

# Military News

## Netherlands

The Regionale Opleidings Centrum (ROC, Dutch Regional Educational Center) received a real F-16. This memorial event took place on 26 January 2004. The ROC is located at the "Stappengoorweg" in Tilburg.

The discussion "what to do with the Dutch P-3 fleet" has not yet subsided. It is generally known that the Germans are interested in the Orions. Mid January 2004 the German government announced a major reorganization in the German forces for the forthcoming years. This reorganization will lead to dramatic cost savings. There are two ways to read this announcement in relation to the possible purchase of the Orions. Either the sale will be cancelled or the purchase will go ahead because of the relative cheap deal in connection with the increase of the Bundeswehr capacity. Of course the last option is done by the Bundeswehr.

## Belarus

The test flights of the modified MiG-29BM have been completed. The MiG-29BM is also equipped with new weapon systems and is developed in Belarus. Furthermore, a few Russian companies contributed in the upgrading program.

## Belgium

"You'll never know but usually it will end in nothing": The Pakistan air force is searching for new weapons and they consider the Belgian F-16s as an option. According to the Pakistan government, the US Government (Pentagon) agreed to such a deal.

Late December 2003 the Czech government cancelled the purchase of Belgian F-16s. As already known the Czech bought the Swedish Gripen. The price of the Gripen is much higher but the maintenance costs for the F-16 were apparently higher. More information about this deal was published in Scramble 296.

## Czech Republic

On 29 December the Czech police received the delivery of its first of eight Eurocopter EC-135s. The aircraft bears the registration OK-BYA which is somewhat surprising because this is different from the system that is normally used by the Czech police. The helicopters of the Letecká Služba Policie CR, as the Czech police helicopter unit is called, normally bear registrations starting with 'B', followed by four digits. The reason for the different registrations on the EC-135's is that the aircraft, despite being used by the police, are part of the so-called Integrovaný Záchranný System (Intergraded Rescue System), which is financed by the Czech Department of Interior. The registration block OK-BYA-BYZ used to be assigned the aircraft of the government flight, which was also part of the Department of Interior.

## Denmark

As announced earlier in Scramble 291 (August 2003) the helicopter units of Værløse Air Base finally moved to Karup Air Base on January 7. It was initially the intention to fly the units on Tuesday January 6 to Karup, but the weather gods were not well-inclined to this day. The unit designation of the (Super) Lynx helicopters has been changed to SHT (Søværnets Helicopter Tjeneste - Navy Helicopter Corps) by January 1. This has to do with international weapon agreements (OSCE), where the total number of helicopters within one command may not rise above a certain maximum. After the OH-6A Cayuse has been withdrawn from use, the Lynx unit will be renumbered as Esk 728. At this moment is it uncertain when the withdrawal of the veteran helicopter will take place.

First production EH-101 for the Danish Air Force has made its first flight on December 12, 2003 from the Agusta Westland

factories at Yeovil. For the serials and the construction numbers we refer to the Military Updates of this month. The first delivery flight is scheduled for August 31 and if everything goes well this will be M-503.

## Germany

The German minister of defence, Peter Struck, explained the future of the German defence system on 13 January 2004. The highest common factor with all previous plans (the main priority) is the cutback of expenses (26 billion euro in the coming years). Officially, the formal motive for these cutbacks is the reorganisation due to changes in worldwide politics. Besides the domestic defence, civil tasks and NATO-support, the German defence system will focus more and more to international deployments.

The Bundeswehr will have personnel cutbacks in the near future. Some 35.000 military and 10.000 civil employees will be relieved. Some 100 'standorte' (locations) will be closed. The several services (Heer, Luftwaffe and Marine) will maintain. The consequences for the aviation enthusiast' point of view in this:

- The planned acquisition of 180 Eurofighters will go on (see Luftwaffe);
- The procurement of eight former Dutch Orions will go on (see Marine);
- There are no changes in the procurement of the Tiger helicopter (80 examples for Regiment 26 and 36)
- Again no changes in the acquisition of the NH90. 83 examples are planned for the Heeresflieger (Regiment 10 and 30) and 42 are planned for the Luftwaffe (LTG62).
- Instead of the planned 38 MH90s for the Marineflieger only 30 will be bought as a replacement of the Sea King with MFG5 and Super Lynx with MFG3.
- In 2012 the Luftwaffe will have 262 fighters on strength (EF2000s with JG71, JG73, JG74, JBG31 and JBG33 and Tornado's with JBG32 and AG51).

Above mentioned plans will be developed and mid 2005 they will be finalized. At the end of 2004 a detailed list of the 'standorte' closures will be realised.

Early November 2003 the German government accepted a law under which circumstances a hijacked aircraft can be shot down. Of course the shoot down of an aircraft is the last resort after all other options have been tried. The reason of this law should be clear.

According to German sources there was no military reason for the visit of the USAF RQ-4A to Nordholz (see Scramble 294, page 81). The reason was formally reported as an information session for the German minister of Defence. The session can be used in the decision making process for the successor of the Marineflieger Br1150 SIGINT aircraft. At the moment there are no plans for a successor so it looks more like an advertising stunt of Northrop Grumman and EADS. Both companies are promoting a RQ-4A-derivative for the European market, named EuroHawk.

## Luftwaffe

The intentions to above mentioned plans about the procurement of 180 Eurofighters are subject of discussion. Other Eurofighter partners are carefully approached about a plan to get out of one third of the planned Eurofighters (68 aircraft). Of course this will lead to penalties for Germany but in some backrooms there are already talks about exchange orders.

The first A310 tanker of the Luftwaffe had its roll-out at Dresden on 9 December 2003. The Airbus, 10+27, already flew with MRTT titles on its tail but the actual conversion started in 2002. The A310 is equipped with an extra internal fuel tank and two refuelling pods on the wingtips. On 20 December 2003 the aircraft made its initial flight and it will be delivered mid May

2004 to FBS BMVg. The other three ordered Multi Role Tanker Transport aircraft will be converted in 2005 at Hamburg.

As we published before, already nine MiG-29s left Laage for Poland. The remaining aircraft will follow during 2004. A fly-out ceremony will be organized late July 2004. The last two batches of four MiG-29s each will leave Laage on 3 and 4 August. The successor of the MiG-29s at Laage will be the EF2000. The Eurofighter has not arrived yet. In the original plan the first Eurofighters (34 aircraft of which 8 twinseaters for JG73) should have arrived in October 2004 (see Scramble 278, page 75). The first aircraft are currently at Manching as part of the Service Instructor Pilot Training-Program (see updates).

We published in Scramble 289, page 72, that Jever will be closed late 2005. We have to update this as new plans show continuing operations at this base till 2008. JBG38, based at Jever, will be disbanded in 2005.

The F-4F 37+44 of Fluglehrzentrum at Hopsten had the honour to make the last flight of non-modified F-4F. This event took place on 18 December 2003. The flight licence of the non-KSW/ICE aircraft expired on 31 December 2003.

The Tornado 44+31, named *Blue Thunder*, will most probably be preserved at or nearby Nörvenich for future generations. The Tornado has only a few flight hours left. The *Blue Thunder* will visit the ILA Berlin later this year, afterwards it will be placed on a pole near its current home base.

### Heeresflieger

Some noticeable facts about the Heeresflieger: During the summer of 2003 all Bo105s left Rheine-Bentlage. Their hangars are now occupied by CH-53s. The base received some extra CH-53s (former Mendig, HFR35, examples).

HFR35 flew the last CH-53 mission on 17 December 2003. The last flight was performed by a CH-53 on delivery to Rheine-Bentlage. The official disbandment ceremony of the Regiment will be held in March 2004. In the near future only Bo105s can be found at the field.

Next month we will publish an overview of the Heeresflieger. From that moment we also make the step to the new designations which are already in use world wide.

### Marineflieger

Germany is still interested in the Dutch Orions. The latest plans are the purchase of eight aircraft (see Scramble 296, page 87). Although ten aircraft should be the minimum number, Peter Struck mentioned these eight in his proposals.

### Hungary

Last month we reported the purchase of a 'new' An-26 for the Hungarian air force. Recently we were informed that the aircraft involved was rolled out on 24 January 1980, destined for the Soviet air force with construction number **9110**. The aircraft has a total of 3528 flying hours and was overhauled in October 2003 with the ARP-410 maintenance facility in Kiev and will be delivered to the 89.VSZRE at Szolnok in February 2004.

### Greece

Final news about the second unit that will operate Block 52+ F-16s has recently surfaced. The second squadron that was activated at Souda is confirmed to be 343 Mira. We all know 343 MAI as the F-5 unit operating from Thessaloniki from the times when the F-5s were still operational. The 343 Mira badge primary colour changed from blue to black to reflect the change of aircraft. 343 Mira will operate from Souda alongside 340 Mira.

The first 40 Block 52+ F-16s were officially inducted into HAF service with 340 Mira "Aleppou" and 343 Mira "Asteri" on 16 December 2003. A third unit is expected to be activated in 2004; this is likely to be 334 Mira "Talos" although this needs to be confirmed. 340 Mira will be fully operational by February 2004, 343 Mira by June 2004 and the third Mira by early 2005. Aircraft deliveries are due to be completed by June 2004. Units, roles and split of two seaters/single seaters are not yet

known although one Mira each will be primarily be tasked with SEAD (Suppression of Enemy Air Defences), LANTIRN (Low Altitude Navigation and Targeting Infrared for Night) and Air Defence.

In Scramble 295, page 69 we reported that the HAF issued an RFP for the acquisition of a maximum of 30 F-5's to serve as Lead-in Fighter Trainer (LIFT). Recent Greek press reports indicate that the program had been cancelled due to unsatisfactory responses to the RFP. There were only two offers, one Israeli and one Canadian and both did not meet the major technical requirements.

Since the move of the complete A-7 fleet, all A7Es/TA7Cs are operated by 335 MV and all A7Hs/TA7Hs by 336 MV.

Hellenic Aerospace Industries (HAI) has upgraded more than half of the 38 designated F-4Es that will undergo the "Peace Icarus 2000" upgrade. The last upgraded Phantom is expected to be delivered before the end of 2004. The official designation of the upgraded aircraft is "Peace Icarus 2000" but HAI uses the abbreviation for Avionics Upgrade Program, AUP. From now on we will also use the F-4E (AUP) designation for the upgraded Phantoms. These can be easily distinguished by their all-grey radome (no black tip anymore), the Ghost colour scheme and by a small GPS antenna just forward of the in-flight refuel receptacle.

### Ireland

The Irish Air Corps will cease all their SAR-tasks. In the past years SAR operations at Dublin, Shannon and Waterford already were transferred to civil contractor CHC Helicopters. With the decision of the Irish government the last SAR base of the IAC, Sligo, will be handed over to a civil contractor. The IAC will gradually phase out the Gazelle, Dauphin and Alouette helicopters and will tender for a new medium transport helicopter. The new helicopters will be used for surveillance, transport and ambulance flights.

### Italy

The first three Italian F-16's of the 23° Gruppo/5° Stormo arrived on their new home base Cervia-San Giorgio on November 14 2003. The trio, flying with callsign "*Veltro 01*", operated from Trapani-Birgi under the command of Maggiore Fabrizio Majerna. Both the on Trapani-Birgi based 37° Stormo as well as the 5° Stormo are responsible of defending the Italian airspace till the arrival of fully equipped Eurofighter gruppi's.

The Aeronautica Militare Italiana has finally signed a contract for seven Lockheed Martin/Alenia C-27J tactical air lifters previously on option. There was already a definite order for five C-27J in mid 2002, with the additional seven on option. Delivery of the first

C-27J is scheduled to begin in early 2005.

In the Cavalleria dell'Aria, the name of the 26° gruppo squadroni cavalleria dell'Aria '*Giove*' based at Viterbo, is changed. This specialized unit is renamed Reparto Elicotteri per Operazioni Speciali (REOS).

### Latvia

The Ministry of Defence has decided to buy two Mi-8MTV's in Russia for search and rescue operations. The Mil factory and rework factory in Ulan Ude has won the tender out of five companies that proposed an offer. At this moment the Air Force already owns two of these machines that were bought about five years ago, but their life expectancy is about to expire.

### Poland

From 1 July 2004 the Wojska Lotnicze i Obrony Powietrznej or the Polish Air and Air Defence Forces as the Polish air force is officially called will be renamed Polskie Siły Powietrzne which means a much as Polish Air Force.

On 19 December 2003 the Polish air force flew its very last MiG-21 mission. The aircraft involved in this memorable event was MiG-21UM 9323 from 41.elit at Malbork. Three days

earlier, on 16 December, also 3.elc at Poznan-Krzesiny flew its last MiG-21 sortie when MiG-21bis 9507 took to the air for the very last time. Both bases, however, maintained their QRA task in the NATINADS framework until 31 December 2003. On this date 3.elc MiG-21bis 9501, 9204, 9524 and 9745 stood down from this task and were placed in storage, pending a decision on their fate. A similar event probably also took place at Malbork on the same day. Between June 1961 and December 1981 the Polish air force received no fewer than 582 MiG-21's in ten different versions making the Fishbed the backbone of the air force for over forty years. By the time of the collapse of the Iron Curtain, 280 aircraft remained in service with nine front line Regiments. At the beginning of this century, four air force squadrons and one navy wing still operated the Fishbeds. The four air force units were the following:

see Scramble magazine

The naval wing was 1.dIMW at Gdynia-Babie Doly which had an additional twenty MiG-21bis and five MiG-21UM on strength. By the end of 2002 only four MiG-21bis and two MiG-21UM remained active.

The first unit to disband in the late summer of 2002 was 9.elc at Zegrze Pomorskie. A number of the relatively young MiG-21bis of the unit was transferred to 3.elc at Poznan-Krzesiny where they replaced the older MiG-21MF. The last remaining MiG-21MF unit, 10.elc at Lask, retired its last MiG-21's in January 2003. 10.elc is currently flying the TS-11 Iskra awaiting the delivery of the first F-16's around 2006. In February 2003 also the navy unit at Gdynia-Babie Doly retired its final MiG-21's transferring a small number of aircraft to 3.elc and 41.elc. The remainder were placed into storage at their old home base. As said above also the final few MiG-21's were recently finally retired, ending an era. 3.elc will reequip with the F-16 in the future and will operate the TS-11 until the arrival of the first F-16's. 41.elc will shortly reequip with 23 former Luftwaffe MiG-29G's of which the first are currently undergoing maintenance at Bydgoszcz.

## Russia

Lets start with some good news for this month. On December 25<sup>th</sup>, five upgraded Su-27SM's left Komsomol'sk-na-Amur. After a stop at Dzhida (Buryatia) and Novosibirsk the five arrived at Lipetsk at December 26<sup>th</sup>. The modified Flankers will be used at the Combat Training Centre for Conversion of Aircrews at Lipetsk for the training of pilots on this new type for the Russian Air Force. Also the combat capabilities will be further tested and documented.

According to the CiC of the Air Force, eight modified aircraft of the Mi-24 have been built. Several Mi-24PN's should already have been delivered to the 4 A VVSiPVO in the North-Caucasus Military District. Training on the type have been started. We think the lucky unit involved is the 487 OVP at Budennovsk that is very active in Chechnya. The Mi-24PN is equipped for operations during the night and includes several new (weapons) systems.

In two months the further testing on the Mi-28N should be activated. It is planned that the Mi-28N will become the new combat helicopter and that the Ka-50 will be purchased only for some special operations. In a regiment only one squadron will be equipped with the Ka-50. We think the plans are only wishful thinking regarding the defence budget.

The Ministry of Defence is prepared to upgrade some Mi-24 and Mi-26 helicopters and to equip them according to NATO standards. Also a few pilots will be trained on this standard. NATO is interested in this more close cooperation, for example in peace keeping operations. Russia likes the plan and hopes to sell some more Mi-24s in this configuration to NATO partners.

On November 30<sup>th</sup> the restructuring of the Baltic Fleet in

Kaliningrad region was completed. According to the local press two military airfields were joined in one single airbase: Chkhalovsk. Scramble already reported this in the Orbat of March 2003! But this message confirms the closure of Nivenskoye as a definitely closure and not a temporarily. According to the press message there are now one regiment of Su-27s and one squadron of Su-24s based at Chkhalovsk. So may be the 15ODRAE with the Su-24MR is not disbanded after all? We have been able to confirm through Russian sources in Kaliningrad that the Fencer regiment at Chernyakhovsk still exists. The Be-12s that were withdrawn from use at Khrabrovo have all been broken up, except for one example that is destined for museum exhibition.

In Scramble 295 we reported that on November 5<sup>th</sup> the first flight of a Tu-160 had taken place after the fatal crash of September 18<sup>th</sup>, but according to recent messages this did not go through. The first flight was on January 16<sup>th</sup> and in total there were flown eleven successful sorties.

The test flights on the third upgraded Su-25SM are planned for the end of January - begin of February. At this moment already two examples of the Su-25SM are in the test program.

On Saturday December 20<sup>th</sup> the first flight with an upgraded Su-34 (former called Su-27IB, Su-32 for export) took place at NAPO Novosibirsk. This should have been the eighth aircraft that is built up till now and the first series produced aircraft. At this same standard the series production will start at NAPO. Permission to start series production was already given in June by the MoD. The performance of the SU-34 is kept secret. The Su-34 will be used in a development test program at Novosibirsk and not as usual at LII at Zhukovsky in order to save time and money. After this light test program the Su-34 will be transferred to the flight test center at Akhtubinsk. About 2004 the first Su-34s will be delivered to 4 TsBP i PeLS at Lipetsk for evaluation and training. According to the CiC of the Air Force about ten series production aircraft will be build in the next two years. Half of these will be transferred to the Far-East and Siberia Military District (11 en 14 A VVS i PVO). The Su-34 will replace part of the Su-24 Fencers and Tu-22M Backfires in the Air Force. NAPO is also involved in the contract to upgrade twelve Su-24s (to Su-24M2) in the first stage.

## Slovakia

In Scramble 285/84 we published the new Order of Battle of the Vzdušne sily armady Slovenskej republiky. A new Secretary of Defence assumed his duties last year and further budget cuts have recently evolved. By the end of 2004 the **Vzdušné sily Ozbrojených síl Slovenskej republiky** or the Air Force of the Armed Forces of the Slovak Republic will retire the two An-24's that are now still on strength with the Samostatna Dopravna Letka (SDoLt) – Independent Transport Squadron at Malacky-Kuchyna previously designated as the 2.Letecka Zakladna (2<sup>nd</sup> Air Base). The unit will gain the Yak-40 and Tu-154M that are currently assigned to the Department of Interior. These aircraft will remain based at their current location Bratislava-Ivanka. Contrary to earlier reports at 1.Letecka Zakladna at Sliac only eight or maybe ten MiG-29 single seaters and two MiG-29UB's will be overhauled and upgraded instead of the earlier planned eighteen. New with the unit is L-39C 0111. This aircraft is the only of six L-39C's, which were undergoing a major, overhaul and upgrade with LOT at Trencin of which maintenance was completed. The remaining five will be used for spares recovery or sold ending also the existence of the 'Biele Albatrosy' demonstration team. Also 3.Letecka Zakladna at Presov will suffer. Of the nineteen Mi-24's currently in service consisting of ten Mi-24V, eight Mi-24D and one Mi-24DU, only the ten Mi-24V as well as maybe one Mi-24D that was recently overhauled and the sole Mi-24DU will remain in service. The remaining seven Mi-24D's will be retired.

The Slovak air force was founded eleven years ago on 1 January 1993 following the separation of Czechoslovakia having in its inventory no less than 167 aircraft and 62 helicopters. During the 1990's fourteen MiG-29's and one An-24 were added to this number. After the most recent budget

cuts listed above out of this figure will by the end of 2004 remain only 30-32 aircraft as well as 29-31 helicopters. A total of 59-62...

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## Sweden

January 2004 saw F4 *Jämtlands Flygflottilj* on the northern airbase Östersund - Frösön starting with the conversion to the Saab JAS39 Gripen, the first phase of the training is intended for the maintenance personnel. No.2 Division will transfer to the Gripen in the course of 2004 with no.1 Division to follow in 2005.

On 11 December 2003 the last flight of F16 *Upplands Flygflottilj* has taken place. On this day 13 Saab 105 training aircraft of no.5 Division GTU from Uppsala performed a farewell flight along several ex Swedish airbases, among which Tullinge, Nyköping and Norrköping. Only a limited number of this small jet aircraft landed at the airbase of Malmen where the Flying school of F17 has been housed. The other Saab 105s flew on to Ljungbyhed to be put in storage.

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## Switzerland

Former military pilot Christophe Keckeis, is the newly appointed armed forces chief, including the Flugwaffe. In a recent interview he announced to start this year with the evaluations to replace the ageing fleet of F-5 Tiger II's. In 2007 a contract for up to twenty new fighters must be signed to enable deliveries of two to four aircraft a year to begin from 2010. Despite of a strong reduced defence budget, this replacement must come, after all "ein Haus ohne Dach ist sinnlos" (a house without a roof is useless), according to the new chief.

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## Turkey

He Transall era seems to be nearing its end in Turkey. The TuAF withdrew two C-160D Transalls from the operational strength. The first SF260 was also withdrawn from use and transported to the TuAF museum in Yesilköy. If this is a sole example to be declared wfu is unclear. It is also rumored that the T-41 fleet is nearing its end-of-life.

2 HIBM.K at Kayseri redelivered the first upgraded KC-135R to the TuAF recently. The aircraft in question was 62-3539.

According to Kanatlar 223 Filo recently won the NATO Air Transport Competition. To celebrate this a CN235 was newly painted, large Turkish Air Force titles applied and a large 223 Filo badge painted on the tailfin.

The Polis Alouette 2 replacement had been chosen as far back as 2000 but due to financial problems at the McDonnell-Douglas company the ten MD600Ns are still awaiting delivery.

NATO's Peace Keeping Force ISAF will receive air support from three Turkish Black Hawk helicopters. This was announced in December by a Turkish diplomat.

Turkish Aerospace Industries (TAI) and Sikorsky are negotiating the co-production of Black Hawk helicopters in Turkey. The negotiations will probably last until March after which the co-production will be organized in four phases. The first deliveries of co-produced Black Hawks are expected to role of the production line in Akinci, eighteen months after the settlements of the contracts. TAI expects to build twenty to forty Black Hawks a year.

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## United Kingdom

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### Royal Air Force

The first two Beech 200's arrived at RAF Cranwell on 16 December 2003. There 45(R)sq took charge of the planes and they will replace the ageing Jetstream T1. In total seven Beech 200's will be delivered to this squadron. The next two are expected to be delivered in January 2004 followed by the last three in March 2004. As previously reported the Beech 200s are leased for a period of at least five year. The owner of the planes is the company Serco Defence and Aerospace. The (civilian) serial numbers can be found in the updates section elsewhere in this edition.

Referring to the above MAR reports that six Jetstream T1 planes will be handed over to the Fleet Air Arm. Two will be used by 750sq for VIP transport and training duties while the other four will be stripped for spares. By late December 2003 at least one Jetstream was already handed over (XX491/K).

After RAF Coningsby was reopened the base again houses a Quick Reaction Alert (QRA) detachment. In the past this task was carried out by the local Tornado F3 squadrons. Currently however RAF Coningsby does not house any active squadrons and the QRA detachment is carried out under the responsibility of the RAF Leeming Wing (11sq and 25sq). On 24 November 2003 the first two Tornado F3 jets arrived and as of 26 November 2003 the QRA detachment was declared operational. In connection to this the QRA detachment of this same wing at RAF Marham stood down on 26 November 2003.

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### Fleet Air Arm

Last month we reported that 820sq would be activated early December as Merlin HM1 squadron. As it now turns out, the squadron was officially reactivated as Merlin HM1 squadron already on 14 November 2003.

According to an article in The Guardian, the two new Royal Navy carriers will be named *HMS Prince of Wales* and *HMS Queen Elizabeth*. No official confirmation is available at this moment.

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## Africa

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### Algeria

The Algerian Air Force has ordered ten C295s with CASA. Two will be delivered in 2004 and will be in VIP-configuration. Four of the ordered aircraft will be in Maritime configuration. The C-130s of the Algerian Air Force are due for an avionics update for which Request for Proposals will be released early 2004.

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### Ghana

In an interview the Minister of Defence, Dr Kwame Addo Kufuor, has said the structure of the Ghanese Air Force will be adapted for peace-keeping tasks in the region. Ghana have asked the United States for the delivery of patrol-helicopters for use against weapon-smugglers.

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### Libya

Libya has offered two Mi-35s to the Indonesian government to help solve the problems in the Atjeh province. It is not clear if these helicopters will be a gift or on loan, and when these Mi-35s will be delivered

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## Asia

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### Afghanistan

After the visit of the Defence Minister, Mohammad Fahim, to the Defence Helicopter Maintenance - and Repairing Centre in St Petersburg, Russia (see our report in Scramble 291 from August 2003), news got out that on September 11 2003 two Mil Mi-8 Hip helicopters have been re-delivered to the Afghan Air Force after a major overhaul. According to the report, two more helicopters and two fixed wing aircraft are still in Russia for overhaul.

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### Bangladesh

According to reports from Bangladesh, the air force bought additional L-39s. Twelve to sixteen aircraft are mentioned. The first aircraft will be delivered this year. Bangladesh already flies with some eight L-39s which were delivered in 1996. Some unconfirmed reports mention another delivery of four aircraft in 1999.

Please have a look to the Pakistan news in this Scramble for information about the T-37s. Besides this Bangladesh will purchase four to five helicopters for the air force and two or three helicopters will be bought for the Navy frigates.

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## China

Last month the first flight of the JL-9/FTC-2000 was reported. This aircraft is called Shanying by the Chinese that stands for "Mountain Eagle". The fighter/trainer is built by Guizhou Aviation Industry Group (GAIG) in the relatively airplane-empty province of Guizhou. This company is known for the production of the predecessors JJ-7/FT-7 and FT-7P trainers

After the WZ-10 in April, the FC-1(J-9) in October and JL-9/FTC-2000 in November the next first flight to be celebrated took place on December 26th when the Chengdu J-10 dual-seater took to the air where it stayed for about 15 minutes. Also this time, the aircraft with serial "01" was still unpainted. The flight most probably took place from the Chengdu factories at Wenjiang airport.

Another party could be held in December as the J-10 single-seater was military certified and now can be put into operational Regiments.

Another first flight that has not been mentioned was on March 8th 2003 when a new model of the license build AS350B the CHAIC Z-11MB1 took to the air. The type certificate was received on December 6th 2003. Test flying took place from Jingdezhen, for the hot and high performance testing Xining was used.

Modifications include a stronger engine (Arriel 2B1A), improved avionics and communication equipment. Because the helicopter is also capable to perform water operations it is hoped that it will be used in (semi-) military roles.

In the civil area a new version of the Z-9, model H425 made its first flight on December 30th. The helicopter is equipped with more powerful engines, modern cockpit and a wider cabin. The helicopter is an addition to the Z-9 H410A that is available since September 2001.

Even in the drone area a first flight can be presented, in particular the UAV WZ2000 that took to the air on December 26th. This is about all we will report of these flying objects.

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## Hong Kong

In October 2003 three S-70A-27s of the Government Flying Service (GFS), the B-HZI, B-HZJ and B-HZK were sent back to Sikorsky. The three helicopters were replaced by five EC155B1s.

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## India

In October 2003 (Scramble 293) we mentioned the take over of 12 Mirage 2000-5DDA/EDA fighter aircraft from the Qatari Air Force. According to a government spokesman this report is without any foundation and the Qatari government is not intending to sell the Mirages. Time will tell.

In December 2003 (Scramble 295) we reported that the signing of the final contract for the purchase of the Russian aircraft carrier *Admiral Gorshkov* should have occurred by the end of November. Nevertheless there proved to be some discussion points at that moment. The final contract was signed in Delhi on January 20 during Russian Defence Minister Sergey Ivanov's official visit. One thing many people imagined to be impossible has happened. India is the launch customer of the MiG-29K Fulcrum. The definite contract on the transfer of the *Admiral Gorshkov* also includes the supply of 16 Fulcrums, consisting of 12 single-seat and four duals. Delivery of the aircraft is scheduled for 2007 or 2008. In Scramble 246 (October 1999) we wrote that India is not keen to be a launch customer. This appeared to be totally different.

Indian newspapers reported the delivery of more Su-30MKI Flankers on December 17. According to the highest officer of the Air Force, Marshall Srinivasapuram Krishnasvami, this delivery had been in line with the timetable as agreed upon with Russia. According to this timetable the last of 40 Flankers should have been delivered before the end of 2003. On December 26 we received a report of the supply of two more Su-30MKI's. From this we may conclude that the delivery as communicated on December 17 consisted of ten aircraft.

Early December 2003 the second IL-38 May has been flown to

Russia for a ten months lasting overhaul and upgrade to IL-38SD standard. The identity of the aircraft has not been confirmed yet. Until now we have not received any confirmation of IN305 returning to India (Scramble 291 of August 2003).

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## Japan

The budget for fiscal year 2004 was recently approved and the three parts of the Japanese armed forces will receive the following number of aircraft and helicopters paid out of the fy 2004 budget:

see Scramble magazine

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### Japan Air Self Defense Force (JASDF)

Last month we reported the upcoming deployment of Japanese troops to Iraq and in connection with this the repainting of some C-130's in a new blue colour scheme. Recently it was announced that the Japanese ground forces will be supported by 150 JASDF personnel as well as four C-130H Hercules and two U-4 Gulfstreams. The aircraft will be based in Kuwait and used for transporting humanitarian aid such as food and medical supplies to locations in Iraq.

On 7 November Mitsubishi F-1 60-8274 arrived back with 6 Hikotai at Tsuiki after IRAN (Inspection and Repair as Necessary) with Mitsubishi Heavy Industries (MHI). A seemingly insignificant event however this was the last F-1 to receive this maintenance. 6 Hikotai is the last F-1 squadron and due to receive the Mitsubishi F-2 in the future.

The Rinji F-2B Hikotai at Matsushima received its sixteenth F-2B by means of 33-8122 on 26 September 2003 while number seventeen, 33-8123 was first flown at Komaki during the same month. The unit is scheduled to receive nineteen F-2Bs and will be renumbered into 21 Hikotai after this unit will retire its last Mitsubishi T-2's on 31 March 2004.

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### Japan Marine Self Defense Force (JMSDF)

In Scramble 289 we reported the rollout of the first US-1A Kai on 22 April 2003. On 18 December 2003 this improved flying boat made its first flight a few months later than planned. The aircraft will be thoroughly tested and evaluated over the next few year before eventually replacing the existent fleet of US-1A's.

Mitsubishi Heavy Industries (MHI) recently announced that it expected to deliver its 170<sup>th</sup> Black Hawk to the Japanese forces by March 2004, which is the end of fiscal year 2003. The 170 figure is divided in the following versions:

see Scramble magazine

However SH-60J 8300 made its first flight on 16 November 2003 being the 100<sup>th</sup> SH-60J to enter service with the JMSDF. The 98 figure above probably is excluding the two SH-60J prototypes that were built in the USA, but on the other hand no report is made of the two improved SH-60K prototypes built by Mitsubishi and delivered to the JMSDF in 2001. Production of the SH-60J will cease after 101 helicopters after which production will shift to the SH-60K of which MHI is hoping to

deliver a similar figure as the SH-60J to the Japanese forces.

## Nepal

The UK presented again some gifts to this small country in the Himalaya. In 2003 two Mi-17s were presented, this year two Islanders will be presented. It is not known if the Islanders are former Army Air Corps aircraft or new aircraft. The delivery date is not known but it will be on short notice.

## North Korea

A passing (again and again) USAF RC-135 recently received Korean visitors sitting in MiG-29Cs. Up to that moment it was believed the DPRKAF only operated 35 MiG-29As. In is unknown when and from where this C-version was delivered.

## Pakistan

During August/September 2003 new K-8s were delivered to the air force. They came as a surprise as the first six K-8s were delivered nine years before, in 1994! According to Pakistan sources an order for twelve aircraft was placed in December 2001 of which the final two were delivered in October 2003. Other sources mentioned six aircraft in this order. It is not clear if the Pakistan air force is now equipped with twelve or eighteen K-8s. De air force is satisfied with the K-8. The Pakistani T-37s (the predecessor of the K-8 underwent modifications and will fly for a while. Besides this a decision was made to equip the FT-5s of 1(FCU) at Mianwali with the K-8 (some serials are presented in the updates this month).

Although China didn't make a decision to a potential order for the FC-1 'Super 7' (manufactured together with Pakistan), Pakistan is 'all set' for introducing this type. The Pakistan air force already designates the FC-1 as JF-17 Thunder. In August 2003 president Musharraf confirmed full support of his government to the air force. Formally (according to our information) no orders were signed, but some 150 aircraft (maybe more) will be purchased. The F6RF (F-6 Rebuild Factory) of the Pakistan Aeronautical Complex at Kamra will be upgraded so it can produce JF-17s on a second production line from 2006. It is mentioned that the first JF-17-units will be 26sq and CCS. If this is correct, the first unit (26sq) will replace their A-5Cs with FC-17s. The 36 operational A-5Cs at Peshawar could be withdrawn from 2005.

In Scramble 290, page 90, we wrote about the USA support to Pakistan, worth \$3 billion in five years. \$2,5 billion will be used for military purchases. Above on this amount, the Foreign Military Sales (FMS) program funds another \$341 million. The Pakistani composed a wish list and presented this to the USA. This list was discussed with representatives of the USA and it lead to a 'go' for all non US-Congress approval affairs.

- Delivery of 40 Bell 407 helicopters for counter insurgency. In September 2003 the US Congress was informed about this FMS-purchase, worth \$97 million. Bell already send one of their company Bell 407s (N6148U) to Karachi;
- An increase of F-16s to 40 aircraft (the original number of aircraft which was actually delivered). The argument "Pakistan lost F-16s due to the support of the US in the battle of the Soviets against Afghanistan" was well received by the Pentagon (the formal position of the US is not clear to us);
- Upgrade of the F-16s. The status is written as above;
- Delivery of 40 UH-1H Iroquois helicopters. The US Congress approved this delivery on 19 August 2003;
- Delivery of second-hand AH-1F Cobra attack helicopters. It is said that twenty to thirty Cobra's (ten non-flyable examples) will be delivered. Again US Congress approved this transaction 19 August 2003;
- Delivery of two E-2C Hawkeyes. We don't have any extra information on this one;
- Delivery of C-130 Hercules transport aircraft. Scramble reported already proposed a delivery of six aircraft. It is not clear if this is the same deal.
- Upgrade to the P-3C Orion fleet and delivery of extra aircraft.

- Delivery of T-37 Tweety Birds. The press reports mentioned this bird, but this is a strange subject on the wish list. As said before, there is an US-approval for the delivery of seventeen T-37s to Bangladesh.

It is not clear if US-approvals for all these plans have already been given and whether they will lead to actual deliveries. Furthermore. no timelines have been set so far.

Pakistan is in a constant search for new weapons and Belgium is reported as a possible seller of their F-16s. According to Pakistani sources the Pentagon and the US Congress are positive to this potential transaction. It is again not clear if this story is still actual.

On 19 August 2003 the US Congress approved the delivery of seventeen Pakistani T-37s to Bangladesh. This is a bit strange as the same US Congress also approved a same deal on 3 November 200. We're lacking details in this but funny enough we have seventeen T-37 serials. This concludes that these aircraft still in the Pakistan inventory.

see Scramble magazine

The Chinese government still wants to business with Pakistan. China reports that Pakistan will possibly become the first customer of the FTC-2000 (JL-9). This aircraft could be the lead-in trainer for the JF-17. Besides this, Pakistan is very charmed of the J-10 and the air force is convinced that this type will fly with Pakistani roundels in the future.

There is some Pakistani interest in the stored United Arab Emirates Mirage 3 fighters. Pakistan possibly wants to upgrade these aircraft, which are currently stored at Al Dhafra.

Finally, there are talks with Russia about the purchase of Mi-35Ps and Ka-32s.

## Taiwan

The Taiwanese Ching Kuo's are currently modified in a mid-life upgrade program (Project Shiang Sheng). After the modification the Ching Kuo's will have an enlarged strike capability. Till 2006 the radar, fire and flight controls and avionics will be upgraded. It is not known when the expected introduction of an in-flight refuelling system and stealth capacity will be effectuated. The aircraft which passed the mid-life upgrade are designated as F-CK-1C/D (Ching Kuo 1C/1D).

The next upgrade is already announced. AIDC received an order for two prototypes, equipped with a digital cockpit, an upgraded radar, a more robust landing gear and a bigger fuel capacity. In 2006 both prototypes should be ready and the air force will then make a decision for a complete fleet upgrade.

The air force will upgrade their Hawkeye's. In November 2004 an upgrade to the electronic systems of the four E-2Ts of Pingtung should be finished. By the way, two extra E-2s will be delivered, one in 2004, one in 2005.

## Thailand

The last four OV-10Cs from 411 sq at Chiang Mai are due to be transferred to the Philippine Air Force in April 2004. The L-39ZA/ART will replace the Broncos with 411 Sq.

## Latin-America

### Brazil

Last month we suffered from an itchy index finger and were being a bit premature with our report as well. The first Super Tucano was not delivered on 18 November but 18 December (typo) whereas this fact could not have been news at all at the time the item was written, because it was written on 16 December: before the actual event took place... Meanwhile the A-29B, as the twin seat aircraft are now called in lieu of earlier reports stating it would become an AT-29, has received serial

number 5901. The single seaters will be known as A-29A in FAB service and the full complement of the first operating unit (2°/5° GAv at Natal) will be 24 aircraft.

Again, we have to be patient with regard to the F-X programme. We have expressed our hope and confidence that the decision was imminent and would be published in the next issue, but once again it is going to take a bit longer. A special committee that is tasked with examining the proposals will be instated, based on a decree issued on 23 December giving the committee 30 days to come up with an advice. This advice will surface in the second half of February (after our deadline probably...) Interestingly, the Russians are trying to influence the odds in favour of their Su-35 by announcing that they will seek close co-operation with EMBRAER. Should the Brazilian government choose the Sukhoi fighter (offered by Rosboronexport in conjunction with Avibras), EMBRAER will be granted some of the assembly work. However, EMBRAER is already bidding in the same F-X competition teamed up with Dassault (who happen to have a 20% stake in the Brazilian firm). Knowledge transfer and assembly are said to be guaranteed by the French. The plot thickens even further when you take the Russo-French co-operation on the engines for the Russian Regional Jetliner into account. Saturn (manufacturer of the Su-35 engines) and Snecma (manufacturer of the Mirage 2000BR engines) are working on the propeller assembly for the RRJ. Presently, Sukhoi is co-operating with Boeing on this RRJ project but because of EMBRAER's significant success in the regional jetliner market (with their ERJ170/175/190 series) Sukhoi devised a cunning plan: you buy the Su-35, we dump the Americans and let you all in on our RRJ, everybody happy (except Boeing and BAe/SAAB)! We all know what usually happens when someone says 'I have a cunning plan'...

Buying a new VIP jet is more straightforward or so it seems. The president of Brazil will be the happy passenger of an Airbus Corporate Jetliner. The KC-137 (B707) that has performed this task for twenty years will be relieved and its successor will cost \$56.713 million. Brasilia based Grupo de Transporte Especial (GTE) will operate the aircraft that is due to be delivered late 2004. Meanwhile, we received some more details on the reasoning behind all this (refer Scramble 293 - Page 82). Fact is that the current president Luiz Inácio ('Lula') da Silva re-instated the KC-137 as 'Air Force One' in the first place! Following an in-flight emergency with the vice-president on board, the previous president (Fernando Henrique Cardoso) had withdrawn the aircraft from presidential transport duties. He turned to TAM for a less glamorous way of international transport on one of their Airbuses. Although the new president liked the *sucatão* (as the KC-137 is nicknamed) and has been using it since his incumbency. The mounting operating costs and international environmental regulations finally seem to end the service life. More FAB VIP jets will suffer this fate; the VC-96 (B737) will have to be replaced also. Prime contender to deliver two new aircraft is EMBRAER with their ERJ190 but Boeing and Airbus will be bidding as well with variants of the B737 and A319 respectively.

Latest news in this acquisition saga is the transfer of four Ce208 Caravans from TAM to the FAB. They will be handed over as early as February. Judging by the review in Scramble 296 - Page 106, the Caravans have been gradually trickling in over the past few years. With the arrival of the ACJ, the acquisition of second hand EMB120 and EMB145 from Rio Sul and the imminent replacement of the B737, BAe748, Lj35 and BAe125 has already led to the running-gag that the FAB will be renamed 'FAB Airlines' soon... Lastly, the CH-X programme for a heavy lift helicopter has been cancelled altogether.

## Chile

We received several additions and corrections on our rundown of the Chilean order of battle (refer Scramble 295 - Page 78). Firstly, the SA315B of GA1 will be withdrawn from use shortly, they are for sale, whereas the T-37 already have been withdrawn some time ago. The C212-300DF variant of

the Aviocar (two) are used by GA% and the regular ones by GA1. Grupo 5 also has a PA-28 on strength as a hack, this probably holds true for every Grupo de Aviación. The new CJ1 is also in use with GA5. More sales, the Bo105CB from GA6 were sold on the civil market leaving two CBS variants at Antarctica as the sole remaining Bolkows. The Bell 412 is not based at Antarctica (yet). However, GA6 does operate Hueys. Correcting the subtypes at Grupo 8, the Mirage 5BR are wfu. With Grupo 10 we erroneously reported Beech 55 as being operated by them, this was an odd mistake because the FACH does not have any! They do have a Beech 200 and that is indeed used by Grupo 10. The Grupo's Condór is normally found at Benitez IAP instead of Los Cerillos. This base will be vacated by the FACH which will move to Quintero (as we reported in Scramble 293 - Page 83). GA11 does not exist anymore; the Escuadrilla de Alta Acrobacia 'Halcones' is a separate unit and the Aerdromo Municipal Vitacura (corrects Las Condes) is used by a glider unit that most likely is part of the officer's club, not Grupo 11. The Dakotas of GA11 were transferred to GA9 whereas the Escuela de Aviación does not operate the PA-28 at all. The main host of O-2s seem to be used by GA2 replacing the Beech 99.

Something that does exist but was not listed is the wing structure. This is an intermediate structure between Brigade and Grupo level. We have not worked it out fully yet, but this is the organisational position of the four Alas (1, 3, 4, and 5):

see Scramble magazine

Ala 2 does not exist (any longer) as far as we know. Thanks to Hans and gracias por Alvaro for concise editing of the orbat. We hope to get the Chile web pages online before the FIDAE to aid in the preparation of anyone going there the hunt for planes.

## Colombia

A committee in charge of authorizing the Colombian government's main expenditures has allowed president Uribe to buy a Boeing 737-700 (BBJ) as a new presidential transport to replace the well known Fokker F28 FAC0001. The other candidate was the Airbus A319CJ. The Colombians have earmarked a BBJ offered by the US Government, that was built in 1999 and has only 22 flight hours logged. For \$29 million the president may call himself user of the aircraft. Sources in Colombia report that the actual choice was already made before the bidding started. The BBJ will be delivered in December 2004.

Remarkably, the air force revived a study to replace the OV-10A Broncos on January 19<sup>th</sup>. It's not the first time we report this item, with earlier studies and procurements essentially halted by the US Government by blocking the sale of the favourite EMB314 Super Tucano. The budget is said to be around \$250 million. In 2005, the Colombian governments expects to make a final decision with a follow up order in 2007 for another twelve light attack aircraft to replace the OA-37B Dragonflies. Candidates for the second order are said to be the EMBRAER AMX and the BAe Hawk. In 2009-2010 the replacement of the OV-10As and OA-37Bs should be complete.

The start of a new year is a good point to look back at the past year, the boys and girls of the *Fuerza Aérea Colombiana* (air force) should have thought. After the resumption of the cooperation with the United States to intercept narcotics flights in August 2003, no less than 23 aircraft on illegal flights were immobilized and eleven destroyed in the remaining five months of 2003, compared to five and seven respectively in the whole year 2002. In total, about 22 villages were liberated from narcoterrorists (read: guerrillas involved in narcotics smuggle). An impressive number of 109 camps of narcoterrorists were destroyed by the FAC. Six cocaine labs were destroyed after being detected by air force intelligence aircraft and five illegal runways were also targeted. Direct air support was called upon about 316 times by the army and the police, with 259 medevacs as a indirect consequence.... The

battle against, and prevention of, environmental disasters like forest fires and volcano eruptions saw 27 missions being flown and finally 1207 flight hours were made patrolling Colombia's main roads. One should keep in mind that above is only the score of the air force with the army, the navy and police having their own statistics.....and we wonder if all this should have had any effect, otherwise.....

....2004 made a promising start with the capture in Ecuador of Mr. Juvenal Ovidio Ricardo Palmera Pineda (a.k.a. Simon Trinidad, bet you know him) the financial brains of the FARC guerrilla movement. The Colombian ace of hearts was allowed a seat in Beech 200 EJC-117 of the Batallon de Aviones of the Colombian army for a one way trip to Bogotá.

### Dominican Republic

The Orbat of the air forces of the Dominican Republic is presently as pictured below:



see Scramble magazine

#### Remarks:

- three Schweizer 333s delivered so far are operated by the Escuadrón de Rescate until the Escuela de Helicópteros will be formed in spring 2004.
- at Santiago-Cibao and Dajabón helicopters of the Ejército Nacional can be found frequently, possibly on a semi permanent base.
- the Marina de Guerra (navy) and the Policia Nacional (police) operate their own helicopters only from late 2003.

The distribution of twelve ex US Army OH-58A/C Kiowas among the armed force looks clear: eight of these are already noted with the army, the navy will receive three of them (with one being confirmed) and the police recently received one Kiowa (see updates).

A real maintenance disaster is occurring with the air force's six Hueys, being reported either stored or operational in recent years. In 2001, a visiting American inspection team reported all six being beyond their technical lives. In July 2003 however, three were reported serviceable again. The Americans have delivered enough spare parts to bring a fourth example back to flying status. The two remaining Hueys will be disposed off.

Quite a dirty smell surrounds the deal of eight Hueys for the army. The deal was already authorized in September 2002. Coincidentally (?) around the same time the US Congress

approved the delivery of ten Raytheon AT-6A Texan IIs (the armed version of this training aircraft). Subsequently, a deal for Embraer EMB314 Super Tucanos that was almost materialized was blown off for unclear reasons. The loan secured for the delivery of the Hueys however would pay ten times over! It seems like the acquisition of the Texans was in fact already done and deliveries could be expected soon.

### Guatemala

The new president of this republic announced on January 15 that the military air base on the international airport La Aurora near Guatemala should be closed. The headquarters of the air force and the most of the air force's flying inventory is based at La Aurora. The base is supposed to be moved for construction of prime real estate and parking space for cargo aircraft. The government counts the earnings of the sale of the base. The air base of San José in the province of Escuintla should become the new headquarters of the *Fuerza Aérea Guatemalteca*. Currently, San José is a reserve base with a non-permanent helicopter detachment. Let's hope the move from La Aurora will not be an excuse to clean up the dump and storage line at La Aurora.....

### Mexico

The order for the ex-IDF/AF CH-53 Yasur 2000s has been materialized. Mexican and Israeli newspapers report that the *Fuerza Aérea Mexicana* (air force) will pay \$25 million for four of these big toys that should be found flying in Mexican airspace before the end of 2005. The Yasurs are supposed to boost up the heavy transport capacity of the air force. If this includes the days of the Mi-26 are counted for in Mexican service remains a question, but with one single example left maintenance should become a complicated issue.

### Uruguay

Time for another orbat! We start with the air force, *Fuerza Aérea Uruguaya*:



see Scramble magazine

The full name of Santa Bernardina is: Aeropuerto de Alternativa Teniente 2º Mario Parrallada and Pando is Aeródromo Militar Gral. Artiga. The technical school is named after Tnte.Cnel. José A. Rígoli. The hangar of maintenance unit BMA is also at Carrasco airport (but this would not fit in the



column). The third FAU EMB110 is a R-95 surveillance platform used by the department of Agriculture. Officially, the museum (Museo Aeronáutico 'Coronel (Aviador) Jaime Meregalli') should also be in the orbat because it reports directly to the general command (*Comando General*) of the Air Force.

On with the naval air service known as *Aviación Naval*:

see Scramble magazine

MAGAN means Mantenimiento General de la Aviación Naval (maintenance department). The full name of the base at Laguna del Sauce is Base Aeronaval No.2 'Capitán Curbelo' (BAEN-2). Administratively, ESANA reports to the Comandante de Aviación Naval (COMAN) directly and ESCAN, MAGAN and BAEN-2 reports to the Jefe de Fuerza Aeronaval (JEFAN) which in turn reports directly to the COMAN.

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## Venezuela

Lots of activity in the FAV Hercules fleet; aircraft 5320 is nearing completion and work has started on 4951 and 9508 which have been stored for years at Palo Negro. Both were recently noted inside at SERMAAV (SERvicio MAntenimiento de AViación), the maintenance department of the air force. This name was imposed by Chavez and is formally correct. However, most locals still refer to the unit with its old name SERvicio MAntenimiento de Fuerza Aérea Venezolana (SERMAFAV).

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## Middle East

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### Unknown country

Seven An-32s will be built for an unknown customer in the Middle East by Ukraine company Kyiv Aviation Works. This was announced in November last year.

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### Iran

24 MiG-29s are rumoured to have been ordered by the IRIAF. We have so far been unable to find proof of this deal however. Also long rumoured, but not confirmed is the order of 26 Su-27s.

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### Iraq

Scrap dealer Ahmad Ali Thalib is busy preparing ex Iraqi AF aircraft for the domestic scrap metal business. On its terrain that is situated north of Baghdad approximately fifty MiGs of several different models like MiG-17, MiG-23 and even MiG-25 are cut into small parts and sold as scrap. Some of the metal is even exported because of the huge demands for aluminium in the region. Unfortunately a lot of information about the scrapped aircraft will be lost forever. Sounds like a good location to film a few episodes of the Discovery program "Scrapheap Challenge"!

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### Israel

A large number of A-4s will receive new electronics. Main contractor is RADA Electronic Industries Ltd, this was announced on 5 January 2004. As usual new electronics will improve the capabilities and reduce maintenance.

The F-16I made its first flight on 23 December 2003. This was without the Conformal Fuel Tanks (CFT) on top of the fuselage, but still with the fake serial 253. This was however in a different type of font than during the roll-out ceremony.

Except the E-2Cs the air force has also sold a couple of helicopters to the Mexican Navy. It concerns four CH-53s.

It is now for sure that Israel Air Force Base 27 at Ben Gurion will close. All squadrons will be transferred to Nevatim in the Negev desert. The whole moving operation will cost about \$340 million en will take about ten years. Work will start in the first half of this year.

Articles about Egyptian UAVs flying over secret Israeli installations have emerged in the Israeli press. It involves the Nahal Soreq nuclear reactor and Palmachim air base. If this would happen again Israel would "blast them out of the sky" according to the Sunday Times of London.

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## Jordan

Since 2000 the RJAF had an outstanding order for a number of UH-60L Black Hawks to be delivered to the Royal Jordanian Air Force. That deal seems to be materialized now. The RJAF already operated three Black Hawks in the VIP role from Amman Marka. It seems very likely that the ordered Black Hawks will replace the ageing UH-1 Hueys of 8sq at Marka. Final deliveries are expected before the end of 2008.

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## Qatar

The rumoured sale of Qatar Mirage 2000 is now officially confirmed as being a fairytale. Scramble also published this rumour in issue 293, page 85 but a Qatari official recently declared that the Mirage 2000 fleet will definitely remain operational within the Qatar Emiri Air Force. It seems that the source of the rumours is an Indian official within the Ministry of Defence.

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## Saudi Arabia

We can finally give some background information on the (Agusta) Bell 412 order of the Royal Saudi Air Force. The RSAF is in need of a total of 44 Bell 412EP's from which 16 have been ordered with Agusta. For the Agusta production line is over-occupied only half of this order will be produced at the Vergiate plant. The remaining eight will be produced on the Bell production-line in Montreal, Canada. As a result of this the order consists of eight AB412EPs and eight Bell 412EPs.

The RJAF has announced during the Dubai Air Show 2003 to have serious plans boost up its transport fleet. Fifteen new aircraft are planned to be ordered between this year and next year. The RSAF already successfully evaluated the Alenia C-27J Spartan.

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## United Arab Emirates

The first F-16F Desert Falcon destined for the air force of the United Arab Emirates made its maiden flight from the Lockheed plant at Fort Worth (TX) on 6 December last year. During the 50 minute flight, test pilot Steve Barter put the Falcon serial 3001 to the test. The Desert Falcon configuration is the most advanced F-16 version to date. The avionics suite consists of three 5 x 7" displays, a revolutionary Electronic Warfare (EW) system, the new APG-80 Agile Beam Radar (ABR) and integrated Forward Looking Infra Red (FLIR) Targeting System (IFTS). They are powered by a General Electric F110-GE-132 engine that has 32,500 pounds of thrust. 162<sup>nd</sup> FW at Tucson (AZ) will prepare the UAE pilots before the first production aircraft will be delivered in April. From the first batch of fifteen almost half will be dual seat F-16Fs.

The UAE Navy announced during the Dubai Air Show 2003 to be interested in the acquisition of the ATR-72ASW. This is the surveillance version of the civil ATR-72-500. The UAE also showed interest in the C-27J Spartan that could replace some of the CN235s and Hercules's currently in service with the UAE Air Force.

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## North-America

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### Canada

The Canadian Government requested aviation companies on

the 17th of December 2003 to submit tenders for the production of 28 new helicopters to the value of about three billion Canadian dollars. These helicopters are to replace the current CH-124 Sea Kings which have been in service since 1963. The new helicopters will have a primary functions of anti-submarine warfare and anti-surface warfare. They will also have to perform a number of secondary tasks, such as: search and rescue, transport and (naval) observation. To be able to perform these tasks the choppers will be fitted-out with at least the following equipment: a synthetic aperture radar, electro-optical sensors, night-vision equipment, equipment to warn for radar, missile and laser detection, active infra red counter measures as-well-as chaff/flare dispensers. In the way of armament the helicopters will be equipped with a machine gun/cannon and (various) air-to-ground missiles.

The closing date for the tender is to be the 30th of April 2004, after which the winner of the competition will be made known in the middle of 2004. The planning is that the first delivery will take place as from 2008. If the first helicopter is to be delivered ahead of time, a bonus will be granted of 1.5 million Canadian dollars for each month ahead of the delivery schedule. In case of late deliveries a penalty will be imposed, consisting of 2.3 million dollars for each helicopter delivered one month later. It is expected that the Agusta-Westland consortium with the Comorant and the Sikorsky Aircraft Corporation with the S-92, will enter into the final competition.

The decision to purchase this new helicopter came in the year the Sea King celebrated its 40th year of service within the Canadian Armed Forces. The Sea King entered service in 1963 as an anti-submarine helicopter, a task which it performed for a considerable number of years. In performing this task the helicopters operated from various ships, using sonar equipment to search for and detect submarines. With the reduction in the so-called "cold war" and a number of modifications the helicopters were also able to perform a number of other tasks. With this change in its role and increasing number of flying hours the number of maintenance hours also increased "explosively" forcing the government at last to search for a new helicopter.

The Canadian government granted a quantity of relieve goods to the Iranian earthquake victims. These goods were transported by a CC-150 Polaris of the 437sq to an airfield in the Persian Gulf region. From this location the goods were further transported by CC-130 Hercules to their final destination.

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## North-America

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### United States of America

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#### United States Air Force

There was some rumour in Congress about the use of Soviet airplanes for the transportation of men and material to the Middle East. For 79 missions an An-124 was used for the price of \$28.9 million. The question was raised why equipment of the former enemy was used while C-5As are being send to AMARC. The Air Mobility Command (AMC) would like to get rid of their C-5As, modernize the C-5Bs and order at least 42 additional C-17As. The retirement of the old Galaxies should pay for the upgrade of the C-5Bs, \$75 million a piece. A C-17 costs about \$240 million and financing this could be a problem because of the other big procurement plans, F-22, F-35 and tanker replacement to name a few.

We had not heard of CASA 212 87-0158 for a while and after a small search we noticed it had gone to the civil market some time ago. If you would like to see a CASA 212 there is a big chance between 23 February and 26 March 2004 at Marana/ Pinal Air Park (AZ), because one will be detached for training HALO (High Altitude Low Opening) parachute jumps.

On the last day of 2003 Boeing Wichita was awarded a contract to modify four RC-135s with new engines. The work should be finished by April 2005 at the Oklahoma City ALC.

A similar contract was awarded on 16 January 2004. For about

\$18 million four RC-135s will receive new engines. This job should also be fixed by April 2005.

The agreement signed in October 2003 about the purchase/ lease of 100 KC-767 tankers was put on hold in December. Two high Boeing officials, suspected of some wrong doing, were retired. There is however still a big demand for these aircraft, so to be continued.

#### United States Air Force Unit News

The 84th FTS at Laughlin AFB (TX) flew their last T-37B mission on 7 January 2004. The 85th FTS will continue operating the T-37B, but in March the first trainees will start on the T-6A. Early January 2004 25 T-6As and 25T-37Bs were present with the 47th FTW.

The 354th FS from Davis Monthan AFB (AZ) is currently at Bagram AB (Afghanistan). They are known there as 354th EFS.

The whole fleet of the Air Force Academy was grounded between 9 and 17 January 2004. The reason being an engine malfunction of a UV-18 on 2 January 2004 causing it to make an emergency landing at Tinker AFB (OK). Subsequently all aircraft maintained by Doss Aviation Inc were checked and some errors were found. The grounded aircraft were UV-18 (98th FTS), TG-10B, C and D and TG-14 (94th FTS) and T-41 and Cessna 150 (557th FTS). The Diamond DA-20 airplanes were allowed to fly on. After 17 January all, except the UV-18s, were allowed to fly again.

#### United States Air Force Reserves Unit News

125 Men and women of the 939th ARW deployed to Incirlik (Turkey) in December 2003 for the first time after changing from the HC-130/HH-60G to the KC-135R. During their stay in Turkey they refuelled E-8Cs and C-17As on their way to Afghanistan and Iraq.

#### United States Army

In the forthcoming months a number of American troops will be moving. Soldiers participating in the Iraqi campaign can finally go home and will be replaced by other soldiers. Most have spend nearly a year in the Middle East. A part of their equipment will maintain in country but the majority will return home to the Jacksonville (FL) harbour. The 101st AVN, who arrived in February 2003, will have to ship about 200 helicopters. Their journey home started early 2004 and will last until March. The majority of the troops will return via Incirlik (Turkey) where a passenger terminal was built recently.

Activities in Iraq have once again proved the US Army deficit of transport capacity. There are dozens of CH-47Ds in county, but they need a lot of logistic support due to short range and maintenance. As a test sixteen C-23s were send to Iraq to see if fixed wing aircraft can take over this job. The most recent plans report a need to replace the 44 C-23s with a fleet of 128 other transport aircraft. The C-27J and C-295 are the Army favourites at the moment. But as there is no money available in the immediate future, industry can make an offer and the Army will decide after 2005.

The Forest Service bought 25 AH-1Fs from the US Army early 2003. A prototype is almost being rebuilt and will be tested soon. If these tests run smoothly another five will be rebuilt, ten will serve as spares source and the other ten will be sold to other Government agencies. All 'Firesnakes' came from Fort Drum (NY) and will be based in Reading (CA) if all the plans go as ahead. The helicopters will not actually put the fire out but will perform command and control tasks.

The US Army has used 200 Apaches during Operation Iraqi Freedom (OIF). The following units were involved:

see Scramble magazine

For Operation Enduring Freedom (OEF) in Afghanistan the following Apache units were used.

see Scramble magazine

After returning from Afghanistan and Iraq all helicopters will be thoroughly examined and cleaned under the RESET programme. This will take place at the home base. 2/6th CAV, 4/3rd ACR and 1-501st AVN will not cooperate as they will hand in their Apaches to work up to the AH-64D. That substantial damage was suffered appears from a contract of 19 August 2003 for the rework of 53 Apaches. These aircraft belong to 2/6th CAV (21), 4/3rd ACR (14) and 1-501st AVN (18). There is a total need to rework 222 Apaches (98 As and 124 Ds). Fixing all the problems to the US Army planes which have operated in Afghanistan and Iraq will cost \$1.6 billion.

#### **United States Army Unit News**

The 1-229th AVN Tigersharks from Fort Bragg (NC) arrived at its home base on 21 December 2003 after converting to 21 AH-64D Apache Longbows. It became the ninth battalion to operate this type. Their colleagues of the 3-229th AVN will transition in 2004.

#### **United States Army National Guard**

In this sequence the National Guard units will receive AH-64As:

see Scramble magazine

In the month mentioned the first example will arrive. At the end of October 2003 the WAATS had received her full compliment of 20 Apaches and did the 1-135th AVN possess seven and the 4/278th ACR five choppers.

On an unknown date the following AH-64A units will transition to the AH-64D:

see Scramble magazine

#### **United States Army National Guard Unit News**

The 1-244th AVN LA ARNG moved to the Middle East mid December with Black Hawks. Only the latest Black Hawk, a FY02 example was left behind in New Orleans.

#### **United States Navy**

The Naval Air Systems Command (NAVAIR) received Milestone B approval 18 December 2003 to proceed into System Development and Demonstration (SD&D) of the EA-18G Airborne Electronic Attack (AEA) aircraft. The SD&D-program of the intended EA-6B successor is expected to run until mid-FY2009.

Boeing and Lockheed Martin are going head-to-head in the battle of the Multi-mission Maritime Aircraft (MMA) contract which will be assigned in 2004. Some 100 maritime patrol

aircraft will be build for the US Navy. The winning manufacturer could eagerly look forward to international orders. When Boeing receives the contract they will end 40-year Lockheed Martin presence in US Naval patrol aircraft. A final decision is expected this spring after which the first aircraft will be operational in 2012. Boeing proposing the 737 while Lockheed Martin offers a low-risk battle tested Orion 21.

#### **United States Marine Corps Unit News**

On 22 January 2004 twelve F/A-18Ds of VMFA(AW)-224 Flying Bengals flew back home from their six month Unit Deployment Program (UDP) at MCAS Iwakuni (Japan). The dozen Hornets departed in two flights (Slip71fl with KC-10A Woodn-21 and Slip81fl with KC-10A Woodn-31). The following route back home was flown: Iwakuni, Guam, Hawaii, MCAS Miramar (CA), MCAS Beaufort (SC).

The two reserve squadrons based at Edwards AFB (CA) will deploy. HMM-764 Moonlighters (CH-46E 'ML') will be deployed for an unknown period to Iraq. The colleagues of HMH-769 Hogs (CH-53E 'MS') will be deployed for an unknown period to Afghanistan. Because of this, Edwards is in the near future not the place to be to see the helicopters of these squadrons

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

Patrol Squadron Four, VP-4 Skinny Dragons ('YD') arrived back home on 11 December 2003. The squadron was deployed for six months to NAF Misawa (Japan) and undisclosed bases in Asia from which the P-3C's flew 'Global War on terrorism'-missions.

#### **Carrier News**

The Chief of Naval Operations (CNO) is preparing the new Fleet Readiness Plan (FRP). The FRP calls for six Carrier Strike Groups to be ready at any time with two more ready shortly thereafter.

The George Washington Strike Group (GWSTRKGRU), returned to Norfolk (VA) on 19 December 2003 after a 40 days at sea period where she successfully completed her Composite Training Unit Exercise (COMPTUEX). During this period the USS George Washington (CVN-73) could be found off coasts of Virginia, North Carolina, Georgia and Florida. On 20 January 2004 the 'GW' with CVW-7/AA left its homeport for a new Med/Gulf-cruise.

The multi-purpose amphibious assault ship USS Bataan (LHD 5) left its homeport Norfolk (VA) on 19 January 2004 from Norfolk to the Central Command (CENTCOM) area of responsibility (AOR) or Iraq. There is no Aviation Combat Element on board, LHD-5 is HC-6/Det.2 based with two MH-60S Knighthawks and three hovercrafts for logistic support.

#### **Credits Military News & Updates**

John Allan, Henrico Angerman, Rodrigo Bendoraytes, Martin de Boer, Danny Bonny, David F. Brown, Colin Clark, Paul Coppin/Touchdown, Howard J. Curtis, Patrik Dirksen, Luis Dominguez, Sjoerd Drost, Matt Ellis, Joost Enter, Jay Everett, Jordan Hayesm Joris Heeren, Takafumi Hiroe, Nigel Howart, Paul Jenky, Ivan Jessup, Stuart Jessep, Erik Kamphuis/Panoravia, John Little, Andres Luna, Alan Macey, Philip Overgaard, Ivan Peña Nesbit, Luis Puessan, Phil Robinson, Patrick Roegies, Alvaro Romero, Steve Rush/Touchdown, Richard Siudak, Rene Slegers, Michael Tafel, Hendrik van der Veen, Hans van der Vlist, Tim West, Mark Young.

# www.scramble.nl/mil.htm

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milupload@scramble.nl for all military pictures

# Warbirds

## Australia

Before this summer Australia's second Kittyhawk will take to the air. Famous aircraft collector/restorer Cole Pay, of Scone, is in the final stage of restoring Curtiss P-40E-1 VH-KTY. This aircraft has recently received it's wings and completely revised Allison V-1710-115 engine. On the basis of this restoration project are the remains of a RNZAF P-40E, the NZ3094, that Pay acquired in 1994. The aircraft will soon receive the colours of a RAAF 3 squadron Kittyhawk with code CV-V, like it was flown in North Africa by Australia's "ace" Bobby Gibbes.

Thanks to our reader Tony Morris there is more information on the exact type of Australian SBLim-2's VH-BPG and VH-RAM. According to Tony both are SBLim-2M's. In Poland various versions of the basic MiG-15 two-seater (Sovjet MiG-15UTI, Czech CS-102, and Polish Lim-1) were used for the construction of an improved SBLim-2 version. For this purpose, the front piece of the fuselage and the wings of a donor-aircraft were matched to the rear fuselage and engine of a Polish built Lim-2 single-seater. This resulted in a "new" aircraft, that, in fact, possessed the characteristics of a two-seater MiG-15bis, a version that was not produced by the MiG factories. The SBLim-2 retain the construction number of the front part of the fuselage, so that is the reason there are so many different! Externally the SBLim-2 can be recognised by it's larger, different shaped speed brakes in the rear fuselage, compared to the original SBLim-1.

## France

A relatively new association in the field of war birds is "Les Ailes Anciennes de Corbas" located at Lyon-Corbas, a small airfield to the south of the well-known Satolas airport. After years of restoration, their Dassault MD-312 F-AZVG made it's first flight on November 23 last year. It was the first flight of the machine, with construction number **189**, since retirement from the Armee de l'Air in 1983. "Les Ailes Anciennes de Corbas" owns a number of airworthy war birds: on top of the Flamant also a MS-505 (F-AZTB), a Broussard and a Norecrin.

Famous French Bearcat F-AZRJ (BuNo 121748) is for sale. You will have to pay \$1,85 million for this F8F-2 type fighter. A bargain !! (see below.)

## United Kingdom

It was already mentioned in the last issue of Scramble, that the "Old Flying Machine Company" of Duxford shipped one of it's Yak's to Australia. It has now become clear that the aircraft concerned is G-BWOE, a Yak-11 that was once rebuilt to Yak-3U standard. Pioneer Aero Restorations in Auckland will bring it back to airworthiness.

Spectacular news from the British register where two interesting new types were registered in mid January. Not only a Junkers Ju87 Stuka, but also a Fairey Gannet AEW were

introduced. The latter was a new acquisition for Tim Manna's Kennet Aviation of North Weald.

## Spain

Scramble 296 showed the Hispano HA-200 Saeta of the "Fundacion Infante de Orleans", but now there is an airworthy example of a further development of the type in Spain. The "Parc Aeronautic de Catalunya" has recently acquired a HA-220 Super Saeta, the dedicated ground-attack version of the HA-200. The aircraft has received registration EC-NZG and carries a green-brown camouflage pattern and code 214-98.

## United States of America

In the nineties, two SB2C-1 Helldivers were fished out of Lake Washington. Both aircraft were originally built for the USAAF as A-25A Shrike, but delivered to the US Marine Corps as Helldiver. For their restoration they were transported to Minneapolis where one of the machines, with BuNo 75552, has reached the final stage of this tremendous task. Owner Mike Rawson's goal is to have the remarkable dive-bomber airworthy at the end of 2004. The second machine, BuNo 75448, lies still stored in Rawson's hangar.

All pilots of the Commemorative Air Force have, in the mean time, entered a course on flight-safety. Apart from this, procedures concerning training- and demonstration flights, were scrutinized and, if necessary sharpened. These actions were the result of a flight-pause in the autumn of 2003, after a series of fatal accidents. CAF expects pilots and fleet to be ready in time for the 2004 flying season!

For decades a P-51 Mustang was rotting away at the airfield of San Jose. Recently a new owner decided to transport the old fighter, N5444V, ex USAF 44-73751, to Breckenridge in Texas where it, most likely, will be restored at Ezell Aviation. This firm has also done a marvellous job on a Supermarine Seafire FR.47, the N47SF. Very soon the first engine-tests will take place with this aircraft that once as VP441 flew for the British Royal Navy. After a 7 years restoration it is hoped to fly this unique machine in spring this year. Apart from this VP441 there are no other Seafire FR.47's left. So unique indeed!

What does a warbird cost? On a number of U.S. sites many types of warbird are advertised. From trainers like T-6 and T-28, to fighters like a Corsair or Bearcat. For a Corsair, like the C-GWFFU, you would have to pay \$ 995.000. A F8F-2 Bearcat N14WB (BuNo 122619) is sold for \$2,5 mil. And that even without factory guarantee! A TBM-3 Avenger, the N325GT, with c/n **2064**, is on the list for only \$215.000. An idea for the Dutch Aviodrome museum?? (The Aviodrome aviation museum was recently opened in Lelystad after it was located at Schiphol Airport for many years).

## Credits:

John van Boven, Flypast, Tony Morris, Pieter Plomp, Warbirds de France

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# Stoffer & Blik (dustpan & brush dept)

## Additions & Corrections:

24mar76 C-46D Air America/Royal AL dam  
The XW-PBW had already received this registration. The aircraft was not lost during the storm and was repaired. The aircraft was supposedly to be the N9265Y in 1981, but this never happened. Another attempt was made in 1984 to get the Curtis to the United States, but this also failed. The aircraft probably never left Laos. See Scramble 296.

09dec85 MiG-23UB Cuban AF w/o  
We mentioned this aircraft a few months ago in the crashes. See Scramble 285.

22nov93 Jaguar IS Indian AF/14sq w/o  
17oct95 SF260TP North Aircraft w/o  
It was not the N923WJ which ditched into the Atlantic Ocean on this day, but the N913WJ. The N923WJ was ferried in 1997 to Italy and is still flying there as a war bird. See Scramble 295.

31aug98 MiG-27ML Indian AF/2sq w/o

31aug98 MiG-27ML Indian AF/2sq w/o

31aug98 MiG-27ML Indian AF/2sq w/o  
The MiG which crashed on its home base of Kalaikunda is still unknown. However we do have a correction on the squadron. The number published earlier did not crash on the 28th of October 1998, but were the two aircraft which were struck by the aircraft which left the runway.

19oct98 Cheetah Indian AF w/o

23nov98 Sea Harrier FRS51 Indian Navy/INAS300 w/o

20jul00 F-7P Pakistani AF/25(OCU)sq w/o  
See Scramble 271.

30jan01 Chetak Indian Army w/o  
See Scramble 262.

16feb01 Hawk 102 UAE AF w/o  
This is a confirmation of the registration.

06may01 MiG-21bis Indian AF/23sq w/o  
See Scramble 265.

12aug01 F-6 Pakistani AF w/o  
See Scramble 268.

10sep01 Bell 206B-2 Helicopters Otago dam  
That the ZK-HWI suffered an accident on the above date is not correct! This involved another Bell 206B-2. This Bell also carried the registration ZK-HWI and flew with the same operator, but was cancelled from the register on the 18th December 2001 after the aircraft was exported.

25nov03 Bell 206B-3 Helicopters Otago dam  
ZK-HWI with construction number was registered on the 28th January 2002. It is normal in New Zealand (and in some other countries) the same registration is used more than once. Like in this case two different Bells existed with the same registration and which both had an accident. See Scramble 296.

17sep01 MiG-21bis Indian AF/23sq w/o  
See Scramble 270.

03dec01 RF-4E HAF/348 MTA w/o  
Former Luftwaffec RF-4E 35+68 AG51. See Scramble 272.

17jan02 F-15C USAF/60th FS rep  
This Eagle has been repaired after all and was observed in October 2003 with the same unit. See Scramble 273.

26mar03 S. King Mk42B Indian Navy/INAS330 w/o  
See Scramble 288.

25apr03 An-26 w/o  
The aircraft involved was an An-26 and not an An-24TV. The owner is said to be a Congolese businessman. See Scramble 296.

16jul03 MH-53E USN/HC-4 w/o  
See Scramble 291.

09oct03 Mi-17 Slovak AF/3.VrK w/o  
See Scramble 295.

23oct03 AH-64D USArmy w/o  
This was the wrecked Apache on the opening photograph of Scramble 295. The helicopter did not suffer a PTO clutch failure, but the crew received an APU fire light and an Aft deck fire warning. The aircraft was already on fire before landing. See Scramble 295.

29oct03 AH-64D US Ar 6/6th CAV w/o  
The crew got an APU fire warning light and tried to divert to a safe area before putting the helicopter down. After landing, the fire got out of hand and was nearly completely destroyed. See Scramble 295.

07nov03 UH-60L USArmy/B/5-101stAVN w/o  
See Scramble 295.

29nov03 OV-10A Philippine AF/16th AS w/o  
Last month we forgot to mention that this aircraft was also involved in an accident on the 26 January 1998. From this we concluded that the Bronco was not written-off at the time, but was repaired. See Scramble 296.

09dec03 C-17A USAF/62ndAW dam  
Engine two was hit by a missile, caught fire and was shut-down. Ten minutes after the impact the Globemaster was able to return safely to Baghdad IAP. The crew was forced to land the aircraft under difficult conditions with the use of the standby instruments. The crew of five have since then received the Air Medal, which was presented by vice-president Dick Cheney. See Scramble 296.

09dec03 AS350B3 Eagle Jets w/o  
The American pilot Sérgio Rodrigo and a college were killed in the crash. A third occupant, a mechanic, survived the accident with heavy injuries. The helicopter was on its way to a new owner. See Scramble 296.

09dec03 Alouette II w/o  
If the construction number was to have been correct it would have been a SE3160 Alouette III. And that is the former KLu A-499! See Scramble 296.

10dec03 Hughes 500D El Salvador PNC w/o  
See Scramble 296.

17dec03 Mi-8T Ukraine AF w/o  
The aircraft was training for a deployment to Liberia. The remainder of the Ukrainian military Hip fleet, which numbers more than 200 was grounded out of precaution for some time. See Scramble 296.

17dec03 CN235M-200 AdIA/ET01.062 w/o  
See Scramble 296.

18dec03 Hawk 108 Malaysian AF/6 Skn426 w/o  
See Scramble 296.

18dec03 DC-9-15F Lineas AS w/o  
The wreckage and the three victims were only discovered on 29 December 2003, at a location which is about 115 kilometres from the destination. Nothing is known as yet about the cause of the accident, but is said that as a result of a technical failure an explosion on board of the aircraft. See Scramble 296.

## Recently known incidents:

We have taken a step back this month with regards to the large reviews of very old (South American) accidents.

....80 UH-1H w/o  
This Huey of the air force of El Salvador was supposed to have crashed somewhere in the eighties with an American pilot on-board, CW4 Handal. As serial 64-16694 is given, but this serial does not exist. Therefore we suspect that it is the former 66-16694.

09aug84 MiG-23ML w/o  
The following Cuban air force Floggers all crashed during the period that this air force was present in Angola (the serials are however unknown). Most of the aircraft have probably been shot-down by AAA. During this first crash the pilot, Cap. Pedro Zequeiras, survived the incident, which happened at Luena.

09aug84 MiG-23ML w/o  
1Tte. Alberto Olivares Horta survived the crash with his Flogger at Luena in Angola.

12mar85 MiG-23ML w/o  
This aircraft ended up on the ground at Menongue in Angola. Cap. Lino Cabrera Viera also lived to tell his tale.

25jul86 MiG-23ML w/o  
Cap. Jorge Gonzalez Perez lost his life during the crash at Menongue in Angola.

13sep86 MiG-23ML w/o  
Cap. Jose A. Garcia Flores also died at Menongue in Angola.

14jan88 MiG-23ML w/o  
This MiG came down near Cuito in Angola, but Cap. Francisco A. Doval survived.

21jan88 MiG-23ML w/o  
On this date the Cuban air force lost a Flogger near Menongue. Cap. Carlos Rodriguez Perez was killed in the incident.

15feb88 MiG-23ML w/o  
Cap. Juan P. Rodríguez (Capri) died in a crash at Cuito in Angola.

17mar88 MiG-23ML w/o  
Ernesto Chavez lost his life in a crash at Cuito in Angola.

06sep91 UH-1H w/o  
This Huey crashed under unknown circumstances. The helicopter belonged to the Escuadrón de Helicópteros of the air force of El Salvador. We suspect that this is the former 63-08804 of the US Army. We would like to mention the fact that the date which Bell Helicopter Textron entered into the books is 9 June 1991 (this is a change in which the date is presented, European in comparison to the American way of noting dates: 9/6/91 in stead off 6/9/91).

....93 MiG-23UB w/o  
In 1993 a MiG-23UB of the Cubans was lost near Holguin in Cuba. No further details known.

06sep93 Ce208 w/o  
This Cessna equipped with floats from the Andaman & Nicobar company was lost during a landing attempt near Viper Island in India. The aircraft turned over and sank.

31aug94 F-7P w/o  
An accident we never mentioned before is that Flying Officer Imran Yousef was killed during a crash with a jet fighter from 19 squadron of the Pakistani air force. The accident probably happened at the home base of Mianwali during an emergency landing without a canopy.

21mar95 F-7P w/o  
A Flight Lieutenant of the Pakistani air force was killed in a crash near Manga Mandi, less that half a mile from the road that leads from Lahore to Multan in Pakistan.

21mar95 F-7P w/o  
On the same date another F-7P of the Pakistani air force crashed. Flt Lt Tariq Javed was killed in the crash after experiencing technical problems during a training flight. This happened about 22 kilometres Northeast of Rahwali, Gujranwala in Pakistan.

06feb96 fighter w/o  
A still unknown type of jet of the Pakistani air force crashed near Manser Camp in the Attock district in the Northwest of Pakistan. The pilot made successful use of his ejection-seat.

15sep96 F-7 w/o  
The Pakistani air force lost a F-7 on this date, which is also everything we know about this crash.

20jan97 fighter w/o  
Flying Officer Syed Ahmar Tamkeen was killed in a crash near Chakwal, 80 kilometres South of Islamabad in Pakistan. He was flying a still unknown type of jet of the Pakistani air force.

01nov97 PA-31-350 w/o  
This Chieftain of Air Zanzibar disappeared during a flight from Nairobi-Wilson to Zanzibar. On 28 August 2003 the wreck of the aircraft was found on the slope of the Kilimanjaro in Tanzania.

13dec97 fighter w/o  
After a fire a jet fighter of the Pakistani air force crashed near the runway of the Masroor airbase. The 26-year old pilot was killed as a result of the injuries he sustained during the crash.

06nov98 F-6 w/o  
The Pakistani air force is to have lost a F-6 during an accident. Further details are unknown.

05may99 fighter trainer w/o  
A still unknown jet trainer of the Pakistani air force is supposed to have crashed on this date near the Mianwali airbase in Pakistan. The two crew members made successful use of their ejection-seat.

21may99 Ce421B w/o  
Midtfly wrote this Cessna off after it lost altitude during the take-off from Stauning in Denmark, and had to be put down on a sand bank not far from the airfield. The wreckage of the aircraft was removed from the Klaegbanken and remained for many years on the airfield of Stauning. On 28 October 2003 it was finally cancelled from the civil register.

18jul00 Hawk 102 w/o  
On this date the Fighter Squadron of the United Arab Emirates air force lost this Hawk during an accident. We have no further details.

03may02 Schweizer 269C w/o  
During the take-off from Lisacul, County Roscommon in Ireland this private Schweizer rolled over and was damaged beyond repair in the process. The pilot, who had purchased the helicopter in 1995, was the sole occupant of the aircraft and remained uninjured. He had planned to fly from his home to Knock Airport.

01jun02 PC-6/B2-H2 w/o  
This Pilatus Flugzeugwerke Turbo Porter was acquired in the nineties by a still unknown German operator. During a take-off from Breitscheid in Germany, while carrying some parachutists, things went badly and the aircraft crashed. The pilot trimmed the elevator wrongly, and this aircraft was not equipped with an out-of-trim warning system. The pilot was slightly injured and all eight parachutists in the back remained uninjured. The wreck is to have been sold abroad on the 25th of June 2002.

01sep02 F-16AADF w/o  
2 Squadron of the Jordanian air force is supposed to have written-off this Fighting Falcon on the above date. We have no further details.

08apr03 A-10A dam  
When the still unknown 190th FS A-10A crashed over Baghdad, another aircraft was also hit. This Thunderbolt was damaged over Baghdad, but was able to make a safe landing on its home base in Kuwait. A missile had taken-off part of the right-hand engine. Towards the end of May the aircraft was already repaired, when it was observed on its way home during a refuelling stop at NAS Sigonella and Lajes Field.

11may03 An-12 dam  
This Antonov 12 of Pecotox Air ran into problem while landing

on runway at Asmara in Eritrea. The wind at the time came from the direction 170 degrees with a speed of ten knots. Experiencing braking problems, the aircraft carried on at the end of the runway, destroying various lights. The aircraft received considerable damage to the wheels, propellers and fuselage. We will not be surprised if the aircraft has been written-off after all.

20may03 PA-60-602P w/o

This Piper crashed during the take-off from the Bogota-El Dorado airfield in Colombia. Earlier this year the aircraft was seen with Al Futuro titles, even though the aircraft was possibly privately owned.

01jun03 An-24RV w/o

Cubana Airlines wrote this Antonov off after a crash at the Rafael Cabrera Airport near Gerona in Cuba. The aircraft had just left from runway 23 of the same airport, when at an altitude of about 1000 feet, engine number one stopped. It was decided to turn around and to land on runway 05. The undercarriage was lowered with the aid of the emergency system and the flaps also refused service. Braking without hydraulic pressure was also not a success and the Antonov ran into the rough uneven ground at the end of the runway, during which the left main gear and the nose gear broke off. There were no personal injuries.

03jul03 OH-58D(l) w/o

This Kiowa from E/3/7th CAV was badly damaged during a crash somewhere in Iraq. The aircraft was taking off with some other Kiowa's for a multi ship support mission. The helicopter had to be landed immediately when the pilot experienced a brown-out condition. During a second attempt to take-off the helicopter ended not much better due to the sand and dust which had been thrown up. The helicopter received damage to the tail, fuselage, the mast mounted sphere, ski's and main rotor. The crew of two were lightly injured.

17jul03 Ce525A dam

17jul03 RC690D dam

17jul03 IA1124 dam

During some very heavy weather a number of aircraft were damaged on the Francisco de Miranda airfield, at La Carlotta in Caracas in Venezuela. The amount of rain which fell was of such magnitude that even aircraft parked in the hangars were starting to be washed away. The three registrations were taken from photographs. The owners or users are not known to us.

21jul03 SA341G dam

This Gazelle of Foremans Aviation came down shortly after taking off from a private helicopter landing area at the Street Farm in Street, Essex in the United Kingdom. Immediately after take-off the helicopter struck some low electricity cables which were difficult to see due to the leaves on the trees. The pilot had planned to fly to Wymeswold in Leicestershire.

16aug03 CL415-6B11 w/o

This Bombardier water bomber of SOREM/DPC Roma, which is a part of the Ministero degli Interni Coordinamento della Protezione Civile, got into problems when fighting a forest fire near Esine in Italy. The aircraft was caught by strong turbulence in a narrow valley and lost height. After this the left wing struck some trees and the aircraft crashed. The crew survived, but the aircraft has been written-off.

02sep03 Hughes 500D w/o

This Hughes of the Fjallflygarne company crashed into the Saltdal, Nordland in the North of Norway. The two persons on board were slightly injured.

03sep03 DHC-6-100 dam

While starting the engines of this float equipped Twin Otter West Coast Air at Vancouver Harbour (B.C.) the aircraft struck the dock. One float was partially broken-off and the aircraft turned over in the water. No one was hurt and it is expected that the aircraft can be repaired.

16sep03 Bell 206B w/o

This JetRanger of Trans North Turbo Air crashed during the

take-off from a location 115 kilometres North of Mayo (Y.T.). The pilot was killed in the crash.

17sep03 BAe3112 dam

During a landing at Wick Airport, in the United Kingdom, things did not go according to plan. The Jetstream of Eastern Airways bounced twice hard on its nose-wheel, thereby suffering structural damage. No personal injuries resulted from this accident.

..oct03 Tornado GR4 dam

This Tor from 9 squadron of the RAF suffered, on an unknown date in October 2003 and unknown reasons, CAT 3 damage. The incident took place on the ground at RAF Marham in Norfolk. On 27 October the aircraft was handed over to the local Tornado Aircraft Servicing Flight for an inspection.

21oct03 Ce402B w/o

This Cessna was put down into the waters of the Caribbean off the Panamanian coast. The aircraft had taken-off in Colombia and was probably making a smuggling trip. The last owner of the aircraft known to us was TAXCO (Táxi Aéreo de Cordoba).

19nov03 SA342L x 4 dam

19nov03 SA315B x 2 dam

During an enormous explosion of the ammunition dump on the Ecuadorian military base near Riobamba, five persons were killed and 300 wounded. On a photograph in a newspaper we were able to see a minimum of four damaged Gazelles and two Alouette II's of the Ecuador army. These helicopters were in a hangar of which about all the roof panels had come down. We would not be surprised if some helicopters were also written off as a result of the explosion.

03nov03 MU-2 w/o

A still unknown Mitsubishi crashed during the landing at the Flamingo Airport on Bonaire. The aircraft approached to low. struck the airfield fence and overturned. The pilot, the only person on board, was uninjured.

06dec03 A340-300 dam

An unknown Gulf Air Airbus was damaged while taxiing to the runway at Bahrain. The aircraft struck an unknown helicopter, which stood with turning rotor-blades, with its left wingtip. All on board of the Airbus, which was to fly to Abu Dhabi, remained uninjured, as well as the helicopter crew.

07dec03 F28-4000 dam

While landing during a heavy rain shower on the runway of van Loki-choggioin in Kenya things went wrong with this Fokker of East African Safari Air. The aircraft departed the runway, running into a ditch, causing damage to the nose section of the aircraft. The crew of four and the 40 passengers suffered no injuries. The aircraft had departed from Nairobi-Wilson. It is however not 100% certain that the accident involved the abovementioned aircraft.

13dec03 PA-46-350P w/o

This Piper Malibu of T and M Pipeline Construction crashed about one mile in front of runway 02 of the Guaymas airfield in the state Sonora in Mexico. The aircraft flew into a building with fatal consequences for the pilot and his passengers. They had departed from Tucson (AZ).

14dec03 DC-8-62F dam

This long eight of Cygnus Air lost a considerable piece of skin from one of the engines during the landing at the Maasricht Aachen airport. The aircraft remained overnight and was able to depart after the necessary repairs.

17dec03 UH-1N w/o

A Huey of the Policia Nacional Colombia was destroyed by the air force after the aircraft had to be abandoned during a battle in the Puerto Chicamo (Guaviare) area in Colombia. The crew was evacuated.

18dec03 Bell 212 w/o

This helicopter of Airlift crashed on the ice of a frozen lake near Longyearbyen on Svalbard in Norway. The crew of two were able to escape in time before the aircraft broke through the ice and sank. The plan is to salvage the wreck when the weather gets warmer and the ice has melted.

18dec03 CeU206G w/o

Normally we do not include civil Cessna 206s. However, one of our reader brought this one to our attention. Sometimes it is very wise to retract the undercarriage before landing the aircraft. This Cessna, equipped with floats, of Aerolease of America crashed during the landing on Lake Thonotosassa (FL). The pilot had departed Vandenberg Airport near Tampa (FL) with a passenger. An eye witness observed how the pilot started the landing on the lake with the wheels, which are attached to the floats, extended. When the aircraft touched down on the water it turned over violently, after which it sank straight away, killing both occupants.

19dec03 B737-3Y0 w/o

Air Gabon flight 471 orbited for about thirty minutes before starting the approach to runway 16 of Libreville Airport in Gabon. A number of heavy rain showers were active around the airfield and the visibility was bad. The aircraft approached the airfield at high speed and touched down a considerable distance from the begin of the runway. When the crew activated the thrust reverses only one of the two was opened. Because of this the Boeing was not able to stop before the end of the runway ; the aircraft then ran through the airfield fence. By doing this the aircraft was badly damaged and will probably be scrapped on site.. Some of the 126 people on board were injured in the incident. The aircraft had started its flight at Franceville/Mvengue Airport.

19dec03 BK117B2 dam

Christoph1, a BK117 of the ADAC Luftrettung, struck a traffic sign while landing on the Bundesstrasse 2078 near Höhenkirchen, fifteen kilometres Southeast of Munich in Germany. The helicopter received considerable damage to its tail boom and tail rotor.

20dec03 Bell 407 w/o

The 63-year old pilot Jennifer Murray and the 53-year old co-pilot Colin Bodill terminated their attempt to fly around the world from pole to pole with a helicopter of Polar Challenge after a crash in Antarctica. They had covered about a third of the route when things did not go according to plan during some bad weather they encountered about 120 mile from Patriot Hills on the "frozen continent". After some hours they were saved by the crew of a Twin Otter of the Antarctic Logistics and Expeditions and, because of their injuries, transported to a hospital in Punta Arenas in Chile. More information on their attempt to fly around the world can be found at <http://polarfirst.com/html/diary.php>

20dec03 Ce208B w/o

Shortly after take-off from Cincinnati/Northern Kentucky International Airport (KY) this Caravan of Martinaire crashed. According to the pilot the controls felt very heavy at a height of about 300 to 400 feet above runway 27. He started an emergency landing and crashed 85 feet to the left and near the end of the runway. The undercarriage was ripped-off and the fuselage partly fractured to the rear of the freight pod, but leaving the pilot uninjured. On the photographs taken by the airport staff shortly after the crash accumulated ice can be seen on the wings and the tail planes. The aircraft was to have made a freight flight to McGhee Tyson Airport near Knoxville (TN).

20dec03 B737-76N dam

GOL Linhas Aereas damaged this 737 when landing at Ministro Victor Konder Airport near Navigentes in Brazil when it left the runway during a heavy rain shower. The aircraft made a furrow through a grass field, after which it hit a brick wall, causing a great deal of damage. The 143 passengers and six crew were uninjured. The aircraft made a stop at the airfield on its flight from São Paulo to Porte Alegre.

20dec03 Beech 95-B55 dam

The pilot-owner of this private Baron of Boat Brokers made a crash landing in a field near Angwin (CA) after the engines had stopped as a result of fuel shortage. He and his passenger were uninjured. They were on a flight from Lake Havasu City Airport (AZ) to Placerville Airport (CA). The good weather which

was forecasted deteriorated about fifty miles before reaching their destination. The pilot attempted an approach to Sacramento (CA), but broke this off and then decided to divert to Oakland (CA). After losing altitude through a gap in the clouds he entered a rainstorm with a rapidly decreasing amount of fuel. The pilot then informed air traffic control that he was making an emergency landing in a field. During the following crash the undercarriage was torn from the aircraft, but the two persons on board remained uninjured.

20dec03 Bell 206B dam

This Bell off Cayman Helicopters was badly damaged when it struck a wire while landing on a further empty terrain in the centre of the town of Henrietta (TX). The three on board were uninjured.

21dec03 Ce310P dam

During the landing on runway 09 of the Crystal River (FL) airport, the nose-gear of this Cessna of the Crystal Aero Group collapsed. The aircraft suffered some damage during this accident. The instructor and his student were not hurt. During the approach to the airfield they already discovered that they could experience some difficulties with the nose gear.

21dec03 PA-30 dam

This private Piper went through its undercarriage during the landing at Bowman Field near Louisville (KY). The aircraft left the runway and collected a number of runway lights and a taxiway sign while doing so. The two onboard, the pilot and a passenger suffered no harm.

21dec03 Beech 95 dam

During the landing at New Market (VA) one of the engines of this Atlantic View Aviation Beech stopped. Subsequently the nose-gear collapsed, causing damage to the aircraft. The pilot and his passenger were uninjured.

22dec03 Gazelle AH1 w/o

The AAC lost a Gazelle of 5 Regiment during a crash near Londonderry in Northern Ireland. The crew of two, Captain Andrew Nicoll and Sergeant Simon Bennett, were both killed during the accident. The helicopter was on its way from Lisanelly Barracks near Omagh in County Tyrone to the Ballykelly Army base. According to eye witnesses the helicopter came down in an uncontrolled spiral.

22dec03 F-16 w/o

A pilot from the 6 Ana Jet Us was, as a result of a technical problem, to activate his ejection-seat near Bandirma in Turkey. He landed without any injuries, but his Fighting Falcon flew straight into the ground.

22dec03 B737-73V dam

The Boeing of EasyJet was on its way to the Polderbaan (runway 36L, the newest runway on Schiphol Airport) of Schiphol for departure when it collided with a light mast which stands on the edge of a de-icing platform. It was dark and there was some ice on the taxiway, as a result of which parts of the taxiway were slippery. A left hand turn was made without any difficulty, but during the subsequent right hand turn the aircraft carried on straight ahead. An attempt was made to brake with the use of the thrust reverses, but to no avail, leaving the Boeing to strike the mast with some force with its left wing. No-one was injured, but the 737 wing was badly damaged, and in a worst case scenario the Boeing will be written-off all together.

22dec03 Beech 95-B55 dam

After practising landings and take-offs at the South St. Paul Municipal Airport (MN) this Beech trainer of Roba returned to the St. Paul Downtown Airport (MN). At the last "wheels-up" selection the student and the instructor had heard a loud sound, after which the undercarriage could not be lowered anymore. This resulted in a belly-landing on runway 31 at Downtown. The aircraft suffered some damage, but the two on board remained uninjured.

22dec03 Beech 58P w/o

This Baron of Ridgeaire crashed shortly after take-off from runway 11 of the Missoula International Airport (MT). The aircraft flew a standard instrument departure (SID) in cold and



misty weather when the crew heard a "bang" while flying at an altitude of 400 feet. The pilot rolled out of the turn and crashed into an open field. The two persons on board were slightly injured, but able to climb out of the wreck which caught fire and was totally destroyed. It appeared that the aircraft had collided with an above ground irrigation system. The aircraft was flying for the US Forest Service of Missoula (MT) near Redmond (OR).

22dec03 S-58DT w/o

During the approach of Willow Run Airport near Belleville (MI) this Sikorsky of McMahon Air Services crashed. The two occupants escaped with light injuries, but the helicopter was damaged in such way that it will never fly again. They had departed from Windsor (Ont.). The weather was fine at the time of the crash.

23dec03 Lj24B w/o

After the take-off from Chino (CA), on its way to Sun Valley near Hailey (ID), the crew of this Learjet of Pavair/XtraJet indicated that they wanted to return to their place of departure. At the time, ten minutes after take-off, the aircraft was already flying at FL240, climbing to FL290. The radar controller asked the crew if they would like to declare an emergency. "Negative" was the answer. Shortly after this they did declare an emergency, but this was also the last radio communication received. The in 1969 constructed Learjet fell from the sky in an uncontrolled way and broke up totally when it struck the ground. The aircraft came down in a field about three mile Southeast of Helendale. The two pilots, who were going to pick-up passengers in Idaho, both died in the crash.

23dec03 A109A w/o

On its way to a patient this Agusta of Mediplane crashed on the Reeves Canyon Road very close to Highway 101 near Redwood Valley (CA). The helicopter was totally destroyed by fire and the pilot and the two flight nurses were killed. They had departed from the Charles M. Shultz Sonoma County Airport (CA) via the Ukiah Municipal Airport (CA) to a helipad near Willits (CA). During the last leg the pilot indicated that he wanted to return to. The helicopter probably flew against a hill during the darkness and the bad weather he encountered.

23dec03 PA-44-180 w/o

During a training flight from Beaver County Airport near Beaver Falls (PA) things went wrong while practising one engine procedures. While flying in the training area the instructor and the student pilot were unable to re-start engine number one. The awkward thing was that the aircraft, which belonged to E W Holding was unable to keep its altitude on the remaining engine. An emergency landing in a field near Muddy Creek (PA) was not all that successful, because it turned into a crash. The two on board received heavy injuries.

24dec03 PA-34-200T w/o

All five occupants in this Seneca of the Long Beach Flying Club/Golf Air were killed during a crash into Mount Orizaba near the Catalina Airport near Avalon (CA). The aircraft crashed while flying an aborted approach during bad weather. The two pilots had received clearance to make a VOR/NDB-B approach of Avalon. At the minimum descent altitude (MDA) of 2100 feet they apparently did not observe the runway due to low clouds and flew the aircraft straight ahead passed the missed approach point (MAP) without starting the climb to 3200 feet as laid down in publications.

25dec03 B727-223 w/o

Union des Transports Africains de Guinée (UTA) flight 141 crashed immediately after take off from the airport of Cotonou in Benin. The aircraft was on its way to Beirut in Lebanon with 161 persons on board. The aircraft was nearly unable to climb during the take-off and hit the roof of a low building with radio equipment with its landing gear. This happened at the end of runway 24. One person in the building, which was less than two meters high, with the name of Cyprien Awognigbe was slightly injured. The aircraft than crashed through the wall surrounding the airport, finally breaking up on the beach and in the surf just outside the West African airfield. Of all the occupants 22 survived the accident. Runway 24 is 7874 feet

long with an overrun of 199 feet. A fully laden Boeing 727-200 with JT8D-9 and 25 degree flaps needs, under the given circumstances (32 degrees Celsius and a light wind) about 8000 feet of runway. It is thought that the aircraft had been overloaded. This was the former N863AA of American Airlines who stored the aircraft on 9 November 2001 in the Mojave desert (CA). Begin 2003 there was a rumour that the aircraft was to go to Ariana Afghan Airlines but ended up on 15 October 2003 with UTA. The plan was to register the aircraft in Lebanon, but the Lebanese aviation authorities refused this, due to the bad state of maintenance of the aircraft.

26dec03 PAC750XL w/o

The pilot of this Utility Aircraft Corporation PAC750, Kelvin Stark, indicated over the radio that he had a fuel flow problem while on his way from Hawaii to California. The US Coast Guard ordered the HC-130H 1708 on its way to the unfortunate pilot. They saw the PAC750 land in the water and turn over. The USAF scrambled the MC-130P 66-0216 and a HH-60G from Moffett Field (CA) to assist. The three para-rescue jumpers from the Pave Hawk could only establish that the pilot was still upside-down in his harness and had drowned. The aircraft came down at a distance of 350 mile Southwest of Monterey (CA). It was the first PAC750 which had been sold outside New Zealand.

27dec03 AS365N2 w/o

This Dauphin of Aerowest Helicopters/New Mexico Life Rescue taxied into a hangar on the Santa Fe Municipal Airport (NM). The helicopter struck the hangar with its rotor blades, rolled over and was totally destroyed. The pilot, who was the sole occupant, was not injured.

27dec03 Schweizer 269C-1 w/o

During the practising of an auto rotation, things did not go according to plan with this Schweizer of Doyle Helicopter. The helicopter impacted on a farmer's field near Byron (NY) badly injuring the pilot.

27dec03 Ce208B w/o

This Air Malawi Caravan, their only, crashed during the take-off from runway 17 of Mzuzu in Malawi. During the take-off roll the aircraft started to sway from side to side, left the runway and ran onto a road, where it struck a small bus. One of the nine people onboard the Caravan was killed, as well as two persons inside the mini-bus. Chakufwa Chihana, Malawi's second vice president was onboard the aircraft. His wife and a security man were both wounded. The aircraft was on its way to Lilongwe.

28dec03 AS350 w/o

This Eurocopter of Taxis Aéreo crashed into the Lago de Atitlán near San Pedro de Laguna in Western Guatemala. The three occupants were not injured, but their helicopter sank.

30dec03 DC-3C dam

Tol-Air flight 781 received damage during the landing at the Charlotte Amalie airport on the American Virgin Islands. The right-hand main gear collapsed causing the Dakota to skid over the runway for a distance of 1500 feet before ending up in the grass at the side of the runway. The two occupants were uninjured. Wind gusts were experienced at the time of landing.

30dec03 Ce411 w/o

This Cessna Conquest of N L Five crashed into a lake in Greenacres City, not far from West Palm Beach International Airport (FL). The aircraft had departed half an hour earlier from the Boca Raton Airport (FL). During the crash the pilot, and owner, the 77-year old Norman Lowenstein was killed. He had requested air traffic control to make a practice ILS approach. It is unclear why the aircraft crashed, as the weather was good.

31dec03 SA341H w/o

Pilots Sasa Nikolic, Razvigor Mihajlovic and the as Father Christmas disguised Milan Djurdjevic were both badly injured during a crash with their Gazelle from 714. protivoklopna helikopterska eskadrila of the Serbian air force. The eight year old David Filipovic who was also in the helicopter was uninjured. The accident happened during the approach of a

landing area in the village of Kragujevac. Here father Christmas (Deda Mraz in Serbian) was to appear before a group of 500 children.

01jan04 PA-44-180 w/o

Auburn Flight Service/Piper Project II has the doubtful honour to be included as the first crash for 2004 in this section. Two pilots were, with two passengers, underway from Oakland International Airport (CA) to North Bend (OR). While flying the aircraft experienced icing and diverted to Illinois Valley Airport near Cave Junction (OR). At that location the aircraft was unable to keep its altitude and crashed near the airfield, resulting in one person dead and three people badly injured.

01jan04 MD-81 dam

During the landing on the island of Tokunoshima in the Kagoshima prefecture South of Kyushu in Japan, the left main gear of this Japan Airline System MD collapsed. The aircraft skidded, but did not suffer any heavy damage. After inspecting the rest of the fleet deficiencies were established with various aircraft. All of these aircraft were grounded for repairs.

01jan04 UH-60L dam

During an emergency landing a Black Hawk of the 101st AVN was damaged, also injuring one soldier slightly. The emergency landing took place after a problem arose with the tailrotor. The helicopter came down near Baiji not far from Mosul in Iraq. The helicopter was carrying a crew of four and seven passengers.

02jan04 A320-212 dam

Air Luxor flight 943 was made to stand on its nose during the push-back at Funchal on Madeira in Portugal. The nose gear collapsed, giving the ground crew only little time to get out of the way. There were no personal injuries, but the Airbus suffered some damage.

02jan04 OH-58D w/o

Capt. Kimberly Hampton was killed when her Kiowa from 1-82nd AVN was shot-down near Fallujah in Iraq. She was acting as an observer for a group of Apache helicopters when it happened. The helicopter was hit by a SAM or a RPG. A second occupant was injured in the crash.

02jan04 PA-31-350 w/o

This Chieftain of Larry's Flying Service crashed while flying from Galena (AK) to Koyukuk (AK). When the aircraft did not arrive a search was set up, during which the wreck was located at a distance of three miles Southeast from the village. At the time of the crash it was snowing heavily. The pilot was badly injured.

02jan04 PA-31T1 w/o

This Piper Cheyenne of Oracam crashed with three Israelis onboard near the airfield of Toussus Le Noble in France. The aircraft was on its way from Tel Aviv via Athens to Toussus. All three were living in France. The aircraft crashed in bad weather during the VOR DME approach of runway 07 at a distance of six mile from the airfield.

02jan04 MD-88 dam

This Delta Air Lines flight from Atlanta (GA) to Pensacola (FL) ended up at the side of runway 14. The aircraft came to a halt in the mud about 50 meters to the side of the runway. All 145 on board escaped frightened, but uninjured. The aircraft was also only slightly damaged.

03jan04 B737-3Q8 w/o

Flash Airlines flight 604 crashed early in the morning, just after take-off from Sharm el-Sheikh in Egypt. In this first crash of the year 2004 all the people on board, 135 mostly French passengers and thirteen Egyptian crew, lost their lives. Amongst the crew were a number of people who were flying as passenger. No emergency transmissions were sent by the crew of the aircraft, which took off in the darkness but in good weather. The aircraft departed from runway 22R, climbed to 5000 feet and made a procedural change of course to fly to Cairo. When over the Red Sea, about four to five mile out of the coast the aircraft suddenly crashed into the water, which is 800 meter deep at this location. The possibility of a terrorist

attack was excluded almost immediately by the Egyptian government. The French navy was heavily involved in the recovery of the flight recorders which had been located. To do this the unmanned submarine Scorpio was used on the 17th January. The airline company involved had been banned to fly over Switzerland for some time. During a spot check in April 2002 some serious technical and safety shortcomings were established on the B737 SU-ZCD by the Swiss aviation authorities (Bundesamtes für Zivil-luffahrt). After this the step was made to ban the company as from October 2002 the entry to Switzerland. The European aviation authorities had also been informed.

03jan04 RC690A w/o

During the VOR approach to runway 21 of the Cortez Municipal Airport (CO) this Aero Commander of LT Aire/Air West crashed with fatal consequences for the pilot. At the time of accident the visibility was bad, with low clouds and falling snow. Eye witnesses saw the aircraft flying low over the runway, after which it made a steep left turn and dive into the ground nose first.

03jan04 Ce421C dam

During the landing in gusty conditions and bad visibility at the Window Rock (AZ) airport this Cessna of Scenic Aviation made a hard landing. The left main gear was partially buckled. The pilot suspected that he possibly experienced icing. He and his four passengers, who departed from Flagstaff (AZ), were uninjured.

05jan04 Fokker 70 dam

Austrian Airlines flight 111 ended in a field seven kilometres from runway 26L of the München-Franz Josef Strauss Airport in Germany. "Ich schaffe es nicht mehr auf die Landebahn" were the words of the captain Jan Michael Kurka just before the belly-landing in the snow. The aircraft departed with 32 people on board for the relatively short flight from Wien-Schwechat International Airport in Austria. During the descent from FL280 to FL100 the ice detection system sounded, after which the crew switched on the anti ice systems. Six minutes later vibration was detected in the Rolls Royce 620-15 Tay engines. Especially engine number two was playing up. Four minutes later the engine thrust had decreased so much that the aircraft could not keep its designated altitude. Kurka, together with co-pilot Markus Türk were forced to make an emergency landing on a frozen and snow covered field. During this the nose gear, which was partially lowered, broke-off. The undercarriage was lowered at first, but raised again at the last moment. Eight passengers were slightly injured during the landing and the Fokker was also, taking all things into account, slightly damaged. The investigation into this unintentional belly-landing focussed soon on the so-called "engine ice impact trays" of the two engines. These were possibly installed the wrong way, causing them to break lose. Also the procedures followed by Austrian Airlines over how and when to switch on the anti ice systems should have been reviewed by now.

07jan04 B777-236 nil

On this day the captain of this British Airways Boeing 777 made a small mistake, causing the nosewheel to end up in the mud. The aircraft was ready for departure from St. Lucia for the short flight to Antigua and on to London Gatwick. After backtracking the aircraft had to turn, and in doing this the aircraft did not make the turn. The captain started to turn to early due to which the nose-wheel ran off the concrete. The nose wheel sank into the soft ground for about one meter, and all 100 holidaymakers were able to stay an extra two nights. Furthermore the international airport of St. Lucia was closed for 48 hours, but happily the other, smaller, airfield remained open. A technical team of BA had to be flown in to St. Lucia, and on the 9th January the aircraft was finally able to depart from St. Lucia.

07jan04 Mi-17 w/o

A Mi-17 of the Ugandese forces made a crash landing in the Pader district in the North of Uganda. The helicopter had a total of twelve persons onboard (amongst which the Dutch journalist Arnold Karskens) who all survived. A soldier on the ground was literally cut into two by flying debris, and another

soldier lost an arm. According to a spokesman the pilot was unable to see where he was flying due to the burning grass, which had been set on fire by the rebels; in other words the helicopter just flew into the ground.

08jan04                      Mirage 2000D                      w/o  
Mirage EC02.003 from Nancy-Ochey can be removed from the books after crashing near Mas-Saint-Chely (Lozère) in France. The crew of two were able to leave in time by using their ejection-seats. The Mirage is thought to have exploded in the air.

08jan04                      C-5                                      dam  
Shortly after take-off early in the morning from the Baghdad International Airport the crew of this Galaxy from 22nd AS/60th AMW declared an emergency. Engine four had seized and was shut-down by the crew. Shortly after this the aircraft with 63 persons on board made a safe landing at the location it left shortly before. Carefully it was admitted in the end that it concerned a "hostile action" from the ground. In other words enemies of the foreign occupation of Iraq had again hit an aircraft. On the 14th January the engine was replaced on-site and it is expected that the aircraft will shortly fly again.

08jan04                      UH-60A                                  w/o  
A SAM or a RPG of the opposing forces to the American occupation shot-down a Black Hawk of the 571st MedCo (AA) near Fallujah in Iraq. The helicopter which was painted with Red Cross signs, was flying a Medevac mission. The following US personnel were killed: Chief Warrant Officer Philip A. Johnson, Chief Warrant Officer Ian D. Manuel, Chief Warrant Officer Aaron A. Weaver, Spc. Michael A. Diraimondo, Spc. Christopher A. Golby, Sgt. 1st Class Gregory B. Hicks, Spc. Nathaniel H. Johnson, Staff Sgt. Craig Davis and Sgt. Jeffrey C. Walker. Aaron Weaver had taken place in the actions over Mogadishu in Somalia in 1993.

09jan04                      UH-1H                                      dam  
A Huey from the 205th Helicopter Wing of the Philippine air force was damaged badly during a crash near Cebu. During a simulated emergency landing a mistake was made and the helicopter hit the ground. The helicopter rolled over, but it is not known as yet if the aircraft has been written-off. The crew was uninjured.

10jan04                      BK117B-1                                  w/o  
DIRAVPOL of the Policía Nacional del Perú lost this helicopter in a crash during a training flight near Buenavista Baja, Lurín in Peru. Student Jorge Anchea Garavito and instructor Jaime Ramírez Mendoza were both killed.

10jan04                      Ce337                                      w/o  
This Skymaster of the Vida Para La Amazonia company came down before runway 10 of Quehueriono, Pastaza in Ecuador. The pilot and his three passengers escaped with slight injuries. They had departed from Rio Amazonas Airport, Pastaza in Ecuador. According to the pilot he came in low on purpose and was caught by a strong downdraft at the last moment. The aircraft touched down 40 meter before the begin of the runway, bouncing and skidding onto the runway itself, causing major damage to the aircraft.

11jan04                      RC500                                      w/o  
James H Plumlee crashed his private-Aero Commander during the take-off from Allendale County Airport (SC). He and his passenger remained unhurt. During the take-off roll the aircraft pulled to the right. When he used the brakes to keep the aircraft on the centre-line they felt "soft" after which he decided to abandon the take-off. The aircraft then veered to the left, left the runway and ran into a ditch, this because the brakes had failed altogether at this time. buckled The right wing buckled partly, bending over to the rear and up.

12jan04                      Ce550 Bravo                              dam  
This Cessna Citation 550 Bravo of Dynamic Air has, with five members of the European Parliament and one assistant, has ran into a hanger with its nose at Rotterdam airport. The accident took place just before their departure to Strasbourg after already experiencing braking problems with the Citation. One member of parliament experienced a slight injury to his neck, no one else was hurt. However, considerable damage has

been caused to the aircraft and hangar. The five Euro parliamentarians had already changed aircraft before the incident, this due to the fact that the Piper Chieftain Navajo they were first going to used had a propeller problem.

12jan04                      PA-34-200T                              w/o  
A German registered Seneca crashed near the town of Divinka not far from the Zilina airport in Slovakia. The four persons on board were all killed. At the time of the accident the visibility was bad and it was snowing. The aircraft had been chartered by the Neusiedler company.

12jan04                      Beech B95                                  w/o  
This Beech of a private-user crashed sixteen mile Northwest of Cedar City Airport (UT) during a check-ride. The examiner and the pilot undergoing the exam both died. The aircraft crashed without any indication during good weather and was completely destroyed by fire.

12jan04                      F-4E-2020                                  w/o  
111 Filo of the Turkish air force lost two of their pilots in a crash against a mountain near Selendi in the province of Manisa in Turkey. The wreck of the Phantom ended up in a stream near the places Fakran, Cikrikci and Terziler. The aircraft had departed the Eskisehir airbase for a training flight. Captain Mehmet Ali Yandim and Flying Officer Mehmet Ata were both killed.

13jan04                      Yak-40                                      w/o  
Uzbekistan Airways flight 1154 crashed during bad weather while approaching Tashkent Airport in Uzbekistan. All 37 people on board were killed in the crash. The aircraft had departed from Termez Airport and had tried once before to land in the mist. The visibility was between 200 and 350 meter with an 08L RVR (runway visual range) on runway 08L of 600 to 900 meter in mist. During the second approach the aircraft made a go-around, or an overshoot, after which at a considerable distance from the end of the runway, with the undercarriage up, it hit a wall of two meters high. After striking the wall the aircraft broke-up in the Kara-Su canal, after which the aircraft remains caught fire. The METAR at the time of the accident was as follows: UTTT 131400Z 23003MPS 180V250 0350 R08L/0900N FG VV001 01/01 Q1026 TEMPO 0200 FG VV001 08CLRD70.

13jan04                      Beech King Air                              w/o  
An unregistered white (probably stolen) Beech King Air crashed near Escárcega not far from the Escárcega-Villahermosa road in Colombia under unknown circumstances. The aircraft probably struck a number of cows which were standing on the runway at three o'clock in the morning. Before escaping the occupants set fire to the aircraft to destroy all evidence. The aircraft was almost certainly being used for a drugs transport.

15jan04                      B747SP-86                                  dam  
Iran Air flight 800 from Teheran to Tokyo via Beijing did not arrive in Japan as had been the intention. Shortly after take-off from Beijing the aircraft experienced a hydraulic problem and the decision was made to return. During the landing on runway 36R the aircraft sank through its nose-gear. The 154 passengers and the 26 members of the crew remained uninjured.

15jan04                      Beech B55                                      dam  
During an unintentional belly-landing at the Orlando Executive Airport (FL) this Beech Baron of Plane I Leasing was damaged. The pilot was not hurt.

16jan04                      F-16C                                      w/o  
During a flight from the Balikesir airbase a Fighting Falcon of 191 Filo crashed. In the crash the 1st Lt. Mehmet Karakuzulu was killed. He was flying, with another F-16, a training mission and was in mock-combat with Phantoms from 112 Filo, when the radar contact with the F-16 was lost. The crash took place near Kutahya, Tavsanlı in Turkey. Only after a search of 48 hours, in bad weather, with CN235s, UH-1Hs, AS532s and S-70s the wreckage was located. At the end of December 2003 the Turks also lost a F-16 and four days before this crash a F-4.

16jan04 Ce180K w/o  
 16jan04 Beech 95-B55 dam  
 This Cessna of Aba Communications collided with the private-Baron near Tehachapi (CA). The Cessna crashed onto the slope of a mountain killing the pilot. The Baron was able to land safely, but one of the two occupants was slightly injured.

17jan04 Ce208B w/o  
Georgian Express flight 126 crashed shortly after take-off from Pelee Island in Lake Erie (Ont.). The aircraft was on its way to Windsor Airport (Ont.). All ten occupants were killed. The pilot had indicated before the crash to be in major problems. During the crash it there was a low cloud cover and ice-rain was falling. It is thought that the Caravan experienced ice building-up on the aircraft. The aircraft went nose down into the frozen lake, two kilometres West of Pelee.

17jan04 Ce150H w/o  
 17jan04 PA-30 dam  
 One day after the collision in California two other aircraft collided, this time in Florida. Here the private-Cessna also crashed with fatal consequences for the pilot. The Piper, also a private-aircraft was, although damaged, able to land at the Clearwater airport near St. Petersburg (FL). The two aircraft collided while approaching the airfield.

18jan04 PA-46-350P dam  
 This Piper Malibu Mirage of Columbia Aircraft Sales was damaged when after landing at Mount Clemens/Selfridge Airport (MI) it left the runway and ran into a heap of snow. The pilot escaped frightened, but uninjured.

19jan04 A320-211 dam  
Air Malta flight 642 to Catania did not get any further than the platform of Luqa on the island of Malta. The aircraft ran into a light mast near Park Number 2 with its right-hand wing. The mast was bend over onto the top of the fuselage. The Airbus suffered considerable damage to its wing and fuselage, even leaking fuel from a wing-tank. None of the 27 passengers and crew were injured.

20jan04 F-15C dam  
 A still, unknown Eagle of the 493rd Fighter squadron can in for a landing at its home base, RAF Lakenheath, with its right-hand main gear partially down. The pilot touched-down carefully, during which the Eagle remained on the runway.

20jan04 AS350B3 dam  
 This Eurocopter of Air Evac Services/Petroleum Helicopters made a hard landing and rolled over on Falcon Field near Mesa (AZ). As far as known no-one was injured.

21jan04 F-15S w/o  
 After a training flight from the King Abdul Aziz airbase in the East of Saudi Arabia the Eagle of 92 squadron experienced major problems. The fatal aircraft, the fourth in a formation, dived into the ground when breaking to early over the airbase. The pilot tried to correct, but lost control over the aircraft crashing into the dining hall of the security police. Besides the crew of two, two persons inside the building were also killed.

22jan04 Mi-8 w/o  
 A Mil helicopter from the Pacific Fleet of the Russian navy crashed onto the ice of Lake Galagir, 100 kilometres from Cape Shipunskoy in Kamchatka, Russia. The helicopter rolled over, damaging the tail during the crash. The crew of three and the four passengers were uninjured and were saved with a Ka-27. The Mil had departed Petropavlovsk-Kamchatsky and was on its way to its home base Yelizovo.

19dec04 DC-10-40(F) dam  
 This Aeroflot Cargo Douglas left the runway during a landing at Hahn airport in Germany. The aircraft experienced problems with a thrust reverser. A small fire which had started could be extinguished quickly. The cargo plane, which had arrived from Nowosibirsk, blocked the runway for some time. All three on board were unhurt.

**Credits:**  
 AAIB, Airclaims, Air Forces Monthly, Airliners.net, ASN, Aviation Letter, Bill Larkins, Brazil Departamento De Aviacao Civil, Bureau Enquêtes-Accidents, CAA of New Zealand, Cheryl Baumgärtner, Chris Taylor, Chriss Witt, Civil Aviation Authority of New Zealand, Direccion General de Aeronautica Civil Mexico, Duane Charles, Erick Chiang, FAA, Hendrik van der Veen, Howard J. Curtis, Igor Bozinovski, Iwan Bogels, JAC-DEC, Joe Hawkins, Jo-Olav Bakken, Jordan Hayes, Jorge Abreu, Leendert Holleman, Luc Wittemans, Mark Checkley, Nicolai Musante, NTSB, Orlando J. Junior, Peter-Michael Gerhardt, Pierluigi Castellani, Republica del Ecuador Direccion General de Aeronautica Civil, Robin Polderman, Secretaria de Comunicaciones y Transportes, Steve Mitchell, Steve Rush ~ Touchdown-News, Tomás Coelho, Ton Buk-kems, Vaclav Kudela, WarbirdsofIndia.com.

# Civil Aircraft Manufacturers News

## Airbus

Airbus has announced that it delivered 305 aircraft in 2003. For the first time in history, the European aircraft consortium has delivered more aircraft than its archrival Boeing. Most aircraft produced were of the A320 family; 233 new aircraft. Eight A300-600's were delivered to a new owner and 31 and 33 A330's and A340's respectively made their first flight in 2003.

## A320

In December last year, Airbus entered into an agreement with Sokol from Russia. The Russians will manufacture parts for the A320 family of aircraft. Floor beams will be produced by the Russians, which will be delivered from mid 2004 onwards. The agreement is part of a larger agreement between EADS and the Russian aviation industry that has been signed in July 2001.

## Boeing

Boeing has announced production figures for 2003. The manufacturer, with its head quarters in Chicago, has produced around 25% less aircraft compared to 2002. In 2003 Boeing manufactured 281 aircraft, compared to 381 in 2002. The majority of the aircraft produced by Boeing were of the B737 Next Generation (173 aircraft). The B777 ranked second

on the production scale with 39 aircraft. Furthermore twelve B717's, 19 B747's, 14 B757's and 24 B767's left Boeing's production line.

## B747

Boeing has launched its B747-400SF program with an order from Cathay Pacific for the conversion of 12 passenger aircraft to freight aircraft. The order consists of the conversion of 6 planes and an option to convert another 6. In April 2005 work will commence on the conversion of the first aircraft. Cathay will take delivery of this first aircraft in December 2005.

## B777

On December 22nd last year Boeing completed ETOPS certification on the B777-300ER. Certification was established by logging 267 flight hours in 38 flights. During one of these 38 flights, the new B777 made a flight, which lasted nearly eighteen and a half-hours. This flight was made from Sydney in Australia to Recife in Brazil. Full certification of the B777-300ER is scheduled for coming March. Air France will have the honour to get the first aircraft delivered a month after receipt of full certification by Boeing.

## B7E7

The Japanese government has reserved 25 million dollars for the B7E7 project. If Japanese parliament approves the budget from the government, a number of Japanese companies will

benefit. Among these companies are Fuji, Kawasaki and Mitsubishi, whom are all risk sharing partners of the B7E& program. The Japanese companies involved with the B7E7 project will invest \$2.3 billion consolidated in the project. Because one good deed deserves another, the companies will be awarded 35% of the production of Boeing's Dreamliner.

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## **Cessna**

### **Citation Sovereign**

Just before Christmas 2003 and almost two year after its initial flight, Cessna received on 24 December 2004 the type certification of Model 680 Citation Sovereign. Due to acquired experiences, the promised performance is better then said before. The range is now 3.040 nautical miles (in stead of 2.820nm) and cruise speed at FL450 is increased with 17 knots to 417 knots. The climb performance is increased too. Of course this all is good news for the people who paid \$13,5 million.

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## **Gulfstream**

### **Gulfstream II/III**

After five years Stage III Technologies succeeded in securing

an STC for a Gulfstream II and III-hush kit. These temporary papers count merely so far for the G-IIISP; Gulfstream is expecting approval on 1 May 2004 for installation of the hush kit to other variants. These hush kits are different from their competitors Really Quiet and Quiet Technology Aerospace because the don't have moving parts. Because of this the new hush kits are lighter, but the give a five percent higher fuel consumption.

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## **Honda**

### **HA-420 Hondajet**

On page 43 of Scramble 291 we reported about the intentions of Honda to make test flights before end 2003 with a new design, the HondaJet. They kept their promises, on 3 December 2003 HondaJet N420HA (construction number **P001**) flew for the first time from Greensboro-Piedmont Triad Regional Airport (NC). This was also the first time Honda talked about their 'secret' project of the six seats jet. There are no well-defined plans to bring the HA-420 (the official designation) to the production line. The project must be seen as a technologic experiment, as well for aerodynamic and engines, all developed by Honda. Honda expects to fly some 200 hours with the HondaJet.