

Editorial

On Friday 18 September we were treated with a perfectly organised meeting for aircraft enthusiasts at Kleine Brogel airbase during the NATO Tiger Meet 2009. As always the organisation committee succeeded in arranging a wide variety of aircraft and participating units. Next year October 313sq at Volkel airbase in the Netherlands is the host unit for the NATO Tiger Meet. We sincerely hope the Dutch organisation committee has made a detailed study on how their Belgian colleagues tackled the challenges on where to park the aircraft, where to put the photographers etcetera all related to the position of the sun.

Unfortunately the beautiful day at Kleine Brogel was marred with the death of a British aviation enthusiast. We send our condolences to the relatives of the aviation enthusiast.

This month's issue contains no less than eight articles. We finally have found the time to publish this year's Paris Air Show at Le Bourget. We apologise for this late edition. We have managed to compile an extensive article on the reforming of the Russian Air Force. Further we have two articles regarding the US air base/air station Sheppard AFB and NAS Jacksonville. For those who would like to know more on South America and specific Colombia in combination with aircraft spotting, we would recommend you reading the article on Colombian Emeralds. For the aviation historians among us we have a great article on a piston engined aircraft, the North American T-28 Trojan.

For those who would like to know when and where the next Dutch Spotters Convention (DSC) will be, we have to say that this year will see no DSC due to unforeseen circumstances. You have to wait until next Spring.

By the time you see this issue in your mailbox, we have launched the beta version of the mobile Scramble message board. We do believe that exploring this new service will keep you better and faster informed. You also have the ability to send your logs and sightings from your mobile. Keep your eyes on the Scramble website for announcements and further information regarding this mobile version and whilst wandering around at the Scramble website take a peek at our webshop for the latest offers.

Deadline Scramble 366: 20 October 2009

Deadline pictures Scramble 366: 27 October 2009

Publication date Scramble 366: 10 November 2009



General credits

ACAR International, Air-Britain News, Air Forces Monthly, Airbus Industrie, Airnieuws, AMCAR, ASCEND, Aviation Group Leeuwarden / Full Stop, Aviation Letter, Aviation Society of Africa / ASA Newsletter, Aviation Society of Antwerp, Aviation Week & Space Technology, Boeing Company, British Aerospace, British Aviation Review, Corporate Monthly, Defensie-krant, De Vliegende Hollander, East London Aviation Society / ELAS, Flight International, FlyPast, Full Stop, Gilze-Rijen Aviation Society / Take-off, Groningen-Eelde Aviation Society / GEAR, Heli International, Humberside Aviation Review, Inspectie Verkeer & Waterstaat, Intercept, International F-104 Society / Zipper, Jane's Defence Weekly, Japan Aviation News, Jetstream, JP4 / Aeronautica, Luchtvaartvereniging Twenthe / On Finals, Latin American Aviation Historical Society (LAAHS), Luftfahrt Journal (Coincat), Military Aviation Review, Nag Mag, Naval Aviation News, Panoravia, Propeller Magazine, Rhein-Main Aviation Society / Swing Over, Saab Aircraft, Spotting Group The Hillkillers, Spotting Group Volkel / AIM, Stansted Aviation News, Tailhook, Tassos Raftopoulos, Tyneside Aviation Group, VMAS Veneto Military Aviation Society, World Airline Fleets News and the Frits von Münching archives, plus all those that preferred anonymity. Other credits can be found within the separate sections. If you want to be credited for your contribution please mark your name with ©.

Contents

Movements Netherlands.....	2
Movements Belgium.....	16
Military Movements Elsewhere.....	18
Civil News.....	27
Manufacturers News.....	27
Jetliners.....	29
Propliners.....	33
Commuters.....	35
Fokker News.....	35
Bizjets.....	36
Bizprops.....	40
Hellspot.....	40
Soviet Updates.....	45
PH register.....	49
Wrecks & Relics.....	51
Dustpan & Brush.....	54
Scramble Intelligence Service.....	60
Military News & Updates.....	63
Showreports.....	85
Triptease.....	94

Miscellaneous

Paris-Le Bourget.....	97
ENJJPT.....	100
The Tweet bows out.....	102
North American T-28.....	104
'Trojan'.....	104
Colombian emeralds.....	112
NAS Jacksonville.....	115
Clash of the rotoring.....	118
guardian angels.....	118
Russian Air Force reforms.....	121

Cover photo



Even smaller scale air shows, which are not visited by the majority of enthusiasts, sometimes give absolutely fabulous photo opportunities, like demonstrated by this image of a Stearman A75N1, the N68461, taken during the Oostwold air show at 31 May by Herbert van Hulsten.

Movements Netherlands



Boeing 757 4X-EBT is now operating with charter airline Sun d'Or, but the airplane still uses the original EI AI cheatline.
(Amsterdam, 7 August 2009, Gert-Jan Vis)

Amsterdam-Schiphol

August 2009

01. 266	SH-14D	MARHELI		HB-JVG	Fokker 100	Helvetic Airways	SWR728/9
C-FJCB	CL-300	Chartright Air	dep	I-CNDB	PC-12/47		
C-FZQP	Lj35A	Skyservice Aviation	02	N200UP	Falcon 50	UPC	10
CS-TLO	B767-383ER	Euro Atlantic	TFL450/895	OH-AFI	B757-2K2	Air Finland	TFL253P/253
D-CAVE	Lj35A	Deutsche Rettung	02 AMB623	OH-AFI	B757-2K2	Air Finland	05 TFL254/115
D-CFTG	Lj35A	Quick Air Jet Charter	QAJ365	OK-TVJ	B737-8Q8	Travel Service	f/v ESK3616/7
HB-IHY	A320-214	Edelweiss	SWR724/5	OM-ASE	B737-306	a/w	05 ESK3616/7
I-LINH	A320-231	Wind Jet	JET464/5	OY-TWO	PC-12/47	Anpartsselskabet	2x
N275WA	MD-11F	World Airways	WOA9419/4	SE-DLV	MD-83	Norwegian.se	f/v NAX3540/1
N780XJ	Ce750	Xojet	dep	TC-AAO	B737-86N	Pegasus Airlines	f/v PGT671/2
N918CC	G-IVSP	Astor Street Asset	dep	05. D-CNOC	Ce560XLS	Atlas Air Service	
OO-ACT	Falcon 900C	Flying Service		EC-IXL	SA227AC	Aeronova	OVA834/1/2/3
TC-JDM	A340-311	THY	THY1951/2	I-EEZG	A320-214	Eurofly	f/v EEZ4004/5
TC-TLB	B737-4Q8	Tailwind Airlines	TWI601/2	OH-AFI	B757-2K2	Air Finland	07 TFL116/P
TC-TLC	B737-4Q8	Tailwind Airlines	dep TWI974	OM-ASE	B737-306	a/w	ESK3616/7
TC-TLC	B737-4Q8	Tailwind Airlines	TWI973/4A	OM-ASF	B737-306	a/w	f/v ESK2614/5
UR-82009	An-124-100	Antonov AI	02 ADB326F/1782	OO-ACC	Ce525A	ASL	
02. U-06	Fokker 50	334sq	NAF50	PH-MJP	Fokker 100	Mandarin Airlines	f/v 06
CS-TLO	B767-383ER	Euro Atlantic Airways	TFL896/P	SX-CDK	ERJ135BJ	K2 Smartjets	KSJ422
D-ALCJ	MD-11F	Lufthansa	f/v DLH8171	TC-JIK	A340-313X	THY	THY1951/2
G-EZTI	A320-214	easyJet Airlines	f/v EZY8877/8	TC-TLB	B737-4Q8	Tailwind Airlines	TWI601/2
OE-IPH	BAe125-850XP	Global Jet Austria	GLJ23PH	VQ-BDQ	A320-214	Rossiya	f/v SDM0277/8
03. 9A-CDD	MD-82	Dubrovnik Airline	CTN458A/9	06. CN-NMB	A320-214	Air Arabia Maroc	f/v MAC605/6
CN-NMC	A320-214	Air Arabia Maroc	f/v MAC605/6	D-IVIP	Beech B200	VHM	VHM499
D-ABUC	B767-330ER	Condor	TFL231P/231	OK-TVF	B737-8FH	Travel Service	ESK2614/5
N200UP	Falcon 50	UPC		PH-MJP	Fokker 100	Mandarin Airlines	
OK-SVV	B737-522	Smartwings	ESK2610/1	SX-BRV	Fokker 50	a/w	dep
P4-SAI	CL-604	Darley Aviation	04	SX-DVR	A320-232	Aegean Airlines	f/v AEE4850/1
SE-LED	Fokker 50	Skyways	f/v 16 SKX9702/3	TC-JDJ	A340-311	THY	THY1951/2
SE-LEU	Fokker 50	Skyways	dep SKX9701	Z3-AAJ	B737-33A	Skywings Int'l	LFM431/2
TC-JDM	A340-311	THY	THY1951/2	07. 4X-ELA	B747-458	EI AI	ELY337/8
TC-TUB	A321-131	Best Air	f/v BST706/38	9H-AFY	Lj60	Eurojet	f/v JLN708
VP-BZC	G550		f/v 04	HB-IHY	A320-214	Edelweiss	SWR724/5
VP-CFA	ERJ135BJ	SAMCO Aviation	f/v 05	N125XP	BAe125-800XP	Surewings	
YL-LCE	A320-211	Travel Service	ESK2614/5	OO-TCO	A320-214	Thomas Cook	TCW5449
YR-RPR	Ce560XL	Eurojet Romania	RDP1R	SE-MAZ	Beech B200	SOS Flygambulans	SAG001
04. D-ABUC	B767-330ER	Condor	TFL232/P	TC-TLC	B737-4Q8	Tailwind Airlines	TWI973/4
				VP-BVV	B767-377ER	Aeroflot	dep AFL8227
				VP-BVV	B767-377ER	Aeroflot	AFL8227/30
				08. D-CFTG	Lj35A	Quick Air Jet Charter	QAJ376

D-CURT	Lj31A	Air Traffic	ATJ081	TC-TLA	B737-4Q8	Tailwind	TWI601/2/443/4
D-ITIP	Ce525	VHM	VHM611	YL-BBA	B737-505	a/w	dep BT19802
EC-KOL	Ce560XL	Aerovall	VAD662	YL-BBA	B737-505	a/w	19 BT19803/1
G-FIRM	Ce550 Bravo	Marshall Exec	10 MCE10/C	13. A7-AAG	A320-232	Qatar Amiri	f/v 16 QAF003
HB-IHY	A320-214	Edelweiss	SWR724/5	D-ICVVW	Ce421C	Sylt Air	
OO-SKY	Ce525A	Sky-Service	SKS67A	F-GMLX	MD-83	Blue Line	14 BMM474/5
TC-JIH	A340-313X	THY	THY1951/2	G-ZAPU	B757-2Y0	Titan Airways	TRA864/083
TC-TLB	B737-4Q8	Tailwind	TWI601/2/443/4	I-AIGG	B767-304ER	Air Italy	RAM852/3
TC-TLC	B737-4Q8	Tailwind Airlines	TWI973/4A	N200UP	Falcon 50	UPC	17
VP-BWW	B767-306ER	Aeroflot	AFL227	N515TJ	Beech 400A	Blackburn Int'l	2x
09. A6-SSV	ERJ135BJ	Empire Aviation	f/v 10 MJE778	N904JY	Falcon 900EX	Global Aviation	f/v 15
G-EZTJ	A320-214	easyJet Airlines	f/v EZY8877/8	OD-MHA	Lj60		f/v
OM-ASE	B737-306	a/w	ESK3616/7	OH-AFJ	B757-2Q8	Air Finland	14 TFL824/TRA883
OO-PRM	Ce510	ASL		OO-ALX	Ce680	Flying Serv.	14 FYG212A/901A
TC-TCE	A321-211	Turkuaz Airlines	f/v TRK601/2F	PH-MRO	Ce421C	Gouden Arend	
10. EW-100PJ	CRJ100ER	Belavia	f/v B2867/8	SX-BGV	B737-4Q8	Aegean Airlines	AEE4850/1
G-ELAM	PA-30	Hangar 39	f/v	TC-JDM	A340-311	THY	THY1951/2
HB-IGM	G550	JABJ	11	VP-BWU	B767-3T7ER	Aeroflot	15 AFL8229/30
JA731J	B777-346ER	Japan Air Lines	JAL411/0412	YR-HBA	MD-83	a/w	f/v ESK3616/7
N663MK	Falcon 900EX	Merck		Z3-AAJ	B737-33A	Skywings Int'l	LFM431/2
N27052	Eclipse 500	Eclipse Aviation	dep	14. 4X-ELA	B747-458	EI AI	ELY337/8
N27052	Eclipse 500	Eclipse Aviation		A6-SSV	ERJ135BJ	Empire Aviation Group	MJE778
OK-SVV	B737-522	SmartWings	ESK2610/1	D-CFGG	Lj36A	Quick Air	QAJ387A/387
TC-FIB	CL-605	Fiba Air	12	EC-KBO	B737-4Y0	Hola Airlines (a/w)	BMM488/9
TC-JDM	A340-311	THY	THY1951/2	EC-LBC	B757-28A	Mint Airways	f/v BMM474/5
VP-BJD	G550	Trans World Oil	11	F-GIRS	B737-86N	Axis Airways	RAM850/1
11. D-IFHI	Beech C90	German Flight Academy		G-LGAR	Lj60	TAG Aviation	15
D-IVIP	Beech B200	VHM	VHM299	OH-AFJ	B757-2Q8	Air Finland	TRA884/TFL241
EI-FXI	ATR72-202F	FedEx	f/v ABR8910/7016	OM-ASD	B737-306	Air Slovakia	ESK3612/3/6/7
F-GMLI	MD-83	Blue Line	BLE711P/711	PH-MRO	Ce421C	Gouden Arend	
G-ZAPX	B757-256	Titan Airways	13 AWC5485/6	TC-JJK	A340-313X	THY	THY1951/2
M-LEAR	Lj31	TNT Airways		TC-TLC	B737-4Q8	Tailwind Airlines	15 TWI973/4
N829NS	BAe125-800XP		f/v 12	15. A7-AAM	Global Express	Qatar Amiri Flight	
OE-GAG	Beech 400A	Avcon	f/v	B-HXK	B747-412BCF	Cathay Cargo	f/v CPA039/4
OK-SVV	B737-522	SmartWings	ESK2614/5	CS-TEI	A310-304	Hi Fly (n/t)	RAM850/1
TC-JDK	A340-311	THY	THY1951/2	CS-TEX	A310-304	ex Oman Air (n/t)	RAM852/3
12. D-CZZZ	Ce560XLS	DC Aviation	13 DCS604	D-ABDS	A320-214	Air Berlin	NLY100/1
EC-JCU	SA227AC	Aeronova	OVA52H/831/2/53H	D-BUBI	CL-300	Triple Alpha	CLU1335
EI-DSR	A320-216	Air One	f/v AZA110/09	D-EAEB	PA-18-95		f/v
F-GMLI	MD-83	Blue Line	BLE712/P	D-IBSG	Beech C90GT		17
F-GMLX	MD-83	Blue Line	BMM474/5	N8233	DH-82A	Vintage Aircraft Lelystad	
G-BMDK	PA-34-220T	Air Med	13 MCD086	N9912H	B75N1	Vintage Aircraft Lelystad	f/v
G-POWB	Beech 350	Titan Airways	AWC03/3B	NC39165	DC-2	Aviodrome	'PH-AJU'
G-ZAPU	B757-2Y0	Titan	TRA084/485/6/863	OH-AFJ	B757-2Q8	Air Finland	TFL242/TRA949
HB-VMX	Ce550 Bravo	JABJ	PJS101/2	OH-AFJ	B757-2Q8	Air Finland	16 TRA950/91
OH-AFJ	B757-2Q8	Air Finland	13 TFL823P/823	OM-ASE	B737-306	a/w	ESK3612/3
PH-KZV	Fokker 70	Air France	f/v FPG556	PH-ASE	DR1050	Twin Air	f/v
PH-MCG	B767-31AER	ex Martinair	dep MPH0161	PH-ENJ	PA-18-135	E. Elbertsen	f/v
PH-MCH	B767-31AER	ex Martinair	dep MPH0163	PH-EZF	ERJ190-100LR	KLM	f/v KLM7882
TC-JJK	A340-313X	THY	THY1951/2	PH-HOG	Fokker S.11	Fokker Four	FOKKER4B 2x



We should have published this photo of Japan Air Lines Boeing 777-346ER in colour, as the green tail instead of the red tail is not really visible on this black and white photo. JA731J promotes an environment-management system of the JAL Group companies, that aims at reducing CO₂ emissions, recycling waste, etc. (Amsterdam-Schiphol, 10 August 2009, Sjaak Louwen)



One of the most interesting bizjets that visited Schiphol in August was this Lebanese Learjet 60XR. OD-MHA was among the first updated 60XR models to be delivered, in November 2007. It is operated by PWC Aviation. (13 August 2009, Frank Doombos)

PH-HOK	Fokker S.11	Fokker Four	FOKKER4A	TC-JDM	A340-311	THY	THY1951/2
PH-PBY	PBY-5A	Stichting Catalina	3x	TC-TLC	B737-4Q8	Tailwind Airlines	TWI443/4
PH-RLA	Saab 91D	St. Levende Oude Luchtvaart		YR-ASA	A318-111	TAROM	f/v ROT0361/2
PH-RLD	Saab 91D	FTWM van Ierssel		20. D-AHIO	A319-112	Hamburg Int'l	HHI823F/7
RA-3482K	Yak-3U	Yak Association	f/v	D-ALCR	MD-11F	Lufthansa	f/v DLH8356/7
TC-JDM	A340-311	THY	THY1951/2	EC-JJS	MD-83	a/w	21 BMM474/5
TC-TLB	B737-4Q8	Tailwind	TWI601/2/443/4	G-OLDW	Lj45	Air Partner	ACG86C/D
16. EC-KOI	Ce525A	Soko Aviation	17 OKT301	LZ-MDM	A320-232	Air Via	LZB4903/4
F-GMLX	MD-83	Blue Line	BMM474/5	N112EA	Eclipse 500		f/v
HB-VMU	Ce560XL	JABJ	17 PJS402/1	N200UP	Falcon 50	UPC	24
JA734J	B777-346ER	Japan Air Lines	JAL411/0412	OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	TYW842/3
M-ROWL	Falcon 2000EX	Martin Rowley	f/v 17	OH-FOX	Falcon 2000EX	Airfix Aviation	FIX44
OH-AFJ	B757-2Q8	Air Finland	TRA992/TCX446P	OO-ACC	Ce525A	ASL	
SE-DMT	MD-81	Nordic Airways (n/t)	RAM852/3	TC-JIH	A340-313X	THY	THY1951/2
SE-LEC	Fokker 50	Skyways	f/v 21 SKX9704/5	YL-BBA	B737-505	a/w	BTI9801/4
TC-JIJ	A340-313X	THY	THY1951/2	Z3-AAJ	B737-33A	Skywings Int'l	LFM431/2
17. 84-00173	C-12T-3	1st MI Bn	f/v 18 ARGUS6	21. 144617	CC-144C	412sq	f/v CFC3004
EC-LAV	B737-408	Hola (a/w)	f/v BMM488/9	U-06	Fokker 50	334sq	NAF50
F-GMLI	MD-83	Blue Line	RAM850/1	4X-ELA	B747-458	EI AI	ELY337/8
G-CELG	B737-377	Jet2	ESK102P/2611/0/103P	D-ANNE	A320-232	Blue Wings	f/v RAM852/3
I-EEZF	A320-214	Eurofly	EEZ4004/5	D-BUBI	CL-300	Triple Alpha	23 CLU1335/2625
I-KERE	Falcon 2000		f/v 19	D-CITY	Lj35A	Senator Aviation	SNA592
M-LJGI	Falcon 2000EX	Ven Air	f/v	D-IGIT	Ce525A	Triple Alpha	CLU1765
OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	TYW812/3	EC-HDS	B757-256	Privilege (n/t)	RAM850/1
OE-IKB	MD-83	Mapjet	ESK3612/3/6/7	EC-JJS	MD-83	a/w	BMM474/5
TC-JII	A340-313X	THY	THY1951/2	EC-LAV	B737-408	Hola (a/w)	BMM488/9
TC-TCE	A321-211	Turkuaz Airlines	TRK973/4F	G-EZTA	A320-214	easyJet Airlines	f/v EZY8881/2
VP-CFT	CL-601-3A		f/v	G-OLDW	Lj45	Air Partner	ACG86E/F
18. G-FLBB	DHC-8-402Q	FlyBe	f/v BEE1015/6	LY-AWF	B737-522	a/w	ESK3612/3
G-GLTT	PA-31-350	Airtime Aviation		OE-IKB	MD-83	Mapjet	MPJ504P/504
G-OROO	Ce560XLS	Rooney Air	WGP01	OO-LET	Beech B200	ASL	
HB-VNI	Ce560XL	Speedwings	SPW568X	OO-LFK	Falcon 2000	Air Alsie	MMD4425/4/5A/B
N33NP	Ce510			PH-MJP	Fokker 100	Contact Air	dep
N127GG	G-V	Vesey Air	19	SE-LEL	Fokker 50	Skyways	25 SKX9706/7
TC-TCE	A321-211	Turkuaz Airlines	TRK8041/2	TC-JIJ	A340-313X	THY	THY1951/2
TC-TLC	B737-4Q8	Tailwind Airlines	TWI443/4	TC-TLT	B737-4Q8	Tailwind Airlines	TWI973/4
19. CNA-OS	KC-130H	Escadre de Tra	f/v RAM122/3	22. D-CFTG	Lj35A	Quick Air Jet Charter	QAJ399
EC-GVS	SA227AC	Aeronova	OVA842/31/2/43	EI-DSP	A320-216	Air One	f/v AZA132/11
EC-JJS	MD-83	a/w	BMM474/5	N70LF	Falcon 900EX		f/v 24
F-GTJR	B747-412	Eagle Aviation	dep	OO-ACT	Falcon 900C	Flying Service	23
G-HCSA	Ce525A	Bookajet	21 BOO218/9	TC-JDN	A340-313X	THY	THY1951/2
HB-JEL	ERJ135BJ	G5 Executive	EXH631/2	YR-HBA	MD-83	a/w	RAM852/3
HB-VMU	Ce560XL	JABJ	PJS401/2	23. D-CPMU	Lj60	FAL rent-a-jet	24 IFA9333
OE-IKB	MD-83	Mapjet	MPJ503/P	ES-ABJ	B737-33R	Estonian Air	f/v ELL0173/4
OO-AIE	Ce560XLS	Flying Serv. 20	FYG892S/983S	G-HCSA	Ce525A	Bookajet	26 BOO219/696
OO-FLN	Ce525A	Flying Partners		G-TTOJ	A320-232	easyJet	f/v EZY887/8
OO-TCN	A320-232	Thomas Cook	TCW3743	JA732J	B777-346ER	Japan Air Lines	JAL411/0412
OY-CKN	Falcon 2000	Air Alsie	20 MMD4424/5	LN-NOS	B737-8BK	Norwegian	f/v NAX1256/7
OY-TWO	PC-12/47	Anpartsselskabet		PH-ACE	Beech 300	Air Charters Europe	RCC444/F

TC-JIK	A340-313X	THY	THY1951/2	OO-SKP	CeS550	Sky-Service	SKS45H
VP-BJD	G550	Trans World Oil	25	PH-KBB	Beech C90A	AirKub	f/v 28
VP-CFT	CL-601-3A			SU-GCN	B737-866	Egypt Air	f/v MSR757/8
YR-SBA	Saab 2000	Carpatair	f/v 24 KRP5101/2	TC-JIH	A340-313X	THY	THY1951/2
24. HB-VOJ	BAe125-850XP	Johnson Controls	25	Z3-AAJ	B737-33A	Skywings Int'l	LFM431/2
LX-JFJ	PC-12/45	Jetfly Aviation		28. 4X-EFC	B777-258ER	EI AI	ERO5333/4
N83JJ	CL-300		f/v 25	4X-ELA	B747-458	EI AI	ELY337/8
N601AD	CL-601-3R	Cameron Henkind	26	D-FINE	PC-12/47	NATENCO	
OM-ASD	B737-306	Air Slovakia	ESK3616/7	EC-KXS	BAe125-750	Grupo Mayoral	30 MYO521
OO-LET	Beech B200	ASL		G-EZTL	A320-214	easyJet Airlines	f/v EZY8881/2
TC-JII	A340-313X	THY	THY1951/2	HB-IHX	A320-214	Edelweiss	SWR724/5
TC-TCE	A321-211	Turkuaz Airlines	TRK895/6F	LX-JFE	TBM-700	Jetfly Aviation	31
VT-VJM	A319-133X	Kingfisher	f/v KFR11	N70LJ	Lj36A		29
25. G-EZTM	A320-214	easyJet Airlines	f/v EZY8881/2	PH-KBB	Beech C90A	AirKub	
HB-VNV	Lj60	JetClub	27	PH-MED	Lj55C	Interstate Airlines	f/v FWA010/1
N67EL	Falcon 900B	Noble Drilling Services	27	TC-JIJ	A340-313X	THY	THY1951/2
N200UP	Falcon 50	UPC		TC-TCD	A320-232	Turkuaz Airlines	f/v TRK8893/4
N502TS	Eclipse 500		dep	29. EI-DSF	A320-216	Air One	f/v AZA108/7
OE-HAC	Ce750	Jetalliance		ER-LGA	Lj35A	Nobil Air	NBL101
OE-INJ	CL-604	Amira Air	XPE116	G-JBIZ	Ce550 Bravo	247 Jet	TWF66/56/B
PH-BVD	B777-306ER	KLM	f/v KLM7461	G-LGKO	CL-604	TAG Aviation	30
SE-RCY	Ce550 Bravo	Grafair		G-VUEA	Ce550 Bravo	AD Aviation	VUE431/2
26. ZE701	BAe146 CC2	32 (TR) sq	RRR1947	I-EEZE	A320-214	Eurofly	EEZ4004/5
D-CAPB	Ce560	Aerowest	f/v	JA737J	B777-346ER	Japan Air Lines	JAL411/0412
D-CHDE	Ce560	Aerowest		N598CA	Ce550 Bravo	Staff Air System	
D-CSWF	SA227DC	Regional Air	REW226P/226/6/P	OE-LJR	Do328-300	Welcome Air	WLC665/6
EC-GWE	SA227AC	Aeronova	OVA834/1/2/5	OM-ASF	B737-306	a/w	ESK3612/3
ES-ABK	B737-36N	Estonian Air	f/v ELL0173/9161	OO-ACC	Ce525A	ASL	
G-HCSA	Ce525A	Bookajet	31 BOO696/466	30. TK.10-12	KC-130H	Ala 31	f/v 31 AME3113
G-OEWD	Raytheon 390	Bookajet	27 BOO522	D-IDRF	Beech B200	Deutsche Rettung	AMB733
G-OTAZ	BAe125-900XP		f/v WGP01	D-IMMI	Ce525	Dr. Schenk	VFI151
HB-VOJ	BAe125-850XP	Johnson Controls		EC-JXA	A319-111	Iberia	IBE3246/51
LN-RKI	A321-232	SAS	SAS2551/552	ER-LGA	Lj35A	Nobil Air	NBL101
M-ALRV	Falcon 2000EX	Lodgings 2000		OM-ASE	B737-306	a/w	ESK3616/7
OE-FMW	PA-34-220T	Aviation Charter	f/v 27	OO-ACT	Falcon 900C	Flying Service	
OO-EDV	Ce525B	ASL		OY-NCO	Do328-110	SUN-Air (a/w)	SUS144/9144
SE-RCY	Ce550 Bravo	Grafair	27	TC-JDN	A340-313X	THY	THY1951/2
SX-BPP	MD-83	Sky Express	f/v 28 SEH901/2	11. D-AUKE	CL-604	Challenge Air	CLS807
TC-JIK	A340-313X	THY	THY1951/2	G-HCSA	Ce525A	Bookajet	BOO466
27. F-GNBR	Beech 1900D	Atlantique Air Ass.	TLB401/41	OM-ASE	B737-306	a/w	ESK2610/1
G-EZTD	A320-214	easyJet Airlines	f/v EZY8881/2	PH-AAG	CRJ200ER	Solid Air	f/v
LX-JFI	PC-12/45	Jetfly Aviation	28	TC-JDK	A340-311	THY	THY1951/2
LY-AWF	B737-522	a/w	ESK3616/7	VP-CFZ	Ce750	Flying Partners	
N700CN	G-IV	Copley Press	f/v	YU-BZZ	Ce550 Bravo	Air Pink	f/v
OM-ASD	B737-306	Air Slovakia	ESK2614/5	YU-SPA	Ce560XLS	Prince Aviation	



Sun Express has already been operating charter flights to the Turkish coastal resorts for the last twenty years. Titles in the tail celebrate this event. TC-SNJ is a brand new addition to the fleet and used to be operated by Air Berlin. (22 August 2009, John van Boven)



Spanish Hercules are not very frequent visitors at Schiphol. Particularly interesting is the tanker version, the KC-130, five of which are in service with the Spanish Air Force, including the TK.10-12 coded 31-54 on this picture.

(Amsterdam-Schiphol, 31 August 2009, G. Stigter)

Kicking off the month of August was World Airways which did a cargo charter with MD-11 N275WA, arriving from Budapest and departing to Thessaloniki later in the day. ArkeFly's leased B757 C-FLOX broke down in Banjul and to pick up the stranded passengers Euro Atlantic came to the rescue. After arriving at Amsterdam from Banjul, B767 CS-TLO did another flight to Kayseri, arriving back from there in the early hours of the 2nd. Now that easyJet is receiving more and more A320s you will see them more at Amsterdam as well, albeit most of the time on the evening flight from and to Gatwick. A320 G-EZTI did just that and was a first visit in doing so on the 2nd. Another first visit on the 2nd was Lufthansa Cargo MD-11 D-ALCJ.

The problems with ArkeFly's B757 C-FLOX turned out to be more severe than before and therefore Arke needed some extra capacity in the forthcoming days. On the 3rd help was found with Condor which operated a couple of flights with B767 D-ABUC. Capacity problems also persisted with Sky Europe and both SmartWings and Travel Service were noted on Sky Europe flights during the month. Air Slovakia also gave a helping hand and did the bulk of the flights with B737s OM-ASE and OM-ASF.

Swedish Fokker 50 operator Skyways is gradually repainting their fleet into the new colour scheme. Fokker 50 SE-LEU received its new colours at QAPS and was replaced by Fokker 50 SE-LED. The 3rd also saw the first flight of Air Arabia Maroc which commenced flights from and to Casablanca on this day. The scheduled times though are not the best arriving at 21:30h and departing back again 22:00h. A320 CN-NMC had the honour of operating the first flight, which had a 45 minute delay arriving at Amsterdam at 22:15h.

Air Finland was called in to help out ArkeFly with their B757 OH-AFI on the 4th while Norwegian put MD-80 SE-DLV on the Copenhagen service in the evening.

On the 5th Eurofly A320 I-EEZG brought in another load of passengers for one of the cruise ships which lay waiting in Amsterdam harbour. Around midday ex Mandarin Airlines Fokker 100 PH-MJP came in from Woensdrecht where it had undergone some maintenance. After performing a test flight the next day it was put inside the QAPS paint bay to receive the Contact Air colours.

Ex SAS Nordic Fokker 50 SX-BRV, which had received a fresh coat of white paint at QAPS, finally left on the 6th to its new owner in Greece. Newly set up Macedonian airline Skywings also turned up this day with their sole B737 Z3-AAJ.

After a test flight Aeroflot B767 VP-BWV, which underwent a C-check with KLM departed back to its home country on the 7th. The following Aeroflot B767 for a C-check came in the next day

when VP-BWV arrived from Moscow.

A Legacy from the UAE came in at East on the 9th and departed the next day. Every now and then a Turkuaz aircraft appears on a charter, mostly done with the same A320 but this time A321 TC-TCE made its first appearance.

The second new airline to start up operations to Amsterdam was Belavia which started on the 10th with CRJ100 EW-100PJ arriving from Minsk. Japan Air Lines replaced the normal B777-200ER with the stretched version on the Tokyo run. JA731J turned out to be the aircraft which was especially nice for the photographers amongst us because this machine was recently painted into green 'eco' colours.

An MD-80 of Blue Line did a charter on the morning of the 11th. Later that day Titan B757 G-ZAPX turned up to bring the English football team for the friendly match against The Netherlands on the 12th.

More Blue Line MD-80s were noted on the 12th with F-GMLX flying for themselves and F-GMLX operating a flight on behalf of Atlas Blue. Another Titan B757 turned up as well but G-ZAPU came in to help out Transavia while Air Finland did the same for Arke with their B757 OH-AFJ. The 4th Air France Fokker 70 for KLM Cityhopper arrived in full Air France colours as PH-KZV for a repaint at QAPS. The 12th also saw the departure of two ex Martinair B767s. PH-MCG and PH-MCH both left for the USA never to return again because once there they will be scrapped.

There was also a lack of capacity at Royal Air Maroc and in order to cope with that problem Air Italy B767 I-AIGG did the flight to Amsterdam on the 13th. A rare appearance was made by Lebanese Learjet 60 OD-MHA which could be admired at East for several hours before moving on.

Another Aeroflot B767 arrived for maintenance but this time VP-BWU only came in for a couple of days. After a quick modification in hangar 11 the aircraft left on the 15th. In the afternoon Qatar Amiri flight A320 A7-AAG arrived at East departing again on the 16th.

Both Atlas Blue and Royal Air Maroc needed some extra aircraft on the 14th. All white Hola Airlines B737 EC-KBO and Mint Airways B757 EC-LBC flew for Atlas Blue while Axis Airways B737 F-GIRS operated for Air Maroc.

Qatar A320 A7-AAG was joined by Global Express A7-AAM in the afternoon of the 15th. This was unfortunate for the Global Express because it missed the arrival and departure of the Aviodrome Airtour in the morning. Next to all those elderly aircraft an Air Berlin A320 was noted doing a Fly Niki charter from and to Vienna. Royal Air Maroc had leased two A310s of Portuguese airline HiFly and both were put on the service to Amster-

dam. CS-TEI had no titles as well as CS-TEX but this one still wore the colours of Oman Air to whom the aircraft was leased until recently. Part of the B747-400BCF fleet of Cathay Pacific is parked in the desert but the recently converted B-HKX, ex Singapore by the way, made its first visit on the 15th. During the last hours of the day KLM Cityhopper received their 6th ERJ190 when PH-EZF touched down at Schiphol, completing its delivery flight from Brazil.

On the 16th Skyways Fokker 50 SE-LED left Amsterdam in its new colours and was replaced by Fokker 50 SE-LEC. A day later a United States Army C-12 arrived at Schiphol East and made a night stop. Eurofly A320 I-EEZF picked up the cruise passengers sistership I-EEZG dropped off on the 5th.

The King of Maroc bought himself a Rolls-Royce and that had to be picked up so what better equipment to use than a Hercules of your 'own' Air Force. CNA-OS arrived early in the morning of the 19th and departed a little bit later. Another almost long time resident that departed was Eagle Aviation B747-400 F-GTIR. It finally left in the afternoon bound for Tirana in Albania (of all places).

Hamburg International operated a charter on the 20th with A319 D-AHIO arriving from Cologne and departing to Berlin Schonefeld. On the same day the Balkan Holidays charter was operated by Air Via A320 LZ-MDM and another MD-11 freighter of Lufthansa made a first visit when D-ALCR turned up. On the 21st Fokker 100 PH-MJP departed back to Woensdrecht. The day before the aircraft emerged from the QAPS paint bay in a Lufthansa Regional colour scheme with Contact Air titles and reg'd D-AFKE. In the mean time most of us have witnessed its television appearance during a landing at Stuttgart recently. Skyways Fokker 50 SE-LEC was replaced by SE-LEL and Blue Wings A320 D-ANNE flew for Royal Air Maroc. 144617 is a CL604 or CC-144C as the Canadian Armed Forces call it and that made a first visit during a quick stop at East on the 21st. During the last hour of the 23rd Carpatair made a quick stop at Schiphol with Saab 2000 YR-SBA. It departed in the first hour of the 24th.

Mr. Vijay Mallya probably wanted to have a bite to eat in Amsterdam before returning to his home country on the 24th. His private A319 VT-VJM arrived just before 6pm from Luton and departed later that evening to Mumbai.

KLM received its 4th B777-300ER on the 25th when PH-BVD arrived from Seattle. The aircraft is the first aircraft of KLM that is painted in the Skyteam colour scheme.

Heereveen had to play a match against PAOK from Greece on the 27th which resulted in MD-80 SX-BPP of Sky Express arriving on the 26th. Devoid of titles it was still painted in Meelad Air colours and was parked until its departure on the 28th at R apron. The 26th also saw Royal Flight BAe146 ZE701 making a quick stop at East on its way from Northolt to Munich.

Instead of the normal small Airbusess Egypt Air uses on flights to Amsterdam B737-800 SU-GCN turned up on the 27th. Nothing much happened during the last days of the month except for the Spanish Air Force Hercules that brought a group of Spanish soldiers for a military exercise. TK 10-12 arrived on the 30th and after the crew had a night out in town the KC-130H left again the following morning.

Credits: Dirk Gortzak, Alexander Schelbergen, Gerrie Stigter, Joop de Vries, DSML and of course the ladies and gentlemen working at Amsterdam Schiphol Airport.

Rotterdam

August 2009

01. CS-DNP	Falcon 2000	NetJets Eur.	02 NJE2DX/925W
OE-LJR	Do328-310	Welcome Air	TYW564/5
OO-EDV	Ce525B	Air Service Liège	
PH-JNX	Ce560XLS	JetNetherlands	dep JNL399
PH-ORJ	Ce510	Sky-Taxi	19
PH-XP1	PA-31-350	Bravo Zulu (Malta)	dep
02. OE-LJR	Do328-310	Welcome Air	TYW576/7
PH-TXA	Ce510	Airfield Holding	20
03. HB-JSS	Falcon 7X	Cat Aviation	04 CAZ601
OO-LAC	Beech 200C	Sky-Service	SKS13H
PH-ANO	Ce560XLS	JetNetherlands	09 JNL780/185

04. CS-DFR	Ce560XL	NetJets Eur.	05 NJE505Y/830P
CS-DFR	Ce560XLS	NetJets Europe	05 NJE6ZU
D-BLDI	Ce750	Avangard Malz	
D-HDSE	EC120B	LGM Luffahrt	
M-NGSN	PC-12/47	Niels Stolt-Nielsen	06
OE-GBB	Do328-110	Welcome Air	TYW522/5/6/7
OE-GCI	Ce550	Tyrolean Air Am.	05 TYW621/3/2
PH-HHB	H269D	Heli Holland	
05. A-247	SA316B	300sq	
D-GALF	PA-30-160		07
D-IAWF	Ce425	Aerowest	
OE-GBB	Do328-110	Welcome Air	TYW532/3
OO-PRM	Ce510	Air Service Liège	
06. D-CSWM	CeS550	Bluebird Aviation	
D-IFDN	Ce525A	Dix Aviation	HTM06C
D-IFHI	Beech C90	Eifelair	
G-MAJV	BAe4100	Eastern Aw	EZE145P/1045
G-MAJV	BAe4100	Eastern Aw	EZE1046/0146P
N56KD	DA42		08
OE-GBB	Do328-110	Welcome Air	TYW542/3
OE-GCI	Ce550	Tyrolean Air Amb.	TYW641/2
07. D-101	CH-47D	298sq	
CS-DRN	BAe125-800XPi	NetJets Europe	08 NJE3HE
EC-JMS	Ce525A	Jetnova	11 JNV113/21
N125XP	BAe125-800XP	Surewings	
PH-DLJ	P180	JetNetherlands	14 JNL266/45
TC-TJD	B737-4Q8	Corendon Airlines	CAI563/4
08. LX-LAR	Lj35A	Luxemb. Air Rescue	
09. PH-SOL	Ce525	Solid-airR	11 SOX208/18
10. C-GTDE	Lj35A	Sky Service	11
CS-DMK	Beech 400A	NetJets Europe	NJE4FW
F-GPAC	Beech B200	AvDef	DEF08H
N171EX	Falcon 7X	Sky River Consulting	11
OO-LAC	Beech 200C	Sky-Service	SKS13H
PH-SUE	R44	Helicon	
VT-SMI	G-V	Essar Shipping	11
11. CS-DHQ	Ce550 Bravo	NetJets Europe	NJE409B/7EV
D-IHEB	Ce525	Silver Cloud Air	
D-IRSB	Ce525	Bizair Flug	BZA122/3
G-GLTT	PA-31-350	Air Time Charters	IME186/7
OE-GPS	Ce550 Bravo	Tyrolean Air Amb.	TYW822/3
PH-EQU	EC155B1	Heli Holl.	Offsh. HHE60C/D/E
PH-HHF	H269D	Heli Holland	
PH-JNE	Ce525A	JetNetherlands	dep JNL220
PH-PIX	SA226T	Aerodata	dep
PH-TEJ	Ce500	Uniwest Group	dep
TC-TJD	B737-4Q8	Corendon Airlines	CAI271/2
12. 279	SH-14D	MARheli	NRN524
CS-DUB	BAe125-750	NetJets Europe	NJE166U/1CA
G-EVLN	G-IV	Wings Worldwide Ch.	14 PIX345
SP-ITC	PA-31-350	Eurosense	arr
13. S-438	AS532U2	300sq	Wildcat16
C-FWQE	AS332L1	CHC Global Ops Canada	dep
CS-DQB	Ce560XLS	NetJets Europe	NJE3TR/357D
CS-DRM	BAe125-800XPi	NetJets Eur.	16 NJE740Y/7MK
D-ILCE	PA-31T	Windrose Air Jetcharter	
N555BK	Ce550 Bravo	Koop Holding	
PH-SAF	PA-44-180	Stella Aviation Charter	
14. CS-DHP	Ce550 Bravo	NetJets Europe	16 NJE7DQ
D-AAOK	CL-604	DC Aviation	16 DCS800
TC-TJD	B737-4Q8	Corendon Airlines	CAI563/4
15. CS-DXY	Ce560XLS	NetJets Europe	NJE846G/3QC
OO-LET	Beech B200	Air Service Liège	
YU-BZM	Ce560XLS+	Air Pink	f/v 16
16. EC-JNZ	Falcon 900C	TAG Aviation (Spain)	TGM021
LN-IDA	Beech B200C	Hesnes Air	HSG02
OE-GPD	Ce525B	Fly Tirol	17 FTY31
OO-FAG	Ce560XL	Flying Service	FGY042T/3T
PH-AAF	CRJ200ER	Solid-airR	SOX238
PH-DLN	P180	JetNetherlands	21 JNL554/307
PH-FIS	Ce525	KNSF Flight Services	
TC-TJD	B737-4Q8	Corendon Airlines	CAI772/1
17. F-HACY	AS350BA	Heli & Co	18
F-HACZ	AS355N	Heli & Co	18
F-HDCS	Beech C90A	V Airlines	2x



Duclair operates three Learjet 35As for Luxemburg Air Rescue. Once in a while they visit Rotterdam, like this LX-LAR on 8 August 2009. Most of the times they are parked at the "Alpha line", in front of the airport medical centre. (Kees van Boven)

	OO-LET	Beech B200	Air Service Liège		OY-KYS	Lj60	Air Alpha	28	AHA042/5
18.	CSX81720NH90		KLu/Augusta Westland	Hotel90	PH-TXA	Ce510	Airfield Holding		28
	OE-GBB	Do328-110	Welcome Air	TYW522/3	SP-NSL	PA-46-350P	Marek Roleski		26
	PH-HHB	H269D	Heli Holland		26. S-419	AS532U2	300sq		Wildcat13
	PH-HHF	H269D	Heli Holland		S-442	AS532U2	300sq		Wildcat24
	TC-TJC	B737-4Q8	Corendon Al	CAI232, 233/4	D-CFTG	Lj35A	Quick Air Jetcharter		QAJ404
	D-CAWU	Ce560	Adolf Würth	20	OO-AIE	Ce560XLS	Flying Service		FGY592S/1S
19.	G-MAJU	BAe4100	Eastern Aw	20 EZE249P/1045	OY-GSA	PC-12/45	Widex		
	OK-GGG	ERJ135BJ	ABS Jets	20 ABP340	PH-DLN	P180	Global Jet Luxembourg		
	PH-FJK	Ce525B	JetNetherlands	JNL330/419	PH-OFB	Fokker 100	JetNetherlands	27	JNL471/500
20.	D-IDMH	Ce525A	Herrenknecht		VP-BST	CL-604	KLM Cityhopper		KLM7141/871
	D-ILHD	Ce525	Lufthansa Flight Tr.	DLH8872	YU-SPA	Ce560XLS	Springway		27
	G-MAJU	BAe4100	Eastern Aw	EZE1046/0146P	27. D-CHLE	Lj60	Prince Aviation		27
	M-ICRO	Ce525A	Contrail Flight Service		D-CSWM	CeS550	Hapag-Lloyd Exec.		HLX522M
	OE-LIR	Do328-110	Welcome Air	TYW542	D-IOSC	PA-42-720	Bluebird Aviation		28
	OE-LJR	Do328-310	Welcome Air	TYW545/6	D-IOAS	PA-42-1000	Lufthansa Flight Tr.		DLH8860
	PH-HHF	H269D	Heli Holland		F-HBCF	TBM-700	Quick Air Jetcharter		QAJ406
	PH-MED	Lj55C	Interstate Airlines	28 FWA008/9	N7715X	Ce525	Skytest		
21.	F-GYCB	H269C	Roterywings Vliedschool		PH-DLV	P180	BH Aviation		28
	M-BIGG	CL-605	Signal Aviation	2x	PH-EVY	Do328-110	JetNetherlands	28	JNL500/613
	N812AM	BAe125-800A	W.C. Leasing		PH-TXA	Ce510	Solid-air		SOX318
	OE-GBB	Do328-110	Welcome Air	22 TYW552/61	28. PH-EVY	Do328-110	Solid-air	arr	SOX318
	OO-LET	Beech B200	Air Service Liège		PH-MED	Lj55C	Interstate Airlines	arr	FWA011
	PH-ACE	Beech 300	Air Ch. Europe	RCC33P/333	PH-OFB	Fokker 100	KLM Cityhopper		KLM7872/142
	PH-DLN	P180	JetNetherlands	23 JNL307/1455	TC-TJD	B737-4Q8	Airfield Holding		31
	PH-TXA	Ce510	Airfield Holding	24	29. CS-DMM	Beech 400A	Corendon Airlines		CAI563/4
	PH-VBG	Falcon 2000EX	JetNetherlands	arr JNL384	LX-AAA	Global Express	NetJets Europe	30	NJE4XQ
	TC-TJD	B737-4Q8	Corendon Airlines	CAI563/4	P4-TPS	G550	Global Jet Luxemb.		SVW27AA
23.	CS-DFC	Falcon 2000	NetJets Europe	NJE210A/084B	PH-DLL	P180	Orgjet A.V.V.		PTF9622
	CS-DRJ	BAe125-800XPi	NetJets Eur.	24 NJE7LY/277L	PH-ECN	PC-12/45	JetNetherlands	30	JNL613/308
	LX-ONE	Lj35A	Duclair	DUK1AMB	PH-DNZ	Ce560XLS	ELAS Prof. Serv. Network		30
	N812AM	BAe125-800A	W.C. Leasing		30. CS-DNZ	Ce560XL	NetJets Europe	31	NJE6LH
	OE-GPD	Ce525B	Fly Tirol	FTY31	CS-DXO	Ce560XLS	NetJets Europe		NJE422E/6CT
	TC-TJD	B737-4Q8	Corendon Airlines	CAI771, 772	G-BDOC	S-61N	Bristow Helicopters		
24.	CS-DMR	Beech 400A	NetJets Europe	NJE367U/4HA	HB-JRV	CL-604	Sonnig	31	-/ONG127
	N812AM	BAe125-800A	W.C. Leasing		PH-JNE	Ce525A	JetNetherlands	arr	JNL540
	PH-HHF	H269D	Heli Holland		31. G-MAMD	Beech B200	Forest Aviation		
	PH-JNE	Ce525A	JetNetherlands	30 JNL480/540	G-OLDT	Lj45	Gold Air Int'l		ACG59B/C
	PH-SUE	R44	Helicon		N752S	Falcon 2000	Shell Oil Company		
	TC-TJD	B737-4Q8	Corendon Airlines	CAI172					
25.	CS-DOB	Beech 400A	NetJets Eur.	27 NJE583U/3YT					
	D-CFTG	Lj35A	Quick Air Jetcharter	QAJ402					
	F-HOLF	AS355NP	Sable Air	26					
	G-STOB	Beech 400A	WA Developments Int'l						
	HB-SJB	Falcon 70X	Cat Aviation						
	OE-IBR	ERJ135BJ	Global Jet	29 GLJ25BR/30BR					

On the 15th Air Pink visited with their latest fleet addition. Both visiting French helicopters on the 17th used the airport for refueling during the Eneco Cycling tour. On the 18th, the sole Dutch Air Force NH90 visited Rotterdam. KLM Cityhopper operated a charter for football club NAC to Spain on the 26th, with the return flight being operated on the 28th.

Credit: Rotterdam Airport.

Groningen

August 2009

01. D-GIPA	PA-34-220T	Roesler Flugcharter	dep
PH-ECE	EC120B	Heli Holland	
02. D-IMMI	Ce525	Dr. Schenk Flugbetrieb	VF1131
03. PH-DTS	DA42	Wings over Holland	dep
PH-SUE	R44	Helicon	05
04. D-CFTG	Lj35A	Quick Air Jet Charter	QAJ365
PH-MLN	PA-44-180	Martinair Vliegschool	
07. CS-DXZ	Ce560XLS	NetJets Europe	NJE3KA
PH-ACI	CeT303	AIS Vliegschool	
08. N22SY	PA-46-350P		
09. D-CAVE	Lj35A	D.R.F.	AMB650
10. D-IMMI	Ce525	Dr. Schenk Flugbetrieb	VF1131
G-EMBI	ERJ145EP	BMI Regional	11BMA7979/80
PH-MLN	PA-44-180	Martinair Vliegschool	
PH-WLW	R44	Helicon	11
11. G-JMED	Lj35A	Air Medical	MCD061
PH-ACI	CeT303	AIS Vliegschool	
PH-WLW	R44	Helicon	12
12. D-IIICE	Beech B200	Euro Link	
N7600S	Falcon 900EX	SAS Institute	
PH-DTS	DA42	Wings over Holland	
13. N515TJ	Beech 400A	Blackburn International	
14. N95590	AC690B	Finmap International	SVY08
PH-HKM	PA-34-200T	KN Singles & Twins	
15. N359SH	A109S	Centinela Aviation	
N46PW	PA-46-350P		
PH-EMS	EC135T2	ANWB	Lifelinier01
16. LX-HMS	MD-900	Luxembourg Air Rescue	
17. 266	SH-14D	MARHeli	NRN780
CSX81720NH90		KLu / Augusta Westland	*
PH-SUE	R44	Helicon	19
18. A-292	SA316B	300sq	
OY-RBE	DA42	Danish Aviation College	
19. G-ZAPW	B737-3L9	Titan Airways	AWC13Y/10A
OO-CST	EC120B	Wegenbouw Carmans	
PH-HBH	H269C	Heli Holland	
20. N353CE	AS350B3	Schuybroek Aviation	
21. G-ZAPW	B737-3L9	Titan Airways	AWC108/13W
PH-MYX	Ce650	Solid-air	SOX089
22. I-FXRJ	P180	Foxair	FXR18J
PH-ECE	EC120B	Heli Holland	
23. D-INAS	Beech C90B	VK Aviation & Trading	
24. 272	SH-14D	MARHeli	NRN638
A-292	SA316B	300sq	Bluebird56
PH-HHB	H269D	Heli Holland	
PH-KGJ	EC120B	Heli Holland	
PH-WLW	R44	Helicon	25
25. D-IOLK	BN-2B	OLT	*
PH-DIB	H269C	Swanenberg Heli Services	
PH-ECI	Ce525	Ypsilon	
PH-WLW	R44	Helicon	26
26. HB-GJM	Beech B200	Air Glaciers	27 AGV131/2
HB-JIF	MD-90-30	Hello	28 FHE6932/4
27. D-CALL	Ce550 Bravo	Air Hamburg Pvt Jets	AHO111
OE-UDR	DA42	Keilir Aviation Academy	
PH-HHB	H269D	Heli Holland	
PH-JAX	Beech C90GTI	L.S. Verwelius	
28. D-CALL	Ce550 Bravo	Air Hamburg Pvt Jets	29 AHO111
EC-HNM	Ce340	TAG Aviation	31
PH-HKM	PA-34-200T	KN Singles & Twins	
PH-TXA	Ce510	AirField Holding	
29. PH-ECC	PC-12/45	Elas Professional Services	
PH-HKM	PA-34-200T	KN Singles & Twins	
30. PH-ECC	PC-12/45	Elas Professional Services	
31. I-ROTK	Ce208		
N25AJ	Bell 206B	Jetcopters Inc.	
PH-ECE	EC120B	Heli Holland	
PH-SUE	R44	Helicon	02

BML:

G-RJXL 24 - 28, 31
G-RJXK 03, 05, 07, 10, 12, 14, 17 - 21

Sky Airlines :

TC-SKB 06 TC-SKI 13
TC-SKD 20 TC-SKN 06, 27

Again some ambulance-flights, visiting the airport. Titan visited twice on a soccer charter and Hello also operated a charter into Eelde. The Spanish Cessna 340 was related to the Vuelta which started in the town of Assen this year. The NH90 and the OLT Islander both performed ILS approaches.

Credits: GEAS.

Eindhoven

July 2009

Ryanair

EI-DAD	09, 12	EI-DPG	07, 09, 11, 14, 16, 18, 21
EI-DAG	25, 30	EI-DPK	03
EI-DAI	10	EI-DPN	03, 08
EI-DAJ	29	EI-DPO	02, 04, 11
EI-DAK	14, 18, 20, 21, 23, 24, 30		
EI-DAM	08	EI-DPR	01, 23, 29, 30
EI-DAN	11, 24	EI-DPS	06, 09
EI-DAO	13	EI-DPT	01, 10, 23
EI-DAP	04	EI-DPX	31
EI-DAR	28	EI-DWA	29
EI-DAS	24	EI-DWB	18, 28
EI-DAV	07	EI-DWC	18, 25
EI-DAW	07, 10, 13	EI-DWD	02
EI-DAY	13	EI-DWF	04, 07, 10
EI-DAZ	05	EI-DWI	17, 19, 24, 28
EI-DCC	27	EI-DWK	20, 31
EI-DCE	05, 09, 16, 18, 21, 28		
EI-DCI	08, 16	EI-DWL	09
EI-DCJ	02	EI-DWM	01, 22, 26
EI-DCL	16, 20, 26, 30	EI-DWO	07, 17, 19, 20
EI-DCM	03, 27, 28	EI-DWP	12, 16, 26, 27, 29
EI-DCN	03, 14, 26	EI-DWS	03
EI-DCO	08, 18	EI-DWV	12, 26
EI-DCP	01	EI-DWW	01, 02, 11, 14, 21
EI-DCR	15, 25	EI-DWX	04, 07, 11, 17
EI-DCS	14, 16, 17, 19, 21	EI-DWY	06, 19, 22, 27
EI-DCT	02, 20, 24, 25, 30	EI-DWZ	03, 09, 10, 15, 16, 17, 23, 30
EI-DCV	14, 21, 25	EI-DYD	19, 22, 25, 28
EI-DCW	03, 05, 27, 30	EI-DYE	04
EI-DCX	06, 30	EI-DYF	15
EI-DCZ	28	EI-DYM	29
EI-DHB	02, 07, 22, 23	EI-DYN	10, 15
EI-DHC	06	EI-DYP	20
EI-DHF	20, 29	EI-DYS	08, 31
EI-DHG	21, 23, 25, 28	EI-DYV	05, 13
EI-DHH	05, 06, 08 - 10, 14		
EI-DHJ	07, 08, 11	EI-DYW	31
EI-DHN	05, 21	EI-DYX	27, 29
EI-DHO	26	EI-DYY	08, 13
EI-DHP	01, 07, 11, 15, 17, 18, 25		
EI-DHV	07, 11	EI-DYZ	05, 12, 19, 20, 22 - 24, 27, 29, 30, 31
EI-DHX	31	EI-EBA	09, 13
EI-DHY	04, 17, 31	EI-EBB	02, 08, 09, 12, 15
EI-DLB	08, 12, 14, 22, 31	EI-EBC	01
EI-DLC	02 - 04, 07, 15, 18, 26, 30		
EI-DLD	13	EI-EBF	12
EI-DLE	13, 16	EI-EBI	05
EI-DLF	10, 24, 29, 31	EI-EBK	03, 06, 27, 30
EI-DLG	16, 24	EI-EBL	09, 17
EI-DLH	15, 19, 23	EI-EBM	27
EI-DLJ	10	EI-EBN	10, 11
EI-DLK	22, 28	EI-EBO	03
EI-DLL	15, 24, 25	EI-EBP	02, 22, 24
EI-DLR	14, 18, 27, 31	EI-EBR	03, 05, 06
EI-DLT	23	EI-EBS	03, 14, 23, 25
EI-DLV	02, 04, 15	EI-EBY	17, 24
EI-DLW	12, 13, 16, 21	EI-EBZ	16, 21
EI-DLX	01	EI-EFA	20, 29
EI-DLY	02, 17, 18, 25, 31	EI-EFC	16

EI-DLZ	09	EI-EFD	13, 19
EI-DPA	01, 02, 06, 09, 14	EI-EFE	23, 25, 28, 30
EI-DPB	11	EI-EFG	01, 04, 06, 22
EI-DPC	17	EI-EFK	11
EI-DPD	19, 20, 22	EI-EFN	21
EI-DPE	05, 06	EI-EFP	28
EI-DPF	12		

Wizzair

HA-LPA	05, 08, 14	HA-LPO	01
HA-LPB	16, 27, 29	HA-LPQ	16, 19, 20, 21, 22, 28, 30
HA-LPC	09, 25	HA-LPR	03, 30
HA-LPE	02, 18	HA-LPS	17, 25, 26
HA-LPF	06, 07, 10	HA-LPT	07
HA-LPI	02, 12	HA-LPU	21, 23
HA-LPJ	11, 12, 13, 17, 19, 20, 24, 29, 31		
HA-LPK	28, 31	HA-LPV	09, 13, 15
HA-LPL	02, 04, 07, 09, 15, 22, 26, 27		
HA-LPM	04, 14	HA-LPX	23, 24

August 2009

01. PH-MHM	Ce560XLS	JetNetherlands	07 JUN145/256
PH-MYX	Ce650	Solid-airR	02 SOX787/063
TC-APH	B737-8S3	Pegasus Airlines	PGT295/6
TC-APH	B737-8S3	Pegasus Airlines	PGT289/90
TC-ONN	MD-88	Onur Airlines	OHY715/6
TC-SKH	B737-8BK	Sky Airlines	SHY679/80
TC-TJD	B737-4Q8	Corendon Airlines	CAI041/0
02. F-GMLI	DC-9-83	Blue Line	BLE982/982P
F-HBOY	A310-325	Blue Line	03 BLE770P/770
N163EB	Falcon 2000EX	PCS Aviation Services	04
N53667	PA-46-500TP		
OE-FHW	Ce501	Daedalos Flugbetr.	IAY151/2
TC-TJC	B737-4Q8	Corendon Airlines	CAI041/0
03. G-STRN	B737-7L9	Iceland Express	AEU231/2
LZ-FBC	A320-214	Bulgaria Air a/w	LZB4901/2
PH-MYX	Ce650	Solid-airR	08 SOX181/786
RA-76386	II-76TD	Aviacon Zitotr.	04 AZS7005/6
04. CS-DNS	Falcon 2000	NetJets Europe	NJE985K/884G
N441FP	Beech 350	Universal Aviation	
PH-MCI	B767-31AER	Martinair	MPH301
TC-AAH	B737-82R	Pegasus Airlines	PGT289/90
TC-API	B737-86N	Pegasus Airlines	PGT295/6
TC-OBD	A320-232	Onur Airlines	OHY715/6
TC-TJC	B737-4Q8	Corendon Airlines	CAI041/0
05. G-BMDK	PA-34-220T	Air Medical	06 MCD054
N441FP	Beech 350	Universal Aviation	
PH-MCI	B767-31AER	Martinair	06 MPH302
PH-OFI	Fokker 100	KLM Cityhopper	KLM7141/871
PH-SOL	Ce525	Solid-airR	06 SOX086
06. HB-AFG	ATR72-201F	Farnair Europe	17 FAT9502/1

OO-ASL	Beech B200C	Air Service Liège	
PH-SOL	Ce525	Solid-airR	09 SOX086/208
SE-LHB	BaE3200	Direktflyg	dep HSV9762
TC-TJC	B737-4Q8	Corendon Airlines	CAI041/0
07. PH-MCI	B767-31AER	Martinair	MPH302
PH-OFI	Fokker 100	KLM Cityhopper	KLM7872/142
RA-76386	II-76TD	Aviacon Zitotrans	AZS7005/6
08. N35CD	G-V	Schering-Plough Corporation	09
TC-AAJ	B737-82R	Pegasus Airlines	PGT289/90
TC-AAO	B737-86N	Pegasus Airlines	PGT295/6
TC-ONO	MD-88	Onur Airlines	OHY715/6
TC-SKB	B737-430	Sky Airlines	SHY679/80
TC-TJE	B737-4Y0	Corendon Airlines	CAI041/0
09. N27CD	G-IV	Schering-Plough Corporation	11
N35CD	G-V	Schering-Plough Corporation	11
N502KA	G-V	Priester Aviation	11 PWA502
PH-DYN	Ce550 Bravo	Solid-airR	13 SOX213/50
PH-MCJ	B767-33AER	Martinair	MPH301
PH-MEX	Ce650	Solid-airR	10 SOX087
PH-MYX	Ce650	Solid-airR	14 SOX786/247
TC-TJC	B737-4Q8	Corendon Airlines	CAI041/0
10. G-STRN	B737-7L9	Iceland Express	AEU231/2
LZ-FBC	A320-214	Bulgaria Air a/w	LZB4901/2
N35GZ	G-III	Trans Gulf	11
N663MK	Falcon 900EX	Merck & Co	11
PH-MCJ	B767-33AER	Martinair	11 MPH302/1
PH-MEX	Ce650	Solid-airR	12 SOX087/214
RA-76842	II-76TD	Aviacon Zitotrans	AZS7005/6
11. D-AKBH	CL-604	JetAir Flug	13 JTI0902/1402
D-IRSB	Ce525	RSB Mobil	BZA121/2
TC-AAE	B737-82R	Pegasus Airlines	PGT295/6
TC-AAL	B737-82R	Pegasus Airlines	PGT289/90
TC-OBD	A320-232	Onur Airlines	OHY715/6
TC-TJF	B737-4Y0	Corendon Airlines	CAI041/0
12. CS-DLH	Falcon 2000EX	NetJets Eur.	13 NJE052N/220G
PH-MCJ	B767-33AER	Martinair	13 MPH302/1
13. EC-IBD	Global Express	Gestair privat Jets	GES101/2
PH-DYN	Ce550 Bravo	Solid-airR	25 SOX250/625
TC-TJF	B737-4Y0	Corendon Airlines	CAI041/0
14. G-VUEM	Ce501	Frاندley Av Part.	16 VUE872/3
PH-AAJ	CRJ200ER	Solid-airR	dep SOX262
PH-MCJ	B767-33AER	Martinair	MPH302
PH-SOX	Do328-110	Solid-airR	arr SOX201
S5-ABL	ERJ135BJ	LinxAir	
S5-BAJ	Ce525	LinxAir	
SE-LHE	BaE3200	Direktflyg	21 HSV9763/4
15. LY-ARL	ATR42-300	Donu Oro Transportas	DNU487
PH-MEX	Ce650	Solid-airR	18 SOX207/088
TC-AAJ	B737-86N	Pegasus Airlines	PGT289/90
TC-APU	B737-82R	Pegasus Airlines	PGT295/6
TC-ONN	MD-88	Onur Airlines	OHY715/6



This Fokker 100 B-12292 left the Fokker factory in 1996, and was delivered to Formosa Airlines in Taiwan. After the merger with Mandarin Airlines, the Fokker joined their fleet. It has now been retired in Taiwan, but has found a new job in Germany. The airplane was ferried to Eindhoven in August. It continued to Woensdrecht for maintenance and cabin reconfiguration, followed by a paintjob at QAPS in Amsterdam. (Eindhoven, 31 August 2009, Niels Quist)



The ENECO-tour is the Dutch variant of the Tour de France, La Vuelta and the like. And as with the larger siblings, nowadays this can not be done without the aerial coverage by helicopters, although in small numbers. TV coverage was provided with two Ecureuil helicopters, that stayed overnight in Hilversum on 25 August 2009. Then, Ernesto Bauer made this photo of AS355N F-HACZ.

TC-SKH	B737-8BK	Sky Airlines	SHY679/80	TC-ONO	MD-88	Onur Airlines	OHY715/6
TC-TJF	B737-4Y0	Corendon Airlines	CAI041/0	TC-SKH	B737-8BK	Sky Airlines	SHY679/80
16. CS-DXJ	Ce560XLS	NetJets Europe	NJE544L/458Q	TC-TJC	B737-4Q8	Corendon Airlines	CAI041/0
OM-HLZ	Ce525	VIP Wings	VPA500	23. D-CAWM	Ce560XLS	Aerowest	
PH-HRK	P180	Solid-airR	28 SOX748/319	F-HCPB	Ce525	Berlys Aero	
PH-MFX	Ce650	Solid-airR	18 SOX225A/252	HB-JGJ	G450	G5 Executive	
TC-TJE	B737-4Y0	Corendon Airlines	CAI041/0	OE-IEL	Global Express	Tyrolean Jet Service	TJS21/2
17. G-JETO	Ce550	Air Charter Scotl.	EDC657P/657	PH-MEX	Ce650	Solid-airR	28 SOX979A/344
G-STRN	B737-7L9	Iceland Express	AEU231/2	S5-BAW	Ce525B	LinxAir	
LX-TWO	Lj35A	Luxemb. Air Ambul.	DUK2AMB	TC-TJE	B737-4Y0	Corendon Airlines	CAI041/0
LZ-FBD	A320-214	Bulgaria Air a/w	LZB4901/2	24. G-STRN	B737-7L9	Iceland Express	AEU231/2
PH-AAG	CRJ200ER	Solid-airR	29 SOX232/303	LZ-FBD	A320-214	Bulgaria Air a/w	LZB4901/2
PH-CHT	Falcon 2000EX	Solid-airR	SOX246	OO-SKP	CeS550	Sky-Service	SKS15H
RA-76842	II-76TD	Aviacon Zitotrans	AZS7005/6	PH-AHX	B767-383ER	Arkefly	TFL091P/929
UR-82073	An-124-100	Antonov Al	18 ADB556F/5756	RA-76842	II-76TD	Aviacon Zitotr.	28 AZS7005/6
18. D-CJPG	Lj35A	Quick Air Jet Charter	QAJ389	25. PH-MCL	B767-31AER	Martinair	MPH301
HA-LPW	A320-232	Wizzair	f/v WZZ227K/228L	TC-AAE	B737-82R	Pegasus Airlines	PGT289/90
OH-LXC	A320-214	Finnair	FIN7043/4	TC-AAI	B737-82R	Pegasus Airlines	PGT295/6
PH-MCJ	B767-33AER	Martinair	MPH301	TC-OBE	A320-232	Onur Airlines	OHY715/6
PH-MEX	Ce650	Solid-airR	21 SOX088/979	TC-TJC	B737-4Q8	Corendon Airlines	CAI041/0
PH-MYX	Ce650	Solid-airR	21 SOX247/089	TC-TJD	B737-4Q8	Corendon Airlines	CAI253/4
TC-AAH	B737-82R	Pegasus Airlines	PGT295/6	26. PH-MCL	B767-31AER	Martinair	MPH302
TC-AAI	B737-82R	Pegasus Airlines	PGT289/90	PH-SOL	Ce525	Solid-airR	27 SOX217
TC-OBD	A320-232	Onur Airlines	OHY715/6	S5-BAS	Ce525A	LinxAir	
TC-SKB	B737-430	Sky Airlines	SHY279/80	27. PH-SOL	Ce525	Solid-airR	28 SOX217/338
TC-TJD	B737-4Q8	Corendon Airlines	CAI253/4	TC-TJF	B737-4Y0	Corendon Airlines	CAI041/0
TC-TJE	B737-4Y0	Corendon Airlines	CAI041/0	28. D-AGER	B737-75B	Germania	GMI2424/5/8900
19. D-AKBH	CL-604	JetAir Flug	23 JTI1901/2302	PH-DYN	Ce550 Bravo	Solid-airR	SOX625
EC-HNY	B717-2CM	Quantum Air	QTM3071/072P	PH-MEX	Ce650	Solid-airR	arr SOX919
PH-LCG	Falcon 900B	Jet Management Europe	dep	PH-SOL	Ce525	Solid-airR	31 SOX338/20
PH-MCJ	B767-33AER	Martinair	20 MPH302/1	29. CS-DXO	Ce560XLS	NetJets Eur.	30 NJE406Y/22E
SE-RDI	MD-83	Viking Airlines	VIK801/902P	PH-DYE	Ce550 Bravo	Solid-airR	arr SOX301
20. F-HBMS	Ce500	JPM Aviation	21 VLJ51E/F	TC-AAE	B737-82R	Pegasus Airlines	PGT289/90
TC-TJD	B737-4Q8	Corendon Airlines	CAI041/0	TC-AAR	B737-86N	Pegasus Airlines	PGT295/6
UR-82073	An-124-100	Antonov Al	ADB5756/557F	TC-ONP	MD-88	Onur Airlines	OHY715/6
21. HB-LNX	PA-31T	Transwing	TSW2108	TC-SKJ	A320-211	Sky Airlines	SHY679/80
LX-ZAV	CL-604	Global Jet	22 SVW18AV/23AV	TC-TJD	B737-4Q8	Corendon Airlines	CAI041/0
OH-LXC	A320-214	Finnair	FIN7045/6	30. OE-GLL	Ce550 Bravo	Jeffly Airline	
PH-LCG	Falcon 900B	Jet Management Europe	arr	PH-DYN	Ce550 Bravo	Solid-airR	31 SOX625/352
PH-MCJ	B767-33AER	Martinair	MPH301	TC-TJE	B737-4Y0	Corendon Airlines	CAI041/0
PH-MYX	Ce650	Solid-airR	22 - /SOX084	31. 900530	C-26D	Sigonella AOD	07 MEDX530
RA-76842	II-76TD	Aviacon Zitotrans	AZS7005/6	B-12922	Fokker 100	Mandarin Airlines	02
22. A6-AJA	ERJ135BJ	Al Jaber Aviation	23 AJA1	G-STRN	B737-7L9	Iceland Express	AEU231/2
F-HCPB	Ce525	Berlys Aero		LZ-FBD	A320-214	Bulgaria Air a/w	LZB4901/2
N35GZ	G-III	Trans Gulf	23	PH-DYN	Ce550 Bravo	Solid-airR	arr SOX319B
PH-EVY	D0328-110	Solid-airR	27 SOX951/318	PH-SOL	Ce525	Solid-airR	arr SOX343
TC-AAH	B737-82R	Pegasus Airlines	PGT289/90	RA-76842	II-76TD	Aviacon Zitotrans	AZS7005/6
TC-AAJ	B737-82R	Pegasus Airlines	PGT295/6				

On the 5th KLM Cityhopper operated a charter for football club PSV with the return flight taking place on the 7th. PSV used Finnair for a charter on the 18th, with the return flight taking place on the 21st. Quantum Air took Spanish football club Villarreal to The Netherlands for a game against NAC Breda. As for the paintshop we can list Farnair with an ATR42 from 6 August until 17 August and a US Navy Metro, arriving on the last day of the month.

Credits: Eindhoven Airport, Coen van Noordwijk, Stefan Jongen, Yorden, Niels Quist, Alexander Schelbergen.

Hilversum

August 2009

25. F-HACY AS350BA Heli & Co 2x FHACYformation
F-HACZ AS355N Heli & Co 2x FHACYformation

Both helicopters used the airfield for refueling purposes during the ENECO cyclingtour in the Amersfoort area. F-HACY was used as flying relais station, while F-HACZ was used as cameraship.

Credit: Ernesto Bauer.

De Kooy

August 2009

03. L-05 PC-7 131EMVOsq *Diamond31
04. PH-CGN Do228-212 Kustwacht NCG03
05. PH-CGN Do228-212 Kustwacht NCG03
06. G-275 C-130H-30 336sq NAF30
L-04 PC-7 131EMVOsq *Diamond15
12. ST41 SF260D 5sm *BAF196
13. L-08 PC-7 131EMVOsq *Diamond01
J-015 F-16AM 313sq *Orange form
J-016 F-16AM 312sq *Orange form
G-CFJC S-76-C2 Bristol BHL501
14. J-624 F-16AM 322sq *Voodoo1
J-869 F-16AM 322sq *Voodoo2
18. L-03 PC-7 131EMVOsq Diamond20
19. D-HOSF S-76B Viking Helicopters
OO-CST EC120 Pvt
20. PH-EUB EC155 CHC
21. M-517 EH101Mk512 Agusta Westland DAF517
PH-DDZ DC-3 Martins Air Charter/DDA *
26. M3 SA316B 40sm NYB403
U-05 Fokker 50 334sq *NAF50
28. S-459 AS532U2 300sq Wildcat62
29. A-247 SA316B 300sq Bluebird57

Credit: SG De Kooy.

Gilze-Rijen

July 2009

01. ZG917 Lynx AH9 1 Rgt/AAC *AAC111
02. LX-N90443 E-3A NAEW&CF *Nato12
L-03 PC-7 131EMVOsq *Diamond07
L-05 PC-7 131EMVOsq *Diamond11
L-06 PC-7 131EMVOsq *Diamond15
L-10 PC-7 131EMVOsq *Diamond10
L-10 PC-7 131EMVOsq *Diamond11
L-10 PC-7 131EMVOsq *Diamond31
03. J-015 F-16AM 311sq *Orange1
J-016 F-16AM 312sq *Orange2
L-10 PC-7 131EMVOsq *Diamond11
L-10 PC-7 131EMVOsq *Diamond16
06. ST-48 SF-260D 5sm/1w BAF199
J-013 F-16AM 312sq *Shark21
J-015 F-16AM 311sq *Orange1
J-016 F-16AM 312sq *Orange2
J-511 F-16AM 312sq *Snake21
07. G-273 C-130H-30 336sq *NAF35
L-06 PC-7 131EMVOsq *Diamond10
L-09 PC-7 131EMVOsq *Diamond22
08. 1x F-16.M
G-273 C-130H-30 336sq *NAF35
1x PC-7 131EMVOsq *
09. E47/702-AC Alpha Jet E EAC00.314 *FAF6441

E103/314-UA Alpha Jet E EAC00.314 *FAF6442
E119/314-FE Alpha Jet E EAC00.314 *FAF6411
E137/314-LJ Alpha Jet E EAC00.314 *FAF6410
10. J-015 F-16AM 311sq *Orange1
J-016 F-16AM 312sq *Orange2
13. XW216 Puma HC1 230sq *RFR7320
ZJ954 Puma HC1 230sq *RFR7320
J-135 F-16AM 322sq *Voodoo1
L-05 PC-7 131EMVOsq *Razor10
14. U-06 Fokker 50 334sq *NAF50
15. J-138 F-16AM 322sq *
J-869 F-16AM 322sq *
L-02 PC-7 131EMVOsq *
L-08 PC-7 131EMVOsq *Diamond16
U-06 Fokker 50 334sq *NAF50
5H-TGF Fokker 50 Tanzania Gmt *FOP231
16. ES-YLZ L-39C Skyline Aviation *LION39
J-008 F-16AM 313sq *Orange23
J-015 F-16AM 313sq *Orange22
J-016 F-16AM 313sq *Orange21
L-02 PC-7 131EMVOsq *Diamond30
L-12 PC-7 131EMVOsq *Diamond11
L-12 PC-7 131EMVOsq *Diamond31
U-05 Fokker 50 334sq *NAF50
U-06 Fokker 50 334sq *NAF51
20. 1x PC-7 131EMVOsq *
PH-RPW BO-105C KLPD
21. 1x F-16AM KLU *
PH-AFS/E-14 Fokker S.11-1 Fokker Four *
PH-HOL/E-27 Fokker S.11-1 Fokker Four *
PH-HOK/E-29 Fokker S.11-1 Fokker Four *
PH-HOG/E-39 Fokker S.11-1 Fokker Four *
PH-GRY/197/K Fokker S.11-1 Fokker Four *
22. CSX81720 NH90 KLu/AgustaWestland*Hotel90
1x F-16 131EMVOsq *
L-10 PC-7 131EMVOsq *
23. XZ606 Lynx AH7 1 Rgt/AAC *AAC118
1x F-16BM *
1x PC-7 131EMVOsq *
24. LX-N90458 E-3A NAEW&CF *Nato04
27. L-07 PC-7 131EMVOsq *Diamond16
L-10 PC-7 131EMVOsq *Diamond31
PH-PXA EC135P2+ KLPD *
PH-PXB EC135P2+ KLPD *
28. LX-N20000 CT-49A NAEW&CF *
J-017 F-16AM 311sq *Skido
29. L-07 PC-7 131EMVOsq *
1x PC-7 131EMVOsq *
U-06 Fokker 50 334sq *NAF50
PH-PXA EC-135P2+ KLPD *
30. U-06 Fokker 50 334sq *
31. L-02 PC-7 131EMVOsq *
L-03 PC-7 131EMVOsq *
L-05 PC-7 131EMVOsq *
L-10 PC-7 131EMVOsq *

Credit: SWAT11.

August 2009

04. PH-PXB EC135P2+ KLPD *
05. ZG887 Lynx AH9 1 Rgt/AAC *AAC111
J-617 F-16AM 313sq Tiger81
L-03 PC-7 131EMVOsq *Diamond16
1x PC-7 131EMVOsq *
11. 86+90 Bo105P1 KHR36 GAM8755form
87+55 Bo105P1 KHR36 GAM8755form
44+75 Tornado IDS(T) JBG31 *NO12T
13. J-015 F-16AM 313sq *Orange1
J-016 F-16AM 313sq *Orange2
14. G-275 C-130H-30 336sq *NAF30
17. J-015 F-16AM 313sq *Orange1
J-016 F-16AM 313sq *Orange2
18. CSX81720 NH90 KLu/AgustaWestland*Hotel90
G-275 C-130H-30 336sq *
19. 1x E-3A NAEW&CF *
PH-PXA EC135P2+ KLPD *
PH-ULP EC135T2 ANWB MAA *Lifeline2

20. L-06	PC-7	131EMV0sq	*Diamond05	J-642	F-16AM	311sq	Crack22
L-12	PC-7	131EMV0sq	*Diamond10	17. CSX81720	NH90	Klu/Augusta Westland Hotel90	
21. L-13	PC-7	131EMV0sq	*Diamond13	38+29	F-4F	JG71	*Fazer
PH-PXB	EC135P2+	KLPD	*	D-HBGR	S-76B	BGR	DHBGR
22. N13FY/16544	AT-6	private	'FY'	19. D-102	CH-47D	298sq	+20 Grizzly21
PH-PBY/16-218	PBY-5A	private		U-05	Fokker 50	334sq	+26 NAF51
PH-PSI/474425	P-51D	private	'OC-G'	S-441	AS532U2	300sq	Wildcat16
PH-RLA/A	Saab 91	private		J-015	F-16AM	313sq	Orange
24. XZ219	Lynx AH7	1 Rgt/AAC	*AAC111	20. J-873	F-16AM	311sq	Skido21
LX-N90455	E-3A	NAEW&CF	*Nato01	S-459	AS532U2	300sq	Jungle 1
PH-PXA	EC135P2+	KLPD		S-419	AS532U2	300sq	Jungle 2
25. L-03	PC-7	131EMV0sq	*Diamond01	J-021	F-16AM	313sq	*Beaver
26. XZ208	Lynx AH7	9 Rgt/AAC	*AAC107	21. A-247	SA316B	300sq	Bluebird50
ZF537	Lynx AH9	1 Rgt/AAC	*AAC118	S-433	AS532U2	300sq	Jungle 1
LX-N90455	E-3A	NAEW&CF	*Nato13	S-456	AS532U2	300sq	Jungle 2
27. FB18	F-16BM	31sm/10wing	*Tiger31	J-013	F-16AM	311sq	*Sting21
FB20	F-16BM	31sm/10wing	*Tiger32	24. FB-20	F-16BM	10W	*Tiger 19
83/103-YC	Mirage 2000	CEC01.012	*FAF7600A	Q-19	AH-64D	301sq	Redskin53
87/103-LA	Mirage 2000	CEC01.012	*FAF7600B	Q-25	AH-64D	301sq	Redskin54
97/103-YK	Mirage 2000	CEC01.012	*FAF7600C	25. J-866	F-16AM	311sq	Flame21
103/12-YN	Mirage 2000	CEC01.012	*FAF7600D	J-196	F-16AM	311sq	Flame22
46+44	Tornado	ECR JBG32	*GAFLC01	27. M-3/OT-ZPC	SA316B	40sm	NYB403
LX-N90455	E-3A	NAEW&CF	*Nato11	28. PH-PXF	EC135P2	KLPD	PHPXF
XZ221	Lynx AH7	9 Rgt/AAC	*AAC107	31. G-BIMU	S-61N	Bristow	Coastguard MC
XZ605	Lynx AH7	9 Rgt/AAC	*AAC107				
J-061	F-16AM	313sq	*Flame2				
J-196	F-16AM	313sq	*Flame1				
L-07	PC-7	131EMV0sq	*Diamond24				
28. LX-N90447	E-3A	NAEW&CF	*				

Credit: SWAT11.

Leeuwarden

August 2009

03. L-05	PC-7	131EMV0sq	+07 Diam31
L-03	PC-7	131EMV0sq	Diamond16
05. J-884	F-16BM	313sq	+06 *Tiger82
A-275	SA316B	300sq	Bluebird73
06. G-275	C-130H-30	336sq	+15,+18 *NAF30
07. 310/116-BE	Mirage 2000N	EC02.004	*FAF4210A,B
14. J-001	F-16AM	311sq	+31 *Crack21

Volkel

02. ES-YLZ	L-39C	Skyline	Lion39A 05
ES-TLE	L-39C	Skyline	Lion39B 05
04. 46+10	Tornado IDS	AG51	Seal*
FB24	F-16BM	BLu nmk	*
05. CH11	C-130H	20sm	BAF674*
M-515	EH101 Mk512	Esk 722	DAF515*
2x	Lynx	AAC	Army144*
08. FA103	F-16AM	BLu	Tiger11*
XZ216	Lynx AH7	AAC	Army144*
XZ179	Lynx AH7	AAC	Army144*
L-01	PC-7	131EMV0sq	Diamond13*

June 2009



Always one of the highlights of the Dutch Air Force Days is the air power demonstration. This year's edition featured fifteen based F-16s which performed a very spectacular airfield attack as can be seen on this picture. (Volkel, 19 June 2009, Marco van Halum)



Not the most spectacular type in the airshow circuit are the CAP232s of the Moroccan 'Marche Verte' team. However, their support aircraft are most welcome visitors to any show. The Moroccan Air Force operates seven CN235s, most of them in this attractive colourscheme. (Volkel, 19 June 2009, Geurt van den Berg)

10. L-03	PC-7	131EMVOsq	Diamond31*
L-13	PC-7	131EMVOsq	*
12. L-05	PC-7	131EMVOsq	Diamond13*
L-09	PC-7	131EMVOsq	Diamond19*
15. XX332/CO	Hawk T1A	100sq	RFF7042 16
A-301	SE316B	300sq	Bluebird51*
S-454	AS532U2	300sq	Wildcat04*
16. ZA456/023	Tornado GR4	15(R)sq	*
ZD793/101	Tornado GR4	15(R)sq	*
ZE116/116	Tornado GR4A15(R)sq	*	*
63-13189	C-130E	222Filo	*
A-301	SE316B	300sq	Bluebird59*
17. ZA541/034	Tornado GR4T 15(R)sq	*	Banshee*
TL.10-01/31-01	C-130H-30	Ala 31	AME3174
21. TK.10-12/31-54	KC-130H	Ala 31	AME3175
22. ZD716/084	Tornado GR4	Lossie	*
ZD849/110	Tornado GR4	617sq	*
ST47	SF260D	5sm	BAF195
24. 02-1104	C-17A	62nd AW	RCH1022
26. L-10	PC-7	131EMVOsq	Diamond02*
29. G-FRAI	Falcon 20	Cobham	*

We have left out the aircraft that attended the air show of 19 and 20 June. Nonetheless a couple of interesting aircraft were noted here. Apart from the regulars, a German Tornado, a C-17 and some AAC Lynx*, this month saw overshoots of RAF Tornado's that spent some time at Leeuwarden.

Credits: Oscar Sannen, SG Volkel messageboard, Scramble messageboard.

July 2009

02. A-301	SE316B	300sq	*
03. CE02	ERJ135LR	21sm	BAF681
N116MA	Lj36A	Skyline	Lion16 10
08. 00-0181	C-17A	62nd AW	Stork41
14. ES-TLE	L-39C	Skyline	Lion39 20
15. 1x	PC-7	131EMVOsq	*
U-06	Fokker 50	334sq	*
16. XW219	Puma HC1	230sq	*
ZJ954	Puma HC1	230sq	*
D-103	CH-47D	298sq	*
D-667	CH-47D	298sq	*
Q-08	AH-64D	301sq	*
ES-YLZ	L-39C	Skyline	*
17. Q-17	AH-64D	301sq	28
20. L-11	PC-7	131EMVOsq	Diamond31*
21. PH-PXA	EC135P2+	KLPD	*
PH-PXB	EC135P2+	KLPD	*
22. CSX81720	NH90	Klu/AgustaWestland Hotel90	*
23. XZ606	Lynx AH9	AAC	AAC118*
D-101	CH-47D	298sq	Grizzly03*
24. LX-N90458	E-3A	NAEW&CF	Nato04*
27. L-10	PC-7	131EMVOsq	*

28. L-06	PC-7	131EMVOsq	*
PH-NLZ	SA226TC	NLR	+29
29. L-11	PC-7	131EMVOsq	Diamond11
31. L-12	PC-7	131EMVOsq	Diamond16*

The Apache on the 17th had a malfunctioning gearbox and was stuck here until the 28 July.

Credits: Oscar Sannen, SG Volkel messageboard, Scramble messageboard.

August 2009

03. FB18	F-16BM	10w	*
L-03	PC-7	131EMVOsq	*
05. A61	SA318C	Wing Heli	*
ZG887	Lynx AH9	AAC	AAC111*
LX-N90448	E-3A	NAEW&CF	*
L-03	PC-7	131EMVOsq	*
J-881	F-16AM	323sq	Diana
06. G-275	C-130H-30	336sq	NAF30*
07. D-101	CH-47D	298sq	*
Q-19/K	AH-64D	301sq	+1
10. 84-0112	C-21A	76th AS	Valor66
12. LX-N90453	E-3A	NAEW&CF	Nato13*
J-064	F-16BM	322sq	Tiger81 13
13. PH-PXF	EC135P2+	KLPD	*
14. G-275	C-130H-30	336sq	NAF30*
16. PH-PXB	EC135P2+	KLPD	*
17. J-877	F-16AM	322sq	dep
S-440	AS532U2	300sq	Wildcat68
18. G-275	C-130H-30	336sq	NAF30*
A-247	SA316B	300sq	Bluebird75
19. D-101	CH-47D	298sq	Grizzly05*
20. FB18	F-16BM	10w	BAF421*
F-GLHF	CM170	DHJA	*
21. A-292	SA316B	300sq	Bluebird56
24. FB20	F-16BM	BLU	Tiger19*
LX-N90455	E-3A	NAEW&CF	Nato01*
26. 46+08	Tornado IDS	JBG31	NO10T*
2x	Lynx	AAC	*
S-419	AS532U2	300sq	*
27. LX-N90455	E-3A	NAEW&CF	Nato11*
XZ221	Lynx AH7	AAC	AAC107*
XZ605	Lynx AH7	AAC	AAC107*
28. LX-N90455	E-3A	NAEW&CF	Nato13*
31. 81-0980/SP	A-10C	81st FS	*
LX-N90448	E-3A	NAEW&CF	Nato02*
J-868	F-16AM	323sq	*

Remarkable visitors, between the very frequent E-3s and Chinoos, where the C-21 and the A-10 that both visited for a couple of approaches.

Credits: Oscar Sannen, SG Volkel messageboard, Scramble messageboard.

Woensdrecht

August 2009			
04. D-667	CH-47D	299sq	*Grizzly79
05. J-017	F-16AM		arr Burst
T-255	DC-10-30	334sq	dep FOP255
690	F-16BM	FLO	arr NOW132
ZG887	Lynx AH9	1Regt	AAC111
PH-MJP	Fokker 100		Mandarin Airlines dep
11. 279	SH-14D		MARHELI NRN606
12. J-058	F-16AM		dep Judge
272	F-16AM	FLO	arr NOW331
689	F-16BM	FLO	tst Dolley01/NOW5002
PH-BDU	B737-406	KLM	arr KLM7451
PH-KZF	Fokker 70		KLM Cityhopper dep FOP556
13. J-064	F-16BM		*Tiger81
S-441	AS532U2	300sq	dep Wildcat12
24. XZ219	Lynx AH7	Fleetlands	AAC111
26. S-438	AS532U2	300sq	*Wildcat15
XZ208	Lynx AH7	9Regt	AAC107
ZF537	Lynx AH9	1Regt	AAC118
27. XZ221	Lynx AH7	9Regt	AAC107
XZ605	Lynx AH7	9Regt	AAC107

Due to the full closure of the main runway for maintenance in the period from 13 August till 1 September there was almost no traffic. Wildcat12 on the 13th performed a testflight with this same callsign before departing Woensdrecht. There were no civil highlights this month. Only highlights this month were the fuel stops of the 6 AAC Lynx helicopters.

Credits: Pieter van 't Hof / SG Woensdrecht, Krijno.

Hato (Curaçao, Dutch Caribbean)

August 2009			
01. 61-0275	KC-135R	191st ARS UT ANG	15
75-0560/OK	E-3B	960th AACs	dep 06
82-0007/OK	E-3C	960th AACs	tdy
N682LH	An-2	Huckleberry	also SP-FLH
02. CS-TOH	A330-223	TAP Portugal	
03. F-HBOY	A310-325	Blue Line	
07. 75-0556/OK	E-3B	960th AACs	tdy 28
YV1412	SA227TT		
09. nn	P-3		

11. N602TS	CL-604	Aero Toy Store	
12. N296L	Lj60	Hop-a-Jet	
PT-GAV	PC-12/47		
13. N154RR	BAe125-800		
N377AC	IAI1125SPX		
16. 62-3504	KC-135R	191st ARS UT ANG	tdy 28
79-0001/OK	E-3B	960th AACs	tdy 28
164486	E-2C+	VAW-77 "AF-603"	
N821GA	G450		
PT-WSB	Lj31A	VIP Jet Aerotaxi	
YV258T	BN-2A-7		
YV1399	RC690		
17. N296L	Lj60	Hop-a-Jet	
N80TC	P180		
20. N921R	DC-8-63F	Murray Aviation	
21. 05-0730	C-40C	73rd AS	23
N7ZH	Lj35A	Rite Aviation	
YV1257	Beech A100		
YV1228	Ce402		
22. N28RK	Falcon 20D		
N337FG	RC681B	Daniela Guerrieri	
N723HH	Global Expr.	Global Aviation Investment	
YV377T	Beech C90		
YV1574	SA226		
24. N95JK	IAI1124		
26. N99NJ	Lj35A	National Jets	
28. N138F	Falcon 900B		
N678RC	ERJ135BJ		
N88NJ	Lj35A	National Jets	
29. N296L	Lj60	Hop-a-Jet	
N604TC	CL-604	Aero Toy Store	
N916CG	IAI1125SP	Wilson & Associates	
30. N229CN	Ce525B		
N302JC	Falcon 2000	Aero Toy Store	

The month saw a promising start with a TAP A330, followed by an A310 of Blue Line, chartered by the Ministry of Defence to bring army troops to the island. An unknown Orion was noted on the 9th, followed by a Hawkeye which came for a short visit one week later. A Murray DC-8 brought great delight to the local spotting community, as did the USAF BBJ the day after. The Utah ANG provided Jet A-1 this month for the USAF AWACS deployment.

Credits: Casper Kolenbrander, Felix Martina & The Hillgang.



The viewing angle on this American Antonov An-2 clearly shows that the painters have forgotten something when this aircraft was re-registered N682LH in August 1998. The former registration SP-FLH was still visible on the top of the wing when Felix Martina photographed the biplane at Curaçao-Hato in July 2009. He added as comment to the photo that it would serve great as a drugs dropping aircraft!

Movements Belgium



Spotters at Antwerp were quite happy with this exotic bizjet. According to the photographer Walter van Brempt no aircraft had been further from "home" when visiting the Belgian airport than Gulfstream G200 ZK-RGB on 10 July 2009.

Antwerp

		July 2009	
01. G-STRL	AS355N	Harrier Enterprises	
02. M-ARTY	PC-12/47E	Creston	
	N137KM	N.Margonis	
	N604FJ	Nillair	
	PH-HRK	P180	
02. D-CHMC	Ce550 Bravo	Homac Aviation	03
	D-ETPW	PA-46-310P	
	M-ARTY	PC-12/47E	
	OE-FFB	Ce510	
03. 84-0157	Beech C-12U	US Army	
	OE-GBB	Do328-110	
	TF-MIK	Do328-300	
04. TF-NPA	Do328-300	Icejet	05
		Cejet	2x 10
05. D-CCCF	Ce550	CCF Manager Airline	
06. M-ARTY	PC-12/47E	Creston UK	
07. M-ARTY	PC-12/47E	Creston UK	
09. F-GDRR	Premier 1A	Agroair	
	M-ARTY	PC-12/47E	12
10. D-CDLH	Ju.52/3mg8e	Lufthansa	
	G-SABI	Falcon 900EX	
	LX-FGB	Ce560XLS+	
	N27UB	Ce525B	
	ZK-RGB	G200	12
11. CS-DUA	BAe125-750	Netjets Europe	12
	D-ABCD	CL-604	13
	OE-GBB	Do328-110	
	SP-HIM	EC135T2	
	TF-MIK	Do328-300	
	TF-NPB	Do328-300	15
12. XZ216	Lynx AH7	1Regt	
	XZ654	Lynx AH7	1Regt
	XZ674	Lynx AH7	1Regt
13. ST18	SF260M+	5sm	
	D-ADCA	G550	14
	D-CDLH	Ju52/3mg8e	
	M-ARTY	PC-12/47E	
14. G-CDSR	Lj45	Air Partner Private Jets	15
15. D-CCAB	Ce550 Bravo	Airtrans	
	HB-FOQ	PC-12	16
	HB-FOX	PC-12	
	I-FXRH	P180	
	M-DBOY	A109C	
	N700L	RC695A	
	OE-LIR	Do328-110	16
17. M-ARTY	PC-12/47E	Creston UK	
	N511QS	G-V	18
	OE-GRR	Lj55	
18. PH-DDZ	DC-3C	Martins Air Charter/DDA	
19. CS-DRK	BAe125-800XPi	Netjets Europe	
	F-HCRT	Ce550	Airlec Air Space

	OE-LIR	Do328-110	Welcome Air	
20. HB-FOX	PC-12	Lions Air		
	LX-INS	Ce560XLS	Luxaviation	23
	N773HR	BAe125-850XP	Wells Fargo Bank	21
21. CS-DHR	Ce550 Bravo	Netjets Europe		
	HB-FOX	PC-12/45	Lions Air	
	M-BIGG	CL-605	Signal Aviation	
22. OE-GRR	Lj55	Goldcock Flug		24
23. XZ216	Lynx AH7	1Regt		
	XZ654	Lynx AH7	1Regt	
	XZ674	Lynx AH7	1Regt	
	F-GPKN	P180	CIPM International	
	F-HLIM	Ce560	Limagrain	
25. OE-GBB	Do328-110	Welcome Air		
26. M-ARTY	PC-12/47E	Creston UK		
	N187PN	Falcon 50	CSC Trust	
27. HB-FOX	PC-12	Lions Air		
	OE-GRR	Lj55	Goldcock Flug	28
	VP-BSF	Lj45	Seafight Aviation	
28. HB-FOX	PC-12	Lions Air		
	M-ARTY	PC-12/47E	Creston UK	29
	OE-GBY	Ce680	Executive Jet Service	
	SE-RGX	Ce525	Waltair Europe	29
29. CS-DFQ	Ce560XL	Netjets Europe		
	F-GVLC	Beech 1900C	JDP France	
	M-ARTY	PC-12/47E	Creston UK	
	N37200	Beech C90GT	Aerospace Trust Management	
30. CS-DHM	Ce550 Bravo	Netjets Europe		
31. D-IDRF	Beech B200	DRFW		
	F-GRYL	Beech 1900D	Twin Jet	
	N25AJ	Bell 206B	Skytell	
	OH-FIX	Falcon 2000	Airfix Aviation	

Brussels

		July 2009	
01. F-GXRM	Falcon 900EX	Sea Air Transport	
	I-DLOH	BAe125-800XP	Nauta
	OM-USS	BAe125-800XP	US Steel Kosice
02. EC-KBR	G550	TAG Aviation Espana	
	HA-YFJ	Beech 400A	Pannon Air Service
	VT-JSK	Global Express	Reliance Transport
03. MM62209	A319-115CJ	306° Gruppo TS	
04. C-FZQP	Lj35A	Skyservice Aviation	
06. 145-209	ERJ135LR	MMYP	
	258	Lj45	MATS
	MM62172	Falcon 900EX	93° Gruppo TS
	102004	TP102C	TFSE
	F-HARC	Beech C90GTi	Reel Air
	N23M	G-V	3M Co
	N80Q	G-450	US Steel
07. 1257	Yak-40K	241.dlt	
	MM62172	Falcon 900EX	93° Gruppo TS
	HB-JGS	ERJ135BJ	G5 Executive

I-CAEX	Falcon 900EX	CAI
M-FLYI	Beech B300	Avtrade
M-JANP	Global Express	Joannou & Paraskevaides
08. HA-YFJ	Beech 400A	Pannon Air Service
M-MIKE	Ce525B	M.Jacobson
OE-GGL	Lj60	Int.Jet Management
OY-FIT	Global Express	Execujet Scandinavia
09. N60J	G550	Johnson & Johnson
N663MK	Falcon 900EX	Merck & Co
OE-INY	CL-604	Vistajet
10. F-GVTC	Falcon 2000	Dassault Aviation
HB-JGS	ERJ135BJ	G5 Executive
13. MM62174	A319-115CJ	306° Gruppo TS
D-CGEO	Lj60	Windrose Air
ER-LGA	Lj35A	Nobil Air
N773HR	BAe125-850XP	Wells Fargo Bank
N95HC	Falcon 50	Harsco Corporation
14. LX-JFJ	PC-12/45	Jetfly Aviation
SX-BMK	Ce550 Bravo	Hellados Hotels
15. 72102	Falcon 50	Yugoslavia Gvmt 'YU-BNA'
D-FINE	PC-12	Natenco Windkraftanlagen
F-HBRU	Beech B200	Air Midi Centre
N403ND	Ce525B	Bank of Utah Trustee
N898AW	G-IV	Colleen
16. D-BUSY	CL-600S	Premium Aviation
D-CHDC	Ce680	Aerowest Flugcharter
HA-YFJ	Beech 400A	Pannon Air Service
HB-GJP	Beech 350	BergAir
N28SP	Ce550 Bravo	Echo Aviation
OE-GRB	Ce550 Bravo	The Flying Bulls
VP-CMA	Global Express	Global Jet Luxemburg
VT-PLL	G-IVSP	Punj Lloyd
17. F-HBRU	Beech B200	Air Midi Centre
G-HMEI	Falcon 900	Executive Jet Group
18. C-FEMT	Lj36A	Fox Flight
G-XXRS	Global Express	TAG Aviation
19. HB-JSW	Falcon 900DX	Execujet
N10SV	ERJ135BJ	Aircraft Guaranty
21. MM62172	Falcon 900EX	93° Gruppo TS
5A-UAB	Global 5000	
F-HBFP	BAe125-800XP	Unijet
G-CEDK	Ce750	The Duke of Westminster
HB-JEV	G-550	G5 Executive
HB-VOQ	BAe125-1000A	Sonnig
N187PN	Falcon 50	Paradise Aviation
23. MM62201	P180AM	71° Gruppo GE
HA-YFJ	Beech 400A	Pannon Air Service
9A-CRO	CL-604	Croatia Gvmt
24. MM62204	P180AM	71° Gruppo GE
HB-JGS	ERJ135BJ	G5 Executive
25. LX-TWO	Lj35A	Duc Air
26. 678	G-V	MMYP
G-SPUR	Ce550	London Executive Aviation

YU-BUU	Ce525A	Air Pink
27. 258	Lj45	MATS
MM62174	A319-115CJ	306° Gruppo TS
HA-YFJ	Beech 400A	Pannon Air Service
HB-JEV	G550	G5 Executive
N466DC	MU-2B-60	Aerotel
Z3-MKD	Lj60	Macedonia Gvmt
28. F-HACZ	AS355N2	Heli & Co
N898AW	G-IV	Colleen
TC-ARC	Lj60	Arkasair
29. HA-YFJ	Beech 400A	Pannon Air Service
VP-CMA	Global Express	Global Jet Luxemburg
30. D-IAGG	Raytheon 390	Vibro Air Flugservice
F-GSGL	Ce525B	Polygone
N803TM	G550	TAI Leasing
31. I-TAKA	Ce560XLS	Rhea Vendors
N803TA	BAe125-4000	IOTC Air

Credits: ASA Belgium.

Koksijde		August 2009	
03. ST40	SF260D	5sm	*
04. S-456	AS532UL	300sq	
L-05	PC-7	131EMVOsq	*
XZ607	Lynx AH7	847sq	
XZ678, XZ679	Lynx AH7	847sq	
H02	A109BA	Wing Heli	
281	B-Hunter	80 UAV sq	
05. H27, H45	A109BA	18sq MRH	
289	B-Hunter	80 UAV sq	
ST42	SF260D	5sm	
ZG887	Lynx AH9	1Regt	*
07. G-BZGK/99+32	OV-10B	Private	+21, 22 *
12. H30	A109BA	18sq MRH	
13. 1x	SF260D	5sm	*
L-04	PC-7	131EMVOsq	*
14. 1x	AS532U2	300sq	
1x	SF260D	5sm	*
AT03	Alpha Jet 1B+	11sm	
17. 1x	F-16BM	10w	*
J-016	F-16AM	313sq	*
18. ZR323	A109E	32(R)sq	*
A64	SA318C	Wing Heli	
19. A64	SA318C	Heli Wing	20
20. G12	MD-900	Federale Politie	
21. 1x	SA318C	Wing Heli	
3x	SF260	5sm	
24. XZ219	Lynx AH7	AAC	
25. ST41	SF260D	5sm	
26. XZ208	Lynx AH7	9Regt	*
31. 1x	SF260	5sm	*

Credits: Filip Candaale, Mike Derijcke, Tom Houquet, Wim Houquet, Kenny Plaetevoet, Jens Lingier, Robin De Nys, Steve Rottiers, Michael Vaeremans.



Thomas Cook Airlines Belgium has applied Mega Mindy stickers on this Airbus A320 OO-TCI. Mega Mindy is the Belgian female version of Superman, gaining super powers when she discovers any injustice. (Brussels, 29 July 2009, Cor Mout)



Military Movements Elsewhere

Since 25 July 1997 this C-12J is a faithful transporter for the US brass in Europe. 86-00079 was seen at Budapest on 27 August 2009 by Kees van Boven.

Germany

Geilenkirchen

August 2009

03. 58-0027	KC-135R	191st ARS UT ANG	7
58-0114	KC-135R	191st ARS UT ANG	7
82-24647	UH-60A	A/1-214th AVN	
06. 50+87	C-160D	LTG63	
10. 62-3571/AK	KC-135R	168th ARS AK ANG	21
63-8043/AK	KC-135R	168th ARS AK ANG	21
RA-76843	IL-76TD	MCHS Rossii	+12,27
12. 97-00102	UC-35A	E/6-52nd AVN	
13. T.21-06/35-44	C295M	353 Esc	
50+81	C-160D	LTG62	
17. 63-8876/AK	KC-135R	168th ARS AK ANG	
19. SU-BMZ	A300B4-203F	Tristar Cargo	
20. 50+81	C-160D	LTG62	
24. MM62206	P180AM	71°Gruppo GE	
A-247	SA316B	300sq	
58-0008	KC-135R	133rd ARS NH ANG	
62-3576	KC-135R	133rd ARS NH ANG	

Credit: Bill de Koning.

Köln-Wahn

July 2009

01. 45+64	Tornado IDS	AG51	SW03
15003	CC-150	437sq	CFC4151
0204	M-28TD	1 OSzL	+2,7,8 PLF408
02. 43+50	Tornado IDS	AG51	SW56
46+34	Tornado ECR	JBG32	LC02
51+13	C-160D	LTG61	
04. 97-0048	C-17A	437 AW	RCH393
03-3122	C-17A	437 AW	RCH3122
A6-MRS	B737-8E0	UAE Gvmt	DUB007
07. 51+06	C-160D	LTG63	
15005	CC-150	437sq	
08. 50+54	C-160D	LTG63	
50+61	C-160D	LTG63	
10. 15005	CC-150	437sq	
12. 50+61	C-160D	LTG63	
177702	CC-177	429sq	CFC4068
13. 70+70	UH-1D	LTG62	E7070
01(bk)	An-30	RuAF	17 OSY33T
14. 51+06	C-160D	LTG63	
LX-N90455	E-3A	NAEW&CF	*

15. T-235	KDC-10	334sq	* NAF48
16. 50+35	C-160D	LTG62	
18. 15002	CC-150	437sq	
19. 177701	CC-177	429sq	
20. 46+20	Tornado IDS	AG51	
15003	CC-150	437sq	
21. 85-00155	RC-12K	1st MI Bn	
23. 50+70	C-160D	LTG63	
26. 177701	CC-177	429sq	
27. 45+08	Tornado IDS	AG51	
LX-N90444	E-3A	NAEW&CF	*
LX-N90455	E-3A	NAEW&CF	*
28. 50+70	C-160D	LTG63	
LX-N90454	E-3A	NAEW&CF	*
29. 50+79	C-160D	LTG63	
30. 50+62	C-160D	LTG62	
82+55	EC135T1	HFWS	Heli313
LX-N90447	E-3A	NAEW&CF	* NATO13

Credits: Aviation Friends Cologne/Bonn.

Landsberg

July 2009

01. T.21-04/35-42	C295M	353 Esc
50+34	C-160D	LTG63
50+71	C-160D	LTG63
98+03	EF2000T	EADS
02. 727	An-32B	27 ETA
054, 055, 056	PC-9M	ETZ
058, 064, 066	PC-9M	ETZ
068	PC-9M	ETZ
74-22355	UH-1H	CMTC
03. 89-00141	CH-47D	B/5-158th AVN
89-00143	CH-47D	B/5-158th AVN
89-00163	CH-47D	B/5-158th AVN
06. T-323	AS332M-1	nn
09. 51+06	C-160D	LTG62
13. 50+85	C-160D	LTG63

July saw some rare visitors for Landsberg, no less than seven (demo) PC-9Ms and an An-32B as support from the Croatian Air Force landed on the Bayern airfield. Extra "unordinary" was the Hohenfels CMTC Huey, which is more than 35 years old and still flying.

August 2009

11. 749	C-130H	356MTM
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11. 50+87 C-160D LTG63
 13. 50+06 C-160D LTG63

Credit: Alexander Lutz.

Lechfeld

01. 45+25 Tornado IDS WTD61 *
 02. 98+79 Tornado ECR WTD61 *
 08. 84-0081 C-21A 76th AS *
 10. 73+04 UH-1D THR30 *
 23. 45+22 Tornado IDS AG51

The third gave two Hellenic Air Force Phantoms although they were both not read and not heard by the scanner boys. The 27th saw two US Army Blackhawks, also these two were not read or heard.

August 2009

05. MM7031/6-61 Tornado IDS 102° Gruppo UCO
 07. 71743 F-4E 339 MPK 10
 71758 F-4E 339 MPK 10
 30+42 EF2000 JG74 *
 12. 677/133-JT Mirage 2000 DEC02.003
 50+99 C-160D LTG61 *
 98+59 Tornado IDS(T)WTD61 *
 18. 43+87 Tornado IDS JBG33 *
 24. 01522 F-4E 339 MPK
 01525 F-4E 339 MPK

July saw two unknown Phantoms, but August gave four which all were identified. Also an Italian Tornado and a French fighter gave "act de presence".

Credit: Alexander Lutz.

Manching

01. D-HCBW EC135T KLPD PH-BXD
 02. 749 C-130H 356MTM
 MM62199 P180AM 636°SC
 06. LX-N90449 E-3A NAEW&CF
 07. LX-N90445 E-3A NAEW&CF
 08. 60+05 P-3C MFG3
 7L-WO EF2000 Austrian AF dep
 31+17 EF2000 EADS
 60+07 P-3C MFG3
 09. 50+07 C-160D LTG61
 10+25 A310MRTT FBS
 15. LX-N90451 E-3A NAEW&CF
 51+01 C-160D LTG62
 51+05 C-160D LTG62
 16. 88-26675 UH-60L US Army *
 51+13 C-160D LTG61
 20. 30+18 EF2000 JG73
 98+17 Tiger UHT Eurocopter
 51+01 C-160D LTG62
 22. 30+49 EF2000 EADS
 31+17 EF2000 EADS
 70+71 UH-1D LTG61
 LX-N90445 E-3A NAEW&CF
 23. 45+39 Tornado IDS JBG31
 45+92 Tornado IDS JBG31
 24. 7L-WL EF2000 Austrian AF dep
 50+78 C-160D LTG63
 28. 45+70 Tornado IDS JBG33
 30+50 EF2000 JG73
 98+89 UH-1D nn
 29. 30+46 EF2000 EADS
 50+94 C-160D LTG62
 30. 43+18 Tornado IDS JBG31
 31. 30+29 EF2000 JG74 *
 43+87 Tornado IDS JBG33 dep

AWACS LX-N90449 was present for the whole month. Typhoon 7L-WO was delivered to the Austrian Air Force on the 8th of July. Another one, 7L-WL left Manching on the 24th for delivery to Zeltweg. Also on the 8th was the first flight of EF2000 31+17. Tornado 43+87 departed on the 31st to Buchel after some maintenance, before that it flew with AG51.

August 2009

03. 44+02 Tornado IDS JBG32 *

98+17 Tiger UHT Eurocopter
 04. 84+94 CH-53G nn
 05. ZD437/49 Harrier GR.9 41sq
 11. 45+10 Tornado IDS JBG32
 12. 44+72 Tornado IDS GAFTTC
 50+94 C-160D LTG62
 71+46 UH-1D LTG61
 13. 44+78 Tornado IDS AG51
 10+27 A310MRTT FBS BMVg
 D-HLTC EC155 Bundespolizei
 46+43 Tornado JBG32 *
 50+51 C-160D LTG61
 14. 50+79 C-160D LTG62
 43+08 Tornado IDS JBG32 *
 18. LX-N90444 E-3A NAEW&CF
 LX-N20000 B707TCA NAEW&CF
 19. 7L-WN EF2000 Austria
 20. 46+54 Tornado ECR JBG32 *
 43+42 Tornado IDS JBG31
 24. XV101/S VC10 C1K 10sq
 30+46 EF2000 EADS
 25. D-HEGI AS332L1 Bundespolizei
 44+78 Tornado IDS AG51
 46+54 Tornado ECR JBG32 *
 27. 60+01 P-3C MFG3
 46+07 Tornado ECR GAFTTC
 31. LX-N20000 B707TCA NAEW&CF
 LX-N90459 E-3A NAEW&CF
 46+44 Tornado ECR JBG32 *
 46+41 Tornado ECR JBG32 *
 43+43 Tornado IDS JBG32 *

Credit: Alexander Lutz.

Neuburg

06. MM62186/46-51C-130J 2° Gruppo TM
 MM7066/50-03 Tornado IDS 155° Gruppo ETS 25
 MM7051/50-45 Tornado ECR 155° Gruppo ETS 25
 MM7070/50-06 Tornado ECR 155° Gruppo ETS 25
 MM7053/50-07 Tornado ECR 155° Gruppo ETS 25
 MM7068/50-46 Tornado ECR 155° Gruppo ETS 25
 MM7021/50-01 Tornado ECR 155° Gruppo ETS 25
 09. 38+24 F-4F JG71
 46+41 Tornado JBG32
 12. 45+25 Tornado WTD61 *
 D-CGFC Learjet 35A GFD 15
 44+75 Tornado JBG31
 MMxxxx/50-02 Tornado 155° Gruppo ETS
 14. 43+04 Tornado JBG32 *
 45+25 Tornado WTD61 *
 16. D-CGFC Learjet 35A GFD
 46+43 Tornado JBG32 *
 43+04 Tornado JBG32 *
 17. 96-26675 UH-60L B/3-158th AVN
 20. CSX7047/50-43 Tornado ECR 155° Gruppo ETS
 22. 46+24, 46+29 Tornado IDS JBG32 *
 23. 44+02 Tornado ECR JBG32 *
 46+29 Tornado IDS JBG32 *
 25. 38+74 F-4F JG71
 MM62177/46-42C-130J 2° Gruppo TM
 27. 37+85 F-4F JG71
 38+57 F-4F JG71

August 2009

03. 46+29 Tornado ECR JBG32 TDY
 45+79 Tornado IDS JBG32 TDY
 46+34 Tornado ECR JBG32 TDY
 44+02 Tornado IDS JBG32 TDY
 45+12 Tornado IDS JBG32 TDY
 37+93 F-4F JG71 6
 06. 37+48 F-4F JG71
 46+46 Tornado ECR JBG32 *
 12. 46+55 Tornado ECR JBG32
 20. 50+67 C-160D
 26. 45+79 Tornado IDS JBG32 *
 50+76 C-160D LTG61
 27. 98+96/ A40-015 MRH90 Eurocopter
 43+04 Tornado IDS JBG32 *

Catch of the month was the Australian MRH90 with German testregistration 98+96. The helicopter was on a test flight with Eurocopter and had also its Australian serial A40-015 painted on.

Credit: Alexander Lutz.

Ramstein

July 2009

01. H44	A109BA	Wing Heli	BAF807
144616	CC-144B	412sq	CFC3066
92-0549	C-130H	19th AW	17 Torque79
58-0093/D	KC-135R	351st ARS	Quid30
62-3537	KC-135R	77th ARS AFRC+2	RCH022
62-3565/D	KC-135R	351st ARS	Quid33
88-00101	CH-47D	B/5-158th AVN	*Army80101
89-00143	CH-47D	B/5-158th AVN	*Army90143
02. 02-0201	C-40C	201s AS DC ANG	Boxer43
62-3537	KC-135R	77th ARS AFRC	5 RCH022
69-5828	MC-130P	67th SOS	Vahoo61
84-00157	C-12U	F/52nd AVN	Duke05
03. 0213	M-28TD	13. eltr	
04. 60-0346	KC-135T	171st ARS	13 RCH568
05. 62-3524	KC-135R	106th ARS	10 RCH2524
06. 82+02	AS332U2	FBS BMVg	
74-0787	E-4B	1st ACCS	10 Jade44
62-3537	KC-135R	77th ARS AFRC	RCH2537
08. 97-1354	C-130J-30	135th AS MD	10 RCH429
91-0474/SP	F-16D	23rd FS	*
159119	C-9B	VR-46	CNV61S1
09. 81-0952/SP	A-10A	81st FS	*
81-0984/SP	A-10A	81st FS	*
144616	CC-144B	412sq	CFC3003
ST40	SF260D	5sm	BAF160
10. 64-14859	C-130H	67th SOS	Mark61
ST45	SF-260D	1 Wg	BAF197
11. 62-3524	KC-135R	106th ARS AL ANG	RCH122
12. 63-8875	KC-135R	117th ARS KS ANG	RCH331
13. 06(b)	C-27J	Lithuanian AF	
62-3524	KC-135R	106th ARS AL ANG	RCH638
14. 90-1794	C-130H	164th AS OH ANG	RCH261
60-0331/D	KC-135R	351st ARS	Koo05
63-8875	KC-135R	117th ARS KS ANG	RCH331
15. 01-0076	C-37A	309th AS	Foxy44
85-00155	RC-12K	1st MI Bn	*Argus62
95-00124	UC-35A	F/52nd AVN	Duke19

16. 81-0956/SP	A-10A	81st FS
91-0960/SP	A-10A	81st FS
92-0552	C-130H	19th AW
63-8875	KC-135R	117th ARS KS ANG RCH378
99-05109	AH-64D	ex 2-159th AVN 29
99-05114	AH-64D	ex 2-159th AVN 03
99-05139	AH-64D	ex 2-159th AVN
00-05230	AH-64D	ex 2-159th AVN 29
97-00101	UC-35A	F/52nd AVN Duke28
17. 62-4131/OF	RC-135W	1st ACCS Math22
85-00155	RC-12K	1st MI Bn *Argus25
18. 63-8875	KC-135R	117th ARS KS ANG RCH556
01-05250	AH-64D	ex 2-159th AVN 03
01-05253	AH-64D	ex 2-159th AVN 03
19. 05-0730	C-40C	73rd AS AFRC Spar22
57-2606	KC-135R	174th ARS IA ANG RCH7606
N535PN	King Air 350	US Army
20. 57-1432	KC-135R	106th ARS AL ANG RCH270
63-8875	KC-135R	117th ARS KS ANG RCH035
21. 84-0096/CT	C-21A	118th AS CT ANG RCH428
84-0124/CT	C-21A	118th AS CT ANG RCH438
05-4613	C-40C	73rd AS AFRC Spar12
57-2606	KC-135R	174th ARS IA ANG RCH140
22. 15003	CC-150	437sq CFC4198
99-00102	UC-35A	F/52nd AVN Duke19
83-23882	UH-60A	1 MFO SINAI 24
88-26081	UH-60A	1 MFO SINAI 24
24. 017	C295M	13. eltr PLF084
25. 57-2606	KC-135R	174th ARS IA ANG RCH866
61-0307	KC-135R	756th ARS AFRC Deecee94
26. 63-7991	KC-135R	173rd ARS NE ANG RCH3991
164997/AX	C-130T	VR-53 CNV3461
27. XST30/H	Dominie T1	55(R)Sqn RFR7109
89-1188	C-130H	328th AS AFRC 29 Bison82
57-2606	KC-135R	174th ARS IA ANG RCH507
159113	C-9B	VR-61 CNV61S2
28. 58-0100/D	KC-135R	351st ARS Quid20
60-0331/D	KC-135R	351st ARS Quid74/30
63-7991	KC-135R	173rd ARS NE ANG RCH023
58-0086/D	KC-135T	351st ARS Koo05
08-05553	AH-64D	2-159th AVN 05
08-05554	AH-64D	2-159th AVN 05
08-05556	AH-64D	2-159th AVN 05
29. 3x	Bo105P	HEER *S606form



The 183rd AS MS ANG operates the C-17A since December 2003. The C-17s have a variety of tasks, but an important task of the 183rd is the medical evacuation of wounded soldiers in the theatre of operations around the world. Laurens Röink saw this 03-3114 during a visit to Spangdahlem AB (Germany) on 11 September 2009.

29. 81-0960/SP A-10C 81st FS *

81-0988/SP A-10C 81st FS *Hammer01

82-0646/SP A-10C 81st FS *Hammer02

91-0414/SP F-16C 23rd FS *Harm01

91-0420/SP F-16C 23rd FS *Harm02

164997/AX C-130T VR-53 CNV6922

30. 81-0956/SP A-10C 81st FS *Jadit01

81-0988/SP A-10C 81st FS *Jadit02

86-0203 C-20B 89th AW SAM5270

01-0040 C-40B 89th AW SAM5196

91-0414/SP F-16C 23rd FS *Bhama01

91-0420/SP F-16C 23rd FS *Bhama02

58-0100/D KC-135R 351st ARS Quid40

63-7991 KC-135R 173rd ARS NE ANG RCH107

93-01322 C-23C 192nd AVN PA ARN PAT322

900530 C-26D AOD Sigonella CNV61S3

31. 46+55 Tornado ECR JBG32 7 Lion2

43+43 Tornado IDS JBG32 *Lion1

95-00123 UC-35A F/52nd AVN Duke11

TDY Hercules with Delta Squadron:

22. 95-1001 C-130H 109th AS MS ANG

96-1005 C-130H 109th AS MS ANG

24. 97-1351 C-130J-30 135th AS MD ANG dep

97-1353 C-130J-30 135th AS MD ANG dep

The Africa detachment Hercies 88-4404 and 88-4406 arrived in May and were still present on 31 June 2009.

517th AS AK ANG "AK" C-17A:

00-0171 27,28

60th AMW C-5B:

85-0010 29,20 87-0034 01,04-10,30,31

86-0015 07,08,18-28 87-0040 05-12

86-0022 26,27,29 87-0042 13,14,24-26

87-0030 23,24 87-0044 02,03,10-17,28-31

C-17A:

06-6154 08 06-6160 08,16,17

06-6155 02,03,26 06-6161 19-21,31

06-6156 22,23 06-6162 28-31

06-6157 02,03,18,19 06-6164 21,22,26-29

06-6159 13,14 07-7179 02,03,13,15,24,25,29,30

62nd AW C-17A:

88-0265 27 00-0183 17,20-23,26

90-0535 06 01-0186 23,24,26 01-0187 30

95-0105 01 02-1102 01,02,05,06,10,11,21,22

96-0008 11,17,19,24 02-1103 25,26,28-31

98-0052 05,22,23 02-1104 02-04,18-20,23,26,27

98-0056 15,28 02-1105 08,09,15,20-22,24,25

99-0061 01,08-10,18,19,23-25 02-1106 01,02,18,19,26,27,29-31

99-0062 09,23-25,27,28,30 02-1108 05,09,16-18,20-27,29,31

00-0177 16,23,24,27-29 02-1109 29

00-0179 31 00-0180 14 02-1111 19,21,27,29,30

00-0181 18-20,27 03-3120 26,27

00-0182 09,10

137th AS NY ANG C-5A:

69-0009 26,27 70-0460 09,10

69-0015 01,02 70-0464 02-04,09,10,19-21,24,25

69-0021 10,11,30,31

155th AS TN ANG C-5A:

69-0019 05,06

167th AS WV ANG C-5A:

68-0222 05,06,28,29 70-0459 24,25

183rd AS MS ANG C-17A:

03-3113 07-10 03-3117 04,05

03-3114 01-03,09,10,19,23-26 03-3118 04-07,30,31

03-3115 02-05,11-14,21,25-28 03-3119 18,19,24,25,28-31

03-3116 14-17,21-24

305th AMW C-5B:

86-0020 12,13 87-0035 16,17

87-0029 01-03,13-17

KC-10A:

84-0188 06,08-10,20,22-25 87-0120 27

C-17A:

03-3126 01-04,08,17-19 04-4132 20-22

03-3127 17 04-4133 06-11,27,28

04-4128 25-27 04-4134 03,04,16

04-4129 18-21,24-26,30,31 04-4135 17,18,28

04-4130 26,27 04-4136 07,08,14,15,28,29

04-4131 1,4-8,17,18

433rd AW AFRC C-5A:

70-0451 25-28

436th AW C-5B:

86-0020 12,13 87-0035 16,17

87-0029 01-03,13-17 87-0045 02,03,15-19

C-5M:

86-0013 22-25

C-17A:

06-6165 18,22,23,31 07-7170 17,18

06-6166 10,11,27,28 07-7176 26,27

06-6168 11,12 07-7177 07,08,23,24

437th AW C-17A:

88-0266 14-19,23-25 01-0189 29-31

89-1190 04-08,16-18,22,26,27 01-0190 22-24

89-1191 02-04 01-0192 19,21,22

90-0532 01 01-0193 16,17,19,20,22,23,31

92-3292 11,12,19 01-0194 04-07

93-0604 14-17,29,30 01-0196 16

94-0068 06-09,18-25,30 01-0197 10,11,16,17,23,27,30

95-0102 17-21 02-1098 21

95-0104 01,02,27 02-1100 17,18,23-25

95-0106 04,24 03-3122 04-06,10,11,20-22

95-0107 01 03-3123 01,02,05,23,24,29-31

96-0004 31 03-3124 01,06-11,17,18,25,26

96-0006 01,11,12,19-21 07-7180 09,10

97-0044 23,24,27 07-7181 02

97-0046 16,17,23,24,26 07-7182 03

97-0047 30 07-7183 30,31

98-0054 27-29 07-7184 02,03

01-0188 15-20 07-7185 29-31

439th AW AFRC C-5B:

84-0060 02-05 87-0033 20-22

86-0021 25-31

445th AW AFRC C-5A:

68-0219 03-06 70-0447 02-05

69-0005 18,19 70-0457 31

452nd AMW AFRC C-17A:

04-4138 01-04,25-31 05-5142 11-18

05-5139 05-11 05-5143 13-20

05-5140 18-25 05-5144 20-27

Credits: Scramble messageboard, Superbase.

Spangdahlem July 2009

05. 95-0106 C-17A 437th AW

08. 68-0219 C-5A 445th AW AFRC

84-0060 C-5B 439th AW AFRC

84-0062 C-5B 436th AW

01-0190 C-17A 437th AW

02-1100 C-17A 437th AW

13. 177001 CC-177 429sq +14

14. 97-0045 C-17A 437th AW

03-3123 C-17A 437th AW

06-6160 C-17A 60th AMW

16. 177002 CC-177 429sq

69-0017 C-5A 155th AS TN ANG

98-0057 C-17A 62nd AW

07-7179 C-17A 60th AMW

07-7183 C-17A 437th AW

17. 96-0008 C-17A 437th AW

99-0062 C-17A 62nd AW

02-1102 C-17A 62nd AW

02-1111 C-17A 62nd AW

03-3119 C-17A 183rd AS MS ANG

22. 177004 CC-177 429sq

70-0457 C-5A 445th AW AFRC

89-1190 C-17A 437th AW



In better times the Yugoslav Air Force, the JNA, owned fifteen An-26s. Following 'Allied Force' in 1999 nine An-26s remained, some of which in storage. Today only two aircraft are airworthy. Both were recently overhauled in Rostov-on-Don including 71386 on this picture. (Malta-Luqa, 2 September 2009, Robert Sant)

96-0008	C-17A	62nd AW	
98-0057	C-17A	62nd AW	
00-0177	C-17A	62nd AW	
00-0181	C-17A	62nd AW	
59-1517	KC-135R	151st ARS TN ANG	
22. 01-0192	C-17A	437th AW	
02-1111	C-17A	62nd AW	
03-3119	C-17A	183rd AS MS ANG	
06-6161	C-17A	60th AMW	
30. 177003	CC-177	429sq	
86-0015	C-5B	436th AW	
97-0048	C-17A	437th AW	
98-0056	C-17A	62nd AW	
00-0173/AK	C-17A	517th AS AK ANG	
03-3122	C-17A	437th AW	
Stuttgart			
01. 90-0300	C-20H	76th AS	
00-9001	C-32B	227th SOF	
01-0076	C-37A	309th AS	
12+03	CL601	FBS BMVg	
02. 90-0300	C-20H	76th AS	
97-00101	UC-35A	F/6-52 AVN	
07. 87-0024	MC-130H	7th SOS	
08. 752	C-130H	356MTM	
97-26763	UH-60L	nn	
12+02	CL-601	FBS BMVg	
09. H21	A109BD	18sq MRH	+13
64-14859	C-130H	67th SOS	
10. T-323	AS332M-1	nn	
13. 84+33	CH-53G	MTHR25	
87+83	Bo105P	MTHR25	
14. 89-00144	CH-47D	B/5-158 AVN	+15,16
95-26637	UH-60L	B/5-158 AVN	+15,16
95-26641	UH-60L	B/5-158 AVN	+15,16
15. 97-1351	C-130J	135th AS MD ANG	+18
87+37	Bo105P	KHR26	
17. 08-8602	C-130J-30	37th AS	
18. 08-0293	MC-12W	Project Liberty	
20. 71+12	UH-1D	THR30	
21. 97-0401	C-37A	99th AS	
10+25	A310MRTT	FBS BMVg	
22. 63-7980	KC-135R	412th FLT5	+24
KAF325	C-130H	41sq KAF	+24

July 2009

72+33	UH-1D	THR30	
23. 90-0300	C-20H	76th AS	
12+03	CL601	FBS	
D-HEGA	AS332L1	Bundespolizei	
24. 85-00155	RC-12K	1 MIB	
27. 900530	C-26B	NAS Sigonella	
28. 165094	C-20G	VR-1	
30. 87-00140	C-20E	OSACOM	
830500	C-20A	VR-1	
D-HLTI	EC-155B	Bundespolizei	
31. N71PG	Learjet 36	Phoenix Aviation	

Credit: Oliver Schmid.

Ireland

	Shannon		July 2009
01. 01-0040	C-40B	99th AS	+6,21
159116	C-9B	VR-61	
165151	C-20G	VR-48	
02. 160048	C-9B	VR-52	
164993/BD	C-130T	VR-64	+6
03. 86-0206	C-20B	99th AS	+8
04. 01	C-37A	USCG	
05. 86-0403	C-20D	99th AS	
06. 98-0001	C-32A	99th AS	
12. 99-0003	C-32A	99th AS	+20,23
161530	C-9B	VR-46	+15
13. 84-0081	C-21A	76th AS	+28
15.83-0487	C-130H	139th AS NY ANG	
87-00140	C-20E	OSACOM / PAT	
159118	C-9B	VR-56	
17. 05-4613	C-40C	73rd AS AFRC	
20. 03-3122	C-17A	437th AW	+24
21. 165159/CW	C-130T	VR-54	
23. 90-0300	C-20H	76th AS	
96-1004	C-130H	109th AS MN ANG	
24. 165153	C-20G	USMC HQ	
25. 03-3119	C-17A	183rd AS MS ANG	
05-0730	C-40C	73rd AS AFRC	+28
160050	C-9B	VR-52	+26
29. 166693	C-40A	VR-57	
30. 06-0500	C-37B	99th AS	
159115	C-9B	VR-61	
165831	C-40A	VR-59	

30. 165836 C-40A VR-57
 31. 86-0203 C-20B 99th AS

Malta

Luqa July 2009

03. 910502 C-26D Sigonella AOD
 06. 900531 C-26D Naples AOD
 07. 17402 Falcon 50 Esq 504
 10. 02 C-143A USCG HQ C102
 11. 130344 CC-130H-30 8 Wing 14
 16. MM62251/GF-16 ATR-42MP GEA
 21. 5140/61-PD C-130H-30 ET02.061
 22. 81 EMB121AN 24F
 27. 078/YE EMB121AA EAT00.319
 28. AS0925 C212 Air Wing

Credit: Henri Spiteri.

United Kingdom

Brize Norton July 2009

01. ZJ123/G Merlin HC3 28/78sq
 02. ZH877/877 Hercules C4 LTW +03,04
 03. 177703 CC-177A 429sq 04 CFC4046
 84-0109 C-21A 76th AS Valour/Jalop71
 ZH776 Chinook HC2 7sq
 05. B-583 C-130J-30 Esk 721
 06. ZH847/13 Merlin HM1 814NAS
 ZJ137/W Merlin HC3 28/78sq
 XV648/CU818 S.King HU5SAR 771NAS
 07. XV301/301 Hercules C3 LTW
 ZH881/881 Hercules C5 LTW +09
 08. ZR322 A109E 32(TR)sq
 ZH107/07 Sentry AEW1 8/23sq*
 09. ZD279 Lynx AH7 9Regt
 XV188/188 Hercules C3 LTW
 10. 1x Puma HC1 230sq
 11. ZH884/884 Hercules C5 LTW
 XW231 Puma HC1 230sq
 12. NZ7572 B757-2K2 40sq 15+22,23 Kiwi249
 ZJ200 Apache AH1 3/4Regt
 14. ZD621 BAe125 CC3 32(TR)sq +15
 ZH865/865 Hercules C4 LTW
 G-BYUK Tutor T1 115(R)sq
 15. CH07 C-130H 20sm BAF656
 ZR321 A109E 32(TR)sq
 16. XW216 Puma HC1 230sq
 ZJ954 Puma HC1 230 Sqn
 ZJ252/252 Squirrel HT2 670sq
 17. ZG821/G S.King HC4 846NAS
 20. C-168 CL-604 Esk 721
 J-008 F-16AM 313sq 23 Orange
 J-015 F-16AM 313sq 23 Orange
 J-016 F-16AM 313sq 23 Orange
 T-235 KDC-10 334sq *NAF40
 ZH875/875 Hercules C5 LTW
 G-VLNC Vulcan B2 XH558 TDY
 21. XW214 Puma HC1 33sq
 XW236 Puma HC1 33sq
 ZF317/317 Tucano T1 1FTS
 22. 1x Lynx AH7 847NAS Marine617
 ZH865/865 Hercules C4 LTW +24,25,28
 XZ608 Lynx A.7 657sq AA647
 XW213 Puma HC1 230sq +23
 23. XW217 Puma HC1 33sq
 27. 015, 017 C295M 13 ELTr PLF056/058
 28. ZG993 Islander AL1 1 Ft
 29. ZJ230 Apache AH1 3/4 Regt
 30. ZE427/K S.King HC4 845NAS Yankee445
 31. ZJ184 Apache AH1 3/4 Regt

Cambridge

04. 84001/841 Tp84 TSFE
 ZH866/866 Hercules C4 LTW arr Marshalls
 ZH889/889 Hercules C5 LTW dep Marshalls
 05. B-538 C-130J-30 Esk 721 dep Marshalls
 84007/847 Tp84 TSFE dep Marshalls

February 2009

11. U-05 F-50 334sq
 17. 84003/843 Tp84 TSFE arr Marshalls
 84005/845 Tp84 TSFE
 19. ZJ277/777 Squirrel HT1 DHFS
 20. ZR323 A109E 32(TR)sq
 ZJ998/AE Merlin HC3A 28/78sq *
 25. ZD620 BAe125 CC3 32(TR)sq
 26. ZH865/865 Hercules C4 LTW
 27. XV209/209 Hercules C3 LTW arr Marshalls
 ZH871/871 Hercules C4 LTW

March 2009

01. ZH884/884 Hercules C5 LTW 02
 03. ZH874/874 Hercules C4 LTW
 ZH888/888 Hercules C5 LTW dep Marshalls
 ZF622 Pa31 QinetiQ +05
 06. G-273 C-130H-30 336sq 13 +24
 U-05 F-50 334sq
 09. ZH871/871 Hercules C4 LTW
 10. XV196/196 Hercules C1 LTW dep Marshalls
 11. 69-5832 MC-130P 67th SOS *Shadow61
 14 B-536 C-130J-30 Esk 721 dep Marshalls
 16. ZE704 Tristar C2 216sq
 17. ZG847 Islander AL1 1 Ft
 24. ZD704 BAe125 CC3 32(TR)sq Northolt35
 26. TR.20-01/403-11 Ce560 403 Esc arr Marshalls
 27. ZH868/868 Hercules C4 LTW 28

April 2009

01. ZH865/865 Hercules C4 LTW dep Marshalls
 ZH868/868 Hercules C4 LTW arr Marshalls
 14. B-538 C-130J-30 Esk 721 29
 84-0112 C-21A 76th AS
 17. ZR323 A109E 32(TR)sq
 20. 64-14859 C-130E 67th SOS *
 ZH543/X S.King HAR3A 22sq B Ft *
 21. TR.20-02/403-12 Ce560 403 Esc
 22. TR.20-01/403-11 Ce560 403 Esc dep Marshalls
 84004/844 Tp84 TSFE arr Marshalls
 100009/009 Tp100C TSFE
 25. ZH540/U S.King HAR3A 22 Sqn B Ft *SRG125
 27. G-275 C-130H-30 336sq 29
 XV303/303 Hercules C3 LTW
 ZH870/870 Hercules C4 LTW dep Marshalls
 29. V-11 G-IV 334sq
 ZJ990/AA Merlin HC3A 28/78sq *

May 2009

01. ZH868/868 Hercules C4 LTW dep Marshalls
 ZH875/875 Hercules C4 LTW arr Marshalls
 04. 8T-CC C-130K 4.Trans.Staf./FIR 3 11
 06. G15 MD520N Federale politie
 08. ZH888/888 Hercules C5 LTW
 11. 8T-CB C-130K 4.Trans.Staf./FIR 3 11
 13. 84006/846 Tp84 TSFE arr Marshalls
 ZH536 Islander CC2 Northolt Station Flight *
 14. G-BEDF B-17G as 124485
 18. XV177/177 Hercules C3 LTW dep Marshalls
 29. G-275 C-130H-30 336sq arr Marshalls

June 2009

01. ZH873/875 Hercules C4 LTW dep Marshalls
 02. ZH872/872 Hercules C4 LTW arr Marshalls
 ZH875/875 Hercules C4 LTW dep Marshalls
 03. CM01 Falcon 20E 21sm flypast
 07. PA474/BQ-B Lancaster B1 BoBMF
 08. G-VTII Vampire T11 as WZ507/774 09
 09. G-CCCA Spitfire TR.IX as H98
 15. G-273 C-130H-30 336sq 16
 64-14859 C-130E 67th SOS
 DU-139 AW139 Dubai Air Wing
 16. 84004/843 Tp84 TSFE dep Marshalls
 84004/844 Tp84 TSFE
 25. A6-MRS B737-800 Dubai Air Wing dep 01/07
 30. 84008/848 Tp84 TSFE arr Marshalls
 100008/008 Tp100C TSFE
 NX251RJ P-51D as 44-84847/CY-D

July 2009

07. ZE380	Lynx AH9	672sq	
09. ZJ649/49	Alphajet	ETPS	
11. G-SABR	F-86A	as 48-0178/FU-178	
24. KAF325	L-100-30	41sq KAF	25
25. PA474/BQ-B	Lancaster B1	BoBMF	flypast
30. T-423	T-17	FLSK	
ZH540/U	S.King HAR3A	22sq B Fit	
31. CM01	Falcon 20E	21sm	BAF663
R91/61-ZI	C-160R	ET00.061	*
G-275	C-130H-30	336sq	NAF35
ZH882/882	Hercules C5	LTW	RRR532

Coningsby

01. 2x	F-15E	48th FW	Shifty11/12
1x	Chinook HC2	18/27sq	*SHF440
ZA602	Tornado GR4	Marham Wg	*Marham34
02. ZG507/78	Harrier GR9	20(R)sq	*Striker40
ZA606/069	Tornado GR4	QinetiQ	Gauntlet18
ZD746/094	Tornado GR4	BAE Warton	*Tarnish20
06. 96-0202/LN	F-15E	492nd FS	*Gunny91/92
97-0220/LN	F-15E	492nd FS	*Gunny91/92
00-3002/LN	F-15E	494th FS	Casino91/92*
ZH894/HI	Chinook HC2A	18/27sq	07 SHF453
ZD433/45A	Harrier GR9	1sq	*Cottesmore26
ZF144/144 +1	Tucano T1	1FTS	*Linton82
ZF485/485	Tucano T1	1FTS	*Linton40
07. ZF349/349	Tucano T1	1FTS	*Cordite1
ZF374/374	Tucano T1	1FTS	*Cordite2
08. 1x	Harrier GR9	nn	*Cott39
1x	Merlin HC3	28/78sq	SHF757
1x	Tucano T1	1FTS	*LOP23
84-0009/LN	F-15C	493rd FS	*Pistol11/12
86-0159/LN	F-15C	493rd FS	*Pistol11/12
09. 84-0015/LN +1	F-15C	493rd FS	*Hitman21/22
ZD346/13	Harrier GR9	4sq	*Cottesmore19
13. 91-0308/LN	F-15E	492nd FS	*Bola31/32
91-0605/LN	F-15E	492nd FS	*Bola31/32
ZH895	Chinook HC2A	18/27sq	SHF555
14. ZG505/76	Harrier GR9A	4sq	*Cottesmore15
ZJ645/45	Alpha Jet	QinetiQ	Gauntlet19/11
16. E28/314-AB	Alpha Jet E	EAC00.314	*FAF6441/6442
E61/314-LQ	Alpha Jet E	EAC00.314	*FAF6441/6442

91-0301/LN	F-15E	492nd FS	*Bola51/52
91-0312/LN	F-15E	492nd FS	*Bola51/52
ZE432	BAC111-479FU	QinetiQ	Gauntlet57
17. MM7289/4-5	EF2000	IX Gruppo CIO	20 I7295A/B
MM7292/4-12	EF2000	IX Gruppo CIO	20 I7295A/B
ZA452/035	Tornado GR4	Marham Wg	*Rocket1
20. 30+42	EF2000	JG74	GAF3042
91-0316/LN	F-15E	492nd FS	*Bones21/22
92-0364/LN	F-15E	492nd FS	*Bones21/22
ZF341/341	Tucano T1	1FTS	*Cranwell06
21. 2x	F-15	48th FW	*Sniper11/12
1x	Puma HC1	230sq	SHF002
E110/314-AH	Alpha Jet E	EAC00.314	*FAF6411/6412
E132/314-LZ	Alpha Jet E	EAC00.314	*FAF6411/6412
ZD463/53	Harrier GR9	20(R)sq	*Striker12
22. 91-0316/LN	F-15E	492nd FS	*Sonic21/22
92-0364/LN	F-15E	492nd FS	*Sonic21/22
97-0217/LN	F-15E	494th FS	*Brew51/52
98-0133/LN	F-15E	494th FS	*Brew51/52
ZJ130/O	Merlin HC3	28/78sq	*Rapier2
23. 1x	A109E	32(TR)sq	RRR1323
00-3004/LN	F-15E	492nd FS	
91-0316/LN	F-15E	492nd FS	*Bones21/22
ZE701	BAe146 CC2	32(TR)sq	*Northolt12
24. ZD263/306	Lynx HAS3S	815NAS	Inferno04
27. 91-0310/LN	F-15E	492nd FS	
91-0326/LN	F-15E	492nd FS	*Dude43/44
28. MM7289/4-5	EF2000	IX Gruppo CIO	30 I7290A/B
MM7290/4-7	EF2000	IX Gruppo CIO	30 I7290A/B
XX286/286	Hawk T1A	19(R)Sq	VY783
29. 31+16	EF2000	JG73	30 GAF3001
84+84	CH-53G	MTHR-15	*GAM84
91-0310/LN	F-15E	492nd FS	*Card11/12
98-0133/LN	F-15E	492nd FS	*Card11/12
ZH664/112	Harrier T12	20(R)sq	*Striker06
ZJ990/AA	Merlin HC3A	28/78sq	*SHF302
31. ZF289/289	Tucano T1	1FTS	*LOP17

Cottesmore

01. XX205	Hawk T1A	FRADU spl mks	NVY74
XZ596/L	S.King HAR3	202sq E Fit	
ZA147/F	VC-10 K3	101sq	RRR9324
02. ZA602/067	Tornado GR4	Marham Wg	*Marham32

July 2009



When the EMB121AA's were introduced with the French Air Force all aircraft were in white colours. Gradually the aircraft were re-painted in dark grey colours. EMB121AA 101/YR was seen on the ramp at Malta. (Malta, 24 August 2009, Robert Sant)

03. G-BYWG Tutor T1 115(R)sq Cranwell27
 G-BYWL Tutor T1 115(R)sq Cranwell24
 06. ZF292 Tucano T1 1FTS *Linton18
 G-RAFO Beech B200 45(R)sq *Cranwell76
 07. ZD437/49 Harrier GR9 41(R)sq *Rebel 84
 G-BYUW Tutor T1 57(R)sq *Wyton10
 G-BYZX Tutor T1 115(R)sq Cranwell22
 09. ZA947 Dakota C3 BoBMF *Dakota95
 ZD284 Lynx AH7 9Regt AA906
 13. ZJ175 Apache AH1 4Rregt AA430
 G-BWXM T-67M DEFTS *Barkston30
 14. ZD401/30 Harrier GR.9 20(R)sq Cott22
 ZJ801/BH Typhoon T1 29(R)sq 16Typhoon35
 ZJ806/BE Typhoon T1 29(R)sq 16 Typhoon45
 ZJ810/BI Typhoon T1 29(R)sq 16 Typhoon48
 ZJ925/QO-R Typhoon T1 3sq 16 Typhoon44
 G-BWXA T-67M DEFTS *Barkston49
 G-BWXN T-67M DEFTS *Barkston45
 16. G-BWLX T-67M DEFTS *Barkston30
 G-RAFO Beech B200 45(R)sq *Cranwell61
 17. ZD621 BAe125 CC3 32(TR)sq RRR1771
 XX286 Hawk T1A 19(R)sq VY773
 20. 1x Sentinel R1 5sq *Snapshot1
 22. ZG993 Islander AL1 1Flt AA582
 G-BWXN T-67M DEFTS *Barkston42
 G-BYXP Tutor T1 57(R)sq *Wyton05
 27. ZJ120/D Merlin HC3 28/78sq *Striker41
 29. ZD468/58 Harrier GR9 20(R)sq *Striker12
 ZG500/71 Harrier GR9 20(R)sq *Striker06
 ZH664/112 Harrier T12 20(R)sq Javelin93
 30. XX202/CF Hawk T1A 100sq *Cranwell172
 31. G-RAFD Beech B200 45(R)sq

Lakenheath

07. 00-0181 C-17A 62nd AW 08 Stork41
 08. CM02 Falcon 20E 21sm BAF684
 RS05 S.King mk48 40sm 09 BAF701
 15. E47/705-AC Alpha Jet E EAC00.314 FAF6411-14
 E83/314-TZ Alpha Jet E EAC00.314 FAF6411-14
 E137/314-LJ Alpha Jet E EAC00.314 FAF6411-14
 E166 Alpha Jet E EAC00.314 FAF6411-14
 29. E42/314-TA Alpha Jet E EAC00.314 FAF6441/2
 E137/314-LJ Alpha Jet E EAC00.314 FAF6441/2
 29. 84-0085 C-21A 76th AS E10E2
 30. 84-0083 C-21A 76th AS Jalop11
 88-4406 C-130H 95th AS AFRC Herky749
 ZJ212 Apache AH1 671(AHTU)sq *AA341
 31. 57+01 Do228-212 MFG3 GNY4795

Leeming

03. ZD320 Harrier GR9 BAe Hercules C4 LTW RRR532
 04. ZH877/877 Hercules C4 LTW RRR532
 07. XZ595/K S.King HAR3 20sq E Flt
 15. 84+58 CH-53G MTHR25
 XX200/200 Hawk T1A 19(R)sq Jester1/2
 XX286/286 Hawk T1A 19(R)sq Jester1/2
 ZE395 BAe125 CC3 32(TR)sq RRR1415
 46+53, 46+57 Tornado ECR JBG32 16 LC1A/B
 ZJ120/D Merlin HC3 28/78sq Rapier1/2
 ZJ127/L Merlin HC3 28/78sq Rapier1/2
 22. E45/314-TF Alpha Jet E EAC00.314 FAF6441-6442
 E90/314-TH Alpha Jet E EAC00.314 FAF6441-6442
 G-BYVF Tutor T1 727NAS
 G-BYXS Tutor T1 727NAS
 G-BYXK Tutor T1 727NAS
 ZJ814/QO-Z Typhoon T1A 3sq *Havoc32
 ZD279 Lynx AH7 9Regt *AA958
 28. ZG998 Defender AL1 651sq
 29. 84+84 CH-53G MTHR25 GAM84
 ZJ954 Puma HC1 230sq SHF034
 30. ZE164/HO Tornado F3 111sq *Export11
 ZE808/HJ Tornado F.3 111 Sqn Export12
 G-BYVZ Tutor T1 115(R)sq Cranwell35
 ZJ127/L Merlin HC3 28/78sq *Rapier1

Lyneham

03. ZH847/13 Merlin HM1 814NAS NRVY265

05. 165348/JW C-130T VR-62 06 CNV3688
 07. 1623 C-130H RSAF/16sq SVM908
 11. 2470 C-130H 1°/1°GT 12 BRS2470
 14. 1623 C-130H RSAF/16sq +18
 17. ZJ190 Apache AH1 3Rregt
 19. ZG996 Defender AL1 651sq 20
 ZJ694 Sentinel R1 5sq
 20. 2811 C-105 2°/10°GAV BRS2811
 346 C-130H 3sq
 24 ZJ937/QO-W Typhoon F2 3sq 27 Typhoon64

Mildenhall

01. 84-0112 C-21A 76th AS Valor62
 59-1471 KC-135T 92nd/141st ARW RCH9471
 61-0318 KC-135R 141st ARS 02 RCH423
 62-3533 KC-135R 91st ARS 02 RCH636
 62-3554 KC-135R 22nd ARW 02 RCH702
 161586/586 P-3C nm VVLK210
 02. 00-0183 C-17A 62nd AW RCH510
 06-6168 C-17A 438th AW RCH489
 84-0109 C-21A 76th AS Valor01
 84-0112 C-21A 76th AS Valor65
 99-0003 C-32A 1st AS 04 SAM5201
 00-9001 C-32B 227th SOF 03 Altrec79
 92-0551 C-130H 40th AS 03 RCH025
 58-0129 KC-135T 171st ARS MI ANGRCH676
 60-0349 KC-135R 77th ARS AFRC RCH0349
 60-0366 KC-135R 141st ARS 03 RCH179
 62-3508 KC-135R 141st ARS 03 RCH458
 N540MC B747-243B Atlas Air GT18812
 03. 07-7179 C-17A 60th AMW RCH1719
 84-0109 C-21A 76th AS Valor17
 64-14854 MC-130P del to 67th SOS Setup61
 58-0049 KC-135T 171st ARS MI ANGRCH316
 59-1512 KC-135T 171st ARS MI ANGRCH323
 04. 00-0183 C-17A 62nd AW 05 RCH510
 06-6168 C-17A 438th AW 05 RCH489
 62-3534 KC-135R 22nd ARW 06 RCH969
 62-3542 KC-135R 77th ARS AFRC 07RCH680
 05. 84-0062 C-5B 436th AW 06 RCH4062/934
 77-0355/OK E-3B 964th AACB 06 Shuck80
 06. 00-0182 C-17A 62nd AW 07 RCH0182/281
 84-0109 C-21A 76th AS Valor71
 58-0050 KC-135T 92nd/141st ARW 07 RCH869
 159113/113 C-9B VR-61 CNV6884
 07. 05-5153/HH C-17A 535th AS HI ANG RCH5153
 97-1354 C-130J 135th AS MD ANG RCH429
 58-0055 KC-135T nm 08 RCH970
 61-0311 KC-135R 22nd ARW 08 RCH171
 08. 06-6164 C-17A 60th AMW 10 RCH527/6164
 64-14849/OF RC-135U 45th RS10 Olive26/Snoop56
 09. 63-7884/RS C-130E 37th AS Herky20
 62-4131/OF RC-135W 45th RS Olive20/Snoop56
 84-0009/LN F-15C 493rd FS Wardog12
 84-0014/LN F-15C 493rd FS Pistol14
 86-0154/LN F-15C 493rd FS 10 Death12
 86-0159/LN F-15C 493rd FS 10 Pistol13
 86-0166/LN F-15C 493rd FS 10 Death11
 86-0172/LN F-15C 493rd FS 10 Wardog11
 10. 93-1040 C-130H 40th AS 11 RCH029
 61-0298 KC-135R 126th ARS 13 Upset55
 64-14848/OF RC-135V 45th RS Snoop55
 11. T.19B-18/74-36 CN235M-100 744 Esc 12 AME7413
 71-1468 C-130E 222Flot 12 TUAFF32
 89-1190 C-17A 437th AW 12 RCH809R
 57-2599 KC-135R 77th ARS 13 RCH7599
 62-3541 KC-135R 22nd ARW 12 Rch621
 62-3580 KC-135R 77th ARS 12 RCH2580
 12. 68-0219 C-5A 89th AS AFRC 13 RCH8219
 06-6164 C-17A 60th AMW RCH6164/468
 84-0083 C-21A 76th AS 13 Bursas54
 62-1834 C-130E 61th AS 13 RCH204
 63-8045 KC-135R 92nd/141st ARW 13 RCH337
 13. 58-0038 KC-135R 77th ARS AFRC RCH697
 62-4126/OF RC-135V 45th RS Snoop56
 97-00101 UC-35A F/52nd Avn Duke34

14. 65-0973/FT	HC-130P	71st RQS	16 Emcee72	63-7815	C-130E	1st SOW	25 RCH1012
65-0983/FT	HC-130P	71st RQS	16 Emcee72	91-0329/LN	F-15E	492nd FS	27 Gunny33/34
57-1454	KC-135R	319th ARW	15 RCH7454	96-0201/LN	F-15E	492nd FS	27 Gunny33/34
59-1492	KC-135R	92nd/141st ARW	RCH9492	63-3186	C-130E	222Filo	26 TUAF607
63-7997	KC-135R	91st ARS	15 RCH3997	25. 61-0307	KC-135R	756th ARS AFRC	Decee94
97-00101	UC-35A	F/52nd Avn	Duke34	26. 68-0219	C-5A	89th AS	27 RCH8219
15. 06-6164	C-17A	60th AMW	RCH468/6164	87-0030	C-5B	60th AMW	27RCH421/7030
84-0110	C-21A	76th AS	+16 Bursa55	03-3124	C-17A	437th AW	RCH1815
N85	CL-600	FAA	16 FLC85	89-1188	C-130H	328th AS AFRC	27Bison82
16. 05-0730	C-40C	73rd AS AFRC	Spar22	96-8154	EC-130J	193rd SOS	29 RCH1011
06-4634	C-130J-30	41st AS	18 RCH422	60-0337	KC-135T	92nd/141st ARW	RCH039
60-0324	KC-135R	91st ARS	17 RCH311	27. 84-0109	C-21A	76th AS	Spar91
17. 03-3124	C-17A	437th AW	RCH1815	84-0112	C-21A	76th AS	Jalop14
18. 99-0003	C-32A	1st AS	SAM5230	84-00165	C-12U	F/52nd Avn	Duke18
58-0130	KC-135R	126th ARS WI ANG	RCH549	85-00155	RC-12K	1st MIB	Argus22
62-3507	KC-135R	91st ARS	19 RCH879	97-00101	UC-35A	F/52nd Avn	Duke19
63-8022	KC-135R	22 ARW	29 RCH941	R91/61-ZI	C-160R	ET00.061	31 CTM1436
19. T-235	KDC-10	334sq	*NAF40	71-1468	C-130E	222Filo	29 TUAF32
63-3186	C-130E	222Filo	20 TUAF607	28. LX-N90447	E-3A	NAEWF	*NATO10
84-0083	C-21A	76th AS	Jalop91	03-3115	C-17A	183rd AS MS ANG	E33115
63-9813	C-130E	61st AS	20 RCH109/3813	58-0071	KC-135T	91st ARS	29 Rch8071
96-1004	C-130H	109th AS MN ANG	RCH183	59-1470	KC-135T	92nd/141st ARW	RCH9470
58-0094	KC-135T	92nd/141st ARW	RCH027	62-3516	KC-135R	197th ARS	29 RCH2516
61-0266	KC-135R	117th ARS	20 Wylie84	63-8002	KC-135R	22nd ARW	31 RCH3002
20. 64-0565	MC-130E	711th SOS AFRC	Goose77	63-8036	KC-135R	197th ARS	29 RCH3036
65-0991	MC-130P	del to 67th SOS	RCH1009	64-14830	KC-135R	91st ARS	29 RCH236
66-0217	MC-130P	9th SOS	21 RCH1007	86-00079	C-12J	E/52nd Avn	Duke20
69-5819	MC-130P	9th SOS	21	29. 2x	Alpha Jet E	EAC00.314	*FAF6441/2
61-0266	KC-135R	117th ARS KS	22RCH196	84+84	CH-53G	MTHR25	GAM84
21. 95-1001	C-130H	109th AS MN ANG	Gofer01	86-0022	C-5B	60th AMW	30 RCH6022
96-1005	C-130H	109th AS MN ANG	Gofer33	85-0031	KC-10A	305th AMW	RCH282
58-0050	KC-135T	92nd/141st ARW	RCH8050	63-7769	C-130E	61st AS	30 RCH182
61-0304	KC-135R	92nd/141st ARW	RCH1304	95-1001	C-130H	109th ASMN ANG	Herky20
22. 06-6165	C-17A	436th AW	RCH507	30 61-2670/OF	OC-135B	55th Wg	Cobra70/OSY12T
96-1004	C-130H	109th AS MN ANG	RCH183	163292/292	P-3C	nm	04 Eagle44
99-00102	UC-35A	F/52nd Avn	Duke19	31. 84-0083	C-21A	76th AS	Bursa62
23. LX-N90447	E-3A	NAEWF	*NATO10	99-00102	UC-35A	F/52nd Avn	Duke28
T.19B-14/74-32	CN235M-100	744 Esc	AME7415	N795SA	B747-243F	Southern Air	SOO783
24. 98-0057	C-17A	62nd AW	25 RCH300/8057				
02-1103	C-17A	62nd AW	RCH210				

Credits: MAR, RHAG, Screamin Leeming.



This classic study shows 109th AS MN ANG C-130H 96-1005 while on approach to RAF Mildenhall (United Kingdom).
(21 July 2009, Jaco Haasnoot)

Civil News



KLM took delivery of his fourth B777-300ER, PH-BVD, on 25 August 2009. This one is in the Skyteam colour scheme.

(Amsterdam, 29 August 2009, Ton Jochems)

Manufacturers News

AgustaWestland

BA609

AgustaWestland hopes to acquire control of the BA609 civil tiltrotor programme it shares with Bell Helicopter, in order to speed up the aircraft's certification and delivery. The world market for BA609s would be 500 aircraft within ten years of first delivery, including 40-50 aircraft to be sold to Italian government agencies. BA609 certification in the US and European Union is currently on schedule for 2013. More than eighty aircraft have been ordered so far, with an expected price above €20 million (\$29 million) depending on configuration. So far, the Bell-AgustaWestland BA609 joint venture has completed two of four planned prototypes, with one flying in Italy and a second in the US. A third aircraft is currently in production.

Airbus

A330

One of the characteristics of designing and assembling a new aircraft is a revised timetable! And this goes for the A330-200F as well. First delivery of the aircraft was to be in spring 2010, after it was already changed from the second half of this year. Recently Airbus announced that the first A330-200F will be delivered in August 2010. This has nothing to do with the testing of the aircraft. However India's Flyington Freighters will not take its ordered aircraft next spring. This means that the first aircraft will be delivered to a customer that was scheduled for August 2010. Airbus has not made public which cargo airline this will be, as there are several that expect delivery in August 2010.

Boeing

B747

The assembly of the first Boeing 747-8 is progressing steadily. The new Jumbo Jet will most likely move to the flight line by mid October in order to be prepared for its maiden flight around the end of November. Since Boeing has decided to allocate dedicated flight test staff to both the B747-8 programme and the B787 programme, it could be that both aircraft will take to the skies on the same date. That would be a first for the company, but nothing has been decided as a lot depends on the aircraft being available to perform the first flights. With the assembly of the freight version of the B747 under way, engineering of the passenger version is nearing completion as well. The 90% mark is expected to be reached by the end of October, which is slightly ahead of schedule. This combined with the fact that

preliminary tests indicate a better performance than expected, makes for a positive note for the troubled manufacturer.

B777

Boeing has indicated that it could be offering a passenger-to-freighter conversion of the B777-200 and/or B777-200ER as early as next year. That would mean that the first converted aircraft will be available for freight service in 2013/2014. Currently Boeing is still studying whether or not to include the B777-200 in the conversion plans or just focus on the -200ER. Current estimates foresee that a B777-200BCF (Boeing Converted Freighter) will be able to carry 11,400 kilograms less payload and have a range that is nearly 2,800 kilometers less than the B777-200ERBCF. To be continued...

Bombardier

CRJ1000

Also the CRJ1000 is running behind schedule as tests with the aircraft revealed a software glitch. Although this has been rectified, the first delivery will not be in January 2010 but approximately two months later. This combined with the fact that an order of fifteen for this aircraft from Italian carrier Myair was taken out of the order book, does not provide a warm feeling with the manufacturer. Since new orders for aircraft of the CRJ family (CRJ200, CRJ700, CRJ900 and the new CRJ1000) are just about absent, the manufacturer will soon make a decision to which extend it will reduce production of the CRJ family. Lay-offs are not ruled out. The Canadian company expects to take a decision before the end of this fiscal year, which ends 31 January 2010.

Cessna Aircraft

Citation X

Cessna Aircraft delivered the first Citation X retrofitted with elliptical winglets made by Wichita-based Winglet Technology. The winglets were installed at Cessna's Wichita Citation Service Center under Winglet Technology's FAA STC. According to Cessna, the patented elliptical winglets optimise lift distribution, which reduces drag and thereby decreases fuel consumption and increases speed and range. Winglet Technology indicates that fuel consumption is reduced by 4 to 5 percent, speed at altitude is increased by 15 knots and range is increased by 150 nm, to 3,220 nm. The winglet retrofit kit, which costs \$415,000, includes flight and operations manual supplements and replaces the existing anti-collision and position light system with

LED versions. Cessna said winglet installation, which includes structural modification of the Citation X wing, costs \$178,000 and takes about four weeks.

Comac

C919

China is steadily developing a civilian jet aircraft portfolio. COMAC (Commercial Aircraft Corporation of China) has revealed the Comac 919 concept. This twin jet is developed with a maiden flight in 2014 in mind. Subsequent entry into service is two years later. Initially two versions will be built. Both will be able to transport a maximum of 168 passengers, but one version will have a range of 4,000 km, while the other will feature a 5,500 km range. If all goes according to plan, the C919 will end up having two siblings: a smaller one and a larger one. The former will seat 130 passengers and the latter will be equipped with a maximum of 190 seats. China is currently flight testing the DC-9 look-a-like ARJ21-700. A larger version of that aircraft (-900) is in the pipeline as well, but rumours have it that the -900 project could be shelved in favour of the C919 designs. The Comac aircraft will be equipped with Western avionics and engines. Pratt & Whitney have already expressed interest in the programme and might jump aboard with the GTF (Geared Turbo Fan) it is developing and which will be certified in 2013.

Eclipse Aerospace

Eclipse Aerospace celebrated the reopening of formerly bankrupt Eclipse Aviation on 1 September. Although the new company is named Eclipse Aerospace, it will do business as Eclipse Aviation. First steps include a physical inventory, then start selling parts and providing maintenance and upgrades to EA500 owners. Eclipse Aerospace also purchased the 28 former DayJet EA500s and plans to refurbish and sell those. Once the existing 259 Eclipse 500s are fully upgraded, Eclipse decides on what the EA550 is going to look like, referring to plans to build new-production Eclipse's.

Epic Aircraft

In a hearing against Epic Air, a federal judge agreed with both the plaintiff's and defendant's request that a receiver be appointed. Within about 45 days, the receiver is expected to provide a report and then Epic Air and sister companies Aircraft Completions Services and Aircraft Investor Resources will file for bankruptcy. The court ordered that the receiver take exclusive charge, control and possession of the assets and operations of the Epic companies. The judge granted wide latitude to the receiver to take control of Epic's assets, collect profits, proceeds and accounts receivable, and to contact Boeing for development and completion of pending work.



Winglets remain hot in this period where fuel savings are becoming more and more important, both to manage the economic crisis and global warming. The latest aircraft to have these drag reducing features is the Cessna 750 Citation X. The first customer aircraft with elliptical winglets we know of is this N373AB of Salem Aviation. Oliver Schmid photographed the bizjet at Stuttgart on 15 September 2009.

Hawker Beechcraft

Premier II

Hawker Beechcraft announced that while it is making progress with the Premier II programme, market conditions have prompted the company to delay entry into service of the derivative twinjet until late 2012 or early 2013. The Wichita-based aircraft manufacturer recently completed the first successful test flight of the Premier II's Williams International FJ44-3AP engines on a modified Premier IA, and the first Premier II fuselage has now entered the assembly line. Despite the delayed service entry, the company still plans to fly the first Premier II prototype in December.

Mitsubishi

MRJ

Mitsubishi has made some extensive changes to the MRJ design. The aircraft (both the MRJ70 as well as the MRJ90) will feature less composite materials. Besides this, the fuselage of the designs has been enlarged. The height of the cabin has been increased by nearly 4 cm and the width has been enlarged by more than 6 cm. This will make the aircraft a little more spacious against comparable models from Bombardier and Embraer. Besides the 78 seat MRJ70 and the 92 seat MRJ90, a new stretched version has seen the light of day. The Japanese propose a 100 seat MRJ100 now as well. All these changes mean revised timelines. Final design will now be concluded mid 2010 instead of the third quarter of this year. Because flight testing will now be performed with five instead of four aircraft some time is gained. This means that ANA will be able to haul passengers round from the first quarter of 2014 instead of late 2013.

PZL Swidnik

AW-3 Sokol-2

PZL Swidnik has unveiled two projects based on the further development of its W-3 Sokol utility helicopter design. The Sokol-2 would maintain commonality with its predecessor, but feature enhancements including new five-blade main and four-blade tail rotors, new gearboxes and either LHTEC T800- or Turbomeca Ardiden-series engines, enabling improved hover performance. It will also have an open architecture glass cockpit and autopilot. Maximum take-off weight would be 7,000 kg (15,400 lb), including an increased payload of 2,700 kg, with a cruise speed of 150 kts (280 km/h) and an 870 km (470 nm) range. Tests on the new main rotor design will start in 2011, and PZL Swidnik says all older Sokols could be rebuilt to the new standard.

SW-5

The company has also released details of a new SW-5 project, also based on the Sokol. Now in its design phase, the transport will have an MTOW of 7,500kg, rear ramp and a retractable landing gear. Although visibly resembling the baseline SW-3 and to use the main rotor and some transmission elements from the Sokol-2, the new aircraft will have a composite fuselage structure and have an increased payload of 3,200 kg. Maximum speed will be 172 kts and cruise performance up to 164 kts, with a 925 km range. The aircraft would be capable of

carrying fourteen fully equipped troops in its transport configuration, or up to nine stretchers in a combat search and rescue fit. Other planned models include an armed version with rocket launchers, plus variants for missions including special forces support, electronic warfare/intelligence, maritime patrol and anti-submarine/anti-surface warfare, equipped with two torpedoes or air-to-surface missiles. PZL Swidnik is also eyeing a market for civilian versions. Eighteen passengers could be carried in a high-density configuration, it says, with a possible VIP version to carry six people. Other roles could include air taxi, emergency medical service, firefighting and search and rescue tasks.

Jetliners



The newly formed Swedish airline MCA Airlines flies with this A320 YL-LCC to a few destinations in Iraq, Greece, Cyprus and Lebanon. (Oslo-Gardermoen, 23 September 2009, Ton Jochems)

Europe

The Netherlands

KLM-Royal Dutch Airlines has ordered two new A330-200s from Airbus. All four B747-400ERFs from KLM will be operated by Martinair in the near future.

Not long to go before Martinair will take over all cargo operations from KLM. Martinair already operates two B747-400ERFs from KLM and will be the cargo branch for Air France-KLM including cargo routes from KLM. The latest news but not confirmed is that Martinair will cease all passenger flights from summer season 2010. These flights will mainly be taken over by KLM and Transavia. Some destinations will be axed.

Albania

Scanderbeg Air has ceased operations after several months of services from Tirana and Pristina to New York.

Austria

Austrian Airlines has been taken over by Lufthansa. Lufthansa now has more than 90% of the stock.

Czech Republic

It is not a surprise that SkyEurope Airlines has ceased operations after almost nine years of service.

Germany

Air Berlin has changed an order for an A320-200 into a single A321-200.

Augsburg Airways has ordered three ERJ195s which were previously ordered by Lufthansa CityLine.

Greece

Pantheon Airways will lease two brand new single-aisle A320-200s from ALAFCO.

Russia

I-FLY is a new airline which intends to begin scheduled services to Western Europe with four ex-Kras Air B757-200s which will be leased from ILFC.

Turkey

MNG Airlines has ordered two more A330-200 freighters. This brings the total order for the A330-200F for MNG to four aircraft.

United Kingdom

Titan Airways will sell three BAe146Fs and replace them with bigger cargo planes. Titan already operates two B737-300Fs.

Africa

Cameroon

Cameroon Airlines will be restarted as Camairco within three months. Camairco will be operating mainly Boeing aircraft although a decision on that will be made soon.

Ghana

A new DC-8-63F operator is Meridian Airways. The new cargo airline intends to operate with three DC-8-63Fs.

Nigeria

Air Midwest is a new airline which intends to begin scheduled services with several B737-500s in the region.

Virgin Nigeria has been rebranded as Nigerian Eagle Airlines. The first B737-300 has received its new livery at Shannon following the departure of Richard Branson from the airline.

Asia

China

Air China has ordered three A330-300Xs. This replaces a previous order for a single A330-200.

India

Jet Airways has ordered three more B737-800s which will be leased from GECAS. They also intend to lease out two B777-300ERs which will be returned from lease to Gulf Air.

Singapore

Jetstar Asia Airways has ordered three A320-200s which will be leased from CIT Aerospace.

Turkmenistan

Turkmenistan Airways has ordered three B737-700s with a listprice of 192 million dollar. Last year Turkmenistan already ordered two B737-900ERs, one B737-700 and a single B777-200LR.

Latin America

Surinam

Surinam Airways has made a decision to replace its single B747-300. Surinam will acquire an ex Air France A340-300 which will go into service at the end of November this year. The B747-300 is now for sale and will be phased out by the end of November 2009.

North America

United States

DHL has received its first of initially three B767-300Fs. The B767-300F will be used on services to East Midland.

A300	B4-603	411	EP-MNR
A310	-304ET	564	EX-35005
A318	-112	4007	G-EUNA
A319	-111	4040	G-EZTM
A320	-232	3748	SX-OAQ
	-232	3812	SX-OAR
	-214	4013	D-ABDY
	-214	4021	CS-TNS
	-214	4034	G-EZTO
A321	-211	3070	CN-ROM
	-231	4016	D-AISU
A330	-223	275	VN-A371
	-223	609	N851NW
	-223	614	N852NW
	-223	618	N853NW
	-202	1024	5A-ONG
	-243	1038	A40-DA
	-243	1041	N281AY
	-243	1045	VQ-BBF
A340	-313X	117	CS-TQM
A380	-841	45	9V-SKJ
B737	-301F	23743	EC-KDJ
	-3M8	24020	CN-ROX
	-46B	24124	JY-JAP
	-3Q8	24470	G-LGTG

FedEx has received its first of thirty B777-200Fs ordered. Fed-Ex originally ordered fifteen of the new widebody freighter jets back in November 2006 and fifteen more at the beginning of this year, with options to buy fifteen more.

Tradewinds will add three former Alitalia MD-11s to its fleet. From 1999 Tradewinds has been operating the A300B4 within the United States and to the Caribbean islands.

Oceania

Australia

Jetstar has ordered a single A321-200 which is a transferred slot from Kingfisher.

Order overview

Airline	Type	Number (options)	Remarks
Jet Airways	B737-800	3	
MNG Airlines	A330-200F	2	
Turkmenistan	B737-700	3	

Mahan Air, ex EX-35006 of the same airline. Registered in Iran late August.

Mahan Air (addition Scramble 362 – Page 33).

British Airways. Delivered on 28 August. Test registration was D-AUAC.

EasyJet. Delivered on 18 September. Test registration was D-AVYM.

Olympic Air. Delivered on 18 September. Originally destined for Kingfisher Airlines as VT-KRG but not taken up by this Indian airline. Test registration was F-WWBQ.

Olympic Air. Delivered on 18 September. Originally destined for Kingfisher Airlines as VT-KRH but not taken up by this Indian airline. Test registration was D-AVVE.

Air Berlin. Delivered on 10 September. Test registration was F-WWIG.

TAP Portugal. Delivered on 11 September. Test registration was F-WWDM.

EasyJet. Delivered on 10 September. Test registration was D-AVVH.

Royal Air Maroc, ex Atlas Blue. Painted back in Royal Air Maroc colours already this spring.

Lufthansa. Delivered on 28 August. Test registration was D-AVZF.

Vietnam Airlines, ex HB-1QG of Swiss International Airlines. Delivered on 17 September.

Delta Air Lines, ex Northwest Airlines. Painted in Delta colours in September.

Delta Air Lines, ex Northwest Airlines. As above.

Delta Air Lines, ex Northwest Airlines. As above.

Afriqiyah Airways. Delivered on 8 September. Test registration was F-WWYS.

Oman Air. Delivered on 15 September. Test registration was F-WWYM.

US Airways. Delivered on 12 September. Test registration was F-WWYT.

Aeroflot. Delivered on 8 September. Test registration was F-WWYB.

HiFly, ex A6-EYC of Etihad Airways. Delivered on 17 September.

Singapore Airlines. Delivered on 6 September. Test registration was F-WWSG.

Saucus Air. Scrapped at Dinard last summer.

Royal Air Maroc, ex N240MT of the Wells Fargo Bank. Delivered on 1 September. Former VT-QQP of Quickjet.

Buraq Air, ex Jordan Aviation. Delivered on lease from Jordan Aviation in August.

British Airways. Scrapped at Kemble last summer.



Avia Nova from Russia took delivery of this A320 in July 2009. EI-EEI is the former N603AW which flew with US Airways and America West. It started its career in 1997 with Aero Lloyd as D-ALAD. (Moscow-Vnukovo, 19 August 2009, Niels Quist)



Cargolux sold a B747 to UPS. At the beginning of September it departed with its American registration N581UP, but in the colours of Cargolux. This is the former LX-FCV. (Luxembourg-Findel, 4 September 2009, Tom Neu)

	-4Q8	24706	N916SK	Sky King, ex SP-LLI of CentralWings. Delivered on 11 September.
	-522	25009	TU-TSC	Air Ivoire, ex VP-BTF of S7 Airlines. Delivered on 11 September. Registered in the US in between as N374RM of the Wells Fargo Bank.
	-436	25349	OK-WGX	Nayzak Air Transport, ex CSA Czech Airlines. Delivered in an all white colour scheme without titles early last summer.
	-436	25839	OK-WGY	CSA Czech Airlines, ex Nayzak Air Transport. Did the opposite as the aircraft mentioned above. Returned to CSA after lease to Nayzak Air Transport. The aircraft is still all white without any titles.
	-4Q8	26281	E3-NAZ	Nas Air, ex SX-BKN of Olympic Airlines. Delivered on 11 September.
	-4Q8	26302	SE-RJA	Iraqi Airways, ex Torair. Delivered on lease on 16 August.
	-522	26700	LY-AWG	FlyLal Charters, ex SkyEurope Airlines. Returned to FlyLal after lease to SkyEurope on 3 September.
	-341	26852	VQ-BDC	Tatarstan Air, ex LZ-BOO of Bulgaria Air. Delivered on 7 August.
	-524	27316	VP-BXR	UTair Aviation, ex N69603 of Continental Airlines. Delivered on 11 September.
	-7L9	28006	VQ-BER	Moscovia Airlines, ex N280AG of the Wells Fargo Bank. Delivered on 28 August. Former OY-MRC of Sterling European Airlines.
	-85R	29036	VQ-BEM	Orenair – Orenburg Airlines, ex N636AC of the Wells Fargo Bank. Delivered on 4 August. Former VT-JNC of Jet Airways.
	-8HX	29654	UR-PSB	Ukraine International Airlines. Delivered on 5 September. Line # 3018.
	-8AS	29935	ET-ANB	Ethiopian Airlines, ex EI-CSW of Ryanair. Delivered on 13 September.
	-8K2	30650	OY-TDB	Transavia Airlines Denmark, ex PH-HZV of Transavia Airlines. Registered in Denmark on 15 September.
	-73V	32413	HL8207	Eastar Jet, ex G-EZJR of easyJet. Delivered on 11 September.
	-866	35565	SU-GDA	Egypt Air. Delivered on 1 September. Line # 2999.
	-866	35567	SU-GDB	Egypt Air. Delivered on 6 September. Line # 3017.
	-86N	36814	LN-NOH	Norwegian Air Shuttle. Delivered on 3 September. Line # 3015.
	-7GL	37235	EZ-A009	Turkmenistan Airlines. Delivered on 12 September. Line # 2993.
	-7GL	37236	EZ-A006	Turkmenistan Airlines. Delivered on 1 September. Line # 2986.
	-7GL	37237	EZ-A008	Turkmenistan Airlines. Delivered on 11 September. Line # 2988.
	-8AS	37541	EI-EFR	Ryanair. Delivered on 5 September. Line # 3012.
	-8AS	37542	EI-EFS	Ryanair. Delivered on 11 September. Line # 3021.
	-8AS	37543	EI-EFT	Ryanair. Delivered on 11 September. Line # 3023.
	-82R	38173	TC-AAAN	Pegasus Airlines. Delivered on 28 September. Line # 3011.
B747	-236BF	23711	G-MKLA	MK Airlines, ex TF-ATX of MASKargo – Malaysian Airline System / Air Atlanta Icelandic. Delivered on 3 September.
	-4J6BCF	24347	B-2458	Air China. Re-delivered to Air China after BCF conversion last summer.
	-4R7F	25866	N581UP	UPS, ex LX-FCV of Cargolux. Delivered on 4 September.
	-412	27071	F-GTIR	Eagle Aviation, ex N270RP of the Wilmington Trust. Delivered after painting at Amsterdam on 19 August. Ferried to Tirana on day of delivery. Former 9V-SPF of Singapore Airlines. The aircraft had been stored at Marana (AZ) between 28 March 2009 – 7 June 2009.
	-4H6	27672	HZ-AWA1	AI Wafeer Air, ex 9M-MPI of Malaysia Airlines. Delivered early September.
	-4H6	28426	9M-MPJ	AI Wafeer Air (correction Scramble 364 - Page 44).
B757	-29J	27203	LY-FLA	FlyLal, ex SCAT. Returned to FlyLal after lease to SCAT late August.
	-29J	27204	SX-BTH	Skywings, ex N410JR of the Boeing Capital Loan Corporation. Delivered on 2 September. Former XU-AKB of Angkor Airways.
B767	-31AER	24428	PH-MCG	Martinair. Permanently withdrawn from use and ferried to Walnut Ridge (AR) for scrapping on 12 August. PH-registration cancelled on 19 August.
	-31AER	24429	PH-MCH	Martinair. Permanently withdrawn from use and ferried to Roswell (NM) for scrapping on 12 August. PH-registration on cancelled on 19 August.
	-3S1ER	25221	CS-TQI	Luzair, ex N237W of Aft Trust-Sub I. Delivered on 10 September. Former PT-MSS of TAM Brasil.

	-3Y0ER	25411	S9-DBW	STP Airways, ex PP-VTC of VARIG. Delivered on 6 September.
	-3JHF	37806	G-DHLF	DHL Air. Delivered on 3 September. Line # 981.
B777	-346ER	36128	JA741J	Japan Air Lines. Delivered on 17 September. Line # 812.
	-237LR	36307	VT-ALH	Air-India. Delivered on 29 August. Line # 805.
	-337LR	36315	VT-ALQ	Air-India. Delivered on 31 August. Line # 809.
BAe146	-3B5ER	37644	HL7783	Korean Air. Delivered on 1 September. Line # 806.
	-100	E1160	G-BVLJ	BAE Systems (Operations) Ltd, ex A2-ABF of Air Botswana. Registered 8 September. Is stored at Southend where it arrived on 10 February this year.
	-RJ70	E1225	SE-DJZ	Transwede Airways, ex Air One. Lease to Air One has ended. Noted at Stockholm in basic Air One colours 14 July.
	-200	E2024	FAB104	Fuerza Aérea Boliviano, ex G-FLTB of Flightline. Delivered from Southend on 14 September.
	-200	E2115	G-BRXT	BAE Systems (Operations) Ltd, ex OY-RCW of Atlantic Airways. Registered on 26 August. Stored at Kemble since 18 June.
	-RJ85	E2299	G-CFZM	BAE Systems (Operations) Ltd, ex A6-RJE of Royal Jet. Registered in the UK on 10 August. Was ferried to Kemble in April 2009.
	-300	E3129	G-BTXN	Trident Aviation Leasing Services (Jersey) Ltd, ex I-ADJH of Air Dolomiti. Registered 8 September. Was already ferried to the UK on 15 April and stored at Southend since 13 August.
	-300	E3142	D-ALIN	WDL Aviation, ex EI-DEW of CityJet. Delivered 18 September.
	-300	E3165	G-BSNR	Trident Aviation Leasing Services (Jersey) Ltd, ex D-AEWP of Eurowings. Registered 8 September and parked at Exeter since 22 June 2009.
CRJ	100ER	7162	5X-UGD	Air Uganda, ex F-GRJH of Brit'Air. Delivered on 28 August.
	200ER	7211	N888AU	Jet Asia, ex N624BR of Independence Air. Delivered as a 15-pax Phoenix CRJ on 28 August.
	100LR	7282	EK-20014	Armavia, ex D-ACJI of Lufthansa CityLine. Repainted at Schiphol. Ferried 21 September to Cologne in full Armavia colours but registered as D-ACJI.
	200ER	7454	VQ-BBV	<u>Rusline</u> . Correction Scramble 361 - Page 38.
	CL-850	8054	P4-IST	JSC Airline Comlux, ex UP-C8501 of Khozu Avia. Noted at Oberpfaffenhofen in September.
	900LR	15243	D-ACNF	Eurowings. Delivered 18 September.
DC-9	-82	48097	YR-MDR	Jetran Air, ex Nouvelle Air Ivoire. Back from lease on 2 September.
	-82	49138	TC-TUA	Best Air, ex Mahan Air. Was leased to Mahan since February 2009. Noted at Dusseldorf in an all white colour scheme on 5 September.
	-82	49204	5Y-AXL	African Express Airways, ex I-DAWL of Alitalia. Was bought by Safair December last year. Delivered on 10 September.
	-82	49512	UR-BXL	Bukovyna Aviation Enterprise, ex G-CEPG of Phoenix Aircraft Leasing. Had been stored at Bucharest since its arrival from China. This is the former B-2128 of China Southern Airlines which was ferried to Bucharest on 8 February 2007. G registration was cancelled on 10 August.
	-83	49628	SU-BME	Air Memphis, ex Sudan Airways. Back from lease since August.
	-83	49631	SX-SMS	Viking Hellas Aviation, ex SE-RDI of Viking Airlines. Noted as such at Athens 17 September.
ERJ	145MP	145441	EC-LDB	Andalus Líneas Aéreas, ex EI-EEK of GECAS and earlier the VH-SZH of SkyAir-World. Delivered 10 September.
	135BJ	14500970	M-AKAK	AA Kassar SAL, ex VP-BBY. Re-registered in September.
	170STD	17000294	G-LCYD	BA CityFlyer. Delivered 3 September and arrived at Exeter on 11 September. The first revenue service was planned on 28 September.
	170STD	17000296	G-LCYE	BA CityFlyer. Delivered 18 September.
	195LR	19000308	D-AEME	Augsburg Airways. Arrived at Munich on delivery 29 August.
	195LR	19000310	D-AEMF	Augsburg Airways. And the next one also arrived at Munich, on 19 September.
MD-11	F	48426	N986AR	Tradewinds Airlines, ex EI-UPA of Alitalia. Delivered on 18 September.
	F	48427	EI-UPE	Cargoitalia, ex Alitalia. Delivered 5 September.



Back at Brussels-Zaventem is this B767 from Hewa Bora Airways. S9-TOP is the former 9Q-CJD which had been stored at Brussels for more than a year in 2007/2008. (Brussels, 10 September 2009, Eric Vangeel)



The three B777-200s of Air Austral will all be painted by KLM in the new colour scheme. The F-OMAY was the first one in the row and was ready on 17 September. He is followed up by the F-ORUN and the planning is that the last one, F-OPAR, will ready around the time you will receive this edition of Scramble. (Amsterdam, 17 September 2009, Ger Buskermolen)

	48449	N270WA	World Airways, ex OH-LGA of Finnair. Delivered from Taipei, Taiwan on 11 August. Is in use as a passenger aircraft.
F	48780	ET-AND	Ethiopian Airlines, ex N588BC of CBSA Partners LLC and thereafter OH-LGE of Finnair. Delivered at the end of August.

Credits: Airfleets, Skyliner, RZjets en Airline-List.

Propliners

BAe748	-2B	1736	9G-MKV	MK Cargo. We have a number to go with the 748 ZS-DBM. This was delivered to Ghana from South Africa in May 2009. The airplane was noted operational at Accra, Ghana still in British Airways like colors in July 2009. It makes freight flights into Nigeria.
Beech	D18S	A-475	N41289	Southall Properties, reregistered this Twin Beech in August 2009, ex N52AP.
Canadair	CL-415	2073	I-DPCS / 29	SOREM Italia, C-FZEG was cancelled from the Canadian register per 10 September 2009.
CASA	212	229	FAU534	Fuerza Aérea Uruguaya, departed Stavksa, Sweden on 25 August 2009 and arrived in Uruguay on 10 September. The C212 was operated by the FAU in the eighties with the same serial. It spent the last 20 years with the Swedish Coast Guard as SE-KVG.
	212	343	FAU535	Fuerza Aérea Uruguaya, also crossed the Atlantic late August. Has the same history as FAU534, except the Swedish ID of this CASA was SE-IVE.
Convair	240	93	N396CG	Last month we reported the new owner of this Convair, the Air Heritage Foundation. It is rumoured to be placed at the Proud Bird restaurant between the landing lights of LAX southern runways, which is not too far from its current spot at Camarillo (CA).
	580	279	C-FKFS	Kelowna Flightcraft. Already ferried from Davis Monthan (AZ) to Kelowna (B.C.) in August 2001, but remained in storage registered as N5248N. On 31 August 2009 it was registered in Canada. The registration C-FKFS has been used on several other Kelowna Convaers over the last few years. All these were Convair 5800 conversion projects: 1989-98 c/n 276 , 2001-04 c/n 277 , 2005-07 c/n 343 .
	580	501	C-GYXS	Pionair sold both its Convaers to Conair of Abbotsford (B.C.) Canada. VH-PAL was expected to cross the Pacific in September. The Australian registration was cancelled 14 September and the Convair was added in Canada on 21 September.
	580	507	C-GYXC	Conair. The former Pionair Convair VH-PDV already made it to Canada in August. The airplane departed Sydney-Bankstown still in full Pionair colours and Aussie registration on 31 July 2009. It flew via Pago Pago and Honolulu (HI) to Abbotsford (B.C.), where it received Canadian paperwork on 1 September.
DH	114	14130	N82D	Albany Aero Club now owns this Heron. It was registered in the name of Happy H Miles (no joke) on 25 August 2009. The Heron used to be parked at the workshops of the Museum of Flight at Everett (WA), but has now moved to Albany (OR). The plans are to base it at San Diego Brownfield (CA), and to operate pleasure flights to Mexico. Try explaining that to customs or the DEA, "...you are using this old propliner to make frequent <i>pleasure</i> flights into Mexico, and your name is ... Happy?"
DHC	-2	146	VH-AAO	R. MacArthur-Onslow. Noted outside at Sydney-Bankstown on 19 September 2009, looking complete after a major rebuild!
	-2	448	N768	Four Paws Aero bought this Beaver in September 2007, after two years of restoring N768 took to the skies again on 1 September 2009.
	-2	494	C-FLRS	Imported to Canada on 9 July, see Scramble 364, but finally put on the Canadian register on 8 September.
	-2	1519	C-GFHB	Viking Air, ex N963DH per 2 September 2009. But on 17 September it became N963DH again. Can somebody please make up their mind!! After this Beaver frame spent ages in a storage at the docks of Kenmore in Seattle (WA) it is now popping up every other month with a new registration. Originally this aircraft was known as

			VT-DRP. Because it was briefly registered to Viking Air of Sidney (B.C.), it could be rebuilt as a Turbo Beaver.
	-3T	456	N703TH Imported to the USA for Arctic Aerospace in August, see Scramble 364, ex CF-UKN. Officially on the register per 2 September 2009.
	-3T	465	N342KA Ketchum Air, exported to Canada per 22 September 2009.
	-4	283	N84897 Pen Turbo Aviation of Cape May (NJ) has taken up the Caribou frame which has been stored at former Hal-Far Airfield at Malta. The ex Abu Dhabi Caribou has been here for 25 years! It looks very unlikely that it will actually make it to Cape May.
Douglas	C-47	4666	CF-CPY Yukon Transportation Museum, but in full Canadian Pacific Airlines. We need to correct last months entry. This airframe is often incorrectly quoted as c/n 4665 , unfortunately also by us last month, it is actually 4666 . No updates on the current status.
	C-47A	11926	ZS-NTE Springbok Flying Safaris is completing the restoration project started earlier this year. It was noted performing test flights for its certification on 10 September 2009 from Johannesburg Rand Airport. Another Dak back in the skies. Well done guys!!
	BT-67	12300	N907Z Another Basler Turbo conversion getting ready. The former Miami Valley Aviation DC-3 had this registration reserved by Oiland, Grand Rapid (MI) in August 2009.
	C-47A	19054	N3239T Valliant Air Command, has gotten their Gooney Bird back in the air! First flight after rebuilt was at Titusville (FL) on 23 June 2009. The airplane suffered a landing accident on 9 July 2001. In 2002 DC-3 N11EL c/n 2105 was bought from the Richmond County Museum, and used for spare parts to get this airframe flying again.
	C-54G	36031	N438NA Sold to Mr Brooks in Fairbanks (AK) on 21 August 2009. Let's see if or when it will be ferried from Arizona to Alaska. Please Mr Brooks, be careful with it.
GAF	Nomad	135	P-837 Tentara Nasional Indonesia, the Indonesian Navy crashed with this Nomad in Eastern Kalimantan on 7 September 2009. See Dustpan & Brush for further details.
Grumman	G.21A	B-86	N985R Peninsula Air, has officially taken up this Grumman Goose on 1 July 2009. It was ferried up north in May 2008.
	CN235	186	N460ES L-3 Communications, and subsequently destined for the US military, registered 27 August 2009. Noted Edinburgh 30 August en-route to cross the Atlantic.
Junkers	52/3M	6610	HB-HOP Ju-Air has painted this aircraft in special colours, promoting Brauerei Falken. Noted as such in August 2009 at Samedan, Switzerland.
Lockheed	L-1049G	4544	CF-TGE Trans Canada. To continue the story, the Super Constellation made it to Seattle (WA) after a 3,800 mile road trip taking twelve days. She arrived at Seattle-Boeing Field on 4 September 2009 and was put back together within two weeks. After completion it was towed into Boeing Plant 2. The place where in 1966 the first Boeing 737 was completed, at that time this Constellation was already out of service!
Max Holste 1521	6M	HB-RSL	Lukas Schatzmann, registered in Switzerland per 20 August 2009, ex F-GGCN.
NAmerican B-25D	100-23644	N8897Z	Flying in full RAF scheme as KL161/B-VO, and called "Grumpy", has been sold to John Sessions of Historic Flight Foundation. On 29 August 2009 the Mitchell departed its hometown for the last twenty years, Duxford. Flying via Reykjavik to Abbotsford (B.C.) where it arrived 2 September. This will be its temporary home, before it will join the rest of the HFF-fleet at Everett-Paine Field (WA).

Credits: Aad van der Voet, Neil Aird (Beavers), Ruud Leeuw, Ralph Petterson (Connie Survivors), Micheal Prophet, Propliner and Warbird Community boards and photosites.



The Convairliners are still in active use in Canada, in this issue we report three Convairs added to the Canadian civil register. Two former Australian Convairs have been ferried up to be added to the fleet of Conair and one aircraft from the Kelowna storage area has been taken up and is expected to be modified to Convair 5800. This Convair 580, C-GKFU, proves they are still in active duty with Purolator Courier at Kelowna. (18 August 2009, Joost de Wit)

Commuters

Nothing to report on the order front this month. A new ATR operator is to appear in the form of UT Ukraine. The airline plans to acquire two UTair Aviation ATR42s, these would appear to be VP-BLP c/n **382** and VP-BLQ c/n **388**.

It is reported that Magellan Aviation Services has purchased four Alitalia ATR72s which are currently stored at Brindisi and Cologne.



This ATR72 F-WWEK is still waiting for his delivery to Angola to fly for the African low-cost airline fly540. It seems that it will take some time because the aircraft is prepared to stay here a little bit longer. (Toulouse-Blagnac, 9 August 2009, Leo Koudijs)

ATR	42-300F	149	EI-SLA	Mistral Air, ex SE-LST. Delivered from Edinburgh to Rome 31 August in full colours.
	72-202	215	VN-B202	Vietnam Airlines, ex F-QKVN. Ferried Kiev to Toulouse 26 August on return to lessor.
	72-212	446	EC-JRP	Swiftair, ex D-AEWK. Ferried from Keflavik to Madrid 10 September after lease to Maya Island Air.
	72-212A	592	XY-...	Air Bagan, ex I-ATSL Alitalia Express. Ferried from storage at Cologne to Kuala Lumpur early September.
	72-212A	872	...	Royal Thai Air Force, ex F-WWEW. Ferried Toulouse to Paphos 4 September on its delivery flight carrying its French registration.
72-212A	885	9M-MWE	MASwings, ex F-VVWEO. Ferried 28-29 August via Abu Dhabi on its delivery flight from Toulouse.	
BAe	ATPF	2026	PK-DGA	PT Deraya, ex G-JEMD. Assigned Indonesian marks not known in the last issue now confirmed along with.....
	ATPF	2027	PK-DGI	PT Deraya, ex G-JEME.
DHC-7	-102	070	C-GGUL	Voyageur Airways, ex N905HA. Ferried 29-30 August from Sharm El-Sheikh to Keflavik, calling at Newcastle on its way.
	DHC-8	-102	213	N825PH
-102		289	OE-HWG	Austrojet, ex N835EX. Ferried from storage at Linz to Athens 18 September and is another one for Olympic Air.
-102		361	SX-BIQ	Olympic Air, ex C-GZRD. Ferried Athens to Exeter 1 September prior to re-delivery.
-106		376	C-GRGQ	Avmax Group, ex N980HA. Ferried from Canada to Heraklion via Prestwick and Venice 28-31 August.
-314		483	C-GRAI	Bombardier, ex OE-LTK Austrian Arrows. Ferried Innsbruck to Reykjavik 27 August on its return to Bombardier.
-402		4018	LN-RDB	SAS, ex C-FDHU. Ferried, ex storage, from Copenhagen to Eindhoven for painting 17 September.
-402		4152	SX-BIJ	Olympic Air, ex G-JECW FlyBe. Ferried Exeter to Athens 15 September.
-402		4207	5N-BKU	Arik Air, ex C-FPPU. Ferried from Canada to Palma 16-18 September on delivery.
-402		4216	LN-WDW	Widerøe, ex G-ECOF FlyBe. Ferried Oslo to Eindhoven 18 September for paint into Olympic Air colours. G-ECOF will be restored prior to delivery to Athens.
-402		4219	5N-BKV	Arik Air, ex C-FSRN. Departed Canada on delivery 18 September. It was noted over UK skies continuing its delivery 20 September.
-402	4266	LN-WDG	Widerøe, ex C-FXJF. Delivered 4-5 September via Reykjavik to Bergen.	
-402	4268	SX-OBB	Olympic Air ex G-PTHB. Re-registered by Mig Aviation and ferried from Canada to Birmingham via Reykjavik 30-31 August in all white colours. Following painting into its new colours was delivered from Norwich to Athens 9 September.	

Credit: Skyliner.

Fokker News

F27	-500	10615	N19AY	19th Hole Corp. Ferried from Coeur d'Alene (ID) all the way to Bergamo between 15-19 September in basic FedEx Feeder colours. Unusual route for such an oldie, perhaps Italian cargo carrier MiniLiner has use for it (for spares)?
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	-500	10637	G-JEAF	Executive Jet Support, ex I-SIXA Locafit. Has been stored at Bergamo, Italy since October 2007 in SixCargo colours and the Italian registration was cancelled 24 August only to be registered in the UK a day later with its old registration. Not sure what they are planning to do with it though, but breaking it up for spares seems likely.
	-050	20132	OO-VLE	CityJet, ex VLM. Ferried from Antwerp to Norwich for repaint 21 September and by the time you read this it will have returned in the new colour scheme. Third repainted Fokker.
	-050	20161	VH-AHX	Alliance Airlines, ex 9M-MGC MASWings. Registered 5 August but as we said last month on Scramble 364 – Page 51 the Fokker will be used for spare parts.
	-050	20209	OO-VLP	CityJet, ex VLM. Number two arrived at Antwerp 1 September.
	-050	20249	PH-KXH	KLM Cityhopper. Ferried to Norwich 11 September as KL7331 for storage.
	-050	20255	PH-KXS	Mass Holding, ex PR-OAB OceanAir. Registered 2 September and arrived at Maastricht 23 September.
F28	-0100	11274	PH-OFF	KLM Cityhopper. Was thanked for its services and ferried to Woensdrecht 9 September for storage.
	-0100	11286	SE-DUU	MCA Airlines. Ferried to Maastricht 8 September prior to a lease to Petro Air and left Maastricht for Tripoli five days later, still in MCA Airlines colours.
	-0100	11293	PH-MJO	Mass Jet Holding, ex HL7774 Yeongnam Air. The aircraft's last known location was in storage at Singapore-Seletar back in June but its current whereabouts are unknown. Given that it has received a Dutch registration it must soon be heading this way...
	-0100	11322	PH-LNE	Denim Air, ex Mass Jet Lease. Interesting development! This former EC-JDN made an acceptance flight from Woensdrecht on 16 September and transferred to Denim Air that same day, making it the airline's first jet aircraft! We just need to wait and see what colours they will give it.
	-0100	11340	YR-FKA	Carpatair, ex Petro Air. Returned in September from a relatively short lease.
	-0100	11496	B-12292	Mandarin Airlines. Arrived Eindhoven 31 August, via Corfu and Beirut, for repaint.
	-0100	11505	D-AFKE	Contact Air. Suffered a gear accident at Stuttgart 14 September and received substantial damage.

Credit: Skyliner.



The former F-GLIS is delivered to Amsterdam as PH-KZS and has been painted in the KLM Cityhopper colours by QAPS by the time you read this. (Amsterdam, 17 September 2009, Ger Buskermolen)

Bizjets

BAe125	-800B	258115	9H-BOB	Ex P4-BOB. Noted at Southampton on 31 July with its European identity. She had arrived four days earlier with her P4 markings.
	-800XP	258399	N979JB	Difficult economic times force NetJets to sell parts of their older inventory... This Hawker is no exception and has been sold to JBA Holdings. Ex CS-DNJ.
	-800XP	258415	N444MG	Ex N800LR. Wells Fargo Bank Northwest only changed the identity of this European based US Hawker. She remains operating out of Luton.
	900XP	HA-0143	G-OZAT	Another Hawker for Hangar 8 Management. Started its delivery flight to the UK on 22 September. Uses callsign HGR864.
Cessna	510	0050	G-OAMB	AMBEO. Registered per 4 September. This concerns one of the former Bikkair machines which had to be sold due to the fact that Bikkair ceased operations. Ex PH-TXI.
	510	0126	G-FBKB	Slowly Blink is getting to their desired number of Mustangs. Ex N826CM. Ferried Bournemouth-Farnborough on 26 August.
	510	0182	F-GISH	The life of spotters is getting more and more difficult... Nearly three months you got to get this Mustang with its previous identity ... hardly possible. Used to be known as THE Mustang of the Isle of Man. Ex M-USTG.
	510	0216	EI-SFD	Itali Airlines / Mustfly. Two additional aircraft were delivered in August to this new startup jet taxi. Delivered Keflavik-Shannon-Rome Ciampino on 14 August.

	510	0217	EI-SFE	Number two joined the formation and flew exactly the same routing on the same dates. Would be great to see a Citation Mustang formation, wing to wing, over the Atlantic...
	510	0233	N301AJ	Astonjet Investments. Started her transatlantic crossing on 4 September. She will be based in Ireland hence the appearance in this section.
	525	0309	EC-LCM	Servigroup Hotels. Ex D-IBMS. Finally registered in Spain. This aircraft was already flying for the Spanish owner for quite some years. Amazing that they kept the German markings for so long.
	525	0528	M-DINO	Dinosaur! A certain John Nicholas Bentley has given this baby Citation a very unusual registration. .Ex G-GEBJ.
	525A	0309	M-TSGP	Airjet Limited. Ex N309CJ. Registered per 20 August.
	525B	0193	YU-BTN	Air Pink already operates this CJ3 model as of June. Only recently her identity was checked at Bournemouth. One discovered that it concerned the former Greek SX-PAP...
	525B	0312	OE-GPK	Porsche Konstruktionen is not affected by difficult economic times. They got this new bird delivered on 24 August. Ex N312CJ.
	550	0690	M-AGGY	Muadib GmbH Deutschland has registered its corporate jet in the Isle of Man. Another great example that shows its cheapness we would say... Ex VH-VLZ but do not get too excited since it concerns a familiar frame for a lot of spotters. She used to fly as OE-GLZ before her Australian adventure.
	550B	0951	G-CGEI	Sundt Air also got rid of this Citation Bravo model. Stephen William Bond registered her in the UK per 24 August. Ex LN-SUV.
Challenger 300	20203		XA-DLA	Ex LN-SOL. Sundt Air's second Challenger 300 moved to Mexico. She flew Basel - Keflavik on 19 July. Operator on the flightplan being a certain Apoyo Logistico Aéreo ... Que?
	300	20255	VP-BJT	This red/orange/yellow Challenger was noted at quite some places after its delivery. Some places of interest were Teterboro, Luton and Lagos. This registration was worn on a Cessna 425 in the past.
	604	5357	XA-EVG	Aerovena. Ex XA-AST. Apparently the company was of the opinion that a re-registration would be cheaper than a new 605 model.
	604	5573	N573BC	Alpha becomes Charlie. Boeing, or actually CEF2002 Aircraft, re-registered her toy per 27 August.
	605	5762	P4-SAT	Ex 9H-AFG. There goes one of the Maltese Challengers.... Despite its P4 markings this lady is owned by Air Pilatus A.V.V. of Almaty, Kazakhstan. A PC-12 would have been a cheaper alternative to meet the company name...
Embraer	EMB500	50000040	D-IPHE	Phenom number two for Europe goes to Germany. However she is already offered for sale by Boutsen Aviation. Arrived at Stuttgart on 8 September. Go get her while you can ...
	EMB500	50000050	HB-VWQ	The third Phenom registered in Europe. The main operator is called Phenom Club of Sion.
Falcon	50EX	275	N75FJ	It would have made more sense if Dassault had registered this lady N275FJ but sometimes things are not that simple. Previous identity was N44EQ.
	50EX	277	N818KF	Ex N192F. Navigation Management navigates this bird through the skies. Previously owned by Freescale Semiconductor.
	50EX	297	F-HCDD	Ex OE-HHH. Noted at Le Bourget on 30 August. Dassault Aviation is offering this 2000 built Falcon for sale on the internet. Offers are now accepted.
	900DX	601	A6-RTS	Falcon HB-JSW flew Geneva-Dubai on 26 August with her new markings underneath. We take it that she is currently registered in the United Arab Emirates.
	900EX	66	N66FJ	Very original... Dassault Falcon Jet Corporation has given a very usual Dassault identity to serial number sixty six ... Ex N377SC.



Although some true Hawker 850XPs still come off the Hawker Beechcraft production line in Wichita (KS), the vast majority consists of Hawker 750s and Hawker 900XPs. This makes F-GVIA one of the last 850XPs to be delivered, in September 2008. It has been operated by Via Jets from Bulgaria since April 2009. (Paris-Le Bourget, 25 July 2009, Leo Koudijs)



Aero-Charter Ukraine received this Cessna Citation CJ3 late in July, when it was ferried from Reykjavik to Kiev. The aircraft joins another CJ3 (UR-PME) that was delivered only ten days earlier. Peter Bakema photographed the UR-DWH at Luxembourg on 25 August 2009.

	900EX	86	M-ODKZ	Ex VP-BEZ. Visited Luton on 28 August.
	900EX	97	N970RJ	Another NetJets Europe Falcon leaving the fleet. RJH Wings of New York is the current owner. Big chance to see this Falcon in next month's edition since N963RS markings have been reserved. Ex CS-DFL.
	900EX	115	N720ME	Ex N720ML. Nominal change on account of Northwestern Mutual Life Insurance Company.
	900EX	162	N876C	The famous PR-CCC was sold to General Avileasing per 25 August. Funny detail is that the Falcon flew Little Rock – Manaus on that same day with the US markings. We suspect that the aircraft might still be operating for the same Brazilian operator, Succocitrico Cutrale...
	900EX	174	N789ZZ	CT Aviation . Ex VP-BOZ of Larus Air. US citizen per 12 August.
	2000EX	15	S5-ABR	N97GM has been sold in Slovenia. She ferried Oxford-Bangor-Basel during 19-20 August carrying US markings. US markings cancelled per 19 August as being exported to Slovenia.
	2000EX	147	N786AD	Ex N286DM. Archer Daniels Midland Company did some internal shuffles with their markings. Reregistered per 6 August.
	7X	51	N817X	TP Aviation needed a bigger means of transport. They traded in their 900EX c/n 10 N900Q for this bigger 7X model. The 7X model was noted at Kissimmee (FL) on 12 August.
	7X	52	G-CNUK	TAG Aviation (UK). Arrived at Farnborough on 19 September. She was coming straight from the factory in Little Rock. The second 7X model for the UK.
	7X	58	VQ-BSN	Shell Aircraft. Delivered at Rotterdam on 19 September. Got a small welcome party by the airport authorities during the morning. She carries the usual Shell colours.
	7X	60	LX-ZXP	Silver Arrows will set up an affiliate office in Russia. The company will be called Silver Arrows SA Moscow and their first aircraft will be this Falcon 7X. The Falcon was delivered to Luxembourg on 4 September.
Global	Express	9020	N81ZZ	A typical Bombardier Aerospace Corporation registration for this old Global . We assume that she will be carrying these markings till a new customer is found for the old VP-BEN.
	Express	9142	N44GX	Ex N422LF. Reregistered on account of D3T2 LLC per 5 August.
	XRS	9246	VP-BNX	Ferried Savannah-Toronto on 26 August after interior completion. She carried all white colours. Made her first visit to Stansted on 14 September having arrived straight from Los Angeles.
	XRS	9355	N770AG	Ex C-FXAQ. Delivered to Straight Flight. Ferried to Tucson early August in primer. There is a good possibility that this one will be converted to Battlefield Airborne Communication Node, or "BACN" .
	XRS	9358	N760AG	Also delivered to Straight Flight. She arrived in Tucson on 22 August. Rumours are telling us that this bird will also be prepared for her BACN role.
Gulfstream II		66	N718JA	The good old smoker of JHS Leasing of Tampa was officially registered per 27 August. They could not wait that long and already flew St. Petersburg-Boca Raton on 25 August. How naughty... Ex N718JS.
	IV	1112	N12UM	United Technologies Corporation only added an M behind the old registration. Very effective and easy one could say.
	IV	1139	N572EC	Strange to see this numbers appear on a Gulfstream IV and disappear on a G550 as you can read later on in this section. East Coast Brokerage made it happen per end August. Ex N134BR.
	IV	1145	LV-BYC	Already exported to Argentina in June but the new markings only known by now. Ex N569CW.
	IVSP	1262	N326AZ	Even the US division of NetJets is selling material. The former N462QS found a new home with ATC Aviation.

G450	4152	N451JC	Delivered per 7 August to Next Group LLC.
G450	4162	N37JL	Already registered per early August. However still airtested from Savannah on both 19 August and 27 August as N462GA. Finally delivered by early September and currently owned by JGL Aviation.
G450	4163	N450GD	Gulfstream Aerospace Corporation. This must be the new demonstrator of the type. Suppose she will be promoting Gulfstream at the forthcoming NBAA 2009.
G550	5072	N528M	Ex N572EC. Old markings cancelled per early August to make space for the arriving IV model. Apparently recession was the cause that the owner had to go a little smaller in terms of transportation.
G550	5206	N169SD	Wells Fargo Bank Northwest. Ex N211HS. First tracked flight Savannah-Atlanta.
G550	5219	B-KVC	Two superb Gulfstream's this month for China. Both were delivered via Luton. The first one visited on 7 August. Tested as N419GA.
G550	5228	B-KCK	Number two landed at Luton on 17 August. US markings N828GA cancelled per 10 August. Sometimes your editor wishes that he is living a little closer to Luton...
G550	5232	N773MJ	Silver Stream Aviation. The ultimate replacement for their Gulfstream IVSP c/n 1225 carrying the same markings. Her fixed callsign is EJM773.
G550	5233	HL8200	This Korean bird was already seen at Long Beach on 30 July. She did some test flying with US test markings N733GA on 1 September. We assume that she has not been delivered yet.
G550	5234	N674RW	Typical Coca-Cola markings are presently worn on this aircraft. She is leased by the Cola producer from Volcano Acquisitions for six months.
G550	5235	N589K	Delivered Savannah-Cleveland on 20 August. This Gulfstream is replacing Swagelok's Challenger N189K c/n 5083 . She was sold to Gulfstream to pay part of the price one has to pay for such a new tool...
IAI	G200	220	VQ-BDS Visited Stansted on 14 September. The aircraft was on delivery and made a technical stop.
L-1329	-2	5217	9G-ABF BF Jet Air made it possible to see and hear a Lockheed Jetstar in the European skies during 26-27 August. During these days she was on her way to her new owner in Ghana. Fuel was taken at Shannon and Casablanca. Used to fly in the US as N1MJ.
Learjet	45	336	N55EP M-EANS was only registered in February and already de-registered in August. This means that she has been sold by YH Aviation per 25 August. This also means that she is currently owned by Bombardier Aerospace and noted with US markings at Wichita one day later.
	45	404	OO-KJD This Belgian Learjet was noted at Wichita on 30 August. She was delivered at Ostend on 18 September. Before her first landing on Belgian ground she performed two passes over the airfield.
	60	154	N969JD Skyline SRL of Bergamo took possession of this Learjet model per end of August. We suspect that she will soon get Italian markings.
	60	255	ER-LGB Another Belgian Learjet 60 leaving Brussels. It will be quiet in the Abelag hangars. Toyota sold their OO-TME to Nobil Air. We do not know whether she is replacing Learjet 35A ER-LGA or will be used as additional capacity to the fleet.
Raytheon	390	RB-211	OE-FKK Ended up in Austria after all. German markings D-IWAJ were reserved but not taken up. Seen at Hamburg on 6 September. Ex N701KD.

Credits: Airline list, Bizjet list, Dutch Spotters list.



A couple of years ago Shell Aircraft ordered three Dassault Falcon 7Xs to replace the two Falcon 900EXs and Gulfstream V. The main advantage for Shell is that they can now fly both long range missions and to London City airport with a single aircraft type. The first aircraft, VQ-BSN, was delivered to its Rotterdam base on 19 September 2009. Rumours have it that all three 7Xs together do not fit in the Shell hangar at Rotterdam due to their wingspan, so that provides a challenge...



Most European countries have their own ambulance aircraft, and now the Netherlands have joined the club. Until the foundation of Airbalance, based at Maastricht, we only had a helicopter trauma service. Airbalance operates this Learjet 55C that is appropriately registered PH-MED. (Rotterdam, 22 August 2009, Leo Hoogerbrugge)

Bizprops

Beech	B200	BB-1905	OK-UNO	Unicredit Leasing SPA. Ex I-REEF. Despite her Czech markings this still smells Italian. Operated by Air Prague per 15 July.
	350	FL-274	M-SPEX	Finally Specsavers Aviation got rid of their boring US markings. The Isle of Man register was the place to be for an appropriate registration. Noted at Southampton on 10 August. Ex N64GG.
	350C	FM-17	ZZ418	Another Shadow R1 for the RAF. Tested with Raytheon Systems as G-JIMG. Switched identity from civilian to military per 3 September.
Cessna	208B	1116	M-TOMS	Ex G-JCIT. It is cheaper in the Isle of Man... Registered per September.
	414	0487	N108CN	Southern Aircraft Consultancy Inc Trustee, Cornwall, United Kingdom. Ex D-IBHM. Maybe a small change that this bird remains based in Europe looking at the owner?
	421C	1237	N51QZ	It is a pity that we see more and more old pistons move from the European skies. This one used to be known as HB-LQZ and is currently part of the inventory of Aircraft Guaranty Corp.
P180	II	1188	I-TIAF	Bizjet Aircraft and Helicopters Management. They are part of the Fiat group. Seen at Genoa on 10 July.
	II	1193	S2-AEV	Wow... This exotic Avanti seems to be based in Europe. She visited several European airports both during August and September.
	II	1196	HB-LUS	Sunny Air is the proud owner of this 2009 built nine seater Piaggio. Her PT6A-66 powered aircraft has a max take off mass of 5,239kg.
PA-46	-500TP	4697240	N584V	Fairoaks resident G-CEJB was transferred to the US per end of July.
PC-6	/B2-H4	947	OK-PTP	The Netherlands lost their colourful Porter. She currently earns her money for Petr Turek. Ex PH-JFL.
PC-12	/45	732	M-ZUMO	Ex G-ZUMO. Quite a familiar sight is the switch from the UK to the Isle of Man register. A perfect example is this Pilatus of CCH Way.
	/47E	1121	PH-PNG	H.J. Heijst. Registered per 11 August. Tested at Buochs as HB-FQU.
	/47E	1142	OK-PPP	P. Turek. Registered per 23 July. Operated by Piper OK. Note this is the first non Piper aircraft used by this company!

Credits: Airline list, Bizjet list, Dutch Spotters list.

Helispot

The KLPD Dienst Luchtvaart Politie helicopters have fixed callsigns: EC135P2+ PH-PXA up to and including PH-PXF use Police01 up to and including Police06. The callsigns for the AgustaWestland AW139s are Police25 and Police26.

Fin.Co has acquired a significant minority stake in NHV - Noordzee Helikopters Vlaanderen, based in Ostend. Founded in 1997, NHV is a fast growing helicopter services company active in the transport of pilots, off shore transport to oil and gas-platforms, search and rescue operations, hospital emergency medical services and freight transport in Belgium, The Netherlands, France, UK, Norway and Libya. NHV also provides maintenance, repair and other technical services. By strengthening its capital structure, this transaction enables NHV to support the continuing expansion of its helicopter fleet for the coming years.

Bristow Group has signed an agreement for three AW139 medium twin engine helicopters to be used to perform offshore

transport missions. The purchase also includes options for additional AW139 purchases by the Bristow Group which would reinforce the continued expansion of the AW139 in the Oil & Gas Industry.

Lincolnshire & Nottinghamshire Air Ambulance has signed an air ambulance package with Specialist Aviation Services for up to ten years which will see the introduction of a new MDHI MD-902 Explorer to the SAS - Specialist Aviation Services fleet in 2010. SAS subsidiary Medical Aviation Services will provide a turnkey operation and support package under the new contract. The new Explorer will replace their existing Explorer G-LNAA, which operates out of RAF Waddington, when the existing contract expires.

At this year's Helitech, Eurocopter announced the order for a new EC135 for the West Midlands Police Air Support Unit. On top, Eurocopter will provide a fully equipped EC135 police helicopter, featuring the well-known mission pod, to take over the

duties of the West Midlands EC135 destroyed by fire in a recent arson attack until the new aircraft will be delivered in summer 2010.

Established in 1999 the North West Air Ambulance has been flying life saving missions throughout the North West region from its operational base at Blackpool Airport for the past nine years. On 3 September 2009, North West Air Ambulance's second Eurocopter EC135T2 G-SPHU, permanently stationed at Barton Aerodrome near Manchester, entered service. This helicopter will fly missions as 'Helimed 74' in the Greater Manchester, Cheshire, and Merseyside area.

Specialist Aviation Services has announced the award of its new multi-year lighthouse maintenance contract with Trinity House, the General Lighthouse Authority (GLA) for England and Wales. Subsidiary Police Aviation Services will put a new specially equipped MDHI MD-902 Explorer into service at the end of 2010 to transport technicians & equipment in support of the remote lighthouses around the English and Welsh coasts. The MD Explorer will replace the Bo105s used for over thirty years.

Warwickshire and Northamptonshire Air Ambulance (WNAA) will replace their Agusta A109E Power by an Agusta A109S Grand helicopter. The new Agusta Grand, although it will still be based in Coventry, will fly to emergencies across Northamptonshire. Sloane Helicopters, based at Sywell, will equip the new aircraft when it arrives in the UK.

The Yorkshire Air Ambulance has opened a new operational base in North Yorkshire. A new satellite station will be operated from Bagby airfield, near Thirsk, and will allow an air ambulance to be based and refuel in North Yorkshire during busy periods. Bagby Airfield has offered the facility to the YAA free of charge and means that more remote areas of North Yorkshire will be easier to reach. At the moment the two air ambulances operate from permanent bases at Leeds-Bradford and Sheffield Business Park and cover the whole of Yorkshire.

Heli_Travel_Munich (HTM) has brought the new AS335NP D-HHLM into service. Operating from the Emden airfield it flies to the Alpha Ventus offshore wind farm, 50 km North of Borkum Island. Windfarm operator Deutsche Offshore Testfeld und Infrastruktur plans to build twelve 5 MW wind turbines. People and equipment were transported to the wind farm's transformer station and construction of the first wind turbine was completed in the summer. HTM was then commissioned to perform lifting operations at sea over the generator building which is almost 100 metres high. In addition to AS335NP D-HHLM HTM also operates EC135P2+ D-HTMA.

On 10 September 2009, in a ceremony at Warsaw-Bemowo, the Polish Ministry of Health took delivery in Warsaw of the first of twenty-three EC135P2+ helicopters ordered from Eurocopter in June 2008. The new fleet will be assigned to the country's nationwide Emergency Medical Services (EMS) network. This on-time delivery to Lotnicze Pogotowie Ratunkowe - Polish Medical Air Rescue, presents a major step in Poland's efforts to modernize its Helicopter Emergency Medical Services (HEMS).

Elitellina, launched in 1977 to perform transport and aerial work in high mountains, is to add another AS350B3 Ecureuil to its fleet in 2010. Two of the aircraft were delivered to the Italian operator in April giving it a total of five AS350B3s. Elitellina, a Part 145 approved maintenance centre, also operates a Lama, and carries out private charter, heli-ski and firefighting activities as well as hoisting missions.

Eagle Heli Tours has been granted a landing permit by the authorities to operate ad hoc helicopter flights between Malta and Gozo, from Malta International Airport to the Gozo Heliport. The service is available daily (Mon-Sun) between 10 am and 7 pm. It uses the Heli Air Robinson R44 Astro G-DCSE which can take up to three passengers per flight. The journey takes some 11 minutes. Eagle Associates Malta introduced helicopter tours around Malta last February, operating from Malta International Airport.



The 1978-built SA365C3 Dauphin 2 c/n 5017 was originally built as a S.N.I.A.S. SA365C and registration N5795A was allotted but ntu. The aircraft was converted to a SA365 C2 and test flown as F-WTNW. In August 1978, the aircraft entered service with Héli-Union, Paris, as F-GBGV. On 9 March 1979, the SA365C2 was registered F-ODJL with Locafrance International Leasing as owner and operated by Héli-Union in Argentina. Héli-Union Investissements was registered as owner on 14 March 1985 and in 1987 registration F-GFIA was reserved but ntu. Registration F-ODJL was cancelled on 27 October 1987 and the aircraft was registered LV-AID in Argentina with Helicópteros Marinos in Buenos Aires, a group Héli-Union company. On 30 April 1992, the aircraft was registered F-GHXF in France as a SA365C3 with Héli-Union Investissements and on 13 January 1998 the Dauphin 2 was registered with Héli-Union. Registration F-GHXF was cancelled on 4 April 2002 and the aircraft was registered EC-IEL in Spain with Helicisa Helicopteros. In 2009, the SA365 C3 was sold to OLT in Germany and the helicopter was registered D-HNHC with NHC - Northern Helicopter, Emden, on 30 June 2009. Since, the aircraft was seen first in August with large OLT tail-markings, then in September with small NHC tail-markings and finally with the large NHC tail-markings as shown on the picture. Dauphin 2 D-HNHC uses call sign "Rettungsdienst Emden 14-81".



The 2005-built Eurocopter AS365N3 c/n 6706 was test flown as F-WWQA. On 27 June 2005, the Dauphin 2 was registered OY-HMO in Denmark with DanCopter. The aircraft was registered OO-NHZ in Belgium with Noordzee Helikopters Vlaanderen, Ostend, on 18 June 2007. The aircraft arrived the same day on delivery at Ostend as OY-HMO with registration OY-HMO partly taped over and registration OO-NHX visible behind a window. Registration OY-HMO was cancelled on 19 June. NHV – Noordzee Helikopters Vlaanderen uses the OO-NHX on their 24hr/24hr Pilotage by helicopter contract in Rotterdam/Maasvlakte. The aircraft was seen during a demo at the Wereldhavendagen. (Rotterdam, 5 September 2009, Kees van Boven)

Agusta	109C	7602	OE-XMC	Aerofin, London, UK, registered in August 20 January 2009. Ex I-LEOG.
	109E	11158	EI-DJO	Tandrelle, Dublin, cancelled on 12 August 2009. To G-GCMM.
	109E	11679	G-MEDS	Sloane Helicopters, Northampton, cancelled on 19 September 2006.
			TC-HJT	Skyline Ulasim Licaret, Ankara, departed Sywell on delivery to Ankara in Turkey on 19 September 2009.
	109E	11754	I-RAID	Agusta Elicotteri. On 5 May 2009, seen at Malta during the delivery flight to the Libyan Border Patrol.
	109E	11757	I-EASC	Agusta Elicotteri. On 1 May 2009, seen at Malta during the delivery flight to the Libyan Border Patrol.
	109S	22118	PP-UGS	Registered on 24 June 2009. Ex I-EASQ.
	109S	22130	I-RAIS	Agusta Elicotteri.
	109S	22133	I-EASQ	Agusta Elicotteri.
	AW	109SP	22207	HB-ZRW
139		31236	I-RAIR	Agusta Elicotteri, seen at Rome-Urbe on 10 April 2009. Ex I-EASK. Registered HB-ZUV on 22 July 2009, and delivered the next day via Milano-Malpensa.
139		31239	I-EASW	Agusta Elicotteri. On 14 September 2009, seen at Varese-Venegono with Grand Lisboa titles.
139		31258	I-RAIR	Agusta Elicotteri. In August 2009, seen at Varese-Venegono with dual I-RAIR / SIX-052 registration. Destined for the Pakistani government.
AB	206B2	8567	G-BYBC	Sky Charter UK, Whitstable, cancelled on 9 September 2009.
			G-SUEX	Aerospeed, Southampton, registered on 9 September 2009.
	412	25504	D-HDCE	Reservation in 2009. Ex I-EHAC Helitalia. Seen as I-EHAC at Nürnberg in Germany on 11 June.
AS/SA/SE	315B	2437	I-NERY	HELOPS, damaged beyond repair in a crash on the Toulua Glacier near the Turin shelter, up on Mont Blanc during maintenance work of a power line on 7 September 2009.
	341C	1045	G-CBSD	Mexsky, Frinton-on-Sea, cancelled on 15 September 2009.
			G-TIZZ	R.H. Kirke, Almacil, Portugal, registered on 15 September 2009. The Gazelle HT2 wears Royal Navy 46 'XW854' colours.
	350B3	3410	F-GTIE	Loc Heli, Tallard, registered on 5 August 2009. Ex Banque Cartonale de Genève France. Was leased to Hélicoptères de France.
	350B3	3673	LN-OYB	Nordlandsfly, Kjærstad, as operator and Helitrans Invest, Trondheim, as owner, registered on 6 August 2009. Ex HB-ZEL.
	350B3	4243	I-DION	Icarus, Chambave, as operator and Leasint, Milan, as owner, registered on 8 June 2009. Ex SE-JJP.
	350B2	4717	F-HBMD	RTE EDF Transport, Paris, registered on 24 June 2009.
	350B3	4729	I-FEAL	Elimediteranea, Thiene, registered on 15 May 2009.
	350B3	4744	I-DYLL	Eliffrulia, Ronchi dei Legionari, as operator and Leasint, Milan, as owner, registered on 19 June 2009.
	350B3	4745	I-HSUN	Eliffrulia, Ronchi dei Legionari, registered on 5 June 2009.
350BA	4754	I-ISAN	Elicampiglio, Monclassico, registered on 14 May 2009.	
350B3	4763	LN-OFK	Helitrans, Vaernes, registered on 4 August 2009.	
350B3	4782	F-HASB	Unicredit Leasing, Bologna, Italy, registered on 30 June 2009. Ex F-WMXX.	

	350B3	4826	LN-OSO	Pegasus Helicopter, Gardermoen, registered on 21 August 2009.
	355NP	5777	D-HHLM	Heli Travel Munich – HTM, registered on 18 May 2009. Ex F-WWXD. On 3 September ferried to Emden.
	365C3	5017	D-HNHC	NHC - Northern Helicopter, Emden. On 21 August seen with OLT tail-markings, on 11 September with small NHC tail-markings and on 18 September 2009 with large NHC tail-markings.
Bell	47G-4A	WA728	G-AXKX	R.A. Dale, Sault Ste Marie, Canada, registered on 3 September 2009. Ex A.J.E. Smith, Gateforth.
	UH-1D	8057	CC-CXD	Servicios Aéreos Kipreos, registered on 16 September 2009. Ex D-HAQE BGS – Bundesgrenzschutz.
	206B2	1593	SE-HON	Roslagens Helikopterflyg, Norrtälje, was stolen and used to raid a cash depot in Västberga in southern Stockholm on 23 September 2009. A suspicious bag placed at the police heliport prevented officers from using their helicopters to chase the gang. The JetRanger II was found back in a forest in Skavlöten, north of Stockholm.
	206B2	2142	G-BZNI	Heliscan, Frosta, Norway, cancelled on 10 September 2009. To Norway.
	206B3	4105	EI-HXM	Premier Star Equipment, Kildare, cancelled on 19 August 2009. To South Africa.
	206B3	4160	G-ONYX	Kenrey Developments, Dundalk, Ireland, registered on 11 September 2009. Ex N. Charles, Alcester.
	206L1	45320	SE-HPN	Roslagens Helikopterflyg, Norrtälje, registered as operator on 25 September 2008. As before Profight Nordic, Norrtälje, is registered as owner.
	206L1	45534	SE-JHO	Roslagens Helikopterflyg, Norrtälje, registered as operator on 25 September 2008. As before Profight Nordic, Norrtälje, is registered as owner.
	206L4	52402	C-FZQT	Bell Helicopter Textron Canada, registered on 10 June 2009. On 31 August seen as airfreight at Amsterdam on its way from Montreal to Johannesburg.
	212	31182	N19KK	K K Aircraft International, Wilmington (DE), cancelled on 27 August 2009. To Sweden.
	412HP	36063	OK-BYO	LS Policie, is offered for sale.
EC	120B	1485	LN-OFS	Fly Sakte, Oslo, operated by Pegasus Helicopter, Gardermoen, cancelled on 21 August 2009.
			HB-ZMJ	Own-A-Heli, Luzern, registered on 1 September 2009.
	120B	1492	G-KLNP	Saxonair Charter, Norwich, registered as chartered on 17 September 2009. Ex EI-FGL.
	120B	1613	F-HBKJ	HeliDax, Dax, registered on 10 September 2009.
	120B	1615	F-HBKL	HeliDax, Dax, registered on 15 September 2009.
	130B4	3903	SE-HJZ	Michael Savback, Linköping, made a reservation for the registration on 25 June 2009. The Ecureuil is offered for sale. Ex RA-04034.
	130B4	4412	TC-HCB	BakTrans, registered on 9 May 2008.
	135T2	0407	G-PLAL	T. Duggan and D. Saville t/a Saville Air Services, Oxford, registered on 24 August 2009. Ex Pure Leisure Air, Lancashire.
	135T2+	0511	HB-ZIT	Jaques c/o Uralkali Trading, Petit Lancy, as owner and Swift Copters, Genève, as operator, cancelled on 7 September 2009. The helicopter has its home at the 67 m yacht "Anna", built at the De Vries yard, Aalsmeer, the Netherlands. To M-WHAT.
	135T2+	0770	D-HABB	Eurocopter Deutschland. Permit to fly issued on 7 April 2009. Ex D-HBCL. Exported to Greece.
	135P2+	0798	PH-PXD	KLPD Dienst Luchtvaart Politie, Schiphol-Oost, registered on 14 September 2009. Ex D-HCBW.
	135T2+	0805	OK-NIK	Alfa Helicopter, Brno, registered on 8 July 2009. Ex D-HCBI, (OK-AHC). Entered service as HEMS Kryštof 4 at Brno-Turany on 23 July.
	135T2+	0806	D-HECZ	Eurocopter Deutschland. Destined for Gendarmerie France as F-MJD1.



The 2007-built Eurocopter EC120B Colibri c/n 1514 was registered on 7 December 2007 with BMI-Bundesministerium des Innern, o/b Bundespolizei. On 29 January 2008, the aircraft was substantial damaged in a crash at Bonn-Hangelar. The aircraft was rebuilt and returned in service recently. (Bonn-Hangelar, 22 August 2009, Ron Kellenaers)



On 30 March 1976, the 1976-built Sikorsky S-61N c/n 61765 was registered G-BIMU in the UK with Bristow Helicopters at Redhill Aerodrome. The aircraft was christened 'Tolquhoun'. On 3 April 1985, the G-BDOC was stationed at Sumburgh at the Shetland Islands and operated and maintained on behalf of the UKMCA UK Maritime and Coastguard Agency on the HM Coastguard services at MRCC Sumburgh as the primary SAR helicopter. On 1 October 2007, the SAR unit at Sumburgh moved from Bristow to CHC Scotia and the G-BDOC departed Sumburgh for Aberdeen. After undergoing scheduled maintenance in Aberdeen, Bristow Helicopters directed the aircraft to Den Helder in the Netherlands. The G-BDOC "Coastguard OC" arrived at Den Helder-De Kooy on 22 October 2007. At Den Helder Sikorsky S-61N MkII G-BDOC is used by Bristow together with Sikorsky S-61N MkII G-BIMU on their offshore SAR contract. Sikorsky G-BDOC was photographed during the Heldair Show Maritiem 2009.

(Den Helder, 19 September 2009, Fred Willemsen)

135P2+	0815	SP-HXB	Lotnicze Pogotowie Ratunkowe - Polish Medical Air Rescue, handed over in a ceremony at Warsaw-Bemowo on 10 September 2009. Ex D-HCBQ.
135T2+	0818	OK-DSE	DSA, Hradec Kralové, registered on 8 July 2009. Ex D-HCBB.
135P2+	0822	JA118H	Euro Heli, registered on 17 July 2009. Ex D-HCBE.
135T2+	0829	F-HLCD	Helicap, Tournon, as operator and OSEO Financement and Lixxbail as owners, registered on 8 July 2009.
135P2+	0828	JA818H	Euro Heli, registered on 10 August 2009. Ex D-HECR.
135P2+	0830	N438CM	Wells Fargo Bank Northwest NA Trustee, Salt Lake City (UT), registered on 4 September 2009. Ex D-HCBM.
135T2+	0833	G-SENS	Eurocopter UK, Oxford, registered on 10 September 2009.
135	0843	D-HTSE	Eurocopter Deutschland, seen in primer at Donauwörth on 31 August 2009.
135P2+	0851	D-HBPA	Hubschrauberstaffel Bayern (Bavarian Police Force), reservation.
135	0852	D-HCBB	Eurocopter Deutschland.
145	9198	CC-PZN	Empresa el Mercurio, registered on 10 December 2008. Ex D-HMBI.
145	9191	D-HAKA	HTM - Helicopter Travel Munich. On 18 September 2009, seen with EADS titles at Emden airfield.
145	9238	UR-MHPC	MHC – Ukraine, registered in April 2009. Ex D-HADJ.
145	9286	D-HMBT	Eurocopter Deutschland.
145	9292	D-HADR	Eurocopter Deutschland. On 17 September 2009, seen at Donauwörth in DRF Luftretung colours with registration D-HDRZ taped over.
145	9296	D-HADC	Eurocopter Deutschland.
225LP	2707	LN-OHX	CHC Helikopter Service, Stavanger, as operator and RBS Aerospace, Dublin, as owner, cancelled on 25 August 2009. To 9M-AIT.
225LP	2718	F-WJXM	Eurocopter France, cancelled. To A4O-HE.
225LP	2715	LN-OHW	CHC Norway, Stavanger, as operator and Parilease, France, as owner, registered on 13 August 2009.
225LP	2721	LN-OJF	CHC Norway, Stavanger, as operator and Parilease, France, as owner, registered on 13 August 2009.
225LP	2724	G-CFZE	Bristow Southeast Asia, Redhill, cancelled on 24 August 2009. To VH-ZFD.
225LP	2728	G-CFZY	Bristow Southeast Asia, Redhill, cancelled on 1 September 2009. To VH-ZFE. Departed Aberdeen en-route to Southampton Docks as "BHL70Z" on its way to Australia on 27 August.

	225LP	2734	G-REDW	Bond Offshore Helicopters, Aberdeen, registered as chartered on 27 August 2009. The next day delivered at Aberdeen.
Enstrom	280FX	2044	G-VRTX	Bladerunner Aviation, Bath, cancelled on 3 September 2009. To France.
	480	5013	G-UZZY	Shoreham Helicopters, Shoreham, cancelled on 24 August 2009. To Bulgaria.
	480B	5082	G-TOIL	M. Wade, Clane, Ireland, cancelled on 13 July 2009.
			G-ZZMM	Fly 7 Helicopters, Wotton-under-Edge, registered on 13 July 2009.
Hughes	369HM	520214M	G-HAUS	J. Pulford Trustee of: The Uniform Group, Towcester, registered as the new owner on 8 July 2009.
MD	369FF	0158FF	D-HORO	Permit to fly issued on 14 May 2009. Ex N4051L. Since cancelled and registered OM-MDM with Tech-Mont Helicopter.
Robinson	R44 I	2030	OO-PMM	Paramount Helicopters, Diest, registered this Raven I on 18 September 2009. Ex N4246L
Schweizer	269C	S1740	F-GYCB	Rotarywings, Lelystad, cancelled on 16 September 2009. To PH-RWX.
			PH-RWX	P.J.M. Bos, Uitwelleringa t/a Rotarywings, reservation on 24 July 2009. Ex F-GYCB
Sikorsky	S-76C+	760733	G-CFPV	Bristow Helicopters (International), Redhill, cancelled on 1 September 2009. On 27 August, seen at IJmuiden Docks unloading from DFDS ferry from Scotland on its way to Australia via Amsterdam. To VH-ZFJ.
	S-76C	760741	F-HCDC	Héli-Union, Paris, seen as airfreight at Luxembourg on 2 September 2009.
	S-76C+	760749	TC-HTR	OMSAN Havaçilik, registered in August 2009. Ex N2043Z.

Credits: AgustaWestland, Air Britain News, Austro Control, Aviation Letter, Peter Bakema, John van Boven, CAA - Norway, CAA - UK, DCAA, Herman Dekker, DGAC, Eurocopter, Harry Hulshof, IVW, Police Aviation News, Jos Stevens / Rotorspot, Henk Wadman / Airnieuws, Peter Wilimink, Copters-list, Scramble Messageboard, www.avia-dejavu.net, www.dgualdo.it, www.FlugzeugForum.de, www.HeliHub.com, www.helionline.de, www.swissheli.com.

Soviet Updates

An-2TP	1G65-33	RA-41358	Aeroflot	aug09	was seen derelict at Bodaibo uest
An-2TD	1G135-47	SP-WKB	Zaklad Uslug Agro.	canx 23jul09	at owner's request; based in Sudan
An-2TP	1G137-15	RA-70141	UVAU GA	ULY 18aug09	Ulyanovsk Higher Avn School of Civil Avn
An-2R	1G144-36	SP-WKT	Zaklad Uslug Agro.	canx 23jul09	at owner's request; was based in Sudan
An-2R	1G144-49	SP-WLI	Zaklad Uslug Agro.	canx 23jul09	at owner's request; was based in Sudan
An-2R	1G156-27	SP-WMM	Zaklad Uslug Agro.	canx 23jul09	at owner's request; was based in Sudan
An-2R	1G156-41	SP-WND	Zaklad Uslug Agro.	canx 23jul09	at owner's request; was based in Sudan
An-2R	1G156-62	RF-00372		29aug09	at Maryanovka; c/n read off as 1G156-92
An-2P	1G159-45	SP-FIT	Aviaeco	BKY 19aug09	DRC, wfu titles not reported
An-2R	1G160-21	SP-WOH	Zaklad Uslug Agro.	canx 23jul09	at owner's request; was based in Sudan
An-2R	1G163-17	SP-WPL	Zaklad Uslug Agro.	canx 23jul09	at owner's request; was based in Sudan
An-2R	1G166-04	YU-BSV	BonAir c/s	12sep09	at Smederevo; ex Z3-BGJ
An-2R	1G167-22	SP-WPN	Zaklad Uslug Agro.	canx 23jul09	at owner's request; was based in Sudan
An-2R	1G181-37	OM-ACO	Agrolet	14aug09	at Tmava all-yellow'; ex HA-MDF
An-2R	1G181-40	YU-BRW	no titles	12sep09	at Lisicji Jarak c/n not on; ex HA-MDI
An-2R	1G182-27	SP-WZG	Zaklad Uslug Agro.	canx 23jul09	at owner's request; was based in Sudan
An-2R	1G185-52	HA-ABP	Hungary Air	17jun09	aband. 'Stravendale Farm Kitwe, Zambia
An-2T	1G191-10	--		29aug09	at Maryanovka; ex CCCP-84632
An-2T	1G194-16	"10" yellow	DOSAAF	29aug09	at Maryanovka
An-2R	1G203-31	UR-17770	untitled	DOK 17jul09	fuselage seen on a trailer
An-2R	1G218-18	RA-33031	all yellow, n/t	LPK 05aug09	
An-2R	1G226-55	RA-33396	Krasny Kut FS	photo	in basic 'polar' Aeroflot c/s, no titles
An-2R	1G227-39	RA-33433	Krasny Kut FS	photo	in basic 'polar' Aeroflot c/s, no titles
An-2T	1G236-03	EW-032AB	BelOSTO	04jul09	at Minsk-Borovaya 04jul09; c/n now known



Moskoviya An-12 RA-12193 in full glory. The aircraft, named Alexandr Pashkov, first appeared in this splendid colour scheme early March 2009. (Moscow-Bykovo, 19 August 2009, Niels Quist)



Niels Quist visited the Moscow area in August, and a ramp visit at Bykovo was part of the tour. Like many aircraft at this airport, Antonov 74 ST-GFF is seen here undergoing maintenance. In the Nineties, this transporter was busy in Europe as ES-NOE. Nowadays, the operator is Green Flag, surprisingly marking its name on the tail with a stylised 'GF'. (Moscow-Bykovo, 19 August 2009)

An-2T	1G236-52	RF-00358		29aug09	at Maryanovka; c/n checked; ex "77" yellow
An-2	---	RA-00439	green camo c/s	15aug09	at Bryansk-Bordovichi
An-2	---	UR-LVIV	Lviv Air Sport Kl	29aug09	at Lviv-Tsuniv
An-2	---	101	Vietnam Air Force	12aug09	active at Hanoi-Gia Lam
An-8	0G 34 10	S9-DBC	Kisangani Airlift	GOM 17aug09	apparently wfu
An-12BP	40 20 01 ?	UP-AN216	ATMA	SIN sep09	c/n not conf.; same c/s as RDPL-34156
An-12A	234 03 07	not known	Russian Air Force	14apr00	left Baikonur for the DRC
An-12TBK-I	934 63 07	"26" blue	Russian Air Force	ROV 15aug09	c/n from www.RussianPlanes.net
An-12	---	4L-GLU	not reported	BGW 15sep09	
An-14A	6016 09	LZ-7005	Bulgarian Govt.	w/o 17sep71	on a flight from Kyrjali to Sofia
An-24B	073 064 01	RA-47271	UTair Express	GOJ 22dec77	l/n VKO 23jul09
An-24RV	173 067 05	RA-46828	UTair Express	GOJ 04nov08	l/n TJM 07aug09
An-24B	173 072 10	RA-47829	UTair Express	GOJ 23sep08	l/n HMA aug09
An-24RV	273 080 09	RA-46481	UTair Express	GOJ 12dec08	
An-24RV	373 086 06	RA-46609	UTair Express	TJM apr09	
An-24RV	373 090 08	Z3-AAI	Kam Air	TII 18may09	
An-24RV	373 091 04	YA-KMC	Kam Air	KBL 16jun09	c/n from operator; ex Z3-AAI
An-24RV	573 102 06 ?	CU-C1257	Cubana	HAV 10aug09	painted in retro colour scheme
An-24RV	573 104 06	TN-225	Air Cess c/s, n/t	PNR sep09	photos show it is not an An-24RT !
An-24B	099 023 07	RA-48096	Polet	28jul09	for sale with t/t 18,531 hrs & 12,738 cycles
An-24T	102 1 9 11	"824"	Russian Air Force	08jun09	offered for sale as scrap metal
An-24RV	---	UR-IIC	all white n/t	IEV 06sep09	c/n conf. from sale document; ex ER-AZD
An-24RV	---	YA-CAJ	Pamir Airways	TII 04apr09	l/n Herat 31jul09
An-26	573 027 09	RA-26543	Angara 403 Airlin.	IKT 10jul09	with titles
An-26-100	66 06	OB-1887-P	Amazon Sky	rgd 30apr08	f/n LIM 03jul09
An-26	78 07	"16" blue	Turkm Bord Guards	GML 26dec08	"Türkmenistanyň Harby Huwa Güýçleri"
An-26-100	973 078 10	RA-26180	TsSKP Progress AON	GOJ 14mar08	now f/n with titles
An-26	97 01	not known	FSB/Border Guards	30nov06	tender for avionics modernisation published
An-26	98 08	not known	FSB/Border Guards	30nov06	tender for avionics modernisation published
An-26B	99 08	RA-26011	IrAero	UUS 17jul09	l/n UUS 24jul09
An-26	142 10	not known	FSB/Border Guards	30nov06	tender for avionics modernisation published
An-26	---	"51"	KBG/Border Guards	w/o 15aug91	after t/o from Burevestnik (Iturup island)
An-26SH	---	"73" yellow	Ukraine Air Force	29aug09	at Chuguev; grey c/s
An-26	---	3X-GEU	Galex Guinee	03sep09	flew ESB-THR this date
An-28	1AJ 004-01	ER-AJI	TepAviaTrans	BKY 19aug09	not active and described as in a bad state
An-28	1AJ 008-03 ?	RA-28917	Region-Avia	Ykm 05feb09	in full c/s; l/n LED 14aug09
M28	AJE 003-17	SP-DGP	PZL Sp.z o.o.	Mie 10sep09	f/f reported as 05sep09
An-30	---	UP-AN301	Kazaviaspas	ATA 11sep09	
An-32B	---	D2-FFV	all white, n/t	PNR 22aug09	l/n as such HLA 12sep09
An-72	365720 30 425 ?	UP-AN721	no titles	ALA 10oct08	in white/dark blue/light blue 'wave' c/s
An-72P	---	RF-72023	FSB/Border Guards	UUS 15sep09	still carried code "21" blue
An-72P	---	RF-72027	FSB/Border Guards	UUS 11sep09	named "Igor Dmitrenko"; l/n UUS 18sep09
An-74	365470 97 932	ST-GFF	Green Flag, n/t	BKA 25jun09	c/n on www.RussianPlanes.net; ex T9-ABE
An-74	365470 97 935	ST-BDT	Green Flag, n/t	VKO 30apr09	c/n as above web site, ex RA-74046
An-74	365470 98 960 ?	RA-74013 (2)	UTAir Cargo	SGC 05mar09	
An-74T	365470 991021	EP-GOQ	Yas Air	trf may09	ex Iranian Revolutionary Guard 15-2250
An-74TK	3654701211058	EP-GOX	Yas Air	THR 10aug09	ex Iranian Revolutionary Guard 15-2260
An-72P	---	RF-72027	FSB/Border Guards	UUS 11sep09	named "Igor Dmitrenko"
An-124	19530502127	"10" black	Soviet Air Force	ULY sep09	no engines

Be-6	460 14 03	"43" yellow	Soviet Navy		23aug09	arrived in the State Aviation Museum at Kiev
Be-12	160 24 02	"11" yellow	Russian Navy	PKC	16aug09	in reasonable condition at the static
ARJ21-700		not known	COMAC	r/o	19may09	taxi trials started 19jun09; f/f 01jul09
ARJ21-700	102	B-592L ?	COMAC	f/f	12sep09	taxi trials started 03sep09
Il-14P	434 03 05	"035"	Soviet Air Force	KBL	dec55	
Il-14	534 07 10	--	Afghan Air Force	KBL	dec55	
Av-14T	128 913114	3114	Czechoslovak AF		18sep09	arr. 18sep09 Wattenheim (Germ.) Golfcourt
Il-18V	180 0019 05	DM-STA	Deutsche Lufthansa	LEJ	13sep09	repainted in original c/s with old prefix
Il-20M	173 0115 01	no reg	Russian Air Force	Ckl	17aug09	
Il-76MD	00934 92771	EW-005DE	Belarus AF, n/t		30aug09	c/n checked at Radom; ex EW-78802
Il-76TD	00934 96923	UP-I7636		no	reports	c/n conf. fr. Ilyushin website; ex RA-76786
Il-76MD	10034 03069	RA-78842	Russian Air Force	GDN	28aug09	damaged when the left wingtip hit a mast
Il-76TD	10134 05177	4L-GLL	Click Airways	SHJ	01jul09	c/n confirmed; ex EY-602
Il-76TD	10134 08269	RA-76843 (2)	all white, n/t	SHJ	04sep09	opb Airstars, this date
IL-76/Adnan-1	----	5-8208	Iranian Air Force	SHJ	22sep09	nr Varamin city after radome broke loose
Il-76TD	----	T-906	Angolan Air Force	dam	27aug09	when overran on take off from Luanda
Il-76TD	----	EP-GOD	Yas Air	no	reports	
Il-76	----	4L-FFE		SHJ	11sep09	
Il-76	----	4L-FFF		SHJ	15sep09	
Il-80	51483205043 ?	RA-86147	Russian Air Force	VKO	22aug09	fresh from overhaul; Aeroflot c/s, n/t
Il-96-400T	01002	RA-96102	Polet	Vox	02sep09	named "Valery Menitsky"
Il-96-400T	01003	RA-96103	Polet	Vox	02sep09	named "Stanislav Bliznyuk"
Ka-25PL	491 25 15	11301	Yugoslav Air Force	toc	22nov74	dbr 28/29apr92 while landing at OrtijeŬ
Ka-25PL	491 25 16	11302	Yugoslav Air Force	toc	22nov74	sent to 770 ARZ at Kacha for rework in the
						late 1980s and never returned
Ka-25PL	491 25 17	11305	Yugoslav Air Force	wfu	14aug94	destr. on the ground at Golubovci may99
Ka-25PL	491 25 18	11306	Yugoslav Air Force	wfu	14aug94	destr. on the ground at Golubovci may99
Ka-25PL	491 25 19	11323	Yugoslav Air Force	wfu	14aug94	preserved
Ka-25PL	491 25 20	11324	Yugoslav Air Force	toc	22nov74	same comment as 11301 above
Ka-26	73 035 04	YR-RAJ	no titles		17sep09	at Gorna Oriahoviza; ex LZ-6080
Ka-27PS	523500 3594110	not known	FSB/Border Guards		30nov06	tender for rework published
Ka-28	----	9164	Chinese Navy		<may05	
Ka-226	----	RA-19301	Orenair		19dec08	reported in technical inspection document
Ka-226	----	RA-19302	Orenair	Zuk	16aug09	in white/blue c/s with Red Cross
Ansats 1	41 01	--			24aug09	at the Kazan Helicopter factory
Ansats 1	41 02	--			24aug09	at the Kazan Helicopter factory
L-410MA	75 04 03	OM-PGD	Sky-Diving for Fun	rgd	aug09	ex 0403
L-410UVP	81 06 39	RA-67063	Sasovo Fl. School		sep09	preserved as a gate guard at Sasovo
L-410UVP-E20	87 19 28	ZS-ATC	Aircraft Sys. S.A.	rgd	19aug09	ex ST-CAV
L-410UVP-E-20	90 25 14	PR-CRA	Sete Linhas Aereas	BSB	11sep09	
L-410UVP-E	91 26 12	RA-67680 (2)	Aerograd	Krb	29aug09	in the same c/s as RF-00373



It has been eight years already since RA-76491 was put in storage at Bykovo. The Il-76T has obviously been used as a parts supplier. (Moscow-Bykovo, 19 August 2009, Michael Prophet)



Still going strong is this Atlant-Soyuz Il-86. RA-86138 applies reverse thrust upon landing at Antalya.
(Antalya, 13 September 2009, Ton Jochems)

L-410UVP-E20	98 26 31	5H-ZAA	Precision Air	rgd	22jul08	rgd to Zanzibar Airlines; ex 5H-PAE
Mi-2	51 0614 018	0614	Polish Air Force		27aug09	seen preserved Radom-Sadkow
Mi-2	52 5227 067	--	'medevac' titles	RAK	aug09	derelict all-white, red trim
Mi-2	53 6206 069	RA-27820	Polyarnyye Avialinii	ph.	jan08	preserved aerospace museum at Dyupsyun
Mi-2	53 6231 079	no reg	no titles	ph.	16aug08	preserved at the "Vertolyot" entertainment club at ul. Lermontova 37, Yakutsk
Mi-2	5210546 048	RA-14067	Tulpar Air	GOJ	aug09	red/yellow/black c/s, with titles
Mi-2	5310632 068	RA-14088	no titles	UUS	18may09	c/n not checked, 2nd use of registration ?
Mi-2	---	UR-BAC	TSOU/Ukraine AF	Krl	16aug09	wfu, without rotors, red/white c/s
Mi-2	---	UR-BIS	TSOU/Ukraine AF	Krl	16aug09	wfu, without rotors, red/white c/s
Mi-4ME	04 159	52	Bulgarian AF		19nov08	at the aviation museum at Plovdiv; c/n conf.
Mi-4ME	17 165	53	Bulgarian AF		19nov08	at the aviation museum at Plovdiv; c/n conf.
Mi-6	768 34 09V	CCCP-21171	AFL/Magadan-DYR	w/o	19oct73	on a flight from Anadyr to Tamvatnei
Mi-6A	71 53 10V	CCCP-21134	AFL/Magadan-Cak	w/o	11mar82	on flight from Anadyr with an external cargo
Mi-6	---	3575	Chinese Army			photo in white/grey c/s
Mi-8	02 05	not known	Soviet Air Force	no	reports	opb mil. unit 62543 in the 1980s
Mi-8	21 28	CCCP-22198	AFL/Magadan-DYR	w/o	11dec82	crashed into hill in bad visibility
Mi-8	28 83	CCCP-25547	AFL/West Sib.-IKT	w/o	29jul79	crashed shortly after take off
Mi-8PS	36 28	not known	Russian Air Force		08jun09	offered for sale as scrap metal
Mi-8	971 07 07	not known	Soviet Air Force	no	reports	opb in Mongolia in the 1980s
Mi-8T	974 42 35	not known	Russian Air Force		29jul09	offered for sale as scrap metal
Mi-8T	974 44 05	not known	Russian Air Force		29jul09	offered for sale as scrap metal
Mi-8	975 45 42	not known	Soviet Air Force	no	reports	opb at Jalalabad in the 1980s
Mi-8T	987 30871	RA-24244	Komaviatrans	trf	25apr95	f/n Engels 26aug09, in full c/s
Mi-8MT	93404	not known	FSB/Border Guards		30nov06	tender for rework published
Mi-8MT	93809	"03" yellow	Strat.Rocket Forc.	Eng	04sep09	with Russian stars; ex "36" red
Mi-8MT	94522 ?	RF-28522	FSB/Border Guards	VVO	09sep09	opb 7 oao at VVO-Ozyornyye Klyuchi
Mi-8MTV-2	95069	"03" blue	Russian Air Force	Eng	31aug09	
Mi-8MTV-1	95743	RA-25127	Neftyeyugansk AE	AER	10sep09	in all white c/s, no titles
Mi-8MTV-1	95882	AMHT-206	Mexican Navy	ph.	sep05	c/n correction !
Mi-8MTV-1	96042	RA-22530 (2)		rgd	14apr93	see c/n 0129
Mi-8MTV-1	96043	AMHT-208	Mexican Navy	w/o	10sep09	cr. nr km 26 of road Perote-Los Humeros
Mi-8MTV-1	96185	UN-27182 (1)	Euro-Asia Air	no	reports	Vostok intended to lease this helicopter
Mi-8MTV-1	96641	AMHT-222	Mexican Navy	d/d	2006	c/n conf.; f/n 10mar07; /n ACA 24apr07
Mi-8MTV-5	96727	"27" red	Russian Air Force	Zuk	23aug09	
Mi-8MTV-1	96784	RA-25561 (2)	Rosneft	UUS	29aug09	operated by Aviasheff
Mi-8MTV-1	967.. ?	RA-25575 (2)	Rosneft	VVO	30aug09	operated by unknown airline
Mi-8MTV-1	---	070	Irkutsk APO	IKT	29aug09	photo on internet, green/brown camo c/s
Mi-8T	---	RF-49418 (2)	ROSTO	dbr	18jun08	on landing at Bolshoye Gryzlovo
Mi-8PPA	---	"89" white	Soviet Air Force	ph.	05may09	near Gornji Milanovac
Mi-8T	109.. ?	12237	Serb. & Monteneg.AF		12sep09	at Gornji Milanovac in a scrapyard
Mi-17	419M43	FAP-640	Peruvian Air Force	w/o	03sep09	shot down by the Shining Path guerrilla
Mi-171	784M13	---		BGW	02dec06	no other markings
Mi-171	784M14	YI-254	Iraqi Air Force	ADJ	06sep09	square windows with curtains
Mi-8MT	---	589	Afghan Nat.Army-AF		01aug09	photo showing Harmid Karzai disembarking
Mi-171Sh	---	LH910702	Chinese Army			photo opb 10th Rgt
Mi-171Sh	---	LH910704	Chinese Army			photo opb 10th Rgt
Mi-171Sh	---	LH910705	Chinese Army	ph.	27may09	opb 10th Rgt
Mi-171Sh	---	LH910706	Chinese Army			photo opb 10th Rgt
Mi-8MTV-1	---	202	Croatian Air Force		12sep09	at Velika Gorica

Mi-8MTV-1	---	204	Croatian Air Force	12sep09	at Velika Gorica
Mi-8P	---	276	Croatian Air Force	12sep09	at Pleso
Mi-171	---	YI-253	Iraqi Air Force	SDA	15sep09
Mi-8	---	UP-MI839		TII	10apr09
Mi-8TV-1	---	UP-MI852	United Nations	TII	21apr09
Mi-8	---	"24"	Kaz Border Guards	w/o	08sep09 on a patrol flight close to the Uzbek border
Mi-8MTV-2	---	ER-MHK		TII	08apr09 opb Skyline/Valan
Mi-8MTV	---	UR-CHE	Ukrainian Heli.	IEV	11sep09 all white c/s, n/t
Mi-8T	109. ?	12370	Serbian Air Force	BJY	13sep09
Mi-10K	2266	RA-04124	Aeroflot	UCT	06aug09 complete, still Aeroflot colour scheme
Mi-24A	353 . . . 1200301	"10" yellow	Soviet Air Force		18aug09 instructional airframe at Dolgoye Ledovo
Mi-24V	3532422015193	"28"	Soviet Air Force	w/o	15mar89 photo showing wreck at Pruzhany
Mi-24P	---	RAF-2102	Rwanda Air Force	KGL	aug09
Mi-24P	---	RAF-2308	Rwanda Air Force	KGL	aug09
Mi-34S	---	"015" black	Mil OKB	Zuk	aug09 '015' might be the line number
SW-4	66 03 06	6610	Polish Air Force	Deb	09jun09 l/n Radom 30aug09; c/n checked
SM-92T	02 005	RA-0257G	Chelavia	Zuk	21aug09 ex RF-01219
SSJ100-95	95 004	95004	Sukhoi Civil Airc.	fff	25jul09 in primer; seen OVB 12aug09 in demo
Tu-124	---	"02" white	Soviet Air Force	ph.	aug09 preserved in a park at Ulugnor, Uzbekistan
Tu-134A	61033	EW-65149	Belavia		05sep09 operated last Belavia Tu-134 05sep09
Tu-134AK	63952	RA-65566	Rus Air	GOJ	aug09 basic Aeroflot colours with small titles
Tu-134AK	66168	RA-65919	Kosmos	VKO	03sep09 with three blue cheatlines and titles,
Tu-134A-3M	66440	RA-65723	Jet Air Group	SVO	16aug09 l/n SVO 02sep09
Tu-134B-3	64195	RA-65737 (2)	RusJet Air Company	AAQ	28aug09 full titles below cockpit; l/n VKO 12sep09
Tu-134B-3M	035 64783	RA-65700 (2)	Tsentr-Yug	VKO	09sep09 small titles behind the nose
Tu-154B-1	78A270	LZ-BTJ	Balkan		sep09 submerged as an artificial reef in Varna Bay
Tu-154B-2	79A324	RA-85324	Yamal	VKO	15sep09 only middle part of fuselage remaining
Tu-154M	85A707	EP-MCX	Iran Air Tour	THR	26aug09 in full colours; ex LZ-HMW
Tu-154M	87A767	RA-85637	Aeroflot Rus. Airlines	SVO	12sep09 add CSKA Moscow titles and club badge
Tu-154M	88A773	RA-85641	Aeroflot Rus. Airlines	SVO	02aug09 stored
Tu-154M	89A816	RA-85662	Aeroflot Rus. Airlines	SVO	aug09 wfu
Tu-154M	89A827	RA-85669	Aeroflot Rus. Airlines	SVO	03sep09 registration painted out
Tu-154M	89A828	RA-85670	Aeroflot Rus. Airlines	SVO	aug09 wfu
Yak-18T	07 32	RA-44289 (2)	Goskorp. po OrVD		15jul09 for sale with t/t 653 hours and 2,005 cycles
Yak-18T	---	RA-0842G			12sep09 at Avlutino
Yak-18T	---	RA-44311 (2)	UVAU GA	no	reports was involved in an accident 19sep08
Yak-18T	---	18007	Armenian AF	ph.	jun05 at Arzni
Yak-40	9 24 20 24	RA-87828	Barkol	SIP	10jun09 small titles on nose only; l/n BKA 18aug09
Yak-40	9 53 05 41 ?	4L-EUN	Euroline	IEV	06sep09 with add www.avia.ge titles
Yak-40	9 52 16 41	CCCP-87532	AFL/Armenia	dbr	09may92 was attacked by an Azerbaijani AF Su-25
Yak-40	9 54 12 44	RA-87988	Petropav.Kamch.Air	PKC	02sep09 active
Yak-42	4520422606156	RA-42333	all white, n/t	Rts	18sep09 reportedly now a VIP aircraft
Yak-42D	4520424116690	ST-MRL	Marstrand	KRT	30aug09 c/n confirmed; ex UN-43703
Yak-42D	4520424404018	--	no titles	BKA	16aug09 only 04018 stencilled on all metal fuselage
Y8	---	20041	Chinese Air Force	ph.	sep09 weather research aircraft

Following UVAU GA (Ulyanovsk Higher Aviation School of Civil Aviation) fourteen Yak-18Ts were all first seen Ulyanovsk 18aug09; RA-44302(2), RA-44303(2), RA-44305(2), RA-44307(2), RA-44308(2), RA-44309(2), RA-44310(2), RA-44312(2), RA-44318(2), RA-44319(2), RA-44322(2), RA-44323(2), RA-44324(2), RA-44325(2). Two more aircraft were mentioned 14oct08 in a technical inspections document being RA-44316(2) & RA-44317(2). To complete the fun following ten were all reported 12mar09 in an insurance listing; RA-44293(2), RA-44294(2), RA-44326(2), RA-44327(2), RA-44328(2), RA-44329(2), RA-44330(2), RA-44331(2), RA-44332(2), RA-44333(2). For all their construction number is sadly unknown but they are reported being 'batch 36' aircraft.

PH register

Newly registered aircraft:

PH-ENP	Cessna U206G	U20605848	Eerste Ned. Parachutisten Club	Boschenhoofd	07500	18sep09
PH-EUB	Eurocopter EC155B1	6802	CHC Helicopters Netherlands BV	Den Helder	07489	14aug09
PH-EZF	Embraer 190-100STD	19000304	KLM Cityhopper BV	Schiphol	07490	14aug09
PH-IWO	SE-5A replica	SE5-AF5447	Doornbos, K.A.	Eelde	07494	02sep09
PH-KXS	Fokker 50	20255	Mass Holding NV	Mijdrecht	07495	02sep09
PH-KXZ	Fokker 70	11540	KLM Cityhopper BV	Schiphol	07487	12aug09
PH-LIS	Lancair Legacy	L2K-317	Buchrnhornen, P.W.C.	Nuuen	07492	19aug09
PH-LOT	UltraMagic PharoX Lamp	F33/01	Kurvers, A.P.H.	Zutendaal (OO)	07491	17aug09
PH-LUC	CH601HD Zodiac	6-9159	Kunst, L.A.	Driebuggen	07497	03sep09
PH-MJO	Fokker 100	11293	Mass Holding NV	Mijdrecht	07498	14sep09
PH-PNG	Pilatus PC-12/47E	1121	Heijst, H.J.	Amsterdam	07486	11aug09
PH-PXD	Eurocopter EC135P2+	0798	KLPD Dienst Luchtvaart Politie	Schiphol-Oost	07499	14sep09
PH-RNG	Beech 1900D	UE-70	Orange Aircraft Leasing BV	Sassenheim	07488	13aug09
PH-SEN	Stinson L-5 Sentinel	76-489	Doornbos, K.A.	Eelde	07493	01sep09
PH-SXN	SOCATA TB-9	1541	VIG/CB Groep BV	Almelo	07496	03sep09
PH-8V6	FreshBreez Bulli-X	945	Bosch, A.H.	Sleeuwijk	20947	25aug09
PH-8V8	FreshBreez XCitor	143	Garde, K. van der	's-Gravenhage	20946	14aug09
PH-8V9	FlyProduct Kompress	EK182	Nelissen, R.J.M.	Horst	20948	26aug09
PH-8W4	FlyProduct Race C	8020	Vos, J.P. de	Heinkenszand	20950	18sep09
PH-9B8	Fresh Breez 122 AL 2 F	1701	Koe, M.D. de	Lunteren	20949	03sep09
PH-90	Snellen V20	1 serie I	Wensing, A.M.	Enschede	07485	10aug09

Change of ownership:

PH-AFT	SOCATA TB-20	2204	FEA Aviation BV	Goor	06417	10aug09
PH-ALJ	Tecnam P2000-JF	099	Laar, J.W. van	Doorn	07414	10sep09
PH-COP	SOCATA TB-10	2113	Geurts, H.G.J.M.	Tilburg	06155	04sep09
PH-JSA	Cessna 182N	18260367	Vliegbedrijf Tom van der Meulen BV	Oostwold	01641	18aug09
PH-LNE	Fokker 100	11322	Denim Air BV	Hooftdorp	07217	16sep09
PH-MCG	Boeing 767-31AER	24428	Coresande Limited	Dublin (EI)	03984	19aug09
PH-MCH	Boeing 767-31AER	24429	Coresande Limited	Dublin (EI)	04035	19aug09
PH-MOM	Cirrus SR20	1090	Bittner, F.A.	Bremen (D)	01090	18sep09
PH-NNN	CZAW SportCruiser	08SC159	Verlinden, B.P.M.	Maartensdijk	07283	25aug09
PH-TOF	Piper PA-25-260	25-7405573	Vliegbedrijf Tom van der Meulen BV	Oostwold	02183	18aug09
PH-WAA	Cessna F172L	F17200818	Vliegbedrijf Tom van der Meulen BV	Oostwold	01924	21aug09
PH-2S8	Pegasus Quantum 15	6723	Zijderlaan, A.B.	Polsbroek	20589	14aug09
PH-9F2	Parasport Fun-Alu 125	JB1960	Raap, L.D.	Noardburgum	20855	01sep09
PH-355	Rhönlerche II	3068/BR	Jager-van Beusekom, T.C.A. de	Arnhem	06252	08sep09
PH-403	Sagitta 013	21	Tolenaar, G.	Loosdrecht	03771	27aug09
PH-449	Schleicher ASK-13	13413	Koster, C.N.	Hellouw	01999	10aug09
PH-1209	Diamond HK-36TC	36679	Kleinenhammann, H.T.	Issum (D)	05937	26aug09

Cancelled from register:

PH-ACV	Dyn'Aéro S MCR Club	76	Auperlé, A.E.	To Italy.	06509	17sep09
PH-AMB	Cessna F172N	1921	Wings over Holland BV	CofA expired.	02983	20aug09
PH-ECL	Cessna 525A	525A-0054	Exact Nederland BV	To Belgium.	06213	14sep09
PH-ENG	Bölkow 208	510	Doorne, H.J.M.M. van	CofA expired.	03690	20aug09
PH-HZV	Boeing 737-8K2	30650	Transavia Airlines CV	To OY-TDB.	06238	15sep09
PH-HZY	Boeing 737-8K2	30646	Transavia Airlines CV	To OY-TDA.	07197	21aug09
PH-JEJ	Fuji FA-200-180AO	FA-200-253	Venema, P.H.E.	CofA expired.	02209	24aug09
PH-JGB	Robin DR400/160	2302	Transal Aero Services BV	To France.	06372	31aug09
PH-MCG	Boeing 767-31AER	24428	Coresande Limited	To USA.	03984	07sep09
PH-MCH	Boeing 767-31AER	24429	Coresande Limited	To USA.	04035	11sep09
PH-MJP	Fokker 100	11505	Mass Jet Lease BV	To D-AFKE.	07481	27aug09
PH-OAL	Piper PA-31	31-7812037	Vredestein-Hill BV	CofA expired.	03805	20aug09
PH-TXI	Cessna 510	510-0050	AllPlanes BV	To G-OAMB.	07165	03sep09
PH-TXL	Cessna 172P	172-75067	Noordkop Aviation VOF	To Greece.	03724	17sep09
PH-YTS	Raven Europe S55A	E-124	Brummelhuis, J.B.M. ten	CofA expired.	03942	24aug09
PH-9W7	Fresh Breez 110 AL 2 F	1481	Meer, P. van der	CofA expired.	20702	24aug09

Additions, corrections and news:

PH-BZS	Kubicek BB20 GP	384	To LY-WIN.			
PH-HVB	Eurocopter EC135T2+	0811	Correction: ex D-HCBBH.			
PH-IWO	SE-5A replica	SE5-AF5447	Ex N640AB.			
PH-KXS	Fokker 50	20255	Ex PR-OAB, PH-KXS, PT-MLI, PH-KXS, D-AFFF, PH-KXS.			
PH-KZS	Fokker 70	11540	Ex F-GLIS, PH-RRS, PH-EZS.			
PH-LOT	UltraMagic PharoX Lamp	F33/01	Special shape: led-lamp. 'Nationale PostcodeLoterij' advertisement.			
PH-MJO	Fokker 100	11293	Ex HL7774, G-MAMH, PK-TWI, G-MAMH, N859US, PH-EZY.			
PH-PNG	Pilatus PC-12/47E	1121	Ex HB-FQU.			
PH-RNG	Beech 1900D	UE-70	Ex N70ZV.			
PH-SEN	Stinson L-5 Sentinel	76-489	Ex N57797, 42-98248.			
PH-90	Snellen V20	1 serie I	Ex PH-90 (1938-1972).			

Credits: IWV, Airnieuws.nl, E.J. Doornewaard.



Cosmo Hairstyling in the Netherlands had a contest on its website to win a secret journey to a world city of fashion. The winners will fly with B737 PH-HZL and Transavia applied special stickers for this occasion. (Amsterdam, 27 August 2009, G. Stigter)

Wrecks & Relics



A new air park has been made near the main gate of Nea Anchialos. F-4E 68-0412 was already installed by 2008. This year a second F-4E, 68-0318, has been put into place as well as the above F-104G. This 47781 came from the storage at Agrinion and has been fully restored at Nea Anchialos. (1 September 2009, Hans-Jürgen Breuer)

Netherlands

Kessel

925	Mi-8S	93+11, stored	10542	sep09
(501)	Mi-2	stored	562819043	aug09
XZ357/FK	Jaguar GR3A	stored	S124	sep09

Both the Mills came from Hatten in France and are already here for some time. The Mi-2 was first noted in January, but is now confirmed. The RAF Jaguar came from Sproughton.

Wassenaar

109	MS733	F-BLYF, pres	109	aug09
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The former Lelystad MS733 is now pole mounted inside the amusement park Duinrell. It is unmarked and in fantasy colours.

Austria

Zeltweg

The former Swedish J35J 35531 has been returned to Sweden in the summer of 2007 and the cockpit has been converted to a flight simulator by NovelAir AB.

Czech Republic

Doubrava

An unknown An-2 is displayed at the recently opened Dino Park at Doubrava, east of Ostrava. Judging on it's yellow colours this may be a civil example.

Suché

0602	MiG-21F-13	pres, ex Zruc	760602	jul09
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The aircraft is pole mounted at a model flying field at this village between Teplice and Usti nad Labem.

Zakrany

3403	L-29	stored, ex Pisek	993403	aug09
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New at the surplus dealer is this Defin, there was no sign of MiG-23ML 4645.

France

Paris Le Bourget Dugny (75)

01	Rafale A	stored	01	sep09
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Also arriving at the museum storage are Mirage F1B 501/33-FP (arrived 30apr09) and N262E 72 (arrived 23jun09).

Paris Orly (75)

F-GFKQ	A320-111	stored, a/w	0002	aug09
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Gradually being dismantled despite efforts to preserve this 'old' A320.

Paris Porte de la Villette (75)

A visit to the Cite des Sciences et de l'Industrie museum failed to locate Mirage 4A 45/BR. According to the museum staff it was removed last year with unknown destination.

Toulouse Blagnac (31)

F-GMTO	SA226AT	pres	AT-031	may09
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Has been donated to the Ailes Ancienes at TLS by France Mee-to which spent the last few months preparing the Metro for display.

Germany

Friedrichshafen (BW)

31+35	G91R/3	pres	403	jul09
(41+05)	Alpha Jet	pres, marked as 01	0105	jul09
(55+83)	Do27A-4	D-EKUI, pres	230	jul09
58+85	Do28D-2	(D-IFDB), pres	4160	jul09
61+04	Br1150	pres		jul09
CA+041	Do28A-1	(D-ILPB), pres	3015	jul09
YA+101	Do29	(YD+101), pres	001	jul09
D-1103	Do Merkur	pres		jul09
D-9530	Do31E	pres	E1	jul09
	Do27	pres, unmarked		jul09
D-CAWI	Do228-101	pres	7014	jul09
D-ICOS	Do228	pres		jul09

De Dornier museum was officially opened on 24 July. The CA+041 marking for the Do28A-1 was worn on the aircraft before it became 15+01 and later D-ILPB. The unmarked Do27 is fitted out as a children's plaything. Also in the museum is a flying military barrel (Do34 98+23). The Alpha Jet carries German and French prototype markings (each on one side). For info about the museum see www.dorniermuseum.de

Ribnitz Damgarten (MV)

Typo last month; the preserved MiG-21PFM should read 934.

Greece

Nea Anchialos

68-0318	F-4E	pres	3345	sep09
68-0412	F-4E	pres	3519	sep09
47781	F-104G	pres	6126	sep09

All three are in the new air park near the main gate. Stored on the north west end of the runway were:

10542	F-5A	stored	N6203	sep09
22550	F-5A	stored	N6408	sep09
89080	F-5A	stored	N6451	sep09
(89)088	F-5B	stored	N8066	sep09

Stored at the other end were:

89J043	F-5A	stored, ex Stilida	N6434	sep09
89070	F-5A	stored	N6441	sep09
89079	F-5A	stored	N6450	sep09

All other W&R as listed in Scramble 356 (page 150) were also seen. The airfield was checked for the dumped F-84F 26425 as mentioned in EMOOS (1/n Sep05), but no dump could be found on the airfield.

Thessaloniki Micra

492622	C-47B	stored	20474	sep09
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This Skytrain can be added to the based W&R aircraft. It has not flown since October 2008 due to some small cracks in the wings. It is parked in a hangar.

Italy

Cerasola (RN)

MM133069/AS-2	S-2A	pres	40	aug09
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After several years of storage the Tracker has been fully restored and is now on display at the museum.

Monbarcaro (CN)

Thanks to the Coronet on MSF more is known about the location of G91R/1B MM6406/4-43. It was listed in Scramble 353 as in Langhe, this is however a mountain zone and the more exact location is the village of Monbarcaro. Now the village name is known you can find the aircraft at GE on 44.468177N, 8.083902E or when you have no GE use the town map at <http://www.comune.monbarcaro.cn.it/portals/77/SiscomArchivio/2/mappa%20concentrico.pdf>. The G91R is on this town map as a little red Fokker F27.

Remondo (PV)

The MB326 listed last month (should be MM54224, 1/n oct04) is still present on a GE image from a year later, see 45.232909N, 8.803874E). The radar site is reported as still active.

Selargius (CA)

Also adding to last months report, G91R/1 MM6277 no longer carries code 2-70. It is now painted in Frece Tricolori colours with code 1.

Schiranna (VA)

Last months Schrianna should read Schiranna, this is on the south west side of Varese and the aircraft should be at Mv Agusta Motor Spa at the Via Giovanni Macchi 144. A picture is at <http://www3.varesenews.it/sport/articolo.php?id=144803>

Norway

Kjeller

On 11 September gate guard F-104G 766 has been removed

from its pole and brought inside. It will be refurbished and loose its silver colours and F-104 tail serial. It will get its own serial 766 back and be painted in camo colours. Before the end of the year it will be back on its pole.

Lillestrom

N440D	Beech A90	inst	LJ-235	aug09
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With the Skedsmo Technical School.

Poland

Czestochowa (SLK)

	An-2	instr		aug09
1603	An-26	instr	1603	aug09
4603	Mi-2TSz	instr	544603016	aug09
7819	Su-22M-4	instr, ex Powidz	27819	aug09
1224	TS-11	instr	3H-1224	aug09

All were seen with the Centrum Szkolnia Strazy Pozarnej (central fire fighting school) at the ul. Sabinowska 62. The aircraft can be seen over the wall. Noted in the past were civil Mi-2s SP-SAP and SP-SFE. I-22 0406 was reported to have moved from Mielec to here. It has never been noted here and is now at Lask.

Krosno (PKR)

A large number of MiG-21s have arrived from Malbork, more are expected. Noted in August were MiG-21bis 8649, 8971, 9320, 9334, 9407, 9444, 9545, 9700, 9735, 9805, 9809, 9975 and MiG-21UM 9294, 9306, 9309, 9312, 9316, 9324, 9344, 9347. Also seen was Su-22M-4 7003 which was allocated to the technical school in town. On the airfield An-2TD (9860)/SP-AMR was seen.

Lask (LDZ)

An I-22 has arrived on the airfield. It was unmarked as only some loose tape showed number 406. Info from Poland confirms this as the 0406 from Mielec.

Lodz (LDZ)

4509	Mi-2RL	pres	554509125	aug09
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This Mi-2 is preserved, together with the already known TS-11 714, at the military barracks at ul. Sierpnia.

Mielec (PKR)

0303	I-22/M93K	pres	ANA03-03	aug09
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Most of the stored I-22s are being distributed to other airfields, 0303 will remain here. It is displayed, together with (0106/SP-PWE) outside the PZL test hangar.

Pultusk (MAZ)

1226	TS-11	pres	3H-1226	sep09
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The Iskra is preserved on the grounds of a private house some 4km north of Pultusk along road 61.



In early September this Starfighter was removed from its pole at the gate of Kjeller. The aircraft will be restored in its original camo colours and will receive its serial 766 again. (Tom Svendsen)



Larissa still has a large number of stored aircraft, mainly F-5s. RF-5A 01617 is one of around a dozen F-5s stored at a dispersal.
(31 August 2009, Hans-Jürgen Breuer)

Romania

Bucuresti

103	IAR28MA	stored	01	09
710	MiG-21 Lancer A	stored	962710	09

Both are now with the Muzeul Aviatiei. The IAR28MA used to be stored at Mihail Kogalniceanu and the MiG-21 at Fetesti.

Slovakia

Nitra Janikovce

3312/E	Su-22M-4	stored, ex Malacky	33812	aug09
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The Su-22 was stored on the ramp and is expected to join the collection of other fighters here.

Sweden

Göteborg-Säve

03310/50	Hkp3C	pres, ex Boden	3071	aug09
03425/95	Hkp3B	pres, ex Uppsala	3007	aug09
06052/52	Hkp6B	pres, ex Berga	8219	aug09

The underground museum Aerosum, received three new helicopters.

Halmstad

The airfield had an open day during which several aircraft were noted.

32094/P	A32A	pres, at gate	32094	sep09
35556/56	J35J	temp stored	35556	sep09

At the FMHS (technical school) were:

03316/56	Hkp3C	instr, tailboom	03313	3157	sep09
06250/50	Hkp6B	instr		8215	sep09
37428/28	JA37C	instr		37428	sep09
39-4	SAAB 39	instr		39-4	sep09
60002/02	Sk60B	instr		60002	sep09
60009/09	Sk60B	instr		60009	sep09
60049/49	Sk60B	instr		60049	sep09

At the fire school were:

222	AB204B	instr, ex MLD	3014	sep09
06282/82	Hkp6A	instr, plus one more	8126	sep09

37420/20	JA37C	instr	37420	sep09
37421/21	JA37Di	instr	37421	sep09
37442/52	JA37Di	instr, upside down	37442	sep09
60090/90	Sk60B	instr	60090	sep09
SE-003	S2000	instr	003	sep09
YR-BCM	BAC111-525FT	instr, ex Tarom	256	sep09

Kärebö

35248/63	J35B	pres, F10 markings	35248	aug09
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This Draken had not been seen for a long time, but has now joined the S29C 29945 at the Kia car dealer (57.905766N, 11.924193E).

Uggjarp

03189/92	Hkp3	pres, ex Halmstad	3189	aug09
09 yellow	MiG-21SMT	pres	50023098	aug09

Both are in the new hall at the Svedinos Bill och Flygmuseum collection. Also reported was the fuselage of J32B 32559, this is more likely to be the 32599 which was given by the museum to a local farm some time ago. The former Soviet MiG-21 came from Skarvskrona

Turkey

Kas

6050	C-47A	submerged	19600	09
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After C-47 HvHO-258, this is the second Skytrain which is submerged just of the coast as a scuba diving object.

United Kingdom

Bournemouth IAP Dorset

XK627	Vampire T11	pres	15784	aug09
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A Vampire pod from Felmersham has joined the Bournemouth Aviation Museum collection.

Brighton, East Yorkshire

XT434/455	Wasp HAS1	pres	F9604	aug09
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A Wasp has arrived here from Sproughton.

Doncaster Robin Hood Airport, South Yorkshire

ZK533	Hawk Mk53	instr	312271/249	aug09
ZK535	Hawk Mk53	instr	312279/255	aug09

Two former Indonesian Hawks arrived here by road from Brough on 24 August 2009 for GI use at Marshalls Aerospace in Hangar 3.

Kemble Cotswold Airport, Gloucestershire

(17+03)	VFW614	(D-ASDB), instr	016	sep09
(80+55)	Bo105M	instr	5055	sep09

The Luffhansa Resource Technical Training Centre is in the process of relocating to here from St Athan. Both their ex military instructional airframes have already arrived.

In Scramble 364, 4R-ADB was erroneously mentioned, this should be 4R-ABD instead.

OO-DIF	A300B4-103F	stored, to be scrapped	148	sep09
4R-ABD	A320-231	stored, to be scrapped	0315	sep09

Credits: Del Barrow, Hans Jürgen Breuer, Ronny Jansen, Valeria Kudela, Tom Svendsen, Hans van der Vliet and the various internet forums.

Dustpan & Brush



August was not a good month for Su-27 lovers... First, two Russian Knights crashed during MAKS 2009 at Moscow and not two weeks later the Belarusian air force lost this Su-27UB 63 BLACK during the airshow at Radom. Even though the pilots had plenty of opportunity to vacate their seats they chose not to do so and sadly paid for it with their lives!
(Radom, 28 August 2009, Lucien Blok)

Additions & Corrections:

11aug08DR HH-60G USAF/305th RQS dam
See Scramble 352.

19oct08 06-3157 MQ-1B USAF/432 Wing w/o
See Scramble 364.

20mar09 07-4032 MQ-9 USAF/432 Wing w/o
See Scramble 360.

25mar09 91-4008/ED F-22A USAF/412th TW 4008 w/o
The USAF lost a second Raptor when this 412th TW F-22 crashed six miles north of Harper Dry Lakebed or 35 miles northeast of Edwards AFB (NV) while on a test flight. The released accident investigation report cited human factors associated with high-G forces as the cause of the crash of the Lockheed Martin test pilot. Prior to the accident, the pilot was conducting high-G manoeuvres to test the aircraft capabilities and integrated equipment. Witness statements, voice and telemetry data and simulations show he completed two of three planned tests.

During his third test manoeuvre, however, he appeared to have been subjected to increased physiological stresses associated with high-G manoeuvres, according to the report. The board concluded this led to an 'almost' loss of consciousness and lack of situational awareness, causing the pilot to delay his aircraft recovery manoeuvre. The pilot regained partial [situational awareness] and attempted a late recovery from the test manoeuvre but determined there was inadequate altitude for a safe recovery and ejected. Due to the speed of the aircraft and the windblast, the pilot immediately sustained fatal, blunt force trauma injuries upon ejection.
See Scramble 359.

16may09 HP-747APP DHC-6-300 Aeroperlas 403 dam
See Scramble 364.

17jul09 HK4331 EMB820C Locatiba 820056 w/o
We now have the correct type and operator of this crashed Embraer which went missing en-route from Bogotá to Valencia, Venezuela.
See Scramble 363.

31jul09 X3216 HPT-32 Indian AF/AFA w/o
See Scramble 364.

06aug09 165055/SN-29 AH-1W USMC/HMLA-169 26315 dam
See Scramble 364.

16aug09 YV212T BN-2A private 171 w/o
An educated guess, but we are fairly certain that the former N119JE is the one that crashed.
See Scramble 364.

16aug09 14 BLUE Su-27 Russian Knights 36911027105 w/o
See Scramble 364.

16aug09 18 BLUE Su-27UB Russian Kn. 96310413030 w/o
See Scramble 364.

17aug09 N911LZ BK117C-2 Lee County 9040 dam
See Scramble 364.

19aug09 ZH891/HF Chinook HC2A RAF/1310Flt M4454 w/o
See Scramble 364.

26aug09 TN-AIA An-12BK Aero-Fret Business 6344607 w/o
The registration has now been confirmed.
See Scramble 364.

New Accidents:

17sep71 LZ-7005 An-14A 601609 w/o

A Bulgarian Government An-14 was written off on a flight from Kyryjali to Sofia when it came down on Mount Svetidukh in the Rila range in bad visibility due to a mistake made by ATC. Both crewmembers and six out of seven passengers were found dead when the wreckage was discovered a day later.

19oct73 CCCP-21171 Mi-6 7683409V w/o

A scene from a movie? Not really but it easily could have been! An Aeroflot Mi-6 was enroute from Anadyr to Tamvatnei, carrying barrels with diesel fuel, when one engine suffered an uncontained failure and a turbine blade hit one of the barrels. This ignited the diesel inside and the Mi came down in an autorotation engulfed by fire, crashing seven kilometres from Zemlyanka Sobolkova settlement (Chukotka). All five crew and two passengers were killed in the accident.

22jul78 LZ-7004 An-14A 601607 w/o

This Bulgarian Government An-14 crashed at Beli Iskyr (near Samokov), killing the four occupants.

29jul79 CCCP-25547 Mi-8 2883 w/o

Shortly after take off from Strezhevoye the combustion chamber of the right engine burnt through causing the right engine to catch fire. The crew of the Aeroflot helicopter tried to return to the airport but sadly did not make it and crashed about 500m short of the field, killing the crew of three.

11mar82 CCCP-21134 Mi-6A **715310V** w/o
Again trouble on an Aeroflot Mi-6 coming out of Anadyr! It carried an external load (a small frame hut) and according to the official report one of the hawsers broke at an altitude of 1,500 metres and the cargo started to swing, resulting in the broken hawser getting caught up in the tail rotor. The chopper spun out of control and crashed near Chonaya mountain killing the crew of six. According to rumours the helicopter in fact was shot down accidentally by an air-to-air missile. We'll probably never know...

11dec82 CCCP-22198 Mi-8 **2128** w/o
Anadyr is proving to be a real "killer" for Aeroflot when yet another helicopter was lost! This time the Mi-8 left the prescribed tracks in bad visibility and ended up crashing into the slope of a hill near Dionisiya (close to...Anadyr!). When the wreckage was found a day later it turned out that the crew of three and the seven passengers had not survived the mishap.

15mar89 "28" Mi-24V **353242015193** w/o
Short story for this Belarus Mi-24: the reduction gear failed at a low height causing the helicopter to spiral out of control and into the forest within two to three seconds!

15aug91 51 An-26 w/o
In the past, in the days when radar was not as good as it is now and certain countries did not possess the latest technologies, as a pilot you had always better double check ATC instructions in case they might point you towards possible danger. Sadly that was exactly the case with this Soviet AF An-26 when it was instructed by ATC to turn left instead of the prescribed right one and it hit mount Medvezhonok ten meters below the summit, killing the crew of six and three passengers.

08jan02 00-0174 C-17A **P74** dam
While attempting to land a USAF 62nd AW/8th AS C-17 at the Kandahar airfield in Afghanistan at an excessively high rate of descent, the aircraft touched down about 2,000 feet short of the runway. As the result of this pilot error the aircraft was forced to return to Incirlik in Turkey where a post flight inspection showed extensive damage to the nose gear, the underside and right side of the fuselage, a main gear door and an engine cowl, as well as various tires. No-one was injured, possibly with the exception of their pride.

24jul02 98-0055 C-17A **P55** dam
While on a third approach to a "classified location" in "Central Asia", probably Manas in Kyrgyzstan, the USAF C-17 from the 62nd AW, but operating with the 816AES, descended too fast and also entered into a pilot-induced oscillation. At 50 feet AGL the crew initiated a third go-around, during which the right aft main landing gear and underside of the cargo ramp made contact with the runway, causing major damage to the aircraft. There were no injuries.

.. mar08 XX330/330 Hawk T1A **312154/176** dam
A Royal Navy/FRADU Hawk T1A suffered damage in a bird

strike and has been in storage since then in a hangar at RNAS Culdrose, Cornwall. The aircraft was still present at this location with unrepaired damage to the nose section in July 2009.

05dec08 15133 F-16AM **M17-17/61-629** dam
The pilot of this Portuguese AF Esq301 F-16AM ejected from the aircraft, which was extensively damaged as a result of the ejection sequence, while on the runway after the brakes failed during the landing at the Florennes Air Base in Belgium. The aircraft was shipped back to BA5 Monte Real where it is still in the process of being rebuilt.

24feb09 1272/SU-BAC C-130H **4714** w/o
This Egyptian AF C-130H crashed, and was subsequently written-off, after performing a touch-and-go during the hours of darkness at an unknown location. The crash was possibly caused by a propeller problem.

06may09 D-FOLE Ce208B **208B-0523** dam
A mishap which escaped most people's attention was this one involving an QLT Cessna Grand Caravan and a private Cessna 172. They hit each other in midair while the 172 was on a VFR flight between Wangerooze and Norden-Norddeich and the 208 was in the descent for Langeoog. They hit at an altitude of 1,000ft, the 172 pilot did see the 208 at the last moment and tried to avoid it but was unsuccessful, but luckily both aircraft were able to land at their respective destinations. Severe damage was discovered to both Cessna's but the most important thing is that the 172 pilot and the 208 pilot plus passenger lived to tell the tail!

13may09 MQ-1 w/o
A USAF 15RS MQ-1 Predator lost contact with its ground station and crashed while on ops during Operation Enduring Freedom. It is unknown in which country the MQ-1 came down.

17jul09 2807 CeT206H w/o
The Venezuelan AF/Grupo 9 Cessna T206H disappeared during a storm while on a routine flight from Puerto Ayacucho to La Esmeralda. Three days later the wreckage of the aircraft was found in dense jungle at Liborio Guarulla in the Amazonas state, close to the Colombian border. All three crew members had been killed.

26jul09 UH-60 w/o
A US Army UH-60 helicopter crashed while landing on a football field in the village of San Fernando in the Chalatenango province in northern El Salvador during a medical flight. The Black Hawk was carrying fourteen occupants, four of them being crew members and ten passengers, none of which were seriously injured. As for now it is unknown what caused the crash.

31jul09 Mi-24V w/o
While on a flight from Kabul to the Ghanzi Province in Afghanistan flames erupted from the Polish Army 56.KPSB Mi-24V, causing one engine to fail. Shortly after the second engine also stopped running, the pilot was forced to land, damaging the helicopter beyond repair. Bullet holes were later discovered in the hydraulic lines of the downed helicopter, indicating that the



As can be seen in these pictures by Jack Poelstra, Cessna Golden Eagle II IIYY received only minor damage when upon landing at Groningen-Eelde the left main gear collapsed, sending the twin prop into the grass with two students of the Dutch Flight Academy on board. As soon as the gear is back in its normal position and the grass is cut from the left engine cowling and flaps, it should be in the air before long.



Unnoticed by many was the air-to-air mishap involving this OLT Cessna Grand Caravan and a private Cessna 172. Both aircraft received substantial damage but the Cessna 208 has already been spotted at Emden performing cargo flights albeit it being without the cargo bay underneath as can be seen here when it was still in a healthy condition at Emden at 20 March 2009 as seen by Jack Wolbrink.

helicopter had most likely been shot down by Taliban gunfire. All nine occupants survived the incident.

07aug09 162862/AF-411 F/A-18A+ **397/A331** dam

After the crew of this USN F/A-18A+ from VFA-204 noted that the dual bleed air warning light came on in flight the aircraft returned to MCAS Miramar CA. The aircraft landed safely at the airfield, without injury to the aircrew, were it was established that the engine fire walls had received a substantial amount of damage.

13aug09 166463/NJ-133 F/A-18F dam

This USN F/A-18F from VFA-122 suffered damage as the result of a fire in the starboard engine during a familiarization flight. The aircraft was able to make a safe arrested landing at the China Lake NAWS CA without injury to the crew.

25aug09 A7-GHC AW139 **31225** dam

Apparently the tail boom of this Gulf Helicopters AW139 came off during taxi out for departure at Doha, Qatar. A very strange occurrence but at least it happened on the ground and not in the air! The AW139 tail boom has a history which may or may not turn out to be relevant. Also comments were made about this chopper suffering a 'tail strike' not long before this incident which caused damage to the tail, perhaps there was more damage than 'meets the eye'...?

26aug09 VT-APG Bell 430 **49049** w/o

Carrying Andhra Pradesh Chief Minister Y.S.R. Reddy (an influential player in Indian politics whom had secured vast international investment that helped to turn Andhra Pradesh into a centre for computer software and outsourcing industries) and his special secretary, chief security officer and two pilots, this Indian Bell of the Andhra Pradesh local government took off on a flight from Begumpet to the village of Anuppalle in the Chitour district but lost contact with ATC over an hour into the flight. A search and rescue mission was organised which culminated in the two Indian air force helicopters locating the Bell near Rudrakonda hill, seventy kilometres east of Kurnool. Because of the location of the Bell (the terrain was very slushy, while the rescue helicopters were finding it difficult to land on the small hilltop. The densely forested area was covered in mist as well.) it was difficult to reach the crash site but once rescuers were able to make their way through the dense forest they found all five on board had died in the accident.

27aug09 N705LV AS350B2 **1878** dam

The Las Vegas Helicopters Ecureuil was taking off from the Grand Canyon West not far from Las Vegas (NV) when the tail rotor struck a rock and the chopper picked up substantial damage.

27aug09 T-906 Il-76TD dam

As can be expected when news comes from the African continent the details are not really clear, and so this Angolan Air

Force Ilyushin either ran off the end of the runway at Luanda or veered off about halfway down the runway. In either case a picture shows the Il-76 down a slight embankment without too much obvious damage although there are reports suggesting it might be written off. It was taking off with eight crew members and 33 passengers for a flight to the northern Cabinda province with 23 tons of provisions. The freighter came to rest very close to a local neighbourhood at Catintom in Mainga Community.

27aug09 122 PZL M-18 **1Z 011-22** w/o

The PZL M-18 from the HAF 359 MED/MAEDY crashed into the Ionian Sea near the village of Katelio, 25 km SW of Argostoli town on the island of Kefalonia in Greece while on a water bombing mission to combat a fire on the island, killing the pilot. During the mission the aircraft struck some electricity wires, cutting one of the wings, which caused the aircraft to crash.

28aug09 83-0008/OK E-3B **22836** dam

While landing at Nellis Air Force Base (NV) after a mission connected with the 09-5 Red Flag Exercise, this USAF E-3B from the 960th AACS was damaged by a fire and the nose gear collapsed. All 32 crew members were able to exit the aircraft safely. As for now it appears that the fire started when the aircraft was still airborne. The AWACS was still on the runway on 3 September!

30aug09 63 BLACK Su-27UB **96310415090** w/o

While performing at the Radom air show, this Belarus AF 61 IAB Su-27UB crashed near the town of Maleczyn, 80 kilometre south of Warsaw in Poland, killing both pilots. The aircraft crashed a few minutes after starting its display. First two barrel rolls were made, followed by a nosedive, straight flight then a gradual loss of altitude and finally striking some open ground close to a number of buildings. No-one was injured on the ground. The cause of the crash was possibly an engine failure, but the reason why the pilots did not make use of their ejection seats is still unknown.

30aug09 Chinook HC2 w/o

After suffering damage as the result of a hard landing near the town of Sangin in the Helmand province in south central Afghanistan this RAF 1310Ft Chinook HC2 was deliberately destroyed. The aircraft was destroyed because of the location it came down it was not possible to recover the helicopter safely. The crew of four and the fifteen soldiers it was carrying remained uninjured.

31aug09 Bell 206 dam

While on a bomb reconnaissance mission a RThai Army Bell 206 crashed while attempting to make an emergency landing into a rice paddy in the Hat Yai district of the Songkhla province in south Thailand. The helicopter came down nose first and came to rest on its side. The three crew members, two pilots and a mechanic,

were able to exit the helicopter under their own power. The emergency landing was made after the engine malfunctioned.

01sep09 LZ-BHC A320-211 349 dam

Leaving Verona for Roma-Fiumicino after having arrived earlier from Hurghada, Egypt on flight DO5379 this Balkan Holidays Airbus suffered a tail strike on departure and subsequently received substantial damage.

02sep09 HK-1313 PA-34-220T 34-8433045 w/o

Approaching Manizales from Bogota, to pick up two passengers and fly back again to Bogota, this private Piper Seneca disappeared from the radar while flying at 17,000ft. It is unclear exactly what happened but eye witnesses reported that the aircraft did not sound normal and even saw the twin engine aircraft explode in midair, with pieces of wing falling to the ground. Needless to say the pilot did not survive the accident.

02sep09 640 Mi-17 419M43 w/o

A Peruvian AF Mi-17 was shot down by the Shining Path guerrilla movement while attempting to evacuate three soldiers wounded in a rebel ambush in the central Peruvian highlands of the Andes Mountains. The helicopter was probably hit by machine-gun fire, killing two airmen and wounding a third.

04sep09 VT-ESM B747-437 27078 dam

During the push back from the gate to taxiway Alpha 3 at Mumbai (for flight AI829 to Riyadh) engine #1 (outer left) of the Air India Jumbo caught fire and the crew wisely decided upon an immediate stop and evacuation. Fire services were on the scene within minutes to extinguish the fire and once the smoke had cleared there was some damage to the leading edge slats and the engine itself obviously. There are some reports suggesting a possible fuel leak as the culprit.

04sep09 MQ-1 MQ-1 w/o

A USAF MQ-1 Predator crashed in eastern Afghanistan at a further unknown location. It was stated that the crash was not due to hostile fire, and that there were no reports of civilian injuries or damage to civilian property at the site. The cause of the crash is still unknown.

04sep09 TS-11 dam

This privately owned aircraft was forced to make a belly-landing at Cleveland Burke Lakefront (OH) after experiencing problems with its main landing gear. When preparing for the landing the pilot, Michael Hoyle, was only able to partially lower the nose gear, while the main gear remained in the up position. An F-18 aircraft was requested to join the unfortunate Iskra to confirm if the gear was still in the up position. After making several passes over the runway the pilot made a belly landing, and after

skidding for some distance the aircraft came to a halt on the runway. The pilot remained uninjured, and the aircraft received only minor damage to an engine cowl and the left wing.

04sep09 OH-58D dam

While starting the engine of this US Army OH-58D from the 4/6 CAV, at the Redding Municipal airport (CA), the aircraft caught fire and received major damage. The three man crew were able to escape from the helicopter without injuries. This helicopter was part of a group of at least six helicopters on a flight from its home base at Fort Lewis (WA) to a training area and had made a stop over at the airport.

06sep09 N131EH Bo105S S-595 dam

While test flying the ERA Helicopters Bolkow to look for pre-existing mechanical problems something went wrong and the Bo crashed at Schriever (LA), injuring the pilot and causing substantial damage to the helicopter which saw all four rotor blades detach and the right skid bent double.

06sep09 N204JB UH-1B 1016 dam

A former Army Huey, 63-13088, which since leaving active duty with the Norwegians has transferred to the civilian side of air operations (being registered to a private operator), was involved in a crash three miles south of Arvilla (ND) during crop spraying operations. The pilot was taken to hospital for check-ups and we are not entirely sure if the Bell is written off or just seriously damaged.

07sep09 I-NERY SA315B 2437 w/o

Power line inspections are one of the main reasons helicopters seem to crash and this HELOPS Lama confirms that statement. It was inspecting power lines up on the Mont Blanc when it crashed on the Toulua Glacier near the Turin shelter, killing the two engineers and seriously injuring the pilot.

07sep09 P-837 N24A 135 w/o

Indonesian Navy GAF N24A Nomad from SkwJ.800 crashed near a village on the Island of East Kalimantan in Indonesia. Of the nine crew and passengers four people were killed, and the other five seriously injured. The aircraft had been on a routine patrol when the accident occurred. The reason why the aircraft crashed is still unknown, but the Indonesian armed forces have been plagued by various accidents and incidents as a result of poor maintenance and the lack of spare parts.

08sep09 9N-... Do228 dam

The as of yet unknown Sita Air Dornier was conducting training flights to qualify new pilots when on one of the landings the nose gear collapsed, leaving the Do stranded on Nepalgunj's runway (in Nepal) and blocking said runway for a couple of



Seen here in one piece is GAF Nomad P-837 on 3 April 1998 at Adisucipto, Yogyakarta, where Marco Pennings took a picture of it. Almost 11,5 years later that same aircraft broke up into two pieces when it crashed on the island of Borneo.

hours. There was a fair amount of damage but none of the three pilots received injuries.

08sep09 "24" Mi-8 **2020** w/o

A Mi-8 of the Kazakhstan Border Guard Service crashed into the mountains of southern Kazakhstan, killing ten of the thirteen occupants. The helicopter was on a reconnaissance flight near the border with Uzbekistan to track-down possible illegal border crossers when the tail rotor hit a rock while the chopper tried to land in the Ugam gorge (Kazygurt district of the South Kazakhstan region). The con number needs confirmation!

09sep09 D-IYY Ce421C **421C0621** dam

Groningen's Eelde airport, the Netherlands was put on the highest state of alert after initial reports came in that an aircraft with more than fifty passengers had ended up next to the runway! In the end it was not that bad at all when it became clear a German Cessna 421, with two students from the Dutch Flight Academy on board, suffered from landing gear problems and upon landing the left main gear collapsed causing the Cessna to leave the runway and coming to a stop in the grass. Both occupants were uninjured, the aircraft received minor damage and the airport was closed for a good portion of the day while the twin prop was being salvaged.

09sep09 CC-CDI SE3130 **1777** w/o

The *Helicopteros del Pacifico* Allouette (former 76+83 in the distant past) ran into some electrical cables while flying low over a vineyard near Casablanca, Chile and subsequently crashed. The two persons on board miraculously survived the accident!

09sep09 UR-70427 An-2R **1G143-06** w/o

An Antonov 2 of an unknown operator was destroyed at the Groza farm in the village of Onikeyevo, Kirovograd region, Ukraine, when it suffered from engine troubles and crashed. After the crash a fire erupted and damaged the right wing and a part of the cabin. Apparently the CofA (Certificate of Airworthiness) had expired 26 April 2008..

10sep09 C1641 MiG-21MF w/o

A MiG-21MF of the Indian AF 17sq crashed near the Bathinda air base in the Punjab in northwest India, killing the pilot. The aircraft apparently lost power while taking off from Bathinda air base, but the pilot was unable to eject in time.

10sep09 C.14-58/14-33 Mirage F1M w/o

The pilot of this EdA Mirage F1M from *Ala 14* was able to eject successfully from his aircraft and parachute to safety, receiving only slight injuries during the event when his aircraft went down. The aircraft crashed in the Cazorla Natural Park in Jaén, Andalusia in southern Spain. It is still unknown why the aircraft, which had been on a routine training flight, had crashed.

10sep09 Lynx dam

While on a low level training flight over Exmoor the FAA Lynx from RNAS Yeovilton flew into power cables and was forced to make an emergency landing in a field near Lynton, North Devon in southern England. The two crew members remained unharmed. The helicopter received damage to its windscreens and to the rotor blades.

10sep09 AMHT-208 Mi-8MTV-1 **96043** w/o

This Mexican Navy TERESCAMEI Mi-8 helicopter crashed near the town of Homero, about 60 miles northwest of Veracruz, on the border between the states of Puebla and Veracruz in eastern Mexico, while en route from Veracruz to Mexico City. Two of the five occupants were killed, and three others injured. The helicopter had been operating in rain and fog close to the Mexican Gulf coast. The injured were taken to a hospital in the town of Perote. At the time of the crash the helicopter was being used "to transport missions, supporting and monitoring the civilian population". As for now the cause of the accident is still unknown.

11sep09 JA96GF Bell 412EP **36124** w/o

After departing from Gifu airbase, Japan the rescue helicopter dropped off two crew members who were to participate in a rescue operation near mountain Jandarumu (3,163m). Shortly after lifting off, or during, the tail rotor hit rocks and subsequently the Bell crashed between Mt.Okuhodaka and Mt.Nishihodaka, Takayama City, Gifu prefecture, killing all three remaining crew members.

11sep09 ZS-NPG PA-31-325 **31-7912092** dam

Mechanical problems forced the pilot of this *private* Piper to return to his departure airport of Namputa, Mozambique only minutes after taking off. The pilot had trouble controlling the PA-31 and eventually nose dived onto the airport tarmac, damaging the twin engine prop but luckily not injuring either the pilot or the two passengers.

11sep09 PC-7 MkII w/o

A PC-7 trainer of the Malaysian air force crashed ninety metres short of the runway while attempting to land at the Langkawi International airport on the island of Langkawi in northern Malaysia, killing both pilots. After the crash the aircraft was further destroyed by fire. Further information as to the reason why the aircraft crashed has not been released.

11sep09 MQ-1 w/o

A USAF MQ-1 from the 432nd Wing at Creech Air Force Base crashed at the Holloman Air Force Base NM while on a training mission. The Predator was taking-off at the time of the accident, and at about one mile west of runway 22 the UAV faltered and crashed into a fence located on the air base. No one was injured in the incident.

12sep09 Mushshak w/o

A Pakistan army Mushhak aircraft crashed while on a routine training mission in the Solki Chhattha area near Gujranwala in east Pakistan. Though the pilot was still alive when rescued from the aircraft he later died from his sustained injuries. It is thought that the crash was caused by a mechanical problem.

13sep09 F-16A w/o

An IDF/AF F-16 crashed near Pnei Hever, south of the West Bank city of Hebron in the Israel occupied territories killing its pilot, captain Asaf Ramon. The cause of the crash is still unknown. The aircraft had taken-off as one of a pair of F-16s to practice dog fighting. The pair managed to practice three dog-fights with their F-16As, but as they were flying at around 19,000 feet, the lead pilot lost eye contact with Ramon's aircraft, who had then struck a nearby mountain. Several possibilities that could have caused the accident are being reviewed by the air force. Firstly, there is the possibility that the plane encountered a mechanical failure that Ramon could not overcome. A second and more plausible possibility is that he blacked out during one of the sharp turns - possibly at 9 Gs - or experienced vertigo. Asaf Ramon is the son of Ilan Ramon, Israel's first and only astronaut who was one of seven crew members killed when space shuttle Columbia exploded as it re-entered the atmosphere in 2003.

13sep09 MQ-9 w/o

A USAF MQ-9 Reaper Unmanned Aircraft System crashed into a mountain side in northern Afghanistan after being shot-down by an USAF fighter. During the MQ-9 flight positive control was lost leaving the UAS on a course which would take it outside the Afghanistan airspace and infringe the airspace of either Turkmenistan, Uzbekistan or Tajikistan.

14sep09 D-AFKE Fokker 100 **11505** dam

Barely a month in the fleet of Contact Air (it was delivered 21 August and entered service 1 September) the Fokker 100 sustained substantial damage when it landed at Stuttgart (as flight LH288 out of Berlin-Tegel) with only the nose gear fully extended, the right main gear partially and the left one still in the up position. Apparently there was a fault in the hydraulic system that prevented both the normal and emergency gear system from working properly! As they were coming in to land (after several unsuccessful attempts to lower the gear) everything was captured on TV and so viewers were able to see all the spectacular sparks as the Fokker touched down on the nose wheel and main gear doors on the foam carpet laid out by the fire services. They rushed out after the landing aircraft and quickly extinguished any fire that had started. All on board (five crew and 73 passengers) quickly left the aircraft and nobody received any injuries. The Fokker will be out of the running for a while and was ferried from Stuttgart to Woensdrecht 25 September for repairs.

14sep09 5Y-PAX Ce404 **404-0104** w/o

A Kenya Police Air Wing Titan crashed and exploded into flames moments after taking off from Wilson airport in Nairobi,

Kenya during a training flight, killing a student pilot and badly injuring the instructor, who received burns over 45 percent of his body. The cause of the crash is still unknown, but the lack of financial means as well as the personnel shortage could be a major contributing factor. As for now the air wing has halted all training for new pilots after the accident.

15sep09 N336DN Ce208 **208-00001** w/o



The very first production Cessna Caravan, operated by North American Flight Services, was written off when it made an emergency landing in a field off Kelsey Road near Berkshire County town, near Sheffield (MA). The pilot, enroute from Farmingdale (NY) to Saratoga Springs (NY), reported a fire in the belly of the Cessna and put the single engine turboprop down in a cornfield where he and his five passengers quickly evacuated the aircraft. The Cessna was completely destroyed by fire.

15sep09 N62PG Lj36A **36A-031** dam

Due to yet unknown reasons the Phoenix Air Group Learjet skidded off the runway at Chennault (LA), spun around and ended up backwards with its nose wheel collapsed. The two pilots escaped without injuries but the Lear suffered damage to its front landing gear and a fuel line near the left wing was also compromised.

15sep09 OO-TML PA-34-220T **3449089** w/o

A very sad day in Portugal and for all Dutch pilots-in-training when this Ben Air Flight Academy Piper Seneca crashed between Lombador and Sete on a flight from Sevilha to Evora, killing the 27 year old instructor and two 18 and 21 year old Dutch students from CAE-NLS (a Dutch flying school). It is not clear what caused the accident although it appears that the autopilot pitch trim was malfunctioning.

16sep09 N726CB Beech B200 **BB-1750** w/o

One very lucky pilot escaped the burning wreckage of this Henry Broadcasting Nevada Beech 200 when it crashed shortly after take off from Hayward (CA) after what sounds like an engine failure.

17sep09 LM2039 AS202 **222** w/o

A Bravo AS202 training aircraft of the Indonesian air force school (WP-1) crashed into a rice paddy in the Sragen district of East Kalimantan on the island of Java in Indonesia, killing the pilot. The aircraft was completely destroyed in the crash, scattering parts over a wide area. The student pilot was on a training flight for an aerobatics event that is to be held in October.

18sep09 CH-46 **dam**

A USMC CH-46 helicopter was damaged during a forced landing in a field off Power House Road near Rock Island State Park TN. It is believed that the helicopter struck a power line, damaging the aircraft. One of the crew members was treated on site for cuts and abrasions.

18sep09 701579 T-38A **T6269** w/o

Two pilots of the USN TPS ejected from their T-38 at the Patuxent River NAS in southern Maryland when the aircraft departed from the runway. Both pilots remained uninjured, but were flown by Maryland State Police to Prince George's Hospital Center for evaluation.

18sep09 N349TA C212-200 **349** dam

Substantial damage was the result when Bering Air's CASA Aviocar suffered a runway overrun at Savoonga (AK). The 212 had more than 5,000 pounds of cargo on board when it landed amidst strong gusting winds in the darkness before ending up on soft terrain.

18sep09 N66051 B767-424ER **29446** dam

While taxiing out for departure as flight CO050 to Frankfurt the left main gear of the Continental 767 suddenly collapsed! The passengers and crew no doubt got quite a shock but were on their way four hours later on a replacement aircraft. The stricken Boeing was at the time of this Scramble going to press still waiting for replacement parts.

20sep09 UH-60L **w/o**

A US Army UH-60 of A/1-52nd AVN crashed at Balad Air Base, about eighty kilometres north of Baghdad in Iraq, killing one crew member and injuring twelve others. At the time of the crash the area was pounded by high winds which created a fierce sandstorm that was followed by thunder, lightning and rain, in other words not the most ideal weather to fly a helicopter.

21sep09 UH-1 **w/o**

A helicopter from the Bolivian air force, being operated for Joint Task Force (FTC) "Blue Devils" (an air force unit supported by the US Dept of State), crashed into a river in the region of Cochabamba, central Bolivia, after suffering a breakdown. So far no information has been received as to the fate of the occupants of the helicopter. The aircraft was on a coca eradication mission.

22sep09 F-5E **w/o**

22sep09 5-8208 Simorgh **w/o**

Initial reports suggested the aircraft was taking part in an army parade near Tehran and conducting manoeuvres when it crashed in the village of Vali Abad or (according to the air force) the Il-76 was on a training mission. In the end it turned out to be a mid-air collision with an F-5E over the area of the Imam Khomeini Shrine, southern Tehran. The crew reported an engine fire (but did not declare a mayday) and was circling for an emergency landing at Tehran-Mehrabad's runway 29L when the radome detached which hit the tail fin and eventually caused the jet to crash, as did the Tiger II which came down in flames. As a side note the IRIAF operated a single Simorgh, a former Iraqi Air Force Adnan. The Adnan AWACS was in turn a modification of a Soviet-built Ilyushin Il-76 transport.

24sep09 ZS-NRM BAe4121 **41069** w/o

An engine failure after take off that could have caused a lot more victims but as by a miracle nobody died in the crash! The SA Airlink Jetstream 41 just got airborne from Durban's runway 06 to perform a positioning flight to Pietermaritzburg as SA8911 when one of its engines failed. The crew put out a mayday and ended up crashing onto a vacant lot and slid into primary school grounds at Merebank (thankfully no kids were outside!) approximately 400m from the runway and broke up in two main parts at about the wing spars. Blade damage to both propellers suggests, that the right hand engine was operating under full power, while the left hand engine may have failed without the propeller entering feather position. The plane is said to have struck a municipal worker on the ground who was cleaning the street. Both pilots and the flight attendant were airlifted to hospital with serious injuries.

24sep09 Rafale x2 **w/o**

After the air force lost their first Rafale back in December 2007, this time it was the Navy's turn to write off a Rafale and unfortunately it had to be two as well! Both Rafales crashed into the Mediterranean Sea about thirty kilometres from Perpignan, France while returning to aircraft carrier Charles de Gaulle after an unarmed test flight. One pilot was rescued almost immediately, the second pilot was still missing. One Sécurité Civile helicopter, one Dauphin from BAN Hyères, two Dauphins and one E-2C from the De Gaulle carrier plus an Atlantic 2 from BAN Nîmes-Garons were involved in the searches. It was not clear whether the crash was the result of an in-flight collision or for other reasons, although according to French Navy officials a collision was the more plausible reason.

Credits: usaf.aib.law.af.mil, ASN, Aviation Letter, The Aviation Herald, BFU, Flight Global, Thaindian News, John van Boven, FAA, J.A.C.D.E.C., Scramble Message Board, www.daylife.com, BBC, Reuters, MÉXICO, D.F. (AGENCIAS), Alamogordo Daily News, Isreal's Channel 10 TV, Associated Press, Walter van Brempt, Fox Reno, The Jakarta Post, AFP

Scramble Intelligence Service



Two Hungarian Mil helicopters were operating out of Florennes for exercise Pegasus 2009. This bi-annual special forces exercise took place from Florennes. With the move of the TLP to Albacete, visitors and reports become rare, but this exercise shows Florennes still attracts visitors and exercises.

Upcoming exercises

TLP 2009-4 will be the first Albacete based TLP. From 9 November until 4 December the following participants can be found in Eastern Spain.

9 November – 12 December

Belgium	4x F-16AM	BAC
Denmark	4x F-16AM	KOL
France	2x Mirage 2000C	EC00.012
France	2x Rafale	EC01.007
Germany	2x EF2000	JG74
Germany	2x Tornado IDS	JBG32
Italy	2x Tornado ECR	155° Gruppo ETS
Netherlands	4x F-16AM	KLU
Spain	Falcon 20ECM	472 Esc
Spain	2x Mirage F1M	Ala 14
United Kingdom	2x Harrier GR9	RAF
United Kingdom	2x Tornado F3	111sq
United States	2x F-15C	493rd FS LN

23 November – 27 November

France	2x EC725	AdIA
Unknown	2x AH-64	

23 November -4 December

Spain	1x C295M	353 Esc
Spain	2x EF-18A+	AME
United Kingdom	2x Hawk T1A	100sq
United Kingdom	2x Tornado F3	111sq
United States	2x F-15C	492rd FS

Red Flag Nellis 2010. The dates for fiscal year 2010 are set. The first edition will be a "European" one. Three participating units are Europe based ones.

19oct -30oct	Red Flag 10-1
25jan -05feb	Red Flag 10-2
22feb -12mar	Red Flag 10-3
19jul -30jul	Red Flag 10-4

Participants Red Flag 10-1

Netherlands	F-16	Klu
Norway	F-16	FLO
United States	F-16CG	20th FW SW
United States	F-15E	48th FW LN

United States	A-10C	23rd WG FT
United States	HC-130P	79th RQS FT
United States	F-16C/D	125th FS OK
United States	F-15A/B/C	123rd FS

Exercises

Europe

Pegasus 2009 a bi-annual special forces exercise, to train special forces in conducting operations during peace time, was held from 14 to 25 September. Koksijde, Zeebrugge and florennes were involved next to the exercise areas of Marche en Famme and Lagland. Flying operations were conducted out of Florennes. Not a lot of information is known and some participants were only there for a few days. Next to the below a Mildenhall based MC-130, a Swedish Tp84 and a Greek C-130H were there.

405	An-26	MH 59. Sz.D. R	13 Sep
704	Mi-17	MH 86.HE	
720	Mi-24V	MH 86.HE	
252, 253	CN235M-100	101sq	13-15 Sep

Bold Avenger 2009 was held at Karup airbase, Denmark from 13 -25 September. Bold Avenger is the primary training event for the European Expeditionary Air Wing (EEAW). Four Dutch F-16's participated from Leeuwarden. The United States Air Force Europe (USAFE) participated with some F-15's from Lakenheath and tanker support from Mildenhall. Airborne Early Warning was provided by a E-3A AWACS out of Geilenkirchen. Thanks to Eric van Lisdonk and Egbert Marisael we can provide an almost complete log of the exercise. The below was logged on 14 September and during the media day at 15 September.

F-16AM, FS, 2w
FA84, FA98 & FA126

F-16AM, RDAF
E-004, E-075, E-107, E-600, E-605, E-606 & E-608

F-16C, 347 Mira
049, 053, 063, 065, 071

F-16AM, FLO
297, 659, 662, 670 & 688

F-16C, 10.elt
4070, 4071, 4072, 4073 & 4074
4085 & 4087 F-16D 10.elt

F-16AM, Esq201

15101, 15125, 15126, 15127 & 15137

F-16C, 162 Filo

89-0035, 89-0040, 89-0043
90-0009 F-16D 162 Filo

2408	An-26	242.tsl
R210/64-GJ	C-160R	ET00.064
R223/64-GW	C-160R	ET00.064
201/36-CA	E-3F	EDC00.036
314/4-AX	Mirage 2000N	EC01.004
326/4-AS	Mirage 2000N	EC01.004
331/4-BO	Mirage 2000N	EC02.004
354/125-BJ	Mirage 2000N	EC02.004

Based

AS550C2, Esk 724

P-090, P-234, P-276, P-288 & P-369

T-17, FLSK

T-402, T-412, T-417, T-420, T-423, T-429 & T-432

M-507, M-510 EH101 Mk512 Esk 722
S-249, S-256 Super Lynx Mk90B SHT

Force Eval 2009 a German exercise to asses the combat readiness of a German expeditionary wing, was held at Neurendenburg, from 7 until 25 September. During the exercise some aircraft were also involved in the exercise Bold Avenger, to act as Red Air players. Aim of the exercise was to get certified as a combat ready force for a period of two years.

F-18C, HåvLLv 31

HN-408, HN-423, HN-424, HN-428, HN-439
HN-461 F-18D

F-4F, JG71

37+21, 37+26, 37+77, 37+81, 38+33, 38+44, 38+60 & 38+73

Tornado IDS, JBG33

45+07, 45+33, 45+43, 45+52, 45+83, 45+96, 46+21,

Tornado ECR, JBG32

46+35, 46+41, 46+43, 46+44, 46+45, 46+55

Rest of the World

Red Flag Nellis 09-5 was held from 24 August until 4 September. Thanks to "Shibumi" we can provide an almost complete overview of the participants.

AMX ACOL, 132° Gruppo CBR
MM7114/51-52, MM7129/51-54, MM7165/51-47,
MM7169/51-66, MM7174/51-60, MM7186/51-50, MM7191/51-45,
MM7197/51-46 & MM7198/51-44

F-15C, MA, 131st FS

78-0474, 78-0476, 78-0478, 78-0485, 78-0508, 78-0543, 78-0545 & 79-0064

F-16CG, HL, 4th FS

88-0439, 88-0462, 88-0492, 89-2152

F-16CG, HL, 34th FS

87-0354, 88-0431, 88-0454, 88-0497, 88-0498, 88-0507, 89-2067, 89-2149

F-16DG, HL, 34th FS

88-0174 & 90-0782

F-16CG, HL, 421st FS

88-0462, 88-0471, 88-0485, 88-0495, 88-0512 & 90-0753

F-16E, 148th FS, UAE

3005, 3008 "00-3008/AZ", 3028 "00-3028/AZ", 3029 "00-3029/AZ", 3031, 3032, 3033 & 3034

EA-6B, VAQ-133

161120/NL-530, 163048/NL-531 & 163400/NL-533

F/A-18D, VMFA(AW)-121

16.../VK-06, 164667/VK-07, 164670/VK-12, 164672/VK-09, 164705/VK-15, 164882/VK-16, 165414/VK-02, 165416/VK-08 & 165530/VK-00 & 165687/VK-04

60-0008/LA	B-52H	11th BS	"8th AF"
61-0001/LA	B-52H	nmk	
61-0013/LA	B-52H	20th BS	
61-0015/LA	B-52H	96th BS	
79-0002/OK	E-3B	960th AACs	
83-0008/OK	E-3C	960th AACs	
58-0055	KC-135R	116th ARS	
59-1475	KC-135R	92nd ARS	
62-3546	KC-135S	912th ARS	
63-7987	KC-135R	18th ARS	
63-8012	KC-135R	18th ARS	
63-8013	KC-135R	18th ARS	
88-0264	MC-130H	1st SOS	

Summary

We would like to notice that the following information about: airshows, port visits, exercises, rotations and deployments is subject to change. Conformation is mostly given at the last moment.

c=conference	d=deployment	e=exercise	
p=port visit	r=rotation	s=special event	v=visit

2009		
21sep-30oct	Loyal Midas	e Mediterranean
05oct -23oct	Joint Warrior 09-2	e Scotland
05oct -16oct	Red Flag Alaska 10-1	e Alaska
05oct -23oct	WTI 10-1	e Yuma
06oct	EU – Brazil Summit	c Stockholm
08oct -09oct	Axalp demonstration	s Axalp
12oct -13oct	EU Defence & Foreign min.c	Luxemburg
12oct -23oct	Anatolian Eagle 09-3	e Konya
22oct -23oct	NATO Defence ministers c	Bratislava
29oct -30oct	European Heads of State c	Brussels
02nov -13nov	Anatolian Eagle 09-4	e Konya
09nov -04dec	TLP 09-4	e Albacete
13nov -17nov	NATO Heads of state c	London
03dec -04dec	NATO Foreign ministers c	Brussels
10dec -11dec	European Heads of State c	Brussels



Just a few seconds to go before this Tornado IDS touch down at Kleine Brogel during the NATO Tigermeet spottersday. Next to this annual event, German Tornados also participated in Force Eval. For a full report of this day take a look at our showreports section, a report of Force Eval can be found in this section. (Kleine Brogel, 18 September 2009, Pieter van 't Hof)



Dramatic take-off of this modified two-twelve, optimised for operations in hostile environments in the Implementazione Capacità Operative programme. It features, among other things, gun mounts and more armour. Obviously, a rare visitor to our shores. (Kleine Brogel, 18 September, Richard Baas)



Tigers abound! The yearly test for creativity always provides us enthusiasts with unique photo opportunities. This is a welcome addition to the otherwise grey livery. Good to see more Gripens too, with two countries attending NATO Tiger Meet 2009, Hungary and the Czech Republic. The latter sent this tiger tailed JAS39C. (Kleine Brogel, 18 September 2009, Mike Schoenmaker)

Military News & Updates



The Austrian Air Force received its fifteenth and final Eurofighter Typhoon on 24 September 2009. This aircraft, 7L-WM, flew to its new home country from Manching on that date. The aircraft previously served the Luftwaffe as 30+18.

(Manching, 24 September 2009, Dietmar Fenners)

Because of our standardization we sometimes use type, unit and serial presentations that may strongly differ from those used by the manufacturer or user. It is therefore possible that the information sent by you can deviate from the information we publish.

Because of the limited space available in the magazine we also offer the military updates in digital form. These always contain a little more info, like the exact arrival dates for AMARG, etc. The PDF-file can be downloaded for free from our website at <http://www.scrabble.nl/members/index.html>.

Europe

Belgium

Luchtcomponent (AF)

The Belgian air cadets have acquired four second hand gliders. Two Grob G102 Astir CS Jeans were acquired as replacements for two crashed aircraft while two Grob G103 Twin Astir II's were bought because of the future withdrawal of four first generation Grob 103 Twin Astirs. All aircraft were bought on the civilian market although one of them already served in the Royal Air Force before being sold to a civilian owner. Except PL97, which is being overhauled at Goetsenhoven, all aircraft are already in service at either Goetsenhoven or Weelde.

As mentioned in last months issue, the Alouette II has had its final flight within the Belgian Air Component. The last three operational helicopters, A61, A64 and A69 performed a fly-by during a ceremony held at Bierset on 9 September. Together with twenty already stored and dismantled Alouettes at both Bierset and Zutendaal, they are sold to MAD Africa Distribution for a future life in Madagascar. The sale consists of:

Lot A

A22/1662/348C
A53/1995/622C-A72
A62/2035/659C-A111
A73/2087/700C-A163

A50/1990/617C-A67
A57/2009/636C-A85
A69/ 2072/688C-A148
A77/2124/730C-A200

Lot B

A40/1956/584C-A40
A47/1986/614C-A63

A44/1961/589C-A44
A55/1998/625C-A75

A64/2050/671C-A126
A78/2133/737C-A209

A66/2064/682C-A140
A79/2138/742C-A214

Lot C

A43/1960/588C-A43
A59/2018/645C-A94
A65/2057/676C-A133
A70/2079/694C-A155

A49/1989/616C-A66
A61/2034/658C-A110
A68/2068/684C-A144

The Ministry of Defence mentioned both Bierset and Koksijde being candidates in a statement concerning the results of the closure of 60 to 70 percent of all military barracks. With the expected withdrawal of the SeaKing Mk48s in 2012, only two replacement NH90s will be based at nearby Oostende and Koksijde will be closed or only be used by B-Hunter UAVs. Bierset's grounds have been interesting for the civil part of the airfield (Luik) for many years so the MOD is expecting to sell the area quiet soon. The helicopters based at Bierset will move to Beauvechain.

F-16AM

FA87 10w grey tiger c/s **6H-87** sep09

Grob G102 Astir CS

PL72 Luchtcad. f/n **2122** jul09
PL73 Luchtcad. f/n **2050** sep09
PL76 i/a w/o 15aug08 **2051** jul09

Grob G103

PL96 Luchtcad. f/n **3526** sep09
PL97 Luchtcad. f/n **33961** jul09

SF260D

ST48 5sm tiger c/s **848** sep09

Austria

Österreichische Luftstreitkräfte (AF)

EF2000

7L-WM ÜBG ex 30+18/JG73 **GS0010** jul09
7L-WN ÜBG ex 30+19/JG73 **GS0011** jul09

On 4 September 2009, the fourteenth Eurofighter was delivered as 7L-WN to the Österreichische Luftstreitkräfte, followed by WM, the final one, on 24 September 2009.

Czech Republic

vzdušných sil (AF)

In late August the Czech Air Force finished its NATO Air Policing mission over the Baltic States being the fourteenth detachment to do so. During their four month stay at Siauliai the JAS-39 GripenS flew a total of 336 sorties in 400 flying hours including eight live scrambles against aircraft that didn't follow civil flight regulations.

Denmark

Flyvevåbnet (AF)

F-16AM

E-107 Esk 727 ex Esk 730 **M12-3/61-660** sep09
E-606 Esk 730 ex Esk 727 **6F-41** sep09

Finland

Ilmavoimat (AF)

In June 2006 (Scramble 325), we mentioned the building of the Frankenplane. Patria Aviation, located at Halli air base, had accepted the challenge to build a new Hornet training aircraft with the help of two airframes. For this, they used the main and rear fuselage of a Finnish Hornet (serial HN-413) and the forward fuselage of a Canadian CF-188B (serial 188920). Originally planned to be completed by the end of 2007, it took a further two year for completion. The "new" aircraft had an official rollout on 21 September 2009 and a first flight scheduled for October 2009.

Patria Aviation schedules another Frankenplane. They have proposed to mate the damaged forward fuselage of HN-413 with the main and rear fuselage of 188920. However, this aircraft will not fly and will be used as an instructional airframe at Halli.

F-18C-48-MC

HN-408 HävLLv 31 ex H.21 **1330/FNC008** sep09

F-18C-50-MC

HN-416 HävLLv 11 ex H.21 **1395/FNC016** aug09

F-18C-51-MC

HN-423 HävLLv 31 ex H.21 **1419/FNC023** sep09
HN-426 HävLLv 31 ex H.21 **1425/FNC026** sep09
HN-428 HävLLv 31 ex H.21 **1429/FNC028** sep09
HN-439 HävLLv 31 ex H.21 **1451/FNC039** sep09

F-18D-46-MC

HN-461 HävLLv 31 ex H.21 **1270/FND001** sep09

France

Armée de l'Air (AF)

As of 1 September a number of units have been renamed:
EE02.002 Côte d'Or Alpha Jet (Dijon) ex EE05.002
GRV02.093 Bretagne C-135 (Istres) ex GRV00.093
EEA00.054 Dunkerque C-160G (Metz) ex EEA11.054
ET00.043 Médoc TBM700A (Bordeaux) ex ETM02.040
EH01.044 Solenzara Puma (Solenzara) ex EH06.067
ET00.043 is no longer an Escadron de Transport Mixte as it has lost its Fennees.

Earlier this year the Escadron d'Expérimentation Drones (EED01.330 Adour) flying with the SIDM (MALE) UAVs has moved from Mont de Marsan to Cognac. The traffic at the Cognac circuit has not increased with this transfer as the units 'aircraft' are currently based in Afghanistan. By the end of 2010 EH05.067 will move from Istres to Orange.

On 1 September Toulouse Francazal was officially no longer an operational military airfield and on 3 September Escadrille SPA26 was added to EC01.002 Cigognes at Dijon. This former EC01.005 squadron has replaced SPA12, so EC01.002 consists now of SPA3 SPA26 and SPA103.

The following units changes are still planned; the disbandment of EC01.004 Dauphiné at Luxeuil in 2010, by September 2011 EC03.004 Limousin at Istres should be disbanded with its traditions going to EC02.004 La Fayette at Luxeuil. Also in 2011 the Mirage 2000Fs and Alpha Jets from Dijon should move to Luxeuil.

LFPB = Paris Le Bourget

Alpha Jet

E73/120-NE ETO02.008 ex 8-NE aug09

AS555AN

5534/WJ ETM01.040 ex nn **5534** sep09



It looks like, that with the introduction of new codes to the ALAT Pumas and Gazelles the codes for the SA342L1s are running in serial order. If this is correct, then this SA342L1 with code GEB should be 4206. (Le Luc, 2 September 2009, Jille Kammeraat)



The ALAT Pumas are also getting new codes, although if there is a system in these is not yet clear. A Puma with code DCD was noted at Le Luc and judging from its special 1.000.000 hours markings this should be 1057 (ex AZB).

(Le Luc, 2 September 2009, Jille Kammeraat)

DHC-6-300

298/F-RACD no marks ex CD/GAM00.056 **298** sep09
 This Twin Otter was reported as wfu in early 2008. However an all white Twin Otter with only the French roundel and callsign F-RACD (no c/n painted on the a/c) was noted at Schiphol in early September. This may be the former CD coded aircraft from GAM00.056.

Mirage 2000-5F

74/102-MK GC01.002 ex 102-EK **313** sep09
 74 was one of the first aircraft noted with a code in the new system. It has now been recoded, maybe this new code system is not that 'fixed'.

Mirage 2000C

79/115-KE EC02.005 ex 103-LE **320** sep09

Mirage 2000N

324/116-CX EC03.004 ex 4-CX **aug09**
 354/125-BJ EC02.004 ex 4-BJ **319** sep09

Mirage F1B

501/33-FP std LFPB ex 33-FP **apr09**
 514/112-SA ER02.033 ex 132-SA **aug09**
 501 arrived on 30 April at the Dugny storage side of the museum.

Mirage F1CR

607/112-ND ER02.033 ex 33-ND **sep09**
 610/112-CI ER01.033 ex 33-CI **sep09**
 649/112-CR ER01.033 ex 33-CR **sep09**

Mirage F1CT

267/112-QC ER02.033 ex 30-QC **sep09**

Rafale B

303/118-EA EC05.330 ex 330-EA **sep09**
 314/113-HP EC01.007 ex 7-HP **sep09**

Rafale C

113 Dassault new **sep09**
 116 Dassault new **sep09**

Armée de Terre (AR)

As mentioned last month the Army has also started to recode their helicopters. All helicopters from 1RHC noted at the air show at Phalsbourg had new codes. As can be seen below there is no obvious "system" with the codes of the Pumas and the code range looks like it is also used at other ALAT bases

(code DDQ was seen at Pau and DAP, DCD, DON and DOW at Le Luc). However the codes of the Gazelles appear to run in serial order and the range is also used at other bases (GQJ noted at Pau, GEB, GEI, GKE and GNU at Le Luc and last months 4023/GMH). The SA341L1s seem to run in total serial/code sequence if we make a list of the ones seen with 1RHC and the other known SA342L1s; 4218/GEM, (4219/GEN), (4220/GEO), (4221/GEP), (4222/GEQ), (4223/GER), 4224/GES, (4225/GET), (4226/GEU), 4227/GEV, 4228/GEW. The ALATs first SA341L1 4205 could fit nicely into this sequence with code GEA. Is this the first sign of fixed codes for ALAT Gazelles and Puma/Cougars?

SA330B

1036/DAC-48	1RHC	ex CZP	1036 sep09
1069/DAG-34	1RHC	ex BRC	1069 sep09
1143/DAO-41	1RHC	ex CZM	1143 sep09
1165/DCT-16	1RHC	ex CNA	1165 sep09
1232/DBA	1RHC	ex BRW	1232 sep09
1239/DDN	1RHC	ex AZI	1239 sep09
1519/DBL-31	1RHC	ex BZP	1519 sep09
1617/DBM*	1RHC	ex BRE	1617 sep09

The Pumas carry an addition number near the cockpit, reason for this is yet unknown.

SA341F

1149/GQH	1RHC	ex AFD	1149 sep09
1369/GQL	1RHC	ex CXJ	1369 sep09
1508/GQW *	1RHC	ex CWA	1508 sep09
1518/GQX	1RHC	ex CXQ	1518 sep09

Tie-ups for those marked with an * need confirmation as they come from a based aircraft list obtained at the Phalsbourg air show.

SA342L1

4218/GEM	1RHC	ex CXO	2218 sep09
4224/GES	1RHC	ex BPY	2224 sep09
4227/GEV	1RHC	ex CXR	2227 sep09
4228/GEW	1RHC	ex CXN	2228 sep09

SA342M

3850/GAI	1RHC	ex CWC	1850 sep09
3862/GAL	1RHC	ex CWN	1862 sep09
3868/GAO *	1RHC	ex CWQ	1868 sep09
4072/GBI	1RHC	ex CWX	2072 sep09
4119/GBQ	1RHC	ex CWU	2119 sep09

4144/GBX	1RHC	ex CWK	2144	sep09
4145/GBY *	1RHC	ex CWO	2145	sep09
4186/GCM	1RHC	ex BPQ	2186	sep09

Marine National (NY)

Rafale M				
28	Dassault	new		sep09

Germany

Luftwaffe (AF)

Two months ago we published the photo of AG51 Tornado 45+06 in its special '512 Last Call' colour scheme (and most saw the very same aircraft at Kleine Brogel recently). AG51 is to lose its second Tornado squadron (Staffel) in September, in favour of a squadron of UAVs. This new UAV squadron is expecting the arrival of the first EuroHawk in 2011. Before the introduction of the EuroHawk, the Staffel will operate the Heron 1 recce UAV in Afghanistan (refer to Scramble 361 – Page 81). In the meantime, the unit has received their first Reccelite reconnaissance-pod. This digital recce-system will be operated alongside the analogue German recce-pod.

Since 31 August 2009, the German Air Force has taken over patrolling the Baltic air space from the Czech Air Force. Four EF2000s of JG74 at Neuburg are now based at Siauliai (Lithuania) until early January 2010. On 15 September the detachment already encountered an Alpha Scramble, when they were called in to intercept a Russian Air Force A50 Mainstay (nr 51).

EF2000

30+07	o/h EADS	ex TSLw1	GS0002	aug09
30+18	to Austria	as 7L-WM	GS0010	
30+19	to Austria	as 7L-WN	GS0011	
30+48	EADS	fff 25sep09	GS0033	sep09
30+49	JG73	ex EADS	GS0034	sep09
30+50	JG73	d/d 04sep09	GS0035	sep09
30+51	EADS	fff 25sep09	GS0036	sep09
31+19	EADS	fff 07sep09	AS012	sep09

The former Kaufbeuren Typhoon (30+07) was brought in by road for modification on 26 August 2009. Austria received its two final aircraft on 4 and 24 September (7L-WN and 7L-WM respectively).

F-4F

38+37	JG71	not scrapped!!	4716	sep09
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Tornado IDS

43+87	JBG33	ex AG51	226/GS060	aug09
45+22	AG51	ex JBG31	558/GS170	sep09

Heeresflieger (AR)

ETND = Diepholz

NH90-TTH

78+11	HFWS	ex 98+95	1059?/TGEA11	sep09
78+12	HFWS?	ex 98+96	1061?/TGEA12	aug09
98+95	reregistered	as 78+11	1059?/TGEA11	
98+96	reregistered	as 78+12	1061?/TGEA12	

UH-1D

72+83 THR30 not dumped ETND **8403** sep09

Hungary

Magyar Légierő (AF)

C-17A

02	HAW	d/d, ex 08-0002	F-210	17sep09
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Boeing delivered NATO's second Globemaster III following the aircrafts first flight on 10 September 2009.

Italy

Aeronautica Militare Italiana (AF)

LIPL = Ghedi (BS)

AB212AM

MM81151/-	672°SC	ex -/SAR Linate	5808	sep09
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In September 2009, AB212AM was noted with badge Poligono Interforze Salto di Guirra on the right side of the tailboom.

AB212ICO

MM81148/-	21°Gruppo	ex -/SAR Linate	5805	sep09
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AB212 MM81148 was converted to AB212ICO (Implementazione Capacità Operative). It is a kind of MLU regarding the operations in hostile territory. The AB212 ICOs have : two lateral MG42/59 7.62mm machine guns operated by two crew members, two flares launchers on the boom, armour protections along the fuselage/cabin, the pilot seats are different and have some protections in kevlar and ceramic. It has less range due to the removal of the cabin fuel tank of 1.000 lbs (to make space for the gun post), limiting operations from three hours to around two hours.

AMX ACOL

MM7160/51-53	132°Gr	ex 32-14/13°Gr	IX072	aug09
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EF2000

MM7271/36-03	XII Gr	ex 36-12/XII Gr	IS003	sep09
MM7277/36-12	XII Gr	ex -/311°Gr	IS009	sep09
CSX7299	Alenia	new	IS031	sep09

A new Eurofighter for the Aeronautica Militare Italiana was not-



With the new code system, when fighters or Alpha Jets are transferred to a new base, they will retain the two letters from its code. The former Cambrai Mirage 2000C 79/103-LE is now flying from Orange with a new (base) code 115-LE.

(Orange, 4 September 2009, Ronald Stevelink)

ed as CSX7299 and uncoded during a testflight from Torino-Caselle (TO).

MB339CD

MM55068/- Aermacchi ex RS-28/311°Gr **6870** aug09
On 31 August 2009, MM55068 was noted uncoded and without badges during a testflight from Aermacchi Venegono.

SF260AM

MM54436/70-63207°Gr last flight **264/16-19** sep09
On 19 September 2009, the last lonely SF260AM on charge made his last flight and was noted with '235.500 ore di volo' (left side tail) and '1976-2009' (right side tail) at Latina (LT).

SF260EA

MM55119/70-26 207°Gr new c/s **6986/2081** aug09
On 28 August 2009, MM55119 was the first SF260EA in a grey/black high-visibility colour scheme since the previous grey one made rejoin and formation flight a little too difficult for student pilots.

Tornado ECR

MM7030/50-04 155°Gr special mks **292** sep09
On 15-16th September 2009 Panavia held celebrations in Germany, to mark their 40th Anniversary of managing the international Tornado programme and supporting the North Atlantic Treaty Organisation (NATO). Panavia was established by three partner nations of the Tornado Multi Role Combat Aircraft (MCRA) project - UK, Italy and Germany, to design, develop, produce and support Tornado aircraft. A total of six Tornados received 40th anniversary markings. One of these six aircraft is the Italian MM7030 which was first noted with these markings on 16 September 2009.

Tornado IDS

MM7036/6-41 102°Gr ex 36-52/std LIPL **328** aug09
On 30 April 2009, MM7036 was stored in line #11 missing parts and used as spare parts source at Ghedi (BS). Fortunately, it is back in the air again.

Tornado IDS (IT-MLU)

MM7041/6-41 155°Gr ex RS-06/311°Gr **357** sep09
MM7071/6-71 155°Gr ex 6-12 154°Gr **550** sep09

Aviazione dell' Esercito (AR)

A109CM (ESC-2)

MM81251/E.1.874 49°Gr ex 1°Rgt Sost. **7404** aug09

A129CBT (EC-1)

MM81424/E.1.954 49°Gr ex 1°Gr **29056** jul09

Servizio Aereo dell'Arma dei Carabinieri (AR)

AB412HP

MM81447/CC-24 8°NE ex 4°NE **aug09**

Polizia dello Stato (PO)

AB206A-1

PS-38 3°RV ex 8°RV **9071** aug09

Corpo Nazionale dei Vigili del Fuoco (SV)

AB412EP

I-VFOL/VF-58 N. Torino ex N. Venezia **25904** aug09

I-VFOY/VF-69 N. Bari ex N. Salerno **25925** sep09

Dipartimento della Protezione Civile (SV)

CL-415

I-DPCS/29 DPC ex C-FZEG **2073** sep09

This Bombardier CL-415 took up the previous registration of a Piaggio P180 from DPC – CAI.

P180

I-DPCS Piaggio ex DPC **1033** aug09

This example has been sold to Piaggio.

Norway

Norske Luftforsvaret (AF)

Norway has offered to sell four C-130H Hercules transport aircraft to Indonesia. The aircraft will receive a retrofit before delivery, as they have been used for quite some time. Total price for the four transport aircraft is US\$66 million. The United States has pledged to procure the C-130H Hercules aircraft from Nor-

way and then transferring the aircraft to Indonesia using some sort of Foreign Military Financing programme.

As mentioned in February 2009 (Scramble 357 - Page 75), the RNoAF is in the process of modifying the Bell 412SP to Bell 412HP. The helicopters are modified by Heli-One at Stavanger Airport. The first two upgraded helicopters, serials 164 and 166, have been redelivered to their unit by August 2009. Bell 412HP, serial 164, was already delivered in December 2008, but has been used at both Rygge and Bardufoss Air Stations for testing and familiarization of this model with the pilots and mechanics.

In September 2009, the RNoAF will replace two of their Bell 412SP helicopters in Afghanistan with their newly modified helicopters as 164 and 166 will have left aboard a C-17 Globemaster III.

Bell 412HP

164	720 skv	modified	33164 sep09
166	720 skv	modified	33166 sep09

Bell 412SP

139	720 skv	unit update	33139
147	720 skv	unit update	33147
149	720 skv	unit update	33149

The three unit update Bell 412SP helicopters have been flying with 720 skv since at least August 2007. It was reported that they were originally loaned from 339 skv for a period of one year. Most probably, the extended loan was already planned as 720 skv has dispatched its helicopters to Afghanistan and the helicopters from this unit are amongst the first ones to receive the modification.

Poland

Sily Powietrzne (AF)

The Polish Air Force recently retired its first MiG-29 out of the first batch delivered in the 1989/1990 period. The aircraft involved is MiG-29UB **N50903014664** with serial 64. The aircraft arrived at Minsk Mazowiecki on 1 August 1989 for service with the 1. eskadra 1.plm. In early 1996 another 10 MiG-29s were received from the Czech Republic which had withdrawn the type after only five years of service. On 1 January 2001 this regiment was reorganised into the 1.elit being the only MiG-29 squadron at the time. On 24 June 2009 MiG-29UB 64 was flown to Deblin by Lieutenant P. Czajka and Major Antoni Czerniec. At Deblin the aircraft was transferred to the Air Force Technical School. Here it replaced MiG-29G 4112 which was used by the Technical School for only three years. This summer 4112 emerged at Lask where it seems to be preserved.

Deliveries of the SW-4 Puszczyc to the Air Force Academy in Deblin are progressing well with 6617 being the highest example noted so far. 24 SW-4s will replace the Mi-2 in the rotary training role. Several Mi-2s have already been retired with some of them having shown up as monuments at various places.

PZL SW-4

0201	reregistered	660201
0203	reregistered	660203
6601	1.OSzL	660201 oct08
6602	1.OSzL	660203 may08
6603	1.OSzL	660204 may08
6604	1.OSzL	660205 jun08
6605	1.OSzL	660301 jun09
6606	1.OSzL	660302 aug09
6607	1.OSzL	660303 jun09
6608	1.OSzL	660304 jun09
6609	1.OSzL	660305 aug09
6610	1.OSzL	660306 aug09
6611	1.OSzL	660307 jun09
6612	1.OSzL	660308 aug09
6613	1.OSzL	660309 feb09
6614	1.OSzL	660310 aug09
6615	1.OSzL	660311 may09
6616	1.OSzL	660312 sep09
6617	1.OSzL	660313 aug09

For the sake of completeness, **660101-660104** are prototypes with PZL Swidnick while **600202** was sold on the civil market.



Portugal celebrated its twentieth anniversary of the TB-30 Epsilon. To commemorate the occasion, this 11405 was given a pretty self-explanatory special colour scheme. (Beja, 9 September 2009, Ron Kellenaers)

Portugal

Força Aérea Portuguesa (AF)

C295M

16701	Esq502	ex CASA EADS	041	apr09
16702	Esq502	ex CASA EADS	042	apr09
16703	Esq502	ex CASA EADS	047	apr09
16704	Esq502	ex CASA EADS	048	jul09
16707	CASA EADS f/n		061	sep09

On 7 April 2009, Esq502 officially moved from BA1 Sintra to their new home base BA6 Montijo. At least four C295M are currently active with the unit.

C295MPA

(1670.)	CASA EADS f/n		052	sep09
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The first maritime patrol (VIMAR) configured C295M, presumably to be 16708, was noted in primer livery with CASA EADS at Getafe.

Romania

Fortele Aeriene Romane (AF)

Romanian press agencies are again reporting the possible purchase of 24 used F-16C/Ds as a replacement of the MiG-21 Lancer fleet. Allegedly a 'Letter of Request' was sent to Washington this July. The aircraft would be surplus USAF aircraft, most likely Block 25 aircraft, which would be received free of charge with the Romanian Air Force only paying for the overhaul, training en equipment for the aircraft. The Romanian Air Force is currently operating some 75-80 MiG-21s in three units. The purchase of only 24 F-16s will almost for sure result in the closure of one of its current MiG-21 bases with Baza 95 Aeriana at Bacau being a likely candidate.

Slovenia

Vojaško letalstvo in zračna obramba Slovenske vojske (AF)

Finally the new Bell 206 is known, and turns out to be an ex Bell Textron US civil registered Bell. It was deregistered in the US in April 2008!

Bell 206B-3

H1-11	ex N7026Z	c/n update	4629	jul09
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Spain

Ejército del Aire (AF)

LEVS = Cuatro Vientos

C212-200

D.3B-7	801 Esc ?	ex std ?	LEVS	5-284	jul09
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In the Military Updates section in Scramble 351, we reported this former 803 Esc aircraft as stored at Cuatro Vientos. It was recently seen active at Palma de Mallorca, so it may have been transferred to 801 Esc.

Ce560

TR.20-03/403-21	403 Esc	ex N83RE	560-0183	jul09
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A third Ce560 was acquired on the second hand market. It was delivered via Goosebay and Reikjavik and arrived at Getafe on 20 June 2009.

CN235M-10

T.19A-02/403-02	403 Esc	ex Ala 35/35-61	02-C014	jun09
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This former Ala 35 aircraft was converted for photographic and cartographic missions by CASA EADS at Getafe and delivered to 403 Esc at the same airfield. Sister ship T.19A-01 was noted with CASA EADS as well early this year and is likely to become 403-01.

Fuerzas Aeromóviles del Ejército de Tierra (AR)

LERJ = Agoncillo

UH-1H

HU.10-17/ET-254	to Uruguay	ex BHELMA III	12427
HU.10-20/ET-257	to Uruguay	ex std LERJ	12431
HU.10-60/ET-230	BHELMA VI	ex BHELMA III	13591

jun09
Apart from HU.10-16 and HU.10-22 (Scramble 359 – page 75), also HU.10-17 and HU.10-20 were donated to the air force of Uruguay. Two of this quartet will be used as spares sources. ET-230 was last noted with BHELMA III in September 1999!

Sweden

Försvarsmaktens Helikopterflottili (JF)

It came to our attention that the final four Vertol 107 (Hkp4) helicopters have been withdrawn from use. A report was submitted in July 2009 to advise the decommissioning of the Hkp4

in favour of the new Hkp14 (NH90) and Hkp15 (AW109E). All Hkp15s have been delivered by now, and the first two Hkp14As have been handed over to 2.Hkpskv at Malmen. The Vertol 107s have been used by the Nordic Battle Group in 2008.

EC = Eurocopter

Hkp10A

10412/89 3.Hkpskv f/n with 3.Hkpskv **2412** aug09

Hkp14A

141044/44 2.Hkpskv ex EC **1028/BSWA04** sep09
This NH90 was delivered to 2.Hkpskv at Malmen in August 2009.

Hkp15B

15039/39 2.Hkpskv f/n, ex AgW **13769** sep09
15040/40 2.Hkpskv f/n, ex AgW **13770** sep09

Flygvapnet (AF)

JAS39A

39134/134 FMV ex F7 **39-134** sep09

JAS39C

39233/233 F17 ex FTS Halmstad **39-233** sep09
39278/278 F21 f/n **39-278** sep09

JAS39D

39822/822 F17 ex Saab Aircraft **39-822** sep09

Sk60A

60112/112 FlygS ex F7 **60-112** sep09

Sk60B

60036/36 FlygS ex wfu **60-036** sep09
60049/49 Halmstad ex FlygS, F5 mks **60-049** sep09

The Saab 105s are still going strong. Sk60B, serial 60036, was last noted flying with F16 in June 2002. It was noted again in active service more than seven years later.

Sk60E MT

60140/140 Heritage Flt ex i/a Sätenäs **60-140** sep09
The Heritage Flight took delivery of another Saab product. Saab 105 had its civil registration SE-DXG reserved on 28 August 2009 and was first noted active the next day at the air show at Göteborg-Säve.

Kustbevakning (CG)

On 26 August 2009, the two former Swedish Coast Guard CASA

212s have been noted at Sumburgh Airport on the Shetlands on their delivery flight to Uruguay.

C212-200

SE-IVE/583	to Uruguay	as 535	343
SE-KVG/587	to Uruguay	as 534	229

United Kingdom

Royal Air Force (AF)

The first seven Tutor T1 aircraft, out of an order for twenty-three, were entered into the British Civil Aviation Authority register on 4 September 2009. The planes are owned by VT Aerospace Ltd and destined to replace the T-67 Fireflies with the Defence Elementary Flying Training School (DEFTS). The planes were delivered to RAF Wyton during the first part of September 2009. It is believed that the new planes will be distributed among the current Tutor units, while older aircraft will be made available for usage by the DEFTS.

The first production Nimrod MRA4 made its maiden flight on 10 September 2009. At the end of the flight the plane did not land back at BAE Woodford, but at Norwich. Air Livery will paint the plane in RAF colours here, prior to it entering post conversion trials.

On 20 September 2009 RAF Aldergrove was renamed into JH-CFS Aldergrove. JHCFS stands for Joint Helicopter Command Flying Station. The last remaining RAF flying unit at this base, 230 squadron equipped with Puma HC1 helicopters, is due to move to RAF Benson in the near future. Once this move is completed, the number of RAF personnel at JHCFS Aldergrove will be reduced from about 700 people, to only 80 people.

EGCD = Woodford	EGQL = Leuchars
EGDY = Yeovilton	EGQS = Lossiemouth
EGNB = Brough	EGVP = Middle Wallop
EGNO = Warton	EGXE = Leeming
EGOS = Shawbury	EGYM = Marham
EGQK = Kinloss	

Chinook HC2

ZA682/AJ 18/27sq ex 1310Flt/AJ **M7008** aug09

Hawk T2

ZK017	BAE EGNO	ex 19(R)sq	RT008 sep09
ZK021	BAE EGNB	ex 19(R)sq	RT012 sep09



A new AS532UL Cougar for the FAMET is this HT.27-19/ET-667. The helicopter was photographed during a test flight with Eurocopter. The Spanish markings have been "deleted". (Marseille, 5 August 2009, Jos Hoogland)



Four RAF Typhoons will not be noted by many in the years to come. 1453FIt at Mount Pleasant airport in the Falkland Islands has taken delivery of these aircraft in September. One of the aircraft in the south is this Typhoon FGR4 ZK301 seen here departing Coningsby on its way to the Falklands.

ZK022	19(R)sq	ex BAE EGNO	RT013	aug09
ZK024	19(R)sq	ex BAE EGNO	RT015	aug09
ZK026	19(R)sq	ex BAE EGNO	RT017	sep09
ZK029	BAE EGNO	ex BAE EGNB	RT020	sep09

Merlin HC3				
ZJ122/F	28/78sq	ex 1419FIt/F	RAF06	jul09
ZJ125/J	28/78sq	ex 1419FIt/J	RAF09	jul09

Nimrod MR2				
XV240/40	pres EGQK	ex EGQK MRW	8015	sep09

Nimrod MRA4				
ZJ514	f/f 10sep09	BAE EGCD	8026/PA4	sep09

Sea King HAR3				
XZ593/I	202sq/A Flt	ex SKAMG	WA859	aug09

Tornado F3				
ZE288	std EGXE	ex std EGQL	617	aug09
ZE338	std EGXE	ex std EGQL	638	sep09
ZE838	std EGQL	ex 111sq/GH	732	aug09
ZE936	std EGQL	ex 111sq/HE	781	aug09
ZG772	std EGXE	ex std EGQL	899	aug09

Tornado GR4				
ZA412/017	2sq	ex TEF	232	aug09
ZA604/068	EGQS Wing,	ex TEF	131	aug09
ZA614/076	EGYM Wing,	ex TEF	153	aug09
ZG750/128	15(R)sq	ex BAE EGNO	862	aug09

Tutor T1				
G-CGKA	for DEFTS	reg 04sep09	82301E	
G-CGKB	for DEFTS	reg 04sep09	82302E	
G-CGKC	for DEFTS	reg 04sep09	82303E	
G-CGKD	for DEFTS	reg 04sep09	82304E	
G-CGKE	for DEFTS	reg 04sep09	82305E	
G-CGKF	for DEFTS	reg 04sep09	82306E	
G-CGKG	for DEFTS	reg 04sep09	82307E	

Typhoon FGR4				
ZJ910/BV	29(R)sq	ex BAE EGNO	BS001	sep09

Vigilant T1				
ZH192/UE	633VGS	ex CGMF	6541	sep09

Viking TX1				
ZE532/VU	ACCGS	ex CGMF	33906	sep09

Army Air Corps (AR)

VA = Vector Aerospace Ltd at Fleetlands

Apache AH1				
ZJ212	673(AHTU)sq,	ex 3/4Regt	WAH46	sep09

Gazelle AH1				
XX378	i/a AEES	ex std EGOS	1258	aug09
XX399/B	671sq	ex o/h GDSH	1321	sep09
XX403	i/a AEES	ex std EGOS	1333	aug09
XX447	i/a AEES	ex std EGOS	1439	aug09
XZ290	o/h GDSH	ex 8Flt	1489	sep09
XZ296/V	671sq	ex 658sq	1510	apr09
XZ323/J	671sq	ex uncoded	1631	sep09
XZ338	i/a AEES	ex std EGOS	1682	aug09
ZB669	o/h GDSH	ex 665sq	1950	sep09

It was reported that XZ301 moved to GDSH at Middle Wallop on 25 November 2008, to be stripped for spares and scrapped. By 1 September 2009 only the tailboom of this helicopter was remaining. It is therefore believed that the remainder of the helicopter has been scrapped in 2009.

Lynx AH7

XZ173	EGVP	ex Fleetlands	021	sep09
XZ193	EGVP	ex 9Regt	093	sep09
XZ654	VA	ex 1Regt	205	jul09
XZ663	EGVP	ex 671sq/I	218	sep09
XZ675/H	671sq	ex nb	240	sep09
ZD276	Abridge	ex dump EGDY	285	jul09

In March 2008 XZ173 was confirmed with Vector Aerospace Ltd at Fleetlands, by 1 September 2009 it moved to Middle Wallop where it was seen, together with XZ193, inside the GDSH hangar. Another resident inside this hangar was XZ663 (minus tailboom). It left 671sq in October 2008 and was not seen since. We lost track of XZ675 back in March 2008. It had left Fleetlands by that time but left for an unknown destination. The helicopter now resurfaced with 671sq at Middle Wallop. Does anyone know where it was between March 2008 and September 2009? Finally, ZD276 can be found at the Mayhem Paintball Range in Abridge.

Lynx AH9				
ZG919	9Regt	ex 1Regt	358	jul09

Fleet Air Arm (NY)

VA = Vector Aerospace Ltd at Fleetlands

Harrier GR9

ZD327/08A NSW ex GR9A **512115/P8** aug09

Lynx HAS3SGM

XZ694 VA ex 815sq/AY-365 **128** aug09

Lynx HMA8SRU

XZ726 VA ex 815sq/302 **195** aug09

ZF560/415 815sq ex 815sq/307 **337** aug09

Merlin HM1

ZH838/(2)64 814sq ex MDMF **RN18** sep09

Sea King HC4

ZA292 CHFMU ex 848sq/WU **WA906** aug09

ZD478 std Gosport ex std Fleetlands **WA933** aug09

ZF119 VA ex 848sq/WY **WA966** aug09

Sea King HC4+

ZD626 SKAMG ex 846sq/(V)S **WA937** aug09

ZF122/(V)V 846sq ex CHFMU **WA969** aug09

Sea King HU5

XZ920/707 771sq ex VA **WA880** aug09

Africa

Algeria

al-Quwwat al-Jawwiya al-Jaza'iriya (AF)

Irkut Corporation has announced that the last batch of six Su-30MKA will be delivered before the end of September 2009. Upon completion, Algeria has received twenty-eight Su-30MKA. Originally, Algeria also ordered 34 MiG-29SMT but after delivery of the first aircraft these were sent back to Russia when it turned out that old airframes had been used. It is rumoured that Algeria will receive fourteen to sixteen additional Su-30MKA instead of the 34 MiG-29s.

Angola

Força Aérea Nacional de Angola (AF)

II-76TD

T906 w/o 27aug09

Benin

Force Armées Populaire du Benin (AF)

DBBB = Cotonou

BAe748-2A

TY-22A std DBBB ex act **1742/223** aug09

Congo

Force Aérienne Congolaise (AF)

The first of two ordered Mi-14s was recently seen at Pointe Noire. The helicopter appeared to be newly delivered and not fully assembled. No markings were applied yet to the helicopter, which was painted in an overall white colour scheme with blue cheatline. Further additions to the aging fleet of Congolese helicopters appear to be two (A)B204/212.

Ghana

Ghana Air Force (AF)

The Defense Security Cooperation Agency (DSCA) notified the United States Congress of a possible Foreign Military Sale to the Gvmt of Ghana of four C-27J aircraft, including training and support at an estimated cost of \$680 million. Delivery of these aircraft will boost the transport capacities of the Ghana Air Force, which currently uses the F27-400M and BN-2T for this. No further details were announced on the delivery schedule.

Morocco

al Quwwat al Jawwiya al Malakiya Marakishiya (AF)

C-27J

... o/o f/n **4149** jul09

The first C-27J for the Moroccan Air Force was seen in Turin on 31 July 2009.

Nigeria

Nigerian Air Force (AF)

ATR42-400MP

NAF... for 81st AMG, f/n **693** sep09

The first of two ordered ATR42 made its first flight on 1 September 2009 from Brindisi to Turin. The two aircraft, in disarmed versions, will be used by the Nigerian Air Force for maritime patrol, Search & Rescue and environmental control. The aircraft will be based at Benin City – Shittu Aloo Base and fly with the



As you can clearly see the Afghan painters have used different styles of stencils for painting serials on aircraft.

(Tarin Kowt, April 2009)

81st Air Maritime Group, a former MiG-21 unit. The contracts, worth 73 million dollar, also include pilots and system operators training and spare parts. The first aircraft carried Italian serial CS-X62262 on the fuselage, while the NAF serial was taped over.

Asia

Afghanistan

Afghan National Army - Air Corps (AF)

Hawker Beechcraft and Lockheed Martin have teamed up to compete for the opportunity to provide a solution to address US Air Force needs for a Light Attack and Armed Reconnaissance (LAAR) aircraft. The low-cost, low-risk solution is based on the T-6 Texan airframe and will be named the AT-6. The USAF is expected to launch the program in fiscal year 2010 and will contribute to the Air Force's building partner capacity initiatives around the world. According to the *Long War Journal* from late February 2009, the Afghan Air Corps is intending to buy 28 light attack aircraft (single-engine turboprop with precision attack capability) in the period FY2013 to FY2015 (see Scramble 358 - Page 81). We think the AT-6 will be on the shortlist of the Afghan Air Corps.

Kab AWg = Kabul Air Wing
Kand AWg = Kandahar Air Wing
Herat RSS = Herat Reg. Support Squadron

An-26B
250 Kab AWg ex 382 Reg **11702** may09

An-32
354 Kab AWg ex 382 Reg **2206** may09

An-32B
342 Kab AWg ex 382 Reg **2608** apr09
350 Kab AWg ex 382 Reg **2706** may09
357 (2) Kab AWg ex 382 Reg **3204** may09

Mi-8MTV
578 Herat RSS ex 207th AC may09
583 (2) Kand AWg ex 205th AC mar09
For the above two Mi-8 helicopters the full type has to be confirmed. Both are most probably part of the UAE contract for ten Mi-8MTV transport helicopter as mentioned last month (Scramble 364 - Page 92).

Mi-8MTV-1
589 Pres Flt f/n, Salon version aug09
During the Afghan elections in August 2009, president Karzai was seen on a photo with this helicopter. We know that only two Salon type Mi-8MTV-1 helicopters have been delivered, of which one is registered as 002. We think that these helicopters might have been reregistered in order to mix in with the "normal" registered Mi-8/Mi-17 helicopters. However, time will tell.

China

People's Liberation Army Air Force (AF)

Google images show that the J7 aircraft are being replaced at Shantou Northeast by J10 aircraft. At the same time it is believed that the stationed unit 35th Div/103rd Reg has been replaced by 9th Div/25th Reg that was stationed at Foshan using J8D aircraft. Although it was stated that the takeover took place in august 2007, Foshan was still operational mid 2008.

The latest Su-27 clone build by Shenyang Aircraft Corp, the J11B suffers from very bad reliability in operational conditions with the first Division where it started operation in 2007. As the main culprit is the Chinese WS-10 engine, new aircraft are being delivered with the original Russian AL-31F engines.

Y8
20041 13th Div f/n photo

HU6
18796 8th Div f/n photo

People's Liberation Army (AR)

Mi-171Sh
LH910702 10th Reg f/n photo
LH910704 10th Reg f/n photo

LH910705 10th Reg f/n photo
LH910706 10th Reg f/n photo
Previously the Mi-171Sh was identified as Mi-172. The helicopter can be distinguished from its Mi-17-sisters by pitot tubes below the solid nose, the small l/h crew door and large righthand forward door and flat rear door.

SE3160
LH90108/8 Training reg f/n photo

Z9WA
LH93907 3rd Reg f/n photo
LH97907 7th Reg f/n photo
LH97909 7th Reg f/n photo
LH97920 7th Reg f/n photo
LH97922 7th Reg f/n photo

Z11
LH90449/49 Training reg c/n update **Z11-0033** photo
Note that LH90443 has c/n **Z11-0027**, making it easy to fill in some gaps.

People's Liberation Navy (NY)

Shenyang Aircraft Company (SAC), the builder of the J-11 aircraft is working on a development of this Sukhoi fighter for carrier borne operations. Initially, it was envisioned that the Su-33 would be produced, for which even one aircraft was bought from the Ukrainian Research Rest and Flying Centre in Nitka. It can be expected that this example is now used for the legendary reverse-engineering techniques China is famous for. For operational testing the Navy is setting up a Aviation Equipment Training Base at Shenyang.

India

Bharatiya Vayu Sena (AF)

In addition to MMRCA flight trials as mentioned last month (Scramble 364 - Page 93) we can confirm that the second contender to be tested is the F-16 Fighting Falcon. Three F-16s were flown from Dubai to Bangalore on Monday 31 August 2009. The aircraft have been loaned from the United Arab Emirates Air Force and will be flown by a mix of Lockheed Martin test pilots and US Air Force pilots together with Indian Air Force test pilots. The aircraft arrived a fortnight after Boeing flew in its two Super Hornets and conducted trials for about ten days in Bangalore before taking-off to Jaisalmer AFS and Leh AFS. The F-16s will leave again by the end of September 2009.

MiG-21MF
C1641 17sq w/o 10sep09

Bharatiya Nau Sena (NY)

The first four MiG-29KUB Fulcrum fighter aircraft for the Indian Navy are scheduled for delivery to India in October 2009. The pilot training for the squadron was completed in Russia and the USA. The QFIs (Qualified Flying Instructors) were trained in Russia, while the pilots were sent to the USA for deck landing training. Conversion flying will be done in India at INS Hansa (Dabolim) under the supervision of the QFIs. Four to five groups comprising four pilots each have gone to the USA for deck landing training. The Indian Navy will be getting twelve MiG-29K single seat and four MiG-29KUB duals in a flyaway condition. The aircraft will be part of INAS303, named Black Panthers.

MiG-29KUB
IN... RSK MiG f/n, marked as 672 mar09
IN... RSK MiG f/n, marked as 804 aug09
We assume that the noted "codes" have no relation with the future serial as they are too far apart from each other. Most probably, these codes are used as some sort of test registration.

Bharatiya Thatrakshak (CG)

Thanks to @MAR for the below mentioned c/n updates.

Do228-101
CG764 c/n update **4049**
CG765 CGAS744 c/n update **4050** sep08
CG766 HAL c/n update **4051**
CG767 c/n update **4052**

Do228-201
CG769 HAL c/n update **4064**



Ready for delivery is this Indian Navy MiG-29KUB from the Black Panther squadron, INAS303. The future serial is not known yet, but the aircraft is coded 804 as sort of test registration. The first aircraft will be delivered to INS Hansa in October 2009.

(Moscow-Zhukovsky, 22 August 2009, Jurgen van Toor)

CG770	CGAS700	c/n update	4065	jan08
CG771		c/n update	4066	
CG772	CGAS744	c/n update	4067	feb06
CG773	CGAS744	c/n update	4068	jul07
CG775	CGAS750	c/n update	4070	sep06

Japan

In Scramble 336 we reported the retirement of the first Japanese RF-4EJ to the 1.Jyutsuka Gakko at Hamamatsu. It was reported then that the RF-4 fleet would be gradually retired. However, the Japanese contribution to the UN Register of Conventional Arms is showing a significant decrease in RF-4s in the inventory over the past few years. In 2006, at full strength, the fleet consisted of 27 RF-4E and RF-4EJs active with 501 Hikotai at Hyakuri. In 2007 however, the number had decreased to 22 and in 2008 there were only 17 aircraft remaining. This number is probably even lower since. On a normal day in 2009, about eight aircraft were launched by 501 Hikotai. The beauty of the 501 Hikotai aircraft in combination with the more than excellent photo conditions and the presence of a second Phantom squadron makes a good excuse to visit Japan before it is too late! Below is a rundown of the JASDF RF-4 fleet:

Fourteen RF-4Es were ordered under the fy1972 budget and the first five US built aircraft were delivered to 501 Hikotai in 1974 replacing the units RF-86Fs. The nine remaining aircraft followed in 1975 and today twelve of the original batch remained in service by 2006.

RF-4E				
47-6901	RF-4E Kai	4551		sep09
47-6902	RF-4E Kai	4565	scrapped	l/n was apr06
47-6903	RF-4E Kai	4574		sep09
47-6904	RF-4E Kai	4582	scrapped	l/n was dec05
47-6905	RF-4E Kai	4590		sep09
57-6906	RF-4E Kai	4596		nov07
57-6907	RF-4E Kai	4603		sep09
57-6908	RF-4E Kai	4608		dec08
57-6909	RF-4E Kai	4616		aug09
57-6910	RF-4E Kai	4621	w/o	05nov94
57-6911	RF-4E Kai	4626	w/o	02mar92
57-6912	RF-4E Kai	4634		sep09
57-6913	RF-4E Kai	4639		mar09
57-6914	RF-4E Kai	4645		dec08

With the F-15 becoming the air force's air defence backbone, the number of frontline F-4EJ units dropped from six to three

by the mid 1990s. With a number of relatively young F-4EJs becoming available, the JASDF decided to convert a number of F-4EJs to carry out the reconnaissance role in addition to the original RF-4Es. Following the first flight of the RF-4EJ prototype in 1992, a total of fifteen F-4EJs have been converted with the last aircraft entering service in the second half of the 1990s. The RF-4EJs retain their gun and therefore lack the typical RF-4 recce nose. For its reconnaissance role the aircraft can carry three different pods for a variety of missions. With the original RF-4E available in no fewer than five different recce configurations the RF-4E/EJ fleet has always been an extremely valuable asset for the JASDF.

RF-4EJ

47-6335	RF-4EJ Kai	M035		nov08
47-6347	RF-4EJ Kai	M047	i/a by	28sep06
57-6371	RF-4EJ	M071	scrapped	l/n was oct08
57-6372	RF-4EJ	M072		dec08
57-6373	RF-4EJ	M073	scrapped	l/n was dec08
57-6374	RF-4EJ	M074	scrapped	l/n was dec08
57-6376	RF-4EJ	M076	scrapped	l/n was nov07
67-6380	RF-4EJ Kai	M080		aug09
77-6392	RF-4EJ Kai	M092		sep09
77-6397	RF-4EJ Kai	M097		sep09
77-6403	RF-4EJ Kai	M103		nov07
87-6406	RF-4EJ Kai	M106	scrapped	l/n was dec06
87-6412	RF-4EJ	M112		dec08
97-6418	RF-4EJ	M118		oct05
07-6433	RF-4EJ Kai	M133		sep09

Aircraft 47-6901, 47-6903 and 57-6907 were sporting a shark mouth by September 2009 making them even more attractive than they already were. RF-4E 902 and 904 are confirmed as being scrapped as they were in a compound together with at least seven other recce Phantoms including at least one other RF-4E (probably 6908), two RF-4EJ Kai's (one of which was 6406) and three non-Kai RF-4EJs including 6371, 6373, 6374 and 6436. It is likely that RF-4E 906 and RF-4EJs, 6403 and 6418 are among the retired aircraft as they have not been noted for a considerable time. The tail of 47-6902 is now preserved near the 501 Hikotai squadron building. Note that as few as seven RF-4Es and four RF-4EJs might still be operational as 6901, 6903, 6905, 6907, 6912 and 6913 and 6380, 6392, 6397 and 6433 all have been seen numerous times in 2009, while the last note dates of the remaining aircraft are getting farther and farther away... Too bad...

Nihon Koku-Jieitai (AF)

ADTW = Hiko Kaihatsu Jikkendan
AGG = Hiko Kyodotai
ARTS = Kyunan Kyoikutai, Komaki
HK = Hiko Kyoikudan
RJCJ = Chitose
RJFN = Nyutabaru
RJNG = Kawasaki HI, Gifu
RJNN = Mitsubishi HI, Komaki
ROAH = Naha
SW-ADF = Nansei Koku Konseidan
1 TS = i/a 1 Jyutsuka Gakko

C-1
68-1019 403 Hikotai ex 402 Hik **8019** may09
88-1028 402 Hikotai ex o/h RJNG **8028** sep09

F-2A
53-8533 8 Hikotai ex 6 Hik **1033** sep09
93-8553 RJNN f/n **1053** jul09
93-8554 RJNN f/n **1054** jul09

F-2B
33-8121 21 Hikotai ex o/h RJNN **3021** aug09
53-8131 21 Hikotai ex 8 Hikotai **3031** aug09
73-8132 21 Hikotai ex 3 Hikotai **3032** aug09

F-4EJ Kai
47-8328 ADTW confirmed **M028** aug09
47-8333 302 Hikotai ex o/h RJNN **M033** sep09
17-8437 302 Hikotai ex o/h RJNN **M147** sep09

F-15DJ
02-8071 23 Hikotai ex AGG sep09

F-15J
12-8803 203 Hikotai ex o/h RJNN **J1-0553** may07
32-8826 306 Hikotai ex 203 Hik **026** jun08
42-8839 204 Hikotai ex o/h RJNN **039** jun09
52-8859 o/h RJNN no mks, ex 1 TS **059** aug09
62-8871 o/h RJNN no mks, ex 303Hik **071** aug09
62-8871 304 Hikotai ex o/h RJNN **071** sep09
82-8904 23 Hikotai ex 201 Hikotai **104** sep09
22-8933 303 Hikotai ex o/h RJNN **133** sep09

A newly discovered Japanese website brought some new, albeit dated info. #803 is indeed operating from Chitose, but now with 203 Hikotai.

UH-60J
18-4552 Matsushima blue c/s, ex ARTS **2001** aug09
88-4568 Matsushima blue c/s, ex RJFN **2018** aug09

08-4571 Hamamatsu blue c/s, ex ARTS **2021** aug09

T-4
16-5661 306 Hikotai ex o/h?, 1 TS **1061** sep09
26-5683 21 Hikotai ex 201 Hikotai **1083** aug09
26-5686 301 Hikotai ex SW-ADF **1086** may08
36-5696 o/h RJNG nmks, ex 304Hik **1096** apr09
36-5703 13 HK grey c/s, ex 21 Hik **1103** sep09

U-125A
82-3008 Hamamatsu ex ROAH **258325** aug09
02-3013 Matsushima ex o/h?, ex RJCJ **258370** aug09

Rikujo Jieitai (AR)

RJAK = Kasumigaura
RJNG = KawasakiHI, Gifu
RJOE = Akeno
RJTU = Utsunomiya

All helicopters operating with a training unit, including the ones on tdy, normally carry the last two or three of the serial in white on the nose. From now on we will list these in the remarks field in the database (e.g. #14, #813).

OH-1
32614 S #14, ex IATH **1014** aug09
JG-2614 was seen at RJOE in may09, unfortunately its unit was not noted.

UH-1J
41801 no mks opt SU **1J01** sep09
41813 EH? #813, tdy RJTU **1J13** aug09
41834 EH ex MH **1J34** sep09
41847 NEH ex MH **1J47** aug09

OH-6D
31201 SK #201, ex S **6507** aug09
31203 NH **6509** aug09
31221 o/h RJNG no mks **6529** aug09
31224 no mks ex NEH **6533** aug09

JG-1201 was seen at RJAK in may09, unit not noted. JG-1224 was seen at the Matsushima open day, accompanied by a NEH UH-1J so could still be based at Kasuminome.

CH-47J
52915 HGPV ex o/h RJNG **5022** sep09

AH-64DJP
74501 S o/h RJTU **JP001** sep09

Kaijo Jieitai (NY)

RJNG = KawasakiHI, Gifu



As far as we could determine, we never published a picture of a "doblecabina" or "biplaza" Mirage 5 of the Colombian air force. Time to set the record straight with this beauty, which is adorned with "35 years of Mirage" and "90 years FAC" special markings. Unfortunately, this classic is slated for retirement.

(FAC3001, Mirage M5CODM, ESCOM 112, Palanquero, 18 September 2009, Javier Franco Topper)

SH-60J				
8275	23 Kokutai	new c/s, ex o/h	1204	aug09
SH-60K				
8405	51 Kokutai	ex 21 Kokutai	5005	sep08
8406	21 Kokutai	ex o/h?, 121 Kok	5006	sep09
UH-60J				
P-3C				
5034	5 Kokutai?	no mks Naha	9031	mar08
5074	o/h RJNG	no mks, ex 5 Kok	9071	jan09
5086	1 Kokutai	ex o/h RJNG	9083	aug09

Pakistan

Pakistan Fiza'ya (AF)

F-7PG
02-830 23sq f/n photo

K-8P
06-09-813 f/n photo

Taiwan

National Airborne Service Corps (GV)

As a result of typhoon Morakot, the Taiwanese government has communicated plans to buy fifteen new search and rescue helicopters. The services current main asset, the UH-1, proved to be hampering the rescue-mission in August during the aftermath of the typhoon. Many were grounded as a result of the heavy rain. Furthermore, all were grounded for a number of days after one UH-1H crashed during the rescue operation. Rumours suggest that this acquisition will result in lowering the number of UH-60 Black Hawk for the army with an equal number. This would result in only 45 UH-60s being bought. This rumour has already been denied by the Ministry of Defence.

Thailand

Royal Thai Air Force (AF)

ATR72-212A
L16-01/52 d/d 09sep09 ex F-WWEW **872**
L16-02/52/60314 ex F-WWEJ, f/n **881**

It can be expected the four ATRs receive code 60313 up to 60316 for use within 603sq from Don Muang although it is also rumoured that the first aircraft will receive a "royal" code. The first aircraft arrived at 603 squadron on 7 September, without a Thai number on it. Formal acceptance was on 9 September.

JAS39D
.../70101 f/f 16sep09 **39-860**

The first of a batch of six JAS39C/D Gripen aircraft has made its first flight. The aircraft will stay in Sweden for training Thai pilots. Gripen delivery to Thailand will start in 2011. The tail number indicates that 701sq, still flying F-5 will be the happy receiver of this fighter. The serials might be in the Kh21-1 and Kh21k-1 ranges

Royal Thai Police (PO)

Early September EASA announced the sale of three EC155 helicopters to the Royal Thai Police. The helicopters will be delivered in 2011 and will be used in the VVIP role. The helicopters come in addition to two similar helicopters that were delivered January 2005 (2901/2902).

Latin America

Argentina

Fuerza Aérea Argentina (AF)

T-27
The leased Brazilian Tucanos, see Scramble 364 – Page 96, have taken up FAA serials and these are the tie-ups:

E-131	ex 1319	E-132	ex 1344
E-133	ex 1369	E-134	ex 1380
E-135	ex 1438		

Comando de Aviación Naval Argentina (NY)

The three remaining Electras that have been stored at Trelew

were offered for scrap in a local newspaper early September. As far as we know, the fates of the L-188 fleet are:

L-188EK	0691/6-P-105	Trelew	wfu	1102	aug09
L-188EK	0692/6-P-106	MUAN	pres	1120	nov05
L-188PF	0693/5-T-3	B.Aires	pres	1122	jan07
L-188E	0789/6-P-101	EA6E	w/o	1123	
L-188E	0790/6-P-103	Trelew	wfu	1070	aug09
L-188E	0791/6-P-102	Trelew	wfu	1067	aug09
L-188C	0792/2-P-101		wfu	1071	may96
L-188E	0793/6-P-104	MUAN	std	1072	nov05
L-188A		N5501E	wfu	1005	93

The airframe that is preserved in Buenos Aires should be at 9de Abril, Esteban Echeberría.

Guardia Nacional (PO)

AS350A3
GN-919 f/n as F-WWXC jul09

Bahamas

Bahamas Defence Force (DF)

Ce208B
C6-AWO c/n corr. **208B-2084**

Bolivia

Fuerza Aérea Boliviana (AF)

Bolivia is still interested in acquiring an Antonov 148 as a presidential transport. It was said to be displayed at Dubai air show in November but that seemed a bit quick given the fact that a production aircraft has yet to leave the factory. Moreover, due to the parliamentary elections the approval has been postponed to early next year. The FAB also expressed interest in up to five Mi-17V5. But as always, funding will be the big problem as well as the premature Russian press releases about these Latino acquisitions, and any other acquisition for that matter!

More tangible is the inception into the air force of a single Ce210, a second leased DC-10-30F and two ex-Spanish C212. President Evo Morales inaugurated this new hardware on 14 September 2009 in Cochabamba. One of the Aviocars is to be used by the army. The serials of the Casacs can be found last month, Scramble 364 – Page 96. The DC-10 is the N833LA but it might have received a proper Bolivian registration, and the Cessna is listed below.

Ce210
FAB362 f/n toc 14sep09 sep09

Brazil

Força Aérea Brasileira (AF)

The visit of president Sarkozy to Brazil evoked a premature victory call for the Rafale in Brazil's F-X2 bid for a new next generation fighter. Both presidents declared the Rafale was chosen, foreclosing the result of the official committee. Officially, the competition is far from over as the Brazilian government has hastily requested counter proposals from Boeing and BAE-Saab to match the degree of local participation, technology transfer and low price with their F/A-18E/F and Gripen NG. This could well be charades to co-opt congress as the French president has almost surely got a gentlemen's agreement with his Brazilian colleague Lula da Silva in his pocket already. The French will support the Embraer KC-390 programme in return and with the production of 50 Cougars being manufactured by Helibras and the lease of the Mirage 2000, the Franco-Brazil co-operation looks rather solid. This in fact might thwart the Rafale deal as there are bound to be adversaries against this over-dependence on one country.

The Blackhawk order for four aircraft from June 2009 now seems to involve six aircraft. They will cost the Brazilian taxpayer \$73 million. Together with eighteen locally assembled Cougars they will replace the Hueys. Other branches of the armed forces will also receive Helibras-built Cougars, the exact break down of these 32 examples is unknown yet.

KMCO = Orlando Int'l

Catching up with the Brazilian deliveries until now:

A-29A

5712	3°/3°GAV	c/n update	31400053	jan09
5713	3°/3°GAV	c/n update	31400055	jan09
5714	3°/3°GAV	c/n update	31400056	jan09
5715	3°/3°GAV	c/n update	31400058	nov08
5716	3°/3°GAV	c/n update	31400059	jan09
5717		c/n update	31400066	
5718		c/n update	31400067	dec08
5719		c/n update	31400070	
5720		c/n update	31400072	
5721		c/n update	31400075	
5722	3°/3°GAV	c/n update	31400077	jul09
5723		c/n update	31400080	
5724	2°/3°GAV	c/n update	31400085	jul09
5725	2°/3°GAV	c/n update	31400089	jul09
5726		c/n update	31400096	
5727		c/n update	31400099	

Aircraft 5725 was the 100th EMB314 delivered.

A-29B

5943	1°/3°GAV	c/n update	31400054	aug08
5944	2°/3°GAV	c/n update	31400057	oct08
5945	2°/5°GAV	c/n update	31400060	nov08
5946		c/n update	31400069	
5947		c/n update	31400074	
5948		c/n update	31400079	nov08
5949		c/n update	31400084	
5950		c/n update	31400087	
5951		c/n update	31400090	jun09

C-98A (Ce208B)

2733	f/n on del 14aug09	KMCO	aug09
2734	f/n on del 18sep09	KMCO	sep09

Yet another pair of Caravans for the FAB. They both routed through Orlando, Fla, on their delivery flights.

Chile

Fuerza Aérea de Chile (AF)

The first two of the Bell 412EPs that were ordered nearly two years ago are finally delivered. Chilean air force helicopter acquisitions are hazy and the number changes all the time. Originally, they acquired five second hand Bell 412. One of these crashed 27 November 2004 and the remainder is hardly serviceable. To boost this fleet and replace the venerable Hueys from Grupo 9, eight more were sought in 2000 but that did not materialize. Instead, the FACH ordered four new examples in August 2007 with an option for six more. On 11 December 2007 this was increased to eight options, totalling an eventual twelve-strong fleet. Parallel to this, five Mi-17V5 were acquired recently, see Scramble 363 – Page 87.

Chile is looking to obtain two C-130H to augment their current fleet of one C-130B and two C-130H.

Colombia

Fuerza Aérea Colombiana (AF)

SKBQ = Barranquilla
SKPQ = Palanquero

Beech 350

FAC5076 CATAM d/d 12aug09 **FL-575**

The continuing story of King Air 350 deliveries. This medevac bird was first noted in September and has its serial applied much larger than the "multipurpose aircraft" delivered in July. It was equipped by ATK and registered to them as N138CC. Refer Scramble 364 – Page 97.

Ce182R

(no serial) DOSAW d/d 08apr08

GAORI is known to operate a single Cessna 182R from Marandua on behalf of the US Department of State. It sports white/blue colours but has no external serial.

Ce208B

FAC5064	Cessna	as N5093Y	208B-2075	apr09
FAC5065	Cessna	as N5262X	208B-2080	apr09
FAC5066	Cessna	as N5253S	208B-2083	apr09

FAC5067 d/d 07aug09 **208B-2101**
FAC5068 d/d 07aug09 **208B-2102**

The quintet presented last month is believed to be tied-up as shown above. The last pair wore Cessna test registrations N5151D and N5227G respectively and was delivered through Liberia and San Jose, Costa Rica, and Tocumen, Panama. Refer Scramble 364 – page 67. Delivery of the first threesome has probably taken place as well.

AH-60L Arpia III

FAC4122 GRUCO 51 ex UH-60L jul09

Kfir C10

FAC3055 IAI f/n, photo **187** sep09

As could clearly be seen on the picture, and contrary to the first batch delivered in July, FAC3055 has a radar nose, which could make it a C10 version. The next batch is slated for delivery in October according to the FAC, although this may be a bit optimistic.

Mirage M5COA

FAC3033 pres SKPQ not upgraded sep09

After 37 years, the career of the Mirage has almost come to an end. Another example will be delivered to the museum in Bogota shortly. Note this example has not been upgraded to COAM, so it could have been wfu for quite a while.

T-37B

FAC2115 i/a SKPQ ex std SKBQ **40835** sep09

FAC2117 std SKPQ ex ESCOM 116 **41015** sep09

FAC2123 (1) to FAC2124 (2) **40855**

FAC2123 (2) ESCOM 116 active **40851** sep09

FAC2124 (1) to FAC2129 **41047**

FAC2124 (2) ESCOM 116 ex FAC2123 (1) **40855** sep09

FAC2129 ESCOM 116 ex FAC2124 (1) **41047** sep09

We are able to clear up recent T-37B deliveries and in particular serial FAC2123, which was noted on two different aircraft on delivery (refer Scramble 358 – page 88). FAC2123 (2) was delivered last January and still sported the last three of its USAF serial on its tail in September. FAC2124 had different finband colours and wear when noted in September compared to its delivery, matching those of the original FAC2123. Hence, we believe FAC2123 (1) has become FAC2124 (2). Meanwhile, FAC2129 sported the same finband colours (including wear) as the original FAC2124 on delivery, while FAC2129 was never seen in the US, nor on delivery! Hence, we believe FAC2124 (1) became FAC2129 after delivery. All other recently acquired T-37Bs were accounted for, including their finband colours, and in some cases the last three of their USAF serial, as noted previously. The only identity still lacking is that of FAC2126.

T-37C

FAC2107 pres SKPQ ex ESCOM 116 **41199** sep09

Ejército de Colombia (AR)

Ce208B

EJC1132 BatAv No.1 d/d 10sep09
Delivery went through San Jose, Costa Rica.

UH-60L

EJC2138 BatAv No.2 ex EJC-138? aug09

EJC2146 BatAv No.2 ex EJC-146 aug09

And again, two examples of reregistration this month. EJC-138 has never been reported to us as such, hence the question-mark. It was probably delivered as recent as last April.

Ecuador

Fuerza Aérea Ecuatoriana (AF)

The FAE has been studying offers from Chile and South Africa for Mirage Panteras and Cheetahs respectively. However, Venezuelan president Hugo Chavez has offered a dozen surviving Mirage 50 as well. The latter deal is free of charge. So this will probably be the best option for the budget-constrained Ecuadorans.

Mexico

Fuerza Aérea Mexicana (AF)

AS332L-1

TPH-03 (3) XC-UHV f/n, ex TPH-01 (3) **2363** apr09



Now the Tweet has said goodbye to operational service we only have to deal with the T-6A. This new 33rd FTS Texan II is seen here approaching the Seattle Boeing Field – King County International Airport (WA) on 1 August 2009. (Joost de Wit)

EC225LP

TPH-01 (5) XC-LKV f/n jul09
 TPH-02 (4) XC-LKO f/n, ex TPH-01 (4) **2684** apr09
 A fine example of Mexican roulette with serials! Both presidential EC225s have finally been delivered, although recently it was reported they were bought by the former President without notifying Congress...

Armada de México – Fuerza Aeronaval (NY)

MMMX = Mexico City/Benito Juarez

Mi-8MTV-1

AMHT-208 w/o 10sep09 **96043**

Sabre 60

AMT-203 wfu MMMX for sale **306-34** aug09
 Not surprisingly, after the delivery of another Learjet and a G450, one of the Sabreliners has been put up for sale.

Policia Federal Preventiva (PO)

Ce182S

XC-JPF to XB-PCC **182-80923**

Falcon 20E

XC-HID PF-203 code update **282** jun09
 We suspect CN235 XC-PFW has been recorded, as it was previously known as PF-203.

Procuraduría General de la República (PO)

MMGL = Guadalajara/Don Miguel Hidalgo y Costilla

MMMX = Mexico City/Benito Juarez

Various types

Serial	type	fate	c/n
XC-AA3	CeTU206G		U206-05306
XC-AA11	Ce441	to N142WJ	441-0011
XC-AA14	RC695	to XC-HGG	95051
XC-AA18	PA-31-350	to N318JL	31-8152033
XC-AA34	CeTU206G	to N. Leon	U206-05733
XC-AA52	CeTU206G		U206-06932
XC-AA54	Beech 300	to N750HL	FA-158
XC-AA66	Beech F90		LA-17
XC-AA75	CeT210N		210-63097
XC-AA76	CeTU206F		U206-03155
XC-AA90	Ce208	to Q. Roo	208-00098
XC-AA91	Ce404	w/o 25jan00	404-0451
XC-AA94	CeTU206G		U206-04958
XC-B1B	PC-6B/H2	w/o	2069

XC-CAW	CeTU206G	U206-04157
XC-DEN	CeTU206G	U206-05429
XC-DEP	CeTU206G	U206-05422
XC-HHR	Ce310Q	310Q-1112
XC-PGS	CeTU206F	U206-02475
XC-PRZ	CeT210M	210-62290

These aircraft were all registered with the PGR somewhere in the 90s, and all are updates to our database. If the registration was already known the factual update is underlined. If the fate is Nuevo Leon or Quintana Roo, the aircraft was given to this state government after PGR use.

DC-9-15

XC-LJZ wfu MMMX for sale **45775** aug09

UH-1H

XC-BBD	scr MMGL	ex PGR	11546 2008
XC-BBI	scr MMGL	ex PGR	12507 apr06
XC-BBK	scr MMGL	ex PGR	5650 apr06
XC-JAA	scr MMGL	ex PGR	5896 2008
XC-JAB	scr MMGL	ex PGR	5914 apr06
XC-JAE	scr MMGL	ex PGR	9691 apr06
XC-JAG	scr MMGL	ex PGR	10839 apr06
XC-JAM	scr MMGL	ex PGR	8573 2008
XC-JAN	scr MMGL	ex PGR	5788 2008
XC-JAO	scr MMGL	ex PGR	5999 2008
XC-JAQ	scr MMGL	ex PGR	5800 2008
XC-JAR	scr MMGL	ex PGR	9207 2008
XC-JAV	scr MMGL	ex PGR	5769 2008
XC-JAX	scr MMGL	ex PGR	8606 2008
XC-LKF	PGR Reynosa,	type update	dec07
XC-LKG	PGR Chetumal,	type update	dec07

Five Hueys were scrapped on 10 April 2006, and nine more followed on request of the PGR during 2008. This left the PGR with just eighteen possibly airworthy Hueys in 2008. The last two registrations have finally been confirmed as Hueys.

Peru

Fuerza Aérea del Perú (AF)

SPIM = Lima-Callao
 SPOI = Lima-Collique

An-32B

392 pres ex stored SPIM **1303** jul09
 This formerly stored Antonov has appeared in the newly erected Parque Temático de la FAP which is opposite Lima-Callao

airport. The theme park was inaugurated 21 July 2009.

Beech 65-A80

900 pres ex stored SPOL **LD-260** jul09
 This is also at this memorial park

Uruguay

Fuerza Aérea Uruguaya (AF)

Wrapping up the C212 deliveries mentioned last month, the tie-ups indeed are as suspected, with 534 taking up its former FAU serial again!

C212-200

534	EA3T	ex 534, SE-KVG	229	aug09
535	EA3T	ex SE-IVE	343	aug09

Aviación Naval Uruguaya (NY)

Local sources claim that Uruguay will acquire four S-3B Vikings from the USA. This comes as a bit of a surprise after the two C212 also on order from Sweden. Although these are for the air force, they are also aimed at supporting Uruguay's long-running MINUSTAH deployment in Haiti.

North America

Canada

Canadian Forces (DF)

CT-114 (CL-41A)

114131/3	431sq	ex 431sq/-	1131	aug09
114141/6	431sq	ex 431sq/3	1131	aug09
114146/11	431sq	ex 431sq/3	1146	aug09
114172/7	431sq	ex 431sq/3	1172	aug09

CH-124A (S-61A)

12429	12 Wing	ex 443sq	61-334	jun09
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CP-140 (L-285D)

140103	ISAF	ex 407sq	5693	may09
140113	ISAF	ex 14 Wing	5717	may09

These were the two Auroras deployed to the UAE for mapping duties over southern Afghanistan.

CH-146 (Bell 412CF)

146458	JTFAfg-AW	ex 408sq	46458	may09
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CF-188B (F/A-18B)

188910	409sq	ex 410sq	92/B028	jul09
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United States

United States Air Force (AF)

The Douglas A-1 Skyraider was extensively used in the Vietnam War. After its service life was over it was not replaced by a similar aircraft, unless you count the A-10 Thunderbolt. The US Air Force is now looking for a similar aircraft. On short notice, it wants to acquire 100 of these aircraft. These will be deployed a lot; currently the plans are for Afghanistan. They will be used to train local pilots and, when the need arises, also be used for combat missions. Several aircraft types are being looked at, but the Raytheon T-6B seems to be the front runner. Other (un-official) competitors are, among others, the Embraer EMB314 Super Tucano and Alenia M-346.

As of 25 August 2009 all C-5Bs have received the Avionics Modernization Programme (AMP). In this programme the analogue avionics are replaced by 'off the shelf' digital electronics.

L-3 Communications has converted the seven used Beechcraft 350s for the USAF. The company will now focus on 29 new built 350ERs and one more used 350ER. All will be converted to MC-12W.

The funding on the latest defense bill for eight VIP transport planes (two C-37s and six C-40s) has been cut in half. The four aircraft were wanted by the air force, but the money is needed for other programs. The Georgia representative (where the Gulfstream factory is located) had put the extra aircraft on the budget.

It is expected that the draft Request for Proposal for the KC-X programme will be released by the end of September 2009.

A company called S&K Technologies is disassembling an F-15D to provide an inside into the status of the F-15 fleet. In November 2007 a National Guard F-15 broke up in mid-air and by tearing down this F-15D the USAF is looking for any hidden structural damages.

The US Senate has finally decided to halt further F-22 production. It voted 58 to 40 to kill the Raptor.

Several T-6s have been noted in a new, or adapted, colour scheme. The red cheat line, dividing the blue bottom and white top of the fuselage, has disappeared. The USAF roundel has been reduced in size as has the national insignia. The latter has also moved a bit further back.



Thanks to the almost ideal weather conditions Davis Monthan AFB (AZ) is a well known location for aircraft storage. QRF-4C 69-0376/AF324 had been in storage at AMARG for many years before re-entering service as a full scale target at the end of 2005. Currently the 82nd ATRS has no use for this specific airframe and sent it back to Arizona for temporary storage.

(17 August 2009, Coert van Breda)



Sightings of VH-60Ns in Europe are rare, but due to the decision to cancel the new presidential helicopter VH-71, the chances to see them are rising. Obviously the chances to see one in the States are much higher. Pictured here is 163264 of HMX-1. (Tucsonay Airport (AZ), 15 August 2009, Coert van Breda)

Hickam Air Force Base (HI) will be combined with Naval Station Pearl harbour and called Joint Base Pearl Harbor-Hickam. The merger will start 31 January 2010 and be completed by 1 October 2010.

United States Air Force Unit News

The latest Bomb Squadron was activated on 3 September 2009. The 69th BS will be part of the 5th BW at Minot AFB (ND) and operate a couple of B-52Hs.

Some unconfirmed info has come to light as to the disposition of the aircraft of the units mentioned in Scramble 361 – Page 102.

Unit	gain	lose	remark
36th FS	F-16-50	F-16-40	ex 52nd FW
119th FS NJ NG	F-16-30	F-16-30	ex 120th FS, old 30s retire
120th FS CO NG	F-16-40	F-16-30	ex 34th and 36th FS
121st FS DC NG	F-16-30	F-16-30	ex 176th FS, old 30s retire
176th FS WI NG	F-16-40	F-16-30	ex 34th and 36th FS

United States Air Force Air National Guard Unit News

The 176th FS 115th FW WI ANG deployed fourteen of its F-16 to Iraq on 22 September 2009.

The 150th FW at Kirtland AFB (NM) will lose all its aircraft and become an Associate unit to the 58th SOW. There already only a few Vipers left in the unit.

United States Air Force Reserve Unit News

KRIV = March JARB (CA)

B-52H

60-0051/BD	93rd BS	ex MT/23rd BS	464416	sep09
61-0011/BD	93rd BS	ex LA/11th BS	464438	sep09

C-17A

07-7183	437th AW	ex Boeing	P183	jan09
07-7184	437th AW	ex Boeing	P184	feb09
07-7187	437th AW	ex Boeing	P187	aug09
07-7188	437th AW	ex Boeing	P188	may09
07-7189	437th AW	ex Boeing	P189	aug09
07-7190	Boeing	f/n	P190	

C-130E

68-10935/RS	i/a	ex RS/37th AS	4315	aug09
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The wings of the former Ramstein C-130 will be removed and it will be used as an instructional airframe.

MC-130E

64-0565	711th SOS	ex std KRIV	4077	jul09
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C-130J

08-8602/RS	'86 OG'	ex Lockheed	5611	jun09
08-8603/RS	37th AS	ex Lockheed	5613	jun09
08-8604/RS	37th AS	ex Lockheed	5612	jun09
08-8605/RS	37th AS	ex Lockheed	5615	sep09
08-8606/RS	37th AS	ex Lockheed	5614	sep09

E-3C

83-0008/OK	960th AACCS	ex ZZ/961st AACCS	22836	aug09
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This aircraft has a mishap at Nellis AFB (NV) on 28 August 2009 when its nose landing gear collapsed during landing. The nose showed some considerable black burnt marks, indicating that there might be structural damage.

F-15C

85-0103/ZZ	67th FS	ex AK/19th FS	956	oct08
85-0105/ZZ	67th FS	ex AK/19th FS	959	oct08

F-16CG

90-0723/WP	80th FS	ex AK/18th FS	1C-331	sep09
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MQ-1B

00-3068	11th RS	w/o 28apr09	P068	
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MQ-9A

07-4032	42nd ATKS	f/n		mar09
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T-6A

04-3759/EN	80th FTW	ex VN/71st FTW	PT-311	aug09
06-3840/CB	14th FTW	ex Raytheon		sep09
07-3875/VN	71st FTW	ex Raytheon		sep09
07-3879/EN	80th FTW	ex Raytheon		sep09
07-3883/EN	80th FTW	ex Raytheon		sep09
07-3890	80th FTW	ex Raytheon		aug09
07-3895/EN	80th FTW	ex Raytheon		aug09
08-3908/RA	12th FTW	ex Raytheon		sep09

United States Army (AR)

United States Army Unit News

The US Army Air Ambulance Detachment, 5th Aviation Battalion at Fort Polk (LA) received its first Medevac UH-72A in September 2009. The unit made the trip to the factory in Columbus (MS) 8-10 September to pick up the first three helicopters. Early 2010 three more will be delivered and the last two are

scheduled for the summer of 2011. The Lakota's are replacing the UH-1H.

United States Army National Guard Unit News

B/1-114th AVN PR ARNG was the first unit outside the continental United States to receive the UH-72A Lakota.

B/1-169th AVN AL ARNG headed for Fort Sill (OK) n the first week of September. There the unit will prepare for a deployment to Afghanistan. The unit will not take its own Chinooks but will use some already in country.

The Delaware Army National Guard is getting a couple of new hangars. After the ground breaking ceremony a farewell ceremony was held for the UH-1 Huey. The last one from the 121st MedCo Det.1 will leave in November 2009. The other based helicopter unit, A/3-238th AVN, will head for Iraq later this year.

United States Army Reserves Unit News

CH-47D

87-00108 H/1-189th AVN ex G/149th AVN **M3227** aug09

United States Navy (NY)

On 29 July 2009, the Commander Operational Test and Evaluation Forces, declared that the EA-18G is found suitable for operational effective missions. The Growler is now officially recommended for fleet introduction.

On 28 July 2009, Admiral Gary Roughead, the US Navy's Chief of Naval Operations (CNO), addresses the crowd at the rollout ceremony of the first F-35C Lightning II carrier variant. The F-35C will reach its Initial Operational Capability (IOC) on board a carrier in 2015. The first F-35C, known as **CF-1**, will undergo a wide-ranging series of ground tests before its first flight, scheduled for late 2009. **CF-1** is the ninth F-35 test aircraft to be rolled out, and joins a fleet of F-35A (conventional takeoff and landing) and F-35B (short takeoff/vertical landing) variants that have logged more than 100 flights.

The first EA-6B Prowler was transferred to Davis Monthan (AZ). On 22 July 2009, **Electronic Attack Squadron (VAQ) 129 Vikings** ('NJ-5xx and 9xx') Prowler with tailcode/modex NJ-907 flew from homebase NAS Whidbey Island (WA) to the boneyard after 34 years of Naval service. The 309th Aerospace and Maintenance Regeneration Group at Davis Monthan will prepare the aircraft for storage which entered service in August 1975 and logged more than 11,000 flight hours and 18,000 landings (7,019 field carrier landing practice landings, 9,069 field landings, 1,651 catapults, 1,656 ship arrested landings and 1,706 total arrested landings, reaching an average 147 catapults and 152 arrestments per 1,000 hours). The US Navy transitions away from the EA-6B toward the EA-18G Growler. So more Prowlers will continue to be removed from active service. Up to 2013 the Navy will fly the Prowler from Whidbey, the USMC will fly this beauty until 2019 from MCAS Cherry Point (NC). It is expected that during the upcoming years many aircraft will swap squadrons as the best aircraft must continue operations while the older ones will be transferred to Davis Monthan.

On 21 September 2009, Northrop Grumman delivered the 21st, and final production E-2C Hawkeye 2000 aircraft to the US Navy. The delivery took place at the company's East Coast Aircraft Manufacturing and Flight Test Center, known as the "Home of the Hawkeye" at St. Augustine (FL). The E-2C Hawkeye 2000 began service with the US Navy in 2005 as a powerful upgrade to the E-2C airborne early warning and control platform. Northrop Grumman now delivered the final E-2C and will start the delivery of the next generation of the Hawkeye, the E-2D Advanced Hawkeye. Northrop Grumman introduced the sixth generation of the E-2, the E-2D Advanced Hawkeye in 2007. With an external appearance similar to the E-2C, the systems of the Advanced Hawkeye have been completely redesigned and the capabilities are improved. The E-2D is among many other new things equipped with the powerful AN/APY-9 Electronic Scan Array (ESA) radar. The US Navy Program of Record contains 75 E-2Ds, the first three pilot production E-2Ds are on track for delivery in 2010 under a \$408 million contract signed in 2007. In June 2009, a Low Rate Initial Production contract was signed for \$432 million.

The Navy may replace its aging fleet of C-2 Greyhounds with tilt-rotor V-22 Ospreys. The V-22 is being considered as one option for the replacement of the C-2; however, there has been no final determination and, to date, there have been no Navy-specific requirements designed into the V-22. During 2008, the USMC took the MV-22 Osprey to Iraq; this year, the aircraft deployed at sea for the first time on the amphibious assault ship Bataan. Talk of a USN variant of the V-22 dates back decades, but it has always been unclear precisely what, if any, role it might fill. The original V-22 program that began in the 1980s included three possible applications for a Navy Osprey — combat search and rescue, special warfare and fleet logistics. Currently, the growing fleet of H-60 helicopters handles the bulk of combat-search-and-rescue missions as well as some special warfare support. Meanwhile, the C-2, known as a carrier on-board delivery plane, or COD — bringing mail, supplies and people to carriers — is nearing its twilight years. Today's fleet of 35 CODs dates back to 1984. The aircraft has reached the end of its initial service life, but Navy officials have put them through a service-life extension program. The program aimed to stretch their lifespan from 10,000 flight hours to 15,000. So far, 28 of those 35 aircraft have undergone the SLEP. Navy officials were unable to say how long the C-2 is projected to remain in the fleet, or when its replacement will be needed. The Navy agreed to buy 48 Ospreys in the aircraft's "program of record" — a long-term planning agreement between the Navy, Marine Corps and Air Force. But the Navy, unlike the other two services, has never allocated money or carved out a clear mission for the aircraft. In the past, the Osprey also has been considered a potential anti-submarine platform, or an "SV-22," and for electronic warfare, or an "EV-22." A spokesman for Bell-Boeing's Osprey program said they have discussed with Navy officials the possibility of providing an Osprey for "fleet logistics."

United States Navy unit news

Commander Naval Air Force U.S. Atlantic Fleet

(ComNavAirLant)

The **VF-101 Grim Reapers** (the former F-14A/B/D Tomcat Fleet Replenishment Squadron ('AD') at NAS Oceana which was disestablished on 15 September 2005) are to return to being a Replacement Air Group flying the F-35B. The **Grim Reapers** will be based at Eglin AFB (FL) as part of the **F-35 Joint Training School** or the **Eglin Integrated Training Center** and will most probably be designated as **VA-101**. First deliveries of F-35Bs to Eglin are expected from 2010 with Initial Operational Capability (IOC) scheduled for the US Marines in 2012, the US Air Force in 2013 and the US Navy in 2015.

The **US Navy Test Pilot School** (USNTPS) at NAS Patuxent River (MD) is scheduled to receive its first T-6B in the beginning of 2010. The aircraft will be phased into USNTPS through 2011. As the T-6Bs are accepted into the USNTPS inventory, the T-6As will be transferred to Naval Air Station Pensacola (FL).

Carrier Air Wing 7, USS **Dwight D. Eisenhower** (CVN-69), **AG**

On 30 July 2009, the **USS Dwight D. Eisenhower** (CVN-69) arrived back home at Naval Station Norfolk (VA) after a five-month deployment. During the deployment, Ike and embarked Carrier Air Wing (CVW) 7 conducted more than 4,600 flight sorties totalling more than 16,000 hours. Of those operations, 2,010 were combat sorties supporting American and Coalition forces on the ground in Afghanistan.

Commander Naval Air Force U.S. Pacific Fleet

(ComNavAirPac)

VAQ-142 Gray Wolves ('NF-52x') returned to homebase NAS Whidbey Island (WA) after a deployment to the Middle East. The EA6B squadron returned via Lajes (Azores) early August 2009.

Carrier Air Wing 2, USS **Abraham Lincoln** (CVN-72), **NE**

During a ceremony on NAS North Island (CA), HS-2 became **Helicopter Sea Combat Squadron (HSC) 12** ('NE-61x'), on 6 August 2009. At the same moment, the squadron was officially equipped with the Navy's newest, the MH-60S Seahawk. The squadron has kept its nickname, **Golden Falcons**. The squadron was established on 7 March 1952 as the first anti-submarine warfare helicopter squadron on the West coast. HSC-12

will lose the anti-submarine warfare mission, but will continue to focus on the core mission areas of search and rescue, combat search and rescue, naval special warfare, anti-submarine warfare and logistics.

Carrier Air Wing 11, USS Nimitz (CVN-68), NH

The *Nimitz* Carrier Strike Group (CSG), including the USS Nimitz (CVN-68) and units assigned to CSG-11 departed its homeport NS San Diego (CA) for a scheduled Western Pacific deployment on 28 July 2009. Embarked is Carrier Air Wing Eleven which looks as follows:

VFA-41	<i>Black Aces</i>	F/A-18F	NH-1xx
VFA-14	<i>Tophatters</i>	F/A-18E	NH-2xx
VFA-97	<i>Warhawks</i>	F/A-18C	NH-3xx
VFA-86	<i>Sidewinders</i>	F/A-18C	NH-4xx
VAQ-135	<i>Black Ravens</i>	EA-6B	NH-5xx
VAW-117	<i>Wallbangers</i>	E-2C-2000NP	NH-60x
HS-6	<i>Indians</i>	SH-60F/ HH-60H	NH-61x
VRC-30/Det.3	<i>Providers</i>	C-2A	xx

The usual USMC F/A-18C squadron with CVW-11 (VMFA-323 *Red Devils*) was not embarked this time and replaced by VFA-97. VFA-81, since April 2007 with CVW-11, is replaced by VFA-86.

Commander US Navy Reserve Force

(ComNavAirResFor)

On 25 July 2009, the first C-130T of VR-62 arrived at its new homebase NAS Jacksonville (FL). The other three aircraft of the squadron will arrive in the coming months. VR-62, moved and changed nicknames several times before arriving at Jacksonville. Once based at Detroit (1985) the unit was known as *The Motowners*. When that base closed, VR-62 was repositioned to NAS South Weymouth (MS) in 1994 and accepted the name *Mass Transit*. South Weymouth was also closed so VR-62 found a new home at Brunswick (MN) and became *The Nor'easters*. As Brunswick is closed in 2011, the squadron now moved to Jacksonville (FL) and claimed the name *The Nomads*. The C-130T which arrived at Jacksonville on 25 July left the same day for a detachment in South-America. VR-62 will also start a three-month detachment to NAS Sigonalla (Italy) later this Summer.

United States Navy Training Command

(NavTraCom)

Currently, the USN Texan inventory includes 47 T-6As, which are located at NAS Pensacola and NAS Patuxent River. The Navy plans to procure the remaining production aircraft in the T-6B configuration. The total number of aircraft being acquired in the T-6B configuration is 272. Four of the existing Navy T-6As will be transferred next spring to the USAF as part of an aircraft swap Memorandum of Agreement, so the projected Navy T-6A/B inventory will number 315. The predecessor of the T-6, the T-34C is scheduled to be phased out of US Navy service by 2014.

Training Air Wing Four, G

NAS Corpus Christi (TX) is scheduled to receive the first Texan IIs during 2012, with IOC planned for the fall of 2012.

Training Air Wing Five, E

A ceremony marked the arrival of the first two T-6B Texan II trainer aircraft (166011 and 166...) at NAS Whiting Field (FL) on 27 August 2009. The arrival of the Texan signals the start of the turnover from the T-34C Turbo Mentor within Training Air Wing 5 ('F'), which has been in the fleet for more than 30 years, to the T-6B for primary flight training in the Navy. The two T-6Bs will undergo technical manual verification and validation and be used for maintenance and initial instructor pilot training. Follow-on deliveries of T-6Bs are scheduled to begin this winter, and Initial Operation Capability (IOC) is expected in the spring of 2010 at NAS Whiting Field. At that moment, fifteen T-6Bs and a full suite simulator must be operational.

- KNHK = Patuxent River NAS (MD)
- KNZY = San Diego/North Island NAS-Halsey Field (CA)
- NUW = Whidbey Island/Whidbey Island NAS (WA)
- XS14 = Greenville/Weese Intl (TX)

EA-6B

159585/NJ-907 VAQ-129 ex AC-502/VAQ-130 **P-51** aug09
 159585/NJ-907 AMARG ex NJ-907/VAQ-129 **P-51** aug09
 161880/NJ-900 VAQ-129 ex NL-900/VAQ-129 **P-103** aug09
 A typo in the code of the above Prowler is the reason for this second visit.

C-2A

162150/RW-20 VRC-30 ex N07-027/KNZY **30** mar09
 162152/NH-32 VRC-30 ex NK-32/VRC-30 **32** mar09
 The first Greyhound has had maintenance with NADep.

UC-12B

161313 N. Island ex 7M/North Island **BJ-30** mar09
 161326 Pax. River ex 7G/Whid. Island **BJ-43** may09
 161512 N. Orleans ex 7X/New Orleans **BJ-60** may09

KC-130R

160627 VX-20 ex QD-627/-152 **4773** may09
 The former unit of this Hercules is prefixed with VMGR.

E-2C

164492/600 NSAWC ex -/NSAWC **A155** mar09

E-2C+

164496 ex AD-641/VAW-120 **A159** mar09

E-2D

166501 Grumman f/n **AA-1** aug07
 166502 Grumman f/n **AA-2** nov07
 Already in their testfase for years, but never reported in our updates section.

F-5N

761537/AF-11 VFC-13 ex AF-04/VFC-13 **L1012** mar09
 761591/AF-120 VFC-111 ex AF-11/VFC-13 **L1066** may09

EA-18G

166856/XE-572 VX-9 ex NJ-552/VAQ-129 **G-2** nov08



After and before! Two US Navy C-26s, 900530 and 900531, came to Eindhoven in August/September for respray. These two photos show the differences. If you can list 'm all, please send your answers on a post card to us.
 (Eindhoven, 7 September 2009, Detlev Schigt and Mike Schoenmaker)



Shown here is, 159585/NJ-907 of VAQ-129, the first EA-6B Prowler to end up at AMARG. After some preparation, and adding the code AN5A0255, it was towed to its parking spot where it is awaiting the things to come.

(Davis Monthan AFB (AZ), 6 September 2009, Jurgen van Toor)

166897/NJ-563 VAQ-129 ex -/VAQ-129 may09
166899/NJ-555 VAQ-129 f/n aug09

NEA-18G

166642/500 VX-31 ex DD-500/VX-31 **EA-2** feb09

F/A-18C

163485/AD-332 VFA-106 ex std AB-407/KNZY **717** apr09
164630/30 VFA-106 ex AD-314/VFA-106 **1047** apr09
164636/301 KNZY ex NK-301/VFA-113 **1053** mar09
165171/NH-410 VFA-86 ex AB-410/VFA-86 **1287** jan09
165175/RK-96 KNZY ex AC-311/VFA-37 **1295** mar09
165405/NE-401 VFA-34 ex -/VFA-81 **1436** apr09

The first, third and fifth Hornet are or were with NADEP for their maintenance.

F/A-18E

165164/SD-211 KNHK ex SD-211/VX-23 **1285** may09
165169/NJ-1041 NUW ex 3010/CNATTU **1344** aug09
166870/NK-212 VFA-115 f/n aug09

The first Super Hornet left active duty to be preserved for the next generation. The second Super Hornet is currently in use as an instructional airframe, it came from Oceana (VA).

F/A-18F

165801/14 NSAWC ex AD-222/VFA-106 **1533** jul09
166459/NJ-127 VFA-122 ex NJ-107/VFA-122 **F094** mar09
166670/AC-107 VFA-32 ex AC-207/VFA-32 **F148** mar09

AH-1Z

166760 HX-21 ex DD-007/VX-31 may09
166772 HX-21 f/n may09

UH-1Y

166754/410 VX-31 ex DD-411/VX-31 may09
166768 HX-21 f/n may09

HH-60H

165117/NH-7 HS-6 ex NK-6/HS-4 mar09
165117/NH-7 HS-6 w/o 19may09
165122/AC-615 HS-7 ex AC-616/HS-7 **70-2286** jul09
165256/NH-5 HS-6 ex NH-4/HS-6 **70-2289** mar09

MH-60R

166407/TS-407 HSM-41 ex TS-21/HSM-41 mar09
166409 HX-21 f/n may09
166531 HX-21 f/n may09
166536 HSM-70 f/n may09
166537/AJ-701 HSM-70 f/n may09
166538/AJ-702 HSM-70 f/n may09
166539/AJ-703 HSM-70 f/n may09

The code of the sixth MH-60R needs confirmation!

MH-60S

165764/SA-11 HSC-3 ex HW-62/HSC-26 mar09
165769/SA-06 HSC-3 ex RB-53/HSC-25 mar09
165774/SA-07 HSC-3 ex RB-56/HSC-25 mar09
165776/WC-40 HSC-23 ex WC-41/HSC-23 mar09
166302 HX-21 ex -/HSC-2 may09
166352/HU-733 HSC-2 f/n jul09
166360/77 HSC-26 ex HU-736/HSC-2 mar09
166368/HW-76 HSC-26 f/n jul09
166369/SA-14 HSC-3 f/n mar09
167812 HX-21 f/n may09
167830 HX-21 f/n may09
167834/HU-734 HSC-2 f/n sep09

SH-60F

163285 ex 73/NSAWC **70-816** may09
163286/DD-460 VX-31 ex RA-../HS-10 **70-819** may09
164072 HX-21 ex -/Pensacola **70-607?** may09
164089/461 VX-31 ex RA-19/HS-10 **70-827?** may09
164443/E-400 TAW-5 ex AB-617/HS-11 mar09
164448/RA-16 HS-10 ex NK-614/HS-4 **70-1685?** mar09
The first Seahawk was noted at China Lake, but code or unit could not be confirmed.

P-3C

158215/215 VP-30 ex LL-215/VP-30 **5560** apr09
158924/LN-924 VP-45 ex 924/VP-45 **5596** may09
158926/RC-926 VP-46 ex -/VP-46 **5598** aug09
158935/LL-935 VP-30 ex XS14 **5607** may09
159512/LF-512 VP-16 ex 512/unknown **5630** may09
160767/LF-767 VP-16 ex 767/unknown **5670** may09

161006/LK-006	VP-26	ex 006/Unknown	5688	aug09
161339/LN-339	VP-45	ex 339/unknown	5738	may09
161585	VPU-1	w/o 20oct08	5756	
161764/764	VP-46	ex LD-764/VP-10	5777	mar09
163003/LF-003	VP-16	ex 003/unknown	5810	may09
163290/290	VP-30	ex 290/unknown	5815	apr09

The fourth Orion was here for maintenance.

EP-3E Arias II

156514/PR-33	VQ-1	ex 514/VQ-1	5508	may09
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P-8A

167953		N441BA	34396/T2	apr09
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T-38C

162283/G-743	TW-4	ex 2283/VFA-125	GL-281	apr09
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T-38A

701579/S-17	USNTPS	ex 17/USNTPS	T6269	may09
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T-38C

638135/S-18	USNTPS	ex 18/USNTPS	N5482	may09
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T-45A

165075/F-600	VT-86	ex B-275/TW-2	A079	mar09
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T-45C

165070/F-602	VT-86	ex B-270/TW-2	A074	mar09
165465/A-122	VT-9	ex F-604/TW-6	C022	apr09
165468/A-125	VT-7	ex F-606/TW-6	C025	apr09
165472/A-100	VT-9	ex A-129/TW-1	C029	apr09

United States Marine Corps (NY)

On 29 August 2009, the first KC-130J Harvest Hawk took the sky from Air Force Plant 42, Palmdale (CA). The modified Marine Aerial Refueler Transport Squadron (VMGR) 352 Raiders ('QB') Hercules (167110/QB-110) tested a new surveillance and weapons system. Personnel from Air Test and Evaluation Squadron (VX) 20 Force, were on the controls on its first flight with the new armed Hercules. The \$22 million mission kit provides the Harvest Hawk aircrew first strike ability, Intelligence, Surveillance and Reconnaissance (ISR) capabilities with a Hellfire weapons system and targeting sight system. The retrofitted KC-130J will use an AN/AAQ-30 Targeting Sight System located under the left wing's external fuel tank to give the fire control operator eyes on target from more than several thousand feet away. Lockheed Martin equipped the aircraft with a AGM-114P Hellfire II weapons rack, in place of the left-hand aerial refueling pod, that can carry a maximum of four air-to-ground Hellfire missiles for close-air support. A fire control operator will manage the new targeting sight system and weapons from a removable cargo platform mounted fire control station. The flexible design feature allows Marines to take off the mission kit and mount it onto another modified Harvest Hawk between flights. This means the squadron can still provide surveillance and Close Air Support (CAS) if only one modified aircraft is available. The right wing can still carry fuel for aerial refueling while the left wing carries the kit. The Corps intends to provide three systems to each KC-130J squadron.

The first KC-130J Harvest Hawk should be in Afghanistan by November 2009. The souped-up aircraft will get its first go at a simulated close-air support mission during the Weapons and Tactics Instructor Course (WTI) next month at MCAS Yuma (AZ), a key benchmark before it's ready to head downrange. The Corps plans to put two kits on aircraft in Afghanistan and keep one stateside for training. The USN want to buy nine kits in all, with three going to each of the three active-duty KC-130J squadrons.

The USMC will soon deploy their new UH-1Y. The Yankee's current first deployment, to MCAS Camp Pendleton (CA), confirmed the aircraft is well-suited to expeditionary operations. The Yankee flew passengers and cargo, performed small-team tactical insertion work, command and control, acted as a light gunship and flew escort and maritime special operations. The limitations of its predecessor, the UH-1N, were no power or range or onboard systems which is much improved with the Yankee. The Yankees will now be configured with improved satellite communication capability in preparation for the Afghanistan deployment.

United States Marine Corps unit news

Marine Force Pacific (MARFORPAC)

3d Marine Air Wing (3d MAW)

On 1 August 2009, three UH-1Ys, attached to Marine Medium Helicopter (HMM) Squadron 163 (Reinforced) Evil Eyes ('YP') returned from a six-month deployment aboard USS Boxer (LHD-4) to MCAS Camp Pendleton (CA). This event marked the first squadron to deploy with the new UH-1Y tactical utility helicopter as part of the Boxer Expeditionary Strike Group (BOXESG). The Corps plans to field a total of 123 UH-1Ys and 226 AH-1Zs, with a final delivery date of 2021. The next Yankee is slated for delivery in September, with two more due in October. The next Zulu is expected to come off the line in December, bringing the total fleet to 21 Yankees and seven Zulus by the end of this year.

Marine Attack Squadron 211 (VMA) 211 (Wake Island) Avengers ('CF') flew from the forward-deployed amphibious assault ship USS Essex (LHD-2) for the last time on 10 August 2009. The seven AV-8B Harriers were assigned to and deployed with the Essex for almost four years from homebase MCAS Yuma (AZ). The fly off marks the unit's final deployment on the "Iron Gator", as VMA513 Flying Nightmares ('WF') will take its place when Essex deploys for fall patrol later this year. The squadron falls under the command of Marine Aircraft Group 13 (MAG-13) and 3rd Marine Aircraft Wing (3rd MAW).

KMGE = Marietta/Dobbins ARB (GA)

KNKT = Cherry Point MCAS/Cunningham Field (NC)

KNXX = Willow Grove/Willow Grove NAS (PA)

KC-130J

166763/QB-763	VMGR-352	ex QD-763/-152	5563	may09
167985/QB-985	VMGR-352	ex QB-985/KMGE	5606	mar09

The former unit of the first Hercules is prefixed with VMGR.

F-5F

761586/00	VMFT-401	ex -VMFT-401		mar09
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F/A-18A

162463	AMARG	ex pres KNXX	317	jul08
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A mispale was the reason why we reported this one as preserved at Willow Grove (PA). Buno 162436 is the one on this location, this Hornet is still stored with 309th AMARG.

F/A-18C

164891/AB-405	VMFA-251	ex AB-205/-251	1223	feb09
164952/AB-412	VMFA-251	ex AB-207/-251	1252	mar09
164979/AB-414	VMFA-251	ex AB-214/-251	1283	mar09
165192/WT-04	VMFA-232	ex VW-07/-314	1333	mar09
165218/WT-10	VMFA-232	ex 10/-232	1398	mar09

The former units of the above Hornets are prefixed with VMFA.

F/A-18D

164211/SH-270	T-101	ex SH-251/T-101	974	apr08
164685/ED-20	(AW)-553	ex DT-09(AW)-242	1118	aug09

The former and new unit of the above Hornet is prefixed with VMFA.

AH-1W

160824	HMM-166	ex UV-52/HMLA-267	26941	
163936		ex XE-742/VX-9	29502	may09
164588/20	HMLA-169	ex VT-.../HMLA-367	29166	apr09
165284/MM-00	HMLA-773	ex MP-00/HMLA-773	26332	apr09
165290/MP-02	HMLA-773	ex MP-07/HMLA-773	26338	jan09

The first Cobra has been written of on 05may09. The second one was seen at China Lake but unit and code were not confirmed. The fourth one is currently on duty with Det. A.

CH-53D

156954/YH-00	HMH-463	ex SU-.../HMT-301	65-201	mar09
157128/YH-41	HMH-463	ex YZ-41/HMH-363	65-254	mar09
157150/YH-43	HMH-463	ex YL-42/HMH-362	65-276	mar09
157173/YH-45	HMH-463	ex YZ-45/HMH-363	65-299	mar09
157747/YH-51	HMH-463	ex YZ-16/HMH-363	65.233	mar09

CH-53E

161539		ex std HC-539/KNKT		may09
161542/EN-07	HMH-464	ex -/HMH-464		jul09
161993/YK-21	HMH-466	ex YF-21/HMH-462		mar09

164359/YN-07 HMH-361 ex YJ-10/HMH-465 oct07
 164776/YJ-53 HMH-465 ex YK-53/HMH-466 mar09
 The first one was not used at Patuxent River inside a hangar, so we suspect it will be operated by HX-21.

AV-8B

163868/WE-21 VMA-214 ex CF-23/VMA-211 **176** mar09
 164117/WL-311 VMA-311 ex YW-55/HMM-165 **194** mar09
 164119/WH-19 VMA-542 ex YM-57/HMM-365 **196** jul09
 164121/80 VX-31 ex XE-752/VX-9 **198** apr09
 164153 VMAT-203 ex CG-22/VMA-231 **226**
 165567/WL-11 VMA-311 ex YW-53/HMM-165 **304** mar09

The fifth Jumpjet has been written off since 29dec08.

AV-8B(R)

165421/WE-01 VMA-214 ex 02/VMA-214 **293** mar09

AV-8B+(R)

165306/WH-15 VMA-542 ex CG-.../VMA-231 **264** mar09
 165310/CG-04 VMA-231 ex WP-09/VMA-223 **268** mar09
 165356/CG-11 VMA-231 ex WP-00/VMA-223 **273** mar09
 165385/WL-14 VMA-311 ex WF-12/VMA-513 **280** mar09

MV-22B

165852/ES-00 VMM-266 ex EG-00/VMM-263 **D0038** jul09
 166494/ES-12 VMM-266 ex EG-12/VMM-263 **D0073** jul09

Carrier Nieuws

The US Navy announced the decision to shift near-term carrier strike group (CSG) deployment schedules to address a delay in the completion of *USS Enterprise's* (CVN-65) maintenance availability at Northrop Grumman Shipbuilding-Newport News (VA) on 11 September 2009. Commanders of the USN have been monitoring the progress of *Enterprise's* maintenance availability and evaluating the upcoming carrier schedules in order to meet combatant commander requirements and minimize impacts to pre-deployment training cycles. By extending the current *USS Nimitz* (CVN-68) and the upcoming *USS Harry S. Truman* (CVN-75) carrier strike group deployments to just under eight months each, the Navy will meet the near-term operational requirements generated by the *Enterprise* maintenance availability extension. The USN remains committed to its policy of maintaining deployment lengths to manage personnel tempo as components of force readiness. No new deployments result from this schedule change; all the affected carrier strike groups were scheduled to be deployed in 2010, the only changes are to the timing and lengths of those deployments.

The *USS Makin Island* (LHD-8) is on its way during her maiden voyage. The amphibious departed (with only MH-60S embarked) Pascagoula on 10 July 2009. As part of the 4th Fleet,

the ship is circumnavigating South American and is expected to arrive late September in her new homeport NB San Diego (CA). Makin Island is the Navy's eight and last Wasp-Class Amphibious to be built and is scheduled to be commissioned on 24 October 2009.

United States Coast Guard (CG)

HC-144A

2301 Mobile **IFSP-001** may09
 2304 Mobile ex Elizabeth City **172** mar09

MH-60J

6014 Mobile ex Elizabeth City **70-1585** mar09

HH-65C

6515 Mobile ex San Francisco **6129** mar09
 6531 Mobile ex Barbers Point **6177** mar09
 6561 Houston ex Savannah **6244** apr09
 6608 f/n **may09**

The last Dauphin was seen during a test flight at Elizabeth City on 20may09.

MH-65C

6506 Mobile ex HITRON Jax **6050** jul09
 6518 HITRON Jax ex Borinquen **6135** apr09
 6556 N. Orleans ex HITRON Jax **6235** may09
 6576 N. Orleans ex Atlantic City **6272** may09

United States Customs and Border Protection (GV)

Credits

Hans Air, Stefano Alessi, Henrico Angerman, Jo-Olav Bakken, Gerry Barron, Jean D. Bizot, David Cenciotti, John Chalmers, David Clarke, John Clarke, Howard J. Curtis, Jonathan Derden, Philip Duckett, Ralph Duenas, Andre Dupont, Dietmar Fenner, Mike Greenway, Dean Heald, Mike Henniger, Curt Jans, Stefan Jongen, Alan Kilham, Giovanni Loosvelt, Andres Luna, Gerry Manning, VMAS/Daniele Mattiuzzo, Stephen Miller, Craig Murray, Masanori Ogawa, Taka Okamura, Yucca Palm, Jagan Pillarisetti, Dave Powers, Steve Rhymes, Santiago Rivas, David Robins, Patrick Roegies, Peter Schneider, Greg Smith, Marco Sommaccal, José Soria, Chris Taylor, Javier Franco Topper, Michiel Vermeer, Hans van der Vliet, Kevin Whitehead, Jacek Zemlo,

Abbreviations

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



The Royal Australian Air Force has been operating the C-130J for a couple of years now. A new colour scheme is being applied to the aircraft, as shown by this A97-449 in Afghanistan.

Showreports



A very interesting aircraft visiting a NATO airshow is this Belarus Air Force Su-24MK. The aircraft is assigned to the 116.BAB at Ross air base. (Radom, 27 August 2009, Paul Gross)

Roth (Germany)

Open Day

5 July 2009

Static:

3C-OK	OH-58B	3. Hub. Staf./FI	&
3865/BYM	SA342	3RHC	
70+83	UH-1D	LTG61 nmk	*
78+08	NH90	HFWS nmk	
82+63	EC135T1	HFWS	
85+03	CH-53G	MTHR15 nmk	
86+13	Bo105P1	(HFWS)	
86+88, 86+66, 87+20	Bo105P1	nn	
87+34	Bo105P1	KHR26	
87+92	Bo105P1	KHR26	&
714	Mi-24V	MH 86.HE	&
95-26650	UH-60L	nn	
08-05540	AH-64D	nn	
D-HBYC	EC135P2	Polizei	
D-HLTN	EC155B1	Polizei	
D-HSWG	EC135P2	ADAC	
N515VD	Mi-2	private	

Hangar B (open):

75+01	SE3130	pres	
86+27, 86+57, 86+69	Bo105P1	nn	
86+79, 87+04, 87+26	Bo105P1 dem	nn	
87+01, 87+50	Bo105P1	nn	
87+70	Bo105P1 dem	nn	
8+...	Bo105	stripped	
D-DOKU	Bo105P-2	Polizei	

Hangar C (closed):

(86+04)	Bo105P1	Serial on engine cover	
bag			
86+50	Bo105P1 dem	nn	
86+99, 87+13, 88+05	Bo105P1	nn	

Hangar 63 (closed):

(86+40)	Bo105P1	nn	c/n 6040
86+68, 87+10, 87+90	Bo105P1	nn	
87+24, 87+29, 88+07	Bo105P1 dem	nn	

Hangar F (closed):

D-HBYE, D-HBYF	EC135P2	Polizei	
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Western flightlines:

70+77	UH-1D	LTG61 nmk	*
73+30	UH-1D	nmk	

74+08	Tiger UHT	D/F HFAZ	
78+07	NH90	HFWS nmk	
86+73	Bo105P1 dem	HFWS	&
87+75	Bo105P1	nn	on lorry
87+37?	Bo105P1	nn	
D-HBYG	EC135	Polizei	

Northern Grass Flightlines:

84+13	CH-53G	HFWS	
84+33	CH-53G	nn	
72+79, 73+52	UH-1D	nmk	
86+22, 86+30, 87+35?	Bo105P1	nn	
87+09	Bo105P1 dem	nn	

Preserved:

23+36	F-104G	pres as '23+99'
75+98	SE3130	pres

& special colours

* SAR colours

Varazdin (Croatia)

CIAV '09

11-12 July 2009

Flightline:

228	Mi-171Sh	28eth
E477/705-AC	Alpha Jet E	ETO01.008
714	Mi-24V	MH 86.HE sp c/s
H1-21	Bell 206B	15 HB
HA-RED	Extra 300S	Peter Bonsiey
N-131SB	Velox	Sergio Merino Pla
N39-AM	Long EZ	
YU-YAI/5 (ex 23197)	G2-Galeb	Team Zvezde
S5-DGC	Zlin 242L	AFS
S5-DPP	Extra 300L	Peter Podlunsek
S5-DPS	Extra 300SC	Peter Podlunsek
S5-MBB	Aero-3	ex Yugosl.AF 40199
9A-DGW	Ce172	Skylane
9A-HBM	AB212	
9A-HEG	EC130B4	
9A-HWA	R44	
9A-UET	Dinamic WT9	
9A-DWA	Ce525A	WinAir Airways
9A-DOG	Interavia I3	Branimir Ambrekovic

Croatian "KriLa Oluje" team with PC-9M:

056, 062, 065, 066, 068, 069

Plus many small light aircraft, gliders and ultralights which were

not noted.

Flying only:

39	JAS39C	MH 59.Sz.D.REB
L9-62	PC-9M	LETS
727	An-32B	nn
108	MiG-21bis	nn

Although very small and a lot of light aircraft, we found it worth while of naming this small event. The main attraction here was the "Krija Oluje" team in a new six-ship formation that celebrated their 50th official display during the Saturday routine. Very unusual also was the Rutan 61 Long EZ that, after its display, made a "bow" to the public present.

Another highlight was not the MiG-21 that passed by like a bullet on both days, but the Antonov 32 of the Croatian Air Force. It gave an interesting display, including flares.

Lethbridge, Alberta (Canada)

International Airshow 2009 12 July 2009

Static:

12440	CH-124	443Sqn
130342	CC-130H (KC)	CF
142805	CT-142	402sqn
155208	CT-155	NFTC
156106	CT-156	NFTC
156121	CT-156	NFTC
188910	CF-188B	409Sqn
188914	CF-188B	Cockpit only
04-4131	C-17A	6th AS
86-24548	UH-60A	Homeland Security
C-CV71	N2S-3	ex USN "456"
C-FMFX	KA C90A	Allied Wings
C-FVYF	Harvard IV	ex Canada 20243
C-GOZA	L-39	as 138
C-GSWS	Expediter 3NM	ex Canada 2382
C-GYCJ	CJ-6	ex Cambodian mks
N5446	Tiger Moth	
NX18048	Chipmunk	ex Canada 18048

Flight Lines:

114019	CT-114	431sq	#
188719	CF-188	410sqn	&
78-0712/DM	A-10C	357th FS	
80-0279/DM	A-10A	357th FS	
NX717MG	LIM-5	ex Poland 1210	
N515MG	MiG-15UTI	ex Polans 638	
N212TB155226/B300	T2B	ex 155226/B300	
C-GSBR	Sabre 5	ex Canada 23304	#
NL151HR41-4711	P51D	ex USAAF 44-74524	
CF-ViR	Harvard IV	ex Canada 20334	

Golden Centennaires mks
& 100 years of Canadian Flight mks

Barquisimeto (Venezuela)

Airshow 18-19 July 2009

4B40	B-25J	preserved
8215	Beech 65-B80	Grupo 12
3250	Beech B200	Grupo 5
6944	KC-137A	Grupo 6
1060	Ce750	Grupo 5
6372	NF-5B	Grupo 12
3318, 7711	VF-5A	wfu
6018	VF-5A	std
9456	VF-5A	Grupo 12
5681	VF-5B	Grupo 12
5627	F-86K	preserved
1650	Falcon 20F	Grupo 5
2358	Sh360-300	Grupo 6
0564, 1157	Su-30MKV	Grupo 13
1169	Su-30MKV	Grupo 13
1783	Su-30MKV	Grupo 13 spec mks
3363, 5965	Su-30MKV	Grupo 13
5790	Su-30MKV	Grupo 13
EV-0690	Ce182T	ENBV
GN-97112	Bell 206B	GN

GN-94104	Bell 412HP	GN
GN-7948	Ce402C	GN
YV-141T	DC-9-31	Aeropostal spcl c/s

The airshow was held during *Operación Guacaipuro 01-09* which ran from 13 to 24 July. During this two week period the Sukhois were present to do air combat training with the local F-5s from Grupo 12 and occasional visiting F-16 from Grupo 16. At the airshow a small static contained only a handful of aircraft, notably the Su-30, a Beech 80 and of course local F-5s. The flying display consisted of a pair of Su-30s and a pair of VF-5s. The Aeropostal DC-9 was the only noteworthy civil visitor in this period, it was recently repainted in a 'retro' colour scheme.

Flugplatz Damme (Germany)

P149/Do27 meet 1 August 2009

D-EAJC	Do27B-1	ex 56+24
D-EBAT	Do27A-5	ex 57+23
D-EDNW	Do27B-1	ex 55+46
D-EDSP	Do27A-3	ex 57+36
D-EGFR	Do27A-1	ex 55+36
D-EFZM	Do27A-4	ex 57+48
D-EKFG	Do27A-4	ex 57+40
D-EOAT	Do27A-1	ex 56+39
D-EDDY	Do27Q-5	not ex mil.
D-EAXT	FwP149D	ex 91+28
D-ECBW	P149D	ex 92+19
D-ECOY	FwP149D	ex 90+11
D-EDCZ	FwP149D	ex 90+10
D-EEGD	P149D	ex 92+18
D-EERP	P149D	ex 91+77
D-EFLM	FwP149D	ex 90+64
D-EFTU	P149D	ex 90+73
D-EGIT	P149D	ex 91+78
D-EGWK	FwP149D	ex 91+52
D-EGME	FwP149D	ex 91+61
D-EHVO	FwP149D	ex 90+63
D-ELEV	FwP149D	ex 91+22
D-EMOQ	FwP149D	ex 90+30
D-EONA	P149D	ex 92+16
D-ETTI	FwP149D	ex 90+15
D-EGAW	P2-05	ex Swiss U-129
LY-ALW/7	Yak-18T	ex DOSAAF
RA-2075K c/n 888914	Yak-52	ex DOSAAF 101 Yel
RA-3370K c/n 899713	Yak-52	ex DOSAAF 78 Yel

&Seagull formation

Büchel (Germany)

Fototag 20 August 2009

Static near tower:

37-03	F-4F	JG71	#
45+44	Tornado IDS	JBG33	#
81-0960/SP	A-10A	81st FS	
91-0366/SP	F-16CJ	23rd FS	

Hangar:

43+23	Tornado IDS(T)	JBG33
43+25, 45+94	Tornado IDS	JBG33
45+53	Tornado IDS	JBG31

Hangar:

45+52, 45+95	Tornado IDS	JBG33
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Shelter area:

26+26	F-104G	i/a
45+33, 45+49, 45+66	Tornado IDS	JBG33
45+77	Tornado IDS(T)	JBG33
45+78, 46+07	Tornado IDS	JBG33

Flying during spottersday:

45+09	Tornado IDS	JBG33
46+57	Tornado ECR	JBG32
30+24	EF2000T	JG73

Flying before spottersday:

45+31, 45+83	Tornado IDS	JBG33
43+65	Tornado IDS	JBG31

359/4-AK Mirage 2000N EC01.004

Also two Tornados were seen across the runway in front of their shelters. One had the old style lizard colours while the other was grey, and if it did not have a ground abort its identity would be known.

Yokota (Japan)

Friendship Festival 2009 22 August 2009

Static:		
98-1029	C-1	402 Hikotai
75-1077	C-130H	401 Hikotai
03-8103	F-2B	ADTW
77-8401	F-4EJ	302 Hikotai
57-6912	RF-4E	501 Hikotai
18-4551	UH-60J	Hyakuri Kyunan
56-5736	T-4	Koku Sotai Hikotai
92-3026	U-125A	Hyakuri Kyunan
41876/EH	UH-1J	Tobu Homen Her
31300/EH	OH-6D	Tobu Homen Her
52966/XIII	CH-47JA	12 Herikoputat
43106/XIII	UH-60JA	12 Herikoputat
9304	LC-90	61 Kokutai
8405	SH-60K	51 Kokutai
5033	P-3C	3 Kokutai
80-0164/OS	A-10A	25th FS
80-0247/OS	OA-10A	25th FS
87-0042	C-5B	22nd AS
86-0078/YJ	C-12J	459th AS
05-5151/HH	C-17A	535th AS
69-5831	MC-130P	352nd SOG
74-2071/YJ	C-130H	"374thAW"
63-7982/ZZ	KC-135R	909th ARS
71-1407/ZZ	E-3B	"961stAACCS"
81-0032/ZZ, 82-0038/ZZ	F-15C	67th FS
88-0543/WP, 90-0717/WP	F-16CG	60th FS
89-2020/OS, 89-2033/OS	F-16CG	36th FS
89-2043/OS, 90-0756/OS	F-16CG	36th FS
90-0816/WWW	F-16CJ	14th FS
90-0838/WWW	F-16DJ	14th FS
04-4078/FF	F-22A	1st FW
05-5105/FF	F-22A	"1st FW"
69-6645	UH-1N	374th AW
86-24496	UH-60A	78thAvnBn
165684/CE-01	F/A-18D	VMFA(AW)-225
164685/ED-20	F/A-18D	VMFA(AW)-533

Flight Line:
74-1658/YJ, 74-1668/YJ C-130H 36th AS

74-2062/YJ	C-130H	36th AS "374thOG"
74-2066/YJ	C-130H	"36thAS"
74-2070/YJ	C-130H	36th AS
69-6639, 69-6646	UH-1N	459th AS

Rygge (Norway)

Airshow 22-23 August 2009

Static / flightlines:

M-514	EH101 Mk512	Esk 722
613/133-MO	Mirage 2000D	EC03.003
46+31	Tornado ECR	JBG32
LX-N90454	E-3A	NAEWF
147	Bell 412SP	720 skv
5607	C-130J	335 skv
134	F-5A	std hangar, tiger c/s
683	F-16AM	FLO
692	F-16BM	FLO spec c/s
053	Falcon 20ECM	FEKS/717 skv
3299	P-3C	333 skv
322	S.King Mk43B	330 skv, det.Rygge
815	T-17	LFS
817	T-17	LFS hangar
ZA557/048	Tornado GR4	(13sq)
ZD707/077	Tornado GR4	13sq
ZJ815/AY	Typhoon T3	(3sq) 17(R)sq mks
ZJ926/007-Y	Typhoon FGR4	3sq
ZJ935/DJ	Typhoon FGR4 Xi(F)sq	
ZJ941/DG	Typhoon FGR4 (3sq)	Xi(F)sq mks
84-0110	C-21A	76th AS
58-0016/D	KC-135R	100th ARS
91-0312/LN, 91-0329/LN	F-15E	492nd FS
LN-ACL '53-4848/AN-F'	L-18C	ex Norway 848
LN-ADA '121 r'	L-29	ex Russia 121 r
LN-BDM	DH82A	ex RAF DE248
LN-BIF '163'	PT-26	ex Norway 163
LN-BII '0074'	Sk-50	ex Sweden 50074
LN-DHZ "PX-M"	Vampire T55	ex Swiss U-1230
LN-INA "E.3B-529/781-3"	CASA C1131E	ex Spain E.3B-540
LN-KAP	CAP10B	ex France 130
LN-KFT '189'	DH82A	ex Norway 189
LN-OAC	AS350B2	
LN-OCF	EC135	Politi
LN-OWR	EC120B	Nor Aviation 1172
LN-RAP '480287/E-43'	L-4J	ex USAF 44-80287
LN-SAO '7344/AY-U'	Saab 91B-2	ex Norway 344
LN-SOV	CE680	Sundt Air
LN-TEX "44268/TA-268"	T-6G	ex Zuid-Afrika 1796
LN-WND	C-53D	ex Finland DO-9



Since April 2006, the Polish Straz Graniczna (Border Guard) has been operating one M28-05, the SN-60YG, in the surveillance role. The aircraft is based at Gdansk Rebiechowo airport. The aircraft was one of the participants in the static display at Radom air base. (Radom, 28 August 2009, Jonathan Verschuuren)

LN-WNO '568'	O-1E	ex France 24568
LN-WNH 'FS907/AJ'	AT-6D	ex Portugal 1506
G-BTZE "10 y"	Yak-50	ex Russia 77
G-CBPM	Yak-50	ex Russia 58
G-FUNK	Yak-50	ex Russia 46
G-GYAK	Yak-50	ex Russia 43
G-IVAR	Yak-50	ex Russia
G-JYAK	Yak-50	ex Russia 49
G-PBYA '433915'	PBY-5A	ex USAF 44-33915
N55XZ "35"	Yak-55M	ex Russia 36 bl
N167B '434602	A-26B	ex USAF 44-34602
N996DM	DC-6B	ex Zambia GBM-110
SE-BIN 'GZ-J'	Spit. FR.XVIIIE	ex RAF SM845
SE-DHP	Lj35A	Saab Nyge Aero
SE-DXB "R y"	J-29F	ex Sweden 29670

Patrouille de Suisse F-5s :

J-3082, J-3083, J-3084, J-3085, J-3088, J-3090, J-3091

Northeast side shelter area / flying:

FA134	F-16AM	spec c/s
149	Bell 412SP	720 skv
062	S.King Mk43B	330 skv
295	F-16AM	FLO
305	F-16BM	FLO
SE-DXM 'J-4082'	Hunter F58	ex Swiss J-4082

Elsewhere:

895	F-5A	pr. on pole, nw.side
961/UN	UH-1B	pr. on pole, 720 skv
025	UH-1B	firedump
LN-WIS	DHC-8	firedump

Radom (Poland)

Air Show

29 August 2009

Static

6M-BB	S-70A-42	1 Hub.Staf./FIRgt 1
CH-13	C-130H	20sm
0815342/42 wt	Su-24MK	116BAB
2507	An-26	242.tsl #
9820	JAS39D	211.tl
6072	L-159T1	212.tl
7354	Mi-24V	221.lbrv
43+10	Tomado IDS(T)	JBG33
CC-1	C295M	TuiliLv
HW-352	Hawk Mk51A	HävLLv 41
XX184/CQ	Hawk T1	100sq
ZJ926/QO-Y	Typhoon FGR4	3sq
ZJ939/DXI	Typhoon FGR4	11sq
508	Mirage 2000-5B	331 MPK
603	An-26	MH 59.Sz.D.REB.
42	JAS39D	MH 59.Sz.D.REB
J-868	F-16AM	322sq
Q-19	AH-64D	301sq
1501	C-130E	14.eltr
4072	F-16C	10.eltr
0810	M-28B-1R	30.elMW
SN-60YG	M-28-05	LSG
5338	Mi-2R	1.OSzL
7332	Mi-2URP	56.kpsb
619	Mi-8RL	3.gpr
607	Mi-17AE	PJEM
105	MiG-29A	1.eltr
052	PZL130TC-1	2.OSzL
305	Su-22UM-3K	8.eltr
1413	TS-11-bis DF	3.eltr mks (1.OSzL)
0419	W-3R	2.gpr
0904	W-3WA	66.dlot
6610	SW-4	1.OSzL
T.21-11/35-49	C295M	Esc 353/Ala 35
81-0960/SP, 81-0992/SP	A-10A	81st FS
05-5140	C-17A	729th AS AFRC
EW-005DE	IL-76MD	Belarus AF

In front of crowd line:

271	Mi-24D	49.psb
3367, 3371	Mi-35	221.lbrv

0418	W-3R	2.gpr
0815	W-3WARM	28.elMW
6606, 6614	SW-4	1.OSzL
SN-16XP/A-015	Bell 206B-3	Policja
SP-DDA	M-28	
SP-AFY, SP-AWP	PA-18	
SP-YIR	TS-11	

Flightline-East

FA116	F-16AM	10w
FA134	F-16AM	10w#
HW-306/1	Hawk Mk51	HävLLv 41
HW-326/3	Hawk Mk51	HävLLv 41
HW-327/4	Hawk Mk51	HävLLv 41
HW-334/2	Hawk Mk51	HävLLv 41
HW-347/7	Hawk Mk51	HävLLv 41
J-015	F-16AM	313sq #
F-646	F-16AM	312sq
15	MiG-29UB	1.eltr #
114	MiG-29	1.eltr
1715/9	TS-11-bis DF	1.OSzL/Team Iskry

Flightline-East/2.OSzL platform

019, 020, 022, 024, 025	PZL 130TC-1	2.OSzL
026, 035, 036, 044, 045	PZL.130TC-1	2.OSzL
046, 050, 051	PZL.130TC-1	2.OSzL
037, 047	PZL.130TC-2	2.OSzL

TS-11-bis DF of the 1.OSL/Team Iskry:

2011/1, 2008/2, 1708/4, 2006/6, 2007/7, 2004/8, 2013/10

Flightline-West

63 bk	Su.27UB	61.IAB 96310415090
6049, 6053	L-159A	212.tl
E28/314-AB	Alpha Jet E	EAC00.314
E166/705-RW	Alpha Jet E	EAC00.314
102/330-EF	Rafale C	ECE05.330
103/113-HR	Rafale C	EC01.007
38	JAS39C	MH 59.Sz.D.REB
C.15-45/12-03	EF-18M	Ala 12
C.15-48/12-06	EF-18M	Ala 12
SP-TPA	L-410	PANSA

In front of 2 OSzL maintenance hangar (stored)

3607	Mi-2PSz	1.OSzL
4713	Mi-2P	3.eltr
5831	Mi-2D	1.OSzL
6046	Mi-2Ch	1.OSzL
018, 023, 029, 030	PZL-130TC-1	2.OSzL
032, 038, 041, 042	PZL-130TC-1	2.OSzL
043, 048, 049 +5	PZL-130TC-1	2.OSzL

Elsewhere:

2602	L-410UVP-E	242.tsl
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Flypast - Friday 30 August:

1501	C-130E	14.eltr
011, 014	C295M	13.eltr
4063, 4074,	F-16C	10.eltr
4085	F-16D	10.eltr
0211	M-28TD	14.eltr
0215	M-28TD	13.eltr
4104, 4116	MiG-29G	41.eltr
8101, 8920	Su-22M-4	40.eltr
9409	Su-22M-4	7.eltr

The flypast aircraft were noted on Friday. Due to the bad weather on Saturday the Su-22s and MiG-29s did not show up. After the flypast on Saturday the C-130 was placed on the static.

On Sunday the MiG-29s also performed a dogfight with two F-16s. On Sunday 4067 replaced 4074 in the F-16 trio.

Dogflight - Friday 30 August:

4045, 4046	F-16C	31.BLT
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Also 2 unidentified MiG-29s from the flypast.

Hangar:

T7230	Tiger Moth II	to G-AFVE
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Visitors:

045	Yak40	36.SPLT
1117	M-28TD	28.elMW



One of the star visitors of the ill fated airshow at Radom was this Belarus Air Force Il-76MD EW-005DE. For some people this was a familiar airframe; on 11 May 1993 the same aircraft supported the withdrawal of the 787.IAP at Finow. Its identity then was CCCP-78802. (Radom, 27 August 2009, Jaap Dijkstra)

Preserved:

0202	I-22	gate
(1808)"/"04"	MiG-21M	gate
(140)"/"40"	MiG-23MF	gate
0614	Mi-2RL	gate
4004	Mi-24D	gate
(8001)"/"22"	Su-22M4K	gate
721	TS-11 bis-B	gate
"3463"	TS-11	nn
027	PZL130TC-1	nn

The Radom airshow will be remembered with mixed emotions. It will primarily be remembered for the crash of yet another Su-27, this time from the Belarus Air Force. Unfortunately, it took the life of two very proud aircrew, who did not eject after the aircraft came out of a roll/loop manoeuvre. It is hard to understand why this aircraft with such an enormous superiority in the air is now rapidly also becoming the aircraft type with the worst airshow safety record. The Belarus Air Force was quick to explain the crash due to a bird strike. The plane crashed away from the public in an unpopulated area.

Highlight of the show and at this moment of the year was by far the appearance of the Belarus Air Force, which attracted many foreign spotters to this hard to reach spot in Europe. Especially the Su-24 has not been around the Airshow circuit for quite some years! Another reason for visiting the show was the vast array of aircraft types from Polish Forces which are rarely seen in the west.

The static display consisted of one line of helicopters and smaller aircraft with the bigger ones fenced off in the public area. With many aircrew behind the fences with chairs supplied by the organization, the static was hard to photograph properly. As a result, even both static Belarus aircraft were hard-to-get. The flying display was south of the crowd line, which also didn't provide the right setting for photography. Fortunately the spotters packages gave ample opportunities to get operational aircraft shots.

On Saturday the airshow was cancelled for the main part due to the weather. The report below is based on Saturday, with some additions for the flypast that was performed by aircraft that (except for the F-16s) were temporarily based at Minsk Mazowiecki.

RAF Leuchars (UK)

Leuchars Air Show 12 September 2009

Static:

2507	An-26	242.tsl	#
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9820	JAS39D	212.tl	
6069	L-159T1	212.tl	
43+65	Tornado IDS	JGB33	#
61+03	Br1150 SIGINT	MGF3	#
J-869	F-16AM	322sq	
U-05	Fokker 50	334 sq	
020	C295M	13.eltr	
ZK454/N	Beech B200	45(R)sq	
XS713/C	Dominie T1	57(R)sq	
XX349/349	Hawk T1W	19(R)sq	
ZJ234/S	Griffin HT1	60(R)sq/DHFS	
ZD463/53	Harrier GR9A	NSFW	
XX195/195, XX201/201	Hawk T1W	208(R)sq	
XX484/CU-566	Jetstream T2	750sq	
XX486/CU-567	Jetstream T2	750sq	
ZJ990/AA	Merlin HC3A	28/78 sq	
ZJ267/67	Squirrel HT1	DHFS	
ZA406/015	Tornado GR4A	Qinetic/2sq mks	
ZE200/HN	Tornado F3	111 sq	
ZE734/JU, ZE983/HL	Tornado F3	111sq	@
ZG712/122	Tornado GR4A	14 sq	
ZG713/123	Tornado GR4A	13sq/2sq mks	
ZJ939/DXI	Typhoon FGR4 X1(F) sq		
ZF317	Tucano T1	1 FTS	#
ZE602/XB	Viking TX1	VGS	
61-0011/BD	B-52H	93rd BS	AFRC
63-3547	KC-135R	157th ARW NH ANG	
84-0014/LN	F-15C	493rd FS	
84-0024/LN	F-15C	"493rd FS"	
G-BYVD/VD	Tutor T1	Glasgow UAS	

Flightline / Flying:

FA116	F-16AM	10w	
FA134	F-16AM	10w	#
9240	JAS39C	211.tl	
J-642	F-16AM	311sq	
J-008	F-16AM	313sq	
15	MiG-29UB	1.eltr	
ZK451/K	Beech B200	45(R)sq	
ZD704	BaE125 CC3	32(TR)sq	
ZA680	Chinook HC2	18/27sq	
XV582/N	Phantom FG1	111sq/black c/s	
PZ865/JX-E	Hurricane Ilc	BoBMF	
PA474/HW-R&B	Lancaster B1	BoBMF	
XZ234/630	Lynx HAS3S	702sq	
XZ732/314	Lynx HMA8SRU	815sq	
VV908/188	S.Hawk FGA6	RNHf	
XV699/PW-823	Sea king HU5	771sq	

PM631 Spitfire PR.XIX BoBMF
 ZE788/HV Tornado F3 111sq
 ZJ916/QO-U Typhoon FGR4 3 sq
 ZJ926/QO-Y Typhoon FGR4 3 sq
 G-BDRJ Chipmunk T10 ex WP857
 G-BVEZ J.Provost T3A ex XM479
 G-BWDS J.Provost T3A ex XM424
 G-BXDA Chipmunk T10 ex WP860
 G-BYXN/XN Tutor T1 16/115(R)sq
 G-LOSM Meteor NF11 ex WM167
 G-MXPH/311 Strikem. Mk84 Viper Team
 G-PR11 "XG194/N" Hunter PR11 ex WT167
 G-RADR AD-4N ex 126922
 G-RORI Gnat T1 ex XR538
 G-SOAF Strikem. Mk82A Viper Team
 G-UVNR Strikem. Mk87 Viper Team
 G-VLCN/XH558 Vulcan B2 Vulcan to the sky
 G-VPER/1130 Strikem. Mk80A Viper Team
 # = Special colours

Inside Hangar:
 ZH554/QT, ZH557/NT Tornado F3 56(R)sq
 ZE961/FO Tornado F3 25sq
 ZE939/HE Tornado F3 111sq

Preserved:
 XR713/C Lightning F3 111sq HAS site
 XV586/AJ Phantom FG1 43sq HAS site
 XT864 Phantom FG1 main gate
 ZE967 Tornado F3 main gate

Linköping-Malmen (Sweden)

Garnisonensdag 12 September 2009

Static:
 39223/223 JAS39C nn
 100003/003 S100D TSFE
 102002/002 S102B TSFE
 60088/88 Sk60A Flygs/Team 60
 86001/861 Tp86 FC
 04072/74 Hkp4C FC
 09211/11 Hkp9A 2.Hkpskv
 141043/43, 141044/44 Hkp14A nn (2.Hkpskv)
 15032/32 Hkp15A 2.Hkpskv

Hangar 14:
 04064/64, 04074/74 Hkp4B Std
 15022 +1 Hkp15A 2.Hkpskv

15039/39, 15040/40 Hkp15B nn(2.Hkpskv)

Helicopter apron:
 09202/02 Hkp9A 2.Hkpskv

Flying:
 39822/822 JAS39D Saab Aircraft
 100005/005 S100B TSFE
 60027/27 Sk60C FlygS
 60141/141 Sk60A FlygS Black c/s
 09217 Hkp9A 2.Hkpskv
 15024/24 Hkp15A 2.Hkpskv
 15033/33 Hkp15B 2.Hkpskv
 SE-BYH B17A ex 17239/J

The Sk60A of the Flygs/Team 60:
 60033/33, 60061/61, 60062/62
 60096/96, 60098/98, 60139/139
 The 60061 wore the markings of F10

Flying School (FlygSkolan):
 60036/36, 60037/37 Sk60B FlygS
 60073/73, 60099/99 Sk60B FlygS
 60086 Sk60B FlygS F5 mks
 60102/102, 60105/105 Sk60A FlygS
 60112/112 +4 Sk60A FlygS
 All aircraft were inside the Flying school hangar.

Dumpsite Near Tower:
 37904/31 AJSH37 F7 mks
 35492 J35F-1 FC mks upside down
 60143/143 Sk60E F5 mks

Preserved:
 03302/42 Hkp3C at gate

Phalsbourg (France)

Heli-Airshow 12-13 September 2009

Static:
 RS03 Sea King Mk4840sm
 H45 A109BA 17sm
 87+55 Bo105P KHR36
 7360 Mi-24V 221lbvr
 5534/WJ AS555AN ETM01.040
 04/F-TGCI EA330SC EVAA
 69/315-WL , 133/315-YD TB30 EPAA00.315
 102/F-SEXS/2 TB30 EPAA00.315
 141/F-SEZF/4 TB30 EPAA00.315
 5608/AYQ AS555UN EAALAT



Venezuela is one of the few F-5A operators in the world. During the exercise leading up to the airshow, this VF-5A was captured in fine shape. (Barquisimeto, 14 July 2009, Iván Peña Nesbitt)

2638/BJR	EC725AP	DAOS	
890/MCD	PC6/B2H4	ETCM	
1069/DAG-34	SA330Ba	1RHC	
1143/DAO-41, 1239/DDN	SA330Ba	1RHC	
1519/DBL-31	SA330Ba	1RHC	
159/ABU	TBM700B	EAAT	
2022/BHG	Tigre HAP	5RHC	
265	Lynx HAS2(FN)31F		
2118/JCV	AS350BA	Gendarmerie	
F-ZBGJ	EC135T2+	Douanes	
F-ZBPS	EC145	SecCiv	
F-AZES	MD312	ex 226/319-CG	
F-AZGS	T-6G	ex 93432	
F-AZGU	Vampire T55	ex U-1229	
F-AZTK	Sk15A	as 3198/DL+U1	
F-AZZE	CM170	ex 435	
F-GBDT	Alouette 3	ex F-ZBAK	
F-GDFP	L-19A	as 51-4754	
F-GDSN	MH1521M	ex 247	
F-GIJE	Alouette 2	ex 1003	
F-ZWTH	NH90	instr airframe	
LX-LWK	PT-17	ex 40-1766/28	
RA-1060K	Yak-50	as 44 black	
RA-1318K	Yak-52	as 45	
RA-1957K	Yak-52	gold c/s	

The TB30s left early Sunday morning.

Hangar 1 (open):

4227/GEV	SA342L1	1RHC	
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Hangar 2 (open):

4224/GES	SA342L1	1RHC	
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Hangar 6 (closed):

SA341F	stored, no rotors		
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Canvas Hangar (open):

1296	SA341F	stored	
<u>Canvas Hangar (open):</u>			
3850/GAI	SA342M	1RHC	
1403/EHM	SA341F	stored	desert c/s

Car park hangars EHM1 (closed):

..../DAZ,/DBH	SA330Ba	1RHC	plus 1
1617/DBM,/DCM	SA330Ba	1RHC	
4072/GBI	SA342M	1RHC	
/BCBKT	SA342	1RHC	

Car park hangars EHM3 (closed):

..../DAV,/DDD	SA330Ba	1RHC	
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Farside:

7354	Mi-24V	2211bvr	
1036/DAC-48	SA330Ba	1RHC	
1165/DCT-16, 1232/DBA	SA330Ba	1RHC	
..../DCU,/DDA-11	SA330Ba	1RHC	
1149/GQH, 1369/GQL	SA341F	1RHC	
1508/GQW, 1518/GQX	SA341F	1RHC	
3862/GAL, 3868/GAO	SA342M	1RHC	
4119/GBQ, 4144/GBX	SA342M	1RHC	
4145/GBY, 4186/GCM	SA342M	1RHC	
4218/GEM, 4228/GEW	SA342L1	1RHC	

Others:

2156/BHD	Alouette 2	pres	main gate
1596	Alouette 3	pres	behind hangar
1180/PHG	SA341F	pres	static entrance

The show at Phalsbourg was noticeable as it was the first show were all the ALAT Pumas and Gazelles had new codes. As usual with this airfield is that static aircraft were towed during the day to perform their flying display; afterwards they returned to the static.

Hyakuri (Japan)

Open day **13 September 2009**

Static/Flightline:

78-1024	C-1	402 Hikotai	
35-1071	C-130H	401 Hikotai	
54-3455	E-2C	Hiko Keikai Kanshitai	

53-8533	F-2A	8 Hikotai	
17-8302	F-4EJ Kai	302 Hikotai	
47-6905	RF-4E	501 Hikotai	
62-8869	F-15J	305 Hikotai	
96-5770	T-4	305 Hikotai	
66-5936	T-7	11 Hiko Kyoikudan	
41-5054	T-400	41 Hikotai	
95-3254	U-4	Koku Sotai Shireibu Hik.	
27-4481	CH-47J	Iruma Henikoputa Kuy.	
18-4551	UH-60J	Hyakuri Kyunantai	
41834/EH	UH-1J	Tobu Homen Herik.	
73469/IVATH	AH-1S	4 Taisensha Herik.	
5063	P-3C	3 Kokutai	
163559	UC-12F	MCAS Iwakuni	

The T-4s of the Blue Impulse:

46-5728/1,	26-5804/2,	66-5745/3,	46-5725/4
46-5726/5,	26-5805/6,	46-5730/-	

Hangar display:

47-8333, 57-8362	F-4EJ Kai	302 Hikotai
97-8426	F-4EJ Kai	302 Hikotai
77-6397	RF-4EJ	501 Hikotai
22-8805, 42-8837	F-15J	305 Hikotai
12-8924	F-15J	305 Hikotai
06-5649	T-4	302 Hikotai

Hangar:

47-8330, 47-8345	F-4EJ Kai	302 Hikotai
57-6909	RF-4EJ	501 Hikotai
62-8876	F-15J	305 Hikotai

Flight line:

12-8074, 62-8089	F-15DJ	305 Hikotai
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F-4EJ Kai of 302 Hikotai:

37-8315, 37-8320, 47-8342, 57-8355, 67-8377, 67-8390, 77-8398, 77-8401*, 87-8404, 87-8411, 87-8413*, 87-8415, 17-8437

RF-4E Kai of 510 Hikotai:

77-6392, 47-6901*, 47-6903*, 57-6907

F-15J of 305 Hikotai:

52-8860, 72-8888, 72-8890, 82-8898

22-8938, 72-8962, 72-8963*, 82-8965*

Aircraft marked with an * were also flying.

Also there were at least 7 RF-4E, of which 2 RF-4EJ stored. They were used for spares and were broken up for scrap. Two of these aircraft are 47-6904 and 47-6902. The latter is missing its tailplane as it is being used as a monument. If somebody can fill up the missing gaps, please let us know.

Kleine Brogel (Belgium)

Spottersday Tigermeet 2009 18 September 2009

Static parallel runway:

9237	JAS39C	211.tl	Tiger c/s
E38/314-LH	Alpha Jet E	EAC00.314	
E83/314-TZ	Alpha Jet E	EAC00.314	
E97/102-MB	Alpha Jet E	EE05.002	
91/103-YR	Mirage 2000C	EC 01.012	Tiger c/s
(304)/118-EB	Rafale B	EE05.330	Tiger c/s
45+06	Tornado IDS	AG51	spec c/s
45+12	Tornado IDS	JBG32	
45+22	Tornado IDS	AG51	
45+38	Tornado IDS	JBG32	
33	JAS39C	MH 59. Sz. D. R	
671	F-16AM	338 skv	Tiger c/s
692	F-16BM	338 skv	Tiger c/s
C.15-24/15-11	EF-18A+	Ala 15	
C.14-41/14-22	Mirage F1M	Ala 14	Tiger c/s
J-5011	F/A-18C	F1S11	Tiger c/s
FA87	F-16AM	31sm	Tiger c/s
ST44	SF260D	5sm	
ST48	SF260D	5sm	Tiger mks

Visitors platform:

J-3082	F-5E	Patrouille Suisse
J-3083	F-5E	Patrouille Suisse

J-3084	F-5E	Patrouille Suisse	
J-3085	F-5E	Patrouille Suisse	
J-3088	F-5E	Patrouille Suisse	
J-3090	F-5E	Patrouille Suisse	
J-3091	F-5E	Patrouille Suisse	
FX52	F-104G	Preserved	
FA16	F-16A	Preserved	
OO-VIIV	L-18C	"L33"	
<u>Flying:</u>			
9819	JAS39D	211.tl	#
9820	JAS39D	211.tl	
76/118-EB	Mirage 2000-5F	ECE05.330 #	
77/118-AX	Mirage 2000-5F	ECE05.330	
118/103-YG	Mirage 2000C	EC01.012	
120/103-KC	Mirage 2000C	EC01.012	
122/103-YE	Mirage 2000C	EC01.012	
526/115-YP	Mirage 2000B	EC02.005	
303/118-EA	Rafale B	ECE 05.330	
305/118-EC	Rafale B	ECE 05.330	
37	JAS39C	MH 59. Sz.D. R	
43	JAS39D	MH 59. Sz.D. R	
J-003	F-16AM	313sq	
J-062	F-16AM	313sq	
J-646	F-16AM	313sq	
J-866	F-16AM	311sq	
J-884	F-16BM	313sq	
276	F-16AM	FLO	
658	F-16AM	FLO	
668	F-16AM	FLO	
681	F-16AM	FLO	
C.15-64/15-34	EF-18A+	Ala 15	
C.14-38/14-20	Mirage F1M	Ala 14	
C.14-56/14-31	Mirage F1M	Ala 14	
C.14-72/14-44	Mirage F1M	Ala 14	
J-5010	F/A-18C	F1St 11	
J-5011	F/A-18C	F1St 11	
J-5012	F/A-18C	F1St 11	
J-5232	F/A-18D		
T-784	Ce560XL	LTDB	
G-KAXF/N-294	Hunter F6A	*	

departed early morning, arrival late afternoon
* overshoot only

F-16AM, 10W
FA70, FA77, FA86, FA87, FA106, FA107, FA110, FA123, FA124, FA127/FS, FA128 & FA134

F-16BM, 10W
FB15 & FB18

Heli zone

7354	Mi-24V	221.lbrv
7360	Mi-35	221.lbrv
MM81148	AB212ICO	21°Gruppo
H30	A109BA	18sq MRH
H40	A109BA	18sq MRH

Arrivals Sanicole airshow:

95/XH	TBM-700A	CEAM
J-015	F-16AM	313sq
15137	F-16BM	Esq301
ZK453/M	Beech B200	45(R)sq
ZH838/64	Merlin HM1	Culdrose
D-HTDM	Bo105C	Red Bull
OE-EAS	F4U-4	Red Bull as "RB-37"
N167F	P-51D	Private "414450/
B6-S"		
N25Y	P-38L	Red Bull
N6123C	B-25J	Red Bull

Elsewhere

FA95	F-16AM	10w	shelter area
FA132	F-16AM	10w	shelter area
FA134	F-16AM	10w	
FB-12	F-16BM	10w	Paint Hall
45+58	Tornado IDS	AG51	shelter area

Hangar near visitors platform

FA82	F-16AM	10w
FA119	F-16AM	10w
FB09	F-16BM	10w
FB20	F-16BM	10w
4x	Extra 300LP	R.Jordanian Falcons

Sun, nice painted aircraft, meeting old friends, all the ingredients were there for a great day, and it was. The spotters enclosure compared to previous editions was smaller, but still there was enough space for everyone to get his shot. Tickets could be bought in advance, this resulted in much less entry delays.



Norway is in the process of receiving their C-130Julliets and discarding the venerable C-130H. At Rygge airshow the 5607 was positioned on the static. (Rygge, 23 August 2009, Erwin van Dijkman)



Luckily the French Air Force does not spare their most modern aircraft when it comes to applying special paint schemes. Stunning Rafale 304/118-EB takes off for a Tiger Meet 2009 sortie. It also made a welcome appearance at the Sanicole airshow. (Kleine Brogel, 18 September 2009, Ron Kellenaers)

Köln-Wahn (Germany)

Tag der Luft- und Raumfahrt 20 September 2009

Static:

10+22	A310-304	FBS BMVg
12+07	CL-601	FBS BMVg
30+45	EF2000	JG74
38+37	F-4F	JG71
46+27	Tornado ECR	JBG32
50+09	C-160D	LTG61
71+47	UH-1D	nn

Hangar:

10+23	A310-304	FBS BMVg
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Elsewhere:

82+01	AS532U2	FBS BMVg
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Was being towed across the platform around 13:30 hours.

Leopoldsburg (Belgium)

Sanicole Airshow 23 September 2009

Based:

FU-177	F84F	pres.
LY-TED	AN2T	c/n 1G235-51
OO-MSH	S11	ex RNLAF E-26

Static:

FA05	F-16A	travel exhibit
H40	A109BA	18sq MRH
ST44	SF260D	5sm
7360	Mi-35	221.lbvr
MM81148	AB212ICO	21°Gruppo
G-BYXN	Tutor T1	CFS
F-PDHV	Verhees Delta	private
G-AOJR	Chipmunt T10	ex RAF WB756
N13FY	AT-6A	ex USAAF 41-16544
N114SL	Commander 112	priv
N226BB	Cirrus SR22	private
N707TJ	PT-17	Guinot Skincare tech
OO-IAK	Yak-18	private
OO-NUE	Pitts S-2A	private
OO-NZG	PA-28	private
OO-VMH	FwP149D	ex GAF 90+16
RA-1428K (c/n 9010410)	Yak-52	Yakkes foundation
RA-3085K (c/n 844007)	Yak-52	Yakkes foundation

Flying Display:

FA-87	F-16AM	31sm	#
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FA-134	F-16AM	10w	*
7354	Mi-24V	221.lbvr	
9237	JAS39C	211.tl	#
9820	JAS39D	211.tl	
91/103-YR	Mirage 2000C	EC01.012	#
304/118-BE	Rafale B	ece05.330	#
33, 38	JAS39C	MH 59. Sz.D. R	
J-008	F-16AM	313sq	*
J-015	F-16AM	313sq	*
692	F-16BM	338 skv	#
671	F-16AM	338 skv	#
ZA947	Dakota C3	BoBMF	
ZH838	Merlin HM1	Culdrose	
D-HDTM	Bo105CBS	Red Bull	
G-BEDF	B-17G	ex USAAF 124485	
G-CBSS	Bacau Yak-52	Yakkes foundation	
G-KAXF "N-294"	Hunter F6A	ex RAF XF515	
G-PBYA	PBY-5A	ex USN 433915	
G-VLCN"XH-558"	Vulcan B2	Vulcan to the sky	
N167F	P-51D	ex USAAF 414450	
N600YS	EA300S	private	
N74189	PT-17	Guinot Skincare	
OE-EAS	F4U-4	Red Bull exBu96995	
OO-JAN	B737-76N	Jet Air Fly	

Patrouille de Suisse, F-5E:

J-3082, J-3083, J-3084, J-3085, J-3088, J-3090, J-3091

Royal Jordanian Falcons, Extra 300LP:

JY-RFA, JY-RFB, JY-RFC, JY-RFD

The Blades, Extra 300L:

G-OFFO, G-ZEXL, G-ZXCL, G-ZXEL

Team Breitling L-39C:

ES-YLR/0, ES-YLP/1, ES-YLS/2, ES-TLG/3, ES-YLI/4, ES-TLF/5, ES-YLF/6

A nice treat to this years Sanicole airshow were the NATO Tiger meet participants.

= Tiger colours
* = demo colours

Credits: Nicola Foschia, Willy Henderickx, Guido Hilgers, Ronny Jansen, Mori Masayoshi, Masanori Ogawa, David Robins, Cristian Schrik, Marcus Vallianos, Philipp Vallianos, Scramble forum and everybody else I forgot to mention.

Triptease



It takes a lot of effort to get a complete Airbus A380. Airbus uses hundreds of subcontractors that each deliver a part of the aircraft. Forward fuselages like you see on this photo, are structurally built in Hamburg (Germany). Then they are shipped to St. Nazaire, where systems are added, like the complete cockpit. These sections are then transported by ship to Pauillac (France) and by barge over the Garonne river to Langon. A convoy then travels 240 km by road to Toulouse for final assembly, always at night and at low speed to minimise disturbance. There are two daylight parking stops along the way and each journey takes three nights to complete. L'Isle-Jourdain, west of Toulouse, is one of those stopovers, and is where Gerben Hazebroek took this photo on 5 August 2009.

Combined Trips

France

The below report is from the south of France, and a "camping trip". The aircraft noted at "campsites" were overflying the area.

A6 highway, Dijon - Lyon 12 July 2009

Noted at a petrol station on a low loader was
F-GFHN Bell 47G2 Air Actions

Anse – Les Portes du Beaujolais 12 July 2009

F-GPJR R44 Heliclub du Beaujolais

Salon du Provence 15 July 2009

511/XO D140R CIAM06.312

Vitrolles 17 July 2009

Noted at the heliport at the fire station on the A7 road. There used to be a viewing spot at the petrol station, but this is gone now. To view the helicopters now, you have to take exit 29 (Vitrolles). Find a spot to park your car and walk back, up the hill towards a derelict area, to view the helicopters.

F-WGYE (F-WBOH) EC120 Eurocopter
F-GUCA , F-HAEA AS350B3 Ixair

Marseille-Marignane 20 July 2009

C-GILN	CL-415	Sécurité Civile
CN-RNB	B747-4B6	Royal Air Maroc
CN-RPG	B737-8K5	Jet4You.com
CS-TPI	ERJ145EU	Portugalia
EC-LAF	Ce510	
EI-DAK, EI-DWI	B737-8AS	Ryanair
EI-DYD	B737-8AS	Ryanair
EI-EBB, EI-EBC	B737-8AS	Ryanair
EI-DOF	B767-306ER	Air Algérie
F-AZVM	N2501	Ass. Noratlats de Prov.
F-BTTH	Mercurie 100	Air Inter
F-GFKH, F-GFKL	A320-211	Air France
F-GFKR	A320-211	Air France
F-GIRS	B737-86N	New Axis Airways

F-GIXB	B737-33V	Europe Air Post
F-GIXH	B737-3S3	Europe Air Post
F-GKPD	ATR72-102	Air France / Airlinair
F-GKSP	Beech C90	
F-GLND	Beech 1900	Twinn Jet
F-GRHA	A319-113	Air France
F-GRHD, F-GRHI	A319-111	Air France
F-GRHQ	A319-111	Air France
F-GPXF	Fokker 100	Airlinair / Brit Air
F-GRPI, F-GRPK	ATR72-212A	CCM
F-GRPX	ATR72-212A	CCM
F-GRPZ	ATR72-212A	Air France / CCM
F-GRGH	ERJ145EU	Air France / Régional
F-GRGP	ERJ135ER	Air France / Régional
F-GYFM, F-GYJM	A319-112	CCM
F-GZTA	B737-33V	Europe Air Post
F-GZZA	B737-86N	New Axis Airways
F-HBLE, F-HBLE	ERJ190LR	Air France / Régional
F-WGYE (F-WBOH)	EC120B	Eurocopter
F-WWPD	AS350	Eurocopter
F-WWXC/GN-929	AS350B3	GNA
F-ZBAZ/01	Turbo Firecat	Sécurité Civile
F-ZBEH/20	Turbo Firecat	Sécurité Civile
F-ZBET/15	Turbo Firecat	Sécurité Civile
F-ZBEW/11	Turbo Firecat	Sécurité Civile
F-ZBEY/07	Turbo Firecat	Sécurité Civile
F-ZBEG/39	CL-415	Sécurité Civile
F-ZBFN/33	CL-415	Sécurité Civile
F-ZBFP/31	CL-415	Sécurité Civile
F-ZBFW/38	CL-415	Sécurité Civile
F-ZBFY/35	CL-415	Sécurité Civile
F-ZBER/608	Ce404	Douanes Françaises
F-ZBMC/73	DHC-8-402	Sécurité Civile
F-ZBMD/74	DHC-8-402	Sécurité Civile
F-ZBQC	EC145	Sécurité Civile
F-ZVLH/620	NH90	RAF Oman
F-ZWRM	AS332	Eurocopter
F-ZWTG/141041	Hkp14A	FMV
F-ZWTW/624	NH90	RAF Oman
G-PLMB	AS350B	PDG Helicopters

LX-INS	Ce560XLS	LuxCitation
OO-RFF	R44	Bysterveld
OO-VEG	B737-36N	SN Brussels Airlines
P4-MES	B767-33AER	Silver Arrows
PH-OFG	Fokker 100	KLM Cityhopper
TC-SGI	B737-86J	Saga Airlines
TS-IMP	A320-211	Tunisair
VP-BAP	B727-21	Malibu Consulting

Charleval "L'Oree des Bois" 22 July 2009
 F-ZBEH/20 Turbo Firecat Sécurité Civile
 F-ZBEW/17 Turbo Firecat Sécurité Civile

23 July 2009
 F-ZBAY/23 CL-415 Sécurité Civile
 F-ZBFW/11 Turbo Firecat Sécurité Civile

Marseille-Marignane 24 July 2009
 F-ZBFV/37 CL-415 Sécurité Civile
 F-ZBFW/38 CL-415 Sécurité Civile

Charleval "L'Oree des Bois" 27 July 2009
 F-ZBMC/73 DHC-8-402 Sécurité Civile

30 July 2009
 F-GHPH AS350B2 Ixair
 F-ZBFV/37 CL-415 Sécurité Civile
 F-ZBMC/73 DHC-8-402 Sécurité Civile

Marseille-Plages du Prado 31 July 2009
 The St-Exupery Memorial Fly Past consisted of the following aircraft:
 F-AZVM N2501 Ass. Noratlats de Prov.
 N25Y P-38L Red Bull
 340/4-AA Mirage 2000C EC03.004
 362/125-CU Mirage 2000C EC03.004
 371/125-BD Mirage 2000C EC03.004

Saint-Victoret 31 July 2009
 F-ZBBV/46 CL-215T Sécurité Civile
 F-ZBDG SE3160 Sécurité Civile

Marseille-Marignane 31 July 2009
 7T-VJL B737-8DJ Air Algérie
 F-WWOM EC155B Eurocopter

Charleval "L'Oree des Bois" 31 July 2009
 F-GLEE A109 Proteus Hélicoptères

Toulouse-Blagnac 4 August 2009

Noted at Airbusville at the terminal and cargo ramps:
 C-GTSW A310-304 Air Transat
 D-ACKB CRJ900 Lufthansa Regional
 EC-HCF EMB120ERF Swiftair
 F-GGGA Ce550 Aerovision
 F-GIXB B737-33A Europe Air Post
 F-GIXO B737-308 Europe Air Post
 F-GJJJ CM170 Les Ailes Villeneuvoises
 F-GNCP Ce550 Aerovision
 F-GPYC ATR42-500 Air France / Airlinair
 F-GRGX, F-GRHI A319-111 Air France
 F-GQJD Beech C90 Avialoc
 F-HBMB Ce550 Aerovision
 G-BIKO B757-236 DHL
 G-CELC B737-33A Jet2
 G-EUUA A320-232 British Airways
 G-KALS G-300 London Executive Avn
 LY-RUM ATR42-310 Danish Air Transport
 OO-TAH BAE146-300QTTNT
 P4-TAK G-IV Euro-Asia Air
 SU-SMA Ce680 Smart Aviation

Noted at the Airbus Industrie facilities at various points of the airfield:

F-WWEC @	ATR72-212A	fly540
F-WWEK @	ATR72-212A	fly540
F-WWLM	ATR42-500	ATR
F-WWLU	ATR42-500	ATR
VT-ADO @	ATR42-500	Air Deccan
EI-DTI	A320-216	Alitalia
EI-DTJ	A320-216	Alitalia
F-WWBV	A320-232	Pantheon Airways
F-WWDE	A320-214	Avianca
F-WWIG	A320-214	Air Berlin
F-WWIT/AP-EDA	A320-214	Air Blue
F-GSTR	A320-212	Strategic Airlines
N398AV	A320-214	Avianca
9V-TAK	A320-232	Tiger Airways
EC-335	A330-203MRTT	Airbus Industrie
F-WWEK	A330-203MRTT	Airbus Industrie
F-WWKD	A330-243	Aeroflot
F-WWKS	A330-243	
F-WWKT	A330-203MRTT	Airbus Industrie



After years of dedicated service with the Sécurité Civile, this Canadair CL-215 F-GBBV, was preserved near the airport of Marseille. (20 July 2009, Gerben Hazebroek)



359 MED MAEDY operates the G164A AgCat and two versions of the PZL M-18 throughout the country in the fire-fighting support role. One of their Forward Operating Bases (FOB) is Kefallinia in western Greece, where this 202 was photographed. (Kefallinia, 24 August 2009, Erik-Jan Spaan)

F-WWYA	A330-343E	Thai Airways	
F-WWYB	A330-243	Aeroflot	
F-WWYC	A330-243	Oman Air	
F-WWYO	A330-223		
F-WWYV	A330-202	Afriqiyah	
F-	A330-223		1031
F-	A330-223		1042
F-	A330-243		1052
F-WWCH	A340-642	Ethiad	
F-WWAE	A380-841		
F-WWAD	A380-841	QANTAS	QG on tail
F-WWAH	A380-841	Singapore	

Aircraft marked with an @ were parked at Latecoere.

L' Isle-Jourdain **5 August 2009**

This town is on the route of the Airbus A380 convoys. These stop over during daylight hours, and this town is one of the stopover points. Noted here on this date were sections of:

1x	A380-841	nose section	048
1x	A380-841		049

Toulouse-Blagnac **8 August 2009**

EC-HCF	EMB120ERF	Swiftair	
F-GMZE	A321-111	Air France	
PH-EZB	ERJ190STD	KLM Cityhopper	
OO-DJQ	BAe146-RJ85	Sabena	
P4-KAZ	B737-7EJ	Mint Juleps Investments	

Credit: Gerben Hazebroek.

Greece

A report from the Ionian island of Kefalonia. Our reporter advises that it is possible to drive the full perimeter of the airfield and have great views of the approaches to each end of single runway 14-32 for photographs. There are plenty of buildings under construction that will provide a good view over the 3.5m fence... or even good views can be had from various beaches.

Kefallinia	24 August 2009	
202, 122	PZL M18B	359 MED MEADY

25 August 2009

G-BYAT	B757-204	Thomsonfly
G-JMCG	B757-2G5	Thomas Cook
LN-RKK	A321-231	SAS

202, 122	PZL M18B	359 MED MEADY
The PZLs on this date were "scrambled" for a barn fire, which they managed to extinguish in four runs.		

27 August 2009

G-MIDY	A320-232	BMI
An unknown Greek C-130 arrived late evening (22.30 hrs) and was only on the ground for five minutes (with engines running). It transported patients from a local hospital to a larger hospital in either Athens or Thessaloniki.		

30 August 2009

S5-AAH	CRJ100LR	Adria
G-DHJZ	A320-214	Thomas Cook

31 August 2009

PH-HZE	B737-8K2	Transavia
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1 September 2009

G-OOBJ	B757-2B7	First Choice
HA-LON	B737-6Q8	Malév
OY-JTC	B737-3L9	Jet Time
OY-KBH	A321-232	SAS
PH-LCG	Falcon 900B	

4 September 2009

I-DFSL	Lj45	
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5 September 2009

C-FYLC	B737-8BK	Sunwing Airlines
G-MIDX	A320-232	BMI
G-OZBM	A321-231	Monarch

6 September 2009

S5-AAI	CRJ100LR	Adria
G-FDZF	B737-8K5	Thomsonfly
G-GTDL	A320-231	Thomas Cook
G-MIDP	A320-232	BMI
I-DLOH	BAe125-800XP	

7 September 2009

G-MIDP	A320-232	BMI
PH-TFA	B737-8K5	Arkefly
And to round off, a quick call at Zakynthos on the return flight.		

Zakynthos 7 September 2009

SX-CMB	ERJ145EU	Athens Airways
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Credit: Erik-Jan Spaan.

Paris-Le Bourget



French based company Novespace uses this A300B2 F-BUAD for parabolic flights. Since 1997, Novespace has performed 75 parabolic flight campaigns and three re-entry observation missions (flying from Acapulco and from Cotonou). It is seen here performing during the 49th Salon at Le Bourget.

49ème Salon International de l'Aéronautique et de l'Espace

15-21 June 2009

Static:

reg/serial	type	owner	c/n	shownr	comments
-	AS565MB	for Bulgarian Navy	6849	H20	
-	NH90	traveling exhibit			
-	Tigre	traveling exhibit		H26	ex prototype
-	AW149	AgustaWestland			mock-up
HW352	Hawk	HävLLv 41			
2555/SF	EC725R1	EH01.067	2555		
2010/BHA	Tigre HAP	5RHC	2010		
281	Mirage F1CT	Dassault			
644	Mirage 2000D	CEV			
301	Rafale B	CEV/Dassault			
327/113-HZ	Rafale B	EC01.007			
18, 20	Rafale M	12 F			
1448/CMC	SA341F	ALAT det Djibo			
537	G550	122sq	5037	148	gone by 20jun
MM7277	EF2000	311°Gruppo RSV		161	
MM62230/GF-15	ATR42-500MP	GEA		153	
MM62225/46-90	C-27J	98°Gruppo TM		159	
MM55093/4-31	EF2000T	XX Gruppo AO		160	
CMX616	M346	Alenia/Aermachi		164	
T.19B-22/09-502	CN235VIGMA	Guardia Civil		211	
15021/21	Hkp15A	2.Hkpskv			
ZR326/F	AW139	DHFS/SARTU			
ZJ694	Sentinel R1	5sq	9135	60	
93-0604	C-17A	437th AW			
64-14864/FL	HC-130P	39th RQS AFRC			
05-1466	C-130J-30	115th AS CAANG			
98-0133/LN	F-15E	492nd FS			
91-0344/SP	F-16C	22nd FS			
97-26775/FT	HH-60G	41st RQS			
162142	C-2A	VX-20			
163849	E-2C+	VX-20			
166659/AD-232	F/A-18F	VFA-106			
97003	SSJ100-95	Sukhoi		185	also flying
D-AZAB	A321-231	bmi british midland	3926		to become G-MEDU, gone 20jun
D-HADP	EC145	Eurocopter	9258	H22	

D-HECG	EC135T2+	Gendarmerie	0787	H21	to become 0787/JDH
EC-001	AS550C2	nn	2310	H19	
EC-KTP	AT-802A		802A-0280		
EC-KZX	A119Ke	Faasa			
EC-XBD	CH640-4				
ES-TLF/5	L-39C	Breitling			
ES-TLG/3	L-39C	Breitling			
ES-YLP/7	L-39C	Breitling			
F-ADZP	AD-4N	Amicale Jean Salis			
F-AZKM	OV-10B	Avions Ancien Drome	338-9		ex FAF 124143/RM; also flying
F-AZKT	MD311	Musée Aéron. Lorraines	260		ex German AF 99+24; also flying
F-AZNF	N3N-3	Amicale Jean Salis			ex FAF 260/316-KT
F-AZOO	Vampire Mk6	Patrice Fioconni			US Navy c/s; also flying
F-AZSB	P-51D	SDPA			as 10017
F-AZZD	CM170		411		as 411622; also flying
F-AZZU	B-25J	SDPA			ex FAF 411
F-AZ..	T-6				as 45-8811/SB; also flying
F-BUAD	A300B2-IC	Novespace	003		as PA-.47
F-GFKJ	A320-211	Air France	063		Zero G
F-GIYL	PA-28-180	Aero Club Weiller	28-4540	217	retro colours
F-HAEC	Ce172S	Air et Cie Groupe	172S10041		
F-HALB	EC120B	Regourd Aviation	1394		
F-HCCX	Falcon 7X	Dassault	42		
F-HBDA	Falcon 900EX-EASy	Dassault	200		
F-HBGB	TBM-700	Dahe SOCATA	185	116	
F-WILD	APM40		001	137	
F-WWAI	A340-311	Airbus Industries	30		
F-WWEE	ATR72-212A	Vietnam Airlines	877	86	to become VN-B218
F-WWML	LH-10 Ellipse				
F-WWOW	A380-841	Airbus Industries	001		
F-WWOZ	EC225LP		2730	H24	to become VN-8618
F-WWXX	Carbon Bird 200				
F-WWXY	APM30		01	136	
G-17-510	AW101	Westland	510-001		
G-PBYA	PBY-5A	Plane Sailing	CV-283	106	also flying
G-SMMB	CeF406	Scottish Fisheries	F406-0095		
HA-ABD	An-2P	PC Medical Air	1G235-21		
HB-FVG	PC-12/47E	Pilatus	1093		
HB-HZC	PC-21	Pilatus	101		
HB-IRJ	DC-3A-S4C4G	Super Const. Flyers	2204		
HB-JET	Falcon 2000LX	Dasnair		154	
HB-FNJ	PC-6/B2-H4	Susi Air	965		to become PK-VVQ
HB-RCF	MS406C1		138		as FAF 138; also flying
HB-RDF	Mirage 3DS	Espace Passion	470		ex Swiss AF J-2012
HB-RSC	C-121C	Super Const. Flyers	4175		
I-PDVA	P68R	Vulcanair	430		
I-PDVO	P180	Piaggio	1189		to become I-FXRI
I-RAIS	A109S		22130		
I-RAIX	AW139		31251	223	to become 9M-YPG
I-SKYC	OMA Sud Skycar			170	
LN-WDF	DHC-8-402	Widerøe	4244	13	gone by 20jun
"LX-BIP"	D-Jet	Diamond Aircraft	-		mock-up
N49AG	C-53D	Sonoma Valley Aircraft	11737		
N60XR	Lj60XR	Jet Advantage	60-358	14	
N234GX	Global Express XRS	CPR Aviation Finance	9234	12	
N314RL	SR22GTS		3083		
N352BC	Beech 350ER	L3 communications	FL-463		
N407GN	Bell 407		53539	H36	gone by 20jun?
N850BU	TBM-850	Transatl. Del. Trust	508	117	
N4247U	AT-802U	Air Tractor	802-4001		
N44438	Bell 412EP	Bell Helicopter Textron	36380	H37	
OE-FAS	DA42MPP	Diamond Aircraft	42.234		
OE-FMP	DA42 Opale	Diamond Aircraft	42.177		
OE-ILI	CL-850	Vista Jet	8048		gone by 20jun
OE-VDI	DA42MPP	Diamond Aircraft	42.M024		
OE-VDL	DA42NG	Diamond Aircraft	42.N006		
OE-VMN	DA42MPP	Diamond Aircraft	42.MN001		
OE-VXX	Camcopter S-100 (UAV)				
SP-GEI	AT-3-100				
UR-NTA	An-148-100B	AeroSvit Airlines		206	gone by 20jun

Bell Helicopters chalet:

? Bell 429 Bell Helicopters- mock-up?

Hall 2:

- EC175 Eurocopter - H23 mock-up

Former SECA hangar:

CSX62127	C-27J	Alenia	158?	also flying
91-0388/SP	F-16C	22nd FS		also flying
166658/AD-216	F/A-18F	VFA-106		also flying
F-GLBZ	TBM-700A	Daher SOCATA		
F-GMLV	TBM-700B	Daher SOCATA		
G-MEET	LJ40	TAG Aviation		

Dugny side:

2233/FY, 2235/FZ	AS332L1	ETEC00.065		20jun
R201/64-GE	C-160R	ET00.064		arr 20jun
335/113-IJ	Rafale B	EC01.091		also flying
TR.20-02/403-12	Ce560	403 Esc		
02-0201	C-40C	201st AS DC ANG		
07-46311	C-130J-30	41st AS		
CS-TLU	A319-133X			
RA-42411	Yak-42D	Rusjet		

Alpha Jet Es of Patrouille de France:

E94/7, E95/5, E114/6, E117/8, E122/1, E134/2, E135/4, E158/0, E162/9, E163/3, E165/9, arrived on 20 June.

Flightlines/flying:

F-AZJU	CASA 352			as "AZ+JU"
F-AZXZ/4	Yak-3UA			
F-AZZY	Ryan ST3KR			Netherlands AF c/s
F-AZ..	B-17			
F-GAXP	R2160	Mission Blue Ciel		218
F-WWDD	A380-861	Airbus Industries	004	28

Platforms:

CNA-OS	KC-130H	Escadre de Transport		
SU-BGV	G-III	Egypt Gvmt		
V-11	G-IV	334sq		
F-BVPK	SN601	Aero Stock		stored at Aero Stock hangar
F-GMOF	SN601	Aero Stock		stored at Aero Stock hangar
J5-GZZ	C212-100			stored at Aero Stock hangar
F-WFBW	Falcon 7X	Dassault		

Heliport:

5391/VA	AS555			
1330/AO	SA330			
2552/SE	EC725			
2016	Tigre			H25
CSX81579/3-03	NH90-NFH	NH Industries		H2
C-FTNB	Bell 429			
F-GUCA	AS350B3	Ixair		

Dassault Falcon Services:

MM62210	Falcon 900EX	93°Gruppo TS		
A6-MAF	Falcon 900EX-EASy			
A6-SMS	Falcon 900DX	Fujairah Aviation Centre		
CS-DLA	Falcon 900	NetJets Europe		
F-GGVB	Falcon 50	Unijet		
F-GKHJ	Falcon 900	Aero Service		
F-GXBV	Falcon 900EX	Dassault		
F-HALM	Falcon 50	Marionnaud Parfumeries		
I-NATS	Falcon 2000EX	Eurojet		
OE-HHH	Falcon 50EX	Global Jet Austria		
ST-PSA	Falcon 900B	Sudan Gvmt		
VP-CIT	Falcon 900DX	Fly Exec		
?	Falcon 10			

Elsewhere:

2801	A319-115X	241.dit		
MM62176/46-41	KC-130J	2°Gruppo TM		
I-FXRJ	P180	Foxair		
F-GVAR	SA365N1	Regourd Aviation		

Flying only:

204/36-CD	E-3F	EDCA00.036		20jun
5523/WF	AS555AN	nn		
F-TGCI	EA300SC	Equippe de Voltige		

Unlike previous editions of *Le Salon*, this probably is not a complete report as we would like -with only one photo-, as we received exactly zero reports, so everything had to be scratched together in bits and pieces.

A lot of aircraft were moved around during the show, as usual some flying aircraft were towed from the static while others flew out of their home base. Most was seen during the official show on 20 and 21 June. Others have visited on other dates and more aircraft were seen which had not departed yet.

ENJJPT

NATO Training at Sheppard AFB, TX



By Erik Lenten &
Thijs van der Laaken

A T-37 and its successor the T-6 Texan II are waiting at the flightline of Sheppard AFB for some students and their instructors. The largest change from an educational point of view is the side-by-side seating in the T-37 versus the tandem seating in the T-6.

(All pictures by Thijs van der Laaken, Sheppard AFB, TX, 13 May 2009)

History of Sheppard AFB

In the months before the attack on Pearl Harbour it became clear that more personnel was needed. This resulted in the need for new training facilities. Kell Field or Call field was inspected by some high ranking AAF people to see if the area was suitable to develop an army training centre. The advantages of the area near Kell Field were the seven hundred acres of flat land and the nearby 3000 feet runway. Final approval for the development was given on 19 March 1941, while the new base was officially named Sheppard Field on 17 April 1941. The base was named after Texas senator Morris Sheppard who died eight days earlier. Construction work began in May 1941 and the first commander was installed on 16 July 1941. In the early days the installation should only be used as a training facility for aviation mechanics. However, on 19 June 1941 the war department approved a revised training plan that provided Sheppard AFB with a dual mission. From that date the base also served as basic training centre for new aviators. The first class with aviation mechanics started on 13 October 1941. After the attack on Pearl Harbour, the army showed more and more interest in using gliders to deliver troops, this resulted in the need for more glider mechanics. A glider mechanics training was set up at Sheppard AFB to fulfil this need. Not only mechanic glider training was given at Sheppard, within a few months also basic glider flying training was done here. On 9 October 1943, the 67th Basic Flying Training Squadron arrived from Goodfellow Field, Texas. The squadron's primary mission was to support the basic glider flying training. This was the first time Sheppard AFB had a flying mission. Flying started in early 1944.

Foreign student training also has a long tradition at Sheppard AFB. The first foreign students were three French soldiers during World War Two. After the war the base became inactive until 20 April 1949. From this date, the base again served as a training facility for new aviation mechanics. Between May 1949 and July 1952 over 650 foreign students received training at Sheppard AFB under the Mutual Defence Assistance Program. Because of the increase in number of graduates and the specialised training the base became a permanent installation from January 1950 onwards. In the early days only basic training was given, in the years following the Korean War more and more specialised training was given at Sheppard AFB. For example: controller, intelligence, communication, ballistic missile and transportation training.

During the cold war the base housed a B-52 wing. The first

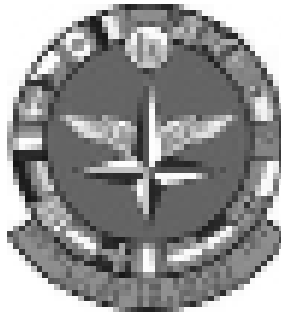
five B-52D Stratofortresses arrived on 15 January 1960. They landed on the newly build 13,100 Feet long runway. The 494th Bombardment Wing (BW) operated out of Sheppard until April 1966. With the closure of Stead AFB in 1966, Sheppard became a helicopter pilot training base. Twenty six H-19Bs provided helicopter training to air force pilots. With the ending of helicopter training within the Air Force, Sheppard AFB lost his squadron.

The 3630th Flying Training Wing began an undergraduate flying training program for German Air Force pilots. In 1967, US pilot trainees began training side-by-side with their German counterparts. On 1 January 1973 the 80th Flying Wing was activated by air training command. The 80th FTW is nowadays still active at Sheppard AFB to do basic and advanced flying training. Although the technical school has seen a lot of changes, from an administrative point of view and an educational point of view, the primary mission hasn't been changed. Still Sheppard AFB serves as one of the main training facilities to train basic mechanics aviation training.

ENJJPT

History

Compared to other Air Education and Training Command (AETC) bases Sheppard houses a large contingent of foreign students. Sheppard is home of the Euro NATO Joint Jet Pilot Training (ENJJPT) program. Since 23 October 1981 Sheppard AFB is home to this multi-national jet fighter training school.



The history of this program goes back to 1973 when some European countries came together to examine the feasibility of conducting a consolidated undergraduate flying training program. Main reasons were the rising costs of pilot training, to improve the interoperability of NATO Air Forces. Next to

these primary reasons there were also some secondary reasons such as the poor weather conditions in Europe and the crowded and restricted airspace. In 1974, the United States joined the program and did a proposal next to the United Kingdom, Italy, Turkey and Canada. After a thorough review of the proposals it was agreed that the United States had the best offer. In 1978 the decision was made formal and a ten year's agreement was signed to host the ENJJPT program for ten years in the United States. Meanwhile studies to relocate the training program to Europe were still conducted.

A working group visited Sheppard and the 80th FTW to survey the facilities and organisation. At that moment Germany and the Netherlands already had their undergraduate pilot training at Sheppard.

In June 1980, the secretary of defence announced Sheppard as the home base for the ENJJPT for the coming years. In 1987 the program was extended to 1989 and in 1989 the program was extended to 2005. After a thorough review in 2005 the contract was again extended for some years. Main advantages of the ENJJPT are training in an international environment, lower costs for the participating countries, enhanced standardisation and interoperability.

Program

Looking from the perspective of a Dutch student the program is as follows. When arriving at Sheppard, the student already completed the basic flying training at Woensdrecht on the PC-7. Phase 1 with the ENJJPT is academic classes and pre-flight training. Subjects during this phase are: aerospace physiology, aircraft systems, ejection seat training and parachute landing. The next phase will see the first flying. Until July 2009 phase two was done with the T-37 Tweetybird, but with the withdrawal of this type, students perform their first flights out of Sheppard with the T-6 Texan II. During this phase some 125 flying hours will be made in 26 weeks of training. For the Dutch student pilots the conversion from the PC-7 into the T-6 isn't that hard because the T-6 is based on the Pilatus PC-9. The latter is an upgraded version of the PC-7. While some of the other European students have to learn basic flying training on the PC-9, for most Dutch students it is getting more familiar with the increasing power you have and the different cockpit lay-out. Phase two consists of classes into aviation weather, mission planning and navigation, low level navigation and advanced and basic instruments. Next is the advanced aircraft training which will be done on the T-38 Talon. During this phase the students will be trained in the basics of air to air and air to ground procedures. A total of 135 flying hours will be made during 26 weeks of training. When completing phase three the student has completed

his undergraduate pilot training (UPT) and his introduction to fighter fundamentals.

During recent years the training program has not changed that much, but nowadays there is more focus on the processing of information during the flight. In the end flying should be the second nature of the pilot while information processing will be his main task during the flight.

Dutch jet pilot students will move to Springfield, Ohio to get familiar with the F-16. After this training the students will return to the Netherlands as qualified F-16 pilots. The only thing remaining in the Netherlands is the squadron conversion and getting used to the weather and the surroundings.

During the training program, the students have a dedicated mentor / instructor. This is a Dutch instructor. More and more training is done with the flight simulators. Almost the whole day all flight simulators are occupied. Not only by students and their teachers but also students together who want to train a certain element of the course. It is the mixed composition of the classes.

Organisation

At this moment not all NATO countries are participating in the ENJJPT programme. Belgium has its own training program in cooperation with the French Air Force at Cazaux. Another similar programme can be found in Canada. The NATO Flying Training School (NFTC) can be found at Moose Jaw. Participants of this program are: Canada, United Kingdom, Singapore, Italy, Hungary and United Arab Emirates. Participants of the ENJJPT programme are: Germany, Italy, Netherlands, Norway, Spain, Denmark and the United States. The following countries only have some instructors within the programme: Canada, Greece, Turkey and Portugal. Every year a new commander is chosen from one of the participating countries. This year there is a German commander, who directly reports to Air Education and Training Command (AETC). Two times a year there is the steering committee meeting, involved are all commanders of the participating nations. The steering committee is also responsible for the annual plan of operation. This plan is submitted to the wing commander for approval. One of the elements of the plan of operation is the number of flights. Each year around 56.000 sorties are flown, this makes an average of 300 a day. All those flights are performed under the ENJJPT programme.

We would like to thank all the personnel and students from the Dutch detachment at Sheppard AFB, especially Lt Col van Galen. This visit would not have been possible without the help of Mike McKito from public affairs.



A EN coded T-38 taxis back to the flightline after a training flight. This Talon is assigned to the 88th FTS "Lucky Devils". Clearly visible on the tailfin is the ENJJPT badge.

The Tweet bows out.



By Carey Mavor, Jr.

Two T-37s are performing a dual take-off on one of their last flights. For many years this was day to day routine, this has come to an end after the retirement of the Tweet after 50 years of service. (Sheppard AFB, 31 July 2009, Carey Mavor, Jr.)

On Friday 31 July 2009, after over 50 years of service, the Cessna T-37 was retired by the USAF. Not officially named, but commonly known as Tweet or Tweety Bird, it would become the primary jet trainer for the USAF since the late 1950s.

In April 1952, Cessna Aircraft Company was awarded a contract to design and build the first primary jet trainer for the USAF. What emerged, was a twin engine aircraft with side by side seating, which was a change from most primary trainers that had tandem seating at the time. The Cessna model designation for this aircraft was 318. This was the first jet aircraft designed by Cessna which had up to this time only designed and built small piston engine aircraft. The aircraft was powered by J69 engines which were based on the French Turbomeca Marbore, built under license by Teledyne Continental.

In October 1954, the first of three XT-37s took off from Wichita Airport in Kansas. Testing of the XT-37s and early production T-37As continued into 1957. The first T-37As were delivered to the USAF at Bainbridge Air Base (AB) near Decatur Georgia in 1957. Other Air Training Command (ATC) squadrons began receiving the aircraft soon after. The T-37B replaced the earlier A model aircraft on the production line in 1959. The main difference was a more powerful version of the J69 engine. All earlier A-models were upgraded to B-model standards soon after. The T-37 completely replaced the Beechcraft T-34 for primary training by 1961. Advanced training was carried out with the Lockheed T-33 and later, Northrop T-38 trainers.

Orders continued during the mid-60s as pilot training requirements grew with the USAF involvement in the war in Southeast Asia. The last of 996 T-37s were ordered in 1968 and delivered in 1969. At this time, the aircraft was in service with twelve Pilot Training Wings (PTW). In 1972 the USAF reorganized its' Pilot Training Wings into Flying Training Wings (FTW) and renumbered them to more historically significant identifications. After the end of the Vietnam War, three FTWs were de-activated between 1975 – 1977 due to reduced budgets. At around the same time due to high fuel costs Strategic Air Command (SAC) began a program called Accelerated Co-Pilot Enrichment (ACE) in which newly winged B-52 and KC-135 pilots would log extra flight hours in the cheaper to operate T-37, in addition to their normal flight duties. This program consisted of a small number of T-37s, usually four to ten, being detached from their FTWs to various SAC bases. With the creation of Air Combat Command (ACC) in 1992, these aircraft were assigned to the combat wings themselves, gaining tailcodes and unit markings

similar to the mission aircraft. Some of these units converted to C-12F and T-38A aircraft but some units continued to fly the T-37s until the program, which had been renamed Companion Training Program (CTP), was disbanded in 1995.

In the late 1970s, the USAF began looking for a replacement for the T-37 and requirements were sent to defense contractors and aviation companies. In July 1982, Fairchild Industries was declared the winner of this competition. Its T-46A aircraft first flew in 1985. Two T-46s were tested but, the program was canceled in March 1987 after cost overruns and mis-management of the program. After the cancellation of the program, Cessna proposed an update of the T-37, called the T-48. The T-48 was based on the T-37 but would have included updated avionics systems and newer fuel efficient engines. This proposal came to nothing though and the T-37 continued to serve on after a Service Life Extension Program (SLEP). This program consisted mainly of a strengthened airframe and wing, to increase the useful life of the aircraft, and was performed by Sabreliner Corporation.

In 1992 the USAF joined the US Navy in the Joint Primary Air Training Systems (JPATS). The US Navy was looking for replacement for its Beechcraft T-34C aircraft. After many submissions, the Beechcraft T-6A based on the Pilatus PC-9 aircraft was declared the winner. The first T-6s were ordered by the USAF in 1995 and deliveries started in 1998.

In 1993, ATC was renamed Air Education and Training Command (AETC). With this change, tailcodes began being applied to the T-37 fleet. The operating finish of the aircraft changed over the years also. Initially, and on through the early 1970s,



the aircraft operated in a bare metal scheme, sometimes with day-glo markings, then transitioning to an overall white. After, in the mid-1980's, the final colour scheme of white over dark blue was implemented for high visibility.

T-37s were also used in small numbers during the 1960s through the 1980s, for testing and development, at Edwards AFB and Wright-Patterson AFB. Another use in the mid-1980s was as Forward Air Control (FAC). After the retirement of the Cessna O-2 aircraft, there was a shortage of FAC aircraft. 29 T-37s were converted by the installation of additional radios into OT-37Bs. These were used by the 25th Tactical Air Support Squadron (TASS) between 1986 – 1988 when they were de-converted and returned to ATC service.

During the mid-1960s some T-37s were returned to Cessna and converted to A-37A Combat Aircraft which led to the development of the new build A-37B aircraft. Cessna Aircraft also developed the T-37C which was for the export market only and saw no USAF service. Some T-37Bs were transferred from the USAF to foreign air forces beginning in 1970s. Many of which continued to serve as late as 2008. Some aircraft were removed from storage at Aircraft Maintenance and Regeneration Group (AMARG) and sold to the Colombian Air Force as well.

The T-6A slowly began replacing the T-37 in 1999. By 2009, only one base was still operating the T-37. Sheppard AFB, located just outside Wichita Falls, is home to the 80th Flying Training Wing (FTW) and European North Atlantic Treaty Organization (NATO) training. In 1966 the base was transferred from SAC to ATC after the 494th Bombardment Wing and its B-52 and KC-135 aircraft left. The base began training West German Air Force pilots soon after. In 1981 the Euro-NATO Joint Jet Pilot Training (ENJJPT) program began, which has seen most NATO countries, sending their student pilots to Sheppard for training. The West German Air Force purchased 47 T-37Bs which retained USAF markings for their part in this program.

The 89th Flying Training Squadron (FTS) which traces its history back to the 89th Fighter Squadron, which flew P-40 and P-47 aircraft in the China Burma India (CBI) Theater in World War II, is the last T-37 squadron in USAF. The first T-6 arrived at Sheppard in 2008 and the squadron conducted operations with both aircraft. The last T-37 students finished training on 17 June 2009. Instructor pilots continued flying the few remaining T-37s until late July, 2009. At this time there were only nine T-37s with the unit.

The contract maintenance personnel stated there were no real issues as far as maintaining the aircraft, despite the high number of hours (18,000+ on some). The students and instructors also had praise for the strength and durability of the aircraft, many of which, stating that the type could continue on serving in its current capacity, but its lack of range and out dated avionics, especially compared to the new T-6A, were its biggest short-comings.

On July 31st, there was an official ceremony retiring the aircraft from USAF service. The USAF trained over 78,000 pilots, flying over 1 million hours in the 50+ years of service. On this date, seven aircraft performed a fly-by of the base before heading off to retirement. Four aircraft were heading to AMARG at Davis-Monthan AFB (AZ), for storage, while three German flown aircraft were flown to Hill AFB in Utah to be used as targets on the air to ground range there. The final two aircraft left Sheppard AFB on Monday 3 August 2009.

T-37 training bases

T-37 training provided by civilian contractors, under USAF control. 1957-1961 replacing T-28A, and T-34A aircraft. After 1961 training transferred to full USAF control.

Graham AB, FL	3300th PTG
Moore AB, TX	3301st PTG
Spence AB, GA	3302nd PTG
Bartow AB, FL	3303rd PTG
Malden AB, MO	3305th PTG
Bainbridge AB, GA	3306th PTG

Under full USAF Control

Bainbridge AB, GA	3306th PTW	1957-1961
Columbus AFB, MS	14th FTW	1969-2008
Craig AFB, AL	29th FTW	1961-1975
Laredo AFB, TX	3640th PTW	1961-1971
Laughlin AFB, TX	47th FTW	1961-2004
Mather AFB, CA	323rd FTW	1973-1993
Moody AFB, GA	38th FTW	1963-1975
Randolph AFB, TX	12th FTW	1962-2007
Reese AFB, TX	64th FTW	1961-1997
Sheppard AFB, TX	80th FTW	1963-2009
Vance AFB, OK	71st FTW	1963-2006
Webb AFB, TX	78th FTW	1963-1977
Williams AFB, AZ	82nd FTW	1962-1993



The typical shape of T-37 is clearly visible, the tandem cockpit section, which is slowly becoming the tail section. The "Banshees" were the last ones to fly this typical aircraft. (Sheppard AFB, 13 May 2009, Thijs van der Laaken)

North American T-28 'Trojan'



by Gert Jan Mentink

Seeing more than one Trojan at the same time is not very common in Europe, but is no exception in the USA. On this photograph that was taken during Sun 'n Fun 2008, Navy T-28's in three different liveries can be seen.

(Lakeland (FL), 8 April 2008, Geurt van den Berg)

Introduction

In September 2009 it is 60 years ago that the prototype of the North American 159 made its first flight. It was not only widely used as a trainer, but moreover, as COIN aircraft, saw action in numerous, sometimes obscure, wars. It is therefore interesting to read about its history: It was already in the immediate post-war years that the USAF felt the need for a replacement for their ageing T-6 Texans/Harvards. For this purpose a competition was set up for a new basic/advanced trainer in 1948.

North American, afraid of loosing its poll position as supplier of trainers for the U.S. Forces, soon produced the NA-159 design. In a way this new trainer could be considered as a descendent of the original T-6, as it had the same concept. Like the T-6 the NA-159 was of low-wing, tandem seat construction and it was also driven by a, albeit more powerful, radial engine. In contrast to its predecessor the new design had a nosewheel undercarriage like all contemporary military aircraft. For training purposes the T-28A could be fitted with two 0.50 inch guns and

underwing racks with practice bombs. The design had an obvious potential: already in May 1948 North American received an order for the construction of two prototypes (48-1371 and 48-1372) At first these were designated XB-T-28 (B for basic), but later as XT-28. The 48-1371 had its maiden flight on 26 September 1949 and after intensive flight-testing of both prototypes, an order for 266 T-28A aircraft was placed.

The first USAF version: the T-28A

The 266 T-28As of the initial order were followed by many more: in the years 1950 to 1953 no less than 1194 examples were delivered to the USAF Air Training Command. Initial production took place at the North American Downey (CA) plant, but was soon transferred to Columbus, Ohio. The USAF order for the "Trojan", as the design was called, led to interest among other parts of the United States Armed Forces. The U.S.Army test-flew one T-28A, serial 51-3667, and the U.S.Navy used three T-28As later followed by as many as seventeen. The introduc-



Although this N9624C is a real T-28A (159-138) it has been fitted with a, non-standard, three-bladed propellor. It was built for the USAF as 49-1626, and withdrawn in 1960. After eight years as an instructional airframe, and two previous civilian owners, it is now owned by Philip O. Petrik of Sidney (MT) since 10 November 1992.

(Lakeland, 8 April 2008, Geurt van den Berg)



After its withdrawal from US Navy use, T-28B 140012 (219-11) was sold as N283MS. In 1999 the aircraft emerged as C-FPTR in Canada, where it stayed until August 2007. As N828JC it then returned to the USA where it is owned by Cavanaugh Air of Addison (TX). This Trojan still carries its original colour scheme and serials, 140012/283/JC. (Lakeland, 8 April 2008, Geurt van den Berg)

tion of the Trojan led to a number of problems for the aircrews. Pilots had to get acquainted with its larger dimensions and its nosewheel undercarriage with power-steering. The powerplant, a 800 h.p. Wright R-1300-1A wasn't exactly a thing of joy. The 7 cylinders used to run so "raw" that it was impossible to hear if the ignition was properly set. On many occasions it happened that the big Wright only ran on six cylinders, for it was easy to blow one cylinder up by over-throttling. Many pilots had the impression that the T-28A with its 800 horses was under powered. This problem was to be resolved in the later versions of the Trojan.

For the USAF this and other factors led to an early retirement of the T-28. Already in 1956 the first T-28As were replaced by the sleek Beech T-34A Mentor equipped with the less troubling 6 cylinder Continental O-470-13. Nevertheless the Trojan was a gentle plane to fly, and unwanted flying characteristics, if present, were easy to control. Quite remarkably a number of ex-USAF Trojans were used as a replacement for F-51D Mustangs in some Air National Guard units. This was only a temporary solution until in 1959 all ANG units had received jets. After their relatively short service career most T-28As were put into storage at MASDC at Davis Monthan, or delivered to friendly nations.

"In the Navy": T-28B and T-28C

For once Navy testpilots agreed with their colleagues in the Air Force: they too found the T-28A to be under-powered. For that reason the first naval Trojan, designated T-28B, was equipped with the 9-cylinder Wright R-1820 of 1425 h.p. A mere 78% power boost compared to the original model! The new engine drove a now 3-bladed Hamilton Standard propeller with slightly longer spinner. Despite its higher overall weight caused by the heavier Wright-engine the B-model was considerably faster than the original (346 to 283 m.p.h.) Externally the new model could be recognised by the extra air intake left of the nose (the R-1820 engine needed additional cooling-air) and its three-bladed propeller.

The aircraft's colour scheme was another way to distinguish the T-28A from later versions. The USAF flew its A models in natural finish, while the Navy B's wore trainer yellow, Navy blue, or later light-grey with dayglo. The US Navy was very satisfied with their T-28B Trojans, and as a result a specialised carrier version was developed: the T-28C. The fuselage of the new model was internally strengthened to meet the heavier carrier-deck-landings, and an arrester-hook was fitted. The Wright R-1820 received a propeller of smaller diameter to increase



After T-28C Trojan 140501 (226-78) had served the US Navy, it was sold on the civilian market as N9749N in 1987. It later became N900BW, until a certain John C. Philpott bought it in 1998. Its present registration, N161JP, still reminds of him. Since 2000, this Trojan, which carries USS Lexington colours, is owned by Snap N Roll Ltd., Dover (DE). (Lakeland, 8 April 2008, Geurt van den Berg)



Nowadays there is only one air force that has T-28's in its inventory, and that is the Royal Thai Air Force. This Trojan, a T-28D, with serial B/J13-96-13/O-13534 is part of the RThAF Historic Flight, better known as the 'Tango Squadron'. This unit is based at Chiang Mai. At least six Trojans are kept in airworthy condition, but they are rarely flown. (Bangkok, 19 November 2008, Peter Heeneman)

ground-clearance on the carrier-deck. With these provisions the T-28C was approximately 100 lbs. heavier than the B-model, resulting in a shorter radius. In total 493 T-28Bs were built, of which a few were converted to the C version. A number of 299 Trojans came of the production line as brand-new T-28Cs. On top of this, some 72 former-USAF T-28As were converted to Navy T-28Cs. In return the USAF used two T-28B Trojans and the US Army two. The Trojan was also generously donated to friendly countries (under the M.A.P.) and for this purpose a number of 75 T-28B machines were converted to the armed T-28D version.

COIN version: T-28D

In 1961 the Pentagon ordered Tactical Air Command to develop an aircraft suitable for so called "Counter-Insurgency" or COIN tasks. This meant that the new machine had to be able to perform combat air patrol and close air support-missions. Very soon the vast numbers of ex-USAF Trojans, resting in the desert of Davis-Monthan, caught their eyes. The USAF Combat Applications Group took the task of transforming the trainer into a fighter. The "new" aircraft was fitted with a 1300 h.p. R-1820-56S or -86 Wright engine with a three-bladed propeller. The undercarriage was strengthened and a light armour-plating was constructed around the crew's seats.

Three hard-points under each wing gave the possibility to carry a total of 4000 lbs. military load. This was usually a combination of two 0.50 inch gunpods and two 500 lbs. bombs, or two MA-3 rocketpods or racks with thirty-six 19 lbs. bombs. A sub-version, the T-28D-5, had ammunition storage in the wings. In the North American factories of Cleveland (OH) 321 Trojans were converted to the D-model. Another 72 were produced by Fairchild-Hiller, a sub-contractor in this project. The latter were designated AT-28D, as they were even more suitable for the attack role.

The French version: Fennec

Like the U.S.A., France too was in need of a cheap, relatively simple aircraft for the ground attack role. And despite the fact that a number of French companies entered the competition, the Armée de l'Air chose, very un-French, for an American solution. They too decided to buy and convert former USAF T-28As. The French version was called "Fennec", the name of a small, but very swift desert-fox. The first two conversions on Trojans 51-3593 and 51-3751 were undertaken by Pac-Aero of Santa Monica (CA). Prototype Fennec 01 was delivered to France

as N79Z in 1959. The second prototype arrived a year later. Both served as examples for the conversion of 146 aircraft at the St.Nazaire plant of Sud Aviation. The conversion comprised the installation of a 1425 h.p. Wright R-1820-9 engine, placement of armour plating for the crew-seats, and the introduction of French cockpit lay-out. The wings received four hard-points enabling the aircraft to carry 400 lbs. of ordnance. The second prototype (c/n 174-289) was eventually brought up to full French standards. It was delivered to the Armée de l'Air as Fennec 147, after the closing of the production-line. The French



This picture shows the second converted YAT-28E prototype (51-7386) with enlarged tail-fin and its four-blade propeller driving the 2445 h.p. Lycoming YT-55 turboprop engine. Both this aircraft and third prototype 51-7388 were grounded after the project was cancelled. (anonymous)

Fennecs were intensively used in the Algerian war equipping a number of EALAs (Escadrilles de l'Aviation Légère d'Appui), or light ground attack squadrons. In these units (e.g. 2/72 and 9/72) Fennecs were operated while other units used T-6 ground attack aircraft, both under the command of the Commandement de l'Aviation Légère de l'Armée de l'Air. After the independence of Algeria a large number of Fennecs were sold to Morocco. In 1966 the Argentine Navy received 45 aircraft that were used for training and ground attack duties. Through international arms dealers Fennecs emerged in Haiti and Honduras. In the civil war of Nicaragua at least two Fennecs were used together with a number of T-28Ds.

Turbo Trojan

During the first period of the Vietnam War in which the T-28 was used, two disadvantages came out: the Trojan was too slow

and couldn't carry enough war-load. To tackle these problems a design was made for a turboprop version, driven by a 2445 h.p. Lycoming YT-55-L-9. The new model, designated YAT-28E was approximately 3 ft. longer and 2 ft. higher than the original model. Unlike the piston Trojan, the YAT-28E was equipped with two LW-2 ejection-seats. With a max. take-off weight of 16300 lbs. the turbine-driven version was much heavier than a standard T-28A (7550 lbs.) Despite its more powerful engine this higher total weight gave no increase in speed, but it did improve climb-rate and radius.

A total of three YAT-28E prototypes were built for testing by the Air Force Special Evaluation Centre at Eglin AFB. On 15 February 1963 the 52-1242 made its first flight. Within weeks the plane crashed caused by a fracture of the tail during a steep turn. In the two remaining prototypes the fuselage was stretched another 3 feet. On top of this, the stabilizer and rudder were enlarged. The wingtips received guiding-rails for Sidewinder missiles, and the number of underwing hardpoints was increased from 6 to 12. In total some 4000 lbs. of load could be carried. At the end of 1964 the USAF decided to stop the testing of prototypes 2 and 3. After the US Navy, that had testflown prototype 3 in 1965, had taken the decision not to buy the turbo-Trojan, the project was cancelled.

In Taiwan the idea of turboizing the T-28 was more successful: in the period from 1976 to 1981 some 50 T-28As received a licence built Lycoming turboprop engine. The Taiwanese Air Force used these machines as trainers, designated T-CH-1. Since 1970 a number of the aircraft have switched to the ground attack role, as A-CH-1, with 1 TFW at Tainan AFB.

Civil Trojans: NOMAD/NOMAIR

Already in 1958 North American launched the idea of converting former USAF T-28A Trojans for the civil market. This version was called the NA-260 "Nomad". The actual conversion of these machines was undertaken by Pacific Airmotive Corp. of Burbank (CA). They built the Nomad in two versions: the Mk.1 had a 1300 h.p. Wright R-1820-56S, while the Mk.2 had the -76A type of the same engine, capable of 1425 h.p. The Hamilton Aircraft Corp. of Tucson (AZ), developed their own civil version of the Trojan: the "Nomair".

The T-28R-1 was in fact an improved Trojan military trainer of which six examples were built for the Brazilian Navy. The Nomair R-2 was a 5-seat civil liaison aircraft, with an entrance door and fixed canopy. Both were powered by the R-1820-56A Wright engine producing 1350 h.p. Of course many former service Trojans were used in a civilian role. The United States Forestry Service used a number of Trojans as spotter-planes in aerial fire-fighting (e.g. N1322). Most Trojans owned by civil-

ians can be considered as recreational aircraft for which the term "warbird" can be used.

T-28 as warbird

The Trojan has become an increasingly popular warbird in the past decades. One of the reasons for this is that the T-28 gives you almost fighter-like performance for the price of a trainer. In 2009 a Trojan would cost you around \$ 250 thousand while e.g. a Mustang would cost at least 3-4 times this amount. Its price, easy maintenance and the abundance of, not too expensive, spare-parts appeal to an ever increasing number of owners. Most of them are organized in the North American Trainer Association (NATA) at Kenosha which even organises clinics in formation flying.

As most people start their warbird ownership with a T-6, the high performance T-28 is surely a step up. And for the happy few that can afford it, the Trojan proves to be an excellent aircraft to acquire the invaluable experience before passing on to a real WW 2 Fighter. The large amount of former US Air Force and US Navy T-28s that were sold from the stocks of AMARC kept the prices initially low. Unfortunately the number of Trojans at Davis Mantham was not infinite, which is why some aircraft restorers have turned to other sources. Courtesy Aircraft Inc. of Rockford (IL) even went to Honduras and acquired a batch of 9 Trojans in 1985 (mixed A, B and D models).

Several companies have been active on the T-28 market, many of them in the U.S.A. Visionaire International of Miami bought and sold many former Moroccan Air Force Fennecs. Also Miami based Euroworld Calif.Inc. and David Tallichet of MARC at Chino traded several former Force Aeriene Zairoise Trojans. Another, unexpected, source of Trojans turned out to be Laos, where Col Pays of Pays Air Service Ltd., Scone, NSW, and his companion, Noel Vinson, tracked at least sixteen. After being withdrawn from use the former Lao Air Force T-28Ds were stored at Thong Hi Hin AB, Xieng Khoang from 1975 to 1988. They were dismantled on location, transported by truck to Bangkok and shipped to Australia. As a result of this nowadays more than fifteen Trojans are currently registered in Australia. Most Philippine Air Force AT-28Ds were withdrawn in 1980, and stored at Villamor AB, Manila from 1980 to 1988. Several of these found their way to the USA through H.Ken Hawkins / Fighter Imports Inc. in 1989.

Another source of Trojans for the warbird market was the Ethiopian Air Force. Their T-28As were withdrawn in 1980 and stored in open air at Debre Zeit AB, Eritrea. In 1995 they were sold to Peter Henderson of Aviation Sales Syndicate, based at Johannesburg, Lanseria airport, Republic of South Africa. Many of these former Ethiopian Trojans were shipped to Jo-



The US Marine Corps trained its own pilots, and for this purpose used several T-28B Trojans. This N73MG (200-431), owned by Paul R. Wood's Warbird Heritage Foundation Inc. of Lake Forest (IL), is painted in a genuine USMC colourscheme as 138360/KB/5, which brings a nice change amidst all the USAF and US Navy Trojans at Sun 'n Fun. (Lakeland, 8 April 2008, Geurt van den Berg)



This former US Navy T-28C (226-124) started its career as BuNo140547. In June 1979 it was civilianised and registered as N2800Q. After a number of consecutive owners, it was bought by Bardolph Ltd, New York in 1986. They rented the aircraft to the Scandinavian Historic Flight for airshow use in Europe. On 23 June 1986 it arrived in the United Kingdom for its first European airshow. From later that year to 1991 N2800Q was based in Norway from where several airshows were visited. The aircraft once again changed hands in 1991 when J. Sporrer from Toulouse bought it. Its US registration was cancelled on 22 October 1991. On 25 March 1992 the aircraft received its present French registration, F-AZHN, on the name of J.Sporrer / Sport Air, based at Toulouse-Blagnac. From 2000 it is registered to P.G.Ramos / Sport Air Sari, Toussus-le-Noble. F-AZHN carries blue US Marines colours and serial 140547/ IF-28.

(La Ferte Alais, 27 May 2007, author)

hannesburg in 1996, and stored, dismantled at Lanseria. In 1998 they were sold to John Sayers of Justinian Investments Seven Pty. Ltd / Warbirds International. Allegedly several T-28s are still lying there.

The last more than 50 US Navy Trojans to leave the service ended up at a storage area at Keesler AFB (MS). After being sold to a civil contractor at Boulder City (NV) they were all stored at Techatticup (NV) from 2005 to 2007. Many of these were again sold, this time to warbird brokers Vintage War Birds LLC, of Stevensville (MT) and have found their way to civilian owners since. The Trojan may be a popular Warbird in North America and Australia , it has never been so in Europe.

For obvious historical reasons (France was after all the "cradle" of the Fennec) initially most European Trojans were French registered. At one time a T-28C, N2800Q, was operated by the Scandinavian Historic Flight, but after five years it went to France as F-AZHN. It joined two other Fennecs, F-AZHR and F-AZFU, already flying there. From 1988 on a T-28B, OE-ESA, is operated from Austria, in its former Navy blue colours and retaining its former serial 138179 (**200-250**).

Two former French Air Force Fennecs, G-TROY (**142**) and N14113 (**119**) are operational in the United Kingdom. On 8 November 1997, another Trojan, HB-RCT, coming from Reykjavik, passed through Staverton on its way to Switzerland. On its ferry flight its still carried US Navy colours and serial 138266. The aircraft, a T-28B, (**200-337**), served the US Navy until 1986. After its retirement it received the civil registration N391W after which it had at least four different owners! Although 138266 was officially registered to Reto Kuprecht in Zurich from 1998 to 2003, it went to the Fliegermuseum at Altenrhein in 2002 and stayed there until 4 October 2006. It was then sold to the John Sayers Family Trust in South Africa as ZU-RCT, where it arrived on 24 November 2006.

Summary of military users

Argentina: the FAA (Argentine Air Force) received various ex-US-AF T-28As in 1961 . Registration of these a/c: E-60 followed by one digit. The Navy received 45 ex French Air Force Fennecs.

Bolivia: small number of T-28A trainers (e.g. FAB 411), and T-28D in the COIN role.

Brazil: purchased six Nomair R-1 trainers with registration

N-701 to N-706. These Nomairs were fitted with an arrester hook.

Cambodia: several T-28Ds for COIN tasks.

Cuba: received ten T-28As which were delivered at the time of the revolution. Presumably short term use because of embargo on spare-parts. (e.g. 121)

Dominican Rep.: various T-28As and AT-28Ds (reg: 280*)

Ecuador: small numbers of T-28As and Ds (registered with their former USAF regi)

Ethiopia: eighteen T-28A and B models (regi 501 to 518) and 12 T-28Ds for COIN duties (551-562?).

France: 146 Trojans converted to Fennec plus 2 prototypes (regi: Fennec 1 to 146, the prototypes 01 and 02)

Haiti: 4+ T-28As (reg 2 or 3 digits e.g. 53, 212 or 367); 10+ T-28D/Fennec (reg. 12**)

Honduras: eight T-28B Trojans and 8+ Fennecs (reg FAH 2**); unknown number of A and D models.

Japan: one RT-28B (63-0581) used as trainer for 501 Photorecce squadron (equipped with RF-86F) This unique aircraft is preserved at Hamamatsu AB.

Lao P.D.R.: six T-28Bs; 5 RT-28 recce aircraft (under the Waterpump and Firefly program) max. 64 (A)T-28Ds (retaining their US registration, except for those that came from Thailand, which had 34** regi's.)

Morocco: at least 35 former French Air Force Fennecs have been used (most of them carried a "civil" registration CNA-E*)

Mexico: 30 T-28As delivered in 1960 and 1961; were used by 201 and 203 to 207 sq. (serials T28 followed by the last 3 digits of their former USAF regi.)

Nicaragua: 4+ T-28Ds and 2+ Fennecs (the Trojans were in fact SVNAF aircraft captured by the communists after the South Vietnamese defeat. They were later passed on to their "brothers in arms" in Nicaragua.) One of these was at one time used by the F.A.S., the Sandinista Air Force, to fight its former operator.

Philippines: unknown number of T-28As and 55 T-28Ds that

were used until 1984. (registrations USAF serial or 54- followed by their former Navy BuNo).

Saudi Arabia: 2+ T-28A aircraft (regi e.g.: 17723).

South Vietnam: 15 T-28Ds (modified T-28Bs) in the 1st Air Commando Sq. were flown by U.S. personnel under the "Farm Gate" program (1961). 18 RT-28s were used by 716 Composite Recce Squadron at Tan Son Nhut (1963); an unknown number of T-28Ds (modified T-28C) were used by 2nd Fighter Sq. (later 516 F.S.) at Na Trang.

Taiwan: 50+ T-28A Trojans (regi e.g. 2833); 50 examples were modified to turboprop T-CH-1. Since 1990 some are used in the attack role as A-CH-1.

Thailand: some T-28As and 88 (A)T-28Ds for COIN tasks (serial as BJF13-... and coded with USAF regi).

Uruguay: at least 4 Fennecs delivered which are now stored.

U.S.A.: USAF: 1194 T-28As and 2 T-28Bs; 393 T-28As were modified to T-28D and supplied to Latin American and S.E. Asian countries.

US Army: 1 T-28A (51-3667) and 2 T-28B (BuNo 137702 and 138327).

USMC: various T-28Bs on loan from the US Navy.

US Navy: 3 T-28As; 493 T-28Bs; 299 T-28Cs plus some T-28Bs that were modified to C-standard. 72 former USAF T-28As modified to T-28C.

Zaire: 6+ T-28Cs and 13 T-28Ds (regi FG- plus the last 3 digits of USAF serial).

European Trojan survivors

On this and the next pages airworthy Trojans of Europe are illustrated with additional information on their history and present owner. Apart from these illustrated ones, the following Trojans are non-airworthy at the time of writing this article:

One Trojan, N28NA (159-142), is under restoration to flying condition in Germany, at the well-known Flug Werk facilities at Gammelsdorf. This T-28A was built for the USAF, in which it flew as 49-1632. After its retirement, the aircraft was stored

at Davis Monthan AFB and finally sold as surplus on 24 May 1978. The new owner was Rick R. Clemens of Sunland (CA) who undertook the restoration of N28NA between 1984 and 1988. In 1990 its ownership changed into the Cactus Air Force of Carson City (NV). In 2004 the aircraft was transported to FlugWerk.

The Vormezeele collection of Brasschaat in Belgium owns another Trojan, 50-0244, (171-50) which is a former FA Zaire machine, where it served as FG-244. This aircraft arrived ex-Africa in a container at Ostend airport in 1982. It was then immediately impounded by the Belgian Customs. In 1993 this life-size construction kit was sold to the Vormezeele collection. Although it is expected that the aircraft will be restored to flying condition, allegedly not much has been done to achieve this, since its arrival. The Belgian machine was originally built as an USAF T-28A but later rebuilt to AT-28D ground attack aircraft. There is even a second former FA Zairoise Trojan in Europe, although only the fuselage and some smaller parts remain.

The Norfolk and Suffolk Aviation Museum of Flixton in the United Kingdom is the proud owner of this FG-289. It was built for the US Navy as a T-28C and flown as BuNo 146289(252-52). After conversion by North American Aviation in Columbus (OH) to AT-28D, it was sold to the air force of the Republic of Congo as FA-289 in 1964. It was taken over by the FA Zairoise as FG-289 in 1972. Zaire decided to dispose of their Trojans already in 1977, and the aircraft was sold to Euroworld Ltd./ B-17 Ltd. in London as N99153. On its delivery flight to an unknown customer the aircraft crash landed near Limoges in France on 14 December 1977. After years of storage the fuselage was sold to the museum in 1981. Its starboard side wears FA Zairoise colours, while the port side is painted in US Navy colours as 146289/2W.

Another museum Trojan is the one owned by the Musee de l'Air at le Bourget in Paris, France. The aircraft, as so many others, was built as a USAF T-28A with serial 51-7491 (171-344) before it found its way to the St.Nazaire factory of Sud Aviation for conversion to Fennec (121). It was used by the French Air Force until being withdrawn and placed in storage at Le Bourget in 1984.



This aircraft too, was built as USAF T-28A, with serial 51-3573 (174-111) and converted to Fennec standard. It was delivered as 82 (82) to the Armee de l'Air in February 1961. It must have served in Algeria, as it was damaged during a wheels up landing in that country in May 1961. With only 203 hrs. total time it was stored at Chateaudun in 1967. On 12 March 1968 '82' was sold to Waco-Pacific Inc. of Van Nuys (CA). After several US owners it was acquired by George Kern of Strasbourg Aviation, based at Strasbourg-Hagenau, in April 2000. After arrival by ship in Antwerp, Belgium in November of the same year, it was trucked to Hagenau. It made the first flight for its present owner in March 2001. F-AZKG flies in green Armee de l'Air colours with nice nose art and the name 'Big Lolo'. (La Ferte Alais, 30 May 2004, author)



G-TROY began its life as USAF T-28A, 51-7692 (174-545). Sud Aviation converted it to Fennec 142 (142) that almost ended its life on the roof of a camping building in Pont d'Ain. It was saved by the Association pour la Sauvergarde des Avions Anciens de Villeneuve-sur-Lot. The aircraft was registered as F-AZFV by the Amicale les Ailes Tremontaises at Tremons in November 1988. It was acquired by Mark Hanna of the OFMC, Duxford in 1998. It received a British registration, G-TROY, on 21 April 1999. It is owned by its present owners Simon G. Howell and Simon Tilling of the Groupe Fennec since. G-TROY carries French Air Force markings, silver finish, serial 517692 with code 142. It is based at Duxford. (Duxford 11 July 2004, author)

N14113: On 10 November 1952 this T-28A Trojan was delivered to the USAF as 51-7545 (174-398). Struck off charge in December 1959, 51-7545 was rebuilt as Fennec no 119 (119) for the Armee de l'Air. After retirement from French service it was registered to Waco-Pacific Inc. of Van Nuys (CA) as N14113 on 12 March 1968. It was then used by the Haiti Air Force as 'FAH 1236' from 1973 to 1978, regaining its former US registration again after withdrawal from military use. N14113 was then converted by Hamilton Aviation to civil standards as NA-260. The Fennec is, since October 1997, owned by Martin A. Willing of Radial Revelation Ltd. Jersey, United Kingdom. It is operated by ARCo (Aircraft Restoration Company) and based at Duxford. N14113 carries French Air Force Fennec desert camouflage colours with code 119 and the name 'Little Rascal'. (Sanicole, 22 July 2007, author)



N228AC: After its service life in the US Navy as BuNo 140025 (219-24), this T-28B, like so many of the type, was stored at Davis Monthan AFB. Through Lester Industries of San Antonio (TX) the Trojan was delivered to Honduras, where the FA Hondurena registered it as E.A.M.233. After only five years in service they sold it to the well known aircraft broker Courtesy Aircraft Inc. of Rockford (IL), who registered the aircraft as N125NA. It was sold to Canada in 1988 where it flew as C-FJWV. This registration was cancelled in August 1991. Stallion Aircraft Inc. of Bensenville (IL) acquired it and had it registered as N228AC in October of the same year. Although owned by North Aircraft Inc. of Wilmington (DE) it is operated by Tita Rossi of Montichiari, Italy since October 1997. N228AC is based at Stadlohn-Vreden, Germany since the end of 2006. It carries the original US Navy colours. (Wittmundhafen, 5 June 2009, Joost de Wit)

N428B: This T-28B Trojan is the newest aircraft of the type in Europe, it arrived in Eslov, Sweden, in May 2008. After its retirement from US Navy service where it flew as BuNo 137696 (200-59), it was stored at Davis Monthan. Through the Pima Air Museum, it was sold to Lynn C. Hunt, of Santa Rosa (CA) who registered it as N27556 in July 1982. In March 1983 the registration changed to the present N428B, without changing its ownership. From 1996 to 2008, N428B was owned and flown by Rick Cureton of Pipeline Aviation based at Clearwater (FL). He sold his Trojan in 2008 to the present Swedish owner, Sten Svensson. It flies in its original US Navy colours and serial 137696/133/2G. (Lakeland, 8 April 2008, Geurt van den Berg)



N556EB: The registration of this T-28C still reminds of the first civilian to own the aircraft after its withdrawal from military use, Emil F. Blomberg from Reno (NV). The aircraft is the former US Navy BuNo 140566 (226-143). From 1985 to 1995 N566EB had four different owners, the last of which is Sky Gate Aviation, Wilmington (DE). And although Sky Gate is still the official owner, the Trojan has been operated by S. Verlie of St. Ghislain, Belgium since 1999. It flies in standard white and red US Navy trainer colours with serial 140566/252. (La Ferte Alais, 30 May 2004, author)

OE-ESA: This T-28B was flown by the US Navy as 138179 (200-250) until it was stored at Davis Monthan AFB. It was then sold to Time Aviation of Tucson (AZ) on 31 March 1982. Time Aviation sold the aircraft to Dennis G. Buehn, a man well known in the warbird world, in 1983. He had it registered as N3905H in April of that year. A certain William E. Harrison from Tulsa (OK) even used it as a racer with race number '33'. Through the next owner, GWB Inc. it was sold to Siegfried Angerer in January 1988. He had it registered in his home country, Austria, as OE-ESA. Since 1993 this Trojan is part of the ever growing fleet of the Flying Bull's of energy drink manufacturer Red Bull. It flies in US Navy colours with serial 138179/BA/179 with large Red Bull titles. (10 August 2007, Kecskemet, Petr Navratil)



Colombian emeralds



Colombia is a great country, not only to view active Dakotas! Bogota is the place to party and see Baslers of the Colombian police. This shot of ARAVI BT-67 PNC-0258 was taken at spot 4 of our online airfield guide. (Bogota, 10 July 2009, Wim Sonneveld)

A trip to Colombia was made with the Bogota area and the Caribbean coast as the main targets. Although the focus was on military aircraft, some interesting civvies ended up in the logbook as well.

Bogotá-El Dorado

06-22 July 2009

FAC....	B727-151C	ex N433EX	engine run
FAC1247	B727-2B7		wfu
FAC0001	B737-74V	GRUVE 82	
FAC5731, FAC5732	Beech 350C	CATAM	del
FAC5746, FAC5747	Beech 350	GRUIA 83	
FAC5750	Beech 300	GRUIA 83	
FAC667	C-47	preserved	
FAC1271	C-95A	GRUCO 31	
FAC1001	C-130B	GRUTA 81	
FAC1008, FAC1010	C-130B	GRUTA 81	
FAC1004, FAC1014	C-130H	GRUTA 81	
FAC1015	C-130H-1	GRUTA 81	
FAC1256	C212-200	nmks	
FAC1280, FAC1281	C295M	GRUTA 81	
FAC1282, FAC1283	C295M	GRUTA 81	
FAC5055	Ce208-675	GRUCO 51	
FAC5074, FAC5075	Ce208B	CATAM	
FAC1211	Ce550	GRUVE 82	
FAC1260, FAC1261	CN235M-100	GRUTA 81	
FAC1262	CN235M-100	GRUTA 81	
FAC1160/HK-4531X	Do328-120	SATENA	
FAC1162/HK-4524X	Do328-120	SATENA	
FAC1161/HK-4523X	Do328-120	SATENA	
FAC1163/HK-4532X	Do328-120	SATENA	
FAC1164/HK-4533X	Do328-120	SATENA	
FAC1165	Do328-120	SATENA	
FAC1171/HK-4525	ERJ145LR	SATENA	
FAC1172/HK-4535	ERJ145LR	SATENA	
FAC1173/HK-4536	ERJ145LR	SATENA	
FAC1176/HK-4526	ERJ145ER	SATENA	
FAC1177/HK-4527	ERJ145ER	SATENA	
FAC1180/HK-4528	ERJ170LR	SATENA	
FAC1181/HK-4529	ERJ170SL	SATENA	
FAC0002	F28-1000	GRUVE 82	

FAC1041	F28-3000C	GRUVE 82	
FAC1952	IAI201	GRUCO 11	
FAC1201	KC-137	GRUVE 82	Zeus
FAC5454	RC690D	GRUVE 82	
FAC5553	RC695	GRUIA 83	
FAC5198	RC695A	GRUIA 83	
FAC2126	T-37C	ESCOM 116	
FAC4403	UH-1H		tailboom, std
FAC4526, FAC4527	UH-1H-II	GRUCO 41	del
FAC4528, FAC4529	UH-1H-II	GRUCO 41	del
FAC4530	UH-1H-II	GRUCO 41	del
EJC-146	An-32B	BatAv No.1	
"EJC-161"	B727-200		grey c/s
EJC-120	Beech 350	DIRINT	
"EJC-001"	C-54A		pres, grey c/s
EJC-130	Ce208B	BatAv No.1	
EJC-121	Cv580	BatAv No.1	
EJC-393	Mi-17V-5	BatAv No.3	
"ARC707"	B707-358C		wfu, white c/s
ARC2..	Bell 412	GATAF	
ARC702	C212-100	GATAF	
ARC431	Ce208B	GATAF	
ARC508	PA-31-325	GATAF	std
ARC219, ARC220	UH-1N	GATAF	
ARC221, ARC222	UH-1N	GATAF	
ARC223, ARC224	UH-1N	GATAF	
PNC-0270	AyresS2R-T65		dumped
PNC-0203	Beech C99	ARAVI	
PNC-0236	Beech 200	ARAVI	
PNC-0208	Beech 300	ARAVI	
PNC-0238	Beech 1900C	ARAVI	
PNC-0924	Bell 206L-4	ARAVI	
PNC-0213, PNC-0256	BT-67	ARAVI	
PNC-0257, PNC-0258	BT-67	ARAVI	
PNC-0221, PNC-0222	C-26A	ARAVI	
PNC-0226	C-26B	ARAVI	
PNC-0227, PNC-0229	C-26B	ARAVI	
PNC-0216, PNC-0219	Ce208	ARAVI	
PNC-0253	Ce208B	ARAVI	
PNC-0201, PNC-0202	DHC-6-300	ARAVI	

PNC-0230	PA-31-325	ARAVI	
PNC-02..	PA-31P	ARAVI	overhaul
PNC-3018	Ce208	DOS Air Wing	
84-0092	C-21A	375th AW	
N120RL, N140RL	Beech 200T	Global Aircraft Leasing	
N5155A	Beech 200C	Aviation Specialties	
N845S	BT-67	Stevens Express	
HK-3150	C-46A		wfu
HK-4350, HK-4362	BAe3201	Sarpa	
HK-4405, HK-4411	BAe3201	Sarpa	
HK-4540, HK-4541	BAe3201	Sarpa	
HK-4285-X	L-410UVP	no props	
...	DC-3	cockpit section	
...	Convair		wfu, white c/s

Both the 727, marked "EJC-161", and the unidentified DC-3 cockpit serve as a restaurant.

Well, that is about as much based military stuff as you can score here. The largest airport in terms of area of all of South America, Bogota has many obscure corners with hidden gems. The huge list was compiled in about two days hanging out at spot 1, 3 and 4 of our airfield guide. The Police and Air Force both allowed me a visit, which really aided in exploring the northern military part of the airport and log Navy and Army aircraft as well. A visit to Sarpa was paid to get a better view of the US Department of State apron, although at the time, no aircraft were parked here... Some domestic and international arrivals and departures (one of each kind) provided the rest of the score. Most deliveries of Colombian military aircraft pass the air force apron in Bogota, and I was happy to find five Huey IIs and two brand new grey Beech 350s in process of acceptance.

Barranquilla-Ernesto Cortissoz 11-15 July 2009

FAC3101, FAC3121	A-29B	ESCOM 312	
FAC2178	OA-37B	gateguard	spec c/s
FAC1173/HK-4536	ERJ145LR	SATENA	
FAC5763	SR-560	ESDA 314	
FAC4417	UH-1H-II	GRUCO 31	
HK-3530-X	C-118A	Transoceanica	wfu
HK-3984-X	DC-8-55CF	Aeronorte de Col.	wfu
HK-4105, HK-4367	L-410UVP	Searca	
OB-1222	DC-8-61F	Aeronaves del Peru wfu	
OB-1300	DC-8-54CF	Aeronaves del Peru wfu	
<u>YV-1260CP</u>	Yak-40		wfu mil apron

Barranquilla was next on the list to check out the local Super Tucanoes and after a few hours of waiting, the plan succeeded. The terminal area has a steaming hot viewing deck at the base of the control tower, but photography is forbidden here. Instead, the restaurant right above the deck provides even better views, hamburgers, drinks, and air-conditioning, and photography appeared to be tolerated here. The DC-4 and DC-8s are parked beside the civil apron and are easily visible from the terminal area. The Yak-40 can be seen through the trees on the military apron. Barranquilla is not a very busy airport but is frequented by Colombian carriers and also houses a maintenance centre, although it proved hard to get a glimpse of its premises.

Santa Marta Club de Suboficiales 12 July 2009

FAC2166	OA-37B	pres	
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The club can be found on the main road between Santa Marta and El Rodadero, a local resort town. Army barracks are located between this club and the outskirts of town and are known to house a handful of Black Hawks, but none were seen outside.



Although Colombian naval aviation is what Cartagena is known for, the police also houses a small detachment at the airport. This ARAVI Hughes 500D, PNC-0104, is the sole survivor of the type with the police. (Cartagena, 15 July 2009, Wim Sonneveld)

Bogotá Museo Militar

07 July 2009

FAC2171	OA-37B	pres
FAC206	OH-13	pres
FAC2008	AT-33A	pres

The Military Museum can be found in the city's beautiful colonial district. A family target, we told the guards we were just interested in the aircraft and were allowed a free visit, although the aircraft could be seen from the street as well. Sorry for them, we found ourselves inspecting the other aviation artefacts soon after...

Santa Marta-Base Antinarcóticos 12 July 2009

PNC-0490, PNC-0492	Bell 212	ARAVI	
PNC-0496 +1	Bell 212	ARAVI	
<u>PNC-0493</u>	Bell 212	wreck	
"PNC-0701"	UH-1H		gate guard
HK-1263P	PA-23-250	police c/s	gate guard

The police has a large compound with helipad on road no.90 in the Mamatoco suburb. Watch towers and walls add to the adrenaline factor, but after a stroll I found a good spot. Take the dirt road immediately west of the compound and proceed till



Operational spotting in Colombia! The terminal of Barranquilla airport proved to be the right spot to graph Super Huey II FAC4417 of the local unit. It is adorned with a huge GRUCO 31 batch on the door. (Barranquilla 14 July 2009, Wim Sonneveld)

you can see the helicopters on your right. Be very careful here, as you are right between two watch towers and from one, the guards can see you strolling the road for about ten minutes before you reach the spot. If no flying activity occurs however, this is the only spot to read off the helicopters parked outside. The wreck was found at the back of the facility, and is visible from the adjacent Quinta San Pedro Alejandrino, the death place of Simon Bolivar, after a short hike through the woods.

Cartagena-Rafael Nuñez 16-20 July 2009

FAC3052, FAC3053	Kfir C12	IAI	
FAC3054	Kfir C12	IAI	del
FAC3004	Kfir TC12	IAI	del & w/o
ARC2..	AS555SN	GACAR	
ARC213	Bell 412	GACAR	
ARC218	BK117A-3	GACAR	

ARC414	Ce206	GACAR
ARC514	PA-31-350	GACAR
PNC-0104	H500D	ARAVI
N823X, N826X	DHC-6-300	Flight Management

With the knowledge the first batch of Kfirs had left Tel Aviv by boat after hand-over on June 22, I guessed the third week of July would be a good week to spend at the Caribbean coast, if only I knew where the ship was about to unload! Just after arriving in Cartagena, I received word the foursome had arrived at the naval dock on July 13, and I found them being assembled by Israeli technicians at the small naval compound at the airport. A few days in a row the airport was checked for test flights, which finally started on the day I left, these flights resulted in the loss of the two-seater...



If these Twin Hueys could talk... After a lengthy career with the Canadian Forces, these were transferred to the US Department of State and deployed with the Colombian Army. Recently, they were taken over by the Navy and as such pictured from a police watch-tower! (ARC223, UH-1N, GATAF, Bogota 10 July 2009, Wim Sonneveld)

NAS Jacksonville

Change has come

By Thijs van der Laaken & Erik Lenten



In the late nineties, most Orions became grey. First there was the toned down grey, which later changed to shiny grey. Nowadays, the squadron markings and roundels are becoming highly visible again. Seen here is LF-512 coded P-3C, 159512 belonging to VP-16, "War Eagles". All pictures taken by Thijs van der Laaken on 18 May 2009.

History

Naval Air Station (NAS) Jacksonville is the oldest of the three naval facilities in the Jacksonville Area. The first landing took place on 7 September 1940 by Commander Jimmy Grant in his N3N-3 biplane. On 15 October of the same year, NAS Jacksonville was officially commissioned. During the Second World War the base served as a training facility for new aviators. To fulfil this mission Jacksonville had a total of three runways as well as a seaplane ramp. The facility is located next to St Johns River which made it ideal to act as a seaplane base. Nowadays one runway end is still near St Johns River. During the Second World War the base expanded to more than seven hundred buildings. Next to overhaul and repair facilities there was a prison for German prisoners of war; it opened in June 1945 and eventually housed 1,645 German soldiers who served as labourers. Their greatest contribution to the base was the construction of part of the base's golf course! Some of the buildings which intended to serve for around twenty years are still in use.

Until 1948, all aircraft at Jacksonville were prop-driven. After this date the first jet-powered aircraft were stationed at NAS Jax. By April 1949 Jacksonville was the East Coast's largest airfield with more aircraft stationed here than at any other Navy base. In 1949, Fleet Air Wing Eleven made its move to NAS Jacksonville bringing in VP-3 from Coco Solo, Panama, and VP-5 from NAS Roosevelt Roads, Puerto Rico, both flying the P2V-2 Neptune. More of VP-5 later on, as it is still based at NAS Jacksonville in the ASW role. On 1 November 1955, VP-3 was decommissioned at NAS Jacksonville. After the Korean War in December 1953, VF-44, the last operational F4U Corsair squadron, transitioned to the FH-2 Banshee.

In the mid-fifties a major construction effort gave the base the appearance as we know it nowadays. For a cost of \$325,000 a state of the art air traffic control centre for the Jacksonville area was built. Nowadays this centre is still operational. Major changes in the runway, parking and taxiway structure also took place. All this had a tremendous economical impact on the Jacksonville area.

Jacksonville area

As said before NAS Jacksonville is the largest military airfield in the Jacksonville area. Other airfields in the vicinity are NAS Mayport, Cecil Field AP and Jacksonville IAP. NAS Mayport is home of the US Atlantic Fleet SH-60Bs while Cecil Field houses some army units, Boeing (maintenance on the F/A-18),

US Customs and a Coastguard unit. Next to the civil traffic at Jacksonville IAP, a National Guard unit equipped with the F-15 can be found there as well.

Next to these large airfields there are some smaller airfields for light aircraft operations. An outlying field (OLF), called Whitehouse which can be used for practice approaches and a bombing range called Pine Castle. One can imagine that the airspace in the Jacksonville area can be very crowded; a lot of coordination between the various airfields is needed. In control of the airspace is the "Fleet area surveillance and control facility" which is based at NAS Jacksonville. Submarines are based at nearby Naval Station Mayport; this makes it easy to perform anti submarine exercises. Gunnery training with the MH-60R can take place at one of the ranges in the vicinity. Live firing with the P-3C Orion can also take place at one of the nearby ranges. Despite having so much military movements, there are not that much noise complaints. Main reason is the large economic impact, NAS Jacksonville alone has 23,000 civilian and military personal employed.

Birthplace of the Blues

Following the end of the Second World War, Admiral Chester W Nimitz, the Chief of Naval Operations ordered for the formation of a flight demonstration team "to keep the public interested in naval aviation". The first practices were in secret over the Florida Everglades. The reason: "...if anything happened, just the alligators would know" according to the first team Captain. On 18 April 1946, the team was formally organised and on 9 May 1946 the team received their first modified F6F Hellcat. The next day, the first practice took place over their home base, NAS Jacksonville. This can be marked as the beginning of the aerial demonstration team, the Blue Angels. On 7 June of the same year, they made their first presentation for the Chief Naval Air Advanced Training. The first public appearance was made on 15 June 1946.

Until their decommissioning, because of the Korean War, the Blues were stationed at NAS Jacksonville. After the war, they reformated at NAS Corpus Christi on 25 October 1951. During their stay at NAS Jax the Blue Angels operated the Grumman F6F Hellcat until 25 August, 1946, the F-8F Bearcat until 13 July 1949 and their first jet, the F9F Panther until their decommissioning. The team used a single R4D Skytrain as support aircraft. An F/A-18 in the Blue Angels colour scheme, which is parked at the main gate, still refers to the birthplace of the Blue Angels.

NAS Jax, home of the Orion

In August 1957, the Chief of Naval Operations (CNO) issued Type Specification number 146, which contained the requirements for a new, long range, maritime patrol aircraft for the US Navy to replace the P2V Neptune. The best proposal came from Lockheed with an aircraft based on the L-188 Electra. After years of testing and evaluation, VP-8 at NAS Patuxent River was the first operational squadron to receive the P3V-1 Orion on 13 August 1962. On 1 October 1959 the first Orion touched down at NAS Jacksonville. It lasted until 1964 that the first Orion squadron was assigned to NAS Jacksonville. On 13 May 1964, the first P-3A arrived at the new home base, it was assigned to VP-45. Since that date, Jacksonville-based Orions were used in a wide variety of missions and milestones in the lifetime of the Orion.

Patrols were flown from NAS Jacksonville during the Cuban missile crisis. A P-3A, assigned to VP-5, was the first to take pictures of a Russian ship carrying missiles heading for Cuba. After the explosion of the Space Shuttle Challenger, a Jacksonville-based Orion located the nose cone and directed ground recovery crews to the critical item. VP-30 was the first Navy squadron which surpassed 31 years and 310,000 hours of accident-free flying in July 1995. This record is still in the books. In the early nineties, squadrons became more and more involved in anti-drugs interdiction operations, but their main task, anti-submarine warfare, was still conducted. During their detachments at NAS Keflavik (Iceland) P-3s still tracked Russian submarines, but after the end of the "cold war" such events became rare. As can be seen above, there is no typical Orion mission. Even during a normal training mission, P-3 Orions can be called in to support a rescue mission in the vicinity of NAS Jacksonville.

P-3 Orion operators at NAS Jacksonville

Past

VP-24, LR, *Batmen*

P-3C	oct72	-	1991
P-3C IIIIR	1991	-	apr95

VP-49, LP, *Woodpeckers*

P-3C	jan72	-	1989
P-3C IIIIR	1989	-	mar94

VP-56, LQ, *Dragons*

P-3C	jul71	-	1986
P-3C MOD	1986	-	jul89
P-3C IIIIR	jul89	-	jun91

Current

VP-5, LA, *Mad Foxes*

P-3A	jul66	-	dec71
P-3A (DIFAR)	dec71	-	feb74
P-3C	feb74	-	1989
P-3C IIIIR	1989	-	Current

VP-8, LC, *Tigers*

P-3C IIIIR	jun09	-	Current
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VP-10, LD, *Red Lancers*

P-3C IIIIR	jun09	-	Current
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VP-16, LF, *War Eagles*

P-3A	jul64	-	jan71
P-3A (DIFAR)	jan71	-	aug73
P-3C	aug73	-	jun83
P-3C II	jun83	-	oct90
P-3C IIIIR	oct90	-	Current

VP-30, LL, *The pro's nest*

P-3B	dec65	-	jun69
P-3C	jun69	-	nov77
P-3C II	nov77	-	may87
P-3C III	may87	-	jun89
P-3C IIIIR	jun89	-	Current

VP-45, LN, *Pelicans*

P-3A	sep63	-	oct72
P-3C	oct72	-	mar88
P-3C III	mar88	-	1993
P-3C IIIIR	1993	-	Current

VP-62, LT, *Broad Arrows*

P-3A	jul71	-	nov72
P-3A (DIFAR)	nov72	-	may79
P-3B	may79	-	nov83
P-3B TACNAV	nov83	-	nov87
P-3C III	nov87	-	Current



Three of the four new delivered MH-60R helicopters of HSM-70 are visible here. Clearly visible under the fuselage is the FLIR pod. These MH-60Rs also show the folding tail and folded stabilo to reduce space when hangared.

MH-60R

More than 10 years ago, the Navy developed the Helicopter Master Plan, which was an acquisition strategy to develop a helicopter force that was combat effective, easy to support with global logistics and provide commonality across the Navy and Department of Defence. The result of this initiative is the MH-60R. It is designed to be deployed as either part of the carrier air wing on an aircraft carrier or in traditional HSL detachments on frigates, destroyers or cruisers.

The MH-60R is one of the newest helicopters in the inventory of the US Navy. A total of 252 will enter service before 2015. The first flight of this multi-mission helicopter (MH) took place in July 2001. The first batch contained nine remanufactured former SH-60Bs, but subsequent models are all new-built examples. The type's Technical Evaluation (TECHEVAL) was completed in March 2005, while the Operational Evaluation (OPEVAL) lasted until October 2005. Full-rate production was approved in April 2006. The first squadron to receive the newly built helicopters was Helicopter Strike Squadron (HSM) 71 at NAS North Island. Their first operational deployment began in January 2009 as part of the *USS Stennis* carrier group. The MH-60R will operate from the battle group's frigates, destroyers, cruisers and aircraft carriers performing Under Sea Warfare (USW) and Anti Surface Warfare (ASW) roles. This role is currently conducted by the SH-60B and SH-60F.

To fulfil the ASW mission, the MH-60R can carry up to 25 sonobuoys which can be released from the left-hand side of the helicopter. A dipping sonar can be used in combination with the hoist. Potential threats are engaged with both Mk50 torpedoes or AGM-114M Hellfire anti-ship missiles. The MH-60R is capable of carrying a total of three of these missiles, two on the left-hand side and one on the right-hand side. If needed, these three external weapon stations can also be used to carry external fuel tanks to increase the aircraft's radius. For self-defence measurements, the Seahawk is equipped with an AN/ALQ-210 Electronic Support Measures (ESM) system. Though not considered standard equipment, the MH-60R can be outfitted with the AN/ALQ-144 infrared countermeasures system and the AN/ALE-39 chaff/flare dispenser.

For target acquisition and tracking, the MH-60R has an AN/AAS-44 Infrared Laser Detecting/Ranging/Tracking set. For ASW/ASuW operations, the aircraft is equipped with an AN/APS-147 multimode surface search radar, mounted in an enclosed "button" fairing under the nose, which has 360 degrees of coverage. The Seahawk is also equipped with the AN/AQS-22 airborne low frequency dipping sonar linked to an AN/UYS-2A Enhanced Modular Signal Processor for processing acoustic data from the sonar and sonobuoys. For communication the MH-60R can rely on VHF-FM, UHF-FM, VHF-AM/FM and SATCOM radios, as well as encrypted IFF recognition system and the LN-100G GPS/INS navigation system. All these systems are operated by a single operator who is situated behind the pilot.

For self-defence, the MH-60R can be equipped with a single pintle mounted machinegun on the right-hand side of the aircraft. This weapon can either be 7.62mm (M240) or .50 calibre (GAU-16/A). The machinegun is operated by the flight engineer who also operates the hoist.



MH-60R at NAS Jacksonville

With the disbandment of the based S-3 Viking squadrons, some resources, such as personnel and hangar space, became available for the establishment of MH-60R squadrons. A total of five Helicopter Maritime Strike Squadrons (HSM) equipped with the MH-60R will be based at NAS Jacksonville. A new hangar has been built to house some of the newly built helicopters. A total of 57 MH-60Rs and around 1,400 staff are housed in this facility which was opened on 30 June. The first squadron to move into this new facility will be HSM-70 with their fleet of MH-60R helicopters. This squadron was established at NAS Jacksonville in February 2009.

HSM-70

As said before, Helicopter Maritime Strike Squadron (HSM) 70, flying the MH-60R, was established at NAS Jacksonville on 12 February 2009. It is the first East Coast squadron operating the newly built MH-60R. The "Spartans" will be the first of four carrier air wing-based squadrons operating from NAS Jacksonville. Her West Coast counterpart is HSM-71, while HSM-41 serves as the MH-60R training squadron; both are based at NAS North Island. HSM-70 is attached to Carrier Air Wing (CAW) 8 with the newly built *USS George H.W. Bush* (CVN-77). From the carrier air wing the helicopters will be deployed within the strike group. Primary missions during their embarkment are: surface warfare, anti surface warfare, command & control communications / warfare and mobility and non-combat operations. Secondary missions are: search and rescue, medical evacuation, vertical replenishment, naval surface fire support and communications relay. Above missions are also performed when operating out of their home base, NAS Jacksonville. During the first deployment with the newly built CVN-77, HSM-70 will join its sister squadron HSC-9 flying the MH-60S. The latter is the former HS-3. HSM-70 will receive a total of eleven MH-60Rs, the first of which arrived on 13 January 2009.

Future

Over the last few years NAS Jacksonville has been through a lot of changes. The withdrawal of the S-3 Viking, the arrival of the first MH-60R and the transition within the based helicopter squadrons to the MH-60S. The associated staff has seen some changes as well. Former S-3 Viking personnel was transferred to the P-3 squadrons or to the H-60 squadrons.

The base itself has also seen some changes in infrastructure and buildings. As said before, a new hangar was opened to house the MH-60R squadrons. A new training facility will be built to facilitate the P-8A Poseidon training unit. The P-8A Poseidon will be the replacement for the P-3C Orion. Just like today, NAS Jacksonville will house the maritime patrol reconnaissance fleet training unit for the P-8A. The facility should be ready by June 2011. Before the P-8A Poseidon will enter service, NAS Jacksonville is the Orion heaven. From June 2009, the based NAS Brunswick Orion squadrons will move to NAS Jacksonville. The first to arrive at NAS Jacksonville was VP-8 on 4 June 2009. This squadron will be followed by VP-10, which will arrive after their deployment to the East. To house all the East Coast based Orions, a new hangar has been constructed that can house five Orion squadrons and a C-130 logistics squadron. Before 15 September 2011, the other two Brunswick P-3 squadrons, VPU-1 and VP-26, will follow.

All these changes will result in the fact that NAS Jacksonville will become one of the main US Navy east coast bases for a long period.

We would like to thank Miss Kaylee Larocque of Public Affairs and all the personnel from NAS Jacksonville for making this article possible.

Clash of the rotoring guardian angels

SAR-Meet 2009 at Leeuwarden



Geert Meuris en Koen Aerts

This years SAR meet has been organised by 303 sq of the Royal Netherlands Air Force. Seen here is Tweety (AB412SP) R-01 in its element above the sea. (Tomas Webers)

It became obvious during the Korean war that this new type of aircraft called "helicopter" was a real life saver, in the true sense of the word. The helicopter proved to be a perfect tool to evacuate wounded soldiers from the battlefield to a nearby field hospital. The capability of vertical take off and landing, hovering or even flying backwards offered ample opportunities, so very soon the helicopter found its way into civilian life. Time is often a critical factor during rescue missions and chances of survival for the victims depend on a quick reaction of the rescue workers and medics. Search And Rescue (SAR) at sea, in remote areas or mountain search and rescue seemed to be the cut out job for the helicopter.

Today's helicopter is a complex high-tech machine with a variety of tasks, from offering close air support to ground troops, anti-submarine warfare, over troop transport to fire fighting. It has little or no resemblance to its ancestor of the early fifties, but the humanitarian aspect is still linked with helicopter operations.

Air forces around the globe have squadrons dedicated to SAR, and though they don't see a lot of frontline action, except for squadrons dedicated to Combat Search And Rescue (CSAR), the missions they fly are not without any danger. Winching up a wounded sailor of a cargo vessel at a stormy sea in a pitch black night can be rather tricky. It demands great coordination of the pilot who has to find the perfect balance in using throttle, collective handle, cyclic stick and the pedals. Also vital is the smooth cooperation and communication between the different crewmembers on board the helicopter. All these skills and much more were put to the test during SAR-Meet 2009, organised by 303 SAR squadron of the Royal Netherlands Air Force at their homebase Leeuwarden from 25th to the 29th of May.

Friendship through competition

SAR-Meet is a friendly, competitive, multinational exercise organized between SAR helicopter units with the intention of comparing and exchanging experiences and techniques. The diversity in working methods is interesting and if there is sufficient communication between the different services, a common factor can be found which eventually can lead to an even better service. The first SAR-Meet was being organized at Koksijde airbase, Belgium, in 1967 and saw participants of nine different countries, of which the Danish Air Force team came out as the overall winner. SAR-Meets are usually organized at an ad-hoc base by a dedicated SAR unit, so there is no fixed frequency in these exercises and some of them only aim at the social and

friendly aspect without flying activity or the factor of competition.

This year's edition at Leeuwarden however had a full programme spread over five days with a good mixture of the com-



During Wednesday 27 May 2009 the precision winning exercise took place at Leeuwarden Airbase. The teams had to winch a bucket filled with water and manoeuvre it around some obstacles, here the Dutch team in action.

petitive aspect and the social part. As Monday 25th of May was arrival day for the teams, the flying part of the competition was planned for Tuesday and Wednesday. On Tuesday morning a precision navigation contest was set up, where the teams had to fly to Drachten airport (just ten miles east of Leeuwarden), land there, pick up an envelope with further instructions and take-off for their next target. During this navigation flight the teams had to find some marked points, like for example some orange painted Dutch wooden shoes (one of Holland's national symbols) lying in some grassland. Time over target (TOT), precision and line of thinking were key elements during this test. In the afternoon a scramble event at sea was simulated two miles outside the coast, near the harbour of Hindeloopen. The teams had to pick up a drowning person out of the water and were evaluated at reaction time and execution of the job.

Wednesday saw the precision winching exercise at Leeuwarden airbase. The teams had to winch a bucket filled with water and manoeuvre it around some obstacles. It demands an impeccable interaction between the pilots and the winch-operator to bring this test to a successful end.

Other typical tests during a SAR-Meet could be sea survival contests in the local swimming pool or specific tests for the groundcrew, but team spirit is the red thread through out the competition, because it has been arranged in such a way that a successful result can only be obtained if the whole team co-operates professionally.

Wednesday evening and Thursday were reserved for some socio cultural events, like for example a reunion party for old squadron members of 303 squadron and Friday was departure day.

Something old, something new...

303 SAR flight of the Royal Netherlands Air Force did host this SAR-Meet because the squadron celebrated its 50th anniversary this year.

Formed at the former Ypenburg airbase on April 26th 1959 as a SAR and Tactical SAR unit, "three-o-three" operated the Alouette II at first and later on the Alouette III.

The primary task at those days was providing a standby SAR duty to rescue crashed fighter pilots out of the water, in particular during periods when the Vliehors shooting range (located at one of the Wadden Isles) was active. After a move to its actual home, Leeuwarden airbase, the SAR flight gained some extra tasks, like for example a photo flight task, evacuating crew from oil platforms in the North Sea, searching for missing persons (also over land), assisting during flood disasters and flying in trauma teams during emergencies.

Due to the proximity of Leeuwarden to the Wadden Isles, the unit also started providing transportation for civil patients from the Isles to a hospital on the main land. In the course of time this became a 24 hour standby duty and in 2008 more than 180 of those flights were carried out.

During 1994 the SAR flight phased out the Alouette III and acquired three Agusta-Bell AB412SP helicopters, which soon received the pet name "Tweety", due to their flashy yellow paint-scheme.

In 1998 the SAR flight was renamed 303 SAR squadron with the squadron motto "Servans in Periculo", referring to the more than 4200 live saving interventions they accomplished.

In October 2007 DetCo Tolsma managed to lead the squadron to victory at the SAR Meet competition hosted at Koksijde airbase, Belgium.

Restructuring in the Dutch armed forces involved the establishment of a joint Defence Helicopter Command (DHC) in July 2008. The intention of this was to reduce the number of airbases, reduce the number of helicopter types used by the Dutch armed forces and to bring all helicopters (of both the Tactical Helicopter Group of the Royal Netherlands Air Force and the Maritime Helicopter Group of the Royal Netherlands Navy) under air force command. This way it will be possible to more effectively assign helicopters and crew to a particular job. Also 303 SAR squadron, which didn't report under the Tactical Helicopter Command due to its task, will now be part of the DHC. It will take another few years however for the DHC takes its final form and the plan is that during 2011 the 303 SAR squadron and naval rescueflight squadron 7 will merge and form a



Another exercise during the SAR meet was a scramble event at sea to rescue a drowning person. The above picture has not been made during the SAR meet, but Royal Netherlands Navy Lynx 266 demonstrates how this should work.



Despite its age the Sea King is still going strong, the Belgian Air Force participated during the SAR meet with the RS02 of 40sm. Just like the Lynx also this picture has been made at another time and place.

SAR flight under 860 squadron operating from De Kooy Maritime Air Station. "Flight 2" of this squadron would be delivering crews responsible for the SAR duty. Furthermore both 303 SAR squadron and the naval squadrons are facing transition to the new NH90 NFH (NATO Frigate Helicopter variant) and at the moment the first crew, including an instructor pilot from 303 SAR squadron, is undergoing conversion training at the Agusta Westland factory in Italy. Later on there will be a short simulator training with Eurocopter in Marignane, France, and from the second half this year real training flights will follow at De Kooy with the first NH90 being offered ready for acceptance to the Dutch armed forces by the end of this year, with expected delivery by March 2010.

So at the moment 303 SAR squadron operates under DHC from Leeuwarden airbase, but the future merge might involve a move to De Kooy. The Dutch parliament didn't take a final decision on this matter yet because strong opposition from the province of Friesland voiced that the emergency service to the Wadden Isles will suffer from a move of the SAR squadron to De Kooy due to the further distance. However, according to the squadron commander the new place of operation would not disturb the way 303 SAR squadron now operates from Leeuwarden, this also thanks to the improved flight performances of the new NH90 compared to those of the AB412SP.

The winner takes it all

SAR-Meet 2009 saw seven teams out of five different countries participating:

303 SAR squadron itself was participating out of competition, this because their knowledge of the area would give them an unfair advantage during the different tests. Also the squadron was kept on standby throughout the exercise, and during the flying part on Tuesday they had to abort the test twice for a life scramble.

Naval squadron 7 flying the Lynx was also on standby and for this they flew back to their homebase De Kooy every evening.

Dutch civil SAR participated with a S-61N. Although SAR meets are also open for civil rescue flights, the majority of the participants are military units.

40 Smaldeel from the Belgian Air Component is a regular participant at SAR Meets, flying the Sea King Mk48. From 2011 the squadron will also transit to the new NH90, and in December 2008, the first of five Sea Kings was being retired and made its final flight to the Army Museum in Brussels.

MFG 5 from the German Navy also came to Leeuwarden. They are also looking to replace their ageing Sea King Mk41's but the NH90 was not being considered as the optimal choice by the German crew. Flight performance and interior size would

be insufficient for their kind of missions and they hope to find a capable successor for the Sea King within six years.

15.HRB from the Slovenian Air Force flies the Bell 412SP. At home they usually fly mountain search and rescue missions and they also fly cargo transportations into mountain areas and provide air support for Slovenian Air Force units.

424 squadron of the Canadian Forces was probably the most remarkable participant at SAR-Meet 2009, their CH-146 Griffon being brought in from their homebase CFB Trenton in the belly of a Canadian Forces CC-177. Due to the close connections between 303 SAR squadron and 424 squadron, the latter crew was very eager to cross the Atlantic for the event. The unit, operating over water for about 30% of their missions, had to trade their CH-149 Cormorant for the smaller Griffon (lacking floating devices, Forward Looking Infra Red (FLIR) and weather radar), and this in favour of the SAR units near Canada's Atlantic and Pacific coast.

The SAR-Meet 2009 trophee was won by 40 squadron of the Belgian Air Component, with a well deserved second place for the civil SAR team and the runner-up at third place MFG5 from the German Navy.

SAR-Meet 2009 was a success and a valuable experience for all the participating teams. They perform their SAR task with the utmost proficiency and they can be proud at every successful scramble they perform, because to fly is heavenly, to hover divine.

Year	Organising	Overall Winner
1986	Middle Wallop, UK	Heli Flight Koksijde
1989	Leeuwarden, Netherlands	40 Sqn Koksijde
1991	Koksijde, Belgium	Ahlhorn, Germany
1994	Leeuwarden, Netherlands	40 Sqn Koksijde
2007	Koksijde, Belgium	303 Sqn Leeuwarden
2009	Leeuwarden, Netherlands	40 Sqn Koksijde

Participants Sar Meet 2009

AB412SP	303 Sq	RNLAF	Leeuwarden
SH-14D	MARHELI 7 Sq	RNLN	De Kooy
S-61N	Bristow Hel.		De Kooy
S. King Mk48	40Sm	BAF	Koksijde
S. King Mk41	MFG5	GN	Kiel
B412HP	15.HRB	Sloven. AF	
B412	424 Sq	CF	Trenton

Text & Photography: Geert Meuris & Koen Aerts

The authors would like to thank Bureau Voorlichting / Public Relations Office at Leeuwarden for their hospitality during SAR Meet and IPR / Public Relations Office of the Belgian Air Component for offering us special photo-facilities with 40 Squadron.

Russian Air Force reforms



Exemplary for the new Russian Air Force, the Mi-28Ns, which are to replace part of the Mi-24s currently in service. (Zhukovskiy, August 2007, Johan Franken)

On 14 October 2008 the Russian minister of Defence Anatoly Serdyukov announced plans to reform the armed forces. The reforms will follow some major reforms of some years ago. The air force will reduce its 160,000 men, approximately 4,100 aircraft and helicopters, 85 airfields to approximately 124,000 men, 3,000 aircraft and only 55 airbases.

We have laid hands on a document that in detail describes the planned reforms between January 2009 and January 2010. So probably a lot of the planned changes have already been followed up, or are in the transition phase by now.

The document also gives insight into the status of some long-serving aircraft, which are all bad news. The few Mi-6 helicopters active in the Russian Air Force in January 2009 will be withdrawn from use. Also most of the MiG-25s will be phased out. The regiment at Monchegorsk will lose all of its MiG-25R and MiG-25RU/PU aircraft. The only other regiment with MiG-25s at Shatalovo will only retain six out of its seventeen Foxbats. All the remaining dual-seat Foxbats in some of the MiG-31 regiments will be placed in storage. This will also mean the end of the MiG-25PU in Russia, because Shatalovo will only have two MiG-25RU besides the MiG-25R. Of the 23 An-22s in the inventory, only twelve will remain active by January 2010.

The reforms

The strategic bombers and transport aircraft will be formed into two commands reporting directly to the High Supreme Command. The six territorial Air Armies will be reorganised in four commands (Far East, Siberia, South, North-North West). The divisions and regiments will be reformed into air base units. Most of the air base units will have three squadrons. The number of units in the air force will be reduced from 380 to 180. In general when an Air Army has two units flying the same aircraft type, one will be disbanded and some of its aircraft transferred to the other.

The navy will transfer its Su-27 regiment at Chkalovsk (Kalininograd region), MiG-31 regiment at Yelizovo (Kamchatka region) and Tu-22M regiments at Mongokhto (near Pacific Coast) and Olenyegorsk (near Barents Sea) to the air force.

We can also give a recap of the upgrade programmes of the last years: to date two frontline regiments have been upgraded with the modernised Su-27SM (23 IAP at Dzemgi and 22 IAP at Tsentralnaya Uglovaya). The Su-24M2 were delivered to the

302 BAP at Pereyaslavka, while the Su-25SM was received by the 368 ShAP at Budennovsk. About a dozen of the upgraded night capable Mi-24PN was delivered to 487 OVP at Budennovsk, followed by the 332 OVP at Pribylovo in 2008. The first of four modernised MiG-31BM was delivered to the evaluation and pilot's conversion base at Savasleyka and two (extra or from the Savasleyka four) to 458 IAP at Kottlas. The upgrade programme of twelve (including two prototypes) Il-76MD to Il-76MD-90 with new engines has been dropped. New aircraft include one Su-34 in 2007 to the evaluation and pilot's conversion unit at Lipetsk, with a second one that has now joined it. In 2007 four Mi-28N were transferred to the evaluation and pilot's conversion base at Torzhok, where also some more Ka-50s were received.

In 2009 the first MiG-29SMT aircraft were delivered to the air force at Kursk, with more to follow including MiG-29UBT in 2010. In August the first Yak-130 was handed over, but this will probably first go to Lipetsk or Akhtubinsk for further testing or operational evaluation. Main new types for the air force for the upcoming years will be more Su-34, the 48 ordered Su-35s, the Mi-28N, the Ansat helicopter for the Syzran helicopter training school and some Ka-52 helicopters. Also the new special purpose Tu-214 will add to the capabilities, although these might all be operated by the State Transport Company ("Rossiya").

January 2010 Orbat

Now we present the new orbat as planned for January 2010. We have included the new air base units, as well as the old regiments. From the document not all command lines are clear, so some units may (still) report to others. Some bases carry the same air base number, possibly these are under the same local command. We have placed further info under the orbat tables, as well as some own comments when compared to our last published orbat.

In the document no Aircraft Repair Plants (ARZ), storage bases (BRV's) and Airborne Troops (VDV) are listed, so we also do not mention these in the orbat below. Also other branches of the armed forces (like Navy, Border Guards, ROSTO, State Transport Company, Ministry of Interior, etc) are left out.

At this moment the changes below are not incorporated into our online orbat at www.scramble.nl/ru.htm. We are in the process of implementation of a content management system, so we expect the changes to be added within some months.

<i>(new) unit</i>	<i>type</i>	<i>base</i>	<i>old unit(s)</i>
Command DA		Moscow	37 VA VGK
199 AB	An-12, Mi-8	Tiksi	?
1449 AB	An-26, Il-18, Tu-134	Tambov	still reporting to 43 TsBP i PeLS?
6950 AB	Tu-95MS, Tu-160	Engels	121 GvTBAP, 184 GvTBAP
6951 AB	Tu-22M3	Shaykovka	52 GvTBAP
	Tu-22M3	Soltsy	840 TBAP
6952 AB	Tu-95MS	Ukrainka-Seryshevo	79 TBAP, 182 GvTBAP
6953 AB	An-12, An-26, An-30, Tu-22M3, Tu-22MR, Tu-134	Belaya	200 GvTBAP
6954 AB	Il-78	Ryazan-Dyagilevo	203 GvAPSZ
43 TsBP i PeLS	Tu-22M3, Tu-95MS	Ryazan-Dyagilevo	flying unit still called 49 ITBAP?

The 444 TBAP at Ussuriysk-Vozdvizhenka, that was created only in 1997 from the 132 TBAP at Zavitsinsk and 444 TBAP at Ussuriysk-Vozdvizhenka, will be disbanded and its Backfires transferred to Belaya. The 444 TBAP was the only front-line air force unit that owned the Tu-22MR recce-Backfires. New inmates of Ussuriysk-Vozdvizhenka will be Su-25s and helicopters (see below). Soltsy will loose about one third of its Tu-22Ms.

Although it was announced that the Tu-22M regiments at Mongokhto (near Pacific Coast) and Olenyegorsk (near Barents Sea) would be transferred to the air force, only

924 OMRAP at Olenyegorsk is mentioned and is to transfer its Backfires to Shaykovka that in its place will withdraw about the same number of Backfires. Both Mongokhto and its unit 568 GvOMSAP will possibly be transferred after January 2010.

Also 181 OAE at Irkutsk, a unit not known by us before, will stand down and transfer its An-12, An-26, An-30 and Tu-134 to Belaya.

The 3317 AB at Ostafyevo (An-24, An-26, An-72), which according to our information was also part of the DA, is not listed. Possibly (and this will not surprise us) this unit will be disbanded.

Command VTA		Moscow	61 VA VGK
6955 AB	Il-76	Pskov	334 VTAP
	An-12, An-22, Il-76	Tver-Migalovo	12 VTAD, 196 VTAP, 76 OVTAE
	An-26, Tu-134	Klin	78 OVTAE
6956 AB	An-12PPS, Il-76	Orenburg	117 VTAP
	Mi-8, Mi-24, Mi-26	Troitsk	933 AB
	Mi-8	Chebenki	4215 AB
6957 AB	An-124, Il-76	Seshcha	566 VTAP
6958 AB	Il-76	Taganrog	708 GvVTAP
610 TsBP i PeLS	Il-76	Ivanovo-Severnny	flying unit still called 517 IVTAP?

The two Il-76 regiments at Novgorod-Krechevitsy (110 VTAP) and Smolensk-Severnny (103 GvVTAP) will be disbanded.

Finally, now that the units will be integrated in the air base unit, we know the exact (old) unit designation of the An-22 squadron (76 OVTAE) and the small unit at Klin (78 OVTAE), that will loose its sole active Il-76. At Seshcha just a few Il-76 will remain, the others will be sold or withdrawn/scrapped. Orenburg will loose its few An-24 and An-26 transport aircraft.

We did not know about the (VTA) unit at Troitsk. In the past

there was a Mi-8 unit (320 OVTAE) under command of the Army Aviation. The Mi-8 at Chebenki are listed under the VTA, while the few An-12 and An-24 are listed under the South command (ex 4 A i 5 A VVS i PVO).

The An-12s at Krechevitsy (of 110 VTAP) and Ivanovo (of a unknown IVTAE) were withdrawn before 2009. Only at Tver the An-12 will soldier on under command of the VTA.

We suspect the flying unit with Il-76 at Ivanovo is still the 517 IVTAP, but this is not confirmed by the document.



The MiG-29s which were refused by Algeria are now being prepared for delivery to the Russian Air Force. The first MiG-29SMT's are already flying from Kursk, with the MiG-29UBTs to follow soon. Shown here is another UBT, the 52 blue, taking off from Zhukovskiy. (Zhukovskiy, August 2007, Johan Franken)

OSK VKO		Moscow	KSpN
6963 AB	MiG-29	Kursk	14 GvIAP
6968 AB	MiG-31, Su-27	Khotilovo	790 IAP

Command special purpose (KSpN), part of the Russian Air Force, that was responsible for air defence of the capital, was renamed to Joint Strategic Command Aerospace Defence (OSK VKO). Office of the new structure will be in the capital in Balashikha, which previously based the headquarters of the 1st Air Defence Corps. Recall KSpN was founded in 2002 at the Moscow Air Defence District based upon parts of the 16 Air Army. In response to new challenges and threats, and most importantly through activities to create a new image of the armed forces, the former name was no longer consistent with the purposes and objectives. Renaming KSpN to OSK VKO does not

mean that the new structure will be reassigned. As before, the command is subject to the Air Force, but will be under the overall supervision of the General Staff. KSpN was disbanded on 1 July 2009. The formation of OSK VKO should be completed before the end of 2009.

The airbase Bezhtetsk-Dorokhovo (611 IAP with Su-27) will close and part of the Su-27s will be transferred to Khotilovo.

The unit at Kursk will indeed, as suggested in Scramble 359, receive the new MiG-29SMT and UBT in 2009 and on.

1 Command VVS i PVO		St.Petersburg?	6 A & 16 A VVS i PVO
87 AB	An-12, An-26, Il-22, Mi-8, Tu-134	Levashovo	138 OSAP
922 AB	Mi-8, Mi-8PPA/SMV	Pushkin	143 OVE REB
6959 AB	Su-27, MiG-31	Olenya (Olenegorsk-Vysokiy)	
6960 AB	Mi-8, Mi-24	Alakurti	85 OVE
6961 AB	Su-27	Besovets-Petrozavodsk 15	159 GvIAP
6962 AB	Su-24M, Su-24MR	Chernyakhovsk	4 GvOMShAP
6964 AB	Su-24M, Su-24MR	Monchegorsk	98 GvORAP
6965 AB	Mi-8, Mi-8PPA/SMV, Mi-24	Kaluga-Vorotinsk	45 OVP BU
6967 AB	Su-27	Chkalovsk	689 GvIAP
6992 AB	Mi-8, Mi-24	Kluchevoye-Pribylovo	332 OVP BU
6996 AB	Mi-8, Mi-24	Vyazma	440 OVP BU
7000 AB	An-30, Mi-8, Mi-9, Su-24M	Voronezh-Baltimor	105 SAD, 455 BAP, 183 ODRAO
89 OVE	MiG-25R/BU, Su-24MR, Su-25	Shatalovo	47 GvORAP
	An-26, Mi-8	Arkhangelsk-Talagi	

Buturlinovka-Orshanskiy (899 GvShAP) will be closed and all Su-25s will go to Shatalovo. Shatalovo (47 GvORAP) will lose all but except 6 MiG-25s, but the Su-24MRs will stay. Also all MiG-25R/PU/RU of Monchegorsk (98 GvORAP) will be placed in storage. In return Monchegorsk will receive the Su-24Ms of Siversky (67 BAP) which will also be closed.

458 IAP at Kotlas-Savvatyia will stand down with most of its MiG-31s, including two MiG-31BMs, being transferred to Olenya. The other residents for Olenya will come from Kilp Yavr (9 IAP) that will also be closed. Almost the other half of the Kilp Yavr Su-27s will be based at Besovets. The AVMF Tu-22Ms of 924 OMRAP at Olenya will be transferred to the air force at Shaikovka and storage/withdrawal. The fate of the Tu-22MRs of 967 ORDAE at Olenya is not known by us.

Also the following bases in the Moscow/St.Petersburg region will be closed: Lodenoye Pole (177 IAP); half of the Su-27s to Chkalovsk, others in repair (upgrade to SM?); Andreapol (28 GvIAP): some Mig-29s will be transferred to Domna, others in storage. Gdov-Smuravyevo (722 BAP): twelve (old) Su-24s will go to Morozovsk and the rest will be placed in storage. Tula-Klokovo (490 OVP BU): Mi-24s to Vyazma and fate of ECM Mi-8's (PPA/SMV/MTBP/MTBI/MTSh) unknown.

Also Kubinka will lose most of its residents. Of 226 OSAP only the five An-30 will stay behind. The other planes (An-12, An-26, Il-22, Tu-134) will leave for Chkalovsk, and the (VIP)transport helicopters (Mi-8) are also planned to go to Chkalovsk, while the ECM helicopters (Mi-8PPA/SMV/MTPB, MTPi) will be transferred to Vorotinsk. The Il-20s are not mentioned in the document. According to the document the 237 TsPAT, that

includes the display teams "Russian Knights" and "Swifts", will remain at Kubinka. This contradicts to the report in the military news of last month that the Russian Knights were to be relocated to Kubinka. So at this moment we do not know what will happen to the teams.

Two units in the Kaliningrad region that were under AVMF command will be placed under air force command again. Both units will receive extra aircraft. Chernyakhovsk will house the recce Su-24MR (from 1GvBAP at Lebyazhe-Mikhaylovka) in addition to its current Su-24M's. The (old) Su-24s will be placed in storage. Chkalovsk will receive extra Su-27s. The base will also receive two upgraded Su-27SM which will be placed in storage, possible both will be used for instruction purposes in preparation of future deliveries of more upgraded Flankers. The same procedure will happen to Voronezh that will receive two Su-34 in 2009, but again both will be placed in 'storage'. Also the Il-20M that is/was based at Voronezh is not accounted in the document.

Pribylovo will lose its Mi-24V/P/K as well as its Mi-9 and Ka-27s, but will keep its twelve Mi-24PN. The Mi-8MTV-5 will be placed in storage.

Other units/bases not mentioned are 153 IAP at Morshansk (MiG-31), 214 OVE at Kursk (Mi-8, Mi-24), 253 OVE at Kostroma (Mi-8, Mi-24), 227 OVE REB at Kirovsk-Apatity and 297 OVE REB at Alabino (both with Mi-8PPA/SMV). Very likely these last two units were already disbanded before 2009. We assume one of these two OVE REB's was relocated to Pushkin and renumbered.

2 Command VVS i PVO		Chita	14 A VVS i PVO
320 AB	An-12, An-26, Il-18, Mi-8, Mi-24, Tu-134, Tu-154	Chita	112 OVP BU, ? OSAP
6978 AB	Mi-8, Mi-24	Berdsk	337 OVP BU
6979 AB	MiG-31	Kansk	712 IAP
6980 AB	Mi-8, Su-24M, Su-24MR	Dzhida-Nyangi	21 SAD, 2 BAP
6981 AB	Su-25	Step/Olovannaya	266 ShAP
6982 AB	MiG-29	Domna	120 GvIAP
? AB	An-12, An-26, Mi-8, Tu-134	Novosibirsk -Tomachevo	37 OSAE
11 APSO	An-26, Mi-8	Bratsk	

In the Siberia district Bada airbase (313 ORAP with Su-24MR) will be closed. One squadron of this regiment will be transferred

to the current Su-24M base Dzhida, while the rest will be placed in storage at Chebenni.



The last examples of the first generation of the venerable Mi-8 (Mi-8T, Mi-8P, Mi-8PS, Mi-9 etc) are now slowly being removed from the inventory of the Russian Air Force. But the second generation (the Mi-17/Mi-8MT variants) are still going strong as demonstrated by this incognito Mi-8MT. Only about fifteen to twenty of the third generation (Mi-171 variants) are in use, with no plans to acquire large numbers of them. (Zhukovskiy, August 2009, Johan Franken)

Disbanded before 2009 was 350 IAP with MiG-31 at Bratsk, the unknown OSAE with An-2 and Mi-8 at Omsk and the 373 OT-BVP with Mi-6 and Mi-8 at Kyakhta. Already before mentioned as probably disbanded, but now confirmed are 189 BAP with

Su-24 at Borzya, 125 ORAP with MiG-25R and Su-24MR at Domna and 64 IAP with MiG-31 at Omsk. Not mentioned is the OVB REB, which was located at an unknown airbase, so most likely this did not exist or was disbanded before 2009 as well.

3 Command VVS i PVO		Khabarovsk	11 A VVS i PVO
265 AB	An-12, An-24, An-26, Tu-134, Tu-154	Khabarovsk-Bolshoy	257 OSAP
6983 AB	Mi-8, Mi-24, Su-25	Ussuriysk-Vozdvizhenka	
6984 AB	Mi-8, Mi-24	Ukrainka	
6985 AB	Su-24MR	Varfolomeyevka	799 ORAP
6986 AB	Mi-8, Mi-26	Garovka	825 OTBVP
6987 AB	Su-27SM	Komsomolsk-Dzemgi	23 IAP
6988 AB	Su-24M, Su-24M2	Khurba	277 BAP
6989 AB	Su-27SM, MiG-31	Tsentralnaya Uglovaya	22 GvIAP
6990 AB	An-12, An-26, Mi-8, MiG-31	Petropavlovsk-Yelizovo (Kamchatka peninsula)	865 IAP
101 OVO	Mi-8	Burevestnik (Sachalin island)	

Also in the Far East district several units will stand down. First of all 187 ShAP (at Chernigovka) with Su-25 and 319 OVP BU (at Chernigovka) with Mi-8 and Mi-24 will be disbanded and the aircraft and helicopters being transferred to (ex Backfire airbase) Vozdvizhenka. The other Su-25 unit 18 GvShAP at Galenki will cease to exist. The 394 OVP BU with Mi-8 and Mi-24 will send all of its helicopters to 6984 AB at Ukrainka, which is already housing Tu-22Ms. 530 IAP flying the MiG-31 from Sokolovka-Chuguevka will send one squadron the Foxhound base Yelizovo and the other squadron to Flanker airbase Tsentralnaya Uglovaya where a new MiG-31 squadron will be

erected.

Two out of the three Fencer bases will quit operations. The Su-24M and Su-24M2 of Verino-Pereyaslavka (302 BAP) will be relocated to Khurba. Vozzhayevka (523 BAP) will place its (old) Su-24 in storage and its Su-24MR will be divided.

We have now found out that 404 IAP (MiG-29, Su-27) at Vernoye-Orlovka and 224?BAP (Su-24(M) at Kremovo were disbanded before 2009. Also 280 OVP (Mi-8, Mi-24) at Dolinsk-Sokol has most probably undergone the same fate before 2009.

4 Command VVS i PVO		Rostov na Donu	4 A & 5 A VVS i PVO
30 AB	An-12, An-26, Mi-8, Tu-134	Yekaterinburg-Koltsovo	? OSAE
229 AB	An-12, An-26, Mi-8, Mi-8PPA/SMV, Il-22, Tu-134	Rostov na Donu	535 OSAP
999 AB	An-26, L-39, Mi-8, Su-25, Su-27	Kant (Kirghizstan)	
6956 AB	An-12, An-24	Chebenki / Uprun	4215 AB (OKhAT)
6969 AB	MiG-29	Millerovo	19 GvIAP
6970 AB	Su-24MR	Marinovka	11 GvORAP
6971 AB	Su-24, Su-24M, Mi-8	Morozovsk	1? SAD, 559 BAP
	Mi-8, Mi-24, Mi-28, Su-25, Su-25SM	Budennovsk	487 OVP BU, 368 ShAP
6972 AB	Ka-27PS, Mi-8, Mi-24, Su-27	Krymskaya-Krymsk	178 OVSO, 3 IAP
6973 AB	Su-25	Primorsko-Akhtarsk	960 ShAP
6974 AB	Mi-8, Mi-26	Yegorlykskaya	325 OTBVP
6975 AB	Mi-8, Mi-24, Mi-26	Bobrovka	237 OVE
6976 AB	Mi-8, Mi-24, Su-25	Gissar-Aini (Dushanbe, Tajikistan)	303 OVE
6977 AB	MiG-31	Bolshoye Savino-Sokol	764 IAP

In the South district Zernograd (31 GviAP) will be closed and its MiG-29s will go to Millerovo to form a third squadron. Some of the Fulcrums of the two regiments will be placed in storage. Of the Frogfoot bases, Krasnodar (461 ShAP) will stop operations. Also most of these Su-25s will be transferred to the new third squadron at Primorsko-Akhtarsk. 959 BAP at Yeysk will stop flying the (old) Su-24 which all will be withdrawn from use and possibly scrapped. At Yeysk was also the 1 SAD division command which was rather unique operating besides An-26 and Mi-8 also the Ka-27PS and Mi-14PS, but also this division command will be disbanded. Another Fencer base to close is Lebyazhe-Mikhaylovka (1 GvBAP) with (old) Su-24 and Su-24MR. As stated before, the Su-24MR will be added to the unit at Chernyakhovsk in Kaliningrad. Morozovsk will receive half of its (old) Su-24 and a squadron extra from Smuravyevo (722 BAP).

Of the former Army Aviation units, 55 OVP BU at Korenovsk will send most of its Mi-8 and Mi-24 to Krymskaya-Krymsk. At this base already another unit with some Ka-27PS rescue helicopters was and will be based. 793 OTBVP at Tolgay (often referred to as Kinel-Cherkassy) will be disbanded as well. Most of its Mi-8 and Mi-26 will be flown to Bobrovka where the Mi-26 will be a new type. The few Mi-8PPA here will be placed

in storage. Very strange in our opinion, but according to the document, Budennoy will receive twelve Mi-28N but all will be placed in storage.

The exact outline with units 4215 AB (OKhAT), 6956 AB and air-bases Chebenki, Uprun is not clear. Both are named together, while these are two separate airfields. Even more confusing is the listing of also 6956 AB at Chebenki and at Troitsk under the VTA command. We know that around 2001 the 4215 BRS (Base Resereved Aircraft) was at Chebenki- Dmitriyevka, storing a lot of MiG-23/27, Su-17 and Su-24. We do not know anything about Uprun. Troitsk seems to be a base 30km south of Uprun, but is also sometimes (in error?) referred to as Uprun-Troitsk. The document shows that the transport aircraft will stay in business, but the 94 Su-24 will be joined by 25 Su-25MR and all will be placed in storage or will be withdrawn.

Units not named, so most likely already disbanded before 2009 are 209 GviAP at Astrakhan-Privolzhskiy (Su-27), 239 OSAP at Chelyabinsk 15-Karabash (An-12, An-26, Mi-8), 286 OVE REB at Zernograd (Mi-8PPA/SMM), 326 OVE at Bataysk (An-2, Mi-8, Mi-24), 320 OVTAE at Uprun-Troitsk (Mi-8), 851 UVP at Bezenchuk (Mi-8) and 473 OVP at Ozinki (Mi-8, Mi-24) of which we already its non-existence anymore suspected.

ChTsp		Moscow	
2457 AB	An-26, Il-22, Mi-8, Il-76, A-50	Ivanovo-Severnny	
3624 AB	MiG-29	Yerevan-Erebuni (Armenia)	
6991 AB	An-12, An-26, An-72, Il-18, Il-22, Il-62, Il-76, Tu-134, Tu-154	Chkalovsky	353 AP(ON), 354 AP(ON), 226 OSAP
4 TsBP i PLS	Mi-8	Malino	206 AB
968 IISAP	MiG-29, Su-24M/M2/MR/MP, Su-25, Su-25SM, Su-27, Su-27SM, Su-34	Lipetsk	
3958 AB	MiG-31	Savasleyka	54v GviAP
185 TsBP		Astrakhan-Ashchuluk	
116 UTs BP	MiG-29	Astrakhan-Ashchuluk	
237 TsPAT	MiG-29, Su-27, Su-35	Kubinka	
344 TSBP i PLS		Torzhek	
696 IIVP	Ka-50, Mi-8, Mi-24, Mi-26, Mi-28	Torzhek	
92 IIVE	Mi-8, Mi-24	Vladimir-Dobrinskoye	
929 GLITs			
267 LITs	An-12, An-26, An-72, Mi-8, MiG-29, MiG-31, Su-24, Su-25, Su-27, Tu-22M, Tu-95, Tu-134	Akhtubinsk	
1338 ITs	An-72, An-124, Il-22, Il-76, Il-80, Il-82	Chkalovsky	



The Tu-160s are undergoing an upgrade programme, which includes new waepon systems and the ability to deliver conventional weapons, with two or three airframes present at the factory at all times. This 19 red was the first to undergo this programme, and is named after Valentin Bliznyuk, the chief designer of the Tu-160. (Zhukovskiy, August 2007, Johan Franken)

EVVAU	L-39	Yeysk
KVVAUL		Krasnodar
160 UAP	L-39	Borisoglebsk
606 UAP	An-26	Balashov
644 UAP	L-39	Michurinsk
713 UAP	L-39, MiG-29	Armavir
761 UAP	L-39	Maykop
797 UAP	MiG-29, Su-25UB, Su-27	Kushevskaya
SVVAUL		Syzran
131 UVP	Mi-2, Mi-8	Sokol
484 UVP	Mi-8, Mi-24	Syzran-Troekurovsk
626 UVP	Mi-8, Mi-24	Pugachev
ChVAUSh	An-26, Tu-134	Chelyabinsk-Shagol ?

ChTsP stands for Chasti Tsentralnogo Podchineniya, which means under central subordination.

There are no real closures of airbases foreseen between 2009 and 2010. Some other changes we think are interesting to mention are that the (non EW) Mi-8 helicopters of Kubinka (226 OSAP) will be added to the helicopters at Malino. However this base will not profit from the new arrivals, because about the same number will be placed in storage.

The 2457 AB at Ivanovo controls only one Il-76. The other seven active Il-76 are part of the 610 TsBP i PeLS operational training and conversion unit.

We have noticed that the Mi-28 at Torzhok, Su-34 at Lipetsk and the Su-27M/Su-35 at Kubinka are not included in the document, so we have added these ourselves.

Again, not mentioned so most likely disbanded before 2009 were 234 OVE at Kaluga-Vorotinsk-Oreshkovo (Mi-2), 627 UAVP at Tikhoretsk (L-39), 704 UAVP at Kotelnikovo (L-39) and the multi-engine flying school at Rtishevo (L-410). We believe the last one might still be active, as it was in September 2006, and no alternatives for the basic training with the L-410 is known to us.

Also not in the document are three bases with detachments/units on foreign countries that probably still exist: 72 OVO at Tiraspol in Moldova (Mi-8, Mi-24), an unknown OVE at Bombora-Gudauta in Georgia/Abkhazia (with Mi-8 before the armed conflict, so possibly nowadays more and different types) and the group of four Mi-8 working for the United Nations Mission in Sudan (UNMIS) stationed in Juba in south Sudan.



A relative new phenomenon in the Russian armed forces, is painting the name of famous people from Russian history or names of cities on aircraft. Even more recent is the addition of unit badges, like this insignia on a Su-24 of the 4th TsBP i PLS from Lipetsk, which reads "Vsega", or "Always".



To the delight of many, the mighty Antonov 22 still survives as an operational aircraft, albeit in small numbers. One reason given by high-ranking Russian Air Force officers is the An-22s capability to airlift a fighter like the Su-27, or rather large helicopters. The main long-range cargo aircraft in the forces' inventory, the Il-76, is not capable of doing so. The An-22 presence at Ivanovo was terminated by the end of the 20th century, the remaining active ones reside at Tver – like above RA-09329.

(Tver, 18 August 2009, Michael Prophet)