

455

April 2017

Scramble



*HAI Heli-Expo 2017
Aircraft recognition - Bizprops PART 1*

DUTCH AVIATION SOCIETY



This page is dedicated to the LIMA Air Show 2017 at Langkawi. The show is a nice opportunity to see large quantities of Malaysian Air Force aircraft. We intend to present the full report nex month. All four Malaysian Air Force A400Ms have been delivered and two of them, A400Ms M54-02 and M54-03, made a low pass at the airshow. (Langkawi, 19 March, Raymond van Dijkhuizen)



F/A-18D M45-02 was one of the five Hornets which were present at the airshow. (Langkawi, M45-02, Leonard van Teeffelen)



At the static show, A109LOH M81-07 was showed in this splinter camo. Eleven A109s were delivered ten years ago and they are all based at Kluang with 881Skn. (Langkawi, 20 March, Raymond van Dijkhuizen)

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Editorial

Spring is here and undoubtedly we are all out and about to take photographs of aircraft. Of course we would appreciate it very much if you could take the trouble of uploading your findings to us for future use!

This month we are proud to start sending our four new publications to those that ordered them. Please refer to the Scramble webshop or aviation book retailer of your choice to obtain your copies. Of course you can also visit the Dutch Spotter's Convention (DSC) at the Worldhotel Wings near Rotterdam-The Hague Airport on 20 May. Not only to get these new publications but of course also to visit the many other boots and meet fellow enthusiasts.

Our 455 edition features the first part of an in-depth study of the various business props, courtesy of Leo Hoogerbrugge. We will treat you with the rest in the coming issues. Also, we have a report on the Heli-Expo 2017.

What we do not have this month, is the SIS nor Triptease. But we will surely publish some of the fruits of your endeavours next month.

We are still on the lookout for someone to strengthen our civil editor team, specifically for Manufacturer News. We are happy to hear from you at bestuur@scramble.nl.

Important dates

Scramble 456	
Deadline copy:	18 April 2017
Deadline photos:	25 April 2017
Planned publication date:	9 May 2017

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Cover Photo



During an airside tour at Kingman on 3 February 2017 Richard Bakker could take good overview pictures. This particular CRJ200 N8577D arrived in March 2003. Parking fee is \$200 per month per airliner. The turboprops cost "just" \$100 per aircraft per month.

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Scramble World Airline Fleets 2017	236 pages
SMS Europe 2017	158 pages
SMS North America 2017-2018	191 pages
Scramble Military Transports 2017	87 pages
BARG DVD3	

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Movements Netherlands



This very colourful Falcon 50EX is owned by Paulo Nobre, former president of Palmeiras, a Brazilian football club. He is also the owner of the Manitou High Yield Equity Fund. PP-NOB is a 2004-built aircraft. (Amsterdam-Schiphol, 18 February 2017, Pino Tome)

Amsterdam

Additions:		September 2016	
08 N155AN	G650	Nissan North America	f/v
Additions:		January 2017	
31.G-GDFF	B737-85P	Jet 2 Holidays	arr EXS031E
		February 2017	
01.9H-FAM	EMB500	Luxwing	LWG391/302
9H-VJF	Global 6000	VistaJet Malta	04 VJT762
D-IAKN	Ce525A	Star Wings	2x STQ111
D-INOB	Ce525A	Atlas Air Service	02 ATL3Z
EI-LEO	Ce750	Airlink Airways	02 HYR75X
F-GSPQ	B777-228ER	Air France	f/v AFR1440/1
G-RNFR	CL-605	TAG Aviation (UK)	
G-STBI	B777-336ER	British Airways	f/v BAW440/1
M-WING	Falcon 7X	Gama Aviation	dep GMA590
N900FZ	TBM-900	Redwood	dep
OE-FHA	Ce510	GlobeAir	dep GAC940A
OE-FPP	Ce510	GlobeAir	GAC740A/B
OO-PRM	Ce510	Air Service Liège	
TC-KHB	G450	Korvez	dep
02.V-11	G-IV	334sq	2x NAF11
D-CNAC	SA227DC	Binair	dep BID300
D-CNAC	SA227DC	Binair	03 BID301/500
D-IEKU	Ce525A	Ohlair	dep ECA222
D-IEKU	Ce525A	Ohlair	03 ECA222
D-IMGW	Ce525A	Air Hamburg	AHO719V
D-ISAR	Raytheon 390	Euroflug Frenzel	03
D-IUCR	EMB500	Windrose Air	f/v QGA793A/794A
F-HLRY	EMB500	Air Vendee	f/v 03
G-HCSA	Ce525A	Bookajet	dep
G-RNFR	CL-605	TAG Aviation (UK)	
G-RNJP	CL-605	TAG Aviation(UK)	f/v 03
LX-VMF	Ce560XL	Luxaviation	dep LXA15P
N102BG	G650	Berwind	dep
N142HQ	G450	Arctic Asset Management	f/v 05
N155AN	G650	Nissan North America	06
N260Z	G550	Nissan North America	f/v 03
N370Z	G280	Nissan North America	f/v 03
N860AA	G550	ALA Services	03
OE-FCZ	Ce525A	Avcon Jet	f/v AOJ75D

OE-FHA	Ce510	GlobeAir	05 GAC940B/040I
OO-JNL	B767-304ER	TUI Airl. Belgium	SLM3006/0993
PH-NDK	Falcon 900B	Exxaero	arr
03.9H-VCN	CL-350	VistaJet Malta	VJT437
D-CNAC	SA227DC	Binair	14 BID501/200
D-IEKU	Ce525A	Ohlair	ECA222/1
D-INOB	Ce525A	Atlas Air Service	05 ATL3Z
EC-HYI	Falcon 2000	Gestair	05 EXU181
G-GDFF	B737-85P	Jet 2 Holidays	dep EXS031E
G-RNFR	CL-605	TAG Aviation (UK)	
N1FE	Global Express	FedEx	04
N308ST	PA-46-500TP		04
N887TM	G550	AirFlite	dep
OE-IEN	Falcon 2000EX	Global Jet Austria	GLJ93EN
OO-JNL	B767-304ER	TUI Airl. Belgium	SLM994/3
VT-HMA	Global XRS	Reliance Transport & Travel	
04.9H-VCK	CL-350	VistaJet Malta	07 VJT405
A7-BED	B777-3DZER	Qatar Airways	f/v QTR273/4
D-CAWS	Ce680	Aerowest	06
D-IPVD	Ce525A	Transavia Flug	
EI-FTO	B737-8AS	Ryanair	f/v RYR3102/3
G-CHUI	Ce560XLS	Air Charter Scotland	05 EDC075R
G-PRPJ	DHC-8-402Q	FlyBe	f/v BEE1373/4
N300GP	CL-300	Glen West 300	
OE-HGG	CL-350	Laudamotion	LDM16
OO-JNL	B767-304ER	TUI Airl. Belgium	SLM9940/3005
OO-KOR	Ce525A	Abelag Aviation	
OO-TUK	B737-86J	TUI Airl. Belgium	f/v TFL143/4
PH-EXK	ERJ175STD	KLM Cityhopper	del KLM9968
SE-RIZ	Ce560XLS	H-Bird Aviation	05 ETI704T/705T
05.9H-JPC	ERJ135BJ	Air X Charter	06 AXY510/605
D-AEWG	A320-214	Eurowings	f/v EWG4010/1
G-HCSA	Ce525A	Bookajet	06 BOO039
LX-VMF	Ce560XL	Luxaviation	07 LXA15P
M-ARTY	PC-12/47E	Creston (UK)	
M-NTOS	Ce525C	Selementos	
N450CE	G450	Executive Jet Management	10 EJM45
OE-HGG	CL-350	Laudamotion	LDM16
06.9H-TQM	A340-313X	HiFly Malta	TFL092P/341
G-650	C-GNDN	Skyservice	10
EI-FTP	B737-8AS	Ryanair	f/v RYR3102/3

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G-HCSA	Ce525A	Bookajet	09 BOO039	OE-FHA	Ce510	GlobeAir	GAC079A/B
HB-JSB	Falcon 2000	Privatair	f/v 09 PT1512	OE-HPG	CL-300	Laudamotion	LDM777
M-NTOS	Ce525C	Selementos	08	OO-ACC	Ce525A	Air Service Liège	
N576MA	TBM-850	HTG Trading		10. CS-TOE	A330-223	TAP Portugal	TAP662/1
N860AA	G550	ALA Services	07	EI-FHD	B737-8JP	Norwegian	f/v NAX3540/1
OE-FTS	Ce510	Mustang Charter	10	EI-FPI	CRJ900	Scandinavian	f/v SAS557/8
OO-PRM	Ce510	Air Service Liège	07	EI-ZMA	Falcon 900EX	Airlink Airways	11 HYR900A
PH-BFD	B747-406	KLM (basic c/s)	dep KLM9865	G-KLNN	Ce510	Saxonair	SXN51D
VP-BZE	Falcon 7X	Stork	08	G-TAWR	B737-8K5	Thomson	f/v TOM343/9096
07. D-CEFO	Ce560XLS	Air Hamburg	08 AHO128W	I-FXRK	P180	K-air	16 FXR18K
D-CNNN	Ce560XLS	DC Aviation	08 DCS705	LX-SEH	Ce560XLS	Luxaviation	LXA5E
D-COOL	Lj55	Air Alliance Express	AYY114	LX-VMF	Ce560XL	Luxaviation	13 LXA15P
D-EGMG	PA-46-350P		08	M-ARTY	PC-12/47E	Creston (UK)	
D-FKGI	PC-12/47E	Hans Grohe		M-ELAS	G280	Aventurine Aviation	f/v
D-ILAH	Beech B200GT	Anton Häring		OO-OCA	Beech 350	Air Service Liège	
EI-FIO	B737-8AS	Ryanair	f/v RYR3104/5	OO-PRM	Ce510	Air Service Liège	
LX-LGV	B737-8C9	Luxair	08 LGL7783/4	VP-BRJ	G280	Mazal	f/v
LX-SEH	Ce560XLS	Luxaviation	LXA5E	VP-CZC	G650ER	Jet Aviation Business Jets	f/v
M-ARTY	PC-12/47E	Creston (UK)		11. D-ALFC	B777-FBT	Lufthansa Cargo	GEC8324/6
N1FE	Global Express	FlyEx	08	G-LEAC	Ce510	Blink	12 BKK24X
OE-FLA	Ce525A	Fly Tirol	FTY7	I-SWIA	B747-4R7F	Silk Way Italia	12 QTR8203/4
OE-FNP	Ce510	GlobeAir	GAC2661/A	OO-JEF	B737-8K5	TUI Airl. Belgium	TFL143
OK-CTP	PC-12/47E	OK Aviation Wings	f/v 08 NTF31	OO-JEF	B737-8K5	TUI Airl. Belgium	12 TFL144
OK-IMO	Beech 400A	Queen Air	AQS107	12. D-CEFE	Ce525C	Eisele Flugdienst	EFD444
OO-JAD	B737-8K5	Jetairfly	08 TFL094P/565	EC-JZU	CRJ900ER	Air Nostrum	13 ANE3770/2781
OO-PRM	Ce510	Air Service Liège		G-HCSA	Ce525A	Bookajet	14 BOO332
PH-HXF	B737-8K2	Transavia	del TRA052	G-KLNN	Ce510	Saxonair	SXN51D
SE-RIN	Ce525A	H-Bird Aviation	ETI607T	G-LEAC	Ce510	Blink	BKK24X
YU-MPC	Ce525	MPC Holding		G-XAVB	Ce510	Gama Aviation	GMA588
08. 9H-TQM	A340-313X	HiFly Malta	09 TFL342/091P	LN-STB	CL-350	Sundt Air	f/v 13 MDT5
D-AIUX	A320-214	Lufthansa	f/v DLH2308/9	N129MH	G450	Executive Jet Management	f/v 13
D-CEFE	Ce525C	Eisele Flugdienst	EFD444	YR-FKA	Fokker 100	Carpataria	22 EZE607P/KRP2526
D-CNNN	Ce560XLS	DC Aviation	DCS705	13. 9H-TOR	Global 5000	Avcon Jet Malta	VCJ77A
D-CRON	Ce560XLS	Silver Cloud Air	SCR762	CN-RGA	B747-428	Royal Air Maroc	25 RAM8760/1
EC-HHI	CRJ200ER	Air Nostrum	ANE6592/5592	D-ISWA	Ce525	Herbert Waldmann	
EC-LEB	Global XRS	TAG Aviation España	TGM231	F-HFRA	Ce501	Airlec	ARL505
HB-JKL	Falcon 2000LX	TAG Aviation	FPG111	G-CIEL	Ce560XL	Luxaviation UK	14 LNX89CE
N127GG	G-V	Exec. Jet Management	10 EJM127	HB-JEC	CL-300	Legendair	14
N240V	BAe125-800XP	Arkia	09	N101QS	Global 5000	NetJets	14
N600AR	G450	North Holdings	09	N918CC	G450	Astor Street Asset Management	15
OO-JAD	B737-8K5	Jetairfly	TFL566/095P	TC-JVL	B737-8F2	Turkish Airlines	f/v THY1961/2
VP-BEP	B737-8Q8	Yakutia Airlines	10 SYL9911/2	TC-KHG	G550	Korvez	14
09. EC-JYV	CRJ900LR	Air Nostrum	ANE2593/3593	XA-FEM	G550	Servicios Aereos	14
F-GETI	Beech F90	Alpha Tango		YU-SPC	Ce560XLS	Prince Aviation	14 PNC7PC
F-HJBR	EMB505	CASAM		14. D-ASTX	A319-112	Germanwings	f/v EWG4010/1
F-HZFM	A320-216	Air Corsica	f/v 12 CCM800/1	D-CAWR	Ce560	Aerowest	f/v
G-KLNE	BAe125-900XP	Saxonair	SXN90E	D-CNAC	SA227DC	Binair	15 BID201/300
LX-NCG	Ce525B	Jetfly Aviation	f/v JFA01C/02C	D-IADV	Ce551	Jetkontor	dep
M-NTOS	Ce525C	Selementos		EI-EPE	B737-8AS	Ryanair	f/v RYR2998/9
N758CC	CL-604	CTB	10	EI-FHO	B737-86N	Norwegian	f/v NAX3540/1



Previously with defunct company SolidAir, this Falcon was caught on camera when it returned from maintenance and a repaint at Dinard. PH-NDK is being operated by Exxaero and is owned by Marcel Boekhoorn. Deniki refers to the three daughters of Mr. Broekhoorn; Denise, Nicole and Kim and is also the name of his yacht. (Amsterdam-Schiphol, 2 February 2017, Joost de Wit)

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We do not see LOT widebody aircraft in the Netherlands often. Being able to see two different dreamliners within a week is quite special. SP-LRF was delivered to Poland in April 2014. (Amsterdam-Schiphol, 24 February 2017, Frank Doornbos)

F-GRAJ	PC-12/45	Actual Finances	f/v	D-ISUN	Ce525A	Ohlair	18 ECA575/555
F-HLIM	Ce560	Services Limagrain		G-CIEL	Ce560XL	Luxaviation UK	18 LNX99CE
G-FBKE	Ce510	Blink	16 BKK5E	G-EZPW	A320-214	EasyJet	f/v EZY2151/2
N417CS	Global 5000	Executive Jet Management	f/v 16	LY-ONJ	A320-214	Small Planet Airl.	18 LLX5053/5065
N551CB	G-IVSP	Executive Jet Manmnt	16 EJM551	N1TS	B737-7JY	First Virtual Air	18
N758CC	CL-604	CTB	17	OE-FBD	Ce510	GlobeAir	GAC670C/I
N830NW	A330-302	Delta Air Lines	f/v DAL072/137	OE-FNP	Ce510	GlobeAir	18 GAC363I/A
N850MP	Global 6000	MPT Development Services	f/v	OK-UNI	Ce680	Travel Service	TVS91J/92J
N3788B	G550	Jet Aviation Flight Services	JAS71	OM-IEX	B737-8BK	Air Explore (a/w) f/v	AXE442P/TRA5951
OE-FHA	Ce510	GlobeAir	15 GAC764I/821I	OO-JWB	PC-12/47E	Nextgen Partners	
OK-FTR	Ce510	CTR Flight Services		OO-VMF	Ce560XLS+	Air Service Liège	
15.9H-VFA	CL-605	VistaJet	17 VJT584	18.V-11	G-IV	334sq	NAF11
D-AEWS	A320-214	Eurowings	f/v EWG4010/1	9H-VJS	Global 6000	VistaJet Malta	f/v 19 VJT929
D-CNAC	SA227DC	Binair	17 BID301/500	A7-AED	A330-302	Qatar Airways	f/v QTR273/4
EC-LKF	CRJ1000	Air Nostrum	f/v ANE2782/3782	D-CHIP	Ce525B	Eisele Flugdienst	EFD111
EI-LSY	G550	Gain Jet Ireland	f/v GJI55	D-CTRI	Lj35A	Air Alliance Express	AYY112
F-HMLE	CRJ1000EL	Hop!	HOP9050/9220	D-IADV	Ce551	Jetkontor	
LN-RGM	A320-251n	Scandinavian	f/v SAS1555/6	EI-FTR	B737-8AS	Ryanair	f/v RYR3104/5
LX-VMF	Ce560XL	Luxaviation	17 LXA15P	G-FBKB	Ce510	Blink	BKK2B
N1AL	G650ER	Air Lease		G-LFBD	Ce525A	Centreline Air Charter	19 CLF759
N77UF	Global XRS	Fertitta Entertainment	17 2x	LY-ONJ	A320-214	Small Planet Airl.	24 LLX5066/5055
N605DS	CL-605	Clearbrook Investments	f/v 16	OM-IEX	B737-8BK	Air Explore (a/w)	TRA5952/5807
N878HL	Global 5000	Williams-Sonoma Stores	16	OM-IEX	B737-8BK	Air Explore (a/w)	19 TRA5808/074
N900FZ	TBM-900	Redwood	16	OO-JAX	B737-8K5	Jetairfly	TFL143/4
OE-FNP	Ce510	GlobeAir	16 GAC670A/262I	PH-EXL	ERJ175STD	KLM cityhopper	del KLM9968
OK-RAH	Beech 400A	Time Air	f/v TIE076H	PP-NOB	Falcon 50EX	Nobre Empreend e Particip	23
OO-JAF	B737-8BK	Jetairfly	TFL094P/565/6/095P	YU-MPC	Ce525	MPC Holding	
TC-ARD	CL-604	Arkasair	16	19.9H-VJT	Global 6000	VistaJet Malta	VJT971
16.4X-CPX	G-IVSP	Arkia	17	D-AAHB	Global Express	MHS Aviation	f/v 20 MHV1
9H-YOU	CL-850	Air X Charter	17 AXY1703/1	D-AINB	A320-271n	Lufthansa	f/v DLH992/3
D-AINE	A320-271n	Lufthansa	f/v DLH996/7	D-BEAR	Ce750	Air X Charter	20
D-CEIS	Ce680	Eisele Flugdienst	EFD888	D-CHIP	Ce525B	Eisele Flugdienst	EFD111
D-CWAY	Lj55	MHS Aviation	QAJ579	M-ALRV	Falcon 2000EX	Lodgings 2000	21
EI-FPJ	CRJ900	Scandinavian	f/v SAS557/8	N356KD	B747-446BCF	Western Global Airl. (n/t)	WGN4163/2
F-HIBF	Ce510	Aston Jet	ASJ514	N886WT	G650	Qualcomm	f/v 21
G-JAGA	EMB505	Luxaviation UK	LNX23JG	VP-CCK	Global Express	Gama Aviation	f/v 21
G-XAVB	Ce510	Gama Aviation	17 GMA589	20.D-ABGS	A319-112	Eurowings	f/v EWG4010/1
N604SA	CL-604	Aviation Enterprises	f/v DCM3347	D-CCCB	Lj35A	DRF Luftrettung	AMB092
OK-CTP	PC-12/47E	OK Aviation Wings		D-CEEE	Ce560XLS	HTM Aviation	22 HTM017
TC-JTP	A321-231	Turkish Airlines	f/v THY1957/8	D-IADV	Ce551	Jetkontor	21
17.9H-DDJ	Lj75	Kermas International	18 KER597/A	D-IBBS	Ce525A	German Private Jet Group	
D-CEFD	Ce525B	Eisele Flugdienst	EFD333	G-KLNW	Ce510	Saxonair	21 SXN51D
D-CNAC	SA227DC	Binair	22 BID501/5P	M-NTOS	Ce525C	Selements	

N240LG	Falcon 900EX	Liberty Global	21	I-SWIB	B747-4R7F	Silk Way Italia	f/v QTR8201/2
N900FZ	TBM-900	Redwood	22	LY-ONJ	A320-214	Small Planet Airl.	25 LLX5056/5061
N922JW	Falcon 900	SC Johnson & Son		M-OBIL	Ce525C	Ulla Popken Fashion	
OE-FKO	Ce525A	Avcon Jet	AOJ48L	N381SL	PC-12/45		
OK-RAH	Beech 400A	Time Air	21 TIE034H	OM-IEX	B737-8BK	Air Explore (a/w)	AXE991P/TRA5423
OM-GTB	B737-49R	Go2Sky	MAC990/128	OY-GFS	Falcon 2000LX	Air Alsie	f/v MMD4303/6160
PH-MDG	Ce680	ASL	f/v	OY-JRK	A320-231	Danish Air Transport	DTR2722/927
SE-RIZ	Ce560XLS	H-Bird Aviation	21 ETI820T/721T	SP-LRF	B787-8	LOT	LOT7335/6
VP-BCL	CRJ702	Consolidated Contractors	22	YU-MPC	Ce525	MPC Holding	
21.9A-JSC	Ce525A	Jung Sky	JSY212C/213C	YR-FKA	Fokker 100	Carpatair	
CN-AMK	Ce560XLS+	Moroccan Air Force	f/v 22 RMAF138	25.9H-JOY	CRJ200ER	Air X Charter	AXY2502
D-CKPP	SA227DC	Binair	BID5B/200	9H-VJU	Global 6000	VistaJet	f/v 26 VJT974
D-CKPP	SA227DC	Binair	22 BID201/300	D-CFOR	Lj35A	Air Alliance Express	AYY117
D-IADV	Ce551	Jetkontor	25	D-IADV	Ce551	Jetkontor	27
D-ITAN	Ce525	Transavia Flug		D-IOHL	Ce525A	Ohlair	ECA333
G-CHUI	Ce560XLS	Air Charter Scotland	EDC067R	D-IPCH	Ce525A	Jetkontor	2x JKH323
I-SWIA	B747-4R7F	Silk Way Italia	QTR8201/2	G-OPRM	CL-604	Zenith Aviation	BZE3
N537BT	G550	Monsanto		I-SWIB	B747-4R7F	Silk Way Italia	QTR8203/4
N922JW	Falcon 900	SC Johnson & Son		LY-ONJ	A320-214	Small Planet Airlines	LLX5062
OE-FBD	Ce510	GlobeAir	GAC049A/887I	OE-FZA	Ce510	GlobeAir	GAC363B/657I
OE-FDT	Ce510	GlobeAir	22 GAC049I/B	OE-GEM	Ce680	Jet Pool	28 2x
OO-JOS	B737-7K5	Jetairfly	f/v MAC127/993	OM-IEX	B737-8BK	Air Explore (a/w)	TRA5424/6347
OY-JRK	A320-231	Danish Air Transport	DTR927/2721	OM-IEX	B737-8BK	Air Explore (a/w)	TRA6348/6109
TC-REC	G450	REC Aviation	23	OO-JAX	B737-8K5	Jetairfly	TFL143/4
22.A6-EUL	A380-861	Emirates	f/v UAE149/50	TC-JTR	A321-231	Turkish Airlines	f/v THY1957/8
D-CKPP	SA227DC	Binair	BID301	YU-ANI	B737-3L9	Aviolet	ASL360/1
EI-FTV	B737-8AS	Ryanair	f/v RYR3102/3	26.V-11	G-IV	334sq	NAF11
M-NTOS	Ce525C	Selementos		9H-VJP	Global 6000	VistaJet	VJT895
N356KD	B747-446BCF	Western Global (n/t)	23 WGN4163/2	D-ABNU	A320-214	Eurowings	f/v EWG2180/1
N653MK	G550	Merck Sharp & Dohme	24	D-AJET	ERJ135BJ	Air Hamburg	27 AHO201F/907N
N952CA	B747-428BCF	National Airlines	NCR821/2	D-BIKA	Falcon 2000EX	ACM Air Charter	BVR777
OE-FZA	Ce510	GlobeAir	23 GAC059T/049C	D-ISJP	Ce525A	Ohlair	27 ECA111
SP-LRE	B787-8	LOT	f/v LOT7335/6	D-ITAN	Ce525	Transavia Flug	
TF-ISP	B767-319ER	Icelandair	f/v ICE500/1	D-IUCR	EMB500	Windrose Air	27 QGA785B/786B
23.D-CFIV	Lj35A	Air Alliance Express	AYY118	EI-DHB	B737-8AS	Ryanair	f/v RYR3104/5
EI-FRX	B737-8AS	Ryanair	f/v RYR3102/3	EI-ESN	B737-8AS	Ryanair	f/v RYR2998/9
G-JECP	DHC-8-402Q	FlyBe	arr BEE1284	G-GXLS	Ce560XLS	Luxaviation UK	27 LNX39GX
OE-GPK	Ce525B	Porsche Air Service		G-HCSA	Ce525A	Bookajet	27 BOO353
PH-BVS	B777-306ER	KLM	del KLM9866	LX-VMF	Ce560XL	Luxaviation	LXA15P
24.A6-EUJ	A380-861	Emirates	f/v UAE147D/148D	M-OGMC	Global XRS	Cambridge Aviation	
D-AIUY	A320-214	Lufthansa	f/v DLH2300/1	N240LG	Falcon 900EX	Liberty Global	27
D-CGAA	Ce560XLS+	Air Hamburg	AHO768X	OM-IEX	B737-8BK	Air Explore (a/w)	TRA6110/6867
D-IAAD	EMB500	Arcus Air	25 AZE71P/07P	OM-IEX	B737-8BK	Air Explore (a/w)	27 TRA6868/074
D-IAAY	EMB500	Arcus Air	26 AZE07P/71P	OO-XLS	Ce560XLS	Air Service Liège	
D-IEAH	Beech C90A	Fischerwerke		PH-EUE	AW139	CHC Helicopters	HNL5A/B
D-ITAN	Ce525	Transavia Flug		YU-ANI	B737-3L9	Aviolet	ASL364/5
EI-FHE	B737-8Q8	Norwegian	f/v NAX3540/1	YU-MPC	Ce525	MPC Holding	
EI-FTW	B737-8AS	Ryanair	f/v RYR3102/3	27.A6-BLL	B787-9	Etihad Airways	f/v ETD77/8
G-EZPU	A320-214	EasyJet	f/v EZY6923/4	D-CNOC	Ce560XLS	Atlas Air Service	ATL1C
G-HARA	S-76C	Air Harrods	f/v	C-FIPX	Global XRS	IP Aviation	28
G-LSAH	B757-21	Jet2	EXS201/2	D-INOB	Ce525A	Atlas Air Service	ATL3Z
G-THFC	ERJ135BJ	Luxaviation UK	25 LNX40TC	D-INOB	Ce525A	Atlas Air Service	28 ATL3ZA/Z
HB-IZB	Saab 2000	Skywork Airlines	f/v SRK300/1	F-HERE	Ce510	Blink	BKK12L
HL8046	B777-F5B	Korean Air Cargo	f/v KAL509	G-LEAA	Ce510	Luxaviation UK	LNX42AA



Lufthansa has been a partner of the German Crane Protection team since 1991 and supports the Crane Information Centre in Groß Mohrdorf in Stralsund. To celebrate the 25th anniversary of Crane Protection Germany, Airbus A321 D-AIRR has been flying with these decorations since november 2016. (Amsterdam-Schiphol, 24 February 2017, Ton Jochems)

PH-HRK	P180	JetNetherlands	08	LX-SUN	P180	Luxwing	14 LXA18S
07.V-11	G-IV	334sq	NAF11	LZ-TRH	Lj60XR	Sunlight Air	
D-ATUM	B737-8K5	TUIfly	HLX8903	M-JCBB	G650	JC Bamford Excavators	2x JCB1
LX-SUN	P180	Luxwing	dep LXA18S	SE-ITU	PA-31	Lund University	UNY536/4
LX-SUN	P180	Luxwing	10 LXA18S	14.FAB-002	Falcon 50EX	Escuadrón de E	16 FAB002
OE-GBB	Do328-110	Tyrol Air Ambulance	TYW222B/3B	D-IMAX	Ce525A	Sylt Air	AWU914
OO-IDE	Ce525	Air Service Liège	2x	F-HLIM	Ce560 Encore	Limagrain Service Aeronautique	
OO-PRM	Ce510	Air Service Liège		LX-SUN	P180	Luxwing	18 LXA18S
SE-ITA	PA-31	Lund University	UNY532/5	N1DC	G-V	Blue Star Management Corp.	
08.CS-DXV	Ce560XLS	NetJets Europe	NJE8HL/274M	N551CB	G-IVSP	Shaw Group	EJM551
D-ICKE	Beech 200GT	Dachser		N850MP	Global 6000	MPT Development Services	
EI-FWC	RRJ-95B	Cityjet	BCY9364/6	OE-LIR	Do328-110	Welcome Air	TYW222B/532B
EI-FWC	RRJ-95B	Cityjet	BCY9367/9	OO-NHU	AS365N3	Netherlands Coastguard	NCG12
F-HIJD	Ce525A	Ixair	09 IXR208D	15.CS-DQA	Ce560XLS	NetJets Europe	NJE042B/495D
M-DUBS	Falcon 2000EX	Six Daughters		CS-DRV	BAe125-800XPi	NetJets Europe	NJE7NM
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW432	D-HMSH	R44	S.P. Helicopter-Service	
OH-SWJ	Ce525A	Scanwings	ABF2A/B	D-IVVB	Ce525A	Atlas Air Service	ATL5B
OO-LET	Beech 200	Air Service Liège	dep	G-UMBY	MD500	HQ Aviation	
PH-HRK	P180	JetNetherlands	10	HB-JFP	G650	Jet Aviation Business Jets	
SP-LIH	ERJ175LR	Government of Poland	LOT7007/8	HB-VPF	Ce525	Nomad Aviation	
09.CS-DXQ	Ce560XLS	NetJets Europe	NJE503W/9LB	OO-JVA	ERJ190STD	TUI Airlines Belgium	16 JAF948/9490
CS-LTB	Ce680A	NetJets Europe	NJE491G/3KX	OY-JPJ	Ce650	North Flying	16 NFA012/4
D-CNOC	Ce560XLS	Atlas Air Service	10 ALT1C	PH-RWY	Bo105DBS4	Heli Invest	
D-HADM	H145	Airbus Helicopters		SP-AST	Ce525	AMC Aviation	AMQ9T
D-IPCH	Ce525A	Jetkontor	JKH323	16.V-11	G-IV	334sq	NAF11 2x
EC-JCV	SA226AT	Flightline	10 FLT7743/0001	CS-DRN	BAe125-800XPi	NetJets Europe	NJE169D/356U
G-LEAC	Ce510	Blink	BKK24X	CS-DXY	Ce560XLS	NetJets Europe	NJE019Q/265D
OE-LIR	Do328-110	Welcome Air	TYW242B/3B	LX-LXX	G-650	Global Jet Luxembourg f/v	SVW42LX
OH-SWJ	Ce525A	Scanwings	ABF2C/D	M-GMKM	Falcon 7X	GMK Consulting	2x
PH-KGJ	EC120B	HeliFlights – Heli Holland		N492B	TBM-700N	2B Airborne	arr
PH-STB	Falcon 900C	Exxaero	16 XRO150/209	OE-LIR	Do328-110	Welcome Air	TYW242L/3L
10.CS-DRX	BAe125-800XPi	NetJets Europe	NJE815Y/877H	OO-IDE	Ce525	Air Service Liège	
CS-DXQ	Ce560XLS	NetJets Europe	NJE9LB/398G	OO-JVA	ERJ190STD	TUI Airlines Belgium	JAF9491/0950
EC-JCV	SA226AT	Flightline	13 FLT002/7711	17.V-11	G-IV	334sq	NAF11
LX-SUN	P180	Luxwing	11 LXA18S	4X-CPX	G-IVSP	Arkia	18
OO-ACC	Ce525A	Air Service Liège	12	CS-DQB	Ce560XLS	NetJets Europe	NJE664W/7AG
OO-PAR	Ce525B	Luxaviation Belgium	2x AAB656	CS-PHD	EMB505	NetJets Europe	NJE3NX
11.D-IKOE	Ce510	Köpping Reederei	12	D-CPMI	Ce560XLS+	Papier-Mettler	
LX-SUN	P180	Luxwing	13 LXA18S	G-FBKB	Ce510	Blink	18 BKK2B
OE-LIR	Do328-110	Welcome Air	TYW262L/3L	M-PIRE	P180	Northside Aviation	19
OO-LET	Beech 200	Air Service Liège	arr	18.D-CFAZ	Lj55	FAI Rent-A-Jet	19 IFA1097
12.CS-DUB	BAe125-750	NetJets Europe	NJE4AL	D-ITRA	Ce525	Transavia Flug	
CS-DXQ	Ce560XLS	NetJets Europe	NJE9LB	OE-GRI	Ce560XL	AFS - Alpine Flightservice	
D-IOHL	Ce525A	Ohlair Charterflug	13 ECA333	OE-LIR	Do328-110	Welcome Air	TYW262L
G-FXCR	Beech 400XT	Flairjet	13 FLJ52/3	OH-SWJ	Ce525A	Scanwings	ABF2A/B
OE-FBD	Ce510	GlobeAir	GAC287A/B	SP-AST	Ce525	AMC Aviation	AMQ9T
13.10+25	A310-304MRTT	FBS BMVg	*GAF953	19.V-11	G-IV	334sq	20 NAF11
D-HMSH	R44	S.P. Helicopter-Service		CS-PHE	EMB505	NetJets Europe	21 NJE4EB/622H
D-HTAR	A109S	Heli Transair		D-CQAJ	Lj35A	Quick Air Jet Charter	QAJ583
D-IHLB	Ce402B	Hansa Luftbild		D-ITRA	Ce525	Transavia Flug	
F-HLIM	Ce560 Encore	Limagrain Service Aeronautique		LX-SUN	P180	Luxwing	27 LXA18S



This aircraft was delivered to British Airways in 1993. It ventured to Belgium from 1994 till 1996 before the Boeing returned to the UK. In 2014 the aircraft was withdrawn from use, converted to freighter and redelivered in February 2017 to Titan Airways as G-POWP. (Rotterdam-The Hague, 28 February 2017, Mark Sluifers)



Many privat owners use other companies to operate their bizjet, or in this case, their helicopter. Its not very smart to add text to the craft in such way your identity is quickly found via a web search. Al Mirqab is the name of a yacht belonging to former Qatar's Prime Minister and Foreign Minister Hamad bin Jassim bin Jaber Al Thani. This Dauphin was delivered to the owner in 2008 and registered to Starspeed as G-HBJT. (Rotterdam-The Hague, 6 February 2017, John de Goede)

M-PIRE	P180	Northside Aviation	24	PH-HRK	P180	JetNetherlands	27
OE-GRI	Ce560XL	AFS - Alpine FlightService		27. CS-DXN	Ce560XLS	NetJets Europe	NJE527H/469G
OH-SWJ	Ce525A	Scanwings	ABF2C/D	CS-DXU	Ce560XLS	NetJets Europe	NJE485R/-
PH-MAA	EC135T2+	ANWB - MAA	LIFELM1	D-CLBM	EMB505	Liebherr International	LHB2
20. CS-DXX	Ce560XLS	NetJets Europe	21 NJE420C/937T	LX-SUN	P180	Luxwing	28 LXA18S
D-IBBS	Ce525A	German Private Jet Group	21	M-CCCP	Global 5000	Heda Airlines	02
N440QS	G450	NetJets		N71GE	G450	NasJet Business Aviation	2x
OY-JPJ	Ce650	North Flying	NFA011	OE-GNP	Ce560XLS+	Salzburg Jet Aviation	
SE-RIL	Ce560XLS	H-Bird Aviation Services	arr ETI820H	OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	TYW812S/3S
21. V-11	G-IV	334sq	NAF11	PH-HRK	P180	JetNetherlands	02
D-IAIB	Ce525	luxaviation Germany	22	PH-KBX	Fokker 70	Dutch Government	KLM9925/6
OE-LIR	Do328-110	Welcome Air	TYW222B/3B	YL-RAG	Saab 340A(F)	RAF-Avia	MTL2614/265F
OH-SWJ	Ce525A	Scanwings	ABF2A/B	28. D-HMSH	R44	S.P. Helicopter-Service	
PH-BYC	Beech 58	KLS	2x *KLM7910	D-INOB	Ce525A	Atlas Air Service	ATL3Z
PH-MFA	DA42NG	Martinair Lelystad	MPH-151	G-POWP	B737-436(F)	Titan Airways	
22. D-IBBS	Ce525A	German Private Jet Group		LX-SUN	P180	Luxwing	02 LXA18S
D-ISHF	PA-31T	Heli-Flight		OE-GBB	Do328-110	Tyrol Air Ambulance	TYW222B/3B
M-ELAS	G280	Aventurine Aviation	23				
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW626/7				
OH-SWJ	Ce525A	Scanwings	ABF2C/D				
PH-HRK	P180	JetNetherlands					
PH-TXA	Ce510	JetNetherlands	02				
23. CS-DXZ	Ce560XLS	NetJets Europe	NJE5QJ/713B				
D-IPCC	Ce525A	Mach operation					
D-IPVD	Ce525A	Prominent Gruppe					
D-IRUN	Ce510	Luxaviation Germany	LXG51N				
G-LCYH	ERJ170STD	British Airways	BAW9750/CFE4454				
HB-FOW	PC-12/45	Future Finance Corporation					
N84GV	G-V	Executive Jet Management div	EJM584				
OE-FZA	Ce510	GlobeAir	div 24 GAC190A/9771				
OE-LIR	Do328-110	Welcome Air	TYW242L/3L				
PH-HRK	P180	JetNetherlands	25				
SP-URS	Beech 250	POL-MOT	div 24				
24. CS-DUA	BAe125-750	NetJets Europe	NJE5EV				
D-CJPG	Lj35A	Quick Air Jet Charter	QAJ591				
D-ILHD	Ce525	Lufthansa Flight Training	*DLH9903				
HB-FOW	PC-12/45	Future Finance Corporation					
M-NGSN	PC-12/47	Niels Stolt-Nielson	25				
M-PIRE	P180	Northside Aviation	arr				
PH-HLM	PA-34-200T	KN Singles And Twins					
PH-LAB	Ce550	NLR - TU Delft	2x				
PH-TAK	DA42	Happy Landings	dep				
YU-RDA	Ce560XLS+	Swisslion - Air Pink					
25. CS-DUA	BAe125-750	NetJets Europe	NJE5EV/965B	01. D-ABQA	DHC-8-402	Air Berlin	February 2017
OE-LIR	Do328-110	Welcome Air	TYW262L/3L	D-ABQD	DHC-8-402	Air Berlin	dep BER102P
OE-LIR	Do328-110	Welcome Air	TYW264L/5L	D-FABS	PC-12/47E	Schumacher Packaging	arr BER105Z
OO-VMF	Ce560XLS+	Air Service Liège	04	EI-FWC	RRJ-95B	CityJet	2x
PH-DKI	P68C	Zeeland Air		F-HCIC	Ce525B	AirAiles	BCY364P/365
PH-HLM	PA-34-200T	KN Singles And Twins	*	G-EZFX	A319-111	easyJet	EOL700
				LX-VCB	B747-8R7F	Cargolux	div EZY2723
							div CLX765

A computer system failure at the Dutch ATC caused a disruption in flights. This resulted in diversions to airports like Rotterdam on the 1st. The Mach Cessna on that same day had Unitech titles on the engine cowlings. Avanti Air departed on the 2nd on a charterflight to Munich. On the 5th also an Amsterdam diversion due to fogg. TUI operated a charter to Barcelona on the 6th. The Starpeed helicopter on that day departed to Den Helder. Bundespresident Gauck arrived on the 6th and departed the next day to Maastricht. CityJet operated a charter to Berlin Tegel on the 8th. Polish Prime Minister Beata Maria Szydlo was in the Netherlands on that same day. The German helicopter on the 9th was on a delivery flight to the UK. On the 14th the arrival of a Bolivian visitor. A charter to Nurnberg was operated by TUI Belgium on the 16th after having arrived empty the day before. On the 23rd some Amsterdam diversions. The latest addition to the Titan Airways fleet made a roundtrip from and to London Stansted on the 28th for customs reasons.

Credits: Rotterdam Airport, Scramble MB.

Maastricht - Aachen

01. D-ABQA	DHC-8-402	Air Berlin	February 2017
D-ABQD	DHC-8-402	Air Berlin	dep BER102P
D-FABS	PC-12/47E	Schumacher Packaging	arr BER105Z
EI-FWC	RRJ-95B	CityJet	2x
F-HCIC	Ce525B	AirAiles	BCY364P/365
G-EZFX	A319-111	easyJet	EOL700
LX-VCB	B747-8R7F	Cargolux	div EZY2723
			div CLX765

N8100E	Falcon 900EX	Emerson Electric Co	02	M-JCBB	G650	JC Bamford Excavators	JCB1
OO-ACO	Ce510	Air Service Liège		N194ER	Ce510	Blue Sky Aviation	
02.D-BEAR	Ce750	Air X Charter	03	OE-FDT	Ce510	GlobeAir	17 GAC458A/B
D-CCAB	Ce550 Bravo	Falck Air Ambulance Service	JKH322	17.HB-ALL	ATR72-202(F)	Zimex Aviation	21 IMX502F/500F
D-IEKU	Ce525A	Ohlair Charterflug	ECA222	HB-ALQ	ATR72-202(F)	Zimex Aviation	20 IMX702F/358
HB-LYD	P180	Trüb Emulsions Chemie		LX-LBB	B737-86J	Luxair	LGL7480
PH-HVB	EC135T2+	ANWB - MAA	Lifeliners3	18.HB-ALM	ATR72-202(F)	Zimex Aviation	21 IMX359/601F
03.D-ICMK	Beech C90GTi	KAPP		OO-IDE	Ce525	Air Service Liège	
D-INCS	Ce525	JetKontor	JKH321	TC-MCZ	A330-243F	MNG Airlines Cargo	THY6307/8
D-IXKJ	PA-60-601P	Jautz Air		VQ-BSF	Falcon 7X	Shell Aircraft	div SHE761/2
LX-EMO	Falcon 900EX	Flying Group Luxemb.	FYL92G/91G	19.D-AOLG	Fokker 100	Avanti Air	ATV401G/574P
N315ML	Beech 350	Sky West Aviation		D-CONU	Lj55	FAI rent-a-jet	21 IFA1113/8
OO-ACO	Ce510	Air Service Liège		N194ER	Ce510	Blue Sky Aviation	
04.CS-DVS	EMB500	Valair	05 VVV371/11	20.EI-FPC	CRJ900	CityJet SAS c/s	24 BCY9041/041P
05.D-CSFD	Ce560XL	Stuttgarter Flugdienst	FFD901	G-FBNK	Ce510	Blink	BKK26Z
D-INOB	Ce525A	Atlas Air Service	ATL3Z	OO-IDE	Ce525	Air Service Liège	
D-IPCH	Ce525A	JetKontor	JKH323	21.OO-PRM	Ce510	Air Service Liège	03
PH-BVK	B777-306ER	KLM	div KLM792	22.L-10	PC-7	131EMVOsq	*Diamond12
PH-BVR	B777-306ER	KLM	div KLM598	9A-BTE	Fokker 100	Trade Air	arr TDR9001
TC-ASL	CL-604	ASL Havacilik	div	D-CGAA	Ce560XLS	Air Hamburg	23 AHO106V
06.D-BEAR	Ce750	Air X Charter		G-CIEL	Ce560XL	Luxaviation UK	23 LNX35CE
07.15+02	A319-133X	German Air Force	GAF841	G-RMMA	Falcon 900EX	TAG Aviation (UK)	
D-BGAS	Do328-300	DC Aviation	08 DCS601	23.CS-DXY	Ce560XLS	NetJets Europe	NJE2VY
F-HCIC	Ce525B	AirAiles	EOL710/20	D-CDOC	Lj45	Jetcall	
HB-ALL	ATR72-202(F)	Zimex Aviation	dep IMX501F	G-RMMA	Falcon 900EX	TAG Aviation (UK)	
N194ER	Ce510	Blue Sky Aviation		OM-ACG	B747-409(F)	Air Cargo Global	CCC333/333P
08.M-JCBB	G650	JC Bamford Excavators	JCB1	24.EI-FWC	RRJ-95B	CityJet	BCY368/369P
N55WH	PA46-350P		09	HB-ALL	ATR 72-202(F)	Zimex Aviation	03 IMX501F/501F
N600AR	G450	North Holdings		OE-GKW	G100	Tyrol Air Ambulance	25 TYW257/167
09.N194ER	Ce510	Blue Sky Aviation		25.D-CFIV	Lj35A	Air Alliance	AYY118
OE-FCB	Ce510	GlobeAir	div GAC770A/652I	HB-ALQ	ATR 72-202(F)	Zimex Aviation	26 IMX359/701F
OO-PRM	Ce510	Air Service Liège	10	N194ER	Ce510	Blue Sky Aviation	
10.HB-ALL	ATR 72-202(F)	Zimex Aviation	14 IMX504F/501F	26.D-ABQB	DHC-8-402	Air Berlin	dep BER125P
OO-ACC	Ce525A	Air Service Liège		OO-GMJ	Beech 350	Air Service Liège	
12.D-INOB	Ce525A	Atlas Air Service	ATL3Z	27.PH-DND	ERJ145MP	Falko Regional A.S. & L. a/w	arr
13.D-CDAS	EMB505	DAS Private Jets	15	28.CS-DVH	Ce525B	Valair	VVV431/2
F-HCIC	Ce525B	AirAiles	EOL400/10	PH-LAB	Ce550	NLR - TU Delft	2x
OO-VCC	Bell 206B3	Heli Service Belgium		TC-MCG	A300B4-605R(F)	MNG Airlines Cargo	THY6607/8
14.HB-LYD	P180	Trüb Emulsions Chemie					
LX-LBB	B737-86J	Luxair	LGL7479				
15.CS-DXG	Ce560XLS	NetJets Europe	NJE698G/7EA				
D-BMVV	Falcon 2000EX	BMW Flugdienst	BMW41/42				
HB-ALQ	ATR72-202(F)	Zimex Aviation	tst IMX900				
M-JCBB	G650	JC Bamford Excavators	16 JCB1				
OE-FMK	Ce501	Mali Air Luftverkehr	MAE42/43				
OO-JOS	B737-7K5	Jetairfly	JAF931/9320				
OO-PRM	Ce510	Air Service Liège	16				
16.D-CDAS	EMB505	DAS Private Jets					
D-IDAZ	Ce525	DAS Private Jets					
HB-ALQ	ATR72-202(F)	Zimex Aviation	dep IMX701F				

The month started with some maintenance traffic and two Amsterdam diversions. More Amsterdam diversions on the 5th. Bundespresident Gauck visited on the 7th for the Honorary doctorate ceremony at the University of Maastricht. The GlobeAir Mustang on the 9th was a Luxembourg diversion. Luxair operated a charter for KRC Gent to Bucharest. Jetairfly operated a charter for André Rieu on the 15th. The Zimex ATR on the 16th departed after maintenance but returned the next day on a regular cargo flight. Previously mentioned football charter returned on the 17th. On the 18th a Rot-



This Boeing 737 was originally delivered to Air Berlin. In October 2015 the aircraft was added to the Luxair fleet as LX-LBB. (Maastricht-Aachen, 14 February 2017, Bjorn van der Velpen)



This Écureuil was used to map soil structure and for that purpose temporarily based at the airport. D-HKMT is owned and operated by KMN Koopmann Helicopter. (Groningen-Eelde, 15 February 2017, Jaap Niemeijer)

terdam diversion. The CityJet Canadairjet on the 20th was a maintenance visitor. On the 22nd a Trade Air Fokker for maintenance. The former DenimEmbraer on the 27th is now registered to Falko Regional Aircraft Sales & Leasing. MAAS repainted several Ryanair aircraft this month.

Credits: SG Maastricht/Threshold, MST-aviation.

Groningen - Eelde

February 2017			
01.D-CNOC	Ce560XLS	Atlas Air Service	
HB-FVD	PC-12/47E	Air Corviglia	02
OO-AMR	Ce525A	Air Service Liège	
02.SP-TBM	TBM-930	PLEK2 SP	
03.L-06	PC-7	131EMVOsq	Lucky43
ZJ134/S	Merlin HC3	845NAS	
OO-CFW	PC-12/47E	Nextgen Partners	f/v
05.OK-CTP	PC-12/47E	OK Aviation Wings	- /NTF39
06.G-JMBO	EMB505	Catreus	
07.D-HKMT	AS350B2	KMN Koopmann Helicopter	
G-LLMW	DA42	Ming Wai Lau	
10.D-CPMU	Lj60	FAI Rent-A-Jet	
11.PH-BVC	B777-206ER	KLM	*KLM9851
13.89+60	Sea King Mk41	MFG5	*GNY4850
G-CJVR	R44	Heli Air	
N139LE	L-39ZO	Skyline Aviation	f/n
14.D-HKMT	AS350B2	KMN Koopmann Helicopter	
D-IRUN	Ce510	Luxaviation Germany	
PH-RWY	Bo105DBS4	Heli Invest	*
15.G-HARG	EMB550	Centreline Air Charter	f/v
G-OBRS	P68	Ravenair	
OE-FHA	Ce510	GlobeAir	GAC8211
16.D-GEWF	DA42	We-Fly	
D-GLBA	DA42	vap-flightschool	
EI-FWC	RRJ-95B	CityJet	
LX-EMO	Falcon 900C	Flying Group Luxembourg	
19.D-IWIR	Ce525A	Ohlair Charterflug	
21.L-11	PC-7	131EMVOsq	Diamond12
D-IUCR	EMB500	Windrose Air Jetcharter	
22.D-HKMT	AS350B2	KMN Koopmann Helicopter	
N79CN	P180	Valentair	
SE-RMC	CL-300	Svenskt Industriflyg	JET4
24.L-08	PC-7	131EMVOsq	Lucky49
25.D-ISGS	AP68TP-600	SVEGE Flugdienstleistungen	
26.9A-DWA	Ce525A	Winair	
27.N1218F	CL-604	The Whitewind Company	
28.OO-HCE	AS355N	Heli & Co	

The Pilatus on the 3rd was on a delivery flight to Antwerp.

The German helicopter on the 7th was commissioned by the province of Drenthe to fly over the Drentsche A-area to map the structure of the soil in this area. The Robinson on the 13th is in the process of being transferred to the Finish registry at the time of writing. The Albatros on the same day is former ES-TLE and was first noted with its new registration on this date.

Credit: GEAS

Eindhoven

February 2017			
01.CE01	ERJ135LR	21sq	BAF614
50+82	C-160D	LTG61	GAF198
91-0102	UC-35A	E/1-214Avn	02 Duke52
C-GJKI	Falcon 2000LX	Brunswick Air	04
PH-BGL	B737-7K2	KLM	div KLM1790
PH-HGT	Ce680	ASL	dep
PH-HGT	Ce680	ASL	05
PH-MDG	Ce680	JetNetherlands	dep
02.D-663	CH-47D	298sq	*GLV-V
L-13	PC-7	131EMVOsq	*Diamond09
Q-24	AH-64DN	301sq	*GLV-V
S-444	AS532U2	300sq	*GLV-V
G-FBKB	Ce510	Blink	03 BKK2B
HB-JSF	CL-650	Scintilla	
PH-MDG	Ce680	JetNetherlands	16
03.99-0402	C-37A	76th AS	*Valor37
9H-FAM	EMB500	Luxwing	LWG302/3
OO-GEE	PC-12/47E	Blue Sky Aviation	dep
PH-FJK	Ce525B	JetNetherlands	dep
PH-FJK	Ce525B	JetNetherlands	10
PH-MFX	Ce650	JetNetherlands	12
UR-CKM	An-12BP	Cavok Air (a/w)	CVK7023/51
04.G-FRYI	Beech 200	Luxaviation UK	05 LNX70FR
PH-ACE	Beech 300	JetNetherlands	
05.OO-PKX	Ce750	Air Service Liège	13 BNJ916/ -
06.33/XA	TBM-700A	ET00.043	CTM3810
HB-VYM	EMB505	Manhag	
PH-TXA	Ce510	JetNetherlands	07
07.FB22	F-16BM	2w	*BAF235
D-IPVD	Ce525A	Prominent Gruppe	
G-KLNW	Ce510	Saxonair Charter	SXN51D
OE-LFI	Fokker 70	Austrian Airlines	AUA2651/2
PH-HWM	CL-605	ASL	
PH-LAU	Falcon 900EX	Exxaero	08 XRO189
UR-CJN	An-12B	Cavok Air	08 - /CVK7022
08.Q-13	AH-64DN	301sq	*Redskin34
S-444	AS532U2	300sq	*Duke2

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D-CFGG	Lj36A	Quick Air Jetcharter	QAJ564	20.CH10	C-130H	20sq	*BAF671
F-HMUT	Beech 350i	Phenix Aviation	PHV908/0	OE-FHA	Ce510	GlobeAir	21 GAC403I/403A
HB-VYM	EMB505	Manhag		OO-IDE	Ce525	Air Service Liège	21
PH-HWM	CL-605	ASL	10	PH-FJK	Ce525B	JetNetherlands	21
PH-TXA	Ce510	JetNetherlands	14	21.L-13	PC-7	131EMVOsq	*Diamond06
09.CH12	C-130H	20sq	BAF670	G-JJET	Ce510	Fly Vectra	VCG340
D-FABS	PC-12/47E	Schumacher Packaging		N886WT	G650	Qualcomm	23
G-GMMR	BAe125-800B	Sovereign Business Jets	RHK09B/C	OE-FHA	Ce510	GlobeAir	22 GAC403B/047A
OE-FBD	Ce510	GlobeAir	GAC042C/266I	PH-CGC	Do228-212	Kustwacht	
OE-HPG	CL-300	Laudamotion	10 LDM777	PH-HWM	CL-605	ASL	27
PH-HGT	Ce680	ASL	11	22.RS02	Sea King Mk48	40sq	BAF720
10.D-AOLG	Fokker 100	Avanti Air	TAY5122/ATV601G	L-04	PC-7	131EMVOsq	*Diamond01
D-FABS	PC-12/47E	Schumacher Packaging		L-11	PC-7	131EMVOsq	*Diamond15
HA-LXM	A321-231	Wizz Air	f/v WZZ1FG/15AD	D-AEAL	A300B4-622RF	EAT Leipzig (DHL c/s)	BCS880P/6037
PH-FJK	Ce525B	JetNetherlands	20	D-CFIV	Lj35A	Air Alliance	AYY118
11.50+97	C-160D	LTG61	GAF012	F-HERE	Ce510	Wijet	BKK12L
PH-HWM	CL-605	ASL		PH-FJK	Ce525B	JetNetherlands	arr
12.50+73	C-160D	LTG61	GAFMED1	PH-MDG	Ce680	JetNetherlands	27
D-AOLG	Fokker 100	Avanti Air	13 ATV602G/013G	UR-CKM	An-12BP	Cavok Air (a/w)	CVK7075/ -
D-ISUN	Ce525A	Ohlair Charterflug	13 ECA555	23.OE-FHA	Ce510	GlobeAir	24 GAC047B/413I
PH-HWM	CL-605	ASL	21	OO-IDE	Ce525	Air Service Liège	
13.Q-05	AH-64DN	301sq	*Redskin52	OO-PGG	Ce560XL	Luxaviation Belgium	AAB661
9H-FOM	EMB500	Luxwing	LWG591/02	PH-BXK	B737-8K2	KLM	div KLM98Q/1168
D-ISUN	Ce525A	Ohlair Charterflug	17 ECA555	PH-LAU	Falcon 900EX	Exxaero	24 XRO219/00
HA-LXN	A321-231	Wizz Air	f/v WZZ3NG/5NU	24.CH07	C-130H	20sq	BAF636
14.CH07	C-130H	20sq	*BAF680	H27	A109BA	1w	*BAF317
15+01	A319-113X	FBS BMVg	*GAF875	H45	A109BA	1w	*BAF318
N-316	NH90-NFH	860sq	*Neptune12	54+04	A400M	LTG62	GAF021
9H-FOM	EMB500	Luxwing	LWG501/92	D-CEIS	Ce680	E-Aviation	25 EFD888
CS-TRJ	A321-231	21sq	BAF633	OO-JAL	B737-7K2	TUI Airlines Belgium f/v	JAF6EM/8DT
N878HL	Global 5000	Williams-Sonoma Stores		25.D-CRON	Ce560XLS	Silver Cloud Air	SCR762
15.01	C-17A	HAW	16	PH-HGT	Ce680	ASL	27
D-667	CH-47D	298sq	*GLV-V	PH-HRK	P180	JetNetherlands	
D-AEAS	A300B4-622RF	EAT Leipzig (DHL c/s)	BCS880P/6032	27.D-667	CH-47D	298sq	*GLV-V
UR-CJN	An-12B	Cavok Air	dep CVK7022	D-892	CH-47F	298sq	*GLV-V
16.J-005	F-16AM	312/313sq	*Burst2	D-CFIV	Lj35A	Air Alliance	AYY118
11-5731	MC-130J	352nd SOW	2x *Strix24	OE-GKW	G100	Tyrol Air Ambulance	TYW712/3
CS-LTB	Ce680A	NetJets Europe	17 NJE421L/869T	28.D-661	CH-47D	298sq	*Grizzly43, GLV-V
CS-PHJ	EMB505	NetJets Europe	NJE608Y/406U	OO-GEE	PC-12/47E	Blue Sky Aviation	
OE-FZB	Ce510	GlobeAir	GAC666I/A	OO-PKX	Ce750	Air Service Liège	arr BNJ104B
PH-HGT	Ce680	ASL	18 2x	PH-HGT	Ce680	ASL	arr
PH-MDG	Ce680	JetNetherlands	20	PH-MDG	Ce680	JetNetherlands	arr
PH-MFX	Ce650	JetNetherlands	22	UR-CKL	An-12BK	Cavok Air	01 CVK7134/7022
17.CE01	ERJ135LR	21sq	BAF608				
01	C-17A	HAW	Bartok46				
N-316	NH90-NFH	860sq	*Fiber04				
UR-CJN	An-12B	Cavok Air	arr CVK7023				
18.D-CBCT	Ce525C	Gullwing					
PH-HGT	Ce680	ASL	25				
PH-HZW	B737-8K2	Transavia	div TRA571H/5714				
19.OO-PGG	Ce560XL	Luxaviation Belgium	20 AAB661				

The month started with an Amsterdam diversion. On the 7th Austrian operated a flight from and to Vienna. Avandia Air operated a charter to Rostock–Laage Airport on the 10th. The flight returned on the 12th. On the 23rd another Amsterdam diversion due to a landing incident with a FlyBe aircraft.

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



Budel is a small town south of Eindhoven and at the airport, The Kempen Airport Group, the Benelux representor of the EADS SOCATA airplanes, is based. TBM-850 N616CM is registered to Kilo Aviation and is reportedly Liverpool based. (Budel, 5 February 2017, Toon Cox)



TBM-900 PH-JRN is registered to Dok Vast, a Dutch developer and investor in the sustainable logistical real estate. The company's CEO is Jos Klanderman which might explain the 'J' in its registration. (Budel, 5 February 2017, Toon Cox)

Hilversum

February 2017			
02. OO-KST	R44	Diatrans	2x
PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
04. PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
09. D-HHJS	R44	S.P. Helicopter-Service	
PH-WRW	EC120B	Heli Holland Holding	
10. PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
13. PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
14. PH-HGB	R44	Wikselaar Satellite Trading	*
15. PH-ENK	R44	Bear Helicopters	*
16. Q-13	AH-64DN	301sq	*Bat72
18. PH-DWW	R44	Wikselaar Satellite Trading	
21. PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
27. D-HMSH	R44	S.P. Helicopter-Service	
28. PH-MAA	EC135T2+	ANWB - MAA	Lifeline1

The Apache on the 16th entered the circuit for runway 25. The registration was taken from an SBS receiver.

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

Gilze-Rijen

February 2017			
01.01	C-17A	HAW	dep Bartok144
G-988	C-130H	336sq	NAF78
L-11	PC-7	131EMVOsq	*Diamond11
L-13	PC-7	131EMVOsq	*Diamond09
02. L-03	PC-7	131EMVOsq	*Diamond05
L-05	PC-7	131EMVOsq	*Diamond05
L-06	PC-7	131EMVOsq	*Diamond06
N-233	NH90-NFH	860sq	*Neptune12
PH-ELP	EC135T2	ANWB - MAA	Lifeline2
03. L-07	PC-7	131EMVOsq	*Diamond06
L-13	PC-7	131EMVOsq	*Diamond02
N-088	NH90-NFH	860sq	*Neptune04
06. L-06	PC-7	131EMVOsq	*Diamond13
L-07	PC-7	131EMVOsq	*Razor04
L-11	PC-7	131EMVOsq	*Diamond08, Lucky49
14. LX-N90442	E-3A	NAEW&CF	*Nato40
G-988	C-130H	336sq	*NAF76
L-09	PC-7	131EMVOsq	*Diamond13
N-316	NH90-NFH	860sq	*Neptune12
15. G-988	C-130H	336sq	*5x NAF71
16. G-988	C-130H	336sq	*NAF75
N-088	NH90-NFH	860sq	Fiber04
17. G-275	C-130H-30	336sq	*6x NAF75
21. 74+04	Tiger UHT	KHR36	GAM7404
74+57	Tiger UHT	KHR36	23 GAM7457
L-11	PC-7	131EMVOsq	Diamond12
22. RS02	Sea King Mk48	40sq	*BAF701
G-273	C-130H-30	336sq	NAF33

23. L-04	PC-7	131EMVOsq	*Diamond09
L-13	PC-7	131EMVOsq	*Diamond13
24. L13	PC-7	131EMVOsq	*Diamond22,23
27. 74+26	Tiger UHT	KHR36	GAM7426
L-04	PC-7	131EMVOsq	*Razor04
28. 74+26	Tiger UHT	KHR36	GAM7426
74+35	Tiger UHT	KHR36	GAM7435
L-04	PC-7	131EMVOsq	*Razor04
L-10	PC-7	131EMVOsq	*Razor06

Local:

298sq CH-47D/F: D-661, D-665, D-667, D892
 300sq AS532U2: S-441, S-444, S-456, S-459
 301sq AH-64DN: Q-04, Q-08, Q-13, Q-14, Q-21, Q-22, Q-25, Q-26

The Fassberg Gunnery training party returned so the locals are scaling up movements again. From 21 February training Desert Falcon II launched till mid-March and this involved Dutch-German participation including a number of Tiger UHT helicopters.

Credits: Gilze Rijen Aviation Society, Scramble MB.

De Kooy

February 2017			
03. L-06	PC-7	131EMVOsq	Lucky43
L-10	PC-7	131EMVOsq	Diamond03
ZJ134/S	Merlin HC3	845NAS	tst + dep NVV760
06. G-HBJT	EC155B1	Starspeed	
07. G-SNSH	AW139	CHC	f/n
14. G-988	C-130H	336sq	*NAF78
15. L-11	PC-7	131EMVOsq	*Lucky44
20. D-IVIV	Ce525A	Atlas Air Service	
21. L-11	PC-7	131EMVOsq	Diamond12
L-13	PC-7	131EMVOsq	Diamond06
24. L-08	PC-7	131EMVOsq	Lucky49
ZZ376	Wildcat HMA2	825NAS	
ZZ397	Wildcat HMA2	825NAS	
ZZ413	Wildcat HMA2	825NAS	
ZZ519	Wildcat HMA2	825NAS	
27. PH-HHJ	AS355F2	Heli Holland Holding	01
28. ZZ376	Wildcat HMA2	825NAS	01 NVV752
ZZ397	Wildcat HMA2	825NAS	01 NVV753
ZZ413	Wildcat HMA2	825NAS	01 NVV750
ZZ519	Wildcat HMA2	825NAS	01 NVV751

Local:

860sq NH90-NFH: N-088, N-233, N-316, N-319, N-324

ZJ134 continued via Eelde on the 3rd after repairs. The Royal Navy formation of Wildcats was heading towards Nordholz and returned four days later. The Starspeed helicopter carried Al Mirquab titles, the name of a yacht belonging to Hamad bin Jassim bin Jaber Al Thani.

Credits: SG De Kooy / Den Helder, Den Helder Aviation Pho-



N750GF arrived from Gloucestershire Airport. FlightPartner, the company currently managing this Cessna 750, is based at that airport. (Lelystad, 17 February 2017, Berend Jan Floor)

tography, Oscar Sannen, Scramble MB.

Leeuwarden

February 2017			
02.N-233	NH90-NFH	860sq	*Neptune12
03.L-10	PC-7	131EMVOsq	Diamond03
08.G-988	C-130H	336sq	*NAF76
09.1x	Alpha Jet E	ET001.008	10 FAF6823
E81/8-FO	Alpha Jet E	ET001.008	10 FAF6821
E108/8-AF	Alpha Jet E	ET001.008	10 FAF6822
16.J-021	F-16AM	322sq	arr Dawg01
J-201	F-16AM	322sq	dep Dawg01
17.FB20	F-16BM	10w	*BAF411
24.D-ISGS	AP68TP-600	SVEGE	Calibrator
28.ZZ376	Wildcat HMA2	825NAS	NVY752
ZZ397	Wildcat HMA2	825NAS	NVY753
ZZ413	Wildcat HMA2	825NAS	NVY750
ZZ519	Wildcat HMA2	825NAS	NVY751

Apart from the French Alpha Jet threesome and Royal Navy Wildcat fourship Leeuwarden traffic in February was normal. Special attention goes to the VulcanAir AP68TP-600 Aviator, calibrating the airfield on the 24th. This type is an upgraded version of the Partenavia P68 operated by SVEGE from Braunschweig.

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

Lelystad

February 2017			
01.PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
02.A6-CBO	Global XRS	DC Aviation Al-Futtaim	dep DCF1
PH-HRK	P180	JetNetherlands	
04.PH-RBC	EC120B	HeliAir	*
05.OO-WGW	AS350B3	Helimo	
PH-RIW	R44	Riwald Recycling	
PH-SEW	R22	Wikselaar Satellite Trading	
09.G-LEAC	Ce510	Luxaviation UK	BKK24X
PH-LPH	EC120B	H.P.L. Metals	
13.PH-VIG	DA42MPP	Vigilance	
14.OE-FHA	Ce510	GlobeAir	15 GAC764I
15.LN-OXA	AS350B3	Airlift	ALI24
OE-FHA	Ce510	GlobeAir	GAC764B
OO-JWB	PC-12/47E	Nextgen Partners	
PH-CGC	Do228-212	Kustwacht	*NCG03
PH-ULP	EC135T2+	ANWB - MAA	21
16.PH-PXA	EC135P2+	Nationale Politie	*ZXP01
17.N750GF	Ce750	FlightPartner	
PH-PXF	EC135P2+	Nationale Politie	ZXP06
21.M-JN JL	Global XRS	Air Fleet Operations	arr
22.OO-JWB	PC-12/47E	Nextgen Partners	



This Airbus A320 was destined for German company Blue Wings but ended up with Air Berlin as D-ABDX. In 2012 the aircraft was leased to Vueling as EC-LRN and returned to Air Berlin in March 2017 (Woensdrecht, 15 February 2017, Johan Havelaar)

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N283EA was factory fresh delivered to Eastern in November 2016. According to a discussion on the web, lessor fees were too high for the company and as such the Boeing 737 was returned to its lessor and ferried from Miami to Woensdrecht, arriving on the air base on the day this photo was taken. (Woensdrecht, 14 February 2017, Johan Havelaar)

23. F-HPGA	Beech 350i	PGA motors France	
24. PH-DWW	R44	Wikselaar Satellite Trading	*
	PH-TAK	DA42	Happy Landings
	PH-ULP	EC135T2+	ANWB - MAA 28
28. PH-PXF	EC135P2+	Nationale Politie	2x *ZXP06

On the 2nd a Global departing after work in the paintshop. The Norwegian Ecureuil on the 15th arrived for a fuel stop. The Global on the 21st was the next customer for the QAPS paint shop.

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

Volkel

			February 2017
02. LX-N90447	E-3A	NAEW&CF	*Nato40
03. FB18	F-16BM	10w	*BAF501
	G-988	C-130H	336sq *NAF78
07. 10-0217	C-17A	62nd AW	RCH864
09. CH12	C-130H	20sq	BAF670
	G-988	C-130H	336sq *NAF76
16. J-516	F-16AM	322sq	17 Killer3
	J-628	F-16AM	322sq 17 Killer4

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

Woensdrecht

			February 2017
01. N-318	NH90-NFH	860sq	arr Guardian23
	Q-23	AH-64DN	301sq tst Redskin06
02. N-233	NH90-NFH	860sq	dep Neptune12
	Q-23	AH-64DN	301sq tst Redskin06
03. Q-23	AH-64DN	301sq	tst Redskin06
	S-444	AS532U2	300sq *Demon3
	S-454	AS532U2	300sq *Demon4
06. RN08	NH90-TTH	1w	*BAF350
	G-988	C-130H	336sq *NAF75,76
07. G-988	C-130H	336sq	*NAF75
	EI-EYM	A319-111	Rossiya dep SDM5406
08. Q-23	AH-64DN	301sq	dep Redskin42
10. G-988	C-130H	336sq	*NAF76

14. D-102	CH-47D	298sq	tst Grizzly92
	G-988	C-130H	336sq *NAF76
	EC-LRA	A320-232	Vueling arr VLG901P
	N283EA	B737-8SH	Eastern Air Lines arr
15. EC-LRN	A320-214	Air Berlin	tst VLG101T
16. D-102	CH-47D	298sq	tst Grizzly91
	G-988	C-130H	336sq *NAF75,76
	J-021	F-16AM	322sq dep Dawg01
	J-201	F-16AM	322sq arr Dawg01
17. ST43	SF260D	CC Air	*BAF195
	G-275	C-130H-30	336sq *NAF75
20. VQ-BCG	A320-214	Rossiya	27 SDM5401/2
22. S-441	AS532U2	300sq	Wildcat06
	PH-DKI	P68	Zeeland Air *
27. Q-30	AH-64DN	301sq	tst Redskin05
	EI-EZD	A319-112	Rossiya arr SDM5403

The Eastern Air Lines Boeing 737 arrived for storage and former Vueling Airbus A320 EC-LRN will continue its life as D-ABDX with Air Berlin.

Credits: Woensdrecht Aviation Society, Johan Havelaar, Scramble MB.

Texel

			February 2017
01. D-GFPG	P68B	Sylt Air	02
03. PH-PXZ	AW139	Nationale Politie	NCG04
08. PH-DKI	P68C	Zeeland Air	
09. D-HHJS	R44	S.P. Helicopter-Service	
	N762SV	Ce208B	Paracentrum Texel dep
	PH-JPS	R44	HeliCentre
10. N104AJ	Beeh C90A	Zwinkels	
14. PH-WRW	EC120B	Heli Holland Holding	
15. PH-CGC	Do228-212	Kustwacht	NCG03
	PH-DKI	P68C	Zeeland Air 16
	PH-DKI	P68C	Zeeland Air
21. N748D	Beech 76	Ö. Satir	
24. PH-COM	PA-30	Dutch Airline Pilots Aero Club	
27. D-HMSH	R44	S.P. Helicopter-Service	

The Cessna on the 9th departed to Teuge reportedly for an identity change.

Credit: Texel Airport.

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Movements Belgium



G-UVIP arrived from Cranfield on the day this photo was taken and was listed with Aerodata on the CAA website a few days later. According to trackers, the Cessna 421 operated a local flight on 7 March 2017. (Antwerp, 14 February 2017, Walter Van Brempt)

Antwerp

			February 2017				
			LX-EMO	Falcon 900C	Flying Group Luxembourg		12
			PH-LAU	Falcon 900EX	Exxaero		
			12. CS-CHE	CL-350	NetJets Europe		
			D-CHEC	Ce680	E-Aviation		f/v
			D-CJOS	Ce525B	Star Wings Dortmund		
			F-HEND	Ce510	Astonjet		
			PH-DIX	PC-12/45	Din-Air		
			PH-LAU	Falcon 900EX	Exxaero		13
			13. CH08	C-130H	20sq		
			G-OBSR	P68	Ravenair		15
			OO-STR	AS350B3	Stephex Stables		
			OY-GNS	P68C-TC	Bio Flight		f/v 21
			14. 9H-FOM	EMB500	Luxwing		15
			CS-LTA	Ce680A	NetJets Europe		
			D-CHEC	Ce680	E-Aviation		18
			D-GEWF	DA42	We-Fly		
			G-OBSR	P68	Ravenair		tst
			G-UVIP	Ce421C	Aerodata		del
			HB-IGV	Falcon 50EX	VF International		
			M-ARTY	PC-12/47E	Creston (UK)		
			N127QR	Beech 300LW	A. Ruijgrok		
			PH-DIX	PC-12/45	Din-Air		
			PH-TXA	Ce510	ASL		15 2x
			15. D-IRUP	Ce551	R+P Flugcharter		
			G-OBSR	P68	Ravenair		25
			LX-EMO	Falcon 900C	Flying Group Luxembourg		16
			OE-LIR	Do328-110	Welcome Air		16
			PH-TXA	Ce510	ASL		20
			16. D-IRUP	Ce551	R+P Flugcharter		
			M-PLUS	G650	Bluejet		17
			OO-GEE	PC-12/47E	Blue Sky Aviation		19
			17. CS-GLC	Global 6000	NetJets Europe		
			N127QR	Beech 300LW	A. Ruijgrok		28
			N443DC	R44	De Coninck		
			N600J	G550	Johnson & Johnson		20
			N62VT	R44	VT Invest		
			OO-IDE	Ce525	Air Service Liège		
			18. G-LEAC	Ce510	Blink		20
			M-ARTY	PC-12/47E	Creston (UK)		
			19. CS-DXZ	Ce560XLS	NetJets Europe		20
			OO-ACC	Ce525A	Air Service Liège		21
			OO-DFG	Falcon 2000EX	Luxaviation Belgium		
			OO-PCI	PC-12/47E	European Aircraft Private Club		
			20. 9H-VCE	CL-350	VistaJet Malta		21
			D-CAPB	Ce560 Encore+	Aerowest		
			D-IAKN	Ce525A	Star Wings Dortmund		
			OO-KOR	Ce525A	Luxaviation Belgium		
			PH-DKI	P68C	Zeeland Air		
			PH-TXA	Ce510	ASL		22
			21. ST48	SF260D	CC Air		
			D-BEKY	Falcon 2000LX	BASF		
			N892WA	RC690A	Reni Aviation		
			OO-ACC	Ce525A	Air Service Liège		

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PH-BYC	Beech 58	KLS	
PH-CGC	Do228-212	Kustwacht	
22.RS02	Sea King Mk48	40sq	
N902MZ	Ce525	Textron Aviation	24
OE-GBB	Do328-110	Tyrol Air Ambulance	23
OO-NEY	EMB545	Air Service Liège	
OO-STR	AS350B3	Stephex Stables	
23.9H-KAZ	BAe125-900XP	Hyperion Aviation	24
CS-LTB	Ce680A	NetJets Europe	
D-CPSW	SA227AC	Binair	24
D-IAKN	Ce525A	Star Wings Dortmund	
F-HFTV	Beech 250	Aéro Sotravia	tdy 01
F-HMPR	Ce525A	Rapido	f/v
OK-OKS	PA-42-1000	Air Bohemia	24
24.CS-DXM	Ce560XLS	NetJets Europe	
D-IASC	PA-31T	Vulcan Air	
D-ICCC	CeF406	Air Taxi Europe	
D-IPVD	Ce525A	Transavia Flug	25
F-HFTV	Beech 250	Aéro Sotravia	tst
M-ARTY	PC-12/47E	Creston (UK)	25
N211HS	G650	Starbucks Coffee Company	f/v
PH-LAU	Falcon 900EX	Exxaero	25
25.CS-DXY	Ce560XLS	NetJets Europe	
F-HFTV	Beech 250	Aéro Sotravia	tst
G-CMTO	Ce525	Fly Vectra	
G-OBSR	P68	Ravenair	
PH-DIX	PC-12/45	Din-Air	
PH-HLM	PA-34-200T	KN Singles and Twins	
26.F-HFTV	Beech 250	Aéro Sotravia	tst
OO-IDE	Ce525	Air Service Liège	
27.F-HSHB	Ce510	Flybox	f/v
28.RN02	NH90-NFH	40sq	01
D-IPCH	Ce525A	Jetkontor	
HB-ALQ	ATR72-202(F)	Zimex Aviation	f/v 01
N127QR	Beech 300LW	A. Ruijgrok	
OO-HCW	AS350BA	Heli & Co	f/v
OO-HSM	AS355F1	Heli Service Belgium	
OY-GIS	P68C	Bio Flight	

Nextgen Aviation received a new addition to the fleet on the 3rd. The aircraft arrived from Groningen. On the same day the Mescioğlu Mühendislik Cessna arrived for the next phase of its maintenance run. Last month the aircraft was at Teuge for maintenance and Lelystad for a repaint and additional maintenance. Aerodata took delivery of a Cessna 421 on the 14th arriving from Cranfield although the listing was ammended on the CAA website one week later.

Credits: ASA Belgium vzw, Luchtzak.be forum.

Brussels

February 2017

01.MM62206	P180AM	CAE Multi Crew	
9H-JGR	CL-604	Nomad Aviation Malta	03
CS-DXS	Ce560XLS	NetJets Europe	
F-HBTV	Ce525	Astonjet	02
HB-JIN	Falcon 900EX	Jet Aviation	03
LX-JFW	PC-12/47E	Jetfly Aviation	
N40D	G650ER	Dow Chemical Company	
N581D	G550	Dupont Aviation	
N888SF	Ce680	Steiner Film Aviation	
N9BX	G450	Baxter Healthcare	
OE-FCB	Ce510	GlobeAir	
OO-AMR	Ce525A	Air Service Liège	
OO-PAR	Ce525B	Luxaviation Belgium	
OO-PRM	Ce510	Air Service Liège	
OO-VMF	Ce560XLS+	Air Service Liège	
SP-LIG	ERJ175LR	Polish Government	
SX-FDK	Ce650	Lifeline Aviation	
TC-SMC	Falcon 2000LXS	Cengiz Havacilik	
YU-PNK	Ce560XLS+	Air Pink	
YU-SPB	Ce560XLS	Prince Aviation	
02.9H-JOY	CRJ200ER	Air X Charter	
9H-YOU	CL-850	Air X Charter	
CS-DQB	Ce560XLS	NetJets Europe	
I-NEMO	Falcon 900LX	CAI	
N788ZJ	Global 6000	Zetta Jet	
N801AR	G-V	Perpetual Air	
N887WT	G650	Qualcomm	04
OK-OKS	PA-42-1000	Air Bohemia	
OO-FPB	Ce550 Bravo	Flying Group	
03.9H-JOY	CRJ200ER	Air X Charter	
CS-DQB	Ce560XLS	NetJets Europe	
F-HMAU	EMB500	Lei Moa	
LX-JFW	PC-12/47E	Jetfly Aviation	
N713L	Falcon 7X	AT&T	dep
OO-CIV	Ce525A	Luxaviation Belgium	
04.9H-YOU	CL-850	Air X Charter	05
OO-KOR	Ce525A	Luxaviation Belgium	
05.5105	CL-601-3A	241.dlt	06
T.18-3/45-42	Falcon 900B	451 Esc	
4K-AI01	B767-32LER	Government of Azerbaijan	
4K-AI08	A340-642	Azerbaijan Airlines	
F-HOLY	A109SP	Skycam Helicopteres	
OE-FHK	Ce510	GlobeAir	
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	
OO-PAR	Ce525B	Luxaviation Belgium	
PH-AKE	A330-303E	KLM	div KLM765



This Cessna 421 arrived at Antwerp on 27 January 2017 from Roskilde. 2-MAPP is registered to MBA Aviation. The aircraft operated a few local flights and departed back to high Wycombe on 9 March 2017. (Antwerp, 24 February 2017, Walter Van Brempt)

Personal copy



Delivered to Saad Air in December 2006 as VP-CCC, this long Airbus A340 was added to the Azerbaijan Airlines fleet in September 2015. 4K-AI08 is mostly used on flights for the government. (Brussels, 6 February 2017, Jan-Pieter Libens)

	PH-BQF	B777-206ER	KLM	div KLM758	LX-JFU	PC-12/47E	Jetfly Aviation	
	PK-GIE	B777-3U3ER	Garuda	div GIA88	N560U	Global 5000	United Technologies	
06.	86/F-RAFB	Falcon 7X	ET00.060		SP-KCS	Ce560XL	Jet Services	
		14+02	Global 5000		12.F-HSAS	Falcon 7X	Sanofi-Aventis Groupe	
	MM62245	Falcon 900EX	93° Gruppo TS		OO-PPF	Ce525B	Flying Group	
	T.18-3/45-42	Falcon 900B	451 Esc		OO-PAR	Ce525B	Luxaviation Belgium	
	ZE701	BAe146 CC2	32(TR)sq		13.D-AOLG	Fokker 100	Avanti Air	
	CN-TKD	Ce650	Air Ocean Maroc		D-FNAH	PC-12/47E	Fresena Flug	
	D-BEKY	Falcon 2000LX	BASF	07	D-INCS	Ce525	Bizair	
	D-CMHS	Ce525B	Helicopter Travel Munich		F-HADH	Falcon 50	Luxmarine	
	D-CQQQ	Ce560XLS+	DC Aviation		M-ABJA	Lj45XR	Ryanair	
	D-ISTP	EMB500	MHS Aviation	07	OE-GBB	Do328-110	Tyrol Air Ambulance	
	LX-GJM	Ce525C	Global Jet Luxemburg	07	OO-DDA	Ce525A	Luxaviation Belgium	
	LX-NCG	Ce525B	Jetfly Aviation		OO-NGI	ERJ190BJ	Flying Group	
	OM-BYC	Fokker 100	Slovak Government		14.07-7186	C-17A	437th AW	
	OO-PPF	Ce525B	Flying Group		73-1676	E-4B	1st ACCS	
	SP-KPE	Saab 340A	Sprintair		9H-VFC	CL-605	VistaJet Malta	
	VP-CGS	Falcon 7X	Volkswagen		CS-DRV	BAe125-800XPi	NetJets Europe	
07.	9H-VCC	CL-350	VistaJet Malta		CS-DXH	Ce560XLS	NetJets Europe	
	D-BEKY	Falcon 2000LX	BASF		D-IBAR	Beech B200	Nordavia Flug	
	F-HKRA	Ce525	Pegase		OO-PAR	Ce525B	Luxaviation Belgium	
	OE-FRS	Ce525A	Salzburg Jet Aviation		VP-CKK	B737-9JAER	National Air Services	
08.	06-6168	C-17A	3rd AS	RCH481	15.5105	CL-601-3A	241.dlt	16
	CS-DXO	Ce560XLS	NetJets Europe		MM62210	Falcon 900EX	93° Gruppo TS	
	CS-DXQ	Ce560XLS	NetJets Europe		15+02	A319-115X	FBS BMVg	16
	CS-DXV	Ce560XLS	NetJets Europe	09	678	G-V	352 MMYF	16
	D-BEKY	Falcon 2000LX	BASF		93-005	Ce650	212 Filo	16
	D-CITY	Learjet 35A	Air Alliance		ZE708	BAe146 C3	32(TR)sq	
	F-HALM	Falcon 50	Marionnaud Parfumeries		97-0400	C-37A	99th AS	SAM663
	F-HJBR	EMB505	CASAM		9K-GCC	B737-9BQ	State of Kuwait	17
	G-CIEL	Ce560XL	Luxaviation UK		A6-AJC	A318-112X	Al Jaber Aviation	
	LN-IDC	Ce560	Hesnes Air		A6-RJC	Global 5000	Royal Jet	
	LX-GJM	Ce525C	Global Jet Luxemburg		A7-CGA	G650ER	Qatar Executive	
	LX-JFH	PC-12/45	Jetfly Aviation		A7-MBK	A320-232X	Qatar Amiri Flight	
	OK-PRG	Beech C90B	Sky Air		D-AOLG	Fokker 100	Avanti Air	
	P4-PIF	Global XRS	Arab Wings	09	D-CAWX	Ce680+	Aerowest	
09.	14-0013	A400M	221 Filo		D-CHDC	Ce680	Aerowest Flugcharter	16 2x
	CS-DRH	BAe125-800XPi	NetJets Europe		D-CSAG	EMB505	Sudzucker Reise Service	
	D-CAPB	Ce560	Aerowest		D-IICE	Beech 200	Euro Link	
	F-HJBR	EMB505	CASAM		D-ISHF	PA-31T	Heli-Flight	
	G-TUIJ	B787-9	TUI Airlines UK	10	EX-00001	Tu-154M	Kyrgyzstan Government	17
	HA-JEP	Ce650	JetStream		F-GSGL	Ce525B	Ixair	
	LX-JFN	PC-12/45	Jetfly Aviation		N79CN	P180	Valentair	
	OO-CIV	Ce525A	Luxaviation Belgium		OE-GDF	EMB505	Speedwings Executive Jet	
	OO-KOR	Ce525A	Luxaviation Belgium		OK-SWW	B737-7Q8	Smart Wings	
	SE-RLU	Ce560	Grafair		OO-FPB	Ce550 Bravo	Flying Group	
10.	9H-ALL	Ce525A	Luxwing		OO-GPE	Falcon 900LX	Luxaviation Belgium	
	9H-VFB	CL-605	VistaJet Malta		OY-RJC	CRJ100LR	BackBone Aviation	
	D-CSOS	Lj45	Jetcall		SP-HAZ	A321-211	Small Planet Airlines	
	D-ISKY	Beech B200	Air Hamburg		SX-ATF	B737-406	Gainjet Aviation	
	F-GTRY	Ce525	Airailles	16.77/XD	TBM-700A	ETN0.043	ETN0.043	
	F-HKRA	Ce525	Pegase		129/F-YDAF	Falcon 10MER	57S	
	G-TUIJ	B787-9	TUI Airlines UK		MM62243	A319-112X	306 Gruppo TS	
	OO-KOR	Ce525A	Luxaviation Belgium		ZE708	BAe146 C3	32(TR)sq	
	OO-VMF	Ce560XLS+	Air Service Liège		F-GSGL	Ce525B	Ixair	
	VQ-BAS	A319-111	Rossia		F-HREX	BAe125-800XP	Valljet	
11.	ZM403	Atlas C1	24/70sq		LX-LXX	G650	Global Jet Luxemburg	
	D-CEXP	Lj35A	Air Alliance		M-GCAP	P180	Greensill Capital	

N194WM	Global XRS	Mente Group		OO-PAR	Ce525B	Luxaviation Belgium	
N876AM	Ce510	Eolo Aviation		21. T-264	KDC-10-30	334sq	
OE-GBE	IAI1125SPX	Tyrol Air Ambulance		A6-PFC	B787-8	Government of Abu Dhabi	
OO-FPF	Ce525B	Flying Group		CS-PHI	EMB505	NetJets Europe	
OO-IDE	Ce525	Air Service Liège		D-AHER	Falcon 900EX	Heron Aviation	22
OO-KOR	Ce525A	Luxaviation Belgium		D-BIKA	Falcon 2000EX	ACM Air Charter	
OO-PCJ	PC-12/47E	European Aircraft Private Club		D-CELI	Ce550 Bravo	Eurolink	
OY-RJC	CRJ100LR	BackBone Aviation		D-IPCG	Ce425	Krause	
SE-RLU	Ce560	Grafair		F-HCPB	Ce525	Berlys Aero	
SE-RMT	Global 6000	Saab	17	G-FBKF	Ce510	Blink	
SP-SPE	ATR72-202	Sprint Air		G-SPRE	Ce550 Bravo	Xclusive Jet Charter	
VP-CBF	Global 5000	Europ-star Aircraft		M-MNCC	Falcon 7X	JAPAT	22
17.08-8191	C-17A	437th AW		N653MK	G550	SP Flight Operations	22
CS-DRH	BAe125-800XPi	NetJets Europe		OO-SNF	A320-214	Brussels Airlines	arr BEL9902
EC-KUM	G550	TAG Aviation España		OO-VMF	Ce560XLS+	Air Service Liège	
LX-JFI	PC-12/45	Jetfly Aviation		YU-MTU	Ce525	Prince Aviation	
OO-FYS	Ce525B	Luxaviation Belgium		22. D-BIKA	Falcon 2000EX	ACM Air Charter	
OO-IDE	Ce525	Air Service Liège		HB-JGI	Falcon 7X	Rabbit Air	
OO-PAR	Ce525B	Luxaviation Belgium		N369ST	PA-46-350P	BlackJet	
VQ-BFM	A320-214	Rossia		N585DW	G550	Colleen Corp	
18.144614	CC-144B	412sq		N788DP	B737-79U	DP World FZE	23
D-AMGL	BAe146-200A	WDL Aviation	div HOP31GT	OO-CIV	Ce525A	Luxaviation Belgium	
F-HSAS	Falcon 7X	Sanofi-Aventis Groupe		OO-PAR	Ce525B	Luxaviation Belgium	
G-EZBU	A319-111	easyJet	div EZY19JD	OO-SDT	Beech 350i	Bongrain Benelux	
N824NW	A330-302E	Delta Air Lines	div DAL138	23. 4X-CLL	G200	Memorand Management	
OE-GPS	Ce550 Bravo	Tyrol Air Ambulance		A7-BFB	B777-FDZ	Qatar Airways Cargo	div QTR8102
OO-VMF	Ce560XLS+	Air Service Liège		CN-ROZ	B737-8B6	Royal Air Maroc	div RAM686G
PH-BQB	B777-206ER	KLM	div KLM792	EC-LQM	A320-232	Vueling	div VLG83MA
PH-BVO	B777-306ER	KLM	div KLM758	F-HGLO	Ce525C	Ixair	
PH-BVP	B777-306ER	KLM	div KLM598	F-HSBL	EMB500	Pan Europeene Air Service	
19.99-0003	C-32A	1st AS	20 SAM534	G-FBKC	Ce510	Blink	
99-0004	C-32A	1st AS	20 SAM604	G-TUIB	B787-8	Thomson Airways	
9H-KAZ	BAe125-900XP	Hyperion Aviation		HB-JIN	Falcon 900EX	Jet Aviation	
CS-PHA	EMB505	NetJets Europe		OO-CIV	Ce525A	Luxaviation Belgium	
N680SE	Ce680	Sea-Invest		VP-BAE	A321-211	Aeroflot	div AFL2694
20.14+01	Global 5000	FBS BMVg		24. 9H-VCO	CL-350	VistaJet Malta	
50+73	C-160D	Luftwaffe		D-CITY	Learjet 35A	Air Alliance	
T.18-4/45-43	Falcon 900B	451 Esc		D-CVHB	Ce560XLS	Viessmann Werke	
258	Lj45	MATS		LX-LAB	PC-12/45	Jetfly Aviation	
100008	Tp100C	72 ASC sq		LX-ONE	Lj45	Luxembourg Air Rescue	
04-4137	C-17A	437thAW	RCH485	LX-WEB	Ce525B	Jetfly Aviation	
08-8191	C-17A	437thAW	RCH484	OO-CIV	Ce525A	Luxaviation Belgium	
CS-PHI	EMB505	NetJets Europe		OO-NAD	Falcon 7X	Flying Group	
D-FKAI	PC-12/47E	Kaiser		OO-PAR	Ce525B	Luxaviation Belgium	
LX-GJM	Ce525C	Global Jet Luxemburg		25. CS-CHB	CL-350	NetJets Europe	
LX-LOE	Raytheon 4000	Flying Group		OO-SDT	Beech 350i	Bongrain Benelux	
N585DW	G550	Colleen Corp		26. 701	A319-132X	Armavia	28
N977GS	Falcon 7X	Solaris Aviation		EC-HOB	Falcon 900EX	Executive Airlines	27
OK-FCY	Ce525A	CYROM Czech Republic		HB-JIN	Falcon 900EX	Jet Aviation	
OK-MPM	PA-42-720	Time Air		27. CS-DQB	Ce560XLS	NetJets Europe	
OM-BYA	A319-115X	Slovak Government		D-CSCA	Ce525B	Silver Cloud Air	
OO-CIV	Ce525A	Luxaviation Belgium		HB-JSM	Falcon 7X	Jet Aviation	
OO-DWJ	BAe146-RJ100	Brussels Airlines	dep BEL9901	I-SEAS	Falcon 900EX	SNAM	
OO-FPE	Ce525B	Flying Group		LX-LAB	PC-12/45	Jetfly Aviation	
OO-IDE	Ce525	Air Service Liège		N16JN	G-IVSP	Air Bear	



According to our database, registration VP-BCD was previously used on a Falcon 50 and ATR 42 before Aeroflot used it on this Boeing 737 from January 2016. (Brussels, 15 February 2017, Ton Jochems)



This 2009 Raytheon 4000 arrived in Europe in April 2014 as N223AF. It was transferred to Luxembourg in 2015 as LX-LOE but the aircraft is being operated by Flying Group and is based at Antwerp. (Brussels, 20 February 2017, Eric Vangeel)

OH-JRD	PC-12/47E	Hendell Aviation
OK-OKS	PA-42-1000	Air Bohemia
PH-KBX	Fokker 70	Dutch Government
28.4L-GAF	G450	Georgian Airways
9H-CGH	Falcon 50EX	Elit'avia Malta
HB-JGG	Falcon 2000LX	MSC Aviation
N18UD	Falcon 900LX	Solaris Aviation
N368FK	Falcon 900EX	Solaris Aviation
OE-FXE	Ce525A	Speedwings Executive Jet
OO-SKY	Ce525A	Luxaviation Belgium
YU-BZZ	Ce550 Bravo	Air Pink

Besides the more or less regular EU/NATO visitors, Brussels started of with some Amsterdam diversions on the 5th. The TUI Dreamliner on the 9th arrived for some maintenance. It has been a while but on the 15th a Tupolev 154 arrived at Brussels and departed two days later. More diversions on the 18th, with the WDL diverting from Lille and the others from Amsterdam. On the 19th Mike Pence, the 48th Vice President of the United States, arrived for a NATO meeting. On the 20th a Brussels Airlines BAe146 departed to Cranfield and in the early hours of the 21st "Amare" arrived back in Belgium. The special painted Airbus was officially unveiled two days later and operated its first service on the 24th. Due to an aircraft mishap, more Amsterdam diversions on the 23rd.

Credits: ASA Belgium vzw, Luchtzak forum, Scramble forum.

Kleine Brogel

February 2017			
01.CH01	C-130H	20sq	*
CH07	C-130H	20sq	*
FB22	F-16BM	2w	
ST43	SF260D	CC Air (grey c/s)	*
02.1x	C-130H	20sq	
CH01	C-130H	20sq	
LX-N90458	E-3A	NAEW&CF	*
03.CH05	C-130H	20sq	*
CH11	C-130H	20sq	*
06.CH11	C-130H	20sq	*
ST43	SF260D	CC Air (grey c/s)	*
ST47	SF260D	CC Air	*
07.CH04	C-130H	20sq	*
ST40	SF260D	CC Air	*
ST42	SF260D	CC Air	*
ST47	SF260D	CC Air	*
08.CH07	C-130H	20sq	
09.FA84	F-16AM	2w	
10-0217	C-17A	62nd AW	
13.1x	C-130H	20sq	*
41	Rafale M	11F	14
45	Rafale M	11F	14
14.CH01	C-130H	20sq	*
129	Falcon 10MER	57S	
16.CE02	ERJ135LR	21sq	*
CH10	C-130H	20sq	*

185	Falcon 10MER	57S	
17.CH08	C-130H	20sq	*
CH10	C-130H	20sq	*
20.CH08	C-130H	20sq	*
G-273	C-130H-30	336sq	*
24.ST44	SF260D	CC Air (grey c/s)	*

Credits: Toon Cox, Andrew Timmerman, Dirk Van Loco, Raf Verheyen.

Koksijde

February 2017			
02.FA131	F-16AM	10w	*
01.ST40	SF260D	CC Air	
02.1x	SF260D/M+	CC Air	*
G12	MD902	Federal Police	
03.1x	SF260M+	CC Air	*
07.ST40	SF260D	CC Air	*
ST42	SF260D	CC Air	
09.FB18	F-16BM	10w	
13.CH08	C-130H	20sq	4x *
FA116	F-16AM	10w	*
FA131	F-16AM	10w	*
14.H22	A109BA	1w	2x
H26	A109BA	1w	
H45	A109BA	1w	2x
15.H28	A109BA	1w	
FA56	F-16AM	10w	*
FA131	F-16AM	10w	*
ST25	SF260M+	CC Air	
ST48	SF260D	CC Air	*
22.L-10	PC-7	131EMVOsq	
27.FA102	F-16AM	10w	*
FA116	F-16M	10w	*

Credits: Tom Houquet, Wim Houquet, Mike Derijcke, Filip Candaele, Tom Vermoote, Kenny Plaetevoet, Giano De Haasse.

Liège

February 2017			
01.PH-XRD	B737-7K2	Transavia	dep
02.CS-DVH	Ce525B	Valair	03
LX-FDI	PC-12/47E	Jeyfly Aviation	dep
PH-XRD	B737-7K2	Transavia	
03.CS-DXO	Ce560XLS	NetJets Europe	04
05.A6-DDD	B777-FFX	Etiihad Cargo	arr
06.OE-FRS	Ce525A	Salzburg Jetaviation	dep
07.EW-328TG	An-26B	Genex	arr GNX5352
F-HPGA	Beech 350i	PGA Motors	
RA-82079	An-124-100	Volga-Dnepr	08 VDA4528
UR-CKM	An-12BP	Cavok Air	08 CVK7053/32
09.OE-FNP	Ce510	GlobeAir	
10.D-IPVD	Ce525A	Prominent Gruppe	11
11.D-CAAY	Lj55ER	Air Alliance Express	arr
N778AS	B737-4Q8(F)	ASL Airlines Belgium	arr JTN6169
13.KAF328	KC-130J	41sq	14 KAF3229
F-GZTJ	B737-4S3(F)	ASL Airlines France	dep

14. OO-TSA	B777-FHT	TNT Airways	dep TAY1
15. EC-KRN	G200	Executive Airlines	
	B747-4EVERF	Cargolux	dep TAY051
16. SP-SPE	ATR72-202	SprintAir	arr
18. HB-JRC	CL-604	Swiss Air Ambulance	arr
18. RA-76951	Il-76TD-90	Volga-Dnepr	arr VDA5040
21. F-GCGA	Beech C90	Aelia Assurances	
	PH-CGC	Do228-212	
22. 9A-JSC	Ce525A	Jung Sky	
	D-INCS	Ce525	Jetkontor arr
	EW-328TG	An-26B	Genex arr
23. N356KD	B747-446(F)	Western Global Airlines	arr WGN4162
26. OK-LAZ	L-410UVP-E	Van Air Europe	VAA930P/931P

On the 11th a new fleet addition for ASL Airlines arrived from Helsinki. By the time you read this, the aircraft will be active as OE-IAY. On the 13th a visit by a Kuwaiti Hercules. The last TNT Boeing 777 departed Belgium on the 14th and is, like the other two, destined for FedEx. Due to the departure of all TNT Boeing 777s, there was a need to lease in capacity. From the 15th, a Cargolux Boeing 747 started to operated the Hong Kong via Dubai route and vice versa. A Van Air Let 410 arrived from Belfast and continued to Czechia on the 26th.

Credits: MST Aviation forum, Luchtzak.be forum.

Ostend-Bruges

January 2017			
01. OO-PGG	Ce560XL	Luxaviation Belgium	05
03. M-ARTY	PC-12/47E	Creston (UK)	
04. SP-SPE	ATR72-212	Sprint Air	05 SRN020/021
05. SP-SPE	ATR72-212	Sprint Air	08 SRN022/023
06. CS-LTA	Ce680A	NetJets Europe	2x tst
	G-SOVB	Lj45	Zenith Aviation BZE02
07. CS-LTA	Ce680A	NetJets Europe	2x tst
	OO-KOR	Ce525A	Luxaviation Belgium AAB710
	OO-KOR	Ce525A	Luxaviation Belgium 08 AAB201/848
	OO-TCT	A320-212	Thomas Cook Belgium tst TCW4794/5
08. G-FBNK	Ce510	Blink	09 BKK06Z/26Z
	HB-FVA	PC-12/47E	Explorair
	OO-CEH	Ce560XLS	Luxaviation Belgium dep AAB846
09. ER-JAI	B747-412(F)	Aerotrans	ATG4411/4
	OO-SKY	Ce525A	Luxaviation Belgium dep AAB855
	SP-SPE	ATR72-212	Sprint Air 12 SRN024/025
10. EC-JCV	SA226AT	Flightline	FLT001/2
	ER-JAI	B747-412(F)	Aerotrans 13 ATG4417/8
	G-BEOL	SC-7	Invicta Aviation
	M-ARTY	PC-12/47E	Creston (UK)
	OE-FIX	Ce525	Aeroways
	OO-PAR	Ce525B	Luxaviation Belgium dep AAB656

OO-PAR	Ce525B	Luxaviation Belgium	12 AAB656/686
11. OO-FDR	Falcon 2000EX	Luxaviation Belgium	AAB830
	Ce525A	Luxaviation Belgium	14 AAB855/445
12. ER-BAM	B747-409(F)	Aerotrans	14 ATG4414/5
	SP-SPE	ATR72-212	Sprint Air 13 SRN026/027
13. OO-ACC	Ce525A	Air Service Liège	dep
14. EC-JCV	SA226TC	Flightline	FTL7712
	ER-JAI	B747-412(F)	Aerotrans 21 ATG4441/4423
	F-HCPB	Ce525	Bleu Azur 2x
	G-EZIJ	A319-111	EasyJet tst EZY9092/3
	G-FRYI	Beech 200	London Executive Aviation LNX201
	PH-CGC	Do228-212	Kustwacht
15. G-EZIK	A319-111	EasyJet	tst EZY9092/3
	OO-PHI	Ce525	Air-Lynx
	OO-SCR	Falcon 900EX	Luxaviation Belgium
16. OO-KOR	Ce525A	Luxaviation Belgium	17 AAB669/862
17. CE01	ERJ135LR	21sq	
	OO-JVA	ERJ190STD	TUI Airlines Belgium tst JAF583
18. OO-SKY	Ce525A	Luxaviation Belgium	20 AAB990/724
19. OO-KOR	Ce525A	Luxaviation Belgium	20 AAB862/456
20. ER-BAM	B747-409(F)	Aerotrans	21 ATG2202/4426
	F-HCPB	Ce525	Bleu Azur
	OO-FTS	Ce560XL	Luxaviation Belgium 21 2x AAB892
	OO-KOR	Ce525A	Luxaviation Belgium 21 AAB456/888
21. PH-CGC	Do228-212	Kustwacht	NCG03
	F-HCPB	Ce525	Bleu Azur
	OO-ACC	Ce525A	Air Service Liège
	OO-KOR	Ce525A	Luxaviation Belgium 22 AAB888/890
22. D-CKNA	Ce525C	Star Wings Dortmund	24 STQ444
	EI-RJN	BAe146-RJ85	CityJet BCY350/1
	ER-JAI	B747-412(F)	Aerotrans ATG4425/2203
	OO-ACC	Ce525A	Air Service Liège 24
	OO-CIV	Ce525A	Luxaviation Belgium 2x AAB872
23. F-HERE	Ce510	Blink	24 BKK12L
	HA-TAB	Saab 340A	Fleet Air International 24 FRF102/100
	OO-GEE	PC-12/47E	Blue Sky Aviation
24. EI-RJT	BAe147-RJ85	CityJet	BCY9356/7
	F-HCPB	Ce525	Bleu Azur 2x
	N363JR	PA-46-500TP	Devuma tst
	OO-JDB	PA-46R-350T	VP Verhuurbedrijf
	OO-PAR	Ce525C	Luxaviation Belgium AAB121/
26. OO-ACC	Ce525A	Air Service Liège	27
27. D-CSCA	Ce525B	Silver Cloud Air	SCR378
	OO-ACC	Ce525A	Air Service Liège 28
	OO-IDE	Ce525	Air Service Liège dep
	OO-IDE	Ce525	Air Service Liège 28
	OO-SKY	Ce525A	Luxaviation Belgium 28 /AAB047
28. ER-BAM	B747-409(F)	Aerotrans	ATG4429/2201
	OO-IDE	Ce525	Air Service Liège arr



The Government of the United Arab Emirates is the owner of this Airbus A319 Corporate Jet but A6-CJE is being operated by Emirates in these stunning colours. (Brussels, 16 February 2017, Eric Vangeel)



This KC-130J is active with Kuwaiti 41 squadron since the summer of 2014. KAF328 is based at Al Mubarak Air Base, the military part of Kuwait International Airport. (Liège, 13 February 2017, Jean Marie Hanon)

EgyptAir Cargo:

SU-GAC 28
 SU-GAS 02, 05, 07, 09, 13, 16, 17, 19, 25, 26, 27
 SU-GAY 03, 04, 11, 14, 18, 20, 21, 22, 26

JetairFly:

OO-JAD 04, 05	OO-JAH 01,02, 03
OO-JAL 01 till 09 daily,	OO-JAO 22
OO-JAS 01,11,	OO-JEF 18, 19, 22, 23, 24, 25, 26
OO-JEM 10 till 28 daily	OO-JVA 01, 11, 12, 13
OO-TUK 08, 09, 10, 11, 12, 15, 16, 24	

The NetJets Latitude used the airport for some training flights on the 6th and 7th. Thomas Cook also operated a training flight on the 7th. On the 10th another training flight by Flightline. EasyJet used the airport for training flights on the 14th and 15th. On the 17th a TUI Embraer performed a training flight. CityJet operated a charter for AA Gent on the 22nd for their game against Tottenham Hotspur. The charter returned on the 24th.

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Military Movements Elsewhere



Only days before the dormant Twente Air Base was turned over to civilian control Airbus had contracted Dutch NLR for a couple of standing water runway tests. Prototype A400M EC-402 was used for the trials. (Twente, 21 March 2017, Pascal van Uffelen)

Germany

Geilenkirchen		February 2017	
01.84-00165	C-12U-3	1-214th AVN	Duke39
02.84-00157	C-12U-3	1-214th AVN	Duke13
07-05535	AH-64D	US Army	M535
03.60-0315	KC-135R	126th ARS WI ANG	RCH342
61-0309	KC-135R	126th ARS WI ANG	RCH310
OO-TFA	B757-28APF	ASL Airlines	TAY502P/TAY5013
10.B-583	C-130J-30	Esk721	DAF1625
59-1507	KC-135R	117th ARS KS ANG	RCH267
61-0266	KC-135R	117th ARS KS ANG	RCH974
D-AOLG	Fokker 100	Avanti Air	TAY5121
OO-TNL	B737-34SF	TNT Airways	TAY584P/TAY5123
13.ST40	SF-260M	CC Air	BAF199
041	Falcon 20ECM	717Skv	NOW717A
58-0067	KC-135R	174th ARS IA ANG	RCH548
59-1519	KC-135R	174th ARS IA ANG	RCH944
D-CKPP	SW4	BIN Air	BID5P/BID5A
OO-TFA	B757-28APF	ASL Airlines	+16, 17
20.D-AOLG	Fokker 100	Avanti Air	TAY574P/TAY5113
D-HLTH	EC155B	Bundespolizei	Pirol110
21.71+34	UH-1D	THR30	Joker87
D-HSBS	EC120B	Bundespolizei	Pirol331
22.AT12	Alpha Jet 1B+	AJetS	BAF101
AT20	Alpha Jet 1B+	AJetS	BAF103
AT25	Alpha Jet 1B+	AJetS	BAF104
MM62210	VC-900EX	93°Gr TS	IAM3150
23.D-AGPH	Fokker 100	Avanti Air	TAY5124/TAY587P
24.D-CFM	Beech 350	Flight Calibration Service	FCK311
OO-TNL	B737-34S	ASL Airlines	TAY5054/TAY589P
OY-NCN	Do328	Sun Air	SUS740
28.62-3572	KC-135R	117th ARS KS ANG	RCH416

Credits: Rolf Flinzner, Scramble messageboard.

Köln-Bonn		February 2017	
01.54+07	A400M	LTG62	GAF183
02.177704	CC-177	429sq	04 CFC4003
07-7170	C-17A	436th AW	06 RCH185/984
03.51+01	C-160D	LTG61	GAF314
05.76+11	H145M	HSG64	Hawk403
07.06-6165	C-17A	436th AW	11 RCH217/973
02-05327	AH-64D	1-3rd AVN	Army25327
08.177701	CC-177	429sq	09 CFC4018
50+97	C-160D	LTG63	GAF910
09.30+31	EF2000T	TLG31	Smash11

13.H28	A109BA	1w	BAF317
T.21-04/35-42	C295M	Ala35	AME3512
14.82+53	EC135T1	HFWS	Heli310
50+79	C-160D	LTG63	GAF233
71+28	UH-1D	THR30	Joker18
76+06	H145M	HSG64	15 Hawk406
15.50+72	C-160D	LTG61	GAF383
2584	VC-99B	GTE	18 BRS007
TC-GAP	G450	Gvmt of Turkey	17 TRK5
A6-DLM	A320-232	Gvmt of Abu Dhabi	17 AUH07
16.82+52	EC135T1	HFWS	Heli310
MM62243	VC-319A	306°Gr TS	IAM3138
558	G-IV	4sq	MJN585
T.18-4/45-43	Falcon 900B	451 Esc	17 AME4547
ZE708	BAe146 C3	32(TR)sq	KRF71
00-0183	C-17A	62nd AW	RCH253
98-0002	C-32A	1st AS	17 SAM543
A7-MHH	A319-100	Qatar Amiri Flight	17 A7-MHH
PH-KBX	Fokker 70	Gvmt of The Netherlands	PHKBX
RA-96019	IL-96-300	Gvmt of Russia	17 RSD008
XC-LMF	G450	Gvmt of Mexico	17 FAM128
17.MM62210	VC900EX	93°Gr TS	IAM3174
V-11	G-IV	334sq	NAF11
ZE708	BAe146 C3	32(TR)sq	KRF57/71
01-0187	C-17A	62nd AW	RCH585/293
18.177705	CC-177	429sq	19 CFC4004
21.15005	CC-150	437sq	22 CFC3355
54+07	A400M	LTG62	GAF183
50+67	C-160D	LTG61	22 GAF186
22.50+65	C-160D	LTG61	GAF383
50+72	C-160D	LTG61	GAF099
AT20	Alpha Jet 1B+	AJeTS	BAF103
AT25	Alpha Jet 1B+	AJeTS	BAF104
24.G-VYGM	Voyager KC2	Air Tanker	25
25.08-8203	C-17A	62nd AW	27 RCH467/406
27.G-VYGM	Voyager KC2	Air Tanker	
28.71+34	UH-1D	THR30	Joker09
07-7187	C-17A	437th AW	RCH219

Credits: MAR, Scramble messageboard.

Ramstein		February 2017	
01.02-1100	C-17A	155th AS TN ANG	02 RCH446
03-3120	C-17A	62nd AW	03 RCH525/531
03-3123	C-17A	167th AS WV ANG	03 RCH552
07-7182	C-17A	437th AW	dep RCH559
07-7182	C-17A	437th AW	03 RCH559

07-7183	C-17A	437th AW	dep RCH901	07.03	C-17A	HAW	Bartok50
07-7183	C-17A	437th AW	03 RCH901/530	87-0120	KC-10A	305th AMW	08 RCH248
08-8203	C-17A	62nd AW	dep RCH608	98-0057	C-17A	137th AS NY ANG	08 RCH983
10-0219	C-17A	62nd AW	dep RCH731	99-0169	C-17A	437th AW	RCH327
59-1508	KC-135R	22nd ARW	02 RCH560	02-1108	C-17A	62nd AW	RCH101
02.84-0062	C-5M	60th AMW	04 RCH149	03-3127	C-17A	62nd AW	RCH442
87-0045	C-5M	436th AW	dep RCH302	07-7171	C-17A	305th AMW	08 RCH163
96-0001	C-17A	62nd AW	03 RCH404	07-7183	C-17A	437th AW	08 RCH967/533
99-0060	C-17A	62nd AW	dep RCH702	08-8199	C-17A	62nd AW	08 RCH199
99-0060	C-17A	62nd AW	03 RCH702	08-8203	C-17A	62nd AW	RCH969
99-0167/AK	C-17A	517th AS AK ANG	03 RCH595	11-5738	C-130J-30	19th AW	10 Lion160/Herky72
03-3124	C-17A	437th AW	dep RCH665	06-07014	AH-64D	1-3rd AVN	
03-3124	C-17A	437th AW	03 RCH665	08.03	C-17A	HAW	09 Bartok50
06-6163	C-17A	60th AMW	dep RCH841	00-0175	C-17A	305th AMW	09 RCH162
11-5738	C-130J-30	19th AW	04 Lion485/160	02-1107	C-17A	62nd AW	09 RCH564/227
14-5796	C-130J-30	19th AW	dep Lion491	03-3120	C-17A	62nd AW	09 RCH901/902
59-1471/D	KC-135T	351st ARS	dep Quid65	03-3124	C-17A	437th AW	10 RCH980
84-23936	UH-60A+	C/1-214th AVN	Duke50	07-7171	C-17A	305th AMW	09 RCH163
03.03-3124	C-17A	437th AW	04 RCH665/980	07-7181	C-17A	437th AW	09 RCH247
05-5143	C-17A	89th AS AFRC	04 RCH681/981	08-8202	C-17A	62nd AW	10 RCH169
07-7179	C-17A	60th AMW	dep RCH885	10-0219	C-17A	62nd AW	RCH107
08-8199	C-17A	62nd AW	04 RCH707	07-4635	C-130J-30	19th AW	09 Herky83/Lion406
07-4635	C-130J-30	19th AW	08 Lion490/Herky83	58-0042	KC-135T	22nd ARW	09 RCH958
12-0063	CV-22B	7th SOS	Snook07	63-8878	KC-135R	97th AMW	09 RCH979
04.86-0011	C-5M	60th AMW	05 RCH599	900528	C-26D	Naples AOD	09 CNV6165
96-0001	C-17A	62nd AW	05 RCH404	164995/AX	C-130T	VR-53	09 CNV6962
99-0167/AK	C-17A	517th AS AK ANG	RCH595	09.03-3127	C-17A	62nd AW	RCH442
99-0169	C-17A	437th AW	05 RCH327	05-5143	C-17A	89th AS AFRC	10 RCH566
00-0182	C-17A	167th AS WV ANG	05 RCH259	07-7183	C-17A	437th AW	10 RCH533/903
03-3120	C-17A	62nd AW	RCH531/532	09-9211	C-17A	62nd AW	12 RCH465/9211
03-3124	C-17A	437th AW	06 RCH980	10.87-0035	C-5M	436th AW	13 RCH724
05-5142	C-17A	729th AS AFRC	05 RCH153	02-1110	C-17A	62nd AW	RCH710
07-7183	C-17A	437th AW	RCH530/953	03-3120	C-17A	62nd AW	14 RCH902/534
07-7183	C-17A	437th AW	06 RCH953/967	03-3124	C-17A	437th AW	12 RCH980
164995/AX	C-130T	VR-53	CNV6956	07-7176	C-17A	436th AW	11 RCH118
05.85-0005	C-5M	436th AW	08 RCH144	07-7184	C-17A	437th AW	11 RCH106
79-1949	KC-10A	305th AMW	06 RCH562	10-0219	C-17A	62nd AW	RCH107
03-3120	C-17A	62nd AW	08 RCH532/901	11-5738	C-130J-30	19th AW	12 Herky72/Lion423dep
07-7179	C-17A	60th AMW	RCH885	11.99-0169	C-17A	437th AW	14 RCH729
08-8203	C-17A	62nd AW	RCH969	02-1105	C-17A	62nd AW	12 RCH113
09-9211	C-17A	62nd AW	08 RCH161/436	02-1107	C-17A	62nd AW	12 RCH227
900528	C-26D	Naples AOD	06 CNV6163	05-5143	C-17A	89th AS AFRC	12 RCH696
06.86-0011	C-5M	60th AMW	08 RCH599	07-7183	C-17A	437th AW	RCH903/534
90-0534	C-17A	437th AW	06 RCH247	08-8191	C-17A	437th AW	12 RCH640
00-0182	C-17A	167th AS WV ANG	09 RCH557	14-5796	C-130J-30	19th AW	13 Evac10E2/Lion413
02-1108	C-17A	62nd AW	RCH101	168855	P-8A	VP-26	12 Pelican06
03-3124	C-17A	437th AW	08 RCH980	12.87-0029	C-5M	436th AW	13 RCH605



During a two-ship mission with part of the Ducth Hercules fleet John van Golen took the opportunity to picture C-130H G-781. (North Sea airspace, John van Golen)

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WC-135C 62-3582/OF is the most modern WC-135 operational within the USAF (out of two). (Mildenhall, 6 March 2017, Mark Rourke)

79-1710	KC-10A	305th AMW	13 RCH545	02-1111	C-17A	62nd AW	18 Bandage01/RCH805
00-0174/AK	C-17A	517th AS AK ANG	13 RCH166	03-3115	C-17A	183rd AS MS ANG	18 RCH454
00-0175	C-17A	305th AMW	13 RCH312	03-3127	C-17A	62nd AW	18 RCH556
01-0192	C-17A	137th AS NY ANG	13 RCH114	04-4133	C-17A	305th AMW	18 RCH800
02-1110	C-17A	62nd AW	RCH710	04-4137	C-17A	305th AMW	20 RCH485
05-5153/HH	C-17A	535th AS HI ANG	14 RCH965/952	08-8191	C-17A	437th AW	20 RCH484
07-7183	C-17A	437th AW	14 RCH534/902dep	10-0219	C-17A	62nd AW	21 RCH984/707
07-4635	C-130J-30	19th AW	17 Lion406/160	18.85-0010	C-5M	60th AMW	22 RCH245
13.83-1285	C-5M	436th AW	15 RCH960	02-1099	C-17A	437th AW	19 RCH540
85-0008	C-5M	436th AW	15 RCH815/643	02-1107	C-17A	62nd AW	19 RCH698
00-0184	C-17A	62nd AW	14 RCH869	03-3123	C-17A	167th AS WV ANG	19 RCH617
02-1105	C-17A	62nd AW	14 RCH113/659	05-5144	C-17A	729th AS AFRC	19 RCH196
02-1109	C-17A	62nd AW	14 RCH955	07-7183	C-17A	437th AW	RCH900/901
06-6165	C-17A	436th AW	14 RCH973	08-8201	C-17A	62nd AW	RCH740
07-7173	C-17A	436th AW	14 RCH299/155	09-9211	C-17A	62nd AW	RCH779/984
08-8191	C-17A	437th AW	RCH640	10-0213	C-17A	437th AW	19 RCH713
09-9211	C-17A	62nd AW	17 RCH952/779	10-0216	C-17A	62nd AW	RCH611
165836	C-40A	VR-57	CNV6908	07-4635	C-130J-30	19th AW	20 Lion160/425
168855	P-8A	VP-26	Pelican06	19.86-0017	C-5M	436th AW	20 RCH349
14.87-0029	C-5M	60th AMW	17 RCH605	79-1710	KC-10A	305th AMW	20 RCH791
82-0191	KC-10A	60th AMW	15 RCH448	01-0187	C-17A	62nd AW	21 RCH328
96-0006	C-17A	167th AS WV ANG	15 RCH152	03-3127	C-17A	62nd AW	20 RCH556
99-0169	C-17A	437th AW	16 RCH729/539	06-6160	C-17A	60th AMW	20 RCH825
04-4130	C-17A	305th AMW	RCH352	07-7183	C-17A	437th AW	20 RCH901
07-7183	C-17A	437th AW	15 RCH902/903	10-0215	C-17A	437th AW	20 RCH185
08-8202	C-17A	62nd AW	RCH169	20.85-0007	C-5M	436th AW	21 RCH565
10-0216	C-17A	62nd AW	16 RCH611	87-0045	C-5M	436th AW	28 RCH409
900528	C-26D	Naples AOD	15 CNV6361	97-0046	C-17A	437th AW	21 RCH171
163311/RU	KC-130T	VR-55	15 CNV6261	01-0192	C-17A	137th AS NY ANG	21 RCH620
11-5738	C-130J-30	19th AW	16 Lion423/412	02-1099	C-17A	437th AW	RCH540
168855	P-8A	VP-26	Pelican06	03-3123	C-17A	167th AS WV ANG	21 RCH617/554
15.96-0006	C-17A	167th AS WV ANG	16 RCH152	07-7174	C-17A	436th AW	22 RCH366
00-0184	C-17A	62nd AW	RCH869	21.70-0461	C-5A	337th AS AFRC	22 RCH847/803
02-1105	C-17A	62nd AW	16 RCH659	00-0184	C-17A	62nd AW	22 RCH699/486
02-1111	C-17A	62nd AW	16 RCH740	01-0197	C-17A	437th AW	22 RCH426
03-3124	C-17A	437th AW	19 RCH483	07-7178	C-17A	436th AW	22 RCH624
04-4132	C-17A	305th AMW	19 RCH482	07-7189	C-17A	437th AW	22 RCH717
07-7184	C-17A	437th AW	16 RCH680	10-0215	C-17A	437th AW	22 RCH185
08-8196	C-17A	62nd AW	16 RCH460	11-5738	C-130J-30	19th AW	25 Lion412/150
10-0215	C-17A	437th AW	19 RCH185	22.85-0007	C-5M	436th AW	23 RCH565
168855	P-8A	VP-26	16 Pelican06	86-0016	C-5M	60th AMW	23 RCH144
16.84-0187	KC-10A	60th AMW	17 Blue61	87-0042	C-5M	60th AMW	23 RCH863
99-0169	C-17A	437th AW	17 RCH539	97-0044	C-17A	89th AS AFRC	24 RCH160/956
04-4133	C-17A	305th AMW	RCH800	97-0046	C-17A	437th AW	23 RCH171
06-6155	C-17A	60th AMW	17 RCH337	02-1099	C-17A	437th AW	25 RCH540
07-7183	C-17A	437th AW	RCH903/901	03-3123	C-17A	167th AS WV ANG	27 RCH554
07-7183	C-17A	437th AW	17 RCH901/900	06-6167	C-17A	436th AW	23 RCH418
07-7184	C-17A	437th AW	17 RCH680	10-0219	C-17A	62nd AW	26 RCH707/232
10-0219	C-17A	62nd AW	17 RCH984	02-05300	AH-64D	1-10th AVN	a/f in 24
14-5796	C-130J-30	19th AW	22 Lion413/419	02-05329	AH-64D	1-10th AVN	a/f in 24
168855	P-8A	VP-26	18 Pelican06	03-05369	AH-64D	1-10th AVN	a/f in 24
17.92-3291	C-17A	155th AS TN ANG	19 RCH699/776	08-05546	AH-64D	1-10th AVN	a/f in 24

23.01-0194	C-17A	89th AS AFRC	24 RCH210	06-6160	C-17A	60th AMW	RCH613
01-0197	C-17A	437th AW	24 RCH426	10.96-0001	C-17A	62nd AW	11 RCH340
04-4130	C-17A	305th AMW	24 RCH964	11.06-6160	C-17A	60th AMW	12 RCH867
06-6157	C-17A	60th AMW	RCH471	12.09-9211	C-17A	62nd AW	13 RCH9211/952
06-6167	C-17A	436th AW	24 RCH418	13.00-0183	C-17A	62nd AW	14 RCH157
07-7178	C-17A	305th AMW	24 RCH624	14.44+73	Tornado IDS	TLG33	* BU13T
07-7189	C-17A	437th AW	24 RCH717	15.44+73	Tornado IDS	TLG33	* BU13T
08-8199	C-17A	62nd AW	24 RCH531	84-0062	C-5M	60th AMW	16 RCH941
09-9205	C-17A	437th AW	24 RCH332	85-0010	C-5M	60th AMW	16 RCH898
10-0220	C-17A	62nd AW	24 RCH407/664	97-0044	C-17A	89th AS AFRC	16 RCH160
24.99-0169	C-17A	437th AW	25 RCH1815	02-1110	C-17A	62nd AW	16 RCH608
06-6157	C-17A	60th AMW	25 RCH471	03-3115	C-17A	183rd AS MS ANG	16 RCH454
08-8200	C-17A	62nd AW	26 RCH716	17.58-0083	KC-135R	121st ARW OH ANG	18 RCH187
74-2069	C-130H	118th AS CT ANG	25 RCH102	59-1458	KC-135R	121st ARW OH ANG	18 RCH457
07-4635	C-130J-30	19th AW	27 Lion425/Herky82	60-0367	KC-135R	121st ARW OH ANG	18 RCH180
25.87-0030	C-5M	60th AMW	26 RCH164	18.90-0532	C-17A	62nd AW	RCH458
00-0181	C-17A	167th AS WV ANG	26 RCH462	97-0044	C-17A	89th AS AFRC	22 RCH160
01-0194	C-17A	89th AS AFRC	26 RCH951	00-0184	C-17A	62nd AW	20 RCH699
03-3125	C-17A	305th AMW	26 RCH548	01-0192	C-17A	137th AS NY ANG	19 RCH620
06-6161	C-17A	60th AMW	26 RCH720/232	02-1109	C-17A	62nd AW	19 RCH727
07-7170	C-17A	436th AW	03 RCH232/720	06-6162	C-17A	60th AMW	19 RCH344
07-7186	C-17A	437th AW	26 RCH352	63-8013	KC-135R	121st ARW OH ANG	25 RCH438
14-5796	C-130J-30	19th AW	26 Lion419/421	19.88-0265	C-17A	62nd AW	20 RCH966
58-0035	KC-135R	92nd/141st ARW WA ANG	26 RCH937	92-3291	C-17A	155th AS TN ANG	RCH776
26.84-0061	C-5M	436th AW	27 RCH595	01-0191	C-17A	436th AW	21 RCH474
02-1110	C-17A	62nd AW	27 RCH211	07-7185	C-17A	437th AW	20 RCH844
03-3125	C-17A	305th AMW	RCH548	20.10-0220	C-17A	62nd AW	21 RCH407
10-0219	C-17A	62nd AW	03 RCH232/800	21.92-3293	C-17A	437th AW	22 RCH329
27.88-0265	C-17A	62nd AW	28 RCH166	08-8200	C-17A	62nd AW	22 RCH716
89-1192	C-17A	437th AW	02 RCH487/488	22.AT12	Alpha Jet 1B+	AJeTS	* BAF101
00-0181	C-17A	167th AS WV ANG	02 RCH462/629	00-0172	C-17A	437th AW	23 RCH735
04-4137	C-17A	305th AMW	28 RCH566	06-6159	C-17A	60th AMW	23 RCH720
07-7188	C-17A	437th AW	RCH959	60-0316	KC-135R	191st ARS UT ANG	23 RCH932
07-4635	C-130J-30	19th AW	01 Herky82/Lion428	23.92-3292	C-17A	437th AW	24 RCH618
87-24657	EH-60A	AFTD	a/f out Army24657	24.02-1101	C-17A	437th AW	25 RCH347
168858	P-8A	VP-45	Pelican90	02-1110	C-17A	62nd AW	26 RCH978/211
168860	P-8A	VP-45	* Pelican45	25.92-3292	C-17A	437th AW	26 RCH155
28.0217	M-28TD	13.ELTr	PLF246	93-0601	C-17A	62nd AW	26 RCH737
84-0061	C-5M	436th AW	29 RCH595	03-3127	C-17A	62nd AW	26 RCH961
92-3293	C-17A	437th AW	29 RCH490	27.06-6164	C-17A	60th AMW	28 RCH447
01-0193	C-17A	437th AW	RCH886	10-0221	C-17A	437th AW	28 RCH794
03-3127	C-17A	62nd AW	29 RCH961	10-0223	C-17A	437th AW	28 RCH625
06-6157	C-17A	60th AMW	RCH702	28.LX-N90444	E-3A	NAEW&CF	* Nato41
07-7174	C-17A	436th AW	RCH110	07-7171	C-17A	305th AMW	29 RCH235
11-5738	C-130J-30	19th AW	02 Lion150/160				

Credits: MAR, Scramble messageboard.

Spangdahlem February 2017

01.85-0010	C-5M	60th AMW	dep RCH698
99-0058	C-17A	62nd AW	05 RCH690
04-4133	C-17A	305th AMW	dep RCH208
08-8202	C-17A	62nd AW	dep RCH260
57-1454	KC-135R	92nd/141st ARW WA ANG	04 Clash01
02.G-988	C-130H	336sq	* NAF78
04-4128	C-17A	305th AMW	03 RCH516
05-5146/HH	C-17A	535th AS HI ANG	03 RCH978
03.G-988	C-130H	336sq	* NAF78
87-0029	C-5M	60th AMW	RCH190
05-5146/HH	C-17A	535th AS HI ANG	04 RCH978
04.98-0057	C-17A	137th AS NY ANG	05 RCH983
06-6168	C-17A	436th AW	05 RCH176
08-8193	C-17A	62nd AW	05 RCH976
06.30+98	EF-2000	TLG31	Pack22
31+30	EF-2000	TLG31	07 Pack21/Pack01
01-0194	C-17A	89th AS AFRC	07 RCH361
07-7170	C-17A	436th AW	07 RCH984/216
07.02-1106	C-17A	62nd AW	08 RCH102
07-7184	C-17A	437th AW	09 RCH106
10-0217	C-17A	62nd AW	09 RCH824
10-0222	C-17A	437th AW	08 RCH713
84-00156	C-12U-3	E/1-214th AVN	* Duke41
08.09-9211	C-17A	62nd AW	RCH436
10-0215	C-17A	437th AW	09 RCH473
09.00-0174/AK	C-17A	517th AS AK ANG	10 RCH954
01-0192	C-17A	137th AS NY ANG	10 RCH735
05-5153/HH	C-17A	535th AS HI ANG	12 RCH952/965
06-6158	C-17A	60th AMW	11 RCH963

Credits: MAR, Scramble messageboard.

Stuttgart

01.50+65	C-160D	LTG63
51+01	C-160D	LTG63
14+01	Global 5000	FBS BMVg
11-5737	MC-130J	67th SOS
97-00102	UC-35A	E/1-214th AVN
04.164995/AX	C-130T	VR-53
05.99-0402	C-37A	309th AS
07. CE02	ERJ135LR	21sq
10-3077	C-146A	524th SOS
08.900528	C-26D	Naples AOD
09.98-0002	C-32A	1st AS
10.12-5759	MC-130J	67th SOS
11.99-0169	C-17A	437th AW
12.13-5778	MC-130J	67th SOS
168204	UC-12W	USMC
13.97-00105	UC-35A	E/1-214th AVN
14.MM62210	VC-900EX	93*Gr TS
10-05620	AH-64D	1-3rd AVN
900531	C-26D	Naples AOD
16.07-7186	C-17A	437th AW
71+84	UH-1D	HEER
19.165834	C-40A	VR-57
N705GG	EO-5B	US Army/Summit Aviation
21.07-7175	C-17A	436th AW
22.83-0499	C-12D	USE Ankara
24.07-7179	C-17A	60th AMW
07-7187	C-17A	437th AW
07-4635	C-130J-30	41st AS
10-3077	C-146A	524th SOS
15-20723	UH-60M	US Army

February 2017

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25

25.05-4137	C-17A	305th AMW
910502	C-26D	Sigonella AOD
26.14-5796	C-130J-30	41st AS
27.54+04	A400M	LTG62
50+57	C-160D	LTG63
50+76	C-160D	LTG63
76+09	H-145M	HSG64
02	C-17A	HAW

Credits: MAR, Scramble messageboard.

Wiesbaden		February 2017	
06.94-0326	C-12V		08
07.50+66	C-160D	LTG61	*
15.L-06	PC-7	131 EMVO sq	16
L-09	PC-7	131 EMVO sq	16
L-10	PC-7	131 EMVO sq	16
27.89-26163	UH-60A	C/1-214th AVN	
28.84-00152	C-12U-3	A/6-52nd AVN	Cats22

Credits: MAR, Scramble messageboard.

Ireland

Shannon	February 2017		
01.05-1436	C-130J-30	143rd AS RI ANG	
02.165834	C-40A	USN	
167108/BH	KC-130J	VMGR-252	
03.12-3050	C-146A	524th SOS	
164996	C-130T	USN	
04.165834	C-40A	USN	
07.165158/CW	C-130T	VR-54	
08.84-00156	C-12U-3	US Army	
166696	C-40A	USN	
09.163311/RU	KC-130T	VR-55	
10.166696	C-40A	USN	
164995/AX	C-130T	USN	
11.166694	C-40A	USN	
12.144617	CC-144C	412sq	
14.165835	C-40A	USN	
15.01-0041	C-40B	1st AS	
17.166696	C-40A	USN	
18.09-0540	C-40C	73rd AS AFRC	
19.166693	C-40A	USN	
20.99-0004	C-32A	1st AS	
165832	C-40A	USN	
N705GG	EO-5B	US Army	22 Aloma91
21.05-5143	C-17A	89th AS AFRC	
165835	C-40A	USN	
22.01-0040	C-40B	1st AS	
26.05-0932	C-40C	73rd AS AFRC	
166696	C-40A	USN	

27.01-0040	C-40B	1st AS
28.166696	C-40A	USN

Credits: MAR, Scramble messageboard.

Portugal

Lajes, Azores		February 2017	
01.4282	C-130E	6sq/21sq	02 PAAF390
02.240/F-RARF	A330-223	ET00.060	* CTM1275
1277/SU-BAI	C-130H	4sq/16sq	dep EGY1102
03.99-0060	C-17A	62nd AW	04 RCH702
13-5770	MC-130J	9th SOS	04 RCH1033
05.CH12	C-130H	20sq	06 BAF643
1292/SU-BEY	C-130H	4sq/16sq	06 EGY1103
06.58-0021	KC-135R	132nd ARS ME ANG	09 Blue52
07.CH12	C-130H	20sq	08 BAF643
09.62-3512	KC-135R	126th ARS WI ANG	10 Blue51
10.1292/SU-BEY	C-130H	4sq/16sq	12 EGY1103
12.163591/RU	C-130T	VR-55	13 CNV3402
14.ZH873/873	Hercules C4	24/30/47sq	RRR5741
ZH883/883	Hercules C5	24/30/47sq	RRR5603
99-0402	C-37A	76th AS	Valor37
89-1056	AC-130U	4th SOS	15 RCH1008
63-7992	KC-135R	153rd ARS MS ANG	15 RCH010
15.130605	C-130J-30	436sq	CFC2541
14+02	Global 5000	FBS BMVg	GAF689
N817NA	DC-8-72	NASA	NASA817
16.96-0006	C-17A	167th AS WV ANG	18 RCH152
17.TK.10-11	KC-130H	Ala 31	18 AME3114
TK.10-07	KC-130H	Ala 31	18 AME3116
TL.10-01	C-130H-30	Ala 31	18 AME3110
18.MM62226/14-01	KC-767A	8°Gr	19 IAM1431
MM62228/14-03	KC-767A	8°Gr	19 IAM1430
D.4-02/T19B-09	CN235MPA-100	SAR Pool	19 AME0201
D.4-03/T19B-10	CN235MPA-100	SAR Pool	20 AME4909
C.16-39/14-06	EF-2000	Ala 14	19
C.16-40/11-14	EF-2000	Ala 11	19
C.16-46/11-16	EF-2000	Ala 11	19
C.16-50/14-14	EF-2000	Ala 14	19
C.16-52/11-18	EF-2000	Ala 11	19
C.16-54/11-20	EF-2000	Ala 11	19
C.16-63 /11-28	EF-2000	Ala 11	19
CE.16-09/11-78	EF-2000T	Ala11	
CE.16-14/11-80	EF-2000T	Ala11	19
CE.16-43/11-81	EF-2000T	Ala11	19
P.3A-01/22-21	P-3A	Gr22	19 AME2211
19.0033/F-RBAI	A400M	ET01.061	20 CTM2010
21.82-0056	C-130H	164th AS OH ANG	RCH709
22.90-0777/AV	F-16DM	31st FW	25 Retro21
90-0786/AV	F-16DM	31st FW	25 Retro22



E-7A A30-004 is one of the six Wedgetails operated by 2sq of the RAAF. (Avalon, 4 March 2017, Fred Woestmaat)



Mirage 2000D 652 was painted in a stunning two-tone desert camouflage to commemorate the 30th anniversary of the raid on Ouadi Doum, a Libyan air base in Chad. This raid was conducted by French air force Jaguars and Mirage F1s on 1 March 1987. (Nanchy-Ochey, 2 March 2017, Patrice Dochain)

90-0795/AV	F-16DM	31st FW	25 Retro23	07.100001	OS-100	OpenSkies/TSFE	08 SVF34/630
57-1428	KC-135R	151st ARS TN ANG	25RCH3371	ZJ802	Typhoon T3		*Typhoon09
23.99-0402	C-37A	76th AS	24 Valor37	QQ101	BAe146-RJ100	QinetiQ	* BDN55
24.MM62177/46-42	C-130J	50°Gr TM	25 IAM4682	10.ZZ416	Shadow R1	14sq	Knight46
25.81-0626	C-130H	164th AS OH ANG	27 RCH178	13.1x	Chinook HC4	Odiham Wg	* SHF251
84-00152	C-12U-3	6-52nd AVN	27 Cats22	16.ZA674	Chinook HC4	Odiham Wg	* SHF252
26.1292/SU-BEY	C-130H	4sq/16sq	27 EGY1104	18.0452	C295M	242.tsl	CEF621
27.166764/BH	KC-130J	VMGR-252	28 Otis81	9H-VTC	Global 5000	Vista Jet	VJT710
92-0375	C-20H	76th AS	Falcon44	21.CE01	ERJ135LR	21sq	BAF626
28.V-11	G-IV	334sq	NAF11	ZD983	Chinook HC4	Odiham Wg	* VTX525
				1x	Puma HC2	Benson Wg	* VTX220
				23.CN-AMB	CN235M-100	Esc.de Transport 3	RMAF3903
				ZE708	BAe146 C3	32(TR)sq	RRR1365
				M-JCBB	G650	JC Bamford	
				24.ZE708	BAe146 C3	32(TR)sq	RRR1365
				ZZ504	Shadow R1	14sq	25 RRR7404
				25.N408MC	B747-47UF	Atlas Air	GTI4348
				28.ZK037	Hawk T2	4(R)sq	

Credits: MAR, Scramble messageboard.

Spain

San Javier			January 2017
30.50+42	C-160D	LTG61	GAF072
G-275	C-130H-30	336sq	01 NAF33
HA.18-6/01-310	AB212	Eslla3	Gato10
P.3A-01/22-21	P-3A	Gr22	31 Cisne31

February 2017

02.50+67	C-160D	nn	03 GAF061
G-275	C-130H-30	336sq	03 NAF33
06.AE.9-01/23-23	F-5M	Ala 23	03
AE.9-29/23-18	F-5M	Ala 23	03
07.CH11	C-130H	20sq	08 BAF648
2x	F-5M	Ala 23	
08.2x	F-5M	Ala 23	Magoo41,43
1x	P-3	Gr22	Cisne23
10.CH11	C-130H	20sq	11
13.50+74	C-160D	nn	14 GAF018
15.1x	C-160D	nn	16 GAF031
21.50+79	C-160D	nn	22 GAF031
P.3A-01/22-21	P-3A	Gr22	21

March 2017

01.50+42	C-160D	nn	02 GAF033
02.G-273	C-130H-30	336sq	03 NAF26
13.50+42	C-160D	nn	14 GAF213
14.CH04	C-130H	20sq	15 BAF656
15.50+79	C-160D	nn	16 GAF313
16.G-275	C-130H-30	336sq	17 NAF31
T.10-03/31-03	C-130H	Ala 31	16
18.TK.10-11/31-53	KC-130H	Ala 31	18
22.CH12	C-130H	20sq	23 BAF668
24.CH12	C-130H	20sq	25 BAF668

Credits: José Damián González Martínez

United Kingdom

Brize Norton			February 2017
01.ZA674	Chinook HC4	Odiham Wg	* SHF424
05.CS-DOF	CL-600		06

Credits: MAR, Scramble messageboard.

Cambridge			additions January 2017
03.505	C-130J	16sq	30 MJN293
G-VYGL	A330-243MRTT	Air Tanker	23 Tow332F
06.ZJ253	Squirrel HT2	670sq	
12.12-5760	MC-130J	67th SOS	* Strix13
16.G-275	C-130H-30	336sq	19 NAF75
19.ZH884/884	Hercules C5	24/30/47sq	arr storage RRR131
20.214/MAK	C-130J-30	12 Transport sq	dep Dema124
26.ZH874/874	Hercules C4	24/30/47sq	dep RRR194

February 2017

03.ZH869/869	Hercules C4	24/30/47sq	arr MCE04
07.5699	C-130J-30	335Skv	arr NOW335C
08.ZH885/885	Hercules C5	24/30/47sq	dep MCE03
09.ZH882/882	Hercules C5	24/30/47sq	arr MCE03
10.ZH884/884	Hercules C5	24/30/47sq	airtest wfu!
15.GZ100	A109SP	32(TR)sq	* NOH20
16.525	C-130J-30	16sq	arr Majan17
17.5629	C-130J-30	335Skv	dep NOW335C
20.84005/845	Tp84	TSFE	airtest
22.100/ABP	TBM-700A	EAAT	* FMY8040
ZJ205	Apache AH1	4Regt	* Viper2
ZH883/883	Hercules C5	24/30/47sq	arr MCE08
28.213/MAJ	C-130J-30	12 Transport Sq	Dema123
ZH871/871	Hercules C4	24/30/47sq	Comet187

Credits: MAR, Scramble messageboard.

Coningsby			February 2017
06.XX332/CD	Hawk T1A	100sq	Pirate10
XX350/D	Hawk T1A	100sq	Pirate25
08.083/ZE	EMB121AA	EAT00.319	CTM1716

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QQ100	A109E	ETPS	tester74
09. 91-0327/LN	F-15E	492nd FS	* Card52
91-0331/LN	F-15E	492nd FS	* Roar31
91-0605/LN	F-15E	492nd FS	* Roar32
98-0134/LN	F-15E	492nd FS	* Card54
13.91-0317/LN	F-15E	492nd FS	* Slam32
98-0135/LN	F-15E	492nd FS	* Slam31
14. G-BYUK	Tutor		*WIT57
21. ZK460/U	Beech B200GT	45(R)sq	* CWL62
XX246/CA	Hawk T1	100sq/JFATSU	22 Savage1/21-22
XX345/CB	Hawk T1	100sq	22 Savage2/21-22
G-BYUP	Tutor		*WIT25
24 ZK452/L	Beech B200	45(R)sq	*CWL75

Credits: MAR, Scramble messageboard.

Fairford			February 2017
06. ZH871/871	Hercules C4	24/30/47sq	Jigsaw2/Omen1
ZH874/874	Hercules C4	24/30/47sq	Jigsaw1/Omen2
07. 84-0087	C-21A	76th AS	Falcon55
15. ZH871/871	Hercules C4	24/30/47sq	Jigsaw2/Guinness2
ZH879/879	Hercules C4	24/30/47sq	Jigsaw1/Guinness1
17. ZH865/865	Hercules C4	24/30/47sq	RRR082/Omen1
ZH875/875	Hercules C4	24/30/47sq	RRR083/Omen2
24. 99-0169	C-17A	437th AW	RCH1815

Farnborough			February 2017
02. A6-HHH	G400	Dubai Air Wing	09 DUB9
04. ZZ418	Shadow R1	14sq	15 RRR7418
05. A6-MRM	B737-8EC	Gvmt of Dubai	10 DUB5
11. A6-MRM	B737-8EC	Gvmt of Dubai	12 DUB5
15. 160/ABV	TBM-700B	EAAT	16 FMY8040
16. A9C-BRN	G550	Gvmt of Bahrain	BAH5
17. A9C-BHR	G450	Gvmt of Bahrain	18 BAH4
19. EYE77	CL-605	ISI/Pakistan Army	01 Eye77
23. A9C-BRN	G550	Bahrain Amiri Govt	24 BAH5
A9C-BHR	G450	Bahrain Amiri Govt	24 BAH4
25. ZZ504	Shadow R1	14sq	RRR7404
27. A6-HHH	G400	Dubai Air Wing	02 DUB9

28. CN-ANU	G-III	Esc. de Transport	RMAF130
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Credits: MAR, Scramble messageboard.

Lakenheath			February 2017
02. 06-8611/RS	C-130J-30	37th AS	Hrtky61
07. N402KZ	B747-481F	Kalitta Air	CKS9483/4
09. 10-0217	C-17A	62nd AW	10 RCH824
12-1041	F-15SA	del fit RSAF	13 Retro31-33
12-1043	F-15SA	del fit RSAF	13 Retro31-33
12-1045	F-15SA	del fit RSAF	13 Retro31-33
N700CK	B747-4R7F	Kalitta Air	CKS9485/6
14. ZD575	Chinook HC4	Odiham Wg	* VTX420
15. ZD575	Chinook HC4	Odiham Wg	16,17 Ultimate31
ZD983	Chinook HC4	Odiham Wg	16,17 VTX571/Ultim.32
ZJ955	Puma HC2	Benson Wg	16 VTX230/Ultimate33
16. XW235	Puma HC2	Benson Wg	VTX008
11-5731	MC-130J	67th SOS	* Strix24
63-8024	KC-135R	336th ARS AFRC	23 RCH559
27. 04-4133	C-17A	305th AMW	RCH432
28. 80-0024	F-15C	123rd FS OR ANG	Trend31-36
82-0016	F-15C	123rd FS OR ANG	Trend31-36
84-0003	F-15C	123rd FS OR ANG	Trend31-36
84-0005	F-15C	123rd FS OR ANG	Trend31-36
84-0020	F-15C	123rd FS OR ANG	Trend31-36
84-0021	F-15C	123rd FS OR ANG	Trend31-36

Credits: MAR, Scramble messageboard.

Lossiemouth			February 2017
02. 041	Falcon 20ECM	717Skv	NOW717B
XX278	Hawk T1A	RAFAT	Red3/2
XX322	Hawk T1	RAFAT	CWL14
07. 177704	CC-177	429sq	CFC4003
09. ZG848	Islander AL1	651sq	AA503
15. ZK035/Z	Hawk T2	4(R)sq	VYT69
16. 168859	P-8A	VP-45	Pelican45
20. ZK014/E	Hawk T2	4(R)sq	Dervish1
ZK036/AA	Hawk T2	4(R)sq	Dervish2



ZA-XHB EC135P2e (c/n 1072) is operated by the Albanian Ministry of Health. (Laprake heliport (downtown Tirana), 10 March 2017, Wim Sonneveld)



One of the many Air National Guard units that deploy their KC-135Rs to Geilenkirchen is the Kansas Air National Guard. Seen here is the 59-1507 of the 190th Air Refueling Wing. (14 February 2017, Wouter Cooremans)

21.ZJ814/814	Typhoon T3	Typhoon01	22	84-0087	C-21A	76th AS	* Valor21
22.ZG750/129	Tornado GR4	Marham Wg	Marham79	00-3002/LN	F-15E	48th FW	*
24.XX217/217	Hawk T1A	736NAS	28 Cougar55	15.E35/705-MA	Alpha Jet E	EAC00.314	* FAF6441
<u>Credits:</u> MAR, Scramble messageboard.				E67/705-TB	Alpha Jet E	EAC00.314	* FAF6443
<u>Mildenhall</u>				E137/705-LJ	Alpha Jet E	EAC00.314	* FAF6442
January 2017				ZK452/L	Beech B200	45(R)sq	* Cranwell71
01.041	Falcon 20ECM	717Skv	NOW717A	ZA447/019	Tornado GR4	Marham Wg	* Marham07
59-1502	KC-135R	22nd ARW	02 RCH111	15.57-1468	KC-135R	336th ARS AFRC	16 RCH109
02.64-14837	KC-135R	91st ARS	03 RCH555	16.62-3499	KC-135R	92nd/141st ARW WAANG	17 RCH425
58-0086	KC-135T	92nd/141st ARW WAANG	07 RCH147	62-3513	KC-135R	132nd ARS ME ANG	17 RCH623
03.84-0096	C-21A	76th AS	Valor21	62-3551	KC-135R	mks	24 RCH224
04.86-0011	C-5M	60th AMW	RCH599	63-8029	KC-135R	141st ARS NJ ANG	17 RCH930
05.79-1949	KC-10A	305th AMW	+06 RCH562	58-0047	KC-135T	22nd ARW	17 RCH970
07-7179	C-17A	60th AMW	06 RCH885	58-0072	KC-135T	171st ARW PA ANG	17 RCH553
161587/587	P-3C	VPU-1	06 CCQE587	17.59-1517	KC-135R	151st ARS TN ANG	18 RCH695
07.57-1439	KC-135R	91st ARS	0 RCH865	61-0284	KC-135R	197th ARS AZ ANG	18 RCH957
58-0004	KC-135R	106th ARS AL ANG	08 RCH561	61-0300	KC-135R	108th ARS IL ANG	18 RCH701
60-0320	KC-135R	22nd ARW	08 RCH154	63-7981	KC-135R	108th ARS IL ANG	18 RCH272
08.84-0096	C-21A	76th AS	Falcon40	63-8881	KC-135R	191st ARS UT ANG	18 RCH192
08-8602/RS	C-130J-30	37th AS	Lion417	62-3582/OF	WC-135C	55th Wg	tdy Cobra55
63-7982	KC-135R	92nd/141st ARW WAANG	10 RCH554	18.10-0221	C-17A	437th AW	20 RCH705
95-00123	UC-35A	E/1-214th AVN	Duke57	58-0062	KC-135T	171st ARS MI ANG	19 RCH627
09.14-0013	A400M	221Filo	10 TUAF801	59-1474	KC-135T	171st ARS MI ANG	19 RCH551
ZK379/EB-B	Typhoon T3	41(TES)sq	* Rebel61	59-1510	KC-135T	91st ARS	19 RCH692
86-0036	KC-10A	305th AMW	13 Gold81	19.79-1710	KC-10A	305th AMW	RCH791
58-0066	KC-135R	133rd ARS NH ANG	10 RCH471	57-2598	KC-135R	336th ARS AFRC	22 RCH697
84-00165	C-12U-3	E/1-214th AVN	Duke95	58-0049	KC-135T	171st ARS MI ANG	dep RCH142
10.59-1515	KC-135R	92nd/141st ARW WAANG	12 RCH597	58-0088	KC-135T	171st ARS MI ANG	20 RCH562
79-0003/OK	E-3B	552nd ACW	14 Shuck82	20.85-0007	C-5M	436th AW	RCH565
95-00123	UC-35A	E/1-214th AVN	Duke55	21.63-8029	KC-135R	141st ARS NJ ANG	22 RCH547
11.70-0461	C-5A	337th AS AFRC	21 RCH847	58-0072	KC-135T	171st ARW PA ANG	22 RCH662
60-0331	KC-135R	314th ARS AFRC	dep RCH801	59-1490	KC-135T	171st ARW PA ANG	22 RCH918
62-3554	KC-135R	22nd ARW	25 RCH307	22.59-1509	KC-135R	151st ARS TN ANG	24 RCH134
12.79-1710	KC-10A	305th AMW	RCH545	61-0298	KC-135R	126th ARS WI ANG	24 RCH217
57-1419	KC-135R	117th ARS KS ANG	13 RCH305	63-8008	KC-135R	nmks	23 RCH637
58-0073	KC-135R	106th ARS AL ANG	13 RCH733	24.ZK455/O	Beech B200	45(R)sq	* Cranwell82
60-0344	KC-135T	22nd ARW	13 RCH596	ZA472/031	Tornado GR4	Marham Wg	* Monster11
13.ZK451/K	Beech B200	45(R)sq	* Cranwell74	87-0035	C-5M	436th AW	25 RCH463
ZK456/P	Beech B200	45(R)sq	* Cranwell71	58-0034	KC-135R	nmks	26 RCH527
79-1710	KC-10A	305th AMW	14 RCH545	25.84-0061	C-5M	436th AW	26 RCH595
57-1486	KC-135R	153rd ARS MS ANG	14 RCH434	58-0109	KC-135R	174th ARS IA ANG	02 Blue32
58-0059	KC-135R	117th ARS KS ANG	14 RCH225	62-3577	KC-135R	77th ARS AFRC	arr RCH545
59-1453	KC-135R	153rd ARS MS ANG	14 RCH047	27.58-0086	KC-135T	92nd/141st ARW WAANG	28 RCH435
61-0311	KC-135R	nmks	14 RCH252	28.ZZ176/176	C-17A	99sq	* RRR830
62-3523	KC-135R	22nd ARW	14 RCH897	84-0188	KC-10A	305th AMW	arr Gold91
64-14846/OF	RC-135V	55th Wg	14 Bama56/Ouzo56	59-1521/AK	KC-135R	168th ARS AK ANG	dep RCH542
81-0005/OK	E-3G	552nd ACW	21 Shuck83	<u>Credits:</u> MAR, Scramble messageboard.			
14.ZK459/X	Beech B200GT	45(R)sq	* Cranwell80				
08-8199	C-17A	62nd AW	22 RCH335/531				

Northolt			February 2017			ZK013/D			Hawk T2			4(R)sq			Reptile1/Jester		
02.ZH853	Merlin HM2	824NAS	Excalibur87	ZK014/E	Hawk T2	4(R)sq	Hawk T2	4(R)sq	Reptile3								
97-00102	UC-35A	E/1-214th AVN	Duke52	ZK019/J	Hawk T2	4(R)sq	Hawk T2	4(R)sq	Rockstar2								
05.PH-KBX	Fokker 70	Gvmt of The Netherlands	06	ZK020/K	Hawk T2	4(R)sq	Hawk T2	4(R)sq	Rockstar.								
07.ZZ416	Shadow R1	14sq	Snake46	ZK035/Z	Hawk T2	4(R)sq	Hawk T2	4(R)sq	Rockstar3								
10.2x	AS365N3	658sq	Lords12,21	17.ZZ335/335	Voyager KC3	10/101sq	Voyager KC3	10/101sq	RRR2745								
ZH005	Defender AL2	651sq	AA511	19.ZH865/865	Hercules C4	24/30/47sq	Hercules C4	24/30/47sq	23 RRR050/098								
14.ZZ500	Avenger T1	750NAS	NAVY805	ZH874/874	Hercules C4	24/30/47sq	Hercules C4	24/30/47sq	23 RRR051/099								
97-00105	UC-35A	E/1-214th AVN	Duke37	21.XX189/CR	Hawk T1A	100sq	Hawk T1A	100sq	* Pirate11								
16.V-11	G-IV	334sq	17 NAF11	22.130613	CC-130J	436sq	CC-130J	436sq	24 CFC2501								
ZH827	Merlin HM2	820NAS	Dolphin10	ZH867/867	Hercules C4	24/30/47sq	Hercules C4	24/30/47sq	OmenForm								
17.86	Falcon 7X	ET00.060	CTM0010	ZH879/879	Hercules C4	24/30/47sq	Hercules C4	24/30/47sq	OmenForm								
19.253	CN235M-100	302sq	IRL253	84-00173	C-12U-3	E/1-214th AVN	C-12U-3	E/1-214th AVN	Duke09								
22.99-0402	C-37A	76th AS	SPAR80	N705GG	EO-5C	D/204th MI Bn	EO-5C	D/204th MI Bn	Alamo91								
23.ZH867/876	Hercules C4	24/30/47sq	RRR5996	23.15003	CC-150	437sq	CC-150	437sq	CFC4196								
24.ZH004?	Defender AL2	651sq	RRR7940	84-2134	C-130H	118th AS CT ANG	C-130H	118th AS CT ANG	24 RCH101								
27.ZJ787	AS365N3	658sq		24.ZH874/874	Hercules C4	24/30/47sq	Hercules C4	24/30/47sq	RRR169								
28.ZJ189	Apache AH1	Wattisham Wg	Machette1	25.84-1687	C-130H	118th AS CT ANG	C-130H	118th AS CT ANG	26 RCH103								
ZJ215	Apache AH1	Wattisham Wg	u/s Machette2	27.ZM408/408	Atlas C1	70sq	Atlas C1	70sq	RRR408								
XW212	Puma HC2	Benson Wg	Baron2	ZH832	Merlin HM2	824NAS	Merlin HM2	824NAS	28 Excalibur81								
ZJ955	Puma HC2	Benson Wg	Baron1	N512DC	Beech 350	SOCOM	Beech 350	SOCOM	28 Jamman67								

Credits: MAR, Scramble messageboard.

Prestwick			February 2017			Stansted			February 2017		
01.KAF343	C-17A	41sq	03 KAF3202	08.5N-FGS	G-V	Nigerian AF	G-V	Nigerian AF	February 2017		
03.ZG996	Defender AL2	651sq	AA501	13.A7-HBJ	B747-8KB	Gvmt of Qatar	B747-8KB	Gvmt of Qatar	NGR002		
ZF139/139	Tucano T1	72(R)sq	LOP29	17.07-7175	C-17A	nn	C-17A	nn	RCH351		
ZF144/144	Tucano T1	72(R)sq	LOP470	18.05-0932	C-40C	73rd AS AFRC	C-40C	73rd AS AFRC	19 Spar16		
06.177704	CC-177	429sq	07 CFC4003	20.A9C-HMH	B767-4FSER	Gvmt of Bahrain	B767-4FSER	Gvmt of Bahrain	BAH3		
KAF343	C-17A	41sq	07 KAF3212	5N-FGW	G550	Nigerian AF	G550	Nigerian AF	arr		
168204	UC-12W	SPMAGTF-CR	Atilla04	22.A6-PFC	B787-8	Gvmt of Abu Dhabi	B787-8	Gvmt of Abu Dhabi	23 AUH04		
07.01-0040	C-40B	1st AS	SAM394	A7-MED	A319CJ	Gvmt of Qatar	A319CJ	Gvmt of Qatar			
08.177701	CC-177	429sq	09 CFC4018	05-4613	C-40C	73rd AS AFRC	C-40C	73rd AS AFRC	Spar19		
KAF343	C-17A	41sq	11 KAF3212	25.A7-HHM	A330-202	Gvmt of Qatar	A330-202	Gvmt of Qatar	QAF3		
ZJ811/W	Typhoon T3	2sq	* Lossie02	Credits: MAR, Scramble messageboard.							
ZG848	Islander AL1	651sq	2x AA515	Waddington							
ZA548	Tornado GR4	31sq	* Marham32	03.XX242	Hawk T1A	RAFAT	Hawk T1A	RAFAT	February 2017		
98-0002	C-32A	1st AS	SAM532	ZH879/879	Hercules C4	206(R)sq?	Hercules C4	206(R)sq?	*		
94-0326	C-12V	OSACOM	09 PAT326	17.ZG995	Defender AL2	651sq	Defender AL2	651sq	Comet232		
11.08-8191	C-17A	437th AW	RCH640	20.ZE707	BAe146 C3	32(TR)sq	BAe146 C3	32(TR)sq	AA501		
13.ZZ335/335	Voyager KC3	10/101sq	15 RRR2744/2745	21.ZK451	Beech B200	45(R)sq	Beech B200	45(R)sq	RRR1493		
14.15+01	A319-133X	FBS BMVg	* GAF875	22.ZG997	Defender AL2	651sq	Defender AL2	651sq	*		
ZK451/K	Beech B200	45(R)sq	Cranwell84	27.ZG997	Defender AL2	651sq	Defender AL2	651sq	AA511		
ZH874/874	Hercules C4	24/30/47sq	* Omen1	Credits: MAR, Scramble messageboard.							
ZH879/879	Hercules C4	24/30/47sq	* Omen1	A330-202 MRTT039 is one of two former Qantas A330-202 that will be converted to tanker configuration for RAAF. It arrived at Manching for repainting in RAAF c/s (Manching, 14 March 2017, Dietmar Fenners).							
15.09-0659	MC-12W	185th SOS OK ANG?	16 PapaLima28								
16.ZK012/C	Hawk T2	4(R)sq	Reptile2								



A330-202 MRTT039 is one of two former Qantas A330-202 that will be converted to tanker configuration for RAAF. It arrived at Manching for repainting in RAAF c/s (Manching, 14 March 2017, Dietmar Fenners).

Civil News



On Friday 31 March, the longest version of Boeing's Dreamliner made its first flight. The Boeing 787-10 with test registration N528ZC took-off about 09:38am local time in North Charleston (SC). It is the first Boeing designed commercial aircraft to make its first flight outside of the Seattle area. The longest Dreamliner will now start a test-flight campaign for several months. Boeing expects the 787-10 to enter service with first operator Singapore Airlines in 2018. The 787-10 will be assembled exclusively in North Charleston. Assembly for the 787-8 and 787-9 is split between North Charleston and Everett (WA). Currently Boeing has fixed orders for 150 Boeing 787-10s. (Boeing)

Manufacturer News

Airbus

A321neo

The FAA has approved the new CFM-LEAP-1A engines for the A321neo, meaning sales can really start from now on. Certification for the engines was given after 400 test hours and more than 160 test flights. The other engine variant, the Pratt & Whitney PW1100G engines, for the A321neo was already approved earlier in the test programme. Airbus now has four fully certified A320neo-family airframes.

A350

The Airbus A350-1000 has completed low speed take-off tests. During these tests MSN59 had a tail skid attached to the rear of the fuselage to enable it dragging its tail along the runway. This was done to establish minimum unstuck speeds. In the meantime MSN71 completed a ten day high elevation test programme to ensure performances on high elevation airports. The airframe completed several take-offs and landings. Airbus is working towards certification for the A350-1000 this year. Deliveries for the stretched variant are planned for the second half of 2017, with Qatar Airways as launch customer.

Boeing

737 MAX 8

The Boeing 737 MAX 8 has received the Amended Type Certificate from the FAA. This certificate was given due to the fact the 737 MAX 8 is the next generation of the current 737-800 series, so it benefited from the certification already given to its predecessor.

737 MAX 10

Boeing has revealed the 737 MAX 10. The 737 MAX 10 is a straight-forward 1.68m stretch of the 737 MAX 9, which was rolled out earlier this month, and is meant as a Airbus A321neo counter. Boeing says that the 737 MAX 10 will offer the same capacity as the A321neo but with lower fuel consumption and a slightly greater range. Boeing will start selling and officially launch the 737 MAX 10 to customers in late December.

787-10

The 787-10 has took to the skies for the first time on 31 March. The maiden flight was performed with a 787-10 equipped with Rolls-Royce Trent 1000 engines. The largest variant of the 787 family is scheduled for first delivery in the first half of 2018. Currently Boeing has secured 149 orders for the 787-10.

Bombardier

CS100

Bombardier has delivered the first CS100 of 2017 to launch customer Swiss. It is the first CSeries delivery since late 2016. This latest delivery brings the total number of CSeries delivered to eight. Swiss received six CS100s and Air Baltic received two CS300s. Bombardier is targeting to delivery thirty to thirty-five CSeries this year. Other news about the CS100 is that it performed its first trans-atlantic flight. A CS100 loaded with a representative payload of forty business class passengers flew from London City to New York (NY). This is eight seats more than the current airplane on that trans-atlantic route, an Airbus A318., making the CS100 a direct competitor for trans-atlantic routes from and to Europe.

Comac

C919

The Comac C919 has endured an important technical assessment and is close to its first flight. After being delayed two times from 2014, Chinese media now report that the C919 will take to the skies for the first time in the first half of this year. The Chinese narrow-body has a capacity of 169 passengers and is supposed to go head to head with the Boeing 737 and the Airbus A320 family. Comac claims to have received 570 orders from twenty-three clients.

Embraer

E190-E2

Embraer has flown the fourth prototype in the E190-E2 test campaign. Serial number 20.004 completed a two hour test flight on 17 March. So far the E190-E2 flight test campaign

has accumulated more than 650 hours. First delivery to launch customer Wideroe is planned for the first half of 2018.

E195-E2

After stating to bring flight-testing the E195-E2 forward with the expectation that the flight-test campaign will now start in the first half of this year, Embraer kept its word. The first

E195-E2 took to the skies on 29 March for a two hour test flight. Previous to bringing the campaign forward, flight testing of the E195-E2 was scheduled for the second half of 2017. Brazil's largest commercial aircraft was only just rolled out on 7 March. Entry into service with launch operator Azul is scheduled for 2019.

Airliner News



The Boeing 787-10 was not the only aircraft that made its first flight on 31 March. Minutes before the Boeing 787-10, Airbus completed the first flight of the A319neo. The Airbus A319neo with test registration D-AVWA took off for the first time at Hamburg-Finkenwerder at 09:15 and landed five hours later at Toulouse around 14:09. The A319neo is the third and smallest variant of the A320neo family. The first A319neo was powered by CFM International Leap-1A engines. Airbus also offers the A319neo with Pratt & Whitney PW1100G geared turbofan engines. With a backlog of only 53 A319neo's, the A319neo is the slowest selling variant of the new NEO-family. Airbus expects the A319neo would be certified in 2018 after which the aircraft will be delivered to AVIANCA. Besides AVIANCA, the only other customer for the A319neo is Frontier Airlines. (Airbus)

Europe

Belgium

Brussels Airlines has outlined their plans for their three wet-leased SSJs, which are in full Brussels Airlines-livery. At first the aircraft will be used on flights from Brussels to Basle, Berlin-Tegel, Copenhagen, Geneva and Vienna. Later Bologna, Nice, Prague and Venice will follow. After that you'll also be able to spot the aircraft at Birmingham, Bordeaux, Edinburgh, Gothenburg, Hamburg, Krakow, Milan-Linate and -Malpensa and Warsaw.

Bulgaria

Leisure company Voyage Air is seeking to operate its own aircraft and has issued a RFP for the dry-lease of a single B737-300.

Greece

Ambitious plans for young airline Air Mediterranean as the airline has said that they are planning to add three B747-400s to its fleet, which currently exists of one B737-400. The new planes are to be used on new longhaul destinations.

Hungary

Vermillion Aviation Holdings and Wizz Air signed a lease agreement for two A320s and two A321s. The planes will be delivered by March next year.

Ireland

As reported in Scramble 453, Aer Lingus has signed a lease agreement for seven new A321neoLRs. This month we can report that the lease deal was signed with Air Lease Corporation and that the first aircraft should be delivered in the second quarter of 2019. In total three deliveries will take

place in 2019 and four a year later.

CityJet has announced that they are planning to scale back flights from London-City as the airline is moving to become a more ACMI-orientated operation. The move will probably result in lay-off of staff, but not in fleet reduction.

Latvia

Air Baltic is planning to order a replacement for their twelve DHC-8-400s. They want to do so by the end of 2018 at the latest as they want to have the replacements in place by 2021. Options are extending the leases of their current fleet of DHC-8s, leasing new turboprops or small jets like the CS100.

Norway

Norwegian has announced that they are planning to reduce its short-haul flying at London-Gatwick in favour of more, profitable, long-haul flights. The move comes as slots for expansion are scarce at the airport and Norwegian also has a new feeder-agreement with Ryanair in place.

Portugal

euroAtlantic Airways is thinking about replacing its current six B767-300ERs as the airline is struggling to find suitable used B767-300ERs for expansion. According to their commercial director the B787 would be a too great step up as a type. The airline hopes to have its B767s replaced by 2019.

Russia

Start-up Azimut has reached a lease agreement with GTLK State Transport Leasing for the lease of four SSJs, with an option for an additional eight SSJs within two years. The new airline is planning to launch this summer and will operate flights out of Rostov and Krasnodar.

Nordavia is planning to replace their nine B737-500s with A320s. A lease agreement for four A320s have already been signed and the first two are set for April and the second pair for May. The new planes will be based out of Moscow-Domodovo and are to be used on domestic operations. The company is also planning to rebrand itself into SmartAvia once the new planes arrive.

Boeing and Pobeda signed a deal for ten B737-800s. Last month we reported that Aeroflot was thinking about sending ten B737-800s to their subsidiary, but it is now unknown if this deal will come through now that this new order with Boeing has been signed.

At the end of this summer season S7 Airlines will phase out its two B767-300ERs, ending their widebody-operations.

Spain

The International Airline Group unveiled its new longhaul low-cost carrier at a ceremony at Barcelona on 17 March. The new airline is called LEVEL and will operate two A330-200s between Barcelona and Buenos Aires, Los Angeles (CA), Oakland (CA) and Punta Cana. Flights are to start on 2 June.

Switzerland

Air Berlin subsidiary Belair Airlines will continue to operate this summer season, instead of having been shut down at the end of March as previously announced. The new end-date is now set at 31 October. Fleetwise the airline will swap its four A320s with four Air Berlin A321s, which will move to Niki at the end of their flying time at Belair.

Next to swapping their Do328s for Saab 2000s, SkyWork Airlines is reportedly also looking at introducing jets into its fleet. According to local Swiss newspapers the airline is looking at the SSJ from Sukhoi and MRJ from Mitsubishi which will be used to develop new bases at Basle, Geneva and Zurich. A base outside Switzerland could also be in the making.

Swiss has converted another five CS100s it had on order into the larger CS300s. It also announced that the C-Series will be mainly based at Geneva, replacing all the airline's RJ100s and A320s that are currently based there.

United Kingdom

Firnas Airways has changed its original start-up plans to operate several B767-300ERs on flights between the UK and Asia and the Middle-East. The company is now seeking to start flying domestic and European routes out of a London-area airport before expanding into long-haul flying. According to the airline's COO Firnas should be fully operational by summer and the company is seeking to dry-lease two 19-seat turboprop aircraft to start with.

Saif Air is a new start-up in the UK planning to offer longhaul flights from either London-Standed or Manchester to destinations in South Asia. They want to be operational by the end of this year or early next year and plan to damp-lease a pair of A330-300s. Later the airline also wants to expand to destinations in Canada and the US.

Africa

Angola

Boeing and TAAG Angola Airlines are in talks about a possible order for several new B737s. If the order comes through the airline is seeking a deal in which Boeing could take over several older B777s from the airline.

Botswana

Due to ongoing financial struggles Air Botswana has decided to postpone their plans for fleet renewal. In 2015 the airline announced that they would seek to phase out their ATRs and BAe/RJs and replace them with A319s or A320s. Now the BAe/RJs are stored and the ATRs will continue to soldier on for the time being.

Cabo Verde

TACV is planning to form a partnership with CEIBA Intercontinental. Part of the partnership will be the dry-lease of a single B737-800 by TACV from CEIBA which will be used to replace their repossessed B737-800.

Cameroon

The government has outlined its plans for Camair-Co, which is facing financial difficulties. The government wants to grow the airline beyond its current fleet of five aircraft so that it



It has been a long time ago since we have published a picture of a civil registered DC-8. December 2012 (Scramble 403), to be precise. We published a picture of ZS-OSI, a Saifflycargo DC-8 which was stored at Manston. In those days pictures in Scramble were still in black & white as we only changed to full colour a few months later in March 2013. This means that this beautiful N728SP has the honour to be the first civilian registered DC-8 in full colour in Scramble magazine. This DC-8 was originally delivered in 1969 to Finnair as a DC-8-62CF (Convettible Freighter). Finnair withdrew the aircraft from use in 1981 after which the Frech Air Force took over the aircraft and upgraded the aircraft with new CFM56-2 engines, so making it a DC-8-72CF. In 2004 the Douglas became civil again when US airline ATI became the new operator. In 2014 ATI phased out the aircraft and early 2015 current operator Samaritan's Purse became the operator of the aircraft. Samaritan's Purse is an evangelical Christian humanitarian aid organization that provides aid to people in physical need as a key part of Christian missionary work. The aircraft made an overnight stop at Shannon on its way back to the US after another mission. It was pictured during take-off on 25 March by Paul Nelhams.

Personal copy

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can allow for “greater international growth”. They are planning to acquire twelve passenger aircraft and one freighter. According to the plans the airline will buy or lease a B737F and several B737-800s and DHC-8-400s. On the widebody-front Camair-co will introduce two B777-200ERs, which will be replaced by two new B787s by 2020.

Congo

flyCAA has apparently abandoned plans to further operate its three A321s. The trio is currently parked at Montpellier, leaving the airline with only Fokker 50s and Let 410s. No reason has been given by the airline, which said it had to cut its workforce with 95% due to the move.

Mauritius

In the last quarter of this year Air Mauritius will start A350-operations and this month we can report where you’ll be able to spot the plane. Operations to Johannesburg will start on 18 November, followed by London-Heathrow on 2 December, with Paris-Charles de Gaulle following on 16 December. The airline is expecting two A350-900s this year.

Nigeria

Green Africa Airways is a new start-up in the country. The new airline is planning to become a “quality airline that will better connect people and resources in Nigeria and further open up the West African seaboard”. The company now started their certification process for their AOC. No further information about types or routes is currently known.

Zimbabwe

The government is thinking about starting a new national carrier to source four B777-200ERs. The move is necessary as current national carrier Air Zimbabwe is so debt-ridden that they are not able to acquire new planes.

Asia

Bangladesh

This month we can report quite a step-up for Easy Fly Express as the airline added a former MNG A300-600F to its fleet, which consisted of a single Saab 340F. The new aircraft will be used on flights to Hong Kong, Delhi and China.

India

IndiGo Airlines is thinking about switching several of its A320neos on order to the larger A321neo. The airline ordered 410 A320neos, of which seventeen have been delivered.

Japan

Nippon Cargo Airlines has cancelled its last two B747-8Fs on order at Boeing.

Malaysia

Malaysia Airlines is in talks with several lessors of their B737-800s in order to see if a swap for a widebody plane is a possibility. Currently the airline has more than ten B737-800s too many and is seeking widebody expansion to fly into slot-constrained airports in Australia, India, Japan, South Korea and Taiwan. Malaysia is considering secondhand A330-300s or new B787-9s or A330-900s. However, the secondhand A330-300-option seems to be the most favorable.

Mongolia

MIAT has decided to lease two B737MAX8 from Avolon to replace its current B737-800s. Both new planes will arrive in 2019.

Pakistan

Pakistan International Airlines has swapped the wet-leased Sri Lankan A330-300 for a model from Turkish Airlines. As such, TC-JOM will replace 4R-ALN on the London-Heathrow route.

Philippines

Start-up Pan Pacific Airlines should have started operations by the time you read this Scramble using a wet-leased A320 from Portuguese ACMI-operator Everjets. The plane is used on flights between Cebu and Kalibo and South Korea.

Intrepid Aviation and Philippines signed a lease agreement for two B777-300ERs. Both planes are expected before the end of this year.

South Korea

Asiana Airlines has revealed that, amongst other global destinations, London Heathrow will see the A350-services from the second half of this year.



Lufthansa’s first Airbus A350-900 D-AIXA was delivered on 18 December 2016. After a series of crew familiarisation and promotion flights the “Nürnberg” named A350 entered commercial service on 10 February with a flight from Munich to New Delhi. Lufthansa has orders for 25 A350-900s and decided to base the first ten aircraft in Munich. These first ten aircraft are scheduled to be delivered by the end of 2018 and will replace the airline’s A340-600s. The remaining fifteen A350-900s are to be delivered by the end of 2023’s first quarter. Lufthansa has not yet decided where these fifteen A350s will be stationed. (Munich, 18 February 2017, Lukas Kinneswenger)

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AeroMexico took delivery of its first Boeing 787-9 in October 2016. AeroMexico ordered ten 787-9 Dreamliners in July 2012 representing the largest investment in the history of Mexican aviation. As of late March 2017, four of them have been delivered, of which N183AM is one of them. AeroMexico will use the 787-9 on flights to Amsterdam, London, Madrid, New York, Paris, Santiago, Shanghai, and Tokyo. Besides these 787-9s, AeroMexico also operates nine 787-8s. (Mexico City, 1 December 2016, Enrique Giese)

Start-up [K Air Aviation](#) has ordered eight A320s at Airbus. If all things go well with their certification process the airline hopes to receive their first A320 next year in order to start flying out of Cheongju to international destinations in North East Asia.

Thailand

Due to a bad financial year [Nok Air](#) has announced that the airline is seeking to lease out three or four B737-800s in order to reduce costs.

Vietnam

[VietJet](#) is still studying the possibilities to create a longhaul division which would operate widebody aircraft to destinations in Australia, Europe, Russia and the US. Originally the airline had wanted to start this subsidiary this year, but decided to postpone its plans. At this moment the airline is looking for suitable partners to start-up the new airline and in the meantime seek to grow its current operations.

Latin America

Argentina

Start-up [Flybondi](#) has announced that they intend to start operations in September using B737-800s. The airline also said that they are planning to start negotiations with Boeing for an order for up to fifty B737MAX200s.

Suriname

According to the president of [Surinam Airways](#), the airline is close to choose a replacement for their three B737-300s. A combination of B737-700s and ERJ190s are under consideration.

Middle-East

Iraq

Boeing and [Iraqi Airways](#) are talking about the resuming of deliveries of the outstanding orders the airline has. Due to the instability in the country deliveries of new planes were halted after October 2015. The airline originally ordered 45 new planes at Boeing, 30 B737-800s and ten B787s. In the original timeframe all planes would have been delivered by the end of 2016, but in reality only twelve B737-800s got delivered. The first new plane is due to arrive at the last quarter of this year, but it is unknown which type will be delivered.

Syria

Newcomer [EBLA Airlines](#) has issued a RFP for its first aircraft. In the RFP the airline is seeking a single A320-200.

United Arab Emirates

The CEO of [Emirates](#) denied the reporting in several international media that the ruling families of the UAE were discussing the possibility of a merger between the airline and [Etihad](#). He did, however, acknowledged that the playing field for the Middle East 3 was very challenging due to low oil prices and increased competition from Turkish Airlines and new long-haul LCC's from Europe and Asia.

North America

Canada

ALC and [Air Canada](#) signed a lease agreement for two B787-9s.

Although [WestJet](#) already placed an order for 65 MAX aircraft quite some time ago; the airline released the exact models involved in this order. The deal involves 30 MAX8, 25 MAX7s and ten MAX9s.

United States of America

[Alaska Airlines](#) has announced that they will stop using the [Virgin America](#) brand in 2019. The move comes after the take-over of Virgin by Alaska last year.

[Allegiant Air](#) has confirmed that they are planning to have phased out their last two B757-200s in the last quarter of this year. Two other B757-200s were already taken out of service on 27 February. When the planes have left the fleet, the airline will also stop flying between Las Vegas (NV) and Honolulu (HI) as no other plane in the fleet will be able to do so. The airline is thinking about alternative planes to resume the route later, like an ETOPS-certified A319.

An end of an era has come as Atlas Air has officially closed down [Florida West International Airways](#) which they acquired last year. Florida West had been around since 1984.

It is not your average civil news item, but certainly worth mentioning. [Perris Valley Aviation Service](#), which is a skydiving company in California, intends to resume skydiving flights from a 48 year old DC-9-20. The airplane was out-of-service since 2014, but they intend to bring it back into service.

If you are going to go spotting at Aruba, you can expect more [United Airlines](#) movements, as the airline will make a technical stop on all flights to Caracas, Venezuela, over safety concerns at the latter.

[UPS](#) has acquired three former JAL B767-300ERs, which will be converted into freighters. These will be the first converted

B767Fs in the airline's fleet.

Oceania

Nauru

Nauru Airlines is studying the possibility to replace its fleet of B737-300s with newer B737NGs. The airline is also thinking about converting one of its passenger B737-300s into a freighter to cope with the increased demand. A first B737NG is expected by the end of next year.

Aircraft orders

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

Airbus 2017 firm orders

Air France	3	A350-900
Viva Aerobus	1	A320
Total	4	

Boeing 2017 firm orders

Arik Air	2	B787-9	
Private	2	BBJ	
Unidentified	55	B737	(+15)
	1	B747-8F	
	1	B777	
	5	B787	
US Air Force	15	KC-46A	
Total	81		(+16)

Bombardier 2017 firm orders

CityJet	10	CRJ900	(+4)
Total	10		(+4)

Embraer 2017 firm orders

Wideroe	3	ERJ190-E2	
Total	3		

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

Jetliners



Edelweiss Air the Swiss leisure airline wholly owned by Swiss International Air Lines and the Lufthansa Group operates flights to European and intercontinental destinations with Airbus narrow body and wide body aircraft from its base at Zürich Airport. In summer 2015, it was announced that Edelweiss' fleet will be expanded with four Airbus A340-300s aircraft previously operated by its parent Swiss International Air Lines. In October 2016 the first ex Swiss A340 was transferred to Edelweiss. The second A340 HB-JMF was transferred in March. It is pictured here in its new colours at its home base Zurich. (15 March 2017, Roger Meier)

A300	C4-605RC	755	S2-	Easy Fly Express, ex TC-MCA of MNG Airlines. Delivered on 18 March.
	B4-622R	756	TC-MCH	MNG Airlines, ex B-2328 of China Southern Airlines. Delivered after freighter conversion on 24 March. Registered in between as N756ZG of the Wells Fargo Bank. Painted in hybrid MNG/DHL colour scheme.
	B4-605R	773	EP-MNM	Mahan Air, ex Syrian Arab Airlines. Returned after lease early March.
A319	-111	1362	EI-FVG	Ernest, ex EC-HKO of Iberia. Delivered on 15 March.
	-111	2091	EP-SAS	Qeshm Airlines. Ex UR-COP of Khors Aircompany. Delivered in March.
	-132	2396	SX-ABE	Atlas Atlantique Airlines, ex Olympus Airways. Delivered on lease on 30 March.
	-132	2452	AP-BNK	Shaheen Air International, ex TC-JUD of Turkish Airlines. Delivered on 18 March.
	-112	3704	D-ABGR	Euroings, ex Air Berlin. Delivered in March.
A320	-211	161	D-AIPY	Lufthansa, ex Germanwings. Returned to the "mother" company in March.
	-231	357	YR-SUC	Fly 365 Aviation, ex ER-AXO of SkyPrimAir. Delivered on 15 March.
	-231	430	EP-ZAZ	Iran Aseman Airlines, ex Zagros Airlines. Delivered early March.
	-231	476	EP-ZAR	Iran Aseman Airlines, ex Zagros Airlines. Delivered early March.
	-211	662	YL-LCN	Atlas Atlantique Airlines, ex SmartLynx. Delivered on lease on 24 March.
	-214	828	LY-VEF	Avion Express, ex 9A-SLA of Limitless Airways. Delivered on 9 March.
	-214	888	ES-SAK	TUI Airlines Belgium, ex SmartLynx Estonia. Delivered on lease for the summer season on 29 March.
	-233	902	LV-VEI	Avion Express, ex XU-714 of Sky Angkor Airlines. Returned from lease on 21 March.
	-214	984	ES-SAQ	SmartLynx Estonia, ex YL-LCR of SmartLynx. Transferred in March.
	-214	984	ES-SAQ	Air Malta, ex SmartLynx Estonia. Delivered on lease on 30 March.
	-214	1171	N231NV	Allegiant Air, ex EC-LVA of Iberia. Delivered on 27 March.
	-214	1717	D-ABNI	Euroings, ex Air Berlin. Delivered on lease on 27 March.
	-214	1775	D-ABNH	Euroings, ex Air Berlin. Delivered on lease on 30 March.
	-214	1852	D-ABNL	Euroings, ex Air Berlin. Delivered on lease on 27 March.
	-214	2003	D-ABNE	Euroings, ex Air Berlin. Delivered on lease on 15 March.
	-232	2376	VQ-BGJ	Ural Airlines, ex B-22317 of Transasia Airways. Delivered on 22 March. Registered in between as D-AAAM of Lufthansa Technik and F-WTBK of Airbus.
	-214	2749	D-ABHF	Euroings, ex Air Berlin. Delivered on lease on 21 March.
	-214	2867	D-ABHG	Euroings, ex Air Berlin. Delivered on lease on 21 March.
	-216	2995	EI-DSC	Air Berlin, ex Alitalia. Delivered on lease for the summer season on 26 March.
	-216	3080	D-ABZN	Euroings, ex Air Berlin. Delivered on lease on 21 March.
	-214	3093	D-ABDP	Euroings, ex OE-LEN of Niki. Delivered on lease from Air Berlin on 29 March.

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	-214	3121	D-ABDQ	Eurowings, ex Air Berlin. Delivered on lease in March.
	-232	3125	LZ-BHI	BH Air - Balkan Holidays International, ex VietJetAir. Returned from lease on 16 March.
	-216	3178	D-ABZL	Eurowings, ex Air Berlin. Delivered on lease in March.
	-216	3213	D-ABZK	Eurowings, ex Air Berlin. Delivered on lease in March.
	-216	3295	D-ABZJ	Austrian Airlines, ex Air Berlin. Delivered on lease in full Austrian colours in March.
	-216	3464	D-ABZE	Eurowings, ex Air Berlin. Delivered on lease in March.
	-216	3502	D-ABZC	Austrian Airlines, ex Air Berlin. Delivered on lease in full Austrian colours on 5 March.
	-216	3515	D-ABZB	Austrian Airlines, ex Air Berlin. Delivered on lease in full Austrian colours on 11 March.
	-216	3532	D-ABZA	Austrian Airlines. Aircraft remains in the German register (addition Scramble 454 – Page 35)
	-216	3598	EI-DSV	Air Berlin, ex Alitalia. Delivered on lease for the summer season on 25 March.
	-216	3643	EI-DSX	Air Berlin, ex Alitalia. Delivered on lease for the summer season on 26 March.
	-216	3695	EI-DSZ	Air Berlin, ex Alitalia. Delivered on lease for the summer season on 25 March. Although this aircraft has already been flying for Alitalia since January 2009, it was still painted in an Air One colour scheme.
	-214	4631	D-ABFR	Eurowings, ex Air Berlin. Delivered on 13 March.
	-233	4758	F-HAAF	Aigle Azur, ex CC-BAN of LATAM Airlines Chile. Delivered on 20 March.
	-214	4806	CN-NMK	Air Arabia Maroc, ex A6-ANE of Air Arabia. Transferred to the Moroccan division on 24 March.
	-232	5055	VQ-BGI	Ural Airlines, ex B-22316 of Transasia Airways. Delivered on 22 March. Registered in between as D-AAAN of Lufthansa Technik.
	-251n	7489	SE-DOX	SAS Scandinavian Airlines. Delivered on 4 March. Test registration was F-WWBS.
	-214	7550	HZ-AS55	Saudia - Saudi Arabian Airlines. Delivered on 6 March. Test registration was F-WWDH.
	-214	7608	HZ-AS56	Saudia - Saudi Arabian Airlines. Delivered on 30 March. Test registration was D-AUBO.
	-214	7614	A6-AOR	Air Arabia. Delivered on 23 March. Test registration was D-AUBP.
	-214	7615	D-AEWW	Eurowings. Delivered on 25 March. Test registration was D-AUBQ.
A321	-231	1060	SX-ABQ	Olympus Airways, ex EI-FBF of Apollo Aviation Group. Delivered on 23 February. Former LZ-PMZ of Air Via Bulgarian Airways.
	-211	1554	LZ-BHK	BH Air - Balkan Holidays International, ex VietJetAir. Returned from lease on 16 March.
	-231	1977	UR-CPY	Kish Air, ex OD-RMI of MEA – Middle East Airlines. Delivered on 10 March. Aircraft is leased from Khors Aircompany.
	-231	2055	UR-CQB	Zagros Airlines, ex OD-RMJ of MEA – Middle East Airlines. Delivered on 14 March. Aircraft is leased from Khors Aircompany. These were the last two A321s in MEA's fleet.
	-231	7562	HA-LXO	Wizz Air. Delivered on 10 March. Test registration was D-AYAG.
	-231	7570	OH-LZN	Finnair. Delivered on 20 March. Test registration was D-AVZJ.
	-231	7578	HA-LXP	Wizz Air. Delivered on 17 March. Test registration was D-AVXJ.
	-231	7590	EC-MPV	Vueling Airlines. Delivered on 21 March. Test registration was D-AYAN.
	-231	7599	EC-MQB	Vueling Airlines. Delivered on 29 March. Test registration was D-AYAQ.
A330	-243	392	SU-ALC	Air Leisure, ex EI-FSI of DAE Capital. Delivered on 10 March. Former A6-EAF of Emirates.
	-243	807	S7-VDM	Air Seychelles, ex A6-EYZ of the same airline. Reregistered on 28 March.
	-223	1112	D-ABXF	Air Berlin, ex PT-MVS of TAM Brasil. Delivered on 19 March.
	-343E	1483	TC-LOA	THY Turkish Airlines, ex EI-FNY and N113NT of Intrepid Aviation Group. Delivered on 14 March. Former JA330A of Skymark Airlines.
	-243	1540	EP-IJA	Iran Air. Delivered on 11 March. First A330 for Iran Air. Test registration was F-WWCQ. The Airbus was originally built for AVIANCA, but not taken up by this airline. After its test flights it was stored at Toulouse and Teruel and registered as F-WXAJ.
	-343E	1542	TC-LOC	THY Turkish Airlines, ex EI-FSC and N115NT of Intrepid Aviation Group. Delivered on 29 March. Former JA330D of Skymark Airlines.
	-243	1586	EP-IJB	Iran Air. And Airbus A330 #2 for Iran Air. Delivered on 25 March. Test registration was F-WWKZ. Also this Airbus was originally intended for AVIANCA, but not taken up by the airline. After its test flights it was stored at Toulouse and Teruel and registered as F-WHUR.
	-343E	1604	4R-ALN	SriLankan Airlines, ex PIA – Pakistan International Airlines. Returned from lease on 2 March.
	-343E	1614	B-5971	Lucky Air, ex Hainan Airlines. Transferred to the other airline in the HNA group on 7 March.



This A320 has flown its whole life with registration VP-BWH for Russian operators. It was delivered fresh from the factory in Toulouse to Aeroflot in January 2004 whom withdrew the aircraft after ten years of service in January 2014. After a few months of storage, the aircraft was transferred to Rossiya in June 2014, where it still flies today. Quite recently in February 2017, the Airbus was painted in the new Rossiya colour scheme. (Munich, 18 February 2017, Lukas Kinneswenger)

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Thomas Cook Airlines recently took delivery of two ex Condor Boeing 757-300s. G-JMOE (ex D-ABOE) was moved from Germany to the UK on 9 February and is pictured here a few weeks later at Lanzarote on 23 February still wearing the Condor titles (Frank Schuchardt)

	-243	1657	PR-OCX	AVIANCA Brasil. Delivered on 29 March. Test registration was F-WWCN. The first flight took already place in July 2015. Since then the aircraft had been stored at Toulouse and Teruel as F-WJKG before finally being delivered to South-America.
	-343E	1770	HZ-AQ22	Saudia - Saudi Arabian Airlines. Delivered on 13 March. Test registration was F-WWYT.
	-243	1773	B-8959	Tianjin Airlines. Delivered on 10 March. Test registration was F-WWCZ.
	-323E	1776	B-8870	China Southern Airlines. Delivered on 30 March. Test registration was F-WWKO.
A340	-313	146	N746CS	Aero Capital Solutions Inc., ex EC-GLE of Iberia. Registered in the US on 22 March. The Airbus was withdrawn from use on 31 August 2016. It has been stored at Teruel since 24 November. Between 25 November and 22 March the aircraft was registered as 2-CGLE on behalf of Global Knafaim Leasing.
	-313E	561	HB-JMF	Edelweiss Air, ex Swiss. Transferred on 17 March.
A350	-941	64	A7-AMB	Qatar Airways, ex PR-XTF of LATAM Airlines Brasil. Delivered on lease 20 March.
	-941	72	B-LRL	Cathay Pacific Airways. Delivered on 14 March. Test registration was F-WZNA.
	-941	86	VN-A892	Vietnam Airlines. Delivered on 15 March. Test registration was F-WZNP.
	-941	91	F-HNET	Air Caraibes. Delivered on 27 March. Test registration was F-WZNU.
	-941	92	B-18906	China Airlines. Delivered on 20 March. Test registration was F-WZNV.
A380	-842	228	A6-EUP	Emirates. Delivered on 25 March. Test registration was F-WWSC.
	-861	233	A6-API	Etiyah Airways. Delivered on 25 March. Test registration was F-WWAK.
B717	-2BL	55185	N495HA	Hawaiian Airlines, ex EI-LPM of Volotea Airlines. Delivered on 9 March.
B737	-382QC	24364	2-MOVE	Air X Charter, ex N596BC of GECAS. Delivered on 24 March. Former OY-JTF of Jet Time.
	-4Q8SF	25111	OE-IAZ	ASL Airlines Belgium, ex N779AS of VX Capital Partners. Delivered after freighter conversion on 13 March. Former Alaska Airlines.
	-430	27003	9H-HUE	Blue Panorama Airlines, ex Air Horizont. Delivered on lease for the summer late March.
	-4Z9	27094	EI-STM	ASL Airlines Ireland, ex OY-JTM of Jet Time. Delivered in March.
	-8K5	27980	YR-BMH	Blue Air, ex N980CS of Capstar Aviation. Delivered on 13 March. Former EI-EDZ of Transaero Airlines. Aircraft is painted in a special; "City of Liverpool" colour scheme, to celebrate the opening of Blue Air's first UK base at.....Liverpool.
	-524	28919	UR-CPO	Caspian Airlines, ex Khors Aircompany. Delivered on lease on 15 March.
	-8BK	33016	OM-IEX	TUI Airlines Belgium, ex AirExplore. Delivered on lease on 29 March.
	-85P	33972	G-DRTA	Jet2, ex EC-JBJ of Air Europa. Delivered on 10 March.
	-8K2	34169	PH-HZO	Transavia Airlines, ex Sun Country Airlines. Returned from winter lease on 29 March.
	-8K5	35142	OO-JBG	TUI Airlines Belgium, ex C-FYBG of Sunwing Airlines. Returned from winter lease on 30 March.
	-8EH	36596	PH-GGX	Transavia Airlines, ex PR-GGX of GOL. Delivered on summer lease on 19 March.
	-8K5	37241	G-TAWS	TUI Airlines UK, ex Sunwing Airlines. Returned from winter lease on 20 March.
	-8K5	37263	G-TAWU	TUI Airlines UK, ex Sunwing Airlines. Returned from winter lease on 21 March.
	-8AS	37540	HL8090	Jeju Air, ex EI-EFP of Ryanair. Delivered on 25 March.
	-8EH	37599	PH-GGY	Transavia Airlines, ex PR-GGY of GOL. Delivered on summer lease on 21 March.
	-86J	37778	F-GZHJ	Transavia France, ex Air Transat. Returned from winter lease on 29 March.
	-86N	39394	OK-TVT	Travel Service, ex MEGA Maldives Airlines. Returned from lease on 20 March.
	-8JP	39434	EI-GBI	Norwegian, ex LN-NIF of the same company. Reregistered in Ireland early March.
	-82R	40722	TC-ANP	PIA - Pakistan International Airlines, ex Pegasus Airlines. Delivered on lease on 6 March.
	-82R	40876	TC-ABP	Pegasus Airlines, ex PIA - Pakistan International Airlines. Returned from lease on 9 March.
	-800	41354	A4O-BAH	Oman Air. Delivered on 14 March. Line # 6307.
	-800	42277	EI-FVM	Norwegian. Delivered on 21 March. Line # 6320.
	-800	44443	VP-BMD	Aeroflot. Delivered on 28 March. Line # 6304.
	-800	44775	EI-FZB	Ryanair. Delivered on 12 March. Line # 6306.
	-800	44776	EI-FZC	Ryanair. Delivered on 14 March. Line # 6310.
	-800	44777	EI-FZD	Ryanair. Delivered on 29 March. Line # 6315.
	-800	44778	EI-FZE	Ryanair. Delivered on 16 March. Line # 6317.
	-800	44779	EI-FZF	Ryanair. Delivered on 20 March. Line # 6321.
	-800	44780	EI-FZG	Ryanair. Delivered on 24 March. Line # 6327.
	-8HC	61176	TC-SOD	SunExpress. Delivered on 29 March. Line # 6335.
	-800	61333	TC-SOC	SunExpress. Delivered on 11 March. Line # 6309.



This Bombardier CRJ200 was delivered to Eurowings as D-ACRI in November 2003. It operated for Lufthansa Regional between 2003 and February 2012, when it returned to North America and was registered in the Canadian register as C-GMZU on behalf of Flying Colours Corporation, a company that reconfigures and refurbishes CRJ aircraft at Peterborough (Ont.). This CRJ is one of two CRJ200 aircraft Flying Colours have converted - from regular airline format to corporate shuttle configuration - for Resorts World of Malaysia, a worldwide operating leisure and casino company from Malaysia. They will be used by Resorts World to transport customers between its leisure resorts and casino's all over the world. Besides these two CRJs, Resorts World also operates two Ce208s. (Ellington Field (TX), 5 February 2017, Richard Baker)

	-800	62154	F-HTVD	Transavia France. Delivered on 10 March. Line # 6303.
	-800	62155	F-HTVE	Transavia France. Delivered on 17 March. Line # 6318.
	-800	62160	F-HTVF	Transavia France. Delivered on 30 March. Line # 6339.
	-800	63153	G-JZHW	Jet2. Delivered on 17 March. Line # 6311.
	-800	63154	G-JZHX	Jet2. Delivered on 25 March. Line # 6324.
B747	-281F	24576	EP-FAA	Fars Air Qeshm, ex EK74787 of South Airlines. Delivered in March.
B757	-330	29013	G-JMOF	Thomas Cook Airlines, ex D-ABOF of Condor. Delivered on 17 March.
	-231	30319	VP-BLB	Royal Flight, ex ET-ALZ of Ethiopian Airlines. Delivered on 23 March.
B767	-3P6ER	26234	N764CK	Kalitta Air, ex EI-UNB of Transaero Airlines. Delivered at Oscoda (MI) on 17 March. Will be converted to freighter.
	-3X2ER	26260	I-BPAD	Blue Panorama Airlines, ex EI-FCV of the same airline. Registered in Italy on 23 March.
	-300F	42727	N145FE	FedEx Express. Delivered on 22 March. Line # 1118.
B777	-21HER	29325	2-RLAN	Veling Ltd, ex A6-EML of Emirates. Registered in the Guernsey register on 22 February. The aircraft has been stored at Teruel since 16 February 2017.
	-31H	29395	N939AR	AerCap, ex A6-EMP of Emirates. Registered in the US on 23 March. The aircraft has been stored at Goodyear (AZ) since 9 March.
	-300ER	42106	B-16736	EVA Air. Delivered on 29 March. Line # 1479.
	-300ER	61769	B-16735	EVA Air. Delivered on 16 March. Line # 1478.
	-F	62086	A7-BFL	Qatar Airways. Delivered on 8 March. Line # 1473.
	-300ER	62565	9K-AOG	Kuwait Airways. Delivered on 10 March. Line # 1475.
	-300ER	62645	N59034	United Airlines. Delivered on 23 March. Line # 1470.
	-300ER	62761	HZ-AK41	Saudia - Saudi Arabian Airlines. Delivered on 21 March. Line # 1476.
B787	-9	34845	JA868J	Japan Airlines International. Delivered on 24 March. Line # 544.
	-9 (BBJ)	37146	A6-PFE	Government of Abu Dhabi - Amiri Flight. Delivered on 16 March. Line # 537.
	-9	37177	C-FRSO	Air Canada. Delivered on 24 March. Line # 536.
	-9	38756	G-CJGI	Norwegian. Delivered on 16 March. Line # 538.



After 8 years flying as D-AEMA for Lufthansa Regional (operated by Augsburg Airways) and Lufthansa Cityline, this Embraer 195 was transferred to Lufthansa's Italian daughter Air Dolomiti as I-ADJU in March 2017. The Brazilian jet is seen here still in full Lufthansa colours but already with its new Italian registration at Munich on 2 March. It commenced operations in full Dolomiti colours on 12 March.

	-8	39406	N794AV	AVIANCA. Delivered on 8 March. Line # 535.
	-8	40636	N818AL	American Airlines. Delivered on 23 March. Line # 540.
	-9	41548	HZ-ARE	Saudia - Saudi Arabian Airlines. Delivered on 25 March. Line # 542.
B Ae146	-RJ100	E3382	G-CFAF	Triangle Regional Aircraft Leasing Ltd, ex HB-IYR of Swiss Global Air Lines. Registered on 2 March. Is parked at Cranfield per 6 February.
CRJ	100LR	7119	N790ST	TVPX ARS Inc. Trustee, ex UR-UTX of UTair Ukraine. Registered on 13 March. Stored at Köln-Bonn for several years now.
	100LR	7121	N791ST	TVPX ARS Inc. Trustee, ex UR-UTZ of UTair Ukraine. Registered on 13 March. Also stored at Köln-Bonn.
	100LR	7122	N792ST	TVPX ARS Inc. Trustee, ex UR-UTY of UTair Ukraine. Same as previous one.
	900ER	15071	ES-ACH	Nordica, EC-JTS of Air Nostrum. Registered on 3 March. Addition to Scramble 454 - Page 38.
	900ER	15074	ES-ACI	Nordica, EC-JTT of Air Nostrum. Registered on 1 March. Addition to Scramble 454 - Page 38.
	900LR	15253	D-ACNM	Lufthansa CityLine, ex Eurowings. Per 21 March, with Lufthansa Regional titles.
	900LR	15270	D-ACNX	Lufthansa CityLine, ex Eurowings. Per 28 March, with Lufthansa Regional titles.
	900	15428	EI-FPK	CityJet. Delivered on 9 March. In SAS colours.
	900	15429	EI-FPM	CityJet. Delivered on 16 March. In SAS colours.
	1000	19053	EC-MOX	Binter Canarias. Delivered on 31 March. Leased from Air Nostrum.
CS	100	50015	HB-JBF	Swiss Global Air Lines. Delivered on 9 March.
	300	55005	YL-CSC	airBaltic. Delivered on 31 March.
ERJ	145LU	145147	F-HRAV	Regourd Aviation, ex LX-LGX of Luxair. Registered on 22 February.
	135BJ	14501003	TC-MSK	Koçoglu Aviation, ex TC-GVS. Re-registered 14 March.
	135BJ	14501191	T7-IFS	Avcon Jet, ex ER-KKL of Classica Air. Delivered on 3 March.
	135EJ	14501201	D-AHOS	Air Hamburg Private Jets, ex OE-IZA of Avcon Jet. Per 17 March.
	175LR	17000153	C-FRQP	Sky Regional Airlines, ex SP-LIE of LOT Polish Airlines. Delivered on 24 March. Registered on 27 March. Will be operated for Air Canada Express.
	175STD	17000639	PH-EXM	KLM Cityhopper. Delievered on 17 March.
	195LR	19000290	I-ADJU	Air Dolomiti, ex D-AEMA of Lufthansa CityLine. Delivered half March.
	195LR	19000565	OE-LWQ	Austrian Airlines, ex D-AEBS of Lufthansa CityLine. Delivered on 16 March.
	190LR	19000665	OO-TEA	TUI Airlines Belgium, ex OE-IFE of Celestial Aviation Trading 2 Ltd. Delivered on 30 March.

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

Commuters



Originally delivered to Air Dolomiti in 2000 as I-ADLS this ATR 72 then went on flying for Asian Wing from 2013. In October 2016 the aircraft was added to the Blue Islands fleet but it is being operated in full FlyBe colours. (Mönchengladbach, 24 March 2017, Bill de Koning)

ATR72	-212A	789	OK-NFU	CSA Czech Airlines, ex OY-JZV of Jet Time. Delivered on 20 March.
DHC-8	-103	540	LN-FVB	FlyViking, ex C-FRQH of Avmax Aircraft Leasing Inc. Delivered on 5 March as C-FRQH.
	-402	4203	G-PRPK	Flybe, ex N203WQ of Republic Airlines. Registered on 6 February. Repainted late March.
	-402	4213	G-PRPN	Flybe, ex N213WQ of Republic Airlines. Registered on 7 March. Repainted 25 March.

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

Propliners

B Ae	748-2A	1697	5Y-CHB	All white and no titles, but we expect Kenyan outfitter Zone 4 International to be the operator. Was noted with this new Kenyan registration and engines and props mounted at Southend Airport in the UK on 17 March 2017. Former G-OSOE, but also N743MZ, but this US registration has never been on the fuselage. The US registration was cancelled on 2 February 2017. N687AP (1687) and N743LA (1689), also parked at Southend, were also cancelled from the US register on 2 February., but those airframes have not been noted with a 5Y registration yet.
Beech	C18S	8281	N218HC	Noted on the back of a trailer at Van Nuys Airport (CA) on 22 March 2017. Reported to be driven to Fergus Falls (MN) to be completely restored, which might take a while. The airplane still has special camera holes in the rear fuselage.
Curtiss	C-46F	22451	N23AC	Moved from Fairbanks (AK) to Israel, arriving 21 February 2017 by sea transport. The airplane is preserved at Atlit Park, near Haifa.
	C-46F	22501	CP-1616	NEBA North Eastern Bolivian Airways. Had been stored at Trinidad (Benin, Bolivia), but has been reported as scrapped in either October or November 2016.

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Convair	580	42	ZK-KFH	Air Chathams has taken over this former Air Freight NZ Convair, like we reported over the last few editions. However, they will not be joining the operational fleet and be used for spares. ZK-KFH was officially put on the register with Air Chathams on 28 February 2017.
DHC	2	1333	N677TX	Chad Ferrell, of Grapevine (TX), was registered on 13 March 2017, and is the former C-GKAO.
	2	1575	N450TN	Newton Properties, ex C-FEDS, registered 24 March 2017. Seems to swing back and forth across the border, was already with Newton for a few months last year.
Douglas	C-47	6085	N8061A	Preferred Air Parts, ex Jim Hankins Air Service per 15 March 2017.
	C-47A	12172	N3BA	Preferred Air Parts, ex Jim Hankins Air Service per 15 March 2017.
	C-47A	12192	XA-UDY	We found recent pictures on Facebook of a proud owner getting this ex California Pacifico bird back in the air. His goal is to fly around the world in 2018, much like the journey of the Breitling DC-3, that started its trip last month. We keep you updated on this one.
	C-47A	13445	N566PT	Priority Air Charter, ex N50CM and registered 15 March 2017. Was already noted in Kidron (OH) in 2016.
	BT67	19066	C-FKGL	Cargo North, had to make an unexpected emergency landing on Pickle Lake (Ont.) on 17 March 2017, which at the time was completely frozen. The airplane sustained serious damage. See Dustpan & Brush for more details.
	BT67	33046	N707BA	US Department of State, has appeared on an official auction site, bidding to start at one million USD.
	TP-65	33313	N562PT	Preferred Air Parts, ex N81907 and registered on 15 March 2017, but already acquired in 2016.
	C-47D	34344	N567PT	Preferred Air Parts, ex N1074A or rather 45-1074 registered per 15 March 2017. Preferred Air Parts seems to be collecting some airframes for their <i>Preferred-Turbo-DC-3</i> business. Preferred Air Parts has acquired exclusive rights to the AML/Greenwich STC which allows them to perform and modify Turbine DC-3s. They obtained this frame in October 2016, and registered it on 17 March 2017. But last location was the Backyard of the Pima Museum in Tucson (AZ). Maybe this is just for the parts business or for the construction number plate. Ex 45-1074, which explains the civil number that was never really used.
PBY	5A	CV-264	N983CF	Collings Foundation, ex C-FPQK. Registered on 23 March 2017. This is the Catalina of the Foundation Aérovision Québec, which remained out in the open at St Hubert (Que.), as the museum or foundation failed to start or open. The Collings Foundation will most probably try to get it airworthy again!

Credits: Aad van der Voet, Ruud Leeuw, Michael Prophet, Neil Aird (DHC2), online propliner communities and photo websites.

Fokker News



2-ITUC is a former American Airlines and Avianca aircraft. The Fokker 100 was ferried from Kansas City via Gander and Keflavik to Woensdrecht. (Woensdrecht, 24 March 2017, Johan Havelaar)

F27	-050	20145	OO-VLN	VLM Airlines. Made a test flight from Antwerp on 25 March. Has been parked there since 22 June 2016.
F28	-0100	11322	UP-F1014	Safi Airways, ex Bek Air. Has been operating for Safi Airways since 15 February and was seen at Delhi 22 March with large Safi Airways titles and in basic Bek Air colours.
	-0100	11417	2-ITUC	Jet Midwest Group, ex N265JM of the same owner. Registered 2 March. Stored at Kansas City (MO), since its arrival on 14 July 2016, it left on 23 March to arrive at Woensdrecht the following day. Used call sign SX11712 and was all white, as 2-ITUC.
	-0100	11427	2-ITUD	Jet Midwest Group, ex N266JM of the same owner. Registered 9 March and followed colleague Charlie to Woensdrecht as SX11713, only three days later. Had been stored at Kansas City since 22 June 2016.
	-0100	11460	OE-LVO	Austrian Airlines. Last service on 19 March as OS550, from Bologna back to Vienna. Ferried to Bratislava on 31 March as OS1511 and is destined for Alliance Airlines in Australia.
	-0100	11468	OE-LVI	Austrian Airlines. Operated its last flight on 9 March as OS632, from Warsaw back to Vienna. Ferried to Bratislava on 16 March. Already sold to Alliance Airlines on 25 November 2015.
	-0100	11470	UP-F1009	Safi Airways, ex Bek Air. Ferried 20 March from Almaty to Kabul, to start a lease to Safi. First service was the following day.
	-0100	11494	VH-FXF	Alliance Airlines, ex Virgin Australia Regional Airlines. Registered 8 March but still stored at Perth, where it has been since 3 February 2012. Will still be used for spares and also still all white, making this purely a paper change of ownership.
	-0100	11496	UP-F1007	Safi Airways, ex Bek Air. First flight was from Kabul to Dubai on 20 March, flying with large Safi Airways titles but still using Bek Air flight numbers and also in their basic colours.
	-0070	11576	PH-KZE	KLM Cityhopper. Operated the final flight for the boss on 1 March, from Durham Tees Valley back to Amsterdam, as KL1538. Ferried to Norwich four days later as KL9955 and was repainted all white in the Air Livery paint shop, from which it rolled out on 8 March. Flew to Biggin Hill on 14 March as SX11714 and left again on 19 March, as SX11715, for Maastricht, to receive maintenance by SAMCO and also repaint into Air KBZ colours.

Credit: Skyliner.

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Already in use with Rossiya for about six months, but not a very frequent visitor to Western European airports. Ton Jochems was able to catch this aircraft on picture at Helsinki last month. (Helsinki, 30 March 2017, Ton Jochems)

Bizjets

BAe125	-900XP	HA-0059	N272BW	Registered to 272 Bravo Whiskey LLC 8 March. Ex M-INOR.
	-1000B	259034	F-	Ex G-GMAB, cancelled to France 3 March.
Beechcraft	400A	RK-279	G-FXKR	Former N429XL of Nextant Aircraft LLC was recently sold to Flexjet Ltd.
		RK-423	G-FXCR	New operator in the UK now known as Flexjet Ltd. Addition to Scramble 454 – Page 41.
Cessna	525	0384	SP-	Ex N684SC, cancelled to Poland 27 February.
	525	0533	YU-FNR	Registered to Eagle Express 10 March. Ex 9A-FNR.
	525A	0343	HB-VER	Registered to Swiss Private Flights AG 16 February. Ex D-IFDN.
	550	0834	N811GG	Registered to Team Aero LLC 3 March. Ex D-CALL.
	550	0859	N800WT	Registered to Flioway LLC 3 March. Adds to 454/41.
	551	0133	F-GJOD	Registered to Jet Club Eagle Express 24 February. Ex HB-VDO.
	551	0421	9H-MXP	Registered to Pontair Ltd. Updates 454/41.
	560XL	5068	OK-AST	Ex N56LP, cancelled to the Czech Republic 8 March.
	560XLS+	6044	I-	Ex G-GGLA, cancelled to Italy 9 March.
	560XLS+	6229	OE-GTE	Tested as N5148N. Departed Wichita 27 March on delivery to Porsche Air Service.
	750	0256	D-BUZZ	Ex N756XJ which was cancelled to Germany 13 March. The German marks were reserved.
Challenger	300	20023	N575FD	Five Star Consulting Services LLC, re-registered from N39ER on 6 March.
	300	20236	N776BA	Bombardier Aerospace Corp, ex S5-ADE. Registered on 10 March.
	300	20277	C-GRBA	Bombardier Inc, ex M-ABCM. Registered on 3 March.
	350	20653	RP-C7588	Delivered on 27 February.
	350	20671	CS-CHF	NetJets Europe, acquired on 14 March.
	601-3A	5035	N203AA	After spending only five months as C5-NBB, this Challenger was registered to Cite Aviation LLC on 23 March.
	601-3A	5129	2-BLUE	Former VP-CRR became 2-BLUE in February.
	604	5475	N524LD	Shepherd Aircraft Holdings LLC, ex OE-IAH. Registered on 17 March.
	604	5528	ZS-THB	K2016534679 (South Africa) Pty Ltd, ex TC-REA. Registered on 12 January.
	604	5620	G-MOCL	Luxaviation United Kingdom, ex M-YBST. Registered on 8 March.
	605	5736	LV-GVH	HB-JGT was cancelled to Argentina in March.
	605	5762	N918SJ	Stephenson Air Brokers LLC, ex P4-SAT. Registered on 21 March.
	605	5939	9H-OWL	Noted at Geneva 22 March, ex M-AKER.
	605	5969	ANX-1208	Mexican Navy, ex ANX-1202. Reserialled before the end of March.
	650	6087	OE-LDN	Registered to MJet in March.
	650	6089	M-DSTZ	Cameron Industries Consult Inc, registered on 2 March.
Embraer	505	50500078	HZ-SK13	Ex N578PF of Cloudscape Inc. was sold to Sky Prime Aviation Services Ltd. in Saudi Arabia together with...
	505	50500088	HZ-SK14	...its sistership, ex N618TH. Also former Cloudscape Inc.
	505	50500376	D-CAGA	Factory fresh PR-PHN was re-registered into the German register and sold to an unknown operator in February.
Falcon	8X	409	G-XION	ExecuJet UK, registered on 21 March.
	8X	412	D-AGBA	Volkswagen, delivered to Braunschweig on 28 February.
	50EX	302	C-FFTR	Chrono Aviation Inc, ex N115RN. Registered on 8 March.
	900LX	303	D-ABBA	Eagle Aviation GmbH, delivered on 4 February.
	2000	37	F-HANC	Dassault Aviation, was EC-GNK for nearly 20 years. Noted Geneva 25 February.
	2000	75	N171FM	Delaware Trust Co, ex N229DA. Registered on 7 March.
	2000EX	75	M-FLCN	Ome Aviation Ltd, ex F-GZLX. Registered on 1 March.
Global	5000	9693	OE-IMA	Registered to Global Jet Austria in early March. Ex 9H-CMA.

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	6000	9754	9H-LDN	Tested as C-FMCH, cancelled to Malta 28 March.
	6000	9756	VT-SNT	Tested as C-FMZS, cancelled to India 3 March.
	6000	9762	M-TSLT	Tested as C-FNIL. Registered to VL9762 Ltd. 22 March. Departed Montreal 22 March on delivery to Moscow.
	6000	9791	C-FUFA	Registered to Bombardier Inc. 3 March.
	6000	9792	C-FUFT	Registered to Bombardier Inc. 13 March.
	6000	9793	C-FUHF	Registered to Bombardier Inc. 23 March.
Gulfstream	IV-SP	1313	N481SC	Southern Cross Aircraft LLC, ex N100DF. Registered on 3 March.
	IV-SP	1369	N302SD	Schell Brothers II LLC, ex N900MP. Registered on 7 March.
	G400	1508	N663DC	Bank of Utah, ex N388AJ. Noted Hong Kong 17 March.
	G450	4094	T7-LFZ	Executive Aircraft Services, ex M-ABRJ. Registered at Guernsey 7 February, noted at Ronaldsway and Bournemouth on 8 February.
	G450	4205	TC-TRH	N333GW was exported to Turkey on 3 March.
	G450	4284	VP-CPD	M-PING was cancelled 24 February.
	V	631	N631VR	QS Partners LLC, re-registered from N508QS on 30 January.
	G550	5029	N550UN	AirX G550 LLC, re-registered from N155AD on 30 January.
	G550	5033	N550	Saf Aviation LLC, ex VP-BNR. Registered on 20 March.
	G550	5058	N2480H	Wilmington Trust Co, re-registered from N74RP on 3 March.
	G550	5113	N175NH	5113 Inc, re-registered from N919PE on 3 March.
	G550	5508	TP-04	Mexican Air Force, ex TP-07. Reserialled by February.
	G650	6047	VP-BJC	Ex M-KSOI which was cancelled on 7 March.
	G650ER	6138	VH-LAL	Little Aviation Pty Ltd, re-registered from N650PA on 10 March.
	G650	6152	B-56789	Registered in March. First noted on 14 March.
	G650ER	6215	D-AWWW	DC Aviation, registered in March.
	G650ER	6225	N168NW	TVPX ARS, ex N625GD. First noted on 17 January.
	G650ER	6228	N200ES	Disney Aviation Group, registered on 13 March. This is Disney's second G650, they also own early G650 c/n 6014.
	G650ER	6230	N650EH	Wilmington Trust Co, registered on 3 March.
	G650	6232	N464GR	Big Bridge Holdings Inc, registered on 2 March.
Honda	HA-420	00017	D-ITIM	Rheinland Air Service, ex N420HE. Acquired on 3 February, noted at Nordholz on 4 March.
	HA-420	00045	F-HENE	European Aero Training Institute Strasbourg, registered on 27 March.
Learjet	35	35A-447	XA-DOC	Former D-COKE of FAI Rent-a-Jet GmbH was sold to Jet Rescue Air Ambulance and will be used for medical flights. This was the very last Learjet 35A in service with FAI Rent-a-Jet GmbH since they started operating this type in 2001, so it is the memorable end of an era.
	45	45-005	OE-GIQ	Well known G-ZXZX of IQ-Charter K/S was recently sold to International Jet Management in Austria.
	60	60-275	LV-GVT	Former ES-PVI of Panaviatic Ltd. was sold to Grupo Imas S.A. in Argentina.
	60	60-328	YL-BJA	Operator in Latvia now known as Baltic Jet. Additon to Scramble 454 – Page 43.
	60	60-382	ZK-JAK	New operator in New-Zealand now known as JAK Air. Additon to Scramble 454 – Page 43.
PC-24		P03	HB-VSA	Third prototype, registered to Pilatus Flugzeugwerke AG 21 February.



Since February this year the third and colourfull example of the PC-24 was completed in the Pilatus Flugzeugwerke Factory and made several test flights already. This HB-VSA with c/n P03 is seen here taxiing out for another test flight. (Stans-Buochs, 10 March 2017, Stephan Widmer)

Bizprops

Beech	C90	LJ-972	OY-JJT	Ex G-VBCD of Aerolease ApS was sold to Sun-Air of Scandinavia A/S in Denmark.
	C90GTi	LJ-1889	D-IDKH	Former N50GN of Steep Turn Corp. was recently sold to an unknown operator in Germany.
	B250	BY-161	SP-KKS	Recently sold by the Horizon Group Inc. to Karol Kania i Synowie in Poland, ex N247MG.
Cessna	208	00415	D-FSSD	FSSD GmbH, ex G-OAFF. Registered on 19 October.
	208B	0762	PH-JBR	Tessel Air BV, ex N762SV. Was first noted at Teuge on 7 March, this Supervan 900 conversion is operated for the Paracentrum Texel.
	404	0406	YL-IES	Registered on 10 February 2016, ex D-ICRF.

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A very welcome visitor to the Netherlands was this Beech B-200 YI-ASD with c/n BB-1701, which was enroute from the Middle-East to the U.S.A. and made a fuel-stop at Rotterdam-The Hague Airport. (5 March 2017, Peter Heeneman)

	421C	0248	N421MU	Plane Fun Inc, ex D-IILL. Registered on 19 January.
PAC	750XL	182	N750VL	Bank of Utah, ex D-FTAO. Registered on 27 March.
PC-12	/47	847	N478SS	Registered to Boutiqie Air Inc. 13 March. Ex D-FFHZ.
	/47E	1256	N856ST	Registered to Skytech Inc. 13 March. Ex SP-SAB.
	/47E	1690	N690NG	Registered to Pilatus Business Aircraft Ltd. 3 march. Tested as HB-FRE.
	/47E	1691	N691AF	Registered to Pilatus Business Aircraft Ltd. 7 March. Tested as HB-FRF.
	/47E	1692	N692NG	Registered to Pilatus Business Aircraft Ltd. 10 March. Tested as HB-FRG.
	/47E	1694	N694NG	Tested as HB-FRI. Registered to Pilatus Business Aircraft Ltd. 22 March.
	/47E	1697	HB-FRL	Registered to Pilatus Flugzeugwerke AG 3 March.
	/47E	1698	HB-FRM	Registered to Pilatus Flugzeugwerke AG 3 March.
	/47E	1699	HB-FRO	Registered to Pilatus Flugzeugwerke AG 14 March.
	/47E	1700	HB-FRP	Registered to Pilatus Flugzeugwerke AG 14 March.
	/47E	1701	HB-FRQ	Registered to Pilatus Flugzeugwerke AG 16 March.
	/47E	1702	HB-FRW	Registered to Pilatus Flugzeugwerke AG 24 March.
	/47E	1703	HB-FRS	Registered to Pilatus Flugzeugwerke AG 24 March.
Piper	42-720	8301001	N107DP	Dodson International Parts Inc, ex D-IHLA. After operating in Germany for about 25 years, this Cheyenne will now likely be used for parts.
	46-500TP	4697344	VH-TQP	Former Czech OK-TOP was exported across the world to Australia, and registered there on 23 March to Peter Heyworth.
Rockwell	690A	11273	N892WA	TVPX ARS, ferried to Europe from the USA on 9 and 10 January. Seems to be based at Genk-Zwartberg now.
SOCATA	TBM700	32	OO-HUB	Operator in Belgium now known as TSF Air'Press. Addition to Scramble 454 – Page 44.

Sovjet Updates

On the Old Wings site at <http://www.oldwings.nl/st/std.htm> all Soviet Transports downloadable files are now renewed and many new types are added as well. Available free of charge are Various Production Lists and other interesting files like;

- Aero 45 & 145, Aero 270, Let L-200 "Morava", Let L-410 "Turbolet" and Let L-610 (March 2017)
- Antonov 2, 3 and Nanchang Y5 - Soviet, Polish and Chinese production (March 2017). An all new, large 299-page, file)
- Antonov 8, 10, 12, 14 and 22 (March 2017)
- Beriev, Myasishchev & Sukhoi - an all new file (March 2017)
- Chinese-built aircraft and helicopters (AVIC, Changhe, Harbin, Nanchang, Shaanxi, Xian etc.) (March 2017)
- Ilyushin - all models (March 2017)
- Lisunov Li-2 (March 2017)
- Mil Mi-1 & SM-1 & SM-2, Mil Mi-4 and Mil-6 (March 2017)
- Kamov - all models (March 2017)
- PZL M-15 "Belphegor", M-20 "Mewa", Swidnik "Kania", W-3 "Sokol" and W-4 "Puszczyk" (March 2017)
- Tupolev - all models - now including Tu-134/154/204 & 214 as well as Bombers (March 2017)
- Yakovlev - all models - now including Yak-40/42 (March 2017)
- Google Earth KMZ Files - This file shows all airports mentioned in the ST database on Google Earth. (March 2017)
- Soviet Construction Number Locations and Explanations (Version #12, March 2017)
- Western-built aircraft in Soviet & Eastern Block service (40 different types)
- Moldovan (ER) Civil Aircraft Register (14 February 2017)
- Soviet Transports - Abbreviations & Translations (English-Russian) (March 2017)

An-2TP	1G109-13	CCCP-35007	Yeniseiski Meridian	trf	22dec95	canx between 01dec16 and 10mar17
An-2R	1G191-58	RA-84680		rgd	10jan17	ex UP-A0318
An-2R	1G198-32	UP-A0235	Feniks	photo	05dec16	in the Akmolinst region 05dec16; c/n now known
An-2R	1G205-04	RA-17863	Adygeya-Avia	trf	15mar94	canx between 01dec16 and 10mar17
An-2R	1G205-37	RA-17896	Adygeya-Avia		01feb05	on register; canx between 01dec16 and 10mar17
An-2R	1G208-55	RA-81601	Yeniseiski Meridian	trf	22dec95	canx between 01dec16 and 10mar17
An-2R	1G211-41	N75AN	N75AN Inc.	rgd	17apr01	l/n YIP 11nov15; canx 10mar17
An-2R	1G229-34	RA-33542	Aeroflot c/s, n/t	Ssk	01jun96	canx 21apr04
An-2R	1G229-35	UP-A0226	Feniks	photo	05dec16	in the Akmolinst region 05dec16; c/n now known
An-2TP	1G231-52	CCCP-01461	Eniseiski Meridian	trf	22dec95	never seen as RA-; canx between 01dec16 & 10mar17
An-2R	1G233-10	RA-33676	Ufimskie Avialinii	photo	08aug09	taken at Kamyshein, Volgograd Region
An-2R	1G234-29	CCCP-33677	Saransk Avn Enterprise	trf	04mar94	never seen as RA-; canx between 01dec16 & 10mar17
An-2R	1G234-30	RA-33678	Saransk Avia		03apr06	canx between 01dec16 and 10mar17
An-2R	1G234-32	RA-02201(2)	not known	rgd	19oct15	never seen as RA-; canx between 01dec16 & 10mar17
An-2R	1G234-44	RA-02213	cream c/s, n/t	photo	02may16	in the Krasnodar region
An-2R	1G239-23	CCCP-02296	Kubanaviausluga	trf	22feb94	never seen as RA-; canx between 01dec16 & 10mar17
An-2R	1G240-13	CCCP-02311	Saransk Avn Ent.	trf	04mar94	never seen as RA-; canx between 01dec16 & 10mar17
Y5B(D)	11 05	B-50CH	Jiangxi Changjiang	rgd	16mar17	
An-12	1 40 03 03	not known	Ukraine Air Force	trf	1992	wfu and probably scrapped
An-14	---	3X-GP01	Guinea Air Force	CKY	12may64	photo
An-26Sh	32 10	"71" yellow	Ukraine Air Force	IEV	01mar17	arrived for overhaul
An-26	49 08	RF-90311	Russian Air Force	CKL	21mar17	grey c/s, VVS Rossii titles; c/n visible; coded "07" red
An-26B-100	51 09	HK-4356	Laser Carga	VVC	jan17	with titles
An-26	84 05	"05" blue	Ukraine National Guard	toc	30dec16	last overhaul completed dec16; f/n IEV 30dec16
An-26ASLK	86 01	RA-26675	Sev Avia	KZN	27jun16	orange and blue colour scheme, n/t; l/n KZN 04jul16
An-26	93 03	RF-36043	Russian Air Force	OVB	mar17	also reported carrying "15" red
An-26B-100	140 05	UR-ELB	United Nations	JUB	03mar17	coded UNO-508P; l/n JUB 23mar17
An-26	---	S9-GRN	Malek Air	JUB	23mar17	
An-26	---	S9-TLZ	South Sudan Supreme	w/o	20mar17	at Wau when touched down besides the runway
An-28	1AJ 007-11	RA-28726	IKAR	l/n	21jun15	canx between 01dec16 and 0mar17
An-28	1AJ 007-14	RA-28900	Region-Avia	VGd	28oct16	canx between 01dec16 and 10mar17
An-28	1AJ 009-19	RA-28903	Region-Avia	VGd	28oct16	canx between 01dec16 and 10mar17
An-28	---	S2-AGY	all white	JUB	14mar17	
An-32A	16 04	EK-32120	Phoenix Aviation	dbr	14jun16	canx 08aug16; l/n Bor 21mar17, abandoned
An-74	365 470 95 898	RA-74009	UTair	TJM	22oct16	canx between 01dec16 and 10mar17
An-74	471 95 01 5	RA-74017	FSB	dbr	30mar10	finally canx between 01dec16 and 10mar17
An-148-100	27015040001	RA-61701	Saratov Airlines	d/d	15mar17	flew LED-RTW this date, still in Rossiya colours
An-148-100	27015040004	RA-61704	Saratov Airlines	RTW	24mar17	full colours
An-148-100	27015040006	RA-61706	Saratov Airlines	ROV	16mar17	ferried to ROV in Rossiya c/s for painting
Il-18	---	YI-AYN	not reported		26mar17	flew Damascus-Khartoum this day
Il-62MGr	38 50 1 4 5	RA-86945	KAPO im. Gorbunova	KZN	14nov16	canx between 01dec16 and 10mar17
Il-76MD	00234 36043	RF-86902	Russian Air Force	KLD	mar17	ex RA-86902
Il-76TD	00434 49468	YA-KAN	Kabul Air ?	BEN	01feb17	in all-white c/s; ex EY-602(2)
Il-76MD	00634 70100	RF-76693	Russian Air Force	OVB	28feb17	ex RA-76693
Il-76MD	00734 76290	RF-76731	Russian Air Force	PKV	mar17	l/n ABA 18mar17; ex RA-76731
Il-76MD	10034 01025	RF-78833	Russian Air Force	OVB	mar17	ex RA-78833
Il-96-300	74393202014	RA-96014	Rossiia	CDG	03oct15	canx between 01dec16 and 10mar17, see next line
		96014	Rossiia	Vox	21feb17	l/n active Voronezh-Pridacha 07mar17; ex RA-96014
Ka-29	52350047121811	RF-18175	Russian Navy	ARH	21mar17	coded "75" red
Ka-32A	9102	RA-31603	APK Vektor	MRV	18sep16	
Ka-5215005	not known	Egyptian Air Force	mfd	2017	line # 15-05; in primer on the assembly line 07mar17
L-410UVP-E	91 26 09	OK-LRB	all white, n/t	OSR	17mar17	ex LZ-CCW
Li-2	---	CCCP-L1271	AFL/Moscow	dbr	23aug51	ran out of fuel and made a forced landing near Kanash
Li-2	---	CCCP-L4198	AFL/Latvia	dbr	28mar58	undershot on a training flight from Riga
Li-2	---	CCCP-L4411	AFL/Ukraine	dbr	07apr50	ran out of fuel and made a forced landing near Kiev
Mi-2	52 4049 035	CCCP-23573	AFL/Central Region	dbr	15oct81	when both engines failed crash-landed near Soligalich
Mi-2plus	51 7301 081	SP-SXB	privately owned	l/n	27feb14	CofA expired 16jan15; canx 27feb17 as sold to Ukraine
Mi-2	5210250 067	RA-23244	not known	rgd	11jan17	ex UN-23244
Mi-2	5210305 067	RA-23249	Vologda Air	rgd	21jan10	canx between 01dec16 and 10mar17
Mi-2	5411103 129	RA-14218	not known	rgd	13jan17	ex UN-14218
Mi-4	12 136	"38" yellow	Soviet Air Force	dam	11jul75	and later used as a target at the training range
Mi-4ME	14 146	"18" yellow	Soviet Navy	soc	1976	hulk lay on its side at an unknown airfield
Mi-4	---	CCCP-66925	AFL/Far East-UUS	dam	14nov75	the tail rotor collided with a 1 metre high sand wall
Mi-8	12 45	CCCP-22160(1)	AFL/Krasnoyarsk	dbr	28aug81	the load had to be jettisoned and damaged tailboom
Mi-8T	07 55	not known	Ukrainian MVS	mfd	30jan71	trf 1992l opb 51 aviabrigada at Oleksandriya
Mi-8T	27 11	"26" yellow	FSB	photo	13sep06	l/n mar17; c/n known now
Mi-8T	34 07	not known	Ukrainian MVS	mfd	31oct72	trf 1992; opb 51 aviabrigada at Oleksandriya
Mi-8	51 83	CCCP-25905	AFL/Krasnoyarsk	dbr	12sep81	on landing at Zhdanikha (Taimyr peninsula)
Mi-8T	75 90	RA-22821	Avia-Sibir	dam	16jun16	entered vortex ring mode and came down hard
Mi-8T	77 59	RA-25224	Novy Urengoi Avn AE	NUX	jun15	stored; canx between 01dec16 and 10mar17
Mi-8T	81 05	RA-22655	Novy Urengoi Avn AE	no	reports	canx between 01dec16 and 10mar17



This summer Brussels Airlines will be using three Cityjet Sukhoi Superjet 100s. EI-FWD was delivered direct from Venice to Brussels in full Brussels Airlines colours. (Brussels, 28 March 2017, Mark Sluiters)

Mi-8T	9 71 09 20	not known	Ukrainian MVS	mfd	28jan71	trf 1992; opb 51 aviabrigada at Oleksandriya
Mi-8T	9 72 15 17	not known	Ukrainian MVS	mfd	31mar72	trf 1992; opb 51 aviabrigada at Oleksandriya
Mi-8T	9 73 24 02	not known	Ukrainian MVS	mfd	16jan73	trf 1992; based at IEV
Mi-8T	9 73 24 05	not known	Ukrainian MVS	mfd	18jan73	trf 1992; opb 51 aviabrigada at Oleksandriya
Mi-8T	9 73 26 18	not known	Ukrainian MVS	mfd	27apr73	trf 1992; opb 51 aviabrigada at Oleksandriya
Mi-8T	9 73 35 03	not known	Ukrainian MVS	mfd	20dec73	trf 1992; opb 51 aviabrigada at Oleksandriya
Mi-8T	9 73 35 07	not known	Ukrainian MVS	mfd	24dec73	trf 1992; opb 51 aviabrigada at Oleksandriya
Mi-8T	9 74 37 13	not known	Ukrainian MVS	mfd	21feb74	trf 1992; opb 51 aviabrigada at Oleksandriya
Mi-8T	9 74 38 03	not known	Ukrainian MVS	mfd	07mar74	trf 1992; opb 51 aviabrigada at Oleksandriya
Mi-8T	9 74 41 05	not known	Ukrainian MVS	mfd	31may74	trf 1992; opb 51 aviabrigada at Oleksandriya
Mi-8T	9 74 41 33	not known	Ukrainian MVS	mfd	08jul74	trf 1992; opb 51 aviabrigada at Oleksandriya
Mi-8T	9 74 43 23	"57"	FSB	IKT	21aug16	hulk only; must have been wfu long before 2007
Mi-8T	9 74 44 24	not known	Ukrainian MVS	mfd	24dec74	trf 1992; opb 51 aviabrigada at Oleksandriya
Mi-8T	9 75 46 30	not known	Ukrainian MVS	mfd	22may75	trf 1992; opb 51 aviabrigada at Oleksandriya
Mi-8T	9 75 47 28	not known	Ukrainian MVS	mfd	15jul75	trf 1992; opb 51 aviabrigada at Oleksandriya
Mi-8T	9 82 06652	4L-AVD	CTSAMM	JUB	07mar17	'CTSAMM' titles
Mi-8T	9 82 08111	RA-25381	not known	rgd	08feb17	ex 4L-AVC
Mi-8MTV-1	9 5745	RA-25129	Alrosa	dam	02mar17	force landed in a forest close to ae helipad
Mi-8MTV-1	9 5976	153	Pakistan Army	w/o	15oct05	CFIT, entered low clouds shortly after take-off
Mi-171	59489611103	SMH598	Sri Lanka Air Force	RML	03mar17	in dark green/khaki camo c/s; ex SMH4303
Mi-171	59489611112	SMH599	United Nations	JUB	17mar17	
Mi-171C	171C0007076433305U	RA-22449(2)	Alrosa	l/n	sep15	canx between 01dec16 and 10mar17
Mi-8AMT	8AMT00643094408U	RA-22475(2)	not known	rgd	20feb17	ex YL-HMG
Mi-171P	171P00643137360U	RA-22659(2)	not known	rgd	21feb17	ex "736" black
Mi-8AMT	8AMT00643157610U	RA-22578(2)	Aviashelf	rgd	19jan17	in black c/s with trim, no titles; f/n UUS 24jan17
Mi-171Sh	171S00150507469U	469	Bangladesh Air Force	photo	08feb17	(read off the strut as '7469'); c/n known now
Mi-8MTV-5-1	---	RF-90681	Russian Air Force	Pus	03mar17	coded "09" red; opb 549 ovp AA at Pushkin
Mi-8MTV-5	---	RF-90682	Russian Air Force	photo	27mar17	Mi-8MTV-5-1f/n in the Novgorod region
Mi-8MTV-2	---	RF-93904(2)	Russian Air Force	photo	03sep16	coded "25" yellow
Mi-8MTV-2	---	RF-95547	Russian Air Force	photo	03sep16	coded "45" yellow;
Mi-8MTV-1	223M103	RA-22579(2)	not known	rgd	21dec16	see c/7628 ex OB-1585
Mi-17V-5	404M05	5Y-DCI	Kenya Police	KZN	03mar17	with 'Police' titles
Mi-17	228M99	302	Macedonian AF	DEB	03mar17	ex VAM-302
Mi-171Sh	---	10-015	Pakistan Air Force	photo	nov13	opb 84 Sqn by dec13
Mi-17V-5	---	RAF-2712	United Nations	JUB	23mar17	coded 'UNO-5..P'
Mi-17V-5	---	RAF-2812	United Nations	JUB	17mar17	coded 'UNO-561P'; l/n as such JUB 23mar17
Mi-172	---	SPAF-115	South Sudanese Air Force	photo	2013	with additional external tanks
Mi-24P	3532433027811	RF-91246	United Nations	photo	mar17	in full all-white UN c/s, coded 'UN 46'; f/n in Russia
Mi-35	280 858	858	Libyan Air Force	w/o	04mar17	fell into enemy hands, destroyed by Libyan Air Force
Mi-26T2	34001212651 ?	06816	Rostvertol	Ror	23mar17	Algerian markings taped over
Mi-26	---	"95"	FPS	w/o	19oct95	cr. into a 313 metres ice ridge at Cape Neupokoyevka
Mi-28N	---	RF-13627	Russian Air Force	Pus	02mar17	coded "223" blue; opb 549 ovp AA at Pushkin

Mi-28N	---	RF-13654	Russian Air Force	photo	mar17	coded "70" red;
RRJ-95B	95 105	EI-FWD	Brussels Airlines			wet-leased from CityJet; in full Brussels Airlines c/s
RRJ-95LR	95 126	89078	primer	f/f	03mar17	RRJ-95LR-100; ferried via OVB to ?? 13mar17
RRJ-95	95 127	97016(3)		f/f	15mar17	
RRJ-95LR	95 128	89079	primer	f/f	23mar17	RRJ-95LR-100
Tu-22M3	---	RF-34089	Russian Air Force	photo	22dec16	coded "39" red, with 'VVS Rossi' titles
Tu-22M3	---	"11" red	Soviet Air Force	Khb	oct16	preserved in the Khabarovsk air base museum
Tu-134A-3	60642	RA-65941	RusJet n/t	GOJ	mar16	broken up; canx between 01dec16 and 10mar17
Tu-134Sh-1	8 35 50915	"53" blue	Russian Air Force	Chh	01oct16	broken up jan17
Tu-134Sh-2	9 35 50999	RF-66022	Russian Air Force	Shh	mar17	and coded "21" red; ex "52" blue
Tu-154M	91A884	RA-85709	Atlant-Soyuz	VKO	oct16	broken up mar17
Tu-204-300	1450741864044	RA-64044	Roskosmos	rgd	20oct16	f/n Ulyanovsk-Vostochny 11mar17
Yak-18T	22202034031	VH-YVS		rgd	02mar17	ex VH-YBG
Yak-42D	4520424811447	RA-42365	Sirius Aero	CEK	oct16	small titles on nose; l/n OST 12mar17
Yak-42D	4520422219066	UP-Y4215	Avia Jaynar	VKO	12mar17	full colours
Y7's	---	3052, 3053	Chinese Air Force	photo	2017	coded "02" and "03" red; Xian Fl. Ac./5th Training Brig.
Y7's	---	3056, 3058	Chinese Air Force	photo	2017	coded "06" and "08" red; Xian Fl. Ac./5th Training Brig.
Y7's	---	3058, 3152	Chinese Air Force	photo	2017	coded "08" and "12" red; Xian Fl. Ac./5th Training Brig.
Y7's	---	3153, 3159	Chinese Air Force	photo	2017	coded "13" and "19" red; Xian Fl. Ac./5th Training Brig.
Y7's	---	3651, 3758	Chinese Air Force	photo	2017	coded "61" and "78" red; Xian Fl. Ac./5th Training Brig.
Y7's	---	3758, 3852	Chinese Air Force	photo	2017	coded "79" and "82" red; Xian Fl. Ac./5th Training Brig.
Y8	---	3258	Chinese Air Force	photo	2017	coded "28" red; Xian Flying Academy/5th Training Brig.
MA60	12 02	B-5003	Joy Air	rgd	16mar17	
MA60	---	B-OACL	AVIC	f/f	08mar17	a remote sensing version with underwing pylons

PH register

Newly registered aircraft:

PH-EXM	Embraer 170-200STD	17000639	mar17	KLM cityhopper. Ex PR-EYU. Arrived at Amsterdam 18 March 2017.
PH-FVR	Tecnam P2010	052	mar17	A.A.J. Zantman (Sand Air). Arrived at Rotterdam 8 March 2017 as I-PDVF. First noticed as PH-FVR 15 March 2017.
PH-GGX	Boeing 737-8EH	36596	mar17	Transavia Airlines. Arrived at Amsterdam 18 March 2017 as PR-GGX.
PH-GGY	Boeing 737-8EH	37599	mar17	Transavia Airlines. Arrived at Amsterdam 22 March 2017 as PR-GGY.
PH-PHB	Enstrom 480	5024	feb17	Prince Helikopters, Zonnemaire. Ex N2085W, cancelled 15 December 2016.
PH-4Q2	TL-3000 Sirius		mar17	DWARF Vliegschool. Arrived at Hilversum 17 March 2017.

Change of ownership:

PH-HSD	Boeing 737-8K2	39260	mar17	KLM, ex Transavia.
PH-HSE	Boeing 737-8K2	39259	mar17	KLM. Name: Blauwstaart / Blue Tail, ex Transavia.

Credit: Scramble Message Board, H.Wadman, E.Bauer.



Another old lady on her way to the desert. PH-BFD was added to the KLM fleet in 1989 and was flown via Chicago O'Hare to Mojave Airport. (Amsterdam-Schiphol, 6 February 2017, Ben Uffen)

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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 luchtvaartenhousiast 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 collega-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

Wrecks & Relics



The sale of Dutch F-104G D-8282 has been in the pipeline for more than three years. One of the reasons that it took so long was that the US Department of State also had a say in this sale of military equipment to a civil organisation. They wanted a safeguard in case of the dissolution of the new owners at Sabadell, the Fundació Parc Aeronàutic de Catalunya (FPAC). Since the Spanish Air Force has agreed to take over the aircraft when the FPAC should stop to exist, the transport could be planned and the aircraft arrived at Sabadell on 3 March. Within a few days the aircraft was cleaned and assembled (5 March 2017, Conrad Miquel Antich)

Belgium

Antwerpen

(87002) Tp87 OO-ESA, ex Sweden **404-0020** jan17
Not reported before in this section, this green and white Swedish Cessna 404 is based here with Eurosense for over a year now. L-18C Super Cub OO-KKK/OL-L88 from Theux has not been scrapped as we reported in Scramble 449. It is still alive and under restoration at Antwerp. It will become D-EBTX in due time.

Houthalen-Helchteren

(650) B47G-5A F-HVHV, ex Peru **25057** jan17
The Bell is on the private heliport of Piet Luys & partners Industriebouw company at N51.01415, E 5.35992

Saffraanberg

AT21 Alpha Jet instructional **B21/1080** mar17
The aircraft arrived on 10 October 2016 and was together with the schools other aircraft seen on their annual open day at 12 March 2017.

Czechia

Mladá Boleslav

(0076) Po-2 S5-MAY, as 76 white aug16
The Letecké Muzeum Metoděje Vlacha has several airworthy warbird replicas including a Pup, Cub, Bu131 and Fokker D.VIII. The Polikarpov is a former Yugoslavian example.

Germany

Aachen (NW)

(41-8231) PT-17 N322FD **75-1790** mar17
The Stearman changed owners in December 2016 and is now based here in hangar 2.

Bonn-Hangelar (NW)

(A-212) Bf108B-1 D-EOIO, ex Switzerland **2086** mar17
The registration D-EOIO was already reserved in 2010, but by September 2016 the restoration was finished and is now based at Hangelar.

Gunzenhausen (BY)

44-80647 L-4J D-EGAF **12943** mar17
The Cub is based at the airfield at N49.11247, E10.78157. It is in military colours and listed in EMOOS as location unknown.

Lachen-Speyerdorf (RP)

(115511) L-18C D-EATY, ex ALAT **18-1511** mar17

(691)	SV-4C	F-BMMJ, ex Coburg	691	mar17
(55+87)	Do27B-1	D-EDCG, ex Schweighofen	245	mar17
9 red	Po I-16	D-EPRN, ex Freiburg	2421319	mar17
44 black	Yak-50	F-AZYM, ex Pirmasens	781309	mar17
	Yak-50	SP-YDI, ex Bad Dürkheim	791602	mar17
01 yellow	Yak-50	F-AZXY, ex Lunéville	853208	mar17
	Yak-52	SP-YTV, ex Backnang	855908	mar17

A collection is being set up here in the new hangar at the far side of the airfield.

Lechfeld (BY)

21+86	F-104G	instructional	7055	mar17
25+28	F-104G	instructional	8305	mar17
(43+14)	Tornado	instructional	4014	mar17
(44+48)	Tornado	instructional	4148	mar17
58+55	Do28D-2	instructional	4130	mar17
(87+06)	Bo105P	instructional	6106	mar17
(87+35)	Bo105P	instructional	6135	mar17
91+19	FWP149D	instructional	140	mar17

The technische school is still active on the base. It has become a civil school, but it is still on military grounds. They lost their Alouette 2 77+24 and gained ex Celle Bo105P 87+06.

München (BY)

The Deutsches Museum closed its aviation department for refurbishment which may last up to 2019. There are still a few aircraft on display, but they are all replicas of aircraft older than 100 years. Some of their former aircraft are now on display at Oberschleißheim.

München (BY)

On the roof of a building along the Kistlerhofstraße is the Heaven 7 (they are on the 7th floor) art exhibition with a yet unknown Bo105P (N48.09558, E11.52390). Visits are possible on the first Monday of the month via <http://heaven7.flatz.net/>

Oberschleißheim (BY)

21+53	F-104G	preserved	7022	mar17
D-9518	VJ101C	restoration	X2	mar17
(C.4E-106)	Bf109E-3	preserved	790	mar17
(AM120)	Me163B-1a	preserved	120370	mar17
(500071)/1+3	Me262A-1a	preserved	500071	mar17

All these aircraft are new in Flugwerft Schleißheim part of the Deutsches Museum and came from the museum counterpart in downtown München.

At the civil side are three Yak-52s, HA-NSA (c/n 844814), HA-NUQ (c/n 9411812) and SP-YRE (c/n 833701) based.

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Hungary

Szolnok

Correcting a long time issue in EMOOS, the Yak-12 in the museum is ex Hungarian AF Yak-12R 0126 (c/n 0126). It has no relation with Polish Yak-12 c/n 30126.

Italy

Brindisi

A yet unknown Starfighter is preserved at the Avio Aero factory at N40.63673, E17.95631. It is there since at least August 2008.

Luxembourg

Bissen

Not reported here before but in November 1994 German MiG-23ML 20+26 arrived in the village of Bissen. It is visible on Google Earth at N49.78677, E6.06569, but not on the most recent images. It may have moved inside or onwards.

Norway

Kjevik

690	F-16B	instructional	6L-9	mar17
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The F-16 arrived on 17 March and will be used by the Luftforsvarets skolesenter.

Poland

Debrzno

1618	TS-11	preserved	3H-1618	mar17
(7906)	MiG-21MF	preserved, as 3779	967906	mar17

Both are pole mounted at N53.53764, E17.23921 and both had arrived by August 2013 at the former 9PLM air base nearby. The MiG-21 came from Nadarzyce.

Romania

Siria

711	MiG-21F-13	preserved	740711	feb17
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The MiG-21 has joined IAR93 222 at the local airfield. It came from the Muzeul Aviatiei in Bucharest.

Spain

La Sénia

(A.10C-92)	HA220	preserved, as C.10C-92	22/97	jul16
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There is the small Museo del Antiguo Aeródromo de La Sénia on the south side of the town at N40.62331, E0.30759. They also have a replica of a Polikarpov I-16 marked CM-257.

Sweden

Såtenäs

32603/33	J32D	preserved	32603	feb17
37050/50	AJ37	preserved	37050	feb17

Both are again preserved outside the gate next to Gripen 39113. They were parked in a revetment on the airfield for some years.

Turkey

Sincan

67-0262	F-4E	preserved	2977	feb17
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Sincan is west of Ankara and the Phantom is preserved in a park at N39.96690, E32.57785

United Kingdom

Balcombe, West Sussex

(XM468)	Jet Provost T3	preserved	PAC/W/9276	mar17
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A Jet Provost cockpit is now on display at the Wings Museum. It arrived from Terrington in August 2016.

Biggin Hill, Kent

XX414	Gazelle AH1		1366	jan17
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A Gazelle has arrived here from Sevenoaks. It is in the Wessex Aviation hangar.

Bristol Filton, Gloucestershire

ZD610 002/714	Sea Harrier FA2	preserved	912049	mar17
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A Sea Harrier was airlifted across the airfield under a Chinook to join the Aerospace Bristol collection in March. It used to be at Dunsfold. An actual date of arrival at Filton is not known.

Colsterworth, Lincolnshire

Sea King HU5SAR XV661/26 was put up for auction by Witham Specialist Vehicles from here in February. It used to be stored at HMS Sultan.

RAF Cosford, Shropshire

The latest arrival from Hendon for the RAF Museum is Ju-88R1 360043/D5+EV, which arrived during February and was placed into Hangar 3.

Elvington, North Yorkshire

45/BR	Mirage 4A	preserved	45	mar17
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The Mirage arrived on 30 March from Châteaudun at the Yorkshire Air Museum.

Credits: Patrick Dirksen, Laurent Heyligen, Stefan Jongen, Andy Marchmont, Tony Morris, Andy Patsalides, Tom Svendsen, Marco Wolbert.



Spanish C212-100 T.12B-18 was intended for East Horizon Airlines in Afghanistan. However, the aircraft was impounded in the docks of Algeciras and did not leave Spain. It is now stored in an industrial area at Utrera (N37.19326, W5.75440) since 2015. (29 January 2017, Juan de la Cruz Villar)



Three decades ago Spitfire trainers seemed almost extinct, but they have become increasingly popular. Nowadays even single seat fighters are converted into (paying) passenger carrying two seaters. The latest of these, NH341 (G-CICK) is seen here on a photo taken by David Whitworth at Duxford on 11 March.

United Kingdom

It took three years and an estimated £3 million to fully restore Vickers Supermarine Spitfire NH341 and to convert it into a two-seat trainer. On 11 March, the Spitfire flew for the first time in more than 70 years. NH341 is a real veteran: nine pilots from the Royal Canadian Air Force's 411 (Grizzly Bear) squadron flew 27 combat missions between June and July 1944. Flt Lt (later Squadron Leader) H C "Charlie" Trainor shot down two German Messerschmitt 109s while flying NH341. Flown by WO Jeffrey, it was shot down over Normandy on 2 July 1944 but fortunately Jeffrey managed to bail out. The French Resistance helped him return to his unit - having first taken him to a nearby town for a haircut and to buy some cheese. NH341 remained in France until Aero Legends Ltd bought it in 2011. Aero Legends owner Keith Perkins said he was "totally unaware" of the plane's history before he bought it. Unfortunately the first flight of the Spit from Duxford did not quite go to plan. It did go for a first flight in the morning but developed a carburettor problem which stopped it going for its official first flight in the afternoon. NH341 is registered as G-CICK and carries squadron code DB-E and the name Elizabeth.

More good news on the restoration front came from Turweston airport. On 21 March, Hawker Hurricane Mk.I DR348 (G-HITT) was flown for this first time since its restoration started. On its first flight G-HITT was flown by the famous Hurricane pilot Stu Goldspink. G-HITT originally started life as P3717, a Mk.I Hurricane and was later converted to a Mk.II, and given the serial DR348. It was built in 1940 and originally fitted with a Merlin 3 engine. It was delivered to 253 Squadron at Kirton in Lindsey on 13 July 1940. During the Battle of Britain P3717 was allocated to B Flight with Pilot Officer Samolinski. It was involved in several dogfights between 253 Squadron and the aircraft of ZG2 and over Redhill, Surrey, Samolinski claimed the destruction of a Bf110. The aircraft eventually found its way to Russia, from where it was retrieved and returned to the UK. The fighter was restored by Hawker Restorations Limited with the help of Bygone Aviation at Turweston. P3717 is finished in its wartime livery with code SW-P.

United States

The Flying Heritage Collection's Mosquito TV959 is back from the paint shop and nearly finished. It now carries the factory camouflage with additional black underside, the so-called 'Intruder' colours. The Mossie is now painted as NS838

with code UP-J as was flown by Flight Officer Alan Wagner of No. 605 Squadron. He flew the aircraft as "Wag's War-Wagon" often together with his navigator Flight Officer "Pip" Orringe. Wagner became an ace in the plane in the night of 5 to 6 March 1944. The plane's standard factory camouflage was later repainted in an "Intruder Scheme," a night black underside. After this mission, Wagner's aircraft carried two victory markings for Japanese aircraft that Wagner claimed over Ceylon (today Sri Lanka) earlier in the war, along with three marks for German aircraft shot down—two Me410s and an Fw190. In total, Wagner shot down nine confirmed enemy aircraft and two V-1s. Tragically, he was killed while chasing a V-1 "buzz bomb" in heavy fog when his speeding Tempest fighter struck the ground in July 1944. He was 29 years old.

CAF Southern California Wing's Yakovlev Yak-3 N529SB (0470104) made its first flight on 3 March, after more than six years of static presence in the main hangar. The fighter was at the time grounded after serious cooling problems had occurred. During the past restoration the oil cooler ducting was redesigned and so a spray bar system for the coolant radiator and oil radiator was installed. On top of that the Allison V-1710 engine was overhauled by Vintage V-12s. N529SB is a modern Yak-3 built in the Nineties by the Yakovlev factory in Orenburg according to the original construction drawings. The paint scheme is that of 6 white, the aircraft of Captain Marcel O. Albert of the Normandie-Niemen Free French squadron fighting in Russia. Captain Albert had 23 Air to air victories and flew the Yak 3 in 1943-1944.

The Erickson Aircraft Collection of Madras (OR) has recently contracted Pacific Fighters to undertake the restoration of their Hispano HA-1112-M1L Buchon N90602 (193), the former Spanish Air Force C.4K-130. During this restoration to flying condition, the Buchon is to be converted to more closely resemble a Messerschmitt Bf109G. While the Buchon and '109 are identical in most respects, they differ in their powerplant and its cowlings. While the Bf109 was powered by an inverted-V Daimler-Benz DB605 engine, the Hispano factory chose the more available Rolls-Royce Merlin. The engine choice dictated a radical change in the shape of the Buchon's nose. Surgery to bring back the original shape would require a DB605 installation. But these are extremely rare, so Erickson has opted to go a different route. Pacific Fighters has converted the Buchon to be powered by an Allison V-1710 engine. They designed a new engine mount and exhaust system specially designed to perfectly mimic that of a Bf109.

Credits: Flypast, Warbirdnews, WIX.

Personal copy

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Dustpan & Brush



Irish Coast Guard S-92 EI-ICR with callsign "Rescue 116" crashed into the Atlantic Ocean, ten kilometres off Blaksod, County Mayo. Sadly only one was recovered. Three are still missing. Malcolm Nason photographed the Sikorsky in better conditions at Shannon, Ireland.

Additions & Corrections:

15oct05 153 Mi-8MTV-1 95976 w/o
The Mi-8 belonged to the Army's 27sq.
See Scramble 318.

New Accidents:

01dec15 VT-SNG Global 6000 9493 w/o

Another victim of the floodwater damage at Chennai International Airport, this Sun TV Global was declared written off. They already ordered a new one which will be delivered soon!

30dec16 EBV0796 Mi-17V-5 862M10 w/o

Initially missing; the Mi-17 of the Venezuelan Army was found with survivors after several days, at the Cerro Duida mountain, Amazonas province, Venezuela. Thirteen people, including civilians, were onboard. However, contrary to earlier publications, on 8 January the helicopter still had not been found. Again, on 7 February still no trace of the helicopter. All occupants are deemed to have died in the crash.

07jan17 D-AMSC CL-604 5464 w/o

An Emirates Airbus A380-800, most likely registration A6-EUL performing flight EK412 from Dubai to Sydney, was cruising at FL350 (35,000ft) about 630nm south-east of Muscat, Oman, when the MHS Aviation Challenger passed underneath in opposite direction. The A380 continued the flight to Sydney without any apparent incident and landed safely. This was not the case for the CL-604, which passed underneath the A380 with the crew losing control as a result of wake turbulence from the A380. They were only able to regain control of the aircraft after losing about 10,000 ft. The airframe experienced very high G-loads during the upset, with those onboard not seated with their safety belts on receiving various degrees of injuries. After the crew managed to stabilize the aircraft they decided to divert to Muscat, declaring an emergency and reporting injuries on board and continued for a landing in Muscat nearly 2.5 hours after the upset. The aircraft received damage beyond repair and was written off. At the time of the accident it was operating flight MHV604 from Male, Maldives to Abu Dhabi.

01mar17 PR-MEY S-76C++ 760766 dam

Significant damage to the Omni Taxi Aereo Sikorsky was the result of a landing gone haywire while attempting to land

on the stern mounted helideck of a Petrobras FPSO (floating production storage and offloading) P-37, located in the Marlim Field, Campos Basin, off the Brazilian coast. There were two crew and eight passengers onboard, with six personnel manning the helideck. Four workers received minor injuries and received medical treatment at the scene, before being taken ashore to Macae for evaluation. Petrobras did not specify, however, whether the injured were in the helicopter or part of the ground crew.

02mar17 RA-25129 Mi-8MTV-1 95745 dam

This Alrosa Mi-8 was damaged on the leg from Zhigansk to Verkhneye Molodo, in the Bulun district of Yakutia, in support of "Almazy Anabara". One of the engines failed on final approach and the other engine could not be brought to emergency power so that the chopper lost height rapidly and the pilot opted for a forced landing in a forest, close to the helipad. All three crew members and 21 passengers escaped without injuries.

03mar17 N421KL Ce421B 421B0015 w/o

The private Cessna Golden Eagle was found crashed at the eastern end of Cherokee County Airport's runway (GA) inside a small, fenced off, water run off pond. The pilot died in the crash, which occurred shortly after midnight after the aircraft hit power lines.

03mar17 N103AF BeG18S BA-526 w/o

Following a loss of engine power during a missed approach procedure, the Point to Point Air Beech 18 ditched in the waters near Annette Island, south-east of Alaska's Ketchikan International Airport. The airplane submerged, sustaining substantial damage, and the two pilots onboard received minor injuries while swimming from the wreckage.

04mar17 MiG-21 w/o

As if Turkey and Syria do not have enough trouble already, the crash of this Syrian Arab Air Force MiG-21 within Turkish borders, in the southern province of Hatay, does not help the situation. The pilot ejected and was later found by a rescue party. There are conflicting statements on the type of aircraft involved; Syrian rebels claimed it was a MiG-21 and that they shot it down while Turkish sources reported initially a MiG-23 was involved.

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04mar17 N39AG Be60 **P-425** w/o

Both occupants of the private Beech Duke did not survive the crash after the Beech impacted wooded terrain north-east of Duette, Manatee County (FL), and a post-impact fire ensued, partially destroying the aircraft. The wreckage started a small wildfire off State Route 37 just north of State Route 62, causing the closure of SR37 for the remainder of the day.

05mar17 JA97NA Bell 412EP **36135** w/o

A Bell 412 of Nagano Air Rescue Team, named 'Alps', was found to be crashed upside-down on the snow at the east slope of Takabocchi highland (which is about 1,600m high). Alps took off from Matsumoto Airport for a rescue training flight in the winter mountain region. According to the flight plan, the helicopter should have arrived at Takabocchi temporary operation site twenty minutes later, but failed to reach it. Three bodies were recovered out of a total of nine onboard, and two persons were found in the wreckage unconscious.

05mar17 I-TNCC AW139 **31369** dam

A Vigili del Fuoco AgustaWestland AW139 rolled over in snow during a mission to rescue two hikers from Nambino mountain near Pinzolo, at an altitude of 2,650m. The doctor was injured, the mechanic was severely injured while the remaining four occupants were only slightly injured.

The bad weather conditions during the mission could have contributed to the mishap.

06mar17 VT-AVG PC-12/47 **888** dam

A PC-12 of Air Charter Services, on an ambulance flight from Delhi via Kolkata to Bangkok and intending to return to Delhi, crashed during an emergency landing near Kamphaeng Saen Airport, Thailand. The pilot contacted the tower of Kamphaeng Saen, seeking permission to make an emergency landing on runway 22L, before the Pilatus disappeared from radar. It ended up crashing in a wooded area and caught fire, a few kilometres from the runway 22L threshold, with the wreckage being discovered an hour and a half later. The First Officer died from the injuries sustained in the crash, the other four occupants (the Captain and three doctors from Medanta Hospital) were injured.

06mar17 13-2015 A-29B **31400215** w/o

A Super Tucano of the USAF's 81st Fighter Squadron crashed at Whisperwood Road in Clinch County, Homerville (GA), apparently as a result of a technical malfunction. Both pilots ejected safely and were taken to Clinch memorial Hospital for

a medical evaluation, from which they were swiftly released.

07mar17 FAC2450 T-90C **011** w/o

A CIAC T-90C Calima of the Colombian Air Force's EMAVI (Escuela Militar de Aviacion de Cali, or Military Aviation School) was written off after it flipped over at Cali Airport, Colombia. Both instructor and student survived the ordeal.

08mar17 N786TW MD-83 **53123** dam

An Ameristar Jet Charter McDonnell Douglas MD-83, operating charter flight 7Z9363 from Detroit-Willow Run (MI) Washington-Dulles (DC), was accelerating for take-off from Willow Run's runway 23L when the crew rejected the take-off at high speed. It is unclear what the reason for the abort was but the crew could not prevent the MD from overrunning the end of the runway. The aircraft broke through the instrument landing system (ILS) and approach lighting for runway 05R, the airport perimeter fence, went over a road and came to a stop about 340m past the runway end. It came to a stop with a collapsed nose gear and main gear in a ditch. There were no injuries, the aircraft sustained substantial damage. The Ameristar McDD was carrying the University of Michigan's basketball team, with the uni reporting the aircraft attempted to take-off in high winds.

10mar17 TC-HEZ S-76C++ **760717** w/o

A Sikorsky S-76C++ of Swan Aviation, impacted terrain and broke up at the side of the D-100/E5 highway in the Büyükçekmece district, Istanbul, Turkey. It had departed Istanbul-Atatürk Airport late morning, six minutes before the accident. According to the local press and photos, the helicopter hit a TV tower in Büyükçekmece. The fog or low cloud base could have been a factor in the accident. The helicopter was carrying two pilots, one Turkish businessman of Eczacıbasi group and four Russian guests of the company for a meeting at Bozuyuk facilities scheduled at noon. All were killed in the accident.

This YouTube video shows the chopper descending at a very high rate, almost going down vertically: www.youtube.com/watch?v=72a3WLSbk-I.

10mar17 C-GQOQ DHC-6-200 **155** dam

This Osprey Wings Twotter, equipped with skis, operated a flight from Snake Lake (Sask.) to an ice strip on Yalowega Lake (Sask.). The landing was relatively smooth. However, shortly after touch down the left wing dropped to the ice



AW139 I-TNCC rolled over in the snow while rescuing two hikers from the mountains near Pinzolo, Italy. Luckily all six passengers survived the crash. Bad weather was probably the main cause of the crash. Michiel van Herten photographed the helicopter one year earlier at his homebase Trente. (21 February 2016)

surface. The de Havilland Dash 6 came to rest roughly ninety degrees offset from the landing track. The crew shut down the engines and confirmed that the passengers were uninjured. Inspection revealed that the left main landing gear leg had broken and the aircraft was resting on the left wingtip.

11mar17 N865MA Ce208B **208B0996** dam

A Cessna Grand Caravan, operated by Makani Kai Air, sustained substantial damage in a landing accident at Kalaupapa Airport (HI). The aircraft came to rest on the right side of the runway, with a collapsed nose gear and a bent right hand wing tip. According to a statement by the airline's owner, the pilot had to swerve off the runway to avoid a collision with a smaller aircraft that was on the runway. Kalaupapa Airport is an uncontrolled (i.e. without air traffic control) airport so the pilots use a common frequency to state their intentions. According to Makani Kai Air a pilot at Kalaupapa Airport reported he was clear of the runway. Upon landing a small plane was coming towards the Cessna 208, forcing an evasive action.

13mar17 XC-PEP MD530F **0079FF** w/o

While searching for a missing hiker near Mexicali, Baja California, the Policía Estatal Preventiva MD530 struck a wire and crashed, killing all four onboard.

14mar17 JA500H AS350B3 **7488** dam

A Eurocopter Ecureuil of Hirata Gakuen of Education Foundation, crashed and lay on its right side at the grass area for helicopter training, south of the sole runway 09/27, at Kobe Airport. Two onboard received minor injuries. The chopper was on an annual training flight, and was performing some touch-and-go landings. When the training was finished, Kobe Tower asked to the helicopter to move from the grass area in order not to be an obstacle for commercial jet flights. While moving from the grass area, control of the AS350 was lost (possible due to the prevailing wind at the time) and it rolled over onto its side. The runway was closed for a half hour, however, no commercial flight was affected.

14mar17 EI-ICR S-92 **920051** w/o

Irish Coast Guard Sikorsky S-92 EI-ICR, or Rescue 116, crashed into the sea, ten kilometres west of Blacksod Bay, County Mayo, in the early hours of the morning. A major search of the area is started and one crew member had been recovered but was in a critical condition while the three others remain missing. It had departed Dublin Airport to provide top cover for Sligo-based Rescue 115, S-92 EI-ICG, which had undertaken a mission 150 miles out in the Atlantic to airlift an injured seaman. The Coast Guard later confirmed that the rescued pilot had succumbed to his injuries.

14mar17 U-28A w/o

The USAF lost a U-28A (military designation for the PC-12) when it crashed east-northeast of Cannon AFB (NM), at the local airfield of Clovis Municipal Airport, while practising touch-and-go landings. The reason for the mishap is unclear, what is clear is that it impacted terrain in Curry County, killing all three occupants.

14mar17 C6-BFQ ATR72-212A **1293** dam

A violent tornado touched down at Nassau-Lynden Pindling International Airport, causing lots of damage. One of the victims was a Bahamasair ATR72, which saw its left main landing gear collapse due to the force of the winds. Substantial damage was the result.

14mar17 TS-1603 F-16B **1B-3** dam

SkU3 of the TNI-AU (Indonesian Air Force) needs to do some serious damage repair on this Fighting Falcon, after it suffered a brake failure and ended up upside down next to the runway of Nurjadin AFB, in Pekanbaru, Riau. The canopy prevented serious injuries to both occupants but the Viper received substantial damage.

15mar17 Z1006 SE3160 **1574** w/o

The Indian Air Force lost an Alouette III after it ran into technical trouble during a training flight near Allahabad. The pilots tried to land but the helicopter toppled and landed upside down.

15mar17 Su-30MKI-3 w/o

Not a good day for the Indian Air Force, as apart from the Alouette they also have to strike off a Su-30 from their records. This one also suffered a technical malfunction, before it impacted ground near Shivkar Kudla, Barmer district, Rajasthan. Both pilots ejected safely, three persons on the ground were injured as a result of the crash. The Sukhoi came from Jodhpur AB and was on a training mission.

15mar17 N600ST PA-46-600TP **4698018** dam

Not many details are known about the mishap involving this KGS Investments Piper 46, other than that it crashed upon landing at Bellefontaine Regional Airport (OH). There was no report on the fate of the occupants, not even on the number.

15mar17 F-GPPH Bell 206 **3661** w/o

A privately owned Bell 206 crashed in an open field during the approach to a private helipad, at Lissac-et-Mouret, Lot. Sadly the sole person onboard did not survive the impact.

17mar17 VH-DPU AB206A **8130** w/o

The private Agusta Bell 206 crashed while approaching to land at Keppel Creek, Curtis Island, south-east of Rockhampton (Qld.) for a fishing expedition. Both occupants were seriously injured. Police were alerted to the incident when luggage from the helicopter washed up on a nearby beach. The survivors were located about 35 hours after the accident by a rescue helicopter conducting a night search.

17mar17 C-FKGL BT-67 **19066** dam

The Basler BT-67 Turbo Dakota of Cargo North, operating Private Air flight BF102 to Big Trout Airport (Ont.), suffered a mishap right after take-off from Pickle Lake Airport (Ont.). At the time of the mishap weather conditions were not optimal with poor visibility and light snow fall. Whatever happened, the Turbodak came to rest on its fuselage in the snow.

17mar17 PT-YHH Bell 206B **4468** w/o

Icarai Turismo e Táxi Aéreo lost a Bell JetRanger after it crashed in Araucária, in the Metropolitan Region of Curitiba. Four people were injured, one seriously and the remaining three with moderate injuries.

18mar17 MiG-21 w/o

The Libyan National Army lost yet another MiG-21 after it was downed by a heat seeking missile, near Suq al-Hut. The pilot used his ejection seat with good effect and drifted safely to the ground.

20mar17 S9-TLZ An-26 w/o

An Antonov 26 of South Supreme Airlines suffered a landing accident at Wau Airport, South Sudan, after a flight out of Juba. The airline reported that due to bad weather the aircraft "missed the line" (or, not aligned with the runway axis) and collided with a truck of the fire brigades. It came to rest at the first part of runway 27 and was consumed by fire on the runway. According to an airline spokesman there were five crew members and about forty passengers on board and that everyone managed to evacuate before the aircraft burnt out completely.

20mar17 PR-TTH ATR42-500 **506** dam

A Total Linhas Aéreas ATR veered off the runway at Coari, after the short flight from Coari Urucu, with only four persons onboard. At the time it was dark and heavy rain showers were about, causing the ATR to veer off the runway and came to a stop in the adjacent forest. There were no injuries, the aircraft sustained substantial damage. Because this location is only accessible by air, it left employees of Petrobras (a semi-public Brazilian multinational corporation in the petroleum

industry) stranded for unforeseeable time. The gas extracted in Coari feeds the 663 kilometres of gas pipeline with passage and thermoelectric supply in the municipalities of Caapiranga, Anori, Anamã and Codajás.

22mar17 ZS-... Bell 206 w/o

While on a crop spraying flight near Mhlume, Swaziland, the private South African Bell 206 hit power lines and crashed, destroying the chopper and sending its pilot to a nearby hospital.

23mar17 VH-AZH GA-8 GA8-07-111 dam

The Island Air Gippsland Aeronautics Airvan overshot the runway at Avoid Island (Qld.) after aborting the take-off, and ran into bushland east of Carmila. The pilot was aiming for a runway on Avoid Island (in the Percy Group) when it overshot and landed down steep embankment towards the water's edge. He received a minor ankle injury but the six passengers were uninjured. The aircraft had been performing support to a turtle count on the island and received minor damage. Interesting name for an island by the way...

23mar17 N760XJ Ce750 750-0260 dam

While parked at the Atlantic Aviation ramp at Salt Lake City International Airport (UT). The XOJet Citation Ten was seriously damaged after it got hit by a pickup truck, driven by an employee of the neighbouring Tac Air facility. According to a spokesman for the latter, the maintenance technician was on his way to service one of the company's airline customers in the dark around 6 am when the accident occurred. The truck hit the trailing edge of the left wing of the Citation, which spun around approximately 180 degrees. The truck ended up in a grassy ditch near the taxiway and the driver was rescued by the airport fire and rescue services.

24mar17 N8DX Ce500 500-0303 w/o

A Cessna Citation I of Shelter Charter Services departed controlled flight and impacted residential terrain in Marietta (GA). It was destroyed by the impact and post-impact fire and the sole pilot onboard received fatal injuries. The Citation had departed Cincinnati Municipal Airport (OH) at 18:12 hours local time and climbed to the cruising altitude of FL230 (23,000ft). A descent was started at 18:59 hours and the aircraft reached 3,100ft at 19:16. It then proceeded to climb again to 3,800ft, which was maintained for about five minutes. The last ADS-B data point recorded by Flightaware showed the aircraft flying at 55kts in a descent at 3,000ft. This last data point was less than 200m away from the point of impact.

The accident happened 27 kilometres north of Atlanta-Fulton County Airport (GA), the destination airport, and four kilometres east of the Cobb Country Airport (GA).

26mar17 Mi-2 w/o

Five persons (three crew members and two passengers) died when the Ukrainian Ministry of Defence Mi-2 crashed near the village of Malynivka, near Kramatorsk, after it reportedly collided with power lines.

27mar17 EP-TBJ B737-4Q8 28202 dam

During landing at Ardabil Airport's runway 33 the Taban Airlines Boeing suffered a burst tire, which caused the right main landing gear to retract. The right engine contacted the runway surface and the aircraft received a fair amount of damage. Flight HH6243 originated in Mashhad with 163 passengers and crew, none of whom were injured.

27mar17 C9-AOV BN-2A-3 624 w/o

All six persons onboard perished when the ETA Air Charter Islander crashed into the Vumba Mountain, part of the Machipanda Mountains, during a domestic Zimbabwe flight from Beira to Mutare. Bad weather was the main reason for the crash. The BN-2 had already initiated the descent for Mutare.



Britten Normander C9-AOV was on the way to Mutare when it crashed into the Machinpanda Mountains on the 27th of March 2017. Sadly all six occupants were killed. Bob Adams photographed the aircraft fifteen years earlier during landing at Johannesburg.

28mar17 OB2036P B737-3M8 25071 w/o

Peruvian Airlines flight P9-112, from Lima-Jorge Chavez International to Jauja Francisco Carlé Airport in Peru, landed on Jauja's runway 31 and veered off the runway, suffering the collapse of all gear and burst into flames, coming to a stop after skidding on fire for some distance. Passengers reported there were two strong impacts upon arrival. A passenger video (www.youtube.com/watch?v=tudrnDUS4Hk) was released showing a normal touch down and about one second of normal rollout followed by severe vibrations, then the collapse of the right main gear as initial events, with the recording stopping before the aircraft comes to a stop. According to local sources there was work in progress on the left hand side of the runway, the right hand runway half, width 22.5 metres, was available only. However, the width was still declared as thirty metres. Luckily all 141 onboard were able to evacuate well before the fire consumed the Boeing.

29mar17 G-OHCP AS355F1 5249 w/o

The Twin Squirrel of Helicopter Services went missing in the North Wales area. Two Coastguard choppers were dispatched for search and rescue operations, together with a land search party. They located the wreckage the following day in the Rhinog mountains, between Harlech and Trawsfynydd. Unfortunately the bodies of all five people onboard were also found. It was underway from Luton to Weston, near Dublin. It is unclear what caused the Aerospatiale to crash.

29mar17 HC-CRF Kodiak 100 100-0116 w/o

Something went wrong during the take-off from the Moretecocha community in Pastaza when the Alas de Socorro Quest Kodiak crashed in bad weather conditions, injuring all six occupants.

29mar17 MiG-21 w/o

Not only the pilot of the Libya Dawn Air Force MiG-21 died after he crashed on a house in the Tarsha district, south Tobruk, but also the three persons inside the house. It came down as a result of a technical failure.

30mar17 VH-KCE AS350B 1713 dam

The Somerbrook AS350's pilot lost control during windy conditions and crashed into a paddock at Wellcamp, near Toowoomba (Qld.). He was uninjured and the aircraft sustained substantial damage, ending on its side.

30mar17 9V-OJA B787-9 37112 dam

During taxi for departure at Singapore-Changi airport the wing of the Scot Dreamliner made contact with the wingtip of Emirates A380 A6-EUB. Significant damage to left wing of the 787 was the result while the Whale only suffered minor damage to the wingtip.

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

Military News & Updates



Seen here at Eindhoven is A400M 54+08 taking off while 54+04 is taxiing to the Mil West ramp in the background. The latter was only here for a short crew change and left for Wunstorf shortly after. (1 March 2017, Manolito Jaarsma)

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

Defensie Helikopter Commando [AF]

CH-47D

D-662	298sq	ex 1(NL) Heli Det	M3662	mar17
D-666	298sq	ex 1(NL) Heli Det	M3666	mar17

After the arrival of German Tigers and NH90-TTHs the Dutch deployment of the MINUSMA mission in Mali was quickly airlifted back to Woensdrecht and Gilze-Rijen for maintenance and overhaul. As the Apaches were first in line, now the Chinooks are returning with 662 'Lady Liberty' returning to Gilze on 16 March 2017 on board HAW C-17A 02 and 23 March HAW C-17A 01 brought 'The Beast' 666 back to 298sq. The left forward side of D-666 also unveiled one punisher skull decoration, while unloading from the C-17A and hopefully this mark will survive the base maintenance regime.

NH90-NFH

N-175	860sq	ex NHI/LIRH	1175	mar17
N-324	860sq	o/b F831	1324	mar17

The second period of the Caribbean deployment for the Netherlands Navy is filled with Frigate HNLMS Van Amstel (F831). Departing 4 March 2017 from Den Helder, 860sq send NH90 N-324 along for further evaluation as on board helicopter.

More joyful news comes in the shape of N-175, returning to De Kooy on 3 March 2017 from the Agusta (or Leonardo, nowadays) facility at Frosinone after completing her FOC upgrade. This NH90 left its home base on 1 April 2014 (not an April-first joke) and spend nearly three years in Italy.

Belgium

Luchtcomponent/Composante Air/Air Component [AF]

Following the launch of the common BeNeLux QRA duties, starting 1 January 2017, divided between Belgium and The Netherlands, the Belgian 2 Wing Tactique had the honor of the first actions. On 7 March 2017 one Fleet Air International Saab 340 (HA-TAB) entered Dutch airspace while heading for the UK without radio contact and got treated with two F-16AMs. Three days later another scramble, this time one Air India B787 from Ahmedabad to London Heathrow failed to contact ATC. After confirmation of a technical malfunction the F-16s returned to Florennes and the Dreamliner continued to Heathrow.

Alpha Jet 1B+

AT21	i/a Saffraanberg	ex 11sq	B21/1080	oct16
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The Military School in Saffraanberg received one Alpha Jet as instructional airframe next to their ground fleet of A109BA H14, F-16A FA03, F-16B FB03, SE3138 A27 and SF260M ST09. AT21 arrived by road on 10 October 2016 and was first seen in public during the School Open Day 12 March 2017.

F-16AM

FA70	10w	75yrs 349sq	6H-70	mar17
FA91	10w	ex 2w	6H-91	mar17
FA98	2w	tdy 10w	6H-98	mar17
FA109	2w	tdy 10w	6H-109	mar17

Following FA110, wearing the 70 years 349sq with the familiar Spitfire decorations on its tail for some years, Klein Brogel based 349sq will celebrate its 75th jubilee and for this event FA70 has been chosen to display the new promotion. The first flight after painting was on 22 March 2017. FA98 arrived 20 March 2017 at KB after ferry from Florennes and stays with 10w. Since early March FA91 and FA109 also transferred from the 2w to 10w. On 27 March it turned out the 2w needed their jets back earlier than anticipated so FA98 and FA109 returned back to Florennes.

NH90-NFH

RN04 40sq ex NHI /NBEN04 mar17

The final NH90-NFH also returned home to Koksijde as RN04 was redelivered following FOC-configuration upgrade at NHI/Airbus Helicopter Germany facility in Donauwörth. Now the question remains when the three other NFH helicopters will enter the FOC upgrade, ensuring the platforms best possible capabilities.

SF260D

ST04 normal c/s ex Red Devils 10-04 mar17

During the training approaches at Kleine Brogel ST04 was noticed in its regular yellow outfit. That could be a shock as this Marchetti was sporting Red Devils colours since May 2010.

Germany**Luftwaffe (AF)**

Airbus Helicopters has received a contract to update the current fleet of German Air Force CH-53s heavy transport helicopter the company announced on 27 February. The contract covers 26 helicopters, including obsolescence management of components which are no longer available on the international market. This retrofit will guarantee the fleet's operation until 2030. Modifications will start in 2017 and will be finished by the end of 2022.

C-160D

50+67 LTG63 ex LTG61 D104 mar17

EF2000

30+22	TLG74	ex TLG31	081/GS013	mar17
30+92	TLG73	ex TLG71	GS071	mar17
31+01	TLG31	ex TLG71	GS078	mar17
31+02	TLG74	ex TLG71	GS079	mar17

H145M

76+13 HSG64 f/n EDPR 20125 mar17

Heeresflieger (AR)

EDPR = Donauwörth

Tiger UHT

74+63	Airbus Heli	f/n EDPR	mar17
74+64	Airbus Heli	f/n EDPR	mar17

Italy**Aeronautica Militare (AF)****AB212ICO**

MM81144/9-44 21° Gruppo ex AB212AM/51-72 5801 jan17

AMX ACOL

MM7114/51-27 GEA 51° St ex 51-30/GEA 51° St IX026 mar17

F-2000A

MM7293/37-22 18° Gruppo ex 36-33/936° GEA179/IS025 mar17

HH-101A

MM81869/15-06 81° Centro AE ex ZR357/Leonardo 50263 mar17

HH-139A

MM81804/15-48 83° Gruppo ex 15-48/85° Gruppo 31481 mar17

MB339CDMM55066/61-132 632^a SC ex 61-132/423^a SC 6866 feb17**T-346A**

MT55152/61-11 212° Gruppo ex CSX55152/- mar17

TF-2000A

MM55094/36-60	904° GEA	ex 36-60/936° GEA015/IT003	mar17
MM55097/4-24	904° GEA	ex 36-61/936° GEA031/IT006	mar17
MM55132/4-35	311° Gruppo	ex 4-35/18° Gruppo	IT011 feb17

Tornado ECR MLU RET8

MM7020/-	Leonardo	ex 50-41/155° Gruppo	225 mar17
MM7047/6-61	155° Gruppo	ex 50-43/155° Gruppo	392 mar17

Corpo di Carabinieri (AR)**AB412EP**

MM81695/CC-39 Carabinieri ex CFS-31/CFS 25984 mar17

AB412SP

MM81695/CC-22 13° NE Forli ex 3° NE Bolzano 25629 jan17

United Kingdom**Royal Air Force (AF)**

As announced, 15(R)sq performed its final Tornado training mission on 17 March 2017. This mission was undertaken by five aircraft: ZD741/F-LS, ZA452/022, ZA588/056, ZD711/079 and ZD848/109. About two weeks later, on 31 March 2017 to be exact, the squadron was officially disbanded.

EGDJ = Upavon	EGXE = Leeming
EGOS = Shawbury	EGXY = Syerston
EGVL = Little Rissington	EGYM = Marham
EGVO = Odiham	

7REME	7 Royal Electrical and Mechanical Engineers at Wattisham
ACCGS	Air Cadets Central Gliding School at RAF Syerston
Airbus-S	Airbus Military at Sevilla (Spain)
ADSU	Apache Depth Support Unit at Wattisham
ASF	Aircraft Service Flight
CMF	Chinook Maintenance Flight at RAF Odiham
CMU	Combined Maintenance & Upgrade Programme, RAF Marham
Leonardo	Leonardo-Finmeccanica Helicopters at Yeovil



Farka used to be the home base of the venerable Mi-4. Nowadays, the hilly place is inhabited by Western types like this Cougar FA-634. (10 March 2017, Wim Sonneveld)



Luke is the place to be if you want to photograph a variety of F-35s. Norway, for example, has four aircraft there that fly regularly. This is 5110, one of the second Norwegian pair that went to 62nd FS for training duties. (7 March 2017, Frits Jongerman)

MDMF Merlin Depth Maintenance Facility at RNAS Culdrose
 TMU Typhoon Maintenance Unit at RAF Coningsby
 Vector Vector Aerospace Ltd at Fleetlands
 WCM Wildcat Contract Maintenance at RNAS Yeovilton
 WST Wildcat Storage at RNAS Yeovilton

Atlas C1

ZM412	24/70sq	ex Airbus Sevilla	042	mar17
ZM414	24/70sq	ex Airbus Sevilla	047	mar17

Chinook HC4

ZA679/(AG)	28(R)sq	ex CMF	M7014	mar17
ZA710/(AR)	28(R)sq	ex 18(B)sq/(AR)	M7003	mar17
ZA712	Vector Aerosp.	ex 18(B)sq/W	M7016	feb17
ZA720/(AW)	18(B)sq	ex Vector Aerosp.	M7020	feb17

F-35B Lightning II

ZM142	(617sq)	ex LMTAS	BK-08	jan17
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Another F-35 delivery to MCAS Beaufort (SC) took place in January 2017. Just like the previous three aircraft delivered to this air station, it is slated to be taken on charge by 617 squadron in August 2017.

Hawk T1

XX244	std EGOS	ex Red Arrows	312080	dec16
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Hawk T1A

XX284/CN	100sq	ex EGXE ASF	312109	feb17
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Prefect T1

(ZM302)	G-CJYB, del 02mar17, ex Grob GmbH	11111
(ZM303)	G-CJYG, del 07mar17, ex Grob GmbH	11112
(ZM304)	G-CJYH, del 07mar17, ex Grob GmbH	11113

Three more Prefects were delivered recently. All carried British civil registrations only and were delivered to RAF Cranwell first, but re-allocated to RAF Barkston Heath almost immediately afterwards.

Tornado GR4

ZA611/073	9(B)sq	ex CMU	148	feb17
ZD709	std EGXE	ex std EGYM	324	feb17
ZG791	CMU	ex 12(B)sq/137	913	feb17

Last reported active to us in November 2016, ZD709 arrived by road at RAF Leeming on 1 February 2017. It was placed in storage pending induction into the Return To Parts (RTP) programme.

Typhoon T3

ZJ810/810	29(R)sq	ex 29(R)sq/Bl	BT011	mar17
ZK381/381	29(R)sq	ex uncoded	BT026	mar17

Typhoon FGR4

ZJ913/II	II(AC)sq	ex 1(F)sq/II	BS004	feb17
ZJ930/930	29(R)sq	ex uncoded	BS021	mar17
ZK312/EM	1(F)sq	ex II(AC)sq/EM	BS067	mar17
ZK314/EO	II(AC)sq	ex 1(F)sq/EO	BS071	mar17
ZK316/FA	6sq	ex II(AC)sq/FA	BS075	mar17
ZK317/317	II(AC)sq	ex TMU	BS078	mar17
ZK320/320	II(AC)sq	unit confirmed	BS081	feb17
ZK324/EI	XI(F)sq	ex 6sq/EI	BS085	feb17
ZK334/A	II(AC)sq	ex 1(F)sq/A	BS095	feb17
ZK336/FD	6sq	ex 1(F)sq/FD	BS097	feb17
ZK348/FN	II(AC)sq	ex XI(F)sq/FN	BS109	mar17
ZK368/368	II(AC)sq	ex TMU	BS129	mar17
ZK369	6sq	unit confirmed	BS130	feb17
ZK373/373	29(R)sq	ex uncoded	BS134	mar17

Vigilant T1

ZH147	std EGVL	ex std EGVO	6530	jan17
ZH206/UM	ACCGS	ex 645VGS/UM	6552	jan17
ZH265	std EGVL	ex std EGVO	6565	jan17

Viking TX1

ZE498	std EGVL	ex std EGXY	33882	jan17
ZE502/VF	ACCGS	ex Southern Sailplanes	33886	jan17
ZE504/VH	637VGS	ex ACCGS/VH	33888	jan17
ZE524/VM	637VGS	ex std EGVL	33893	jan17
ZE553	Southern Sailplanes,	ex std EGVL	33912	jan17
ZE557/WE	637VGS	ex ACCGS/WE	33916	jan17
ZE587	std EGVL	ex std EGDJ	33934	jan17
ZE625/XP	ACCGS	ex Southern Sailplanes	33970	jan17

The three Vikings listed here with 637VGS were on loan for ground instruction purposes supporting the unit's conversion from Vigilant to Viking gliders.

Army Air Corps (AR)

Apache AH1

ZJ179	673(AHTU)sq	ex 662sq	WAH14	mar17
ZJ182	ADSU	ex 664sq	WAH17	mar17
ZJ189	656sq	ex ADSU	WAH24	feb17
ZJ199	ADSU	ex 673(AHTU)sq	WAH34	mar17
ZJ203	663sq	ex 662sq	WAH37	mar17
ZJ208	ADSU	ex 4Regt	WAH42	mar17
ZJ213	ADSU	ex 673(AHTU)sq	WAH47	mar17
ZJ220	662sq	ex ADSU	WAH54	mar17
ZJ222	664sq	ex 7REME	WAH56	mar17
ZJ223	662sq	ex ADSU	WAH57	mar17

Gazelle AH1
XW847 665sq ex o/h QinetiQ **1011** feb17

Wildcat AH1
ZZ382 1Regt ex Leonardo **501** mar17
Fleet Air Arm (NY)

On 17 March 2017, the Fleet Air Arm (FAA) said farewell to the last Lynx HMA8SRU helicopters. Four of the last remaining helicopters on strength performed a formation flight across southeast Great Britain. Actually two flights were performed. The first one in the morning (09:58 hrs until 11:28 hrs local time) which passed by Glastonbury Tor, Rolls Royce Filton, West-Super-Mare Helicopter Museum, Davonport, Britannia Royal Naval College and Lyme Regis. The second flight in the afternoon (12:18 hrs until 15:18 hrs local time) passed by Leonardo Helicopters Yeovil, Portland, Lulworth, Sandbanks, Fleetlands, Navy Command Headquarters, Odiham (fuel stop), Isle of Dogs, Middle Wallop, Boscombe Down and Compton Abbas. Of course both flights started and ended at RNAS Yeovilton.

The helicopters involved were XZ689/VL-314, ZF557/PD-426, ZF562/IR-404 and ZF563/VL-312. All were assigned to 815NAS and they were officially retired on 23 March 2017.

Hawk T1A
XX217 std EGOS ex 736NAS/217 **312053** mar17
XX317 736NAS ex o/h QinetiQ **312142** feb17

Merlin HC3
ZJ128/M 846NAS ex MDMF **50153** feb17

Wildcat AH1
ZZ388 WCM ex 847NAS **486** mar17

Wildcat HMA2
ZZ376 825NAS ex 815NAS **495** feb17
ZZ378 815NAS ex 825NAS **497** mar17
ZZ381 815NAS ex Leonardo **500** mar17
ZZ396 Leonardo ex 825NAS **481** mar17
ZZ414 815NAS ex Leonardo **484** feb17
ZZ522 Leonardo ex 825NAS **529** mar17
ZZ533 815NAS ex 825NAS **515** mar17

Africa

Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)
URRR = Rostov-na-Donu, Russian Federation



The legend on the F-5E says it all, the last Wiederholungskurs at Meiringen with the type took place. Also J-3030 sports an 8.Staffel droptank but a 13.Staffel badge. (22 March 2017, Chris Mouthaan)

Mi-26T-2
... o/o as 06816 f/n, URRR **34001212651?** mar17
Construction number needs confirmation.

Angola

Força Aérea Nacional de Angola (AF)

AW109E
... o/o as CSX81903 f/n, photo **11839** feb17

Botswana

Botswana Defence Force - Air Wing (AF)

C212-300
... w/o 09feb17

Egypt

al Quwwat Al Jawwiya II Misriya (AF)

During a press conference of Dassault Aviation at Saint-Cloud on the 8 of March, Chairman & CEO, Mr. Éric Trappier, reveals the outlook and strategy of the company for 2017. One of the objectives for 2017 was to deliver eight Rafales to Egypt (and only one to France).

The Rafales with construction number **DM01** till **DM03** were delivered on 20 July 2015, the **DM04** till **DM06** were delivered on 28 January 2016. The **EM01** was noted in July 2016 at Bordeaux and the **DM16** arrived at the end of 2016 at Istres-le-Tubé. Expected is that the **EM02** and **EM03** will also one of the aircraft that will be delivered in 2017, because these were like the **EM01** and the **DM01** till **DM06** intended to go to the French Air Force. The **DM16** was the first aircraft that was built from the beginning to the end on behalf of the Egyptian Air Force.

It seems that the United Arab Emirates donated, beside the helicopters listed below, also a dozen AT-802U's to the Egyptians. IHS Jane's reported that the American company Iomax has been talking to the Egyptian Ministry of Defence over the support and upgrade of twelve Air Tractor AT-802s and the acquisition of ten new Thrush S2R-660 Archangel border patrol aircraft. However Iomax rival L-3 and Air Tractor are trying to sell Egypt their improved AT-802L (OA-8) Longsword.

The United Arab Emirates received ten Block I Air Tractor AT-802Us from Iomax between November 2010 and May 2011 and a batch of fourteen Block II standards, followed from January 2012. Some of these are donated to Jordan and Yemen as well,



Neat looking Moroccan BAe146 CNA-SM is seen sitting at Prestwick basking in the March sunshine. (Bob Smith)

when they received the newer Archangel model in June 2015.

AS350B3			
...	o/o	ex 152 UAE AF	3372
...	o/o	ex 153 UAE AF	3384
...	o/o	ex 156 UAE AF	3424
AS550C3			
...	o/o	ex 2307 UAE AF	3360
...	o/o	ex 2311 UAE AF	3380
...	o/o	ex 2316 UAE AF	3373
...	o/o	ex 2319 UAE AF	3385
...	o/o	ex 2323 UAE AF	3391
...	o/o	ex 2327 UAE AF	3406

With thanks to the MAR for the serials and construction numbers of the former United Arab Emirates Air Force Ecureuil and Fennex helicopters which are donated to the Egyptians.

F-7II
4444 104FB? f/n DB, photo

Ka-52
... o/o f/n15005/15-05 mar17

Kenya

Kenya Air Force (AF)

In Scramble 453 we reported the possible sale of twelve Air Tractor AT-802L and two AT-504 aircraft to Kenya. However on the 14th of February the US congress member Mr. Ted Budd ask to halt the Foreign Military Sale (FMS), so allegations of faulty contracting practices, fraud and unfair treatment can be investigated. "The proposed sale would reward a \$13 billion company (L-3), which has never produced airplanes of this type, and would cost US \$283 million dollars more than the aircraft offered by a small business in North Carolina called Iomax, which is currently producing the needed aircraft" Ted Budd stated. Mr. Budd is a member of the US House of Representatives for North Carolina' and therefore has an interest in supporting industry in his state.

Iomax uses the Thrust 710P as the basis for their Archangel rather than an Air Tractor airframe. If the resolution which Mr. Budd have send to the Congress is adopted, it will be the first time since 1986 a FMS will be blocked for such reasons.

Kenya Police (PO)

UWKD = Kazan, Russian Federation

Mi-17V-5

5Y-DCI o/o, Police A.W. f/n UWKD, photo mar17

Libya

Libyan National Army Air Force (AF)

On the 24th of February photos of a former Russian MiG-23, most likely a MLD-version, were placed by Libyan National Army Air Force technicians on the internet. The aircraft should be at Al Abraaq airbase. The chief in command of the LNAAF is General Khalifa Haftar and known is that he has close contact with the Russians, in January this year he visited the Russian aircraft carrier Admiral Kuznetsov while it was in the Mediterranean Sea. In the past Haftars forces also received military support from Egypt, MiG-21s and Mi-8s, and the United Arab Emirates. No photos were found yet of the MiG-23 with a former serial or during a first test flight. Also it is unknown how many MiG-23s were supplied by the Russians.

Mi-35

858 ex LNAAF status unknown **280858** mar17

According to the LNAAF this Mi-35 was abandoned, due to technical failures, at Ras Lanuf while they withdrew from the military airport. The airport was, on the 3rd of March, overrun by SBD forces. SBD stands for Saraya Defend Benghazi, which is an Islamic militia group formed in June 2016 to oppose Libyan National Army and Haftar forces in Benghazi. The SBD is also known as Defense Brigade of Benghazi or Benghazi Defense Brigade. It seems that the Mi-35 was destroyed a few days later, but images on the internet reveal nothing more than just a tail, so confirmation is required.

MiG-21bis

... w/o 29mar17

Some media also reported that a MiG-21 crashed on the 18th of March.

Nigeria

Nigerian Air Force (AF)

MFI395 Super Mushshak

392	401st FS	ex Pakistan, white c/s	mar17
394	401st FS	ex Pakistan, white c/s	mar17
395	401st FS	ex Pakistan, white c/s	mar17

These three, out of a batch of four, are temporarily on loan from the Pakistan Air Force. In total they will received eight aircraft on temporarily loan until the ten new built air-

craft will be delivered. The second batch of four aircraft are expected by the second quarter of 2017. The first instructors graduated on the Super Mushshaks on the 3rd of March, so now the NAF can start the training of the first thirty selected new pilots.

South Sudan

Sudan People's Liberation Army

Mi-172
SPAF-115 f/n DB, photo 2013

Tunisia

al Quwwat al Jawwiya al Jamahiriya at Tunisia (AF)
LFBD = Bordeaux-Mérignac

A340-541
TS-KRT ex std LFBD to TC-TRK 902 dec16
After being stored for many years, at least since June 2014, with Sogerma at Bordeaux-Mérignac, this Airbus 340 was sold to the Government of Turkey to become TC-TRK.

Asia

Afghanistan

Afghan Air Force (AF)

On 20 March 2017, the Afghan Air Force received a further four Embraer A-29 turboprop light attack aircraft. The aircraft were delivered to Bagram Air Base. In total twelve A-29s are active in Afghanistan at this moment. Unfortunately we have no information on the serials of the aircraft.

A-29
13-2015 81st FS w/o 06mar17 31400215
YA1404 f/n 31400204 nov16
YA1510 f/n 31400210 apr16

Bangladesh

Bangladesh Biman Bahini (AF)
VGTJ = Tejgaon-Bashar AB

F-7MB
1417 std VGTJ ex 35sq, forward fuselage mar17

FT-7
2430 std VGTJ ex 35sq 2014
This one suffered a mishap and was used as spares source.

K-8W
14325 15sq f/n after del mar17

Mi-171Sh
469 31sq c/n update 7469 feb17
Actually, there is quite a bit missing still, the construction number should be prefixed 171Sh and then another seven digits. Also, there is usually an 'U' as suffix too. The number above comes from the struts.

China

People's Liberation Army Air Force (AF)

In 2012 the military saw a major shift in the order of battle, where seven Military Regions were reorganized in five "War Theatres".

The initially presented OrBat has been corrected a bit over recent months, but now a proper reorganization has been introduced with the 53rd Regiment flying with Su-30MKK from Changsha going from the Southern Theatre to the Central Theatre. The whereabouts of the other two 18th Division regiments needs to be clarified.

JJ7A
4355 AU FITB/1st Reg sep16
3823 Xi'an FA/2nd Brig mar17
3825 Xi'an FA/2nd Brig mar17
3826 Xi'an FA/2nd Brig mar17
3827 Xi'an FA/2nd Brig mar17
3828 Xi'an FA/2nd Brig mar17

22 March saw the delivery of the last new build MiG-21 derivative ever, with 3827 and 3828 flying to Zhangye, although one can argue that the JL9 with side intakes fully qualifies as MiG-21 derivative, which is still in production.

JL9
1830 Harbin FA/3rd Brig mar17

Y7
3052/02 Xi'an FA/5th Brig mar17
3053/03 Xi'an FA/5th Brig mar17
3056/06 Xi'an FA/5th Brig mar17
3058/08 Xi'an FA/5th Brig mar17
3152/12 Xi'an FA/5th Brig mar17
3153/13 Xi'an FA/5th Brig mar17
3159/19 Xi'an FA/5th Brig mar17
3651/61 Xi'an FA/5th Brig mar17



Tunisia is the recipient of a fair amount of former US Army Kiowa Warriors that became available after withdrawal of the type. Being prepared for delivery is L81505/TS-VTC. (Roswell-Industrial Air Center, 7 February 2017, Richard Bakker)

Personal copy

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Heavily modified ERJ145SM KW3555 of the Indian Air Force is obviously used for Airborne Early Warning and Control duties. It was shown off at this year's Yelahanka air show. (15 February 2017, Lukas Kinneswenger)

3758/78 Xi'an FA/5th Brig mar17
 3759/79 Xi'an FA/5th Brig mar17
 3852/82 Xi'an FA/5th Brig mar17

Unfortunately, it was not established whether any of above is of the HYJ7 version. Also seven more Y7s and two Y8s on the flight line were not identified.

Y8
 3259/29 Xi'an FA/5th Brig mar17

Su-2BK
 20552 14th Div/41st Reg photo
 People's Liberation Army Navy (NY)

CJ6A
 81503 Air Academy/1st Reg photo

JL9G
 83101 Air Academy/3rd Reg mar17
 83102 Air Academy/3rd Reg mar17
 83103 Air Academy/3rd Reg mar17
 83104 Air Academy/3rd Reg mar17
 83105 Air Academy/3rd Reg mar17

It is reported that on 4 March five JL9Gs were delivered including 83101 up to 83105.

Police (PO)

AC311
 34012 Hefei Public Security Bureau mar17

During delivery of this locally build helicopter it was mentioned that a second AC311 will be delivered shortly.

Manufacturers

MA60 remote sensing
 B-0ACY AVIC mar17

Early March a new version of the MA60 was rolled out in primer c/s with boxes under the fuselage and fuel tanks on the wings. It is believed the aircraft is intended for remote sensing duties.

India

Bharatiya Vayu Sena (AF)

The Indian Air Force started to reregister the Dhruv and the Mi-35 to the new standard serial format starting with two letters. Maybe more type of operational aircraft may see

their serials changed in the coming period.

VOYK = Yelahanka AFS

An-32
 K2712 FWTF ex 12sq **05 07** mar17

C-130J-30
 KC3807 Lockheed Martin f/n **382-5...** mar17
 KC3808 Lockheed Martin f/n **382-5814** mar17

Dhruv
 ZD4042 151HU f/n, ex J4042 **CC007** feb17
 ZD4043 151HU f/n, ex J4043 **DS12** feb17
 ZD4045 151HU f/n, ex J4045 **DS19** feb17
 ZD4051 151HU f/n, ex J4051 **DS39** feb17
 ZD4059 151HU f/n, ex J4059 **DS56** feb17
 ZD4061 151HU f/n, ex J4061 feb17
 ZD4154 grey c/s, f/n feb17
 ZD4165 grey c/s, f/n feb17

Hawk Mk132
 A3695 23sq f/n feb17

HTT-40
 TSR002 HAL f/n feb17

Mi-8PS
 Z3044 112HU ex AHQCS, grey c/s mar17
 Z3045 112HU ex AHQCS, grey c/s mar17

Mi-8T
 Z2355 dump VOYK ex 112HU mar17
 Z2356 std VOYK ex 112HU, rotorless mar17
 Z2364 dump VOYK ex 109HU mar17

Mi-17-1V
 Z2883 112HU f/n mar17
 Z2895 112HU jul16
 Z2968 112HU ex 127HU mar17

Mi-17V-5
 ZP5210 f/n mar17

Mi-35
 ZT3101 104HU f/n, ex Z3101 **110 939/23-09** feb17

MiG-29UPG
 KBU3118 f/n **296053xxxx/4106** feb17

SA319B (HAL)
 Z1402 f/n aug16

Personal copy



Sometimes Yelahanka provides us with quite ancient aircraft that were never noted before nonetheless. Like SA315B Cheetal IA3713 and 3714 in use by the Indian army. (14 February 2017, Lukas Kinneswenger)

SE3160

Z1006 HTS w/o 15mar17 **1574**

Su-30MKI-3

SB... 31sq w/o 15mar17

Bharatiya Nau Sena (NY)

Another iconic naval platform has been retired after the aircraft carrier INS Viraat. The Soviet-origin Tupolev Tu-142MK-E has been decommissioned by 29 March 2017 at the naval air station INS Rajali in Arakkonam (Tamil Nadu). The Navy inducted the turboprop aircraft in 1988 as the backbone of the long-range maritime reconnaissance (LRMR) and anti-submarine warfare operations.

In total, the Indian Navy operated eight Tu-142MK-Es. The aircraft are being replaced by twelve Boeing P-8I Poseidon long-range patrol aircraft, eight have already been delivered. During the ceremony, the Poseidon unit will be officially renumbered from INAS312A to INAS312.

Do228-201

IN242 INAS311 ex INAS310 **4081** may16

Hawk Mk132

IN042 INAS551 f/n sep16

IN045 INAS551 f/n jun16

MiG-29KUB

IN678 INAS303 f/n, unit to be confirmed sep16

IN679 INAS303 f/n, unit to be confirmed may16

SA316B (HAL)

IN411 INAS561 ex INAS321 **1736/AH...** sep16

IN447 INAS321 **AH318** mar17

Bharatiya Thatrakshak (CG)

SA316B (HAL)

CG802 CGAS848 ex CGAS800 **AH257** feb16

CG821 CGAS848 f/n **AH349** may16

Japan

Another type is no longer flying for the Japanese Self-Defense Forces. The mighty MH-53E, operated by 111 Kokutai in the

mine-countermeasure role made its last (operational?) flight on 25 February 2017. The last two Sea Dragons (8625, 8631) were withdrawn at Iwakuni during a retirement ceremony on 3 March, making the MCH-101 the sole type for this task. Possibly the US Navy has (again) interest in acquiring the frames for spares use to keep their own fleet operational. Of the ten MCH-101s flying, only five are operating with 111 Kokutai, the other five still with 51 Kokutai and Kawasaki.

On the 30th of March, three Kawasaki C-2s departed Gifu and were flown to Miho, aircraft concerned were C-2s 203, 204 and 205, all without badge. It is for the moment not known if these are joining 403 Hikotai right away or first form a sort of provisional squadron (Rinji C-2 Hikotai?) to test the C-2 under real operational circumstances.

We now have the serials of the first pair of former JMSDF TC-90s for the Philippine Navy. They are for the moment on some sort of lease agreement but the idea is Japan will eventually donate the aircraft. The first two aircraft were delivered to Naval Base Heracleo Alano, Sangley Point in full JMSDF colours and serials, including the 202 Kokutai tail-number however some surveillance equipment has been removed so the Philippine Navy have to re-equip the aircraft in order to use them next to the BN-2s.

The future F-2 replacement program has been given a third option, beside developing such an aircraft indigenously or together with the USA, now also a partnership with the UK will be explored. By the end of the year the two countries will decide whether to continue with a joint study for a fighter after the two fighter requirements and technologies have been compared. Already there are some differences, Japan wants a manned large fighter by 2030, the UK (with France) are for the moment focussing on an unmanned fighter to replace the Typhoon by 2040.

The Japan Coast Guard ordered another Dassault Falcon 2000MSA after already ordering two in April 2015. The first

aircraft (F-WWGP?) is test-flying and almost ready for delivery to the USA for fitting and integrating of systems by L3 Communications.

When browsing the Japan database, one could stumble upon a new type, the Fuji FFOS/FFRS which is an Unmanned Aerial Vehicle (UAV) helicopter operated by the JGSDF. We have decided to include UAVs, provided they comply with our own criteria. Presently five are in the database of which one is a preserved example.

RJNA = Nagoya/Komaki	RJNG = Gifu
RJTU = Utsunomiya	ADC = Shireibu Hikotai
ADTW = Hiko Kaihatsu Jik.	ARW = Koku Kyunandan
ATS = Kyoiku Kokutai	FTS = Kyoiku Hikotai
FTW = Hiko Kyoikudan	TS = Jyutsuka Gakko
W-ADF = Seibu KH Shir.Sh.Hik.	
nmks = no tail unit-number	tdb = toned down badge

Nihon Koku-Jieitai (AF)

C-1

48-1004 ex ADTW stored engineless RJNG **8004** oct16
And another one withdrawn, this one still has the 60 years ADTW markings applied.

C-2

68-1203	ex ADTW	nb, delivered to Miho	3	mar17
68-1204	ex ADTW	nb, delivered to Miho	4	mar17
78-1205	ex KawasakiHI	nb, delivered to Miho	5	mar17

C-130H

75-1075	401 Hikotai	ex nb/IRAN	382-5088	mar17
75-1077	401 Hikotai	ex nb/IRAN	382-5108	feb17

F-2A

03-8509	o/h RJNA	nb, ex 3 Hikotai	1009	mar17
33-8523	6 Hikotai	nb, ex IRAN	1023	feb17
03-8556	o/h RJNA	nb, test, ex 3 Hikotai	1056	mar17

F-4EJ Kai

67-8378	301 Hikotai	ex nb/IRAN	M078	mar17
87-8404	301 Hikotai	ex nb/IRAN	M104	mar17

RF-4E Kai

47-6901	501 Hikotai	ex nb/IRAN, blue camo	4551	mar17
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F-15DJ

12-8051	23 Hikotai	ex nb/IRAN	J1-0627	mar17
12-8052	305 Hikotai	ex nb/IRAN	J1-0631	mar17
22-8055	23 Hikotai	ex nb/IRAN	718?	feb17

12-8077 203 Hikotai nb, ex IRAN mar17
F-15DJ 051 was seen flying from Nyutabaru, however the unit badge was not noted but we presume it was applied. 052 was confirmed with 305 Hikotai since its delivery from IRAN in December 2016.

F-15J

42-8828	305 Hikotai	ex 23 Hikotai	028	aug17
42-8833	303 Hikotai	ex 304 Hikotai	033	mar17
42-8838	o/h RJNA	nb, ex 1 TS	038	mar17
52-8851	305 Hikotai	ex nb/IRAN	051	mar17
72-8892	203 Hikotai	nb, ex IRAN	092	feb17
02-8920	304 Hikotai	ex 306 Hikotai	120	mar17
12-8923	201 Hikotai	nb, ex IRAN	123	mar17
12-8927	o/h RJNA	nb, ex 204 Hikotai	127	feb17
52-8956	304 Hikotai	tdb, ex IRAN	156	mar17

Our guess regarding the unit of F-15J 851 proved to be correct.

UH-60J II

78-4604	MitsubishiHI	f/n, testing, for ARW	2054	feb17
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T-4

26-5692	o/h RJNG	for Blue Impulse	1092	jan17
46-5724	W-ADF	ex IRAN, ADC	1124	mar17
46-5725	ex 11 Hikotai/BI	pwfu?	1125	nov16
16-5799	8 Hikotai	ex 6 Hikotai	1199	mar17

T-4 692 was stored at Komaki for several years and was removed from store in July 2015. Now seen in Blue Impulse colours, making test-flights from Gifu. This is probably the replacement for 725 which was withdrawn from use on 7 December 2016. Not sure if it is due for overhaul and another unit or really permanently withdrawn. T-4 724 is operating from Fukuoka since at least November 2016.

T-400

41-5053	41 FTS	ex nb/IRAN	TX-3	mar17
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T-7

36-5905	o/h RJTU	nb, ex 12 FTW	5	jan17
46-5916	o/h RJTU	nb, ex 11 FTW	16	jan17

U-125A

92-3026	o/h RJTU	ex Naha	258797	jan17
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Rikujo Jieitai (AR)

AH-1S

73472	VATH	ex S	72	jan17
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Probably with 5 Taisensha Herikopotatai since at least July 2016.



Japan's F-35s are flying around already, training at Luke AFB with 79-8703 captured on approach here. It is the third for Japan and used to be serialled 69-8703. (7 March 2017, Frits Jongerman)



You can argue about taste, but with regard to naval Tejas 3002 we can unilaterally say it is not the prettiest aircraft ever made... It is in fact a prototype still, with only limited quantities of LCAs having been delivered to operational units so far. (Yelahanka, 16 February 2017, Lukas Kinneswenger)

UH-1J
 41803/803 SU ex XIII **1J03** jan17
 41883/883 SU ex MH **1J83** feb17

As with all helicopters in the (temporary) training role, the last three (or two) of the serial is applied in big white numbers.

OH-6D
 31263 VATH ex S **6574** feb17
 31275 IIIATH ex IHB **6587** feb17

CH-47J
 52917 Kawasaki converted to CH-47JA **5024** feb17
 This Chinook was noted inside a hangar at the Kisarazu open house, now with black radar nose and other modifications. The JGSDF plans to convert three more CH-47Js to the JA model.

CH-47JA
 52917 HGPV ex KHI, CH-47J **5024** feb17
 52956 o/h R/JNG nb, HGPIII **5055** feb17
 52958 XVH ex IRAN, XV **5058** feb17

UH-60JA
 43105 SD ex XIIH **4005** mar17
 43140 WH ex MHI, unit surmised **4040** feb17
 Unit for JG-3105 is not completely sure, but not XIIH. JG-3140 was seen at Metabaru.
 Kaijo Jieitai (NY)

TC-90
 6822 ex 202 ATS to Phil. Navy **LJ-1146** mar17
 6824 ex 202 ATS to Phil. Navy **LJ-1336** mar17

MH-53E
 8625 ex 111 Kokutai last flight 25feb17 **65-563** feb17

SH-60J
 8296 o/h R/JNA ex 24 Kokutai **1215** mar17

SH-60K
 8426 23 Kokutai ex 21 Kokutai **5026** mar17

P-1
 5502 3/51 Kokutai nmks/ex IRAN **2** mar17
 5512 ? Kokutai nmks **12** mar17

P-3C
 5060 2 Kokutai ex nmks **9057** mar17
 5061 o/h Nippi nmks? ex 203ATS **9058** mar17
 5064 o/h Nippi nmks? ex 203ATS **9061** mar17

Myanmar

Tamdaw Lay (AF)

Beech 1900D
 4610 f/n jan17

MiG-29
 2703 f/n feb15

Pakistan

Pakistan Fiza'ya (AF)

OPMR = Karachi-Masroor AB
 OPPS = Peshawar AB
 OPQT = Quetta-Samungli AB
 OPRQ = Shorkot-Rafiqi AB
 OPRS = Risalpur AB
 OPSF = Karachi-Sharea Faisal AB

Facebook is your friend when it comes to finding out identities of preserved aircraft. Below you see some of the fruits of that.

A-5C
 3W-105 pres OPRS f/n jun12 mar16
 3W-118 pres Kamra f/n oct15 feb17
 3W-124 pres OPMR f/n aug16 jan17
 3W-143 pres Kohat PTTS parade ground nov16
 3W-154 pres Wana Cadet college, f/n mar16 nov16

Risalpur has a line-up of six more aircraft but we still missed the identity of A-5C 105. Kamra complex is quite big and just inside the gate of the Southwestern most housing area along Attock road, sits A-5 118 together with F-6 7712, at 33°49'58.73"N, 72°23'43.42"E. By the way, both of these feature in a 7 March 2017 video taken inside a hangar at Kamra along with freshly painted FT-5 55-1532 (refer)! Masroor AB gained an A-5 too, it sits in front of the Aero-medical institute close to the main ramp (24°53'19.12"N, 66°57'10.24"E). Kohat's A-5 is parked in the Southwest corner of the parade ground (33°34'28.24"N, 71°26'29.58"E). Wana is in the so called Federally Administrated Tribal Aeris. The cadet college is guarded by A-5C 154 (32°18'18.87"N, 69°32'55.44"E) as well as an F-6, see further down. Lastly there is an as yet unknown A-5 at Lahore, waiting to be installed at the gate of the local Fazaia housing scheme phase 2 (31°19'1.15"N, 74°10'22.33"E.), it now sits behind the newly build gate. After its withdrawal, twenty four A-5/FT-6 are still stored at the Western end of

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the old runway at Peshawar AB awaiting the hack saw or preservation...

CL-13B

1627 pres Karachi roundabout MGSM jan17
MGSM stands for Malir Garrison Soldier Mess. This corrects earlier reports that 1632 should be here, that one is not at the roundabout but at the PAF Museum dump. But these can all be painted anyway they want of course. The PAF Museum's gate guard "F-86F 55-5005" is also a CL-13 painted up to represent the aircraft that shot down Indian AF Canberra IP988 on 10 April 1959; the real 55-5005 is the one still at Peshawar AB.

FT-5

55-1212	pres Narowal	ex 1(FCU)sq	jul16
55-1223	pres Sakesar	ex 1(FCU)sq, exact loc. unkn.	feb17
"55-1532"	pres Larkana	ex 1(FCU)sq, f/n	mar16
"55-1532"	pres Kamra	ex 1(FCU)sq, f/n	feb17
55-1537	pres Gujranwala	ex 1(FCU)sq	jun16
55-2211	pres Okara	ex 1(FCU)sq	photo
55-2220	pres Badaber	ex 1(FCU)sq, f/n	dec14

Narowal has a southern bypass and 1212 sits at a roundabout, not visible on Google Earth yet, 32°5'43.11"N, 74°53'5.50"E. Another one from Facebook is 1223 that should be at the local PAF camp since at least August 2016, but alas no recent GE imagery for Sakesar. Larkana Cadet College is the proud owner of an FT-5 to add to their F-6 (see later). It is parked in the far corner of the sports field at 27°21'16.17"N, 68°7'30.14"E. However, as you can see there is another such aircraft at Kamra seen earlier this year and freshly painted. But clearly a different airframe.... The 1537 is in front of a newly erected gated community called Fazaia Housing scheme along the N5 road on the Western outskirts of Gujranwala town (32°10'33.73"N, 74°8'47.58"E). Okara has installed an FT-5 in their "municipal garden", that we did not manage to find yet on GE. Another pristine FT-5 is at PAF Camp Badaber, a cadet college south of Peshawar (33°57'28.25"N, 71°34'32.38"E). You can expect more to pop up as monuments because no less than fifteen are stored in a dispersal on the southern tip of Mianwali air base...

F-6

623	pres OPQT	s/n update, maybe 7623?	feb17
1617	p.Korangi Creek	s/n update	nov16
1911	pres Sargodha	f/n	apr16
5531	pres Larkana	f/n	jan17
5548	pres Baqai	f/n, s/n update	oct16
5551	pr. Hassanabdal	f/n, s/n update	dec16
7701	gone	jan17 ex pres Karachi, Nazimabad	nov16
"7712"	pr. Kamra	f/n	oct15
"7712"	PAC Kamra	just painted	mar17
(7)728	p.Korangi Creek	s/n update, ex i/a	nov16
8912	pres Wana	f/n	mar16
9622	pres Batrasi	s/n update	2010
9624	pres unkn loc.		photo
10318	pres Gujranwala	s/n update	jan17
10439	pres OPRQ	f/n	nov13
10503	pres Karachi	s/n update, ex std OPSF	jan17
10610	pres Hyatabad	ex 25sq, f/n	jan04

About these previously unidentified ("s/n update") and/or sometimes unknown serials for F-6s ("f/n"); the following additional information applies.

Aircraft 623 (maybe 7623?) is in a housing area opposite one of the base's gates (30°14'6.29"N, 66°56'43.48"E). At Karachi's Korangi Creek air base, F-6 1617 is on a plinth in the North-east corner (24°47'55.85"N, 67° 8'2.05"E), another one 7728, sits a bit to the South on an embankment at the West side of the cricket pitch, in the Karachi Institute of Economics and Technology (KIET) area (24°47'40.97"N, 67°8'4.97"E). Sargodha has recently installed an F-6 at the crossing of PAF road and Faisalabad road in town, 32°1'53.82"N, 72°41'45.46"E. On with Larkana Cadet college where 5531 found its last resting

place (27°21'28.47"N, 68°7'20.22"E). Next one is 5548 which sits at a small roundabout on the campus of the Baqai Cadet College (25°0'36.04"N, 67°13'43.46"E); it has been there since at least October 2004, but presumably installed shortly after this college opened in 2001. Another Cadet college has 5551 at Hassan Abdal (33°49'12.57"N, 72°40'47.76"E).

Less upbeat news is the disappearance of 7701 from the AO Tower Triangle crossroads in the Nazimabad suburb of Karachi (24°55'31.47"N, 67° 1'54.56"E). It has been moved away while a flyover is being constructed from January 2017, we pray to Allah that it returns to its old spot. Kamra has a handful of F-6s as well. One is 7712 and that is also still outside the gate at PAF Mianwali. To complicate matters further, another 7712 was seen indoors at PAC Kamra and having a different paint job and simultaneously the other 7712 was still preserved in the housing area! Refer to A-5 118 above for the coordinates. Wana has its F-6 sitting together with an A-5 at 32°18'18.55"N, 69°32'56.67"E. Batrasi Scouts Cadet college has its *Mukelo* 9622 just inside the gate (34°23'47.20"N, 73°19'1.93"E). Gujranwala is a big city so obviously they have their F-6, it is in the military Rahwali canton, 32°14'27.11"N, 74°6'35.09"E.

Rafiqui air base has some unidentified preserved aircraft, but 10439 is South of the sports fields (30°45'2.45"N, 72°15'37.25"E). Steel Town is a gated community in Karachi and in front of their Cadet college sits 10503 since May 2009 (24°52'24.49"N, 67°19'49.91"E). The Ghulam Ishaq Khan Institute of Engineering Sciences and Technology at Tabela, also known as GIK University, Mechanical Engineering Faculty since at least September 2005 (34°4'8.47"N, 72°38'40.94"E). Lastly, an exact location update for the F-6 7628 that is at the Public School and College in Abbottabad since May 2010, 34°13'24.21"N, 73°14'35.14"E. Hyatabad is a suburb of Peshawar and inside the school yard of the Hyatabad Model School is 10610, 33°59'15.02"N, 71°27'1.28"E.

F-7P

"88-501"	pres Karachi	ex 2sq, f/n	nov16
"88-501"	pres Mianwali	ex 2sq, f/n	dec16
88-508	pres Muridke	ex 2sq, f/n	15aug15
89-522	pres Kamra	f/n	oct14
(93-)715	14sq	f/n	photo
(93-)718	14sq	f/n	sep15

Yes, that is two with the same serial painted on... The first is at the entrance of the Fazaia Housing scheme, phase 1 in Karachi (25°2'15.08"N, 67°8'9.91"E). The other one is just inside the Northern perimeter wall of the PAF colony near Mianwali AB, (32°35'34.14"N, 71°34'55.03"E). Besides that, nine stored F-7s can be seen sitting in the southern-most dispersal of the base itself. The Muridke Skybolt is at the start of the road to Narowal, off the Grand Trunk road through Muridke at 31°48'34.52"N, 74°15'12.45"E. Kamra has a Jinnah park like most cities and it is graced by an F-7P, 33°50'32.75"N, 72°24'35.01"E.

The air force-linked housing areas spring up everywhere and luckily they all get a gateguard! Usually, the aircraft arrives before they start building. The next lot in Karachi for example, Fazaia housing scheme phase 2, is already allotted, so it is just a matter of time for another aircraft appears some kilometres to the North.

F-7PG

(02-)832		f/n	photo
02-838		f/n	jun14

JF-17

11-133	2sq	c/n update	FC10125	sep16
13-148	2sq	f/n		sep16
15-203	16sq	del, ex PAC Kamra		mar17
15-208	16sq	f/n, ex production		mar17
16-223	PAC Kamra	c/n update	FC10223	feb17
(16-)225	PAC Kamra	f/n		dec16

Personal copy

The yearly fly-by on Pakistan Day and rehearsals in the weeks before, revealed some deliveries. Aircraft 208 may have FY16 and 223 was in full 14sq markings; its construction number could be read from the photo.

F-86F
 55-4996 pres Hyderabad s/n update, Abbas Bhai park dec16
 55-5001 pres Sialkot f/n, Garrison park oct16
 Exact locations for the two mentioned above are, 25°23'3.62"N, 68°20'29.92"E and 32°30'37.24"N, 74°31'46.79"E respectively.

K-8P
 10-05-835 1(FCU)sq f/n jul16
 10-05-838 1(FCU)sq f/n sep16

MFI-17
 76-6525 OPPS ex 76-525 sep16
 Likely, it is upgraded to Super Mushshak standard.

MiG-15UTI
 231 pres OPRQ s/n update, f/n oct04 nov16
 This rare Pakistani dual MiG-15 is on base in front of the mess.

Mirage 3EA
 90-533 pr. Nawabshah f/n, ex CCS, f/n jan13 oct16
 90-535 pres Kamra ex 25sq, f/n sep13 oct16
 The first one sits on a pole in Khoja park (26°14'30.29"N, 68°24'6.10"E). At Kamra more Mirages are preserved; this particular example is on the lawn in front of the officer's mess in 25sq markings (33°50'59.38"N, 72°25'22.91"E).

Mirage 5DE
 "307" pres Risalpur f/n may10 feb17
 This is a bit of a 'mystery Mirage'. Configuration-wise, it most closely resembles a former Libyan Mirage 5DE, all survivors of which went to Pakistan. It could also be a hybrid or even partly a mock-up. Judge for yourself, it is at: 34°6'18.46"N, 72°0'57.31"E.

Mirage 5DR
 308 pres Kohat AB f/n jun10, ex LBY 308 nov16
 It is a recce model with 'cranked' leading edge of the fin, a former Libyan. Likely, it never got to wear a Pakistani serial.

Mirage 5PA2
 79-439 i/a Korangi Creek jun10
 There is at least one more Mirage, two F-6s and an A-5 present for apprentice training. Some of them are parked outside every now and then.

SA316B
 1083 nn f/n, ex V-261 1083 sep15

RT-33A
 53-5090 pres Lahore ex OPSF l/n apr16 8429 mar17
 This one used to be inside the Northern perimeter fence at Karachi-Faisal AB. It is now painted grey and installed on a pole in front of the Pakistan Army Museum outside the western perimeter of Lahore airport; see below for the Army aircraft present there.

T-37B
 58-1871 pres Kohat AB s/n update 40296 dec16
 Pakistan Fauj (AR)
 OPQS = Rawalpindi-Qasim Army Air Base

Bell 412EP
 786-200 nm, OPQS f/n dec16

AH-1F
 (786-)042 nm, OPQS f/n, ex RJAF mar17
 '216' pres Lahore f/n nov16
 It is just marked '042' in red on one of the windows. A Cobra marked '216' is in the new Pakistan Army Museum in Lahore, 31°31'57.99"N, 74°23'56.40"E.

H125M (AS350B3)
 2825 Airbus Helic. c/n update, F-WWXV 8341 mar17

IAR330SM
 2429 28AAsq f/n sep16

It does not fit the UAE serial-range many of which ended up in Pakistan.

MFI-17 Mushshak
 77-5037 2AAsq f/n, video 2016
 84-5129 nn OPQS f/n, photo dec14
 (84-5)132 2AAsq f/n, video 2016

Mi-17
 58660 pres Lahore f/n nov16 mar17
 Also outside the Pakistan Army Museum.

O-1A
 50-1637 pres OPQS as 01-637 dec16
 It is in front of the CAA building, 33°33'53.94"N, 73° 2'1.69"E.

Schweizer 300C
 786106 nn OPQS f/n, photo dec14
 786107 nn OPQS known delivery dec14
 The photo of 786106 shows that it has the door from 107 mounted, proving the existence of that one as well!

SE3160
 1821 pres Lahore f/n 1821 jan17
 Exhibited at the freshly erected Pakistan Army museum.

Philippines

Pilipinas Hukbong Himpapawid (AF)

FA-50PH
 17-007 d/d 29mar17
 17-008 d/d 29mar17

Pilipinas Hukbong Dagat (NY)

King Air TC-90
 ... ex 6822 d/d 27mar17 LJ-1146
 ... ex 6824 d/d 27mar17 LJ-1336

These two former Japanese Maritime Self Defense Force King Air C90s out of the order (gift) for five aircraft were flown to Sangley Point on delivery.

Sri Lanka

Sri Lanka Air Force (AF)
 KDU = Kotelawala Defence University, Ratmalana
 VCCC = Colombo/Ratmalana AB, SLAF museum

Kfir C7
 CFM721 pres VCCC f/n jan15 jan17
 This is a real Kfir in addition to the 80% model that the museum has mounted on some poles and that is marked SFM-5212 nowadays.

SF260MB
 CT171 pres KDU ex pres VCCC 281/37-01 jan15
 It has been there since at least January 2011.

Thailand

Royal Thai Air Force (AF)

B737-8Z6
 L11Kh2-2/59/HS-HMK/99-904/90410 62455 mar17
 In February this aircraft was noted still with its old code HS-TYU/60205, being the code when it left Woensdrecht last year on delivery.
 Royal Thai Army (AR)

H145M
 20137 ex D-HADJ o/o 20137
 The helicopter was noted at the Airbus facilities at Donau-wörth being completed.

Latin America

Argentina

Fuerza Aérea Argentina (AF)
 Gradually, the Fabrica Argentina de Aviones (FAdeA) is crawling up. Still facing red figures, these are diminishing as compared to previous years. This year will see them overhaul five Pampas and manufacture three new ones. That is



The deliveries of the new batch of Saudi F-15SA are in full swing now. Each installment routed through Lakenheath so far. (12-1041, 9 February 2017, Mark Rourke)

still a far cry from the original plans that suffered years of mismanagement by the central government. Other work will be performed on a C-130, with TC-61 being done in 2016, the Navy Orion fleet and regular IA-58 maintenance. The current managing director envisages to be in the black again in 2019. That also depends on the KC-390 program in which they participate, and the possible contract for manufacturing of sub-structures for Airbus.

Cuerpo Federal de Aviación (PO)

The federal police has ordered a brand new H155.



The Fuerza Aerea Guatemalteca uses this Beech 300 serialled 705 since late 2016 in a rather subdued paint scheme. (Guatamala-La Aurora, 7 March 2017, Carlos Alberto Rubio Herrera)

Bolivia

Fuerza Aérea Boliviana (AF)

CeT188C

FAB-368 ex CP-2210 impounded **188-02568T**

It was impounded 1 August 2010 and subsequently crashed on 12 October 2012 in FAB service; it is a construction number update. Although the type was quoted as A188B, the identity gives the AgWagon away as a T188C.

CeU206G

FAB-276 ex CP-1483 impounded **U206-04851**
 FAB-307 ex CP-1942 impounded **U206-06869** may97
 FAB-340 ex CP-1959 impounded **U206-06804** may97

These aircraft were previously impounded and allocated the serials mentioned. All are updates to our database. The pre-

vious civil identities were 'loaned' by traffickers again, and aircraft bearing those were impounded again! "CP-1483" on 3 August 2010, "CP-1942" in Peru on 26 April 2012, "CP-1959" on 26 November 2013.

Ce210N

FAB-217 ex CP-1833 impounded **210-64633**

Previously impounded in the nineties and another aircraft wearing "CP-1833" was impounded again on 2 March 2010.

Brazil

Força Aérea Brasileira (AF)

In an effort to stop illicit trafficking, the air force is going to forward deploy some of its assets for nearly a year. Apart from strengthening existing bases, the city of Dourados (SBDO), in Mato Grosso do Sul, will be used to base helicopters and fixed wing aircraft. The operation is called Ostium but we presume the units will detach aircraft rather than form a new unit there. Aircraft deployed will the A-29 Super Tucano, AH-2 Sabre and some drones.

Recently, it was announced that the Brazilians get their assembly plant for the Gripen. It will be situated in São Bernardo do Campo, a suburb of São Paulo. The SAAB subsidiary will be called Saab Aeronáutica Montagens S.A. (formerly called São Bernardo Tecnologias Aeronáuticas). First structural sub-assembly will take place in 2019, but first the US\$150 million factory has to be build!

Aviação do Exército (AR)

The first fixed-wing aircraft for the current army aviation branch is coming closer a bit as talks with the US are zooming in on details. After requesting information to obtain four C-23B Sherpas and exploring their technical state, the possibility to acquire the C-145 (M28 Skytruck) is also on the table now. This type was withdrawn by the US too. No contract, Excess defence article offer of Foreign Military Finance contract has surfaced yet though. Moreover, they are looking at the Viking 400 (DHC-6-400) and RUAG Do228NG, and possibly other types, too.

Colombia

Fuerza Aérea Colombiana (AF)

UH-1H/V

FAC4500 ex 67-17292 c/n update **9490**

FAC4502	ex 67-17652	c/n update	9850
FAC4504	ex 68-15638	c/n update	10568
FAC4505	ex 68-15561	c/n update	10491
FAC4509	ex 68-16519	c/n update	11178
FAC4511	ex 68-16619	c/n update	11278
FAC4516	ex 66-16990	c/n update	9184

Special thanks to Peter Wilmink for pointing us to these updates!

TH-67A

FAC4567	91B	f/n, ex N67091	5106 mar16
FAC4570	76E	f/n, ex N67476	5158 mar17
FAC4573	05E	f/n, ex N67605	5176 mar16
FAC4578	29B	f/n, ex N89029	5286 mar17
FAC....	57A	f/n, ex N89057	5291 mar17

SA2-37B Vampiro

FAC5752	ex N2061L	c/n update	0015
FAC5753	ex N10673	c/n update	0017
FAC5754	ex N40623	c/n update	0016
FAC5755	ex N30745	c/n update	0019
FAC5756	ex N2067F	c/n update	0020

Refer to Scramble 304 for an article about these elusive aircraft.

T-90C Calima (Legacy FG)

FAC2450	EMAVI	w/o 06mar17	011
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Mexico

Fuerza Aérea Mexicana (AF)

The MiG-35 has been offered by Russia to replace Mexico's aging F-5s. Either a direct sale or assembly in Mexico should be possible. No official interest has been voiced so far however. MMSM = Santa Lucia (MEX)

Bell 206L-3/4

1648		f/n, photo	mar17
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C-130E

3612	pres Ecatepec	ex EA.302	3925 oct16
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Refer Scramble 452 – page 79, the Hercules is now known.

G150

TP-06	CGTAP	f/n, ex TP-09	314 feb17
TP-09	reregistered	as TP-06	314 feb17

SA330J

1052	pres MMSM	f/n, as TPH-08	1655 mar17
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The construction number of this Puma was checked, previously thought to be **1520**. It is preserved with the Museo Militar de Aviacion.

Armada de México – Fuerza Aeronaval (NY)

CL-605

ANX-1202	ESCAAM	f/n, ex ANX-1208	5969 feb17
ANX-1208	reregistered	as ANX-1202	5969 feb17

Mi-17-1V

ANX-2219		f/n, ex AMHT-219	96614 jan17
AMHT-219	reregistered	as ANX-2219	96614 jan17

UH-60M

ANX-2306		f/n	mar17
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Gobiernos Estatales Mexicanos (GV/PO)

MD530F

XC-PEP	Baja California	w/o 13mar17	0079FF
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The Policía Estatal Preventiva (preventative state police) of Baja California was the operator of this helicopter.

Peru

Ejército del Perú (AR)

Mi-171Sh-P

EP-690	BAT811/821	del, pixelated c/s	mar17
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Fuerza Aviación Naval del Perú (NY)

The Excess Defence Article Database lists the Peruvian naval aviation as having requested, and being allocated, five T-34C-1 that are surplus to US requirements. These are normally offered 'as is, where is', so likely they have to fetch them in Arizona. Last known status is that US Navy has been permitted to supply these. However, none have been accepted or delivered yet.

Uruguay

Fuerza Aérea Uruguaya (AF)

During the yearly air force anniversary, on 17 March, the disbandment of Escuadrón Aéreo 1 (Ataque) was officially announced. After the last flight with the IA-58 November



Captured against a dramatic background at Lake Havasu City airport is bright yellow Canadian CT-156 156120. (10 March 2017, Marcel van Bielder)



Every now and then one of these anonymous looking Dornier 328s or C-146A as they are called officially, visit Europe. Even in the United States they are not encountered often, so this is a nice catch. (16-3020, Phoenix-Mesa Gateway, 14 March 2017, Marcel van Bielder)

last year, the type has been mothballed. But you never know if they will find funds to resurrect the type.

Venezuela

Armada Nacional Bolivariana (NY)

AB212/AS

AB-0306

EscAer de Helic ex ARV-0306

5177 feb17

North America

Canada

Royal Canadian Air Force (AF)

The Canadian government has moved another step closer towards acquiring the Super Hornet to supplement its CF-18 fleet by issuing a Letter of Request to the US government on 13 March. The letter outlines the Canadian government's requirements on capabilities, schedule and economic benefits for 18 aircraft. The press statement added that the Pentagon will approach Boeing and other suppliers to develop an official proposal. A formal deal could be concluded early next year.

United States

Joint US Forces (JF)

The US Navy and the US Air Force have begun to look at a replacement for the strategic deterrent airborne command post and communication (ABNCP) aircraft. The USN is currently using sixteen Boeing E-6B Mercury in the TACAMO ("Take Charge and Move Out") Very-Low Frequency communications platforms. These white aircraft are serving ballistic-missile submarines. During the 1990s, when the USAF retired their EC-135 ABNCP's, the mission systems were installed in the E-6's to combine the two missions. The mission systems have been upgraded but the airframes, based on the Boeing 707 airliner, are aging. The current plans show that the E-6s could fly until 2038, which would make them 49 years old.

United States Air Force (AF)

Eight Oregon Air National Guard McDonnell Douglas F-15C Eagle aircraft from the 123rd FS/142nd FW arrived unannounced at RAF Lakenheath at the 28 February and 1 March

2017. Although their final destination was not given, it is believed that they were heading for the Middle East to take part in an exercise. On 25 March, the eight Eagles arrived back in the United Kingdom at RAF Mildenhall transiting back to the Continental United States (CONUS). The following aircraft, all decorated with an Oregon Red Hawk in the tail were seen transiting through Lakenheath and Mildenhall;

80-0024, 82-0016, 84-0002, 84-0003, 84-0005, 84-0020, 84-0021 and 84-0026.

Being a part of the USAF force structure actions, fiscal year 2017, the beginning of March 2017 marked the end of an era at Joint Base Elmendorf-Richardson (AK). The last two Alaska Air National Guard C-130H Hercules aircraft from the 144th AS/176th Wing departed from Elmendorf on 5 March 2017. After 41 years of flying the C-130, the 144th AS eight C-130Hs were disposed off, with the Hercules aircraft either being transferred to other USAF units or retired from service to the 309th AMARG at Davis-Monthan AFB (AZ). After their ferry flight from Elmendorf the last ex 144th AS C-130Hs, consisting of 82-0060 and 82-0061, arrived at their new homes with 82-0060 arriving for storage at Davis-Monthan on 7 March.

3 March 2017 saw the arrival of three Air Force Special Operations Command (AFSOC) Pilatus U-28As at Mildenhall. The aircraft were transiting for a regular change for their deployment in support of Operation Inherent Resolve (OIR) at Bashur airbase in Iraq and departed the next day for Stuttgart heading east. A week later, three other U-28As arrived at Mildenhall, coming from Stuttgart, and going back towards CONUS. During both Transatlantic flights the U-28As were accompanied by a HC-130P Combat King Hercules. On the 3 March 2017, the contingent consisted of;

U-28As; 08-0700, 08-0718, 08-0835 with support HC-130P 65-0978. The latter stayed at Mildenhall.

On 12 March 2017, the following contingent going back to CONUS consisted of;

U-28As; 07-0488, 07-0829, 07-0838 with the above mentioned HC-130P.

14 March was a black day for the AFSOC U-28A community. During a flight training exercise an U-28A went down near

Clovis Municipal Airport (NM). Three Airmen assigned to the 318th SOS, stationed at Cannon AFB, were killed when their U-28A crashed. Since their introduction the USAF has lost three U-28A aircraft because of accident related events.

As expected, the 36th AS, named the Eagle Airlifters, based at Yokota in Japan, received their first stretched C-130J-30 when Super Hercules with tail number 14-5807 touched down on the 8 March 2017. Besides having already the YJ code (For Yokota Japan) applied, the new arrived C-130J also wore 374AW titles. The C-130Js will be used to support critical peacekeeping and contingency operations in the Western Pacific region.

With more than fifty Lockheed Martin F-35A Lightning IIs assigned, another milestone was reached at Luke AFB (AZ) when the first F-35A for the 63rd Fighter Squadron was delivered straight from the Lockheed Martin Fort Worth factory to the 56th Wing at Luke. Having arrived on the 20th of March 2017, and adorned with 63FS titles, F-35A with serial 15-5120 is the 51st F-35 inmate for Luke's Wing. Although mostly operated by the USAF, from the F-35s already assigned to the 56th Wing, a dozen aircraft are from Australia, Italy, Japan and Norway.

For the third year in a row, Leeuwarden air base in the Netherlands hosted the beginning of an Air National Guard F-15 Eagle Theater Security Package (TSP) deployment to Europe. The timeframe for the TSP deployment has been chosen because the deployment starts simultaneous with the Frisian Flag 2017 Exercise. Just as previous years the deployment consists of two units and it is expected that they will stay some three and half months in Europe. After their Frisian Flag 2017 exercise participation it is expected that the F-15s will go to various European countries. This time the ANG main unit was made out of the 122nd FS/159th FW from the Louisiana Air National Guard, supplemented by Eagles and personnel from Florida's ANG 159th FS/125th FW unit. After some days delay, mainly because of bad weather in the Northern part of the United States, the first group of F-15s arrived at Leeuwarden on 24 March. The second group a day later. The following contingent of twelve Eagles arrived at Leeuwarden;

122ndFS/159th FW Louisiana ANG F-15Cs; 81-0039/JZ, 81-0041/JZ, 83-0012/JZ, 83-0036/JZ, 83-0041/JZ and 85-0102/JZ as 159FW flagship. 159th FS/125th FW Florida ANG F-15Cs; 85-0096, 86-0148, 86-0155,

86-0161, 86-0162 and F-15D 80-0058.

United States Army (AR)

Mid-March 2017, Boeing announced that a five-year contract was signed with the United States Army to produce and deliver 268 AH-64E Apaches. Twenty-four of these are intended for an undisclosed export customer, while the remaining 244 will be delivered to the United States Army itself. The total value of the contract is \$3.4 billion.

United States Army Unit News

Not yet reported by us was the activation of Det.2 C/3-126th AVN (AA) at AASF Bradley IAP, Windsor Locks (CT). This Connecticut Army National Guard unit was officially activated in October 2016.

Units

2nd AvnDet	Stewart IAP, Newburgh (NY)
4-4th AVN	Butt AAF, Fort Carson (CO)
A/5th AVN	Polk AAF, Fort Polk (LA)
1-6th CAV	Marshall AAF, Fort Riley (KS)
2-10th AVN	Wheeler Sack AAF, Fort Drum (NY)
3-10th AVN	Wheeler Sack AAF, Fort Drum (NY)
B/12th AVN	Davison AAF, Fort Belvoir (VA)
2-25th AVN	Wheeler AAF, Schofield Barracks, Oahu (HI)
1-104th AVN	PA ARNG AASF John Murtha, Johnstown Cambria (PA)
Det.1 C/1-111th AVN	GA ARNG, AASF Dobbins AFB, Marietta (GA)
Det.2 D/1-112th AVN	WI ARNG, AASF Dane County RAP, Truax Field, Madison (WI)
A(-)/1-114th AVN	AR ARNG, AASF Camp Robinson AASF, North Little Rock (AR)
Det.1 A/1-114th AVN	AL ARNG, AASF Birmingham IAP (AL)
Det.1 C/1-126th AVN	ME ARNG, AASF Bangor IAP (ME)
Det.2 C/3-126th AVN	CT ARNG, AASF Bradley IAP, Windsor Locks (CT)
1-135th AVN	MO ARNG, AASF Whitman AFB (MO)
B/2-147th AVN	KY ARNG, AASF Capital City Airport, Frankfort (KY)
1-149th AVN	TX ARNG, AASF Ellington Field, Houston (TX)
B(-)/2-151st AVN	FL ARNG, AASF Cecil Field Airport, Jacksonville (FL)
1-158th AVN	USARC, ASF Conroe, Lone Star Executive Airport, Conroe (TX)



Very welcome photograph of MH-60M 20246. Little else is known. (El Paso, 7 February 2017, Richard Bakker)

Personal copy

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14-72321/21K*	1-223rd AVN	ex A(-)/1-114th AVN	nov16
14-72326/26H*	1-223rd AVN	f/n	nov16
14-72327/27H*	1-223rd AVN	f/n	nov16
14-72341/41K*	1-223rd AVN	f/n	nov16
15-72345/45G*	1-223rd AVN	f/n	nov16
15-72352/52H*	1-223rd AVN	f/n	nov16
15-72358/58H*	1-223rd AVN	f/n	sep16
15-72359/59_*	1-223rd AVN	f/n	nov16
15-72362/62J*	1-223rd AVN	f/n	nov16
15-72363/63_*	1-223rd AVN	f/n	nov16
15-72364/64H*	1-223rd AVN	ex Airbus Helicopters	nov16

Note: The FY data for the Lakotas marked with a asterisk (*) require confirmation.

United States Navy (NY)

An extensively modified E-6B completed some new tests at Edwards AFB (CA) early February 2017. The Mercury received a Multi-Role Tactical Common Data Link modification that was flight tested with 418th Flight Test Squadron. The 418th executed flutter and loads tests as the E-6B received some changes to the fuselage, consisting out of three new radomes. The Navy has two squadrons, VQ-3 *Ironmen* and VQ-4 *Shadows*, both based at Tinker AFB (OK).

United States Navy unit news

Commander, Naval Air Force U.S. Atlantic Fleet

(ComNavAirLant)

Carrier Air Wing 3, USS Harry S. Truman (CVN-75), AC
Strike Fighter Squadron (VFA) 103 *Jolly Rogers* (ex 'AC-2xx') left for CVW-7. VFA-103 is now flying as 'AG-2xx'.

Carrier Air Wing 7, USS Dwight D. Eisenhower (CVN-69), AG
VFA-103 *Jolly Rogers* (ex 'AC-2xx') arrived within CVW-7 as 'AG-2xx'. It is not known yet where former 'AG-2xx', VFA-86 *Sidewinders*, went to. VFA-25 *Fist of the Fleet* ('AG-4xx') also arrived within CVW-7 (ex AC-4xx).

Carrier Air Wing 8, USS George H.W. Bush (CVN-77), AJ
Strike Fighter Squadron (VFA) 15 *Valions* (former 'AJ-31x') will be disestablished on 31 May 2017. The F/A-18C squadron is based at NAS Oceana (VA) but already gave up its last baby Hornets in December 2016. To commemorate the event, VFA-106 painted one of their F/A-18Cs ('AD-315') in a striking kind of retro grey/white colour scheme.

Commander, Naval Air Force U.S. Pacific Fleet

(ComNavAirPac)

Authorized by the 2017 National Defense Authorization Act, the Navy plans to shut down the staff of its tenth Carrier Air Wing (CVW) and three fleet squadrons. The moves come even as political momentum builds to grow the size US fleet, including building the aircraft carrier fleet back to twelve carriers. On 31 March 2017, the USN will deactivate CVW-14 ('NK'). The mighty wing, based at NAS Lemoore (CA), is since 2012 part of discussions when initial plans were made to deactivate it, but that was later reversed. In 2011, the wing was already under-strength in squadrons and has not deployed since that year. The deactivation allows the Navy to reduce the number of CVWs to nine. This number can support all carriers. When the carriers are in full strength again (expected around late 2025), CVW-14 is possible subject for reactivation.

Carrier Air Wing 9, USS John C. Stennis (CVN-74), NG
Carrier Airborne Early Warning Squadron (VAW) 112 *Golden Hawks* ('NG-6xx'), an E-2C Hawkeye squadron based at NAS Point Mugu (CA) will be deactivated on 31 May 2017. Although this squadron is deactivated, Point Mugu itself will not lose a squadron as VAW-115 *Liberty Bells* ('NF-6xx') will arrive from NAS Atsugi in June 2017. VAW-115 has been replaced in CVW-5 in Japan by the E-2D's of VAW-125. VAW-117 *Wall-bangers* ('NG-60x') arrived within CVW-9 (ex CVW-7/AG).

Carrier Air Wing 17, USS Theodore Roosevelt (CVN-71), NA
On 31 March 2017, Helicopter Sea Combat Squadron (HSC) 15

Red Lions ('-61x') at NAS North Island (CA) will be deactivated. The MH-60S squadron, already uncoded for a while had its last assignment within CVW-17 and is relieved by HSC-6.

United States Navy (NY)

TC-12B				
161323/G-330	309th AMARG	ex G-330/VT-35	BJ-40	mar17
161325/G-333	309th AMARG	ex G-333/VT-35	BJ-42	mar17
EA-6B				
163528/CY-80	309th AMARG	ex CY-80/VMAQ-2	P-155	mar17
C-2A				
162169/27	VRC-30	ex NF-27/VRC-30 Det.5	49	mar17
162178/42	FRCSW	ex VRC-40 Det.5	58	mar17
C-40A				
169036/036	VR-61	d/d	60329/5982	mar17
E-2C				
165820/NG-600	VAW-116	ex NG-601/VAW-112	A191	mar17
165824/NG-602	VAW-117		A195	mar17
E-2C-II				
165293/646	VAW-120	ex AC-602/VAW-123	A52-164	mar17
E-2D				
169060/602	nmks	f/n	AA2.	mar17
F/A-18A+				
162867/AF-08	VFC-12	ex AF-00	406/A338	oct16
F/A-18E				
166606/AD-127	VFA-106	ex AG-106/VFA-143	E102	mar17
166837/AB-407	VFA-81	ex NA-207	E156	sep16
169114/AG-114	VFA-143	ex AJ-114/VFA-31	E288	mar17
169115/AG-105	VFA-143	f/n	E289	mar17
F/A-18F				
166619/AD-267	VFA-106	ex AG-204/VFA-103	F112	mar17
168887/AG-204	VFA-103	ex AD-267/VFA-106	F268	mar17
EA-18G				
166931/503	nmks	ex NF-503/VAQ-141	G16	feb17
166932/504	nmks	ex NF-504/VAQ-141	G17	feb17
166933/505	nmks	ex NF-505/VAQ-141	G18	feb17
166938/501	nmks	ex NF-501/VAQ-141	G23	feb17
166939/NL-525	VAQ-135	ex NL-544/VAQ-132	G24	mar17
166941/NL-521	VAQ-135	ex NL-514/VAQ-138	G26	mar17
169141/NJ-575	VAQ-129	f/n	G132	feb17
F-35C				
169424/XE-107	VX-9 Det. Edwards	d/d	CF-32	mar17
HH-60H				
163792/SA-615	HSC-3	ex NW-304/HSC-85	70-....	mar17
MH-60R				
166542/TX	HSM-49	ex TX-101	70-30..	mar17
166546/TX-20	HSM-49	ex TX-105	70-31..	mar17
166549/NE-706	HSM-78	ex NE-707/HSM-77	70-31..	jan17
166585/TS-413	HSM-41	ex TS-426	70-3...	mar17
166997/TS-435	HSM-41	ex NH-717/HSM-75	70-3...	mar17
167056/TX-24	HSM-49	ex NE-710/HSM-78	70-3...	mar17
167067/TS-430	HSM-41	ex nmks	70-3960	mar17
167072/TS-434	HSM-41	ex NE-705/HSM-78	70-39..	mar17
168088/AG-711	HSM-72	ex AJ-714/HSM-70	70-4...	oct16
168099/TS-431	HSM-41	ex NG-713/HSM-71	70-4...	mar17
168100/NH-710	HSM-75	ex NH-720	70-43...	mar17
168102/TS-432	HSM-41	ex NG-705/HSM-71	70-4...	mar17
168104/NG-707	HSM-71	ex NG-714	70-4...	mar17
168136/HR-507	HSM-48	f/n	70-4...	feb17
168139/NA-705	HSM-71	f/n	70-4...	mar17
MH-60S				
166311/SA-40	HSC-3	ex NH-2/HSC-8	70-2...	mar17
166318/AM-05	HSC-22	ex HW-74/HSC-26	70-28..	mar17
166366/WC-42	HSC-23	ex SA-21/HSC-3	70-2995	mar17
166367/NG-20	HSC-14	ex HSC-15	70-2...	mar17
167900/NA-20	HSC-6	ex NH-20	70-37..	nov15
168531/NE-612	HSC-4	ex NA-611/HSC-15	70-3850	mar17
168588/SA-13	HSC-3	f/n	70-4...	mar17
168591/AB-611	HSC-11	ex BR-37/HSC-28	70-4913	mar17



This MH-60S 165763/DD-464 is in use by VX-31 and was on SAR duties during the recent air show. (China Lake, 18 March 2017, Ian French)

P-3C AIP+					
161764/764	VQ-1	ex YB-764/VP-1	5777	mar17	
P-8A					
168437/437	VP-16	ex LA-437/VP-5	40817/4256	feb17	
168762/762	VP-16	ex LA-762/VP-5	42258/4978	mar17	
168854/LC-854	VP-8	ex LN-854/VP-45	44146/5368	mar17	
169010/010	VP-30	d/d	44950/6020	mar17	
169329/329	Boeing	f/f 30mar17	62295/6273	mar17	
T-6B					
166249/G-249	TAW-4	f/n	PN-240	jan17	
T-45C					
167094/B-252	TAW-2	ex B-316/TAW-2	C126	mar17	

United States Marine Corps (NY)

The USMC announced their 2017 Marine Aviation Plan. Some first details we would like to present to our Scramble readers:

The mission of the USMC was reported as follows:

Marine Fighter/Attack Squadron (VMFA) and Marine Attack Squadron (VMA): Support the Marine Air Group Task Force (MAGTF) commander by destroying surface targets and enemy aircraft and escort friendly aircraft, day or night, under all weather conditions during expeditionary, joint or combined operations.

Marine All-Weather Fighter/Attack Squadron (VMFA-AW); Supports the MAGTF commander by providing supporting arms coordination, conducting multi-sensor imagery, and destroying surface targets and enemy aircraft day or night, under all weather conditions during expeditionary, joint or combined operations.

Marine Fighter/Attack Training Squadron (VMFAT): Conduct combat capable fighter/attack training for selected aircrews in the Joint Strike Fighter F-35B aircraft and the legacy F/A-18 aircraft, and provide technical training for aviation maintenance personnel.

Marine Attack Training Squadron (VMAT): Conduct combat capable attack training for selected aircrews in the AV-8B and provide technical training for aviation maintenance personnel.

Marine Refueling Transport Squadron (VMGR): Support the MAGTF commander by providing aerial refuelling, assault support, conducting intelligence, surveillance, reconnaissance, target acquisition, indirect and direct fires adjustment, battlefield damage assessment and destroying surface

targets day or night under all weather conditions during expeditionary, joint, or combined operations.

Marine Tactical Electronic Warfare Squadron (VMAQ): Support the MAGTF commander by conducting airborne electronic warfare, day or night, under all weather conditions during expeditionary, joint, or combined operations.

Marine Unmanned Aerial Vehicle Squadron (VMU): Support the MAGTF commander by conducting electromagnetic spectrum warfare, multi-sensor reconnaissance and surveillance, supporting arms coordination and control, and destroying targets, day or night, under all-weather conditions, during expeditionary, joint, and combined operations.

Marine Unmanned Aerial Vehicle Training Squadron (VMUT): Conduct core skill Introduction training for VMU aircrews in accordance with the T&R syllabus.

Marine Fighter Training Squadron (VMFT): Provide fixed-wing adversary support to Marine aviation and ground units to enhance Marine Corps combat readiness with a focus on increasing Marine aviation's core capability in air-to-air combat.

Marine Transport Squadron (VMR): Support the MAGTF commander by providing time sensitive air transport of high priority passengers and cargo between and within a theatre of war, day or night, under all weather conditions, during expeditionary, joint or combined operations.

As known, the F-35B and F-35C will replace F/A-18C/D, AV-8B and EA-6B. The USMC will procure a total of 353 F-35Bs and 67 F-35Cs in the following squadron bed down: nine squadrons equipped with sixteen F-35Bs, five squadrons of ten F-35Bs, four squadrons of ten F-35Cs, two squadrons of ten F-35Bs reserve and two squadrons of 25 F-35Bs for the Fleet Replacement Squadrons.

In 2022, all AV-8B squadrons will consolidated on the east coast bases. VMAT-203 *Hawks* ('KD-xx') will shutdown operations from fiscal year 2021 (FY21 runs from 01 October 2020 – 30 September 2021). VMA-231 *Ace of Spades* ('CG-xx') at MCAS Cherry Point (NC) will take over the Harrier training as a temporary Fleet Replacement Detachment, training the very last Harrier pilots. Eventually, Sundown Harrier operations will take place early 2026 when the last squadron will transit to F-35B.

All F/A-18 Hornets squadrons will be consolidated on the west coast bases from 2027 with the exception of VMFA(AW)-242 *Bats* ('DT-xx') that will stay at MCAS Iwakuni (Japan). The *Bats* will transition to F-35B in 2028. VMFAT-101 *Sharpshooters* ('SH-xx') will shutdown operations from FY23. It is not known yet when the last F/A-18A/C/D operations will take place, but this will be after FY27.

VMFA-122 *Crusaders* ('DC-xx') will transit from F/A-18C to F-35B in FY18. The squadron will move from the current homebase MCAS Beaufort (SC) to MCAS Yuma (AZ). VMFA-314 *Black Knights* ('VW-xx'), based at MCAS Miramar (CA), will be the first Corps' F/A-18C squadron that transfers to F-35C. This swap is planned in FY19. Subsequently, the *Black Knights* are the first to execute an Tactical Integration (TAI) deployment. The squadron will integrate within USN' CVW-11/NH (currently assigned to the USS *Nimitz*, CVN-68) and deploys in FY21.

FY19 will see the last EA-6B Prowler operations. The USMC currently has three operational squadrons, each operating six Improved Capabilities (ICAP) III version of the EA-6B Prowler. The sundown of the USMC Prowlers began in May of FY16 with the disestablishment of the VMAQT-1 that acted as the FRS. The sundown at homebase MCAS Cherry Point (NC) will continue with VMAQ-4 *Seahawks* ('RM-xx') in the last quarter of FY17. VMAQ-3 *Moondogs* ('MD-xx') will follow in Q4 of FY18 and the very final Prowler squadron, VMAQ-2 *Panthers* ('CY-xx') will be disestablished in Q4 of FY19.

The USMC is looking for additional aircraft in their adversary role. The current USMC inventory is twelve F-5E/Fs assigned to VMFT-401 *Snipers* ('LS-xx') at MCAS Yuma (AZ). Procurement of numerous F-5s with significant service life remaining would allow the USMC to meet most requirements for adversary training. The first phase of expanded adversary capacity will be to establish a detachment on the East Coast in support of VMFAT-501 *Warlords* ('VM-xx') at MCAS Beaufort (SC) for F-35 pilot production requirements in FY17. Besides the procurement of second hand F-5s, the USMC is in search for an ordnance-employing light attack turbo prop airframe with variable communication and sensor suites that would help support all air and ground terminal attack control training requirements. The A-29 Super Tucano is one of the aircraft types the USMC is looking for in the new Tactical Air Control

Party (TACP) and Forward Air Controller (Airborne) (FAC(A)) adversary role. They want to purchase some 48 aircraft that will be dispersed over Miramar, Cherry Point, Yuma and Beaufort. Each base could receive six F-5s and six turboprops in a Marine Composite Training Squadron concept.

The USMC fielded a bolt-on/bolt-off ISR/weapon mission kit for use on existing KC-130J aircraft. A total of ten aircraft are modified to employ the Harvest HAWK kits with five modified aircraft in 2d Marine Air Wing and five modified aircraft in 3d MAW. The Marine Corps intends to outfit all KC-130J aircraft with the Harvest HAWK system.

It is expected that the last KC-130T aircraft will leave operational service in FY21. This moment is dependent on the full mission operational capability of the KC-130J within the USMC reserves. If that fails in FY21, the old T's will soldier on.

The MV-22B has replaced the CH-46E and CH-53D. The USMC will procure a total of 360 MV-22Bs in the following squadron beddown: eighteen active squadrons each equipped with twelve MV-22Bs, two reserve squadrons with twelve MV-22Bs and one FRS with twenty MV-22Bs. The USMC is currently 75% complete with the medium lift transition. There are fourteen Fully Operational Capability (FOC) squadrons in the active fleet. The units in Okinawa, VMM-262 *Flying Tigers* ('ET-xx') and VMM-265 *Dragons* ('EP-xx') are complete with the transition, leaving the West Coast, Hawaii, East Coast, and the reserve component still to complete. Two active component squadrons are scheduled to relocate from Southern California to Hawaii in FY17 and FY18. In the beginning of FY17, VMM-268 *Red Dragons* ('YQ-xx') will relocate to MCAS Kaneohe Bay (HI). They will be followed in FY18 by VMM-363 *Red Lions* ('YZ-xx'), currently based at Miramar. A seventeenth active component squadron, VMM-362, will stand-up beginning in FY18 in Miramar. In FY19, VMM-212 will stand-up in MCAS New River (NC) to complete the active component transition.

The USMC will procure a total of 200 CH-53Ks, fielding eight active component squadrons, one fleet replacement squadron, two HMH(-) reserve component squadrons, and developmental / operational test squadrons. The CH-53 transition begins in earnest in FY19, when HMH-366 *Hammerheads* ('HH-xx') and HMHT-302 *Phoenix* ('UT-xx') enter transition. HMH-366 will be the first tactical squadron to deploy a



Avalon is the venue where this F/A-18F was seen. It looks the part with folded up wings, various air-to-air rockets and the in-flight refuelling probe deployed. (4 March 2017, Fred Woestmaat)



No.3 squadron uses the NH90-TTH in New Zealand's air force. Taxiing in at its homebase Ohakea here is NZ3303. (24 March 2017, Fred Woestmaat)

detachment of CH-53K King Stallions. Transition timelines are as follows: 2nd MAW FY19-25, 1st MAW FY25-26, 3rd MAW FY26-30 and 4th MAW FY29-31. In FY23, 4th MAW will restructure its single HMH into two separate HMH(-)s with the reactivation of HMH-769 at MCAS Miramar (CA). CH-53K FOC will be achieved in 2029 with the transition of the last active component squadron. Backup aircraft inventory / attrition reserve deliveries will complete in FY31 when the program of record reaches 200 aircraft.

About the AH-1Z Viper: The procurement objective is 189 AH-1Zs; 152 are build new aircraft (ZBN). Three of the eight active component HMLAs have completed their Z conversion and are currently building inventory towards their full authorization of fifteen aircraft. 120 AH-1Zs (Lots 1-13) are currently on contract and 54 AH-1Zs have been delivered to date. The details of unit conversion timelines will adjust with real time production delivery schedule updates. These forecast dates reflect the current delivery schedule. 3d MAW: AH-1Z conversion complete in July 2017, 2d MAW: AH-1Z conversion begins 2018, complete by 2019 and 1st MAW: HMLA-367 *Scarface* ('VT-xx') AH-1Z conversion begins in 2017 and is expected to be complete by 2018.

The AH-1Y Venom: The Procurement objective is 160 UH-1Ys, with FY16 planned as the last year of USMC UH-1Y procurement. 160 UH-1Ys (Lots 1-13) are currently on contract and 136 UH-1Ys have been delivered to date. All active and reserve squadrons have completed their initial UH-1Y conversion and now have their full authorization of twelve UH-1Ys.

The USMC operational support airlift (OSA) fleet supports the air transport, within, and between theaters of war. Current fleet consists of twelve UC-12F/M/Ws, twelve UC-35C/Ds, two C-9Bs and and C-20G. All UC-12F/Ms will be replaced by UC-12Ws. Currently, the last funding is set for four new UC-12Ws. If approved, the sundown of the UC-12F/Ms is in sight. The USMC intent is to replace current twelve UC-35C/D aircraft with twelve Super MidSize class transport aircraft with improved range and payload capabilities. The USMC will divest of the obsolete and C-9B, BuNo 161529 will leave service in March 2025 and 161530 in April 2025. The Skytrains will be replaced by two C-40As. The first USMC Clipper is expected in FY23.

United States Marine Corps unit news

Marine Force Pacific (MARFORPAC)

Early March 2017, strikingly, a F/A-18D was reported with VMFA-314 *Black Knights* ('VW-xx'). The squadron usually operates only the F/A-18C. Most probably due to Legacy Hornet shortages and fatigue problems within the fleet, a two seater was added to the *Black Knights* inventory.

The bird, 165532/VW-22 (ex VMFA(AW)-225 'CE-06' jul13/sep16 and ex VMFAT-101 'SH---' oct16) is based at MCAS Miramar (CA).

United States Marine Corps (NY)

UC-12W

169319	Miramar	d/d	FM-61	feb17
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KC-130J

169228/QH-228	VMGR-234	d/d	08mar17	382-5808	mar17
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F/A-18C

164676/NH-407	VMFA-323	ex AA-305/VFA-113	1106/C292	jan17
164871/NA-200	VMFA-312	ex DR-200	1203/C341	mar17

F/A-18D

164656/17	nmks	ex WK-07/(AW)-224	1083/D087	mar17
165532/VW-22	VMFA-314	ex VMFAT-101	1498/D153	mar17

F-35B

169164/VK-01	VMFA-121	ex VK-00	BF-44	mar17
169165/CF-12	VMFA-211	ex VK-01/VMFA-121	BF-45	mar17

AH-1W

162553/YM-30	VMM-365	ex TV-24/HMLA-167	26222	jan17
165369/SE-31	HMLA-469	ex SM-23/HMLA-369	26369	mar17

UH-1Y

168415/UV-02	HMLA-267	ex SE-02/HMLA-469	55152	mar17
168499/VT-10	HMLA-367	ex SM-08/HMLA-369	55163	oct16
168785/WG-40	HMLA-773 Det.A	ex WG-50/775 Det.A	55182	jan17
168786/WG-41	HMLA-773 Det.A	ex WG-51/775 Det.A	55183	jan17
168948/SE-06	HMLA-469	ex UV-32/HMLA-267	55200	mar17
168953/QT-575	HMLA/T-303	ex SE-03/HMLA-469	55205	mar17
168954/YR-31	VMM-161	ex SN-13/HMLA-169	55206	mar17
169109/YR-32	VMM-161	f/n	55221	mar17
169238/TV-14	HMLA-167	f/n	55229	mar17

AH-1Z

168803/YR-41	VMM-161	ex SN-51/HMLA-169	59211	mar17
168963/QT-660	HMLA/T-303	f/n	59220	feb17
168965/YR-42	VMM-161	f/n	59222	mar17

168969/QT-666	HMLA/T-303	f/n	59226	feb17	6037	Kodiak	ex Cape Cod	70-1958	jul16
169089	Bell Amarillo	f/n	59228	mar17					
CH-53E					MH-65D				
164787/ET-21	VMM-262	ex nmks	65-630	mar17	6507	Kodiak	ex Humboldt Bay	6056	may16
AV-8B					6512	North Bend	ex HITRON	6123	mar17
164128/WE-22	VMA-214	ex YX-52/VMM-166	204	mar17	6532	Kodiak	ex Detroit	6178	jan17
AV-8B+					6557	San Francisco	ex Mobile	6237	feb17
165006/WE-09	VMA-214	ex YX-52/VMM-166	262	mar17	6560	Detroit	ex Port Angeles	6243	feb17
AV-8B+(R)					6573	Borinquen	ex Humboldt Bay	6269	mar17
165382/WE-14	VMA-214	ex WL-04/VMA-311	277	mar17	6585	Borinquen	ex Los Angeles	6284	mar17
165572/WE-08	VMA-214	ex YX-51/VMM-166	309	mar17	6593	Kodiak	ex Houston	6295	dec16
165577/WE-10	VMA-214	ex YX-53/VMM-166	314	mar17					
165582/WE-11	VMA-214	ex YX-54/VMM-166	319	mar17	MH-65E				
165583/WE-00	VMA-214	ex CF-00/VMA-211	320	mar17	6587	Elizabeth City	ex Atlantic City	6287	sep16
MV-22B					National Aeronautics and Space Administration				
166692/YZ-11	VMM-363	ex ML-00/VMM-764	D0086	mar17	G-V				
166723/YS-02	VMM-162	ex EM-03/VMM-261	D0092	mar17	N95NA	Houston	f/n	672	mar17
167916/YZ-18	VMM-363	ex ML-01/VMM-764	D0127	mar17	T-38N				
167920/YX-17	VMM-166	ex ML-07/VMM-764	D0131	mar17	N902NA/02	Armstrong	ex Johnson	N5540	mar17
168230/ML-01	VMM-764	SPMAGTF-CR A	D0180	mar17	<u>Credits</u>				
168232/EG-15	VMM-263	ex EG-10	D0182	mar17	ELAS, Martin Greenman, Edwin de Greeuw, Joris Heeren, Andy				
168350/YZ-07	VMM-363	ex YQ-07/VMM-268	D0253	mar17	Marden, Daniele Mattiuzzo, Richard Siudak, Peter Wilmlink				
168604/YZ-16	VMM-363	ex YR-16/VMM-161	D0259?	mar17					
168627/YT-08	VMM-164	ex YW-12/VMM-165	D0282?	feb17					
168644		d/d	D0299?	feb17					
United States Coast Guard (CG)									
HC-27J									
2713	Sacramento	d/d	4169/JCA13	mar17					
C-37A									
02	Washington	d/d	5416	jan17					
C-37B									
02	to N889HE		638	jan17					
HC-144A									
2310	Miami	ex Cape Cod	C-183	mar17					
MH-60T									
6004	Kodiak	ex Cape Cod	70-653	mar17					
6035	Kodiak	ex Astoria	70-1956	jan17					



Being devoid of fighter aircraft, the New Zealand air force is an air mobility force operating transport aircraft and helicopters only, like this AW109LUH NZ3402. (Ohakea, 24 March 2017, Fred Woestmaat)

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Showreports

Islamabad-Nur Khan AB (Pakistan)

Defence day		6 September 2016
4144	C-130E	6sq spec tail mks
93-730	F-7P	14sq
14-736	F-16A ADF	CCS (19(OCU)sq mks)
16-215	JF-17	16sq
R11-003	II-78MD	10(MRTT)sq
96-758	Mirage 5EF	25sq (ROSE III upgraded)

There was an F-7 and Mirage flying as well. Most of you will know this airfield either as Chaklala air base (its old name) or Benazir Bhutto International airport.

Karachi-Masroor AB (Pakistan)

Defence day		6 September 2016
01-810	F-7PG	17sq
14-734	F-16A ADF	19(OCU)sq
13-148	JF-17	2sq
12-002	KE-03	4sq
90-513	Mirage 3EA	nn

Plus a three-ship MFI-17 Mushshak fly-by and aerial demonstrations by an F-16 and a Mirage.

Rawalpindi-Qasim AAB (Pakistan)

Defence day		6 September 2016
2809	AS350B	8AAsq
786402	AS550C3	nn
786-221	Bell 412EP	nn
...	AH-1F	
2429	IAR330SM	28AAsq
376	MFI-17	8AAsq
58633	Mi-17-1V	27AAsq
706	SA315B	
1823	SA316B	1AAsq
2152	SA316B	flying
112	Y-11	

Apart from the Alouette 3, also a Bell 412EP and an IAR330 were flying.

Sargodha-Mushaf AB (Pakistan)

Defence day		6 September 2016
...	Falcon 20	
93-722	F-7P	CCS
14-625	F-16B ADF	19(OCU)sq
5110	IAR316B	
11-129	JF-17	16sq
...	MFI-17	
...	Mi-17-1V	
90-506	Mirage 3EA	

The 90-506 supposed to be crashed on 16 December 2009.

The annual defence day celebrations usually mean a small static or fly by at various major PAF installations. Apart from the venues described above, at Multan there was a Bell 206 and Peshawar had a AH-1F and Bell 412EP parked outside the Sher Khan stadium. It is unknown if these open days are open to the general public let alone foreigners though...

Kamra-PAC Kamra (Pakistan)

Ceremony 1000th overhauled aircraft		7 March 2017
3W-118	A-5C	pres freshly painted
(786)016	AH-1F	rewiring project
7712	F-6	pres freshly painted
02-847	F-7PG	1000th overhauled spec c/s

16-223	JF-17	stand-off weapon integr.
55-1532	FT-5	pres freshly painted
06-09-815	K-8P	indigenously overhauled

After the official ceremony several people (invitees only?) were allowed to visit the hangar where the aircraft were displayed commemorating the 1000th overhauled aircraft, the first fully locally overhauled and upgraded K-8P. Unfortunately for the three preserved aircraft there are already preserved aircraft in Pakistan bearing the same serials as these three freshly painted ones. The A-5 seems to have the same camo pattern as the other preserved A-5 in the country, but the FT-5 and F-6 are definitely different!

Dhaka-Kurmitola (Bangladesh)

WINTEX2017		4-10 March 2017
1701	An-32A	3sq
F937, F940	F-7BG	5sq
F941, F942	F-7BG	5sq
2711, 2722	F-7BGI	35s
F944, F946	FT-7BG	5sq
2704	FT-7BGI	35s
14321, 14323	K-8W	15sq
14324, 14325	K-8W	15sq
14326, 14327	K-8W	15sq
216	Mi-17-1V	1sq
36503	MiG-29	8sq
28264, 28375	MiG-29UB	8sq

During this annual winter exercise, base attacks were performed at Kurmitola AB by six Yak-130s from 21sq and four L-39s. Unfortunately, these did not land as the K-8s did. The Mi-17 and An-32 transported commandos. All bases are usually involved in the training as well as army units.

Islamabad (Pakistan)

Pakistan Day parade		23 March 2017
4144 +1	C-130E	
709, 714 (rehearsal 17-3)	F-7P	14sq
720, 730 (rehearsal 17-3)	F-7P	14sq
02-830 +3	F-7PG	
09-111	JF-17	spec c/s
15-203, 15-207	JF-17	16sq
15-208	JF-17	16sq
R10-002	II-78MP	10(MRTT)sq
94-01-803, 94-01-806	K-8P	Sherdils
03-02-807, 03-02-809	K-8P	Sherdils
03-02-811, 08-09-822	K-8P	Sherdils
14-004	KE-03	4sq
20, 24, 25	Z-9EC	222sq

Besides to the above identified aircraft a lot more aircraft participated in this flying parade. Unfortunately these aircraft remained unidentified.

3x	AH-1F
3x	AS550C3
3x	C-130
4x	F-16A/B
1x	F-16C-52
3x	IAR330
3x	Mi-17
4x	Mirage 3EA
3x	Mirage 5EF
2x	Saab 2000AEW
3x	UH-1H-II

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Aircraft recognition - Bizprops

Part I: AASI to Britten-Norman



Leo Hoogerbrugge

Although promising, the Ae270 developed by Aero Vodochody and AIDC never became a success, despite certification in the EU and US. Only a handful were built and most ended up in museums. At the NBAA convention in 2004 the future was still bright and the prototype OK-INA was even flown across the Atlantic. (Henderson-Executive (NV), 12 October 2004, all photos by Leo Hoogerbrugge, unless mentioned otherwise)

Following the article in Scramble 407 to help you identify the many different models of bizjets we have extended this to the bizprops. This article shares a lot with the previous bizjet article. Like that article modifications will be covered as well if they are externally clearly visible and/or that have led to a different type and/or marketing designation.

The lower boundary of what is a bizprop is not clearly defined. We limit ourselves to what is covered in the Bizprops section and databases. This means for example that PA-46s and Cessna 400 series are included, but PA-34s and Cessna 300 series are not. For the new bizprops we limit ourselves to development projects that have not yet been put on ice. Finally corporate versions of commuters, like the Dornier 328, Swearingen Merlin IV and Saab 2000, are left out.

We give an overview of the:

- official designation (both old and new); where available this comes from the official FAA or EASA type certificate

- marketing designation (both old and new)
- designation Scramble uses
- most important characteristics to recognise a specific type or subversion

To make it easier for you to distinguish the many different types where possible we will use photos to explain the differences. Part I covers AASI until Britten-Norman.

AASI

Jetcruzer 450

Official designation: Jetcruzer 450

Scramble designation: Jetcruzer 450

This single engine turboprop aircraft is easy to recognise: it has a canard configuration with a pusher prop at the end of the fuselage. Also it has one small vertical stabiliser pointing downwards, and two upwards at the wingtips, partly extending down as well.



Just a few Jetcruzers were built before Advanced Aerodynamics & Structures Inc. (AASI) went bankrupt in 2002. It was a unique aircraft, being a single engine turboprop in canard configuration. N200JC was displayed at the NBAA convention in 1998. (Las Vegas-McCarran (NV), October 1998)

Personal copy

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Jetcruzer 500

Official designation: Jetcruzer 500

Scramble designation: Jetcruzer 500

The Jetcruzer 500 was developed from the 450. It has a longer fuselage, with four, smaller cabin windows. Also the vertical stabilisers only extend up from the wingtips.

Advanced Aircraft

Regent 1500

This company acquired the turbine conversion programme of Cessna 421s from Riley (R421CP) and continued it as the Regent 1500.

Aero Vodochody

Ae270

Official designation: Ae270

Scramble designation: Ae270

When the Pilatus PC-12 single engine turboprop was a clear success, other companies tried to get their share of the market. The Ae270, developed by Aero Vodochody in cooperation with AIDC (from Taiwan), is a low wing aircraft with a regular tailplane. It looks a bit like a stretched TBM-700 with winglets. For a photo see the beginning of this article.

Ae270HP

Official designation: Ae270HP

Scramble designation: Ae270HP

Based on flight test results the original Ae270 was improved to create the Ae270HP. The external changes are not visible.

Aero Commander

Together with Beechcraft, Aero Commander was one of the first companies to develop a dedicated piston aircraft for corporate and private use. The first model was the Commander 520. In 1967 Aero Commander was taken over by Rockwell.

In general the Aero Commander is a high wing, twin prop aircraft, with a low horizontal stabiliser and main wheels being retracted in the engine nacelles. The latter distinguish it from a Mitsubishi MU-2, which has the same configuration, but the main gear retracts in the fuselage fairings. The absence of tip tanks helps as well.

Many different versions of the Twin Commander series have been built, some with small differences. This can make it dif-

ficult to tell the right model. What makes it even more complicated is that modifications can make an older model look like a more modern model...

Known conversions of such type are (without leading to other designations):

- winglets of Jetprop Commanders on short-body piston versions
- long, pointy nose on first generation Commanders
- radar noses
- squared off vertical stabilizers
- engine upgrades

Commander 500

Official designation: Model 500

Scramble designation: RC500

This is a Commander 560E with less powerful engines. This is not visible from the outside.

Commander 500A

Official designation: Model 500A

Scramble designation: RC500A

The Commander 500A is the same as Model 500 but with less powerful engines, driving two-bladed instead of three-bladed props. The engine cowlings are also slimmer.

Commander 500B

Official designation: Model 500B

Scramble designation: RC500B

Same as the Commander 500A, but now with more powerful engines and three-bladed propellers.

Commander 500S

Official designation: Model 500S

Scramble designation: RC500S

This is a Commander 500U with slightly modified nose.

Commander 500U

Official designation: Model 500U

Scramble designation: RC500U

Compared to Model 500B the Commander 500U has a squared off tail. Many also have the pointier nose of the 500S, and revised cockpit windows.

Commander 520

Official designation: Model 520

Scramble designation: RC520



Straight tail of Model 520

Long exhaust pipe of Commander 560

Extended wings of Commander 560E and later

This photo of Commander 560A N2775B shows the characteristics of the first generation of Aero Commanders. These are recognisable by the "bulky" engine nacelles. Model 560A has a swept vertical tail, unlike that of Model 520 (see first inset). Both Commander 520 and 560 have a long external exhaust pipe; the visible part of the Commander 560A is much smaller. (Kingman (AZ), 22 November 2010, Ron Frijlink)



Nacelles and props of Commander 500A

Nose and cockpit of Commander 500S

The second generation of piston-powered Commanders has slimmer engine nacelles, clearly visible on N112AA, a Commander 500B. The main gear rotates ninety degrees before it is stored in the back of the nacelles. The Commander 500A has two-bladed props as can be seen in the first detail photo. The last short-body Commanders (500Ss and most 500Us) have a pointier nose and different cockpit windows, including a so-called 'eyebrow' window. (Denver-Front Range Airport (CO), 2 October 2012)



The model 680FL Grand Commander was the first stretched version. It normally has four cabin windows on each side, although there are known conversions with the panoramic window of the 690. Then it can still be recognised by the old blunt nose (don't be fooled by the radar nose) and the somewhat rounded vertical tail. These two characteristics also differentiate models 680T and 680V from the 680W, 681 and 690 series. (Fairbanks (AK), 14 May 2015, Walter Heukensfeld)

This first type only roughly resembles the later more known models. Has a straight, unswept vertical tail.

US Army designation is YL-26, which became YU-9.

Commander 560

Official designation: Model 560

Scramble designation: RC560

With the introduction of the Commander 560, the type has a slightly swept vertical tail, which Model 520 does not have.

The USAF designation is YL-26A/YU-9A.

Commander 560A

Official designation: Model 560A

Scramble designation: RC560A

Compared to Commander 560 the engine nacelles are different: the exhaust pipe on the side of the nacelle is almost completely inside the nacelle. Model 560 has a long external exhaust pipe.

The USAF designation is L-26B/U-9B.

Commander 560E

Official designation: Model 560E

Scramble designation: RC560E

Replacement for Model 560A with an increased wingspan, a different undercarriage and fuel system. Difficult to distinguish from 560A, except for the ailerons not extending fully to the wingtip.

Commander 560F

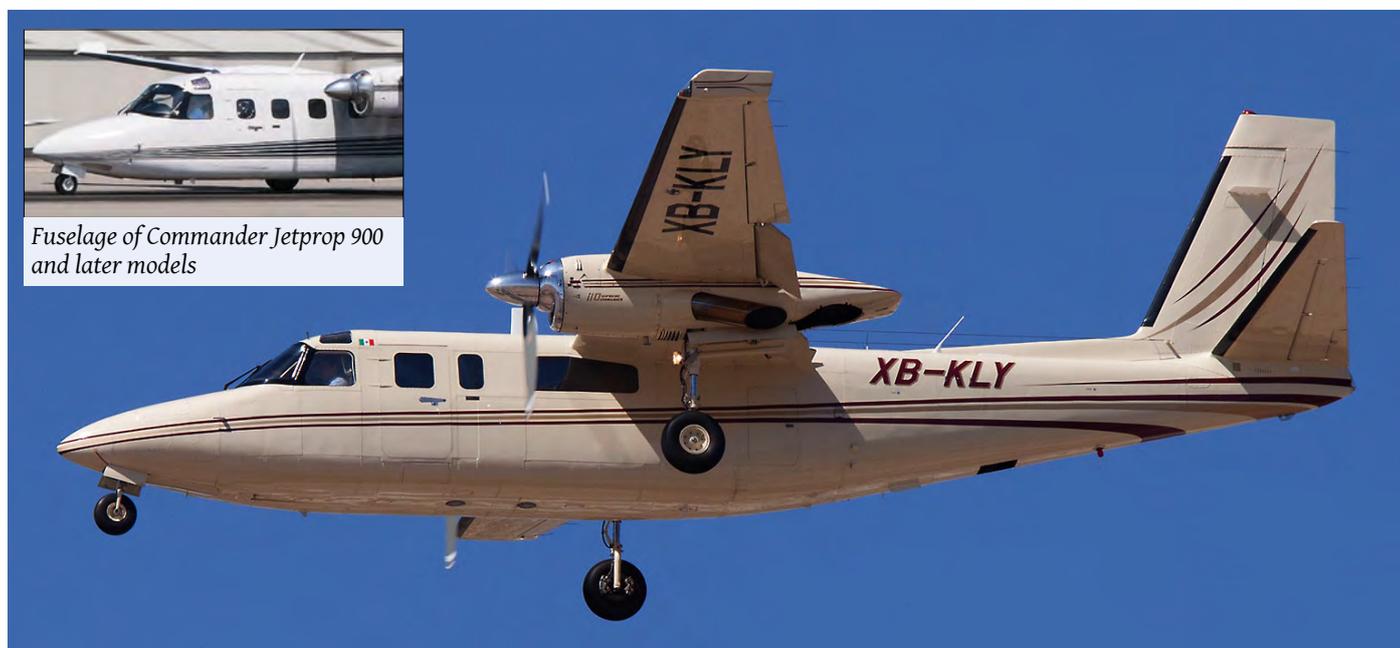
Official designation: Model 560F

Scramble designation: RC560F

Improved model 560A with slimmer engine nacelles with exhaust on top. Main gear rotates ninety degrees when retracted in the nacelles.



Fuselage of Commander Jetprop 900 and later models



XB-KLY is a Model 690C Commander Jetprop 840, which was the first production model to have (very) small winglets. Furthermore the large panorama cabin window is clearly visible on this approach shot by Joris Termorshuizen. The detail on the left shows the larger number of square windows instead of the panorama window. (Tucson (AZ), 11 April 2012)

Commander 680

Official designation: Model 680

Scramble designation: RC680

A Commander 560A with different engines, but this is not visible from the outside.

USAF designations are L-26C/U-9C and RL-26D/RU-9D.

Commander 680E

Official designation: Model 680E

Scramble designation: RC680E

Commander 560E with a lower MTOW and a model 560A type of gear.

Commander 680F

Official designation: Model 680F

Scramble designation: RC680F

Version of model 680E with super charged engines. Externally similar.

Commander 680FL Grand Commander

Official designation: Model 680FL

Scramble designation: RC680FL

Stretched version of 680F with four square windows.

Commander 680FP

Official designation: Model 680FP

Scramble designation: RC680FP

Pressurised version of Model 680F, but this is not visible from the outside.

Commander 680FL(P)

Official designation: Model 680FL(P)

Scramble designation: RC680FL(P)

Pressurised version of 680FL, also not distinguishable.

Commander 680T Turbo Commander

Official designation: Model 680T

Scramble designation: RC680T

Commander 680FL(P) with TPE331 turboprops. The subtype can be converted to a 680V.

Commander 680V Turbo Commander

Official designation: Model 680V

Scramble designation: RC680V

Commander 680T with modified engine mountings, brakes and a higher MTOW.



These two details show the difference between the early model Turbo Commanders and the later models, from 690 on. On the Commander 690 the engines are further from the fuselage, so that larger propellers can be used. As you can see the difference in prop diameter is significant.

Commander 680W Turbo II Commander

Official designation: Model 680W

Scramble designation: RC680W

RC680V with pointed nose, squared tail, one panoramic cabin window and two small ones, and new nacelles.

Commander 681 Hawk Commander

Official designation: Model 681

Scramble designation: RC681

RC680W with changed nose, improved pressurisation and air conditioning system.

Commander 681B Turbo Commander

Official designation: Model 681

Scramble designation: RC681B

Marketing designation for economy version of model 681.

Commander 685

Official designation: Model 685

Scramble designation: RC685

Model 690 powered by two piston engines, so it can be recognised by the larger distance between fuselage and engines compared to other piston powered Commanders.

Commander 690

Official designation: Model 690

Scramble designation: RC690

Model 681 with new wing centre section, with engines placed further from fuselage. Therefore the props have a signifi-

cantly larger diameter than those of the 681.

Commander 690A

Official designation: Model 690A

Scramble designation: RC690A

RC690 with a changed cockpit layout, and an increased pressurisation differential.

Commander 690B

Official designation: Model 690B

Scramble designation: RC690B

RC690A with improved sound proofing, internal lavatory and higher performance. As you can guess this is not visible from the outside.

Model 690C Commander Jetprop 840

Official designation: Model 690C

Scramble designation: RC690C

Model 690B with increased wing span and small winglets.

Model 690D Commander Jetprop 900

Official designation: Model 690D

Scramble designation: RC690D

A 690C with three nearly square windows instead of the large panoramic cabin window.

Model 695 Commander Jetprop 980

Official designation: Model 695

Scramble designation: RC695

This is a 690C with more powerful engines.

Model 695A Commander Jetprop 1000

Official designation: Model 695A

Scramble designation: RC695A

A RC690D with more powerful engines.

Model 695B Commander 1200, Commander Jetprop 1000B

Official designation: Model 695B

Scramble designation: RC695B

RC695A with even more powerful engines and enlarged fin fairing, although the latter difference is too small to be observed.

Model 720 Alti Cruiser

Official designation: Model 720

Scramble designation: RC720

An Aero Commander 680 with a pressurised cabin and an extended wing.

Commander 800

Official designation: Model 800

Scramble designation: RC800

A Commander 500S with a circular cabin, higher wing and the nose of the Commander 680W.

Shrike Commander

New marketing name for Commander 500S and 500U after the take-over by Rockwell.

American Jet Industries

American Jet Industries (AJI) started with converting Cessna 400 series with turboprop engines instead of pistons. These Turbo Star conversions are described under Cessna. In addition they developed the Hustler:



Hustler 400

Official designation: Hustler 400

Scramble designation: Hustler 400

AJI designed a combined turboprop-jet aircraft with a PT6A engine in the nose and a Williams WR19 jet engine in the rear fuselage. This engine was only used in case of emergency and the air intakes next to the vertical tail are normally closed. It also has a T-tail, hence it looks generally similar to a Pilatus PC-12. Look in particular at the engine cowling, cockpit windows and dorsal fin to distinguish both aircraft.

The aircraft was further developed by Gulfstream American as Hustler 500, see there.

Avtek

Avtek 400, 400A

Official designation: Avtek 400, 400A

Scramble designation: Avtek 400, 400A

Small twin turboprop aircraft with pusher props and canard wing placed on top of the fuselage, above the cockpit. Only one aircraft was built, first as a proof of concept (Avtek 400),



Many have tried to build futuristic looking aircraft, but many also failed finding a market. This applies to Avtek, which built a single proof-of-concept of the Avtek 400. Like the Beechcraft Starship it has a canard configuration, but the canard on top of the cockpit make it one of a kind. (Camarillo (CA), 19 October 2000, Peter Davis)

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Original engines of
Beech 65/80

N5078L pictured above was originally built as an L-23F/U-8F for the US Army, which was based on the Beech 65 Queen Air. It has since been converted by Swearingen as the Queen Air 800, as can be seen by the slimmer engine nacelles. For comparison the original nacelles of the Queen Air are shown in the inset. (Griffin (GA), 12 October 2009)

which was later improved to 400A. The latter is about a metre longer and has large leading edge extension at the wing roots.

Beechcraft

The Beechcraft Queen Air was the first type of Beechcraft's very successful twin prop series. It is a low wing, low horizontal stabiliser aircraft, with two piston engines and single wheels on each undercarriage leg. Compared to the Piper Navajo, which has the same general configuration, it has smaller square cabin windows and the main gear retracts forward into the nacelles instead of sideways in the wing. Also look at the cabin windows.

All different Queen Air models are quite difficult to distinguish from each other, except for the original Beech 65, with its straight tail.

Beech 65 Queen Air

Official designation: Beechcraft Model 65

Scramble designation: Beech 65

The Beech 65 Queen Air was developed from the Beech 50 Twin Bonanza, with a larger cabin featuring three square windows. Has a straight vertical tail.

Swearingen (later Excalibur Aviation) offered the Queen Air 800 conversion with different piston engines (both rated 400 hp, hence Queen Air 800), which can be seen by looking at the front of the engine cowlings, which are much flatter.

The US Army designation was L-23F and U-8F after 1962.

Beech A65 Queen Air

Official designation: Beechcraft Model A65

Scramble designation: Beech A65

Similar to the Beech 65, but with a swept vertical tail. Also has a fourth starboard cabin window, across the cabin door.

Beech A65 Queen Airliner/Excalibur 8200

Official designation: Beechcraft Model A65-8200

Scramble designation: Beech A65-8200

A Beech A65 with a higher certified maximum take-off weight (8,200 lbs, hence the designation).

Beech 70 Queen Air

Official designation: Beechcraft Model 70

Scramble designation: Beech 70

The Beech 70 is a Beech A65 with the increased wing span of the Beech A80.

Beech 80 Queen Air

Official designation: Beechcraft Model 65-80

Scramble designation: Beech 80

Similar to the Beech 65, but with a swept vertical tail and different engines.

Beech A80 Queen Air

Official designation: Beechcraft Model 65-A80

Scramble designation: Beech A80

The major changes compared to the Beech 80 include a redesign of the aircraft nose compartment (but what is the difference?) and an increase in max take-off weight. This version was also the first to feature a larger wing span.

Beech A80 Excalibur 8800

Official designation: Beechcraft Model 65-A80-8800

Scramble designation: Beech A80-8800

The Excalibur conversion has different piston engines, which can be seen by looking at the front of the engine cowlings, which are much flatter.

Beech B80 Queen Air

Official designation: Beechcraft Model 65-B80

Scramble designation: Beech B80

A Beech A80 with an extra starboard cabin window, although that seems to be available on modified A80s as well.

Beech 87 King Air

Official designation: Beechcraft Model 87

Scramble designation: Beech 87

The proof of concept U-21 military transport and for the King Air series was a modified Beech A80 with PT6A turboprop engines.

Beech 88 Queen Air

Official designation: Beechcraft Model 65-88

Scramble designation: Beech 88

This version can be recognised easily, as it has the round windows of a Beech 90 King Air with the piston engines of the Beech B80.

Beech A88 Queen Air

Official designation: Beechcraft Model 65-A88

Scramble designation: Beech A88

Beechcraft converted one Beech 88 with 400 hp Lycoming engines. The model was not further developed, in favour of the King Air.

The King Air is very basically a Queen Air with turboprop engines, so the general arrangement is the same. Most models are similar, but can partly be distinguished by the engine nacelles and winglets. However, there are also modification sets available, making exact type recognition difficult. The number of prop blades (three, four or more) does not help you, nor the number of cabins windows.

Beech 90 King Air

Official designation: Beechcraft Model 65-90

Scramble designation: Beech 90

A Beech 87 with a pressurised cabin and round windows.

Beech A90 King Air

Official designation: Beechcraft Model 65-A90

Scramble designation: Beech A90

Beech 90 with different PT6A turboprop engines, improved engine de-icing and a redesigned cockpit.



You can tell if the King Air 90 is an early model (90, A90, B90 or C90) by looking at the location of pitot tube: it is underneath the wing (left photo). Later models have it on each side of the nose.



Nacelles of KA290 conversion.



Nacelles of Power 90 conversion.



This photo of F-GULY in Jaguar colours shows the general characteristics of the Beechcraft King Air 90 series. It is a King Air C90B, so it has the air intakes extending almost all the way to the prop. Engine upgrades are provided by Smyrna Air Center, as the Power 90 with Walter (GE) engines driving five bladed props. National Flight Service offers the Kilo Alpha 290, with TPE331s, recognised by the large exhaust pipe. (Coningsby, 17 December 2014, Jamie Ewan)



The U-21 is a mix between the Queen Air and the King Air, as it has the square windows (and unpressurised cabin) of the former and the turboprops of the latter. Above is U-21A 67-18013, which was based in Europe in the 1980s. (Rotterdam, March 1988)

Beech A90-1

Official designation: Beechcraft Model A90-1

Scramble designation: U-21A, EU-21A, GU-21A, RU-21A, RU-21D, U-21G

The U-21A has turboprop engines, but no pressurised cabin, so the cabin windows are square. It is based on the Beech 87, but Beech calls it a version of model A90. More than a hundred were built for the US Army. Some aircraft were converted to electronic reconnaissance aircraft with many antennas on wings and fuselage, receiving a different designation.

Beech A90-2

Official designation: Beechcraft Model A90-2

Scramble designation: RU-21B

Specialised electronic surveillance version of U-21A, with different engines.

Beech A90-3

Official designation: Beechcraft Model A90-3

Scramble designation: RU-21C

Improved version of RU-21B, with a different arrangement of antennas.

Beech A90-4

Official designation: Beechcraft Model A90-4

Scramble designation: RU-21E, RU-21H

Version of RU-21D with vertical antennas on wings and horizontal stabiliser. The RU-21H has tip tanks.

Beech B90 King Air

Official designation: Beechcraft Model B90

Scramble designation: Beech B90

The King Air B90 version is a King Air A90 with wing span increased by 1.5 metres, optional (fourth) cabin window on the right side, and a new tail cone. Still it is difficult to spot the differences.

One Beech B90 was delivered to the USAF as VC-6A for VIP transport.

Beech C90 King Air

Official designation: Beechcraft Model C90

Scramble designation: Beech C90

This is a Beech B90 with the pressurisation and cabin environment systems of the Beech 100.

Beech C90-1 King Air

Official designation: Beechcraft Model C90

Scramble designation: Beech C90-1

Compared to the Beech C90 this subtype has the tailplane of King Air E90 and a better pressurisation system.

Beech C90A King Air

Official designation: Beechcraft Model C90A

Scramble designation: Beech C90A

To improve engine efficiency, the air intakes of the Beech C90 were lengthened, creating the Beech C90-1. To make it more difficult for us, Raisbeck can convert older King Airs with these 'ram-air recovery intakes' as well. The same applies to earlier Taurus 90 conversions by Swearingen. Other changes include an improved gear retraction and the King Air F90-1's pressurisation/heating system.

Beech King Air C90B

Official designation: Beechcraft Model C90A

Scramble designation: Beech C90B

The Beech C90B was the first to have four-bladed props as standard. But as older models can be fitted with these propellers as well, you cannot keep them apart. The only thing you can say is that a three-bladed King Air cannot be a C90B.

Beech King Air C90SE

Official designation: Beechcraft Model C90SE

Scramble designation: Beech C90se

This is the poor man's version of the Beech C90B with three-bladed props and "mechanical" instruments.

Beech King Air C90GT

Official designation: Beechcraft Model C90GT

Scramble designation: Beech C90GT

More powerful PT6A engines gave the King Air C90GT a better performance to compete with the very light jets. Too bad it is not visible on the outside.

Beech King Air C90GTi

Official designation: Beechcraft Model C90GTi

Scramble designation: Beech C90GTi

To distinguish it from the C90GT, you will have to look into the cockpit, as it has the Proline 21 avionics package. However, glass cockpits can also be retrofitted to older model King Airs, so it is not really a clear recognition point.

Beech King Air C90GTx

Official designation: Beechcraft Model C90GTi

Scramble designation: Beech C90GTx

The King Air C90GTx has small winglets, but for the rest it is

the same as the C90GTi. Note however, that these winglets can be retrofitted on older King Air 90s!

Beech E90 King Air

Official designation: Beechcraft Model E90

Scramble designation: Beech E90

King Air C90 with engines of the Beech 100 and a redesigned tailplane. However, we do not see the difference with the Beech C90. The only external difference between the E90 and the C90 and older is the location of pitot tubes: on the E90 and later they are underneath the nose (on each side of the fuselage), while on earlier models they are under the wing. See photos on the previous page.

Beech F90 King Air

Official designation: Beechcraft Model F90

Scramble designation: Beech F90

This is essentially a Beech E90 with a T-tail and wings of a Beech 200. Also has a twin-wheel main gear.



You can hardly miss identifying this aircraft as a King Air F90, once you have determined that it is a King Air variant. The fewer cabin windows and nacelles of the King Air E90 make it easy to distinguish from a King Air 200. HB-GHD taxis past photographer Joost de Wit at Locarno on 9 August 2010.

Beech F90-1 King Air

Official designation: Beechcraft Model F90

Scramble designation: Beech F90-1

Compared to the basic King Air F90 this version has the "pitot style" inlets for the engines, just like the Beech C90A.

Beech G90 King Air

Official designation: Beechcraft Model G90

Scramble designation: Beech G90

The Beech F90 prototype was equipped with TPE331 engines instead of the PT6As to create model G90. Therefore it probably has the same large exhaust as the Beech B100. It was not produced in series.

Nextant G90XT

Official designation: not different from original Beechcraft model number

Scramble designation: Beech G90XT

Nextant Aerospace was the second company to use the G90 designation, for a re-manufactured King Air 90. It has General Electric H75 engines and a Garmin G1000 cockpit. However, the differences on the outside are minimal.

Beech H90

Official designation: Beechcraft Model H90

Scramble designation: T-44A, T-44C

This is the US Navy training version of the King Air C90, designated as T-44. It has better engines than that model.

Beech KA290 King Air

Official designation: Beechcraft Model 90

Scramble designation: Beech KA290

Murray Aviation (now National Flight Services) offers a re-engine programme for the King Air C90/E90, where the PT6A

engines are replaced by TPE331 engines driving five-bladed props. The exhaust pipe is similar to that of the Beech B100.

Beech 100 King Air

Official designation: Beechcraft Model 100

Scramble designation: Beech 100

The Beech 100 is similar in appearance as the Beech 90, but has a stretched fuselage resulting in five main cabin windows instead of three.

Beech A100 King Air

Official designation: Beechcraft Model A100

Scramble designation: Beech A100

Compared to the basic Beech 100 the A100 has four-bladed props. Most likely older King Air 100s can be fitted with four-bladed props as well, so do not let yourself be fooled!

The US forces have used Beech A100s as U-21F.

Beech A100-1

Official designation: Beechcraft Model A100-1

Scramble designation: U-21J, C-12L

Strangely Beech Aircraft Corp. designated three early model King Air 200s as Beech A100-1, even though they have the T-tail of the Beech 200... Later they were modified and re-designated as C-12L.

Beech B100 King Air

Official designation: Beechcraft Model B100

Scramble designation: Beech B100

The long exhausts of the TPE331 engines makes the Beech B100 easily distinguishable from the other Beech 100 versions.

Beech 115

Official designation: Beechcraft Model 115

Scramble designation: Beech 115

This is an 85% scale model of the Starship, which is known as model 2000 (see few pages later).

Beech 200 Super King Air

Official designation: Beechcraft Model 200

Scramble designation: Beech 200

Essentially the Beech 200 Super King Air is a Beech 100 with T-tail.

Beech 200C Super King Air

Official designation: Beechcraft Model 200C

Scramble designation: Beech 200C

Beech 200 with a large cargo door on the left hand side. To accommodate the large door, the fifth cabin window on this side is smaller than the first four.

Beech 200T Super King Air

Official designation: Beechcraft Model 200T

Scramble designation: Beech 200T

This is a Beech 200 with tip tanks, which are removable though.

Beech 200CT Super King Air

Official designation: Beechcraft Model 200CT

Scramble designation: Beech 200CT

Combine a Beech 200T and 200C and you get a Beech 200CT, so a Super King Air with tip tanks and a large cargo door.

Beech A200

Official designation: Beechcraft Model A200

Scramble designation: C-12A, C-12C, C-12E

Most Beech 200s built for the US military are a variant of model A200 (except for C-12F, which is a Beech B200C). The first version was for the USAF (C-12A) and US Army (C-12C). C-12As converted with PT6A-42 engines are designated as C-12E.

Beech A200C

Official designation: Beechcraft Model A200C

Scramble designation: NC-12B, TC-12B, UC-12B

The US Navy ordered Beech 200Cs which were delivered as UC-12B. Some were converted to TC-12B for dedicated use as trainer aircraft.

Beech A200CT

Official designation: Beechcraft Model A200CT

Scramble designation: C-12D, RC-12D, UC-12D, RC-12G, RC-12K, RC-12N, RC-12P, RC-12X

The Beech 200CT for the US Army, so with tip tanks. RC-12Gs were converted from C-12Ds.

From RC-12K the model has Beech 300 style engine nacelles, tip tanks and many bulbs and vertical antennas on wings and



The Beech 100 is a stretched version of the Beech 90, which thus has more cabin windows. Also it has two wheels on each main landing gear. YV1257 is a Beech A100 and has four bladed props as a standard. In addition this particular aircraft has redesigned engine intakes, which more resemble those of the King Air C90A. The inset shows the nacelle of the King Air B100. Note the large exhaust pipe! (Aruba, 22 October 2010, Ruud Fopma)



G-ZVIP is a Beech 200 incorporating many upgrades by Raisbeck Engineering: dual aft body strakes, main gear doors fully enclosing the landing gear and baggage lockers at the back of the engine nacelles. (Guernsey, 6 May 2014, André Alders)



The Beech King Air 200C has a large cargo door on the left hand side. While that is not very clearly visible on this photo, the smaller fifth cabin window is also a recognition point. Also note the original King Air 200 engine nacelles and landing gear doors compared to G-ZVIP above. (Luton, 22 August 2009, John Lythgoe)



Cargo pod of Catpass 200/250.

Beechcraft developed a high-density version of the Super King Air for the commuter market. It was traded as the Beech 1300. The large cargo pod underneath the fuselage used for the baggage is clearly visible on C-GXHF above. The small photo shows the somewhat smaller cargo pod of the Catpass conversion offered by Commuter Air Technology. (Yellowknife (N.W.T.), 15 September 2008)

fuselage, as well as additional stabilising fins underneath the horizontal stabiliser.

Beech B200 Super King Air

Official designation: Beechcraft Model B200

Scramble designation: Beech B200

A Beech 200 with more powerful engines, and standard four bladed props. As many older Beech 200s have been retrofitted with four-bladed props, it is not distinguishable.

Beech B200C Super King Air

Official designation: Beechcraft Model B200C

Scramble designation: Beech B200C

A Beech B200 with cargo door is called a Beech B200C.

The USAF has used many of these aircraft as C-12F, while the US Navy designated their aircraft as UC-12F and UC-12M. Some were converted to RC-12F. With upgraded cockpit instruments and avionics the C-12F became C-12T and later C-12U.

In the 1990s the US Army also ordered this King Air model, with EFIS cockpit. These are known as C-12R. With improved avionics they became C-12V.

Beech B200CT Super King Air

Official designation: Beechcraft Model B200CT

Scramble designation: Beech B200CT

Not surprisingly this is a Beech B200C with tip tanks.

Beech B200SE Super King Air

Official designation: Beechcraft Model B200

Scramble designation: Beech B200SE

This is a Beech B200 with three bladed props and pre-specified avionics, which makes it cheaper than the Beech B200.

Beech B200T Super King Air

Official designation: Beechcraft Model B200T

Scramble designation: Beech B200T

You guessed it: a Beech B200 with tip tanks.

Beech King Air B200GT

Official designation: Beechcraft Model B200GT

Scramble designation: Beech B200GT

Like the King Air 90 series, the 200 series was also fitted with a glass cockpit, creating the Beech B200GT. Hence you cannot recognise it without looking in the cockpit. More important difference are the uprated engines.

Beech King Air B200CGT

Official designation: Beechcraft Model B200CGT

Scramble designation: Beech B200CGT

This is a B200GT with large cargo door. Just one has been built so far.

Beech King Air 250

Official designation: Beechcraft Model B200GT

Scramble designation: Beech 250

Winglets are the standard on the latest model of the Super King Air. These BLR winglets can be installed on older models as well.

Beech Catpass 200/250

Official designation: Beechcraft Catpass 200/250

Scramble designation: Beech Catpass 200/250

Commuter Air Technology developed a version of the Super King Air for use on scheduled services. It is most recognisable by the cargo pod underneath the fuselage. Compared to the Beech 1300 the cargo pod is smaller.

Beech 300 Super King Air

Official designation: Beechcraft Model 300

Scramble designation: Beech 300

This improved version of Beech B200 has better performing engines and some other minor changes. The pitot type air intakes (like that of King Air C90A and F90-1) are the way to recognise it.

Beech 300LW Super King Air

Official designation: Beechcraft Model 300LW

Scramble designation: Beech 300LW

A Beech 300 certified with an MTOW of 12,500 lbs, which results in lower air traffic control fees, being certificated in a lower weight category. LW stands for light weight.

Beech King Air 350

Official designation: Beechcraft Model B300

Scramble designation: Beech 350

The largest King Air ever built is a stretched version of the 300 and has seven cabin windows instead of five. Also winglets are standard.

Beech King Air 350C

Official designation: Beechcraft Model B300C

Scramble designation: Beech 350C



You count seven cabin windows on this King Air (forgetting about the one right of the cabin door), which makes it a King Air 350. It has no large cargo door, so it is no King Air 350C. And while the aircraft has extended engine nacelles (modified by Raisbeck), it is no King Air 350ER either. The nacelles of that version are even larger (see small photo). (Curaçao-Hato, 21 December 2012, Larry Every)

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Only a few of the 53 Beech 2000 Starships are still flying and N8285Q is one of them. It is seen here on approach to Van Nuys (CA) on 10 April 2014. The aircraft proved too futuristic to be a success and in 2003 Raytheon Aircraft (then owner of the type certificate) decided to acquire most aircraft, not needing to produce spare parts for them thus saving money. The stock of spares was eventually sold to one of the Starship owners.

A King Air 350 with a large cargo door like that of the 200C.

The US Navy uses this type as UC-12W.

Beech King Air 350i

Official designation: Beechcraft Model B300

Scramble designation: Beech 350i

Current production version of the King Air 350 series, with a glass cockpit.

Beech King Air 350ER

Official designation: Beechcraft Model B300

Scramble designation: Beech 350ER

Specifically developed for the intelligence, surveillance and reconnaissance (ISR) market, this subtype has an increased range thanks to the large extra tanks at the back of the engine nacelles.

The US Navy designates this version as MC-12W and the US Army as MC-12S..

Beech 1300

Official designation: Beechcraft Model 200

Scramble designation: Beech 1300

A Beech B200 with a large belly pod to transport luggage of the thirteen passengers, as this is a commuter version. Also has ventral fins underneath the rear fuselage, larger than that offered by Raisbeck Engineering as a modification.

Beech 2000 Starship

Official designation: Beechcraft Model 2000

Scramble designation: Beech 2000

Twin turboprop aircraft with pusher props in canard configuration. Has no single vertical tail, but two vertical surfaces at the wingtips acting as vertical stabiliser. This distinguishes the aircraft the most from the Piaggio Avanti.

Beech 2000A Starship

Official designation: Beechcraft Model 2000A

Scramble designation: Beech 2000A



This photo of G-NOIL clearly shows the fixed gear attached to long struts that make the Britten-Norman BN-2 Islander stand out from other aircraft of similar size. This particular Islander is a BN-2A-26, converted from a BN-2A-8. It has a slightly blunt nose. The first detail shows the more pointed nose of, for example, the BN-2A-23. The other detail is of the BN-2T Turbine Islander. Apart from three bladed props the nacelle of the turbine version has an oil cooler on top and two exhausts at the bottom. (Aberdeen, 21 May 2013, Steve Martin)

Personal copy



Long nose of BN-2A Mk III-2

The Trislander is in essence an enlarged, three engine version of the Islander. The third engine is placed in the vertical stabiliser. C-GOXZ is of the first variant, the BN-2A Mk III-1. The inset shows the longer nose of later versions. (Manila, 9 March 2010, Ron Mak)

Starship with a longer internal cabin (in the same fuselage), stronger gear and wing centre section. This makes it indistinguishable from the basic version.

Taurus 90, A90, B90, C90 & E90

Jetcrafters converted King Air 90 series aircraft with PT6A-135 engines in more slender nacelles, much like that of the King Air C90A/B.

Britten-Norman

BN-2 Islander

Official designation: BN-2

Scramble designation: BN-2

In general the Britten-Norman Islander can be easily recognised as it is a high-wing aircraft with engines underneath the wings and a fixed landing gear. The main gear is attached to the wings at the engine nacelles, meaning long struts. The BN-2 was the prototype.

BN-2A Islander

Official designation: BN-2A

Scramble designation: BN-2A

The production version of the BN-2, with minor changes only.

BN-2A-2 Islander

Official designation: BN-2A-2

Scramble designation: BN-2A-2

BN-2A with more powerful engines and modified flaps. How different they are, we don't know.

BN-2A-3 Islander

Official designation: BN-2A-3

Scramble designation: BN-2A-3

A BN-2A-2 with increased wingspan and fuel tanks in wing tips.

BN-2A-6 Islander

Official designation: BN-2A-6

Scramble designation: BN-2A-6

A BN-2A with different engines and wing leading edge, but again difficult to tell what has changed.

BN-2A-7 Islander

Official designation: BN-2A-7

Scramble designation: BN-2A-7

This is a BN-2A-6 with increased wing span.

BN-2A-8 Islander

Official designation: BN-2A-8

Scramble designation: BN-2A-8

Also based on the BN-2A-6, but with droop wing flaps.

BN-2A-8S Islander

Official designation: BN-2A-8S

Scramble designation: BN-2A-8S

This version can be recognised by its long nose, like that of the BN-2A Mk III-2.

BN-2A-9 Islander

Official designation: BN-2A-9

Scramble designation: BN-2A-9

Combine the BN-2A-7 and -8 and you get this version. Is thus a BN-2A-7 with droop wing flaps.

BN-2A-10 Islander

Official designation: BN-2A-10

Scramble designation: BN-2A-10

A BN-2A-8 with turbo-charged engines and increased MTOW.

BN-2A-20 Islander

Official designation: BN-2A-20

Scramble designation: BN-2A-20

A BN-2A-2 with increased take-off weight and other minor improvements.

BN-2A-21 Islander

Official designation: BN-2A-21

Scramble designation: BN-2A-21

A BN-2A-3 with increased take-off weight and other minor improvements.

BN-2A-23 Islander

Official designation: BN-2A-23

Scramble designation: BN-2A-23

The BN-2A-21 with a slightly lengthened, more pointed nose.

BN-2A-24 Islander

Official designation: BN-2A-24

Scramble designation: BN-2A-24

A BN-2A-26 with a slightly lengthened, more pointed nose.

BN-2A-25 Islander

Official designation: BN-2A-25

Scramble designation: BN-2A-25

And a BN-2A-27 with a slightly lengthened, more pointed nose.

BN-2A-26 Islander

Official designation: BN-2A-26

Scramble designation: BN-2A-26

This is just a BN-2A-8 with an increased take-off weight.

BN-2A-27 Islander

Official designation: BN-2A-27

Scramble designation: BN-2A-27

And a BN-2A-9 with an increased take-off weight.

BN-2A-30 Islander

Official designation: BN-2A-30

Scramble designation: BN-2A-30

A BN-2A-20 fitted with floats and retractable landing gear is called a BN-2A-30.

BN-2A-40 Turbo Islander

Official designation: BN-2A-40

Scramble designation: BN-2A-40

This turboprop version of BN-2A-8S has Lycoming turboprop engines, but is difficult to distinguish from the BN-2T.

BN-2A-41 Turbo Islander

Official designation: BN-2A-41

Scramble designation: BN-2A-41

A BN-2A-40 with the increased wingspan of the BN-2A-3.

BN-2A Mk III-1 Trislander

Official designation: BN-2A Mk III-1

Scramble designation: BN-2A-III-1

Stretched version of the BN-2 with a third engine in the tail and also a high horizontal stabiliser.

BN-2A Mk III-2 Trislander

Official designation: BN-2A Mk III-2

Scramble designation: BN-2A-III-2

This is a BN-2A Mk III-1 with a long nose and higher MTOW.

BN-2A Mk III-3 Trislander

Official designation: BN-2A Mk III-3

Scramble designation: BN-2A-III-3

The III-3 version is certificated for operation in the United States, with an automatic prop feather system. No visible differences.

BN-2A Mk III-4 Trislander

Official designation: BN-2A Mk III-4

Scramble designation: BN-2A-III-4

This version is supposed to have an emergency rocket-assisted take-off system.

BN-2B-20 Islander/Defender

Official designation: BN-2B-20

Scramble designation: BN-2B-20

The BN-2B in general is a version with more powerful engines (300 hp) and has the ability to store pods and weapons underneath the wings.

The BN-2B-20 is based on the BN-2A-20 and has improved soundproofing, increased landing weight and other minor modifications.

BN-2B-21 Islander/Defender

Official designation: BN-2B-21

Scramble designation: BN-2B-21

BN-2B version based on BN-2A-21.

BN-2B-26 Islander/Defender

Official designation: BN-2B-26

Scramble designation: BN-2B-26

BN-2B version based on BN-2A-26.

BN-2B-27 Islander/Defender

Official designation: BN-2B-27

Scramble designation: BN-2B-27

BN-2B version based on BN-2A-27.

BN-2T Turbine Islander

Official designation: BN-2T

Scramble designation: BN-2T

BN-2A-26 with Allison (Rolls-Royce) turboprops. Has three-bladed props and two exhaust below the engine nacelle.

This version is used by the Army Air Corps designated as Islander AL1 and Royal Air Force as Islander CC2/2A.

BN-2T-4R Defender

Official designation: BN-2T-4R

Scramble designation: BN-2T-4R

BN-2T with different top of vertical stabiliser.

BN-2T-4S Defender 4000

Official designation: BN-2T-4S

Scramble designation: BN-2T-S

BN-2T-4R with longer fuselage and modified nose. The Army Air Corps designates this version as Defender AL2.

To be continued in a future issue of Scramble.



Developed from the BN-2T, the BN-2T-4S Defender 4000 is significantly larger, with a modified nose and vertical stabiliser. G-GMPB used to fly for the Greater Manchester Police Air Support Unit, but was returned to Britten-Norman in December 2015. (Manchester, 17 September 2010, Walter Heukensfeld)

Heli-Expo 2017



Chris Ufkes

Era is one of the largest helicopter operators and the longest serving helicopter transport provider in the US. This AW189 is part of a large and diverse fleet. N189EH was delivered in 2015 and was caught on camera on its way to the expo. (Dallas Executive, 3 March 2017, Zane Adams)

This year the HAI Heli-Expo, the world's largest trade show and exposition dedicated to vertical aviation, took place from 6 until 9 March at the Kay Bailey Hutchison convention center in Dallas (TX). For Bell Helicopter this Heli-Expo was a chance to use some home field advantage, as the company is headquartered in next door Fort Worth. Bell was one of the companies operating flights for media and prospective buyers from the Dallas Vertiport, located at the southside of the convention center. One of the events at the expo was a delivery ceremony where Scott Urschel, the first customer of the Bell 505 JRX, received the first production Bell 505 JRX. Urschel was one of the initial members of Bell Helicopter's Customer Advisory Group formed to assist in the design and development of the Bell 505 JRX. Eagle Copters formally delivered the second Bell 407HP re-engined with the Honeywell HTS900 to Georgia based Helicopter Express during the Heli-Expo. With at least five on display at this year's Heli-Expo, up from three in 2016, commercially-configured UH-60 Black Hawks seem to have become big business for some companies.

Lhasa Snow Eagle General Aviation Corporation, which is a joint venture of Ruo'er Group based in Lhasa, will be operating a total of twelve H125s, for which Ruo'er Group signed a Letter of Intent with Airbus Helicopters. Milestone Aviation Group, acquired by GE Capital Aviation Services in June 2015, announced a €200 million firm order with Airbus Helicopters including H145, H135 and H175 helicopters. The helicopter leasing company also placed an order for six AW139 and three AW169 helicopters. Waypoint Leasing announced an acquisition of an additional sixteen Airbus rotorcraft. Fresh from a fire fighting season, Oregon-based Columbia Helicopters brought one of its specially-equipped Boeing CH-47D Chinooks to the static display. Argentine company Cicaré Rotorcraft announced the appointment of DEAGA USA as its exclusive distributor for the Cicaré range of helicopters on the opening day of HAI Heli-Expo. Alpinlift Helicopter has placed an order for the SKYe SH09 helicopter and thus becoming part of the launch customer team. MD Helicopters unveiled the MD6XX hoping for new military and civil helicopter orders and a re-branded the light-twin MD902 Explorer called the MD969. Although the terms of the deal were not disclosed, Erickson has received an order to build its first S-64 Aircrane in eight years. The Portland-based aviation firm is building an S-64E for the Korea Forest Service with an anticipated delivery date of December 2017. Bell Helicopter unveiled its vision of the future of vertical lift in the form of a full-scale mockup of the FCX-001 concept aircraft. The German registered H135 equipped with the Helionixital avionics suite embarked on a demo tour of the US and Mexico after the show.

In 2018 HAI's Heli-Expo will take place in Las Vegas (NV) from February 27th until March 1st.

Credit: Lukas Kinneswenger.



This Mi-24D has served with the Bulgarian Air Force since the 1980s with serial 118. In October 2006 it was registered N118NX with Mi-24 #118 LLC. The helicopter is one of two operational with the Cold War Air Museum fleet. (convention center, 6 March 2017, Lukas Kinneswenger)

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Registration	Type	Operator	c/n	Remark
	SVH-4	DEA General Aviation		tethered trainer
	R-4B	Sikorsky Aircraft		complete "skeleton" frame
	UH-60	United Rotorcraft		white with blue stripes [arr by road]
	Rotortec RT216	SBM Development		
	AS350	Vector Aerospace		cabin, for equipment install demo
[mockup]	Bell 525	Bell Helicopter		
[mockup]	FCX-001	Bell Helicopter		
[mockup]	SKYe09	Marengo Swisscopter		
[mockup]	MD6XX	MD Helicopters		cabin, with four blade tail rotor
C-FJLB	Bell 505	Bell Helicopter Textron Canada	65013	to be delivered to Pylon Aviation/Scott Urschel
C-FNFO	Bell 429	Bell Helicopter Textron Canada	57224	repainted black, Mecaer Interior
C-GNNP	Bell 505	Bell Helicopter Textron Canada	65012	
D-HECB	EC135T3	Airbus Helicopters Deutschland	2006	EC135T3H model with Helionix avionics
I-AWCG	AW169	Leonardo	69004	[arr by road]
N30JC	A109S	James C. Justice Companies	22102	
N34UE	Bell 429	Bell Helicopter Textron	57081	
N41HX	Bell 407HP	Helicopter Express	53866	recently upgraded to 407HP spec, trucked in
N48CD	R44	Sky Helicopters	30006	
N48UH	R22	Universal Helicopters	4724	
N60FW	UH-60A	Ace Aeronautics	70-197	operated by Global Aviation
N60XP	UH-60XP	Brown Helicopters	70-1131	
N63SV	A109E	MercyHealth Life Flight	11225	
N85PP	Bell 212	Aero Tech	31266	belly-mounted fire suppression water tank
N111HG	Bell 206B	Can See Aviation	3255	
N118NX	Mi-24D	Cold War museum	150153	coded 118
N131TH	AS350B3	BLR Aerospace	7586	fitted with their "FastFin" improved efficiency boom
N135AH	EC135P1	EuroTec Vertical Flight Solutions	0070	
N145AH	H145	Palantir Technologies	20040	#
N145DV	H145	Airbus Helicopters	20117	Las Vegas Metropolitan Police Department colours
N148RH	R44	Robinson Helicopter Co	14048	
N160AQ	UH-60A	Unical Defense	70-309	
N161LG	AS350B3	LAG Aviation	7672	#
N178SS	AW119Kx	AgustaWestland Philadelphia	14924	KingWing titles [arr by road]
N181TH	Enstrom TH180	Enstrom Helicopters	10002	2nd prototype
N189EH	AW189	Era Helicopters	49018	
N206SF	Bell 206B	Safe Flight Instrument Corporation	2392	#
N209CP	Bell 206L4	Southern Helicopters	52339	
N212HP	Bell 212	Heli-1 Corporation	30951	
N216MH	Bell 206L4	Meridian Helicopters	52296	
N236AA	UH-60A	Arista Aviation	70-339	
N245AR	Bell 206B		4398	
N278AH	H145e	Metro Aviation	9734	registered as N83EL
N294Y	S-92A	Sikorsky Aircraft	920294	Korean Coast Guard colours; future B-520
N321PD	R66	Sky Helicopters	0741	
N325WF	H130	Airbus Helicopters	8168	arrived registered as N130VP
N358AH	H135	Airbus Helicopters	1230	#
N375AH	H130	Airbus Helicopters	8245	#
N407SE	Bell 407	Bell Helicopter Textron	54386	
N414UH	Bell 407GX	Metro Aviation	54458	University of Utah, AirMed titles
N429XT	Bell 429	Bell Helicopter Textron	57180	#
N472CH	CH-47D	Columbia Helicopters	M3292	
N473P	Bell 407GX	PHI Air Medical	54648	air ambulance completion by Wysong Enterprises
N476DH	S-76D	Sikorsky Aircraft	761004	
N480PP	Enstrom 480	VertiVue	5120	
N522AA	UH-60A	Arista Aviation	70-237	#
N562K	CH7T	John S. Spencer	017	
N630PB	Bell 407GXP	Bell Helicopter Textron	54658	
N683DN	UH-60A	Rogerson Kratos	70-506	#
N684DN	UH-60A	Rogerson Kratos	70-230	
N799BH	Bell 407	Bell Helicopter Textron	53700	
N801TV	R44	Sky Helicopters	13088	Texas SkyRanger titles, Channel 5
N852MG	Cabri G2	Middle Georgia State University	1169	
N881LT	MD902	MD Helicopters	900-00117	reg covered over
N892GT	H130	Guardian Flight	8151	to be N397AH [arr by road]
N945DC	H145	Jerry Jones / Dallas Cowboys	20059	#
N962SM	Enstrom 280FX	SRM Aviation	2132	operated for Stephen R. Mann
N3500G	H125	Airbus Helicopters	7959	
N7049X	R66	Robinson Helicopter Co	0765	
N49660	Bell 206B	Eagle Aviation Academy	1825	
N88911	R66	Night Flight Concepts	0602	night vision trainer
ZU-RRE	SA341F2	Aerospatiale SA34X (PTY)	1172	

= logged at the Dallas Vertiport on 7 March 2017.



Aerospatiale SA34X (PTY) are South African distributors for fully refurbished Gazelle turbine helicopters. (8 March 2017, Lukas Kinneswenger)



A full size mockup of the futuristic looking FCX-001 was presented at the expo by Bell Helicopter. (6 March 2017, Lukas Kinneswenger)



This former US Army CH-47D was added to the Columbia Helicopters fleet as N472CH in 2014. (6 March 2017, Lukas Kinneswenger)

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The main activities of the Dutch Aviation Society are: publication of the monthly magazine 'Scramble', maintaining the aviation website www.scramble.nl, organising spotter conventions, maintaining an aviation information database, publishing from this aviation information database and other activities aimed at promoting the aviation hobby in general.

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Scramble Magazine:
ISSN 0927-3417

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Three brand new special colours on this page starting with Brussels Airlines A320 OO-SNU. This aircraft is promoting the Belgian outdoor dance event Tomorrowland which will be held in July 2017. (Brussels, 14 March 2017, Yannick van Praag)



Boeing 737-8Z9 D-ASXB of SunExpress Germany is promoting the new Sony Pictures movie "Smurfs: The Lost Village", or, in German, "Die Schlümpfe - Das verlorene Dorf". The picture was made at Munchen on 12 March 2017.



During a visit to Japan, Anton Homma was at Tokyo-Haneda on 21 March to see the freshly painted B777 JA743A "C-3PO ANA Jet" in the Star Wars series of ANA. It is the fifth airplane in the Star Wars colour scheme.

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The Royal Air Force participated in Fisian Flag with six Tornado GR4s operated by Marham Wing. One of them was unmarked Tornado GR4 ZA472. (Leeuwarden, 28 March 2017, Richard Baas)



Some days during this year's Frisian Flag were blessed with excellent weather. On one of these occasions, Richard Baas shot special marked F-16AM FA-70 during take-off. (Leeuwarden, 28 March 2017)



Absolutely one of the highlights during Frisian Flag 2017 were the twelve Florida- and Louisiana ANG F-15s. Manolita Jaarsma photographed Louisiana's flagship F15C 85-0102 during landing. (Leeuwarden 27 March 2017)