

400
September 2012



Scramble



*High and hot An-32s
The Comet Story
ASSP Qualifications*

DUTCH AVIATION SOCIETY



Alpha Jet E135 has lost its prefix code 213 from Tours and is now only coded -RX. It has been seen previously at Mont de Marsan which is believed to be its new homebase. Jeroen Jonkers saw it on 19 July visiting Orange.



The Marine National has two EC225s flying with 32F in the SAR role. When sufficient NH90s are delivered these two EC225s will be transferred to the EH01.067 of the air force. EC225 2752 visited Carcassonne Salvaza on 23 July 2012 where Philippe Devos saw it.



With Cambrai being closed as operational base and EC01.012 being disbanded a number of the based Mirage 2000 moved on to Orange. EC01.012 former 121/103-KN is now flying from Orange as 115-KN (26 July 2012, Jeroen Jonkers)

Editorial

Currently you are holding yet another historic issue of Scramble in your hands – number 400! We have come a long way from printing a handful of A4s with Amsterdam-Schiphol movements to the Scramble as it is nowadays, packed full of civil and military aviation news. And we won't stop anytime soon, in fact we continue to expand into the digital age. As of this number we are proud to announce that Scramble is available as a digital magazine too! It features everything that you can read right now, but with all the pictures in colour. Go to the App Store or Google Play Store, search for Scramble Magazine and let us know what you think. Number 400 is free of charge, from next month onwards you will be able to subscribe as well!

Number 400 comes with the usual load of movements, civil and military news and Showreports. Left out this month is the Triptease, but it will be back in full force next month. We have a special report on the Texel air show, as it will officially be the only proper air show we have in the Netherlands this year. To keep you busy we have articles on the Antonov 32, another Picture Writing article, an overview of the Comet, how French naval pilots get their carrier qualifications plus an Airfield Guide special on Atlanta and surrounding airports. Look out for two special adverts in this issue: one concerning the announcement of the next Aviation Day (mark your calendar: 17 November 2012) plus an advert in which we give you access to two highly regarded websites. We have agreed a deal in which Scramble members get free access to a wealth of United States Air Force information!

There are no new editors to be announced this month, however we are still in the market for an editor to cover the civil helicopters in Scramble. If you are interested to take up that section, please let us know at info@scramble.nl

Looking forward to next month, we are planning on publishing a special on the recent '100 years of Russian Air Force' and in order to illustrate this with lots of nice pictures, we encourage everyone who attended to send in your best shots. This month we give you a little teaser, but as it was such a special event we know there is more out there...

Cover Photo



The airfield of Zoersel in Belgium once again hosted the annual Photo Flying Days from 15 to 19 August. One of the highlights of the event is a nightshoot, which is open for both press and for those with a special spotters pass. Unfortunately the announced Super Constellation was cancelled, but Breitling sent a worthy replacement in the form of Douglas DC-3 HB-IRJ. The scene of the Dakota bathing in floodlight was even enhanced by the startup of its Pratt & Whitney engines. (Gert Jan Mentink)

Important dates

Scramble 401

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Netherlands	€ 23,00 including postage
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Netherlands	€ 22,50 including postage
Europe/Rest of the world	€ 26,50/ € 34,50 incl. postage, CC fee



Movements Netherlands

Dauphin (EC155) PH-EQR has only been flying for eight months registered as PH-EQR for Heli Holland. In the period January 2012 until August 2012 it was operated in Kazakhstan in off-shore operations for five months. In June 2012 PH-EQR visited The Netherlands for the first time. Henk van Beek was lucky to see it at Rotterdam only a month before returning back to Germany to its previous owner Northern Helicopters. As you can see it was still operating in their colours. (Rotterdam-The Hague, 11 July 2012, Henk van Beek)

Rotterdam-The Hague

				July 2012			
01. CS-DFU	Ce560XL	NetJets Europe	NJE6ZU	D-COOL	Lj55	Air Alliance Express	AYY114
CS-DXH	Ce560XLS	NetJets Europe	02 NJE3VN	EC-JCU	SA227AC	Aeronova	05 OVA33C/613
F-GZHD	B737-8K2	Transavia (France)	TRA092/6993	N680SE	Ce680	Flying Group	
N768JJ	G550	International Concerts		N8326Y	PA-30-160	Transal Aero Services	
PH-OKE	H269C	N.R.G. Van Der Meer		OY-CLP	Ce650	Clipper Air Transport	NFA063P/033
02. CS-DXQ	Ce560XLS	NetJets Europe	NJE6MA/113E	OY-CLP	Ce650	Clipper Air Transport	NFA033/64P
D-AJOY	CL-850	Elytra Charter	03	PH-TCN	P180	JetNetherlands	dep JNL014
D-CCGG	Lj60	GAS Air Service		05. D-CADY	Ce560XL	Jetline Flug	FJE4361/2
HB-JIX	A320-214	Hello	03 FHE841/8411	D-CNMB	Lj45	MHS Helicopter-Flugservice	08 2x
M-NGSN	PC-12/47	Niels Stolt-Nielson	03	G-BTPC	BAe ATP(F)	West Air Europe	NPT608/9
N800CA	Beech1900D	Air Charters Europe		N600GK	Ce525	Aerospace Trust Management	
OY-CYV	Ce550	North Flying	NFA031P/031	PH-DRK	Ce560XL	JetNetherlands	dep JNL013
OY-CYV	Ce550	North Flying	03 NFA031/2	PH-HRK	P180	JetNetherlands	06 JNL220/792
PH-ACI	CeT303	AIS Flight Academy	*	PH-TXA	Ce510	JetNetherlands	dep JNL964
PH-ECR	EC120B	Heli Holland	2x	99-ABO	TBM700A	EAAT	FMY8043
PH-HRK	P180	JetNetherlands	03 JNL843/220	06. CS-DFP	Ce560XL	NetJets Europe	07 NJE104H/6RM
PH-MFA	DA42NG	Martinair Lelystad	*MPH151	D-CEXP	Lj35A	Air Alliance Express	AYY110
PH-MFA	DA42NG	Martinair Lelystad	*MPH152	D-IHAH	BeechC90	Eisele Flugdienst	EFD999
PH-PIX	SA226T	Aerodata Int'l Surveys	20	EC-IXL	SA227AC	Aeronova	07 OVA31W/511
RA-73004	B737-76N	Gazpromavia	04 GZP9601/2	G-CBRG	Ce560XL	Eurojet Aviation	07 GOJ106C/7A
03. D-CCEU	Ce650	Air Traffic	ATJ032	G-PIGY	SC-7	Invicta Aviation	arr
D-CCIR	Do328-130	MHS Aviation		OY-CYV	Ce550	North Flying	NFA035P/035
D-HMSH	R44	S.P. Luftbild		OY-CYV	Ce550	North Flying	07 NFA035/6
D-IPCC	Ce525A	Mach operation		PH-MEX	Ce650	ASL	
EC-JCU	SA227AC	Aeronova	04 OVA414/31C	PH-TCN	P180	JetNetherlands	26 JNL049/108
G-ODAG	Ce525A	Air Charter Scotland	EDC1116	PH-TXA	Ce510	JetNetherlands	17 JNL964/088
HB-JIZ	A320-214	Hello	FHE8412/0841	07. CS-DXY	Ce560XLS	NetJets Europe	08 NJE3CQ/150P
LX-EMO	Falcon 900EX	Flying Group Luxembourg	04 FYL42G/3G	EC-IXL	SA227AC	Aeronova	08 OVA514/11G
M-GDRS	Raytheon 390	Surf-Air		G-MAJG	BAe4100	Eastern Airways	08 EZE163P/1634
N188MP	Ce525A	Milan Popovic		OY-CYV	Ce550	North Flying	08 NFA036/7
N210RK	BAe125-700A	SC Aviation		PH-MFX	Ce650	JetNetherlands	09 JNL043
OY-CYV	Ce550	North Flying	05 NFA032/034P	08. CS-DFP	Ce560XL	NetJets Europe	NJE6RM/854L
PH-ACI	CeT303	AIS Flight Academy	*	CS-DXR	Ce560XLS	NetJets Europe	09 NJE6TX
PH-JCI	Raytheon 390	ASL		D-CONE	Lj35A	Air Alliance Express	AYY105
04. S-457	AS532U2	300sq	*Wolffhound11	EI-RJJ	BAe146-RJ85	Cityjet	BCY896/7
				ES-PVP	Lj60	Panaviatic	VPC8071/2
				G-THFC	ERJ135BJ	London Exec. Aviation	09 LNX35TC
				M-OMAN	Falcon 7X	Empire Aviation Group	MJE013

N494EC	G450	Eastman Chemical	09	OY-CYV	Ce550	North Flying	13 NFA034/5
OY-CYV	Ce550	North Flying	09 NFA037/1	OY-PNO	Falcon 2000EX	Air Alsie	MMD6032
PH-AIJ	PA-34-200T	Expair Holding		PH-DTP	Beech400A	JetNetherlands	13 JNL118
PH-DTP	Beech400A	JetNetherlands	dep JNL081	PH-MEX	Ce650	ASL	13
PH-HRK	P180	JetNetherlands	11 JNL792/114	13.CS-DXH	Ce560XLS	NetJets Europe	NJE698U/3VN
09.CS-DGW	Ce525B	Valair Private Jets		G-JOTA	BeechB90	Jota Aviation	ENZ913P/913
CS-DXI	Ce560XLS	NetJets Europe	10 NJE3WP	M-OMAN	Falcon 7X	Empire Aviation Group	MJE013
D-HMSH	R44	S.P. Luftbild		N192NC	G450	SCP Aviation	
D-INGI	Ce340A	MSR Flugcharter	CCF411/2	OE-GBB	Do328-110	Welcome Air	TYW552/3
N125TM	BD-100	EMC Computer Systems	10	OY-CYV	Ce550	North Flying	14 NFA035/6
N415QS	G450	NetJets	10	PH-DTP	Beech400A	JetNetherlands	18 JNL081/950
N494EC	G450	Eastman Chemical		PH-DTS	DA42	Wings over Holland	
N900YG	Falcon 900LX	Monsanto Flight Operations	11	PH-RIS	EC130B4	KNSF Flight Services	14
OE-GBB	Do328-110	Welcome Air	TYW512/3	14.CS-DFU	Ce560XL	NetJets Europe	15 NJE6ZU/288P
PH-HRK	P180	JetNetherlands	tst JNL839	EC-LIO	Beech400A	Lancelot Flight Service	DNC462/71
PH-JAX	BeechC90GTi	L.S. Verwelius	10	OY-CYV	Ce550	North Flying	15 NFA036/037P
10.R-03	AB412SP	303sq	Pedro02/Ganet03	PH-JCI	Raytheon 390	ASL	
CS-DRV	BAe125-800XPi	NetJets Europe	NJE5CX/679D	15.CN-TKN	Falcon 10	Alfa Air	
CS-DUD	BAe125-750	NetJets Europe	11 NJE1QK	OE-GBB	Do328-110	Welcome Air	TYW572/3
D-IICF	PA-31-350	City-Flight Germany	11	OY-CYV	Ce550	North Flying	16 NFA037/1
D-IOSB	PA-42-720	Heli-Flight		16.CM-02	Falcon 20E	21sm	2x BAF612
D-IRSB	Ce525	Windrose Air Charter	QGA957K/8K	D-INGI	Ce340A	MSR Flugcharter	
EC-JCU	SA227AC	Aeronova	11 OVA414/81P	HB-ZLA	EC120B	Bonsai Helikopter	17
G-JCBB	G550	JC Bamford Excavators	JCB1	M-CCCC	Global 5000	Heda Airlines	
I-ZACK	Ce560 Encore+	Eliombarda	EOA001	OY-CYV	Ce550	North Flying	17 NFA031P/032
OY-CYV	Ce550	North Flying	11 NFA032P/033	PH-TCN	P180	JetNetherlands	tst
PH-HHJ	AS355F2	Heli Holland	11	17.CS-DFE	Falcon 2000	NetJets Europe	19 NJE378Y/782K
PH-TXI	Ce510	JetNetherlands	tst JNL897	EC-IXL	SA227AC	Aeronova	18 OVA414/81T
11.CS-DRR	BAe125-800XPi	NetJets Europe	12 NJE612G/263W	N212LF	G450	Leflight Aviation	18 EJM3
D-ATIM	G550	Fairjets	f/v	OH-SWI	Ce525A	Scanwings	ABF1A/B
D-CCAA	Lj35A	D.R.F.	AMB524	OY-CYV	Ce550	North Flying	18 NFA032/3
D-IICF	PA-31-350	City-Flight Germany	13	PH-JAX	BeechC90GTi	L.S. Verwelius	
EI-EXK	A320-232	Livingston	f/v 12 LAV3201/2	18.CM-01	Falcon 20E	21sm	2x BAF603
N125TM	BD-100	EMC Computer Systems	12	D-FKAI	PC-12/47	Kaiser	
OY-CYV	Ce550	North Flying	12 NFA033/4	D-HFAI	S-76A	Helijet Charter	
PH-EQR	EC155B	Heli Holland Offshore	SSP017	G-WNCH	BeechB200	Winch Air	SYG529
PH-TJA	TBM-700N	Rembrand van Rijn		M-EMCT	Ce560	Control Techniques	19
VH-MQK	Falcon 900EX	MK Air		N730AG	PC-12/47	Witron	
12.CS-DXP	Ce560XLS	NetJets Europe	NJE6DB/718K	OY-CYV	Ce550	North Flying	19 NFA033/4
D-ICGN	PA-42-1000	Quick Air		PH-ACI	CeT303	AIS Flight Academy	2x *
N851CB	G450	Pleasant Aircraft Leasing	13	PH-DLN	P180	JetNetherlands	tst JNL248
OE-FHK	Ce510	GlobeAir	GAC266W/717W	PH-HRK	P180	JetNetherlands	20 JNL809/463



G550 D-ATIM was delivered to Germany in April 2012 and is owned by Dosh Properties. As this is an investment company we think that it is operated by another company which is not known yet. (Rotterdam-The Hague, 11 July 2012, Henk van Beek)

19. G-MDBA N730AG N904FC OY-CYV PH-DLN PH-DTP	Falcon 2000 PC-12/47 PA-44-180T Ce550 P180 Beech400A	Execujet (UK) Witron Southern Aircraft Consultancy North Flying JetNetherlands JetNetherlands	20 NFA034/5 dep JNL112 25 JNL950/279	OY-RUB PH-MFA PH-VBG	ATR72-202 DA42NG Falcon 2000EX	Danish Air Transport Martinair Lelystad JetNetherlands	arr DTR4042 2x *MPH151 13 JNL686/754
20. D-FDHR D-IAAE D-ITIP G-TAGK OY-CYV PH-DLN PH-HRK	PC-12/47 PA-42-720 Ce525 Falcon 900EX Ce550 P180 P180	Witron Informatik Logistik Air Alliance Express Star Wings Dortmund TAG Aviation (UK) North Flying JetNetherlands JetNetherlands	AYY104 STQ111 21 21 NFA035/6 23 JNL112/973 30 JNL263/353				
21. OY-CYV 22. G-MDBA OY-BHF PH-ECC	Falcon 2000 PA-31-310 PC-12/45	Execujet (UK) Fugro Elas Professional Services Network	23 NFA036/031P				
23. CS-DXK N888GS PH-DLN	Ce560XLS Ce510 P180	NetJets Europe Global Suhaimi JetNetherlands	NJE3LD/701Y 24 26 JNL973/313				
24. CS-DXO D-CGEP D-CTRI D-HMSH F-GEXV G-DLTC OH-GPE OO-RWJ OY-BHF PH-MFA	Ce560XLS G150 Lj35A R44 BeechA100 BAe125-900XP Falcon 900EX R44 PA-31-310 DA42NG	NetJets Europe Windrose Air Charter Air Alliance Express S.P. Luftbild Phenix Aviation Hangar 8 Airfix Aviation Heligroup Fugro Martinair Lelystad	NJE646N/445N 25 QGA18GB/C AYY112 25 PHV724/5 HGR862 FIX49 2x *MPH151				
25. CS-DFV D-ASTY M-YCEF PH-DTS PH-HHK PH-JCI PH-PHA	Ce560XL A319-112 BAe125-850XP DA42 Bell 206L1 Raytheon 390 Enstrom 480	NetJets Europe Germania Sprint Wings over Holland Heli Holland ASL Prince Helicopters	NJE388G/40F GMI2828 GMI2828 27 2x 27				
26. CS-DXR D-ASTY D-IFDH LZ-KBH N211DK PH-DLN PH-DTP PH-HHK	Ce560XLS A319-112 Ce525 Ka-32A11BC G-IV P180 Beech400A Bell 206L1 DA42	NetJets Europe Germania Fairjets Heliswiss International Meridian Air Charter JetNetherlands JetNetherlands Heli Holland Sue Air	NJE662T/408B GMI2829 FJE1701/2 27 30 JNL313/44 JNL279 2x 29				
27. G-SUEI OE-GBB OY-RUB OY-RUB PH-BSU PH-DFA PH-EDM	Do328-110 ATR72-202 ATR72-202 Ce208B DA42 Falcon 900 Ce560XL	Welcome Air Danish Air Transport Danish Air Transport Blue Sky Aerial Services Dutch Flight Academy Jet Management Europe NetJets Europe	TYW552/3 DTR902/4021 29 DTR900/4031 dep EFD444				
28. CS-DFS D-CCAA G-CFLV	Lj35A Saab 2000 Fokker 100 Ce560XL Saab 2000 ATR72-202 Ce560XL Beech400A Raytheon 390	D.R.F. Eastern Airways SunAdria NetJets Europe Eastern Airways Danish Air Transport JetNetherlands JetNetherlands ASL	29 NJE150T/6XV AMB608 29 EZE120P/1201 TDR333P/333 30 NJE931M/227F 30 EZE202P/1201 31 DTR4032/41 08 JNL289/418 01 JNL292/679 30				
29. 9A-BTE CS-DFV G-CFLV OY-RUB PH-DRK PH-DTP PH-JCI	Ce525C R44 Saab 2000 Saab 2000 Ce525A Lj45XR P180	Eisele Flugdienst S.P. Luftbild Eastern Airways Eastern Airways Titan Airways Executive European Skyjets Ltd. JetNetherlands	EZE1202/011P 31 EZE012P/1201 AWC5A/W MHN355 31 JNL344/034				
30. D-CEFA D-HMSH G-CFLV G-CFLV G-POWVG G-SNZY PH-DLN	Falcon 900B AS532U2 Ce550 Bravo BeechB200 Saab 2000 BAe125-700B AS365N3	21sm 300sq NetJets Europe Euro Link Eastern Airways Albion Aviation – Interflight	BAF610 *Duke3 01 NJE7EV/549R arr EZE1202 01 IFT131				
31. CD-01 S-454 CS-DHQ D-IICE G-CFLV G-IFTE OO-NHV	Falcon 900B AS532U2 Ce550 Bravo BeechB200 Saab 2000 BAe125-700B AS365N3	21sm 300sq NetJets Europe Euro Link Eastern Airways Albion Aviation – Interflight	BAF610 *Duke3 01 NJE7EV/549R arr EZE1202 01 IFT131				
				Arkefly: PH-TFA PH-TFB	07, 09, 11, 14, 25, 28 02, 21, 23	PH-TFC PH-TFD	16, 18 04, 30
				Corendon: TC-TJE	27	TC-TJF	06, 13, 20
				FlyBe – Loganair: G-LGNB G-LGNE	12, 26 10	G-LGNH G-LGNK	05 03
				Onur Air: TC-OBE TC-OBF TC-OBG	05, 12 13 19, 26	TC-OBJ TC-ONJ	27 06, 20
				Scot Airways: G-BZOG	17, 19, 24, 31		
				Tyrolan Air Ambulance: OE-GBB	09, 13, 15, 27		
				Transavia France operated a flight for the parent company on the 1st. The next day, a Hello Airbus was ferried in in order to operate a charter to Geneva on the 3rd. The passengers returned the same evening in a different aircraft. Also on the 2nd was the first of many charters related to the <i>Tour de France</i> , operated by North Flying. West Atlantic operated a cargo charter to Rotterdam on the 5th. The aircraft still carries West Air Europe titles. Eastern operated the first of several charters on the 7th. On the 8th, Cityjet operated a flight to London Gatwick with ARJ equipment. The German Gulfstream on the 11th is a recently delivered airframe. The aircraft is registered to Dosh properties but operated by Fairjets. On that same date, 'New' Livingston paid a first visit to the airport. Jota operated a cargo charter for Eastern Airways on the 13th. Germania operated a charter to Copenhagen on the 25th. The return flight was on the next day with the same airframe. On the 26th, a Kamov was ferried from the Rotterdam harbour to the airport for a fuel stop. The helicopter then departed via Metz Nancy Lorraine, France, back to its owners in Bulgaria. On the 27th, Danish Air Transport operated the first of multiple Olympic Games charters to London Biggin Hill airport. The next day, Eastern Airways operated the first of several Olympic Games charters for the Rabobank to Londen Stansted airport. On the 29th, Trade Air operated a charter with Fokker 100 equipment for Feyenoord to Kiev for their football game against Dynamo Kiev.			
				<u>Credit:</u> Rotterdam Airport, Yorden van de Weteringh, Airmieus, Scramble MB.			
				Maastricht-Aachen			
				June 2012			
				01. CS-DNW HB-VWZ HB-VWZ OO-CEJ OO-EDV OY-GSA	Ce560XL Ce510 Ce510 Ce525 Ce525B PC-12/47	NetJets Europe Zogbi Zogbi Air Service Liège Air Service Liège Widex	NJE6HY 03 2x 03 02
				02. D-GICL PH-PXE	PA-44-180 EC135-P2i	RWL Flight Academy KLDP	ZXP05
				03. LX-DCA M-IKEL OO-EDV PH-JXK	Ce525B Falcon 2000LX Ce525B Fokker 50	SERLUX Michael Schumacher Air Service Liège Denim Air	dep dep DNM321P
				04. CS-DRD CS-DRO OO-GMJ OO-HCW OO-HCZ	BAe125-800XP BAe125-800XPi Beech350 AS350B AS355N	NetJets Europe NetJets Europe Air Service Liège Heli & Co Heli & Co	NJE5WU NJE3NL 2x 16 05
				05. D-IEFA 06. D-IBTI	Ce525A Ce525	Eisele Flugdienst Berner Group	



In Scramble 399 we showed you a picture of DHC-8 OY-CJY wearing the colours of A-Net (Air Nippon Network) of when it flew around as JA805K. That picture was taken at Eindhoven just before it was repainted in the colours of Widerøe. On this photo OY-CJY arrived at Maastricht in the new colours. Since late June 2012 it has been wearing LN-WFU as registration. (Maastricht-Aachen, 15 June 2012, Guido Wolfs)

G-PFCT	Lj45	The Fighter Collection	07	OO-HCW	AS350B	Heli & Co	21
PH-TCN	P180	Plano di Volo	2x JNL490	PH-KXX	Fokker 50	Denim Air	DNM502P/BEE041P
YR-DAD	Ce510	Direct Aero Services		SX-BRV	Fokker 50	Minoan Air	tst MAV301P
07.D-AVZQ	A321-231	Airbus Industries	15 AIB197B/C	XA-MKI	G-V	Servicios Aeronauticos Zela	25
D-AXAV	A320-214	Easyjet	dep AIB187C	21.D-IOSB	PA-42-720	Heli-Flight	
F-GYCA	Falcon 20E-5	SNC Laboratoire		HB-IUX	Falcon 900EX	TAG Aviation	23 FPG737
OO-TCI	A320-214	Thomas Cook Airlines	TCW942T/9472	TC-TJK	B737-86Q	Corendon	CAI049/50
PH-JCI	Raytheon 390	JetNetherlands		22.D-FFHZ	PC-12/47	Zollern Flugdienst	
PH-JXN	Fokker 50	Denim Air	arr DNM233P	SX-BRV	Fokker 50	Minoan Air	dep
TC-TJJ	B737-8S3	Corendon	CAI049/50	23.D-CEFD	Ce525B	Eisele Flugdienst	EFD333
08.PH-MFX	Ce650	JetNetherlands	2x JNL229	PH-HHJ	AS355F2	Heli Holland	24
09.N800CA	Beech1900D	Air Charters Europe		XA-JZL	CL-601-3R	Servicios Aeronauticos Zela	25
10.HB-JFJ	CL-604	Nomad Aviation	11	24.D-CJAF	Lj60XR	Jetair Flug	25 JTI246
OO-HCT	R44	Heli & Co		OE-EMA	PC-12/47	Oberaigner	
OO-TCJ	A320-214	Thomas Cook Airlines	TCW9473/947F	PH-KXX	Fokker 50	Denim Air	26 BEE041P/DNM262P
11.D-FFHZ	PC-12/47	Zollern Flugdienst		25.D-AKBH	CL-604	Jetair Flug	JTI256
PH-KXX	Fokker 50	Denim Air	12 BEE04P/DNM403P	D-FFHZ	PC-12/47	Zollern Flugdienst	
PH-LAB	Ce550	NLR - TU Delft		PH-CGC	Do228-212	Coastguard	NCG03
12.OO-CEJ	Ce525	Air Service Liège	21	TC-ARD	CL-604	Arkasair	27
OO-FTS	Ce560XL	Abelag Aviation	AAB240F	26.PH-KXX	Fokker 50	Denim Air	28 DNM262P/BEE042P
13.A7-CEG	CL-605	Qatar Executive	QTR9036	27.D-CAIR	Ce560XLS	Berner Group	
D-FFHZ	PC-12/47	Zollern Flugdienst		D-FFAH	PC-12/45	Fresena Flug	2x
D-ICEE	Ce525	Eisele Flugdienst	EFD666	N191AE	Falcon 900EX	American Electric Power	29
HB-FWG	PC-12/47	Share Plane		N800CA	Beech1900D	Air Charters Europe	
14.TC-TJJ	B737-8S3	Corendon	CAI049/50	PH-BYD	Beech36	KLS	KLM7916
15.D-ILHC	Ce525	Lufthansa Flight Training	DLH9912	SE-LEL	Fokker 50	Skyways Express	arr SKX9202
D-ISKY	BeechB200	Air Hamburg Private Jets	AHO617T	SE-LEU	Fokker 50	Skyways Express	arr SKX9204
D-ITFC	BeechB200	Peak Air		28.CS-DUE	BAe125-750	NetJets Europe	NJE1TY
HB-FPZ	PC-12/47	Air Sarina		D-AUBP	A320-232	Airbus Industries	05 AIB230B/C
N1925M	G-IVSP	Mannco		D-CJET	Ce525B	Air Hamburg Private Jets	AHO708A
OY-CJY	DHC-8-315	Widerøe Flyveselskap	arr SXI1248	HB-FWG	PC-12/47	Share Plane	
PH-JXK	Fokker 50	Denim Air	DNM0024	M-IKEL	Falcon 2000LX	Michael Schumacher	01 2x
PH-JXK	Fokker 50	Denim Air	16 DNM441P	SE-LED	Fokker 50	Skyways Express	arr SKX9204
PH-OFL	Fokker 100	KLM Cityhopper a/w	arr KLM7151	SE-LEH	Fokker 50	Skyways Express	arr SKX9202
16.D-HMGX	S-76C	Chateau du Tertre		TC-MJA	Global 5000	MNG Jet	
D-IPVD	Ce525A	Prominent Gruppe		TC-SKR	B737-83N	Corendon	CAI049/50
17.LN-WIV	DHC-8-103	Widerøe Flyveselskap	30 WIF9028/49	29.D-CAHB	Lj40	DC Aviation	DCS047
PH-KXX	Fokker 50	Denim Air	18 DNM001P/501P	D-INAS	BeechC90B	VK Aviation & Trading	
18.D-FFHZ	PC-12/47	Zollern Flugdienst		G-LECA	AS355F1	HFS (Aviation)	30
OO-HCW	AS350B	Heli & Co	20	HB-FWG	PC-12/47	Share Plane	
19.N970SK	Ce750	Oshkosh Truck	20	OO-GMJ	Beech350	Air Service Liège	
OO-EDV	Ce525B	Air Service Liège		OO-HCZ	AS355N	Heli & Co	30
PH-EBR	Falcon 900	Skyscraper	f/v	SE-LEA	Fokker 50	Skyways Express	arr SKX9299
PH-KXX	Fokker 50	Denim Air	21 DNM139P/501P	30.EC-HIN	Ce525	Beyer Aviation	01 BEY261/71
20.CS-DXH	Ce560XLS	NetJets Europe	NJE455T	PH-KXX	Fokker 50	Denim Air	arr DNM306P
D-GBBB	DA42	Air Taxi Europe	TWG222	PH-RLY	Ce402B	Heli Holland	
D-IVIP	BeechB200	VHM					

Cargolux:

LX-ACV	09, 16	LX-TCV	18
LX-OCV	02, 04	LX-UCV	13, 30
LX-PCV	16, 20, 25	LX-VCV	23
LX-RCV	09, 27	LX-WCV	11
LX-SCV	23, 30	LX-YCV	02

Germanwings:

D-AGWA	06, 08, 13, 17, 20, 22, 25, 29
D-AGWB	01, 10, 11, 15, 18, 24, 27
D-AGWG	03, 04

Ryanair:

EI-DAC	12	EI-DYZ	20, 24
EI-DAJ	13, 20	EI-EBF	30
EI-DCF	25	EI-EBR	14
EI-DCK	03, 06	EI-EBS	19, 28
EI-DCN	14	EI-EBY	30
EI-DCR	30	EI-EFB	08
EI-DCW	05, 09	EI-EFF	14
EI-DCY	06, 08, 15, 29	EI-EFI	12
EI-DHW	13	EI-EFM	21
EI-DHZ	07, 26	EI-EFP	30
EI-DLE	05, 07, 27	EI-EFV	11, 30
EI-DLJ	04, 17	EI-EGA	18
EI-DLL	24, 27	EI-EGB	02
EI-DLO	09	EI-EGC	12, 16
EI-DLY	02, 17	EI-EKB	16
EI-DPA	02, 20	EI-EKE	02, 05, 07
EI-DPH	09	EI-EMB	09, 16
EI-DPI	01	EI-EML	10, 17, 24, 27
EI-DPM	23	EI-EMO	21, 23
EI-DPS	23	EI-ENB	07
EI-DPT	13	EI-ENK	05, 12
EI-DPV	10	EI-ENR	02, 09
EI-DPW	27	EI-ENV	12, 16, 19, 26, 28
EI-DPX	26	EI-ENX	23
EI-DWG	23, 30	EI-ENZ	03, 06
EI-DWK	23	EI-EPH	26
EI-DWL	28	EI-ESL	09
EI-DWO	15	EI-ESM	22
EI-DWY	21	EI-ESV	19
EI-DYF	02	EI-ESW	19
EI-DYJ	14, 19	EI-ESY	04, 22, 29
EI-DYN	01	EI-ESZ	11, 13, 18, 20
EI-DYP	10	EI-EVD	03
EI-DYR	30	EI-EVK	05
EI-DYT	16, 21, 26	EI-EVP	16
EI-DYY	28		

Royal Jordanian Cargo:

JY-AGQ	04, 07, 10, 11, 13, 14, 17, 18, 24, 25
JY-AGR	01, 03, 04, 06, 09, 16, 20, 22, 27, 28

Turkish Cargo:

TC-JCY	01, 08, 21, 22, 29
TC-JCZ	03, 06, 07, 11, 14, 20, 26, 27, 28

ULS Cargo (operating for Turkish Cargo):

TC-LER	02, 03, 10, 13, 15, 17 ² , 18, 23, 24
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This month's movements started to pick up on the 7th, when Airbus exchanged aircraft. An Airbus in Easyjet colours departed to Hamburg and a new one took its place inside the MAAS paint shop. A third Airbus, arriving empty on that date, departed to Ljubljana on a charter flight. The return flight took place on the 10th with a different airframe. Previously mentioned unpainted Airbus, departed on the 15th in full Sichuan Airlines colours and a Wideroe Dash-8 arrived for SAMCO after painting at Eindhoven. A former KLM Cityhopper Fokker 100 also arrived, all white, for work by SAMCO on that same date. A second Wideroe Dash-8 arrived for work on the 17th. A Minoan Airlines Fokker 50 departed to Crete on the 22nd. On the 27th, an invasion started, with the arrival of the first two Fokker 50s, previously operated by the now defunct airline Skyways. Two more arrived on the 28th and another one arrived on the 29th. The MAAS paint shop received a new Airbus on the 28th.

Credit: SG Maastricht / Threshold.

Groningen**June 2012**

01. PH-ACI	CeT303	AIS Activa	dep
02. 5629	C-130J-30	335Skv	NOW335A
	G-MACE	H369E	West Country Helicopters
03. 5607	C-130J-30	335Skv	04 NOW335A/B
	5629	C-130J-30	335Skv
	CS-DHL	Ce550 Bravo	NetJets Europe
	HA-FAM	Beech1900D	Farnair
04. D-CCIR	Do328-130	Do328-130	MHS Aviation
	D-INCS	Ce525	Bizair
	OE-GPS	Ce550 Bravo	Tyrolean Air Ambulance
	PH-MFA	DA42NG	Martinair Lelystad
05. D-CCIR	Do328-130	Do328-130	MHS Aviation
	D-CSEB	Ce560XLS+	Adolf Würth
	D-FDHR	PC-12/47	Witron Informatik Logistik
	D-INCS	Ce525	Bizair
	HB-IAU	Falcon 2000EX	Cat Aviation
			CAZ501/2



Almost a fixed item in Scramble are pictures of Airbuses which are painted at Maastricht. This time Sichuan Airlines A321 D-AVZQ was ready for departure back to Hamburg. On delivery it will become B-6920. (Maastricht-Aachen, 15 June 2012, Guido Wolfs)



Southern Aircraft Consultancy's Cessna T303 N303MB was previously registered PH-VGA and has been for sale for a while now. Star Air Service is listed as seller, but that company ceased trading a few weeks ago. (Teuge, 7 July 2012, Joost de Wit)

07.XW219	Puma HC1	33/230sq	RFR7211	PH-MFA	DA42NG	Martinair Lelystad	MPH151
G-JANN	PA-34-220T	David John Whitcombe		PH-SEW	R22	Wikselaar Satellite Trading	
PH-ACI	CeT303	AIS Activa		27.CS-DXR	Ce560XLS	NetJets Europe	NJE419M/510F
08.OO-VLJ	Fokker 50	CityJet	BCY925P/925	G-DLAL	BeechE90	Aerodynamics	OAS653
09.OO-VLP	Fokker 50	CityJet	BCY926/926P	OK-SLX	Ce560XL	Silesia Air	SUA672/3
10.G-JANN	PA-34-220T	David John Whitcombe		OY-FYN	MU-300	Alumeco	
11.5601	C-130J-30	335Skv	NOW335A	28.G-CGNP	EMB500	Flairjet	FLJ471/2
5607	C-130J-30	335Skv	12 NOW335B	G-ORTH	BeechE90	Gorthair	30
G-PETS	DA42NG	Diamond Executive Aviation	WKT06	HB-GPI	Beech300LW	Enjoy Air	29
12.G-781	C-130H	336sq	*NAF72	PH-DTS	DA42	Wings over Holland	dep
5607	C-130J-30	335Skv	NOW335B	29.N-227	NH90-NFH	DHC	*Guardian21
OE-GBB	Do328-110	Welcome Air	TYW523/4	29.D-INAS	BeechC90B	VK Aviation & Trading	
13.D-INCS	Ce525	Bizair		PH-JND	Ce560XL	JetNetherlands	30 JNL567
OE-GBB	Do328-110	Welcome Air	WLC6833	30.CS-DXD	Ce560XLS	NetJets Europe	NJE3EU/658E
PH-WRW	EC120B	Heli Holland		D-HEAB	Bell 407	Heliteam Süd	
14.OH-PAR	PA-30-160	Arrow		HB-LTZ	P180	Gofir	
15.N607LM	Eclipse 500	SAS	dep	OK-SLX	Ce560XL	Silesia Air	SUA601/2
16.N607LM	Eclipse 500	SAS		OK-TOP	PA-46-500TP		
17.OH-PAR	PA-30-160	Arrow		PH-WRW	EC120B	Heli Holland	
18.D-HMSH	R44	S.P. Luftbild	19				
G-BFBU	P68B	Reconnaissance Ventures	REV202	<u>bmi Regional:</u>			
PH-MFX	Ce650	JetNetherlands	JNL231	G-EMBP	18	G-RJXK	06, 13, 15, 20, 22, 25, 27, 29
19.D-HMSH	R44	S.P. Luftbild	20	G-RJXJ	01,11		
PH-HKM	PA-34-200T	KN Singles & Twins		<u>Corendon:</u>			
PH-PRM	PA-44-180	Stella Aviation	20	TC-SKR	28	TC-TJK	21
20.OK-PMC	PC-12/47E	Piper OK	NTF159A	TC-TJJ	07, 14		
21.CS-DHH	Ce550 Bravo	NetJets Europe	NJE1NH	<u>Ryanair:</u>			
G-OMRH	Ce550 Bravo	McAir Services		EI-DCM	27	EI-DWV	10
PH-ACI	CeT303	AIS Activa		EI-DCW	06	EI-DYF	24
PH-LAB	Ce550	NLR		EI-DLF	13, 27	EI-EBN	03
22.261	SH-14D	DHC	Neptune01	EI-DPF	01	EI-EBO	17
G-BFBU	P68B	Reconnaissance Ventures	REV202	EI-DPM	20, 29	EI-EBS	03
G-DMPP	DA42M	Diamond Executive Aviation	WKT03	EI-DPX	11, 15, 18, 25	EI-EBY	08
PH-ACI	CeT303	AIS Activa		EI-DWB	06	EI-ENV	10, 13
PH-CGN	Do228-212	Coastguard	NCG03	EI-DWE	17	EI-ENY	20, 24
PH-RWX	H269C	Rotor & Wings		EI-DWR	22	EI-ESM	04
23.PH-HKM	PA-34-200T	KN Singles & Twins		<u>Vueling:</u>			
25.261	SH-14D	DHC	Neptune01	EC-JGM	26	EC-LAA	16, 23
N904FC	PA-44-180T	Southern Aircraft Consultancy		EC-JSY	30	EC-LAB	28
PH-HBH	H269C	Heli Holland		EC-JYX	05	EC-LQL	19
PH-HKM	PA-34-200T	KN Singles & Twins		EC-KDG	09	EC-LRE	02
26.D-ISHF	PA-31T	Heli-Flight		EC-KDH	12		
EC-IMF	Ce550	Aerodynamics Malaga	29 EPJ52/51				
PH-ATT	H269C	Heli Holland					
PH-HKM	PA-34-200T	KN Singles & Twins					

July started with the Norwegian air force visiting Eelde several times during the first days of this month. On the 4th,

a Dornier previously operated by Cirrus Airlines but recently transferred to MHS Aviation. Both Cessnas where medical flights on that same date. The RAF Puma on the 7th, came in for a fuel-stop on its way to Wattisham. CityJet operated a charter to Jersey Airport on the 8th. The return flight the next day was operated with a different aircraft. The Norwegian returned on the 11th and the 12th for two more visits. The Welcome Air Dornier on the 12th was a medical flight. The next day, the same aircraft came in for a fuel-stop. On the 29th, N-227 performed an approach. The German helicopter on the 30th, came in for a fuel-stop. This chopper provided footage of the TT-races.

Credit: GEAS.

Deventer-Teuge

			July 2012
01. PH-MVR	R44	Wibo Vastgoed	arr
02. PH-OTO	H269C	Rotavisie	dep
PH-PXE	EC135P2i	KLPD	
PH-SBH	R44	Rotavisie	
04. N607LM	Eclipse 500	SAS	dep
10. PH-SBH	R44	Rotavisie	12
11. PH-ELP	EC135T2	ANWB – MAA	
12. A-247	SA316B	300sq	
PH-CVW	R22	A.F.C. van Westerop	
PH-OTO	H269C	Rotavisie	
PH-WNW	R44	HeliFlite	
13. D-ICF	PA-31-350	City-Flight Germany	16
15. PH-ZZF	CeT207A	Paracentrum Eelde-Hoogeveen	20
17. D-HFIN	Enstrom F28A	Startrade	dep
G-BKVT	PA-23-250	Fugro Malta	arr
18. D-HITT	R44	LGM Luftfahrt	
OE-XXY	R44	Startrade	
21. PH-ELP	EC135T2	ANWB – MAA	
22. PH-ECR	EC120B	Heli Holland	2x
PH-PXA	EC135P2i	KLPD	
RA-2075K	Yak52	Dutch Thunder Yaks	
24. OE-XXY	R44	Startrade	
26. G-OWND	R44	Startrade	3x tst
PH-UGW	Enstrom F28F	G. Wolfshohl	dep
27. D-EMCA	CeT206H	Uwe Thomas Carstensen	28
G-OWND	R44	Startrade	tst
PH-WRW	EC120B	Heli Holland	2x
29. 9H-FMV	PA-23-250	Fugro Malta	dep
PH-LAW	CeT310R	Y.E. Slagboom	arr

The British registered Piper on the 17th, departed on the

29th with a Maltese registration but remains with the same operator. The BritishRobinson 44 changed owner, shortly after its arrival last month. The Enstrom on the 26th, arrived by road as D-HEVA, after being substantially damaged in a severe hailstorm, when parked in the grounds of Hotel Weisser Bär in Mühlheim an der Mosel on 26 August 2011.

Credit: Teuge Airport, Roy Wassink / Teuge forum, Joost de Wit.

Eindhoven

			July 2012
01. 01	C-17A	HAW	dep Bartok82
EC-LEB	Global XRS	TAG Aviation España	TGM231B
F-GZHD	B737-8K2	Transavia (France)	TRA6608/0091
OO-CEJ	Ce525	Air Service Liège	
PH-JCI	Raytheon 390	ASL	03
02. CC-3	CN295M	TukiLLv	FNF221
Q-01	AH-64D	301sq	*Redskin11, GLV-V
S-445	AS532U2	300sq	*GLV-V
HB-JGJ	G450	G5 Executive	07 EXH412/1
OO-MLG	Ce560XL	Abelag Aviation	AAB140C
UR-CGW	An-12BP	Ukraine Air Alliance	UKL4072/3
03. CC-3	CN295M	TukiLLv	FNF221
LZ-MDA	A320-232	Air Via	WZZ4325/6
PH-JCI	Raytheon 390	ASL	04
SP-MIX	PC-12/47	J. Kruger	04
04. 50+07	C-160D	LTG61	GAF017
S-445	AS532U2	300sq	*Demon2
S-457	AS532U2	300sq	*Demon2
D-CBEN	Ce560 Ultra	Adolf Würth	2x
D-CNMB	Lj45	MHS Helicopter-Flugservice	05
OO-PHB	Beech1900D	Air Service Liège	
PH-JCI	Raytheon 390	ASL	05
05. AT02	Alpha Jet E	11sm/AJetS	*BAF102
AT17	Alpha Jet E	11sm/AJetS	*BAF101
MM62203	P180AM	71°GR	IAM1496
D-CEXP	Lj35A	Air Alliance Express	AYY110
D-IGME	Ce525	Charter Service Hetzler	06
LZ-MDA	A320-232	Air Via	WZZ4325/6
OO-ACC	Ce525A	Air Service Liège	
OO-MLG	Ce560XL	Abelag Aviation	AAB140C
OO-PHB	Beech1900D	Air Service Liège	
PH-JCI	Raytheon 390	ASL	08
06. D-CNAY	SA227AC	Binair	BID11A/B
07. LZ-MDA	A320-232	Air Via	WZZ4325/6
N420QS	G-IVSP	NetJets	08
08. D-COMO	Lj60	Jetair Flug	10 JTI801/105



AS532U2 82+02 is one of three such helicopters delivered to the German Luftwaffe in 1997-1998. They are used in the VIP transportation role. 82+02 has been flying in this colour scheme since December 2004. It belongs to the Flugbereitschaft des Bundesministeriums der Verteidigung. (19 July 2012, Niels Quist).

PH-FJK	Ce525B	JetNetherlands	JNL993	N-227	NH90-NFH	860sq	*Fiber03
SE-LSE	Saab 2000	Golden Air	16 GAO9205/8	PH-FJK	Ce525B	JetNetherlands	23 JNL230/994
SP-MIX	PC-12/47	J. Kruger	09	PH-KXX	Fokker 50	Denim Air	DNM1988/988P
TC-IZC	B737-86J	Air Berlin Turkey	<u>CAI041/0</u>	23.10+24	A310-304MRTT	FBS BMVg	GAF597
09.15003	CC-150	437sq	10 CFC3143	PH-DLN	P180	JetNetherlands	JNL973
50+67	C-160D	LTG63	GAF063	24.FB21	F-16BM	2w	*BAF231
50+72	C-160D	LTG61	GAF910	J-866	F-16AM	312sq	*
92-13122	RC-12X	1MIB	Argus	D-BETI	Falcon 50EX	Air Tasking Service Dortmund	2x
D-CNAY	SA227AC	Binair	BID11A/B	D-CAVE	Lj35A	Deutsche Rettungsflug	AMB574
HB-JGJ	G450	G5 Executive	EXH419/1	OO-LAC	Beech200C	Abelag Aviation	AAB280H
PH-JCI	Raytheon 390	ASL	12	PH-FJK	Ce525B	JetNetherlands	27 JNL994/5
UR-CAK	An-12BP	Ukraine Air Alliance	13 UKL4072/1	25.Q-17	AH-64D	301sq(special c/s) *Redskin22, GLV-V	
10.CC-3	CN295M	TukiLLv	FN226	HB-JGJ	G450	G5 Executive	27 EXH432/51
D-CSEB	Ce560XLS+	Adolf Würth	2x	26.LX-N90455	E-3A	NAEW&CF	*Nato01
LZ-MDA	A320-232	Air Via	WZZ4325/6	D-AOLH	Fokker 100	OLT Express	OLT8490/03
PH-JAX	BeechC90GTi	Verwelius	12	EC-LJC	Ce510	Aerodynamics Malaga	DSP242/3
11.D-666	CH-47D	298sq	*GLV-V	LZ-MDA	A320-232	Air Via	WZZ4325/6
Q-18	AH-64D	301sq	*GLV-V	VP-CFZ	Ce750	Flying Partners	
Q-21	AH-64D	301sq	*GLV-V	27.J-015	F-16AM	312/313sq	*Orange2
D-AEAL	A300B4-622R(F)	European Air Transport	BCS852P/311	J-055	F-16AM	313sq	*Sting
HB-FOW	PC-12/45	Future Finance Corporation		J-062	F-16AM	313sq	*Sting
N800CA	Beech1900D	Air Charters Europe	12	J-638	F-16AM	313sq	*Orange1
12.CS-TMT	A330-322	21sm	BAF630	UR-CGW	An-12BP	Ukraine Air Alliance	
A-247	SA316B	300sq	Bluebird25	28.15001	CC-150	437sq	29 CFC3147/5
D-IFGN	PA-31T			OO-FPE	Ce525B	Flying Group	FYG51N/2N
HB-JGJ	G450	G5 Executive	EXH442/3	29.081/F-RAJB	A340-211	ET03.060	30 CTM1021
LZ-MDA	A320-232	Air Via	WZZ4325/6	N233QS	Falcon 2000EX	NetJets	30
N800CA	Beech1900D	Air Charters Europe		N762NA	B767-319ER	North American Airlines	30 NAO933/0051
PH-JCI	Raytheon 390	ASL	14	PH-DTP	Beech400A	JetNetherlands	JNL292
TC-FBR	A320-232	Freebird Airlines	CAI041/0	30.FB17	F-16BM	10w	*BAF501
13.N212LT	PC-12/45	Luc Thijs		F-RADB	A310-304	ET03.060	CTM1071
14.D-CKHG	Ce560XLS	Windrose Air Charter	QGA353A/6A	LX-N90452	E-3A	NAEW&CF	*Nato01
D-GMFA	PA-34-220T	Munich Flight Academy		D-CEXP	Lj35A	Air Alliance Express	AYY110
EC-LIO	Beech400A	Lancelot Flight Service	DNC461/2	PH-FJK	Ce525B	JetNetherlands	31 JNL995/7
LX-SEH	Ce560XLS	Luxaviation	15 LXA514/5	31.081/F-RAJB	A340-211	ET03.060	CTM1022
LZ-MDA	A320-232	Air Via	WZZ4325/6	D-102	CH-47D	298sq	*Grizzly12
15.D-COMO	Lj60	Jetair Flug	16 JTI140/65	Q-17	AH-64D	301sq	*Redskin53
HB-JEV	G550	G5 Executive	EXH272/3	OK-PPP	PC-12/47	Peter Turek	
LN-WIA	DHC-8-103	Wideroe	24 WIF9069/71	UR-CGW	An-12BP	Ukraine Air Alliance	
PH-FJK	Ce525B	JetNetherlands	18 JNL993/230				
16.D-666	CH-47D	298sq *Corona2, Grizzly33, GLV-V					
UR-CAK	An-12BP	Ukraine Air Alliance	17 UKL4072/3				
17.B-583	C-130J-30	Esk 721	DAF3060				
02	C-17A	HAW	18 Bartok89				
D-666	CH-47D	298sq	*				
S-457	AS532U2	300sq	*Wildcat64				
LZ-MDA	A320-232	Air Via	WZZ4325/6				
OO-LIE	Ce525B	Abelag Aviation	18 AAB270D				
18.CC-3	CN295M	TukiLLv	FN227				
749	C-130H	356 MTM	19 HAF356H				
S-457	AS532U2	300sq	*Wildcat03, GLV-V				
G-VKGO	EMB500	M-KICK					
OO-EDV	Ce525B	Air Service Liège	20 2x				
OO-LIE	Ce525B	Abelag Aviation	AAB270D				
19.CH12	C-130H	20sm	BAF679				
CC-3	CN295M	TukiLLv	2x FN227				
R219/64-GC	C-160R	ET00.064	2x CTM1245				
33/XA	TBM-700A	ET00.043	CTM3841				
111/XM	TBM-700A	ETEC00.065	CTM3885				
147/XS	TBM-700A	ETEC00.065	CTM3833				
82+02	AS532U2	FBS BMVg	GAF710				
50+07	C-160D	LTG61	GAF959				
51+09	C-160D	LTG63	GAF041				
02	C-17A	HAW	20 Bartok89				
G-781	C-130H	336sq	Herky				
Q-21	AH-64D	301sq	*Redskin33, GLV-V				
D-CTRI	Lj35A	Air Alliance Express	AYY112				
LZ-MDA	A320-232	Air Via	WZZ4325/6				
G-VKGO	EMB500	M-KICK					
OY-SRK	B767-204ER(F)	Star Air	GEC8320				
20.50+62	C-160D	LTG62	GAF469				
50+95	C-160D	LTG6	GAF012				
D-CAAE	Lj55	FAI Rent-A-Jet	IFA2381				
D-CEXP	Lj35A	Air Alliance Express	AYY110				
PH-KXX	Fokker 50	Denim Air	DNM913P/1913				
22.15003	CC-150	437sq	CFC3146				

This month a French Transavia on the 1st, operating the inbound flight from Faro. Air Via Operated several flights for Wizzair this month. The first customer for the paint shop arrived on the 8th. This Golden Air Saab departed all white. Also on that same date, a question mark. Pegasus Airlines operated a flight for Corendon with Boeing 737 equipment in Air Berlin Turkey colours but its identity has not been confirmed. Air Charters Europe operated two donor flight on the 11th and 12th. The next customer for the paint shop arrived on the 15th. This Wideroe Dash-8 departed with a fresh coat of paint. PSV Eindhoven departed to Poland on the 20th and returned two days later. For both trips, a Denim Air Fokker was used. On the 26th, the football selection went to Greece and used an OLT Fokker. The month ended with a North American Boeing 767, arriving from Leipzig/Halle Airport and departing the next day to Austin.

Starting July at Eindhoven is a frequent visit from a TukiLLv Casa 295 that flew support missions for Dutch helicopter training in Portugal for 'Hot Blaze'. After that, two Belgium Alpha Jets flew by after a navigation trip from Beauvechain. On the 9th, a Canadian Polaris came in to drop soldiers who participated in the annual Nijmegen Vierdaagse / Nijmegen march the Polaris would visit several times this month with the 01 and 03. Celebrations took place on the 19th as another change of command resulted in a nice variety of European airplanes on the aprons. Local 336sq Hercules G-781 is mentioned as she participated in the aerial parade over Brussels. A 860sq NH90 refuelled at Eindhoven, on the 22nd, before continuing towards Hyères, France. Ending the month are some French transports, flying passengers to/ from the Caribbean and Finland.

Credit: EWAS, Eindhoven Airport, Coen van Noordwijk, Yorden van de Weteringh, Oscar Sannen, Scramble MB.



Seen here on the runway at Eindhoven is C-160R R203/64-GC of ET00.064. It differs from the regular C-160R in that it is also an airborne tanker aircraft. The tankers can be identified by the dayglo applied to the rear of the fairing covering the main undercarriage. It was at Eindhoven for a change of command with the EATC. (24 July 2012, Mike Schoenmaker)

Gilze-Rijen

July 2012			
03. J-066	F-16BM	KTV/323sq	*Diana21
09. CH09	C-130H	20sm	*BAF670
XZ176	Lynx AH7	1Regt	*AAC103
XZ211	Lynx AH7	1Regt	*AAC121
XZ609	Lynx AH7	1Regt	*AAC107
XZ674	Lynx AH7	1Regt	*AAC113
XZ679	Lynx AH7	1Regt	*AAC977
10. G-781	C-130H	336sq	*NAF71
11. S-419	AS532U2	300sq	tdy HNLMS Rotterdam
S-447	AS532U2	300sq	tdy HNLMS Rotterdam
12. J-884	F-16BM	312sq	*Shark1
16. XZ179	Lynx AH7	1Regt	*AAC101
17. L-05	PC-7	131EMVOsq	*
18. 668	F-16AM	FLO	*Dolly01
L-07	PC-7	131EMVOsq	*
L-08	PC-7	131EMVOsq	*2x
20. J-009	F-16AM	313sq	*Sting
J-508	F-16AM	313sq	*Sting
24. G-988	C-130H	336sq	*4x NAF71
26. E138/705-RQ	Alpha Jet E	EAC00.314/AJetS	*FAF6410
27. H20	A109BA	1w	BAF320
30. J-015	F-16AM	312/313sq	*Orange
J-369	F-16BM	313sq	*Bonzo01
31. J-209	F-16BM	313sq	*Bonzo

The AAC Lynx parade flew by Gilze-Rijen after refuelling at Woensdrecht. Two local 300sq Cougars left for a deployment on board HNLMS Rotterdam as the Lynx is nearing retirement and the NH90 isn't able to be deployed on a vessel yet. On the 18th, a Norwegian Falcon visited for some touch and go's while testing her systems after maintenance attention at Woensdrecht. Following highlight remains the French Alpha Jet, not common in this area and closing the month are local Volkel Falcons with the Orange Lion passing by after returning from Texel Airshow/Leeuwarden and J-209 prior to transferring to Tucson, Arizona.

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

De Kooy

July 2012			
04. S-175	S.Lynx Mk90B	Esk 723	DAF3170
A-247	SA316B	300sq	Bluebird24
09. S-175	S.Lynx Mk90B	Esk 723	10 DAF3170
10. Q-01	AH-64D	301sq	Redskin07
16. N-228	NH90-NFH	860sq	delivery

20. 83+06	S.Lynx Mk.88A	MFG3	GNY4611
21. N-164	NH90-NFH	860sq	*
23. 83+06	S.Lynx Mk.88A	MFG3	GNY4611
24. H40	A109BA	1w	BAF317
27. H24	A109BA	1w(solo display c/s)	*BAF333
H27	A109BA	1w	*BAF333
ST25	SF260	CC Air	*BAF195
3361	Mi-35	221.lbvr(tiger c/s)	*CEF851
7353	Mi-24V	221.lbvr(black tiger c/s)	*CEF851
57+04	Do228-212	MFG5	*PCT408
J-015	F-16AM	312/313sq	*Orange2
J-638	F-16AM	313sq	*Orange1
28. CH03	C-130H	20sm	*BAF647
57+04	Do228-212	MFG5	*GNY4788
041	Falcon 20ECM	717skv	*NOW45
08-8604/RS	C-130J-30	86th AW	*HKY99
D-102	CH-47D	298sq	*Grizzly52
YL-TLF/0	L-39C	Breitling Jet Team	
YL-TLG/4	L-39C	Breitling Jet Team	
ES-YLF/6	L-39C	Breitling Jet Team	
ES-YLI/3	L-39C	Breitling Jet Team	
ES-YLP/7	L-39C	Breitling Jet Team	
ES-YLS/2	L-39C	Breitling Jet Team	
ES-YLX/1	L-39C	Breitling Jet Team	
29. 3361	Mi-35	221.lbvr(tiger c/s)	*CEF851
7353	Mi-24V	221.lbvr(black tiger c/s)	*CEF851
31. A-247	SA316B	300sq	Bluebird12

On its way to/from the RIAT/RAF Fairford, the Danish Super Lynx refuelled at De Kooy, spending the night while returning. After the Farnborough Airshow, NH90 N-228 returned home to 860sq. Next was a German Super Lynx en route to Weston Supermare and a 860sq NH90 returned after flying along in the Belgium air parade over Brussels. Ending this month are the flying activities due to the Texel Airshow, on the 27th various visitors arrived/rehearsed and made a fly-by over the airfield. The following day was show time and involved some larger planes on fly by and the Breitling Jet Team spend some hours on the ground prior to flying their display. While returning in pouring rain showers, both Czech Air Force 'Hind' helicopters refuelled before heading back home.

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

Leeuwarden

July 2012			
02. FA57	F-16AM	2w	20 BAF251/271
A-247	SA316B	300sq	Bluebird11
04. 89+55	Sea King Mk41	MFG5(special c/s)	GNY4869

011	CN295M	13.eltr	PLF033	17.FA106	F-16AM	10w	BAF502
56	Mig-29A	1.eltr	PLF201A/202A	FA136	F-16AM	10w	BAF503
111	Mig-29A	1.eltr	PLF201B/202B	FB24	F-16BM	10w	BAF501
F-GPAA	Falcon 20C	AVDEF	dep Ghost24	18.FA94	F-16AM	10w	BAF434
05.E-005	F-16AM	Skydstrup Wing	11 DAF3266	FA106	F-16AM	10w	BAF432
06.A-275	SA316B	300sq	Bluebird11	FA134	F-16AM	10w	BAF433
PH-KBX	Fokker 70	Netherlands Gvmt		FA136	F-16AM	10w	BAF431
09.FA95	F-16AM	10w	BAF502	4588/61-PM	C-130H	ET02.061	20 CTM2016
FA99	F-16AM	10w	BAF504	19.FA94	F-16AM	10w	BAF504
FA104	F-16AM	10w	BAF501	FA106	F-16AM	10w	BAF502
FA134	F-16AM	10w	BAF503	FA134	F-16AM	10w	BAF501
282	F-16AM	FLO	20 NOW331/332C	FA136	F-16AM	10w	BAF503
674	F-16AM	FLO	20 NOW132/332B	20.G-781	C-130H	336sq	*NAF71
011	CN295M	13.eltr	PLF033	24.MM7282/36-15	EF-2000	36ST	26 IAM3610A
56	Mig-29A	1.eltr	PLF201A	MM7298/36-24	EF-2000	36ST	26 IAM3610B
111	Mig-29A	1.eltr	PLF201B	MM7309/36-31	EF-2000	36ST	26 IAM3610C
N116MA	Lj-36A	Skyline Aviation	13 Lion16	MM7314/36-37	EF-2000	36ST	26 IAM3610D
10.FA69	F-16AM	10w	BAF431	25.G-988	C-130H	336sq	*NAF78
FA99	F-16AM	10w	BAF434	27.J-003	F-16AM	312sq	*Fist2
FA103	F-16AM	10w	BAF433	J-015	F-16AM	312/313sq	30 Orange2
FA131	F-16AM	10w	BAF432	J-508	F-16AM	312sq(313sq mks)	*Fist1
MM7284/36-10	EF2000	36ST/10°GR	IAM3610B	J-638	F-16AM	312sq	30 Orange1
MM7296/36-22	EF2000	36ST/10°GR	IAM3610A	31.J-209	F-16BM	312sq	*Bonzo
G-781	C-130H	336sq	*NAF71	N-195	NH90-NFH	860sq	*Miller02
J-508	F-16AM	313sq	20 Sting1				
L-12	PC-7	131EMVOsq	*Diamond10				
PH-PXB	EC135P2+	KLPD	ZXP02				
11.FA94	F-16AM	10w	BAF502/512				
FA99	F-16AM	10w	20 BAF501				
FA131	F-16AM	10w	BAF502				
FA136	F-16AM	10w	BAF504/513				
E-607	F-16AM	Skydstrup Wing	20 DAF3266/3264B				
12.FA56	F-16AM	10w	BAF433				
FA86	F-16AM	10w	BAF431				
FA131	F-16AM	10w	BAF433				
FA134	F-16AM	10w	BAF432				
305	F-16BM	FLO	NOW331				
J-515	F-16AM	312sq	dep VKL Bonzo01				
J-866	F-16AM	312sq	24 Fist2/Bonzo				
13.FA106	F-16AM	10w	BAF502				
FA134	F-16AM	10w	BAF501				
G-781	C-130H	336sq	*NAF72				
16.FA106	F-16AM	10w	BAF431	02.PH-FVZ	R44	EBAG Helicopters	
FA119	F-16AM	10w	BAF434	06.N195JR	Beech95	Buddy Management	
FA134	F-16AM	10w	BAF432	10.D-CAPB	Ce560 Encore+	Aerowest	
FA136	F-16AM	10w	BAF433	12.PH-ANO	Ce560XLS	JetNetherlands	
FB24	F-16BM	10w	*BAF501	20.EC-KJH	Global Express	TAG Aviation España	dep
G-781	C-130H	336sq	18 NAF30/Blackbull	N524SF	Ce525	C.P. Lockyer	23
N116MA	Lj-36A	Skyline Aviation	Lion16	23.PH-ECC	PC-12/45	Elas Professional Services Network	dep
				27.N162DE	DHC-6	Rampart Aviation	dep

This month Leeuwarden is dominated by FWIT activities, with an exception found on the 4th as a German Sea King and two Poland MiG-29s + CASA295 support came in before continuing to RAF Fairford for the RIAT 2012 and returning five days later. Next to the large amount of Belgium, Danish and Norwegian Falcons, the Italian Typhoons where a nice addition as training targets. The French Hercules also flew local missions under callsign 'Angel' as our own fleet was busy elsewhere. For the Texel Airshow, J-015 and J-638 came to represent the Solo display team and spare plane.

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

Lelystad

July 2012

02.PH-FVZ	R44	EBAG Helicopters	
06.N195JR	Beech95	Buddy Management	
10.D-CAPB	Ce560 Encore+	Aerowest	
12.PH-ANO	Ce560XLS	JetNetherlands	
20.EC-KJH	Global Express	TAG Aviation España	dep
N524SF	Ce525	C.P. Lockyer	23
23.PH-ECC	PC-12/45	Elas Professional Services Network	dep
27.N162DE	DHC-6	Rampart Aviation	dep



From 24 until 26 July, four Italian EF2000s were at Leeuwarden for the FWIT. Hans Rolink took this photo of MM7298/36-24 of 36° St/12° Gr on 24 July 2012.

28. D-AVRP BAe146-RJ85 Lufthansa Cityline 09 DLH9939/40

The Global Express on the 20th departed all white after a visit to the QAPS paint shop. On the 27th, a Twin Otter departed after maintenance. The Cityline BAe146 arrived from Cologne in basic Lufthansa colours and departed in full Air Botswana colours back to Cologne after painting by QAPS.

Credit: Joost de Wit, Jeroen Schonewille, Scramble MB.

Volkel

July 2012			
03. 92-13122	RC-12X	1MIB	Argus59
J-066	F-16BM	KTV/323sq	*Diana21
L-03	PC-7	131EMVosq	2x *Razor03
L-12	PC-7	131EMVosq	*Diamond12
04. S-445	AS532U2	300sq	*Demon2
S-457	AS532U2	300sq	*Demon2
05. FB17	F-16BM	10w	*Tiger22
45+70	Tornado IDS	JBG33	*GAFE15
45+90	Tornado IDS	JBG33	*GAFE12
D-666	CH-47D	298sq	*Corona5
09. FB21	F-16BM	10w	*Tiger21
XZ176	Lynx AH7	1Regt	*AAC103
XZ211	Lynx AH7	1Regt	*AAC121
XZ609	Lynx AH7	1Regt	*AAC107
XZ674	Lynx AH7	1Regt	*AAC113
XZ679	Lynx AH7	1Regt	*AAC977
11. L-08	PC-7	131EMVosq	2x *Diamond10
12. A-247	SA316B	300sq	*Bluebird25
13. G-781	C-130H	336sq	*NAF71
L-03	PC-7	131EMVosq	*Diamond12
16. 1x	Lynx AH7	1Regt	*AAC103
FB24	F-16BM	10w	BAF501
D-666	CH-47D	298sq	*Corona2
17. FB23	F-16BM	10w	2x *Tiger11
84-0085	C-21A	76th AS	*Jalop56
92-13122	RC-12X	1MIB	Argus88
L-12	PC-7	131EMVosq	*
19. L-03	PC-7	131EMVosq	*Diamond58
24. G-988	C-130H	336sq	*NAF71
25. 02-1109	C-17A	62nd AW	26 Hard42
G-988	C-130H	336sq	NAF78

July started for Volkel with a US Army RC-12X, spending about 20 minutes on the tarmac and this airframe also visited again later in the month, this time spending an even shorter time. The AAC Lynx parade also flew by Volkel, after Gilze-Rijen and Woensdrecht on the 9th. Closing the month is another USAF C-17A Globemaster from McChord.

Credits: SG Volkel Message Board, Oscar Sannen, Scramble MB.

Woensdrecht

June 2012			
05. 30+31	EF2000T	JBG31	*GAF31K
S-440	AS532U2	300sq	T% Wildcat05
EI-EXK	A320-232	Livingston	D%
06. CH08	C-130H	20sm	*BAF682
09. 1x	SF-260D	CC Air	*BAF150
CH09	C-130H	20sm	*
XZ176	Lynx AH7	1Regt	*AAC103
XZ211	Lynx AH7	1Regt	*AAC121
XZ609	Lynx AH7	1Regt	*AAC107
XZ674	Lynx AH7	1Regt	*AAC113
XZ679	Lynx AH7	1Regt	*AAC977
10. G-781	C-130H	336sq	*NAF71, 72
11. D.2-03	F27-200MAR	802Esc	T% AME0203
12. PH-PXY	AW139	KLPD	*ZXP25
13. D.2-03	F27-200MAR	802Esc	D% AME0203
D-666	CH-47D	298sq	*Grizzly72
OO-SSN	A319-112	Brussels Airlines	D%
16. XZ179	Lynx AH7	1Regt	*AAC101
D-666	CH-47D	298sq	*Corona2
S-445	AS532U2	300sq	*Wildcat61
PH-AQB	Fokker 100	Network	T% FOP564
17. PR-OAU	Fokker 100	Avianca	T%

18. 668	F-16AM	FLO	T% Dolly01
19. 668	F-16AM	FLO	D% NOW331
D-106	CH-47D	298sq	T% Grizzly92
PR-OAU	Fokker 100	Avianca	T%
20. D-102	CH-47D	298sq	*Grizzly10
D-106	CH-47D	298sq	T% Grizzly92
D-661	CH-47D	298sq	*Grizzly21
D-665	CH-47D	298sq	*Grizzly10
G-781	C-130H	336sq	*NAF78
J-009	F-16AM	313sq	*Sting
J-508	F-16AM	313sq	*Sting
Q-17	AH-64D	301sq(special c/s)	*Redskin31
S-441	AS532U2	300sq	*Wildcat72
VH-NHK	Fokker 100	Network	D% SX11251
PR-OAU	Fokker 100	Avianca	2x T%, D% ONE9902
PH-PXZ	AW139	KLPD	*ZXP26
23. H46	A109BA	1w	*Ares502
D-106	CH-47D	298sq	T% Grizzly92
G-781	C-130H	336sq	*NAF71
D-AFKF	Fokker 100	Contact Air/OLT Germany	27%
24. D-106	CH-47D	298sq	T% Grizzly92
G-988	C-130H	336sq	*NAF71
PH-PXY	AW139	KLPD	*ZXP25
25. G-781	C-130H	336sq	*NAF71
J-369	F-16BM	313sq	T% + D% M2927
27. LX-N90452	E-3A	NAEW&CF	Nato01
D-106	CH-47D	298sq	T% + D% Grizzly92
PR-AOF	Fokker 100	Avianca	A% ONE9902
D-AFKB	Fokker 100	Contact Air/OLT Germany	A%
CS-TFY	A320-232CJ	Luzzair	A% LMJ719
30. 689	F-16BM	FLO	T% Dolly
J-369	F-16BM	313sq	*Bonzo
31. 689	F-16BM	FLO	D% NOW331
S-440	AS532U2	300sq	T% Wildcat05
S-454	AS532U2	300sq	*Duke3

Woensdrecht started with a rare visit of a German Typhoon trainer, followed by a Belgium Hercules visiting for landing trainings. The AAC Lynx parade came in for refuelling on the 9th, followed by the highlight of the month/year, the test flight and ferry flight of the Spanish Air Force Fokker 27-200MAR back home after arriving in August 2011. This month two Norwegian Falcons returned back home after attending Fokker for maintenance. On the civil side we start with a 'new' Airbus delivery to Livingston, followed by Brussels Airlines that took delivery of a 'new' Airbus A319. Network Australia received another Fokker 100 and Avianca swapped on a Fokker 100. Contact Air brought in two Fokker 100s for repaint in OLT Express Germany colours, likely without knowing that their Polish counterpart wouldn't survive that long. Luzzair came in with their A320 corporate jet for another interior upgrade.

Credits: Airnieuws, SG Woensdrecht, Pieter van 't Hof, Oscar Sannen, Eric van Lisdonk, Flying Kiwi, E.Bauer, Stefan Lodewijks.

Flamingo (Bonaire, Dutch Caribbean)

July 2012			
01. N118LA	BeechB55	Arland E. Miller	04
N122WW	Ce550	Astra Skys	
N5WN	Ce525B	Universal Heliair	02
02. YV2238	BN-2A	Chapi Air	
03. YV1014	Ce335		
YV1845	PA-31-350		
04. N590FA	G150	Inversiones Aeronet	
YV361T	BeechB200GT		
YV396T	Sh360-200	Comercial de Aviacion	06
05. YV1827	PA-23	Air America Caribbean	08
YV1845	PA-31-350		
YV2238	BN-2A	Chapi Air	
08. 8R-BKP	Ce208B	Air Services Limited	09 del
8R-GCB	Ce208B	Air Services Limited	09 del
HK-4662	Lj35A	SARPA	
09. YV2238	BN-2A	Chapi Air	
10. N35NK	Lj35A	B & E Houck leasing	
YV2704	PA-31		

11. N625EL	CL-300	Cedel International Investment	
N87SA	BeechB200	Trond Osthaug	12
YV2226	BeechB100		
YV2238	BN-2A	Chapi Air	
12. HK-4662	Lj35A	SARPA	
HK-727	B727-59(F)	Aérosucre Colombia	
YV2711	PA-42		
13. N155SJ	Lj55ER	Harbor Aviation	16
PJ-SBC	PA-31-350		
15. YV2711	PA-42		
16. HK-4662	Lj35A	SARPA	
YV2238	BN-2A	Chapi Air	
YV2704	PA-31		19
17. YV1550	PA-34-200T		
18. HK-4362	BAe3101	SARPA	
HK-4826	Lj35A	Rent Air	
19. YV1832	P68		22
YV2238	BN-2A	Chapi Air	
20. N707TL	BeechE90	Air America Caribbean	
YV2007	PA-34-200T		
YV396T	Sh360-200	ComerAvia	
21. N958QS	Ce750	NetJets	22
YV2747	Beech200		22
22. HK-4662	Lj35A	SARPA	
YV1014	Ce335		
23. YV2238	BN-2A	Chapi Air	
24. N590FA	G150	Inversiones Aeronet	27
N625EL	CL-300	Cedel International Investment	
N728MG	Lj55	Alpha Charlie Trust	
N97DL	PA-34-200T	Adams Aviation Services	
YV394T	SA227		
YV396T	Sh360-200	ComerAvia	
25. HK-4465	B727-222(F)	Aérosucre Colombia	
PJ-SBC	PA-31-350		
YV1014	Ce335		
26. HK-2485G	IAI1124A	Ingenio del Cauca	
P4-TID	Lj35A	Tiara Air	
YV2238	BN-2A	Chapi Air	
27. N150CT	G150	CSC Trust	28
N510LC	PA-31T	Alpha Charlie Trust	
N5WN	Ce525B	Universal Heliair	
YV1923	SA227TT		
28. YV1743	Ce310		29
29. N5WN	Ce525B	Universal Heliair	30
YV1851	RC690C		
30. N150CT	G150	CSC Trust	
YV1416	BN-2A	Chapi Air	
YV1743	Ce310		
31. YV258T	BN-2A		

Arkefly:

PH-AHX	19	PH-OYI	05
PH-OYE	14	PH-OYJ	07, 12, 21, 26, 28

Delta:

N582NW	30	N590NW	28
N584NW	23	N592NW	07, 14
N588NW	21		

United:

N27239	01	N74214	08
N33266	14	N76288	29
N33294	28	N76529	22
N35260	07	N78506	07
N37420	14	N87513	28
N37427	21	N87531	15
N73291	21		

Left out were KLM, DAE (F100 and ATR42), EZ Air (BN2 and Pa31), Insel Air (EMB110, Fokker 50 and MD80), Tiara Air (S360) and Divi Divi Air (BN2), unless operating a non-scheduled flight.

On the 4th, a visit from a non Tiara Air Shorts 360. This ComerAvia example stayed for some days and repeated this two more times this month. Next highlights were the two Cessna 208s on a delivery flight from Kingston, arriving on the 8th and continuing the next day to Georgetown. On the

12th and 25th, two rare cargo charters by Aerosucre. Chapi Air operated several charters to Las Roquas, Venezuela on a kind of scheduled service with their Islander YV2238 this month.

Credit: Danny de Kiewit.

Hato (Curaçao, Dutch Caribbean)

			May 2012
01. 79-0002	E-3B	960th AACs	31
6Y-JXD	Saab 340A(F)	Exec Direct Aviation	
LV-BRJ	Ce750	Pablo Javier Yabran	
PP-SCB	CL-605	Casa Bahia Comercio	
YV1093	Bell 206		
YV1866	Ce414A		
YV2573	BeechA100		
"YV3811"	BeechE90	<i>impounded</i>	(ex N63BV)
02. 58-0038	KC-135R	77th ARS	dep
75-0556	E-3B	960th AACs	dep
N296L	Lj60	Hop-a-Jet	
N448RT	Ce680	Cessna Aircraft	
N750BP	Ce750	Ci-Ten Leasing Corporation	
03. PH-CXP	Fokker 100	Southern Cross Int'l a/w	
YV356T	MD900		
04. LV-ZXX	Beech350		
N461RG	BeechC90GTx	Ninety Aircorp	
N550DA	Ce550	550DA Investments	
XA-VLA	Lj60		
YV2679	IAI1125SP	Constructora Sambil	
YV305T	Ce525A	Venequip	
YV356T	MD900		
05. 79-0003	E-3B	960th AACs	17 div
HK-4261	B727-251(F)	Líneas Aéreas Suramericanas	
HK-4637	B727-2S2F	Líneas Aéreas Suramericanas	
N610LJ	Lj35A	4D Aviation	
N64SV	Ce560 Encore+	Mayordomo Aviation	
YV2319	Beech200	Inversiones Lazarus	
YV2750	AC681		
06. N429SA	Falcon 2000LX	Koggen	
N58RP	Beech58P	Air Oaks	
N8779Z	CeP206D	Luis A. Morales	
XA-VLA	Lj60		
YV305T	Ce525A	Venequip	
07. V-11	GLF4	334sq	
57-1438	KC-135R	57-1438	dep
08. 165314	C-130T	VR-62	
1711	HC-130H	USCG Clearwater	RTB
60-0335	KC-135T	91st ARS	15
HK-4594	B727	Aérosucre Colombia	
LV-CVQ	Lj45XR	Oil Combustibles	
LV-PBV	CL-601		
YV2718	PA-31-350		
YV2753	Ce551		
09. 1503	HC-130H	USCG Elizabeth City	10
V-11	GLF4	334sq	
N200KN	G200		
10. HK-4154	B727-51(F)	Líneas Aéreas Suramericanas	
N223LX	Falcon 2000EX		
11. 1711	HC-130H	USCG Clearwater	dep
N251FL	B727-277(F)	Contract Air Cargo	
N444CW	Ce650	Four Corners Aviation	
PP-PRR	Ce560XLS	Copel Comercio de Papeis e Aparas	
PT-SCR	EMB135BJ	São Conrado Táxi Aéreo	
YVO134	Ce208B	Government of Bolivar State	
14. N211FZ	G350	Aircraft T & F	
16. 75-0556	E-3B	960th AACs	arr
17. 57-1438	KC-135R	57-1438	arr
18. LV-BXD	Lj45	Gobierno Provincia de Salta	
N595S	Ce560XLS+	Tradewinds Aircraft Sales	
YV2736	Beech400A		
19. 07-7188	C-17A	437th AW	20
N595S	Ce560XLS+	Tradewinds Aircraft Sales	
N995GG	G-IV	Rayfield Aviation	
PP-SCB	CL-605	Casa Bahia Comercio	
PR-GTC	B737-8EH	Gol Transportes Aéreos	
20. T-264	KDC10	334sq	21

62-IO	CN235M-200	ET01.062		N940QS	Ce750	NetJets	
N144CS	P-3AEW&C	United States Customs Service	12	PP-PRR	Ce560XLS	Copel Comercio de Papeis e Aparas	
N445RM	Lj45			21. N3M	G550	3 M	
N678RC	ERJ135BJ	Financial Business Concepts		PR-LBP	Beech400A		
YV396T	SH-360	Comeravia		YV2798	Ce560 Ultra		
09. N438MA	SA227AC	Aircraft Propulsion Leasing		22. 159320	P-3C	VP-8	23
10. LV-CXE	Lj31			N204EG	BeechC90GTi		
N275DJ	G-IV	Hawk Aviation		N3M	G550	3 M	
N900JG	Falcon 7X	Elmet Aviation		N769SK	P-3AEW&C	United States Customs Service	
12. 71-1407	E-3B	960th AACCS	arr	XA-UJEX	BAe125-731	MID Táxi Aéreo	
N147CS	P-3AEW&C	United States Customs Service	21	YV2757	ATR42-320	Linea Turistica Aereotuy basic c/s	
N77GU	Sabre 65	Garurfa Holdings		YV2798	Ce560 Ultra		
N916QS	Ce750	NetJets		23. N440LN	BeechB200GT	Tradewinds Aircraft Sales	
YV1537	BeechF90			N989AL	Lj35A	Aero Jet Aviation I	
13. 58-0052	KC-135R	336th ARS	15	PP-IVA	Ce560XLS	Bradesco Leasing	
75-0556	E-3B	960th AACCS		YV2419	BeechC90GT		
14. LV-CRB	Lj60XR	Alas del Fin del Mundo		24. N296L	Lj60	Hop-a-Jet	
N144CS	P-3AEW&C	United States Customs Service	dep	N399KG	PA-23250	Samanthe R. Gardiner	
N203	CL-604	Hop-a-Jet		N440LN	BeechB200GT	Tradewinds Aircraft Sales	del
15. HK-4826	Lj35A	Rent Air		XA-UJEX	BAe125-731	MID Táxi Aéreo	
LV-COL	Lj60			25. N385CT	CL-604	Caterpillar	
N741SK	P-3AEW&C	United States Customs Service		N451BW	Lj45	Successful Winner	
16. N45AE	Lj35A	GCA Aviation		N502KA	G-V	AR Aviation	
N850LA	BAe125-800A			YV305T	Ce525A	Venequip	
N89AM	IAI1124A	Alpha Charlie Trust		26. 89-1192	C-17A	437th AW	27
N925CA	Lj35A	Sacks Aviation		N5VS	G550	N811BP	
YV2135	SA226T(B)	Org. Trans-Wing		27. HK-4465	B727-222(F)	Aérosucre Colombia	
17. YV1537	BeechF90			HK-4504	B727-2J0(F)	Aérosucre Colombia	
18. N203	CL-604	Hop-a-Jet		28. LV-CIO	Lj60	Gobierno Provincia de Chaco	
N237WR	BAe125-700A	Rais Group International		N385CT	CL-604	Caterpillar	
N275DJ	G-IV	Hawk Aviation		N999WW	Beech400A		
N741SK	P-3AEW&C	United States Customs Service		YV2546	EMB120ER(F)	Transcarga International Airways	
N750BP	Ce750	Ci-Ten Leasing Corporation		YV2757	ATR42-320	Linea Turistica Aereotuy basic c/s	
19. N144CS	P-3AEW&C	United States Customs Service	25	29. N296L	Lj60	Hop-a-Jet	
N275DJ	G-IV	Hawk Aviation		N727AW	Ce650		
N355RM	Lj55	Pedro Monsalve		P4-TIE	B737-322	Tiara Air	
N940QS	Ce750	NetJets		30. YV484T	IAI1125SP		
PR-LBP	Beech400A						
20. CX-JYE	Lj35A						
N211FZ	G350	Aircraft T & F					
N33NP	Ce510	Taxi Aereo Marilia					
N451BW	Lj45	Successful Winner					
N502KA	G-V	AR Aviation					
N750BP	Ce750	Ci-Ten Leasing Corporation					
N770CK	Ce560XL						
N925CA	Lj35A	Sacks Aviation					

On the 2nd, a Beechon delivery to Brasil. On the 3rd, two more deliveries to Brasil. The Falcon was scheduled to take up PT-SRU and for the Citation PR-FSB was reserved. The Beechon that same date was recently exported to the United Kingdom. The Beechon the 24th was also on delivery to Brasil.
Credit: Larry Every, Danny de Kiewit.



3M is the registered owner and operator of Gulf 550 N3M. The company has been using this Gulfstream since its delivery in November 2010. (Hato, 22 June 2012, Felix Martina)

Military Movements Elsewhere



C-12J 86-00079 belongs to E/52nd Avn and flies for HQ USEUCOM. It is seen here at Geilenkirchen, maybe to drop off or pick up some visitors to the NATO Joint Forces Headquarters in nearby Brunssum. (1 August 2012, Toon Cox)

Germany

Geilenkirchen

			Aviastar TU	TUP4901	July 2012
04.RA-64032	Tu-204-120C				
05.1x	UH-60A		Shape Flight		Shape3
06.57-1461	KC-135R		155th ARW NE ANG	dep Rch636	
59-1495	KC-135R		155th ARW NE ANG	dep Rch899	
09.58-0004	KC-135R		117th ARW AL ANG	24 Rch947	
63-8007	KC-135R		117th ARW AL ANG	20 Rch948	
10.XZ182	Lynx AH7		7 Regt	AAC738	
XZ196	Lynx AH7		7 Regt	AAC744	
XZ652	Lynx AH7		7 Regt	AAC740	
23.57-1441	KC-135R		185th ARW IO ANG	03 Rch192	
58-0067	KC-135R		185th ARW IO ANG	03 Rch208	
25.4K-AZ41	IL-76TD		Silk Way Airlines	AZQ4121	
26.30+06	EF2000		JG73	*Colt	
31.4K-AZ70	IL-76TD		Silk Way Airlines	AZQ4121	

Credits: Scramble messageboard / sgmst

Ramstein

					July 2012
01.06-4633	C-130J-30		41st AS	Rch821	
02.011	C295M		13.el	+11 PLF048	
79-23330	UH-60A		C/1-214th AVN	*Army23330	
88-26023	UH-60A		C/1-214th AVN	*Army26023	
89-26138	UH-60A		C/1-214 AVN	*Army26138	
06.73-1581/DM	EC-130H		55th ECG	Axis62	
10.03	C-17A		HAW	+27 Bartok41	
XZ182	Lynx AH7		7 Regt	AAC738	
XZ196	Lynx AH7		7 Regt	AAC744	
XZ652	Lynx AH7		7 Regt	AAC740	
12.93/XL	TBM700		CEAM	+30 CTM3832	
14.60-0324	KC-135R		22nd ARW	16 Rch877	
15.76-3239	C-12C		USE Ankara	Spar89	
166693	C-40A		VR-57	CNV4683	
16.05-8158	C-130J-30		815th AS AFRC	18 Rch310	
17.144614	CC-144B		412sq	CFC3033	
01	C-17A		HAW	Bartok42	
59-1511	KC-135R		22nd ARW	Rch131	
166378	C-37B		VR-1	CNV378	
20.165153	C-20G		MAW-4	Ghost53	
21.86-0202	C-20B		99th AS	Spar201	
58-0075	KC-135R		459th ARW AFRC	Rch251	
23.61-0306/D	KC-135R		351st ARS	Quid74	
92-13122	RC-12X		B/1st MI Bn	*Argus55	
24.02	C-17A		HAW	+26 Bartok46	
60-0355	KC-135R		22nd ARW	Rch674	
63-8002	KC-135R		22nd ARW	Rch878	

84-00173	C-12U	B/1st MI Bn	*Argus22
165351/RU	C-130T	VR-55	CNV6321
25.91-0417/SP	F-16C	480th FS	*
96-0080/SP	F-16C	480th FS	*
02-05343	AH-64D	159th AVN	
03-05403	AH-64D	159th AVN	
03-05418	AH-64D	159th AVN	Army35418
910502	C-26D	AOD Naples	CNV6101
26.82-0654/SP	A-10C	81st FS	31
91-0366/SP	F-16C	480th FS	*
91-0472/SP	F-16D	480th FS	*
57-1419	KC-135R	117th ARS KS ANG	28 Rch811
27.83+25	Lynx Mk88A	MFG3	GNV4696
91-0366/SP	F-16C	480th FS	31
61-0306/D	KC-135R	351st ARS	Quid74
900531	C-26D	AOD Naples	29 CNV6721
28.85-1362	C-130H	181st AS TX ANG	Rch110
60-0344	KC-135T	91st ARS	31 Rch473
29.2602	L-410UVP	242.tsl	+31 CEF133
60-0316	KC-135R	174th ARS IA ANG	Rch182
58-0049	KC-135T	171st ARS MI ANG	Rch824
30.MM62203	P180AM	71° Gruppo GE	IAM1495
022	C295M	13.el	PLF032
09-0525	C-37B	99th AS	SAM059
31.50+97	C-160D	LTG62	
76-0168	C-12C	USE Budapest	Duna95
61-0318	KC-135R	106th ARS IA ANG	Rch803
92-13122	RC-12X	B/1st MI Bn	*

Ramstein regulars:

C-5B 60th AMW 22nd AS

86-0016 2,3,14-16

87-0032 1-3

C-17A 60th AMW 21st AS

06-6154 26-29

06-6159 2,8-16

06-6155 20

06-6162 11,12,29-31

06-6156 30,31

06-6164 14,15

06-6158 1,2

08-7172 2,29,30

C-17A 62nd AW

88-0265 11,21,22,24,25

02-1105 24,25

92-3291 9,10

02-1106 6,7

93-0601 27,28,30

02-1108 6

95-0106 2,5,6,17-20,31

02-1110 22-24

96-0001 5,6,27-29,31

02-1111 7,21,23,24

97-0042 5,6,11,12,21-24

03-3120 26,27

98-0052 7,8,9,17,18,20,21

08-8196 2,4,5,20,21,23,24

00-0180 10,11-15,21,22,24

08-8197 1,2

00-0181 1,16,17,26,27,28,30
 00-0182 26,30
 00-0184 3,4,6,7,21,22
 01-0186 4,5,9,10
 02-1103 3,4
 02-1104 7,8
KC-10A 305th AMW
 84-0189 25,27
 84-0190 21,23
C-17A 305th AMW 6th AS
 03-3125 1,2,29-31
 03-3126 8,9
 03-3127 4,5,18,19,22,23,31
 04-4128 3,4,16-19
 04-4130 16,17
C-5M 436th AW 9th AS
 83-1285 1,6
C-17A 436th AW 3rd AS
 06-6165 3,4,30,31
 06-6166 2,3
 07-7169 8,9
C-17A 437th AW
 89-1189 24,25
 89-1192 11,12,13
 90-0534 17,18,27,28,30,31
 94-0065 30,31
 96-0002 6,7,17-19
 96-0005 1,12,13,17,20
 96-0006 11-13
 01-0190 18,19
 01-0196 1,2
 02-1098 10,11,20,21
C-5A 433rd AW 68th AS AFRC
 68-0219 7,8
C-5B 439th AW 337th AS AFRC
 86-0021 14,15
 87-0033 22,23
C-17A 452nd AMW 729th AS AFRC
 05-5139 1-6
 05-5140 28-31
 05-5141 21-27
C-17A 15th Wg 535th HI AK ANG
 90-0533 4-10
C-17A 105th AW 137th AS NY ANG
 94-0069 26,27
C-5A 164th AW 155th AS TN ANG
 69-0005 1

08-8201 6
 08-8203 9,10-12
 09-9209 11,14-28
 09-9211 4,6-31
 09-9212 27-30
 10-0216 7,30,31
 85-0030 7
 85-0032 10
 04-4132 11-14,26,27
 04-4134 9,10,15,16
 04-4135 6,7,10-12,23,30
 04-4137 23,30,31
 08-8199 3,4
 85-0005 1,2,9
 07-7174 15,16
 07-7175 2,3,24,30,31
 07-7178 7,8,10-12
 02-1100 1,2,7,8,11,12,16-18
 03-3122 1,20,21,26,27
 03-3124 12-15,17,18,28,29
 07-7186 1,2
 07-7187 4,5,21,26-29
 07-7188 23,24
 08-8191 3,4,16-18
 08-8204 3-6,22,23,28-30
 09-9207 14-16
 10-0213 18,19,21-26

69-0013 7-14
C-5A 167th AW 167th AS WV ANG
 68-0224 25,26
 69-0002 5,6,7,8,15,16
 69-0025 15,16
C-17A 172nd AW 183rd AS MS ANG
 02-1112 1,2,8-10,28-31
 03-3114 5-8,12-15,19-22
 03-3115 1-3
 03-3116 21-24
 03-3117 14-17
 03-3118 6-8,18-20
 03-3119 27-30

Credits: Scramble messageboard, Military Aviation Review
Stuttgart **July 2012**

05.07-0779	U-28A	319th SOS	
08.06-6159	C-17A	60th AMW	
99-0402	C-37A	76th AS	+23
10.3A-MGA	Falcon 900EX	Monaco Gvmt	
92-13122	RC-12X	B/1st MI Bn	
12.HZ-MS1A	Lj60XR	Saudi Medevac	
15.01-0029	C-37A	310th AS	
17.84-00160	C-12U-3	E/52nd AVN	
18.08-8604/RS	C-130J-30	37th AS	
21.165351	C-130T	VR-55	
23.160051	C-9B	VR-52	
163023/QH	KC-130T	VMGR-234	
N8300L	DHC-8-314	US Army	
25.02	C-17A	HAW	
02-0042	C-40B	76th AS	
26.06-6154	C-17A	60th AMW	
900528	C-26D	AOD Sigonella	
28.164181/NY	KC-130T	VMGR-452	
165741/EZ	UC-35C	MWHS-4	
30.10-3077	Do328-110	524th SOS	
31.92-13122	RC-12X	B/1st MI Bn	

Credits: Oliver Schmid. Military Aviation Review

Malta **July 2012**

Malta-Luqa			
01.XX258/CE	Hawk T1A	100sq	RFR7043
07-0779	U-28A	319th SOS	+5-10 Pilatus31
03.CH12	C-130H	20sm	BAF651
04.910502	C-26D	AOD Naples	6 CNV6261
05.158222/PD	P-3C	VP-9	Eagle06
06.CE01	ERJ135LR	21sm	BAF621
07.157319/PD	P-3C	VP-9	VVPD319
10.159507/PD	P-3C	VP-9	Eagle18
900528	C-26D	AOD Naples	+24,31 Medex528
11.A7-MAB	C-17A	Transport Squadron	Lahob241
12.XX246/95-Y	Hawk T1A	100sq	RFR7041
XX258/CE	Hawk T1A	100sq	RFR7043



A nice visitor to RAF Brize Norton was this Brazilian Air Force KC-137 2401 of 2°/2°GT. It received its military serial on 4 July 1986. Although its VIP-like colours might indicate otherwise, it is used as a tanker/transport. (11 July 2012, Ralf Butschkat)

XX321/CI	Hawk T1A	100sq	RFR7042
13. MM55036/32-52	AMX-T	101° Gruppo OCU	16 IAM3201
MM55037/32-64	AMX-T	101° Gruppo OCU	16 IAM3201
MM55043/32-65	AMX-T	101° Gruppo OCU	16 IAM3201
15. ZD704	BAe125 CC3	32(TR)sq	+22-24 RRR1589
ZE395	BAe125 CC3	32(TR)sq	RRR1604
19. 157331	P-3C	VP-9	+30 Eagle06
20. S-447	AS532U2	300sq	Wildcat1
24. R153/61-ZS	C-160R	ET00.061	CTM1428
27. G-781	C-130H	336sq	NAF33
29. RA-82039	An-124-100	224 Flight Unit / Russia AF	TTF9051
ZD951	Tristar KC1	216sq	RRR3734

Credits: Henri Spiteri/ Military Aviation Review

United Kingdom

Brize Norton

Additions

01. XZ670	Lynx AH7	9Regt
03. XX204/204	Hawk T1A	208(R)sq
06. ZK455/O	Beech B200	45(R)sq
08. ZH003	Defender AL2	651sq
09. ZF290/290	Tucano T1	72(R)sq
10. ZR322	A-109E	32(TR)sq
11. ZK452/L	Beech B200	45(R)sq
12. ZJ185	Apache AH1	3/4 Regt
ZJ194	Apache AH1	3/4 Regt
ZE395	BAe125 CC3	32(TR)sq
XX342/2	Hawk T1	QinetiQ
13. ZJ200	Apache AH1	3/4Regt
ZJ230	Apache AH1	3/4Regt
ZJ243/43	Squirrel HT1	DHFS
14. ZJ200	Apache AH1	3/4Regt
19. ZE701	BAe146 CC3	32(TR)sq
20. ZF510/510	Tucano T1	QinetiQ
22. ZA312/E	Sea King HC4	845sq
ZA461/026	Tornado GR4	15(R)sq
25. ZJ179	Apache AH1	3/4 Regt
ZJ230	Apache AH1	3/4 Regt
26. XW198	Puma HC1	33/230sq
XW222	Puma HC1	33/230sq

02. 01(Black)	An-30	Russian AF
05. 4120	C-27J	354MTM
11. KAF325	L100-30	41sq/KAF
86-0021	C-5B	337th AS AFRC
2401	KC-137	2/2GT
11. 02-1105	C-17	62nd AW
ZK330/EZ	Typhoon FGR4	6sq
12. QQ100	A-109E	QinetiQ
ZB625	Gazelle HT3	QinetiQ
26. A41-210	C-17A	36sq/RAAF

Coningsby

03. E../705-LS	Alphajet E	EAC00.314	FAF6441
E../705-TJ	Alphajet E	EAC00.314	FAF6442
E28/705-AB	Alphajet E	EAC00.314	FAF6443
G-BYWN	Tutor T1	1 EFTS	*
G-BYZ	Tutor T1	1 EFTS	*
05. AT02	Alphajet	11sm/AJetS	BAF102
AT17	Alphajet	11sm/AJetS	BAF101
ZJ645/45	Alpha Jet A	QinetiQ	Gauntlet18
ZJ693	Sentinel R1	5sq	* Snapshot1
ZJ254/54	Squirrel HT1	DHFS	AA715
ZK304/EB	Typhoon FGR4	6sq	Jedi11
ZK314/EO	Typhoon FGR4	6sq	Jedi11
09. 91-0331/LN	F-15E	492nd FS	*
91-0332/LN	F-15E	492nd FS	*
ZD704	BAe 125 CC3	32(TR)sq	RRR1582
ZK453/M	Beech B200	45(R)sq	CWL*
XX453	Gazelle AH1	QinetiQ	BDN39
XX184/CQ	Hawk T1A	100sq	Destroyer1
XX203/CC	Hawk T1A	100sq	Destroyer2
ZH536	Islander CC2	Northolt SF	* RRR7958
XW223	Puma HC1	33/230sq	SHF280
ZE794/FL	Tornado F3	QinetiQ	* Blackbox
ZE203/GA	Tornado F3	QinetiQ	* Blackbox

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ZE340/HB	Tornado F3	QinetiQ	* Blackbox
11. G-CGKB	Tutor T1	45(R)sq	CWL91M
XX339/CK	Hawk T1A	100sq	12 Destroyer
XX346/CH	Hawk T1A	100sq	12 Destroyer
ZJ693	Sentinel R1	5sq	* Snapshot1
12. 88-26109/LN	HH-60G	56th RQS	Jolly11/51
89-26208/LN	HH-60G	56th RQS	Jolly52
ZK314/EO	Typhoon FGR4	6sq	LEU14
13. ZH763	BAC 1-11	QinetiQ	* Gauntlet450*
ZG919	Lynx AH9A	847sq	Marine613
17. E153/705-RU	Alphajet E	EAC00.314	FAF6441
ZF339/339	Tucano T1	CFS	CWL06
18. FB23	F-16BM	10w	* BAF501
91-0317/LN	F-15E	492nd FS	* Guines51
ZK450/J	Beech B200	45(R)sq	* CWL68
ZK451/K	Beech B200	45(R)sq	* CWL70/72
20. 96-0201/LN	F-15E	494th FS	* Claw61
98-0132/LN	F-15E	494th FS	* Claw61
ZJ168	Apache AH1	4 Regt	* AA432
23. ZK454/N	Beech B200	45(R)sq	*
ZH004	Defender T3	651sq	AA581
XX204/204	Hawk T1A	208(R)sq	* CWL08
30. ZK450/J	Beech B200	45(R)sq	* CWL86
XX285/CB	Hawk T1A	100sq	31 Destroyer1
XX321/CI	Hawk T1A	100sq	31 Pirate14
ZZ504	Shadow R1	14sq	* Knight54
31. E113/705-TD	Alpha Jet E	EAC00.314	FAF6411
E149/705-RS	Alpha Jet E	EAC00.314	FAF6413
E171/705-RZ	Alpha Jet E	EAC00.314	FAF6411

Lakenheath

01. ZJ172	Apache AH1	4Regt
07. 03	C-17A	SAC
ZA447/EB-R	Tornado GR4	41(R)sq
08. 08-8601/RS	C-130J-30	37th AS
12. ZJ813/BL	Typhoon FGR4	29(R)sq
13. XX318/95-Y	Hawk T1	100sq
ZA548/040	Tornado GR4	Marham Wg
08-8607/RS	C-130J-30	37th AS
19. ZZ504	Shadow R1	14sq
ZA551/042	Tornado GR4	2sq
ZD895/115	Tornado GR4	9sq
21. J-066	F-16BM	323sq
22. 1x	Tornado GR4	Marham Wg
25. 44+78	Tornado IDS	AG51
46+22	Tornado	AG51
08-8203	C-17A	62nd AW
26. ZH544	Sea King HAR3A	22sq
ZA473/032	Tornado GR4	Marham Wg
ZA551/043	Tornado GR4	2sq
29. 84-0110	C-21A	76th AS
63-7979/D	KC-135R	351st ARS
57-1488/D	KC-135R	351st ARS
58-0001/D	KC-135R	351st ARS
64-14841/OF	RC-135V	55th Wg

02. ZA548/040	Tornado GR4	9sq
03. ZA400/011	Tornado GR4	2sq
05. 07-8609/RS	C-130J-30	37th AS
09. 09-7169	C-17A	436th AW
10. ZZ416	Shadow R1	14sq
11. 68-0224	C-5A	167th AS WV ANG
12. ZD713/081	Tornado GR4	2sq
17. E153	Alpha Jet E	EAC00.314
84-00156	C-12U	52nd AVN
18. FB23	F-16BM	10w
62-3540/D	KC-135R	351st ARS
23. 84-0158	C-12U	52nd AVN
24. 45+35	Tornado IDS	AG51
44+90	Tornado IDS	AG51
00-0180	C-17A	62nd AW
25. CM-02	Falcon 20E	21sm
27. 84-0081	C-21A	76th AS

Leuchars

02. XX289/CO	Hawk T1A	100sq
ZG712/122	Tornado GR4A	Lossie Wg

June 2012

+ 08,09,10,11 BRK37
* Voodoo02
HKY725
* Typhoon42
Pirate03
* MRM88
14 HKY737
* Snake54
*
* Fang01
* Diana21
* MRM11
26 M58A/B
26 M58A/B
27 Rawley42
Rescue125
* MRM48
* MRM48
Spar92
* Quid53
02 Quid51/68
02 Quid52/69
30 Hawg95

July 2012

* MRM88
* Spartan02
E10E2
RCH284
* Serpent46
12 RCH136/123
* MRM11
* FAF6441
* Duke37
* BAF501
* Quid32
* Duke37
25 M58A/B
25 M58A/B
25 RCH883
BAF608
E10E4

July 2012

* Pirate16
* Jackal02



This B-1B, 85-0064/DY of the 9th BS, diverted to RAF Mildenhall due to serious avionics problems. It arrived on 11 July and was forced to stay there for several weeks. After having been repaired, it departed on 31 July using callsign "Rama 81". (Dave Hopkins)

03. ZK452/L	Beech Be200	45(R)sq	CWL67	64-14842/OF	RC-135V	55th WG	06 Snoop56
ZH874/874	Hercules C4	24/30sq	RRR201	05.84-0111	C-21A	76th AS	Spar91
ZZ416	Shadow R1	14sq	* Medusa46	60-0357	KC-135R	22nd ARW	06 RCH857
04. ZA704/AM	Chinook HC2	7sq	Lifter1	58-0066	KC-135R	465 th ARS AFRC	06 RCH561
ZD983	Chinook HC2	7sq	Lifter2	58-0079	KC-135R	465 th ARS AFRC	06 RCH968
ZD981	Chinook HC4	7sq	Lifter3	06.07-7172	C-17A	60th AMW	RCH327
ZK379/BB	Typhoon T3	29(R)sq		62-3529	KC-135R	22nd ARW	dep RCH385
05. ZH878/878	Hercules C4	24/30sq	RRR201	09.69-0013	C-5A	155th AS TN ANG	10 RCH447
ZJ937/QO-W	Typhoon FGR4	3sq	* Razor14	84-0082	C-21A	76th AS	E10E4
06.58-0016/D	KC-135R	351st ARS	* Quid55	60-0362	KC-135R	22nd ARW	11 RCH218
ZH004	Defender T3	651sq	AA525	10.63-8877	KC-135R	22nd ARW	15 RCH654
09. XX203/CC	Hawk T1A	100sq	Cutthroat	11.07-8608/RS	C-130J-30	37th AS	Lion424
ZE203/GA	Tornado F3	QinetiQ	* Blackbox1	63-8885	KC-135R	92nd/141st ARW	12 RCH800
ZE794/FL	Tornado F3	QinetiQ	* Blackbox2	97-0219/LN	F-15E	494th FS	12 Rico31/Reheat51
ZD890/113	Tornado GR4	12sq	* Lossie95	13. LX-N90456	E-3A	NAEW&CF	* NATO02
10. XX184/CQ	Hawk T1	100sq	Pirate02	94-0070	C-17A	437th AW	14 RCH550
12. XX203/CC	Hawk T1A	100sq	* Cutthroat1	84-0083	C-21A	76th AS	Valor64
ZG712/122	Tornado GR4	12sq	* Lossie98	63-8035	KC-135R	106th ARS AL ANG	15 RCH552
13. ZH874/874	Hercules C4	24/30sq	RRR323	64-14847/OF	RC-135U	55th WG	15 Snoop55/Litz20
ZK306/BT	Typhoon FGR4	29(R)sq		15.07-7170	C-17A	436th AW	16 Rider90
16. XX346/CH	Hawk T1A	100sq	Jackdaw	16.07-7184	C-17A	437th AW	17 RCH802E
ZH865/865	Hercules C4	24/30sq	* Lossie30	17.165831	C-40A	nmks	CNV4481
ZG756/131	Tornado GR4	15(R)sq	Wizard1	84-0082	C-21A	76th AS	E10E3
17. XX181/181	Hawk T1W	208(R)sq	Mustang1/VYT59	58-0106	KC-135R	106th ARS AL ANG	19 RCH046
XX194/194	Hawk T1A	208(R)sq	Mustang2/VYT68	18.84-0110	C-21A	76th AS	Jalop32
XX250/250	Hawk T1	208(R)sq	Wizard2	69-6569	AC-130H	16th SOS	19 RCH1035
XX286/286	Hawk T1A	208(R)sq	* Jackdaw16	19.63-3186	C-130E	222 Filo	20 TUA806
ZH865/865	Hercules C4	24/30sq	* Lossie16	58-0038	KC-135R	77th ARS AFRC	20 RCH139
ZG756/131	Tornado GR4	Lossie Wg	Jackal1	59-1508	KC-135R	22nd ARW	20 RCH334
ZA546/038	Tornado GR4	Lossie Wg	Jackal2	62-3509	KC-135R	77th ARS AFRC	20 RCH311
ZG729/127	Tornado GR4A	Lossie Wg	Savage1	62-3515	KC-135R	133rd ARS NH ANG	20 RCH810
18. XX255/CL	Hawk T1A	100sq	Savage2	62-3545	KC-135R	22nd ARW	21 RCH303
XX346/CH	Hawk T1A	100sq	* Jackdaw18	60-0335	KC-135T	6th AMW	20 RCH195
ZH888/888	Hercules C5	24/30sq	Valor55	20.84-0085	C-21A	76th AS	Spar91
Mildenhall	C-21A	76th AS	02 RCH642	21.86-00079	C-12J	52nd AVN	Duke40
01.84-0085	KC-135R	173rd ARS NB ANG	03 RCH1017	84-00161	C-12U	52nd AVN	Duke21
57-1461	MC-130H	15th SOS	04 RCH880	85-00152	RC-12K	1st MIB	* Argus88
02.87-0126	KC-135R	22nd ARW	04 RCH860	84-0081	C-21A	76th AS	22 Jalop33
57-1454	KC-135T	22nd ARW	04 RCH865	65-0989/DM	EC-130H	55th ECG	27 Axis62
61-0314	C-17A	437th AW	04 RCH538	23.01-0196	C-17A	437th AW	24 RCH802K
58-0089	KC-135R	6th AMW	04 RCH867	63-8871	KC-135R	22nd ARW	26 RCH785
03.01-0189	KC-135R	22nd ARW	04 RCH868	58-0061	KC-135T	22nd ARW	25 RCH703
62-3568	KC-135R	22nd ARW	04 RCH855	24.63-3186	C-130E	222 Filo	26 TUA806
57-1439	KC-135R	168th ARS AK ANG	04RCH328/2571	26.84-00161	C-12U	52nd AVN	Duke21
63-7995	KC-135R			84-00180	C-12U	52nd AVN	Duke54
62-3571/AK	KC-135R			58-0098	KC-135R	132nd ARS ME ANG	27 RCH558

58-0119	KC-135R	151st ARS TN ANG	27 RCH146	74-2066	C-130H	19th AW	14 RCH191
62-3500	KC-135R	126th ARS WI ANG	u/s RCH632	58-0106	KC-135R	106th ARS AL ANG	14 RCH403
27.ZZ504	Shadow R1	14sq	* Snake54	13.ZJ167	Apache AH1	3/4Regt	AAC306
84-00180	C-12U	52nd AVN	28 Duke40	14.166688/EH-02	MV-22B	VMM-264	15 Leroy04/11
04-4135	C-17A	305th AMW	28 RCH450	86-0012	C-5B	337th AS AFRC	15 RCH6012
84-0189	KC-10A	305 th AMW	28 Blue21	65-0994	MC-130P	9th SOS	18 RCH1008
86-0027	KC-10A	305th AMW	28 Blue11	15.165809/BH	KC-130J	VMGR-252	16 Otis52
59-1519	KC-135R	174th ARS IA ANG	28 RCH183	167108/BH	KC-130J	VMGR-252	17 Otis51
59-1467	KC-135T	171st ARW PA ANG	28 RCH626	16.165809/BH	KC-130J	VMGR-252	17 Otis52
28.162308/QH	KC-130T	VMGR-234	Ranger83	166689/EH-03	MV-22B	VMM-264	Leroy1
84-00180	C-12U	52nd AVN	Duke40	168225/EH-13	MV-22B	VMM-264	Leroy2
79-1713	KC-10A	60th AMW	RCH715	168226/EH-14	MV-22B	VMM-264	Leroy1
63-8007	KC-135R	106th ARS AL ANG	30 RCH616	69-0025	C-5A	167th AS WV ANG	RCH703
64-14841/OF	RC-135V	55th Wg	29 Snoop55/Hawg95	17.B-583	C-130J-30	Esk 721	DAF3060
29.84-0191	KC-10A	60th AMW	RCH635	63-3186	C-130E	222 Filo	18 TUAF815
30.95-0104	C-17A	437th AW	01 RCH802C	63-3187	C-130E	222 Filo	18 TUAF813
69-6574	AC-130H	16th SOS	02 RCH1036	165158/CW	C-130T	VR-54	CNV3482
58-0021	KC-135R	132nd ARS ME ANG	01 RCH312	84-00156	C-12U	52nd AVN	* Duke37
63-8024	KC-135R	336th ARS AFRC	01 RCH314	64-14847/OF	RC-135U	55th Wg	tdy Ammon28
64-14841/OF	RC-135V	55th Wg	tdy Hawg01	88-26109/LN	HH-60G	56th RQS	* Jolly11
July 2012							
01.165738/BH	KC-130J	VMGR-252	03 Otis70	18.167112/BH	KC-130J	VMGR-252	19 Otis88
166380/BH	KC-130J	VMGR-252	03 Otis52	168070/BH	KC-130J	VMGR-252	19 Otis87
167112/BH	KC-130J	VMGR-252	03 Otis71	84-00163	C-12U	52nd AVN	Duke54
168069/BH	KC-130J	VMGR-252	03 Otis51	84-0081	C-21A	76th AS	Bursa18
96-0004	C-17A	89th AS AFRC	02 RCH6004	84-0085	C-21A	76th AS	Spar91
57-2599	KC-135R	77th ARS AFRC	02 RCH973	06-8610/RS	C-130J-30	37th AS	19 Herky746
58-0106	KC-135R	106th ARS AL ANG	03 RCH333	08-8602/RS	C-130J-30	37th AS	19 Herky744
61-0294	KC-135R	77th ARS AFRC	02 RCH969	19.LX-N90448	E-3A	NAEW&CF	* NATO02
62-3537	KC-135R	77th ARS AFRC	04 RCH970	84-0087	C-21A	76th AS	Spar91
62-3542	KC-135R	77th ARS AFRC	02 RCH531	96-0205/LN	F-15E	492nd FS	* Ginnis51
64-14835	KC-135R	336th ARS AFRC	02 RCH445	20.92-13122	RC-12X	1st MIB	* Argus33
02.84-0087	C-21A	76th AS	03 Jalop41	22.70-1276	C-130E	del Polish AF as 1505	23 RCH287
85-00152	RC-12K	1st MIB	Argus17	63-3186	C-130E	222 Filo	24 TUAF815
03.165810/BH	KC-130J	VMGR-252	04 Otis87	63-3187	C-130E	222 Filo	24 TUAF813
168070/BH	KC-130J	VMGR-252	04 Otis88	58-0106	KC-135R	106th ARS AL ANG	23 RCH1318/8106
84-00156	C-12U	52nd AVN	* Duke16	23.L-12	PC-7	131 EMVO sq	NAF131
84-0087	C-21A	76th AS	Jalop41	86-00079	C-12J	52nd AVN	Duke30
10-0214	C-17A	437th	04 RCH186	84-00158	C-12U	52nd AVN	* Duke37
62-3544	KC-135R	22nd ARW	04 RCH735	84-0082	C-21A	76th AS	Valor53
04.94-0068	C-17A	89th AS AFRC	RCH4068	74-1671	C-130H	nmks	25 RCH866
61-0267	KC-135R	22nd ARW	05 RCH605	24.93-0604	C-17A	89th AS AFRC	25 RCH3604
62-3500	KC-135R	126st ARS WI ANG	dep RCH632	02-1105	C-17A	62nd AW	RCH285
62-3506	KC-135R	133rd ARS NH ANG	Pack92	84-0087	C-21A	76th AS	Spar91
05.86-0206	C-20B	99th AS	07 SAM726	69-5819	MC-130P	9th SOS	27 RCH1009
89-0513	AC-130U	4th SOS	24 RCH1004	59-1482	KC-135R	336th ARS AFRC	25 RCH444
57-1459	KC-135R	336th ARS AFRC	06 RCH137	25.83-0076	KC-10A	60th AMW	26 RCH645
57-2598	KC-135R	336th ARS AFRC	06 RCH894	84-0085	C-21A	76th AS	26 Jalop53
58-0085	KC-135R	336th ARS AFRC	06 RCH968	64-14834	KC-135R	74th ARS AFRC	26 Cody01
61-0324	KC-135R	336th ARS AFRC	06 RCH967	26.84-00161	C-12U	52nd AVN	* Duke37
64-14841/OF	RC-135V	55 WG	dep Snoop55	98-0001	C-32A	1st AS	29 SAM023
06.88-1303	AC-130W	73rd SOS	08 RCH1040	69-5820	MC-130P	9th SOS	28 RCH1010
73-1581/DM	EC-130H	55th ECG	07 Axis62	28.59-1498	KC-135R	132nd ARS ME ANG	29 RCH869
07.01-0191	C-17A	437th AW	08 RCH802G	61-2670/OF	OC-135B	55th Wg	30 Cobra70/OSY12T
84-0082	C-21A	76th AS	E10E4	29.06-6154	C-17A	60th AMW	RCH286
57-1440	KC-135R	22nd ARW	09 RCH250	06-6162	C-17A	60th AMW	RCH402
62-3523	KC-135R	22nd ARW	09 RCH707	89-1051	AC-130W	73rd SOS	30 RCH1038
08.84-0188	KC-10A	305th AMW	09 Roma91	84-0110	C-21A	76th AS	Spar91
84-0190	KC-10A	305th AMW	09 Roma81	62-3503	KC-135R	76th AS	Jalop89
09.84-00180	C-12U	52nd AVN	Duke54	31.84-0085	C-21A	465th ARS AFRC	01 RCH649
84-0109	C-21A	76th AS	Spar92	84-0109	C-21A	76th AS	Spar91
62-3506	KC-135R	133rd ARS NH ANG	Pack92	58-0120	KC-135R	126th ARS WI ANG	01 RCH782
09.60-0339	KC-135T	6th AMW	10 Blue48	60-0344	KC-135T	6 AMW	02 RCH473
10.164999/QH	KC-130T-30	VMGR-234	12 Ranger80	58-0129	KC-135T	171st ARS MI ANG	01 RCH248
97-0048	C-17A	89th AS AFRC	11 RCH7048	Northolt			
63-8027	KC-135R	6th AMW	11 RCH656	04.CE02	ERJ145LR	21sm	BAF625
58-0071	KC-135T	22nd ARW	11 RCH879	CE04	ERJ145LR	21sm	BAF625
11.ZH106/06	Sentry AEW1	8sq	* NATO30	ZD983/DG	Chinook HC2	Odiham Wg	Lifter2
85-0064/DY	B-1B	9th BS	31 Rama81	05.H24, H33, H44	A-109BA	1w	BAF Formation
79-1950	KC-10A	60th AMW	12 RCH657	ZJ969	Bell 212 AH1	25Flt	AAC253
64-14848/OF	RC-135V	55th Wg	13 Snoop56/Sensor03	06.PH-KBX	Fokker 70	Netherlands Government +19, 25, 27	11 S828
88-26109/LN	HH-60G	56th RQS	Jolly11	08.99-0404	C-37A	99th AS	SYS80
12.LX-N90451	E-3A	NAEW&CF	* NATO08	09.ZJ242/E	Griffin HT1	60(R)sq	CEF666
LX-N90456	E-3A	NAEW&CF	* NATO05	10.0455	C-295M	242 tsl	CTM0001
168071/BH	KC-130J	VMGR-252	15 Otis72	(68)/F-RAFA	Falcon 7X	ET00.065	CTM0014
74-1691	C-130H	19th AW	13 RCH671	(86)/F-RAFB	Falcon 7X	ET00.065	CTM0014

MM62171	Falcon 900EX	93° Gruppo TS	IAM3112
MM62203	P180AM	71° Gruppo GE	11 IAM1495
11. ZJ990/AA	Merlin HC3A	28/78sq	*
ZJ782	AS365N3	8Fit	1SF15
12. XV295/295	Hercules C1	47sq	13 RRR725
13. ZK454/N	Beech Be200	45(R)sq	RRR7091
ZA714	Chinook HC2	Odiham Wg	SHF582
ZD565/314	Lynx HMA8SRU	815sq	Rascal09
XW198	Puma HC1	33/230sq	SHF330
16. ZJ785	AS365N3	8Fit	1KA11
17. CE03	ERJ-145LR	21sm	BAF621
ZJ780	AS365N3	8Fit	1DS10Fit
ZJ782	AS365N3	8Fit	1DS10Fit
18. ZH903/HR	Chinook HC3	Odiham Wg	Gambit2
19. ZH777/HE	Chinook HC2	Odiham Wg	SHF536
XW226	Puma HC1	33/230sq	SHF363
20. ZK458/D	Beech B200GT	45(R)sq	RFR7090/1
23. 253	CN-235M	101sq	IRL253
ZD252/335WL	Lynx HMA8SRU	815sq	Skua313
25. 50+48	C-160D	LTG61	Med1
ZJ708/K	Griffin HT1	60(R)sq	SYS106
26. 7T-VPS	G-IV	Algerian AF	28
T18-5/45-44	Falcon 900B	Gr 45	27 AME4566
ZK460/U	Beech Be200GT	45(R)sq	RFR7091
27. C-080	CL604	Esk 721	29 DAF001
4L-GAF	G-IV	Georgian Government	28
251	G-IV	MATS	28 IRL251
253	CN-235M-100	101Sq	IRL253
30. (86)/F-RAFB	Falcon 7X	ET00.065	CTM0001

Operation Olympic

Early July Operation Olympic started with several aircraft operating from RAF Northolt on a temporary basis for the protection of the Olympic Games that were held in London:

09. ZJ923/DM	Typhoon FGR4	11sq	Chaos11
ZJ935/DJ	Typhoon FGR4	11sq	Chaos12
10. ZJ916/QO-S	Typhoon FGR4	3sq	Razor12
11. ZJ926/QO-Y	Typhoon FGR4	3sq	Typhoon71
13. XV672/87	Sea King ASaC7	854sq	Navy187
ZD636/182	Sea King ASaC7	854sq	Navy187
14. XZ608	Lynx AH7	657sq	dep 29
ZA704	Chinook HC2	Odiham Wg	
ZD983	Chinook HC2	Odiham Wg Lifter1	
ZJ783	AS365N3	8Fit	1MH18
ZJ785	AS365N3	8Fit	1MH18
23. ZK001	Merlin HC3A	Ag-WHL	28 WHL02

Prestwick

01. XZ221/Z	Lynx AH7	9Regt	Demon1
ZD277/U	Lynx AH7	9Regt	Demon2
N992NA	G-III	NASA Ellington	NASA2
02. ZA150/J	VC-10 K3	101sq	RRR863
03. 84-00180	C-12U	52nd AVN	Duke24
86-00079	C-12J	52nd AVN	Duke30
91-1235	C-130H	165th AS KY ANG	04 RCH592
91-1238	C-130H	165th AS KY ANG	05 RCH582
ZK452/L	Beech Be200	45(R)sq	* CWL67
04. 89-0513	AC-130U	4th SOS	RCH1004
07-7186	C-17A	437th AW	RCH643
ZH001	Defender AL2	651sq	* AA515/580
ZJ693	Sentinel R1	5sq	* Snapshot01
ZH106/06	Sentry AEW1	8sq	* NATO35/33
ZE705	Tristar K2	216sq	RRR901
05. 84-00153	C-12U	VT ARNG	PAT153
86-0027	KC-10A	305th AMW	RCH808
91-1238	C-130H	165th AS KY ANG	RCH582
ZH001	Defender AL2	651sq	* AA535
ZD711/079	Tornado GR4	Lossie Wg	Jackal4
ZD847/108	Tornado GR4	Lossie Wg	Jackal1
ZD948	Tristar KC1	216sq	RRR882
06. 84-00162	C-12U	52nd AVN	Duke20
85-00152	RC-12K	1st MIB	Argus55
92-013121	RC-12N	224th MIB	Sunny88
97-00101	UC-35A	52nd AVN	Duke55
XZ221/Z	Lynx AH7	659sq	Demon form.
ZD277/U	Lynx AH7	659sq	Demon form.
ZD280	Lynx AH7	659sq	Demon form.
07. 90-1794	C-130H	180th AS MO ANG	08 RCH130
92-1532	C-130H	187th AS WY ANG	08 RCH344
92-1538	C-130H	187th AS WY ANG	08 RCH943
93-7311	C-130H	187th AS WY ANG	08 RCH103
10. 97-00105	UC-35A	52nd AVN	Duke55
ZJ693	Sentinel R1	5sq	* Snapshot01
ZA148/G	VC-10 K3	101sq	RRR857
11. 95-1001	C-130H	109th AS MN ANG	12 RCH650
ZG997	Defender AL2	651sq	AA582
ZG848	Islander AL1	651sq	AA582
12. 94-6707	C-130H	130th AS WV ANG	13 RCH945
ZG848	Islander AL1	651sq AA582	
13. 92-1537	C-130H	187th AS WY ANG	14 RCH304
95-1002	C-130H	109th AS MN ANG	RCH619
ZG997	Defender AL2	651sq	AA535

June 2012

Demon1
Demon2
NASA2
RRR863
Duke24
Duke30
04 RCH592
05 RCH582
* CWL67
RCH1004
RCH643
* AA515/580
* Snapshot01
* NATO35/33
RRR901
PAT153
RCH808
RCH582
* AA535
Jackal4
Jackal1
RRR882
Duke20
Argus55
Sunny88
Duke55
Demon form.
Demon form.
Demon form.
08 RCH130
08 RCH344
08 RCH943
08 RCH103
Duke55
* Snapshot01
RRR857
12 RCH650
AA582
AA582
13 RCH945
14 RCH304
RCH619
AA535



Seen during take-off from Aviano air base is C-17A 04-4129. As the tail band indicates, its home base is McGuire AFB (NJ). The aircraft belongs to the inventory of the active duty Air Force's 305th AMW, but is also used by its associated unit from Air Force Reserve Command, the co-located 514th AMW. (17 August 2012, Daniele Faccioli)



Every two weeks the TDY tankers are rotated at Geilenkirchen. From 23 July till 3 August two KC-135Rs of 185th ARW of the Iowa ANG were deployed to the base. KC-135R 57-1441 flew a mission on 1 August and was photographed by Toon Cox.

ZH874/874	Hercules C4	24/30sq	* RRR323	93-2106	HC-130H(N)	211th RQS AK ANG	30 RCH800
ZG848	Islander AL1	651sq	AA070	29.85-1362	C-130H	181st AS TX ANG	RCH110
ZH836	Merlin HM1	829sq	NAVY505/504	ZH881/881	Hercules C5	24/30sq	RRR5507
14.83-0487	C-130H	139th AS NY ANG	15 RCH813	30.84-00161	C-12U	52nd AVN	Duke20
94-6706	C-130H	130th AS WV ANG	15 RCH949	95-00123	UC-35A	52nd AVN	Duke26
96-1005	C-130H	109th AS MN ANG	15 RCH868	ZJ274/74	Squirrel HT1	DHFS	SYS21
15.05-8158	C-130J	815th AS AFRC	RCH310	ZK318/ET	Typhoon FGR4	6sq	* LEU06
16.ZA405/014	Tornado GR4A	15(R)sq	LOS27	31.97-00105	UC-35A	52nd AVN	Duke55
N705GG	EO-5B	204th MIB	Aloma91	87-0118	KC-10A	305th AMW	RCH651
ZG848	Islander AL1	651sq	AA581	84-0111	C-21A	76th AS	Valor77
17.84-00156	C-12U	52nd AVN	Duke37	ZH004	Defender T3	651sq	* AA580
84-00160	C-12U	52nd AVN	Duke46				
84-00163	C-12U	52nd AVN	Duke09				
92-013122	RC-12X	1st MIB	Argus34				
79-1710	KC-10A	305th AMW	18 Hoist99				
85-0034	KC-10A	305th AMW	RCH439				
95-6709	C-130H	130th AS WV ANG	18 RCH601				
N566CC	EO-5C	204th MIB	Crook47				
18.05-8158	C-130J	815th AS AFRC	19 RCH310				
ZZ500	Avenger T1	750sq	NAVY805				
ZE396	BAe125 CC3	32(TR)sq	NOH35/RRR1242				
ZG997	Defender AL2	651sq	AA535				
19.84-00180	C-12U	52nd AVN	Duke45				
ZZ503	Avenger T1	750sq	NAVY805				
ZH878/878	Hercules C4	24/30sq	RRR5988				
ZG848	Islander AL1	651sq	AA582				
ZZ504	Shadow R1	14sq	* Vulcan54				
ZF406/406	Tucano T1	72(R)sq	Sword2				
20.85-00152	RC-12K	1st MIB	Argus34				
ZH106/06	Sentry AEW1	8sq	* NATO30				
22.ZZ330/330	Voyager K2	10sq	RRR2535				
ZH874/874	Hercules C4	24/30sq	* RRR063				
23.84-00158	C-12U	52nd AVN	Duke37				
97-00105	UC-35A	52nd AVN	Duke35				
24.92-013122	RC-12X	1st MIB	Argus76				
ZH004	Defender T3	651sq	AA535				
ZK321/EU	Typhoon FGR4	6sq	* 2GE12				
25.95-00123	UC-35A	52nd AVN	Duke55				
ZF243/243	Tucano T1	72(R)sq	LOP48				
26.92-0375	C-20H	76th AS	Valor20				
ZD704	BAe125 CC3	32(TR)sq	RRR1424				
XV108/Y	VC10 C1K	101sq	RRR852/1424				
G-CGKN	Tutor T1	Glashow UAS	*				
27.ZJ274/74	Squirrel HT1	DHFS	30 SYS21				
ZJ802/QO-B	Typhoon T3	3sq	* Typhoon69				
28.87-0120	KC-10A	305th AMW	Team82				

Waddington

02.MM62184/46-19	C-130J	50° Gruppo TM	IAM4675
XX194/194	Hawk T1A	208(R)sq	Victor59
03.ZZ178/178	Globemaster III	99sq	* RRR814
04.ZZ173/173	Globemaster III	99sq	* RRR814
05.092/YL	EMB121AA	EAT00.319	FAF6796
06.475	C-130H	4sq	RSF3547
10.ZJ174	Apache AH1	3/4Regt	Prowler2
ZJ222	Apache AH1	3/4Regt	Prowler1
11.ZZ173/173	Globemaster III	99sq	RRR6855
XV295/295	Hercules C1	47sq	RRR725
ZF139/139	Tucano T1	72(R)sq	* Lima74
ZF379/379	Tucano T1	72(R)sq	Lima21
12.ZJ815/BN	Typhoon T3	3sq	* Typhoon42
G-BZAY	BAe146-RJ100	QinetiQ	* BDN51
17.E153/705-RU	Alpha Jet E	EAC00.314	FAF6441
18.FB23	FB-16BM	10w	* BAF501
62-3540/D	KC-135R	351st ARS	Quid32
ZJ964/D	Bell 212 AH2	25Flt	AAC258
26.ZH536	Islander CC2	Northolt SF	RRR7946
27.LX-N90455	E-3A	NAEW&CF	* NATO02
ZE395	BAe125 CC3	32(R)sq	NHT44
ZH870/870	Hercules C4	24/30sq	* RRR868
30.E25/705-TJ	Alpha Jet E	EAC00.314	31 FAF6471
G-BZAY	BAe146-RJ100	QinetiQ	* BDN53
ZA601/066/AJ-G	Tornado GR4	41(R)sq	* Apollo1
ZG777/EB-Q	Tornado GR4	41(R)sq	* Apollo2
31.ZA707/AO	Chinook HC2	Odiham Wg	SHF397
ZZ178/178	Globemaster III	99sq	* RRR868
ZH881/881	Hercules C5	24/30sq	RRR322

Credits: MAR, www.banterops.com and the Mildenhall mailinglist.



Boeing 737-300 G-GDFK was delivered to Jet2holidays on 15 March 2012. Former operators of this Boeing were Estonian Air, Astraevs and British Airways. Jet2holidays is a sub-division of the The Dart Group (Jet2's parent company) offering package holidays which combine hotel accommodation and transfers with Jet2 flights. Jet2holidays' fleet are predominantly blue and white and feature a large sun motif on the tail, making them visually dissimilar to the rest of the Jet2 fleet. Its colour scheme looks very similar to that of US carrier Allegiant Air. However, as far as we know, there are no ties between these two airlines. (Amsterdam-Schiphol, 23 July 2012, Kees van Boven)

Manufacturers News

Airbus

A350

The wing box, a structural component from which the wings extend, has been assembled for the first A350-900. The assembly took place at the Airbus facility at Broughton (UK). The wing box is destined to be part of the first flying prototype A350-900 (c/n 001). Airbus has assigned the first five A350 airframes to flight testing. Due to a problem with the machine that is used to drill holes in the wings, Airbus is forced to delay the entry into service by three months. The first flying A350-900 is still expected to take to the skies around the middle of 2013. Its entry into service will now be pushed back to the second half of 2014. The total delay in the A350-900 programme is roughly one year at this moment.

The flight deck for the first A350XWB has come alive for the first time. Just two weeks after the fuselage was transported to the final assembly line in Toulouse, Airbus has successfully powered up the flight-deck of c/n 001. The powered flight deck is an important milestone in aircraft readiness. Following flight deck "power on" is aircraft "power on" and first flight. The powered flight deck enables the functional checking for most systems. The entire fuselage power-on is scheduled for later this year.

Bombardier

CSeries

"Aircraft 0", the CSeries first flying prototype, is scheduled to start full integrated testing this month. The testing will be done at Bombardier's Complete Integrated Aircraft Systems Test Area in Mirabel (QB). The first flight for the

prototype CSeries is scheduled for December. Bombardier's CEO Pierre Beaudoin reported that all program milestones remain intact. Although testing starts this month Beaudoin considers the programme to be on schedule even if there is a three-to-five month slippage. The CSeries aircraft will be the first Bombardier aircraft that will have a fly-by-wire control system.

NG Aircraft

NG Aircraft is setting its sights on a larger aircraft. In order to be more fuel efficient, be quieter and to reduce greenhouse gas emissions more than its competitors NG Aircraft has opted for the heavier Pratt & Whitney Pure Power engine. Because this engine is heavier than the previous tested engines NG Aircraft had to extend the fuselage in front of the wings and the wings in order to maintain a properly balanced aircraft, with some new relocated doors. This means that the aircraft will be able to carry 120 passengers. Lacking sufficient investors it is unsure if the NG120 will ever take to the skies.

Sukhoi

Superjet 100

Sukhoi delivered its tenth Superjet 100 on 28 July to Aeroflot. Sukhoi planned to deliver 23 SSJ100s this year, but the output currently is well below the planned rate. This is the second year in which the output is lagging. In 2011 Sukhoi planned to deliver fifteen airframes but delivered only six. Following the crash of a SSJ100 in Indonesia on 9 May this year Sukhoi Commercial Aircraft Company president Vladimir Prisyazhnyuk told his suppliers that speeding up the deliveries is essential to restore customer confidence.

Airline News

Europe

The Netherlands

KLM and Schiphol Airport are having a disagreement on the course of the airport. Schiphol wants to expand by adding more point-to-point-flights. KLM and other members of the Dutch Airline Association do not like that because they are partly paying for the expansion by higher fees and the expan-

sion will be mainly used by competitors. They cite Emirates operating with the A380 as an example. KLM is saying that they cannot maintain their frequency because of the giant plane operating into Amsterdam.

The group also announced that they are starting a codeshare alliance with Australian airline Jetstar. Flights to and from the Australian Gold Coast to Tokyo-Narita will have AF and

KL flight numbers placed, so that customers can be offered one stop flights to and from Amsterdam and Paris from Australia. AF-KLM passengers will receive pre-seating, a meal-beverage package and an amenity kit.

Armenia

Last month we already reported about [Armavia](#) and the fact that the airline does not want to take delivery of its second SSJ. Now, we can report that their sole Superjet is also parked due to this conflict. Armavia claims that this was needed because of technical issues with the plane, but Sukhoi is suggesting that Armavia wants out of the original contract and has difficulties to refinance the contract into a sell and lease-back contract. Both planes are currently parked at Zhukovsky. Earlier this year the Russian authorities briefly suspended Armavia's route rights into Russia due to unpaid air traffic control debts.

Belgium

[Jetairfly](#) made a statement in which they mentioned that the TUI owned company ordered two ERJ190s for delivery in 2013. The new planes will replace their B737-400 and -500.

Croatia

[Croatia Airlines](#) is set to lease two 30-seat turboprops for flights from Osijek to Split and Zagreb. The type and source of the aircraft is yet unknown.

Czech Republic

Expansion is in the works at [CSA](#). The airline is going to add three former Jet Airways ATR72-500s to the six strong ATR42 fleet. The planes will be used on routes from Prague to Budapest, Copenhagen, Düsseldorf, Hamburg, Kosice, Ostrava, Stuttgart and Warsaw.

Denmark

[Cimber Air](#) will expand its fleet with one ATR72. It will be used to operate flights from Copenhagen to Billund on behalf of SAS.

France

Orly airport is becoming an interesting French A330 port, with [Aigle Azur](#) planning to start-up long-haul flights to Asia with leased A330s from Orly. The new flights are planned for the end of this year, or beginning 2013. Currently Aigle Azur operates flights to Algeria, Portugal, Russia and Tunisia.

[Air France](#) has confirmed to the press that the airline is planning to add international flights from its Orly base. Orly is now mainly used by Air France as the base for its domestic flights (including the French Overseas areas). The company

wants to utilise its based A320 series fleet better. Although unconfirmed, Athens, Casablanca, Istanbul and Rome are mentioned as new destinations from Orly.

As an addition to the news last month, we can now report that the pilot unions are also backing the restructuring plans of Air France.

Germany

[Air Berlin](#) reported a €66.2 million loss for the second quarter of 2012. They are thinking about how to deal with the situation after years of rapid growth and growing debt. As a first measure, the airline will cut unprofitable routes, reduce seats by selling eight narrow bodies and is going to postpone upcoming deliveries of new planes.

[Condor](#) surprised the aviation scene by joining the retro plane club. One of the newest additions of the fleet, a B767-300ER, has been painted in the airlines livery from the 80s.

Regional carrier [InterSky](#) has ordered two ATR72-600s. The aircraft will be added to the fleet of three DHC-8s and used on new and existing routes in Germany.

[Lufthansa](#) is facing some difficulties with its plan to restructure its short-haul operations. The largest cabin crew union has voted in a large majority for a strike as they do not agree with the plans of the airline. The unions and Lufthansa have been talking on an agreement for over a year, but with no success. While the unions demand higher wages and better travel opportunities for their members, Lufthansa wants to cut €900 million from the airline division. The unions are also upset about the move of Lufthansa to outsource cabin crew work to lower-paid employees at its Berlin base. This cost cutting move will help to offer lower fares in a low-yield market. The unions fear that this practice will become the norm for the airlines other bases at Munich and Frankfurt.

Lufthansa is also looking at ways to merge operations from their non-hubs with the operations of their low-cost subsidiary Germanwings, but these plans are moving slowly because the company can't decide which brand would be the surviving one. If the operations merge with Germanwings, unions are again fearing that the low-cost structure of Germanwings will become the standard, meaning the current Lufthansa staff will have to endure more working hours and lower wages.

An end of an era for [Lufthansa CityLine](#). The airline has phased out its last two RJ85s. Both Avros were operating from Munich and are now parked there.



This summer season XL Airways Boeing 737-800 D-AXLG is operating for Condor. (Dusseldorf, 1 August 2012, Guido Wolfs)



Hermes Airlines is a Greek charter airline that was founded in 2011. Hermes Airlines is a subsidiary of Air Méditerranée and all of its aircraft (one Airbus A320 and one Airbus A321) were previously flying for them. The Hermes Airlines' aircraft still wear the full Air Méditerranée colours and titles, but are registered in Greece. Photographed here is Airbus A320 SX-BHV. (Stockholm-Arlanda, 25 July 2012, Ton Jochems)

OLT Express Germany has been taken over from Polish investor Amber Gold by Panta Holdings. Panta is the holding company for Denim Air and NG Aircraft (formerly known as Rekkof). Panta Holdings said that the earlier agreement to take over Contact Air will be maintained and that the Fokker 100s will be used for expanding the airline's operations in Germany.

Ireland

Aer Lingus is stopping the Washington-Madrid route that the airline was operating for United Airlines. The route was always surrounded with a lot of controversy as the unions at United looked at it as outsourcing and because of that were not very fond of it.

Howard Millar, CFO of Ryanair, has said that the airline is interested in participating in a joint bid with other airlines to take over London-Stansted airport from BAA. Millar says the airline expects to own up to 25% of the shares of the airport. BAA needs to sell the airport after a ruling that BAA is not allowed to own two London airports. BAA has already sold Gatwick and now owns Heathrow and Stansted with the latter up for sale.

Last month we reported about the effort Ryanair is making to purchase Aer Lingus. We can now add some more information about these plans. The company has been talking to the EU Commission that it is willing to give up slots and traffic rights at Dublin if the airline is allowed to take-over Aer Lingus. This means that competing companies can start-up a base of their own at Dublin. In the meanwhile, Etihad has contacted Ryanair to take-over their 30% stock in Aer Lingus, which the low-cost airline might want to sell if the take-over of Aer Lingus is not approved. This is a logical move as Etihad just bought 3% of the shares of Aer Lingus and are keen on expanding their share.

Italy

Alitalia is going to replace their two wet-leased Fokker 70s from Carpatair with two ATR72s from the same airline. Both planes will be used on domestic flights from Rome to Ancona and Pisa.

The curtain has fallen for WindJet. Last month we reported that Alitalia was taking over the airline, but the talks broke down after some bickering from WindJet's CEO about Alitalia demanding too much. On Monday 13 August, the airline's operations certificate was revoked, resulting in the demise of the airline. With the bankruptcy more than 300.000 pas-

sengers were affected and a consortium of Alitalia, Meridiana and Blue Panorama were asked by the Italian authorities to help the passengers to reach their destinations. Livingston Air took over the tour operators flights for the rest of the season.

Latvia

Air Baltic is going to have phased out its Fokker 50s by November. With the end of the summer season, the airline will start withdrawing the eight aircraft fleet.

Malta

At the end of July, Air Malta revamped its company image, including a new livery. The Maltese cross is to be maintained on the tail, but the livery got some more colours. The back-side of the plane is now red, with green, blue and yellow stripes, also at the end of the plane. Big red "Malta" titles are painted on the front of the plane, with small "The airline of the Maltese Islands" above the windows and "airmalta.com" on the belly. The first plane is due to roll out in this livery in September.

Poland

It was to be expected. OLT Express Poland ceased all operations in August due to the biggest financial backer Amber Gold retreating from the airline. All Airbuses are repossessed by the lessors and the German subsidiary has been sold.

Portugal

As part of the mandated EU restructuring programme, TAP Air Portugal is about to be privatised. The government has agreed to this action at the beginning of August. Interested parties are invited to bidding in a few months.

Russia

Tomskavia has welcomed their first Cessna Grand Caravan to their fleet, with two to follow. The planes will replace the company's An-24s.

In addition to the news mentioned last month, Vladivostok Air is to stop operating its sole remaining A330. The company is going to concentrate on regional and some international flights from Vladivostok ahead of the planned merger with SAT Airlines.

Volga Dnepr Group, the parent company of Volga Dnepr and AirBridge has taken over Russian cargo company Atran Cargo Airlines. A new B737-400F has been added to the Atran fleet in August, flying in the group's distinctive blue livery. The Boeing will be a frequent guest at Cologne as it will be used for UPS-flights between Moscow and Cologne.

Slovenia

The government of Slovenia has, just like in Portugal, agreed to privatize the national airline [Adria Airways](#). 74.8% of the shares are for sale and interested buyers can make a bid until 10 September.

Spain

[Binter Canarias](#) is going to wet-lease a single CRJ200 from Air Nostrum to start-up flights from Gran Canaria to Lisbon and Praia. Flights are due to start in September and it is yet unknown if the plane is going to be operated in Binter livery.

On a recent Facebook post, [Iberia](#) confirmed that they are to receive their first A330 in January. The airline also confirmed that they are going to introduce PTVs in all classes of their long haul fleet. Next to this good news, the airline's parent company IAG confirmed that they are planning a large restructuring of Iberia. IAG reported an operating loss of €253 million for the first half of 2012, with the biggest losses at the Spanish brand of IAG. The plan will be finalized at the end of September and is likely to include down sizing, network cuts and shifts and job cuts. IAG's chief Willy Walsh said that "Iberia's problems are deep and structural and the economic environment reinforces the need for permanent structural change".

Sweden

Despite the current economic tide, a new airline is to start-up in Sweden. [Sky4u](#) will be a regional airline, started by the former management team of Cimber Sterling and Skyways. Further details are currently lacking, so to be continued.

Switzerland

Rough weather for [Darwin Airline](#). The company is reducing flights and axing routes and is also cutting its staff working hours with 30% in order to reduce costs and losses. If the fleet is going to be down sized as well is currently not yet known.

Turkey

[Atlasjet](#) has withdrawn its last A330 from use and is now an all narrowbody operator, operating one A319, three A320s and ten A321s.

In Scramble 399 we reported on the restart of [Saga Airlines](#). Their sole A320 has now been taken into operation in full Onur Air livery and will mainly be used on domestic flights for Onur.

The last few months Airbus and Boeing fought hard to win [Turkish Airlines'](#) order for a VLA. Rumours in August suggested that the airline decided in favour for the B747-8i, but

new reports are hinting that the airline is abandoning their VLA plans for the moment. Turkish Airlines will now make a decision about smaller wide bodies (A330/A350/B777/B787) in due time.

The government is due to open the bids for the new third airport for Istanbul in September. The winner will be announced in 45 days and the new airport needs to be opened in 2015 in order to release the pressure on Ataturk airport. The airport will be opened in stages, with a capacity for handling 90 million passengers in 2015, with expansion possible to 150 million passengers per year later on.

Ukraine

[Aerosvit Airlines](#) has leased one ATR72 from Lithuanian company DOT to operate dedicated on its Kiev-Vilnius route.

United Kingdom

Airbus has notified [British Airways](#) that delivery of their first A380 is to be pushed back to the third quarter of 2013. The delivery is going to be later due to the wing cracking issues that needs a little more time to correct.

Eastern Group, parent company of [Eastern Airways](#) has taken over Humberside airport from the Manchester Airport Group. The company now owns 87.2% of the shares of the airport.

[easyJet](#) is going to change from free-seating to allocated seating according to British news outlets. The airline is, however, not confirming the move. The airline is also expected to close its Dortmund base. The airline has one A319 based at the German airport.

The [International Airline Group](#) is considering to purchase a minority stake in AMR Corporation, the parent of American Airlines. IAG CEO Walsh also said that the group is supportive of an AMR/US Airways merger.

In a surprise move, [Virgin Atlantic](#) announced that they are starting domestic flying in March 2013. Branson's airline will start three daily flights to Manchester from London-Heathrow and back. They will wet lease an A319, which will receive the company's livery. The source of the plane is currently unknown. Virgin also said that its going to operate this route, even if they don't win the auction of slots and routes that are given up by British Airways after the British Midland take-over.

[West Atlantic](#) is planning to add B737-400Fs to its fleet. The airline is already operating two B737-300F's and is leasing a B737-400F from Bluebird Cargo.



This BAe146-RJ100 was delivered to Malmö Aviation in April 2001. In spring 2006 it was painted in a special colour scheme to promote the Swedish football team for the World Cup Football in Germany. It flew around in this colour scheme until April 2012 when it was repainted in a new special colour scheme, but still supporting Swedish football. (Gothenburg, 24 July 2012, Ton Jochems)



Starbow Aviation is a new airline from Ghana, linking Accra and the regional city of Kumasi to various destinations in and around Ghana. Their fleet consists of three BAe146-300s aircraft, registered as 9G-SBA, 9G-SBB and 9G-SBC. When one of their own aircraft received some maintenance they temporarily used this South African Fair Aviation BAe146. It flew for Starbow between May and August 2012 in Fair Aviation colours with Starbow titles and logos and with South African registration ZS-SMO. (Lanseria, 4 August 2012, Morné Booij-Liewes)

Africa

Botswana

With the delivery of the airline's second RJ85, [Air Botswana](#) will introduce a new livery. The new colours could already been seen in The Netherlands and Germany as the former Lufthansa CityLine plane was painted at Lelystad and ferried to Cologne in August awaiting delivery.

Djibouti

[Daallo Airlines](#) is expanding the fleet with a leased BAe146-200 from Bulgarian company Aviostart Airlines. The BAe146 was noted at Sofia in August and will complement the fleet of two An-24s and one DC-9.

Egypt

[Alexandria Airlines](#) is set to receive its first B737-300 which will be added to the sole B737-500. The latter is currently wet-leased to Marsland Aviation of Sudan.

Ethiopia

August was a big month for [Ethiopian Airlines](#) as the company took delivery of their first B787. If you want to spot the plane yourself, it will be used on the airline's daily flight to Washington, replacing a B777-200LR on the route. The change of aircraft will take place on 20 September. During the delivery ceremony the company also stated that it's evaluating both the A320neo and B737MAX series, with the B737 having a slight edge as the airline is already operating the B737, with seven of those planes still on order. Ethiopian is going to decide in 2014 when the last B737 is delivered.

Equatorial Guinea

The single Boeing 777-200LR in the fleet of [CEIBA International](#) has been taken-over by White Airways of Portugal and reregistered in Portugal. White is going to operate the B777 for CEIBA, but it is yet unknown what routes to see this plane. Rumours are floating on the internet that this plane isn't intended for the airline's network, but rather for President Obiang and his family, who likes to live large. To be continued.

Ghana

[Africa World Airlines](#) has taken delivery of its first two ERJ145s which will be used on domestic flights from Accra. Both planes are sourced from Tanjin Airlines in China.

[Antrak Air](#) is about to lease a ATR72 from Spanish Swift Air. The plane was seen at Madrid in early August wearing the Antrak Air livery, but with a Spanish registration.

[CiTylinK](#) has suspended flying until further notice. The airline wet-leased a Fokker 100 from Croatian airline Trade Air, but that plane is reported to be back on its way to Croatia.

Kenya

[Kenya Airways](#) signed a mandate with the African Export-Import bank to finance their fleet renewal plans which involves nine B787-8s, one B777-300ER and ten ERJ190s.

Libya

According to the Airbus order sheet, [Afriqiyah Airways](#) upgraded their outstanding order for three A321s to three A330s. The airline also reported that at on 31 July one of their A330s was damaged by gunfire while being readied for a flight. The plane is now grounded until repaired. Afriqiyah is also reconsidering its route strategy and cancelled a lot of flights to Africa as there is no feed from European passengers connecting in Tripoli. This is because the airline is not allowed to operate to Europe itself. This is unlikely to be resolved for at least three months according to Fawzi Bitamer, the Undersecretary of the Ministry of Transport.

Mali

Local newspapers are reporting that [Air Mali](#) has withdrawn its three MD87s and is currently only operating its sole CRJ200. This is due to the internal turmoil in the country.

Namibia

According to a press release, [Air Namibia](#) has signed a leasing agreement for two brand new A330-200s. The new aircraft will be delivered in October 2013 and will be used on the Windhoek-Frankfurt route. With this agreement, Air Namibia is taking their last step in replacing their fleet with newer equipment. The airline will now be operating four ERJ135s, two A319s, with two more A319s on order. Air Namibia is also in talks with both Emirates and Kenya Airways for partnerships.

Nigeria

Nigeria, as we all know, does not have the safest aviation scene in the world. In June a MD-83 from Dana Air crashed near Lagos, one of the many accidents in the country. The Minister of Aviation of Nigeria, Princess Stella Oduah-Ogiemwony has signed an agreement with Boeing during a visit to the United States in August. Boeing will help the government to overhaul the civil aviation scene in Nigeria. Boeing will open a training facility for aircraft maintenance, will assist in inspecting all planes in the country and will assist with fleet renewals.

A former Kingfisher A330-200 is about to enter the fleet of Arik Air. The Airbus, leased from Pembroke, is to become the third widebody in the fleet, next to the two A340-500s leased from HiFly.

Leasing company Hak Air is reported to start flying on their own. Four former B737-400s from Garuda has been taken over, with the first plane already delivered to Lagos. More information on this start-up is currently lacking.

Noted during a test flight in August at Toulouse, was the first ATR72 for Overland Airways. The identity of the plane is yet unknown and the plane will supplement the airline's fleet of three ATR42s.

Réunion

Air Austral announced that they will continue to fly to Lyon, Marseille, Nantes and Toulouse into January 2013. This is a change of plans, as the airline previously announced that they will cease to operate these cities effective from 28 October. The route to Bordeaux (via Marseille) will be the only one stopped on that date for now. The company is able to continue these flights thanks to an investment of €63.5 million of the regional government. This action has disgruntled Corsair which has sued the company because they think this investment is illegal state aid and should have been authorized by the European Commission.

Seychelles

Air Seychelles took delivery in July of a leased A330 from Jet Airways. The airplane is painted in full colours.

South Africa

Noticing the collapse of Air Zimbabwe made 1time Airline and Airlink think about expanding into Zimbabwe and establish an airline in the country. Both airlines are now in the process of pursuing a license from the government of Zimbabwe, with 1time Airlines being the most successful airline in doing this (see Zimbabwe).

South Sudan

Kush Air, currently operating one leased Fokker 50, will add an Antonov An-12 in the coming weeks for use on charter cargo flights.

Tanzania

Before even restarting operations, Air Tanzania needed to cancel their plans as the deal to lease a B737-500 fell through. The cancellation of the deal is because the Tanzania authorities found cracks on the plane near the cockpit windows. Air Tanzania is now looking for a replacement to start-up.

Uganda

Air Uganda is going to retire its last two MD-87s by the end of this year.

Zimbabwe

Fresh Air is the name of a new low-cost carrier in Zimbabwe. The airline is a joint venture between South African airline 1time Airlines and local based investment company Nu-Aero.

Asia

Afghanistan

Kam-Air will lease two ex-Air Bridge Cargo B747-200s to set up some cargo routes. Currently Kam-Air is only operating passenger planes.

China

The first international route of the China Southern Airlines A380-800 has been announced. Los Angeles will be the lucky one, first flight is planned on 12 October this year. Rumours are going around that Amsterdam might also be a destination for the A380-800, however, other rumours saying it will be the B787 for Schiphol in the near future.

Xiamen Airlines and Boeing agreed for an extra forty B737s with deliveries starting in 2016 and ending in 2019. The planes will be mainly used to expand the international route

network within Asia. Xiamen Airlines has also introduced a fresh new livery. The tail is now light blue with a white bird in it. Further, the belly is painted dark and light blue and the airline has replaced the full name on the aircraft by "Xiamen Air". The first B737-800 is already flying in this livery.

Hong Kong

Hong Kong Airlines will stop the all business class flight from Hong Kong to Gatwick. The three A330s will be refitted and be use for flight within Asia. Last flight will be on the 3rd of September this year. The company has also been told by the Hong Kong Civil Aviation Authorities that they can't add anymore aircraft to their AOC. The airline needs to make a plan in which they show they can cope with the planned growth of the company. Because of this, Hong Kong Airlines is considering to postpone or cancel their A380s on order. The Chinese are, however, saying that this action is because of the EU Carbon Tax plan, not due to the problems at the company.

India

Air India has postponed the delivery date for their first B787. This is because one of the Boeings lost some parts from the engine during a pre-flight test in Charleston. Currently, Boeing and the NTSB are investigating the issue. The Indian Aviation minister decided to check the possibilities for joining oneworld or Skyteam. This is because Air India is still not performing as Star Alliance is expecting from their participants.

Jet Airways asked the Indian Government for an approval to join Star Alliance. Most probably the Indian Civil Aviation organisation will not approve this request because Star Alliance put the request of Air India to join on hold.

Indonesia

Kartika Airlines has not flown since 2010, but they announced in a press release that they still want to operate with thirty SSJ100-95s soon. First flight is planned to be performed by the end of this year.

For the first time, Sky Aviation has added a jetliner to the fleet. It is a B737-300 coming from KalStar Aviation.

Iran

The only passenger B707-320 operator still left in the world, Saha Air, has been grounded by the Iranian Civil Aviation organisation. The B707 is thought not be safe enough anymore for passenger flights. The future of Saha Air is very unsure, as it is a part of the Iran Air Force. Sad that the very last civil passenger B707 operator has been grounded!

Japan

After the new B787, the B747-8F is now also operational with a Japanese airline. NCA - Nippon Cargo Airlines will have a total of fourteen of these machines. The first machine has been delivered on 25 July. They have a slightly different colour scheme than their B747-400Fs.

JAL - Japan Airlines has received green light to go back to the Tokyo Stock Exchange. Back in 2010 they had to leave the exchange due to bankruptcy. On September 19th this year they will be back on the stock market.

Maldives

Maldivian is planning to add a A320 to their fleet of DHC-8s and start-up flights to Bombay, Chennai and Dhaka in November.

Mega Maldives Air is going to lease an extra aircraft to expand their network. A B757-200 will join the fleet and this will make it possible for the B767-300 to serve new destinations like Melbourne and Tokyo. Rumours are also saying a new destination will be added in Germany.

Malaysia

For the first time in the airline's history AirAsia has bought an airline to expand their operations. Batavia Air will be

taken over for US\$80 million and AirAsia will receive 49% of the shares in the company. According to AirAsia's Chief Tony Fernandes this acquisition is a very good opportunity to get into competition with Lion Air. They are currently the biggest low cost airline in Indonesia.

AirAsia X will lease an extra six A330-300s from ILFC for ten years. The planes will be fitted with Rolls Royce engines and 377 seats. Delivery will take place in 2013 and 2014.

Mongolia

Coming to an airport near you this fall will be Air Cargo Mongolia. This new airline is planning to start operations with an A310F and will be flying from Mongolia to China, Germany and Russia.

Ezris Airways has added the first of two DHC-8-Q400s. The planes are nicely coloured orange and white with a flower on the tail.

Pakistan

Bhoja Air has lost their operating license with the crash of one of their B737-200s. Their only airworthy B737-400 has been sold to Shaheen Air International. Shaheen will use this plane to replace the old B737-200.

PIA has announced that the airline is to lease two B777-200s and five B737-800s. The B737s will be former Jet Airways-planes, but the source of the Triple Sevens is unknown at the moment.

Last month we wrote that Shaheen Air International was going to add two A330-300s and that one of them was planned to be painted at Amsterdam. Well the first part of the story is true, but it did not get a repaint in Amsterdam. Paris Orly was the place for some new paint. Both wide bodies will be used to serve a few new destinations: Bangkok Don Mueang, Dhaka, Riyadh and Medinah.

Philippines

Philippine Airlines is still not permitted to operate into Europe and the United States due to safety reasons. However they are able to operate to Vancouver and are planning to add Toronto as a new destination. They are also working hard to get their safety record up to date and convince the EU and US that their planes are safe.

Singapore

Some sort of a surprise order on the Boeing side is coming from SilkAir, the Singapore Airlines subsidiary. Nowadays they are an all Airbus airline with A319s and A320s, but they

have chosen 31 new B737-MAX8s and 23 B737-800s. Fourteen options are also part of the deal. We will see the first B737-800 with SilkAir colours in 2014. All the Airbus planes will leave the fleet.

South Korea

Korean Air has submitted a bid to take-over 42% of the shares of Korea Aerospace Industries. These shares are now owned by the government. KAI is the manufacturer of military air-planes, but also a supplier for Airbus, Boeing, Bombardier and Embraer.

Sri Lanka

Mihin Lanka will lease an ex Spanair A321 from ILFC, which is currently parked at Perpignan Airport.

Thailand

U Airlines has received their first A320, in a nice orange livery with a white tail. They will start charter operations in Thailand and the second A320 will follow soon.

And yet another new Thai airline is starting up; City Airways. They will operate with a single B737-400. They will operate charters from and to Phuket.

Aeroflot has sold one of their B767-300s to Orient Thai. This aircraft is currently flying in Aeroflot colours with Orient Thai titles, so that should be an interesting plane to spot.

Tajikistan

Asian Express Airline is going to add two ex British Airways Cityflyer Avro RJ100s very soon. Currently the airline has only one plane, a former CityJet Avro RJ85.

Latin America

Bolivia

One could debate endlessly whether or not it should be in this section, but it might be better to mention it twice than not at all as Transporte Aéreo Militar - TAM (flying domestic services on behalf of the Bolivian Air Force) will be adding another B737-200 to their fleet. The aircraft comes from Sky Airline, Chile.

Colombia

If you happen to be spending your holiday in Aruba from October, you might be lucky to run into one of the nowadays rather rare aircraft type Jetstream 41 from Easyfly. Easyfly is expanding its network internationally now by flying to Aruba and Maracaibo (Venezuela) from Barranquilla. They plan to add a twelfth Jetstream 41 for this purpose.



Vietnam Airlines is a large operator of Airbus A321 aircraft. At present they have a fleet of 31 Airbus A321s and still have options for an additional 27. The latest Airbus A321 delivered to them is pictured here at Maastricht where it was painted. It still wears its German test registration D-AVZY. It was delivered on 22 August 2012 and registered in Vietnam as VN-A338. (Maastricht-Aachen, 1 August 2012, Guido Wolfs)



This Boeing 737-700 was delivered to Axon Airlines in 1999. In July 2002 the Boeing was delivered to Air Sahara as VT-SIU. In 2007 Air Sahara was rebranded as Jetlite when the airline was taken over by Jet Airways. Jet Lite ceased operations in spring 2012 when Jet Airways decided to merge Jetlite with another subsidiary Jet Konnect. Jetlite operated scheduled services connecting metropolitan centres in India. Due to the merger with Jet Konnect this Boeing 737 was withdrawn from use and ferried to Mojave for storage late July. On its way to the US it made a fuel stop at Brussels. (31 July 2012, Eric Vangeel)

Paraguay

After only one year of operations, Sol de Paraguay suspended its operations. Sol de Paraguay operated a fleet of three Fokker 100s for the time being: c/n 11304 ZP-JCK, c/n 11341 ZP-CAL and c/n 11348 ZP-CFL..

Venezuela

Conviasa has placed an order for six Embraer 190s with an option for 14 more. Sadly but logically, upon these deliveries from the end of this year, it will mark the end for their five B737-200s.

Solar Cargo will replace their two Antonov 26s with two former Centurion DC-10s. The aircraft are expected to be used on cargo flights to Miami (FL).

Middle East

Bahrain

Gulf Air is no longer flying with their ERJ170s. They have been returned to the lessor and both planes are parked at Exeter. The larger ERJ190s are taking over the routes.

Israel

El Al will add two extra B737-900ERs. They already signed for four planes in March 2011. The aircraft will be used to replace the older B757-200s.

Qatar

Qatar Airways will launch three new destinations in their network. Warsaw will be served by an A320 four times weekly. Belgrade will also be served with an A320 but three times a week with a stopover in Ankara. Final new destination will be Chicago with a daily flight. Chicago is a main US port for the oneworld alliance, so we do not think it is just a coincidence as they are a candidate to join the oneworld alliance.

Saudi Arabia

Nasair will wet-lease two B737-800s from the low-cost carrier SpiceJet during the Hajj season.

Syria

Syrianair has given up the Amsterdam and Brussels route due to the bad political situation. Only Paris and Frankfurt are served now in Europe.

United Arab Emirates

Etihad Airways and Aer Lingus will start up a code share cooperation together. Last May, Etihad already bought three percent of the shares of Aer Lingus. Currently there are ten flights from Abu Dhabi to Dublin a week. Etihad also announced they want to focus more on the Australian market. They will do this by starting a daily Brisbane flight in February next year and in 2014 two of their four A380 destinations will be in Australia (Melbourne/Sydney).

On the 1st of August Emirates introduced the A380-800 for the first time on their Amsterdam rotation. Amsterdam is the nineteenth airport where Emirates is touching down with their flagship. Rumours are going around that the second daily Amsterdam flight will be added before the summer of 2013. Phuket will also be added to the Emirates timetable. As from 10 December they will have a daily flight towards this touristic island.

RAK Airways will be the second carrier to launch domestic flights in the UAE. From 3 October they will fly four times a week from Ras al Khaimah to Abu Dhabi.

North America

Canada

Air Canada will set-up a low-cost subsidiary, which should commence services next year. Air Canada will provide the new company with A319s and B767-300s.

United States

Allegiant Airlines will add a new type to its fleet, by acquiring nineteen A319s from Cebu Pacific and EasyJet.

American Airlines has turned two options for B777-300s into orders. Furthermore, an outstanding order for a B777-200 has been swapped for a B777-300.

California Pacific Airlines has received their first Embraer 170 to commence services from Northern San Diego's Carlsbad Airport (CA). However, due to all required certificates, the aircraft is currently still parked at Carlsbad, as the actual start-up of operations is targeted for the first quarter of 2013.

Struggling Delta Air Lines feeder Comair will be shut down on 29 September. Delta Air Lines has made this decision as, amongst other factors, operating a large number of high-cost CRJ100s and -200s has become too expensive to run. The remaining CRJ700s and -900s are going to be transferred to other Delta Connection carriers. The smaller CRJs will be phased out.

Adding more B767s to the existing order for 27 aircraft, Federal Express has ordered nineteen more B767s to further replace its aging A310s and MD-10s. These deliveries are scheduled to take place between 2015 and 2019. At the same time Boeing and FedEx have agreed that four B777s will be cancelled.

Ryan International has replaced its leased A330-300 with a former Atlasjet A330-200.

More news about Delta Connection this month, as SkyWest Airlines will be adding CRJ700s and CRJ900s formerly flown by Comair and Pinnacle Airlines under the Delta Connection banner. At the same time, Delta Air Lines has decided to phase out all 66 CRJ100s and CRJ200s. The phase out is supposed to be completed by December 2015.

As of 5 December 2012 United Airlines will start operating the B787 Dreamliner on the Houston-Amsterdam v.v. service, replacing the Boeing 767-400 currently operating the route. The first flight will leave CONUS on 4 December to arrive as a nice 'Sinterklaas' present at Amsterdam a day later.

Oceania

Australia

QANTAS and Emirates are negotiating to form an alliance. QANTAS is forced to do so because their international operations are not making enough profit. If Emirates will be the new partner, the European flights will most probably go via Dubai. Also, Emirates can use the very good domestic services of QANTAS. Currently Etihad and Virgin Australia are already working closely together. QANTAS started to refit their A380 cabin due to the bad economic situation leading to less booking for business class. Lufthansa Technik in Manila will take care of this project. The total seats will rise to 484 instead of 450, meaning an increase of 34 seats (7.5%).

In order to reshuffle their financial exposure for the coming years, QANTAS has cancelled their order for 35 B787-9s with Boeing. The airline was able to cancel this order without a penalty due to the delays of the Dreamliner. As the airline

posted a loss of \$244 million, the return of the deposits of about \$400 million is very welcome as is the outlook of less spending in the future. The airline also brought forward their fifty purchases rights and options on the B787-9 to 2016, in order to be able to operate the type in a for QANTAS reasonable timeframe. QANTAS also has an order for fifteen B787-8s, which will be kept on the books.

Aircraft lessor Aviation has taken over the first ATR72-600 for their customer Skywest Airlines, which will operate the plane for Virgin Australia on regional routes. There are eight ATRs that will follow the first one.

Vincent Aviation Australia has leased a Saab 340B from Mesaba Airlines from the United States. This is the second Saab 340 in the fleet, the other one is from the New Zealand part of the company.

Fiji

We reported earlier that Air Pacific is going to introduce three A330s, but we can now report that the airline is to be rebranded and relaunched as Fiji Airways. The company issued a press release in August confirming the name and introducing a new logo. The A330s, that are due to arrive in March, May and November 2013, will feature the new livery, which will be unveiled in October.

New Zealand

Air New Zealand is planning to configure the new B787-9 with nearly 300 seats. This is more than planned, but it will operate mainly on flights to and from Asia, which are mostly leisure passenger. However the plane will still have an three-class configuration.

Eagle Air, which is operating domestic routes for Air New Zealand, has grounded fourteen of their eighteen Beech 1900Ds. During maintenance they found some hairline cracks on the top of the vertical stabilizer. Eagle Air has informed the manufacturer about this big problem and asked them for help. Despite this problem Air New Zealand is able to operate the domestic services with other planes without any big problems for the passengers.

Aircraft orders

Underlining means an update compared to last month.

Airbus 2012 firm orders

<u>Afriqiyah Airways</u>	3 <u>A330-200</u>
<u>Airbus Corporate</u>	2 <u>A318CJ</u>
	1 <u>A330-200CJ</u>



This Airbus A320 was delivered to Windrose Air and registered in Ukraine as UR-CKB last June. Windrose Air obviously did not have time to give the Airbus a proper paintjob and add new titles, because it flies without titles in the colours of its previous operator Viking Hellas. (Amsterdam-Schiphol, 6 August 2012, Ton Jochems)



Avia Traffic is an airline based in Bishkek, Kyrgyzstan. According to our database, the airline operates a fleet of two BAe146 aircraft and one Boeing 737-300. The Boeing 737-300 is registered as EX-37005. We were surprised to receive a picture of this Boeing 737-300 in Avia Traffic colours wearing registration EX-37008. The tie up is not yet known, but we presume it is ex LZ-BOW of Bulgaria Air. The airline is blacklisted in the European Union. (Moscow-Domodovo, 29 June 2012, André Alders)

Air Lease Corporation	36	A320NEO
	1	A330-200
	2	A330-300
Air Namibia	2	A319
<u>Arkia Israel Airlines</u>	3	<u>A321</u>
	1	<u>A321NEO</u>
Avianca-TACA*	27	A319
	20	A320
	4	A321
BOC Aviation	3	A320
Cathay Pacific	6	A350-900
<u>CIT Group</u>	10	<u>A330-300</u>
<u>Druk Air</u>	1	<u>A319</u>
Ethiad Airways	2	A330-200F
Garuda Indonesia	11	A330-200
Norwegian Air Shuttle	100	A320NEO
Spirit Airlines	30	A320
<u>Synergy Aerospace</u>	6	<u>A330-200</u>
	3	<u>A330-200F</u>
Tibet Airlines	3	A319
Transaero Airlines	4	A380
<u>UTAir</u>	20	<u>A321</u>
Total	301	

ATR 2012 firm orders

Aer Arran	8	ATR72-600
Air Lease Corporation	2	ATR72-600
GECAS	2	ATR72-600
<u>InterSky*</u>	2	<u>ATR72-600</u>
Lao Airlines	2	ATR72-600
Lion Air (Wings Air)	27	ATR72-600
Nordic Aviation Capital	1	ATR42-600
Passaredo Linhas Aéreas	10	ATR72-600
TransAsia Airways	8	ATR72-600
Total	62	

The two InterSky ATRs were previously assigned to Caribbean Airlines and its therefore not yet known how these planes are booked with ATR.

Boeing 2012 firm orders

Air Astana	4	B767-300ER
	3	B787-8
Air Canada	3	B777-300ER
Air Lease Corporation	60	B737-8MAX
	15	B737-9MAX
Air New Zealand	2	B787-9
Alaska Airlines	3	B737-800
<u>American Airlines*</u>	3	<u>B777-300ER</u>
China Eastern Airlines	45	B737-800
<u>El Al Israel Airlines</u>	2	<u>B737-900ER</u>

<u>Ethiopian Airlines</u>	1	<u>B777-200LR</u>
EVA Air	3	B777-300ER
FedEx	15	B767-300F
Japan Air Lines	10	B787-9
Jet Airways	17	B737-800
Korean Air	2	B777-300ER
Lion Air	29	B737-900ER
	201	B737-9MAX
	5	B787-8
Norwegian Air Shuttle	22	B737-800
	100	B737-8MAX
Pakistan International	5	B777-300ER
<u>Private customer</u>	1	<u>B737BBJ</u>
TAAG Angola Airlines	3	B777-300ER
Transaero Airlines	4	B747-8
<u>Unidentified*</u>	3	<u>B737-800</u>
	1	<u>B777-300ER</u>
United Airlines	50	B737-900ER
	100	B737-9MAX
Virgin Australia	1	B737-800
	23	B737-8MAX
Total	737	

*Two unidentified B777-300ERs were confirmed as destined for American Airlines.

Bombardier Aerospace 2012 firm orders

China Express Airlines	6	CRJ900
Chorus Aviation (Jazz)	6	DHC-8-400Q
Ethiopian Airlines	5	DHC-8-400Q
EuroLOT	8	DHC-8-400Q
Garuda Indonesia	6	CRJ1000
Horizon Air	2	DHC-8-400Q
Nordic Aviation Capital	12*	CRJ1000
PrivatAir	5	CS100
RwandAir	2	CRJ900
WestJet	20	DHC-8-400Q
Total	72	

Embraer 2012 firm orders

Azul Linhas Aéreas	10	ERJ195
British Airways (CityFlyer)	1	ERJ190
<u>Conviasa</u>	6	<u>ERJ190</u>
Estonian Air	3	ERJ175
	1	ERJ190
Hebei Airlines	5	ERJ190
Japan Air Lines	1	ERJ170
<u>Jetairfly</u>	2	<u>ERJ190</u>
Total	29	

Credits: CH-Aviation, Airliners.net, Scramble Messageboard, Airbus, Boeing, ATR, Embraer, Flight Global.

Jetliners

A300	F4-203	277	4L-ABI	GCS Cargo - Global Charter Services, ex EY647 of the same company. Reregistered in August. The freighter is operated by Georgian Star International.
	-622RF	670	D-AEAK	DHL / EAT Leipzig, ex N2670 of the Wells Fargo Bank. Delivered after freighter-conversion at Dresden on 29 July. Former JA8561 of Japan Airlines.
	-622RF	729	D-AEAQ	DHL / EAT Leipzig, ex N3729 of the Wells Fargo Bank. As above on 26 July. Former JA8529 of Japan Airlines.
	-622RF	737	D-AEAS	DHL / EAT Leipzig, ex N4737 of the Wells Fargo Bank. As above on 3 July. Former JA8573 of Japan Airlines.
A319	-112	1263	LY-VEU	Avion Express, ex EI-EWA of GECAS. Delivered on 4 August. Former B-6151 of Chengdu Airlines.
	-111	2119	CC-AHC	Sky Airline, ex G-EZEA of EasyJet. Delivered on 6 August.
	-111	2251	CC-AFZ	Sky Airline, ex G-EZEP of EasyJet. Delivered on 2 August.
	-115X	2592	9H-MCE	Comlux Aviation Malta, ex 9H-AFK of the same company. Reregistered in July.
	-111	3834	4L-FGA	Fly Georgia, ex EI-EWF of ILFC. Delivered on 27 July. Former EK32007 of Armavia.
	-112	3865	D-ABGS	Air Berlin, ex SP-IBA of OLT Express. Returned to Air Berlin after OLT Express' bankruptcy and ferried to Paderborn for storage on 30 July. Registered in Germany on 17 August.
A320	-115X	4679	RA-32002	Rossiya - Russia State Transport Company. Delivered on 14 August. Test registration was D-AVYN.
	-112	5239	D-AIBH	Lufthansa. Delivered on 1 August. Test registration was D-AVYA.
	-212	325	EY-622	East Air, ex E7-SKB of SkyBosnia. Returned to East Air after lease to SkyBosnia this summer.
	-214	973	EI-EYH	ILFC, ex SP-IAC of OLT Express. Registered in Ireland early August. Ferried to Dublin for storage on 31 July.
	-214	1454	EP-EPX	ILFC, ex SP-IAE of OLT Express. As above..
	-214	1467	AP-EDD	Airblue, ex EI-CVD of Aer Lingus. Delivered on 10 August.
	-232	2496	EI-EWO	Livingston, ex AerCap. Delivered on 14 August. Former VT-KFC of Kingfisher Airlines.
	-214	2619	D-ABDB	Air Berlin, ex SP-IAH of OLT Express. Returned to Air Berlin after OLT Express' bankruptcy and ferried to Paderborn for storage on 31 July. Registered in Germany on 17 August.
	-214	2668	OE-LEL	Niki, ex SP-IAG of OLT Express. Returned to Niki on 31 July. Stored at Vienna still in OLT Express colours.
	-214	2692	PK-GLF	Garuda Citilink, ex JY-AYF of Royal Jordanian. Delivered on 16 August. Registered in between as N692AG of the Aviation Capital Group.
	-214	2810	OO-SNF	Brussels Airlines, ex EI-DET of Aer Lingus. Delivered on 7 August.
	-232	2844	LZ-BHG	BH Air - Balkan Holidays International, ex VT-INA of Indigo. Delivered on 6 August.
-214	5115	OE-LEM	Niki, ex SP-IAI of OLT Express. Returned to Niki on 31 July. Stored at Vienna still in OLT Express colours.	
A321	-214	5223	HZ-ASG	Saudi Arabian Airlines. Delivered on 31 July. Test registration was F-WWBM.
	-214	5224	G-EZWB	EasyJet. Delivered on 7 August. Test registration was D-AXAZ.
	-214	5236	G-EZWC	EasyJet. Delivered on 31 July. Test registration was D-AVXX.
	-214	5246	D-ABNB	Air Berlin. Delivered on 8 August. Test registration was D-AXAF.
	-214	5249	G-EZWD	EasyJet. Delivered on 8 August. Test registration was D-AXAH.
	-214	5252	D-ABNC	Air Berlin. Delivered on 21 August. Test registration was D-AXAI.
A321	-112	765	XY-	Myanmar Airways International, ex I-BIXT of Alitalia. Delivered on 17 August.
	-231	2793	5B-DCP	Cyprus Airways, ex JY-AYH of Royal Jordanian. Delivered on 17 July.
	-231	5254	TC-JSC	THY Turkish Airlines. Delivered on 8 August. Test registration was D-AVZZ.
A330	-301	70	AP-BKM	Shaheen Air International (addition Scramble 399 – Page 49).
	-223	262	CS-TQW	Hi Fly, ex VN-A370 of Vietnam Airlines. Delivered on 27 July.
	-223	343	N772RD	Ryan International Airlines, ex TC-ETP of Atlasjet International Airways. Delivered on 27 July.



RusLine was founded in June 2007 as an airline specialised in cargo and group charters and medical flights. In 2010 it took over the routes and five CRJ200s of defunct Volga Airlines. Nowadays it operates national and international flights from Moscow-Domodedovo. Last spring their fleet of CRJs was expanded with two ex easyJet Airbus A319s. One of them is VP-BDY, which used to be G-EZID when it flew for easyJet. (Moscow-Domodedovo, 29 June 2012, André Alders)



This Boeing 737 BBJ made its first flight on 23 September 2010. Shortly thereafter it flew to Georgetown (DE) for interior outfitting. It was delivered to its owner Samrussitera in Russia on 24 July 2012. (Luton, 2 August 2012, Dave Hopkins)

A340	-223	358	EI-CXF	Calliope Ltd, ex TC-ETK of Atlasjet International Airways. Registered in Ireland on 26 July.
	-343E	1333	B-6503	Air China. Delivered on 11 August. Test registration was F-WWTU.
	-311	20	HS-	Chaba Airlines, ex D-AIGA of Lufthansa. Ferried to Bangkok-Don Muang on 3 July.
	-311	56	HS-	Chaba Airlines, ex D-AIGK of Lufthansa. As above on 1 August. Both Airbuses were noted in an all white and grey colour scheme without registration at Bangkok in August awaiting some paperwork and obviously a paintjob. Chaba Airlines is a new Thai start up airline which will use the two ex Lufthansa A340s on long haul charter flights to and from Thailand.
A380	-313E	273	9M-XAB	Air Algérie, ex AirAsiaX. Since 11 July AirAsiaX has been operating this Airbus A340 on behalf of for Air Algérie in an all white colour scheme with Air Algérie titles,
	-313E	278	9M-XAC	Saudi Arabian Airlines, ex AirAsiaX. As above since 18 July but with other titles of course.
	-841	81	9M-MNB	Malaysia Airlines. Delivered on 10 August. Test registration was F-WWAJ.
B737	-841	85	9V-SKS	Singapore Airlines. Delivered on 31 July. Test registration was F-WWAH.
	-33A	23827	XA-	Magnicharters, ex N195AQ of the Wells Fargo Bank. Delivered on 10 August. Former Z3-AAJ of Skywings International.
B747	-42C	24232	5N-BOB	Aero Contractors of Nigeria, ex EI-CWE of Air One. Delivered on 6 August.
	-4Y0	24688	HS-GTA	City Airways, ex N302MS the Wells Fargo Bank. Delivered on 19 July. Former F-GLXQ of New Axis Airways.
	-55D	27419	5A-WAD	Buraq Air, ex N587sc of the Wells Fargo Bank. Delivered on 4 August. Former SP-LKD of LOT Polish Airlines.
	-55S	28471	EK73771	Armavia, ex OM-BTS of Slovakian Airlines. Delivered in basic Slovakian colours early this summer.
	-43Q	28489	SP-	Enter Air, ex OO-VEP of Brussels Airlines. Delivered on 3 August.
	-36N	28568	G-GDFL	Jet2, ex of OO-VEG of Brussels Airlines. Delivered in a Jet2Holidays colour scheme on 15 August.
	-46QSF	28663	VP-BCJ	Aviatrans Cargo Airlines, ex N682AG of the Wells Fargo Bank. Delivered after freighter conversion on 28 July. Former B-2987 of China Xinhua Airlines.
	-83N	30675	D4-CBY	TACV - Transportes Aéreos de Cabo Verde, ex N742MA of Miami Air International. Delivered on 18 August.
	-76N	33005	SE-REU	SAS Scandinavian Airlines, ex N626SC of GECAS. Delivered on 20 August. Former VH-VBN of Virgin Blue Airlines.
	-7HZ	40761	P4-MAK	Samrussitera. This BBJ was delivered at Moscow-Vnukova airport on 24 July. Line # 3425.
B747	-475	25422	N971PG	Pegasus Aviation Inc., ex CP-2711 of AeroSur. Registered in the US on 20 July (addition Scramble 398 – Page 43).
	-428	25628	HS-STE	Orient Thai Airlines, ex N697AC of the Wells Fargo Bank. Delivered on 7 August. Former F-GISD of Air France.
	-446BDSF	26343	HL7618	Asiana Airlines, ex N364As of Aersale. Delivered after freighter conversion at Tel Aviv on 19 August. Former JA8901 of Japan Airlines.
	-412BDSF	26562	N743WA	Southern Air, ex World Airways. Delivered on 9 July. The Boeing still wears the basic World Airways colour scheme.
	-4R7F	29732	4K-SW008	Silk Way West Airlines, ex LX-PCV of Cargolux. Delivered on 18 August.
	-4EVERF	35170	OE-IBG	Amentum Aircraft Leasing, ex B-2439 of Jade Cargo International. Registered in Austria on 7 August. First Boeing 747 ever to be registered in Austria. Ten days later.....it was registered in the US as
	-4EVERF	35170	N369DF	Unknown. Registered on 17 August.
	-4EVERF	35172	OE-IBI	Amentum Aircraft Leasing, ex B-2441 of Jade Cargo International. As above. And also ten days later it was registered in the US as...
	-87UF	37565	N369DF	...to an unknown operator. Registered on 17 August.
	-8KZF	36138	N851GT	Atlas Air. Delivered in a Panalpina colour scheme on 25 July. Line # 1458.
B757	-28A	24544	JA13KZ	NCA - Nippon Cargo Airlines. Delivered on 1 August. First Boeing 747-800 freighter for NCA. Line # 1431.
	-204	25623	N101LF	ILFC, ex EC-LHL of Mint Airways, Registered in the US on 3 August.
			8Q-MEI	Mega Global Air Services, ex OH-AFM of Air Finland. Delivered on 15 August. Registered in between as EI-EXW of ILFC.

	-236	25807	HB-JJD	ECair, ex F-GPEJ of Open Skies / British Airways. Delivered on 11 August. The aircraft is operated by Privatair.
	-28A	26276	N391LF	ILFC, ex EC-LBC of Mint Airways, Registered in the US on 3 August.
	-2K2	26330	EI-EXX	ILFC, ex OH-AFI of Air Finland. Registered in Ireland on 26 July. The aircraft has been stored at Perpignan since 26 June.
B767	-236SF	28667	N953FD	Fedex Express, ex G-CPEO of British Airways. Delivered after freighter-conversion on 21 August.
	-3T7ER	25117	HS-BKC	Orient Thai Airlines, ex VP-BWV of Aeroflot. Delivered on 3 August.
	-316ER	41747	CC-BDG	LAN Airlines. Delivered on 16 August. Line # 1034.
B777	-212ER	28510	9V-OTD	Scoot, ex 9V-SQD of Singapore Airlines. Delivered in July.
	-31HER	35601	A6-EGW	Emirates. Delivered on 10 August. Line # 1034.
	-306ER	36145	PH-BVB	KLM Asia Airlines, ex KLM. KLM Royal Dutch Airlines titles replace with KLM Asia titles late in July.
	-306ER	37582	PH-BVC	KLM Asia Airlines, ex KLM. As above.
	-39LER	38671	B-2032	Air China. Delivered on 31 July. Line # 1032.
	-31HER	38990	A6-EGV	Emirates. Delivered on 31 July. Line # 1031.
	-2FBLR	40668	CS-TQX	Ceiba International, ex 3C-LLS of the same company. Registered in Portugal under White AOC license on 11 August.
	-FS2	41439	N890FD	Fedex Express. Delivered on 1 August. Line # 1033.
	-3ALER	41520	HS-TKK	Thai Airways International. Delivered On 2 August. Line # 1030.
	-3DZER	41780	A7-BAX	Qatar Airways. Delivered on 20 August. Line # 1035.
B787	-860	34745	ET-AOQ	Ethiopian Airlines. Delivered on 14 August. First Dreamliner delivered to a non Japanese airline. Line # 49.
BAe146	-200	E2048	N147FF	Aircraft Holdings Network Inc. Trustee, ex G-FLTA of Flightline. Registered on 30 July. Will be a fire fighter with Neptune Aviation Services.
	-200	E2074	LZ-DAL	Aviostart Airlines, ex ZS-PUZ of South African AirlinK. Ferried to Sofia early May. Has been made ready for a lease to Daallo Airlines. Ferried to Djibouti on 7 August 2012.
	-RJ85	E2296	G-CHIN	Trident Turboprop (Dublin) Ltd, ex OO-DJW of Brussels Airlines. Ferried to Kemble on 4 June and registered in the UK on 3 August.
	-RJ85	E2303	A2-ABG	Air Botswana, ex D-AVRP of Lufthansa CityLine. Delivered on 16 August.
	-RJ100	E3301	VH-NJH	National Jet Systems, ex G-BXAS of Trident Jet (Jersey) Ltd. Delivered on 25 July, as G-BXAS.
	-RJ100	E3358	UR-CJW	Bukovyna Aviation Enterprise, ex SX-DMC of Sky Wings Airlines. Delivered in July.
	-RJ100	E3362	SX-DMD	Astra Airlines, Sky Wings Airlines. Delivered in July.
CRJ	-850	8060	VH-LEF	ExecuJet Australia, ex Air National Australia. Per 30 June.
	CL-850	8104	M-HLAN	Wonder Air International Ltd, ex A6-JET of ExecuJet Middle East. Registered on 24 July.
	CL-850	8108	M-LILY	TAG Aviation Asia, ex C-GIVW of Skyservice Business Aviation. Delivered on 4 August.
DC-9	-90-30	53492	N429AS	AerSale Inc., ex HZ-APB of Saudi Arabian Airlines. Registered on 6 August.
DC-10	-30F	47840	N612GC	Solar Cargo, ex IAG Ventures 1 LLC. Delivered in the first half of August. Solar is a cargo operator from Venezuela. Their fleet consist, until now, of two An-26s. A second DC-10 is contemplated.
Do328	-310	3169	M-BETY	Fünfte XR-GmbH (Germany), ex UR-DAV of Aerostar. Registered on 25 July.
	-310	3199	OY-JBB	Sun-Air of Scandinavia, ex HB-AEU of Swiss Jet. Delivered on 8 August.
	-310	3206	N398DC	Key Lime Air, ex OE-HRJ of Jetcom. Registered on 31 July. Was stored at Milan-Malpensa. Delivered on 16 August.
ERJ	135LR	145453	ZS-SWN	South African AirlinK, ex SE-RAB of Skyways. Registered on 19 July.
	135LR	14500893	VT-JSI	Jindal Steel and Power Ltd, ex LX-LGL of Luxair. Delivered on 6 August with temporary registration F-WTAH.
	135BJ	14501045	PK-RJE	Dragon King Legacies Corp, ex G-CFJA. Re-registered on 13 August.
	135BJ	14501102	SP-FMG	Jet Service Poland. Addition to Scramble 398 - Page 45.
	170LR	17000011	F-HBXN	Régional, ex EI-DFJ of Alitalia Express. Delivered on 9 July. Is in Air France colours.
	175STD	17000342	EI-RDJ	Alitalia CityLiner. Delivered on 26 July.
	175STD	17000343	EI-RDK	Alitalia CityLiner. Delivered on 26 July.



On 14 August, Ethiopian Airlines took delivery of its first Boeing 787-8 ET-AOQ. The Boeing was ferried to Washington-Dulles for a special event. On 16 August it operated a special flight to Addis Ababa. Regular service between the Ethiopian capital and the US capital starts on 20 September, when the second Dreamliner is delivered. Until then Ethiopian Airlines will use ET-AOQ primarily on its African network. (Washington-Dulles (VA), 15 August 2012, Anton van Ruiten)

	190BJ	19000453	B-3203	Guanghui Group. Delivered on 2 August.
	195LR	19000558	D-AEBR	Lufthansa CityLine. Delivered on 26 July.
	190SR	19000563	G-LCYR	BA CityFlyer. Delivered on 10 August.
MD-11		48562	PH-KCH	KLM Royal Dutch Airlines. Made its last KLM-flight on 2 July. Ferried in basic colours to Victorville (CA) on 30 July. Will be broken up.

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

Propliners

Air North Cargo has ordered a Basler conversion in Oshkosh (WI). It is currently in rework and is expected in the second half of 2012. The registration will be C-FKAL, but we have no c/n or previous registration for it yet. There are several airframes on the conversion line at the moment. Another aircraft in the house with Basler will become C-FAZO.

We reported the problems the Dutch Catalina crew was experiencing this year, we admire their persistence. They completed their overhaul and performed a successful test flight with PH-PBY on 13 August 2012 at Lelystad airport. There will be no commercial flights this year, but at least it is airworthy again!



These aircraft types hardly see updates in the Propliner news section, as they are so rare. The ones that do remain in the air are regulares in the airshow circuit of Europe. The Sikorsky S-38 flying boat and the Dornier 24 flying boat, were both flying at the Wolfgangsee event in July 2012. In the water a PA-18 from Italy and a Lake can be seen all adding to the fun of this prop and floatplane paradise. (Robert Erenstein)

BAe	748-2B	1737	5Y-BZR	Timbis Air Service, we proudly reported this 748 update in Scramble 397, we now learned it was already written off by then. It was involved in a landing accident at Doro, Sudan, on 2 April 2012.
Beech	18	CA-159	N96240	First flight after restoration at North Weald was on 26 July 2012. The Twin Beech departed 29 July on delivery to new owner in France.
DH	-114	14108	DQ-FDY	Sunflower Airlines, was moved by road from the Australian Aviation Museum at Sydney-Bankstown to the Central Australian Aviation museum in Alice Springs (NWT) on 21 July 2012 arriving there in the early hours of the 26th.
DHC	-2	1269	N7EQ	JB Leasing, Arrived at Anchorage Lake Hood on 19 June still as C-GFDS, looking as Canadian as you can imagine, thick red cheat line and leaf in the tail. New US id was registered on 18 July 2012. Should probably come with a new look as well.
	-2	1467	C-GTTU	Last month we saw this entering a sea container in New Zealand as ZK-BVH, now we know what was on the address label, Mr Thomas in Cochrane (Alta.). Canadian registration was added per 24 July 2012, when the Beaver was still in its box.
	-2T	1655732	C-FDJH	Former N66TB was imported into Canada per 26 July 2012. Registered to a Mr Erik Nielsen of Whitehorse, Yukon, on 1 August 2012.
	-3T	406	C-FHAJ	Harbour Air. Its adventure on the Mediterranean Island of Malta ended when this airplane was moved to Canada again in May of this year, and by 31 July it returned on the Canadian register again. We are not sure what ever happened to Harbour Air Malta.
Douglas	DC-3-202	2236	N25648	Paralift at Perris Valley (CA) put a new registration on their Dakota, ex N20TW, change per 27 June 2012.
	C-47	4307	HK-1315	Sadelca, noted in full colours on the operational ramp of Villavicencio Airport, on 31 January 2012. Was operated over the last two years by Aliansa.
	R4D-1	4363	N451ZS	Airventure is the correct name for the operator of this Dak (correction Scramble 399). Serious work is in progress for the big trip in a hangar at Paris Pontoise airport.
	C-47	4666	CF-CPY	Can we put a stop to this?! Yarn bombing or Yarn storming is making a knitted dressing for a statue or other public item, local knitters are working on a warm coat for the largest windvane in the world. It would be a world record, for Yarning. This poor Canadian Pacific DC-3 is mounted on a pole at Whitehorse. Luckily it is only temporary, so the Dak won't look like a fool forever !

	C-47	6144	HK-3286	Sadelca, noted in full colours at Villavicencio Airport on 31 January 2012.
	C-47A	12369	N583V	Airbourne Imaging added another Dakota to its fleet. It has been for sale for a long time, and has been parked at Ft. Worth (TX) for 25 years now. Let's hope it will be used to fly, not for parts.
	BT-67	13439	N36AP	Baslers latest conversion was cancelled from the US Civil register per 6 August 2012 as exported to Canada.
	C-47A	20171	HK-2820	Now with Aliansa, ex Laser Aero, noted at Villavicencio 1 June 2012. Metal finish with black and white invasion markings, which were introduced with N47FK in Colombia.
Fairchild	C-119	10676	N15505	Restoration work has been completed, at Ft. Campbell (KY). The airplane has a metal finish with code 563 on the nose, this is because several people who helped with the project served with 563rd ASB. The airplane is confirmed as ex RCAF2201, as during work a Maple leaf was found under the wing and several signs in the cabin were marked 2201.
Lockheed	L-100-30	4695	ZS-JIZ	Air Contractors contract finished and the airplane returned to Safair South Africa.
	L-100-30	5225	P2-LAE	Lynden Air Cargo PNG, another Hercules moved to the operation in South East Asia. Registration N407LC was cancelled in the USA per 20 July 2012. Aircraft flew from Denpasar (Indonesia) to Port Moresby on 24 July 2012.

Credits : Aad van der Voet, Ruud Leeuw, Michael Prophet, warbird and propliner communities, online photo websites.

Commuters

ATR	42-320	066	G-ZEBS	Blue Islands, ex F-HBSO. Registered 25 July.
	72-202	192	EC-LSN	Swiftair, ex PR-AZZ. Arrived Billund 17 August prior to delivery.
	72-201	234	SP-OLL	OLT Express, ex EC-JDX. Ferried Gdansk to Madrid on return to Swiftair.
	72-202	241	SE-MGI	West Air Sweden, ex SX-BIF. Ferried Norwich to Sonderborg 26 July after painting into all white colour scheme. This was originally due to go to OLT Express.
	42-320	257	SP-KTR	OLT Express, ex D-BAAA. Ferried Goleniow to Billund 26 July and placed in storage.
	72-202	437	SP-OLH	OLT Express, ex SE-MGN. Ferried Katowice to Sonderborg 26 July.
	72-212A	578	EC-HBY	Air Nostrum, ex F-WWEA. Ferried Valencia to Montpellier 15 August on return to lessor.
	72-212A	650	F-OHSF	Air Austral, ex F-WWEC. Ferried Aswan to Francazal 22 August, thought to be on return to lessor.
	72-212A	763	EC-KKQ	Swiftair, ex F-WWEB. Ferried Krakow to Madrid 26 July after lease to OLT Express.
	72-212A	809	EC-KUL	Swiftair, ex F-WWET. Ferried Gdansk to Madrid 26 July after lease to OLT Express.
	72-212A	824	EC-KVI	Swiftair, ex F-WWEM. Ferried Krakow to Madrid 26 July after lease to OLT Express and since leased to Antrak Air Ghana.
	72-212A	826	D2-FLY	Fly540 Angola, ex F-WWEU. Ferried Amilcar Cabral to Montpellier 30 July, believed on return to lessor.
	72-600	989	9Y-TTC	Caribbean Airlines, ex F-WWLP. Departed Toulouse 11 August on delivery.
	72-600	1033	PR-ATU	Azul Linhas Aereas, ex F-WWER. Departed Toulouse 23 July on delivery. Aircraft is named 'Azul Anil'.
	72-212A	1037	UR-UTL	UT Air Ukraine, ex F-WWEN. Delivered Toulouse to Kiev 18 August.
DHC-7	-103	104	N53993	US Army, ex C-GFUM. This was noted transiting over the United Kingdom on 12 August, heading west presumably back to the States.
DHC-8	-106	351	N887EA	ERA Aviation, ex SX-BVE. Registered 13 July and delivered Prestwick to Great Falls 26 to 27 July.
	-202	435	LN-WSA	Wideroes, ex C-GLUD. Ferried Goose Bay to Eindhoven between 11 and 13 August for painting and still bearing its Canadian marks.
	-402	4011	5Y-VVW	Blue Bird Aviation, ex LN-RDL. Ferried Aswan to Iqaluit between 1 and 2 August, staging through Prestwick and Keflavik.
	-402	4058	G-JEDJ	Magellan Aviation Services, ex C-FDZH. Registered 30 July and ferried Exeter to Toronto 9 August.
	-402	4106	JU-9919	Eznis Airways, ex C-GDXC. Delivered Toronto to Ulaanbaatar between 14 and 17 August, staging through Helsinki en route.
	-402	4411	SP-EQD	EuroLot, ex C-GNHD. Departed Canada 5 August on delivery, ferried via Manchester to Warsaw.
	-402	4417	SP-EQE	EuroLot, ex C-GOCX. Ferried from Canada to Warsaw between 12 and 13 August again via Manchester.
	-402	4422	SP-EQF	EuroLot, ex C-GPKS. Delivered as per sister ships above between 9 and 10 August.



In May 2012, Dornier 328 G-BYMK of Suckling Airways received Cityjet titles. It was already painted in Cityjet colours, because between 2007 and 2010 it flew on ACMI basis for Cityjet. (Amsterdam-Schiphol, 6 August 2012, Ton Jochems)

Do328	-110	3070	5N-DOW	Dornier Nigeria, ex D-CASI. Ferried Noumerate to Bournemouth 9 August, destined for Sierra Nevada Corp.
	-300	3120	5N-MBH	SkyBird Air, ex 5N-SPN. Delivered Oberpfaffenhofen to Tamanrasset 14 August.
	-300	3176	M-BETY	Funfte XR GmbH, ex UR-AER. Noted in service 4 August flying Biggin Hill to Noumerate.
	-310	3199	OY-JJB	Sun-Air, ex HB-AEU. Ferried Zurich to Billund 8 August and registered 10 August.
	-310	3206	N398DC	Key Lime Air, ex OE-HRJ. Delivered Milan Malpensa to Keflavik 16 August.

Credit: Skyliner.

Fokker News



As reported last month, Skyways ceased operating after it filed for bankruptcy on 22 May 2012. At the end of June, beginning of July all Fokker 50s were ferried to various locations to await further proceedings. Maastricht was one of the chosen locations, and seen here is Fokker 50 SE-LEC by Arjen Sleuwenhoek on 2 August, after its arrival.

F27	-050	20193	PH-ZDE	Aircraft Financing & Trading, ex P4-KAS Air Astana. Registered on 26 July 2012 and arrived at Woensdrecht 18 June. Is devoid of any markings, except P093 on the nose wheel door, referring to the last two digits of the msn.
	-050	20195	P4-LAS	Air Astana. Arrived Woensdrecht 6 August on return to the lessor. Will no doubt receive the same treatment as its predecessors and will lose its P4-reg, stay in basic c/s and only have P095 on the nose wheel door.
	-050	20199	SX-BRV	Minoan Air, filled in for a week early August on wet lease to GoodFly, while SX-BRM below received some maintenance in France. Ferried from and to Heraklion on 30 July – 5 August.
	-050	20207	SX-BRM	Minoan Air, ferried to Limoges, France and back between 2 and 5 August for maintenance.
	-050	20331	PK-PRC	Pacific Royale Airways, ex ET-AKT Ethiopian Airlines. Number three arrived at Jakarta 1 August with its new Indonesian registration but still very white.
F28	-0100	11315	HP-1763PST	Air Panama, ex PH-DIM, I-GIOA. Left Woensdrecht on delivery to Panama on 16 August, and it arrived a day later.
	-0100	11415	PR-OAF	AVIANCA. Arrived Woensdrecht 27 July for maintenance.
	-0100	11427	PR-OAU	AVIANCA. And this one returned to Brazil on 20 July after it received maintenance. Was at Woensdrecht since 31 May.
	-0100	11470	D-AFKF	OLT Express, ex Contact Air. Turns out we were right, as the Fokker left Woensdrecht 27 July back to Saarbrücken, painted in OLT Express colours.
	-0100	11527	D-AFKB	OLT Express, ex Contact Air. As Kilo Foxtrot got picked up, Kilo Bravo was delivered on 27 July at Woensdrecht, to be repainted, and on 1 August back to Saarbrücken.
	-0070	11564	PH-KMA	Carpatair. Is currently flying around with 'Operating for Alitalia' titles, while the Italians await further ERJ175 deliveries
	-0070	11565	YR-KMB	Carpatair. Similar as above.

Credit: Skyliner.

Bizjets

More and more [NetJets Europe](#) Beech 400s are leaving the fleet. In July CS-DMC (c/n RK-404) and CS-DMG (c/n RK-417) were flown to Tampa (FL), while CS-DML (c/n RK-465) was noted at Wichita-Mid Continent (KS) late in July. Finally

CS-DMR (c/n RK-516) was ferried from Cranfield to Chester on 26 July, after storage at the former airport. That leaves less than ten active Hawker 400XPs as far as we know...

Cessna	500	0143	N730RJ	Registered to HNP Aviation LLC 7 August this is the former SE-DUZ.
	510	0194	F-HERE	Registered to JetInvest SASU 20 July, ex LX-RSQ.
	510	0368	OK-LNZ	Formerly EC-LNZ returned to Cessna Finance Export Corp and registered 12 July, operated by Time Air.
	525	0124	N91RB	Ex OE-FRR, ferried Salzburg to Reykjavik 4 August. Registered to Russell E. Ginn 9 August.
	525	0371	HZ-BL1	Arrived Doncaster 21 July for overhaul and onward sale.
	525	0396	D-IKCS	Formerly D-IMAC which was cancelled 24 May and registered to P. V. Strom GmbH 4 June. It is based at Friburg.
	525	0477	OM-OLI	Registered in May to Derlina Pro s.r.o., this is the former OE-FOI.
	525	0484	CC-ESC	The was noted over the Balearics on 15 August using the Mode S code of its former identity RA-67433.
	525A	0174	N613LB	Registered to Juliet Lima Bravo LLC 18 July, ex D-IDMH.
	525A	0330	D-IFEY	Ex D-IFLY cancelled 8 June when sold to Atlas Air Service GmbH. Note at Le Bourget 17 July. See below for replacement.
	525A	0498	D-IMGW	Departed Wichita 3 August on delivery via Wick. Tested as N5296X.
	525A	0499	D-IFLY	Replacement for 525A-0330 above.
	525B	0378	D-CHIO	Registered to Eisele Flugdienst, based Dusseldorf.
	560	0414	PJ-TOM	Formerly SE-RGY, registered in the Dutch Antilles in April it was noted at the Citation Service Centre at Orlando 24 July.
	560XL	5695	N859AE	OE-GSR cancelled in July and registered to Drago Acquisitions LLC 27 July. Ferried Prestwick to Dothan between 28 and 31 July.
560XLS+	6079	N79XL	Arrived at Doncaster 18 August to be semi-based as Cessna European demonstration aircraft.	
560XLS+	6106	G-EPGI	Registered to GEPGI Aviation Ltd. 5 July, previously wore Cessna test marks of N5248V.	
680	0319	D-CAWB	Ex N680AB which was cancelled 13 July. Sold to Aerowest and ferried Gander to Bremen 18 to 19 July.	
Challenger	601	3019	N5498G	Sky Aircraft Sales & Leasing, ex XA-SMS. Exported to the States in June.
	601-3A	5028	N161RG	Nord Aviation, ex N601RL. Re-registered mid July.
	601-3A	5112	N800YY	Big Sky Aviation, ex N605CK. Became owner in April and gave her new markings in July.
	601-3R	5147	XA-SOR	Took up its former registration after being registered briefly as N514JR in March.
	601-3R	5181	N301KR	Bombardier Aerospace, ex C-FCID. Returned to the manufacturer in June, in exchange for c/n 5881 below (and probably some additional dollars).
	604	5319	M-LOOK	Although it has not been noted yet, N27X was cancelled to the Isle of Man mid July, where M-LOOK was reserved. Send us a message when you have seen it!
	604	5411	VH-VSZ	Sundyne, ex N66ZD. Was spotted at Wichita-Mid Continent (KS) on 11 July.
	604	5416	D-AFAC	FAI Rent-a-Jet, ex G-FTSL. Had its new registration applied at Nürnberg early in August.
	604	5572	N283DM	Ex N121RS per 26 July.
	604	5618	D-ASIX	Privatejet International, ex VP-CMB. Was noted at Berlin-Schönefeld on 31 May.
Eclipse Falcon	605	5880	N529DM	Samtex (USA), was delivered to Manchester (NH) on 15 June. Ex C-GLNJ.
	605	5881	C-FCIB	Skyservice Business Aviation, flew the short delivery hop to Toronto-Lester B. Pearson (Ont.) on 29 June.
	605	5882	N207R	Raytheon Company is the operator. Correction Scramble 399 – Page 54.
	500	000007	TC-KEA	Ex N110DJ and cancelled to Turkey 3 August, the Turkish marks were reserved.
	50	169	F-HISI	Was finally registered to Isirus SA on 9 August. Addition Scramble 399 – Page 54.
	50EX	311	N136MV	Transnet Aviation Group, ex VP-CBF. This former Moscow-based Falcon was sold to the USA mid July.
	50EX	315	LX-LXL	Noted at Geneva on 19 August, and identified by number "14" in the tail, a leftover from when it was still PH-LSV!
	900EX	96	D-AHRN	Heron Aviation offers this aircraft for charters on its website. It joined the fleet in July. Ex HB-JSY. This means that c/n 105 will not become D-AHRN.
	900EX	184	N512TF	Bank of Utah, ex G-JMMX. Departed Biggin Hill on 18 July.
	900EX	224	N980SF	Wells Fargo Bank Northwest, ex G-JPSZ. The second British 900EX to leave the country in a few weeks. This one was cancelled early in August.



Dassault Falcon 900LX N529SG is one of the newest aircraft of its type. After being in the completion centre since November 2011, it was delivered to Kendall-Tamiami Executive (FL) on 17 May 2012 to start flying for MGS Aviation. (Brussels, 31 July 2012, Eric Vangeel)



Simon Titchmarsh captured Falcon 7X N747RL at Cranfield on 27 July 2012, where it had been ferried to escape the crowded airports close to the Olympic park. Looking at the history of N747RL, it seems that the owner Lewis Aeronautical has been stepping up to a larger aircraft every couple of years since February 1998. Back then it started with a Citation I, and via a Citation S/II, Citation Encore, Citation Sovereign and a Falcon 2000EX-EASy it ended with a Falcon 7X in June this year.

	900LX	250	VQ-BJW	Maritime Investment & Shipping, ex N250FJ, F-WWFC. Was ferried from Little Rock (AR) to Geneva during the night of 20 and 21 July.
	900DX	623	G-ECHB	TAG Aviation (UK), ex D-AMIG of FAI Rent-a-Jet. Seems to have been replaced by two Challengers.
	7X	161	HB-JSA	TAG Aviation, ex F-WWZQ. Registered to Crans Aviation in August.
Global	Express	9070	N14FE	Formerly N34U, re-registered 9 July to Federal Express Leasing Corp.
	Express	9237	OE-IRA	Sold and registered to ART Aviation Flugbetriebs GmbH sometime during July, ex OH-PPS.
	5000	9431	C-GHYK	Ferried St. Louis to Shannon 8 August and onwards to Tel Aviv 9 August. Destined for Indian Air Force this will be fitted out in Israel and will take up temporary Israeli marks whilst doing so.
	5000	9446	VT-KJB	Registration now known, registered to Bajaj Auto Ltd 16 July.
Gulfstream	II	88	N779LC	Bought by L-3 Communications Flight Capital LLC July 19.
	II	102	N511PK	A new star for Silverstar Partners LLC. Ex. N102CX and registered July 16.
	II	161	XA-AHC	Stays in Mexico. Former XA-AHM and noted July 17.
	III	305	N106KM	From Malaysia to the US. Bought by Wells Fargo Bank Northwest in July.
	IV	1030	N24JR	New registration for N1WP. Noted at Van Nuys (CA) in June.
	IV	1049	N385GP	What's in a name... TCRG SN1049 LLC... registered the ex N136ZC July 9.
	IV	1115	VH-TXS	A nice Australian Gulfstream of Revesco Aviation. N440TC was cancelled July 12.
	IV	1153	N546MG	MGA 546 Leasing Corp. Former N589HM and registered July 17.
	IVSP	1247	N6PC	Mountain Aviation LLC registered the old N94PC July 18.
	IVSP	1376	N400CK	Appropriate serial for the Charlie Kilo LLC Gulfstream. Ex N12NZ.
	V	561	N108CE	Another aircraft for transporting soda! Bought by Coca-Cola Enterprises Inc. June 15.
	V	588	N588GV	VP-BAC was sold to Alysia Wolfskeil in July. Noted at Luton August 2 with sticker registration.
	G450	4027	D-AFLY	Former G-SADC. Now operated by Windrose Air since July 10.
	G550	5063	N897AW	To Audrey Enterprise LLC July 6. Was N411WW.
	G550	5189	D-AVAR	A new Volkswagen! G-YAAZ was cancelled July 20.
	G550	5352	B-8255	Another Gulfstream for Beijing Capital Airlines/DeerJet. Gulfstream serial was N152GA.
	G550	5354	D-ATIM	Operated by Fairjets since April.
	G550	5358	B-9160	N768GA was noted at Luton July 12 with this new serial under the wing.
	G550	5363	N128GV	Delivered to Morgan Stanley June 14.
	G550	5365	N550VE	Transferred to Valero Services Inc. July 18. Ex N565GA.
	G550	5367	N96UA	Noted during the opening days of the Olympics at Luton. Black with 'Under Armour' titles.
	G550	5386	N550GS	Delivered to the Bank of Utah July 10.
	G550	5374	N551PM	The N574GA was delivered to Wells Fargo Bank Northwest July 27.
	G550	5376	N63M	3M upgraded its fleet with this new G550. GAC registration was N376GA.
IAI	1125	107	D-CRIS	This German Astra is now leased to Tyrol Air Ambulance. Noted with titles.
	G150	299	M-GASG	Bought by Global Holding Ltd., Cyprus and registered April 16.
	G150	300	OE-GKA	A new G150 for Austria. New Avcon Jet AG aircraft. Registered in July.
	1126	032	N320LV	A Swiss Galaxy was lost to the US in July. Flew in Europe as HB-JEB.
	1126	034	N108SC	Sadly this Dutch Galaxy left us for the US in June. Ex PH-YMA.
	G200	171	N636CN	And gone is another European G200. Former EC-KLL. Registered May 1.
	G200	215	UR-PRM	SX-TAJ was sold to the Ukraine May 31.
	G280	2004	N280GD	Gulfstream Aerospace Corp. demo aircraft. Displayed at EBACE, Geneva in May.
Learjet	31A	205	YR-TYD	Flew from Nürnberg to Bucharest on 18 July. Ex N71FB, which was based at Geneva.
	60	167	M-WISO	After being stored at Amsterdam without registration since at least January, it is finally being readied for a new operator. Ex LZ-AXA of Alexandrov Air.
	60	212	N295KR	Bombardier Aerospace, ex I-RPLY. Was noted at Wichita-Mid Continent (KS) on 1 August after having been returned to the manufacturer.
	60	261	N397KL	Wells Fargo Bank Northwest, ex D-CROB which had departed Amsterdam-Schiphol on 4 July.
	60	290	N60FZ	Wells Fargo Bank Northwest, ex D-CFLG. Another German Learjet to depart. This one flew from Dortmund to Keflavik on 16 July, as N60FZ.

Raytheon	390	RB-35	M-GDRS	Bought by Guy de Rooy in Germany March 29. Ex. D-IAGG.
	390	RB-120	D-IBBN	And Germany got one back.... Former UP-P1001.
	390	RB-181	UR-USB	A digital aircraft for the Ukraine! Serial was applied to the former M-VBBQ at Geneva May 15.
	390	RB-284	UR-NST	Ukraine is the place to be for Premiers. Ex M-MTRM. Registered in May.
	390	RB-287	UP-P1003	But of course you also can go to Kazakhstan. Former US-registered N287AP.
	390	RB-292	UP-P1004	Kazakhstan again! Little brother of UP-P1003. Ex. N8092F.
	4000	RC-63	N6380H	Hawker Beechcraft demo aircraft. Displayed at EBACE, Geneva in May. Is for Romanian customer.

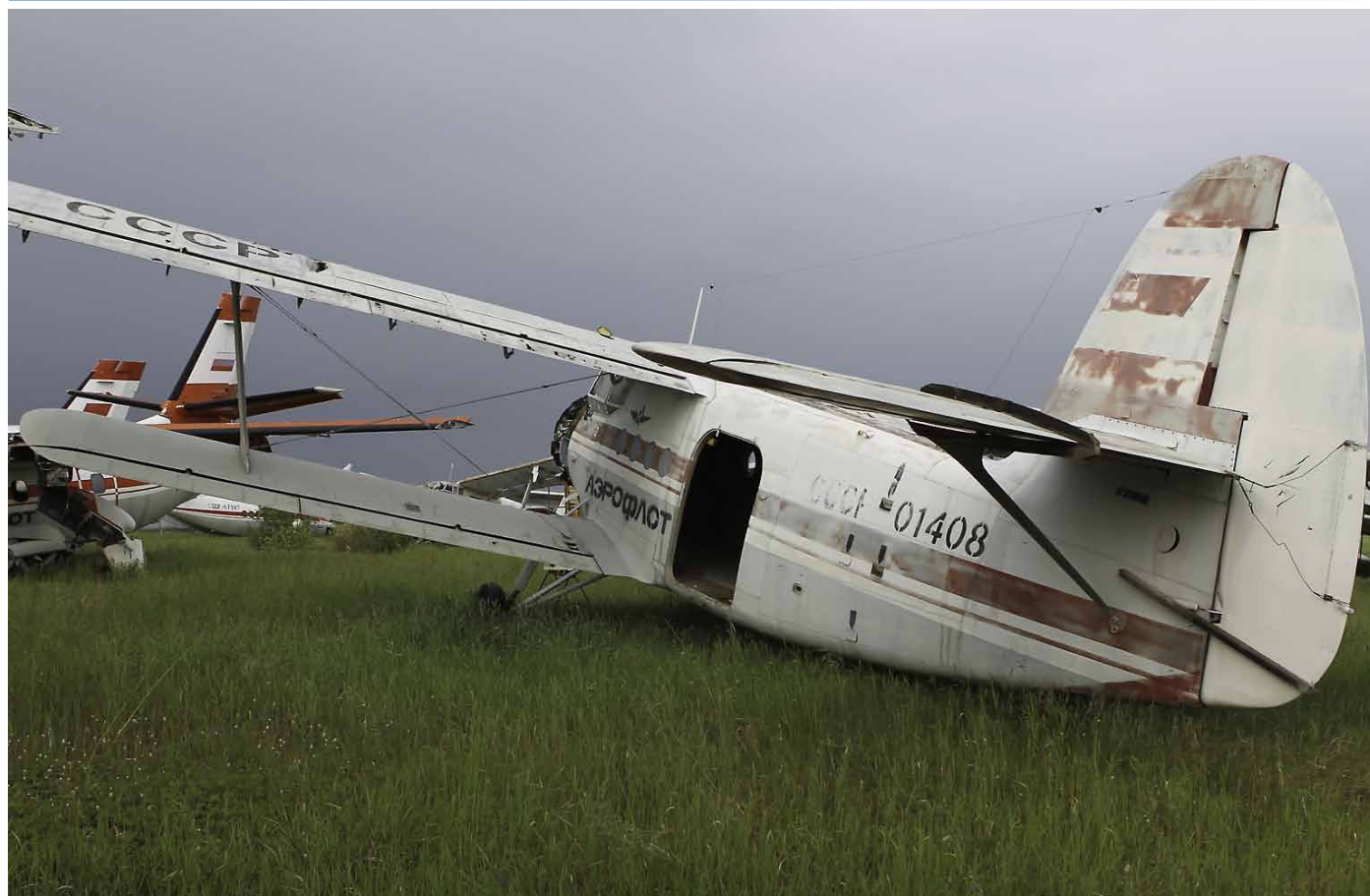
Credit: Del Barrow.

Bizprops

Beech	200	BB-239	F-GSIN	Was cancelled from the French register in July, as withdrawn from use. The last report we have that it was stored at Caen in July 2010.
	B200	BB-1570	ZS-SWR	Paxton Group, ex G-ORJA. Departed Bristol for Dubrovnik on 19 July, en-route to its new owners.
	B200GT	BY-14	N14BY	Returned to Hawker Beechcraft in July, following the delivery of a new King Air 250 (see below). Ex G-WATJ.
	250	BY-139	M-WATJ	Saxonhenge, ex N8019D. Delivered late in July.
	250	BY-142	G-HCCL	James M. Lynch, ex N81404. Registered on 16 July.
	350	FL-301	C-GRUU	Carson Air, ex N4211V, F-GOSB. Registered on 1 August, after staying on the US registered for a week in July.
	350	FL-535	C-GILK	Carson Air, ex HB-GJT. This former Breitling King Air 350 had been reserved as N694AS, but ended up in Canada late in July.
	350i	FL-799	D-CAUB	Reserved a permit to fly in June. Will be outfitted as calibrator in Germany and then delivered in Australia.
Cessna	208	00040	G-GOHI	Ulrich Steen, ex N208NN. Registered on 16 July. As mister Steen lives in Denmark, we wonder if this Caravan is based there.
	414A	0505	ZS-FPU	Blu Crane Air, ex OE-FPU. Registered on 18 June.
	421C	0803	N421XL	Locaero Services, ex D-ITTT. Registered on 21 June.
MU-2	B-36	701SA	F-GERA	Textron Finance Compagnie, was written off after an accident at Razoux in France on 16 April 1988, but only now officially cancelled from the register.
PA-46	-500TP	4697341	F-HGIE	Air Vendée Investissement, ex (N747JA), N60910. Registered on 13 July.
	-500TP	4697492	D-FSFS	Delivered in June. Ex N2461T.
PAC750XL		182	D-FTAO	Paraclub Berlin-Granssee, ex ZK-KBT. Had already been flying in Germany with its Kiwi registration since March, but received local markings in May.
PC-12	/47	830	G-WINT	Noted at Bournemouth 31 July painted as N561GG which is reserved for C Aviation LLC.
	/47	865	HB-FVJ	Registered to Fribair AG in July and operated by Air Sarina.
	/47E	1352	HB-FQD	Cancelled from the Swiss register in July, its fate is as yet unknown.
Rockwell	690A	11204	I-BLFE	Grupo Compagnie Aeronautique is the registered owner. Addition Scramble 399.
TBM	-700B	219	HA-CIM	NeoNucleon, ex F-GMLV. More and more western types find their way to the former eastern bloc countries. This is a new example for Hungary and will be based at Kaposvar.



The registration HB-GTX coincidentally matches the aircraft type very well, as it belongs to a Hawker Beechcraft King Air C90GTx. This is the latest reincarnation of the Beech 90 and features factory-installed winglets as a standard. The bizprop was delivered to Skywork Airlines in January. (Augsburg, 22 May 2012, Alexander Lutz)



For those that like to stroll past derelict aeroplanes Yakutsk-Magan is a must; loads of L-410s, choppers and An-2s like this CCCP-01408. It was seen as RA-01408 at this location 1 July 2004 and again at this same location 22 June 2008 already withdrawn from use, still being in the Sakhaavia fleet list 4 May 2009 but as wfu due to lack of spares or overhaul. Anyhow, it is still where it has been for many years with the sun having faded the RA- prefix and, as such, the CCCP- prefix has resurfaced. (27 June 2012, André Alders)

Go to the Soviet Transports database at the Scramble website for full known, including additional info on crashes, colour schemes etc. etc.. To get the most from this extensive database consider using the advanced search options. Near the bottom of the same page on the Soviet Transport database on the Scramble site there is a link to the Soviet Transports

downloads page featuring a new illustrated guide to ST construction numbers. It can be downloaded free of charge together with renewed production lists and a list of abbreviations and translations and new, a Google Earth KMZ file with all airports in the Soviet Transports database.

An-2M	1G36-35	635	Polish Navy	w/o	22aug67	crashed during forced landing due engine-trouble near Chynow and dbr; canx 04oct68 (is an An-2 seaplane)
An-2M	1G36-36	636	Polish Navy	w/o	28may68	dbr in hard landing at sea off Gdansk due pilot error 28may68; canx 14aug68 (is an An-2 seaplane)
An-2R	1G124-36	YR-APO	S.C. Victor Avia	rest.	2012	restored in the register before 09jul12
An-2	1G170-65	RA-01112 (2)	no titles	Ovm	29jul12	white c/s, thick black cheatline and two thin red cheatlines; ex RF-02352(2)
An-2R	1G175-12	YR-PVM	S.C. Aero West PRL	rest.	2012	restored in the register before 09jul12
An-2R	1G176-09	YR-AOB	S.C. Victor Avia	rest.	2012	restored in the register before 09jul12
An-2TD	1G187-27	SP-NLK	Sporting Club Ou	rgd	12jul12	ex SP-FVN
An-2T	1G199-49	RF-00417	DOSA AF		27mar12	donated to Russian Fed.; ex RA-01121; based at Oktyabrski
An-2T	1G235-36 ?	RF-01032	DOSA AF	EGO	05aug12	blue camo c/s, active
An-2T	1G235-38	RF-00441	DOSA AF	Msk	17oct10	in white/light brown c/s, 'DOSAAF Rossii'; c/n now known
An-2T	1G235-57	RF-00280	DOSA AF	photo	21jul12	at Syktyvkar-Kortkeros; c/n with photo; ex RA-01120
An-12B	40 19 01	EK-11986	Air Highnesses		11jun12	at Mogilev being dismantled for Borovaya museum
An-12BP	3 34 10 05	UR-11528 (2)	Motor Sich	dam	19aug98	in taxiing accident at Batam and not reported since so dbr ?
An-12BK	00 34 70 07	ST-KNR	Kush Aviation	ELF	08aug12	rep. del. 07aug12, all white, no titles; ex RA-11379 (2)
An-12BK	02 34 81 07	TN-AHU	Aéro-Frêt Business	BZV	17mar09	l/n PNR 20jan12; c/n now confirmed; ex EX-124 (1)
An-12BP	02 34 82 05	RA-11130	Avial NV	KLD	12aug12	in good condition, AFL blue c/s, no titles, all engines in place
An-22A	03 34 80228	RA-09338	Russian AF/Aeroflot c/s	KLD	12aug12	not broken up as previously surmised
An-22A	04 34 82263	RA-09314	Russian AF/ Aeroflot c/s	KLD	12aug12	not broken up as previously surmised, no engines
An-24B	5 73 016 05	CCCP-46299	Aeroflot /Uzbekistan-SKD	w/o	19dec78	on a training flight from Samarkand
An-24B	9 73 054 01	RA-46315	Orenburg Airlines	REN	aug12	in training area in Aeroflot c/s, no titles
An-26-100	26 06	ST-ARL	Alfa Airlines	w/o	19aug12	flew into a mountain while on app. Talodi in a dust storm
An-26	55 08	"39" red	Ukraine Air Force	unknown		at Novi Petrivtsi (N50.590425, E30.425667) as GIA

An-26	60 07	"26" red	Russian Air Force	SVX	18aug12	wfu, stored on the grass
An-26	80 03	RF-36070	Russian Air Force	Iva	jun12	c/n confirmed by russianplanes.net; also carries "17" blue
An-26	81 04	"10" red	Russian Air Force	SVX	18aug12	wfu, stored on the grass
An-26ASLK	86 01	RA-26675	GosNII GA	KZN	03aug12	ferried to Kazan with GosNII GA flight number
An-26	93 07	RF-93999	Russian Air Force	Zuk	12aug12	c/n now known
An-26	---	RF-36026	FSB	OVB	21jul12	also carrying "03" blue, same c/s with polar bear motif at Alkersleben; l/n Yverdon 01aug12; ex RA-3677K
An-28	1AJ 002-07	RA-28809		PRG	05dec87	not c/n 1210 as prev. surmised as this is Indian Air Force
An-32	13 09 ?	FAP-377	Peruvian Air Force	LAD	24apr03	c/n now known, ex ER-AEV; later seen as Guicango & Airjet
An-32A	21 10	D2-FDQ	not reported	LAD	28mar09	c/n now known; ex HK-4369
An-32B	25 10	D2-FFV	Guicango	ZAG	2012	without a serial on it
An-32B	33 10	707	Croatian Air Force	LAD	23jul12	
An-74	365 470 60 649	T-700	Angolan Air Force	LAD	23jul12	
An-72	365 720 93 876	T-702	Angolan Air Force	MHP	07aug12	ex ER-AUL
An-74TK100	365 470 95 905	UR-CKC	Cavok Air	Gost.	aug12	ex UR-YVA
An-74TK300	365 470 98 984	UR-AWB	Ukraine Government	LAD	20jul12	grey colour scheme
An-72	---	T-706	Angolan Air Force	no	reports	reportedly flew Gostomel-KBP 16aug12
An-74TK300	---	UR-AWB	not reported	Gvd	12aug12	carries code "18" yellow as well; same c/s as above
Be-12PS	3 60 29 03	UP-12008	Russian Navy	Tag	19may12	still named 'Vasili Rakov'; l/n 27jul12; ex RF-31120
Be-200ChS	76820002501	RF-32767	MChS Rossii	w/o	17nov51	on t/o OVB with up to 15 mm of ice on tail and wings
Il-12P	9 301 31 12	СССР-L1775	Aeroflot Moscow	w/o	30apr53	on t/o Moscow when suffered from multiple bird strike
Il-12P	9 301 31 14	СССР-L1777	Aeroflot Moscow (MUTA)	Msb	10aug12	preserved in the museum at Minsk-Borovaya freshly painted
Il-14P	14600 07 03	СССР-41865	Aeroflot	w/o	04aug63	crashed into the side of Mount Otgon Tenger
Super Avia-14	014104	MONGOL-105	MIAT Mongolia		16aug12	fuselage only seen at Pevek
Il-14M	---	СССР-41870	Aeroflot	l/n	aug11	preserved at Losevo, scrapped by aug12
Il-18B	18800 06 04	СССР-48093	MRP NPO Leninars	Pus	18jul12	with a '223 LO' badge, no titles
Il-18D	1890 113 02	RF-75478	Russian Air Force	dbr	09may84	at Asmara, Eritrea, when hit by shelling
Il-38	---	"11" red	Soviet Navy	dbr	09may84	at Asmara, Eritrea, when hit by shelling
Il-38	---	"28" red	Soviet Navy		late 2011	current on register; f/n ALA 23aug12 in full Trust c/s
Il-62M	31 39 9 5 6	UP-16209	Trust Air Company	SVO	apr12	at the MGTU GA technical school; broken up by aug12
Il-62M	41 40 3 2 4	RA-86492	Aeroflot Rus. AI		11aug12	now inside the Monino museum
Il-76M	0934 18572	СССР-86047	Soviet AF/Aeroflot c/s	Zuk	10aug12	l/n Zhukovsky 12aug12, no titles
Il-76MD	00334 43273	RA-76547	MVD ?	FJR	18may12	c/n confirmed; ex UP-17623
Il-76TD	00334 48404	UP-17644	Air Trust	Ore	10aug12	active seen firing flares; no titles, carried a '224 LO' badge
Il-76MD	00734 80406	RA-76762	Russian Air Force	Zuk	10aug12	carried also code "41" red; l/n Zhukovsky 13aug12
A-50	00834 83499	RF-94268	Russian Air Force	rgd	2011	carried also code "80" blue; opb oaes 43 TsBP i PLS
Il-78M	00934 91758	RF-94283	Russian Air Force	trf	jul12	ex EX-036
Il-76TD	00934 95863	EY-610	Par Air	ph.	2012	also still wearing "32" blue
Il-78M	10034 03068	RF-94270	Russian Air Force	Ryazan	mar12	carried also code "52" blue; opb oaes 43 TsBP i PLS
Il-78M	10034 03119	RF-94277	Russian Air Force	trf	aug12	ex EK-76425
Il-76TD	10034 05167	YI-AQX	Al-Naser Airlines	r/o	17may12	line # 02-09; the last ever built at TAPOiCh; f/f jul12
Il-114-100	.0.38 00209	91109	primer			



These attractive Polyarnyye Avialinii colours that decorate this L-410UVP-E RA-67693 were first spotted at Yakutsk last spring and preserved for generations to come at Yakutsk-Magan on 27 June 2012 by André Alders. Looking at this photo it did apparently rain in Yakutiya last summer - this as the territory has been, and still is, suffering from extensive forest fires, which occur in Siberia every year, but never before as bad as this year.



The latest, and probably last, Tu-154 completed is this Tu-154M RA-85041. Although construction started in the mid-1990s it was only first flown on 9 July 2012. This VIP aircraft was handed over 8 August 2012 to the 6991 AvB at Chkalovski and is painted in basic Rossiya c/s with white top, small 'VVS Rossii' titles on fin. (Chkalovsky 13 August 2012, Andy Geary Stevens)

Ka-26	69 004 03	CCCP-24064	Aeroflot	IEV	26jul12	in State Aviation Museum at Kiev; ex UR-CAU
Ka-26	75 053 05	YR-DOR	S.C. Aviarom S.A.	rest.	2012	restored in the register before 09jul12
Ka-26	77 061 19	CCCP-24325(2)	Aeroflot	IEV	29jul12	in State Avn Museum at Kiev with this fake reg; ex UR-CAV
Ka-26	77 062 02	YR-EKV	S.C. Aviarom S.A.	rts	2012	was restored in the register before 09jul12
Ka-27PS	5235002788619	"77" red	Russian Navy	photo	27jul12	landed on USS "Nimitz" CVN-68 near Hawaii
Ka-27PS	92104	RF-93222	Russian Air Force	Lip	02jul12	carried also code "21" red; l/n AER jul12
Ka-32A	6006	HL9405	LG International	w/o	06nov09	correcting previous info , see on-line database
Ka-32AO	8601	RA-31579	Panh	dam	26jul12	on a forced landing, came down hard and rolled over
Ka-32F	8702	CCCP-31578	unknown	no	reports	reported on russianplanes.net
Ka-32T	8803	RA-31596	Neftyeyugansk AE	w/o	09aug12	on a fire-fighting mission from Fethiye
Ka-32T	9009	HL9413	Korea Forest Serv.	w/o	23nov09	correcting previous info , see on-line database
Ka-32A11BC	9833	UP-K3202	MChS Kazaviaspas	photo	14mar12	in full c/s; l/n ALA 19aug12 reported on RP.net with this c/n
Ka-32A11BC	324 06 9835	RF-32805	MChS Rossii	Zuk	15jun12	l/n Zhukovsky 03aug12; c/n now known
L-410UVP	79 02 06	RA-67170	Aeroflot	canx	11jul97	preserved Bazarnyy Karabulak (N52.264488 E46.432279)
L-410UVP	81 06 18	UR-67017	Universal-avia		28jul12	seen Voroniv, titles not reported
L-410UVP	83 10 38	UN-67410		photo	at Sapaev (N47.907789 E67.528661)	
L-410UVP	83 11 24	D2-FFD	Planar	LAD	25jun12	very dusty some parts missing so presumed wfu
L-410UVP-E3	87 19 02	1902	Russian Air Force	Rti	18aug07	seen Kolomna-Korobcheevo 19jun12 also carried "12" blue
L-410UVP-E9	91 26 19	5Y-NIK	Kush Air	JUB	10jul12	
L-410UVP-E	95 26 25	RA-67694	Polyarnye Avialin.	Ykm	27jun12	
L-410UVP-E	91 26 27	5Y-UVP	Mombasa Air Safari	w/o	22aug12	while taking off Ngeredi in the Masai Mara Game Reserve
PS-84	184 10 10	not known	Soviet Air Force	dam	29jun41	was shot at by Soviet fighters by mistake
Mi-1	---	CCCP-20235	Aeroflot	NOZ	1960s	in dark green c/s with light blue underside
Mi-2	54 4030 035	RA-20344	MChS Rossii	photo	jul12	in full c/s; pres. Chochur-Muran (N62.041256 E129.62449)
Mi-2	54 4917 086	RA-2558K	privately owned	Nvs	16jul12	illegal reg.; in olive drab/light brown camo c/s, no titles
Mi-2	54 7149 061	RF-01927	DOSA AF	photo	01apr12	preserved at Volokolamskoye shosse; c/n now known
Mi-2	54 7211 061	EW-20253	Bellesavia	Msb	07jul12	
Mi-2	52 9219 055	RA-23330	Avia Servis	photo	05aug12	location unknown
Mi-2	---	RA-3054K	N. Voronchenko	photo	10aug12	illegal registration; w/o 10aug12 on a crop-spraying flight
Mi-2	---	UR-BWL	TSOU	Krh	03aug12	carried also code "11" yellow
Mi-2	---	UR-FMI	TSOU	Krh	03aug12	in blue/silver c/s
Mi-4	---	CCCP-66874	Aeroflot	NOZ	1960s	in dark green c/s with light blue underside
Z5	---	65564	Chinese Air Force			GIA at Tong Zhou (N39.83775 E116.64716)
Mi-8T	34 52	N475GM	Avia Export	res.	19jul12	Avia Export LLC of Lewes, DE
Mi-8	36 77	RA-25655	KomiAviaTrans	VKT	19aug12	
Mi-8T	69 16	RA-22267	Angara	IKT	27jul12	'Angara Aviakompaniya' and small 'Eastland' titles
Mi-8T	82 57	RA-24628	Helix	PEE	jul12	
Mi-8PS	83 29	"14" yellow	Russian Air Force	Eng	26jul12	opb 206 AvB 8 adon at Malino; based Chkalovski by 2012
Mi-8T	9 72 17 12	N475FM	Avia Export	rgd	20jul12	Avia Export LLC of Lewes, DE
Mi-8T	9 73 28 13	N475KM	Avia Export	rgd	19jul12	Avia Export LLC of Lewes, DE
Mi-8T	9 75 46 03	N475LM	Avia Export	res	19jul12	Avia Export LLC of Lewes, DE
Mi-8TV	9 77 53 25	RF-23184	FSB		25oct11	sold to AviaTekhKomplekt
Mi-8T	9 83 08361	OM-TMT	Techmont Heli Company	dbr	03aug12	on landing at Poprad when lost power
Mi-8T	9 83 11902	RF-28959	Sakha Police		11jul11	tender for rework published

Mi-8T	9 84 17398	RA-24722	Khabarovsk Avia	07jun12	for sale in non-airworthy condition; sold to Orlan 10jul12
Mi-8T	9 85 22422	RA-24532	Khabarovsk Avia	07jun12	for sale in non-airworthy condition; sold to Orlan 10jul12
Mi-8T	9 89 43859	RA-25654 (2)	Gazpromavia	19jun12	in full c/s; ex 4K-25193
Mi-8MB	9 4085	RF-90415	Russian Air Force	Eng jul12	carried also code "18" yellow; based at Uprun
Mi-8MT	9 4166	"21" yellow	FSB	dbr 31jan03	based at Makhachkala; t/t 2,223 hours by 01oct97; b/u 2006
Mi-8MT	9 4459	"62" yellow	Russian Air Force	Ovm 29jul12	
Mi-8MT	9 4476	RF-92029 (2)	Russian Air Force	rgd 2011	opb 6996 AvB at Vyazma-Dvoyevka; see c/n 9787802
Mi-8MTKO	9 4691	RF-95941	Russian Air Force	Kln 12aug12	also carried code "201" red
Mi-8MT	9 4755	"33" blue	Russian Air Force	KXX 12aug12	based at Khabarovsk-Tsentralnaya, det. to AvGr 6983 AvB
Mi-8MTV-2	9 5056	RF-93178	Russian Air Force	Eng jul12	carried also code "23"; based at Monchegorsk
Mi-8MTV-1	9 5067	"38" yellow	Russian Air Force	Eng 26jul12	based at Chkalovski
Mi-8MTV-1	9 5125	RF-95553	Russian Air Force	Eng 20jul12	
Mi-8MT	9 5130	RF-93185	Russian Air Force	Eng aug12	carried also code "09" yellow; based at Rostov-na-Donu-Ts.
Mi-8MTV-2	9 5135	RF-93177	Russian Air Force	Eng jul12	carried also code "68" red; based at Akhtubinsk
Mi-8MTV-2	9 5223	RF-93123	Russian Air Force	Eng aug12	carried also code "70" red; based at Tiksi
Mi-8MTV-2	9 5352	RF-93904	Russian Air Force	Eng jul12	carried also code "11" yellow; based at Uprun
Mi-8MTV-2	9 5409	RF-19066	Russian Navy	Eng aug12	carried also code "60"; based at Kacha
Mi-8MTV-1	9 5490	ZS-HJE	AAA SA	rgd 02jul12	Advanced Aviation Logistics South Africa; ex YA-WTF
Mi-8MTV-2	9 5565	RF-95555	Russian Air Force	Eng 03aug12	carried also code "05" blue; based at Gromovo
Mi-8MTV-2	9 6131	RF-94990	Russian Air Force	Eng jul12	carried also code "10" black; based at Gromovo
Mi-8MTV-3	9 6236	"60"	Russian Air Force	Eng aug12	based at Akhtubinsk
Mi-8MTV-5	9 7009	"17" red	Russian Air Force	Pus 12aug12	Mi-8MTV-5-1
Mi-171E	#06398 2801	UP-MI705	KazAviaSpas		19aug12 near Almaty; full c/n 171E00063982801U
Mi-8AMT-1	#64308 3817	RF-19038	Russian Air Force	UUS 04jul12	full c/n 8AMT.643083817U; c/n now known
Mi-8AMTSh	#64310 4608	RF-93860	Russian Air Force		12aug12 at Korenovsk; full c/n probably AMTS00643104608U
Mi-8AMTSh	#64311 5507	"51" yellow	Russian Air Force	Khb 12aug12	full c/n AMTS00643115507U
Mi-8AMTSh	#64312 5801	"77" red	Russian Air Force	Zuk 10aug12	full c/n AMTS00643125801U
Mi-8MTV-1	108M03	ZS-HJO	Cybrosolve	rgd 02jul12	Cybrosolve (Pty) Ltd; ex Czech AF 803
Mi-8MTV-1	108M33	ZS-HKC	AAA	rgd 02jul12	Advanced Aviation Logistics; ex YA-WTC
Mi-8MTV-1	108M40	ZS-HJK	Cybrosolve	rgd 02jul12	Cybrosolve (Pty) Ltd; ex Czech AF 0940
Mi-8PS-11	10735	RA-25651 (2)	Vostok	LED 27jul12	in full c/s
Mi-172	196C01	N217XX	Red Air Helicopter	rgd 27jul12	current 22aug12 with CofA expiry date 31jul15; ex N901LL
Mi-172	196C02	N218XX	Red Air Helicopter	rgd 27jul12	current 22aug12 with CofA expiry date 31jul15; ex N902LL
Mi-17V-5	368M162	N219XX	Red Air Helicopter	rgd 27jul12	current 22aug12 with CofA expiry date 31jul15; ex N33657
Mi-17V-5	703M02	N216XX	Red Air Helicopter	rgd 27jul12	current 22aug12 with CofA expiry date 31jul15; ex N702LL
Mi-8MTV-1	---	EX-08018	all white, n/t	Tjp 11aug12	
Mi-8AMTSh	---	RF-20454	FSB	AER jul12	with 'glass' nose and weather radar
Mi-8AMTSh	---	RF-20455	FSB	AER jul12	with 'glass' nose and weather radar
Mi-8AMTSh	---	RF-23107	FSB	Mpa 09aug12	in MVZ im. Milya; may be a Mi-8MNP-2 in fact
Mi-8MT	---	RF-94989	Russian Air Force	Vob 18aug12	also carried code "62" red
Mi-8AMTSh	---	RF-95656	Russian Air Force	Roc 19aug12	also carried code "07" blue
Mi-17V-5	---	702	Afghan Air Force	dbr 29jun12	crashed on a flood relief mission in the Ish Kumish province
Mi-17V-5	---	723	Afghan Air Force	KDH 25jul12	
Mi-17V-5	---	725	Afghan Air Force	KDH 25jul12	
Mi-8MTV-1	---	H-601	Angolan Air Force	LAD 23jul12	
Mi-8MTV-1	---	H-603	Angolan Air Force	LAD 23jul12	
Mi-8	---	LH90829	Chinese Army	photo mar08	GIA at Tong Zhou (N39.83771 E116.64805)
Mi-171	---	304	Eritrean Air Force	ASM aug12	with 'glass' cockpit, weather radar and flat loading ramp
Mi-24P	353243. . 24791	"23" red	Russian Air Force	Asp 18aug12	
Mi-24P	3532434826357	RF-95285	Russian Air Force	Khb 12aug12	carried also code "25" yellow; opb 575 AvB at Chernigovka
Mi-24P	3532434826523	RF-95293	Russian Air Force	Khb 12aug12	carried also code "17" yellow; opb 575 AvB at Chernigovka
Mi-24D	M4010	4010	Czech Air Force		06sep11 in the Israeli Air Force Museum at Hatzerim; l/n jul12
Mi-24V	730701	0701	Czech Air Force		seen wfu/stored at Prelouc
Mi-24V	730702, 730710	0702, 0710	Czech Air Force		may12 without serial at Námeř nad Oslavou
Mi-24V	730788, 730790	0788, 0790	Czech Air Force		may12 without serial at Námeř nad Oslavou
Mi-24V	730815/35/39	0815, 0835, 0839	Czech Air Force		may12 without serial at Námeř nad Oslavou
Mi-24V	087355, 087358	7355, 7358	Czech Air Force		may12 without serial at Námeř nad Oslavou
Mi-24PN	---	RF-93163	Russian Air Force	photo may12	at an unknown location; also carried code "20" red
Mi-25	---	2831	Syrian Air Force	photo jul12	in green/sand camo c/s with light grey underside
Mi-25	---	694	Peruvian Air Force	Plp 23jul12	
Mi-24V	---	AF-803	Uganda Air Force	dbr 12aug12	crash-landed in bad visibility on Mount Kenya
Mi-24P	---	AF-807	Uganda Air Force	dbr 12aug12	crash-landed in bad visibility on Mount Kenya
Mi-24P	---	AF-808	Uganda Air Force	w/o 12aug12	crash-landed in bad visibility on Mount Kenya
Mi-26	34001212153	30	Equatorial Guinea AF	SSG 01jul11	c/n now known
Mi-26	34001212157	RF-06051	FSB	no reports	opb AvB FSB (formerly 1 ottap) at Yoshkar-Ola-Danilovo
Mi-26T	34001212429	RA-06039	Arkhangelsk 2nd Air Ent.	UCT 19jul12	all white with just small titles on the nose
Mi-26T	34001212473	RF-06054	FSB		09aug11 tender for rework published
Mi-26T	34001212477	RF-06052	FSB	JOK 01jun12	c/n now known
Mi-26	34001212488	RF-93094	Russian Air Force	Roc 07jun11	carried also code "94" blue; opb 546 AvB at Rostov
Mi-26T	34001212507	RF-06056	FSB	VKT 24dec09	c/n now known
Mi-26T	34001212509	RF-06055	FSB	no reports	opb AvB FSB (formerly 1 ottap) at Yoshkar-Ola-Danilovo
Mi-26	34001212630	"87" blue	Russian Air Force	Zuk 11aug12	
Mi-28N	---	RF-93275	Russian Air Force	Kln 01aug12	also carried code "03" yellow; prob. opb filial 4 TsBP i PLS



It is remarkable in a time where most airlines, including UTair itself, massively switch to Western built aircraft, UTair has also introduced the ageing Yak-42 in their fleet. This summer eight aircraft are reported to be in their colours like this twenty-years old RA-42425. Most probably wet leased from Tulpar, whose titles are still visible on the nose. (Vnukovo, 1 July 2012, André Alders)

Mi-28N	---	"26" blue	Russian Air Force	d/d	mid-12	line # 07-01; opb 546 AvB at Rostov-na-Donu-Tsentralny;
Kania	90 04 03	SP-VSK	Polish Border Guard	rgd	04aug12	
W-3	31 04 14	SP-VSM	Polish Border Guard	rgd	01mar12	f/n Eblag 04jun12
W-3AM	37 08 04	EC-JUN	Sky Helicopter	W/O	02jul12	correcting the registration !
W-3A	31 09 23	SP-SWC	PZL Swidnik	rgd	09jul12	
RRJ-95B	95 021	EK-95016	Armavia	Zuk	26jul12	c/n correction !
Tu-4	22 02 05	"1000"	Soviet Air Force	Kho	late40s	
Tu-22M3	48 31 3 2 8	"33" red	Russian Air Force		11aug12	now inside the Monino museum, c/n checked
Tu-22M3	---	RF-94145	Russian Air Force	Ryazan	aug12	carried also code "37" red
Tu-95MS	---	RF-94128	Russian Air Force	photo	jul12	also carried code "10" red
Tu-95MS	---	RF-94179	Russian Air Force	photo	jul12	also carried code "07" red; only code visible on photo
Tu-95MS	---	"23" red	Russian Air Force	Ryazan02	aug12	additionally marked 'SOZ232' on the nose wheel door
Tu-104A	9 35 08 01	OK-NDF	CSA		aug12	to be moved to Zruc Airpark, work to commenced 01aug12
Tu-104A	9 35 08 05	CCCP-42395	Aeroflot International	canx	1979	pres. Irkutskoye vodokhranilishche; destr. by arson and b/u
Tu-134A-3	73 49909	RA-65559	Tsentr-Yug	LED	05mar12	basic ex Aeroflot-Plus c/s with small titles; l/n MHP 16apr12
Tu-134A-3	63605	RA-65989	Russian AF/Aeroflot c/s	CKL	05may10	reportedly scrapped by aug12
Tu-134AK	66198	RF-65153	Russian Customs	rgd	2008	reg used as call-sign only; still is RA-65927
Tu-154B-2	79A327	CCCP-85327	AFL/Krasnoyarsk Abakan	SVO	aug11	at the MGTU GA technical school; broken up by aug12
Tu-154B-2	83A577	RA-85577	Sakha Avia	YKS	28jun12	in the process of being broken up
Tu-154B-2	83A593	EW-85593	Belavia	MSQ	08aug12	scrapped
Tu-154M	85A711	B-4001	Chinese Air Force	NAY	12jul12	
Tu-154M	85A715	RA-85611	KavMinVody Avia	MRV	aug12	seen with tail cut off
Tu-154M	87A765	B-4022	Chinese Air Force	photo	feb12	no titles with Chinese flag
Tu-154M	88A770	B-4023	Chinese Air Force	NAY	mar12	no titles with Chinese flag; l/n NAY 12jul12
Tu-154M	88A795	(ex EP-MCS)	HESA Testbed A/c titles	THR	aug12	conv. to "Armita" test-bed, with a RF-5A nose section on the front edge of the vertical stabiliser; for ejection-seat tests
Tu-154M	90A853	CCCP-85685	Aeroflot	TOM	27jul12	in full Aeroflot colours with Soviet flag !
Tu-154M	12A997	RA-85041 (2)	Russian Air Force	ff	09jul12	see photo caption for details
Tu-154M	97A1009	UP-T5409	KazAir Trans	SAW	12aug12	a/w, titles and tail logo only; l/n SAW 16aug12; ex RA-85828
Yak-18T	22202021765	N818PJ	Patrick J.Ashura	rgd	31jul12	full c/n confirmed in bill of sale; ex CCCP-44266
Yak-40	9 42 06 34	RA-87855	Aeroflot	Msb	18aug12	pres. Minsk-Borovaya in full c/s with this fake registratin
Yak-40	9 83 12 00	CCCP-87676	AFL/Moscow SPiMVL	SVO	aug11	at the MGTU GA technical school; broken up by aug12
Yak-40	9 52 02 41	RA-87520	Aeroflot	del	26jul01	to a children's playground in Voi-Vozh settlement; b/u 2008
Yak-40	9 84 08 59	RA-88213 (2)	VIP c/s	KZN	05jun12	in red/white c/s, blue cheatline; c/n painted on; ex UR-88309
Yak-42	22204254019	CCCP-42537	AFL/Central Region BKA	l/n	feb10	at N56.716227 E37.059505, no longer there aug12 so b/u?
Yak-42D	452042 48 11 442	UR-CKO	South Airlines	IEV	24aug12	with large 'Pivdenni Avialiniyi' titles; ex CU-T1272
Yak-42	452042 33 02 017	RA-42557	SarAvia	DME	18aug12	ex UP-Y4201
MA60	0902	B-3705	OK Air	rgd	24jul12	

Military News & Updates



You were exceptionally lucky to catch a Tornado F3 in this way as they were withdrawn from use in July. It being an air defence aircraft makes this low level shot taken at Blwch near Dolegellau all the more special. (24 April 2012, Pieter van Polanen)

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

Europe

Netherlands

Koninklijke Luchtmacht (AF)

Fokker 50

On 8 August 2012, both 334sq Fokker 50s made their final operational flight. While flying as NAF60 (U-05) and NAF61 (U-06) they returned to Eindhoven and it seems that a sale has been concluded. As expected, confirmation about the identity of the new buyers remains unknown until further notice.

F-16AM/BM*

J-018	148th FS	ex 313sq	6D-147	aug12
J-064*	148th FS	ex 322sq	6E-33	aug12
J-065*	LCW	ex 148th FS(full c/s)	6E-34	aug12
J-135	1(NL)ATF	ex 322sq	6D-125	jul12
J-145	LCW	ex 148th FS(no mks)	6D-135	aug12
J-208*	LCW	ex 148th FS	6E-27	sep12
J-209*	148th FS	ex 312sq	6E-28	aug12
J-210*	148th FS	ex 323sq	6E-29	aug12
J-511	1(NL)ATF	ex 313sq (no mks)	6D-150	jul12
J-514	1(NL)ATF	ex 313sq	6D-153	jul12
J-870	312/313sq	ex storage/148th FS	6D-87	aug12

Because in-depth maintenance on the Falcons based at Tucson IAP (AZ) cannot be done locally, three of them returned to the Netherlands. They were swapped with four Falcons from Volkel (J-018 and J-209) and Leeuwarden (J-064 and J-210). They joined up at Volkel for the trip across the Atlantic and departed on 3 August as NAF81-84. J-369 was a spare, but in the end could remain behind. On 17 August the three former 148th FS Falcons left Canada as NAF85. Only two arrived at Leeuwarden though, as J-208 went unserviceable at Goose Bay. It will be repaired there and return to the Netherlands somewhere in September. The flights to and from Tucson were accompanied by a KDC-10 tanker.

A news clip provided an update on three Falcons based at

Mazar-i-Sharif, Afghanistan, for the current deployment. The fourth deployed Falcon remains unknown.

The final update mentioned above comes from Volkel, where J-870, formerly with the 148th FS took the skies again on 15 August. It had been stored since 10 September 2011. Despite her lack of paint it is a good thing to see this bird back where she belongs.

F-35A

F-001 LM first flight **AN-01** aug12



Here it is, object of much debate in the past, present and future, our first F-35, or JSF as it is more commonly referred to by laymen. Foxtrot zero zero one made its first flight on 6 August. Strangely, it took the national media about two weeks to pick up on this. After the 12 September parliamentary elections, the future of the Dutch F-35 programme may be re-written. (Fort Worth NAS JRB/Carswell Field, 10 August 2012, Brandon Thetford)

The first mile stone for 'our' first Dutch test JSF was achieved on 6 August 2012 when a Lockheed Martin test pilot took F-001 up into the skies over Fort Worth (TX) for her first flight after assembly. In the following days more flights occurred as Lockheed Martin is about to complete the flight test module and thereafter the airplane will be handed over to the Royal Netherlands Air Force and flown to Eglin AFB (FL). Given the public opinion on the expenses already made in this programme and with upcoming parliamentary elections, this event was kept out of the spotlights.

Defensie Helicopter Commando (DF)

CH-47F

D-890 LCW/298sq ex Boeing **M8890** aug12

D-891	LCW/298sq	ex Boeing	M8891	aug12
D-892	JNHTD	ex Boeing	M8892	aug12
D-893	JNHTD	ex Boeing	M8893	aug12
D-894	JNHTD	ex Boeing	M8894	aug12

After some delays with the delivery, patience was rewarded as on 17 August 2012 the first of three CH-47Fs was flown to Fort Hood (TX) under callsign Grizzly80 by an all-Dutch crew, soon to be followed by two more. These will join the Joint Netherlands Helicopter Training Detachment. At the same moment, two other airframes were wrapped up and loaded on a ship destined for Antwerp, Belgium. Once there they will continue to LCW/Woensdrecht for reassembly and adjustment to KLu specifications prior to joining 298sq at Gilze-Rijen. In December D-895 will join 298sq as she required a bit more attention from Boeing prior to being handed over.

SH-14D

On 16 August 2012, Lynx 283 returned with HNLMS *Evertsen* from its deployment to the Gulf of Aden. This date marks the end of operational duties for the Lynx helicopter. The following day she left Rotterdam with sister ship 261 towards De Kooy. On 6 September a farewell ceremony will be held at De Kooy for all that worked on or flew with the Lynx helicopter between 1976 and 2012. At this moment 261, 273 and 283 remain the last three flying, decorated with special farewell markings. The final act will be during the Wereld Haven Dagen in Rotterdam, from 6-9 September, when a Lynx will visit along with an NH90.

Belgium

Luchtcomponent (AF)

F-16AM

FA99	w/o 16aug12	ex 10w	6H-99	aug12
FA110	349sm 70 years special tail		6H-110	aug12

On 2 August 2012, FA110 emerged from her shelter in a new paint scheme, marking 70 years of 349 smaldeel. This colourful paint replaced the Vortex paint that reminded of her previous solo display duties.

Two weeks later, Kleine Brogel showed up in the news again. Not in a positive way, as early in the afternoon of 16 August, F-16AM FA99 crashed just outside the air base.

Denmark

Flyvevåbnet (AF)

Super Lynx Mk90B

S-175	Esk 723	f/n with unit	439	jul12
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Finland

Maavoimat (AR)

NH90-TTH

NH-210	1.HK/HekoP	ex Patria	1089/TFIA10	jul12
NH-215	1.HK/HekoP	ex Patria	TFIA15	jul12

France

Armée de l'Air (AF)

LFHJ = Lyon-Corbas

LFOA = Avord

LFOC = Châteaudun

Armée de l'Air (AF)

On 7 August, the first Cirrus arrived at Salon-de-Provence. This civil SR20 F-HGDU (c/n 2152) was delivered to CFAIM05.312 and will replace the military D140s in the primary training role. A total of seven SR20s and thirteen SR22s will be delivered and they will be operated by CATS (an EADS company).

Alpha Jet E

E135/RX	nb	ex 314-RX		jul12
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AS555AN

5455/VT	ET00.055	ex EH05.067	5455	jul12
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EC725R2

2802/SK	Eurocopter	on order	2802	jun12
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EMB121AA

095/YM	std LFOA	ex EAT00.319	121095	mar12
111/YQ	std LFOC	ex EAT00.319	121111	jul12

095 will not fly again and is being used for spares reclamation. 111 is placed in operational storage at Châteaudun and may fly again if required.

Falcon 2000LX

237/F-RAFD	ET00.065	correction, not c/n 612		
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Mirage F1B

510/112-SL	ER02.033	ex std LFOC		aug12
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The end is in sight for the Dutch Lynxes. This 261 is one of the last three operational ones. On 6 September the Navy will hold a small non-public event to say goodbye to this money eating helicopter. It will perform for the last time during the Rotterdam Navy days shortly after, so when you read this you maybe just in time to see them fly there! (Den Helder, 7 July 2012, Guido Hilgers)



As reported in our previous edition, the Dutch Caribbean Coast Guard received two AW139s. G-CFVD is the first to be ready and currently flying with a temporary English registration prior to receiving PH-DCG in the near future. Larry Every made it to capture the first flight on 17 August 2012 from the warm apron at Hato.



Still operational after more than 40 years with the French Navy are the Alouette 3s. 997 of 22S was seen at its home base Lanveoc - Poulmic (23 July 2012, Per Theeuwes)



The old German runway at Châteaudun is currently full of stored aircraft. Next to some CM170s is a line of thirteen ex Marine N262Es and one civil N262. The fifteenth Nord on the far right is Air Force N262D 95/AR which is a recent arrival from Metz (21 July 2012, Per Theeuwes)

Mirage F1CR

611/112-NM	ER02.033	ex std LFOC	aug12
642/118-CG	ER02.033	ex std LFOC	jul12

Mirage 2000-5F

44/116-EQ	GC01.002	ex 118-EQ	208 aug12
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Mirage 2000B

519/5-OW	pres LFHJ	ex std LFOC	224 2012
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Mirage 2000C

81/103-LB	EC01.005	ex EC01.012	324 jul12
86/115-LL	EC01.005	ex 103-LL	334 jul12
100/103-YF	std LFOC	ex EC01.012	361 may12
107/103-YD	EC02.005	ex EC01.012	372 jul12
121/115-KN	EC02.005	ex 103-KN	399 jul12
122/103-YE	std LFOC	ex EC01.012	405 may12

81 and 107 are flying around at Orange nowadays, but still have their old codes from Cambrai.

Rafale B

314/113-HP	EC01.007	ex 104-HP	jul12
334/113-II	ETR02.092	ex EC01.091	jul12

TB-30

47/315-VT	pres LFHJ	ex std LFOC	47 2012
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Armée de Terre (AR)

NH90-TTH

1271/EAC	CFIA	new	1271 jul12
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The NH90 was delivered to the Centre de Formation Interarmées at Le Luc on 27 July.

SA330B

1069/DAG	det Tchad	ex 1RHC	1069 apr12
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Marine National (NY)

AS365N3

6928	35F	new	6928 jul12
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NH90-NFH

8	nn	new	1243 jul12
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The NH90 was delivered on to Hyères on 27 July.

Germany

Luftwaffe (AF)

The future structure of the Luftwaffe foresees three operational units and one training unit operating the (140) Eurofighter aircraft. JG73 "S" (to become Taktische Luftwaffengeschwader [TaktLwG] 73 "S" on 1 October 2013) and JG74 (to become TaktLwG 74 on 1 October 2013) will both operate with 32 EF2000s. JBG31 "B" (becoming TaktLwG 31 "B" on 1 October 2013) will operate 31 EF2000s from Nörvenich

and is the command unit of the Taktische Luftwaffengruppe (not Geschwader) Richthofen "R" at Wittmund (to be established 1 October 2013 and eventually operating 20 EF2000s). TaktLwG 73 "S" will perform training duties until the Fliegerischen Ausbildungszentrum der Luftwaffe (FlgAusbZLw) in Holloman takes over from 2017 with eventually 24 EF2000s.

Three units will be operating a total 85 Tornados (two of which are instructional). TaktLwG 33 (JBG33 until 1 October 2013) will operate 44 Tornado aircraft from Büchel in 2 Staffeln. TaktLwG 51 "I" (AG51 until 1 October 2013) will operate 20 Tornado ECR and 5 Tornado IDS aircraft. Fourteen Tornados will operate from Holloman AFB (NM) for training duties. JBG32 will be disbanded by 31 March 2013. Lechfeld will be kept open for diversion purposes. TaktLwG 51 "I" will also operate 16 UAV aircraft in MALE duties and 9 UAVs for HALE duties (foreseen are 5 EuroHawk and 4 Global Hawk systems).

For the time being, all three LTGs (61, 62 and 63) will operate the C-160 Transall, 60 aircraft in total. LTG61 and LTG63 are, pending the arrival of enough A400Ms, scheduled to be disbanded after 2017. LTG62 will eventually operate all 40 Airbus A400Ms. All FBS BMVg aircraft, apart from the A310, will operate from Berlin-Schönefeld.

The Luftwaffe has taken control of the CH-53s from 1 July 2012. They will be flown with HSG64 from Laupheim. Part of this unit will be stationed at Holzendorf. For the time being, nine CH-53s will continue to operate from Rhein-Bentlage as Abgesetzter Bereich HSG64 (AbgBer HSG64). The SAR duties performed by the Luftwaffe were taken over by the Heeresflieger by 1 July 2012. The responsibility for the UH-1 choppers was also transferred to the army on the same date. The same applies to the NH90 choppers that the air force owned/operated. The UH-1 element within LTG61 will be disbanded by 31 December 2012. So will the current HSG64 at Holzendorf.

At command level, the current commands (Kommando 1. Luftwaffendivision, Kommando 2. Luftwaffendivision, Kommando 4. Luftwaffendivision, Kommando Luftwaffen Transportkommando, etc.) will be disbanded on 30 September 2013, to be followed by the establishment of somewhat similar commands the next day. An organisational change that includes a number of reductions at organisational level.

At the end of June, the first two ASTTA 3.0 Tornados were handed over to JBG33 at Büchel. By 2018 all 85 Tornados (see above) should have received this upgrade. ASTTA is short for Avionics System Software Tornado Ada.

Heeresflieger (AR)

With the transfer of CH-53s to the air force and the NH90 to the army, the rundown of the types under the correct part of the armed forces and their respective units is a bit arbitrary.

CH-53G

84+11 i/a TSLw3 ex HFWS **V65-009** 19jul12

CH-53GS

85+00 MTHR15 (nmk) ex MTHR25 **V65-098** jul12

NH90-TTH

78+05	Fassberg	c/n confirmed	1017/TGEA05	
78+09	HFWS	c/n confirmed	1037/TGEA09	
78+10	HFWS	c/n confirmed	1052/TGEA10	
78+11	HFWS	c/n confirmed	1059/TGEA11	
78+12	HFWS?	c/n confirmed	1061/TGEA12	
78+13	HFWS	c/n confirmed	1065/TGEA13	
78+14	THR10	c/n confirmed	1068/TGEA14	
78+15	THR10	c/n confirmed	1073/TGEA15	
78+16	Eurocopter	c/n confirmed	1077/TGEA16	
78+17	Eurocopter	c/n confirmed	1083/TGEA17	
78+18	Eurocopter	c/n confirmed	1085/TGEA18	
78+19	Eurocopter	c/n confirmed	1099/TGEA19	
78+20	Eurocopter	c/n confirmed	1100/TGEA20	
78+26	Eurocopter	c/n confirmed	1116/TGEA26	
79+02	HSG64	c/n confirmed	1095/GEAF09	
79+06	Eurocopter	c/n confirmed	1138/GEAF13	
79+24	Eurocopter	ex 98+93	1031/GEAF02	
79+25	HSG64	ex 98+97	1043/GEAF03	
98+93	reregistered	as 79+24	1031/GEAF02	
98+97	reregistered	as 79+25	1043/GEAF03	

Tiger UHT

74+11	KHR36 (nmk)	ex 98+11	1011/UHT11	jul12
74+14	KHR36 (nmk)	ex 98+14	1014/UHT14	jul12
74+16	KHR36 (nmk)	ex 98+19	1016/UHT16	jul12
98+11	reregistered	as 74+11	1011/UHT11	
98+14	reregistered	as 74+14	1014/UHT14	
98+19	reregistered	ex 74+16	1016/UHT16	

UH-1D

71+16 i/a TSLw3 ex HSG64? **817621** jun12

Marineflieger (NY)

Do228-212(LM)
57+01 MFG3, for sale per 13sep12 **8185/0185** feb12

Italy

As part of the agreement of selling thirty Aermacchi M346 Masters to Israel, the Aeronautica Militare will receive two

Gulfstream G550 Conformal Airborne Early Warning aircraft from Israel Aerospace Industries. The value of the Italian acquisition is \$ 932 million. The contract also includes ground support equipment and logistical support services. Apparently the Aeronautica Militare was very charmed about its performances during the exercises with the Israeli examples at Decimomannu. It is supposed that the Pratica di Mare (RM) based 14° Stormo will be the unit to operate them, but no firm delivery date was announced.

Aeronautica Militare (AF)

LIPH = Treviso-Sant'Angelo (TV)

LIPS = Istrana (TV)

AMX

MM7131/51-11	std LIPS	ex 51-11/132° Gr	IX043	jul12
MM7139/51-24	std LIPS	ex 51-24/103° Gr	IX051	jul12
MM7145/51-44	std LIPS	ex 51-44/132° Gr	IX057	jul12
MM7146/51-25	std LIPS	ex 51-25/103° Gr	IX058	jul12

Under the Conventional Armed Forces in Europe (CFE) treaty, the Aeronautica Militare has stored AMXs at Istrana (TV) which are to be cut in three parts. Some have already been stored in this way and have been mentioned in previous Scrambles.

MM7089/3-34	std CFE LIPS	ex 3-34/std LIPH	IX001	jul12
MM7099/32-07	std CFE LIPS	ex 32-07/std LIPH	IX011	jul12
MM7103/51-34	std CFE LIPS	ex 51-34/std LIPH	IX015	jul12
MM7123/3-13	std CFE LIPS	ex 3-13/std LIPH	IX035	jul12
MM7141/51-55	std CFE LIPS	ex 51-55/std LIPS	IX053	jul12
MM7142/51-37	std CFE LIPS	ex 51-37/std LIPS	IX054	jul12
MM7154/51-54	std CFE LIPS	ex 51-54/std LIPS	IX066	jul12

According to the CFE treaty, already cut in three parts at Istrana (TV) without Matricola Militare, but recognisable by their construction number:

MM7119/3-14	std CFE LIPS	ex 3-14/std LIPH	IX031	jul12
MM7128/3-16	std CFE LIPS	ex 3-16/std LIPH	IX040	jul12

AMX-T

In accordance with the CFE treaty, also an AMX-T was noted cut in three parts at Istrana (TV), also without Matricola Militare, but still identifiable by its construction number:

MM55025/RS-16	std CFE LIPS	ex RS-16/std LIPH	IT002	jul12
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EF2000

MM7316/4-42	XX Gr	new	IS048	feb12
MM7317/4-43	XX Gr	new	IS049	jul12

Aviazione dell' Esercito (AR)

The various state and military organisations in Italy are a loyal, although not always entirely voluntary, user of Agusta helicopters. The A109 is no exception, being used for many years now. This Polizia dello Stato A109-II is seen stored at Firenze-Peretola. (MM81643/PS-61, 25 July 2012, Carlos Geurts)



Sometimes the Portuguese Air Force applies a splash of special colours on their aircraft. For the 50 years anniversary of 103 squadron, this Alpha Jet was marked in this quite creative 'zipper' scheme. (15211, Beja, 5 June 2012, Alexander Lutz)

AB205A-1 (EM-2)

MM80535/E.I.235 26° Gr ex UN-283/2° Rgt **4132** jul12
 AB205A MM80535 was noted as part of the Distaccamento Pisa of the 26° Gruppo Sqd AVES REOS. Previously it was in a white colour scheme coded UN-283 without roundels with the 2° Reggimento di Sostengo at Bologna-Borgo Panigale (BO).

Polizia dello Stato (PO)

LIRQ = Firenze-Peretola (FI)

A109A

PS-44 std LIRQ ex 1° RV **7141** jul12
 On 24 July 2012, the rotorless forward fuselage of A109A PS-44 was noted stored in the hangar of 8° Reparto Volo at Firenze-Peretola (FI).

A109A-II

MM81643/PS-61 std LIRQ ex 8° RV **7329** jul12
 On 24 July 2012, this attractive A109A-II MM81643 in its white livery with a blue cheatline, was noted stored rotorless in the hangar of 8° Reparto Volo at Firenze-Peretola (FI).

Servizio Aereo dell'Arma dei Carabinieri (PO)

LIRP = Pisa-San Giusto (PI)

AB412

MM81189/CC-03 std LIRP ex Raggruppamento **25524** jul12

AB412SP

MM81380/CC-19 4° NE Pisa ex 3° NE Bolzano **25623** jul12

AB412HP

MM81450/CC-26 4° NE Pisa ex 9° NE Palermo **25672** jul12

Dipartimento della Protezione Civile (SV)

On 1 June 2012, as a cost saving measure, the two Piaggio P180s and two AW139s of the aircraft component of the Dipartimento della Protezione Civile, were taken over by the Aeronautica Militare. As a result the aircraft will be registered with a Matricola Militare.

Norway

Kystvakt (CG)

Norway is threatening to cancel its order for the NH90 helicopters, as its frustrations mount with delays in delivery. Eight NH90-NFH (CG) helicopters are on order, configured for search and rescue operations for the Kystvakt (Coast Guard). All deliveries were due to have been completed six years ago, but so far, only one NH90 has been delivered. The Kystvakt started retiring their ageing Lynx fleet in 2005, with only three helicopters remaining operational at this moment.

With the remainder of the NH90s no closer to being delivered,

Norway is now drawing up contingency plans. According to Norway's secretary of state for defence, Roger Ingebrigtsen, the complete contract may be cancelled. He also mentioned that Norway started to look at alternatives to the NH90, without specifying the type or types that are under consideration. Rumours suggest Norway will buy the Seahawk.

Portugal

Força Aérea Portuguesa (AF)

LPBJ = Beja

F-16AM

15116 Esq201/301 f/n after MLU **AA-16** jul12

SE3160

19304 std LPBJ ex Esq552 **1580** jun12

19340 std LPBJ ex Esq552 **1666** jun12

19383 std LPBJ ex Esq552 **1840** jun12

These three Alouettes were noted in the shed between the two hangars of Esq552 at BA11 Beja, all missing engines and/or various parts. Although not confirmed yet, it seems likely that their fate will be similar to examples noted here before, i.e. wfu and stripped for spares.

Spain

Ejército del Aire (AF)

C101EB

E.25-75/74-29 w/o 26apr12 ex Ala 79 **083**

Although wearing a code belonging to 741 Esc based at Matacan AB (Salamaca), this machine was allocated to Ala 79 at San Javier AB (Murcia) when it crashed near Madrid.

Switzerland

Schweizer Luftwaffe (AF)

PC-7

A-909 to T7-FUN ex Pilotenrekutenschule **317** mar12

Besides the former Flugwaffe PC-7s A-907 and A-910, Pilatus PC-7 A-909 was registered in the microstate San Marino on behalf of the Fliegermuseum Altenrhein. It was first noted as such on 5 March 2012.

United Kingdom

Ministry of Defence (GV)

On 11 July 2012, during the 2012 SBAC air show at Farnborough, the Ministry of Defence (MoD) officially accepted delivery of the first two AgustaWestland AW159 Wildcat helicopters. The MoD is committed to purchasing 62 Wildcat helicopters, 34 for the British Army (Wildcat AH1) and 28 for

the Royal Navy (Wildcat HMA1). It is unclear which two helicopters are involved.

Royal Air Force (RAF)

During the Royal International Air Tattoo (RIAT) at RAF Fairford, the Airbus 400M was officially named Atlas in service with the Royal Air Force (RAF). The first aircraft is due for delivery in 2014.

On 19 July 2012, during a ceremony at the Lockheed-Martin facility at Fort Worth (TX), the first F-35 for the RAF was officially handed over. A few days later, on 23 July 2012 to be exact, the aircraft in question (ZM135) was delivered to Eglin AFB (FL) where it joined the F-35 Integrated Training Center. The British air and ground crew will be embedded with United States Marines Corps Fighter Attack Squadron 501.

The UK government seem not able to make up their mind on which F-35 version they want to acquire for the British forces. Initially the F-35B short take-off/landing version was to be purchased. Based on the Strategic Defence and Security Review (SDSR), this was changed into the F-35C naval conventional take-off/landing version. After discussions about the cost of the modifications required for the upgrade of the Future Aircraft Carriers to support operations with the F-35C version, it was decided to switch back to the F-35B. UK Defence Secretary Philip Hammond travelled to the United States for the official handover ceremony of the first RAF F-35 Lightning II. During this ceremony he announced in a speech that the Ministry of Defence (MoD) will be buying 48 F-35B aircraft, followed by a not yet announced number of F-35A aircraft. The follow-on order for F-35A aircraft is intended to replace the Typhoon with the RAF. The exact number to be purchased will be established in a future SDSR.

As predicted, the last operational Tornado F3 air defence fighters performed their final flights on 9 July 2012 (which is slightly later than the original planned out of service date of 5 July 2012). On this date ZE203/GA, ZE794/FL, ZE961/HB and ZH552/HW were flown from QinetiQ Boscombe Down to RAF Leeming. At the last mentioned base the jets were placed in storage awaiting induction into the Reduce To Produce (RTP) programme.

With reference to Scramble 397, on 20 April 2012 another eight former RAF Harrier jump jets arrived at 309th AMARG (Davis Monthan AFB, AZ) for storage. In total 58 of these

aircraft are now stored in the Arizona desert, and in use for spare part reclamation in support of the United States Marine Corps AV-8B fleet. For the sake of completeness, and with some minor corrections on the report in Scramble 397, here are the arrival dates of the aircraft stored with 309th AMARG:

Arr 02apr12:	ZD320, ZD354, ZD379 and ZD438
Arr 03apr12:	ZD401, ZG502, ZG531, ZG857, ZG858, ZG859 ZH664 and ZH665
Arr 04apr12:	ZD330, ZD347, ZD352, ZD435, ZD437, ZD467 ZD468 and ZG479
Arr 05apr12:	ZD321, ZD410, ZG500, ZG501, ZG508, ZG862 ZH659 and ZH663
Arr 06apr12:	ZD328, ZD351, ZD378, ZD403, ZD406, ZD411 ZD431, ZD436, ZG504, ZG530, ZH657, ZH660 ZH661 and ZH662
Arr 09apr12:	ZD327, ZD346, ZD375, ZG474, ZG480, ZG505 ZG506 and ZG860
Arr 20apr12:	ZD329, ZD348, ZD402, ZD405, ZD409, ZD463 ZD466 and ZG472

As also mentioned in Scramble 397, the United States purchased 72 aircraft in total. With 58 stored at AMARG, this leaves fourteen aircraft unaccounted for. These are believed to be currently undergoing modifications at the Naval Air Depot at MCAS Cherry Point (NC), after which they will be made airworthy again and taken on charge by the United States Marine Corps.

Plans can and will often change. But for the time being, the out of service date of the Tornado GR4 has been set at March 2019. This might still be quite far in the future, but the fleet is currently already being reduced following the defence budget cuts of the last years. Several Tornado GR4 jets have already arrived at RAF Leeming where they will be stripped for spares in support of the operational fleet. The empty hulks are disposed off as scrap metal.

EGDM = Boscombe Down	EGQS = Lossiemouth
EGDY = Yeovilton	EGVO = Odiham
EGNO = Warton	EGXC = Coningsby
EGOS = Shawbury	EGXE = Leeming
EGUB = Benson	EGYM = Marham

22/203(R)sq	22sq/C Flt + 203(R)sq at RAF Valley
ASF	Aircraft Service Flight
BATUS	British Army Training Unit Suffield at Suffield, Alberta (Canada)



Lufttransport Staffel 7 is the Porter operator of the Swiss Air Force. The staffel badge can be seen on the cabin door. Normally they are based at Emmen and resort under the Flugplatz Kommando 7 Emmen. This picture however, was taken at Payerne. (8 August 2012, Luca Arantini)



All fresh and shiny, resplendent in its newly applied 1(F)sq markings is Typhoon FGR4 ZK316. Together with Foxtrot Bravo this FA was marked as such on the very day this photograph was taken. It bears the name of the unit commander, Wing Commander Mark Flewin, on the port side under the cockpit. Officially, the squadron will be re-created during Leuchars open house on 15 September. (11 June 2012, Berry Vissers)

CGMF Central Gliding Maintenance Facility at RAF Syerston
 F-35 ITC F-35 Integrated Training Center at Eglin AFB (FL)
 FAAM Fleet Air Arm Museum at RNAS Yeovilton
 GDSH Gazelle Depth Support Hub at Middle Wallop
 HHA Hawker Hunter Aviation Ltd at RAF Scampton
 MDMF Merlin Depth Maintenance Facility at RNAS Culdrose
 SKAMG Sea King Aircraft Maintenance Group at RNAS Yeovilton
 TEF Tornado Engineering Facility at RAF Marham
 TMU Typhoon Maintenance Unit at RAF Coningsby
 Vector Aerosp. Vector Aerospace Ltd at Fleetlands
 Westland AgustaWestland Ltd at Yeovil

Chinook HC4

ZA718/BN EGVO Wing ex QinetiQ/BN **M7001** apr12

F-35 Lightning II

ZM135 F-35 ITC ex Lockheed Martin **BK-01** jul12
 ZM136 Lockheed Martin, f/f 11jul12 **BK-02** jul12

Hawk T1

XX244 Red Arrows ex EGOS **312080** jul12
 XX245 Red Arrows ex EGOS **312081** jun12

Hawk T2

ZK020/K 4(R)sq ex uncoded **RT011** jul12

Hunter F58

ZZ194 HHA ex G-HHAC **41H-691779** jun12
 A third Hunter operated by Hawker Hunter Aviation Ltd has been allocated a Ministry of Defence (MoD) serial in June 2012.

Merlin HC3

ZJ124 MDMF ex 28/78sq/H **RAF08** jun12
 ZJ127/L 28/78sq ex MDMF **RAF11** jun12
 ZJ127/L 1419Flt ex 28/78sq/L **RAF11** jul12
 ZJ136/U 28/78sq ex 1419Flt/U **RAF20** jun12

Merlin HC3A

ZK001/(AF) 28/78sq ex MDMF **50160** jun12
 Repainted in a special red/white/blue colour scheme, ZK001 participated in the opening ceremony of the 2012 Olympic Games in London on Friday 27 July 2012.

Puma HC1

XW206 std EGOS ex std EGDM **1086** jun12
 XW207 std EGOS ex std EGDM **1091** jun12
 XW226 33/230sq ex EGUB ASF **1175** jun12
 XW237 Eurocopter ex 33/230sq **1218** jul12

Both XW206 and XW207 were stored inside a hardened air-

craft shelter at QinetiQ Boscombe Down for several years before being moved to RAF Shawbury. After being prepared for conversion by Eurocopter at Kidlington, XW237 left by road to Eurocopter at Brasov (Romania) on 5 July 2012.

Sea King HAR3

XZ587/C	202sq/D Flt	ex 202sq/A Flt/C	WA853	jun12
XZ588	SKAMG	ex 202sq/D Flt/D	WA854	jun12
XZ589/E	202sq/A Flt	ex 202sq/D Flt/E	WA855	jun12
XZ589/E	SKAMG	ex 202sq/A Flt/E	WA855	jun12
XZ590/F	202sq/A Flt	ex SKAMG	WA856	jun12
XZ591	Vector Aerosp.	ex 22/203(R)sq/G	WA857	jun12
XZ595/K	22/203(R)sq	ex SKAMG	WA861	jun12
ZA105/(Q)	22/203(R)sq	ex Vector Aerosp.	WA886	jun12
ZE368/R	202sq/D Flt	ex 22/203(R)sq/R	WA947	jun12

Tornado F3

ZE203	std EGXE	ex QinetiQ/GA	565	jun12
ZE794	std EGXE	ex QinetiQ/FL	707	jun12
ZE961	std EGXE	ex QinetiQ/HB	794	jun12
ZH552	std EGXE	ex QinetiQ/HW	922	jun12

Tornado GR4

ZA470	std EGXE	ex std EGOS	290	jun12
ZA542/035	617sq	ex TEF	050	jun12
ZA547/039	15(R)sq	ex EGQS TEF	060	jun12
ZA557	EGQS ASF	ex EGYM Wing/048	077	jun12
ZA585/054	15(R)sq	ex TEF	091	aug12
ZA588/056	15(R)sq	ex TEF	098	aug12
ZA597/063	41(R)sq	ex 2sq/063	116	jun12
ZA597/063	TEF	ex 41(R)sq/063	116	jun12
ZA614/EB-Z	41(R)sq	ex 41(R)sq/(076)	153	jun12
ZD715	i/a EGYM	ex 9sq/083	339	jun12
ZD716	TEF	ex 2sq/084	341	jun12
ZD743/091	15(R)sq	w/o 03jul12	366	
ZD749/097	EGQS Wing	ex 31sq/097	384	aug12
ZD790/099	EGYM Wing	ex TEF	394	jun12
ZD812/104	15(R)sq	w/o 03jul12	420	
ZD851	std EGQS	ex EGYM Wing/112	450	aug12
ZG727	std EGQS	ex EGYM Wing/126	832	jun12
ZG769	std EGXE	ex std EGOS	889	jun12
ZG775	TEF	ex 9sq/134	907	jun12
ZG777/EB-Q	41(R)sq	ex TEF	909	jun12

Tornado GR4A

ZD996	std EGXE	ex std EGXC	480	jun12
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Tucano T1

The wreckages of ZF344 (**S108/T79**) and ZF409 (**S128/T99**) were reported inside a hangar at RAF Church Fenton. Both

were previously stored at RAF Linton on Ouse (l/n nov11) and are believed to have been sold for scrap.

Typhoon F2 / FGR4 and T1 / T3

Updating the overview of the Typhoon R2 modification programme in Scramble 395:

ZJ814/QO-Z del again after conversion 23jul12 **BT015** jul12
 ZJ929/DL del again after conversion jun12 **BS020** jun12

Typhoon T3

ZJ807/BF 29(R)sq ex TMU **BT008** jul12
 ZK381/(EX) 6sq ex BAE EGNO **BT026** jul12

Typhoon FGR4

ZJ929/DL XI(F)sq ex TMU **BS020** jun12
 ZK319/QO-D 3sq ex 6sq/EW **BS080** jul12
 ZK331/QO-E 6sq ex BAE EGNO **BS092** jul12
 ZK336 TMU ex BAE EGNO **BS097** jun12
 ZK337 TMU ex BAE EGNO **BS098** jul12
 ZK338 TMU ex BAE EGNO **BS099** jul12

VC-10 C1K

XV104 std Bruntingthorpe, ex 101sq/U **834** jul12

Vigilant T1

ZH266/UY 612VGS ex 633VGS/UY **6566** jul12

Viking TX1

ZE503/VG 621/625VGS ex CGMF **33887** jul12
 ZE530/VS 621/625VGS ex ACCGS/VS **33899** jul12
 ZE601 CGMF ex 626VGS/XA **33945** jul12
 ZE625 CGMF ex 625VGS/XP **33970** jul12

Army Air Corps (AR)

Gazelle AH1

ZB667 665sq ex GDSH **1941** jun12

A very rare report of 29Flt/BATUS at Suffield (Canada) was posted on MSF. It confirms the following Gazelle AH1 helicopters on strength with this unit (July 2012): XW865, XZ340, ZA731, ZA736, ZB671 and ZB677. The report also mentions former Royal Navy Gazelle HT2 XZ942 as being preserved outside the 29Flt hangar.

Lynx AH7

ZD277/U 9Regt ex Vector Aerosp. **290** jun12

Fleet Air Arm (NY)

Lynx HAS3SGM

XZ228 std FAAM ex std EGDY **002** jun12

Currently XZ228 is stored in Cobham Hall on behalf of the Fleet Air Arm Museum (FAAM).

Lynx AH7

XZ653 Vector Aerosp. ex 847sq **201** jul12

Lynx HMA8SRU

XZ255/313 815sq ex Vector Aerosp. **099** jul12
 XZ732/302 815sq/HQ Fit ex Vector Aerosp. **208** jun12
 ZF560/455 815sq ex Vector Aerosp. **337** jul12
 ZF563/WK-321 815sq ex Vector Aerosp. **340** jul12

On 9 July 2012, unmarked XZ255 returned at RNAS Yeovilton after undergoing maintenance at Fleetlands (Vector Aerospace Ltd). Its current unit allocation was unknown by the time we went to press.

Lynx AH9A

ZF538 847sq ex 9Regt **330** jul12
 ZG887 847sq ex Vector Aerosp. **349** jul12
 ZG919 847sq ex 667(D&T)sq **358** jul12

Merlin HM1

ZH828/(265) 814sq ex 820sq/(0)14 **RN08** jul12
 ZH833 Westland ex MDMF **RN13** jul12
 ZH840/(2)67 814sq ex 820sq/(0)11 **RN20** jul12
 ZH851/(2)66 814sq ex 820sq/(2)66 **RN31** jul12
 ZH858/(0)15 820sq ex MDMF **RN38** jul12

Sea King HC4+

ZA293/(Y)A 845sq ex Westland **WA907** jun12
 ZA295 Westland ex 845sq/(Y)U **WA909** jun12
 ZA298/(V)Y 846sq ex Westland **WA912** jun12
 ZA310/(Y)B 845sq ex Westland **WA914** jul12
 ZD480/(V)J Westland ex 846sq/(V)J **WA935** jul12
 ZF117 Vector Aerosp. ex 846sq/(V)X **WA963** jul12
 ZF118/(Y)O 845sq ex Westland **WA964** jul12

Sea King HU5

XV670 Vector Aerosp. ex 771sq/(CU-8)17 **WA658** jun12

On 18 June 2012, ZA167/(CU-8)22 was flown to HMS Gannet/Prestwick for temporary service with the SAR detachment there.

Sea King ASaC7

XV649/180 849sq ex 857sq/180 **WA637** jul12
 XV656/185 849sq ex Vector Aerosp. **WA644** jun12

Africa

Algeria

al Quwwat Al Djawia Al Djaza'eria (AF)

AW101-610

MS-21 f/n ex ZR... jun12



802 squadron operates a handful of DHC-1 Chipmunks from Sintra. One of those can be seen here taxiing at its home base. (4 June 2012, Alexander Lutz)

MS-22	f/n	ex ZR...	jun12
MS-24	f/n	ex ZR...	jun12
EC225LP			
7T-WVA	to D-HDON	ex GLAM	2600 aug12
7T-WVB	to D-HPIT	ex GLAM	2623 aug12
Lynx Mk130			
LS-14	f/n	ex AN-?	Jun12
LS-16	f/n	ex AN-?	Jun12
Yak-130			
NY-25	f/n		jun12
NY-44	f/n		jun12

Angola

Força Aérea Nacional de Angola (AF)

Mi-8MTV			
H-601	nn	f/n	jun12
H-603	nn	f/n	jun12

Djibouti

Force Aérienne du Djibouti

Djibouti has signed a deal for the delivery of two new MA60s, with an option for three more aircraft.

Egypt

al Quwwat Al Jawwiya Il Misriya (AF)

A new Mi-17V-5 was seen at the Ulan Ude plant in July prior to delivery. Unfortunately no serial was noted.

Equatorial Guinea

Equatorial Guinea National Guard (AF)

Mi-26			
30 bl	c/n update		34001212153 aug12

Eritrea

Eritrean Air Force (AF)

Mi-171			
304	3sq	f/n	aug12

Malawi

Malawi Army Air Wing (AF)

SA330H			
MAAW-H11	MAW	f/n	aug12

Sudan

al Quwwat al Jawwiya as-Sudaniva (AF)

An-32B			
7712	ex ST-EIB	f/n	2903 jul12

Togo

Force Aérienne Togolaise (AF)

CN235M-10			
5V-MBM	ex N820CA	f/n	C008 jul12

Uganda

Uganda People's Defence Force (AF)

Mi-24V			
AF-803	w/o	12aug12	
AF-807	w/o	12aug12	
Mi-24P			
AF-808	w/o	12aug12	

Asia

Afghanistan

Afghan National Army - Air Corps (AF)

Two more Cessna 208 Caravans were delivered through Prestwick. Of the 26 aircraft on order, more than half have been delivered by now.

Ce208B			
YA22382	d/d 07aug12 as N20461		208B-2382 aug12
YA22383	d/d 07aug12 as N2043N		208B-2383 aug12

Mi-17V-5			
723		f/n	jul12
725		f/n	jul12

China

People's Liberation Army Air Force (AF)

H6A			
20619	10th Div/29th Reg		26jul12

JJ7A			
21395	18th Div/53th Reg		jul12
21494	18th Div/53th Reg		jul12

The regiment number has been reported as 53. Given the serial numbers in the 100-150 range (within the 2xx9x serial



Now that is what we call a support aircraft! The SkU 31 C-130H was seen at Don Muang supporting the deployed KT-1 demonstration team Jupiter that were performing at the 100 years Thai Air Force show. (A-1323, 30 June 2012, Mark Rourke)



Korean 'Air Force One' 10001 is seen taxiing at Rio de Janeiro - Antônio Carlos Jobim International, aka Galeão. President Lee Myung-bak made a stop in Brazil after visiting the G20 summit in Mexico. (Galeão, 20 June 2012, Daniel R. Carneiro)

batch) however, the Regiment that is based at Huludao might have the number 54.

JL8

71046/106	4th FA/3rd Reg	photo
71146/116	4th FA/3rd Reg	photo
71647/167	4th FA/3rd Reg	photo

People's Liberation Army (AR)

Mi-171E

Late in July the Chinese government signed a contract with Russian Helicopters Ulan Ude factory for the delivery of 55 Mi-171E helicopters. The order would be an addition to two earlier ordered batches of 24 and 34 Mi-171Es, with the latter currently being delivered.

Z9WA

LH95909	9th Regiment	photo
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People's Liberation Navy (NY)

Ka-31

9354	4th Div/11th Regiment	jul12
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The serial number is a reminder of the days the unit was still the 4th Independent Regiment. With the sighting of this eighth Ka-31 it can be expected that all nine Ka-31s have been delivered by now (9284-9364).

People's Airborne Police (PO)

AW139

G-440022	Police	photo
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Z9

34011	Police	photo
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Armed Forest Police – WJS (PO)

Z8WJS

WJS91005	WJS	Z8WJS-05	jul12
WJS91006	WJS	Z8WJS-06	jul12
WJS91007	WJS	Z8WJS-07	jul12
WJS91008	WJS	Z8WJS-08	jul12

In total, the Forest Police now has eight fire fighters on hand, all based at Daqing airport.

Manufacturers

JZY-01

A new radar disk equipped Y7 was unintentionally presented to the general public by two close-up cellphone photos on the internet. The existence of the aircraft was already known, as it was pictured with XAC at Xi'an-Yanliang by satellite in March 2011. Now a freshly painted old Y7 (or even An-24) airframe was shown with engines featuring six bladed propellers each. It is believed the aircraft is a system test bed only, hence its designation JZY-01. It is believed that this version

will be called KL200 by the Navy that intends to use the aircraft for carrier operations. Some explanations for the name circulating include JZ for "Jianzai"=carrier-borne, and Y for Yujingji=AWACS, but also for Yunshuji =cargo plane.

Y8GX8

At last a clear picture has appeared of the the ELINT version of the Y8. The aircraft, designated Y8GX8 (for New High 8) features some additional fairings for antennas on the forward and aft fuselage and a satcom antenna housing on top of the airframe. The aircraft was first noted at Shenyang in December 2011 doing ground tests. The flight programme has now shifted to the CFTE base at Xi'an Yanliang.

Y9

The first Y9 has been observed in operational use and believed to be operating for the 4th Division (as 10051?). The aircraft was earlier known as Y8F-600 and features the new "New High" airframe in addition to new engines with six bladed propellers each. To compensate for the higher thrust effects in adverse conditions it has been necessary to add vertical end-plates to the horizontal tail.

India

Indian Defence (DF)

India has set the ball rolling for another mega defence deal, worth close to \$1 billion, for the acquisition of 56 naval utility helicopters customised for surveillance, anti-submarine warfare, anti-terrorism, electronic intelligence gathering and search and rescue operations. For the coming decade, the armed forces are looking to induct as many as 900 helicopters, including 384 light utility and observation, 90 naval multi-role, 65 light combat, 22 heavy-duty attack, 139 medium-lift and 15 heavy-lift helicopters, among others.

Early in August 2012, the new Request for Proposal (RFP) for the 56 naval helicopters was issued to the major helicopter manufacturers, ranging from Boeing, Bell and Sikorsky to Kamov, Eurocopter and AgustaWestland. The naval utility helicopter is planned for acquisition from 2016 (onwards). As per the RFP, the project also involves induction of three simulators, 28 spare engines and associated equipment within eight years of the signing of the contract. The twin-engined helicopters, with a 4,500-kg maximum "all up" weight and capable of operating from warship decks, will be armed with 70mm rocket launchers and 12.7mm guns as well as light-weight torpedoes and depth charges. These new helicopters will replace the existing fleet of Chetaks inducted over three decades ago.

This is the Navy's second major rotary wing project. The first is for around 90 multi-role helicopters in the 9 to 12.5-tonne class, with potent combat capabilities as well as customised for amphibious assaults and commando operations, at a cost of over \$2.5 billion to replace ageing Sea King helicopters. However, the first contract for 16 such helicopters, to be followed by the main one for over 75 helicopters, has run into some trouble. European NH Industries, which deployed its NH90 for the extensive field trials, has filed a complaint against the other contender, the Sikorsky S-70B. Both helicopters met the NSQRs (Naval Staff Qualitative Requirements) after the trials in 2011, but the complaint has delayed the opening of commercial bids.

Another big project facing similar problems is the one for 197 light helicopters for over Rs 3,000 crore, with Russian Kamov Ka-226T pitched against the Eurocopter AS550C3 Fennec after the technical evaluation. Acquisition of these 197 helicopters is to be followed by the manufacture of 187 similar ones by Hindustan Aeronautics to replace the ageing Cheetak and Chetak fleets of army and the air force.

The second contract for 71 more Russian medium-lift and armed Mi-17V-5 helicopters for around \$1 billion, 59 for the air force and 12 for the BSF, is going ahead. This comes after deliveries of the first 80 Mi-17V-5s to the air force, under a \$1.34-billion deal inked in 2008, began in September 2011.

Bharatiya Vayu Sena (AF)

During an official ceremony at Boeing's C-17 plant at Long Beach (CA), India's first C-17A Globemaster III was seen on the production line. The first C-17A is expected to arrive in India by June 2013.

On 23 July 2012, the Ministry of Defence cleared a proposal worth over Rs 12,000 crore to procure 56 transport aircraft for the air force to replace its fleet of vintage Avro 748 aircraft. The Defence Acquisition Council's meeting, headed by Defence Minister A.K. Antony, cleared the proposal to issue a global tender for procuring these aircraft. In 2010 a Request for Information (RFI) was released for a possible replacement, at that time mandating that sixteen aircraft would be obtained in a flyaway condition, and 40 more produced under licence in India.

On 16 August 2012, Embraer Defence and Security delivered the first ERJ145SM Airborne Early Warning and Control (AEW&C) aircraft to India, in a ceremony held at Embraer's headquarters in São José dos Campos, Brazil. The delivery follows successful completion of ground and flight tests of the aircraft that met operational targets established by both Embraer and Centre for Airborne Systems (CABS) of Defence Research & Development Organisation (DRDO). Later on the aircraft will be delivered to the Indian Air Force after integration of missions systems of DRDO by CABS in India.

AW101 Mk641

ZW4304/004 AgW f/n **50246/IND04** aug12
This Merlin was noted in full Indian Air Force colour scheme, but no UK serial was applied.

C-17A

... Boeing production line **F253/IND1** jul12
ERJ145SM
KW3555 DRDO d/d 16aug12 **14501129** aug12
Global 5000
... marked 4X-COF, ex C-GHVB **9424** jul12

Japan

Nihon Koku-Jieitai (AF)

RJCJ = Chitose RJFA = Ashiya
RJFF = Fukuoka/Kasuga RJNA = Nagoya/Komaki
RJNG = Gifu RJNH = Hamamatsu
RJNK = Komatsu RJTJ = Iruma

ADC = Shien Hikotai ADTW = Hiko Kaihatsu Jik.
AGG = Hiko Kyodotai FTS = Kyoiku Hikotai
FTW = Hiko Kyoikudan HAS = Herikoputa Kuuyutai

C-1

28-1002 402 Hikotai ex nb, ADTW **8002** jul12
Probably developing and testing modifications for the C-1 is not necessary anymore and therefore the aircraft transferred to a regular transport unit. C1 001 is specially modified so it will be operated from Gifu for some time to come.

F-2A

13-8510 3 Hikotai ex 6 Hikotai **1010** jul12
13-8518 3 Hikotai nb, dep. after IRAN **1018** jul12
33-8522 8 Hikotai ex nb **1022** jul12
43-8530 8 Hikotai ex nb **1030** aug12
63-8536 o/h RJNA nb, ex 3 Hikotai **1036** jul12
93-8550 8 Hikotai nb, dep. after IRAN **1050** aug12

F-2A 510 was probably transferred to Misawa in the first quarter of 2012 and last seen at Tsuiki in February.

F-4EJ

77-8393 o/h RJNA nb, ex ADTW **M093** jul12
07-8429 o/h RJNA nb, ex ADTW **M129** jun12

Both unmodified Spooks were not seen for a while. Both turned up at Komaki doing test-flights. Good news is they will be gracing the skies a little longer.

F-4EJ Kai

47-8328 302 Hikotai ex ADTW **M028** aug12
47-8345 Chitose gate, 302 Hikotai mks **M045** aug12
87-8415 302 Hikotai ex nb **M115** aug12

F-15DJ

92-8069 o/h RJNA nb, ex 203 Hikotai jul12
92-8070 AGG nb, dep. after IRAN, ex 23Hik jul12

F-15J

22-8809 201 Hikotai accident? l/n nov09 **J1-0591** aug12
32-8817 203 Hikotai ex nb **017** may12
32-8819 306 Hikotai ex 303 Hikotai **019** jul12
32-8827 304 Hikotai ex 23 Hikotai **027** jul12
42-8829 306 Hikotai nb, dep. after IRAN **029** jul12
42-8839 o/h RJNA nb, ex 204 Hikotai **039** jul12
52-8845 203 Hikotai ex nb **045** jun12
52-8849 204 Hikotai ex 303 Hikotai **049** jul12
52-8853 305 Hikotai ex IRAN **053** aug12
72-8892 204 Hikotai nb, ex 304 Hikotai **092** jul12
92-8909 303 Hikotai nb, dep. after IRAN **109** jul12

Eagle 809 was supposedly repaired after an accident, however we have no information on what kind of damage it received. It was probably repaired at Chitose, no records of it at Nagoya-Komaki.

CH-47J

77-4497 RJFF HAS ex RJTJ HAS **5083** jul12

UH-60J

38-4558 o/h RJNA ex RJFA ARS **2008** jul12
08-4571 RJCJ ARS ex IRAN, RJNH ARS **2021** aug12
18-4576 RJNH ARS? ex RJCJ ARS **2026** jun12

T-3

11-5540 Kanazawa-shi Institute of Technology **040** may12
Used as an instructional airframe, last seen stored at Shizu-hama in 2005.

T-4

96-5618 o/h RJNG nb, ex 302 Hikotai **1018** aug12
06-5647 305 Hikotai ex 8 Hikotai **1047** jun12
16-5668 o/h RJNG nb, ex 302 Hikotai **1068** aug12
16-5670 o/h RJNG nb, ex 302 Hikotai **1070** aug12
26-5677 o/h RJNG nb RJNG, ex 306 Hik **1077** aug12
26-5678 302 Hikotai ex IRAN **1078** aug12
56-5736 32 FTS ex IRAN, ADC **1136** jul12
56-5738 203 Hikotai ex nb, ex IRAN? **1138** apr12
96-5770 203 Hikotai ex o/h? ex 301 Hikotai **1170** aug12
96-5780 ADC ex IRAN **1180** jul12
26-5809 o/h RJNG nb, ex 13 FTW **1209** jul12
36-5811 o/h RJNG nb, ex 13 FTW **1211** aug12

302 Hikotai ferried T-4 618 to Gifu in August. The other two

former 302 Hikotai aircraft are already doing test-flights. For 677 we need confirmation that it actually arrived for overhaul and was not seen just visiting Gifu. 738 returned to its previous unit but it is not confirmed that it actually received overhaul.

T-33A
71-5275 Chitose SW shelter area apr12
Not reported for nearly ten years but still around.

U-125A
32-3021 RJCJ ARS ex IRAN? RJNK ARS **258533** apr12

Rikujo Jieitai (AR)

RJNG = Gifu RJOE = Akeno
RJTU = Utsunomiya

OH-1
32601 o/h RJNG no code, ex TE **1001** aug12
32602 no code RJOE ex TE, for o/h? **1002** apr12
32623 VATH ex IIIATH **1023** jul12
32630 EH ex VATH **1030** jul12

UH-1J
41821/21 S ex no code **1J21** apr12
41845 no code RJOE ex SD **1J45** apr12
41855/855 no code tdy RJTU, ex VII **1J55** jul12
41895 XIV ex X **1J95** jul12
41917 X ex XIV **1J117** jun12

OH-6D
31197/MH Kanazawa-shi Institute of Technology **6503** may12
31236/36 SU confirmed **6547** apr12
31245/45 6 Hikotai tdy RJTU **6555** apr12
31251/251 S ex VIII **6561** apr12
31253/53 SU ex EH **6563** apr12
31263 o/h RJNG no code, ex I **6574** aug12
31280/80 III tdy RJTU, ex MH **6592** apr12
31283 XIV ex IHB **6595** jul12
31284/84 SU ex II **6596** apr12

JG-1197 is preserved at this institute.

Kaijo Jieitai (NY)

RJNA = Nagoya/Komaki RJNG = Gifu
ATS = Kyoiku Kokutai

SH-60J
8272 23 Kokutai ex 21 Kokutai **1201** jul12

UH-60J
8970 73 Kokutai ex IRAN **3010** jul12
8979 o/h RJNA no unit mks, ex 73Kok **3019** aug12

SH-60K

8404 51 Kokutai ex 211ATS **5004** aug12
8421 o/h RJNA no unit mks, ex 22Kok **5021** aug12
8423 o/h RJNA no unit mks, ex 22Kok **5023** jul12

KM-2

6279 Mine-shi Beppu Benten/Ike park **TM49** jul12
6290 Hagi-shi park Kogihara Hagi **TM62** jul11

P-3C

5029 o/h RJNG no unit mks, ex 3 Kok **9026** jul12
5030 2 Kokutai ex IRAN **9027** jul12
5050 ? Kokutai no unit mks, ex 5 Kok **9047** aug12
5051 2 Kokutai ex IRAN? 203ATS **9048** aug12
5077 3 Kokutai ex no unit mks **9074** jul12
5080 2 Kokutai ex 5 Kokutai **9077** jul12

Philippines

Pilipinas Hukbong Himpapawid (AF)

SF260FH
030/10-30 . **10-30** new
030/10-31 . **10-31** new
030/10-32 . **10-32** new
030/10-33 . **10-33** new
030/10-34 . **10-34** new
030/10-35 . **10-35** new
030/10-36 . **10-36** new
030/10-37 . **10-37** new
030/10-38 . **10-38** new
030/10-39 . **10-39** new
030/10-41 . **10-41** new

All eighteen SF260FHs from an order in 2008 have been delivered, with the first c/n believed to be 10-26, going up to 10-43. Somewhere in between them was the 600th SF260 delivered by Alenia Aeromacchi.

Latin America

Argentina

Fuerza Aérea Argentina (AF)

AT-63 Pampa II

E-818 FAdeA f/n apr12 apr12
.../1 FAdeA t/f aug12

The first re-engined Pampa was shown off at this year's FIDAE in April. Early in August, a similar aircraft painted in Cruz del Sur blue and white demo-colours was test-flown. The only identifier is a large golden '1' on its tail. This might well be



You may just be able to see the Thai serial, on the lower fuselage right of the cabin door of this Cessna 172. In this case it reads B.F.14-2/11. See also <http://www.scramble.nl/mil/7/thailand/numbers.htm>. (Bangkok - Don Muang, 29 June 2012, Mark Rourke)

the same aircraft repainted. All upgraded and newly built Pampas will receive this new engine, the Honeywell TFE731-40-2N producing 3,950 pounds of thrust, as compared to the 3,500 of the older engine.

Prefectura Naval Argentina (CG)

Beech 350

PA-25 o/o photo jul12
The service will receive their regular transport Beech 350 by the end of this year. Another example, optimised for maritime patrol, has also been ordered but will arrive late 2013 at the earliest. An artist impression for that one gives serial PA-50, which could be imaginative of course... The original plan to get two more C212s has been abandoned.

Bolivia

Fuerza Aérea Boliviana (AF)

B737-2Q3

FAB112 TAM del 27jul12, ex CC-CTD23117 jul12

Brazil

SBRF = Recife/Guararapes – Gilberto Freyre Int'l
SBGL = Rio de Janeiro/Galeão – Carlos Jobim Int'l

Força Aérea Brasileira (AF)

AT-26

4520 dump SBGL ex PAMA-RF, SBRF nov04 jan07
4590 dump SBGL ex 2°/5°GAv oct04 jan07

Some old but very welcome sightings. The third aircraft seen dumped, 4567, has since been preserved at Santa Maria. So maybe the others met the same fate?

Comando da Força Aeronaval (NY)

MH-16 (S-70B)

N-3034 HS-1 del 30-31jul12 aug12
N-3035 HS-1 del 30-31jul12 aug12

The first couple was flown to Brazil on 30 July on board C-17A 07-7174. They were reassembled and undertook some test flights at Cabo Frio airport in Rio de Janeiro province before onward delivery to their home base, just over 10 km north of that, at São Pedro da Aldeia.

Chile

Fuerza Aérea de Chile (AF)

On 11 June, ENAER performed the first test flight with a structurally strengthened F-16AM. Having worked on these second hand birds, indeed the former Dutch aircraft, locally, can be seen as a major milestone.

Colombia

Fuerza Aérea Colombiana (AF)

The air force will upgrade a dozen UH-1H Huey helicopters at CAMAN, Madrid, to Huey II standard. All cables and equipment will be replaced with kits from Bell Textron. Since the only non-upgraded UH-1Hs in service with the air force are the helos used for training at Melgar by the Escuela de Helicopteros de Fuerzas Publicas (EHFUP) and a dozen of these have been replaced by twenty ex US Army Kiowas, we expect these helicopters to be slated for the upgrade program.

Beech C90GTx

FAC5758 as N80071 canx 13jul12 LJ-2031

Seen as FAC5758 at Wichita on 15 July 2012, N80071 was cancelled to Colombia two days before; confirmation that it is actually one and the same aircraft is required though.

T-90 (Legacy FG)

FAC2444 f/n, photo jun12

Ecuador

Aviación del Ejército Ecuatoriana (AR)

AS332B

A.E.E.465 ESAE-15 c/n confirmation 2105 aug12

Some very recent photos show a new three tone green colour

scheme and the construction number, that needed confirmation, painted on its tail.

El Salvador

Fuerza Aérea Salvadoreña (AF)

In September, the FAS will receive three MD500 derivatives from the United States government. The exact subtype has not been revealed but the helicopters will closely resemble the handful of MD500Es currently in service.

Mexico

Fuerza Aérea Mexicana (AF)

The Secretaria de la Defensa Nacional (SEDENA, Ministry of Defence) plans to replace the presidential Boeing 757 shortly. The aircraft, acquired in 1987, underwent an extensive overhaul in 2007, but no longer meets the requirements of the air force. The Mexican Senate has already approved a budget of \$160 million to acquire a worthy successor to the 757, which is aptly registered TP-01 and named Presidente Juarez. SEDENA has opened negotiations with Boeing to look into the possibility to purchase a Boeing 787 Dreamliner. We will have to wait and see if this dream will become reality, as 787s supposedly go for around \$190 million each.

C-27J

3403 EA.301 d/d 05jun12 4142/HA010

T-6C+

6601 as N4829B d/d 16aug12
6602 as N2850B d/d 16aug12
6603 as N80059 d/d 16aug12
6604 as N80341 d/d 16aug12

The first quartet, out of six ordered, were delivered via Nuevo Leon, Tamaulipas State.

Peru

Fuerza Aérea del Perú (AF)

MiG-29SMP

037 Grupo 6 ex S jul12
040 Grupo 6 ex S, ex stored jul12
043 Grupo 6 ex S, ex stored jul12

Three more serials for upgraded MiG-29s have surfaced, we still need two to complete the eight that were recently redelivered.

Uruguay

Fuerza Aérea Uruguaya (AF)

The air force is contemplating to upgrade its Huey fleet. Several options have been studied, among which is a Huey upgrade in Argentina.

More acquisitions loom, this time it involves Cessna 206 and 208 aircraft. The deal should involve a barter with the existing 10-strong fleet of older model U206Hs for which they hope to get six new T206Hs and some Cessna 208s in return. Obviously, they have to find some additional budget too...

Venezuela

Aviación Militar Nacional Bolivariana (AF)

Having speeded up the delivery schedule a little, the first two Y-8s will now be delivered in October instead of November, followed by three more in December and the remaining three in January 2013.

Middle East

Lebanon

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

The Defense Security Cooperation Agency announced a possible Foreign Military Sale to the government of Lebanon for six Huey II helicopters and associated equipment, parts, training and logistical support for an estimated cost of \$63 million on 20 July 2012. Lebanon has requested the six heli-



We all know the USAF Learjets quite well, but the Stateside ones are much less familiar. Bradley Field ANGB-based 118th AS operates some with a colourful black and yellow lightning bolt on their tail. (Westover ARB, 3 August 2012, Tim Doherty)

copters that will augment Lebanon's ageing fleet of UH-1H aircraft.

Saudi Arabia

Royal Saudi Land Forces (AR)

An order for an estimated twelve MD Helicopters MD530F helicopters and related equipment for the Saudi Arabian National Guard was placed on 12 July 2012. The order is awarded through Foreign Military Sales and the US Army and the estimated completion date is 30 July 2013.

United Arab Emirates

United Arab Emirates Army (AR)

AT-802U

(2295) SOC ex N20802 ex Iomax USA **802-4016** jul12
(2296) SOC ex N2084F ex Iomax USA **802-4017** jul12

Two new Air Tractors but both have not been noted at Camp Hazza yet. Both left Orlando-Executive (FL), on 10 and 18 July 2012 respectively. Bangor (ME), Gander (Nfld.) and Santa Maria, Azores. Next they continued to the UAE. All examples after and including 2293 **802-4015** carry the red flash line outlined in white along the fuselage with red wing tips. **802-4018** and **802-4019** are with Iomax USA at Orlando-Executive (FL) since 26 April and 18 May respectively.

UAE Government (GV)

AS365N3

DU-555 to N444Y ex Dubai Air Wing **6827**
Union Airspeed LCC acquired this helicopter 21 May 2012.

North America

Canada

Royal Canadian Air Force (AF)

The end is near.... the retirement for the last CT-114 Tutors operated by the Snowbirds aerial demonstration team has been set for December 2020. Around that time, the RCAF will be unable to keep the ageing jets in the air and a budget of \$755 million has now been earmarked to replace the jets. Well, let the speculations begin...

CH-146 (Bell 412CF)

146413 (Calgary) ex JTFafg-AW **46413** jul12
146460 blue c/s ex C-FNCB **46460** jul12

The first Griffin was seen on overhaul with Eagle Helicopters.

United States

United States Air Force (AF)

On 23 July 2012, the eighth and final C-130E destined for the Polish Air Force landed at RAF Mildenhall, (UK). Below an overview of the aircraft delivered.

62-1801 to 1508	3755	19may11
62-1856 to 1507	3820	29sep10
70-1262 to 1502	4414	26apr10
70-1263 to 1505	4415	16sep11
70-1272 to 1503	4426	16nov10
70-1273 to 1501	4428	24mar09
70-1276 to 1504	4435	23jul12
72-1299 to 1506	4527	02nov09

Of these eight, seven remain operational as 1506 was scrapped after an incident in Afghanistan.

Another contract was awarded to extend the deployment of BACN-equipped E-11A Global Express and EQ-4B Global Hawk until June 2013. Total contract value is \$156 million and can be divided in two parts: the first \$106 million contract modification covers the costs of operating the E-11A and EQ-4B through June 2013. A second \$50 million contract modification provides contractor maintenance support for the E-11A jets through next February. Both the E-11As and EQ-4B are assigned to the 451st TAG at Kandahar Airfield that recently surpassed its 3,000th sortie.

During the recent deployment of the 179th FS Minnesota ANG to Afghanistan, one of their F-16s, serial 91-0391, was wearing the new Have Glass 5 colour scheme. This was the first time an F-16 assigned to an operational, non-test squadron was seen wearing this all dark grey c/s. Have Glass 5 was first noted on LMTAS, OT/85th TES and ED/412th TW F-16s and it is said that all F-16s will now be painted in it during their next major service/maintenance.

The US Air Force finally understands the cause of hypoxia-like issues affecting some F-22A Raptor pilots in the last several years, and is taking a "phased approach" to retrofitting hardware and getting flight restrictions lifted on the stealth jets. During intensive test programs, including centrifuge and altitude chamber tests, the US Air Force has gained data

ruling out any “contamination” of Raptor pilot oxygen and has focussed on faulty valve connections in the upper part of the Combat Edge full-body G-suit and a charcoal filter as the culprits in the hypoxia-like episodes. The filters have already been removed and the G-suit modifications will start entering service in September 2012. Shortly after these findings, many F-22 limitations were lifted allowing the 1st FW/27th FS to deploy their F-22As to Kadena AB, Japan during the current runway resurfacing at Langley AFB (VA).

On 1 August 2012, the US Air Force announced that Luke AFB (AZ) will host the Air Force F-35A pilot training center. The base will bed down a total of 72 F-35As in three squadrons. The first strike fighters will arrive between late 2013 and mid-2014, depending on production schedules. The Air Force’s record of decision cited Luke’s facility and ramp capacity, range access, favourable weather and capacity for future growth as reasons why the base won. Luke AFB beat out Air National Guard sites in Boise (ID), and Tucson (AZ), as well as Holloman AFB (NM), for the training mission. Luke AFB will also serve as an international partner training site for the F-35A. Eglin AFB (FL), already hosts the initial joint F-35 schoolhouse.

United States Air Force Unit News

In a recent statement it was announced that a tentative date of March 2013 is set for the deactivation of Spangdahlem’s 81st FS. Europe’s final A-10C squadron will be deactivated as announced in the fy13 budget proposal. Spangdahlem’s 480th FS, flying the F-16CM, is not affected in this budget proposal.

The 94th FTS/306th FTG from the United States Air Force Academy at Colorado Springs (CO) recently replaced its fleet of twelve TC-10C Kestrel gliders after certifying a final new cadet instructor on 23 July, with the recently acquired TG-16A which is the US military designation of the DG Flugzeugbau DG1000S. Until now, the 94th FTS has received fifteen of the German-built TG-16s and is awaiting delivery of four more. The new fleet of training and aerobatic gliders is valued at \$4.8 million and includes five new aerobatic gliders (18 meter wing span) and 14 basic trainer models (20 meter wing span) that will replace the ageing TG-10 trainers used since 2002. New cadets started using the TG-16A on 16 July. The first one,

serial N503DG/3AT touched down at the USAFA at 8 July 2012. Below an overview of the new TG-16A fleet:

N204DG/AF/4AT	94th FTS	acc 20jan12	10-173S103
N205DG/AF/5AT	94th FTS	acc 20jan12	10-174S104
N306DG/AF/6AT	94th FTS	acc 20jan12	10-175S105
N307DG/AF/7AT	94th FTS	acc 23feb12	10-176S106
N308DG/AF/8AT	94th FTS	acc 23feb12	10-177S107
N309DG/AF/9AT	94th FTS	acc 03feb12	10-178S108
N310DG/AF/10AT	94th FTS	acc 04may12	10-179S109
N311DG/AF/11AT	94th FTS	acc 04may12	10-180S110
N501DG/AF/1AT	94th FTS	acc 20jan12	10-170S100
N502DG/AF/2AT	94th FTS	acc 20jan12	10-171S101
N503DG/AF/3AT	94th FTS	acc 23feb12	10-172S102
N512DG/AF/12AT	94th FTS	acc 21un12	10-181S111
N513DG/AF/13AT	94th FTS	acc 21un12	10-182S112
N614DG/AF/14AT	94th FTS	acc 20jul12	10-183S113
N615DG/AF/15AT	94th FTS	acc 20jul12	10-184S114
N616DG/AF/16DG	Pacific Aerosp. f/n	11jul12	10-185S115
N717DG/AF/17AT	Pacific Aerosp. f/n	11jul12	10-186S116
N718DG/AF/18AT	Pacific Aerosp. f/n	02aug12	10-187S117
N719DG/AF/19AT	Pacific Aerosp. f/n	02aug12	10-188S118

N503DG is also marked as ‘94th FTS’.

KBIX = Keesler AFB, (MS)	KBLV = Scott AFB (IL)
KCVS = Hill AFB, (UT)	KDSM = Des Moines, (IA)
KFSD = Sioux Falls RAP, (SD)	KHIF = Hill AFB, (UT)
KHRT = Hurlburt Field (FL)	KLIT = Little Rock AFB, (AR)
KLSV = Nellis AFB, (NV)	KPMH = Portsmouth IAP, (OH)
KVPS = Eglin AFB, (FL)	

A-10A

78-0721/OT ABDR KLSV ex 309th AMARG **A10-0341** jul12

A-10C

78-0670/DM	354th FS	ex DM/358th FS	A10-0290	aug12
78-0697/FT	74th FS	ex FT/75th FS	A10-0317	jul12
79-0134/BD	(47th FS)	AFRC	A10-0398	apr11
79-0167/DM	354th FS	ex DM/357th FS	A10-0431	aug12
79-0195/DM	355th FW	ex DM/358th FS	A10-0459	aug12
79-0196/DM	354th FS	ex DM/357th FS	A10-0460	aug12
79-0210/-	355th FW	unmarked	A10-0474	aug12
80-0164/IN	163rd FS	ex OS/25th FS	A10-0514	aug12
80-0184/MI	107th FS	ex PA/103rd FS	A10-0534	apr11
80-0189/FT	75th FS	ex AK/355th FS	A10-0539	jul12
80-0221/MI	107th FS	ex BC/172nd FS	A10-0571	mar12



Seen landing at Moron is this F-16CM 91-0391 from the Duluth based 179th FS. It is the first aircraft for a non-test unit to be painted up in the new standard Have Glass 5 stealthy grey colour scheme. If the serial looks familiar you are right; it used to be based at Spangdahlem until 2010. (Moron, 11 August 2012, Daniel Guerra)

80-0263/MI 107th FS ex BC/172nd FS **A10-0613** jul11
 80-0267/MI 107th FS ex BC/172nd FS **A10-0617** aug12
 81-0943/DM 358th FS ex DM/354th FS **A10-0638** jul12
 79-0134 had left the inventory of the 47th FS by April 2011.

B-1B

85-0073/DY 28th BS ex 309th AMARG **33** jul12

B-52H

60-0012/- 69th BS ex LA/20th BS **464377** jul12
 61-0038/BD 93rd BS ex LA/11th BS **464465** may12

C-12C

73-1218 USE Islamabad ex 1st AS **BD-14** may12
 76-0163 USE Bangkok ex 1st AS **BD-20** jun11
 76-0171 USE Jakarta ex USE Bangkok **BD-28** jan12
 76-3239 USE Ankara ex USE Brasilia **BD-24** jul12

C-12D

83-0498 USE Brasilia ex 1st AS **BP-44** may09
 83-0499 USE Bogota ex USE La Paz **BP-45** apr12

MC-12W

10-0728 427th RS **FL-728** jun12

C-21A

84-0070/KS pres. KBIX ex 45th AS **35A-516** jul11
 84-0106/KS i/a KDSM ex 45th AS **35A-552** oct11

C-130E

62-1806 i/a KLIT ex 61st AS **3760** jun12
 62-1851 i/a KLIT ex 61st AS **3815** nov11
 63-7823 i/a KHRT ex 61st AS **3891** jul12
 63-7851/PR scr KHIF ex PR/198th AS **3921** jul10
 63-7852 i/a KLIT ex 61st AS **3922** mar12
 63-7856 i/a KCVS ex 61st AS **3926** dec10
 63-7872 i/a KVPS ex 61st AS **3942** jul12
 63-9815 i/a KLIT ex 61st AS **3976** mar12

63-7823 is in use as ground trainer at Hurlburt Field (FL).
 63-7851/PR was scrapped at Hill AFB (UT) jul10. 63-7872 was
 used at Eglin AFB (FL) where it was partially broken up and
 finally 63-9815 donated its left wing to C-130H 89-1187, its
 right wing to C-130H 74-1679 and its tail is preserved at Little
 Rock AFB (AR). Its fuselage is in use as fuselage trainer, also
 at Little Rock AFB.

C-130H

74-1661/YJ 36th AS ex 39th AS **4596** aug12
 74-1671 19th AW ex 40th AS **4621** jul12
 74-1691 19th AW ex 317th AG **4687** jul12
 74-2066 19th AW ex 317th AG **4671** jul12

LC-130H

83-0492 139th AS NY ANG **5013** aug12
 This LC-130H was first noted with the eight-bladed NP2000
 engine in August 2012.

C-130J-30

04-3142/(RS) (37th AS) ex RS/37th AS **5558** jul12
 10-5701 LMTAS f/n jun12 **5701** jun12
 04-3142/RS left Ramstein AB on 18jul12 to CONUS as Herky99.

MC-130J

08-6204 522nd SOS d/d 07aug12 **5694** aug12

KC-135E

56-3626 309th AMARG ex 141st ARS **17375** aug09
 57-1421 309th AMARG ex 174th ARS **17492** jun09
 57-1445 309th AMARG ex 141st ARS **17516** may09
 57-1448 309th AMARG ex 132nd ARS **17519** may09
 57-1455 pres. KPMH ex 151st ARS **17526** sep11
 57-1478 309th AMARG ex 151st ARS **17549** jun09
 57-1492 309th AMARG ex 151st ARS **17563** apr09
 57-2595 309th AMARG ex 117th ARS **17731** jun09
 57-2602 309th AMARG ex 150th ARS **17738** may09
 58-0078 309th AMARG ex 141st ARS **17823** jun09
 58-0082 309th AMARG ex 174th ARS **17827** aug09
 58-0115 309th AMARG ex 150th ARS **17860** jul09
 59-1445 309th AMARG ex 174th ARS **17933** jul09
 59-1484 309th AMARG ex 108th ARS **17972** jul09
 59-1485 309th AMARG ex 150th ARS **17973** apr09
 59-1487 pres. KBLV ex 108th ARS **17975** aug11

61-0281 309th AMARG ex 117th ARS **18188** aug09
 During a database clean-up action we found out that the
 current faith of the above KC-135Es was never reported by us.

KC-135R

58-0036/ZZ 909th ARS ex 22nd ARW **17781** aug12
 58-0059 126th ARS ex 153rd ARS **17804** oct11
 62-3557 77th ARS ex 63rd ARS **18540** jun12
 63-7981 108th ARS ex 136th ARS **18598** nov11

KC-135T

58-0071 22nd ARW ex 91st ARS **17816** jul12
 60-0336 141st ARS ex 22nd ARW **18111** jul12

Do328-110

10-3097 524th SOS f/n 14jul12 as 03097 **3097** jul12
 N953EF Sierra Nevada f/n as N953EF **3075** mar12

E-3B

77-0355/AK 962nd AACS ex OK/964th AACS **21555/934** jul12

E-3C

83-0008 b/u KLSV **22836/962** jul12
 This 83-0008 was damaged during landing at Nellis AFB (NV)
 on 28 August 2009 and is currently being broken up. By the
 end of July both its tail and large parts of the wing were
 already removed.

QRF-4C

65-0866/AF381 82nd ATRS ex 309th AMARG **1420** mar11
 66-0389/AF356 82nd ATRS ex 309th AMARG **1864** sep10
 66-0446/AF374 82nd ATRS ex 309th AMARG **2404** mar11
 66-0473/AF363 82nd ATRS ex 309th AMARG **2661** sep10
 66-0476/AF354 82nd ATRS ex 309th AMARG **2690** jul12
 67-0428/AF367 82nd ATRS ex 309th AMARG **2721** sep10
 67-0453/AF355 82nd ATRS ex 309th AMARG **3023** sep10
 68-0548/AF378 82nd ATRS ex 309th AMARG **3319** sep10
 68-0553/AF371 82nd ATRS ex 309th AMARG **3359** sep10
 68-0557/AF359 82nd ATRS ex 309th AMARG **3398** sep10
 68-0565/AF365 82nd ATRS ex 309th AMARG **3457** sep10
 68-0567/AF369 82nd ATRS ex 309th AMARG **3469** mar11
 68-0574/BA under conv. ex 309th AMARG **3505** aug12
 68-0576/AF366 82nd ATRS ex 309th AMARG **3514** mar11
 68-0592/AF... 82nd TRS ex 309th AMARG **3589** aug12
 69-0356/AF372 82nd ATRS ex 309th AMARG **3742** mar11
 69-0357/AF379 82nd ATRS ex 309th AMARG **3753** mar11
 69-0359/AF362 82nd ATRS ex 309th AMARG **3766** mar11
 69-0362/AF373 82nd ATRS ex 309th AMARG **3793** mar11
 69-0370 under conv. ex 309th AMARG **3885** jul12
 69-0376/AF324 82nd ATRS ex Mojave **3950** sep10
 69-0378/AF377 82nd ATRS ex 309th AMARG **3973** mar11
 71-0254/AF368 82nd ATRS ex 309th AMARG **4245** mar11
 71-0259/AF357 82nd ATRS ex 309th AMARG **4268** sep10
 72-0147/AF361 82nd ATRS ex 309th AMARG **4311** sep10
 72-0154/AF364 82nd ATRS ex 309th AMARG **4372** sep10

QF-4E

72-1490/AF252/TD82nd ATRS Dt.1 ex F-4E **4469** apr12
 74-1629/AF298 82nd ATRS Dt.1 ex F-4E **4859** apr12
 74-1637/AF314 82nd ATRS Dt.1 ex Mojave **4872** apr12

Above former F-4Es and RF-4C conversions were never pub-
 lished by us. Both 68-0574 and 69-0370 were recently noted
 making test flights from Davis Monthan AFB (AZ).

F-15C

78-0502/WA 65th AGRS brown/brown c/s **486/C035** aug12
 78-0520/WA 65th AGRS not 433rd WPS **507/C053** jul12
 80-0033/HH 309th AMARG ex HH/199th FS **684/C182** jun10
 78-0502/WA was unmarked for many months in a grey c/s
 but appeared in a brown/brown camo c/s on 12 August,
 however still without unit markings.

F-15D

80-0061/TY 82nd TRW ex TY/2nd FS **727/D033** nov10
 85-0129 186th FS ex WA/65th AGRS **945/D055** aug11

F-15E

87-0192/SJ 335th FS **1057/E032** aug12
 90-0252/ET 40th FLTS ex MO/391st FS **1188/E154** jan11
 91-0309/LN (494th FS) to WR-ALC **1216/E174** aug12
 91-0321/LN (492nd FS) to WR-ALC **1228/E186** aug12

01-2003/LN (494th FS) to WR-ALC **1374/E235** aug12
 The latter three departed RAF Lakenheath (UK) on 2 August 2012 for maintenance at Warner-Robins ALC (GA). Strangely all three had their FAST packs removed.

F-16C

85-1469/-	pres. KFSD	ex 175th FS	5C-249	jul12
86-0243/AC	119th FS	ex DC/121st FS	5C-349	jul12
86-0332/DC	121st FS	ex -/188th FS	5C-438	may12
87-0296/AL	309th AMARG	ex AL/100th FS	5C-557	jul12
87-0326/-	134th FS	ex -/188th FS	5C-587	sep10

F-16CM

88-0498/ED	445th FLTS	ex HL/421st FS	1C-100	apr12
90-0771/OS	36th FS	w/o 21mar12	1C-379	jul11
91-0391	179th FS	have glass 5 c/s	12CC-89	aug12

91-0391 is the first USAF F-16 assigned to an operational squadron painted in the new Have Glass 5 c/s.

F-16D

10-1018	LMTAS	for Egypt as 9822	JK-02	jul12
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This Egyptian F-16D was f/n on 23 July 12 making a test flight.

F-16DM

88-0174/ED	416th FLTS	ex HL/34th FS	1D-28	mar12
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F-22A

04-4075/FF	94th FS	ex HO/7th FS	4075	jul12
09-4184/FF	27th FS	f/n aug12	4184	aug12
09-4185/FF	27th FS	f/n aug12 '1 OG'	4185	aug12
09-4186/FF	27th FS	f/n aug12	4186	aug12
09-4189/FF	27th FS	f/n jul12	4189	jul12

Recent deployments of the 1st FW to both Kadena (27th FS) and Savannah IAP (GA) (94th FS) resulted in some first sightings. Only one F-22 has still not been reported to us since being delivered, serial 09-4187/FF, which was only noted during final assembly at Marietta (GA).

F-35A

09-5001/EG	58th FS	d/d jul12	AF-14	jul12
09-5002/EG	58th FS	d/d jul12	AF-15	jul12
09-5003/EG	58th FS	d/d jul12	AF-16	jul12
09-5007/OT	LMTAS	for 53rd WG/31st TES	AF-20	aug12

AF-14 – **AF-16** were delivered during July 2012. **AF-20** made its first flight on 6 August 2012.

HH-60G

90-26226/-	305th RQS	AFRC	70-1550	aug12
91-26352/-	66th RQS	ex AFFTC	70-1653	jul12
91-26353/-	66th RQS	ex OT/422nd TES	70-1654	jul12

MQ-1B

08-3247	178th RS	ND ANG, f/n	P247	jun10
08-3249	49th Wing	w/o 17may11	P249	may11

RQ-4B

07-2027	9th RW	f/n oct10	AF-20	oct10
08-2034	348th RS	f/n nov11	AF-27	nov11
09-2041	348th RS	f/n apr12	AF-34	apr12

MQ-9A

11-0002/NY	138th FS	NY ANG		apr12
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T-1A

95-0047/CB	48th FTS	ex XL/86th FTS	TT-156	jul12
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T-6A

02-3643/CB	37th FTS	ex XL/85th FTS	PT-184	may12
02-3654/CB	37th FTS	ex XL/85th FTS	PT-196	jul12
02-3657/CB	37th FTS	ex XL/85th FTS	PT-199	jul12
02-3662/CB	37th FTS	ex XL/85th FTS	PT-204	may12
03-3679/EN	459th FTS	ex RA/559th TFS	PT-225	oct11
03-3697/CB	37th FTS	ex MY/3rd FTS	PT-243	jul12
04-3732/CB	37th FTS	ex VN/8th FTS	PT-284	jul12
06-3845/CB	37th FTS	ex EN/89th FTS	PT-400	jul12
95-3003/CB	37th FTS	ex MY/3rd FTS	PT-7	jul12

T-38A

62-3691	KHMN	ex 309th AMARG	N5396	apr12
62-3706	KHMN	ex 309th AMARG	N5411	apr12
62-3722	KHMN	ex 309th AMARG	N5427	apr12
63-8163/FF	27th FS	ex 309th AMARG	N5510	aug12

63-8215/FF	27th FS	ex HT/586th TSS	N5562	aug12
63-8218	KHMN	ex 309th AMARG	N5565	apr12
64-13176	KHMN	ex 309th AMARG	N5605	apr12
67-14831/WM	394th CTS	ex HO/7th FS	T6026	may12

T-38As reported at Holloman AFB (NM) are all former RoCAF T-38As currently being made airworthy again and they will return to USAF service in the near future.

T-38C

61-0876/CB	49th FTS	ex MY/435th FTS	N5242	jul12
61-0880/CB	49th FTS	ex MY/49th FTS	N5246	jul12
61-0911/CB	49th FTS	ex MY/49th FTS	N5277	oct11
62-3703/HT	586th TSS	ex VN/71st FTW	N5408	apr12
63-8112/RA	560th FTS	ex MY/49th FTS	N5459	feb12
63-8247/HT	586th TSS	ex -/7th CTS	N5594	feb12
64-13298/CB	49th FTS	ex MY/49th FTS	N5757	jul12
65-10358/CB	50th FTS	ex EN/90th FTS	N5777	jul12
65-10367/RA	435th FTS	ex MY/435th FTS	N5786	apr11
65-10371/CB	49th FTS	ex MY/49th FTS	N5790	mar10
65-10394/CB	50th FTS	ex EN/90th FTS	N5813	jul12
65-10403/ED	445th FLTS	ex MY/49th FTS	N5822	feb11
65-10453/CB	50th FTS	ex MY/49th FTS	N5872	jul12
66-4378/CB	49th FTS	ex VN/25th FTS	T6009	may12
67-14827/CB	50th FTS	ex RA/560th FTS	T6022	jul12
67-14855/CB	50th FTS	corr 394	T6051	jul12
67-14941/CB	50th FTS	ex VN/25th FTS	T6082	jul12
68-8104/VN	3rd FTS	ex MY/49th FTS	T6109	feb11
68-8169/CB	50th FTS	ex MY/435th FTS	T6174	jul12
68-8192/XL	87th FTS	corr398	T6197	aug12
69-7081/CB	50th FTS	ex MY/49th FTS	T6231	jul12
70-1566/CB	49th FTS	ex VN/71st FTW	T6256	jul12

T-53A

10-0103/AF	557th FTS	f/n aug12	2117	aug12
10-0104/AF	557th FTS	f/n aug12	2120	aug12
10-0105/AF	557th FTS	f/n aug12	2122	aug12
10-0106/AF	557th FTS	f/n aug12	2123	aug12
10-0107/AF	557th FTS	f/n aug12	2124	aug12
10-0108/AF	557th FTS	f/n aug12	2125	aug12
10-0109/AF	557th FTS	f/n aug12	2126	aug12
10-0110/AF	557th FTS	f/n aug12	2129	aug12
10-0111/AF	557th FTS	f/n aug12	2130	aug12
10-0112/AF	557th FTS	f/n aug12	2131	aug12
10-0113/AF	557th FTS	f/n aug12	2132	aug12
11-0114/AF	557th FTS	f/n jul12	2135	jul12
11-0115/AF	557th FTS	f/n aug12	2136	aug12
11-0116/AF	557th FTS	f/n aug12	2137	aug12
11-0117/AF	557th FTS	f/n aug12	2138	aug12
11-0118/AF	557th FTS	f/n aug12	2139	aug12
11-0119/AF	557th FTS	f/n jul12	2140	jul12
11-0120/AF	557th FTS	f/n jul12	2141	jul12
11-0121/AF	557th FTS	f/n aug12	2142	aug12
11-0122/AF	557th FTS	f/n jul12	2143	jul12
11-0123/AF	557th FTS	f/n jul12	2144	jul12
11-0124/AF	557th FTS	f/n aug12	2145	aug12
11-0125/AF	557th FTS	f/n aug12	2146	aug12

A recent trip including the USAFA resulted in many first noteds of the newly acquired Cirrus SR-22, US Air Force designation T-53A.

U-28A

05-0446	319th SOS	wh/bk/gd c/s	446	jun12
06-0692	318th SOS	ex 319th SOS	692	aug12
07-0779	319th SOS	f/n jul12	779	jul12
07-0808	318th SOS	f/n dec11	808	dec11

United States Army (AR)

On 27 July 2012, it was announced that L3 Communications Corp. had been awarded a contract for the procurement of four second hand Beech 350 aircraft for the United States Army. The aircraft are to be modified and prepared for service at the Greenville (TX) L3 facility. The overall contract value is fixed at \$12,541,126.

Another Beech 350ER was ordered by the United States Army on 20 July 2012. Hawker Beechcraft Co. at Wichita (KS) was awarded a \$7,509,868 fixed-price contract on this date. The aircraft is to be delivered by 30 September 2014.



Recently, the 500th HH/UH-60M was delivered, most of which have gone to US forces obviously. This Army HH-60M is operated by the C Company, 3rd Battalion, 126 Aviation Regiment of the Massachusetts Army National Guard. This unit was one of the first ones to field the new HH-60M air ambulance in December 2008. (Westover ARB, 3 August 2012, Tim Doherty)

In a press release dated 19 July 2012, the United States Army announced delivery of the 500th M-model Black Hawk by Sikorsky Aircraft Co. To date, 400 UH-60M and 100 HH-60M models were delivered, of which 73 UH-60M helicopters were intended for Foreign Military Sales to six individual countries. The United States Army intends to purchase 1,375 M-model Black Hawks (956 UH-60M and 419 HH-60M).

The 500th H-60M delivered was part of a five year procurement contract signed in December 2007. Earlier in July 2012, Sikorsky was awarded a new \$8.5 billion five-year contract by the Department of Defence (MoD). This contract covers production and delivery of an as of yet undefined number of H-60 helicopters to the United States Air Force, United States Army and United States Navy. The actual production quantities will be determined on a year-by-year case based on the funding allocated by the United States Congress and the Pentagon's procurement priorities. The contract also contains options which, if exercised, add \$1 to \$2 billion to the overall value.

United States Army Unit News

On 11 May 2012, the announced move of 1-229th AVN from Hood AAF, Fort Hood (TX) to Grey AAF, JB Lewis-McChord (WA) took place. Ten Apache and six Black Hawk helicopters arrived at Grey AAF and performed a formation flight over the base and headquarter buildings before touching down. The helicopters touched down after a three day trip which covered over 2,200 miles.

For the time being, 1-229th AVN will continue to operate with UH-60L Black Hawk assault helicopters (Company G) and AH-64D Apache attack helicopters (Companies A, B and C). The Black Hawks however will be transferred to 2-158th AVN at the same army post by August 2012.

Also the four UH-1H "Huey" Iroquois helicopters from 21st CAV at Robert Grey AAF, Fort Hood (TX) are being retired. On 7 May 2012, the first four UH-72A Lakota helicopters were delivered to this unit. Two more Lakota helicopters are to follow by September 2012. In the same month, the last UH-1H will be retired by this training unit.

United States Army National Guard Unit News

End May 2012, two brand new UH-72A Lakota helicopters were flown from the Eurocopter North America facility at Columbus (MS) to Hawaii. The aircraft were officially accepted by

Det.2 B/3-140th AVN HI ARNG during a ceremony at their home base, AASF2, Hilo International Airport (HI), on 5 June 2012.

MAR reports that two of the four UH-72A Lakota helicopters which were delivered to 1-224th AVN MD ARNG during early May 2012 were to be deployed to Texas for border patrol duties. The helicopters were flown south on 1 June 2012 and will not return home until the end of the year.

United States Army Reserves Unit News

It was already known that F/7-158th AVN (AA) USARC would be activated at Butts AAF, Fort Carson (CO) in FY10 or FY11. We did not receive confirmation that this actually took place. But recently it was confirmed that HH-60M 09-20154 was allocated to this unit in April 2012. So we can consider this as confirmation of the activation of this new medevac unit.

K871J = Ozark-Blackwell Field (AL)

KMLB = Melbourne International Airport (FL)

AFTD = Aviation Flight Test Directorate at Huntsville IAP (AL)

C-12R+

94-00315	339th MI Co	ex A/2-228th AVN	BW-4	jan12
95-00089	339th MI Co	ex A/2-228th AVN	BW-17	may12

RC-12P

92-13121	B/224th AVN	ex B/15th MI Bn	FE-27	jul12
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RC-12X

89-00273	B/1st MI Bn	ex E/305th MI Bn	FE-19	jun12
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This aircraft was already seen at McClellan Field (CA), where it is being converted from RC-12N to RC-12X standard, in May 2012. On 23 June 2012, it was seen at Prestwick while on its delivery flight to B/1st MI Bn at Wiesbaden AAF, Germany.

C-23C

90-07015	F/207th AVN, ex Det.1 D/126th AVN	SH3215	jul12
93-01333	D(-)/126th AVN ex D/1-207th AVN	AK-017	jun12
94-00314	D(-)/126th AVN ex Det.1 H/171st AVN	AK-028	jun12

Bell 407

09-00125	AFTD	f/n	may12
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The FY for this new Bell is unconfirmed, it could also be FY10.

CH-47D

88-00080	B(-)/1-168th AVN, ex 2-52nd AVN	M3254	jul12
91-00253	EAATS	ex nb	M3402 may12

CH-47F

05-08016	B/3-82nd AVN	ex B/7-101st AVN	M8016	jul12
07-08737	B(-)/2-104th AVN, ex EAATS		M8737	may12
08-08754	B(-)/2-104th AVN, ex EAATS		M8754	may12

08-08758	B(-)/2-104th AVN, ex EAATS	M8758	may12
08-08759	B(-)/2-104th AVN, ex EAATS	M8759	may12
08-08760	B(-)/2-104th AVN, ex EAATS	M8760	may12
09-08782	B/2-3rd AVN f/n	M8782	apr12
09-08783	B/2-3rd AVN f/n	M8783	apr12
09-08784	B/2-3rd AVN f/n	M8784	apr12
09-08785	B/2-3rd AVN f/n	M8785	apr12
09-08787	Det.1 B/1-169th AVN, f/n	M8787	may12
10-08086	B/2-3rd AVN f/n	M8086	apr12
10-08088	B/2-3rd AVN f/n, FY unconfirmed!	M8088	apr12

It is unclear if the B(-)/2-104th AVN PA ARNG Chinooks actually ever flew with EAATS. Both units are stationed at AASF Muir AAF, Fort Indiantown Gap (PA), but the helicopters listed here are confirmed now with B(-)/2-104th AVN PA ARNG.

OH-58D(I)

90-00351	4-6th CAV	ex C/1-14th AVN	43218	jul12
90-00366	6-17th CAV	ex nb	43233	jul12
95-00004	3-17th CAV	ex nb		may12

OH-58D(R)

91-00548	3-17th CAV	ex 1-14th AVN	43261	apr12
96-00038	6-17th CAV	ex nb	48646	jul12
97-00126	6-17th CAV	ex nb	43406	jul12

UH-60A

79-23290	A/1-171st AVN	ex 2-104th AVN	70-107	jul12
79-23295	EAATS	ex A/2-104th AVN	70-112	may12
79-23326	A/2-135th AVN	ex A/1-111th AVN	70-143	dec11
79-23334	EAATS	ex nb	70-151	may12
80-23476	A/1-111th AVN	ex nb	70-234	apr12
80-23477	B/2-285th AVN	ex B/1-147th AVN	70-235	may12
81-23605	EAATS	ex nb	70-327	may12
81-23608	1-108th AVN	ex A/2-135th AVN	70-330	may12
82-23695	1-108th AVN	ex EAATS	70-518	may12
82-23759	B/2-285th AVN	ex C/1-244th AVN	70-582	may12
83-23840	EAATS	ex G/2-135th AVN	70-664	may12
84-23943	A/2-211th AVN	ex EAATS	70-768	may12
84-23977	B/2-285th AVN	ex nb	70-814	may12
84-23978	A/1-111th AVN	ex nb	70-815	apr12
84-23996	EAATS	ex A/1-185th AVN	70-835	may12
85-24430	C/1-140th AVN	ex nb	70-909	jul12
85-24461	A/2-211th AVN	ex nb	70-964	may12
87-24655	1st USASB MFO, ex nb		70-1198	aug12
87-24599	EAATS	ex nb	70-1112	may12
88-26048	EAATS	ex nb	70-1264	may12
88-26074	F/1-169th AVN	ex EAATS	70-1295	jul12
89-26158	C/5-158th AVN	unit confirmed	70-1394	apr12

UH-60A+

81-23619	A/2-135th AVN	ex UH-60A	70-341	feb12
85-24424	A/1-126th AVN	ex UH-60A	70-903	jun12
86-24516	C/1-52nd AVN	ex UH-60A	70-1015	jul12

UH-60L

84-23975	cvtd from UH-60A		70-809	may12
94-26595	A/2-3rd AVN	ex A/4-3rd AVN		may12

During the air show at Elmendorf AFB (AK) on 28/29 July 2012, four UH-60L Black Hawk helicopters participated in the flying demonstration. The unit of the helicopters remained unconfirmed, but possibly this was 1-207th AVN AK ARNG. Confirmation would be gladly received! The tail numbers in question were: 90-26299, 91-26318, 93-26504 and 94-26559.

MH-60L

90-26288	C/4-160th SOAR, ex 1-160th SOAR	70-1520	jul12
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HH-60M

08-20136	Det.1 C/1-111th AVN, c/n confirmed	70-3244	may12
08-20140	Det.1 C/1-111th AVN, f/n		apr12
08-20144	Det.1 C/1-111th AVN, f/n		jul12
08-20161	C/3-82nd AVN f/n, FY unconfirmed		jul12
09-20154	F/7-158th AVN f/n		apr12
10-20290	C/3-82nd AVN ex nb		may12

AH-64D

97-05029	1-149th AVN	ex 1-158th AVN	PVD029	aug12
99-05158	21st CAV	ex 1-2nd AVN	PVD158	apr12
00-05173	21st CAV	ex 1-2nd AVN	PVD173	apr12
00-05210	1-149th AVN	ex 1-183rd AVN	PVD210	aug12
00-05226	1-149th AVN	ex 1-104th AVN	PVD226	aug12
02-05340	1-1st AVN	ex 1-227th AVN	PVD340	jun12
02-05342	1-1st AVN	ex 1-227th AVN	PVD342	jun12
03-05365	1-1st AVN	ex 21st CAV	PVD365	jun12
03-05367	1-149th AVN	ex 1-229th AVN	PVD367	aug12
03-05379	1-130th AVN	ex A/1-227th AVN	PVD379	may12
03-05415	nb	w/o 07jul11	PVD415	
04-05425	C/1-4th AVN	w/o 25may11	PVD425	
04-05427	1-149th AVN	ex 1-1st AVN	PVD427	aug12
04-05429	1-149th AVN	ex 21st CAV	PVD429	aug12
05-07002	21st CAV	ex 1-229th AVN	DUS002	apr12
07-07047	3-101st AVN	w/o 15apr11	DUS047	
09-05618	1-2nd AVN	f/n	PVD618	apr12
09-05633	B/1-104th AVN	f/n	PVD633	may12
10-09003	1-1st AVN	f/n	B303	jun12
10-09004	1-1st AVN	f/n	B304	jun12
10-09005	1-1st AVN	ex Boeing	B305	jun12
10-09007	1-1st AVN	ex Boeing	B307	jun12
10-09008	1-1st AVN	ex Boeing	B308	jun12



The CAG aircraft of China Lake based Air & Test Evaluation Squadron 31, Dust Devils, is flown by Cdr. Andrew "Face" McFarland, CTP, and Col. Andrew "Merk" Mercier, CO. It is seen at Joint Base Lewis - McChord, McChord Air Force Base, McChord Field at the Air Expo 2012. (165668/201, VX-31, 21 July 2012, Andrew Cline)

UH-72A

10-72143	Det.1 D/2-151 st AVN, f/n	aug12
10-72146	B(-)/3-140th AVN, f/n	mar12
10-72159	Det.1 D/1-112th AVN, f/n	jul12
10-72160	Det.1 D/1-112th AVN, ex D(-)/1-112th	9405 jul12
11-72201	21st CAV f/n	may12
11-72205	Det.2 B/3-140th AVN, f/n	jun12
11-72207	Det.2 B/3-140th AVN, f/n	jun12
11-72208	1-224th AVN f/n	may12
11-72209	1-224th AVN f/n	may12
11-72210	1-224th AVN f/n	may12
12-72219	AFTD f/n	jul12

In February 2011, four UH-72A Lakota helicopters were delivered to B(-)/3-140th AVN CO ARNG. Only 10-72145 was confirmed at that time, but the others were believed to be 10-72146, 72147 and 72148. In April 2011, 10-72147 was confirmed with this unit, and in March 2012 also 10-72146 was confirmed with this unit. Any report of 10-72148 will be gratefully received!

United States Navy (NY)

On 29 June 2012, the first of many expected flights of the X-47B Unmanned Combat Air System demonstrator (UCAS-D) took place from NAS Patuxent River (MD). The tailless, unmanned aircraft launched from Pax River and flew for a planned 35 minutes. The aircraft reached an altitude of 7,500 feet and an air speed of 180 knots during its flight over the Chesapeake Bay before successfully landing back at Pax River. The X-47B will conduct compatibility tests with aircraft carrier flight procedures and is now able to use the launch and recovery equipment at Pax. Next year, the X-47B UCAS-D will land aboard the *USS Harry S. Truman* (CVN-75).

United States Navy unit news**Commander Naval Air Force U.S. Atlantic Fleet (ComNavAirLant)**

Carrier Air Wing 17, *USS Carl Vinson* (CVN-70), NA

Unusual news this month concerning CVW-17. The entire wing, once based at NAS Oceana (VA) and part of COMNAV-AIRLANT will move to NAS Lemoore (CA) and will become part of COMNAVAIRPAC. In line with this move, the well-known 'AA'-tailcode will change into 'NA'. The air wing is not complete yet and consists of the following squadrons:

VFA-?		F/A-18F	AN-1xx
VFA-?		F/A-18E	AN-2xx
VFA-?		F/A-18?	AN-3xx
VFA-94	<i>Mighty Shrikes</i>	F/A-18C	AN-4xx
VAQ-?		EA-18G	AN-5xx
VAW-125	<i>Tigertails</i>	E-2C	AN-6xx
HS-15	<i>Red Lions</i>	SH-60F/HH-60H	AN-61x
HSM-78	<i>Blue Hawks</i>	MH-60R	AN-7xx
VRC-30/Det	<i>Providers</i>	C-2A	xx

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

MH-60Ss from Helicopter Sea Combat squadrons (HSC) 3 Merlins ('SA-xx') and HSC-21 Blackjacks ('VR'-xx') teamed up with California Department of Forestry and Fire Protection units mid-August to conduct aerial firefighting against several wildfires in eastern San Diego County. At CALFIRE's request for immediate response support, the Navy is providing three firefighting helicopters equipped with buckets for aerial water drops to support firefighting efforts in San Diego County.

Joint Expeditionary Squadron, Electronic Attack Squadron (VAQ) 132 Scorpions ('NL-54x') deployed to Naval Air Facility (NAF) Misawa (Japan) early August 2012. The *Scorpions* are flying the EA-18G Growler.

Commander US Navy Reserve Force (ComNavAirResFor)

The US Navy is redeploying five EA-6B Prowlers of VAQ-209

Star Warriors ('AF-50x'), an EA-6B Prowler squadron, from Joint Base Andrews (MD) to Prowler/Growler nest NAS Whidbey Island (WA). It is expected that VAQ-209 will transition to EA-18G Growler in the near future.

Commander Naval Air Training

Naval Air Station Corpus Christi (TX) welcomed the newest training aircraft to Training Air Wing (TAW) 4 on 26 July 2012. The first two T-6B Texan II aircraft (16_150 and 16_151) arrived for the turnover ceremony from the T-34C Turbo Mentor to the T-6B for primary flight training at TAW-4. Initially, the new aircraft will be used for training instructor pilots. Student pilots from Training Squadron (VT) 27 Boomers ('G-xxx') are expected to begin flying the new aircraft early next year.

C-9B

159118/118 309th AMARG ex 118/VR-56 **47585** jun12

E-2C

166506/NH-602 VAW-117 ex NE-603/VAW-116 jul12

F/A-18A

162909 VFC-12 ex AJ-406/VFA-87 **472/A389** jul12

F/A-18E

166957/XE-111 VX-9 f/n aug12

F-35B

168308/VM-07 VMFAT-501 del **BF-12** jul12

168309/VM-08 VMFAT-501 del **BF-13** aug12

168310/VM-09 VMFAT-501 del **BF-14** aug12

168311/VM-10 Fort Worth f/n, for VMFAT-501 **BF-15** jul12

168312/VM-11 Fort Worth f/n, for VMFAT-501 **BF-16** jul12

168313/VM-12 Fort Worth f/n, for VMFAT-501 **BF-17** jul12

P-3C

159514/LL-514 309th AMARG ex LL-514/VP-30 **5632** jun12

SH-60B

162335/NW-601 309th AMARG ex NW-601/HSL-60 **70-441** jun12

SH-60F

164803/AA-613 309th AMARG ex AA-613/HS-15 **70-1949** jul12

T-34C

160935/E-935 309th AMARG ex E-935/TAW-5 **GL-121** jun12

160950/E-950 309th AMARG ex E-950/TAW-5 **GL-136** jun12

161032/E-032 309th AMARG ex E-032/TAW-5 **GL-160** jun12

161042/E-042 309th AMARG ex E-042/TAW-5 **GL-170** jun12

162273/E-273 309th AMARG ex E-273/TAW-5 **GL-271** jun12

162303/E-303 309th AMARG ex E-303/TAW-5 **GL-301** jun12

164165/E-165 309th AMARG ex E-165/VT-2 **GL-345** jun12

United States Marine Corps (NY)**Marine Force Atlantic (MARFORLANT)**

One of the MV-22Bs of VMMT-204 Raptors (165942/GX-02) from MCAS New River (NC) was returned to manufacturer Bell at Arlington (TX) for undisclosed tests. The tiltrotor is temporary reregistered to N204TR.

Marine Force Pacific (MARFORPAC)

On 23 July 2012, twelve MV-22Bs were off-loaded from a civilian cargo ship at MCAS Iwakuni (Japan). This marks the first deployment of the MV-22 to Japan. The Ospreys, who replace the Marine Medium Helicopter Squadron (HMM) 265 Dragons ('EP') CH-46E Sea Knights, will be stationed at MCAS Futenma (Japan). The squadron is redesignated to Marine Medium Tiltrotor Squadron (VMM) 265. The MV-22Bs arrived in Japan in VMM-561 Pale Horse ('PH') markings, as the tiltrotors were once assigned to that squadron. As the USMC was forced to disestablish this brand new squadron (established 2 december 2010), the Ospreys and personnel were assigned to VMM-265. However, the MV-22Bs will not conduct functional check flights until the results of safety investigations are presented to the Government of Japan and the safety of flight operations is confirmed. Following safety confirmation and functional check flights, the Ospreys will fly to their new home aboard Futenma. Groups opposed to the MV-22



The Belgian painters have done a great job this year as FA110, former Vortex/solo display, has been painted for the 70th anniversary of 349sm and received the WW2 code GE-X. This was previously worn on one of the first Spitfires, flown by the first commanding officer of 349sm, back then in 1942 Sqn Ldr Du Monceau de Bergendael. Toon Cox saw her arriving at Kleine Brogel on 14 August 2012, after her first flight.

deployment in Japan have demonstrated on Okinawa and at Iwakuni. Recognizing the concerns of Japanese citizens led US and Japanese officials to ensure safety of flight operations is confirmed before Ospreys fly in Japan. The permanent deployment of the MV-22 Osprey to Japan marks a step forward in modernization of the USMC aircraft in Japan. A second squadron of twelve aircraft is scheduled to arrive at MCAS Futenma during the summer of 2013.

The USMC has flown its last mission with the mighty CH-53D Sea Stallion helicopters. Pilots with Heavy Helicopter Squadron (HMH) 362 Ugly Angels ('YL-xx'), under the direction of Miramar Marine Corps Air Station command, made the last flight over the skies of Helmand province in Afghanistan on 16 August 2012. The squadron started using the model in 1969. The twin-engine helicopters are being phased out in favor of the CH-53E. HMH-362 is normally based at MCBH Kaneohe Bay (HI).

CH-46E

153965/PF-15	HMM-364	ex YT-11/HMM-164	2316	may12
154000/YQ-06	HMM-268	ex YT-03/HMM-164	2351	may12
154004/PF-01	HMM-364	ex YP-07/HMM-163	2355	jul12
154807/ET-17	HMM-262	ex ET-07	2414	may12
156467/PF-06	HMM-364	ex YP-05/HMM-163	2537	may12
157687/PF-12	HMM-364	ex YP-02/HMM-163	2586	may12

CH-53D

156955/YL-40	309th AMARG	ex YL-40/HMH-362	65-202	jun12
157128/YL-35	HMH-362		65-219	jun12
157741/YL-33	309th AMARG	ex YL-33/HMH-362	65-317	jun12

CH-53E

161384/YQ-20	HMM-268	ex YK-20/HMH-466	65-441	apr12
161994/YH-09	HMH-463	ex CJ-09/HMH-461	65-471	jan12
162482/PF-23	HMH-364	ex YN-63/HMH-361	65-494	jun12

MH-53E

164793/BJ-552	HM-14 Det.1	w/o 29jun12	65-603	
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MV-22B

167904/YP-02	VMM-163	ex YR-02/VMM-161	D0115	jul12
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UH-1Y

168414/TV-..	HMLA-167	f/n		jun12
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Credits

Jon Astley, Peter ten Berg, Eduardo Cardenas, John Chapman, Tim Doherty, Graham Gaff, Edwin de Greeuw, Norman Hall, Harry Hoffschlag, Frits Jongerman, Jeroen Jonkers, Daniele Mattiuzzo, R. Schadeelee, Laurent Tellier, John Vogel

Showreports



This T-34C trainer is much more colourful than the RoCAF F-16 elsewhere in this magazine. Coded 84004 in smaller numerals on the tail, this Air Force Academy Mentor is seen at Chiayi air show. (11 August 2012, Reinier Scheurs)

RAAF Pearce (Australia)

Air Show

19-20 May 2012

Static:

A7-041	MB-326H	pres	
A27-30	Hawk Mk127LIF	79sq	
A21-38	F/A-18A	75sq	\$
A23-016	PC-9/A	2 FTS	
A30-001	B-737 AEW	2sq	
A32-437	King Air 350	38sq	
A32-339	King Air 350	32sq	
A41-207	C-17A	36sq	
A44-202, A44-215	F/A-18F	1sq	
A97-441	C-130J	37sq	
N24-001/70	S-70B	816sq	
9108, 9109	PC-21	130sq	
730	C-130H	122sq	
62-3543	KC-135R	459th ARW	AFRC
VH-AJU	Nanchang CJ-6A (4532020)		
VH-FCE	Nanchang CJ-6A (3932014)		
VH-NNV	Nanchang CJ-6A (5432024)		
N42MY	Grumman G64? (148329)		
VH-DPV	CT-4A	ex RAAF A19-038	
VH-NTJ "A83-443"	CA-25	ex RAAF A85-407	
VH-FID	Beech D18		
VH-XBS	Chipmunk 22	ex RTAF B.F9-37/95	
VH-WWA	AT-6A	ex USAAF 41-16716	
VH-ZAZ	Chipmunk T10	ex RAF WG429	
VH-LHN, VH-LHY	S-76A	RAAF Rescue	

Hangar:

A79-620	Vampire T35	Under Restoration
A7-027	MB-326H	pres
A8-141	F-111C	Escape Pod(w/o oct 78)

Visit:

A37-001	CL-604	34sq
A39-003	KC-30A	33sq

Flying only

60-0033/MT	B-52H	23rd BS	19
60-0003/MT	B-52H	23rd BS	20

Ramp:

A41-210	C-17A	36sq
A97-007	C-130H	37sq
A9-751	AP-3C	10sq?

Flight line PC-9/A, CFS/Roulettes

A23-046, A23-057, A23-058, A23-059, A23-060, A23-061, A23-067

Singapore AF Sun Shed B

9101, 9106, 9107	PC-21	130sq
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9113, 9114	PC-21	130sq
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Singapore AF Sun Shed C

9102, 9103, 9105	PC-21	130sq
9110, 9115, 9116	PC-21	130sq
9117, 9118, 9119	PC-21	130sq

Sun Shed 4:

A23-011, A23-021	PC-9/A	2 FTS
A23-024, A23-041	PC-9/A	2 FTS
A23-043	PC-9/A	2 FTS

Sun Shed 5:

A23-003, A23-008	PC-9/A	2 FTS
A23-017, A23-019	PC-9/A	2 FTS
A23-033	PC-9/A	2 FTS

Sun Shed 6:

A27-13, A27-17	Hawk Mk127LIF	76sq
A27-03, A27-34	Hawk MK127LIF	79sq

Second Row of Sun Sheds:

A23-006, A23-009	PC-9/A	2 FTS
A23-013, A23-028	PC-9/A	2 FTS
A23-040, A23-053	PC-9/A	2 FTS
A23-054, A23-065	PC-9/A	2 FTS
A27-33	Hawk Mk127LIF	76sq

2F TS Hangar (Closed)

A23-014, A23-018	PC-9/A	2 FTS
A23-023, A23-025	PC-9/A	2 FTS
A23-026 A23-036	PC-9/A	2 FTS
A23-056	PC-9/A	2 FTS

Fighter Ramp:

A21-26 A21-28	F/A-18A	2 OCU
A21-6	F/A-18A	3sq
A21-23 A21-36	F/A-18A	75sq
A21-44	F/A-18A	75sq
A44-210	F/A-18F	1sq

79 Sqn Hangar Area:

A27-01, A27-24	Hawk Mk127LIF	76sq
A27-31	Hawk Mk127LIF	76sq
A27-12, A27-15	Hawk Mk127LIF	79sq
A27-16, A27-23	Hawk Mk127LIF	79sq
A23-001, A23-002	PC-9/A	2 FTS
A23-015, A23-034	PC-9/A	2 FTS

JASDF Shizuhamu (Japan)

Air Show

18-1031
18-4574
26-5803

C-1
UH-60J
T-4

20 may 2012

402 Hikotai
Hamamatsu Kyunantai
31 Kyoiku Hikotai

36-5907, 76-5944	T-7	11 FTW
21-5061	T-400	41 Kyoiku Hikotai
82-3008	U-125A	Hamamatsu Kyunantai
27-4488	CH-47J	Iruma Herikoputa Kuuyutai
73428/IVATH	AH-1S	4 Taisensha Herikoputatai
8274	SH-60J	21 Kokutai
<u>Preserved:</u>		
81-5501	T-3	11 FTW mks
52-0011	T-6F	11 FTW mks
61-0390	T-34A	11 FTW mks

JASDF Miho (Japan)

Air show

27 May 2012

45-1074	C-130H	401 Hikotai
54-3458	E-2C	Hiko Keikai Kanshitai
47-4490	CH-47J	Kasuga Herikoputa Kuuyutai
08-4591	UH-60J	Komatsu Kyunantai
36-5706	T-4	6 Hikotai
96-5925	T-7	12 FTW
75-3252	U-4	Koku Sotai Hikotai
49-3043	U-125	Hiko Tenkentai
62-1152, 62-1153	YS-11P	403 Hikotai
92-1156	YS-11NT	403 Hikotai
41869/MH	UH-1J	Chubu Homen Herik.
5049	P-3C	203 Kokutai
6353	T-5	201 Kokutai
9089	US-1A	71 Kokutai

C-1s of 403 hikotai:

58-1008, 58-1013, 68-1016, 68-1017, 68-1018 & 78-1026

T-400s of 41 Kyoiku Hikotai:

41-5051, 41-5055, 51-5057, 71-2059 & 21-5061

JGSDF Camp Kitautsunomiya (Japan)

Open Day

27 May 2012

Static:

98-1029	C-1	402 Hikotai
73487	AH-1S	nmk
32616/SK	OH-1	Kasumigaura Kou
41846	UH-1J	nmk
41883/MH	UH-1J	Chubu Homen Herikoputatai
31225/SU	OH-6D	Utsunomiya Kou
8267	SH-60J	21 Kokutai
98-4569	UH-60J	Hyakuri Kyunantai
43124/XIIH	UH-60JA	12 Herikoputatai
22019/SU	LR-1	Utsunomiya Kou
12-1160	YS-11FC	Hiko tenkentai
85-24448	UH-60A	78 Avn

Flightline:

41862/NH	UH-1J	Hokubu Homen Herik.
41863/EH	UH-1J	Toubu Homen Herik.

41838	UH-1J	nmk
41870/MH	UH-1J	Chubu Homen Herik.
41890/NEH, 41911/NEH	UH-1J	Touhoku Hoem Herik.
52905/XIIH	CH-47J	12 Herikoputatai
52910/SK	CH-47J	Kasumigaura Kou
43105/XIIH, 43106/XIIH	UH-60JA	12 Herikoputatai
43117/XIIH	UH-60JA	12 Herikoputatai

OH-6D of Utsunomiya kou. coded SU:

31231, 31237, 31238, 31240, 31241 & 31243

Hangar:

43110/XIIH	UH-60JA	12 Herikoputatai
41681/MH, 41693/MH	UH-1H	gia
41695/NH	UH-1H	gia
31121/IX, 31124/XIII	OH-6D	gia
31188/SU, 31193/SU	OH-6D	gia

Preserved at gate:

41637/NEH	UH-1H	Touhoku Homen Herikop
31141/SU	OH-6D	Utsunomiya Kou mks
22006/SU	LR-1	Utsunomiya Kou mks
11366/SU	L-19E	Utsunomiya Kou mks
11-5546	T-3	11 FTW mks

Preserved in Aviation park:

82-7818	F-86F	Blue Impulse mks
41571	UH-1B	nmk
31115/VIII	OH-6J	8 Hikotai mks
61335/SU	TH-55A	Utsunomiya Kou mks
60506/SU	T-34A	Utsunomiya Kou mks

JMSDF Kanoya (Japan)

Air Show

30 May 2012

78-1024	C-1	402 Hikotai
75-1077	C-130H	401 Hikotai
16-5665	T-4	301 Hikotai
21-5061	T-400	41 Hikotai
05-3255	U-4	402 Hikotai
49-3043	U-125	Hiko tenkentai
73437/IIIATH	AH-1S	3 Taisensha Herik.
32622/IIIATH	OH-1	3 Taisensha Herik.
41885/WH	UH-1J	Seibu Homen Herik.
52971/WH	CH-47JA	Seibu Homen Herik.
8779	OH-6DA	211 Kokutai
8631	MH-53E	111 Kokutai
8262	SH-60J	211 Kokutai
8296	SH-60J	22 Kokutai
8427	SH-60K	22 Kokutai
8977	UH-60J	72 Kokutai Kanoya Det.
8651	MCH-101	111 Kokutai
8806	TH-135	51 Kokutai
5024, 5059, 5085, 5086	P-3C	1 Kokutai
9161	UP-3D	91 Kokutai
6351	T-5	201 Kokutai
9905	US-2	71 Kokutai



Taiwan has a long tradition of air shows enabling the local population to get acquainted with their armed forces. This also provides us with a welcome and steady stream of reports. Seen here is a toned down F-16A of locally based 22nd TFG. (Chiayi, 11 August 2012, Reinier Scheurs)



Despite some cancellations of other foreign participants, the German Navy made it to Rescue Vlissingen with 89+60, a Sea King Mk41 from MFG5. (Vlissingen, 10 August 2012, Guido Hilgers)

9206	U-36A	91 Kokutai
9042	YS-11M	61 Kokutai

JASDF Houfu Kita (Japan)

Air Show

23 June 2012

58-1007	C-1	402 Hikotai
77-4497	CH-47J	Iruma Herikoputa Kuuyutai
36-5903, 66-5939	T-7	12 FTW
41-5055	T-400	41 Kyoiku Hikotai
02-3027	U-125A	Nyutabaru Kyunantai
26-5807	T-4	13 FTW
41884/XIII	UH-1J	13 Hikotai
31304/XIII	OH-6D	13 Hikotai
6821	TC-90	202 Kokutai
6351	T-5	201 Kokutai

Katwijk (Netherlands)

SAR Katwijk

30 June 2012

Static/flightline:

R-02	AB412	303sq
PH-ULP	EC135T2	ANWB

Flying only:

PH-CGC	Do228-212	Netherlands Coast Guard
PH-PXY	AW139	Politie

The Hague-Malieveld (Netherlands)

Veteransday 2012

30 June 2012

Static:

A-253	SE3160	i/A
J-248	F16A	travel exhibit

The F-16 has a badge on the tail which says: 1913/2013 100 de tijd vliegt, means 1913/2013, 100 time flies.

Flying only:

J-061, J-367	F-16AM	323sq
J-515, J-872	F-16AM	323sq
G-781	C-130H	336sqn
L-02, L-07	PC-7	121EMVosqn
L-09, L-10	PC-7	121EMVosqn
R-02	AB412SP	SAR
T-255	DC-10	334sqn
PH-CGC	Do228-212	Netherlands Coast Guard

PH-PXY	AW139	Politie
PH-IIB	AT-16ND	ex RNLAf B-118
PH-TBR "43-12509"	AT-16ND	ex RNLAf B-182
G-BWGL "N-321"	Hunter T8C	ex RAF XJ615

Also flying were 2 Chinooks, 2 Cougars and 2 Apaches

Off site:

PH-HHJ	AS355F2	Heli Holland
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This Helicopter flew over the city to make aerial shots of the event

Elmendorf AFB, AK(USA)

Arctic Thunder 2012

27-28 July 2012

Static:

188751	CF-188	409sq	
78-0634/ID, 78-0629/ID	A-10C	190th FS	ID ANG
60-0042/BD	B-52H	93rd BS	AFRC
98-0051/AK	C-17A	517th AS	
84-0135	C-21A	375th AW	
10-4195/AK	F-22A	525th FS	
84-0148	C-12U-3	517th AS	
80-0137/AK	E-3C	962nd AACs	
82-0057	C-130H	144th AS	AK ANG
83-0034/ZZ	F-15C	44th FS	
86-0301/AK (01)	F-16C	18th AGRS	
86-0314/AK (14)	F-16C	18th AGRS	
06-4110/AK	F-22A	525th FS	
09-4190/AK	F-22A	90th FS	
90-07011	C-23B	207th AVN	AK ARNG
08-08775	CH-47F	1-52nd AVN	
96-00038	OH-58D(R)	6-17th CAV	
86-24516	UH-60A	1-52nd AVN	
6599	MH-65D	CGAS Kodiak	
N525FE	MD-11F	FedEx	
N816FX	ATR 72-212	FedEx (opb Empire Airlines)	
N746FX	Ce208(F)	FedEx (opb Empire Airlines)	

Flying Display:

60-0045/BD	B-52H	93rd BS	AFRC
84-0147	C-12U-3	517th AS	
93-0599/AK	C-17A	517th AS	
82-0054, 82-0060	C-130H	144th AS	AK ANG
77-0355/AK	E-3B	962nd AACs	
06-4113/AK	F-22A	525th FS	"3 OG"

05-4090/AK, 07-4145/AK	F-22A	90th FS
07-4146/AK, 07-4150/AK	F-22A	90th FS
90-07015	C-23C	207th AVN AK ARNG
10-08082	CH-47F	1-52nd AVN
90-00366	OH-58D(I)	6-17th CAV
97-00126	OH-58D(R)	6-17th CAV
90-26299, 91-26318	UH-60L	1-207th AVN AK ARNG
94-26559, 93-26504	UH-60L	1-207th AVN AK ARNG
N88972	B-25D	ex RCAF KL161
NX553TT	A6M3 Zero	
N421QB	Harvard IV	ex RCAF 20421
N299CM	AT-6D	ex Spain C.6-182

Plus the usually seven unknown F-16Cs from the Thunderbirds, and the units from the Blackhawks still need confirmation.

Elsewhere:
69-0022 C-5A 167th AS WV ANG

Departing:
08-4153/FF, 09-4189/FF F-22A 1st FW 27
08-4167/FF, 08-4163/FF F-22A 1st FW 27
08-4170/FF, 08-4161/FF F-22A 1st FW 27
09-4176/FF, 09-4182/FF F-22A 1st FW 27
09-4174/FF, 08-4155/FF F-22A 1st FW 28

All F-22A's were enroute to Kadena AB in Japan for TDY, they were all carrying two external fuel tanks for the trip. Although not really part of the airshow, one might have seen them if he was at Elmendorf from Friday.

Flissingen (Netherlands)

Rescue Flissingen			10 August 2012
89+60	Seaking MK41	MFG 5 G Navy	
A-247	SA316B	300sqn	
PH-CGN	Do228-212	Netherlands Coast Guard	
D-EXML	EA300S		
D-HEOY	EC135T1	Medic 1	
OO-NHV	SA365F	NHV.be SAR	
PH-EMS	EC135T1	ANWB	
PH-IIB	AT-16ND	ex RNLAf B-118	
PH-TBR "43-12509"	AT-16ND	ex RNLAf B-182	
RA-1771K, RA-3411K	Yak-52	Dutch Thunder Yaks	
RA-3480K, RA-3513K	Yak-52	Dutch Thunder Yaks	

Chiayi (Taiwan)

Air show			11 August 2012
<u>Static:</u>			
1907	Beech 1900C-1	VIP sq	
1312/85-0024	C-130H	6th T/EWW	
2503/151724	E-2K	6th T/EWW	
2252	EC225	SAR sq	
5392/30118	F-5F	46th TFS/7th TFW	
6632	F-16A	22nd TFG/4th TFW	
6830	F-16B	12th TRS/5th TFW	
1462/86-8087	F-CK-1C	3rd TFG/1st TFW	
1622/87-8095	F-CK1D	3rd TFG/1st TFW	

563/165565	AH-1W	602nd AirBgd
605/31014	OH-58D	602nd AirBgd
2046/Ei46	Mirage 2000Ei	2nd TFW
2060/Di10	Mirage 2000Di	2nd TFW
0851/77-6051	AT-3	AFA
3404/84004	T-34C-1	AFA
7008	S-70C-1	SAR sq
<u>Hangar 3:</u>		
2253	EC225	SAR sq
6702	F-16A	23rd TFG/4th TFW
<u>Flying display:</u>		
6615	F-16A	21st TFG/4th TFW
6635	F-16A	22nd TFG/4th TFW
6627, 6644	F-16A	22nd TFG/4th TFW
6628, 6633	F-16A	22nd TFG/4th TFW
6641, 6642	F-16A	22nd TFG/4th TFW
6802	F-16B	21st TFG/4th TFW
6817	F-16B	23rd FS/4th TFW
1407/83-8016	F-CK-1A	7th TFG/3rd TFW
2012/Ei12	Mirage 2000Ei	2nd TFW
7005	S-70C-1	SAR sq
<u>AT-3 of AFA:</u>		
0811/74-6011, 0820/75-6020, 0823/75-6023, 0832/76-6032		
0839/76-6039, 0844/76-6044, 0849/77-6049,		
<u>Elsewhere:</u>		
5002	Fokker 50	VIP sq
3701	B737-8AR	Presidential Flt Section

F= Flying Spare G= Ground spare

Interlaken (Switzerland)

Airshow		11-12 August 2012
<u>Static:</u>		
HB-XYB	SE3130	Allouette II verein
HB-XXM/08	allouette 3	ex Portugal 9399
J-4018	Hunter F58	Hunterverein pres
(J-40)93	Hunter F58	Hunterverein cockpit section only
(J-4)152	Hunter F58A	Hunterverein nose coin only
J-4050, J-4093	Hunter F58	Hunterverein number plate only
(J-40)48	Hunter F58	Hunterverein nose coin only
(J-4)129	Hunter F58A	Hunterverein nose coin only
J-4007	Hunter F58	Hunterverein pres
<u>Flying:</u>		
T-311	AS332M-1	nb
HB-ZKT	AS350B3	BOHAG
HB-ZRQ, HB-ZRS	A109SP	Swiss-Air Ambulance
HB-ZIG	AS350B3	BOHAG
HB-RVS (ex J-4015)	Hunter F58	Hunterverein Zweisimmen
HB-RVR (ex J-4201)	Hunter T68	Hunterverein Sion
HB-XTM	SA315B	BOHAG
HB-RVP (ex J-4205)	Hunter T68	Hunterverein Altenrhein
T7-FMA (ex A-907)	PC-7	Fliegermuseum Altenrhein

F-5E of the Patrouille de Suisse:
J-3083, J-3084, J-3085, J-3088, J-3090, J-3091

Credits:Arne Klamp, MAR, Scramble Messageboard



Grey seems to be the new standard for many Russian aircraft like this Antonov 140 at Chkalovskiy. (13 August 2012, Peter van Breevoort)



During the celebrations for 100 years *Voyenno-vozdushnye sily Rossii* (VVS) the Russian Air Force put up a great performance. Many formations overflew Ramenskoye airfield during the course of the day. Opening and ending the show was a formation of Su-25s modified to trail smoke in the colours of the Russian flag. Many aircraft featured the newly applied RF- registrations on the tail, seen here in white on the first two aircraft. You had to position yourself outside of the base to get good light on these however. (10 August 2012, Jan Gerrits)



Kermit the frog will be jealous of the Su-34, due to its wide duck shaped side-by-side forward fuselage configuration. This huge fighter-bomber is the successor to the mighty Su-24, although the M2 and MR variants of the latter will soldier on for a while yet. Next month, we will have a full report on the 100 years VVS celebrations. (Ramenskoye, 10 August 2012, Jan Gerrits)

High and hot An-32s



When taking off with a snow covered ground the reflected sunlight perfectly shows the great job done on one of the forty Indian Air Force An-32s overhauled in Kiev. Now being a reworked An-32RE we see K2677 leaving the Zhulyani runway on its maiden test flight with a clean horizontal stabilo, something gone after only few hours of flying (March 2012)

Indian An-32 fleet

A total of 118 straight An-32s were delivered to India which still is the largest client for the type and is even now upgrading all surviving examples to An-32RE. These upgrades will help in extending the life of the aircraft up to and beyond 2025. The special features provided in the An-32RE include modification in cockpit layout, upgraded avionics equipment, noise and vibration reduction enhancing crew comfort, reliability and maintainability of the aircraft. Under the upgrade project, the life of the aircraft will be increased 25 to 40 years and 40 aircraft will be overhauled and re-equipped in

Ukraine. The Ukrainian side will supply material and 'transfer of technology' for upgrade of the 64 remaining active aircraft at IAF's No. 1 Base Repair Depot (BRD) at Kanpur. Finally we feel reasonably confident in presenting a full list of the Indian Air Force An-32s. However, we will never consider assumptions as being fact, so where an aircraft has not been physically checked, it is indicated by the comment of "not confirmed". Anyhow, the given delivery dates are all confirmed with the given construction numbers as having been delivered to India.

01 01	AJ301	f/f	23jun83	d/d 20sep84; believed re-serialled, see next line
	K2667	IEV	28jun95	and never reported since, fate unknown
01 02	AJ303	d/d	20sep84	photo in Kiev-Svyatoshino factory museum; believed re-serialled to, see next line
	K2668	f/n	jan00	arrived IEV 11dec11 for overhaul, no code; f/n as An-32RE IEV 07jul12; l/n IEV 23aug12
01 03	K2669	d/d	1984 ?	c/n not confirmed for this serial; w/o 01apr92 near Boothgarh, Ludhiana
01 04	K2670	d/d	15jul84	arrived IEV 04mar10 for overhaul, no code; f/n as An-32RE IEV 18jan11; l/n IEV 27may11
01 05	K2671	d/d	24aug84	c/n not confirmed for this serial; l/n Yelahanka 13feb11
01 07	K2672	d/d	22nov84	l/n IXC 01feb09, no code
01 08	K2673	d/d	01nov84	c/n not confirmed for this serial; w/o 07mar99 when crashed on finals to Delhi
01 09	K2674	d/d	18oct84	c/n not confirmed for this serial; l/n DEL apr09 no code
01 10	K2675	d/d	15jul84	c/n not confirmed for this serial; l/n DEL 06feb08
02 01	K2676	d/d	04jul84	arrived IEV 04mar10 for overhaul, no code; f/n as An-32RE IEV 29sep10; l/n IEV 27may11
02 02	K2677	d/d	04jul84	arrived IEV 24mar11 for overhaul, no code; f/n as An-32RE IEV 29feb12; l/n IEV 12mar12
02 03	K2678	d/d	04jul84	l/n AGR 03feb11, no code
02 04	K2679	d/d	15jul84	arrived IEV 04mar10 for overhaul, no code; f/n as An-32RE IEV 14apr11; l/n IEV 27may11
02 05	K2680	d/d	24aug84	arrived IEV 24mar11 for overhaul, no code; f/n as An-32RE IEV 23nov11 test flying, bare metal and just marked '26-80'; l/n as such IEV 29dec11; f/n painted IEV 12mar12; l/n IEV 30mar12
02 06	K2681	d/d	24aug84	arrived IEV 04mar10 for overhaul coded 'B'; f/n as An-32RE IEV 20feb11; l/n IEV 27may11
02 07	K2682	d/d	20sep84	arrived IEV 12dec11 for overhaul, no code; f/n as An-32RE IEV 31jul12 test flying, bare metal and just marked '26-82'; f/n fully painted IEV 23aug12

02 08	K2683	d/d	20sep84	c/n not confirmed for this serial; l/n Bangalore-HAL airfield 10feb11 code not reported
02 09	K2684	d/d	18oct84	l/n Yelahanka 11feb09
02 10	K2685	d/d	18oct84	c/n not confirmed for this serial; l/n AGR 18nov09 no code reported
03 01	K2686	d/d	01nov84	arrived IEV 10may12 for overhaul; l/n IEV 08jul12 and is under conversion to An-32RE
03 02	K2687	d/d	01nov84	arrived IEV 11 or 12dec11 for overhaul; f/n as An-32RE IEV 07jul12; l/n IEV 23aug12
03 03	K2688	d/d	nov84 ?	c/n not confirmed for this serial, probably delivered 22nov84 with c/n 0304; seen nov99 in Diamond Jubilee Museum at Kalaikunda AB; was dbr there in a hard landing before this date
03 04	K2689	d/d	22nov84	arrived IEV 08jul10 for overhaul, no code; f/n as An-32RE IEV 16jul11; l/n IEV 19sep11
03 05	K2690	d/d	06dec84	c/n not confirmed for this serial; reportedly w/o 23feb00 when crashed at Bangalore-Hindustan
03 06	K2691	d/d	06dec84	c/n not confirmed for this serial; l/n DEL 12feb09
03 07	K2692	d/d	06dec84	arrived IEV 11dec11 for overhaul, no code; f/n as An-32RE IEV 07jul12; l/n IEV 23aug12
03 08	K2693	d/d	27dec84	l/n Pune 10feb09, no code
03 09	K2694	d/d	27dec84	arrived IEV 10may12 for overhaul; l/n IEV 07jul12 and is under conversion to An-32RE
03 10	K2695	d/d	27dec84	c/n not confirmed for this serial, l/n Palam 10mar10
04 01	K2696	d/d	24jan85	arrived IEV 04mar10 for overhaul coded 'C'; f/n as An-32RE IEV 15apr11; l/n MCT 03jun11
04 02	K2697	d/d	24jan85	l/n DEL 10jun09 no code
04 03	K2698	d/d	24jan85	l/n DEL 29jun10 no code reported
04 04	K2699	d/d	28feb85	l/n TVM 02apr12 no code (wat is TVM ?)
04 05	K2700	d/d	28feb85	c/n not confirmed for this serial; l/n Yelahanka 13feb11
04 06	K2701	d/d	19apr85	c/n not confirmed for this serial; IXC 02feb11
04 07	K2702	d/d	apr85 ?	c/n not conf. for this serial; prob. d/d 19apr85 with c/ns 0406 and 0408; w/o 22mar86 Kishtiwari
04 08	K2703	d/d	19apr85	l/n Chandigarh 02feb11
04 09	K2704	d/d	31may85	arrived IEV 08jul10 for overhaul coded 'E'; f/n as An-32RE IEV 06sep11; l/n IEV 19sep11
04 10	K2705	d/d	31may85	wfu or w/o before 12mar07 but details unknown
05 01	K2706	d/d	04jul85	arrived IEV 10may12, no code, for overhaul and is now under conversion to An-32RE
05 02	K2707	d/d	31may85	arrived IEV 08jul10 for overhaul, no code; f/n as An-32RE IEV 12aug11; l/n IEV 19sep11
05 03	K2708	d/d	04jul85	arrived IEV 08jul10 for overhaul, no code; f/n as An-32RE IEV 29jun11; l/n DEL 02jun12
05 04	K2709	d/d	12sep85	l/n Yelahanka 12feb11 no code
05 05	K2710	d/d	jul85 ?	c/n not conf. for this serial; prob. d/d 04jul85 with c/ns 0501 & 0503; wfu or w/o before 12mar07
05 06	K2711	d/d	22aug85	c/n not confirmed for this serial; f/n LCA 26aug85 on delivery flight coded 'K'; l/n DEL 25apr09
05 07	K2712	d/d	22aug85	l/n DEL 23apr08 code not reported
05 08	K2713	d/d	sep85 ?	c/n not conf. for this serial; d/d 12sep85 with c/ns 0504 & 0510 ?; wfu or w/o before 12mar07
05 09	K2714	d/d	22aug85	l/n IXC 01feb09 no code
05 10	K2715	d/d	12sep85	arrived IEV 24mar11 for overhaul, no code; f/n as An-32RE IEV 11nov11 test flying bare metal and just marked '2715'; f/n IEV 12mar12 fully painted
06 01	K2716	d/d	21oct85	l/n Yelahanka 25feb08
06 02	K2717	d/d	21oct85	c/n not confirmed for this serial; l/n Yelahanka 08feb11
06 03	K2718	d/d	21oct85	c/n not confirmed for this serial; l/n Yelahanka 10feb07, grey c/s coded 'A'
06 04	K2719	d/d	18nov85	arrived IEV 08jul10 for overhaul, no code; f/n as An-32RE IEV 19sep11
06 05	K2720	d/d	18nov85	arrived IEV 24mar11 for overhaul, no code; seen IEV 29dec11, test flown in bare metal; re-designated An-32RE after overhaul; l/n IEV 12mar12 in full colours
06 06	K2721	d/d	18nov85	c/n not confirmed for this serial; l/n Jorhat 15dec11 severely damaged in a landing accident
06 07	K2722	d/d	23dec85	c/n not confirmed for this serial; l/n DEL 28jun10, no code reported
06 08	K2723	d/d	06jan86	c/n not confirmed for this serial; l/n Dundigal 17feb11
06 09	K2724	d/d	23dec85	arrived IEV 11 or 12dec11 for overhaul; seen IEV 23jul12 test flying, all metal and marked just '27-24'; seen IEV 05aug12 fully painted; l/n IEV 23aug12
06 10	K2725	d/d	23dec85	c/n not confirmed for this serial; l/n PNQ may11
07 01	K2726	d/d	06jan86	c/n not confirmed for this serial; l/n mar10 over the Pokhran ranges, exercise Vayu Shakti 2010
07 02	K2727	d/d	06jan86	l/n IXC 01feb09 no code
07 04	K2728	d/d	20mar86	l/n DEL 24may09, no code
07 05	K2729	d/d	20mar86	c/n not confirmed for this serial; f/n DXB 25mar86 on delivery and crashed same day
07 06	K2730	d/d	20mar86	l/n Lucknow 04feb11, no code
07 07	K2731	d/d	24apr86	c/n not confirmed for this serial; l/n DEL 03jan12
07 08	K2732	d/d	24apr86	c/n not confirmed for this serial; l/n MLE 12nov11, grey c/s; no code reported
07 09	K2733	d/d	24apr86	arrived IEV 10may12 for overhaul; is now under conversion to An-32RE
07 10	K2734	d/d	05jun86	c/n not confirmed for this serial; l/n AGR 18nov09
08 01	K2735	d/d	05jun86	arrived IEV 24mar11 for overhaul, no code; f/n as An-32RE IEV 19dec11 test flying, bare metal and just marked '27-35'; f/n IEV 01mar12 fully painted; l/n IEV 12mar12
08 02	K2736	d/d	05jun86	c/n not confirmed for this serial; l/n AGR 27jan08, no code
08 03	K2737	d/d	07aug86	c/n not confirmed for this serial; l/n Delhi 01feb11, no code
08 04	K2738	d/d	07aug86	c/n not confirmed for this serial; l/n DEL 18may07
08 05	K2739	d/d	07aug86	c/n not confirmed for this serial; l/n BLR 11feb07, grey c/s no unit markings
08 06	K2740	d/d	09oct86	c/n confirmed from documents; l/n 03may12, location withheld, no code
08 07	K2741	d/d	09oct86	l/n DEL 12mar08
08 08	K2742	d/d	09oct86	c/n not confirmed for this serial; l/n ICX 02feb11 no code
08 09	K2743	d/d	18sep86	c/n not confirmed for this serial; f/n CCU jan87; l/n DEL 20nov07 coded 'C'
08 10	K2744	d/d	18sep86	l/n DEL 28may09
09 01	K2745	d/d	18sep86	l/n DEL mar09 no code
09 03	K2746	d/d	nov86 ?	probably delivered 21nov86 with c/ns 0904 and 0905; wreckage seen Tezpur Air Base, nov02
09 04	K2747	d/d	21nov86	l/n IXC 01feb09, no code
09 05	K2748	d/d	21nov86	c/n not confirmed for this serial; l/n Jagdalpur 07apr10, no code



A great shot showing the ravages of time on the exterior of K2760, an Indian Air Force An-32 seen here arriving at Kiev-Zhulyani on 10 May 2012. It is one of the forty An-32s arriving here to be overhauled and converted to An-32RE.

09 07	K2749	d/d	09mar87	c/n not confirmed for this serial; l/n BLR 04dec10
10 07	K2750	d/d	09mar87	l/n BOM 07sep09, grey c/s, no code
10 08	K2751	d/d	02apr87	l/n Palam 11oct07
10 09	K2752	d/d	02apr87	l/n Yelahanka 13feb11
11 04	K2753	d/d	13may87	l/n LGK 09dec07 no code
11 05	K2754	d/d	13may87	l/n BOM 07jan10, camo c/s ?, no code
11 10	K2755	d/d	13may87	l/n DEL 20mar08 no code
12 01	K2756	d/d	18jun87	l/n DEL 23apr08, no code
12 02	K2757	d/d	18jun87	c/n not confirmed for this serial; l/n IXC 01feb09 coded 'G'
12 04	K2758	d/d	18jun87	c/n not confirmed for this serial; l/n AGR 09mar08 no code reported
12 05	K2759	d/d	13aug87	l/n Yelahanka 05feb01 no code
12 06	K2760	d/d	05nov87	arrived IEV 10may12 for overhaul coded 'J'; l/n IEV 07jun12, is under conversion to An-32RE
12 07	K2761	d/d	aug87 ?	c/n not confirmed for this serial; probably d/d 13aug87 with c/ns 1205 and 1208; never reported seen; wfu or w/o before 12mar07
12 08	K2762	d/d	13aug87	l/n DEL 10feb12
12 09	K2763	d/d	aug87 ?	c/n not confirmed for this serial; for wfu or w/o before 12mar07
12 10	K2764	d/d	25aug88	c/n not confirmed for this serial; d/d was reported as such but possibly 1987; l/n Palam 25oct07
17 10	K3055	MLE	17mar89	c/n not confirmed for this serial; w/o 01apr92 collided with An-32 K2669 after take off Ludhiana
18 01	K3056	d/d	30dec89	l/n DEL 19aug09
18 02	K3057	d/d	29apr89	c/n not confirmed for this serial; l/n Begumpet 17mar12, no code reported
18 03	K3058	d/d	30apr89	c/n not confirmed for this serial; l/n DEL 07feb12, code not reported
18 04	K3059	d/d	29apr89	c/n not confirmed for this serial; l/n DEL 08feb12
20 10	K3060	d/d	28jun90	c/n not confirmed for this serial; l/n Yelahanka 13feb11 coded 'M'
21 01	K3061	d/d	28jun90	c/n not confirmed for this serial; l/n Vijaynagar 18nov11 no code
22 03	K3062	d/d	28jun90	c/n not confirmed for this serial; f/n Yelahanka dec96 named 'Narmanda', code 'N'; seen Yelahanka 11dec98 no code; l/n as such IXC 22jun00; l/n Hasimara early 2006 with code 'B'
22 04	K3063	d/d	13aug90	c/n not confirmed for this serial; f/n Yelahanka 08feb01; seen AGR 06mar01 coded 'B' and Yelahanka 11feb07 coded 'F', grey c/s no unit markings; l/n Yelahanka 09feb11
22 05	K3064	d/d	13aug90	c/n not confirmed for this serial; f/n Agra oct94; l/n Yelahanka 09feb11
23 05	K3065	d/d	apr91 ?	c/n not confirmed for this serial; coded "J"; seen DEL 19oct07 no code; l/n as such IXC 02feb11
23 06	K3066	d/d	05apr91	c/n not confirmed for this serial; opb 33 Sqn; AGR 27jan08 coded 'A'; l/n as such IXC 02feb11
23 07	K3067	d/d	05apr91	c/n not confirmed for this serial; l/n BOM 07sep09, grey c/s, no code
23 08	K3068	d/d	17may91	l/n Yelahanka 09feb11 no code
23 09	K3069	d/d	06sep91	c/n not confirmed for this serial; l/n AGR 27jan08, no code
25 03	K3070	d/d	17may91	c/n not confirmed for this serial; l/n Chandigarh 02feb11 in grey c/s
25 04	K3071	d/d	17may91	c/n not confirmed for this serial; l/n TRV 19oct11
25 05	K3072	d/d	14sep91	c/n not confirmed for this serial; l/n DEL 10jun09
25 06	K3073	d/d	25nov91	c/n not confirmed for this serial; l/n IXC 01feb09 grey c/s, no unit markings or code
25 07	K3074	d/d	25nov91	l/n DEL 03jan12

Afghan An-32A fleet

It is known that many An-32As were delivered to Afghanistan but the fact that it was as many as 73 was a total surprise but it all filled in the many An-32s construction numbers for which no history was known. Most did not live a long and happy life as all were delivered between 1987 and 1991 but the vast majority are reported in the Antonov Design Bureau files as either wfu or w/o before 12 March 2007. Apart from these initial 73, 4 overhauled second hand aircraft (serials 354, 355, 356, 357) were delivered in 2008. The An-32 was withdrawn from use from the Afghan Air Force in the Summer of 2011. Knowing the highest known An-26 serial was 280 and adding

73 one reaches 353 which, being followed by the afore-mentioned second hand aircraft (354/357), suggests they might be serialled in order 281/353. Looking into this and into the few known checked construction numbers it all slotted in perfectly.

However, as previously mentioned, we never state assumptions as being facts so still, per aircraft, it is commented whether the construction number to serial tie-up has been confirmed by any physical check or not. Anyhow, the given delivery dates are all confirmed with the given construction numbers as delivered to Afghanistan.

09 02	281	d/d	unknown	c/n not confirmed for this serial; f/n Mazar-I-Sharif 12mar03, stored and still present aug03
09 06	282	d/d	04sep87	c/n not confirmed for this serial; f/n Khost 08jun06, wrecked
09 08	283	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
10 04	284	d/d	unknown	f/n Kabul sep91; serial reported Kandahar 17oct00 but as an An-26 which probably is in error; wfu or w/o before 12mar07
10 05	285	d/d	28sep87	c/n not confirmed for this serial; seen wrecked Khost sep05; still present 08jun06
10 06	286	d/d	unknown	wfu or w/o before 12mar07; see also prototype CCCP-83966 with old An-26 c/n 1006
10 10	287	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
11 01	288	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
11 02	289	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
11 03	290	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
13 07	291	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
13 08	292	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
14 02	293	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
14 03	294	d/d	unknown	c/n not confirmed for this serial; f/n Khost 08jun06 wrecked
14 04	295	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
14 05	296	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
14 06	297	d/d	unknown	c/n not confirmed for this serial; wreck seen dumped upside down at Bagram, no cockpit early00/may04
15 01	298	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
15 02	299	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
15 03	300	d/d	unknown	c/n not confirmed for this serial; f/n Bagram may04 as wreck and reported again (wrecked?) at Kabul 08jun06
15 04	301	d/d	unknown	c/n not confirmed for this serial; f/n apr91 location unknown; wfu or w/o before 12mar07
15 05	302	d/d	unknown	c/n not confirmed for this serial; reported in UN sanction list dec99; wfu or w/o before 12mar07
15 06	303	d/d	unknown	c/n not confirmed for this serial; reported in UN sanction list dec99; wfu or w/o before 12mar07
15 07	304	d/d	unknown	c/n not confirmed for this serial; reported in UN sanction list dec99; wfu or w/o before 12mar07
15 08	305	d/d	20jul88	c/n not confirmed for this serial; reported in UN sanction list dec99; wfu or w/o before 12mar07
15 09	306	d/d	unknown	c/n not confirmed for this serial; reported in UN sanction list dec99; seen dumped at the Pol-e-Charki scrapyard (N34.551675 E69.315417) Kabul, f/n feb06; l/n 08jun06
16 10	307	d/d	unknown	c/n not confirmed for this serial; f/n TAS 29apr89; wfu or w/o before 12mar07
18 06	308	d/d	unknown	c/n not confirmed for this serial; f/n TAS 29apr89; wfu or w/o before 12mar07
18 07	309	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
18 08	310	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
19 01	311	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
19 02	312	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
19 03	313	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
19 04	314	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
19 05	315	d/d	unknown	c/n not confirmed for this serial; f/n apr91, location unknown; wfu or w/o before 12mar07
19 06	316	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
19 07	317	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
19 08	318	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
19 09	319	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
19 10	320	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
20 01	321	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
20 02	322	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
20 03	323	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
20 04	324	d/d	unknown	c/n not confirmed for this serial; f/n wrecked Khost sep05; still present 08jun06
20 05	325	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
20 06	326	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
20 07	327	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
20 08	328	d/d	unknown	c/n not confirmed for this serial; f/n wrecked Khost sep05; still present 08jun06
23 10	329	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
24 01	330	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
24 02	331	d/d	unknown	c/n not confirmed for this serial; f/n wrecked Khost sep05; still present 08jun06
24 03	332	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
24 04	333	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
24 05	334	d/d	03apr91	c/n not confirmed for this serial

24 06	335	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
24 07	336	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
24 08	337	d/d	unknown	c/n not confirmed for this serial; wfu or w/o before 12mar07
24 09	338	d/d	unknown	c/n not confirmed for this serial; seen dumped at the Pol-e-Charki scrapyard (N34.551675 E69.315417) Kabul 21mar02/feb06
26 05	339	d/d	24mar91	c/n not confirmed for this serial
26 06	340	d/d	03apr91	c/n not confirmed for this serial
26 07	341	d/d	03apr91	c/n not confirmed for this serial
26 08	342	d/d	03apr91	f/n Kabul 29jan02 and feb04; at Ivanovo-Severnoy on overhaul 04apr04; seen Kabul 30nov05 c/n checked; l/n KBL 23aug10; wfu summer 2011, fate unknown
26 09	343	d/d	23oct91	c/n not confirmed for this serial; f/n dumped at Herat (location not confirmed)
26 10	344	d/d	17dec91	c/n not confirmed for this serial
27 01	345	d/d	23oct91	c/n not confirmed for this serial; f/n Kunduz jan04, wrecked
27 02	346	d/d	23oct91	c/n not confirmed for this serial; f/n Faizabad jun98, wreck dumped at Faizabad, f/n mar01
27 03	347	d/d	23oct91	c/n not confirmed for this serial; l/n jul00 at Hera
27 04	348	d/d	17dec91	c/n not confirmed for this serial
27 05	349	d/d	19nov91	c/n not confirmed for this serial
27 06	350	d/d	23nov91	f/n Kabul 03jul03, white c/s with blue cheatline; underwent major overhaul in Tajikistan in 2005; seen Kabul 06jan06 c/n checked, in all-grey c/s; l/n Kabul 04jul10; reported as the last An-32 withdrawn as per 17jun11, fate unknown
27 07	351	d/d	23nov91	c/n not confirmed for this serial
27 08	352	d/d	19nov91	c/n not confirmed for this serial
	HZ-TAM	ISB	apr94	c/n, read off from door; with blue/green cheatline; l/n DXB 29mar95; according to the "Sun" it was pictured at JED jan99; reported as being Osama bin Laden's aircraft
	352	KBL	18may05	c/n not confirmed; probably ex HZ-TAM which also was not seen since
27 09	353	d/d	17dec91	f/n SHJ 28jan94; l/n Kabul 11apr10; c/n checked; grounded since nov09 and cannibalized for spares, fate unknown
22 06	354	KBL	07feb08	l/n Kabul 23sep09; damaged 08oct09 at Kandahar when it crashed on landing and the port undercarriage was pushed up through the wing, damaged airframe seen there oct09/ jan10
33 05	355	KDH	15mar08	l/n Tarin Kowt 20jun10; wfu summer 2011, fate unknown; was an An-32B
32 02	356	TII	05nov08	l/n Kandahar 28may10; wfu summer 2011, fate unknown; was an An-32B
32 04	357	TII	01nov08	l/n Kabul 18jan10; wfu summer 2011, fate unknown; was an An-32B



That is where the An-32 belongs, in the skies. One of the very few survivors of the original 73 aircraft delivered is 350. Seen taking off from Kandahar 24 March 2008 in the latest livery as worn by the Afghan An-32s. The three letters in the national insignia stand for Afghan Ordou-e Melli - Afghan National Army and it belonged to the ANA-Air Corps. (Stephan de Bruijn)

For more information about Antonov 32s and other Soviet types go to the Soviet Transports database at the Scramble website for full known histories, including additional info on crashes, colour schemes and much more. To get the most from this extensive database consider using the advanced search options.

Near the bottom of the same page on the Soviet Transport database on the Scramble site there is a link to the Soviet Transports downloads page featuring a new illustrated guide to ST construction numbers. It can be downloaded free of charge together with renewed production lists and a list of abbreviations and translations and new, a Google Earth KMZ file with all airports in the Soviet Transports database.