



The Spotter's Journal

Aviation News from Luxembourg

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September / October 2013

Several Qatar AF C-17s visited ELLX during the last months (Mike MORO)



© Mike MORO



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Qatar Air Force C-17s

Full Scale Aerial Targets

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Luxair & Cargolux News

Cargolux received its 9th Boeing 747-8F. LX-VCI landed on 27th September 2013. It was named "City of Troisvierges".



© Mike MORO

Luxair announced that they will order a 7th Dash 8 Q400 Next Generation, which will be delivered in 2014. In addition, Luxair plans to sell one of their Embraer 145 soon.

Special Vueling livery

For some time now, Vueling has become a regular visitor here in Luxembourg. On 15th August they used an Airbus A320-200, EC-LVP, with the "Linking Europe" special livery.



© Mike MORO

Belgian Air Force Sea King

Lucky day to see one of the Belgian Air Force Sikorsky Sea King helicopters, as they will soon be history. This helicopter, RS04, was delivered in 1976 and operated a flight ("Rescue04") on 8th August from Antwerp to Luxembourg with a medical team on board.



© Mike MORO

Aero L-39C Albatros

On 20th August, this Albatros, LX-SJW, was present at the airport.



© Mike MORO

Cargolux Italia, LX-YCV

The Boeing 747-400F, LX-YCV, is wearing a revised color scheme and now operating for Cargolux Italia. It has been named "Monte Rosa".

LX-YCV was delivered in 2008 to Cargolux.



© Mike MORO

Photo taken on 20th August 2013

Israel Cargo Airlines

It's been some time that we last saw an El Al Cargo flight here in Luxembourg. 4X-ICM, a Boeing 747-200F operated a flight on 22nd August 2013 from Liege to Luxembourg and then continued to Tel Aviv.



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Qatar Air Force C-17s

During August and September Qatar Air Force operated several flights with their Boeing C-17A Globemaster III. On 19th & 29th August A7-MAC was present, on 21st August A7-MAB, on 2nd & 9th September A7-MAE and on 23rd September it was A7-MAA.



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Enter Air Boeing 737

On 25th August Enter operated a flight from Luxembourg to Venice with a Boeing 737-400, SP-ENA.



© Tristan SULZBERGER

Swiftair operating the BCN-LUX route.

On 6th September Swiftair operated the flight from Barcelona (usually operated by Vueling). They used a McDonnell Douglas MD-83, EC-LEY.



© Peter BAKEMA

Coca Cola Jet

This corporate jet was present on 9th September. N674RW, a Gulfstream Aerospace, is owned and operated by the Coca-Cola company.



© Thibault FERNANDES

Thomas Cook "ice watch"

On 20th September Thomas Cook Airlines operated a flight to Venice. OO-TCH, an Airbus A320-200, was wearing the new "ice watch" livery (since 09.07.2013).



© Mike MORO

Antonov An-124

Fortunately we regularly get the visit of an Antonov An-124. It's always impressive to see those "beasts" flying. Antonov Design Bureau UR-82027 was present on 19th August.



© Mike MORO

Turkish Boeing 737

Usually Turkish Airlines use their Airbuses for the flight from Istanbul to Luxembourg. On 16th August they sent us a Boeing 737-900, TC-JYH.



© Serge BRAUN

French Airpost charter flight

On 23rd of September Hermes Airlines, Airbus A321-200, SX-BHT, operated a flight on behalf of Europe Airpost from Portugal to Luxembourg. The A321 is partly wearing the colors of Al Masria Universal Airlines.



© Paul LINK

Volga Dnepr Ilyushin Il-76

It's always nice to see Russian hardware here in Luxembourg. This Ilyushin Il-76, RA-76503, was present on 28th September for a cargo flight.



© Felix REUTER

New Generation Full Scale Aerial Target has arrived (Text & Photos by Coert VAN BREDA)

The purpose of these Full Scale Aerial Targets (FSAT) is to evaluate how US fighters and weapons will operate against potential adversaries. FSATs are flown within a controlled range and used for testing. They are able to fly either manned or unmanned.

The QF-4 Phantom II has been used as Full Scale Aerial Targets for many years. However, some years ago, the US Air Force started doubting the effectiveness of this Vietnam era aircraft against modern day weapon systems and aircraft. The emergence of U.S. 5th generation fighters such as the F-22 Raptor (and more recent the F-35 Lightning) means American forces need an advanced target similar to what they would actually find on the battle field. It became clear a replacement of the QF-4 needed to be found. The Air Force's Air Armament Center hosted its first "Industry Day" for interested vendors at Eglin AFB, Florida on 16 - 19 July 2007.



Already early in the discussions, the General Dynamics / Lockheed Martin F-16 Fighting Falcon was regarded a possible candidate. Studies were started to determine the possibilities to convert the F-16 into a drone. This entailed avionics analysis of potential QF-16 airframe candidates and integration support/analysis of the QF-16 avionics package into F-16 aircraft. It was foreseen to utilize F-16 aircraft airframes currently being stored at the 309th Aerospace Maintenance and Regeneration Group (also often revert to as 'the Boneyard') at Davis-Monthan AFB, Tucson, Arizona or scheduled to be deactivated from active flying status. These airframes needed to be reviewed and evaluated to determine which upgrades would be required for implementation into the QF-16 program.

New Generation Full Scale Aerial Target has arrived (Text & Photos by Coert VAN BREDA)

In March 2010 the US Air Force awarded Boeing Co. a \$70 million 'Phase 1' contract which will provide for the QF-16 FSAT basis contract. The Phase 1 contract includes the initial engineering, manufacturing and development of QF-16 FSAT to replace the QF-4 fleet. Under the terms of the remainder of the contract, expected to be awarded in the coming years, up to 126 QF-16 'Viper Drones' will be delivered, beginning in 2014. Boeing engineers and support personnel will convert retired F-16 aircraft into QF-16s for use as aerial targets for newly developed weapons and tactics. Qf-16 design and development will take place in the Boeing facility in St. Louis, Missouri. Ground and flight testing and production will be completed at the Boeing facility in Cecil Field, Florida (near Jacksonville).



The Boeing led QF-16 team which includes BAe systems in Johnson City, New York meets all requirements presented in the QF-16 design, development and production contract. Collectively the Boeing team has 33 years of experience in drone systems. As part of the QF-16 program developmental phase, Boeing tasked 309th AMARG maintainers to regenerate six F-16s. The maintainers spent more than a year and a half, an average of about 80 days per aircraft, preparing the first six aircraft to fly to the Boeing facility.



On April 22nd, 2010 Boeing received the 1st retired F-16 to begin conversion into a QF-16 drone. The team at Boeing's Cecil Field facility received in total six F-16s during the program's development phase. A little over 2 years later, on May 4th, 2012, after being modified to the QF-16 configuration, the first manned flight of the QF-16 FSAT was completed at Cecil Field. The functional check flight on the F-16, under control of a Boeing test pilot, validated the basic aircraft performance with the QF-16 drone modification package installed. The additional hardware Boeing installs allows the QF-16 to fly in an unmanned mode while under control of a ground-based control system, such as the Gulf Range Drone Control System (GRDCS) at Tyndall AFB, Florida or the Drone Formation Control System (DFCS) at White Sands Missile Range (WSMR), New Mexico. During the test phase in Jacksonville, a GRDCS mobile trailer with portable transmission towers provided communications between the flight controller and other personnel on the ground and the QF-16 pilot.

On November 19th, 2012 the 53rd Weapons Evaluations Group (53 WEG) located at Tyndall AFB took possession of the QF-16s Full Scale Aerial Target (FSAT). The QF-16 were to be used for developmental testing to ensure the airplane's compatibility with the Gulf Range Drone Control System. Although the drones are capable of flying unmanned missions, some months of training was needed before the drones would ultimately be used during pilot training.

New Generation Full Scale Aerial Target has arrived (Text & Photos by Coert VAN BREDA)

After months of preparation and testing, the first unmanned QF-16 Full Scale Aerial Target flight occurred on September 19th, 2013. The 82nd Aerial Targets Squadron and Boeing conducted the flight, which is the first step in a two year process to phase out the QF-4 Full Scale Aerial Target. A pilot performed all the normal pre-flight checks before climbing out of the cockpit and locking the canopy from the outside. Control was then turned over to Thomas Mudge, 82nd ATRS pilot controller, sitting in a control room on the opposite side of base. The QF-16 took off at 15.00hrs for an hour long mission profile including take off, conducting a series of simulated manoeuvres and reaching supersonic speeds before returning to base and landing.



© MSGt J. Scott Wilcox

With successful testing at Tyndall complete the 6 QF-16s will now move to the 82nd ATRS detachment 1 at Holloman Air Force Base, NM, to begin testing on an air-to-ground system. They will be part of live fire testing before returning back to Tyndall for the work-up to the FSAT's initial operations.



Airline: TAAG Angola Airlines
Registration: D2-TOJ
Aircraft: Boeing 707-300
Date: 20th July 1990
Photographer: Paul LINK

Luxembourg's Logbook: Passenger and Cargo Visitors

01.08.2013	69-024	Turkish Air Force	C-160D Transall
02.08.2013	PH-JXJ	Vizion Air	Fokker 50
	TC-JYC	Turkish Airlines	Boeing 737-900
03.08.2013	TC-ISR	Private	Bombardier BD-100 Challenger 300
05.08.2013	70-1947	Turkish Air Force	Lockheed C-130E Hercules
06.08.2013	G-CGSJ	TAG Aviation	Bombardier BD-700 Global Express
	G-TTJF	TAG Aviation	Falcon 2000EX
	TC-ISR	Private	Bombardier BD-100 Challenger 300
08.08.2013	G-RHMS	TAG Aviation	Embraer ERJ-135BJ
	HB-JGG	Private	Falcon 2000EX
	LX-GRS	Global Jet	Gulfstream G200
	PH-WXD	KLM cityhopper	Fokker 70
	RS04	Belgian Air Force	Sea King Mk.48
12.08.2013	UR-CGW	Ukraine Air Alliance	Antonov An-12BP
	VT-DAF	Deccan Aviation	Beech B200
15.08.2013	G-CGSJ	TAG Aviation	Bombardier BD-700 Global Express
	G-VITA	Private	Falcon 7X
16.08.2013	OE-LVE	Austrian	Fokker 100
18.08.2013	HB-VPM	Private	Cessna 510 Citation Mustang
19.08.2013	A7-MAC	Qatar Air Force	Boeing C-17A Globemaster III
	EC-LCM	Private	Cessna 525 Citationjet
	F-GTUI	Corsair	Boeing 747-400
	UR-82027	Antonov Design Bureau	Antonov An-124-100
20.08.2013	D-BOOK	Bertelsmann	Falcon 2000EX
	EC-LCM	Private	Cessna 525 Citationjet
	ES-PVC	Avies	Learjet 60
	M-ABEU	Ryanair	Learjet 45
21.08.2013	A7-MAB	Qatar Air Force	Boeing C-17A Globemaster III
22.08.2013	4X-ICM	CAL	Boeing 747-200
23.08.2013	G-SYLJ	TAG Aviation	Embraer ERJ-135BJ
25.08.2013	HB-VNA	Private	Cessna 560 Citation 5 Ultra
	M-AZIA	Private	Cessna 525C Citation CJ4
	RA-67233	Private	Canadair CL-600 Challenger 850
	SP-ENA	Enter Air	Boeing 737-400
	UR-CGX	Shovkoviy Shlyan Airlines	Antonov An-12BP
26.08.2013	A7-MAC	Qatar Air Force	Boeing C-17A Globemaster III
28.08.2013	EC-LSN	Cimber Air	ATR 72-102
	G-EDCM	Air Charter Scotland	Cessna 525A CitationJet CJ2
29.08.2013	A7-MAC	Qatar Air Force	Boeing C-17A Globemaster III
	OK-TVB	Travel Service	Boeing 737-800
30.08.2013	SP-ENX	Enter Air	Boeing 737-800
31.08.2013	HB-AFN	Farnair	ATR 72-202F
02.09.2013	A7-MAE	Qatar Air Force	Boeing C-17A Globemaster III
	F-HAFS	Private	Embraer ERJ-145
	RA-76952	Volga-Dnepr Airlines	Ilyushin Il-76TD
03.09.2013	69-038	Turkish Air Force	C-160D Transall
	EC-LEY	Swiftair	McDonnell Douglas MD-83
	RA-76952	Volga-Dnepr Airlines	Ilyushin Il-76TD
04.09.2013	N127GG	Private	Gulfstream V
05.09.2013	9A-JSB	Private	Cessna 525 CitationJet
	C-GLNL	Private	Learjet 35A
	OK-TVY	Smartwings	Boeing 737-800
	TC-ISR	Private	Bombardier BD-100 Challenger 300

Luxembourg's Logbook: Passenger and Cargo Visitors

06.09.2013	EC-LEY	Swiftair	McDonnell Douglas MD-83
	G-CGSB	Private	Cessna 525A CitationJet CJ2
	N324FP	Private	Gulfstream IV
	UR-CKL	Cavok Air	Antonov An-12
08.09.2013	G-FLBC	FlyBe	DHC-8-402 Dash 8
09.09.2013	A7-MAE	Qatar Air Force	Boeing C-17A Globemaster III
	HB-JFI	Private	Falcon 2000LX
10.09.2013	F-HSUN	Corsair	Boeing 747-400
	UR-DWF	Ukraine Air Alliance	Antonov An-12
11.09.2013	YL-KSH	Baltic Bees	Aero L-39C Albatros
	YL-KSL	Baltic Bees	Aero L-39C Albatros
	YL-KSM	Baltic Bees	Aero L-39C Albatros
	YL-KSS	Baltic Bees	Aero L-39C Albatros
	YL-KST	Baltic Bees	Aero L-39C Albatros
12.09.2013	N558CL	Southern Air	Boeing 747-400F
13.09.2013	UR-CAK	Ukraine Air Alliance	Antonov An-12
16.09.2013	F-GZTA	Europe Air Post	Boeing 737-300
	F-HSEA	Corsair	Boeing 747-400
	M-FROG	Private	Raytheon 390 Premier 1A
	OY-SNZ	Private	Falcon 7X
	VQ-BLR	Air Bridge Cargo	Boeing 747-8F
17.09.2013	G-LSMB	Aviation Beauport	Falcon 2000EX
	OE-ICE	JetAlliance	Airbus A318-100
	OH-GVA	Airfix	Gulfstream G550
18.09.2013	9H-WFC	Private	Embraer ERJ-135BJ
	F-HVBL	Private	Falcon 7X
	G-RHMS	TAG Aviation	Embraer ERJ-135BJ
	HB-JIN	Jet Aviation	Falcon 900EX
	RA-02858	Sistema	Embraer ERJ-135BJ
	UR-CGV	Ukraine Air Alliance	Antonov An-12
19.09.2013	63-13189	Turkish Air Force	Lockheed C-130H Hercules
	OE-GDA	Private	Cessna 560XL Citation XLS
20.09.2013	UR-CJN	Cavok Air	Antonov 12B
	M-ILTD	Private	Gulfstream G200 Galaxy
22.09.2013	N800JH	Private	Gulfstream G550
	C-GFHR	Private	Bombardier BD-100 Challenger 300
23.09.2013	SX-BHT	Hermes Airlines	Airbus A321-200
	A7-MAA	Qatar Air Force	Boeing C-17A Globemaster III
	M-MHDH	Herrenknecht Aviation	Cessna 510 Citation Mustang
27.09.2013	LX-VCI	Cargolux	Boeing 747-8F
	EC-LBO	Air Taxi Charter	Cessna 550 Citation 2
28.09.2013	RA-76503	Volga-Dnepr Airlines	Ilyushin Il-76TD

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