germany

Our friends at CH-Aviation have seen the placement plans of the wet-leased aircraft of Air Berlin. As previously reported Air Berlin entered a wet-lease agreement with the Lufthansa

Group in which it was agreed that Air Berlin would operate 33 aircraft for the Lufthansa Group. Four A319s will be based out of Hamburg, four A320s will operate out of Munich, three A319s out of Dusseldorf, two A319s and six A320s out of Cologne and two A319s and five A320s out of Stuttgart. All these aircraft will be operated for the Eurowings-brand. Three A320s will fly out of Vienna for Eurowings and another two A320s will be based at Palma, also to be operated for Eurowings. Five A320s will be operated for Austrian Airlines out of Vienna. The last two A320s will be placed in 2018 to one of the earlier mentioned bases and also for Eurowings-operations.

With the first A350-900 on deck, Lufthansa has started the phase-out of the A340-600. A first -600 was flown to Marana (AZ) for storage on 24 January.

Iceland

WOW air is planning to establish a first base out of Iceland, mirroring the same style of operations as Norwegian. The airline wants to operate to the US from the new base and maybe Asia. As a possible location Dublin is mentioned.

Ireland

Aer Lingus is close to finalize a lease deal for seven A321neoLRs. The deal comes as Aer Lingus issued a RFP late last year. The new planes will replace the four leased B757s and also be used to develop new and thinner intercontinental flights.

Danish airline Cimber Air, currently operating as a ACMI-operator for SAS, has been bought by CityJet. As part of this deal CityJet ordered six CRJ900s and took an option on another four planes. The new planes will be used to replace the SAS-owned CRJ900s which will be sold. The first new plane is due in the second half of this year. When all planes are delivered CityJet will operate 22 CRJ900s for SAS.

Malta

The proposed deal between Air Malta and Alitalia has been abandoned. The move comes as Alitalia is, once again, in financial troubles and needs to restructure and therefore doesn't have the time and luxury to enter an extensive agreement with the Maltese carrier. According to local newspa-

pers, Air Malta is still an interesting object as Air China and Turkish Airlines are now said to be interested in a stake in the airline.

Norway

Embraer and Widerøe inked a deal for up to fifteen ERJ-E2s. The airline ordered three firm ERJ190-E2s and took options on another twelve ERJ-E2s. The new aircraft are to be delivered in 2018.

Poland

Aviation Capital Group and LOT signed a lease-agreement for three B787-9s. The first plane is set to be delivered in March next year and will be used to increase the capacity on several longhaul routes.

Russia

Nordwind Airlines is planning to expand their widebody-fleet with the A330. It is yet unknown how many planes will join the fleet.

Spain

Gowaii Vacation Holdings is planning to establish an own (ACMI) charter airline. The name of the airline will be Gowair Vacation Airlines and hopes to be in business by June. The airline is planning to operate three A320s on European destinations, but is planning to grow in 2018 with destinations in the Caribbean for which it wants to use A330s.

Earlier we reported that Vueling would become the brand to be used on long-haul low-cost flights out of Barcelona. This month, however, we can report that Fly News, a Spanish aviation site, is reporting that Iberia Express will be the brand to be used. Also, instead of using two wet-leased A330s from Aer Lingus, Iberia Express will be supplied with two A330s from mother Iberia. IAG hasn't confirmed the report and just said that they are still working on the project.

Switzerland

By the end of March Belair will cease all operations. The Air Berlin-subsiary will continue to pay flight and cabin crew for twelve months, but they will be asked to move to Vienna to operate on Air Berlin's wet-leased A319s and A320s to Austrian Airlines and Eurowings.

Swiss has announced that it intends to start commercial CS300-operations as of 9 October this year. At first the new plane is to be operated from Zurich to Bari, Brindisi, Brussels, Budapest, Dusseldorf, Hannover, Naples, Nice, Palermo,

Paris-Charles de Gaulle, Prague, Sofia and Venice. As of 29 October Swiss will base three CS300s at Geneva from which it will serve London-Heathrow and Moscow-Domodedovo.

Turkey

Pegasus Airlines has announced that it is planning to accelerate its transition from B737 to an all A320-fleet. Earlier than planned the airline will start selling off its oldest B737-800s. By 2020 the change should be complete.

Africa

Cameroon

After five months Camair-Co has retaken possession of one of their B737-700s. The plane had been impounded all that time at Johannesburg due to the airline not paying maintenance fees.

Nigeria

Arik Air has scrapped its order for two B747-8s and changed them into an order for two B787-9s. In total Arik Air now has nine B787-9s on order.

South Africa

Airlink has acquired three ERJ170s and two ERJ190s from ECC Leasing. The first ERJ190 has already been seen in full Airlink-colours and is due before the end of June. The new planes will be used to replace the airline's ageing RJ85s.

Sudan

During a visit of President Bashir to Saudi Arabia, an agreement has been reached in which Sudan Airways is said to take over three B777-200ERs, six ERJ170s and two A330-200Fs from Saudia. The B777s and ERJ170s are on their way out at Saudia, but it is unknown where the A330-200Fs come from. Further details about the agreement are sketchy and both parties deny any comment on the matter.

Tunisia

Tunisair has found a buyer for its three A300-600Rs, which have been stored at Tunis since last year. However, don't get your hopes up to see the planes with an airline ever again as the three have been bought by an American spare-part company. The three planes will be flown to the US for scrapping soon.

Asia

Cambodia

JC International Airlines purchased a former Air Berlin A320



Last autumn, Turkish Tailwind Airlines returned its two Boeing 737-800 aircraft to lessor AerCap. Both aircraft were ferried to Shannon for some maintenance and were registered in the Guernsey register. For both aircraft AerCap has found new operators. Former TC-TLG is seen here landing at Shannon after a test flight with its temporary test registration 2-ITLG. It was registered as YL-PSI upon delivery to Primera Air Nordic late January. The other former Tailwind Airlines Boeing 737-800 (TC-TLH / 2-ITLH - see picture Scramble 451 - Page 39) found a new home with Russian charter airline Azur Air. (24 January 2017, Malcolm Nason)



T'Way is a South Korean low-cost airline. In December 2016 it took delivery of this ex Luxair and XL airways 737-800. HL8086 was caught on camera shortly before departing to its new home in Seoul, South Korea. The Boeing 737 operated a local test flight shortly after its arrival after being painted at Budapest. (Woensdrecht, 16 December 2016, Johan Havelaar)

for flights from Cambodia to Malaysia, Singapore and China.

India

Already mentioned as a Memorandum of Understanding at Farnborough last year, GoAir officially signed an order for 72 A320neos.

SpiceJet placed a huge order with Boeing for 100 B737 MAX aircraft, with options for another fifty. SpiceJet had already placed an order for 42 MAX, with another thirteen recently revealed. As such the order book stands at 155.

Malaysia

Air Asia seems to be returning to London from June. Air Asia X will dry-lease two EVA Airways B777-300ERs to operate nine weekly flights between Kuala Lumpur and London Gatwick.

Pakistan

Serene Air is a newcomer, which commenced domestic operations in January with its first of three B737-800s.

South Korea

Jeju Air has ordered three factory fresh B737-800s.

Thailand

Kan Air will reportedly add three more ATR72s and an A319 this year.

Latin America

Brazil

Sideral Air Cargo will add a 33 year old B727-200F to its fleet of B737Fs.

Chile

Latin American Wings received its Air Operator's Certificate and it will shortly place three B737-300s into service.

El Salvador

After almost two years of operations, VECA Airlines suspended its services in January. Both A319s have been returned to AerCap.

Middle-East

Iran

Iran Air has taken delivery of its first brand new factory fresh Western made aircraft since 1994 on 9 January. The aircraft was an Airbus A321 and was welcomed with an extensive ceremony in Teheran. The new plane will mainly be used on domestic and regional flights. A second new plane, an A330-200, should have been delivered by the time you read this Scramble.

Qatar

Boeing is thinking about moving forward the delivery of several of the first B777Xs from 2020 to 2019 and Qatar Airways has said to Boeing that they would be very interested in taking delivery of their first B777-9 earlier.

Saudi Arabia

Start-up Saudia LCC-subsiary flyadeal announced that they will lease six A320s. All six planes will be delivered before June, the month the airline wants to be operational. In total the new airline aims to have fifty aircraft by 2020.

Airbus and flynas announced that the airline placed a firm order for sixty A320neos, with an option on another forty aircraft. The airline also converted an outstanding order for twenty A320s into twenty A320neos, meaning the airline now has firm orders for eighty A320neos. The planes are expected between 2018 and 2026.

Syria

As a follow up on last month's news, we can now report that Syrianair will source an A340-300 from Mahan Air to use on longhaul flights to Venezuela and China.

North America

United States of America

Federal Express has acquired two of TNT B777s, which it will soon add to its fleet.

Boeing and Southwest Airlines announced that the airline has firmed up options on two B737-800s.

United Airlines adjusted its plan to withdraw its B747-fleet by Q4 of 2017, which is a year earlier than the original plans.

Aircraft orders

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

Airbus 2016 firm orders, final tally

AerCap	10	A320neo	
Aer Lingus	2	A330-300	
Air Arabia	5	A320	
AirAsia	100	A321neo	
<u>Airbus Defence & Space</u>	14	<u>A330-200</u>	(+2)
Air Cote d'Ivoire	2	A320	
	3	A320neo	
Air Lease Corporation	1	A321	
Allegiant Air	12	A320	

Avianca	3	A320neo		Air Tanzania	1	B787-8	
	1	A321neo		Alaska Airlines	5	B737-900ER	
<u>Aviation Capital Group</u>	25	<u>A320neo</u>		ALC	6	B737	
<u>BOC Aviation</u>	5	<u>A320</u>			1	B787-8	
	5	A321		Arik Air	8	B737MAX8	
CALC	2	A320-200		Donghai Airlines	25	B737MAX8	
Cebu Air	2	A321neo		Eastern Airlines	10	B737MAX8	
	2	A330-300		Enter Air	4	B737MAX8	
China Eastern Airlines	20	A350-900		FedEx	7	B767-300F	
CSA	7	A320neo			2	B777-200F	
Delta Air Lines	37	A321		<u>GECAS</u>	75	<u>B737MAX</u>	
Emirates	2	A380-800		Japan Transocean Air	1	B737-800	
Garuda Indonesia	14	A330-900		<u>Jet2.com Ltd.</u>	2	<u>B737-800</u>	
Germania	25	A320neo		Malaysia Airlines	25	B737MAX8	
<u>GO Air</u>	72	<u>A320neo</u>		Mauritania Airlines	1	B737-800	
Hawaiian Airlines	1	A330-200		Norwegian	8	B737MAX8	
<u>Hong Kong Airlines</u>	9	<u>A330-300</u>		Okay Airways	3	B737-800	
<u>Hong Kong International Leasing</u>	5	<u>A330-300</u>		Pegasus Airlines	5	B737-800	
<u>Iran Air</u>	6	<u>A320</u>		Qatar Airways	10	B777-300ER	
	32	<u>A320neo</u>			30	B787-9	
	8	<u>A321</u>		<u>Private</u>	4	BBJ	(+1)
	8	<u>A330-200</u>		Royal Australian Navy	4	P-8A	
	28	<u>A330-900</u>		Ruili Airlines	6	B787-9	
	16	<u>A350-1000</u>		Silk Road Leasing	1	B737-800	
JetBlue Airways	15	A321		Standard Chartered Bank	10	B737	
	15	A321neo		Swiss International Air Lines	1	B777-300ER	
Jetstar Pacific	10	A320		<u>Tanzania</u>	1	B787-8	
Philippine Airlines	6	A350-900		Thomson Airways	1	B787-9	
<u>Private customer</u>	1	ACJ319neo		Timaero Ireland Ltd.	2	B737	
	2	<u>ACJ320neo</u>	(+1)	<u>Travel Service</u>	5	<u>B737MAX8</u>	
Synergy Aerospace	62	A320neo		TUI Travel Aviation	10	B737MAX8	
Tunisair	5	A320ne		<u>Unidentified</u>	255	<u>B737</u>	(+126)
<u>Undisclosed</u>	4	A319			38	B787	(+3)
	45	<u>A320</u>	(+12)	United Airlines	41	B737-700	
	207	<u>A320neo</u>	(+120)		4	B777-300ER	
	18	A321		United States Air Force	19	KC-46A	
	19	A321neo		United States Navy	18	P-8A	
	7	A330-200		UPS	14	B747-8F	
	16	A330-300		<u>Uzbekistan Airways</u>	4	B787-8	
	1	A350-900		VietJet Air	100	B737MAX200	
VietJet Air	10	A321		Xiamen Airlines	10	B737-800	
	10	A321neo		Total	787		(+220)
Virgin Atlantic	8	A350-1000		Boeing 2017 firm orders			
WOW Air	4	A321		<u>Arik Air</u>	2	<u>B787-9</u>	
Total	949		(+349)	<u>Private</u>	1	BBJ	
				<u>Unidentified</u>	7	<u>B737</u>	
Boeing 2016 firm orders, final tally					1	<u>B777</u>	
Air China	6	B777-300ER		Total	11		
AirBridgeCargo Airlines	4	B747-8F					



China Airlines is the second airline to operate the Airbus A350-900 on regular service to Amsterdam-Schiphol. On 9 January B-18901 made the first China Airlines A350 flight from Taipei to Amsterdam. The Airbus is China Airlines' first A350-900 and was delivered to the Taipei based airline on 1 October 2016. The aircraft features special "Mikado Pheasant" colours. Mikado Pheasant is a gamebird and is sometimes considered an unofficial national bird of Taiwan. China Airlines has currently four Airbus A350-900s in active service, ten Airbus A350-900s on order and options for an additional six. B-18901 taxiing to the runway for the non-stop return flight back to Taiwan on 21 January. (Robert Eikelenboom)

Bombardier 2017 firm orders

CityJet	6	CRJ900
Total	6	

Embraer 2016 firm orders, final tally

Arkia Israeli Airlines	6	ERJ195-E2
Colorful Guizhou Airlines	2	ERJ190
Horizon Air	30	ERJ175
Kalstar Aviation	5	ERJ190-E2
KLM Cityhopper	2	ERJ175
Nordic Aviation	4	ERJ190
Unidentified	3	ERJ190-E2

Total 52 (+3)

Embraer 2017 firm orders

Wideroe	3	ERJ190-E2
Total	3	

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

Jetliners



Fly 365 Aviation is an airline offering passenger charter and crew, maintenance and insurance (ACMI) leasing services in Europe, Africa and the Middle East. The airline is based at Bucharest, Romania and started services with a single McDonnell-Douglas MD-82 in the summer of 2015. This MD-82 was withdrawn from use in October 2015, but a year later, in the summer 2016, Fly 365 Aviation started again, this time with a nineteen year old Boeing 737-300, registered YR-SUA. Former operators of this 737 classic were Air New Zealand, Estonian Air, Air Onix and Hermes Airlines. The aircraft was delivered to Fly 365 Aviation in August 2016, but it started operations with the aircraft in November. On 23 December, the aircraft performed a flight from Stuttgart, Germany, to Pristina, Kosovo, but the flight ended already 25 minutes after departure as the aircraft landed in Munich with a problem with the right hand engine (CFM56). According to various sources the aircraft remained unattended because the operator did not want to pay for handling or technicians. The passengers received back their luggage and were told to go to where ever they wanted to. The aircraft remained on the ground at Munich until 3 February, when the aircraft departed to Craiova, Romania. (Munich, 30 December 2016)

A319	-132	2404	AP-BNI	Shaheen Air International, ex TC-JUA of Turkish Airlines. Delivered on 13 January.
	-112	3202	D-ASTX	Eurowings, ex Air Berlin. Delivered on 16 January.
	-112	3447	D-ABGK	Eurowings, ex OE-LNB of Niki. Delivered on 30 January.
	-112	3661	D-ABGN	Air Berlin, ex OE-LNA of Niki. Delivered on 13 January.
	-112	3700	D-ABGQ	Eurowings, ex Air Berlin. Delivered on 25 January.
	-112	3865	D-ABGS	Eurowings, ex Air Berlin. Delivered on 21 January.
A320	-231	259	LZ-	Bulgarian Air Charter, ex XA-OQQ of Bancomext. Delivered on 13 January. Former XA-MXS of Mexicana. The Airbus had been stored at Mexico City since Mexicana's bankruptcy in 2010.
	-211	662	YL-LCN	SmartLynx, ex Jetstar Pacific Airlines. Returned from lease on 7 January.
	-214	936	YL-LCK	Jetstar Pacific Airlines, ex SmaertLynx. Delivered on lease on 31 December.
	-214	888	ES-SAK	VietJetAir, ex SmartLynx Estonia. Delivered on lease on 14 January.
	-232	1896	ES-SAM	VietJetAir, ex SmartLynx Estonia. Delivered on lease on 15 January.
	-214	2591	D-ABNU	Eurowings, ex Air Berlin. Delivered on 10 January.
	--214	4207	TC-FBH	VietJetAir, ex Freebird Airlines. Delivered on lease on 13 January.
	-214	4565	D-ABFO	Eurowings, ex Air Berlin. Delivered on 10 January.
	-214	5096	TC-FBO	VietJetAir, ex Freebird Airlines. Delivered on lease on 13 January.
	-214	7513	D-AEWU	Eurowings. Delivered on 23 January. Test registration was D-AVVW.
	-214	7534	D-AEWT	Eurowings. Delivered on 25 January. Test registration was D-AVVX.
A321	-111	535	5Y-JZW	Jubba Airways, ex SX-ABD of Olympus Airways. Delivered on 22 December.
	-232	2927	HL8073	Air Busan, ex N927AG and D-ANJA of ACG – Aviation Capital Group. Delivered on 27 January. Former VQ-BRO of Nordwind Airlines.
	-211	3749	OE-LCB	Niki, ex D-ABCD of Air Berlin. Delivered on 17 January.
	-211	5038	OE-LCI	Niki, ex D-ABCI of Air Berlin. Delivered on 25 January.
	-211	5133	OE-LCK	Niki, ex D-ABCK of Air Berlin. Delivered on 27 January.
	-211	6432	OE-LCM	Niki, ex D-ABCM of Air Berlin. Delivered on 27 January.
	-211	6726	VP-BEE	Aeroflot, ex EI-LED of Transaero Airlines. Delivered on 19 January.
	-211	7418	EP-IFA	Iran Air. Delivered on 12 January. First all new jetliner for Iran since forty years. Test registration was D-AVXF.
	-231	7488	HA-LXL	Wizz Air. Delivered on 19 January. Test registration was D-AVZH.
	-231	7516	TC-JTP	Turkish Airlines. Delivered on 26 January. Test registration was D-AZAO.
	-231	7518	TC-JTR	Turkish Airlines. Delivered on 31 January. Test registration was D-AZAV.

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Silk Way B747 4K-SW888 arrived at Shannon on 28 January for transfer to the Italian division before making a sunset departure to Milan (LIMC). The freighter was registered as I-SWIB in Italy and is the second aircraft in SW Italia's fleet. (Malcolm Nason)

A330	-243	328	SU-ALB	Air Leisure, ex EI-FSH of DAE Capital. Delivered on 31 January. Former A6-EKY of Emirates.
	-243	452	OE-IFL	Avolon, ex A6-EAK of Emirates. Withdrawn from use on 30 October and returned to the lessor. Registered in Austria on 13 January.
A340	-343E	1766	HZ-AQ21	Saudia - Saudi Arabian Airlines. Delivered on 1 February. Test registration was F-WWKD.
	-302E	1767	B-16337	EVA Air. Delivered on 24 January. Test registration was F-WWKR.
	-302E	1769	N830NW	Delta Air Lines. Delivered on 1 February. Test registration was F-WWYS.
A350	-313X	163	EI-FXR	Castlelake, ex A6-ERO of Emirates. Registered in the Irish register on 12 December. The Airbus was withdrawn from use in July and was ferried to Teruel for storage on 23 November.
	-313X	185	EI-GAC	Castlelake, ex A6-ERP of Emirates. Registered in the Irish register in January. The Airbus was withdrawn from use in October and was ferried to Teruel for storage on 19 December.
	-313X	236	EI-GAD	Castlelake, ex A6-ERM of Emirates. Registered in the Irish register in January. The Airbus was withdrawn from use in October and was ferried to Teruel for storage on 12 December.
B737	-941	70	B-LRK	Cathay Pacific Airways. Delivered on 1 February. Test registration was F-WWTJ.
	-941	89	ET-ATY	Ethiopian Airlines. Delivered on 31 January. Test registration was F-WZNS.
B737	-301SF	23512	N126WF	Southern Aircraft Consultancy Inc., ex EC-LJI of Swiftair. Registered in the US on 6 December. The Boeing has been stored at Lasham since 15 October 2016.
	-3L9	23718	N127WF	Southern Aircraft Consultancy Inc., ex OY-JTC of Jet Time. Registered in the US on 11 January. The Boeing has been stored at Lasham since 28 November 2016.
	-382QC	24364	N596BC	GECAS - General Electric Capital Aviation Services, ex OY-JTF of Jet Time. Registered in the US on 8 December. The aircraft was ferried to Lasham for storage on 8 November.
	-4Y0	24519	N826LG	LG Aviation, ex EI-CZK of Transaero Airlines. Registered in the US on 1 February. The aircraft has been stored at Mosco-Vnukovo since October 2015.
	-4Z9SF	25147	OE-IAB	ASL Airlines Belgium, ex YR-BAT of Blue Air. Delivered after freighter conversion on 19 January. Registered in between as N947NZ of Airwork.
	-330	25149	N514AT	Automatic LLC, ex D-ABEC of Lufthansa. Registered in the US on 18 January. The Boeing was ferried to Orlando-Sanford (FL) for storage on 10 January.
	-5Y0	25183	ZS-TGY	Africa Charter Airline (addition Scramble 452 – Page 38)
	-330	25216	N216AU	Automatic LLC, ex D-ABEE of Lufthansa. Registered in the US on 9 December. The Boeing was ferried to Orlando-Sanford (FL) for storage on 27 November.
	-330	25217	N217AU	Automatic LLC, ex D-ABEF of Lufthansa. As above.
	-4Q8	26302	2-MEEX	KV Aviation, ex OM-EEX of AirExplore. Registered on behalf of the lessor on 9 January. Currently stored at Miami (FL) awaiting conversion to Freighter.
	-8K5	27983	YL-PSI	Primera Air Nordic, ex 2-ITLG of AerCap. Delivered on 26 January. Former TC-TLG of Tailwind Airlines.
	-86J	28070	OM-GTF	Go2Sky, ex D-AXXK of SunExpress Germany. Delivered on 13 January.
	-4D7SF	28701	G-JMCK	West Atlantic, ex HS-TDK of Thai Airways International. Delivered after freighter conversion on 20 January. Registered in between as N287AR of AerCap.
	-3S3	29245	UR-CPQ	Dart Airlines, ex EI-ERP of Transaero Airlines. Delivered on 23 December.
	-33V	29334	CC-	LAW - Latin American Wings, ex N293PB of Aergo Capital. Delivered on 31 January. Former YL-BBL of AirBaltic.
-33V	29340	EP-FSI	Sepehran Airways (addition Scramble 444 – Page 47).	
-73V	32422	N579UA	CFM Materials LP, ex EI-IGU of Meridiana. Registered in the US on 4 January.	
-8GJ	34958	AP-BNC	Serene Air, ex TC-SAU of SunExpress. Delivered on 9 January.	
-8GJ	34959	AP-BNC	Serene Air, ex TC-SAV of SunExpress. Delivered on 10 January.	
-8AS	35017	UR-PSV	Ukraine International Airlines, ex EI-FTV of Ryanair. Delivered on 18 January.	
-82R	40697	TC-ACP	PIA - Pakistan International Airlines, ex Pegasus Airlines. Delivered on six month lease on 24 January.	
-82R	40720	TC-ADP	PIA - Pakistan International Airlines, ex Pegasus Airlines. As above on 15 January.	
-82R	40725	TC-CPA	PIA - Pakistan International Airlines, ex Pegasus Airlines. As above on 29 January.	
-82R	40876	TC-ABP	PIA - Pakistan International Airlines, ex Pegasus Airlines. As on 15 January.	
-800	41350	A4O-BAF	Oman Air. Delivered on 24 January. Line # 6238.	
-800	42083	EI-FVH	Norwegian. Delivered on 19 January. Line # 6232.	
-800	42274	EI-FVI	Norwegian. Delivered on 27 January. Line # 6247.	
-800	44761	EI-FTK	Ryanair. Delivered on 18 January. Line # 6229.	
-800	44762	EI-FTL	Ryanair. Delivered on 18 January. Line # 6234.	



Hainan Airlines has put their latest Boeing 787-9 Dreamliner into service with a spectacular overall red colour scheme, adorned with the lovable characters from the Dreamworks Kung Fu Panda animated film. B787-9 Dreamliner, B-6998, made its first long haul international trip to Toronto Lester B. Pearson International Airport (Ont.) from Beijing Capital International Airport on 2 February 2017. This is the second Hainan B787-9 to feature the Kung Fu Panda characters. It is the 19th Dreamliner for the airline, which currently operates ten B787-8s and nine B787-9s. (Andrew Cline)

	-800	44763	EI-FTM	Ryanair. Delivered on 24 January. Line # 6240.
	-800	44764	EI-FTN	Ryanair. Delivered on 26 January. Line # 6243.
	-800	44765	EI-FTO	Ryanair. Delivered on 27 January. Line # 6249.
	-800	44766	EI-FTP	Ryanair. Delivered on 31 January. Line # 6252.
	-800	44767	EI-FTR	Ryanair. Delivered on 31 January. Line # 6255.
	-800	63149	G-JZHS	Jet2. Delivered on 27 January. Line # 6239.
	-800	63150	G-JZHT	Jet2. Delivered on 30 January. Line # 6253.
B747	SP-27	21992	N747A	NASA - National Aeronautics & Space Administration, ex Frye's Electronics. Delivered on 10 January.
	-419	26910	EC-MDS	Wamos Air, ex Saudia – Saudi Arabian Airlines. Returned from lease on 9 January.
	-446	27100	EI-XLC	Rossiya - Russian Airlines, ex Transaero Airlines. Delivered on 20 January.
	-4R7F	29730	I-SWIB	SW Italia, ex 4K-SW88 of Silk Way West Airlines. Transferred on 28 January.
	-446	29899	EI-XLG	Rossiya - Russian Airlines, ex Transaero Airlines. Delivered on 2 February.
	-412F	32897	TC-MCL	ACT Airlines. Written off after crash at Bishkek-Manas during landing on 16 January. See Dustpan&Brush for details.
B757	-236SF	22175	G-BIKD	DHL Air, ex D-ALEC of EAT Leipzig / DHL. Moved to the UK on 5 January.
	-236SF	22183	G-BIKL	DHL Air, ex D-ALEE of EAT Leipzig / DHL. As above.
	-222SF	26693	N790FD	FedEx Express, ex N577UA of United Airlines. Delivered after freighter conversion already last September.
B767	-3P6ER	26236	N762CK	Kalitta Air, ex EI-UND of Transaero Airlines. Delivered on 30 January. The aircraft will be converted to freighter.
	-36NERSF	30109	N1049A	Prime Air, ex EI-RUX of Transaero Airlines. Delivered after freighter conversion at Tel Aviv on 19 January. The aircraft is operated by Atlas Air and registered as N632GT during the conversion.
B777	-2D7	27731	N176GT	GA Telesis, ex HS-TJF of Thai Airways International. Registered in the US on 26 January. The triple seven was withdrawn from use by Thai early August 2016. It was ferried to Kemble for storage and scrapping on 12 January.
	-212ER	28513	CS-TFM	euroAtlantic Airways, ex Flynas. Returned from lease on 12 January.



Star Air is due to take delivery of this ex LAN cargo 767-300 Freighter. The aircraft arrived at Shannon on 17 January for pre-delivery maintenance. It will be Star Air's first 767-300 factory freighter. The aircraft is seen here in full Star Air colours but still with its former LAN registration N524LA. It will be registered OY-SRV upon delivery to Star Air. (Shannon, 18 January 2017, Adrian Kissane)

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Thomson Airways took delivery of the first TUI group Boeing 787-9 in June 2016. Thomson Airways is scheduled to rebrand as TUI in autumn 2017 therefore the aircraft is painted in the new TUI livery and has already TUI titles. (Amsterdam-Schiphol, 24 December 2016, Robert Eikelenboom)

	-212ER	28514	VP-BVX	VIM Airlines, ex EI-UNS of Transaero Airlines Delivered on 2 December.
	-212ER	28530	9M-FGA	FlyGlobal, ex VP-BEN of Chartered Aviation Finance. Delivered at Kuala Lumpur on 16 December. The triple seven is former 9V-SQI of Singapore Airlines and was withdrawn from use by Singapore Airlines in December 2014. It had been stored since then at Victorville (CA) and was registered as EI-FGT on behalf of Inisherkin Leasing before being registered as VP-BEN on 7 December 2017. As of late January 2017, the aircraft has still not been put into service.
	-2U8ER	33682	N828AX	Omni Air International, ex 5Y-KQT of Kenya Airways. Delivered on 27 January.
	-35RER	35163	VT-JEX	Jet Airways, ex A6-JAE of Etihad Airways. Returned from lease on 9 December.
	-300ER	61600	B-16733	EVA Air. Delivered on 19 January. Line # 1467.
	-300ER	62563	9K-AOE	Kuwait Airways. Delivered on 30 January. Line # 1463.
	-300ER	62564	9K-AOF	Kuwait Airways. Delivered on 2 February. Line # 1468.
B787	-8	36295	VT-ANX	Air India. Delivered on 10 January. Line # 511.
	-9	37175	C-FRSA	Air Canada. Delivered on 5 January. Line # 515.
	-9	37181	C-FRSE	Air Canada. Delivered on 26 January. Line # 5223.
	-8	37985	JY-BAH	Royal Jordanian. Delivered on 24 January. Line # 522.
	-9	38771	CC-BGM	LATAM Airlines Chile. Delivered on 28 January. Line # 524.
	-9	39654	A6-BLK	Etihad Airways. Delivered on 20 January. Line # 520.
	-8	40643	N824AN	American Airlines. Delivered on 10 January. Line # 510.
	-9	40644	N825AA	American Airlines. Delivered on 27 January. Line # 517.
	-9	43861	XA-ADD	AeroM�xico - Aerovias de M�xico. Delivered on 12 January. Line # 518.
	-9	60141	N29968	United Airlines. Delivered on 5 January. Line # 516.
	-9	62718	B-6998	Hainan Airlines. Delivered on 20 January. Line # 514.
	-9	63041	B-1567	Xiamen Airlines. Delivered on 24 January. Line # 512.
CRJ	CL-850	8052	TC-GHP	Private, ex OE-IZZ of Avcon Jet. Per January.
	900ER	15261	ES-ACB	LOT Polish Airlines. Leased from Nordica per January. Flies now with just small LOT titles.
	900LR	15264	D-ACNT	Lufthansa CityLine, ex Eurowings. Per 29 November, with Lufthansa Regional titles.



Bombardier Q400NG C-FRZC is seen taking off on its first test flight from Toronto Downsview Airport (Ont.) on 9 December 2016. The aircraft is named 'Ola Kupo' on the nose. It is the first of three new Q400NGs for Island Air. It was delivered to the Hawaiian based airline as N681WP on 20 December 2016. (Andrew Cline)

DC-9	-83	49662	LZ-MLK	Air Lubo - ALK Airlines, ex N589BC of Colombe Airline (NTU). Delivered on 1 February.
ERJ	135BJ	14501091	T7-PNI	Private, ex VP-CAA of NasJet. Registered on 15 December.
	135BJ	14501142	VP-CII	IGI Services Ltd, ex G-CMAS of ExecuJet UK. Registered in December.
	190AR	19000187	4X-EME	Arkia Israeli Airlines, ex N187NC of Wells Fargo Bank. Delivered on 12 January.
	190LR	19000367	2-TYAN	Wells Fargo Bank, ex TC-YAN of Borajet Airlines. Registered on 20 January.
	190LR	19000403	2-TYAM	Willis Lease Finance Corp., ex TC-YAM of Borajet Airlines. Registered on 20 January.
	190LR	19000665	OE-IFE	Celestial Aviation, ex 4O-AOD of Montenegro Airlines. Registered on 31 January. Destined for TUI Airlines Belgium.
MD-11	F	48756	N640BC	CBSA Partners LLC, ex Z-GAC of Global Africa Aviation. Registered on 3 January. Stored at Victorville (CA).

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

Commuters

ATR72	-212A	587	OY-YBW	Nordic Aviation Capital, ex 4X-AVU of Arkia Israeli Airlines. Registered on ? January. Ferried to Billund on 19 January.
	-212A	656	OY-YCA	Nordic Aviation Capital, ex 4X-AVX of Arkia Israeli Airlines. Registered on ? January. Ferried to Billund on 19 January.
	-212A	696	G-ISLL	Blue Islands, ex OY-YAT of NAC Aviation 8 Ltd. Delivered on 19 January and registered the next day in full Flybe colours.
	-212A	1359	EC-MOL	Binter Canarias. Delivered on 16 January.
BAe	3201	841	F-OTEI	Ava Air, ex SE-LHI of Largus Aviation AB. Delivered in December.
DHC-8	-402	4195	G-PRPF	Flybe, ex N195WQ of Republic Airlines. Delivered on 11 January.

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

Propliners



Jan Buitenhuis photographed this Turbo DC-3, N81907, at Battle Creek-WK Kellogg Airport (MI) on 17 September 2016. The airplane has since been transferred to Preferred Air Parts, based in Kidron (OH).

Beech	AT-11	3930	N15KK	Sold to a German owner. Work is completed and she is expected to cross the Atlantic with the first suitable weather of 2017.
Convair	580F	372	ZK-KFL	Air Chathams. Sold by Air Freight NZ and ferried Palmerston North - Wellington on 29 November 2016. Entered service on the same day to the Chathams Islands in all white colours.
DHC	-2	763	VH-SYS	Was transferred to New Zealand on 17 January 2017, but no details available yet.
Douglas	DC-3A	3291	N600NA	Another DC-3 cancelled from the US register on 16 November 2016, as exported to a Russian owner. The airplane is parked at New Smyrna (FL) and was noted there 26 January 2017. They had just started to dismantle the airplane to send it to Russia as freight, but during preparations too much corrosion was found to conduct a safe ferry flight. The owner is trying to collect all airplane types which were involved in the Lend-Lease programme.
	C-47	4463	N150D	Basler Turbo Conversions, registered this former Ozark Airlines Museum DC-3 to their name. Aircraft arrived at their plant in Oshkosh (WI) on 10 December 2016. Still painted in camo colours.
	C-47A	12540	VH-XUX	Arrived in China as reported in previous issues of Scramble. Registration formally cancelled in Australia on 12 January 2017.
	C-47A	13541	ZS-CAI	Now flying with large Springbok Classic Air-titles. Noted as such in January 2017 at Johannesburg-Rand Airport.
	65TP	26439	N560PT	Priority Air Charter. Arrived back from a sublease by Priority Air Charter to Samaritans Purse, operating in Africa, on 31 October 2016 at Kidron (OH). The DC-3 was ferried to Bridgewater (VA) 18 January 2017, still as N467PA and was reregistered on 20 January.
	65TP	32961	N561PT	Preferred Air Parts, associated with Priority Air Charter, has registered ex N467BS in sequence. Was purchased in August 2016 and reregistered on 30 January 2017.
	65TP	33313	N81907	Preferred Air Parts. Got this Turbo Dakota in October 2016 and has reserved new registration N562PT on 19 December 2016.
	DC-4-1009	42934	ZS-AUA	Flying Dutchman Foundation. Moved from the SAA Aviation Museum to the hangar area at Johannes-

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Grumman	G-73	J-35	VH-CQA	burg-Rand Airport. A step closer to returning to flyable status, but still far from ready. Destroyed in a crash in the Bay of Perth during an airshow for Australia Day celebrations in the city of Perth on 26 January 2017. See Dustpan & Brush for more details.
Shorts	SC7	SH1960	N72LH	Skydive Arizona, ex VH-WGT of CGG Aviation. Noted in various pieces ready to be shipped from Perth to western USA. Seen at Perth-Jondakot on 2 December 2016.
Vickers	Viking 1A	121	ZS-DKH	South African Airways Museum. Taken apart at Johannesburg-Tambo International and transported in large pieces by road to Johannesburg-Rand on 22 January 2017. It will be reassembled and be made ready for static display in the SAA Museum at Rand.

Fokker News

F27	-500	10448	5Y-GMD	Aerospace Consortium International, ex 5Y-JUU Astral Aviation. Was parked at Bergamo, Italy since February 2016 and left 30 January on delivery to the above new operator.
	-050	20105	5Y-FJE	Daallo Airlines, ex Fanjet. Wet-leased from Fanjet and was seen 22 January at Garowe, Puntland, Somalia, in white colours with Daallo Airlines titles, during the inauguration of various new routes
	-050	20135	HP-....	Air Panama, ex PH-VLM SAMCO.
	-050	20144	HP-....	Air Panama, ex PH-DMD SAMCO.
	-050	20177	5Y-SMT	Skyward Express, ex PH-ZFD SAMCO. Left Maastricht 13 January on delivery to Khartoum, Kenya in basic Travel Air colours and without titles.
	-050	20186	PK-TSO	Sky Capital Airlines. Was registered to this airline last year, as S2-AIL. Has been at Bandung for a year now and was seen last December as PK-TSO, in Sky Capital Cargo colours. Whether that means the deal fell through or that the delivery has been postponed is unclear. The airline did receive approval to start operations, see msn 20316 .
	-050	20200	5Y-FJE	Daallo Airlines, ex Fanjet. Wet-leased to Daallo Airlines and deployed on internal Somali flights as well as select international services to Djibouti and Kenya. Last report we have is that the Fokker was all white (back in July 2016), whether it has some additional titles is unknown.
F28	-050	20316	S2-AIM	Sky Capital Airlines, ex PK-TSP Indonesia Air Transport. Seen at Dhaka 11 September last year and has been parked since. Approval to commence operations in Bangladesh was received in December 2016.
	-1000	11992	FAC0002	Fuerza Aérea Colombiana. Left Bogota 11 January and via five night stops arrived at Woensdrecht 16 January for maintenance. Last time it was here for maintenance it stayed for six months, so another opportunity to spot this rare bird in Europe!
	-0100	11368	OM-BYB	Slovak Government, ex OE-IID MJet. Arrived at Norwich 17 January as OM-BYB but still in MJet colours. Seen inside AirLivery paintshop at Norwich 29 January in Slovak Republic colours as OM-BYB, and left the same day.
	-0100	11403	OM-BYC	Slovak Government, ex OE-IIB MJet. We got the tie-ups of the Slovakian Fokkers wrong, these are the correct ones.
	-0100	11404	VH-UQY	Alliance Airlines, ex OE-LVL Austrian Airlines. Arrived Brisbane on Boxing Day and was registered 19 January.
	-0100	11446	OE-LVC	Austrian Airlines. Last service 15 January as OS188 from Stuttgart. Ferried for storage to Bratislava on 24 January. Will eventually move to Alliance Airlines of Australia.
	-0100	11505	UP-F1015	Bek Air, ex PH-MJP Sky Greenland. Last seen at Saarbrücken 19 January in Sky Greenland colours with new registration UP-F1015 applied. Left on 23 January to be delivered to Bek Air, via Orak Ak Zol to Almaty and repaint at Ulyanovsk by Spektr-Avia.

Credits: Merv Crowe, Skyliner.

Bizjets



This G650 had received its registration at Ronaldsway just one day before this picture was taken. VP-CER is seen here at Rotterdam basking in some splendid sunlight. (10 January 2017, Maarten Visser Sr)

Cessna	510	0349	D-IVAA	Recently registered to Centrec GmbH, ex OE-FZG.
	525	0612	3A-MSR	Ex N525RZ, cancelled to Monaco 25 January.
	525A	0411	N411CJ	Ex YU-BUU. Registered to Cessna Aircraft Co. 4 January.
	525B	0378	D-CSCA	Registered to Silver Cloud Air 4 January. Ex D-CHIO.
	525C	0161	EC-MOQ	Ex D-CDUS, took up Spanish marks at the end of 2016.
	550	0672	F-HBZA	Ex G-IBZA, cancelled to France 23 January. Owner/Operator details not yet known.
	550	1038	RA-	Ex SE-RBY, cancelled to Russia 27 January.
	560XLS	5675	N189HE	Ex G-OXLS, cancelled to the USA 23 January. Registered to Cessna Finance Corp. 23 January.

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Challenger	300	20013	N906G	After spending more than twelve years in Italy as I-SDFC, this Challenger became N906G of Cloud Nine Aviation LLC on 12 January.
	300	20169	SE-RMC	Svenskt Industrifly AB, ex C-GMHV. Registered on 12 December.
	300	20204	N256GG	Chantilly Crushed Stone Inc, ex N302R. Re-registered on 18 January.
	300	20297	N700BW	Borgwarner Inc, re-registered from N612JN on 12 January.
	300	20380	N380AD	Wells Fargo Bank, ex N982JC. Registered on 5 January.
	350	20611	N350PD	CSC Transport, ex N350DA. Registered on 13 January.
	350	20643	RA-67243	Delivered in January, likely operated by Tulpar Air.
	350	20650	G-CJOF	Luxaviation United Kingdom, registered on 23 December.
	350	20663	N725QS	NetJets, registered on 19 December.
	350	20664	N522AC	Pegasus Leasing LLC, registered on 19 December.
	350	20665	N350LM	Regis Funding V LLC, registered on 12 January.
	601-3A	5025	N139LJ	Loujor LLC, re-registered from N660AF on 31 January.
	601-3A	5046	N423AK	AK Air LLC, re-registered from N719UW on 5 January.
	601-3A	5099	N787NM	Aerotruster Services Corp, ex YV576T. Registered on 11 January.
	604	5495	N495DD	Dale P. Holt Holdings LLC, re-registered from N495CE on 31 January.
	604	5559	N7886	Polar Bear Express II LLC, ex N902MP. Noted at Burbank (CA) in January, registered on 31 January.
	604	5645	N128RX	Rectrix Aviation Inc, re-registered from N865BA on 9 January.
	605	5786	C-FLMY	Skyservice Business Aviation, registered on 17 January. This was a one letter registration change from C-FLMK.
	605	5790	N525SD	Skye Gryphon LLC, re-registered from N189TA on 10 January.
	605	5849	OE-IIX	LaudaMotion, ex OH-GVI. Registered in January.
	605	5891	N22QF	State Farm Mutual Auto Insurance Co, re-registered from N22SF on 24 January.
	605	5893	N43QF	Same as above but re-registered from N43SF.
	605	5894	N44QF	Same as above but re-registered from N44SF.
	605	5900	N76QF	Same as above but re-registered from N76SF.
	650	6064	N5950E	Bombardier Aerospace Corp, registered on 11 January and ex N650JF which was registered 18 April 2016.
	650	6084	N644BA	Boeing Co, registered on 13 December. This is the third Challenger 650 for the manufacturer.
Embraer	500	50000112	G-SVRN	Operator is now known as Sovereign Business Jets, addition to Scramble 452 – Page 43.
	550	55000042	G-SUEJ	New owner in the U.K. is now known as Saxonair Charter Ltd., addition to Scramble 452 – Page 43.
Falcon	7X	125	G-OIMF	TAG Aviation UK, ex OE-IMF. Registered on 27 January.
	7X	275	RA-09607	Gazpromavia, first noted on 1 December. The fourth Falcon 7X delivered to Gazpromavia in 2016, and the fifth overall.
	8X	406	N406EX	Bank of Utah, registered on 5 January.
	8X	410	VT-FCN	Delivered in January.
	8X	411	VQ-BFD	Registered in January.
	50	41	N950FJ	Mega Investors LLC, re-registered from N956DP on 5 December.
	50EX	315	S5-TSV	Elit'Avia, ex F-GVMF. Delivered on 15 January.
	900B	66	P4-BFF	Former CS-TFN became P4-BFF in January.
	900EX	77	N131DS	DS Five LLC, re-registered from N83SV on 17 January.
	900EX	134	N775GM	Globus Aviation LLC, ex EI-ZMA. Registered on 18 January.
	900LX	270	F-HPVB	Dassault Aviation, ex M-WING. Noted at Paris-Le Bourget on 19 December.
	2000	46	N460RR	Simmons First National Corp, ex N505RR. Registered on 30 January.
	2000EX	85	N37HK	SW Leasing of South Florida LLC, ex N993TN. Re-registered on 31 January.
	2000LX	257	F-HJDF	Dasault Aviation, ex G-WWFC. Registered on 19 January.
	2000S	739	N603CN	The Chickasaw Nation has bought an upgrade from their Learjet 60s and their King Air. N603CN was registered on 9 January.
Global	5000	9176	N907WS	Ex N720WS, re-registered 26 January.
	5000	9186	G-KBMM	Registered to Bookajet Aircraft Management Ltd. 6 January. Ex OY-FIT.
	XRS	9406	RA-	Ex M-SSSR cancelled to Russia 16 January.
	6000	9494	A6-	Ex M-ABFQ, cancelled to the United Arab Emirates 31 January.
	5000	9498	N130QS	Ex N986BA, re-registered 27 January.
	6000	9517	A6-	Ex M-ABFR, cancelled to the United Arab Emirates 31 January.
	5000	9737	N1226	Registered to Bombardier Aerospace Corp. 4 January. Updates 452/43.
	6000	9764	N246ZJ	Registered to Bombardier Aerospace Corp. 20 January. Tested as C-FNXG.
	6000	9785	C-FSYX	Registered to Bombardier Inc. 11 January.
	6000	9787	C-FSYV	Registered to Bombardier Inc. 25 January.
	6000	9788	C-FUBH	Registered to Bombardier Inc. 30 January.
	7000	70003	C-GLBX	Registered to Bombardier Inc. 25 January.
Gulfstream	G450	4032	N809SM	SM Aviation Leasing. Ex N823A.
	G450	4117	N7KV	Re-registered from N770XB 7 December. LKV Air.
	G450	4140	N986SP	Re-registered 9 December. Ex N1BX. Bank of America.
	G450	4150	N524JM	Former VP-BMV. JMAC Air. Rgd 6 December.
	G450	4291	9H-SPA	OE-IRE cancelled in November. To Comlux Malta. Rgd 8 December.
	G450	4314	VP-CYH	VP-CAX re-registered 22 November.
	G450	4331	N243PC	Bank of Utah. Ex N450GA. Re-registered 8 December.
	G450	4354	T7-SAL	To Walstrand Aviation, South Africa. N345GA cancelled 9 December.
	G550	5221	VP-CMD	VQ-BLY sold to Aegle Aviation. Noted at Basel 19 December.
	G550	5429	MM62293	Returned 19 December to Italian AF. CAEW. Coded 14-11.
	G600	73001	N600G	First flight from Savannah (GA) 17 December in primer.
	G600	73004	N740GD	Gulfstream Aerospace Corp. Rgd 12 December.
	G650	6092	EI-LSN	Rgd at Shannon 13 December. Ex SX-GSB. To Gainjet Ireland.
	G650	6099	N368GW	M-VITA cancelled 15 December. To Bank of Utah. Operated by Sino Jet Management.
	G650	6149	N1415N	Wilmington Trust Co. Ex N650GD. Re-registered 8 December.
	G650	6154	N650RH	Stratton Woods. Re-registered from N108R 9 December.



4X-CZI is a Challenger from the 600S series, making it one of the oldest Challengers still flying around. After flying in the United States for thirty years, it was acquired by Aviation Bridge in May 2012, the titles of which it still carries today. (Munich, 30 December 2016)

	G650	6212	HL8299	N612GD cancelled 11 December.
	G650	6217	VP-CYZ	TAG Aviation Asia. N617GA cancelled 12 December.
	G650	6220	N918TA	Rgd 22 December. Wilmington Trust Co. Ex. N620GS.
	G650	6221	P4-GVI	N621GS cancelled 5 December.
	G650	6222	N235BH	Registered 15 December. Delivered to Hamilton Aviation. Ex N602GD.
IAI	G150	255	N202VP	Registered from XA-UUX 6 December. Bank of Utah.
	G150	275	N719KX	Ex C-FTIX. Registered 9 December. Martis Holdings.
	G150	318	VT-KZN	To India. Test reg. N918GA. To King Jets.
	G150	322	C-FWEE	To Charter Air Transport. Registered 13 December. Ex. N922GA.
	G200	141	N82FB	FCB Blue. Re-registered from N929BA 5 December.
	G280	2101	VP-BRJ	N101GA cancelled 21 December.
Learjet	60	60-160	N612JC	Former T7-SOV of Redhead Equipment was sold to an unknown operator in the US in January.
Raytheon	390	RB-120	RA-02787	Former OH-ZET of Airfix Aviation Oy was sold to an unknown Russian operator in June this year. Further details are not known yet.
		RB-201	N603RS	Former M-ARIE of Guernsey PC-12 Ltd. was recently sold to Swartz Aviation Group LLC in the US.
		RB-286	N946MP	Ex N480RE. Martin's Famous Pastry Shoppe. Re-registered 5 December.
	4000	RC-14	VP-BCM	Used to operate as LV-CNW, but recently restored into the Bermuda register.

Bizprops



Most King Airs are predominantly white, but once in a while you encounter a rather different one. This King Air 300LW was registered in the French overseas territories as F-OHRT before taking up a registration on the mainland. (Antwerp, 6 October 2016, Walter van Brempt)

Beech	C90GTi	LJ-1913	D-I	Former G-RLEE of Kerrington (Grove Lodge) Ltd. was recently sold to an unknown operator in Germany.
	B200	BB-1585	N375EM	Brigantina AS sold its Beechcraft LN-MIX to an operator in the US.
	B200C	BL-16	G-NIAB	Operator in the U.K. now known as Blue Sky Investments Ltd. Addition to Scramble 452 – Page 45.
	B350	FL-424	V5-	Former G-COBI of Cobham Flight Inspection Ltd. was recently sold to an unknown operator in Namibia.
	B350i	FL-1080	M-LLMW	This brand new Beechcraft was recently written in into the Manx register. Owner of operator are not known yet.
PC-12	/45	508	M-SAXY	Registered to Saxon Logistics Ltd. 27 January. Ex G-SAKS.
	/47E	1359	N359ST	Registered to Skytech Inc. 3 January. Ex M-BISA.
	/47E	1677	N1677	Registered to Pilatus Business Aircraft Ltd. 26 January. Tested as HB-FQR.
	/47E	1678	N800BJ	Tested as HB-FQS. Registered to Pilatus Business Aircraft Ltd. 13 January.
	/47E	1679	OK-CTP	Tested as HB-FQT. Registered to OK Aviation Wings.
	/47E	1680	N680NG	Registered to Pilatus Business Aircraft Ltd. 19 January. Tested as HB-FQU.
	/47E	1683	N683PE	Registered to Pilatus Business Aircraft Ltd. 30 January. Tested as HB-FXQ.
	/47E	1688	HB-FRC	Registered to Pilatus Flugzeugwerke AG 17 January.
	/47E	1689	HB-FRD	Registered to Pilatus Flugzeugwerke AG 30 January.
	/47E	1690	HB-FRE	Registered to Pilatus Flugzeugwerke AG 30 January.
Piper	46-500TP	4697497	I-HIPB	Meridian Fly SCARL, ex N497WA. Registered in October 2016.
	46-500TP	4697640	D-FSRS	Ex OK-PMF, likely registered in January.
SOCATA	TBM-850	658	F-	Ex VH-TBM of Starmind Investments Pty. Ltd. was recently sold to an unknown operator in France.
	TBM-930	1089	N59PV	Former F-HJRJ of Altijet was sold to Aircraft Guaranty Corp. during the last week of 2016.
	TBM-930	1159	G-WMRN	This brand new TBM was sold to Cheshire Flying Services Ltd., but operated by Ravenair since December.

PH register

Newly registered aircraft:

PH-ALB Beech G36 Bonanza **E-4023** jan17 Ex N423EU. Delivery flight to Rotterdam 20jan17.

Change of ownership:

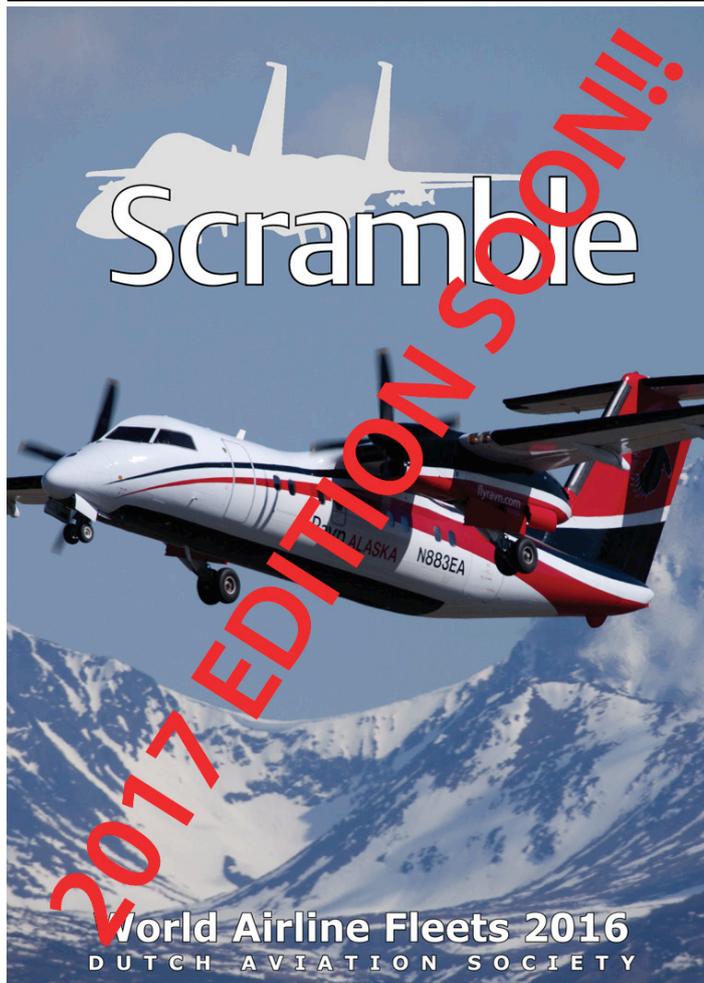
PH-SHO Eurocopter EC155B1 **6739** 06937 jan17 Heli Holland Offshore BV

Additions, corrections and news:

PH-ASE	Jodel DR1050	142	00748	04dec15	To D-EBEE.
PH-CMJ	Cessna 305C Bird Dog	305M-0028	08730	30mar16	To TF-KAX.
PH-EAH	Piper PA-28-181	28-7990445	02905	26nov15	To D-EXEG.
PH-EMJ	Cessna 172R	17281159	06944	30mar16	To HB-TLA.
PH-GUD	Piper PA-34-220T	3449374	07271	14mar16	To YR-GUD.
PH-HGG	Beech B36TC Bonanza	EA-683	07176	20jun16	To SE-MLB.
PH-HHO	Eurocopter EC155B1	6683	08208	25nov16	To D-HNHB.
PH-ICN	Piper PA-32R-301	32R-8013004	05621	02oct14	To RA-01965.
PH-JQA	DHC-8-402	4017	08533	24dec15	Broken up for spares at Maastricht. Larger parts transported to scrapyards 4 March 2016.
PH-JXN	Fokker 50	20239	06291	06jun16	To 5Y-JXN.
PH-KBB	Beech C90A	LJ-1718	07005	14jun16	To D-IMPO.
PH-MCS	MD-11CF	48618	04983	11apr16	To N68089.
PH-MCU	MD-11F	48757	05278	13jul16	To N68091.
PH-MOD	Tecnam P2008 JC	1045	08609	29apr16	To SP-AWR.
PH-MSR	Colt 21A	3532	08999	11oct16	Ex D-OLCE, G-BWBJ. First flight as PH-MSR 19jan17.
PH-PJB	Piper PA-28-235	28-7110004	05635	07apr16	Wfu after accident at Koksijde 3 August 2014.
PH-PTS	Cirrus SR20	1418	07023	26nov15	To D-EDWF.
PH-TEY	Gyroflug SC01B-160	S-25	04020	03nov15	To D-ESGO.
PH-TSL	Fire Balloons G	1064	06421	28jan16	To ZS-HUF.
PH-UBB	Diamond DA40D Star	DA.356	08044	06jul16	To OM-SCB.
PH-VMA	Piper PA-32R-301T	32R-8129098	04499	20jun15	To F-HJJC.
PH-VVB	Rockwell 114B	14622	05630	30mar16	To D-EVVB.
PH-WCM	Cessna F172M	F17201333	09027	26oct16	Ex OY-BIK, (SE-GKH). First flight as PH-WCM 28jan17.
PH-WXC	Fokker 70	11574	05411	26apr16	To P2-ANV.
PH-XII	Pilatus PC-12/45	550	06580	13may16	To SP-EMA.
PH-XJB	Diamond DA40-D	DA.113	07224	06oct15	Sold to Norwegian owner, but registered as F-GSSJ.
PH-3F3	Comco Ikarus C42	9904-6147	20544	03nov15	To EI-FNS.
PH-247	Rhönlerche II	165	03022	11jun12	Sold to France, but registered as D-5056.
PH-399	PZL Bielsko SZD-24-4A	W-349	02551	23jun09	To F-CUTA.
PH-778	Rolladen-Schneider LS-4	4532	03493	03feb12	To D-2778.
PH-1001	Grob G103C Twin 3	34187	04747	26feb16	To OO-YBX.
PH-1009	Rolladen-Schneider LS-4B	4923	04837	12apr16	To G-CLSG.
PH-1020	Rolladen-Schneider LS-6C	6215	04870	04dec15	To D-8317.
PH-1070	Schleicher K-7	7156	05169	23jun16	W/o Long Mynd, UK, 6 April 2016.
PH-1094	Schleicher ASW-27	27032	05351	04dec15	To D-1091.
PH-1114	HOAC HK-36TC	36527	05423	10apr15	To EC-MKY.
PH-1149	Schempp-Hirth Janus cM	11	05663	18jul16	To 4X-GMJ.
PH-1284	Schleicher ASK-21	21206	06332	21mar16	To D-7284.
PH-1423	Diamond HK-36TC	36.816	07297	14mar16	To D-KKOV.

Credits: J.Wolbrink, H.Wadman, airnieuws.nl.

Scramble World Airline Fleets 2017



Again, we are proud to announce the next edition of the famous SWAF, the Scramble World Airline Fleets 2017. SWAF 2017 contains a compact overview of aircraft from all over the world. As can be seen in the preview, it lists registration, type, construction number and remarks when applicable.

The information provided is current up to February 2017. It comes in the familiar Scramble magazine size (A5) and is spiral-bound, making it easy to handle. Publication is planned for end of March. Soon, you can order your copy of the SWAF 2017 in our web shop at: www.scramble.nl/shop.html.

Aruba P4

Aruba Airlines			(AG/ARU)
<input type="checkbox"/>	P4-AAA	A320-232	582
<input type="checkbox"/>	P4-AAC	A320-232	573
<input type="checkbox"/>	P4-AAD	A320-232	805

Insel Air Aruba			(BI/NLU)	
<input type="checkbox"/>	P4-MDG	MD-83	49935/1773	
<input type="checkbox"/>	P4-MDH	MD-83	53624/2277	
<input type="checkbox"/>	P4-MDI	MD-83	49847/1585	
<input type="checkbox"/>	P4-FKA	Fokker 70	11528	
<input type="checkbox"/>	P4-FKB	Fokker 70	11537	
<input type="checkbox"/>	P4-FKC	Fokker 70	11583	
<input type="checkbox"/>	P4-	Fokker 70	11541	o/o
<input type="checkbox"/>	P4-	Fokker 70	11553	o/o
<input type="checkbox"/>	P4-	Fokker 70	11566	o/o
<input type="checkbox"/>	P4-	Fokker 70	11576	o/o
<input type="checkbox"/>	P4-	Fokker 70	11581	o/o

Russia RA

Abakan Avia			
<input type="checkbox"/>	RA-76457	Il-76T	093421621 opf UN



Ethiopian Airlines is one of the many Boeing 787 operators to be found in the next edition of Scramble World Airliners Fleet. It is the only African operator flying to LAX with their long-haul fleet. (Los Angeles, 26 October 2016, Walter Heuksensfeld)

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Definitely one of the most impressive historic fast jets of Scandinavia is this Saab Sk35C Draken 35810. The aircraft, registered in the civil register as SE-DXP, is owned and operated by the Swedish Air Force Historic Flight, based at Sätenäs. The SwAFHF two-seater was originally built as a J35A fighter, 35019. It was acquired by the SwAFHF in 2001, but remained in storage under controlled conditions, until it was decided to return it to airworthy status in 2014. SE-DXP made its first post-restoration flight on 28 May 2014. Thanks to Jaap Walg we can publish a photograph of this beautiful aircraft taken during the airshow at Linköping Malmen on 27 August last year.

Australia

Last month we were able to report on the first post restoration flight of Commonwealth CA-18 Mustang Mk22 A68-199, VH-URZ, on 16 December. Now there is news on another Mustang restoration, that of Commonwealth CA-18 A68-769, VH-MFT. The fighter, knick-named 'Snifter', is owned by Mustang Flights Australia. VH-MFT carries a full RAAF colourscheme with code 'FA'. It is currently being overhauled by Complete Aircraft Care at Caboolture Airport (QLD). Its in-depth midlife overhaul is expected to be finished by April 2017. Major tasks have included removing the wings, rudder, propeller along with engine inspection and checking all airframe structures to ensure it is safe to keep flying for a long time. We will let you know when 'Snifter' takes to the skies again.

Bad luck for the owner of the only Vought Corsair in Honduran colours in the world. The fighter, F4U-5NL VH-III, was damaged when it made a wheels-up landing during the Hunter Valley Airshow at Maitland Airfield on 28 January. This Corsair was built for the US Navy as BuNo 124493 and transferred to the Honduran Air Force in 1956, serialised '608'. It was acquired by warbird restorers in the USA in 1978 and a decade later was traded to the RNZAF Museum at Wigram. A decade after that the RNZAF Museum traded it to Graham Hosking who had it restored to fly from Tyabb (VIC). It made its first post-restoration flight on 4 May 2014. The damage to the Corsair's wings and fuselage seems to be repairable, so, hopefully, it is only a matter of time before we can report you a first post-second-restoration flight!

France

On 18 December, Morane Saulnier MS733 134 had its engine running again for the first time in years. It is a major step in the restoration to flying condition by the Vintage Aircraft Midi Pyrénées group. The MS733 was built in 1958 by the Morane Saulnier factories in Tarbes-Ossun. It was deliv-

ered to the Armée de l'Air and flew as 'F-RHGA' until November 1965. It was then taken over by the Direction Générale de l'Aviation Civile in St-Yan and registered as 'F-BNED'. As such it was flown until June 1979, to be sold to the Aviation Museum of Bex in Switzerland in 1981. On 31 July 1985 the MS733 was registered in Switzerland as HB-RAN. The Maintien du Patrimoine Aéronautique took up the aircraft's restoration to airworthy status, painted in Aeronavale colours with bogus serial '91', in 1992. The restoration did not go according to plan, and the Morane was stored with its wings detached, at la Blécherette, until 2015. It was then salvaged by the current group of owners. Hopefully they will perform better in the restoration of this Alcyon.

Another group of enthusiasts, called ASPAN, Escadrille du Souvenir, based at Niort has announced that they have taken up the restoration of Nord 1101 F-AZYV (13). The group already owns another flying Noralpha or Ramier, the designation of the military 1101, F-AZVV (15) painted in Aeronavale colours as '11S'. So they obviously have experience in the restoration of this nice aircraft type, a French built version of the Messerschmitt Bf 208, which in itself was a nose-wheel version of the pre-war Bf108 Taifun.

Germany

It was a big surprise to see that the Air Fighter Academy GmbH at Usedom is offering a number of historic aircraft for sale out of their Hangar 10 collection. Surprise, because it was not generally known that there were financial problems. It is even more strange to see that they want to sell their unique Messerschmitt Bf109 G-12 D-FMGZ, as they went through enormous trouble to acquire this unique two seater version of the Bf109 (a conversion by Meier Motors). Other aircraft for sale are Supermarine Spitfire Mk.XVIII D-FSPT, North American Mustang P-51D/TF 44-63473 (D-FUNN) 'Little Ité' (asking price is € 3.3 million) and North American AT-6A Harvard Mk.II D-FITE. Russian built aircraft are much cheaper Yakovlev YAK-9UM D-FAFA is offered for € 700.000,00, while

Yak11 D-FMAX should do € 500.000,00. If you prefer a biplane you can choose between Boeing Stearman A75N1 D-ERAX, De Havilland Tiger Moth DH82 R5246 (D-EDHA) and Polikarpov Po-2 (CSS 13) D-EEPO. Supermarine Spitfire Mk.IX T9 MJ772 (D-FMKN) and Fieseler Storch Fi 156 C-7 D-EVAS have already been sold.

United Kingdom

The Royal Navy Historic Flight has announced that it is expected that Sea Fury T20 VX281 (G-RNHF) is due to resume air displays this summer. It is three years since it was nearly wrecked in a crash during the Air Day 2014 at Culdrose. During its display, the original Centaurus sleeve valve engine packed up, forcing pilot Lt Cdr Chris 'Goaty' Götke to make an emergency landing. The aircraft skidded to a halt on the grass after the undercarriage collapsed, with Götke escaping unharmed from the emergency landing. Main issue in the aircraft's restoration has been the Centaurus engine which is not only of very complicated construction, but the spare parts of which are becoming ever rarer to find.

Hawker Hunter Aviation Ltd added another Hunter to its already impressive stable of fast jets. On 18 January former Swiss Air Force Hunter Mk58A J-4110 (**HABL-003079**) joined the ranks. It now wears the British registration G-CJWL. Like the other HHA jets, 'Whisky Lima' will be used in the aggressor role, doing threat simulation, but also mission support training, photo-chase and radar calibration on behalf of the British and foreign military.

Platinum Fighter Sales recently managed to sell one of the planes in their inventory, Canadian Car & Foundry built Harvard 4 N13595 (**CCF4-97**) to the United Kingdom. The Harvard's new owner, Cirrus Aircraft UK Ltd. of Sywell, had it registered as G-CJWE on January. The trainer wears a silver Royal Canadian Air Force colourscheme with serial RCAF595.

United States

Definitely THE most famous Flying Fortress ever, B-17F 41-24485 'Memphis Belle' will be placed on public display at the National Museum of the United States on 17 May 2018, by then exactly 75 years after its crew finished their last mission in the war against Nazi Germany. The Memphis Belle

was the first U.S. Army Air Forces heavy bomber to complete 25 missions over Europe and return to the United States. After returning to the US in June 1943, its crew flew the aircraft across the country on a three-month war bond and morale boosting tour. It was the star in a 1944 William Wyler colour documentary which contained actual combat footage. In 1990 a new motion picture 'Memphis Belle' added to its fame. Following decades of display in Memphis, the historic aircraft came to the museum in October 2005, when work began on a careful, multi-year conservation and restoration effort including corrosion treatment and the full outfitting of missing equipment, which continues today.

Vintage Wings Inc. is a group of enthusiasts led Jason Capra. He discovered a forlorn Douglas C-53 Skytrooper, 41-20095, at the airport of Beach City (OH) in 2014 and decided to make an attempt to save it from the scrap man. Capra had found out that 41-20095 was a real WWII veteran that had been active in several theatres of war. Built in Santa Monica (CA) as a civilian DC-3A passenger aircraft, it was accepted by the USAAC in January 1942. As this version lacked the large cargo door of the C-47, it was designated C-53 Skytrooper. Through Bolling Field (WA) and Palm Beach (FL) it was flown to Africa to participate in Operation Torch. The C-53 was later transferred to the North Atlantic Wing of the Air Transport Command where it shuttled troops and VIPs, amongst them the generals Douglas MacArthur and Jimmy Doolittle, Glenn Miller, and Eddie Rickenbacker. After the war, it was sold to the Danish Airlines (later SAS) and flew as OY-DCE 'Gorm Viking'. After 1952, the C-53 headed back to the United States and became a corporate transport, N9959F, later N34D. From 1963 to 1983 the Dakota was used as the personal transport of the governor of Ohio. Through the Air Force Museum in Dayton, now N34DF, was acquired by the University of Ohio, in Athens, but these people were only interested in the Dak's engines. In 1992, a man called Ken Joseph bought a set of engines and flew N34DF to Beach City, where it has resided ever since... Thanks to crowd funding, Vintage Wings Inc. has almost reached the amount of \$100.000,00 needed to secure N34DF's fate. We will keep you updated on the status of this veteran, which is named 'Beach City Baby'.



Another, even more historic Swedish trainer type is this Sk 25, SE-BMN. If you think you see a Bücker Bestmann flying, than there is nothing wrong with your recognition skills. Between 1943 and 1945, Hägglund & Söner AB in Sweden built 120 Bü 181's under license with the Swedish military designation Sk 25. The Bestmann was the number one Luftwaffe trainer during WWII, most of which were built at Bücker in Rangsdorf. Also interesting to know is that 708 were built during the war by the Dutch Fokker factories. Other Bestmanns were licence built in Bohemia Maravia by Zlin and in Egypt by Heliopolis Aircraft Works as the Gomhouria. In total more than 3400 Bü 181's were built. This photograph was also taken by Jaap Walg during the airshow at Linköping Malmen on 26August 2016.

Dustpan & Brush



Over thirty years ago, CF-188 18874 of 421sq visited Leeuwarden air base during a deployment from CFB Baden-Sollingen. During the early eighties, three CF-188 squadrons were based in West Germany as part of the 1 Canadian Air Group. At that time, their Hornets were frequently seen at various European bases. 18874 crashed on 28 November 2016. It was pictured from the tower of Leeuwarden on 29 September 1986 by Stephan de Bruijn.

Additions & Corrections:

13aug09 166463/NJ-133 F/A-18F rep
After many years this Super Hornet has been patched up and returned to active duty!
See Scramble 365.

13jul16 UR-15606 Mi-2 **529939096** w/o
See Scramble 447.

28nov16 188747 CF-188 **333/A277** w/o
See Scramble 451.

05jan17 C9-BAQ B737-752 **33792** dam
Err, strike the first drone strike. Mozambique's Civil Aviation Authority reported in a press conference in Maputo that they concluded the radome most probably failed as result of a structural failure caused by air flow pressure, contributing factors probably were a defective installation of the radome and inspection of the ribs. Foreign object damage (FOD) was ruled out. They added, that the radome had been purchased second hand through an American company supplying aircraft parts and components, and that the radome was installed on the aircraft during major maintenance in South Africa on 27 June 2016.
See Scramble 452.

New Accidents:

.....16 N628BS Ce500 **500-0045** w/o
Sometime last year this Citation I of Chippewa Aerospace was damaged beyond repair after it suffered a bird strike to the number two (right hand) engine. The fuselage was seen at the Atlanta Air Salvage yard, Spalding County (GA), last November.

03jan17 N156RC CL-604 **5446** dam
Midwest Jet flight RJE156 (but registered to Warehouse Management) had a bird strike upon departure from Cincinnati (OH) and received quite some damage to its right engine (cowling). Nobody was injured, but the same could not be said for the bird (species unknown)...

05jan17 HC-CPF Kodiak 100 **100-0096** w/o
One of TAME Amazonia's Kodiak 100s ran into standing water during the take-off roll at Wachirpas, Morona Santiago Región, causing the nose gear to collapse. None of the nine occupants were injured.

06jan17 L-39ZA w/o

06jan17 L-39ZA w/o

The Syrian Arab Air Force lost two L-39ZAs when they were destroyed at Deir Ez Zur airbase by Anti-Tank Guided Missiles (ATGM).

11jan17 N8068Q Ce414 **414-0503** dam

A Cessna 414 of Herron Holdings rejected the take-off from Moorhead (MN) and went off the end of the runway, thereby sustaining a lot of damage.

14jan17 Kh20-8/56/70108 JAS39C **39-404** w/o

A Saab Gripen of the Royal Thai Air Force impacted terrain during an air display for the Children's Day Airshow at Hat Yai International Airport in Hat Yai, Khlong Hoi Khong District. It was performing a surprise attack manoeuvre when the Swedish built fighter suddenly seemed to lose control and crashed. The aircraft was destroyed by the impact and post-impact fire. The sole pilot onboard was fatally injured.

15jan17 26453 MiG-23ML w/o

Libya's National Air Force lost another MiG-23 in the battle against jihadist positions at Benghazi. After it was targeted by extremist militias it was shot down by a heat-seeking missile, but the pilot managed to eject safely. It had taken off from Benina AB earlier in the day for the mission.

16jan17 TC-MCL B747-412F **32897** w/o

Operating on behalf of THY Turkish Airlines, using flight number TK6491 for a cargo flight from Hong Kong-Chek Lap Kok to Bishkek-Manas, Kyrgyzstan (where it was to make a fuel stop before continuing to Istanbul-Ataturk, the MyCargo Airlines Jumbo Jet crashed after a go-around from an approach to runway 26. It did not only kill the crew of four but also destroyed no less than seventeen houses and damaged another 43, killing 34 people in the process. It ended up one kilometre west of the airport, with debris scattered all over the place. At the time of the mishap there was poor visibility and freezing fog, which could have been a factor. The following day the CVR (Cockpit Voice Recorder) was located, the FDR (Flight Data Recorder) was found two days later. Both black boxes have been sent to the Interstate Aviation Committee (IAC, also known as MAK) for read out and analysis.

16jan17 N525PZ Ce525C **525C-0196** w/o

Runway 13 at Howell-Livingston County Airport (MI) is 5,002ft long, but this was not enough for the Zeliff Aviation Citation

Personal copy

Distribution to a third party is not allowed

CJ4. Having departed Batavia-Genesee County Airport (NY) earlier in the morning it landed on said runway, could not stop in time and duly overran it. An eyewitness reported that the aircraft travelled past the end of the runway over about 390m of airport terrain before it crossed Tooley Road. The wings were torn off after it went through the perimeter fence and the fuselage came to rest inverted. The sole occupant surprisingly received only a cut to his head and reported later that the runway was icy after touch down, thereby explaining the overrun.

17jan17 D-ECBE PA-46-500TP **46-97063** w/o

A private German Piper Malibu Meridian veered off the runway during landing at Straubing Wallmühle, breaking off the landing gear and damaging the aircraft. The two occupants were shaken but not injured.

17jan17 165466/A-123 T-45C **C023** w/o

The T-45C Goshawk of the US Navy's VT-9, part of Training Air Wing One, crashed short of NAS Meridian's runway 28 (MS), while returning to the base after it suffered a bird hit during take-off. The instructor and student were able to safely eject near the airfield.

18jan17 2560 PC-7 **503** w/o

Both instructor and student of the Fuerza Aérea Mexicana died when their PC-7 crashed while on a training flight after it departed Tuxtla Gutierrez. They impacted the ground near La Primavera, Cintalapa.

19jan17 PR-SOM BeC90GT **LJ-1809** w/o

Hotel Emiliano lost their Beech King Air after it crashed into the waters off Ilha Rasa, two kilometres from runway 28 of Paraty Airport, after an approach in poor weather conditions. Of the five persons onboard only one survived initially. But that person later succumbed to its injuries. The other four sadly could not be rescued from the sunken hull. Two of them were Brazilian Supreme Court Justice Teori Zavascki, who was overseeing a massive corruption investigation about the Brazilian oil company Petrobras, and Carlos Alberto, founder of Hotel Emiliano.

19jan17 N326CA Be99A **U-135** dam

A Beech 99 of Alpine Aviation was substantially damaged in a forced landing accident at Billings-Logan International Airport (MT). It left Billings for a flight to Sidney (MT), but while on the approach to Sidney the nose landing gear failed

to lock down. The pilot elected to return to Billings for a forced landing and came to rest with the right hand wing resting on the ground and a seemingly partially extended nose landing gear.

19jan17 Z-10 w/o

A CAIC (Changhe Aircraft Industries Corporation) Z-10 of the PLAAF (People's Liberation Army Air Force) crashed in the town of Jieshanzhen, located on the eastern coast of China. According to local media reports the mishap occurred most likely during a night training flight and judging from the power outage in the surrounding area, the chopper might have hit a power line and went down in an urban area. Both occupants (one pilot and one WSO, or Weapons Systems Officer) were killed on impact, and also three persons on the ground were taken to hospital for injuries sustained due to the crash. Even if the unit is not confirmed, the 10th Army Aviation Regiment (31th GA) based at Luocheng/Huian is the closest one. This marks the first fatal crash of a Z-10 since it entered service in 2009, even though there was another crash on 4 March 2014 in the middle of a field, in a village close to the city of Weinan.

20jan17 0813 Ce210 w/o

A Cessna Centurion of the Fuerza Aérea Paraguaya's Grupo Aéreo de Transporte Especiales, impacted terrain and burst into flames, shortly after take-off from Asunción-Silvio Petrossi International Airport. The aircraft was intending to go on a training flight, but never made it that far. Of the two persons onboard the instructor did not survive the impact, the student survived albeit with serious injuries.

21jan17 XB-NHR Bell 206L-1 w/o

The Mexican Bell LongRanger of an unknown operator was initially reported as missing. Two days later, on 23 January, the crash site was located near Monterrey, Nuevo Leon, with both occupants not having survived the impact.

22jan17 Bell 206 w/o

The Cameroon Air Force lost a Bell 206 after it crashed at Tchhoffol near Bogo, Far North, while on an inspection flight. Sadly all four onboard died in the crash.

23jan17 N385KA Be300 **FA-42** w/o

KAAL lost a Beech Super King Air while it was attempting to depart from Tucson's runway 11L. It banked left and hit the ground with its left wingtip before it got destroyed



Boeing 747 TC-MCL crashed on 16 January 2017 near the airport of Bishkek-Manas during a flight for Turkish Airlines from Hong Kong to Istanbul. Due to poor visibility it makes a go around and during its second attempt it went wrong. The aircraft was delivered in December 2015 to the Turkish carrier MyCargo Airlines. Before this it was known as 9V-SFL operated by Singapore Airlines. (Amsterdam-Schiphol, 30 September 2016, Sjaak Louwen)



Seen here during overhaul at home base Meridian, is unlucky T-45C 165466/A-123. Of the 224 T-45s used operationally, this is the 27th one was involved in some sort of mishap. (Meridian, 15 November 2015, Erwin van Dijkman)

after impacting a concrete blast fence near the main terminal building. Both the pilot and his passenger were killed on impact.

23jan17 Ce441 w/o

An illegal drug runner was found crashed and destroyed at Gracias a Dios, Honduras, also an illegal landing strip. There were no signs of any occupants.

24jan17 EC-KJT AW139 31104 w/o

Ironically this AW139 of INAER (operating for 118 EMS) crashed in thick fog near the Campo Felice ski station after picking up an injured skier. Campo Felice is a small skiing resort popular with day-trippers from Rome, which is 120 kilometres to the west. It is on the other side of Italy's 3,000m Gran Sasso mountain range from the four-star Hotel Rigo-piano, which was engulfed by an avalanche on 18 January triggered by a series of earthquakes. Sadly all six onboard perished on impact.

24jan17 ZS-RPC Bell 407 53365 w/o

Trying to land in the Chinko wildlife park, Central African Republic, the private Bell 407 crashed under unknown circumstances. All three occupants died in the crash. The crew of the helicopter was engaged in law enforcement.

26jan17 VH-CQA G-73 J-35 w/o

A private Grumman G-73 Mallard was destroyed when it impacted the water of Swan River in Perth (WA). Both occupants suffered fatal injuries. The aircraft was flying a display during the Australia Day City of Perth Air Show 2017. It departed Serpentine Airport and proceeded along the coast towards Perth. A holding pattern was flown to the east of Garden Island at an altitude of approximately 1,600ft, waiting

to fly a display. At 16:50 it continued north towards Perth, flying down Swan River. It circled over the water until the aircraft lost altitude in a turn, impacting the water nose down. The aircraft broke up on impact and killed both occupants. What made the Mallard lose altitude is unclear.

27jan17 156105 CT-156 PF-5 w/o

Two pilots safely ejected from the Royal Canadian Armed Forces Harvard II, that crashed fifty kilometres south-west of CFB Moose Jaw.

27jan17 9T-HM12 Mi-24V 3532421420271 w/o

27jan17 9T-HM11 Mi-24V 3532421420315 w/o

The United Nations Organization Stabilization Mission in the Democratic Republic of the Congo (or MONUSCO for short, based on the French translation of Mission de l'Organisation des Nations unies pour la stabilisation en République démocratique du Congo) lost two Mi-24Vs (borrowed from the DRC Air Force) after they suffered a mid-air collision during counter-M23 operations (23 March Movement, or Congolese Revolutionary Army) in the DRC. The wreckages were located by SAAF Rooivalks, which provided overhead protection. Sources in the area say a SAAF Oryx rescued both crews. Some reports suggest that first one Mi-24 crashed and the second while looking for the first one.

28jan17 HK-5197 B737-476SF 24430 dam

A Boeing 737-400 of Aer Caribe, was substantially damaged after suffering a runway excursion after landing on runway 21 at Leticia-Alfredo Vásquez Cobo Airport, Colombia. The four occupants were not injured.

28jan17 YV-1513 Be58 TH-1028 w/o

The private Beech Baron crashed under unknown circumstances into the sea near Puerto la Cruz, Venezuela. It was operating on a flight from Barcelona-José Antonio Anzoátegui to Porlamar-del Caribe Santiago Mariño. Sadly all six onboard died in the crash.

28jan17 MV-22B w/o

The VMM-163 Osprey, believed to be based at Camp Lemonnier, Djibouti, suffered a hard landing while on a Special Operations Force raid to combat Al Qaeda compound in Bayda province, Yemen. One fatality is reported, though this may be from the subsequent military operation. The downed airframe was later destroyed by an air-strike by an F-16 Fighting Falcon. US troops grabbed a cache of the militants' laptops, cell phones and other materials, which was what US commanders were seeking in the rare on-the-ground siege.

31jan17 UH-60 w/o

Four Fort Campbell (KY) soldiers have been hospitalized after the US Army UH-60 Black Hawk helicopter in which they were traveling crashed and caught fire on the Kentucky Army post. Three of the soldiers were airlifted to a local hospital and the fourth was taken to an Army hospital for treatment. The Army said it has begun an investigation into the incident.

31jan17 N711YK BeE55 TE-922 dam

The private Beech Baron impacted runway terrain upon landing at Bakersfield-Meadows Field Airport's runway 30R (CA). It sustained substantial damage and the sole pilot onboard received minor injuries.

02feb17 N519EH Bell 206L-1 45429 dam

The Bell LongRanger of GM Leasing was conducting practise manoeuvres and whilst doing that it experienced a dynamic roll-over, near Carson City (NV). It received substantial damage as a result.

Credits: ASN, Aviation Herald, B3A, JACDEC, FAA

Scramble Intelligence Service



Switzerland remains the perfect location for aircraft photography. F-5E J-3070 and J-3073 were photographed at Sion during the World Economic Forum in Davos. It is hard to see, but J-3073 carries the badge of Fliegersgeschwader 13 on the nose, indicating this Tiger belongs to Fliegerstaffel 8 from Meiringen. (18 January 2017, Hans Heemskerck)

Upcoming exercises/deployments

Switzerland flying operations 2017 (Switzerland)

Last month we published the flying schedule for Meiringen air base for 2017. Since then, the schedules of Payerne and Sion have also been made public. For completeness sake, we mention Meiringen again.

Meiringen

06mar - 24mar	Wiederholungskurs FlSt 8
06mar - 24mar	Wiederholungskurs FlSt 11
30jan - 24mar	militia flying F-5
10apr - 21apr	militia flying F-5
05may - 12may	no jet flying operations
05jun - 16jun	no jet flying operations
03jul - 28jul	airfield closed
03jul - 25aug	no jet flying operations
09oct - 13oct	Axalp, Fliegerschiessen
23oct - 04nov	militia flying F-5
13nov - 24nov	no jet flying operations
18dec - 31dec	no jet flying operations

Payerne

13mar - 17mar	no F-5 or F/A-18 operations
20mar - 24mar	militia flying F-5
03apr - 07apr	no helicopter operations
03apr - 14apr	militia flying F-5
01may - 19may	Wiederholungskurs FlSt 6
01may - 19may	Wiederholungskurs FlSt 17
03jul - 04aug	militia flying F-5
07aug - 25aug	airfield closed
28aug - 22sep	militia flying F-5
02oct - 20oct	Wiederholungskurs LtSt 1
02oct - 20oct	Wiederholungskurs LtSt 5
09oct - 27oct	militia flying F-5

During the Wiederholungskurs from FlSt 6 & 17, a detachment of F-5s and F/A-18s will deploy to Sion from 15 to 17 May.

Sion

13feb - 24feb	F-5 squadron training, max. 6 aircraft participating
06mar - 24mar	individual aircraft training
27mar - 07apr	F-5 squadron training, max. 6 aircraft participating

10apr - 21apr	individual aircraft training
24apr - 19may	F/A-18 squadron training, max. 6 aircraft participating
15may - 17may	FlSt 6 & 17 detachment from Payerne during Wiederholungskurs
22may - 02jun	airfield closed for jets
05jun - 16jun	individual aircraft training
19jun - 30jun	F-5 squadron training, max. 6 aircraft participating
03jul - 28jul	diversion airfield
31jul - 25aug	airfield closed
25sep - 10nov	F-5 squadron training, max. 6 aircraft participating
13nov - 24nov	individual aircraft training
27nov - 08dec	airfield closed for jets
11dec - 15dec	individual aircraft training
18dec - 31dec	airfield closed

Exercises

TLP 2016-4

The last TLP in 2016 saw a sizable participation from Italy, including two T-346s.

Participants

FA91	F-16AM	nn	arr8/11, dep2/12
FA94	F-16AM	nn	arr7/11, dep2/12
FA109	F-16AM	nn	arr10/11, dep2/12
FB23	F-16BM	nn	arr7/11, dep17/11
603/3-XL	Mirage 2000D	EC03.003	arr4/11, dep2/12
622/3-IL	Mirage 2000D	EC01.003	arr11/11, dep2/12
625/3-XG	Mirage 2000D	EC03.003	arr4/11
654/3-ID	Mirage 2000D	EC01.003	arr4/11, dep2/12
680/3-XM	Mirage 2000D	EC03.003	arr4/11, dep2/12
MM7270/4-1	F-2000A	904° GEA	arr10/11, dep2/12
MM7275/36-11	F-2000A	936° GEA	arr25/11, dep2/12
MM7277/4-40	F-2000A	904° GEA	arr4/11, dep11/11
MM7280/36-30	F-2000A	936° GEA	arr4/11
MM7282/36-15	F-2000A	936° GEA	arr4/11
MM7287/4-3	F-2000A	904° GEA	arr4/11, dep2/12
MM7029/6-22	Tornado IDS	GEA 6° Stormo	arr09/11, dep2/12
MM7057/6-04	Tornado IDS MLU	GEA 6° Stormo	arr09/11, dep2/12
4049, 4050	F-16C	31.BLT	arr4/11, dep2/12
4051, 4060	F-16C	31.BLT	arr4/11, dep2/12
4062	F-16C	31.BLT	arr4/11, dep2/12
C.15-25/15-12	EF-18M	Ala 15	arr8/11, dep2/12
C.15-43/15-30	EF-18M	Ala 15	arr8/11, dep2/12

Personal copy



Gando-based F/A-18A+ C.15-88/46-16 is adorned with markings commemorating 50 years of Ala 46. It participated in both TLP 2016-4 and DACT 2017. (Albacete, 9 November 2016, José Damián González Martínez)

C.15-90/46-18	F/A-18A+	462 Esc		24mar - 03may	WTI 17-2	e	Yuma
C.15-92/46-20	F/A-18+	462 Esc		26mar - 07apr	EAATTC 2017-1	e	Plovdiv
C.15-94/46-22	F/A-18+	462 Esc		27mar - 07apr	EART 2017	e	Eindhoven
CE.15-05/15-74	EF-18BM	Ala 15		27mar - 07apr	Frisian Flag	e	Leeuwarden
CE.15-08/12-71	EF-18BM	Ala 12		27mar - 07apr	132nd ARS ME ANG	d	Geilenkirchen
C.16-26/11-06	EF2000	Ala 11		27mar - 07apr	Joint Warrior 171	e	United Kingdom
C.16-28/11-08	EF2000	Ala 11		31mar - 14apr	Green Flag 17-5	e	Nellis
C.16-35/14-02	EF2000	Ala 11		24apr - 05may	106th ARS AL ANG	d	Geilenkirchen
C.16-39/14-06	EF2000	Ala 11		24apr - 19may	TLP 2017-2	e	Albacete
C.16-41/14-07	EF2000	Ala 11		27apr - 12may	Northern Edge	e	Alaska
C.16-55/14-15	EF2000	Ala 11		28apr - 12may	Green Flag 17-6	e	Nellis
C.16-58/10019	EF2000	Ala 11		01may - 19may	Wiederholungskurs LtSt 6	e	Alpnach
C.16-61/10046	EF2000	nn		01may - 19may	Wiederholungskurs LtSt 8	e	Alpnach
C.16-62/10047	EF2000	nn		01may - 19may	Wiederholungskurs FIST 6	e	Payerne
CE.16-03/11-72	EF2000T	Ala 11		01may - 19may	Wiederholungskurs FIST 17	e	Payerne
CE.16-12/14-71	EF2000T	Ala 14		05may	Farewell event RF-4E 348 Mira	s	Larissa
D.4-02/T.19B-09	CN235MPA-100	SAR Pool		07may - 19may	EAATTC 2017-2	e	Orléans-Bricy
HD.21-4	AS332B	802 Esc		08may - 19may	168th ARS AK ANG	d	Geilenkirchen
HD.21-16/10099	AS332C	802 Esc		17may - 22may	SAR Meet	s	Nordholz
TK.10-07/31-52	KC-130H	Ala 31	camo c/s	22may - 09jun	171st ARW PA ANG	d	Geilenkirchen
T.21-02/35-40	C295M	353Esc		26may - 09jun	Green Flag 17-7	e	Nellis
T.21-05/35-43	C295M	353Esc		28may - 09jun	EAATTC 2017-3	e	Zaragoza
Visitors/support				29may - 23jun	Maple Flag 50	e	Cold Lake
421/F-RADA	A310-304	ET03.060	23jan	05jun - 16jun	NATO Tiger Meet 2017	e	Landivisiau
F216/GT	C-160G	EEA.00.054	23jan	08jun	Spotters day Tiger Meet	s	Landivisiau
MM62160	P180RM	nn	26jan	08jun - 14jun	Advanced Integration 17A	e	Nellis
T.18-01/45-40	Falcon 900B	451 Esc	25jan	08jun - 23jun	Red Flag Alaska 17-2	e	Eielson
T.21-13/35-51	C295M	353 Esc	26jan	10jun	JFEX 17A	e	Nellis
T.22-2/45-51	A310-304	451 Esc	27jan	12jun - 23jun	Tactical Weapons Meet	e	Florennes
TK.10-11/31-53	KC-130H	Ala 31	27jan	14jun	Spotters day Tiger Meet	s	Landivisiau
TM.11-3/47-23	Falcon 20D	472 Esc	26jan	15jun	Spotters day Tact. Weapons Meet	s	Florennes
TM.12D-72/47-12	CASA 212-200	472 Esc	26jan	18jun - 30jun	EATT	e	Beja
TR.20-03/403-21	Ce560	403 Esc	26jan	19jun - 30jun	117th ARS KS ANG	d	Geilenkirchen
10-3077	C-146A	524th SOS	26-28jan	10jul - 28jul	153rd ARS MS ANG	d	Geilenkirchen
51+06	C-160D	LTG63	28jan	10jul - 28jul	Red Flag 17-3	e	Nellis
				27jul - 11aug	Red Flag Alaska 17-3	e	Eielson
				30jul - 12aug	Mobility Guardian 2017	e	McChord
				07aug - 18aug	108th ARS IL ANG	d	Geilenkirchen
				11aug - 25aug	Green Flag 17-8	e	Nellis
				14aug - 25aug	Red Flag 17-4	e	Nellis
				21aug - 01sep	116th ARS WA ANG	d	Geilenkirchen
				03sep - 15sep	EAATTC 2017-4	e	Zaragoza
				04sep - 15sep	191st ARS UT ANG	d	Geilenkirchen
				08sep - 22sep	Green Flag 17-9	e	Nellis
				11sep - 06oct	TLP 2017-3	e	Albacete
				18sep - 29sep	197th ARS AZ ANG	d	Geilenkirchen
				01oct - 10oct	Joint Warrior 172	e	United Kingdom
				02oct - 14oct	171st ARS MI ANG	d	Geilenkirchen
				02oct - 20oct	Wiederholungskurs LtSt 1	e	Payerne
				02oct - 20oct	Wiederholungskurs LtSt 5	e	Payerne
				06nov - 01dec	TLP 2017-4	e	Albacete
				07dec - 13dec	Advanced Integration 17B	e	Nellis
				09dec	JFEX 17B	e	Nellis

Summary

We would like to note that the following information about: air shows, port visits, exercises, rotations and deployments is subject to change. Confirmation is mostly given at the last moment.

c=conference d=deployment e=exercise
p=port visit s=special event x=no flying v=visit

2017

30jan - 24feb	TLP 2017-1	e	Albacete
13feb - 24feb	174th ARS IA ANG	d	Geilenkirchen
17feb - 03mar	Green Flag 17-4	e	Nellis
27feb - 10mar	Red Flag 17-2	e	Nellis
06mar - 17mar	173rd ARS NE ANG	d	Geilenkirchen
06mar - 24mar	Wiederholungskurs FIST 8	e	Meiringen
06mar - 24mar	Wiederholungskurs FIST 11	e	Meiringen

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Military News & Updates



This year, Spanish Naval Aviation will celebrate its 100th anniversary in September. One of the types operated during the last decades is the venerable Sea King. (HS.9-7/01-507, SH-3H, eslla 005, Arsenal de Cartagena, 20 January 2017, José Damián González Martínez).

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)

Following the start of the Dutch deployment in the Baltic Air Policing mission, with already one Russian Su-24 Fencer and An-26 Curl intercepted in the first week, it also became clear that the political ambitions are much greater than reality can fulfil. As the Dutch replaced the Belgian component in the Baltics, and the Belgians replaced the Dutch in Jordan, it was anticipated that both nations could change again around July 2017. Late January 2017 the Dutch Minister of Defence was obliged to inform Parliament that no. 1(NL) ATF ME deployment could be filled with F-16AMs no earlier than 1 January 2018 due to lack of personnel and available airplanes.

F-16AM

J-003	EAPM	ex 312/313sq	6D-159	jan17
J-641	312/313sq	ex EAPM	6D-73	jan17

On 20 January 2017 the first aircraft swap took place with the Dutch detachment in Siauliai. J-003 departed Volkel in the morning as NAF312 and J-641 returned in the afternoon with the same callsign.

KDC-10

T-235	1(NL)ATF ME	334sq	46956	jan17
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At the moment a KDC-10 also takes part in the no. 1 Netherlands Air Task Force Middle East. T-235 escorted and refuelled six F-16AMs and two spares on their journey to Davis-Monthan AFB (AZ) in January. On 28 January, the day after it returned from the United States, a new crew took T-235 to Kuwait. For at least three months (extending to six) the KDC-10 will support allied forces with refuelling when needed in order to keep operations going.

Defensie Helikopter Commando [AF]

AH-64DN

Q-09	301sq	ex MINUSMA	DN009	jan17
Q-19	301sq	ex MINUSMA	DN019	jan17

Q-22	301sq	ex MINUSMA	DN022	jan17
Q-25	301sq	ex MINUSMA	DN025	jan17

After having left Gilze-Rijen in an Antonov 124 on 10 May 2014, Q-09 and Q-19 returned to the Netherlands on 7 January 2017. This time on board HAW C-17A 03. Given the arrival time at Woensdrecht of 01.30 in the morning we only have photo proof that Q-09 arrived and no confirmation about the second Apache that came along. After arrival at Woensdrecht, the helicopters enter the LCW facility for a 500hr inspection, post-desert operation inspection and Block II modification with an expected duration of at least 25 weeks before the helicopter can be returned to 301sq. In the early morning of 31 January 2017 HAW C-17A 01 arrived at Gilze-Rijen with the remaining two Apaches, Q-22 and Q-25 among them.

Belgium

Luchtcomponent/Composante Air/Air Component [AF]

Following the news from The Netherlands that they cannot relieve the Belgian detachment in Jordan late June 2017, the Belgian Minister of Defence also had to announce a hard deadline for the end of his detachment. After 30 June the Belgian Air Force is no longer capable of sending F-16AMs abroad due to the same reason as the Dutch encountered, lack of resources, personnel and airplanes. Following the deployments in Iraq, the Baltics and Jordan the bottom is reached and reality stepped on the brakes. Unlike the Dutch no specific timeline for the resumption of operations outside Belgium has been announced.

SF260D

ST43	grey c/s	CC Air	843	dec16
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On 6 December 2016 the third Belgian Air Force SF260D was noticed in grey colours. Following ST44 and ST48, ST43 joined the global grey transformation movement. When asked at the 1w/ CC Air it was neither confirmed nor denied that all SF260Ds will be transformed to the grey standard.

Belarus

Voyenno Vozdushnyye Sily (AF)

Belarus has offered to donate eight surplus MiG-29 type 9-13 to Serbia. See Serbia for some more details.

Su-25

.../24 wh	206 ShB	c/n update	25508110481	jul09
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.../36 wh 206 ShB c/n update **25508110495** dec09
 .../38 wh 206 ShB c/n update **25508110500** may05

Su-25UB
 .../66 wh 206 ShB c/n update **382201411525** jul09

Denmark

Flyvevåbnet (AF)

On 9 December 2016, the JSF Test Support F-16BM returned to Skrydstrup after a period of more than eight years flying with USAF's 461st FLTS at Edwards AFB (CA) in support of the Joint Strike Fighter Programme.

F-16BM
 ET-210 Skrydstrup ex 461st FLTS **6G-7** dec16

Finland

Ilmavoimat (AF)

With the disbandment of HävLLv 21 (Tampere-Pirkkala) in June 2014, its Hornets were distributed between HävLLv 11 at Rovaniemi and HävLLv 31 at Kuopio-Rissala. Not every former HävLLv 21 Hornet has been reported yet, but below you can find three more first notes with their new unit. At this moment we still lack sightings for HN-416, HN-435, HN-452 and HN-465.

F-18C
 HN-408 HävLLv 31 ex HävLLv 21 **1330/FNC008** sep16
 HN-409 HävLLv 11 ex HävLLv 31 **1341/FNC009** jan17
 HN-412 HävLLv 11 ex HävLLv 31 **1379/FNC012** jan17
 HN-421 HävLLv 11 ex HävLLv 21 **1412/FNC021** may15
 HN-422 HävLLv 11 ex HävLLv 21 **1416/FNC022** jan17
 HN-441 HävLLv 11 ex HävLLv 31 **1456/FNC041** jan17
 HN-444 HävLLv 11 ex HävLLv 31 **1464/FNC044** jan17

PC-12/47E
 PI-04 TukiLLv ex HävLLv 31 mks **1215** oct16

Rajavartiolaitos (GV)

The Jet Rangers mentioned below were transferred to the Latvia Border Guard. All helicopters were withdrawn from use in the period 2011-2012 just after the introduction of the AW119Ke Koala with the Border Guard. The Jet Rangers already moved to Latvia in 2013, but were not reported by us so far.

AB206A
 OH-HRF to Latvia as YL-HMF **8286**

AB206B
 OH-HRH to Latvia as YL-HMO **8380**
 OH-HRI to Latvia as YL-HMQ **8599**

Georgia

Sak'art'velos Samxedro-sahaero Dzalebi (AF)

Su-25BM
 .../18 bl c/n update **25508110604** oct04

Su-25K
 .../03 bl c/n update **25508110586** 2013
 .../12 bl c/n update **25508110600**
 .../16 bl c/n update **25508110601** jul07
 .../24 bl c/n update **25508110110**
 .../25 bl c/n update **25508110111**

Su-25KM
 .../17 bl? c/n update **25508110603**
 .../18 bl? c/n update **25508110604**
 .../22 bl? c/n update **25508110582**
 .../23 bl? c/n update **25508110583**

Su-25U
 .../21 bl? c/n update **25508888001**

Su-25UBK
 .../20 bl? c/n update **38220113348**

Germany

Luftwaffe (AF)

The German government signed a contract on 5 January 2017 for the procurement of a single Airbus A321-200 for the air force's Special Mission Wing. The aircraft will be delivered in 2018 after overhaul with Lufthansa Technik. The Special Air Mission Wing (FBS BMVg) currently operates a mixed fleet of A319CJs, BD700s, A310s and two A340s.

EDPR = Donauwörth

C-160D
 50+65 LTG61 ex LTG62 **D102** jan17

CH-53GS
 84+67 HSG64 ex MTHR15 **V65-065** jan17

EF2000
 30+79 TLG73 ex TLG71 **GS059** jan17
 30+80 TLG74 ex TLG31 **GS060** jan17
 30+85 TLG71 (nmks) ex TLG31 **GS064** jan17

H145M
 76+11 HSG64 f/n EDPR as D-HADV **20125** jan17

Tornado IDS
 44+21 TLG51 ex GAFFTC **308/GS083/4121** jan17
 44+69 TLG51 ex TLG33 **427/GS126/4169** jan17

Heeresflieger (AR)

ETHC = Celle

Bo105P1
 86+66 std ETHC for sale VEBEG **6066** jan17
 88+04 std ETHC for sale VEBEG **6204** jan17

Bo105P1M
 87+11 std ETHC ex HFWS **6111** dec16
 87+56 std ETHC For sale VEBEG **6156** jan17

Tiger UHT
 74+50 KHR36 ex Airbus heli **1050/UHT50** jan17
 74+62 f/n EDPR



Geilenkirchen is visited often by NATO-aircraft, supporting international AWACS crews. The Italian air force sent this Piaggio 180 on 16 December last year. (MM62201, P180AM, CAE Multi Crew, Geilenkirchen, 16 December 2016, Rolf H. Flinzner).



Arsenal de Cartagena is one of three large Spanish naval bases. It is situated on the Mediterranean coast and frequently visited by helicopters, like this SH-60B. (HS.23-11/01-1011, SH-60B, eslla 010, Arsenal de Cartagena, 20 January 2017, José Damián González Martínez).

Italy

Aeronautica Militare (AF)

Tornado ECR MLU RET8

MM7070/6-71 155° Gruppo ex 50-06/155° Gruppo **544** jan17

T-346A

MT55215/61-10 Leonardo f/n, to MM55215 nov16

MM55215/61-10 212° Gruppo ex MT55215/61-10 nov16

Marina Militare (NY)

MH-90A

MM81623/3-51 GRUPELICOT 5 f/n jan17

On 23 January 2017, the Marina Militare's first MH-90 (Tactical Transport Helicopter) was delivered to GRUPELICOT 5 at Maristaeli Luni. This particular variant of the NH-90 is designated MH-90, and contains the most important features of the naval version, such as the landing gear and rotors optimized for shipboard use, and of the land-based version, such as the rear ramp and the mission equipment package. The new MH-90A has been specifically designed to support the amphibious operations of La Brigata San Marco and other Italian Special Forces.

Corpo Forestale dello Stato (PO)

On 31 December 2016, the Corpo Forestale dello Stato ceased to exist, with its approximately 7,800 members being absorbed into the Carabinieri. This radical decision is one of the largest results of the Italian government's plan to rationalize the police and security forces to eliminate duplications in the tasks. Absorbing the Corpo Forestale into the Carabinieri is not without problems, with the central issue being that the Corpo Forestale is a civilian force. The Corpo Forestale, including their Centro Operativo Aereo with their aircraft and helicopters, should be integrated into the Carabinieri by the end of 2017. One exception is made for the S-64Fs, which will go to the Corpo Nazionale Vigili del Fuoco.

Norway

Norske Luftforsvaret (AF)

Norway prepares to bring its first three F-35A Lightning II fighter aircraft to Norwegian soil. In 2017, Norway will take possession of six F-35As, with three going to Luke AFB (AZ). The other three are expected to arrive in Norway in early November 2017. From 2018 onward, F-35As will be delivered direct to Norway, with six new aircraft arriving each year.

In relation to the above F-35 news, the Norwegian government is taking a simple approach to disposing of its aging F-16 fleet. Rather than trying to resell them, the Ministry of Defence is just planning to scrap the complete fleet. The F-16s will be withdrawn from use at the end of 2021, with the number of

flight hours dropping as the F-35As will arrive. Currently the F-16s log around 7,000 hours a year, that will drop to around 3,000 hours by 2021.

The military facilities at Bodø, which have housed F-16s since they came into service, will no longer be home to fighter aircraft. The majority of the F-35A Lightning II fleet will instead be hosted at Ørland Main Air Station, with a few kept at Evenes Air Station. The first F-35As will be stationed with 332 skv at Evenes.

Bell 412HP

145 339 skv l/n jul11 with 720skv **33145** jan17

Russia

Voyenno Vozdushnyye Sily (AF)

MiG-29

RF-92135/07 bl s/n update jan17

RF-92138/06 bl s/n update jan17

RF-92185/14 bl 116TsBPIA to Serbia **2960526364** may15

RF-92307/26 bl s/n update jan17

RF-93709/04 bl 116TsBPIA to Serbia mar14

RF-93717/10 bl 116TsBPIA to Serbia 15

MiG-29UB

RF-29166/101 bl to Serbia jun14

RF-92196/75 bl 116TsBPIA to Serbia jun14

Some of the MiG-29s to be delivered to the Serbian Air Force have been noted at Astrakhan, however no confirmation.

Su-25

RF-93847/10 rd s/n update apr16

Su-25UBK

RF-36342/51 wh c/n update **38220136342** nov14

Su-30SM

RF-95839/01 rd c/n update **10MK51219** 17

RF-95864/26 rd c/n update **10MK51306** 17

Su-35S

RF-81698/30 rd dec16

Aviatsiya Voyenno-Morskoye Flota (NY)

Su-30SM

.../45 bl 43 OMSHAP f/n dec16

.../47 bl 43 OMSHAP f/n dec16

.../48 bl 43 OMSHAP f/n dec16

.../70 bl 43 OMSHAP f/n dec16

Su-33

.../67 rd 279 KIAP w/o 03dec16 **06305** dec16

Serbia

Ratno Vazduhoplovstvo i Protivvazдушna Odbrana (DF)

On 27 January the Serbian defence minister announced

that the air force will receive eight MiG-29s (type 9-13) free of charge from Belarus. Like the deal with Russia (for one MiG-29 type 9-12 Fulcrum-A, three 9-13 Fulcrum-Cs and two MiG-29UB 9-51A Fulcrum-Bs), Serbia only has to pay for their overhaul and modernization. One can expect Belarus wants the 558 ARZ at Baranovichi to be a supplier in this overhaul. The details on the whole deal are expected to be finalized in May of this year.

Switzerland

Schweizer Luftwaffe (AF)

LSGS = Sion

F-5E

J-3036 wfu LSGS special tail **L1036** jan17

Although already many years withdrawn from use at Sion, in January 2017 this F-5E J-3036 received a special coloured tail. The tail with 'Base Aérienne 14 1952-2017' was applied to celebrate the airbase's shutdown.

United Kingdom

Royal Air Force (AF)

Swiss aircraft manufacturer Pilatus Aircraft Ltd announced that end-December 2016, a contract was signed for production and delivery of two PC-21 aircraft to QinetiQ at Boscombe Down. The aircraft are to be used by the Empire Test Pilot School (ETPS), where they will most likely replace a pair of Tucano T1 aircraft currently on strength.

Mid-January 2017, the final Tornado conversion training course commenced with XV(R)sq. There is no need for training new aircrew anymore, with the planned out of service date of the Tornado GR4 early 2019. After the course has been completed, XV(R)s itself is slated to be de-activated on 31 March 2017.

Air Cadets

There still are a lot of question marks on the current and to-be status of the individual gliders owned by the Air Cadets. In the January 2017 edition of MAR a rundown was published of the Vigilant T1 and Viking TX1 aircraft. We combined that with our own data and this is what is believed to be the situation end-2016.

The following aircraft are all stored awaiting their fate. Some will be restored to flying service, but the majority will either be scrapped or sold on the civil market.

RAF Abingdon

Vigilant T1: ZH126/TM, ZH191/UD, ZH266/UY

Viking TX1: ZE552/VL

Cambridge (Marshalls)

Viking TX1: ZE503/VG

Note: this aircraft is not to be rebuilt but used for spares. Vigilants ZE550/VX and ZE592/WV were also shipped to Cambridge and used for that purpose, but they had been

scrapped by December 2016.

RAF Chivenor

Vigilant T1: ZH145/TS, ZH195/UH, ZK205/SS

RAF Cosford

Vigilant T1: ZH185/TX, ZH192/UE, ZH194/UG

RAF Henlow

Vigilant T1: ZH247/US, ZH263/UV, ZH270/SC

RAF Hullavington

Viking TX1: ZE495/VA

RAF Kenley

Viking TX1: ZE554/WB, ZE593/WW, ZE600/WZ
ZE656/YH, ZE657/YM

RAF Linton-on-Ouse

Vigilant T1: ZH146/TT, ZH205/UL

RAF Little Rissington

Vigilant T1: ZH115/TA, ZH117/TC, ZH120/TF
ZH122/TH, ZH190/UC, ZH208/UP
ZH209/UQ, ZH264/UW, ZH267/UZ
ZH268/SA, ZA269/SB, ZJ961/SJ
ZK005/SP, ZZ193/SR

Viking TX1: ZE499/VD, ZE524/VM, ZE527/VP
ZE529/VR, ZE530/VT, ZE551/VY
ZE553/WA, ZE558/WF, ZE560/WH
ZE562/WK, ZE584/WP, ZE585/WQ
ZE594/WX, ZE595/WY, ZE601/XA
ZE603/XC, ZE604/XD, ZE607/XG
ZE610/XK, ZE611/XL, ZE613/XM
ZE614/XN, ZE629/XT, ZE632/XW
ZE636/XZ, ZE637/YA, ZE653/YE
ZE657/YJ, ZE679/YP, ZE683/YT
ZE684/YU

RAF Odiham

Vigilant T1: ZH147/TU, ZH265/UX

RAF St.Athan

Vigilant T1: ZH189/UB, ZH211/UR, ZJ962/SK

RAF Syerston

Vigilant T1: ZH121/TG, ZH125/TL, ZH127/TN
ZH128/TP, ZH129/TQ, ZH148/TV
ZH188/UA, ZH248/UT, ZH249/UU
ZH279/SG, ZJ960/SH, ZZ192/SQ

Viking TX1: ZE498/VC, ZE526/VN, ZE532/VU
ZE552/VZ, ZE559/WG, ZE563/WL
ZE591/WU, ZE606/XF, ZE608/XH
ZE628/XS, ZE630/XU, ZE631/XV
ZE633/XX, ZE651/YC, ZE652/YD
ZE658/YK, ZE682/YS

RAF Ternhill

Vigilant T1: ZH184/TW



Production of the Airbus A400 is finally gaining pace. Production #48 is seen here during a test flight from its cradle Seville, before delivery to the Luftwaffe. (A4M048, A400M, Airbus, Seville-San Pablo, 05 January 2017, Jorge Guerra Moreno).



The Spanish navy has retasked its Sea Kings from anti-submarine and anti-surface warfare to transport duties. Hopefully, we can still enjoy the type for many years to come. (HS.9-14/01-514, SH-3H, eslla 005, Arsenal de Cartagena, 20 January 2017, José Damián González Martínez).

RAF Upavon

Viking TX1: ZE530/VS, ZE564/WN, ZE587/WS
ZE627/XR

RAF Watton

Vigilant T1: ZH116/TB, ZH118/TD, ZH196/UJ
ZJ963/SL

RAF Woodvale

Vigilant T1: ZH124/TK, ZH193/UF, ZJ968/SN

The following aircraft are under restoration to flying status. The main contracts for this have been allocated to Marshalls at Cambridge and Southern Sailplanes at Membury.

Cambridge (Marshalls)

Vigilant T1: ZH119/TE, ZH187/TZ, ZH890/SE
Viking TX1: ZE520/VJ, ZE533/VV, ZE602/XB

Membury (Southern Sailplanes)

Viking TX1: ZE496/VB, ZE502/VF, ZE521/VK
ZE528/VQ, ZE561/WJ, ZE586/WR
ZE590/WT, ZE605/XE, ZE609/XJ
ZE625/XP, ZE626/XQ, ZE680/YQ
ZE685/YV

Mindelsheim, Germany (Grob GmbH)

Vigilant T1: ZH144/TR

Finally, the following aircraft are believed to be active again with the mentioned units:

ACCGS – RAF Syerston

Vigilant T1: ZH186/TY, ZH271/SD, ZH278/SF
Viking TX1: ZE504/VH, ZE555/WC, ZE557/WE
ZE650/YB, ZE678/YN

645VGS – RAF Topcliffe

Vigilant T1: ZH123/TJ, ZH206/UM, ZH207/UN

This leaves the following three “problem” aircraft:

Vigilant T1:
ZH196/UJ reported in MAR as std RAF Watton, but also reported as undergoing repairs at an unknown location by may16
ZH272 Fatigue test frame at RAF Syerston, l/n feb05, scrapped?
ZJ967/SM reported in MAR as std RAF Syerston, but also reported as undergoing repairs at an unknown location by may16

Airbus Donauworth
CMF

Airbus Helicopters at Donauworth
Chinook Maintenance Flight at RAF Odiham

Chinook HC4

ZA670/(AA)	27sq	ex Vector Aerosp	M7032	dec16
ZA671/AB	27sq	ex CMF	M7007	jan17

Juno HT1

ZM506	Airbus Donauworth as D-HECW	2003	dec16
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Texan II

The UK serials resources center reports the first four Texans on order having construction numbers **PM-110**, **PM-111**, **PM-115** and **PM-116** (resp ZM323 until ZM326).

Africa

Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

C295

7T-WGA	590 ETAT	ex o'haul Airbus Military	021	dec16
7T-WGB	590 ETAT	arr. o'haul Airbus Military	022	nov16

On 24 November 2016 7T-WGB arrived at Sevilla-San Pablo, Spain, to get overhauled by Airbus Military. 7T-WGA left the same facility on 22 December after it was overhauled. This aircraft was here since January 2016 and is now also, like the 7T-WGD and 7T-WGE, painted in the new, glossy camo colour scheme.

Mi-24 MkIII

SB-91	1 RHC	ex Mi-24V	3532423117021	2016
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A photo made somewhere in 2016 at Konotop, Ukraine, shows this Mi-24 MkIII, heavily modified by Aviakon. This Mi-24 was delivered to Algeria on February 1999 as a V-model.

Mi-26T-2

...	d/d 01feb17	as 06813	34001212648/33-08	feb17
...	d/d 01feb17	as 06814	34001212649/33-09?	feb17
SL-44		f/n, photo		jan17

The construction number of the 06814 needs confirmation.

Su-24MK2

KX-48	4 EAP	ex Su-24MK		dec16
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Su-30MKI(A)

KF-19	12 EDA	serial update	10MK4 505	jan17
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This newly delivered Su-30 was noted at Oum El Bouaghi Air Force Base (DABO), also known as Aïn Beïda.

Benin

Force Armees Populaire du Benin (AF)

B727-256A

TY-24A	ex Gvmt	for scrap to S.A.	20819/1018	oct16
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This former Presidential aircraft of the Government of Benin arrived, already in several large pieces, on 25 October 2016

at a scrapyard in Witbank (Mpumalanga), South Africa. The scrapyard can be found on Takbok Street near the R544 (25°55'22.40"S, 29°14'6.76"E)

Cameroon

Armée de l'Air du Cameroun (AF)

Bell 206

... w/o 22jan17

Chad

Armee de l'Air du Chad (AF)

AS550C2

TT-OAU f/n DB, photo

Su-25

TT-QAS new c/s **25508103008** jan17

Some photos were published on the internet from a Chadian Su-25 in the new dark green with a light sand-brown colour scheme.

Côte d'Ivoire

Force Aérienne de Côte d'Ivoire (AF)

DIAP = Abidjan – Port Bouet

B727-2Y4

TU-VAO ex std DIAP to N621AZ **22968/1815** dec16

Democratic Republic of Congo

(Force Armées de la République Démocratique du Congo)

Force Aérienne (AF)

Mi-24V

9T-HM12 w/o 27jan17 photoproof **3532421420271**

A second Mi-24 should have crashed on the same day, this one is mentioned on a Russian blog, as 9T-HM11 (**3532421420315**), but confirmation is required.

Egypt

al Quwwat Al Jawwiya II Misriya (AF)

On 10 January 2017 Sierra Nevada Corporation received a contract from the United States Department of Defence, worth around US\$ 727,000 to supply an electronic intelligence (ELINT) capability to Egypt for one of their C-130 Hercules aircraft. For the moment any further information about the deal has not been provided.

C295M

1179/SU-BSZ serial update **144** sep15

The serial of this CASA is finally confirmed, photoproof. Sometimes this CASA is reported, like in several ADS-B logs, as 1171, which is wrong. The colour scheme of the aircraft was compared with that of the other new Casas for Egypt and the one with construction number **144** is a perfect match.

Mi-8T

1450 f/n Suez Canal, photo dec16

Eritrea

Eritrean Air Force (AF)

Z143

105 f/n DB, photo

106 f/n DB, photo

107 f/n DB, photo

Ethiopia

Ye Ityopya Ayer Hayl (AF)

Mi-24A

1622 i/a HAHM ETAF Technical School feb16

Su-25UB

2202 act.? f/n DB, photo

Kenya

Kenya Air Force (AF)

The Government of Kenya had requested a possible sale of

twelve AT-802L Air Tractors and two AT-504 trainer aircraft from the United States. The estimated cost of the entire deal, including weapons package, technical support and program management, will be around US\$ 418 million. Kenya is a strong regional partner of the US in Africa but with an aging fleet of aircraft, like F-5Es and F-5Fs. Kenya's armed forces are undertaking many critical operations against al-Shabaab and is a large contributor to the African Union Mission in Somalia (AMISOM) so the approval of this deal seems to be more of a formality. The AT-504 trainer aircraft is smaller than the AT-802 and has a side-by-side cockpit, while the AT-802 has a tandem cockpit.

Libya

Libyan National Army Air Force (AF)

HLLQ = El Beida/Labraq

Mi-35

852 act f/n DB, photo **280852/20-02** jan17

This Mi-35 was manufactured in August 1988. It was assumed the airframe was delivered to Libya but never confirmed until a photo was found on Facebook of the Mi-35 and it is active also. Still a lot of things to explore in this country.

MiG-21MF

05 c/s blue/grey ex 18 **965113** dec16

18 re-registered as 05 **965113** dec16

MiG-23MLD

26453/453/8 1070sq w/o 15jan17 **2960326453**

MiG-23UB

019 o'haul HLLQ ex stored HLLQ jan17

8272 w/o 22dec16 **B1038272**

The 019 was towed from the storage line, where it was last noted in December 2013, inside one of the maintenance hangars at Labraq AFB.

Nigeria

Nigerian Air Force (AF)

On 18 January the Nigerian Government deployed around 200 men to Dakar, Senegal. The ECOWAS, Economic Community of West African States, decided to intervene in The Gambia after President Jammeh refused to resign after he had lost the election on 1 December 2016. The new President, Mr. Adama Barrow, asked the ECOWAS for help. The Nigerian Air Force contribution to ECOMIG, Economic Community of West African States Military Intervention in The Gambia, consisted of at least two Alpha Jets (NAF461 and NAF478), an AW109LUH (NAF572), a Beech 350i (NAF203) and two C-130Hs (NAF913 and NAF918). The former President of The Gambia took a plane on 21 January, first to Guinea. From there he went to Equatorial Guinea to go into exile there.

During a media briefing which was held on 6 January in Abuja, NAF Chief of Air Staff Sadique Abubakar said two of the twelve Mi-35M helicopters, which were ordered in September 2015, were delivered in December 2016 and will soon be commissioned into service. Normally the Nigerians are very open in terms of supplying information or photos but so far no photos of the new helicopters have been published.

EGKB = Biggin Hill, United Kingdom

Bell 412EP

... to Air Force ex N462UB **36606** jan17

... to Air Force ex N474NE **36608** jan17

The Bell 412s were handed over by the Nigerian Customs Service to the Nigerian Air Force during a small ceremony held on 27 January 2017 at Lagos. Both helicopters were cancelled from the FAA register on 9 September 2015 and shipped to Nigeria. The importer of the helicopters failed to comply with the necessary import requirement and so they were confiscated. According to Air Commodore Mr. Hyacinth Eze, the helicopters will be deployed to the north-eastern part of Nigeria.



Algerian Lynx activity can be witnessed at Yeovil (UK) and Nordholz (Germany) these days. Martin Fox saw LC-35 at its place of birth in the UK. (LC-35, Super Lynx Mk140, Yeovil, 23 January 2017, Martix Fox).

CL-605
5N-FGZ Gvmt ex VP-BOR, f/n EGKB **5918** nov16

Senegal

Armée de l'Air Sénégalaise (AF)
EPLL = Łódź-Lublinek, Poland
GOOY = Dakar-Yoff

AS355F1
... ex F-GSAS f/n, stored GOOY **5159** jan17

This former Jet Azur Capital SARL Fennec was noted, in poor shape, in the back of one of the military hangars at Dakar-Yoff. The Fennec is unmarked but is wearing an Armée de l'Air de Sénégal badge on the cockpit door. If the **5159** will be used for spare parts for the single AS355 in the inventory of the Senegal Air Force, the 6W-SHV, is unknown because this one was noted in the same hangar but also in a very poor condition.

C212-100
6W-TSA stored GOOY **C212-AA1-1-87** jan17

The CASA 212 was reported as stored or withdrawn from use in January 2017. Google Earth shows the aircraft at 14°44'9.75"N, 17°29'17.42"W since June 2016.

CN235-220M
6W-TTC d/d 6jan17 ex AX-2344 **N065** jan17

The newest CASA CN235 for the air force of Senegal arrived on 6 January at its new home in Dakar, Senegal. Its delivery flight started on 27 December 2016 at Bandung, Indonesia. From there it made a stop at Medan (Indonesia), Colombo (Sri Lanka), The Maldives, Karachi (Pakistan), Riyadh (Saudi Arabia), Khartoum (Sudan), N'Djamena (Chad) and the final stop before Dakar was made at Ouagadougou, Burkina Faso. The CN235-220M Multipurpose aircraft was bought by A.D.-Trade Belgium for the Senegal Air Force. State-owned aerospace company PT Dirgantara Indonesia (DI) and A.D.-Trade Belgium signed the purchase agreement for this aircraft on 6 November 2014.

The plan is that Senegal will buy another CN235, which will be used for the naval forces. This one should be delivered in 2018.

F27-400M
6W-STC stored GOOY **10582** jan17

The Fokker that is visible on Google Earth at 14°44'7.95"N, 17°29'20.20"W is identified as the 6W-STC. Looks like it arrived on this location around August 2016. Before this date another Fokker F27 was at the same location for many years, it is almost certain this was the 6W-STE. Visible on Google Earth is that they started to demolish this airframe in June 2016.

Mi-17V-1
6W-SHU ex UNO-478 **686M01** jan17

This Mi-17 is no longer wearing its UN code and it is repainted in the light grey colour scheme.

Mi-24V
6W-HCA ex Slovak A.F. f/n EPLL **13588** jan17

Senegal will receive three former Slovakia Air Force Mi-24Vs. The first one was noted at the overhaul facility WZL-1 at Łódź, Poland. The acceptance flight was performed on 12 January. One of the pilots was from Senegal. General Birame Diop of Senegalese Air Defence was observing the test flight. According to the MAR the following former Slovakian Mi-24s will go to Senegal: 0708 (c/n **730708**), 0813 (c/n **730813**) and 0833 (c/n **730833**).

UH-1H
6W-HSA pres GOOY **13588** jan17

This Huey is preserved at 14°44'3.46"N, 17°29'14.63"W, so inside the military base and not visible from outside. Google Earth images show the Huey on this location already since March 2016.

Asia

Afghanistan

Afghan Air Force (AF)
In October 2012 an FMS contract was signed with Sierra Nevada Corporation for the delivery of eighteen PC-12 aircraft to the Special Operations Force of the Afghan Air Force. Seventeen were delivered so far, with the latest delivery in July 2015. It is unknown at this moment why it took another 2.5 years for the delivery of the final aircraft. Anyway, on 20 January 2017, Pilatus PC-12/47E N450NX arrived at Prague-Ruzyně. The Afghan identity was noted under the ferry registration.

PC-12/47E
YA1450BS SMW d/d 20jan17 as N450NX **1450** jan17

Armenia

Hayastani Otayin Udjer (AF)

Su-25K
.../16 rd c/n update **25508110006**
.../83 rd c/n update **25508108073** 2008
.../85 rd c/n update **25508108075** 2008

Su-25UB
.../80 wh f/n 2008

Azerbaijan

Azərbaycan hərbi hava qüvvələri (AF)

Su-25BM
.../24 bl c/n update **25508110624**
.../32 bl c/n update **25508110632** 2007

Su-25K
.../28 bl c/n update **25508110629** 2007

Bangladesh

Bangladesh Army (AR)

Bell 206L-4

S3-BSJ AAG f/n photo

Mi-171Sh

S3-BRS AAG f/n, del by late dec16 dec16

The second instalment of three Mi-171s for the army was delivered late December, completing the total of six ordered.

China

People's Liberation Army Air Force (AF)

Su-30MKK

78130 FTTC/172nd Brig jan17

H6K

11197 8th Div/24th Reg dec16

40878 36th Div/108th Reg 17jan17

40879 36th Div/108th Reg 17jan17

40970 36th Div/108th Reg 17jan17

40971 36th Div/108th Reg 17jan17

40973 36th Div/108th Reg 17jan17

On 17 January 2017 CCTV showed the arrival of the first H6K bombers for the 108th Regiment, presumably at Wugong. This is the fourth Regiment to receive this modern long range bomber.

J8F

72106 109th Brig f/n, photo

72108 109th Brig f/n, photo

J8DF

10031 2nd Div/4th Reg f/n, photo

30526 21st Div/62nd Reg f/n, photo

J10B

30122 21st Div/61st Div f/n, photo

J20

78273 176th Brigade f/n, photo

JH7A

20121 11th Div/31st Reg dec16

JL10

According to an official release by the air force on 10 January the first two JL10 LIFT were delivered. Unfortunately, no location was released.

People's Liberation Army Navy (NY)

Z18

380 Carrier Air Wing f/n photo

People's Liberation Army (AR)

Mi-171E

LH92784 2nd Brig f/n photo

Z9

LH96938 6th Brig f/n photo

LH96939 6th Brig f/n, photo

LH96940 6th Brig f/n, photo

LH96942 6th Brig f/n, photo

Z19

LH912906 12th Reg f/n, photo

LH912910 12th Reg f/n, photo

LH912911 12th Reg f/n, photo

Manufacturers

J10C

2-54 CAC f/n, photo

India

Bharatiya Vayu Sena (AF)

VECC = Kolkata-Netaji Subhash Chandra Bose Int

VIDP = Delhi-Indira Gandhi Int

Mi-17-1V

Z3372 130HU w/o 20jul01 **223M..**

MiG-21MF

C1623 f/n jan17

C1661 pres VIDP outside Terminal 1D aug16

MiG-27M

TS552 pres VECC ex wfu dec16

Mirage 2000I

KF146 HAL upgraded, ex M2000H **591** jan17

SA319B (HAL)

Z1829 pres Dhaka museum dec16

Tejas LCA

LA5004 HAL f/n **SP-04** jan17

Bharatiya Nau Sena (NY)

After declaring in December 2016 that the Tejas LCA (Light Combat Aircraft) is not suitable for operations on an aircraft carrier, the Indian Navy showed her interest in buying multi role carrier borne fighter aircraft (MRCBF) from foreign vendors. The navy's Request for Information (RFI), as posted on the web on 25 January 2017, did not specify whether they want a single-engine or a twin-engined aircraft.

The navy has already bought 45 MiG-29K/KUB aircraft for its two current aircraft carriers, INS Vikramaditya and INS Vikrant, and given the problems with that aircraft, will not buy more.

SA316B (HAL)

IN431 INAS321 photo

IN... to Mauritius as MPH-08 **AH191**

IN... to Mauritius as MPH-09 **AH204**

Japan

The aging UH-60J SAR fleet of the JMSDF will not be replaced but will be slowly phased out and the units disbanded. The first confirmed unit was the Tokushima Bunkentai, disbanded already on 31 August 2015 (yes, fifteen!). The SAR



Despite controversy around the order, this AW101 ordered by Indonesia was pictured at Yeovil, apparently for delivery via Stansted. However, arrival in Indonesia has not been confirmed when this Scramble edition went to press.... (ZR343/01, AW101, Yeovil, 19 January 2017, Martix Fox).



The last of eighteen PC-12s for Afghanistan was delivered through Prague in January. Its future registration will be YA1450BS (N450NX, PC-12, Prague, 20 January 2017, Vaclav Kudela).

missions will be performed by the JASDF but if the individual Kyunantais will get more aircraft on strength than the present five is unlikely.

RJFT = Takayubaru
 RJTA = Atsugi
 ADC = Shireibu Hikotai
 FTS = Kyoiku Hikotai
 RJNA = Nagoya/Komaki
 RJTC = Tachikawa
 ATS = Kyoiku Kokutai
 FTW = Hiko Kyoikudan

Nihon Koku-Jieitai (AF)

C-130H

85-1086 401 Hikotai ex IRAN **382-5435** jan17

F-2A

53-8532 8 Hikotai ex 6 Hikotai **1032** nov16
 63-8534 3 Hikotai nb, ex IRAN **1034** jan17
 93-8549 o/h RJNA nb, ex 6 Hikotai **1049** mar16

A very late update on F-2A 549.

F-2B

23-8115 3 Hikotai nb, ex IRAN **3015** jan17
 43-8129 8 Hikotai NOT 6 Hikotai **3029** dec16

As we suspected in Scramble 451 - page 80, F-2B 129 was indeed only marked with 6 Hikotai special markings for the air show, so still an 8 Hikotai asset.

F-4EJ Kai

57-8356 o/h RJNA nb, testing **M056** jan17
 57-8369 o/h RJNA nb, testing **M069** jan17
 67-8390 o/h RJNA nb, testing, ex 302Hik **M090** jan17
 97-8426 301 Hikotai ex nb/IRAN **M126** jan17
 17-8439 302 Hikotai ex nb/IRAN **M139** jan17

At last several F-4EJs turned up again after more than two years with Mitsubishi at Nagoya. Spooks 356, 369 and 390 are all due for 7 Kokudan units at Hyakuri somewhere in February after completion of the test-flights.

F-15DJ

12-8051 ex 303 Hikotai not seen since oct15 **J1-0627** oct15
 22-8055 23 Hikotai nb, ex IRAN jan17
 52-8061 o/h RJNA nb, ex 23 Hikotai sep16
 82-8065 o/h RJNA nb, ex 23 Hikotai aug16
 12-8077 o/h RJNA nb, ex 23 Hikotai mar16
 82-8091 303 Hikotai ex IRAN jan17

F-15J

12-8803 o/h RJNA nb, ex 203 Hikotai **J1-0553** jan17
 22-8807 201 Hikotai ex 303 Hikotai **J1-0576** oct16
 22-8814 23 Hikotai ex IRAN **014** nov16
 52-8850 201 Hikotai nb, ex IRAN, ex 201Hik **050** jan17
 52-8855 305 Hikotai unit confirmed **055** nov16
 72-8962 201 Hikotai ex nb/IRAN **162** jan17

F-35A

69-8703 re-registered as 79-8703 **AX-03**
 79-8703 944th FW at Luke AFB, AZ **AX-03** jan17
 79-8704 for 944th FW testing **AX-04** jan17

UH-60J II

68-4603 re-registered as 78-4603 **2053** nov16
 78-4603 Mitsubishi test at RJNA **2053** jan17

T-4

06-5634 13 FTW spec. mks **1034** nov16
 06-5650 3 Hikotai ex IRAN **1050** jan17
 46-5715 ? Hikotai ex IRAN, 32 FTS **1115** oct16
 46-5723 301 Hikotai ex IRAN, ADC **1123** jan17
 86-5765 305 Hikotai confirmed **1165** dec16
 26-5807 13 FTW special c/s **1207** nov16
 26-5808 301 Hikotai ex IRAN, 13FTW **1208** jan17

Two 13 Hiko Kyoikudan T-4s received extra markings and colours to celebrate 1000 student pilots graduating on the T-4 at Ashiya. T-4 634 only received extra text and a few added colours, however 807 received a new colour scheme, it still has the 13 FTW pattern but the colours are now light grey/dark grey(top). T-4 715 was seen at Misawa in October 2016, probably without badge however the angles on the pictures were not that good, but it certainly did not have 32 TFS markings. T-4 808 is now operating in the standard grey scheme, it used to be red-white.

Rikujo Jieitai (AR)

UH-1B

41567 NOT preserved, see UH-1H 41657 **MH68**
 41572 ex preserved ex camp Omura **MH73** apr14

UH-1H

41657 Beppu-shi JGSDF camp Beppu **57** nov16
 41724/NEH Omura-shi JGSDF camp Omura **1H124** nov16

UH-1J

41807/IV 4 Hikotai ex MH **1J07** nov16
 41907/? ? ex X, at RJTC **1J107** nov16

OH-6D

31245/VI preserved Kasumigaura-shi **6555** nov16

CH-47J

52906 HGPV ex HGPIV **5008** jan17
 52931 Kyoiku Sh.Hik? no code, ex IRAN, SD **5045** dec16

UH-60JA

43106 unit nn RJFT ex IRAN **4006** nov16
 43109 o/h RJNA no unit code, ex S **4009** jan17
 43123 WH/1 Hik? ex IRAN **4023** nov16

AH-64DJP

74504 no unit code Narashino, ex SK **JP004** jan17
 74513 FujiHI f/n, for IIIATH **JP013** dec16

JG-4513 is reportedly the last Apache for the JGSDF.

Kaijo Jieitai (NY)

SH-60J

8256 22 Kokutai ex 211 ATS **1056** jan17
 8280 22 Kokutai ex 24 Kokutai **1209** nov16
 8293 22 Kokutai ex IRAN **1213** nov16

UH-60J			
8968	72 Kokutai	ex IRAN	3008 nov16
8975	72 Kokutai	ex IRAN, 73Kok	3015 nov16
8976	72 Kokutai	ex 73Kok, IRAN	3016 dec16
SH-60K			
8411	22 Kokutai	ex 211ATS	5011 nov16
8414	o/h RJNA	nmks, ex 21 Kokutai	5014 jan17
8416	22 Kokutai	ex IRAN	5016 nov16
8419	23 Kokutai	at RJNA, for IRAN?	5019 jun16
8425	21 Kokutai	ex 23 Kokutai	5025 nov16
8441	22 Kokutai	ex 51 Kokutai	5041 jan17
8448	22 Kokutai	ex MHI	5048 dec16
8450	22 Kokutai	ex MHI	5050 nov16
8453	Mitsubishi	f/n, for 22 Kokutai	5053 jan17

MCH-101			
8660	KawasakiHI	f/n, for 51 Kokutai	KHI13 dec16

P-1			
5511	3/51 Kokutai	nmks at RJTA	11 jan17

P-3C			
5031	wfu RJTA	missing many parts	9028 jan17
5075	1 Kokutai	ex 3Kok/nmks	9072 nov16
5080	2 Kokutai	ex 51 Kokutai	9077 nov16

Orion 5080 was seen at Naha in December 2016 and Atsugi in January 2017, unfortunately the unit could not be checked.

Kazakhstan

Sil Vozdushnoy Oborony Respubliki Kazakhstan (AF)

Mi-35M			
.../01 rd			dec16
.../02 rd		f/n photo	dec16
.../03rd		f/n photo	
.../04 rd		f/n photo	dec16

Su-25UB			
.../11 ye	602 AB	c/n update	38220115087 10
.../18 ye	602 AB	c/n update	38220126580 10

Su-30SM			
.../04rd	604 AB	f/n	aug16
.../05 rd	604 AB	f/n	dec16
.../06 rd	604 AB	f/n	dec16

Myanmar

Tamdaw Lay (AF)

Referring to the news in January 2017 (Scramble 452 - page 73) on the Beech 1900D fleet, two more sightings at Yangon-Mingaladon were reported to us.

Beech 1900D			
4607		f/n	jan17

4609		f/n	jan17
Z-9			
6904		f/n	dec16

North Korea

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

MiG-29			
549		f/n, photo	
Mi-8T			
211			dec16

Pakistan

Pakistan Fiza'ya (AF)

At least one of the Il-78MPs acquired from Ukraine between 2009 and 2011, will be completely overhauled by the 360th Aircraft Repair Plant at Ryazan/Dyagilevo in Russia this year. The work is set to take place between May and December.

Philippines

Pilipinas Hukbong Himpapawid (AF)

The Philippines is in the buying mood and so it is expected a decision will be made this year what type to acquire for the Close Air Support role. Opening bids were received by 27 January 2017. Six aircraft are needed and the short list includes: Embraer EMB-314, Beechcraft T-6, Elbit L-39 and KAI KT-1. Also the air force is actively looking into acquiring thirty attack helicopters this year.

Sri Lanka

Sri Lanka Air Force (AF)

Likely going Chinese again, Sri Lanka has voiced interest in obtaining two new transport aircraft. The prime minister is all for Chinese hardware, but the United States' Federal Aviation Administration may yet withhold clearance for passenger transport given Sri Lanka's intention to use the future aircraft to haul passengers too. In that case, insurance issues may occur if the aircraft are not properly certified. The two new aircraft are widely interpreted to be Y20 transports in a yet to be built dual-use configuration. The idea is that the Air Force will run a commercial passenger service with these aircraft too.

After the cessation of the negotiations to obtain twelve JF-17 aircraft, after Indian diplomatic pressure, several manufacturers are trying to woo Sri Lanka into buying their fighter by sending unsolicited proposals. It seems the transport aircraft deal has a far higher priority though.



For over 20 years, the Republic of Singapore Air Force is the proud operator of this Fokker 50UTA. (711, Fokker 50UTA, 121sqn, Paya Lebar, 29 December 2016, Geurt van den Berg).



A new king requires a new aircraft. A very recent delivery to the Royal Thai Air Force is this Airbus 340, a former Thai Airways aircraft. (60204/HS-TYV, A340-500, Bangkok-Don Muang, 14 January 2017, Niels Borcharding).

Thailand

Royal Thai Air Force (AF)

RTAF-6

ThOr6-1/59/01 dec16
ThOr6-2/59/02 dec16

Both aircraft were recently noted at Don Muang. It is believed that initially three SF260s will be converted to this RTAF-6 standard. Both aircraft feature an overall two-tone blue colour scheme with grey stripes and a big "6" in tail.

Royal Thai Army (AR)

During Children's Day it was noticed that the Air Mobile Companies have had their name changed into Aviation Brigades. Also General Support Aviation Battalion (GSAB) is now named 41st Aviation Battalion and the Light Wing Aviation Battalion is now the 21st Aviation Battalion.

KASET (GV)

Bell 407XGP

2321 so NOT serial 2312 **54643**

Ce208B EX

1933 ex N193K **208B5333** jan17
Arrived at Don Muang on 7 January 2017 on delivery to KASET.

Turkmenistan

Su-25

.../01 bl?	f/n	250811.....	
.../03 bl?	f/n	250811.....	
.../05 bl?	c/n update	2508110165	
.../06 bl?	c/n update	2508110146	
.../07 bl?	c/n update	2508110167	
.../08 bl?	c/n update	2508110117	
.../14 bl?	f/n	25081.....	
.../15 bl	c/n update	25508110080	2015
.../21 bl?	c/n update	2508110011	
.../23 bl?	c/n update	2508108053	dec11
.../24 bl?	c/n update	25508109071	dec11
.../29 bl?	c/n update	25508109071	2015
.../38 bl	c/n update	25508110220	2015
.../39 bl	f/n	255081.....	2010

Su-25K

.../35 bl?	f/n	255081.....	
.../37 bl?	f/n	255081.....	
.../43 bl	f/n	255081.....	2010
.../45 bl	f/n	255081.....	2010
.../53 bl	f/n	255081.....	

Su-25KM

.../47 bl	c/n update	25508110629	2010
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Su-25U

.../18 bl	c/n update	25508888004	2015
.../19 bl	c/n update	25508888005	
.../20 bl	c/n update	25508888007	
.../51 bl	c/n update	25508888008	2015
.../52 bl	c/n update	25508888009	
.../53 bl	c/n update	25508888014	

Su-25UB

.../16 bl	c/n update	38220131941	
.../17 bl?	c/n update	38220108023	

Uzbekistan

Uzbek Air and Air Defence Force (AF)

Su-25

.../30 bl	f/n	25508110...	1998
.../33 bl	f/n	25508110...	1998
.../37 ye	f/n	25508110...	

Su-25BM

.../22 bl	c/n update	25508110559	2007
.../24 ye	c/n update	25508110552	2007
.../25 ye	c/n update	255081105..	1998
.../26 bl	c/n update	25508110340	1998
.../35 ye	c/n update	25508110545	
.../38 ye	c/n update	255081105..	1998

Latin America

Argentina

Fuerza Aérea Argentina (AF)

SACE = AMACUAR, Area de Material Rio Cuarto, Cba

After the recent budget plan the long-standing requirement for a new fighter aircraft is revived as well. Russian media reported that Argentina has requested information for a possible acquisition of "more than fifteen" MiG-29s (of an undefined subtype). As we all know, the Russians do these press statements after the first glimmer of interest already, so we really have to wait and see. That being said, the previous attempts to acquire new fighters failed and the need is quite pressing as there is no real air defence capability in place now. Also, the allocated US\$ 368,5 million budget would go a long way to get such a fleet, especially if they are second-hand. Not surprisingly, local enthusiast's forums have exploded in all kinds of discussions about this!

Mirage M5A

C-633 pres Rufino, SF ex std AMACUAR oct16
It was being prepared for preservation at Rio Cuarto and set to go to Rosario del Tala, ER. instead, it ended up at a minute airfield just east-southeast of Rufino, Santa Fé province.

Gendarmería Nacional Argentina (PO)

SANE = Santiago del Estero/Vcom. A. de La Paz Aragones, SE
SECAVI= Sección Aviación

HB350B2

GN-919	Paraná	upgraded	HB1115/2066	dec16
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This was handed over 20 December after having been upgraded from HB350B to B2 standard by Helibras at Itajubá.

UH-1H-II

GN-933	SECAVI SANE	unit allocation		jan17
GN-934	o/o	serial allocated		jan17

These two are expected to go to Santiago del Estero. GN-934 is still in the United States being worked on.

Brazil

Força Aérea Brasileira (AF)
AFA = Academia da Força Aérea
CVV = Clube de Voo a Vela

TZ-20 (DG1001 Club)

8121	CVV/AFA	c/n update	10-226S145
8122	CVV/AFA	c/n update	10-227S146
8123	CVV/AFA	c/n update	10-228S147
8124	CVV/AFA	c/n update	10-229S148
8125	CVV/AFA	f/n	10-230S149
8126	CVV/AFA	c/n update	10-231S150
8127	CVV/AFA	f/n	10-232S151
8128	CVV/AFA	f/n	10-232S152
8129	CVV/AFA	f/n	10-233S153
8130	CVV/AFA	c/n update	10-234S154

Further to last month's notes, we can now provide the full list of DG1001s with their construction numbers.

Chile

Fuerza Aérea de Chile (AF)

SR22T

239	EdA	f/n	aug16
240	EdA	f/n	aug16

Two more Cirri were incorporated in 2016; or at least they are included in the 2017 insurance tender. We know these are the former N387FA/N388FA, construction numbers **1387** and **1388** respectively; but we do not know which is which.

Comando de Aviación del Ejército de Chile (AR)
SCRG = Rancagua/La Independencia

AS332M1

H-266 to CC-ARZ ex for sale SCRG **2246** dec16

After having been withdrawn and for sale for years, see Scramble 423 - page 95 and, Scramble 437 - page 61, they finally managed to find a customer for it! However, the other one, H-265/CC-AOO was still at Rancagua March 2016 many months after being allocated a civil registration. Let us wait and see where this one is going to end up.

Servicio de Aviación de la Armada de Chile (NY)

Chile sent its first P-3ACH to Canada for an upgrade. Among the work to be performed is re-engining the aircraft with more powerful and economical engines and conducting the Lockheed Structural Mid-Life Upgrade. The aircraft will also receive a 'glass cockpit'. The work will take about 18 months and is done by IMP aerospace & defence at Halifax.

Policía de Investigaciones (PO)

The fleet of the *Brigada Aeropolicial* is insured for 2017, this constitutes CeTU206G CC-ETB and AS350B3s CC-ETE, CC-ETF and CC-ETI.

Dirección General de Aeronáutica Civil (GV)

PA-34-220T

CC-DNV DGAC f/n dbase **34-8133260** dec16

PA-44-180

CC-DEX DGAC f/n dbase **44-7995284** dec16

These aircraft are used by the aviation authorities for several tasks; they are all insured for twelve months starting 31 January 2017 along with Beech E90 CC-DSN, Beech B200 CC-DAA, Ce550 CC-DGA, Ce650 CC-DAC, and PA-28s CC-DLA/B that already featured in our database.

Colombia

Policía Nacional de Colombia (PO)

ATR42-300

PNC-0244 ARAVI f/n, ex T7-LBA **255** jan17

Ecuador

Policía Nacional (PO)

MD369FF

PN-116 SAP w/o 29apr16 **0159FF**

AS350B2

PNE-146 SAP f/n jan17

New delivery, also with PNE-prefix that was used by the fixed-wing fleet already and seems to be the new standard.

Honduras

Fuerza Aérea Hondureña (AF)

A new year's resolution? The FAH is looking for options, again, to revamp its fleet of F-5s. Previously, the eyes were on Brazil, but the government has now turned to Israeli companies as potential suppliers. A contract has yet to be signed though. Out of twelve aircraft delivered in 1987/1988, one crashed, and a handful is operational at any given time.

Mexico

Fuerza Aérea Mexicana (AF)

After the B727 and the F-5, the Boeing Kaydet, better known as Stearman, has become the third victim of Mexican modernization plans. The FAM still operated a handful of



Even Stearmans don't last forever. After almost 60 years of sterling service, the Mexican Air Force retired its last Stearmans in September last year. One of the aircraft operated till the very end is this 6098, PT-17, Colegio del Aire, Zapopan, 07 February 2008, Enrique Giese).



Not your average coast guard livery, this CASA 212 is however operated by the SENAN, which happens to be the only Panamanian military service operating aircraft. (AN-255, C212-300M, Esc de Transporte, San José, 26 November 2016, Carlos Alberto Rubio Herrera).

Stearmans, as part of the air college at Zapopan. The aircraft were mostly flown at air shows and parades however. Last August, the type made its final flight in service, which means the world's last operational Stearmans have now disappeared from the skies... the last flight was made by 6078, 6082, and 6098.

MMSM = Santa Lucia (MEX).

Bell 206B-3
1636 Tizayuca (HID) f/n database oct16

F260EU
6102 to XB-NOO ex EscPr **6894/2027/EM002** 2015
6119 Tizayuca (HID) ex EscPr. **6911/2044/EM019** oct16
6121 Tizayuca (HID) ex EscPr. **6917/2046/EM021** oct16

PC-7
2557 pres MMSM ex EA.201 **500** jan17
2560 EA.202 w/o 18jan17 **503**
6551 Tizayuca (HID) ex EscAvanzado **281** oct16

Several aircraft, including an unknown Bell 212, were installed in the Bio Parque de Convivencia Tizayocan in Tizayuca (HID) in October last year. The park is about 10km to the north of BAM 1 Santa Lucia (MEX).

RC695A
TP-216 re-registered as XC-BCS **96001**

T-6C+
2033 EA.203 f/n dec16

Armada de México – Fuerza Aeronaval (NY)

T-6C+
ANX-1319 f/n jan17

Policía Federal (PO)

B727-264
PF-404 XC-PFA pres San Luis P. (SLP) **22413** jan17

This B727 of the federal police has been retired. It was put on display in Parque Tangamanga II in San Luis Potosí (SLP) on 24 January 2017.

Gobiernos Estatales Mexicanos (GV/PO)

RC695A
XC-BCS Baja Calif Sur f/n, ex TP-216 **96001** jan17

Panama

Servicio Nacional Aeronaval (CG)

Following the cancellation of the contract for coastal radars, the Panamanian Government has reached a final deal with Finmeccanica to use the reimbursement for the purchase of two AW139M helicopters, not one as reported about a year ago. The AW139M is the militarized version of the AW139.

DHC-6-400
AN-261 ex C-GVVA d/d 12jan17 **946**

Paraguay

Budget-stricken Paraguay is sourcing confiscated drug-runners to beef up their fleet. Tie-ups with previous identities for these Beech and Cessnas is very difficult as some had false registrations or construction number plates removed.

Fuerza Aérea Paraguaya (AF)

Beech 58
0827 GATE o/o 2017
Likely impounded PT-WIL.

Ce182
0821 GATE o/o 2017
0822 GATE o/o 2017
Likely impounded PT-KZD and ZP-BAL.

CeT206
0823 GATE o/o 2017
0826 GATE o/o 2017

Ce210
0813 GATE w/o 20jan17, f/n 2016
0814 GATE f/n 2016
0815 GATE o/o 2017
0820 GATE o/o 2017

Aviación Naval Paraguaya (NY)

The Navy received at least three Ce210s and a Ce206 from the collection of impounded ones.

Policía Nacional (PO)

The Police also received a Ce206 from the storage of impounded aircraft.

Peru

Policía Nacional del Perú (PO)
SPJC = Lima-Callao/Intl Jorge Chavez

Bell 47G3-B2A
PNP-102 pres SPJC ex std SPJC jan17

Having vanished for a couple of months in early 2015, the two Policía gate guards re-emerged later that year. However, the Bell 47 is now marked PNP-102. The gate guard used to be painted as PNP-100 with construction number **3388** and during its stint, the PNP-102, construction number **6856**, was seen stored on the base itself simultaneously! However we suspect it has always been that one.

Uruguay

Fuerza Aérea Uruguaya (AF)

Uruguay has been trying to get their hands on a VIP BAe125-700 since 2013 now, see Scramble 409 - page 91 for the first attempt! Last time, in 2016, it was halted because the tender process was criticised by the State Auditor (Tribunal de Cuentas - TCR). Reason for this was that a direct purchase

was attempted, a procedure only allowed for critically scarce products and unique material. Aircraft involved was CX-CIB (257071/NA0251) and in the recent December 2016 tender the procedure seemed to be followed correctly albeit for the ancient trick of defining the specifications in such a way that only a 1979 model 700 would fit the bill, and you guessed it, that is CX-CIB. Again, the Auditor protested. Also because the goal was not solely to acquire an 'ambulance aircraft' but in fact use it for the president. This time the Public Prosecutor intervened and overruled the Auditor. The aircraft is said to be still kept in airworthy state by its current owner; hopefully it will be flyable when all the paperwork is finally done...

Venezuela

Ejército Nacional Bolivariano (AR)

AE	=	Aviación del Ejército
Cnel	=	Coronel
G/B	=	General de Brigada
G/J	=	General en Jefe
SVAC	=	Acarigua/Oswaldo Guevara Mujica
SVBI	=	Barinas/Fuerte Tavacare
SVCS	=	Charallave/Dr. Oscar Machado Zuloaga
SVFM	=	Caracas-La Carlota/Generalísimo Francisco de Miranda AB
SVSP	=	San Felipe/Subteniente Nestor Arias
SVVP	=	Valle de la Pascua

In Scramble 444 - page 83 we reported the hand-over of the four Mi-35Ms that were refurbished in Russia. However, it took until 25 January 2017 for them to be hauled back to Venezuela in an An-124! As you may be aware, we do know all the construction numbers of these birds, (**86265821 to 5824**, **86265842 to 5845** and, **86265866 to 5867**), but lack the tie-ups to their serials. The prefix for these export examples is '862' for Venezuela. Anyone for the tie-ups?

According to the official website and social media channels, there is also an operational battalion at Caracas-Charallave, refer below. Furthermore, the units have received number plates as well. The current Army order of battle is as follows:

Comando de la Aviación del Ejército (CAV)

<u>711 Batallón de Helicópteros</u>	SVSP
"G/B Florencio Jiménez"	A109AM, Bell 412EP Mi-17V-5, Mi-26T-2, Mi-35M-2
<u>712 Batallón de Aviones</u>	SVVP
"G/B Tomas Montilla"	Ce182, CeTU206H Beech 90/200/300, IAI201, M28-05
<u>713 Batallón Especial de Reconocimiento</u>	SVCS
G/B Francisco Conde	A109AM, Mi-35M-2
<u>714 Centro de Mantenimiento de la AE</u>	SVCS
"G/B Francisco de Paula Alcántara"	o/h fixed wing
<u>715 Centro de Abastecimiento de la AE</u>	SVFM
"G/J Juan Antonio Sotillo"	o/h and storage

<u>716 Batallón de Helicópteros Multipropósitos</u>	SVBI
"Cnel Mauricio Encinosa"	Mi-17V-5, Mi-35M-2
<u>Escuela de Aviación del Ejército</u>	SVSP
"G/B Juan Gomez"	AB206
Compañía Anónima Venezolana de Industrias Militares (CAVIM)	
<u>Centro de Mantenimiento y Reparación de Helicópteros Multipropósito (CEMAREH)</u>	SVAC
	o/h helicopters

Bell 206B-3

EBV-0694 Bat. de Helic. prefix change, ex EV- dec16

Mi-17V-5

EBV-0796 Bat. de Helic. w/o 30dec16 **862M10**
Strictly speaking it went missing, they were still searching for the airframe and its occupants as we went to press.

Middle East

Saudi Arabia

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

F-15SA

12-1016	Boeing	f/n, stored Springfield	2016
12-1017	Boeing	f/n, stored Springfield	2016
12-1019	Boeing	f/n, stored Springfield	jun16
12-1020	Boeing	stored Springfield	2016
12-1023	Boeing	f/n, stored Springfield	2016
12-1025	Boeing	stored Springfield	2016
12-1027	Boeing	f/n, stored Springfield	2016
12-1028	Boeing	f/n, stored Springfield	jun16
12-1030	Boeing	f/n, stored Springfield	jun16
12-1031	Boeing	f/n, stored Springfield	jun16
12-1042	Boeing	f/n St. Louis	jan17
5518	55sq	ex 12-1006, ex Boeing	dec16
5519	55sq	ex 12-1010, ex Boeing	dec16
5540	55sq	ex F-15S 9223/93-0899	dec16
5541	55sq	ex F-15S 5506/93-0577	dec16

Super Eagles 12-1010, 12-1006, 93-0857 and 93-0899 passed as such through RAF Lakenheath with callsigns Retro63/64/65/66 on their delivery ferry flight towards 55 squadron, the training unit, at King Khalid Air Base on 10/13 December 2016. The Eagles did not carry Saudi markings yet, just a small black star and bar. These are the first, long delayed, new Eagle deliveries to the kingdom. The two 12-Fiscal Year serials are new built F-15SAs and the 93-Fiscal Year serials are remanufactured F-15S variants. As can be seen above the remanufactured S-models have now been allocated new serials and unfortunately any logic in the new serial allocation is not apparent. Only these two F-15S conversions have taken place at Boeing's facilities in St Louis (MO), the remainder will be performed in-country by the Alsalam Aircraft Company in Saudi Arabia.

Saudi Arabia ordered 84 new built F-15SAs and 68 kits to



Mexican Air Force Mi-17s have been upgraded in Russia in recent years. All have been re-delivered in this two-tone grey colourscheme. (1720, Mi-17, EA.303, Santa Lucia, 27 Augustus 2016, Enrique Giese).

Personal copy



Adir (Mighty) is the name the Israelis gave to the F-35. On its delivery flight to Nevatim, this Adir made a stop at Cameri. (901, F-35A, Cameri, 08 December 2016, Alessandro Finati).

upgrade their existing F-15S fleet to the SA configuration. From the 1st quarter of 2013 to the 4th quarter of 2016, Boeing has built 55 F-15s. Delays in the flight test program at Palmdale, while production of new built airframes was ramping up and deliveries delayed, caused Boeing to store over ten Super Eagles temporarily at Abraham Lincoln Capital Airport, Springfield (IL), at facilities of the 183rd Fighter Wing in 2016.

Hawk Mk165

2106 ???				
2108/ZB108	21sq	ex BAE Systems	ST008/1508	dec16
7905/ZB114	79sq	ex BAE Systems	ST014/1514	dec16
(7907)/ZB116	BAE Systems	f/f 05dec16	ST016/1516	dec16
(7908)/ZB117	BAE Systems	f/f 13dec16	ST017/1517	dec16
(7909)/ZB118	BAE Systems	f/f 09jan17	ST018/1518	jan17
(7910)/ZB119	BAE Systems	f/f 24jan17	ST019/1519	jan17

2108 and 7905 commenced their delivery ferry flights on 13 December 2016.

Typhoon F2

8019/ZK618	80sq	ex BAE Systems	CS049	dec16
8020/ZK619	80sq	ex BAE Systems	CS050	dec16
8021/ZK620	BAE Systems	f/f Warton 12dec16	CS051	dec16
8022/ZK621	BAE Systems	f/f Warton 30nov16	CS052	dec16
8023/ZK622	BAE Systems	f/n f/f Warton 20jan17	CS053	jan17

8019 and 8020 departed BAE Warton for their delivery ferry 13 December 2016. Only one remaining Saudi Tiffany from the order of 72 aircraft has not been seen outside: **CS053** which will become 8024/ZK623.

North America

Canada

Royal Canadian Air Force (AF)

Finally, a date has been set for the retirement of the RCAF Sea Kings. Progress on the troubled CH-148 Cyclone now allows for numbering the remaining days of the venerable Sea Kings. Their retirement is now set for December 2018. The last squadron to operate these birds will be 443 squadron at Patricia Bay (B.C.). Deliveries started in August 1963, so the type will celebrate its 55th anniversary in Canadian service! It will however take until 2025 before the CH-148 Cyclone will reach full operating capability with all the crews and aircraft needed for deployment. The Cyclones were ordered with Sikorsky in 2004.

CT-156 (T-6A-1)

156105	NFTC	w/o 27jan17	PF-5
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CF-188 (F/A-18A)

188747	401sq	w/o 28nov16	333/A277
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United States

United States Air Force (AF)

The second half of 2016 revealed some USAF secrets at or near Nevada's Tonopah Test Range Airport, also known as Groom Lake or Area 51. At the end of July 2016 multiple Lockheed F-117A Nighthawk sorties were observed during daylight. At first glance nothing special because F-117 test-flying has often been observed in the surroundings of Tonopah for the past eight and a half years. Ever since the F-117 was retired from active duty in 2008, some of the fifty mothballed F-117s have been seen flying now and then, but this past July for the first time formation flying was witnessed with two F-117s. Normally it is not the standard procedure for USAF aircraft in operational storage to test-fly and practice formation flying. Formation flying is a tactical operation discipline. Although at this time it is speculation, it is possible that an operational need has arisen for the USAF to resurrect the stealth F-117 for special purposes.

One of the reasons could be that because stealth aircraft like the Lockheed-Martin F-35A Lightning II are not yet operationally ready for special ground attack missions and the Lockheed-Martin F-22A Raptor is primarily an air superiority fighter. The latter is operational, also in the ground attack role, above the skies of Syria and Iraq. It is imaginable that the USAF is not completely satisfied with the results and effects created by the F-22A. This in combination with Small Diameter Bombs (SDBs), for example, the GBU-39.

For the ground attack role the USAF also deploys aircraft such as the F-15E Eagle, F-16C Fighting Falcon, A-10C Thunderbolt II and AC-130U/W Hercules Gunship to multiple theatres around the globe but they do not possess the Stealth capacities like the F-117 Nighthawk does. One can wonder, especially with rather difficult dynamic war situations in the Middle East going on (Syria, Iraq and Yemen), which aircraft is sufficient enough to do a covert and precise job. With the right aircraft characteristics, the right pilot skills and the right weapons the war proven F-117A Nighthawk may not be obsolete after all.

At the beginning of November 2016 a single-seat Sukhoi Su-27 was seen dogfighting against a USAF F-16 above Groom Lake. The last known flights of a Su-27 observed over Groom Lake date back some years ago. The last sightings were from 2003, 2004 and 2012. The recent sighted Su-27 showed an old style Soviet blue/grey camouflage pattern with a white radome. Although subject to speculation, the history of the Su-27 is not known at this moment. Multiple open-source reports are hinting the Su-27 have been acquired from Belarus in

the mid-nineteen nineties. There is no evidence, but this particular aircraft could well be originating from Ukrainian stocks. The United States and Ukraine have created strong military ties over the past few years. Flying mostly from Tonopah Test Range Airport it is believed that the 53rd Test and Evaluation Group/Detachment-3, with its headquarters based at Nellis AFB (NV), is responsible for the USAF training and evaluation of aircraft and aircrews in the use of Foreign Materiel Exploitation (FME).

High ranking USAF representatives stated at the beginning of 2017 that Travis AFB (CA) and Joint Base McGuire/Dix-Lakehurst (NJ) are the next two chosen active-duty Boeing KC-46A Pegasus tanker bases. At this moment both airbases house the McDonnell Douglas KC-10A Extender tanker aircraft with the 60th AMW and the 305th AMW respectively. It was already decided that Altus AFB (OK), McConnell AFB (KS), Pease Air National Guard Station (NH) and Seymour Johnson AFB (NC) will be future KC-46 basing locations. The first KC-46As are expected to begin arriving at the end of 2017 with the 22nd ARW at McConnell AFB and with the 97th AMW at Altus AFB, replacing the Boeing KC-135R Stratotankers at those bases. At this moment the USAF is expecting to receive a total of 479 KC-46A aircraft to replace the KC-135R/T and KC-10A legacy tanker aircraft.

A 5th Bomb Wing Boeing B-52H Stratofortress lost one (or a part) of its eight engines in flight whilst conducting a training mission from Minot AFB (ND) on 4 January 2017. The B-52 landed safely back at Minot without any further incidents. During the search, engine debris was found by a UH-1N Huey, from Minot's 54th Helicopter Squadron, in an unpopulated area 25 miles northeast of Minot AFB. Originating from 1960 and 1961 (the last production B-52H was delivered to the USAF in October 1962), some 76 Stratofortresses are incorporated within five squadrons and operated by the USAFs 2nd Bomb Wing at Barksdale AFB (LA), the 5th Bomb Wing at Minot AFB (ND) and some small test units. Already having an average life-span of 56 years per airframe, the B-52 is still doing a formidable job.

Since the beginning of April 2016, a handful B-52Hs are stationed at Al Udeid Air Base in Qatar. They resort under the 379th Air Expeditionary Wing and the conventional tasks are in support of theater requirements and Operation Inherent Resolve (OIR). Recently a B-52H Stratofortress tested three unarmed newly developed AGM-86B Air-Launched Cruise Missiles (ALCMs), demonstrating the bomber force's ability to configure, load, fly and deliver the nation's only nuclear cruise missile. The USAF is expecting to have the B-52 operational until around the year 2040.

On Saturday 7 January 2017, two civilian disguised USAF Pilatus U-28A aircraft arrived at Lajes Field in the Azores. Both U-28A aircraft, 05-0556 and 08-0809, were transiting Lajes to be deployed to an unknown destination in Africa. Being part of USAF's Air Force Special Operations Command (AFSOC) and normally based with the 318th SOS at Cannon AFB (NM) or the 319th SOS at Hurlburt Field (FL), the U-28s usually don't carry any unit markings and/or badges.

This time the aircraft involved took the 2,300 km long "south" route from St Johns International Airport, Canada to Lajes. On 8 January they transited Gando-Las Palmas, Gran Canaria Airport, for a fuel stop before heading towards Africa. The whole time the U-28s were accompanied by MC-130P Combat Shadow 66-0219 using callsign King64. This is a standard USAF procedure flying the Transatlantic route with small aircraft. In return, going back to the Continental United States (CONUS), landing at Gando on 13 January were civilian looking U-28As 05-0482 and 08-0822. This time, taking the "north" route, also with MC-130P 66-0219 trailing behind, 2,800 km were flown before touching down at Shannon Airport, Ireland. The journey eventually continued on 18 January, via Keflavik Air Base, Iceland and St Johns Airport, Canada towards the United States.

12 January 2017, eight A-10C Thunderbolt-II aircraft arrived at Morón Air Base in the south of Spain. The group of A-10s was of the 354th FS/355th Wing from Davis-Monthan AFB (AZ). On 15 January 2017 four A-10s, from same the unit, landed at Morón coming from the Continental United States. On both occasions the aircraft transited Morón towards Incirlik Air Base in Turkey to become part of the 447th Air Expeditionary Group. The main task for the A-10s will be supporting Operation Inherent Resolve (OIR) in the Middle East. The following twelve 354th FS A-10Cs made the transatlantic flight; 79-0168, 80-0275, 81-0945, 81-0965, 81-0976, 81-0980, 81-0983, 81-0988, 81-0991, 81-0992, 82-0648 and 82-0656 (not all of them carried the DM tactical base code).

Prior to their deployment some of the A-10s were just upgraded at their home base with a new lightweight communication airborne recovery system named the LARS V-12. The V-12 arose as there was an urgent operational requirement for A-10 pilots to have better effective communications with people on the ground such as Joint Terminal Attack Controllers (JTACs), Pararescuemen (PJs) and downed pilots. Some twenty aircraft have been upgraded with the new V-12 kit.

Well beyond its heydays, and planned to be phased out in the next few years, the versatile A-10 keeps surprising the aviation community, this time by being the USAFs newly tasked Combat Search And Rescue (CSAR) asset. Just replaced by



Beech King Airs come in many different configurations. Visiting Prague is this MC-12S, which should belong to the 224th MI Btn. (12-00278, MC-12S, 224th MI Btn, Prague, 12 January 2017, Vaclav Kudela).

Personal copy



This brightly painted Lightning II, 168732/CF-01, from VMFA-211 was photographed on the Air Show at Miramar MCAS (CA). (26 September 2016, Ramon Berk)

Davis-Monthan's 354th FS A-10Cs and going back to the Continental United States (CONUS) were the following twelve MD-coded Maryland Air National Guard A-10Cs from the 104th FS/175th Wing; 78-0612, 78-0637, 78-0640, 78-0682, 78-0693, 78-0704, 78-0705, 78-0718, 79-0082, 79-0087, 79-0088 and 79-0175 as 175WG. Being the former 104th Expeditionary Fighter Squadron, in support of Operation Inherent Resolve (OIR), the A-10s were seen transiting Lajes between 20 and 24 January towards their final destination, Warfield Air National Guard Base, part of Martin State Airport, Maryland.

The U.S. Department of Defense stated that two Northrop-Grumman B-2A Spirit bomber aircraft dropped more than one hundred precision-guided GBU-38 bombs on two Islamic State camps on Wednesday 18 January 2017. The targets were approximately 45 kilometers southwest of Sirte in Libya. The B-2s, 89-0129, named Spirit of Georgia and 93-1087, named Spirit of Pennsylvania, both attached to the 509th Bomb Wing at Whiteman AFB (MO), flew a mission of 34 hours. The pair of B-2s were supported by some fifteen tanker aircraft for the necessary refueling. This was the first time in almost six years that the B-2 was used to strike at an enemy target. The last strikes occurred when three B-2s destroyed Libyan Air Force aircraft on the ground during Operation Odyssey Dawn in March 2011.

The 34th FS 'Rude Rams' at Hill AFB (UT), the first fully combat operational USAF F-35A Lightning-II squadron, is on schedule with respect to working up to be a part of a coming European Theater Security Package (TSP) deployment. The last hurdle that has to be taken is the participation of a squadron-sized unit in the Red Flag 17-1 exercise. Over a dozen HL coded F-35A aircraft, piloted by both Hill's active duty 388th FW and Air Force Reserve Command's 419th FW, landed at Nellis AFB (NV) on 20 January 2017 to begin preparations for the full-spectrum combat Red Flag exercise.

Although the F-35s will be present at Nellis until mid-February, according to high ranking USAF officers the TSP deployment to Europe should be somewhere during the summer period. Possible bases named that will house the F-35 deployment are RAF Lakenheath in Great Britain and Spangdahlem Air Base in Germany. The USAF recently announced that RAF Lakenheath is chosen to be the first F-35 base in Europe. With the first aircraft arriving in 2021, eventually 54 F-35s, within three squadrons resorting under command of the 48th Fighter Wing, will be based there.

Three 79th FS F-16Cs from Shaw AFB (SC) were seen transiting Morón Air Base in the South of Spain at the end of January 2017. No reason given it is possible that those F-16s will augment the twelve F-16s that are already assigned to the 455th Air Expeditionary Wing at Bagram in Afghanistan or

will be (temporarily) based at Spangdahlem in Germany. The following SW coded F-16Cs from the 79th FS Tiger squadron were involved; 91-0348, 91-0369 and 93-0548. The latter was also noted at Spangdahlem at the end of January.

23 January 2017 saw two major USAF Commands celebrating their 75th anniversary. Both USAF's Air Education and Training Command and Air Forces in Europe were established in January 1942, during the Second World War. At their foundation the names of both Commands differed from the current ones. Air Education and Training Command (AETC) received its current name on 1 July 1993. In 2012 United States Air Forces in Europe (USAFE) merged with Air Forces Africa becoming USAFE-AFAFRICA.

Completely unexpected the Raytheon-Leonardo and Northrop Grumman team withdrew from the T-X competition, Raytheon-Leonardo was one of the contestants for the next generation new jet trainer, replacing the Northrop T-38 Talon in USAF service with their T-100/M-346 Master product. A final request for proposals (RFP) for the T-X was promulgated by the USAF on 30 December 2016. This leaves the following two contestants; Boeing/Saab with their T-X and the Lockheed-Martin T-50A. The latter is the only aircraft from an existing design, the Korea Aerospace Industries (KAI) T-50.

There is a possibility that there will be a third contender, Textron's Scorpion. The Scorpion is advertised by Textron as a low-cost surveillance and strike capability aircraft. Textron could offer a development of the Scorpion for the training role. It is expected that USAF's Air Education and Training Command will make a final selection during the fourth quarter of 2017. To be continued.

Seldom seen are the USAF E-11A and EQ-4B Battlefield Airborne Communications Node (BACN) aircraft. The four E-11As, being modified Bombardier BD-700 Global Express aircraft, are still in the inventory of the USAF. They are operated by the 430th Expeditionary Electronic Combat Squadron which is part of the 451st Air Expeditionary Group. Most of the time they fly missions over Afghanistan from their home base Kandahar. The three BACN equipped EQ-4Bs, which are modified Northrop-Grumman RQ-4 Global Hawk UAV (Unmanned Aerial Vehicle) aircraft, are believed to be stationed permanently at Al Dhafra Air Base in the United Arab Emirates as part of the 380th Air Expeditionary Wing in support of Operation Inherent Resolve (OIR).

Occasionally, sparse information about the BACN aircraft is given. Recent proof that the E-11A and EQ-4B projects are still going on was that in January 2017 the U.S. Department of Defense revealed that a contract had been awarded to

Northrop-Grumman, San Diego, to carry out unspecified modifications on BACN aircraft. The contract was divided in parts at different locations. Worth mentioning is that some of the contracting activity will take place under the auspices of the Air Force Life Cycle Management Center, based at Hanscom AFB (MA). Hanscom AFB has been named as being the home base for the E-11A when not deployed. The E-11A fleet consists of: 11-9001, 11-9355, 11-9358 and 12-9506. Because of its lumps and bumps 11-9001 is the most noticeable one. The EQ-4B fleet consists of: 04-2018, 04-2019, 04-2020 (a fourth aircraft, 04-2017, crashed in August 2011).

A-10C

78-0657/FT 74th FS ex WA/66th WPS **A10-0277** jan17

B-1B

86-0097/DY 37th BS ex DY/28th BS **57** jan17
 86-0108/EL 37th BS ex EL/34th BS **68** jan17
 86-0129/EL 37th BS ex EL/34th BS **89** jan17

B-52H-BW

61-0007/MT 69th BS ex wfu Barksdale **464434** oct16

C-5M

85-0006 68th AS ex Marietta **500-92** nov16
 86-0019 68th AS ex Marietta **500-105** dec16
 86-0023 68th AS ex Marietta **500-109** nov16
 87-0038 68th AS d/d 28oct16 **500-124** nov16

C-12D

83-0495 USE Nairobi ex USE Islamabad **BP-41** jan17

C-130H

79-0478 to Iraq as YI-3.. **382-4858** jul16
 80-0322 118th AS ex 158th AS CT ANG **382-4903** jan17
 84-0204 154th TS ex 327th AS AR ANG **382-5038** jan17
 89-1188 357th AS ex 328th AS AFRC **382-5197** jan17

MC-130P

69-5819 309th AMARG ex 1st SOG Det.1 **382-4363** jan17

AC-130J

12-5772 1st SOG det.2 ex MC-130J **382-5772** nov17

KC-135E

55-3143 Wichita ex 309th AMARG **17259/T0026** jul16

E-3G

76-1607/OK 960th AACs ex E-3B **21437/927** jan17

F-16A ADF

80-0543/- Merced/Castle ex 309th AMARG **61-264** jun16
 80-0561/IL to Poland spares source **61-282**
 80-0565 Cecil Field to QF-16 **61-286/M22-1**
 80-0578/AZ Cecil Field to QF-16 **61-299**
 81-0680 Cecil Field to QF-16 **61-361/M22-4**
 81-0693 Cecil Field to QF-16 **61-374/M22-17**
 81-0713 Cecil Field to QF-16 **61-394/M22-29**
 81-0728 Cecil Field to QF-16 **61-409/M22-22**
 81-0777/ND Cecil Field to QF-16 **61-458**

81-0795/ND Cecil Field to QF-16 **61-476**
 81-0811 Cecil Field to QF-16 **61-492/M22-18**
 82-0942 Cecil Field to QF-16 **61-535/M22-20**

Many F-16s formerly leased to the Italian Air Force are now inducted in the QF-16 drone program.

F-16A-10-CF

80-0507/SH Vincennes ex 309th AMARG **61-228** jan15
 80-0513/DO Conton ex 309th AMARG **61-234** jan15
 80-0519/DO Wright Patt AFB ex 309th AMARG **61-240** oct14

F-16A-15-CF

83-1114/SA to Portugal spare parts **61-667**

QF-16A ADF

81-0803/QF-020 Cecil Field to QF-16 program **61-484**

QF-16A-15-CF

81-0806/QF-015 Cecil Field ex 309th AMARG **61-487** jan17
 83-1087/QF-017 Cecil Field ex 309th AMARG **61-640** jan17
 83-1091/QF-018 Cecil Field ex 309th AMARG **61-644** jan17
 83-1095/QF-019 Cecil Field ex 309th AMARG **61-648** jan17

F-16C-25-CF

83-1128/LF Cecil Field to QF-16 **5C-11**
 83-1140/LF Cecil Field to QF-16 **5C-23**
 83-1146/LF Cecil Field to QF-16 **5C-29**
 83-1152/LF for Indonesia as TS-16.. **5C-35**
 83-1155/AZ Cecil Field to QF-16 **5C-38**
 83-1156/- to Indonesia as TS-16.. **5C-39**
 84-1248 Cecil Field to QF-16 **5C-85**
 84-1253/- Cecil Field to QF-16 **5C-90**
 84-1262/AZ Cecil Field to QF-16 **5C-99**
 84-1282/AZ for Indonesia as TS-16.. **5C-119**
 85-1403/- to Calspan test aircraft **5C-183**
 85-1406/- for Indonesia as TS-16.. **5C-186**
 85-1421/LF Cecil Field to QF-16 **5C-201**
 85-1425/LF Cecil Field to QF-16 **5C-205**

F-16C-30-CF

85-1422/DC Cecil Field to QF-16 **5C-202**
 85-1428/AC Cecil Field to QF-16 **5C-208**
 85-1432/NY Cecil Field to QF-16 **5C-212**
 85-1442/- Cecil Field to QF-16 **5C-222**
 85-1444/TX Cecil Field to QF-16 **5C-224**
 85-1448/- Cecil Field to QF-16 **5C-228**
 85-1450/DC Cecil Field to QF-16 **5C-230**
 85-1453/AC Cecil Field to QF-16 **5C-233**
 85-1461/DC Cecil Field to QF-16 **5C-241**
 85-1464/DC Cecil Field to QF-16 **5C-244**
 85-1476/DC Cecil Field to QF-16 **5C-256**
 85-1477/DC Cecil Field to QF-16 **5C-257**
 85-1478/- Cecil Field to QF-16 **5C-258**
 85-1494/- Cecil Field to QF-16 **5C-274**
 85-1548 Cecil Field to QF-16 **5C-290**
 85-1568/- Cecil Field to QF-16 **5C-310**
 86-0207/- Cecil Field to QF-16 **5C-313**
 86-0249/NY Cecil Field to QF-16 **5C-355**
 86-0254 Cecil Field to QF-16 **5C-360**



The USAF operates many embassy flights around the globe, which usually fly a version of the C-12. This C-12D was noted at Prague, and serves the US Embassy in Nairobi (Kenya). (83-0495, C-12D, USE Nairobi, 15 January 2017, Vaclav Kudela).

QF-16C-30-CF
85-1473/QF-014 Cecil Field ex 309th AMARG **5C-253** jan17

F-16CM-50-CF
01-7050/SW 77th FS ex SW/79th FS **CC-228** jan17
01-7051/SW 77th FS ex SW/79th FS **CC-229** jan17

F-35A-31
14-5101/HL 34th FS d/d dec16 **AF-102** jan17
14-5102/HL 34th FS d/d dec16 **AF-103** jan17
14-5104/HL Fort Worth for 34th FS **AF-105** jan17
14-5105/HL Fort Worth for 34th FS **AF-106** jan17
14-5107/LF Fort Worth for 62nd FS **AF-108** jan17
14-5108 to Italy as MM7357 **AL-7** jan17
14-5112 for Israel as 901 **AS-1** sep16
14-5113 for Israel as 902 **AS-2** sep16
14-5114 to Japan as 69-8701 **AX-1** sep16
14-5115 to Japan as 69-8702 **AX-2** jan17
14-5116 to Japan as 79-8703 **AX-3** jan17
14-5117 for Japan as 79-8704 **AX-4** jan17
15-5121/OT Fort Worth for 422nd TES **AF-112** jan17

14-5112 to 14-5117 are a correction to Scramble 452-page 84.
AX-1 to **AX-3** are operated by the 62nd FS out of Luke AFB (AZ). **AX-3** was previously noted as 69-8703/04 instead of 79-8703/04.

T-37B
56-3537 Merced/Castle ex Tucson-Pima **40109** may15

United States Army (AR)
As part of *Operation Atlantic Resolve*, the United States Army in Europe announced that 1-501st AVN will deploy to Europe. This announcement was made on 17 January 2017, and it was stated that twenty-four Apaches assigned to this unit will arrive in Europe in February 2017. They will remain in Europe for nine months. During the week of 16 January, the helicopters arrived at NAS Corpus Christi (TX), where the Corpus Christi Army Depot (CCAD) supports the deployment by helping prepare the helicopters for sea freight to Europe. The unit will support *TF Falcon*, which already arrived in January 2017. Under the name *TF Falcon*, elements of the 10th Combat Air Brigade (CAB) are deployed to Europe to support the ground forces of the 10th Mountain Division (Light Infantry) from Fort Drum (NY).

BEST = BEST Aircraft Consolidation Facility at 248 Dunlop Blvd, Huntsville (AL)

Units
4-6th CAV Grey AAF, JB Lewis-McChord (WA)
6-6th CAV Wheeler Sack AAF, Fort Drum (NY)
6-17th CAV Butt AAF, Fort Carson (CO)
5-101st AVN Sabre AHP, Fort Campbell (KY)
C(-)/1-114th AVN AASF Tupelo-CD Lemmons Field RAP (MS)
1-149th AVN TX ARNG, AASF Ellington Field, Houston (TX)
B(-)/1-244th AVN LA ARNG, AASF Hammond Northshore RAP (LA)

MC-12W
The following former USAF MC-12W Liberty aircraft are believed to have been transferred to the US Army over the last few years. Since in several cases the source is from radio logs we want to emphasize that confirmation is required. So if anyone can provide any kind of confirmation we would gladly hear so! The MC-12Ws concerned are: 08-00329, 08-00376, 09-00640, 09-00642, 09-00646 and 10-00728.

In September 2015, the USAF issued a press release stating that eleven MC-12W aircraft would be transferred to the US Army. So far only 08-00336 and 09-00644 have been confirmed. Assuming that the six aircraft mentioned here are indeed transferred, there should still be three additional aircraft involved.

OH-58C
68-16900 std St. Augustine (FL), ex N516P **40214** jan17
70-15055 std Greenbrier (AR), ex N153GF **40606** jan17
70-15561 std Monroe-Custer (MI) **41112** jan17
71-20477 std Omaha (NE), ex N301TD **41338** jan17
71-20627 std Greenbrier (AR), ex N232FC **41488** jan17

72-21184 std Omaha (NE), ex N106PD **41850** jan17
As usual lately, again some old Kiowas have been offered for sale as scrap. Kiowa 71-20627 was listed in error as 68-16688 on the GSA website.

UH-60L
After 3-227th AVN shipped back to CONUS following their deployed to Europe one of their helicopters remained behind. Black Hawk 93-26485 has been confirmed undergoing maintenance with D/1-214th AVN at Wiesbaden AB (Germany) in November and December 2016. The purpose of this is unclear at the moment, but its presence fuels rumors about 1-214th AVN converting to this Black Hawk variant in the future. As usual, time will tell!

UH-60M
07-20082 B(-)/1-244th AVN, ex nb nov16
11-20374 5-101st AVN f/n jan17

AH-64D
02-05317 6-17th CAV ex 4-227th AVN **PVD317** jan17
02-05326 6-17th CAV ex nb **PVD326** jan17
03-05387 6-6th CAV ex 1-211th AVN **PVD387** jan17
07-05509 6-6th CAV ex nb **PVD509** jan17
10-05626 6-17th CAV ex nb **PVD626** jan17
11-05710 1-149th AVN w/o 29dec16 **PVD710**

AH-64E
13-03004 4-6th CAV f/n **NM004** dec16
15-03046 4-6th CAV ex nb **NM046** dec16

UH-72A
13-72288 C(-)/1-114th AVN, ex nb nov16
United States Navy (NY)

The brand-new Defense Secretary James Mattis ordered a Pentagon review to compare the capabilities and cost between of the F-35C and an upgraded version of the F/A-18E/F. USNI News reported that he must compare the operational capabilities of both types. Besides that, an assessment must be made about the extent to which F/A-18E/F improvements (like the advanced Super Hornet) can be made in order to provide a competitive, cost effective, fighter aircraft alternative for the costly F-35C.

Mattis was also ordered to get an overall look of the F-35 program, so he can find opportunities to significantly reduce the total costs while maintaining the requirements for the program. The order follows President Donald Trump's wishes, after his declaration in December 2016 that he wanted Boeing to price out a comparable Super Hornet to an F-35 as a cost saving measure. The US Navy is convinced that the F-35C is currently the best choice and that an Advanced Super Hornet can never reach the 5th generation capabilities of the F-35C. Chief of Naval Operations Admiral John Richardson said in mid-January that the Navy needed the capability the JSF brought to the service as well as unmanned aircraft in a blended air wing of existing and future aircraft. That future aircraft could be a cadre of Advanced Super Hornets.

The US Navy is set to use the highly networked, stealthy aircraft differently from the F-35A and F-35Bs for the USAF and USMC. The F-35 is set to be a key node in the US Navy's emerging Naval Integrated Fire Control-Counter Air (NIFC-CA) concept that merges the information from ships and aircraft into a combat network in which a US Navy Lightning II could pass back targeting information to weapons launched from another ship or aircraft. The F-35 has a command and control node that could be part of a strike package that mostly consists out of F/A-18s rather than F-35s doing a whole strike mission by themselves. The USAF is planning to let de F-35A do that whole mission. The US Navy F-35C is really more advanced in this as it will be used as an enabler and a strike lead and as a command and control platform rather than as a fighter platform on its own. The Advanced Super Hornet can most likely be equipped with a lot of technology of the F-35C,



Super Hornet 166976/NA-100 from VFA-22 is captured at the moment it was ready for take-off. (Fallon NAS (NV), 2 December 2016, Bert Stil)

but it can never be made as stealthy as the F-35C. It is not said when the review must be completed, but when published, it is possible that the US Navy will order less F-35Cs than the 260 originally planned.

United States Navy unit news

Fat Albert, C-130T 164763 of the Flight Demonstration Squadron *Blue Angels* is undergoing an extensive overhaul. Because of that, the team is using KC-130T 165000/NY-000. This triple zero is nicknamed *Ernie*.

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

Four F-35Cs arrived at NAS Lemoore (CA) on 25 January 2016 as part of a new Fleet Replacement Squadron (FRS) for the West Coast. VFA-125 *Rough Raiders* was re-established on 12 January 2017 and becomes the Navy's west coast FRS for the F-35C Lightning II. The Lemoore FRS ('NJ-4xx') is responsible for training the next generation of Naval Aviators on the F-35C. The arrival of the Lightning IIs at Lemoore marks the beginning of the Navy's transition onto the new type. The first four F-35Cs are former VFA101 *Grim Reapers* ('NJ-1xx') aircraft from Eglin AFB (FL). By the end of the year, VFA-125 is scheduled to have ten F-35Cs on strength.

VFA-147 *Argonauts* (currently 'NH-2xx') will be the first fleet squadron to make the transition to the F-35C, scheduled for 2018. The *Argonauts* are planned to enter operational fleet service in 2019. More than one hundred F-35Cs are planned for basing at Lemoore by the early 2020s. The carrier-variant has hit some problems with its nose gear system, which oscillates during catapult launches when the jet is lightly loaded. Pilots experience different kinds of bodily problems during the launch. The Navy found a short and medium-term mitigation for the problem, but in the longer term, the complete nose-section gear will have to be re-designed to fix the issue, most probably resulting in additional costs and further delays in the complete F-35C program.

Carrier Air Wing 5, USS *George Washington* (CVN-73), NF

Former Carrier Air Wing One E-2D Hawkeye squadron Carrier Airborne Early Warning Squadron (VAW) 125 *Tigertails* (ex 'AB-6xx') is assigned to the single Forward-Deployed Carrier Air Wing as of 5 January 2017. The squadron will move with five E-2Ds from its current homebase NAS Norfolk (VA) to MCAS Iwakuni (Japan) in February 2017 and will become part of CVW-5/NF. VAW-125 will replace VAW-115 *Liberty Bells* ('NF-6xx') within the wing, so VAW-115 can move with their old E-2Cs back to NAS Point Mugu (CA) during summer 2017. VAW-115 is then slated for transition to the E-2D. VAW-125 is the first E-2D fleet squadron of the US Navy and already has completed one deployment on USS *Theodore Roosevelt* (CVN-71) in support of Operation Inherent Resolve.

CVW-5/NF with four F/A-18E/F Super Hornet (VFA-102, -27,

115 and 195) and an EA-18G Growler squadron (VAQ-141) will move from Atsugi to Iwakuni, commencing late 2017.

Carrier News

In March 2016, the US Navy will start sea trials with the first of its new class of aircraft carriers. The USS *Gerald R. Ford* (CVN-78) is 99 percent complete. The US\$12.9 billion ship concurred a US\$2 billion cost overrun and a construction delay of more than a year. There were multiple issues with the carrier's advanced systems and technology, including aircraft landing equipment and nuclear power generation. The new generation of carriers will replace the Nimitz-class ships. Construction on the Ford started in 2009 at Newport News Shipbuilding in Newport News (VA). Pending the results of the sea-trials, the GRF will be delivered to the Navy in April 2017.

The USS *Enterprise* (CVN-65), the first nuclear carrier of the US Navy will be decommissioned at Newport News Shipbuilding (VA) on 3 February 2017. The Big E was already taken out of service in 2012.

FRCSSE = Fleet Readiness Center South East, Jacksonville (FL)
FRCSW = Fleet Readiness Center South West, North Island (CA)
LMTAS = Lockheed Martin Aeronautics Company, Fort Worth (TX)

C-2A				
162150	VRC-40	ex 20/VRC-30	30	jan17
E-2C				
166507	FRCSW	ex 655/VAW-120		jan17
E-2C-II				
165507/643	VAW-120	ex FRCSW	A17	dec16
F/A-18C				
165214/NE-404	VFA-34	ex NE-407	1390/C439	jan17
F/A-18E				
168881/NA-304	VFA-113	ex NJ-266/VFA-122	E258	jan17
168885/NA-310	VFA-113	ex NJ-200/VFA-122	E262	jan17
169123/NJ-205	VFA-122	f/n	E289?	jan17
EA-18G				
168938/NJ	VAQ-129	f/n	G110	nov16
169133/DD-50.	VX-31	f/n	G124	dec16
169136/NJ-516	VAQ-129	f/n	G127	jan17
F-35C				
169030/NJ-400	VFA-125	ex NJ-113/VFA-101	CF-18	jan17
169031/NJ-401	VFA-125	ex NJ-114/VFA-101	CF-19	jan17
169032/NJ-402	VFA-125	ex NJ-115/VFA-101	CF-20	jan17
169035/NJ-403	VFA-125	ex NJ-120/VFA-101	CF-23	jan17
MH-60R				
168137	nmks	del 17dec16	70-4...	dec16
P-3C AIP+				
163289/YD-289	309th AMARG	ex YD-289/VP-4	5814	jan17
P-8A				
167952/952	SDC Dallas	AAS equipped	40594/3324/T4	mar16

168431/LK-431	VP-26	ex LF-431/VP-16	40811/3916	jan17
168758/LC-758	VP-8	ex LA-768/VP-5	42254/4768	jan17
168996/996	SDC Dallas	AAS equipped	44938/5567	jan17
169326/326	Boeing	f/f 16jan17	62298/6160	jan17
169327/327	Boeing	f/n	62299/6189	jan17
169329/329	Boeing	f/n	62295/6273	jan17

T-6B
166246/E-246 TAW-5 f/n **PN-237** nov16

T-45C
165466/A-123 VT-9 w/o 17jan17 **C023**

United States Marine Corps (NY)

Marine Force Pacific (MARFORPAC)

Ten F-35Bs and about 300 personnel of Marine Fighter Attack Squadron (VMFA) 121 *Green Knights* ('VK-xx'), formerly part of the 3rd Marine Aircraft Wing (MAW), departed MCAS Yuma (AZ), permanently transferring to the 1st MAW at MCAS Iwakuni (Japan) on 9 January 2017. Iwakuni is the first location to receive the USMC F-35B outside the States. The squadron, once an F/A-18D and designated VMFA(All Weather), was re-designated on 20 November 2012 to VMFA-121 and from that moment equipped with the F-35B. The *Green Knights* received initial operating capability (IOC) on 31 July 2015. In October 2016, a contingent of VMFA-121 pilots and maintainers participated in the Developmental Test III and the Lightning Carrier Proof of Concept Demonstration aboard the USS *America* (LHA-6). The final test period ensured the plane could fully operate under at-sea conditions. VMFA-121 will receive an additional six F-35Bs later this year and is expected to deploy with the 31st Marine Expeditionary Unit (MEU) aboard the USS *Wasp* (LHD-1) in 2018. The *Wasp* will replace the current forward deployed amphib, the USS *Bonhomme Richard* (LHD-5), in Sasebo (Japan) in 2017. The LHD-5 will relocate to NS San Diego (CA).

FRCSE = Fleet Readiness Center South East, Jacksonville (FL)
FRCSW = Fleet Readiness Center South West, North Island (CA)
LMTAS = Lockheed Martin Aeronautics Company, Fort Worth (TX)

EA-6B
161885/RM-09 309th AMARG ex RM-09/VMAQ-4 **P-108** jan17
163031/RM-08 309th AMARG ex RM-08/VMAQ-4 **P-124** jan17

F/A-18A+
163099/MA-10 VMFA-112 ex VE-213/VMFA-115 **484/A399** jan17

F/A-18C
163725 VMFA-... ex 309th AMARG **792/C085** jan17
163751 VMFA-... ex 309th AMARG **826/C109** jan17
164261/DW-09 VMFA-251 ex DC-01/VMFA-122 **1024/C241** jan17
164661/27 NAWDC ex AJ-305/VFA-15 **1088/C283** jan17
164902/DW-01 VMFA-251 ex AB-400 **1234/C361** jan17

F/A-18D
165532/SH-... VMFAT-101 ex VMFA(AW)-225 **1498/D153** oct16

AH-1W
165097/TV-29 HMLA-167 ex CA-29/HMLA-467 **29152** sep16
165287/WG-03 HMLA-775 Det.A ex MP-01/HMLA-773 **26335** jan17

UH-1Y
167804/UV-00 HMLA-267 ex SM-04/HMLA-369 **55112** nov16
168512/YM-42 VMM-365 ex TV-90/HMLA-167 **55176** oct16
169239 HMLA-... del 28sep16 **55230** sep16
169243 Bell Amarillo f/n **55233** jan17

CH-53E
161392 FRCE ex UT-01/HMT-302 **65-449** nov16

AV-8B
163869/KD-26 VMAT-203 ex CF-23/VMA-211 **177** nov16
164139/KD-25 VMAT-203 ex WH-01/VMA-542 **212** nov16

AV-8B+
164551/WP-05 VMA-223 ex YS-51/VMM-162 **236** nov16
164558/WP-50 VMA-223 ex WP-12 **243** nov16
164569/WP-02 VMA-223 ex YS-52/VMM-162 **254** nov16

AV-8B+(R)
165312/WP-07 VMA-223 ex YS-54/VMM-162 **270** nov16
165384/CG-12 VMA-231 ex WH-03/MA-542 **279** apr15
165430/WH VMA-542 ex WL-04/VMA-311 **302** nov16
165592/WP-06 VMA-223 ex CF-07/VMA-211 **329** nov16
165596/WP-09 VMA-223 ex WH-09/VMA-542 **333** nov16
165597/WP-51 VMA-223 ex CG-09/VMA-231 **334** nov16

F-35B
169026/CF-09 VMFA-211 ex VM-26/VMFAT-501 **BF-41** jan17
169027/CF-10 VMFA-211 ex VM-15/VMFAT-501 **BF-42** jan17

MV-22B
166740 FRCE ex YX-10/VMM-166 **D0105** nov16
168004/YR-12 VMM-161 ex YP-03/VMM-163 **D0134** jan17
168243/ES-11 VMM-266 ex EG-06/VMM-263 **D0193** nov16
168347/EM-15 VMM-261 ex YS-10/VMM-162 **D0250?** jan17
168615/EM-11 VMM-261 ex YM-11/VMM-365 **D0270** jan17
168619/YR-11 VMM-161 ex YW-00/VMM-165 **D0274?** jan17
168643 Bell Amarillo f/n **D0298?** jan17

United States Coast Guard (CG)

MH-65D
6528 Port Angeles ex HITRON **6172** sep16

Credits:

ELAS, Paul Carr, Ian Carroll, Enrique Giese, Martin Greenman, Joris Heeren, Daniele Mattiuzzo, Bram Risseeuw, Rob Sowald, Jos Stevens, Peter Weinert, Peter Wilmink

Abbreviations

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



Signonella AOD's C-26D 910502 is seen here landing at Geilenkirchen. (3 November 2016, Rolf Flinzner)

Dutch Spotters Convention

zaterdag 20 mei 2017 10.00
- 16.00 uur Worldhotel
Wings Rotterdam

Op zaterdag 20 mei 2017 wordt in samenwerking met de stichting AIRnieuws Nederland weer een luchtvaartbeurs georganiseerd. Deze beurs vond zijn oorsprong in het najaar van 1996, onder de naam Dutch Spotters Convention (DSC). Al jaren is het dé plaats voor de Nederlandse luchtvaarthouder om allerlei luchtvaartgerelateerde zaken te kopen, te verkopen of te ruilen.

De luchtvaartbeurs vindt dit jaar weer plaats in het Worldhotel Wings Rotterdam, aan het Rotterdam Airportplein 55, naast de aankomsthal op Rotterdam The Hague Airport. In het hotel zullen, in de zaal Dakota op de tweede verdieping, tientallen stands zijn opgesteld met dia's, foto's, video's, boeken, tijdschriften, DVD's/CD's, ansichtkaarten, vliegtuigmodellen en vele andere verzamelobjecten gerelateerd aan de luchtvaart. Ook andere verenigingen en bedrijven verbonden met de luchtvaart en luchtvaarthobby zullen aanwezig zijn.

Om tussendoor even bij te komen van alle actie is de bar van het hotel een prima plaats om even onder het genot van een kop koffie en/of een broodje bij te praten met vrienden en col-lega-hobbyisten.

Voor elke luchtvaartliefhebber is er wel iets te doen, dus we nodigen dan ook iedereen van harte uit om op zaterdag 20 mei 2017 naar het

Worldhotel Wings op Rotterdam The Hague Airport te komen.

Het hotel is per auto bereikbaar via snelweg A13. Bezoekers van de luchtvaartbeurs kunnen parkeren in de parkeergarage van het hotel. Dit is de eerste 3 uur gratis, het vierde uur kost €1,- uur daarna komt er €2,- per uur bij. Een dagkaart kost €10,-.

Het Worldhotel Wings is ook per bus 33 bereikbaar vanaf het Centraal Station en vanaf metrostation Meijersplein (reisduur ongeveer 20-25 minuten). Voor meer informatie en de dienstregeling, zie www.ret.nl.

Toegang tot de luchtvaartbeurs is €3,-. Dames en kinderen tot 12 jaar hebben vrij toegang. De beurs duurt van 10.00 tot 16.00 uur.

Tafels van circa 140x80 cm kunnen gereserveerd worden voor een prijs van €15,- per stuk en zijn alleen beschikbaar bij betaling vooraf. Om één tot maximaal vier tafels te reserveren kun je contact opnemen met Leo Hoogerbrugge (zie contactgegevens hieronder). Er is slechts een beperkt aantal tafels beschikbaar, dus wees er snel bij!

AIRnieuws



Dutch Spotters Convention
Lisztplein 236
3122 LN Schiedam

E-mail: luchtvaartbeurs@hotmail.com



Leo Hoogerbrugge

+31-6-55500408
(19:00-20:00)

www.airnieuws.nl

;www.rotterdamthehagueairport.nl

www.worldhotelwings.com/nl

The last of the Trijets: MD-11

Part TWO

Anton Homma



l/n 603 was only used by Brazilian airlines when she was still a passenger-aircraft. Her days started with VASP, before moving to VARIG as PP-VQX. Later she went to fly for TAM before ending up as a freighter with FedEx. (Amsterdam, 21 May 2004, Jaap Dijkstra)

The last MD-11-operator in The Netherlands, Martinair Cargo, has phased out their MD-11s and so we at Scramble thought it was time to publish an extensive overview of this elegant aircraft. Part one was published in Scramble 452, this is the second and final part.

Production list - continued from part one

- | | | | | | |
|--|--------------|--------|--------|-------------------------|-----------|
| l/n 524 | 48405 | MD-11F | N256UP | UPS | active |
| The career of l/n 524 is the same as the previous MD-11, albeit with other registrations and dates. Delivery to VARIG took place as PP-VPK on 30 December 1992. On 19 May 2005 she was registered as N256UP by the Boeing Aircraft Holding Company, before moving to UPS on 7 June 2005. | | | | | |
| l/n 525 | 48518 | MD-11 | N271WA | World Airways | broken up |
| World Airways was her first operator as she was delivered to the company as N271WA on 8 March 1993. World operated her from 25 May 1993 for Malaysia Airlines, which lasted for about two years. On 1 May 1995 World Airways wet-leased her to Garuda and on 25 June 1996 she was once again operated for Malaysia Airlines. On 4 April 1997 she returned to World, which briefly operated her for CityBird in September 1997. Since then World Airways operated her for herself until March 2014 when she was taken out of service and put into storage at Tupelo (MS) where she was broken up. Her registration was cancelled on 25 November 2014. | | | | | |
| l/n 526 | 48550 | MD-11F | N592FE | FedEx | active |
| On 11 February 1993 she was delivered to American Airlines as N1760A and flew with the airline until January 2000. On 13 January 2000 she was registered as N1760A by FedEx and converted into freighter. As of 12 May 2000 she flies as N592FE. | | | | | |
| l/n 527 | 48551 | MD-11F | N593FE | FedEx | active |
| This MD-11 also started with American Airlines and well on 28 January 1993 as N1761R. She was relieved from duty on 30 May 2001 and registered by FedEx on 29 June 2001. As of November 2001 she carries N593FE. | | | | | |
| l/n 528 | 48503 | MD-11F | N382BC | Dillon Inc. | stored |
| EI-CDM should have been her first registration in January 1993, but GPA didn't take her on, after which she became the N9020U of the McDonnell-Douglas Corporation in March 1993. On 28 October 1993 she became the PK-GII of Garuda Indonesia and flew with them until 13 July 1998 when she became owned by the Boeing Capital Corporation. On 1 September 1998 she was registered N538MD by Dillon Inc. and moved to Brazil as PP-VQG on 25 November 1998 to fly for VARIG. In October 2007 she was registered N725BC by the Boeing Aircraft Holding Company and converted into freighter. On 5 July 2008 her cargo-career started as VP-BDR with Aeroflot and ended five years later in June 2013 when she became N382BC and was parked at Victorville (CA). | | | | | |
| l/n 529 | 48512 | MD-11F | N512JN | Western Global Airlines | active |
| On 19 February 1993 she was delivered to Helsinki to fly with Finnair as OH-LGC. On 20 November 1998 she was registered N512SU by the Wells Fargo Bank and converted into freighter. At first she was planned to go to Aeroflot, but this deal fell through. She returned to Finnair as OH-LGC on 23 April 2010 to fly cargo and did so until September 2011 when she was taken over by Nordic Global Airlines. Since 29 July 2015 she is flying as N512JN for Western Global Airlines. | | | | | |
| l/n 530 | 48552 | MD-11F | N594FE | FedEx | active |
| American Airlines was this MD-11's first customer and took delivery of her as N1762B on 25 February 1993. In January 2002 she was relieved from duty and moved over to FedEx on 20 June 2002, still as N1762B. On 24 July 2002 she was reregistered as N594FE and started flying cargo for FedEx after conversion into freighter in December 2002. | | | | | |
| l/n 531 | 48553 | MD-11F | N595FE | FedEx | active |
| Another MD-11F that started as a "normal" MD-11 with American Airlines is this l/n 531. She was delivered as N1763 to American on 11 March 1993 and continued to fly with them until 4 September 2001 when she was phased out. On 28 September 2001 she moved to FedEx, still as N1763. On 20 February 2002 she was ready to start flying as a freighter as N595FE for FedEx and has been doing so ever since. | | | | | |

l/n 532 **48532** MD-11 HZ-HM7 Saudi Royal Flight stored
 In April 1993 life started as N9093P of the McDonnell-Douglas Corporation. On 5 October 1993 she became the HZ-HM7 of the Saudi Royal Flight and with that probably one of the more luxurious MD-11s to be flying around. She is now probably stored in Jeddah, probably as her last sighting there was in August 2014.

l/n 533 **48538** MD-11F N281UP UPS active
 On 13 March 1993 l/n 533 was delivered as D-AERZ to LTU. After five years she moved to Swissair as HB-IWU where she was withdrawn from use in November 2001. After several years of storage she was registered as N48WF by Wells Fargo Bank on 18 January 2005. Originally she was destined to join FedEx as N644FE, but ended up flying cargo as N281UP for UPS on 25 August 2005.

l/n 534 **48431** MD-11F D-ALCQ Lufthansa Cargo w/o 27jul10
 On 30 April 1993 this MD-11 started her flying career with Alitalia as I-DUPB. She flew over eleven years with the Italians and on 10 June 2004 she was registered as N431LT of the Wells Fargo Bank. On 22 November 2004 she entered the fleet as D-ALCQ and as a freighter with Lufthansa Cargo. Six years later, on 27 July 2010, bad luck stroke as she crashed during landing at Riyadh in Saudi Arabia. Both crewmembers survived the crash.

l/n 535 **48554** MD-11F N596FE FedEx active
 N1764B was this MD-11's first registration when she was delivered as such to American Airlines on 25 March 1993. She moved over to FedEx as N596FE on 27 September 2000. On 5 March 2001 she started her cargo-flying career after conversion into freighter.

l/n 536 **48479** MD-11F N523FE FedEx active
 Delta Air Lines became her first operator on 22 June 1993 when she was delivered to Atlanta (GA) as N808DE. On 8 August 2006 she transferred to FedEx as N523FE and has been flying with them since then.

l/n 537 **48596** MD-11F N597FE FedEx active
 Another FedEx MD-11F that started her career with American Airlines is this l/n 537. She was delivered to American as N1765B on 30 March 1993 and did so until 13 October 2001 when she was phased out. On 5 June 2002 she moved to FedEx, first as N1765B, but as of 9 July 2002 she is flying as N597FE.

l/n 538 **48480** MD-11F N524FE FedEx stored
 On 22 June 1993 she was delivered as N809DE to Delta Air Lines. She was taken out of service in May 2003 and put into storage at Goodyear (AZ). On 14 December 2005 she became N524FE and started flying for FedEx and did so until September 2014. Since then she is stored at Victorville (CA).

l/n 539 **48519** MD-11 N273WA World Airways broken up
 This MD-11 has quite a life with World Airways. On 23 April 1993 delivery took place to the airline and she immediately was operated for Garuda. In September 1994 she started being operated for Malaysia Airlines until 25 July 1997 when she moved to CityBird Airways in Belgium. On 23 February 1998 she was withdrawn from use by CityBird and she, once again, was operated for Garuda in March 1998. On 19 May 1998 she started flying for Monarch and did so for three months after which she was briefly operated for Saudia. Monarch used her again for a short time in May 1999, but after that World Airways used her for her own operations until November 2013 when she was stored at Goodyear (AZ) and also later broken up at that location.

l/n 540 **48597** MD-11F N598FE FedEx active
 American Airlines started flying with this MD-11 as N1766A on 14 May 1993. On 11 October 2001 she was withdrawn from use. She became the N598FE of FedEx on 9 July 2002 and started her commercial cargo life after conversion in November 2002.

l/n 541 **48520** MD-11F N953AR Sky Lease Cargo active
 This MD-11 has been a freighter her whole life. In April 1993 she first took to the skies as the N9134D of the McDonnell-Douglas Corporation before being delivered as B-2175 to China Eastern Airlines on 20 December 1993. In January 2005 she moved to China Cargo Airlines and flew with them for almost another six years. On 3 February 2011 she was registered N953AR by the Wells Fargo Bank and has been flying with Sky Lease Cargo since 1 March of that year.

l/n 542 **48565** MD-11F N525FE FedEx active
 N810DE was her first registration as she was delivered to Delta Air Lines in June 1993. On 17 March 2005 she moved to FedEx as N525FE and is still flying with them today.



This Ethiopian MD-11F ET-AND was originally delivered as a passenger-plane to CityBird in 1998. Until last year she was operated by the African airline and is now stored at Victorville (CA). (Maastricht, 10 April 2014, Arjen Sleuwenhoek)



Aeroflot was also an operator of the MD-11F. VP-BDP started flying for the Russian airline in 2008 and did so until 2015. Since then she is stored at Victorville (CA). (Moscow-Sheremetyevo, 30 June 2012, André Alders)

l/n 543 **48566** MD-11F N292UP UPS active
 The next MD-11 also began her career at Delta Air Lines. On 22 June 1993 she was delivered to Atlanta as N811DE. Since 5 October 2006 she is flying as N292UP for UPS.

l/n 544 **48533** MD-11 HZ-AFAS Asasco Aviation stored
 This line-number is another VIP MD-11 and was first registered by the McDonnell-Douglas Corporation as N9020Z in November 1993. On 23 December 1993 she was delivered to the Saudi Arabian Royal Flight, but still with the US-registration. In July 1997 she was reregistered as HZ-HM8. Almost four years later, in June 2001, she became HZ-AFA1 and six years later in September 2007 HZ-AFAS. On 30 November 2007 she moved from the Royal Flight to Asasco Aviation which operated her until 1 September 2010 when she was withdrawn from use. Since then she is thought to be stored at Jeddah.

l/n 545 **48549** MD-11F N609FE FedEx active
 FedEx has been this MD-11Fs sole operator since 30 June 1993 and still is.

l/n 546 **48470** MD-11F N579FE FedEx stored
 Commercial life began on 30 June 1993 when she was delivered as B-152 to China Airlines. A few months later, in August 1993 she was transferred to China Airlines' subsidiary Mandarin Airlines. In April 1999 she was reregistered as B-18151. In January 2002 she became active as an MD-11F as N579FE with FedEx which withdrew her from service in December 2013. Since then she is stored at Victorville (CA).

l/n 547 **48406** MD-11F N254UP UPS active
 In October 1993 she was registered as N9166N by the McDonnell-Douglas corporation before she was delivered as PP-VPL to VARIG two months later, on 30 December 1993. On 17 July 2002 she was taken over by UPS as N254UP and started flying cargo after conversion in November in the same year.

l/n 548 **48504** MD-11F N383BC Akash Inc. stored
 Leasing firm GPA was this MD-11's first owner and registered her as EI-CDN in May 1993. However, McDonnell-Douglas took her back a few months later, in October 1993, and gave her N9020Q. On 1 December 1993 she finally started flying passengers as PK-GIJ with Garuda Indonesia, which continued to operate her until 13 July 1998 when she was taken over by the Boeing Capital Corporation. On 1 September 1998 she was registered as N539MD by Akash Inc and prepared to be leased to VARIG. On 4 November 1998 she moved to Brazil as PP-VQH and flew with her until April 2006 when she was put into storage at Rio de Janeiro. On 22 June 2007 she returned in the hands of Akash Inc and received the registration N702BC. She was converted into freighter before she began a new life as VP-BDQ with Aeroflot on 14 June 2008. In August 2013 her career in Russia was over and she was parked at Victorville (CA). Since 6 February she is officially registered as N383BC by Akash Inc., but she is still stored at Victorville (CA).

l/n 549 **48602** MD-11F N606FE FedEx active
 On 28 July 1993 she was delivered to FedEx and is still operational with the cargo-airline.

l/n 550 **48598** MD-11F N599FE FedEx active
 American Airlines proudly took delivery of her as N1767A on 24 September 1993. On 10 October 2001 her passenger flying days were over as she was taken out of service and sold to FedEx. On 17 January 2002 she was registered by FedEx as N599FE and started flying commercially on 8 July 2002.

l/n 551 **48603** MD-11F N610FE FedEx active
 A "simple" life for this MD-11F as she has been flying with FedEx as N610FE on 25 August 1993 and is still doing so.

l/n 552 **48571** MD-11F N272UP UPS active
 Before she started flying with UPS as N272UP on 21 August 2003, she had a passenger flying career which started with Japan Airlines on 5 November 1993 as JA8580. Before delivery to Japan she was registered as N91566 in August 1993.

l/n 553 **48604** MD-11F N611FE FedEx w/o 31jul97
 FedEx took delivery of this MD-11F on 22 September 1993 as N611FE. Almost seven years later she crashed at Newark (NJ) after bouncing off the runway after a hard landing. All five crewmembers survived the crash.

l/n 554 **48439** MD-11F N253UP UPS active
 In November 1993 the McDonnell-Douglas Corporation registered her as N6200N before she was delivered as PP-VPM to VARIG on 30 December 1993. On 30 April 2002 she became N253UP of UPS and started flying cargo on 18 September 2002.

- l/n 555 **48605** MD-11F N612FE FedEx active
Another FedEx MD-11F is this l/n 555 which was delivered on 30 September 1993 and still operational today.
- l/n 556 **48572** MD-11F N271UP UPS active
In October 1993 N90187 was the first registration she wore and two months later, on 8 December 1993, she was delivered to Japan Airlines as JA8581. On 30 July 2002 she was taken over by the Boeing Aircraft Holding Company and registered as N271UP, revealing her next operator, UPS, which started operating her indeed as of 3 January 2003.
- l/n 557 **48555** MD-11 PH-KCA KLM broken up
The first MD-11 of KLM started life as N6202D in November 1993. A month later, on 7 December 1993 she was delivered to Schiphol as PH-KCA to KLM. The Royal Dutch Airline operated her until August 2014 when she was taken out of service and flown to Crestview (FL) where she was later scrapped.
- l/n 558 **48471** MD-11F N580FE FedEx stored
As B-153 this MD-11 was delivered to China Airlines on 11 December 1993. Two years later, in October 1995, she moved to Mandarin Airlines, before moving back to China Airlines in November 1998. In June 1999 she was re-registered as B-18152 and continued to fly out of Taiwan until 31 July 2001 when she became N580FE of FedEx. After conversion she started flying cargo on 21 February 2002 and did so until 8 May 2015. Since then she is stored at Victorville (CA).
- l/n 559 **48573** MD-11F N279UP UPS active
Another former JAL MD-11 is this, now UPS-freighter, line-number 559. Delivery to Japan as JA8582 took place on 5 April 1994 and before delivery she wore N90187 as registration. On 2 November 2004 she was taken over by the Boeing Aircraft Holding Corporation and registered as N279UP. As of 9 July 2005 she is active with her current registration for UPS.
- l/n 560 **48600** MD-11F N526FE FedEx w/o 23mar09
Life began for her in March 1994 when she was registered as N90178 by the McDonnell-Douglas Corporation. Two years later, still owned by McDonnell-Douglas, in April 1996, she became N9017S. On 15 October 1996 she was finally delivered to an airline; Delta Air Lines took her on as N813DE. On 10 July 2006 she moved to FedEx as N526FE and was operated by FedEx until 23 March 2009 when she unfortunately crashed during landing at Tokyo-Narita, killing both crewmembers.
- l/n 561 **48556** MD-11 PH-KCB KLM broken up
Delivery to KLM as PH-KCB took place on 1 March 1994 and she was taken out of service twenty years later on 26 October 2014. She was flown to Crestview (FL) in December and scrapped there.
- l/n 562 **48601** MD-11F N527FE FedEx stored
This FedEx MD-11 was originally delivered to Delta Air Lines as N812DE on 8 April 1996. Before she was delivered she was registered for almost three years, since November 1993, as N6202S by McDonnell-Douglas. On 16 June 2006 she started flying for FedEx and did so until January 2015 when she was phased out and put into storage at Victorville (CA).
- l/n 563 **48633** MD-11F N68093 FedEx stored
World Airways was this MD-11F's first operator as she was delivered to the airline as N274WA on 9 March 1994. As of 19 October 1994 and September 1998 World operated her for Malaysia Airlines. On 25 October 2012 she was bought by FedEx and parked at Victorville (CA). On 8 November she received the registration N68093, but remained stored at Victorville (CA) as she was bought by FedEx to be used as source for spare parts.
- l/n 564 **48513** MD-11F N513SN Western Global Airlines active
On 31 March 1994 this MD-11 was delivered as a passenger aircraft to Finnair which registered her as OH-LGD. On 5 May 2009 she was taken out of service and put into temporarily storage. At first she was destined to go to Aeroflot, but this deal fell through and so she was registered as N513AY by the Wells Fargo Bank on 20 September 2010. She was then converted into freighter and returned to Finnair as OH-LGD on 25 January 2011. On 4 August 2011 she moved to Nordic Global Airlines with the same Finnish registration. On 29 July 2015 she was registered as N513SN by M48513 LLC and entered the fleet of Western Global with the same registration on 13 March 2016.
- l/n 565 **48581** MD-11F N581JN Western Global Airlines active
Alitalia took delivery of her as I-DUPC on 5 May 1994 and flew with her for ten years as in 10 June 2004 she was registered by the Wells Fargo Bank as N581LT. She was converted into freighter and moved to Lufthansa as D-ALCR on 21 December 2004. Between January 2010 and May 2010 she was temporarily stored by Lufthansa at Victorville (CA). In the autumn of 2015 she was taken out of service and on 31 December 2015 she was registered by Mobility Air LLC as N581JN and as of 20 March 2016 she is flying with the same registration for Western Global Airlines.
- l/n 566 **48574** MD-11F N273UP UPS active
Japan Airlines was her first operator and well as JA8583. Delivery took place on 12 August 1994 and she flew with JAL until 7 November 2002. On 25 November the Boeing Aircraft Company purchased her and gave her N273UP. After conversion she entered active duty with UPS on 23 September 2003.
- l/n 567 **48630** MD-11F N630SN Western Global Airlines active
On 7 June 1994 this MD-11 was delivered as I-DUPD to Rome. Alitalia operated her for ten years and on 10 June 2004 she became N630LT of the Wells Fargo Bank. After conversion to freighter her career continued from 19 January 2005 as D-ALCS with Lufthansa Cargo. Between July 2009 and August 2010 she was put into storage at Victorville (CA) as the economic downturn impacted the cargo-flying business heavily. In January 2015 Lufthansa Cargo thought it was enough and she was once again flown to Victorville (CA). At the end of that year, on 31 December 2015, she was registered as N630SN by Mobility Air LLC, but it took until 23 June 2016 to start flying for her current operator, Western Global Airlines.
- l/n 568 **48575** MD-11F N274UP UPS active
Just like l/n 566, Japan Airlines was this MD-11's first airline. Delivery as JA8584 took place on 13 September 1994 and she was phased out on 5 May 2003. On 23 May 2003, she became N274UP of the Boeing Aircraft Holding and after conversion entered commercial flying for UPS on 7 October 2003.



Delivered new to Swissair in 1991 was MD-11 HB-IWE. In 2005 the aircraft was converted into a freighter and moved to fly with FedEx. (Miami (FL), August 2000, Anton Homma)

l/n 569 **48557** MD-11 PH-KCC KLM broken up
 KLM has been this MD-11's sole operator. Delivery as PH-KCC took place on 24 June 1994 and she graced the skies until 27 April 2013. She was flown later to San Bernardino (CA) and is in the process of being scrapped there.

l/n 570 **48542** MD-11F N542KD Western Global Airlines active
 EVA Air was her first operator as she was delivered to Taiwan as B-16101 on 18 August 1994. In November 2003 she started flying as a freighter for EVA and did so until June 2012 when she moved to Finland as OH-NGA with Nordic Global Airlines. On 25 March 2015 she was taken out of service and transferred to Western Global Airlines as N542KD on 23 April 2015.

l/n 571 **48539** MD-11F N287UP UPS active
 On 29 July 1994 she was delivered to Swissair, which gave her the registration HB-IWN. Between 1995 and 31 March 2002 she flew for Swissair Asia and after that for Swiss. In July 2004 she moved to the tropics to fly as PP-VTP for VARIG. Since 23 January 2007 she can be spotted as N287UP of UPS.

l/n 572 **48543** MD-11F N543JN Western Global Airlines active
 B-16102 was her first registration as delivery to EVA Air took place on 13 September 1994. In 2003 she transferred to the cargo division of EVA after conversion and flew for four years with them. On 24 August 2007 she was registered N7821B by the Wells Fargo Bank and five days later became B-2178 of Shanghai Airlines. On 1 May 2011 she changed hands in China and started flying for China Cargo Airlines. On 6 May 2013 M48543 LLC became her new owner, registering her under N543JN and a year later, in October 2014, her current life at Western Global Airlines began.

l/n 573 **48558** MD-11 PH-KCD KLM stored
 She was delivered to KLM as PH-KCD on 16 September 1994 and was the last KLM MD-11 to be phased out. On 11 November 2014 she carried out three farewell flights to commemorate the ending of an era with KLM. Since then she has been stored at Mojave (CA), slowly being undone of various parts.

l/n 574 **48576** MD-11F N270UP UPS active
 On 5 April 1995 Japan Airlines took delivery of this MD-11 as JA8585 and flew with her until June 2002. On 18 June 2002 she was registered as N270UP by Boeing Aircraft Holding Corporation and went into surgery to become a freighter. Since the beginning of 2003 she is operated by UPS.

l/n 575 **48559** MD-11 PH-KCE KLM broken up
 Her life began as N91566 of the McDonnell-Douglas Corporation in September 1994. On 18 November of that same year she was delivered to Schiphol as PH-KCE of KLM. On 26 October 2014 she wrote history to operate the last commercial scheduled passenger MD-11-flight in the world and after that taken out of service. She moved to Mojave (CA) shortly thereafter and is slowly parted out.

l/n 576 **48415** MD-11F N415JN Western Global Airlines active
 The life of this Western Global Airlines MD-11 started in Taiwan on 30 November 1994 when she was delivered as N103EV to EVA Air. On 28 May 1999 she was reregistered as B-16103. Five years later she was transformed into a freighter and started flying cargo for EVA in August 2004. On 23 May 2005 she was registered by Aviation Financial Services as N103EV and a month later, on 9 June 2005, moved to Shanghai Airlines as B-2176. Shanghai operated her for almost six years as on 7 June 2011 she was registered as N304MS by the Wells Fargo Bank and put into storage at an, for us, unknown location. On 23 January 2013 ownership changed to AFS Investments XV LLC, which changed her registration into N415JN on 22 August 2014. This was a prelude for her new career, as in September 2014 she started flying with Western Global Airlines with the same registration.

l/n 577 **48616** MD-11F PH-MCP Martinair stored
 In November 1994 she was registered as N90187 by the McDonnell-Douglas Corporation before she was delivered to Martinair as PH-MCP on 2 December 1994. Martinair operated her until June 2016 when she was taken out of service. At the writing of this article she was parked at Schiphol awaiting her final flight to the US where she will be scrapped.

l/n 578 **48560** MD-11 PH-KCE KLM broken up
 KLM was this MD-11's only operator and took delivery of her on 17 December 1994. On 28 October 2012 she was taken out of service and moved to Victorville (CA) where's she is being parted out.

l/n 579 **48631** MD-11F N275WA Unical Aviation Inc. broken up
 The registration of this MD-11F gives away that World Airways has once been her owner and operator and this is indeed the case. On 2 March 1995 she was delivered to World Airways as a MD-11CF and with the same registration. She was operated for Malaysia Airlines between June 1995 and June 1996. On 17 September 1996 she started flying for Philippine Airlines and did so until March 1998. Then she went on to fly for Garuda, before returning to Malaysia Airlines on 26 September 1998. Early 2000 she was operated for Garuda once again, before being used by World Airways themselves as of March 2000. Almost a year later, on 26 January 2001, she was used again by Garuda for Hajj-flights. Three months later, on 10 April 2001, she returned to World Airways which flew her until the end of her flying career in 2012. In June 2002 she was permanently changed into a freighter. On 12 December 2012 she was registered by Unical Aviation Inc. and eventually broken up at Goodyear (AZ).

l/n 580 **48544** MD-11F N216SC M48544 LLC stored
 The flying career of this MD-11 started with EVA Air on 30 March 1995 when she was delivered, already as a freighter, as N105EV. On 29 November 2006 she moved to Shanghai Airlines B-2177 and continued to fly in China as of 1 June 2011 but then for China Cargo Airlines. On 28 May 2013 she was registered by the Wells Fargo Bank and registered N216SC and put into storage at Mojave (CA). On 1 August 2013 AFS Investments 57 LLC became her new owner, and a few months later, on 29 October 2013, M48544 LLC. Originally she was destined to become N544KD of Western Global, but this allocation was cancelled in May 2016. She can still be spotted at Mojave (CA).

l/n 581 **48617** MD-11F PH-MCR Martinair broken up
 On 30 March 1995 she was delivered, as a MD-11CF, to Martinair and the Dutch airline flew with her until last year. In September 2015 she was taken out of service and moved to Mojave (CA) where she's being parted out. Her Dutch registration was cancelled on 17 September 2015.

l/n 582 **48632** MD-11F N68092 FedEx stored
 World Airways took delivery of her as a MD-11CF and as N276WA on 28 March 1995. On 30 June 1995 she went to fly for Malaysia Airlines and did so for almost a year, until 1 June 1996. Between August 1996 and August 1997 she was operated by World for Philippine Airlines and after that she was flown for Malaysia Airlines. In August 1998 World started flying her for STAF. On 26 January 2001 she was chartered for Hadj-flights by Garuda Indonesia for three months. On 10 April 2001 she returned to World Airways, which started operating her for themselves as a converted freighter. On 25 October 2012 she was taken on by FedEx and a month later, on 9 November 2012, registered as N68092 by them. She has, however, never entered active service as she was stored at Victorville (CA) and used for spares.

l/n 583 **48577** MD-11F N278UP UPS active
 Time for an active MD-11! Before starting her career with UPS in March 2005, she was operated by JAL as JA8586 to fly passengers to and from Japan. Delivery was on 11 April 1995 and she was taken out of service on 13 July 2004. On 4 August 2004 she was registered N278UP by the Boeing Aircraft Holding and converted into freighter before moving to UPS.

l/n 584 **48618** MD-11CFN68089 FedEx stored
 Martinair took delivery of her on 3 April 1995 and flew with her for almost twenty years. On 28 March 2015 she was taken out of service and shortly thereafter flown to Victorville (CA) for storage. On 12 April 2016 she was registered N68089 by FedEx and will be used for spares.

l/n 585 **48561** MD-11 PH-KCG KLM broken up
 Another Dutch MD-11 is l/n 585. She was delivered to the Royal Dutch Airline as PH-KCG on 12 May 1995 and continued to fly out of Amsterdam until 15 November 2012 when she was phased out. Her next destination was Victorville (CA) where she was broken up.

l/n 586 **48629** MD-11CF N956AR Sky Lease Cargo stored
 PH-MCT is the registration she proudly wore when she was delivered to Martinair on 23 May 1995. In February 2013 she was taken out of service and moved to Miami (FL). Here she got registered N956AR by Sky Lease Cargo and used as a source for spare parts to keep the other MD-11s of Sky Lease flying.

l/n 587 **48545** MD-11F N545JN Western Global Airlines active
 On 22 June 1995 she was handed over to EVA Air as B-16106 which hauled cargo with her until May 2008. On 14 May 2008 she was



One of the first operators for the MD-11 was Finnair. OH-LGC was delivered to them as a passenger aircraft in 1993 and changed into a freighter five years later. Nowadays you can spot l/n 529 flying with Western Global Airlines. (Helsinki, 30 June 2010, Kees van Boven)

registered N106BV by the Wells Fargo Bank before moving to Shanghai Airlines as B-2179 on 16 May 2008. On 1 June 2011 she was transferred to China Cargo Airlines. On 15 August 2014 she was registered as N545JN by M48545 LLC before joining Western Global later that month.

l/n 588 **48578** MD-11F N277UP UPS active

Another former Japan Airlines MD-11 that ended up at UPS is this l/n 588. Delivery to Japan was as JA8587 on 28 June 1995. On 24 May 2004 she became N277UP of the Boeing Aircraft Holding Corporation and converted into freighter before starting to fly for UPS as of 10 June 2004.

l/n 589 **48546** MD-11F N546JN Western Global Airlines active

EVA Air took delivery of this freighter as B-16107 on 30 August 1995. In November 2012 she became OH-NGB and started flying for Nordic Global Airlines. On 26 June 2015 she was registered by M48546 LLC as N546JN before moving to Western Global Airlines a few weeks later.

l/n 590 **48743** MD-11ER N277WA Unical Aviation Inc. broken up

Just like many other World Airways MD-11s, this l/n also has quite an extensive flying career. It started in August 1995 when she was registered by McDonnell-Douglas as N6203D. On 18 March 1996 delivery to World Airways took place as N277WA and on 24 June 1996 World started flying her for Philippine Airlines. In 1998 she was flown in July for VASP and between August and November for Monarch. In March 2000 she was deployed on Hajj-flights for Garuda and in June 2000 for El Al. In January 2001 she was again operated for Garuda and did so until 10 April 2001. World Airways operated her themselves until February 2012 when she was taken out of service and put into storage at Goodyear (AZ). She was registered by Unical on 11 December 2012 and her registration was cancelled on 26 August 2015 as scrapped.

l/n 591 **48562** MD-11 PH-KCH KLM broken up

KLM took delivery of her on 31 August 1995 and almost twenty years later, on 2 July 2012, she was removed from duty and flown to Victorville (CA) where she was broken up.

l/n 592 **48744** MD-11F N251UP UPS active

VASP became here maiden airline on 17 November 1995 when she was delivered as PP-SPK. On 22 February 2001 she became N797BA and registered by the RGL-3 Corporation. After conversion she entered the fleet of UPS on 1 May 2001.

l/n 593 **48563** MD-11 PH-KCI KLM broken up

On 10 November 1995 she was registered as PH-KCI by KLM. However, the Dutch airline decided not to take her on herself and lease her out to VASP and so, on 15 December 1995, she was delivered to Brazil as PP-SPM. In September 1998 she did started flying with KLM as PH-KCI and did so until 17 September 2012. On this date she was taken out of service and later flown to Victorville (CA) where she was scrapped.

l/n 594 **48747** MD-11F N616FE FedEx active

She was delivered to FedEx on 30 November 1995 and still flying for them today.

l/n 595 **48748** MD-11F N617FE FedEx active

This one was delivered to FedEx on 8 December 1995 and she's still going strong.

l/n 596 **48745** MD-11F N250UP UPS active

N90187 was her first registration when she was registered by McDonnell-Douglas as such in October 1995. A few months later, on 22 December 1995, she moved to Brazil to fly with VASP as PP-SPL. On 10 October 2000 she was registered as N798BA by RGL-3 Corporation and converted into a freighter. On 15 March 2001 she changed ownership to UPS and was reregistered to her current registration on 10 May 2001. Her active flying career for the package carrier started on 4 October 2001.

l/n 597 **48746** MD-11ERF Z-GAB Global Africa Aviation active

This former World Airways MD-11 has had quite an extensive flying career which started when she was registered by McDonnell-Douglas as N9020Q in November 1995. In March 1995 she was delivered to World Airways as N278WA which started operating her for Philippine Airlines in September 1996. Between July and December 1998 she was flown for El Al, after which she was operated for AVIANCA. In March 1999 she moved to Malaysia to be flown for AirAsia, which lasted until 8 May 1999, when she was started being used by Monarch Airlines. On 28 May 1999 this was over and she returned to World Airways. Just like many of her sister MD-11s of World, she was also used for Hajj-flights for Garuda and well in March 2000. In November 2000 she started to fly for Sonair out of Angola and continued to do so until January 2011. Since then World operated her themselves. In April 2013 she was transformed into a full-time freighter and taken over by AV Cargo Airlines as Z-BAM. Since October 2014 she is flying as Z-GAB of Global Africa Aviation.

l/n 598 **48749** MD-11F N613FE FedEx active

Since 12 March 1996 she has been flying for FedEx.

l/n 599 **48579** MD-11F N276UP UPS active

She was delivered to JAL as JA8588 on 3 April 1996 and flew out of Japan until 2003. On 21 October 2003 she became N276UP and owned by the Boeing Aircraft Holding Company which also triggered the conversion into freighter. In August 2004 she entered the fleet of UPS and is still with them today.

l/n 600 **48766** MD-11F N460BC McDonnell-Douglas Dakota Leasing Inc. stored

Registered in November 1995 as N6203U by McDonnell-Douglas, it took more than a year to find an airline willing to fly with her. Her first was CityBird Airways from Belgium, welcoming her as OO-CTB on 9 December 1996. On 30 April 2001 she was taken out of service and a few months later, in October, became P4-BDL and owned by the Boeing Capital Corporation. She was put into storage at Victorville (CA) and would remain there until 2004. On 4 April 2004 she was flown to a colder destination; Finland. There she started flying with Finnair as OH-LGF. On 23 December 2009 she was phased out and put into short-term storage at Helsinki. On 1 February 2010 she became N783BC of the McDonnell-Douglas Dakota Leasing Inc and went through a reconfiguration to freighter. Cargitalia was her next operator and started flying with her as EI-EMS on 4 June 2010. Two years later her flying days were over and she was put into storage at Victorville (CA), registered as N460BC by McDonnell-Douglas Dakota Leasing Inc.

- l/n 601 48768** MD-11F N252UP UPS active
Registered as N9134D by McDonnell-Douglas in May 1996 before she moved to Brazil to fly with VASP. At first she was destined to become PP-SPN, but this was changed into PP-SFA when she was delivered on 26 June 1996. On 8 June 2001 UPS took her over and registered her as N252UP. After conversion she started flying for them on 16 November 2001.
- l/n 602 48767** MD-11F N615FE FedEx active
On 27 June 1996 she was delivered to FedEx and is still flying with them.
- l/n 603 48769** MD-11F N573FE FedEx active
Another FedEx-aircraft, but she's had a little more adventurous life. She was delivered to VASP on 27 November 1996 as PP-SFD. On 10 October 2000 she became owned by the RGL-3 Corporation and registered N799BA. She returned to Brazil on 19 May 2001 when she became PP-VQX and started flying for VARIG. On 29 March 2007 she got another new Brazilian owner as she became PT-MSJ with TAM. On 6 July 2009 her passenger flying career was over as she was taken over as N746BC by FedEx. After conversion into freighter she entered the active flying fleet as N573FE on 3 September 2009.
- l/n 604 48754** MD-11F N618FE FedEx active
Another FedEx MD-11F is this l/n 604 and she has been flying with the carrier since 22 August 1996.
- l/n 605 48623** MD-11F N528FE FedEx active
On 14 September 1996 she was delivered to Atlanta (GA) as N814DE to fly for Delta. Ten years later, on 4 December 2006 she entered the fleet of FedEx as N528FE and is still with them.
- l/n 606 48757** MD-11F N68091 FedEx stored
30 September 1996 was a happy day as she was delivered to Martinair as PH-MCU. After twenty years of faithful duty she was phased out on 21 June 2016 and ferried to Victorville (CA) for storage on 2 July 2016. There she received N68091, registered by FedEx, which will use her for her spare parts.
- l/n 607 48770** MD-11F N619FE FedEx active
Newly delivered to FedEx on 14 November 1996 and still going strong.
- l/n 608 48753** MD-11F N625FE FedEx active
Garuda was her first owner as she was delivered to Jakarta as PK-GIK and as a MD-11ER on 19 December 1996. Two years later, on 11 September 1998, she moved to VARIG as PP-VQI. After flying out of hot places she moved to a colder part of the planet as she was taken on by Finnair on 12 November 2005 as OH-LGG. On 2 March 2010 she was taken out of service and parked at Helsinki. Her storage was rather short as she moved to Singapore for conversion into freighter a few months later and entered the fleet of FedEx as N625FE on 30 November 2010.
- l/n 609 48773** MD-11F HZ-ANA Saudi Arabian Airlines stored
On 16 January 1997 McDonnell-Douglas registered her as N90187 before she moved to Saudia as HZ-ANA on 24 December 1997. On 9 April 2014 her flying career ended and since then she is stored at Jeddah.
- l/n 610 48774** MD-11F N275UP UPS active
Japan Airlines took delivery of her as JA8589 on 4 March 1997 and flew with her until July 2003. On 19 July 2003 she was registered by the Boeing Aircraft Holding as N275UP and after conversion started flying with UPS in June 2004.
- l/n 611 48540** MD-11F N288UP UPS active
On 11 March 1997 she was delivered as HB-IWO to Swissair. On 31 March 2002 she moved to the successor of Swissair, Swiss International Air Lines. Around 2004 she was destined to fly for FedEx and even got N646FE reserved, but the deal fell through and instead she moved to VARIG on 10 May 2004 as PP-VTK. Eventually she became a cargo plane for an American-carrier and well as N288UP with UPS to which she was delivered on 12 February 2007.
- l/n 612 48564** MD-11 PH-KCK KLM stored
l/n 612 flew with KLM all her life, which started on 25 April 1997 when she was delivered to Schiphol. On 21 October 2013 she was taken out of service and flown to Victorville (CA) a few weeks later for storage and eventually scrapping.
- l/n 613 48755** MD-11F N572FE FedEx active
On 24 May 1997 she entered the fleet of Garuda as PK-GIL, but her Indonesian career was rather short as a year later, in June 1998 she was relieved from duty. She was destined to fly for VASP as PP-SFO, but this didn't happen and instead went to VARIG on 29 October 1999 as PP-VQJ. On 2 February 2007 she changed owners and became PT-MSH with TAM, which operated her for a year. On 17 November 2008 she was registered as N730BC by MDFC Carson and readied for a life as freighter. On 20 July 2009 she was registered by FedEx as N572FE and started flying commercially for them in November 2010.
- l/n 614 48634** MD-11F N280UP UPS active
Her first love was Swissair and she was delivered to Zurich as HB-IWP on 11 July 1997. On 31 March 2002 she became owned by Swiss International and continued to fly out of Switzerland for two years. On 23 June 2004 she was registered N38WF by the Wells Fargo Bank, before she moved, after conversion, as N280UP to UPS on 29 August 2005.
- l/n 615 48758** MD-11F N546BC BCC Equipment Leasing Corp. stored
In 1997 she shortly wore N9020Q before she was delivered to Garuda as PK-GIM on 1 November 1997. Just like l/n 613 she was to fly with VASP, this time as PP-SFP, but ended up with VARIG as PP-VQK as of 14 November 1999. She moved to TAM as PT-MSI on 15 February 2007 and was registered as N742BC by McDonnell Douglas Indonesia Leasing Inc. on 5 September 2008. After conversion in Venice she was destined to fly for Aeroflot, but this deal fell through and she was delivered as ET-AML to Ethiopian Airlines on 31 January 2009. In April 2015 she was phased out and ferried to Victorville (CA) for storage, where she received N546BC.
- l/n 616 48775** MD-11F HZ-ANB Saudi Arabian Airlines stored
Pre-delivery she was registered by McDonnell-Douglas as N91566 in November 1997. A month later, on 30 December 1997, she was delivered to Saudia as HZ-ANB. On 29 June 2014 she was taken out of service and is stored at Jeddah since then.



KLM, as a loyal Douglas-customer, ordered the MD-11 as a replacement for their DC-10s. PH-KCA was delivered in 1993 and phased out in August 2014. The aircraft has been broken up. (Amsterdam, 26 February 2014, Anton Homma)

l/n 617 **48776** MD-11F HZ-ANC Saudi Arabian Airlines stored
 This MD-11F was newly delivered to Saudia on 31 December 1997. As a test-registration she wore N91078. She was phased out on 26 June 2014 and is also stored at Jeddah.

l/n 618 **48777** MD-11F HZ-AND Saudi Arabian Airlines stored
 First registered as N9166N by McDonnell-Douglas in December 1998 and delivered to Saudia as HZ-AND on 9 January 1998. Her operational life ended on 15 April 2014 and since then she is stored at Jeddah.

l/n 619 **48778** MD-11F B-16108 EVA Air stored
 On 19 November 1997 she was delivered factory fresh to EVA Air as B-16108, which used her until 25 October 2014. Since then she is stored at Victorville (CA).

l/n 620 **48779** MD-11F B-16109 EVA Air stored
 Delivery to EVA as B-16109 took place on 22 December 1997 and she flew out of Taiwan until 8 January 2015. Now she is stored at Victorville (CA).

l/n 621 **48541** MD-11F N284UP UPS active
 Swissair took delivery of her as HB-IWQ on 22 December 1997 and she moved to Swiss International on 31 March 2002. On 15 September 2004 she moved to Brazil to fly with VARIG as PP-VTU. Since 20 January 2006 she is flying cargo for UPS as N284UP.

l/n 622 **48624** MD-11F N529FE FedEx active
 Delta Air Lines was her first operator and she was delivered to Atlanta (GA) as N815DE on 20 February 1998. Since 13 December 2006 she is active with FedEx with her current registration, after conversion into freighter of course.

l/n 623 **48756** MD-11F Z-GAC Global Africa Aviation active
 On 30 March 1998 she was delivered as OO-CTS to CityBird, which operated her for SABENA. On 28 February 2001 she was withdrawn from use and put into storage at Brussels. In September 2001 she was registered P4-TKA by the Boeing Capital Corporation, but remained stored. On 22 May 2002 she entered the fleet of World Airways as N279WA and in 2006 she was converted into freighter by the airline. On 15 September 2013 she moved to AV Cargo Airlines as Z-BPL and a year later, in October 2014, changed into the hands of Global Africa Aviation as Z-GAC.

l/n 624 **48780** MD-11F N545BC CBSA Partners LLC stored
 CityBird was her first owner and operator and took delivery of her as OO-CTC on 16 April 1998. She was flown for SABENA and was operated until 28 February 2001 after which she was phased out and put into storage. In October 2001 she was taken on by the Boeing Capital Corporation and received P4-SWM. At first she should have become P4-TKB, but this registration wasn't taken up. In March 2003 she returned to active duty, this time with Finnair as OH-LGE. Six years later, on 17 April 2003 she was registered as N588BC by CBSA Partners and converted into freighter. Her registration was cancelled on 25 August 2009 as delivery to Ethiopian Airlines took place as ET-AND. On 4 August 2015 she was registered N545BC by CBSA Partners and since then stored at Victorville (CA).

l/n 625 **48781** MD-11F D-ALCA Lufthansa Cargo active
 The first MD-11F of Lufthansa was registered by McDonnell-Douglas as N9020Q before being delivered as D-ALCA on 26 June 1998. She is still flying for them today.

l/n 626 **48782** MD-11F D-ALCB Lufthansa Cargo active
 Delivered to Lufthansa on 26 June 1998. Had N9166N as test-registration.

l/n 627 **48783** MD-11F D-ALCC Lufthansa Cargo active
 Newly delivered to Lufthansa Cargo on 13 August 1998 and still flying with them today.

l/n 628 **48784** MD-11F D-ALCD Lufthansa Cargo active
 She was delivered on 17 September 1998 and still flying for Lufthansa today.

l/n 629 **48785** MD-11F D-ALCE Lufthansa Cargo active
 She is still active for Lufthansa today, being delivered on 22 October 1998.

l/n 630 48786	MD-11F B-16110	EVA Air	stored
EVA Air took delivery of her on 14 October 1998. She was phased out on 30 January 2014 and is stored at Victorville (CA).			
l/n 631 48787	MD-11F B-16111	EVA Air	stored
Newly delivered to Taipei on 12 November 1998 and she was phased out on 12 August 2013. she is since then stored at Victorville (CA).			
l/n 632 48788	MD-11F PH-MCW	Martinair	stored
Martinair took delivery of her on 20 November 1998 and operated her until 5 March 2016. A day later she was flown to Mojave (CA) for storage.			
l/n 633 48789	MD-11F B-16112	EVA Air	stored
Before delivery to EVA on 29 July 1999, she was registered by the manufacturer as N91078. On 3 March 2014 she was taken out of service and put into storage at San Bernardino (CA).			
l/n 634 48790	MD-11F B-16113	EVA Air	stored
N9030Q was her first registration before delivery to EVA as B-16113 on 26 August 1999. She was withdrawn from service on 23 March 2015 and flown to San Bernardino (CA) for storage.			
l/n 635 48791	MD-11F N620FE	FedEx	active
Since 30 March 1999 she is part of the large FedEx-fleet.			
l/n 636 48792	MD-11F N621FE	FedEx	active
Delivered to FedEx on 28 May 1999 and she is still there.			
l/n 637 48798	MD-11F D-ALCF	Lufthansa Cargo	active
Lufthansa took delivery of her on 27 August 1999 and is still happy with her.			
l/n 638 48794	MD-11F N623FE	FedEx	active
The last newly built MD-11F for FedEx was delivered to them on 28 June 1999.			
l/n 639 48799	MD-11F D-ALCG	Lufthansa Cargo	stored
Delivery to Lufthansa Cargo took place on 12 October 1999 and she was relieved from duty on 22 December 2015. Shortly thereafter she was flown to Victorville (CA) for storage.			
l/n 640 48801	MD-11F D-ALCH	Lufthansa Cargo	active
She was delivered to Germany on 24 November 1999 and still active today.			
l/n 641 48800	MD-11F D-ALCI	Lufthansa Cargo	active
Delivered on 27 January 2000 and still in the fleet today.			
l/n 642 48802	MD-11F D-ALCJ	Lufthansa Cargo	active
On 15 March 2000 she was delivered to Frankfurt and still flies out of there today.			
l/n 643 48803	MD-11F D-ALCK	Lufthansa Cargo	active
31 May 2000 was the happy day when she was delivered to Lufthansa Cargo and she is still with the German airline.			
l/n 644 48804	MD-11F D-ALCL	Lufthansa Cargo	stored
Lufthansa took delivery of her on 24 August 2000 and operated her until 21 December 2015. Since January of this year she is stored at Victorville (CA).			
l/n 645 48805	MD-11F D-ALCM	Lufthansa Cargo	active
Before being delivered to Germany, she was registered in September 2000 as N90178 by McDonnell-Douglas. In November this changed into N6069R. On 22 February 2001 Lufthansa took her on and flies her to this day.			
l/n 646 48806	MD-11F D-ALCN	Lufthansa Cargo	active
The last MD-11 ever produced is this l/n 646. She was not the last MD-11 delivered, that was l/n 645. On 25 January 2001 she arrived in Germany for her new owner, which is also still her owner today.			



Delta Air Lines and American Airlines were the only two US legacy carriers to order the MD-11. N812DE was delivered in 1996 and operated with them for ten years. Since then she is part of the fleet of FedEx. (Paris-Charles de Gaulle, April 2000, Anton Homma)



Île de France

Shervin Fonooni

Mirage 2000C 101/115-KE was painted especially for the anniversary of its unit, Escadron de Chasse 2/5 Ile de France.

On 6 October 2016 Escadron de Chasse 2/5 *Ile de France*, based in Orange-Caritat, celebrated its 75th anniversary.

Free French Squadron 340

In October 1941, general de Gaulle signed a decree authorizing the creation of the first autonomous free French fighter unit in Britain, the Free French Squadron 340, named "Groupe de Chasse *Île de France*". Supporting the Normandy landings coverage on 6 June 1944, and support missions of the Allied ground troops in Northern Europe, the 340sqn conducted 7100 sorties on Spitfires, damaging 75 aircraft and dropping 400 tons of bombs.

From July 1949, the squadron participated in the Indochinese campaign, performing 4600 operational missions on the Bell P-63 Kingcobra. In March 1951, the group took the current name of Escadron de Chasse 2/5 *Île de France*, moving to Air Base 115 Orange-Caritat, located in the south of France. Since then, the squadron's primary mission has been air defense. It also performed many detachments as part of the operations *Manta* and *Epervier* in Chad in the 1980s, on the Mirage F1C. From 1989, it took part in the first Persian Gulf War on Mirage 2000C, ensuring with strict compliance the UN resolutions in Iraq and former Yugoslavia.

Nowadays, the squadron provides several types of missions including permanent air defense of the national territory, pilots training assigned on Mirage 2000 and contributes to military operations in the Sahel as part of the operation *Barkhane*.

Ceremony

As part of the celebration of this event, colonel Olivier Brault, commanding the Air Base 115, and the Commander Chazelle Thibault, commanding *Ile de France* squadron, organized a memorial day on 6 October on Orange air base. The ceremony was chaired by Antoine Creux, General Inspector of the French Air Force. Several French and foreign squadrons were invited to this celebration. Besides recalling the past of this prestigious unit, the ceremony was also the occasion to pay tribute to women and men of the squadron in their daily commitment, whose main objective is to deliver high-quality training to all the crews of the Mirage 2000.

Noted besides the Patrouille de France with its Alpha Jets were:

AT33	Alpha Jet	ETO02.008	527/115-OR	Mirage 2000B	EC02.005
FA84, FA97	F-16AM	2w	615/3-JY, 675/3-JI	Mirage 2000D	EC02.003
FA129, FA135	F-16AM	2w	103/315-XT	TB-30	EPAA00.315
ET-197	F-16BM	nn	113/30-IR, 138/30-GQ	Rafale C	EC02.030
MM7277/4-40, MM7338/4-60	F-2000A	4st	F-AZHK	AD-4NA	as/ex 127002/20-LN
C.16-24/11-04	EF2000	Ala 11	F-AZKI	Bulldog T1	as/ex XX615
CE.16-01/11-70	EF2000T	Ala 11	F-AZKM	OV-10B	ex 99+24
ZG777/135	Tornado GR4	Marham Wing	F-AZPZ	CM170	as/ex 413/315-PF
ZK021	Hawk T2	4sq	F-AZUD	PT-17	ex 41-8047
E7/705-TU, E28/705-AB	Alpha Jet	EAC00.314	F-AZXS	P-51D	as 414237
5534/WJ	AS555AN	EH05.067	F-AYMH	FWP149D	ex 90+16
9/5-OJ, 83/115-YC	Mirage 2000C	instructional	F-BFMQ	L-4J	as/ex 44-80231
101/115-KE	Mirage 2000C	EC02.005	G-LFVB	Spitfire Mk Vb	as/ex EP120
353/125-AM	Mirage 2000N	EC02.004			



Mirage 2000D 675 was also wearing special colours, on the occasion of 100 years EC 2/3 Spa 75.

(both photos by author)

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Multinational Military Flight Crew Training Center



By Marcel Bos and Melchior Timmers

Two SF260Ds and a KT-1T in formation during a flight near Akhisar air base, just north of Izmir. While the KT-1T meets the current standards of pilot training, the SF260D is in its final days of operation and will be replaced within the next two years (all pictures by authors)

On 8 October 2015, two Pakistan Air Force students report at the gate for the next step of their training to become military pilots. After handling basic flying skills on the MFI-17 Mushshak, they are ready for phase II of pilot training. But instead of being at the College of Flying Training at Risalpur in Pakistan to fly T-37s, they have been selected by their superiors to head to the Turkish Air Force (THK) 2nd Main Jet Base at Izmir, Turkey where the KT-1T will be their aircraft to fly next. For the next 18 months they will be students at the Multinational Military Flight Crew Training Center (MMFCT-C) and are the first foreigner students since the center opened on 16 June 2015.

The need to share

The activation of the Multinational Military Flight Crew Training Center is mainly the result of the Smart Defense Initiative of NATO, which already started in the early 90s. Smart Defense is a cooperative way of generating modern defense capabilities that NATO needs, but in a more cost-efficient and effective manner for all allies to undertake the core tasks of the organization. Turkey has over 100 years of experience in military aviation and training foreign pilots is not new to the Turkish Air Force. In the past, 68 foreign pilots have been trained on the T-37, coming from: Albania, Azerbaijan, Bosnia Herzegovina, Kazakhstan, Libya, Pakistan, Turkmenistan and the United Arab Emirates.

Instructor pilot exchange programs have taken place with partners for many years. Currently Pakistani instructor pilots are flying KT-1T and T-38M while a South Korean instructor pilot will join 124 Filo soon.

Despite having its own national training facility, every two years up to six Turkish student pilots join the Euro-NATO Joint Jet Pilot Training Program with the 80th Flying Training Wing at Sheppard Air Force Base, Texas to gain experiences with other NATO members.

Nowadays the trend for nations is to reduce their budgets and decrease the number of aircraft in their inventory, so joining up with other air arms has proven to be a win-win on multiple sides. During the opening ceremony in June, the presence of many military representatives, including air

force commanders of Pakistan, Sudan, Macedonia and Azerbaijan and other high rank officers reflected both the need for a joint training centre as well as the good relations Turkey has build-up worldwide.

Pakistan as a non-NATO member saw the advantages to gain flight training tactics and techniques in line with NATO operational requirements. As a result of that, the next day Pakistan Air Chief Marshal Sohail Aman signed an agreement with General Akin Öztürk, Commander of the Turkish Air Force.

Next to Pakistan, agreements have been signed with: Azerbaijan (4 pilots), South Africa (2 pilots) and Turkmenistan.

Memorandum of understanding (MoU) for possible future students have been signed with: Afghanistan, Bangladesh, Brazil, Chilli, Iraq, Kuwait, Qatar, Somalia, Sudan and the USA.

The MMFCT-Cs main goal is to provide pilots for the Turkish Air Force. Therefore it's the THK that has the first priority for the amount of students to join the training. The remaining students can come from participating countries with a max of ten to thirty at a time up to 2018.

Getting ready

The 2nd Main Jet Base, the official name Izmir received on 13 August 1970 when the first T-37 arrived is in fact divided into two airbases. Both situated North of the city of Izmir, Çigli, houses 121 Filo, 122 Filo and 124 Filo, while Kakliç, also referred to as Çigli- West has 123 Filo and 125 Filo on base.

Çigli has the structure of a NATO fighter base with a large shelter area East and West of the runway and flight lines and supporting buildings surrounding it. The KT-1Ts are parked in Hardened Aircraft Shelters (HAS) in pairs, while the T-38Ms are parked outside. The shelters not used by the KT-1Ts are still housing stored T-37s, 34 of which were donated to Pakistan in August 2015. In January 2016, the first batch of these were shipped to Pakistan, with the first aircraft already flying during the National Parade in March. Since modern aircraft (systems) are more sensitive to influences from heating up in the sun and the lack of enough sufficient parking spaces, all Izmir flight lines are being equipped with sun-shelters. Other

construction work in the last three years includes the construction of new maintenance hangars, supporting buildings and the renovation of the Çigli runway. During this work, KT-1Ts and T-38Ms were temporarily operating out of Kakliç, while the SF260Ds were based at Akhisar, just north of Izmir. When returned to Kakliç, the SF260Ds of 123 Filo moved to a renovated flight line and new hangar on the northern part of the base to accommodate more CN235s on the south side. 125 Filo now has sixteen Casa's on strength.

Besides infrastructure, also supporting systems were upgraded. A lot of effort was put in the development of Computer Based Training (CBT) used for ground training of students. This enables the instructors to track performance on learning exercises and tests, while a larger number of employees can be trained within a shorter period of time. Also all students receive the same training regardless their individual capability. This allows the MMFCT-C to deliver standardized and consistent training to all.

The CBT was part of a larger program to change and upgrade learning tactics, in which the entire brief and debrief system, was upgraded as well.

Before every sortie, instructors and students go through a possible emergency situation ("emergency of the day") and discuss mission goals and tactics. For debriefing, all KT-1T and T-38Ms have data modules installed that store all voice, aircraft data and HUD information including video image of the actual sight through the HUD display. A 64GB data card inside the data module can be uploaded into the computer debrief system provided by Havelsan. From there all data can be viewed in both 2D and 3D with various screens, picture in picture and the possibility to freeze, go forward or back at any moment. With two aircraft in the same mission, data of both can be synchronized to compare handlings of each individual pilot in each situation.

Another major invest is the newly build 6500 m2 simulator building for the simulator squadron (SIM Filo) at Çigli where Full Mission Simulators (FMS) and Instrument Çigli Trainers (IFT) can be found. A KT-1T FMS consists of 9 projectors and creates 270 degrees (single seat) or 210 degrees (two seats) vision for the student pilot. The KT-1T Instrument Flight Trainers (IFT) consist of front seat with head-up only.

A T-38M FMS creates 240 degrees (single seat) or 210 degrees (two seats) vision.

All simulators have visual control on day, night and weather in a 2012 scenery of an area from Izmir all the way to Ankara. Inside the building, the T-38M has its own wing on the left with 4x FMS of which two are 2-seaters while the KT-1T on the right has 4x FMS (two 2-seaters), 2x IFT and one Egress Trainer. Although separated physically, combined flights with KT-1T and T-38M are possible if needed. With the simulators almost everything is possible to simulate, except G-force and movement. Havelsan, the government owned company who provided the simulators has a local department for support in further development and maintenance. Students are free to fly in any simulator whenever one is available, and for each individual student, instructors can decide more simulator hours are needed in addition to the minimal of 70-80 hours. (> 35 sorties)

Also the simulators are equipped with a debrief data module, so actual flight situations can be debriefed and flown in the simulator as well. As explained by Major-General Kubilay Selçuk, commander of the 2nd Main Jet Base, in the future the simulators will be equipped with active flight instructions. *"During flight, possible errors will be detected and instantly communicated to the student flying. This replaces some of the debriefing since the student can adapt immediately instead of afterwards. It also reduces the workload of the instructor pilot"*.

All together, an impressive 50.000+ hours have been flown since the acceptance of the first simulator on 14 March 2013. The SIM Filo has only six instructors assigned so 121, 122 and 124 Filo facilitate instructors as well.

With projects like the Hürkus, the SIM Filo is expecting to have a new building added in the near future to house two Hürkus FMS with an option on a third as well as one Cougar FMS.

Demand for new demands

With the introduction of 5th generation fighters and upgraded aircraft the function of a pilot has changed into being a system operator instead of mainly flying only. As a result, other capabilities are demanded of future pilots, causing fewer students passing all training phases. The THK has already chosen to allow more students to the pilot training so this increases the chance on an acceptable amount of graduates. But to close the gap between training and operational squadrons more was needed, with the introduction of KT-1Ts in 2010 being a major first step.



A young Lieutenant gets instructions from the experienced Captain in the backseat of this 210 degrees wide vision (Havelsan supported) Full Mission T-38M Simulator.

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The THK retired the T-37C in favour of the KT-1T. 34 Of the “Tweets” were donated to Pakistan which introduced their new aircraft during the March 2016 national parade



Lt. Karaoğlan prepares his T-38M for a night sortie out of Izmir. With the new avionics the aircraft suits it's role as all weather trainer significant better than before.



Turkish Aircraft Industries (TAI) build 35 KT-1T at their Ankara factory, the first five (out of forty aircraft in total) were build by Korean Aerospace Industries (KAI) under a 2007 signed US\$350 million contract.



Major Ural, XO of 121 Filo banks away from Lt. Col Sekercan, CO of 121 Filo. They are two of 34 instructor pilots within the unit, which also has a Pakistan Air Force exchange instructor pilot

Next up was the modernization of 68 T-38As to M standard. This total amount of 68 is the initial 55 of the contract signed in 2007, with an optional thirteen added when more capacity was needed. At first this was a (now finished) upgrade program on avionics, including the introduction of HOTAS (Hands On Throttle And Stick), advanced ILS and GPS systems and the unique capability to simulate the use of weapons like gun, bombs etc. After delivery of the first five aircraft upgraded by Turkish Aerospace Industries (TAI) in Ankara, feedback from 121 Filo made clear a modification to strengthen the main fuselage structure and body parts was needed as well. This as a result of new trainings missions like dogfights and simulated air to ground runs and the forthcoming influences on the airframe structures.

With support of TAI, this work is being performed by the 1.nci Hava İkmal Bakım Merkez Komutanlığında/1.HİBİMK (First Air Supply Maintenance Center) at Eskisehir, the unit that also performed the avionics upgrade on the remaining 63 T-38s. The delivery of the 68th totally modernized T-38M will be in 2017 and the fleet is expected to be operational up to 2025-2030. Any possible replacement of the T-38 will be chosen after evaluating what other countries, like the USA have chosen to train their future F-35 pilots. One type that has been monitored so far is the KAI T-50.

For the time being, the first F-35 pilots will be experienced F-16 block 50 pilots.

The latest modernization of the fleet to date is the expected delivery of the first Hürkus B in 2018. During its development, the programme has faced various delays, resulting in its first flight more than four years later than scheduled, the introduction in 2018 is therefore uncertain. Due to current demands to train more pilots, the Turkish Air Force might be forced to finalize the option on 15 more KT-1Ts, as negotiated with KAI (Korean Aerospace Industries) during the initial buy in 2007.

Although it looks are similar to the KT-1T, its performances are of a higher level. With a more powerful engine (1600SHP to 1100SHP of the KT-1T) and more advanced avionics, the Hürkus B makes transition to 5th generation fighters easier. At the moment, it's unclear if the Hürkus will be added to 122 Filo or that a new Filo will be formed.

Pilots to be

The Isıklar Air Force High School in Istanbul is where future Turkish pilots can have their first education in the air force. This former military high school, founded on 15 February 1845 was handed over to the air force on June 27, 2008 after being used by military intelligence since 1974. During their

five years in high school, students learn the basic cultural values, knowledge and skills like in other high schools with in addition the qualifying needs of the Turkish Air Force. After graduation, the Turkish Air Force Academy (Hava Harp Okulu) in Istanbul is where students from any Turkish high school will be trained to become officers and receive an engineering degree. It's in the academy where they also make their first flights within the air force. The T-41D Mescalero, a military version of the Cessna 172D, as well as SZD-50-3 Puchacz gliders are the first aircraft used for evaluation of the pilots to be. When finishing the academy, Çiğli will be the home for the 2nd Lieutenants for the next year and a half. Their first stop is 123 Filo, based at Kaklıç and referred to as the initial flight squadron.

Phase I (16 weeks):

123 filo "Palaz (Duckling Flight)"

Since the early 90's, the SF260D Marchetti is used by 123 Filo to teach student pilots the basics of flying. Although most international students will have local initial flight experience, the THK does offer this phase I course within the MMFCT-C. The unit welcomes 240 students every year. This group is divided into group A to D so 60 join 123 Filo every three months. First theory academic lessons will be held in the first two weeks to get familiarized with procedures and SF260 capabilities after which flying starts. After approximately 20 flight hours (16th sortie), the first solo flight is a milestone for every student. When passed, the continuation of training will consist of another 6 flights bringing the total to 22 sorties. In average it takes about four months to graduate (two months in the summer, six months in the winter depending weather conditions) with an 85% success rate over the past ten years.

Currently there are 25 instructor pilots available for the 35 SF260Ds used, but with an expected 50% increase of candidate pilots, another ten instructors will join the unit. While the KT-1T and T-38M are either quite new or modernized, the Marchetti fleet has been unchanged since they replaced the T-34As in 1993. Therefore the search for a replacement is in full swing, as Major Erhan Özdemir, CO of 123 Filo explains:

"In the past year we have been evaluating the MFI-17 Mushshak, Zlin242L Guru, Diamond DA20 and APM40 Simba as possible candidates. Since than the requirements for the new airplane have been changed with new demands being two instead of four pilots, stick controlled, a retractable landing gear and capability for IFR flights".

Despite these changed requirements, a deal was signed in July 2016 for the purchase of MFI-17 Super Mushshaks. This could be the result of tensions between Turkey and Europe after the failed coup and the renewed focus towards Russia and

Asia by the Turkish government.

It is expected the MFI-17 will replace both the T-41D and the SF260D for lower costs and shared capabilities.

90-0773/2-773	SF260D	773	123 Filo	oct15
90-0775/2-775	SF260D	775	123 Filo	oct15
90-0776/2-776	SF260D	776	123 Filo	oct15
90-0777/2-777	SF260D	777	123 Filo	oct15
91-0779/2-779	SF260D	779	123 Filo	oct15
91-0780/2-780	SF260D	780	123 Filo	oct15
91-0781/2-781	SF260D	781	123 Filo	oct15
91-0782/2-782	SF260D	782	123 Filo	oct15
92-0801/2-801	SF260D	801	123 Filo	oct15
92-0802/2-802	SF260D	802	123 Filo	oct15
92-0803/2-803	SF260D	803	123 Filo	oct15
92-0804/2-804	SF260D	804	123 Filo	oct15
92-0805/2-805	SF260D	805	123 Filo	oct15
92-0806/2-806	SF260D	806	123 Filo	oct15
92-0807/2-807	SF260D	807	123 Filo	oct15
92-0808/2-808	SF260D	808	123 Filo	oct15
93-0809/2-809	SF260D	809	123 Filo	oct15
93-0810/2-810	SF260D	810	123 Filo	oct15
93-0811/2-811	SF260D	811	123 Filo	oct15
93-0813/2-813	SF260D	813	123 Filo	oct15
93-0814/2-814	SF260D	814	123 Filo	oct15
93-0816/2-816	SF260D	816	123 Filo	oct15
93-0817/2-817	SF260D	817	123 Filo	oct15
93-0818/2-818	SF260D	818	123 Filo	oct15
93-0819/2-819	SF260D	819	123 Filo	oct15
93-0820/2-820	SF260D	820	123 Filo	oct15
93-0821/2-821	SF260D	821	123 Filo	oct15
93-0822/2-822	SF260D	822	123 Filo	oct15
93-0823/2-823	SF260D	823	123 Filo	oct15
93-0824/2-824	SF260D	824	123 Filo	oct15
93-0825/2-825	SF260D	825	123 Filo	oct15
93-0826/2-826	SF260D	826	123 Filo	oct15
93-0827/2-827	SF260D	827	123 Filo	oct15
93-0829/2-829	SF260D	829	123 Filo	oct15
95-0830/2-830	SF260D	851	123 Filo	oct15

Phase II (28 weeks):

122 Filo "Akrep (Scorpion)"

After the initial flight training, the remaining students of

groups A to D proceed to 122 Filo for the next programme. This part consists of two phases; phase 1 (nicknamed "Macera Basliyor/Your adventure starts") is where all students fly at least 40 sorties (4 solo, 23 sim) on the KT-1T. At the end of this training, 90% of the students passed and are asked for their next aircraft to fly. Their wills and grades that have been evaluated are the main factors for their future. Some 70% of the graduated students go to 121 Filo for jet training. This 2nd phase (nicknamed "Heyecan Devam Ediyor/The excitement continues") is where those selected will continue on KT-1T. Here, they will fly another 30 sorties (5 solo, 11 sim) to familiarize in formation and navigation flights.

The other 30% not selected for phase 2, including Turkish Navy pilots, will go to 125 Filo to proceed on CN235 for transport or AS532 helicopter training. For some MMFCT-C participating countries the pilots will leave instead when there is no need for transport or helicopter pilots.

Currently the unit has enough instructors for current and expected operations. They enhance and evaluate the knowledge and skill level of a student pilot and teach and keep a high level of student motivation. Also, they serve as a practical psychologist and provide adequate instructions; analyse the student's personality, thinking, and ability.

With the KT-1T, 122 Filo has a highly manoeuvrable aircraft with full-glass cockpit and modern technology avionics. The 40 KT-1Ts have an operational capability of 85% and are used with full-capacity. The possible addition of the Hürkus B will enhance the flying capacity even more and to a higher level.

10-01/01	KT-1T	KTT-3340F-10-001	122 Filo	oct15
10-02/02	KT-1T	KTT-3340F-10-002	122 Filo	oct15
10-03/03	KT-1T	KTT-3340F-10-003	122 Filo	oct15
10-04/04	KT-1T	KTT-3340F-10-004	122 Filo	oct15
10-05/05	KT-1T	KTT-3340F-10-005	122 Filo	oct15
10-06/06	KT-1T	KTT-3340F-10-006	122 Filo	oct15
10-07/07	KT-1T	KTT-3340F-10-007	122 Filo	oct15
11-08/08	KT-1T	KTT-3340F-11-008	122 Filo	oct15
11-09/09	KT-1T	KTT-3340F-11-009	122 Filo	oct15
11-10/10	KT-1T	KTT-3340F-11-010	122 Filo	oct15



Already in service since 1991, the SIAI Marchetti is now in its final years of use for basic flying training by the 123 Filo. The search for a replacement is in full swing with service introduction expected late 2017, early 2018.

11-11/11	KT-1T	KTT-3340F-11-011	122 Filo	oct15
11-12/12	KT-1T	KTT-3340F-11-012	122 Filo	oct15
11-13/13	KT-1T	KTT-3340F-11-013	122 Filo	oct15
11-14/14	KT-1T	KTT-3340F-11-014	122 Filo	oct15
11-15/15	KT-1T	KTT-3340F-11-015	122 Filo	oct15
11-16/16	KT-1T	KTT-3340F-11-016	122 Filo	oct15
11-17/17	KT-1T	KTT-3340F-11-017	122 Filo	oct15
11-18/18	KT-1T	KTT-3340F-11-018	122 Filo	oct15
11-19/19	KT-1T	KTT-3340F-11-019	122 Filo	oct15
11-20/20	KT-1T	KTT-3340F-11-020	122 Filo	oct15
11-21/21	KT-1T	KTT-3340F-11-021	122 Filo	oct15
11-22/22	KT-1T	KTT-3340F-11-022	122 Filo	oct15
11-23/23	KT-1T	KTT-3340F-11-023	122 Filo	oct15
11-24/24	KT-1T	KTT-3340F-11-024	122 Filo	oct15
11-25/25	KT-1T	KTT-3340F-11-025	122 Filo	oct15
11-26/26	KT-1T	KTT-3340F-11-026	122 Filo	oct15
11-27/27	KT-1T	KTT-3340F-11-027	122 Filo	oct15
11-28/28	KT-1T	KTT-3340F-11-028	122 Filo	oct15
11-29/29	KT-1T	KTT-3340F-11-029	122 Filo	oct15
12-30/30	KT-1T	KTT-3340F-12-030	122 Filo	oct15
12-31/31	KT-1T	KTT-3340F-12-031	122 Filo	oct15
12-32/32	KT-1T	KTT-3340F-12-032	122 Filo	oct15
12-33/33	KT-1T	KTT-3340F-12-033	122 Filo	oct15
12-34/34	KT-1T	KTT-3340F-12-034	122 Filo	oct15
12-35/35	KT-1T	KTT-3340F-12-035	122 Filo	oct15
12-36/36	KT-1T	KTT-3340F-12-036	122 Filo	oct15
12-37/37	KT-1T	KTT-3340F-12-037	122 Filo	oct15
12-38/38	KT-1T	KTT-3340F-12-038	122 Filo	oct15
12-39/39	KT-1T	KTT-3340F-12-039	122 Filo	oct15
12-40/40	KT-1T	KTT-3340F-12-040	122 Filo	oct15

Phase III (24 weeks):

121 Filo "Ari (Bee)"

Advanced Flight Jet training, part of phase III is performed by 121 Filo with its T-38M.

The unit consists of 34 instructor pilots of whom 5 are specialized in teaching Introduction to Fighter Fundamentals (IFF), training necessary for future F-16 pilots.

IFF training for F-4 pilots is performed at Eskisehir, while IFF training for foreign pilots is an option for MMFCT-C participating countries and is not standard.

In the next few months, 170 hours of academic and ground training, at least 32 simulator sorties, 58 dual flights and twelve solo flights (five at night) will form the pilot to NATO standards. With a 95% success rate, between 80 to 100 students graduate as fighter pilots every year.

After graduation, 90% will proceed to F-16 while the remaining 10% is assigned F-4, KC-135 or Wedgetail, based on results

and the pilot's own wishes.

Known T-38Ms to date:

62-3611	T-38M	N5316	121 Filo	jan16
62-3624	T-38M	N5329	121 Filo	oct15
62-3649	T-38M	N5354	121 Filo	oct15
62-3656	T-38M	N5361	121 Filo	oct15
62-3675	T-38M	N5380	121 Filo	oct15
62-3688	T-38M	N5393	121 Filo	oct15
62-3708	T-38M	N5413	121 Filo	oct15
62-3711	T-38M	N5416	121 Filo	oct15
62-3713	T-38M	N5418	121 Filo	oct15
62-3718	T-38M	N5423	121 Filo	oct15
62-3719	T-38M	N5424	121 Filo	jan16
62-3721	T-38M	N5426	121 Filo	oct15
62-3728	T-38M	N5433	121 Filo	oct15
62-3737	T-38M	N5442	121 Filo	jan13
62-3739	T-38M	N5444	121 Filo	oct15
62-3740	T-38M	N5445	121 Filo	oct15
62-3743	T-38M	N5448	121 Filo	oct14
62-3749	T-38M	N5454	121 Filo	jan13
63-8115	T-38M	N5462	121 Filo	oct15
63-8121	T-38M	N5468	121 Filo	oct15
63-8145	T-38M	N5492	121 Filo	oct15
63-8151	T-38M	N5498	121 Filo	oct15
63-8161	T-38M	N5508	121 Filo	oct15
63-8173	T-38M	N5520	121 Filo	oct15
63-8176	T-38M	N5523	121 Filo	oct15
63-8183	T-38M	N5530	121 Filo	oct15
63-8195	T-38M	N5542	121 Filo	sep14
63-8201	T-38M	N5548	121 Filo	oct15
63-8203	T-38M	N5550	121 Filo	oct15
63-8205	T-38M	N5552	121 Filo	oct15
63-8206	T-38M	N5553	121 Filo	oct15
63-8208	T-38M	N5555	121 Filo	oct15
63-8210	T-38M	N5557	121 Filo	oct15
63-8220	T-38M	N5567	121 Filo	oct15
63-8231	T-38M	N5578	121 Filo	jun12
63-8237	T-38M	N5584	121 Filo	oct15
63-8238	T-38M	N5585	121 Filo	oct15
63-8240	T-38M	N5587	121 Filo	jan13
64-13178	T-38M	N5607	121 Filo	mar15
64-13200	T-38M	N5629	121 Filo	jan13
64-13236	T-38M	N5665	121 Filo	jan13
64-13237	T-38M	N5666	121 Filo	oct15

125 Filo "Azman (Monstrous)"

This unit has only been in its current role since 2010. Its mission is to train pilots for the MMFCT-C and to accomplish and perform SAR missions in all-weather and at various



125 Filo has seen its CN235 fleet growing to sixteen aircraft. All of these are used for training transport pilots on multi-engine aircraft. The unit has been in this function since 2010 and was the last addition to the 2nd Main Jet Base.



Two AS532UL Cougars depart Kaklıç to conduct CSAR training. The 22 instructor pilots of 125 Filo realize an average success rate of 93%

land and sea conditions within the Aegean Search and Rescue Region (SRR), international waters and air space integrated with civilian units. In addition, also VIP and material transportation, para troops jumping and target passing for land/navy/air forces tasks are carried out.

The ten CN235 and twelve AS532 instructors await those students that were transferred to 125 Filo for their phase III training. Students will be trained in initial-instrument, instrument navigation, low altitude tactical and night flights to become transport pilot on the CASA CN235 during 100 hours of training. Rotary wing pilots will receive 76 hours of initial, tactics and night flight training on the UH-1Y Huey or 85 hours of training on the AS532UL. The Cougar training is more comprehensive and also consists of IFR flights (Instrument Flight Rules).

On average, the success percentage within the 125 Filo phase III training is 93%.

01-2528	AS532AL	2528	125 Filo	
01-2531	AS532AL	2531	125 Filo	jun11
01-2533	AS532AL	2533	125 Filo	
01-2538	AS532AL	2538	125 Filo	
02-2544	AS532AL	2544	125 Filo	
02-2546	AS532AL	2546	125 Filo	
02-2558	AS532AL	2558	125 Filo	oct15
02-2561	AS532AL	2561	125 Filo	jun12
02-2563	AS532AL	2563	125 Filo	oct15
69-15571	UH-1H	11859	125 Filo	may15
69-15647	UH-1H	11935	125 Filo	jun12
69-15648	UH-1H	11936	125 Filo	oct15
69-15721	UH-1H	12009	125 Filo	oct15
69-15798	UH-1H	12086	125 Filo	
69-15799	UH-1H	12087	125 Filo	jun12
82-24046	UH-1H	16503	125 Filo	oct15
95-103	CN235M-100	C-103	125 Filo	feb13
95-108	CN235M-100	C-108	125 Filo	sep14
95-110	CN235M-100	C-110	125 Filo	oct15

96-113	CN235M-100	C-113	125 Filo	oct15
96-117	CN235M-100	C-117	125 Filo	
96-120	CN235M-100	C-120	125 Filo	oct15
97-125	CN235M-100	C-125	125 Filo	oct15
97-126	CN235M-100	C-126	125 Filo	oct15
97-127	CN235M-100	C-127	125 Filo	
97-132	CN235M-100	C-132	125 Filo	oct15
97-133	CN235M-100	C-133	125 Filo	jun12
97-134	CN235M-100	C-134	125 Filo	
98-142	CN235M-100	C-142	125 Filo	oct15
98-149	CN235M-100	C-149	125 Filo	apr16

124 Filo "Standardization and Evaluation"

Although no aircraft are assigned to the unit, its mission is significant within the training of pilots. 124 Filo transformed into a squadron in 1975 after being a flight since the start of the jet age in the 50's. It's responsible for standardization of flight with training instructor pilots with aircraft specifications and behaviour as well as didactics to train. These standardizations are checked by flying with both instructors and students and are changed whenever evaluation shows points to adapt. For these tasks, 124 Filo consists of fifteen of the most experienced pilots of the 2nd Main Jet Base. In the past the unit was responsible for the introduction of new aircraft types within the THK, like when the KT-1T entered service in 2010. Based on this, it's expected the Hürkus B (freebird) will enter service with 124 Filo in 2018, although no official decision has been made yet.

With appropriate meteorological flight conditions over 300 days a year, suitable terrain & available airspace, modernized infrastructure and supporting systems and highly qualified instructors and support, the MMFCT-C is more than ready to train pilots to their best and beyond.

Acknowledgements: This article could not have been made without the help of Major-General Selçuk, Colonel Karadaş, Lt. Colonel Yurtdan, and all staff of the 2nd Main Jet Base.

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Although not the biggest in quantity, the KT-1T is responsible of most sorties during a regular day of flight training on the 2nd Main Jet Base. At the end of the morning and afternoon, about 20+ aircraft can be seen flying around Izmir.



The venerable UH-1 Huey is still used for helicopter training. It's handlings are perfect for basic flying skills before transition to the AS532 Cougar. At the moment there are no specific plans for a replacement in the near future.



122 Filo KT-1T overflies the point where the river Gediz flows into the Aegean Sea, one out off tree heavy used training areas in the Izmir area.

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The K-8 Karakorum



Erwin van Dijkman

Nowadays, the Pakistani air force's demoteam 'Sherdils' flies the K-8. At the above occasion, El Ain 2007, the K-8 performed solo because the team performed with the T-37 still... (03-02-809, El Ain, 28 January 2007, Erwin van Dijkman)

For decades now we see the K-8 flying around. It has become quite a prolific aircraft, which does not necessarily mean it was an outright success. In this short article, mainly an annotated attempt at a production list, we outline its troubled birth and slow but steady onward production. Meanwhile, it has earned a place of its own in the World's jet trainer ranks.

Let us build a jet trainer together

That is what Pakistan and China decided in the late eighties of the last Century. Pakistan was looking for a successor to its obsolete T-37 and FT-5 trainers and China had similar requirements. Contracting parties were Nanchang Aircraft Manufacturing Company (NAMC), later rebranded Hongdu, of China and the Kamra-based Pakistan Aeronautical Complex (PAC). The West learned from this plan in 1987 when a L8 mock-up was presented at the Salon Aeronautique in Le Bourget. Pakistan's share eventually was aid in the design and the manufacturing of the aft fuselage and tail section, whereas the rest of the aircraft, the production and assembly was taken care of by the Chinese. Rebranded as the more internationally sounding K-8 Karakorum, they got on to a quick start and the first prototype took to the skies on 21 November 1990. At that point in time, the aircraft was powered by the Garrett (later Honeywell) TFE731-2A engine, basically a business jet turbofan.

Together translates different in Chinese

In those early years it was Pakistan that was eager to get this project off the ground. They ordered six on 9 April 1994 and these were handed over 21 September and formally delivered and taken on charge on 10 November of the same year. Meanwhile, China had yet to order the aircraft. Reluctantly, and with allegedly some pressure from Pakistan, they also took on six aircraft. Main reason for the Chinese reservations was the dependence on US components, notably the aforementioned engine. They were proved right as that engine was embargoed for export to China by the USA, the latter did not want to support Chinese effort to mass produce a jet for military use in aircraft or cruise missiles. So, with the knowledge gained and independence from the USA sought, the Chinese JL8 was drafted up. As an engine is not built in one day, they turned to Ivchenko-Progress State Enterprise of Zaporozhye, Ukraine

to acquire the AI-25TLK, a scaled down development of the TL that powers the L-39. Also the Martin-Baker ejection seat needed replacement. Furthermore, it took quite a while to reverse-engineer the AI-25 into the Wushi WS-11 engine for the production aircraft. The first AI-25-engined JL8 took to the skies in December 1994, 30 aircraft were built using that engine. The production configured aircraft powered by the WS-11 only flew 26 October 1998. This aircraft is also referred to as JL11.

K-8s entering service

At this point in time, the late-nineties, the pool of available TFE731 engines was used in the K8 production. However, the Pakistanis evaluated their first six and came up with quite a list of improvements to be made. Meanwhile the type attracted the first export customers, Zambia and Myanmar ordered the type. But the big bang came late 1999 when Egypt signed for no less than 80 K-8E aircraft, to be assembled at Helwan, with an option for a further 40. This variant was changed from the original K-8 in many ways. Likely, it incorporated many of the improvements that also were to be implemented in the Pakistani K-8P. In any case, from now on production of the K-8 was to a large extent geared to this westernised K-8 for export and Pakistani use. In parallel the Chinese manufactured the more indigenously kitted JL8 (or JL11) for use by the People's Republic Air Force.

The poor man's or rogue state's trainer?

Looking at the initial export customers like Zambia, Namibia, Myanmar, Sri Lanka, Zimbabwe, it seems that clients that either do not have the funds or the political leeway to buy proven and more expensive types like the BAe Hawk or MB339, ended up buying the K-8. Maybe that is a bit harsh, but the client-list for the more advanced K-8P adds countries like Ghana, Sudan, Tanzania, Venezuela, Bolivia and Bangladesh. For example the deal with Ghana, through a British broker, was not a textbook transaction. In fact the broker was sentenced for two years after mediating a deal for four aircraft without applying for the proper trading license in time. So, if you phone the China National Aero-Technology Import & Export Corporation (CATIC), be sure you have your paperwork in order beforehand.

Variants

At first glance, a K-8 is just a K-8. But as the aircraft recognition buffs out there know, the devil is in the detail. Before we give an overview of the operators and their individual aircraft, it is good to have a grasp on the various distinguishing features.

Type	Features:	Customers:
K-8 (1998-1999)	Large auxiliary air inlet on starboard side, No satnav/gps bulge on spine, Rectangular antennae under nose, No L-shaped antennae on starboard side of nose, Long thin antennae on spine, No HUD.	Pakistan (1st), Zambia, Myanmar (1st).
K-8 (2000-2005)	Large auxiliary air inlet on starboard side, Satnav/gps bulge on spine, Rectangular antennae under nose, No L-shaped antennae on starboard side of nose, No antennae on spine, Square HUD.	Namibia, Sri Lanka, Pakistan (2nd) Zimbabwe.
K-8E (2001-2005)	Two auxiliary air inlets on starboard side, Satnav/gps bulge on spine, Backward angled antennae under nose, No L-shaped antennae on starboard side of nose, No antennae on spine, Some have large belly canister, No HUD.	Egypt (1st).
K-8E (2006-2010)	Large auxiliary air inlet on starboard side, Satnav/gps bulge on spine, Backward angled antennae under nose, No L-shaped antennae on starboard side of nose, No antennae on spine, Rectangular HUD.	Egypt (2nd).



Historic pictures may be grainy we think. This is the only photograph circulating on the internet of the very first K-8 that took to the sky, in November 1990. This K8-001, was one of four prototypes. Number two was a Static Test Article, K8-003 and K8-004 were used for various dynamic and aerial tests, the latter being brought up to pre-production standard and reserialled 1001 later. (scan from magazine, date unknown)

K-8P (2003-2005)	Large auxiliary air inlet on starboard side, Satnav/gps bulge on spine, Rectangular antennae under nose, L-shaped antennae on starboard side of nose, No antennae on spine, Some have large belly canister, Rectangular HUD.	Pakistan (3rd), Tanzania.
K-8W (2007-2016)	Two auxiliary air inlets on port side, Satnav/gps bulge on spine, Rectangular antennae under nose, L-shaped antennae on starboard side of nose, T-shaped antennae on spine, Some have large belly canister, Rectangular HUD.	Myanmar (2nd), Ghana, Sudan, Bolivia, Venezuela, Bangladesh.
JL8 (1999-2003)	Two auxiliary air inlets on port side, No satnav/gps bulge on spine, Rectangular antennae under nose, No L-shaped antennae on starboard side of nose, No antennae on spine, No HUD?	China (1st).
JL8W (2004-2016)	Large auxiliary air inlet on port side, No satnav/gps bulge on spine, Rectangular antennae under nose, L-shaped antennae on starboard side of nose, Long thin antennae on spine, Some have large belly canister, Small circular HUD.	China (2nd).

Customers

We start off with China and Pakistan and the others are then listed in alphabetical order rather than chronological. We have included the prototypes under the China caption.

Colour coding:

Red c/n = serial known but tie-up to this c/n assumed
Red s/n = (part of) serial assumed



The PLAAF have a demoteam with K-8s too, the Red Falcons they are called. Yearly, they perform at the opening of the academic year at the Air Force Aviation University at Changsun-Dafangshen. It is unclear if this venue is open to us westerners... Anyway, the last couple of years the most modern stuff is being shown off, but luckily some K-8s are always present like this one from the aforementioned team. ('09', Dafangshen, 3 September 2016, Wu Mianyi)

Personal copy

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Egyptian K-8 visiting Malta airshow, enabling a construction number check. (L8E3200080, 6322, Luqa, 26 September 2014, Arnold ten Pas)

China

After many years of license producing Soviet designs, the Chinese were looking to advance their indigenous aircraft industry. With more modern aircraft being acquired, the jet training would have to be stepped up too from the ancient JJ2 and JJ5 dual seat versions of the MiG-15 and MiG-17. Mind you, the Chinese did not acquire the L-39. That is why the cooperation with Pakistan was sought, as detailed above.

We know four K-8 prototypes existed, one of which was used as static test airframe. These were followed by fifteen so-called "small batch production" aircraft. Six of those went to Pakistan, six others to China for further testing and development. Precious little detail is known about the production of the main PLAAF subtype, the JL8. By October 2010 there should have been 190 built and currently a number of 'over 200' is sometimes quoted. Also, we have only six confirmed tie-ups with construction numbers. Lastly, the restructuring of the PLAAF and subsequent reserianing of training unit's aircraft does not help to paint a complete picture either.

Units

Manufacturing and maintenance

320 factory	Hongdu Aircraft Corp (HAIC)	Nanchang/Jiang Xi
Changfeng Aircraft & Engine Overhaul Factory 5706	Factory 5721	Dalian/Sanshilipu Shijiazhuang

People's Liberation Army Air Force (PLAAF)

Aviation University Flight	1st Training Regiment	4x5x	Dafangshen
Instructor Training Base	3rd Training Regiment	4x7x	Yancheng
	4th Training Regiment	4x8x	Bengbu
Harbin Flying Academy	3rd Training Brigade	1x3x	Kaiyuan/Tieling
	4th Training Brigade	1x4x	Jinzhou/Xiaolingzi
	5th Training Brigade	1x5x	Liaoyang
	Red Falcon demoteam	xx	Jinzhou/Xiaolingzi
Shijiazhuang Flying Ac.	1st Training Brigade	2x1x	Shijiazhuang
	2nd Training Brigade	2x2x	Yongji
	3rd Training Brigade	2x3x	Xushui/Dingxing
	4th Training Brigade	2x4x	Tanguantun
Xi'an Flying Academy	2nd Training Brigade	3x2x	Zhangye/SE
	3rd Training Brigade	3x3x	Wuwei
	4th Training Brigade	3x4x	Hami

People's Liberation Army Naval Air Force (PLANAF)

Naval Aviation Academy	1st Air Regiment	84x0x	Jiyuan
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2nd Air Regiment	82x0x	Changzhi/Wangcun
3rd Air Regiment	83x0x	Xingcheng

In September 1998 the first unit to replace the JJ5 with the K-8 was the 13th Flying Academy at Bengbu. In 2012 this unit was rebranded the 4th Training Regiment of the Aviation University as can be seen above. We think that a typical Academy consists of around 40 aircraft, the ones with four brigades will have around 50. During the latest reorganization all training units got rid of their 5-digit serials and received a 4-digit serial instead. For a code, they use the two digits marked as 'x's in the unit rundown to help identify individual aircraft quickly during everyday flight operations.

The pre-production run consisted of fifteen aircraft, believed without a '0' in their batch number, so **320 a bb**, with 'a' being batch and 'bb' the sequence number. After this run, the quantity of aircraft in each production block/batch is unconfirmed. We know that the first 30 were equipped with the AI-25TLK. This can be one or two batches. As can be read in the introduction of this article, it took a while before JL8 production based around the WS-11 engine started. It is uncertain if later batches were 24 or more aircraft. With 200+ aircraft delivered and the 6th batch already operational in 2011, we suspect there are eight or nine batches by now.

All known construction numbers, little as they are, do not exceed the 20-mark with their sequence number. So, we stick with 24 for the time being. As you can see, the Chinese production JL8s use the more familiar Nanchang construction number layout **aa 320 bb**, Nanchang being Factory 320.

Confirmed tie-ups & construction numbers (prototypes)

K8-001	NAMC	f/f nov90	001	2003
K8-002	NAMC	static test article	002	
K8-003	NAMC	f/f oct91	003	
K8-004	NAMC	to 1001	004	sep93

Confirmed tie-ups & construction numbers (small production batch)

1001	NAMC	f/f dec94	320 1 01	dec98
JL8-201	NAMC		320 2 01	jan03
JL8-202	NAMC		320 2 02	jan03
K8V-203	CFTE	IFTSA	320 2 03	2003
205?	to Sri Lanka	as SJT-1807	320 2 05	jan09

206 to Sri Lanka as SJT-1808 **320 2 06** jan09
Confirmed JL8 tie-ups & construction numbers (old serial system)
 70239/29 3rd FA / 1st Reg to 4x1x in 2012 **05 320 08** aug11
 71243/12 4th FA / 3rd Reg to 2x1x in 2012 **05 320 14** apr11
 ... **06 320 12** photo
 716x0/60 3rd or 4th FA / 3rd Reg **06 320 19** photo

The last one could actually also be **05 320 13**.

Confirmed JL8 tie-ups & construction numbers (new serial system)
 4155/15 AU FITB/1st Reg ex 7xx3x **04 320 13** aug12
 4282/22 AU FITB/4th Reg ex 74x8x **03 320 15** nov12

Pakistan

The Pakistan Air Force was in urgent need of a training aircraft to replace the T-37 and last FT-5s in service. The joint sales and marketing agreement with China was signed in April 1993, and a contract to purchase a batch of six aircraft for PAF was signed in April 1994. Being underpowered and with an analogue cockpit this did not really mark a big progress. So after these first six aircraft the aircraft was basically gutted and redesigned and it took until 2003 for the second batch of six to be delivered. After that the final version emerged and this third batch of aircraft ordered consisted of 27 more, bringing the grand total to 39.

In October 2010, HAIC issued a statement saying that the last eleven of the 27 K-8P were delivered on 13 October 2010. Currently, the early K-8s are being upgraded to K-8P standard. With the T-37 having gone through a service life extension program, the K-8 cannot be called an unequivocal success...

Units

College of Flying Training	1(AFT)sq		Risalpur
37 Combat Training Wing	1(FCU)sq	Rahbers	Mianwali
FCU =	Fighter Conversion Unit		
AFT =			

Serial-batches

K-8
 94-01-801 to 94-01-806 [6] 1st batch **320 01 02 to 320 01 07**
 03-02-807 to 03-02-812 [6] 2nd batch **L8 320 03 02 to L8 320 03 07**

It is almost certain that the first batch are pre-production aircraft, but the exact range and presentation of the construction numbers is uncertain. We have assumed the Pakistani start as sequence number '2' of the first pre-production batch as 1001 is said to be **320 01 01**. Most publications omit the '0' from the batch number for this small batch production run, so **320 1 02** et cetera.

K-8P

06-09-813 to 06-09-820 [8] 3rd batch **L8P 320 01 61 to L8P 320 01 68**
 08-09-821 to 08-09-828 [8] 4th batch **L8P 320 01 73 to L8P 320 01 80**
 10-05-829 to 10-05-839 [11] 5th batch **L8P 320 01 81 to L8P 320 01 91**

Allegedly, there is another batch of eleven aircraft, ordered in 2011, to bring the total to 50. But as with the last two construction number ranges, these are unconfirmed. Built period is the same as the last 40 Egyptian aircraft. so the construction numbers might be intermingled with those.

Confirmed tie-ups & construction numbers

03-02-812	1(AFT)sq	L8 320 03 07	nov07
06-09-815	1(FCU)sq	L8P 320 01 62	nov11
06-09-816	1(FCU)sq	L8P 320 01 63	dec14
06-09-819	1(FCU)sq	L8P 320 01 67	nov11

Bangladesh

Although we start the rest of the country rundown with Bangladesh, it is in fact the latest customer for the K-8. The Bangladesh Minister for Local Government, Rural Development and Cooperatives announced in June 2014 that the Bangladesh Navy was to receive nine K-8W training aircraft by the end of 2014. As luck had it, some Chinese aviation photographers were present at Kunming on both delivery days, so we at least know how they look and we have all their serials as well!

Although the news clipping related they are for naval use, the Air Force Academy / Flying Training Wing operates them at Jessore were they have replaced the T-37s that were withdrawn from use in April 2013.

Units

Air Force Academy / Flying Training Wing	15sq	Jessore
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Serials

14320	15sq	dec15
14321	15sq	dec14
14322	15sq	dec15
14323	15sq	apr15
14324		apr15
14325		apr15
14326		apr15
14327	15sq	dec15
14328	15sq	jul15

Although some aircraft types in Bangladesh use their construction number as serial, others do not; like the A-5. We believe these are in the construction number range **L8W 320 02 96 to L8W 320 03 08**, but that is a guess really because they could be intermingled with Myanmar and Venezuelans.

Bolivia

Bolivia set aside \$ 57.8 million in their 2009-2012 budget period to acquire the K-8W, dubbed K-8VB in Bolivian service. With six aircraft ordered they were used to replace the PC-7s of GAC34 in the light attack role, with the T-33 still providing the air defence. Also, the K-8s are used to intercept drug traffickers. All aircraft were delivered on 23 June 2011 and



Bolivia obtained six aircraft and painted them in this peculiar grey-blue colour scheme. (FAB-665, Santa Cruz, 12 October 2013, Wim Sonneveld)



Fine study of G913, a Ghanese K-8, the large auxiliary air inlet is readily visible on the aft fuselage. (Accra, 23 December 2011, Leonard Greer)

are often seen during fly-bys and air shows in Bolivia. It is the most modern jet aircraft in the Bolivian inventory, no accidents have yet occurred.

All their identities are known and this places them towards the end of batch 2; nominally the third construction number range of the K-8 export production run as production started with batch 0. The auxiliary air inlets are on the port side, while older K-8 exports have those on the starboard side. This almost certainly means they have the Chinese WS-11 power plant. Because of their light-attack role, they can be equipped the belly-mounted 23mm gun pack.

Units

Grupo Aéreo de Caza 34 Escuadrón de Caza 340 Cochabamba

Serials

FAB-660	GAC34	L8W 320 02 83	apr15
FAB-661	GAC34	L8W 320 02 84	feb16
FAB-662	GAC34	L8W 320 02 85	nov15
FAB-663	GAC34	L8W 320 02 86	nov13
FAB-664	GAC34	L8W 320 02 87	nov13
FAB-665	GAC34	L8W 320 02 88	apr15

Egypt

Major breakthrough for the program was the order for 120 aircraft from Egypt. It may have actually saved the whole program. The first ten were built at Nanchang followed by the assembly of 25 knock-down kits by the Arab Organization for Industrialization, the former Helwan and still based there. After that, the 80-strong first order was completed by building the remaining 45 aircraft almost entirely in Egypt. By 2004 these were delivered and the option for 40 more was taken up and they were built between 2005 and 25 May 2010 when the last one was delivered. We have listed the configuration variations within the K-8E fleet, but we do not know if these were implemented with this last batch or already featured on earlier aircraft.

In Egypt, the K-8 superseded the L-29 that were, literally, put aside at Bilbays. Also, about half of the K-8 fleet is permanently in temporary storage in the open air sacrificing spare parts for the operational fleet. We seldom see reports on the Egyptian K-8s, most of the time we see the aerial demonstration aircraft.

Units

Tactical Fighter Wing 770	98sq	El Minya
Flying Training Brigade	Silver Stars	Bilbays

Flying Training Brigade 201sq

Bilbays

Serial-batches

6301 to 6380 [80]	1st batch	c/ns L8E 320 00 65 to L8E 320 01 48
6381 to 6420 [40]	2nd batch	c/ns L8E 320 01 92 to L8E 320 02 35

They do not run in serial order. The second batch may be intermingled with the nineteen Pakistani in their third batch. Other deliveries between the two Egyptian production runs are twelve Sudanic, four Ghanaian and eight more Pakistani, that is how we account for the gap of 43 (**01 49** to **01 91**). This is an educated guess based on the existence of Egyptian **L8E 320 02 35** that should be the last one built there.

Confirmed tie-ups & construction numbers

6325/1	201sq/Silver Stars	L8E 320 00 65 may09
...		L8E 320 00 66 photo
...		L8E 320 00 67 photo
6322	98sq	L8E 320 00 80 sep14
...		L8E 320 00 84 photo
...		L8E 320 00 87 photo
6332/2	201sq/Silver Stars	L8E 320 00 96 sep15
...	primer as 'AC142'	L8E 320 01 42 photo
...		L8E 320 02 35 photo

Ghana

Ghana acquired a quartet dubbed K-8G, these are built to K-8P standard. The process of obtaining them was not without incidents. As some of you may recall, a Briton, Christopher M., was incarcerated for not complying to British export regulations and sentenced for 2 years by the Guildford Crown Court in Oxfordshire after an investigation by Her Majesty's Revenue and Customs (HMRC). But he got away with 200 hours of community service. He is said to have made \$4 million with the deal, so that is some well-paid public gardening....

Allegedly, the Ghanaian started trading direct with CATIC, cutting out the middle man. This likely delayed the delivery of the second batch of two aircraft that arrived a year after the first couple, in 2008. They replaced the L-29 and MB326 previously used in the basic jet training and light attack role.

Units

4 (training) squadron Accra/Kotoka

The squadron is often referred to as just 'training squadron' and is believed to be partly based at Tamale as well.

Serials

G910	4sq	del 11mar07	mar15
G911	4sq	del 11mar07	mar15

G912 4sq f/n mar08 mar10
 G913 4sq f/n mar08 **L8P 320 01 72** mar12

They seem to fit nicely between the Pakistani 3rd and 4th batch of deliveries. This matches their delivery in the 2007/2008 timeframe.

Myanmar

Over the years, Myanmar has become one of the largest K-8 operators. They boarded the train early, with the first order for twelve aircraft already signed in the late nineties and the first handover on 27 September 1999. Although details are sparse, the original ambition was to follow the original twelve up by another 60 aircraft. The contract with HAIC is said to consist of three phases. Phase one was the delivery of another twelve aircraft (to L8W standard). These arrived in February 2013. Next phase is to transfer knowledge, technology and tools to enable local production. Lastly, the third phase would then call for the license production of the remaining 48 aircraft. Of that batch, six were handed over on 25 February 2015.

We should bear in mind that democracy in Myanmar is still young after many years of military rule. The new constitution was only formed in 2011 and after that elections were held and brought about the first civil government. This was still largely under the thumb of the military though. Opposition leader Aung San Suu Kyi was released from prison in November 2010 and her opposition party won the elections in November 2015. This means there is now gradual but visible change and more openness. Alas, the production list of the Myanmar K-8s was not yet posted to us yet though, and our knowledge about the air force's order of battle is sketchy at best.

Units

42sq? Meiktila-Shante
 ...sq Taungoo-Kaytumati

Originally the K-8s were believed to be based at Taungoo, or at least some are visible on a 2008 Google Earth picture. However, it seems that J7 and MiG-29 are the current inhabitants there. Many airfields in Myanmar now have a row of six sheds that can hold J7/MiG-29 so these are well dispersed, with Meiktila-Shante being the main base probably housing most if not all the types. We know 42sq may operate them.

Serial-batches

3901 to 3912 [12] 1st batch c/ns **L8 320 02 01** to **L8 320 02 12**
 3913 to 3924 [12] 2nd batch c/ns **L8W 320 02 78** to **L8W 320 02 82**
 c/ns **L8W 320 02 89** to **L8W 320 02 95**
 3925 to 3930 [6] 3rd batch c/ns **L8W 320 03 09** to **L8W 320 03 14**

All construction numbers are assumed. We have 'plotted' the newest ones among the last known Venezuelans.

Namibia

Like some other African countries, Namibia came under the Chinese investments spell. Building roads, buildings, and schools but also increasing their influence. The work force consists of many Chinese labourers, China sells consumer goods and get ore, minerals and fish in return. More importantly, Namibia has uranium mines. After Namibia's independence, opposition group SWAPO came to power and they had had ties with the Chinese while fighting South Africa. So the fledgling country fell right into China's long arms.

Enough geopolitics now. After two Y-12s, the next items were K-8s, F-7s, and after that H425 helicopters. Having closed the K-8 deal already in the late nineties, means the Namibians were early to receive their quartet, let us say, 'legacy' K-8s in 2003. Although, some sources claim ten or twelve were eventually delivered. They can be found at Grootfontein, a huge and former South African air force installation.

Units

Air Wing Training Squadron (AWTS) Grootfontein

Serials

NAF-6-502 (ex NDF-) AWTS photo
 NAF-6-504 (ex NDF-) AWTS 2013
 NAF-6-506 (ex NDF-) AWTS aug15
 NAF-6-508 (ex NDF-) AWTS aug15
L8 320 02 14 photo

The single known construction number comes from a facebook photo that does not show the serial! As suspected they are in the second batch of the original K-8 production run, right behind the Zambians and likely intermingled with the first Myanmar aircraft; so somewhere in the **L8 320 02 13** to **L8 320 02 18** block. The exact breakdown of that production run is not entirely known.

Sri Lanka

Troubled by insurgents and in constant need for new aircraft to combat them in the late nineties of last century Sri



Myanmar frequently acquires new aircraft. During this ceremony, two Beech 1900s, one ATR-72 and the six last known K-8s are welcomed, 3928 to 3930 and, presumably, 3925 to 3927. These were the first to be assembled in Myanmar. (Meiktila, 25 February 2015, MyanmarAF)



Sri Lankan SJT-1807 is a bit of a mystery bird believed to be a second hand example from China. (China Bay, 6 February 2011, Erwin van Dijkman)

Lanka was among the first to get the K-8. Along with other early adopters Zambia and Myanmar. Intended to replace the SF260s of 14 squadron at Anuradhapura they arrived in 2001 and were subsequently based at Trincomalee/China Bay with the 1st Flying Training Wing.

During the hostilities, an insurgent attack on Colombo-Katunayake 24 July 2001 destroyed three of the newly delivered aircraft. That is why three attrition replacements were obtained and handed over on 25 July 2005. Two more aircraft arrived later after yet another airframe was lost to the Tamil Tigers when they attacked Anuradhapura on 22 October 2007. These last two deliveries mystified us for a while. During a visit in 2011, it was clear that they were painted up with construction numbers in the same style as the rest. However, on their operations board the **L8** prefix was missing. That, combined with the known fact that they came second hand from China, would likely place them in the small pre-production batch *sans prefix*. However, they were in the later K-8 configuration, comparable to batch '03', the satnav bulge is clearly visible on the spine and they lack the thin spine antennae that SJT-1801 to 1803 do have. So we still think these came from the pre-production run but were brought up to the production standard of the time.

Re-serialing has long been a tactic to cloud the number of available assets and / or to please the taste of the incumbent air force commander. In 2012, the K-8s were re-serialled with their original serial number tied to the existing prefix so it seems. Two are completely out of sequence though, so maybe they acquired another two airframes? These ending in 12/13 seems to indicate a further delivery as, until now, eleven were delivered...

Units

1 Flying Training Wing Trincomalee/China Bay

Serial-batches

1st batch [6]	CTF740/741, 743-746	survivors to SJT-1801-1803
2nd batch [3]	CTF747-749	survivors to SJT-1805-1806
3rd batch [2]	SJT-1807-1808	

Note that serial CTF742 and SJT-1804 were not used as the individual numbers add up to thirteen, an unlucky number in Sri Lankan culture. It is also likely that they avoided re-using the crash victims' serials while issuing the latest serial range. The first three used to be quoted as **L8 320 02 19 to 21** but we believe this was erroneous.

Serials (old)

CTF740	reregistered	as SJT-1801	L8 320 02 19	
CTF741	14sq	w/o 24jul01	L8 320 02 20	
CTF743	14sq	w/o 24jul01	L8 320 02 21	
CTF744	reregistered	as SJT-1802	L8 320 02 22	
CTF745	14sq	w/o 24jul01	L8 320 02 23	
CTF746	reregistered	as SJT-1803	L8 320 02 24	
CTF747	14sq	w/o 22oct07	L8 320 03 14	
SJT-1802	1FTW		L8 320 02 22	feb11
SJT-1803	1FTW		L8 320 02 24	feb11
SJT-1805	1FTW		L8 320 03 15	feb11
SJT-1806	1FTW		L8 320 03 16	feb11
SJT-1807	1FTW		320 2 05 / L8 320 02 05	feb11
SJT-1808	1FTW		320 2 06 / L8 320 02 06	feb11

Serials (new)

SJT-740	1FTW	ex SJT-1801	L8 320 02 19	mar12
SJT-744	1FTW	maybe ex SJT-1802?		mar12
SJT-746	1FTW	maybe ex SJT-1803?		mar12
SJT-748	1FTW	maybe ex SJT-1805?		mar12
SJT-749	1FTW	maybe ex SJT-1806?		mar12
SJT-1612	1FTW	maybe ex SJT-1807?		mar12
SJT-1613	1FTW	maybe ex SJT-1808?		mar12

Sudan

Sudan is under an UN arms embargo since at least 2004 because of their behaviour in Darfur. That Sudan does not comply with this, is known from the get go, to quote resolution 1591 from 2005: "the United Nations, Deplores strongly that the Government of Sudan and rebel forces and all other armed groups in Darfur have failed to comply fully with their commitments and the demands of the Council referred to in resolutions 1556 (2004), 1564 (2004), and 1574 (2004), condemns the continued violations of the 8 April 2004 N'djamena Ceasefire Agreement and the 9 November 2004 Abuja Protocols, including air strikes by the Government of Sudan in December 2004 and January 2005 and rebel attacks on Darfur villages in January 2005." Nonetheless, Sudan managed to acquire not only K-8s, but also A-5s, Su-25s, MiG-29s, and Mi-17s since 2004...

So far, the K-8s have not been used in Darfur, but training the pilots that drop the bombs there is obviously necessary with the influx of new aircraft. Obviously, there are neither press statements from China or Sudan on the details. We believe 24 were acquired in two groups of twelve, delivered by June 2006 and by December 2012. Although a five-ship delivery on 18 November 2014 is also mentioned. The first twelve are mostly white, whereas the second batch is camouflaged.



South African airshows are often visited by Zimbabwean Karakorums. (2021C, Ysterplaat, 25 September 2010, Marc van Zon)

Serials

0402	Grupo 12	L8W 320 02 58	may14
0507	Grupo 12	L8W 320 02 57	nov12
0611	Grupo 12	L8W 320 02 69	nov13
1303	Grupo 12	L8W 320 02 63	nov13
1504	Grupo 12	L8W 320 02 62	nov12
1602	Grupo 12	L8W 320 02 65	nov12
1904	Grupo 12	L8W 320 02 53	may14
2002	Grupo 12	L8W 320 02 60	nov12
2210	Grupo 12	w/o 27nov12 L8W 320 02 67	nov12
2510	Grupo 12	L8W 320 02 64	nov12
2702	Grupo 15	w/o 26jul13 L8W 320 02 61	nov12
2707	Grupo 12		may14
2712	Grupo 12	L8W 320 02 66	nov13
2908	Grupo 12	L8W 320 02 68	nov12
2912	Grupo 12		may14
5595	Grupo 12	w/o 21jul10	jan10
7774	SERMAAV (Grupo 12)		nov12
9998	Grupo 12	L8W 320 02 55	may14
...		L8W 320 02 59	photo
61862/KL	Grupo 15	L8W 320 03 15	apr16
61863	Grupo 12/15	L8W 320 03 19	mar16
61864/KL	Grupo 12/15	L8W 320 03 16	jul16
61865/AE	Grupo 15	L8W 320 03 17	apr16
61866/AE	Grupo 12	L8W 320 03 18	jul16
61867/AE	Grupo 15	L8W 320 03 22	may16
61868/KL	Grupo 15	L8W 320 03 20	jul16
61869/AE	Grupo 15	L8W 320 03 21	apr16
61960/KL	Grupo 12/15	L8W 320 03 23	mar16

Photos exist of construction number **L8W 320 02 59** on a pylon and the four gaps above could be filled by **L8W 320 02 52**, **02 56**, **02 54**, and **02 59**. Obviously, the gaps we filled in the second range marked in red, are no more than guesses. With new serials and two different codes, for basic jet training and light attack, and the smart new green/greyish colour scheme, they look the part.

Zambia

Although often overlooked because of the huge Egyptian deal, in fact the Zambians were the first customer to actually get their hands on the Sino-Pak design, just beating Myanmar to it. Initially eight were delivered to Mumbwa air base. They are currently operated by 43 squadron out of Mbala as far as we know.

Apparently Zambia pleased their Chinese partners, because they got to buy eight more that were delivered 21 March 2012. That would place them after the Tanzanians and before the second Sudanese order. Various sources differ on the number of aircraft delivered, with fourteen, fifteen, or even

twelve being reported. We must admit that an initial six or seven and an additional eight would much better fit the production run of the first K-8 batches. But in that case the total numbers do not add up entirely in that early production run and if the serials run in order, at least fifteen should exist!

Units

ZAF Mbala No.43 squadron Mbala

Serial-batches

1st batch (2000) AF-824-831 [8] c/ns **L8 320 01 01 to L8 320 01 08**
2nd batch (2012) AF-832-839 [8] c/ns **L8 320 02 40 to L8 320 02 47**

Confirmed serials & some construction numbers (1st batch)

AF824	43sq	L8 320 01 01	2013
AF825	43sq	L8 320 01 02	nov04
AF826	43sq	L8 320 01 03	nov04
AF827	43sq	L8 320 01 04	feb11
AF828	43sq	L8 320 01 05	jul11
AF829	43sq	L8 320 01 06	nov08
AF830	43sq	L8 320 01 07	photo
AF831?		L8 320 01 08	photo

Luckily, some construction numbers are known and they at least confirm their position at the beginning of the K-8 export production line.

Confirmed serials (2nd batch)

AF832	43sq		photo
AF833	43sq		photo
AF834	43sq		sep14
AF835	43sq		sep14
AF837	43sq		oct15
AF838	43sq		aug14

This second batch should consist of 'upgraded old K-8P aircraft'. That seems a bit strange, but you never know...

Unconfirmed serials

AF831	43sq	(1st batch)	2000
AF836	43sq	(2nd batch)	2012
AF839	43sq	(2nd batch)	2012

Zimbabwe

Zimbabwe's acquisition of the K-8 can be seen as a direct response on the British ban to supply spare parts and support for the BAe Hawk they already had in service for the basic jet training and light attack role. These arrived in two instalments, in 1982 and 1992. The ban was effectuated in 2000. When you are reading this article from the start it comes as no surprise that China is one of the 'go to' countries if Western Europe or the United States object to delivery of such material.

At that time, the K-8 already flew around in Pakistan albeit in limited numbers, also Myanmar and Zambia were in the process of receiving them. So Zimbabwe was not the first client, but they took up what we believe is the tail end of that first production run. Deliveries are confirmed in 2005, six aircraft. The total number is said to be fourteen although local press states that two batches of six were delivered, with the second sextet in August 2006 for delivery later in the same year. Eleven different (parts of) serials have been seen so far with the highest ending in an 'N', which is of course the fourteenth letter of the alphabet, maybe that fuelled the 'fourteen aircraft' story? As there was at least another early crash, two attrition replacements may have been added. Or some of the codes and serials were not used...

Units

2sq Cobra "Strike from above" Gweru-Thornhill

Confirmed serials & some construction numbers

1st batch of six:

2001A/01	2sq		2005
2002B/02	2sq		2005
2021C/21	2sq		sep16
2104E/04	2sq	L8 320 03 12	sep14
2106G/06	2sq	L8 320 03 13	sep08

2nd batch of six:

2017H/17	2sq		sep10
2703J/03	2sq	L8 320 03 19	sep16
2705L/05	2sq		sep14
2068N/68	2sq	L8 320 03 22	sep16

Applying our self-proclaimed logic, this would place them in the construction number ranges **L8 320 03 08** to **L8 320 03 13** [6], then three Sri Lankans delivered as attrition replacement, followed by Zimbabwean **L8 320 03 17** to **L8 320 03 22** [6]

Unconfirmed serials

2013D/13	2sq	(code 13 on nose)
2_I	2sq	(e.g. 2018I , 2108I , 2072I , 2702I)
2076M/76	2sq	(code 76 on nose)
...	2sq	w/o 05sep08
...	2sq	w/o 23apr15

The serial system works by adding the 2nd, 3rd and 4th digit of the numerals to form a sequential number, and if possible they use at least two digits for that. The letter of the alphabet corresponds with that too. So 2104E = 1+0+4 = 5 = E, the fifth aircraft. They tend to always include a '0' and all K-8 serials start with a '2'. That is why we can give a limited number of possibilities for the missing "D", "I" and "M".

Production cross reference

To spur you on to check more construction numbers, we have some example shots of their locations. Primary spot, where they all seem to have it, is halfway down the fuselage, aft of the wing. Even the Pakistani, that do not have the construc-



The aileron and pylon of the same Egyptian 6332.... (Stefan Goossens)



SJT-1806, port side fuselage, above the wing. (Erwin van Dijkman)



Vertical stencils on its tail and rudder. (Erwin van Dijkman)

tion number liberally applied, have it there at least on the port side, except the 2003 batch they have nothing...

Other operators are much easier. Mostly it is also stencilled on either side of the moveable surfaces, so on the wing and aileron next to it, vertically on the tail and rudder et cetera.

If you have the opportunity, or the aircraft happens to have the port side avionics hatch open at the nose, look in that. Looking forward, the plate is attached to the bulkhead.

As per Chinese habit (or at least Nanchang's), the factory number is omitted and replaced by what looks like a '1' lying on its side. It may be (just) visible on the photo below or else you have to take our word for it.



Sri Lankan SJT-1806 with open port side nose hatch. (Hans Hoogers)



Sri Lankan SJT-1806 is '3-16', built 2004-12. (Hans Hoogers)

Color coding:

Green c/n = c/n and / or tie up known

Red c/n = serial known to exist, but tie-up to this c/n **assumed!**

Red s/n = (part of) serial assumed

Prototypes [4]

c/n	operator	serial
K8 0 01	NAMC	K8-001
K8 0 02	Static Test Article	
K8 0 03	NAMC	K8-003
K8 0 04	NAMC	K8-004
to	China	1001

Small Batch Production [15]

c/n	operator	serial
-- 320 1 01	China	1001
-- 320 1 02	Pakistan	94-01-801
-- 320 1 03	Pakistan	94-01-802
-- 320 1 04	Pakistan	94-01-803
-- 320 1 05	Pakistan	94-01-804
-- 320 1 06	Pakistan	94-01-805
-- 320 1 07	Pakistan	94-01-806
-- 320 2 01	China	JL8-201
-- 320 2 02	China	JL8-202
-- 320 2 03	China	K8V-203
-- 320 2 04 unknown		
-- 320 2 05	China	
to 320 02 05	Sri Lanka	SJT-1807
-- 320 2 06	China	206
to 320 02 06	Sri Lanka	SJT-1808
-- 320 2 07 unknown		
-- 320 2 08 unknown		

Initial Mass Production [54+]

c/n	operator	serial
L8 3200101	Zambia	AF824
L8 3200102	Zambia	AF825
L8 3200103	Zambia	AF826
L8 3200104	Zambia	AF827
L8 3200105	Zambia	AF828
L8 3200106	Zambia	AF829
L8 3200107	Zambia	AF830
L8 3200108	Zambia	AF831
L8 3200201	Myanmar	3901
L8 3200202	Myanmar	3902
L8 3200203	Myanmar	3903
L8 3200204	Myanmar	3904
L8 3200205	Myanmar	3905
L8 3200206	Myanmar	3906
L8 3200207	Myanmar	3907
L8 3200208	Myanmar	3908
L8 3200209	Myanmar	3909
L8 3200210	Myanmar	3910
L8 3200211	Myanmar	3911
L8 3200212	Myanmar	3912
L8 3200213	Namibia	NAF-6-502
L8 3200214	Namibia	NAF-6-504
L8 3200215	Namibia	NAF-6-506
L8 3200216	Namibia	NAF-6-508
L8 3200217 unknown		
L8 3200218 unknown		
L8 3200219	Sri Lanka	SJT-740
L8 3200220	Sri Lanka	CTF-741
L8 3200221	Sri Lanka	CTF-743
L8 3200222	Sri Lanka	SJT-1802
L8 3200223	Sri Lanka	CTF-745
L8 3200224	Sri Lanka	SJT-1803
L8 3200301 unknown		
L8 3200302	Pakistan	03-02-807
L8 3200303	Pakistan	03-02-808
L8 3200304	Pakistan	03-02-809
L8 3200305	Pakistan	03-02-810
L8 3200306	Pakistan	03-02-811
L8 3200307	Pakistan	03-02-812
L8 3200308	Zimbabwe	2001A/01
L8 3200309	Zimbabwe	2002B/02

L8 3200310	Zimbabwe	2021C/21
L8 3200311	Zimbabwe	2013D/13
L8 3200312	Zimbabwe	2104E/04
L8 3200313	Zimbabwe	2106G/06
L8 3200314	Sri Lanka	CTF-747
L8 3200315	Sri Lanka	SJT-1805
L8 3200316	Sri Lanka	SJT-1806
L8 3200317	Zimbabwe	2017H/17
L8 3200318	Zimbabwe	2-1/1
L8 3200319	Zimbabwe	2703J/03
L8 3200320	Zimbabwe	2705L/05
L8 3200321	Zimbabwe	2076M/76
L8 3200322	Zimbabwe	2068N/68

K-8 Mass Production [250+]

c/n	operator	serial
L8 3200001	Allocated on paper / to doubled-up with	
L8 3200064	early production?	
L8E 3200065	Egypt	6325/1
L8E 3200066	Egypt	detail photo
L8E 3200067	Egypt	detail photo
L8E 3200068	Egypt	?
L8E 3200069	Egypt	?
L8E 3200070	Egypt	?
L8E 3200071	Egypt	?
L8E 3200072	Egypt	?
L8E 3200073	Egypt	?
L8E 3200074	Egypt	?
L8E 3200075	Egypt	?
L8E 3200076	Egypt	?
L8E 3200077	Egypt	?
L8E 3200078	Egypt	?
L8E 3200079	Egypt	?
L8E 3200080	Egypt	6322
L8E 3200081	Egypt	?
L8E 3200082	Egypt	?
L8E 3200083	Egypt	?
L8E 3200084	Egypt	on pylon
L8E 3200085	Egypt	?
L8E 3200086	Egypt	?
L8E 3200087	Egypt	on pylon
L8E 3200088	Egypt	?
L8E 3200089	Egypt	?
L8E 3200090	Egypt	?
L8E 3200091	Egypt	?
L8E 3200092	Egypt	?
L8E 3200093	Egypt	?
L8E 3200094	Egypt	?
L8E 3200095	Egypt	?
L8E 3200096	Egypt	6332/2
L8E 3200101	Egypt	?
L8E 3200102	Egypt	?
L8E 3200103	Egypt	?
L8E 3200104	Egypt	?
L8E 3200105	Egypt	?
L8E 3200106	Egypt	?
L8E 3200107	Egypt	?
L8E 3200108	Egypt	?
L8E 3200109	Egypt	?
L8E 3200110	Egypt	?
L8E 3200111	Egypt	?
L8E 3200112	Egypt	?
L8E 3200113	Egypt	?
L8E 3200114	Egypt	?
L8E 3200115	Egypt	?
L8E 3200116	Egypt	?
L8E 3200117	Egypt	?
L8E 3200118	Egypt	?
L8E 3200119	Egypt	?
L8E 3200120	Egypt	?
L8E 3200121	Egypt	?

L8E 3200122	Egypt	?	L8E 3200202	Egypt	?
L8E 3200123	Egypt	?	L8E 3200203	Egypt	?
L8E 3200124	Egypt	?	L8E 3200204	Egypt	?
L8E 3200125	Egypt	?	L8E 3200205	Egypt	?
L8E 3200126	Egypt	?	L8E 3200206	Egypt	?
L8E 3200127	Egypt	?	L8E 3200207	Egypt	?
L8E 3200128	Egypt	?	L8E 3200208	Egypt	?
L8E 3200129	Egypt	?	L8E 3200209	Egypt	?
L8E 3200130	Egypt	?	L8E 3200210	Egypt	?
L8E 3200131	Egypt	?	L8E 3200211	Egypt	?
L8E 3200132	Egypt	?	L8E 3200212	Egypt	?
L8E 3200133	Egypt	?	L8E 3200213	Egypt	?
L8E 3200134	Egypt	?	L8E 3200214	Egypt	?
L8E 3200135	Egypt	?	L8E 3200215	Egypt	?
L8E 3200136	Egypt	?	L8E 3200216	Egypt	?
L8E 3200137	Egypt	?	L8E 3200217	Egypt	?
L8E 3200138	Egypt	?	L8E 3200218	Egypt	?
L8E 3200139	Egypt	?	L8E 3200219	Egypt	?
L8E 3200140	Egypt	?	L8E 3200220	Egypt	?
L8E 3200141	Egypt	?	L8E 3200221	Egypt	?
L8E 3200142	Egypt	"AC142"	L8E 3200222	Egypt	?
L8E 3200143	Egypt	?	L8E 3200223	Egypt	?
L8E 3200144	Egypt	?	L8E 3200224	Egypt	?
L8E 3200145	Egypt	?	L8E 3200225	Egypt	?
L8E 3200146	Egypt	?	L8E 3200226	Egypt	?
L8E 3200147	Egypt	?	L8E 3200227	Egypt	?
L8E 3200148	Egypt	?	L8E 3200228	Egypt	?
L8S 3200149	Sudan	801	L8E 3200229	Egypt	?
L8S 3200150	Sudan	802	L8E 3200230	Egypt	?
L8S 3200151	Sudan	803	L8E 3200231	Egypt	?
L8E 3200152	Sudan	804	L8E 3200232	Egypt	?
L8S 3200153	Sudan	805	L8E 3200233	Egypt	?
L8S 3200154	Sudan	806	L8E 3200234	Egypt	?
L8S 3200155	Sudan	807	L8E 3200235	Egypt	detail photo
L8S 3200156	Sudan	808	L8P 3200236	Tanzania	JW9127
L8S 3200157	Sudan	809	L8P 3200237	Tanzania	JW9128
L8S 3200158	Sudan	810	L8P 3200238	Tanzania	JW9129
L8S 3200159	Sudan	811	L8P 3200239	Tanzania	JW9130
L8S 3200160	Sudan	812	L8P 3200240	Zambia	AF832
L8P 3200161	Pakistan	06-09-813	L8P 3200241	Zambia	AF833
L8P 3200162	Pakistan	06-09-814	L8P 3200242	Zambia	AF834
L8P 3200163	Pakistan	06-09-815	L8P 3200243	Zambia	AF835
L8P 3200164	Pakistan	06-09-816	L8P 3200244	Zambia	AF836
L8P 3200165	Pakistan	06-09-817	L8P 3200245	Zambia	AF837
L8P 3200166	Pakistan	06-09-818	L8P 3200246	Zambia	AF838
L8P 3200167	Pakistan	06-09-819	L8P 3200247	Zambia	AF839
L8P 3200168	Pakistan	06-09-820	L8W 3200248	Sudan	813
L8P 3200169	Ghana	G910	L8W 3200249	Sudan	814
L8P 3200170	Ghana	G911	L8W 3200250	Sudan	815
L8P 3200171	Ghana	G912	L8W 3200251	Sudan	816
L8P 3200172	Ghana	G913	L8W 3200252	Venezuela	?
L8P 3200173	Pakistan	08-09-821	L8W 3200253	Venezuela	1904
L8P 3200174	Pakistan	08-09-822	L8W 3200254	Venezuela	?
L8P 3200175	Pakistan	08-09-823	L8W 3200255	Venezuela	9998
L8P 3200176	Pakistan	08-09-824	L8W 3200256	Venezuela	?
L8P 3200177	Pakistan	08-09-825	L8W 3200257	Venezuela	0507
L8P 3200178	Pakistan	08-09-826	L8W 3200258	Venezuela	0402
L8P 3200179	Pakistan	08-09-827	L8W 3200259	Venezuela	detail photo
L8P 3200180	Pakistan	08-09-828	L8W 3200260	Venezuela	2002
L8P 3200181	Pakistan	xx-xx-829	L8W 3200261	Venezuela	2702
L8P 3200182	Pakistan	xx-xx-830	L8W 3200262	Venezuela	1504
L8P 3200183	Pakistan	10-05-831	L8W 3200263	Venezuela	1303
L8P 3200184	Pakistan	xx-xx-832	L8W 3200264	Venezuela	2510
L8P 3200185	Pakistan	xx-xx-833	L8W 3200265	Venezuela	1602
L8P 3200186	Pakistan	xx-xx-834	L8W 3200266	Venezuela	2712
L8P 3200187	Pakistan	xx-xx-835	L8W 3200267	Venezuela	2210
L8P 3200188	Pakistan	10-05-836	L8W 3200268	Venezuela	2908
L8P 3200189	Pakistan	xx-xx-837	L8W 3200269	Venezuela	0611
L8P 3200190	Pakistan	xx-xx-838	L8W 3200270	Sudan	817
L8P 3200191	Pakistan	xx-xx-839	L8W 3200271	Sudan	818
L8E 3200192	Egypt	?	L8W 3200272	Sudan	819
L8E 3200193	Egypt	?	L8W 3200273	Sudan	820
L8E 3200194	Egypt	?	L8W 3200274	Sudan	821
L8E 3200195	Egypt	?	L8W 3200275		

L8W3200278	Myanmar	3913	-- 01 320 04	China	?	-- 03 320 04	China	?	-- 05 320 04	China	?
L8W3200279	Myanmar	3914	-- 01 320 05	China	?	-- 03 320 05	China	?	-- 05 320 05	China	?
L8W3200280	Myanmar	3915	-- 01 320 06	China	?	-- 03 320 06	China	?	-- 05 320 06	China	?
L8W3200281	Myanmar	3916	-- 01 320 07	China	?	-- 03 320 07	China	?	-- 05 320 07	China	?
L8W3200282	Myanmar	3917	-- 01 320 08	China	?	-- 03 320 08	China	?	-- 05 320 08	China	70239/29
L8W3200283	Bolivia	FAB-660	-- 01 320 09	China	?	-- 03 320 09	China	?	-- 05 320 09	China	?
L8W3200284	Bolivia	FAB-661	-- 01 320 10	China	?	-- 03 320 10	China	?	-- 05 320 10	China	?
L8W3200285	Bolivia	FAB-662	-- 01 320 11	China	?	-- 03 320 11	China	?	-- 05 320 11	China	?
L8W3200286	Bolivia	FAB-663	-- 01 320 12	China	?	-- 03 320 12	China	?	-- 05 320 12	China	?
L8W3200287	Bolivia	FAB-664	-- 01 320 13	China	?	-- 03 320 13	China	?	-- 05 320 13	China	?
L8W3200288	Bolivia	FAB-665	-- 01 320 14	China	?	-- 03 320 14	China	?	-- 05 320 14	China	71243/123
L8W3200289	Myanmar	3918	-- 01 320 15	China	?	-- 03 320 15	China	4282/22	-- 05 320 15	China	?
L8W3200290	Myanmar	3919	-- 01 320 16	China	?	-- 03 320 16	China	?	-- 05 320 16	China	?
L8W3200291	Myanmar	3920	-- 01 320 17	China	?	-- 03 320 17	China	?	-- 05 320 17	China	?
L8W3200292	Myanmar	3921	-- 01 320 18	China	?	-- 03 320 18	China	?	-- 05 320 18	China	?
L8W3200293	Myanmar	3922	-- 01 320 19	China	?	-- 03 320 19	China	?	-- 05 320 19	China	716_0/60
L8W3200294	Myanmar	3923	-- 01 320 20	China	?	-- 03 320 20	China	?	-- 05 320 20	China	?
L8W3200295	Myanmar	3924	-- 01 320 21	China	?	-- 03 320 21	China	?	-- 05 320 21	China	?
L8W3200296	Bangladesh	14320	-- 01 320 22	China	?	-- 03 320 22	China	?	-- 05 320 22	China	?
L8W3200301	Bangladesh	14321	-- 01 320 23	China	?	-- 03 320 23	China	?	-- 05 320 23	China	?
L8W3200302	Bangladesh	14322	-- 01 320 24	China	?	-- 03 320 24	China	?	-- 05 320 24	China	?
L8W3200303	Bangladesh	14323	-- 02 320 01	China	?	-- 04 320 01	China	?	-- 06 320 01	China	?
L8W3200304	Bangladesh	14324	-- 02 320 02	China	?	-- 04 320 02	China	?	-- 06 320 02	China	?
L8W3200305	Bangladesh	14325	-- 02 320 03	China	?	-- 04 320 03	China	?	-- 06 320 03	China	?
L8W3200306	Bangladesh	14326	-- 02 320 04	China	?	-- 04 320 04	China	?	-- 06 320 04	China	?
L8W3200307	Bangladesh	14327	-- 02 320 05	China	?	-- 04 320 05	China	?	-- 06 320 05	China	?
L8W3200308	Bangladesh	14328	-- 02 320 06	China	?	-- 04 320 06	China	?	-- 06 320 06	China	?
L8W3200309	Myanmar	3925	-- 02 320 07	China	?	-- 04 320 07	China	?	-- 06 320 07	China	?
L8W3200310	Myanmar	3926	-- 02 320 08	China	?	-- 04 320 08	China	?	-- 06 320 08	China	?
L8W3200311	Myanmar	3927	-- 02 320 09	China	?	-- 04 320 09	China	?	-- 06 320 09	China	?
L8W3200312	Myanmar	3928	-- 02 320 10	China	?	-- 04 320 10	China	?	-- 06 320 10	China	?
L8W3200313	Myanmar	3929	-- 02 320 11	China	?	-- 04 320 11	China	?	-- 06 320 11	China	?
L8W3200314	Myanmar	3930	-- 02 320 12	China	?	-- 04 320 12	China	?	-- 06 320 12	China	detail photo
L8W3200315	Venezuela	61862/KL	-- 02 320 13	China	?	-- 04 320 13	China	?	-- 06 320 13	China	?
L8W3200316	Venezuela	61864/KL	-- 02 320 14	China	?	-- 04 320 14	China	?	-- 06 320 14	China	?
L8W3200317	Venezuela	61865/AE	-- 02 320 15	China	?	-- 04 320 15	China	?	-- 06 320 15	China	?
L8W3200318	Venezuela	61866/KL	-- 02 320 16	China	?	-- 04 320 16	China	?	-- 06 320 16	China	?
L8W3200319	Venezuela	61863	-- 02 320 17	China	?	-- 04 320 17	China	?	-- 06 320 17	China	?
L8W3200320	Venezuela	61868/KL	-- 02 320 18	China	?	-- 04 320 18	China	?	-- 06 320 18	China	?
L8W3200321	Venezuela	61869/AE	-- 02 320 19	China	?	-- 04 320 19	China	?	-- 06 320 19	China	?
L8W3200322	Venezuela	61867/AE	-- 02 320 20	China	?	-- 04 320 20	China	?	-- 06 320 20	China	?
L8W3200323	Venezuela	61960/KL	-- 02 320 21	China	?	-- 04 320 21	China	?	-- 06 320 21	China	?
JL8 Mass Production [200+]			-- 02 320 22	China	?	-- 04 320 22	China	?	-- 06 320 22	China	?
c/n	operator	serial	-- 02 320 23	China	?	-- 04 320 23	China	?	-- 06 320 23	China	?
-- 01 320 01	China	?	-- 02 320 24	China	?	-- 04 320 24	China	?	-- 06 320 24	China	?
-- 01 320 02	China	?	-- 03 320 01	China	?	-- 05 320 01	China	?	And so on and on for more batches.		
-- 01 320 03	China	?	-- 03 320 02	China	?	-- 05 320 02	China	?			
			-- 03 320 03	China	?	-- 05 320 03	China	?			



Bangladesh is the last in the long line of K-8 operators. Seen here is 14324, one of nine delivered. Usually, Bangladesh uses part of the construction number as its serial; but we are at a loss how that pens out for the K-8. (Dhaka Intl, 16 December 2016)

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27 Years old Fokker 100 VH-XWR is flying for Australian carrier Alliance since 2010. Before that you could see it in Europe in the colours of Germania, DBA and Air Berlin as well as in the USA for USair from 1990 to 2003. (Darwin, 3 August 2016, Jonathan Verschuuren)



Embraer 120 VH-ANZ started its career in 1989 in South Africa with Bopair - Mmabatho Air Services. In 1995 the aircraft moved to Australia to fly as VH-XFR for Flight West Airlines. In 2002 it moved to Airnorth and one year later it was re-registered. (Darwin, 3 August 2016, Jonathan Verschuuren)



Singapore based SilkAir operate a mixture of narrow body Airbus and Boeings. Boeing 737 9V-MGI was seen here at Darwin on 3 August 2016 by Jonathan Verschuuren.

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Although Spain operates many EF2000s themselves, sometimes EF-18s participate in the TLP too, like C.15-94/46-22 from 462 Escadron. (Albacete, 25 November 2016, José Damián González Martínez)



Italy is a loyal visitor of the TLP. Seen during TLP2016-4 is this 36°Stormo aircraft with 12°Gruppo markings on the nose of MM7280/36-30. (Albacete, 9 November 2016, José Damián González Martínez)



The Tornado is one of those aircraft that you actually feel when it takes off. Anyway, MM7029 was part of the Italian contingent at TL2016-4. (Albacete, 25 November 2016, José Damián González Martínez)