

***This production list is presented to you by the editorial team of
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Additions and corrections are welcome at sovtransresearch@yahoo.com***

Beriev Be-6

The Beriev Design Bureau is located at Taganrog and has, since 1946, been responsible for all seaplane development in the former Soviet Union. Its first post-WW2 aircraft was the Be-6 (izdelye K), a flying boat equipped with two Shvetsov ASH-73 engines. It was used mainly for reconnaissance, but also for SAR, as a minelayer and a bomber. Apart from that, the Be-6 was able to transport a landing party. Later an ASW version, the Be-6PLO, was developed as well, and several 'straight' Be-6s were converted into this version.

The first prototype was still designated LL-143 and was designed and built at Krasnoyarsk, where the Beriev OKB was evacuated to during the war. Its first flight, however, took place back at Taganrog on 6 September 1945 as the OKB had returned there by that time. The second prototype was converted three times until it met the requirements. Finally, series production started at factory # 86 at Taganrog in 1952, and until 1957, 19 batches with 123 aircraft were built. Development of the PLL-144 passenger version was stopped after a full-scale mock-up had been built at Taganrog in September 1946.

The Be-6 was officially commissioned by the Soviet Navy on 22 August 1951 and soldiered on until the late 1960s, when it was replaced by the Be-12. Seven aircraft were transferred to Polyarnaya Aviatsiya between 1955 and 1957 after having been converted by Factory No. 86 at Taganrog. During this conversion the armament was removed, and additional fuel tanks were installed to increase range. These aircraft received the designation Be-6K. 20 Be-6s were delivered to China in 1959/60. Some of them received Chinese WJ6 turboprop engines later on and were designated Qing-6 by the Chinese. At least two Chinese Navy Be-6s seemed to be operational when seen at their base near Qingdao in September 2003 !

The c/n gives the year of manufacture, the factory code (60), the batch number and the number in the batch.

2 Be-6 prototypes built by Factory No. 477 at Krasnoyarsk (the 2nd one was modified several times at Taganrog)

---	no code	LL-143	Beriev OKB	f/f	06sep45	from Taganrog; first prototype, with ASH-72 engines; in Soviet Navy c/s; construction started 14apr44, completed may45; transported to Taganrog by railway in mid 1945; state trials conducted 27may/22jul46
---	no code	LL-143	Beriev OKB		mid1944	second prototype; construction started, transported to Taganrog by railway in 30 days in jan46; converted there (before completion) to, see next line
	no code	Be-6	Beriev OKB	f/f	02jul48	from Taganrog; Be-6-2-ASH-73, in Soviet Navy c/s; factory trials conducted 01jul/03oct48, state trials 25jan/09aug49 at NII-15; converted by OKB-49 in late 1949/early 1950 to, see next line
	"5"	Be-6TR	Beriev OKB			sole Be-6TR (transport and reconnaissance) built, in Soviet Navy c/s; factory trials conducted at Poti (at the base of the 82 omdrae) and at Taganrog in the first half of 1950; converted by OKB-49 in late 1950 to, see next line
	not known	Be-6M	Beriev OKB			in Soviet Navy c/s; arrived at Poti from Taganrog 04dec50, factory trials conducted at Poti (at the base of the 82 omdrae) 07jan/12feb51; state check trials conducted at Poti and Taganrog 24mar/19apr51; handed over by NII-15 to 403 odrap at Gryaznaya Bay jul51

123 Be-6 built by Factory No. 86 at Taganrog-Yuzhny from 1952 to 1957

2 60 01 01	not known	Be-6	Soviet Navy			handed over by NII-15 to 403 odrap at Gryaznaya bay in summer 1952; used for service trials at Poti (977 omdrap) jul53/apr54
2 60 01 02	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) jul53/apr54
2 60 01 03	"10" red	Be-6	Soviet Navy	ph.	1952	in greyish green c/s with light blue undersides; used for check trials 07jul/30aug52 at Taganrog and Poti (at the base of 1772 orap), which it did not pass, and tested again 29dec53/18jan54
2 60 02 01	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) jul53/apr54
2 60 02 02	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) jul53/apr54
2 60 02 03	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) jul53/apr54
2 60 03 01	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) jul53/apr54
2 60 03 05	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) jul53/apr54
3 60 04 01	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) jul53/apr54
3 60 04 02	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) jul53/apr54
3 60 04 03	not known	Be-6	Soviet Navy			used for check trials 16jul/10sep53 by NII-15
3 60 07 03	not known	Be-6	Soviet Navy	no	reports	opb 289 omdrap VVS TOF at Sukhodol; crashed 01aug57, all 8 crew killed
4 60 12 01	not known	Be-6	Soviet Navy			converted by OKB-49 to, see next line
	"15"	Be-6SS	Soviet Navy		photo	taken at Poti in 1958; SAR aircraft, sole Be-6SS built; service trials conducted by NII-15 11jun/18jul58 at Poti at the base of the 977 omdrap, tested again by NII-15 16may/21jul60 at Donuzlav
4 60 14 03	"43" yellow	Be-6	Soviet Navy	mfd	29may54	received additional aerals for communications with submerged submarines within the "Liner" (izd. KL) project jan/feb67 (the sole such aircraft built); trials conducted with 318 oplap at Donuzlav; obviously continued to serve with 318 omplap (renamed); was displayed on a pedestal at Donuzlav (renamed Mirny) near Yevpatoriya on the Crimea from 08may74, blown off the pedestal by a storm oct03, l/n as such 2005, recovered by sep06 and repaired by the ARZ at Yevpatoriya; preserved in the Oleg Antonov State Aviation Museum at Kiev (first assemblies arrived by truck 09jul09 and the fuselage 23aug09), f/n complete and freshly painted (in green c/s with light blue undersides) 30oct09, l/n jan22
4 60 16 01	not known	Be-6	Soviet Navy			converted by OKB-49 in 1953 to, see next line
5 60 16 02	"14" yellow	Be-6PLO	Soviet Navy		photo	taken in 1958; ASW aircraft with magnetic anomaly detector; in grey c/s; trials conducted jul/nov53 at Poti
5 60 18 05	not known	Be-6	Soviet Navy	no	reports	first aircraft with a de-icing system and a modified nose
5 60 19 01	CCCP-N609	Be-6K	Polyarnaya Aviats.	trf	1955	opb 539 omdrap of the Pacific Fleet at Okeanskaya; w/o 09jul57 when crashed at night in difficult weather conditions, 3 crew members killed; canx 27aug57
	CCCP-04253	Be-6K	AFL/Polar	rgd	1958/59	trf by the Soviet Navy in the 1st quarter of 1955; registration painted on as 'CCCP H-609'; in greyish green c/s with light blue undersides, 'Polyarnaya Aviatsiya' logo and small 'Polyarnaya Aviatsiya' titles below the cockpit; opb 1 AE Moskovskogo OAO; based at Dikson in summer 1956; again toc by Moskovski OAO 17dec56; photo at Taganrog in the late 1950s
6 60 22 03	CCCP-N611	Be-6K	Polyarnaya Aviats.	toc	1956	initially opb 247 LO Moskovskogo OAO; t/t 206 hours by 01oct60; trf to 254 LO Moskovskogo OAO 12dec60; canx 28mar61 as outdated
	CCCP-04254	Be-6K	AFL/Polar	rgd	1958/59	in green/light blue c/s with small 'Polyarnaya Aviatsiya' titles below the cockpit; initially opb Moskovski OAO; flew ice-reconnaissance missions in the area of the Franz Josef Land archipelago 04/05sep56 and 30sep56; trf to Chukotski OAO 03aug57 and back to Moskovski OAO 20mar58; photo exists
6 60 22 04	CCCP-N635	Be-6K	Polyarnaya Aviats.	toc	1957	initially opb 247 LO Moskovskogo OAO; t/t 355 hours by 01oct60; trf to 254 LO Moskovskogo OAO 12dec60; canx 28mar61 as outdated
	CCCP-04255	Be-6K	AFL/Polar	rgd	1958/59	photo on the Kolyma (possibly at Cherski) in the late 1950s
6 60 22 05	CCCP-N646	Be-6K	Polyarnaya Aviats.	toc	1957	initially opb 247 LO Moskovskogo OAO; t/t 448 hours by 01oct60; trf to 254 LO Moskovskogo OAO 12dec60; canx 28mar61 as outdated
	CCCP-04256	Be-6K	AFL/Polar	rgd	1958/59	initially opb 247 LO Moskovskogo OAO; t/t 500 hours by 01oct60; trf to 254 LO Moskovskogo OAO 12dec60; canx 28mar61 as outdated
6 60 23 01	CCCP-N648	Be-6K	Polyarnaya Aviats.	toc	1957	initially opb 247 LO Moskovskogo OAO; in greyish green c/s with light blue undersides, small 'Polyarnaya Aviatsiya' titles below the cockpit; t/t 499 hours by 01oct60; trf to 254 LO Moskovskogo OAO 12dec60; canx 28mar61 as outdated
	CCCP-04257	Be-6K	AFL/Polar	rgd	1958/59	photo at Arkhangelsk reportedly in 1962
6 60 23 02	CCCP-N655	Be-6K	Polyarnaya Aviats.	trf	1957	flew ice-reconnaissance missions 12/13aug57
	CCCP-04258	Be-6K	AFL/Polar	rgd	1958/59	initially opb 247 LO Moskovskogo OAO; t/t 352 hours by 01oct60; trf to 254 LO Moskovskogo OAO 12dec60; canx 28mar61 as outdated
6 60 23 05	CCCP-N662	Be-6K	Polyarnaya Aviats.	rgd	27jun57	opb Moskovski OAO; w/o 07aug57 on the leg from Khatanga to Ust'-Kara of a positioning flight from Khatanga to Moscow when the right engine failed in-flight and caught fire, the fire damaged the right aileron and the right part of the empennage so that the aircraft went out of control and crashed 55 km west of Mys Kamenny (Tyumen region), all 6 crew killed; struck off charge 04sep57

Be-6 with unknown c/ns include

---	"1"	Be-6	Soviet Navy	ph.	1953	opb Northern Fleet, undertook seaworthiness tests, with markings painted on the fuselage to determine the height of the water during tests
---	"01" red	Be-6PLO	Soviet Navy		photo	had probably been opb 403 odrap at Gryaznaya bay; displayed on a pedestal on Bolshoi Gryazny island in Gryaznaya bay near Safonovo (N69.067071 E33.270708) from 1969, restored in 2021/22 and repainted in light grey c/s; l/n aug23
---	"01"	Be-6	Soviet Navy	ph.	1958	opb 49 oplae at Kosa
---	"02" yellow	Be-6PLO	Soviet Navy			opb 403 odrap at Severomorsk; in all-grey c/s
---	"02"	Be-6	Soviet Navy	ph.	1960s	opb 49 oplae at Kosa
---	"05" yellow ?	Be-6	Soviet Navy			opb 289 omdrap at Sukhodol; w/o 27oct62 on take-off for an ASW patrol flight from Sukhodol bay at dawn when the over tired pilot forced the flying boat to lift off at low speed so that it stalled at a height of some 4-5 metres, crashed into the sea and broke up, 2 of the crew members (among them the pilot, Captain Gennadi G. Didenko) were killed
---	"07"	Be-6	Soviet Navy		photo	taken in 1967; opb 318 omplap at Donuzlav
---	"11"	Be-6PLO	Soviet Navy		photo	

---	"13"	Be-6	Soviet Navy	ph.	photo	opb 318 omplap at Donuzlav
---	"15"	Be-6	Soviet Navy		1958	at Poti
---	"17"	Be-6	Soviet Navy		photo	
---	"18"	Be-6	Soviet Navy		photo	
---	"19"	Be-6	Soviet Navy		photo	opb 289 omdrap at Sukhodol
---	"24"	Be-6	Soviet Navy	ph.	photo	
---	"36" yellow	Be-6PLO	Soviet Navy		photo	
---	"37"	Be-6	Soviet Navy		photo	at Yagodnaya Bay
---	"68" yellow	Be-6	Soviet Navy		1964	intercepted by an A-4B off Japan
---	not known	Be-6	Soviet Navy		reports	opb 539 omdrae VVS TOF; w/o 09jul57 when crashed on alighting at night in bad weather, 3 crew members killed
---	5510 ?	Be-6	Chinese Navy		photo	black and white photo exists, probably in dark green c/s; the last digit is not clear and could also be a '6' or '8'
---	7417	Be-6	Chinese Navy		photo	black and white photo exists
---	9023	Be-6	Chinese Navy		photo	was re-engined with WJ6 turboprops; based at Qingdao; black and white photo exists, in white c/s with 'lightning-bolt' cheatline
---	9043	Be-6	Chinese Navy	ph.	18sep07	was re-engined with WJ6 turboprops; in dark green c/s, was parked near to the XTW-4 WIG craft, adjacent to the SH5 Navy base at Qingdao (both removed between dec07/jun08); the unknown Qingdao Navy museum exhibit and 9053 at Qingdao-Cangkou were both present at these locations before this one was removed
---	9053	Be-6	Chinese Navy	f/n	sep04	at Qingdao-Cangkou; converted to a Qing-6 version with WJ6 turboprop engines; was opb 3rd independent air regiment near Qingdao; in black/light blue c/s with white code; preserved near to the main gate at Qingdao-Cangkou (N36.160311 E120.38212) l/n on GE feb20
---	not known	Be-6	Chinese Navy	ph.	aug01	was re-engined with WJ6 turboprops; preserved at the Navy museum in Qingdao (N36.05360 E120.323126); in green c/s until circa 2008/2009; photos exist with 'US Air Force' titles painted on the starboard side only; repainted by 19aug05; repainted by oct09 in all-grey c/s; l/n jan21; this exhibit is not 9043 or 9053 mentioned above
---	98706	Be-6	Chinese Navy	f/n	may99	converted to a Qing-6 version with WJ6 turboprop engines; preserved in the China Aviation Museum at Shahezhn AFB (N40.182551 E116.35839 Changping), must have arrived between oct97 and may99; a photo exists in very worn black/light blue c/s after arrival at the museum with the white serial(s) unreadable, one possibly ending in a '3'; was at first displayed in white c/s with red code; repainted in black/light blue c/s with white code, f/n as such 18mar01, l/n 13jan04
	9886	Be-6	Chinese Navy	f/n	17mar05	preserved in the China Aviation Museum in black/light blue c/s with white code, l/n dec09
	9013	Be-6	Chinese Navy	f/n	23jan10	preserved in the China Aviation Museum (N40.182336 E116.35834) in black/light blue c/s with white code, l/n jun24

Beriev Be-10

The Beriev Be-10 (izdelye M) was a flying boat powered by two Lyulka AL-7PB jet engines. It became the world's first jet-powered flying boat from series production and was used mainly for reconnaissance, but also as a bomber, torpedo bomber and minelayer. The aircraft also had a cargo bay and was sometimes used as a makeshift 'transport'. For instance, when four Be-10s were based on lake Pleshcheyevo (at Pereslavl-Zalesski near Moscow) for the Air Parade in Moscow in August 1961, one aircraft returned to Taganrog with an expensive piano on board, something that was difficult to buy outside Moscow in those times.

Beriev's first attempt to build a jet-powered flying boat had resulted in the R-1 (izd. R) which was plagued by various technical problems and turned out to be rather unsuccessful. So it ended up as a technology demonstrator. The experience gained during the trials of the R-1 was used in the design process of the Be-10 which started in 1953.

The sole Be-10 prototype built undertook its first flight on 20 June 1956. State trials were completed on 20 July 1959, and series production took place at Factory No. 86 between 1958 and 1961. Altogether, 27 production aircraft were built: three in 1958, twelve in 1959, nine in 1960 and three in 1961. Four conversion kits for Be-10U trainers were delivered to Donuzlav later, but it is not sure whether they were really used (although one source states that two aircraft were converted in 1962).

The sole unit of the Soviet Navy equipped with the Be-10 was 977 omdrap (independent naval long-range reconnaissance aviation regiment) of the Black Sea Fleet at Donuzlav, which was renamed 318 omplap (independent naval ASW aviation regiment) in 1961. The first Be-10 was taken over from the factory by the 2nd squadron of 977 omdrap in summer 1959. All aircraft were withdrawn from use in autumn 1963 because of technical problems. Afterwards they were stored at the shore of lake Donuzlav until they were scrapped in 1968. Irrespective of its four year service in a line unit, the Be-10 was never officially commissioned by the Soviet Navy ! The c/n gives the year of manufacture, the factory code (60), the batch number and the number in the batch.

1 R-1 technology demonstrator built by OKB-49 at Taganrog-Yuzhny in 1951

---	"5" yellow	R-1	Beriev OKB	mfd	nov51	in Soviet Navy c/s; water trials started 22nov51, f/f 30may52 from Taganrog; damaged 03oct52 and repaired, modified jun53, heavily damaged 24feb56 while alighting in the bay of Gelendzhik, afterwards stored at Gelendzhik at least until 1959; broken up
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2 Be-10 prototypes built jointly by Factory No. 86 and OKB-49 at Taganrog-Yuzhny in 1954-55

---	not known	Be-10	Beriev OKB	no	reports	static test airframe; static test programme started jul54
---	"10" red	Be-10	Beriev OKB	mfd	oct55	in Soviet Navy c/s; shipped in a dry dock to Gelendzhik for factory trials 01/13nov55, trials started 20dec55; f/f 20jun56 from Gelendzhik; factory trials completed 20oct58

27 Be-10 series-production aircraft built by Factory No. 86 at Taganrog-Yuzhny from 1958 to 1961

8 60 01 01	"15" red	Be-10	Soviet Navy		photo	at Taganrog; first production aircraft
8 60 03 02	"10" yellow	Be-10	Soviet Navy		photo	modified engine nacelles to improve protection from the spray during take-off and alighting, f/f after modernisation 26dec59
9 60 04 03	not known	Be-10	Soviet Navy	no	reports	heavily damaged 29jun60 while alighting in the bay of Taganrog
0 60 05 04 ?	"39" yellow	Be-10	Soviet Navy	ph.	aug61	at lake Pleshcheyevo
0 60 05 05	"40" yellow	Be-10	Soviet Navy		photo	modified (for example, armament removed) for record flights; established 12 world records 07aug/12sep61; it was notified to the FAI as an 'M-10'
0 60 06 01	"41" yellow	Be-10	Soviet Navy	ph.	aug61	at Lake Pleshcheyevo; opb 318 omplap
0 60 06 02	"42" yellow	Be-10	Soviet Navy		photo	code not confirmed for this c/n; undertook a set of control tests on Lake Donuzlav aug62/oct62, 10 flights with a total of 22 hours flight time
0 60 07 01	not known	Be-10	Soviet Navy	w/o	25may61	crashed during take-off at Taganrog, the angle of attack on take-off was too great and below take-off speed, falling back to the ground and breaking into two parts upon impact

Be-10 with unknown c/n include

---	"28"	Be-10	Soviet Navy	ph.	aug61	at Lake Pleshcheyevo; opb 318 omplap
---	"38"	Be-10	Soviet Navy	ph.	aug61	at Lake Pleshcheyevo; opb 318 omplap
---	"50"	Be-10	Soviet Navy	w/o	16aug63	opb 318 omplap; crashed, details unknown; after this crash all aircraft were grounded and wfu shortly afterwards
---	not known	Be-10	Soviet Navy	w/o	14oct61	crashed due to pilot error
---	not known	Be-10	Soviet Navy	w/o	22may62	crashed, details unknown

Beriev Be-12

The Be-12 (izdelye E) was an ASW amphibian powered by two Ivchenko AI-20D turboprops. Development started in 1956, and a full-scale mock-up was completed in November 1957. The two prototypes were built by OKB-49 with the help of the Taganrog factory # 86. Series production was assigned to Factory No. 86 where the first straight Be-12 was completed on 12 December 1963 and the last aircraft in June 1973. A total of 140 production aircraft, plus two prototypes, were built. Reports of 143 aircraft built include the sole Be-14 SAR aircraft built.

Twenty-seven aircraft (although we only identified 26 by their c/n) were converted by the Yevpatoriya Aircraft Repair Plant (ARZ) to Be-12N (izd. EN) sub hunters with modernised ASW equipment. The first Be-12N entered service in April 1976. State trials of the Be-12PS (izd. 3E) SAR version were completed in 1969, and ten aircraft were built as Be-12PS at the Taganrog plant of which the last one was completed on 25 November 1973. Additionally the Taganrog plant assisted in the conversion of four aircraft to the Be-12PS. The first Be-12PS entered service in April 1972.

Apart from that, one Be-14 (izd. 2E) experimental SAR aircraft was built in 1965, and trials continued until at least 1969. This aircraft was handed over to the 49 oplae (independent ASW aviation squadron) at Kosa after the completion of the trials. Due to budget problems series production was not achieved. Instead the cheaper Be-12PS was fielded by the Soviet Navy. C/n 9601404 became the Be-12P (izd. EP) fire-fighter prototype, and an additional three aircraft, c/ns 8601004, 9601704 and 2602505, were converted to fire-fighters before 1997. Although wearing Avialesookhrana (Aerial Forest Control) titles, they all belong to the Beriev Aircraft Company. Another three aircraft, c/ns 9601403, 9601505 and 9601702, were converted by the company to Be-12NKh civil transport aircraft for use in the Far East. Two of them were handed over to the Sakhalin-based airline 'Tikhookeanski Aviarabotnik' (SAKTOAR), but remained in full Soviet Navy markings and carried no titles whatsoever.

On 19 August 1968 three aircraft from the 318 oplap (independent ASW aviation regiment) at Donuzlav, Crimea were deployed via Hungary and Yugoslavia to Egypt. They carried Egyptian markings and photos of "4385" and "4386" exist. Initially they were based at Cairo West and later at Mersah Matruh. They operated with Soviet crews and returned to Donuzlav in 1971.

Russia officially withdrew the Be-12 from use in 1992, but about forty aircraft were still active by 1996, and some soldiered on until mid 2011. Ukraine received initially 14 Be-12s after the break-up of the Soviet Union which were put into service by the Independent Naval Air Squadron (omae) at Kacha on the Crimea. Eleven of the aircraft were straight Be-12s, called Be-12PL by the Ukrainians, one was a Be-12N and two Be-12PS'. These amphibians were eventually withdrawn from use before the millennium because of a lack of spares, armaments and money. However, several have returned to service since. Apart from the four Be-12s delivered to Vietnam in 1981, it was rumoured that a Soviet squadron of 12 aircraft operated in Vietnam, and reportedly they wore Vietnamese national markings but this is unconfirmed.

3 Be-12 (including static airframe) and 1 Be-14 prototypes built jointly by OKB-49 and Factory No. 86 at Taganrog-Yuzhny in 1960-65

01 01	"12" red	Be-12	Beriev OKB	mfd	30jun60	first prototype; in Soviet Navy c/s; f/f 18oct60 from Taganrog; f/n above Moscow-Tushino 09jul61; joint state trials started 19jul61; w/o on its 15th flight 24nov61 when the right engine was shut off and could not be restarted, by mistake the the propeller of the left engine was feathered as well, without power the aircraft started to descend rapidly, the captain tried to restart the left engine at low altitude but when the propeller went on autorotation it caused considerable drag, the aircraft plunged into the Sea of Azov near Zhdanov (now Mariupol), broke up and sank, 3 of the 5 crew killed
01 02 ?	"12"	Be-12	Beriev OKB	mfd	sep62	second prototype, in Soviet Navy c/s; completed state trials 20apr65
---	not known	Be-12	Beriev OKB			static test airframe
---	"14" red	Be-14	Beriev OKB	mfd	1965	experimental SAR aircraft, in Soviet Navy c/s; f/f 1965; trials continued at least until 1969
---	"14" red	Be-14	Soviet Navy	ph.	1973	opb 49 oplae dd at Kosa; in all-grey c/s; scrapped at Kosa 1995

130 'straight' Be-12s and 10 Be-12PSs built by Factory No. 86 at Taganrog-Yuzhny from 1963 to 1973

The c/n gives the year of manufacture, the factory code (60), the batch number and the number in the batch.

4 60 02 01	"20"	Be-12	Soviet Navy	mfd	12dec63	first production aircraft; delivered to 33 uts (training centre); opb 555 plsap at Ochakovo from may65
4 60 02 02	"21"	Be-12	Soviet Navy	mfd	1964	opb 555 plsap at Ochakovo; photo Ochakovo 1966
4 60 02 03	not known	Be-12	Soviet Navy			
5 60 03 01	"15" yellow	Be-12	Soviet Navy	mfd	1965	instructional airframe opb ShMAS VMF at Vyborg; f/n nov07; l/n aug16; scrapped before jun17
5 60 03 02	"25" yellow	Be-12	Soviet Navy	f/f	14jul65	toc 31jul65; opb 555 plsap at Ochakov from aug65 until jun74; did not carry a Navy flag; t/t 1,004 hours 38 minutes and 1.188 cycles; last flight 26jun74 (to Monino); preserved in the Soviet/Russian Air Force museum at Monino (N55.832742 E38.182456) from jul74, l/n jun24
5 60 03 03	not known	Be-12	Soviet Navy		photo	of the forward fuselage only; opb VVVAUSH
5 60 03 04	not known	Be-12	Soviet Navy			
5 60 03 05	not known	Be-12	Soviet Navy			
5 60 04 01	not known	Be-12	Soviet Navy			
5 60 04 02	not known	Be-12	Soviet Navy			
5 60 04 03	"39" yellow	Be-12	Russian Navy	mfd	may66	opb 403 osap at Severomorsk-1; photo exists; earmarked for sale (in non-airworthy condition) 30nov98
6 60 04 04	"44" yellow	Be-12	Soviet Navy	mfd	1966	opb 316 oplae 33 TsBP at Nikolayev-Kulbakino; trf 1991/1992 to Ostrov
6 60 04 04	"44" orange	Be-12	Russian Navy	Osv	aug96	opb 444 TsBP i PLS at Ostrov-Veretye
6 60 04 05	not known	Be-12	Soviet Navy	mfd	1966	opb 318 oplap at Mirny (lake Donuzlav) (disbanded 15oct95); possibly one of three unidentified Ukrainian Navy aircraft transferred in 1996
6 60 05 01	"60"	Be-12	Soviet Navy		photo	took part in ice-protection system trials; carried a 'polar bear' badge
	"88" yellow	Be-12	Soviet Navy	ph.	1973	re-engined with AI-20DM engines by 1970; opb 49 oplae dd at Kosa; in mottled dark green over grey c/s, now without 'polar bear' badge
	"88" yellow	Be-12	Russian Navy		photo	opb 49 oplae at Kosa; wfu before 1995; scrapped at Kosa in late 1990s
6 60 05 02	not known	Be-12	Soviet Navy	mfd	1966	
6 60 05 03	"61"	Be-12	Soviet Navy	mfd	1966	opb 318 oplap at Donuzlav; w/o 01oct70 on take-off from Donuzlav at night when collided with a flock of birds and crashed, all 4 crew killed
6 60 05 04	not known	Be-12	Soviet Navy	mfd	1966	
6 60 05 05	not known	Be-12	Soviet Navy	mfd	1966	
6 60 06 01	not known	Be-12	Soviet Navy	mfd	1966	
6 60 06 02	"64" yellow	Be-12	Soviet Navy	Yev	16sep96	l/n Yevpatoriya 24aug97; was used for trials with the new APM-73S magnetometer for the Be-12N
6 60 06 03	not known	Be-12	Soviet Navy	mfd	1966	
6 60 06 04	not known	Be-12	Soviet Navy	mfd	1966	opb 318 oplap at Mirny (lake Donuzlav) (disbanded 15oct95); possibly one of three unidentified Ukrainian Navy aircraft transferred in 1996
6 60 06 05	not known	Be-12	Soviet Navy	mfd	1966	opb 318 oplap at Mirny (lake Donuzlav) (disbanded 15oct95); possibly one of three unidentified Ukrainian Navy aircraft transferred in 1996
7 60 07 01	not known	Be-12	Soviet Navy			
7 60 07 02	"72" yellow	Be-12	Soviet Navy	Yev	16sep96	l/n Yevpatoriya 08may98
7 60 07 03	not known	Be-12	Soviet Navy	mfd	1967	opb 318 oplap at Mirny (lake Donuzlav) (disbanded 15oct95); possibly one of three unidentified Ukrainian Navy aircraft transferred in 1996
7 60 07 04	not known	Be-12	Soviet Navy	mfd	1967	was one of the Be-12s deployed to Egypt in 1970, see intro story
	4...	Be-12	Egyptian Air Force			opb 90 omdrae of the Soviet Navy; the Arabic serial starting '4...', can be seen under the paint on a photo of "74" red at Lugansk, as the paintwork has faded over time
	"74" red	Be-12	Soviet Navy	Lum	28apr99	was involved in an accident, date unknown, whilst based at Lugansk with the Air Training Regiment and declared a write off; seen preserved Lugansk-Ostraya Mogila Aircraft Plant Museum (N48.527216 E39.384045) jun06 initially with no engines; l/n jul11/sep12, complete; c/n from a plate attached to the rear undercarriage, which reads 66 00 704, 30 11 66; still visible on GE image dated 21oct21
7 60 07 05	not known	Be-12	Soviet Navy	mfd	1967	
7 60 08 01	not known	Be-12	Soviet Navy	mfd	1967	opb 318 oplap at Mirny (lake Donuzlav) (disbanded 15oct95); possibly one of three unidentified Ukrainian Navy aircraft transferred in 1996
7 60 08 02	not known	Be-12	Russian Navy	mfd	jun67	opb 403 osap at Severomorsk-1; earmarked for sale (in non-airworthy condition) 30nov98
7 60 08 03	"29"	Be-12	Soviet Navy	mfd	1967	opb 318 oplap at Donuzlav; w/o 20jul72 during the landing run on lake Donuzlav when hit a floating object which damaged the hull, water filled the cockpit and the amphibian nosed over and sank, 3 of the 4 crew killed
7 60 08 04	not known	Be-12	Soviet Navy	mfd	1967	
7 60 08 05	"32" red	Be-12	Soviet Navy	mfd	1967	opb 318 oplap at Donuzlav
	"32" red	Be-12	Soviet Air Force	trf	1971	operated initially by 163 uap at Berdyansk; trf to 130 uap VVVAUSH at Zhdanov (now Mariupol) in 1977; w/o 14jun82 on a training flight from Zhdanov to the Bagerovo range on the Crimea when the hot-air bleed pipe of the right engine broke and the temperature in the central wing section rose, provoking a fire alarm, the crew shut down both engines by mistake and the amphibian alighted very hard in the Sea of Azov about 10 to 12 km from spit Obotochnaya, broke up and sank, 2 of the 4 crew killed
7 60 09 01	not known	Be-12	Soviet Navy	mfd	1967	used for trials with the new "Nartsiss" target computer for the Be-12N
7 60 09 02	"33"	Be-12	Soviet Navy	mfd	1967	opb 317 osap at Yelizovo; was damaged by an accident, date unknown, but repaired
7 60 09 03	not known	Be-12	Soviet Navy	mfd	1967	
7 60 09 04	not known	Be-12	Soviet Navy	mfd	1967	opb 318 oplap at Mirny (lake Donuzlav) (disbanded 15oct95)
	"35" yellow	Be-12PL	Ukrainian Navy	trf	1996	opb omae at Mykolayiv-Kulbakino; in grey c/s with a Ukrainian Navy flag below the cockpit; f/n Mykolayiv-Kulbakino 08may98; the fuselage was seen in NARP 13oct05; preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405534 E30.461744), the assembly started 17oct06 (the wings arrived before sep05, fuselage f/n sep06), f/n complete nov06, l/n dec21
7 60 09 05	not known	Be-12	Soviet Navy	mfd	mar68	
	not known	Be-12	Russian Navy	no	reports	opb 444 TsBP i PLS at Ostrov-Veretye; earmarked for sale 30nov98
8 60 10 01	not known	Be-12	Soviet Navy	mfd	1968	
8 60 10 02	not known	Be-12	Soviet Navy	mfd	1968	
	"17" yellow	Be-12	Russian Navy	Yev	16sep96	without Navy flag; l/n operational Yevpatoriya 24aug97; opb 444 TsBP i PLS at Ostrov-Veretye; stored at Ostrov-Veretye, l/n aug12, c/n checked this date
8 60 10 03	not known	Be-12	Russian Navy	mfd	apr68	opb 403 osap at Severomorsk-1; earmarked for sale (in non-airworthy condition) 30nov98
8 60 10 04	"41" yellow	Be-12	Soviet Navy	TKG	aug92	converted to, see next line
	RA-00041	Be-12P	TANTK	TKG	20jun99	
	RA-00041	Be-12P	Avialesookhrana	Ik2	06jun01	still owned by TANTK; named 'Stoyki'; seen Taganrog 31aug04; the tail was exchanged with that of a stored Be-12 because it had been damaged in 2003 or 2004 (the 'second' RA-00041 should be marked as such only on the tail and nowhere else); preserved in the museum of 325 ARZ at Taganrog-Tsentralny (N47.240823 E38.851275), seen oct09/oct21
8 60 10 05	not known	Be-12	Soviet Navy	mfd	jun68	opb 444 TsBP i PLS at Ostrov-Veretye; earmarked for sale 30nov98
	not known	Be-12	Russian Navy	no	reports	
8 60 11 01	not known	Be-12	Soviet Navy	mfd	jul68	
	not known	Be-12	Russian Navy	no	reports	opb 444 TsBP i PLS at Ostrov-Veretye; earmarked for sale 30nov98
8 60 11 02	not known	Be-12	Soviet Air Force			underwent trials with the 403 oplap of the Northern Fleet; equipped with "Gagara-1" search system for trials in 1968/69, was one of the Be-12s deployed to Egypt in 1970, see intro
8 60 11 03	"19"	Be-12	Soviet Air Force	mfd	01aug68	
	not known	Be-12	Avialesookhrana	no	reports	opb Tsentralnaya baza; as such in Rosimushchestvo (State Property Agency) files 15jul08; scrapped at Taganrog dec11
8 60 11 04	not known	Be-12	Soviet Navy	mfd	1968	was under repair at Yevpatoriya in 1991
	"25" yellow	Be-12	Russian Navy	trf	1996	seen Kacha 23aug97, c/n not checked this date; opb 444 TsBP i PLS at Ostrov-Veretye; with Red Stars and a Russian Navy flag below the cockpit; earmarked for sale 10nov00 (decision annulled 05jun07); version given in official document as Be-12PL; stored at Ostrov-Veretye, l/n 17aug12 and c/n checked this date
8 60 11 04	not known	Be-12PL	Soviet Navy	mfd	1968	was under repair at Yevpatoriya in 1991
	"25" yellow	Be-12PL	Russian Navy	trf	1996	opb 444 TsBP i PLS at Ostrov-Veretye; with Red Stars and a Russian Navy flag below the cockpit; earmarked for sale 10nov00 (decision annulled 05jun07); stored at Ostrov-Veretye, l/n 17aug12 and c/n checked this date
8 60 11 05	"43" yellow	Be-12	Soviet Air Force	mfd	03sep68	

	"43" yellow	Be-12	Avialesookhrana		photo	opb Tsentralnaya baza; as such in Rosimushchestvo (State Property)); photo at Taganrog, still with Red star on the fin, no titles; scrapped at Taganrog jun12
8 60 12 01	not known	Be-12	Soviet Navy	mfd	1968	
8 60 12 02	"16"	Be-12	Soviet Air Force	mfd	1968	equipped with a "Gagara-1" search system for trials in 1968/69; was one of the Be-12s deployed to Egypt in 1970, see intro story
	"16"	Be-12	Soviet Air Force			opb 318 oplap at Donuzlav; dbr 17jun87 on alighting on lake Donuzlav when came in too fast and touched down hard, damaging the bilge of the hull, the amphibian sank but all crew members escaped unhurt
8 60 12 03	not known	Be-12	Soviet Navy	mfd	1968	
8 60 12 04	not known	Be-12	Soviet Navy	mfd	1968	opb 318 oplap at Mirny (lake Donuzlav) (disbanded 15oct95); possibly one of three unidentified Ukrainian aircraft transferred in 1996
8 60 12 05	not known	Be-12	Soviet Navy	mfd	1968	
8 60 13 01	"46" yellow RA-00046	Be-12 Be-12P-200	Soviet Navy TANTK	mfd f/f	24dec68 09aug96	converted aug94/jun96 to Be-12P-200 flying laboratory for trials of the fire-fighting system of the Be-200 trials completed oct96; f/n ZIA aug97; seen ZIA 19aug99 with scrubbed out 'Doruk Air' titles and logo; l/n GDZ jul00
	00046 00046	Be-12P-200 Be-12P-200	TANTK Avialesookhrana	GDZ TGK	07sep00 21may11	l/n GDZ 04sep04 trf 'on paper' only, not taken up; opb Tsentralnaya baza; as such in Rosimushchestvo (State Property Agency) files 15jul08; stored at TGK, l/n may11; scrapped jun13
8 60 13 02	not known	Be-12	Soviet Navy	mfd	1968	
8 60 13 03	not known	Be-12	Soviet Navy	mfd	1968	
8 60 13 04	"90" yellow	Be-12	Soviet Navy	Yev	24aug97	see also c/n 0601904, seen the same date at Yevpatoriya
8 60 13 05	not known	Be-12	Soviet Navy	mfd	1968	
9 60 14 01	not known	Be-12	Soviet Navy			opb 289 oplap at Leonidovo; w/o 03jun71 when the crew forgot to activate the braking system and the amphibian crashed into Be-12 c/n 0601903 while taxiing, both amphibians burnt out, 1 of the 4 crew killed and the other 3 injured
9 60 14 02	not known	Be-12	Soviet Navy			
9 60 14 03	"65" yellow "65" yellow	Be-12 Be-12NKh	Soviet Navy TANTK im. Berieva	TGK	aug92	opb the Pacific Fleet; converted by TANTK in 1993 to, see next line
						opb Tikhookeanski Aviarabotnik in Russian Navy c/s; used call-sign '10865'; dbr 30mar93 on a flight from Yuzhno-Sakhalinsk to Yuzhno-Kurilsk on Kunashir island, while alighting in the bay of Yuzhno-Kurilsk the propellers were not unlatched during the landing run, in order to avoid the amphibian running ashore the pilot turned left, the float under the right wing broke off and the amphibian came to rest in shallow waters 20 metres off the shore, puncturing its hull, all 4 crew and 34 passengers escaped unhurt; when rescue workers tried to tow the amphibian ashore with the help of a tractor the tail broke off, the hull was destroyed by storms later
9 60 14 04	"40" yellow	Be-12P	TANTK	f/f	27apr92	first Be-12P prototype; in Soviet Navy c/s; dbr 14jul92 while collecting water from the river Don near Veshenskaya when the right engine suffered a bird strike and the amphibian ran ashore; returned to Taganrog under a Mi-26 and officially w/o; seen stored at Taganrog-Yuzhny 20jun99
9 60 14 05	not known	Be-12	Soviet Navy	mfd	1969	see c/n 0602005
9 60 15 01	not known	Be-12	Soviet Navy	mfd	1969	
9 60 15 02	not known "30" yellow	Be-12 Be-12PL	Soviet Navy Ukrainian Navy	mfd trf	13aug69 1996	opb 318 oplap at Mirny (lake Donuzlav) (disbanded 15oct95)
						on charge of omae at Mykolayiv-Kulbakino; in grey c/s, still with Red Stars instead of Ukrainian insignia; f/n Yevpatoriya 16sep96; seen Yevpatoriya 08may98; sat derelict at Yevpatoriya, seen jun10/feb12; in an official YeARZ document 2014 as impounded at Yevpatoriya after the Crimea was incorporated into Russia 18mar14
9 60 15 03	not known	Be-12	Soviet Navy	mfd	1969	
9 60 15 04	not known	Be-12	Soviet Navy	mfd	1969	last aircraft with AI-20D series 3 engines
9 60 15 05	not known "96" yellow	Be-12 Be-12NKh	Soviet Navy TANTK	mfd TGK	1969 1997	first aircraft with AI-20D series 4 engines; converted by TMZ to, see next line
						in Soviet Navy c/s; was to be opb Tikhookeanski Aviarabotnik, but not handed over and never flew in the Far East; stored at Taganrog-Yuzhny
9 60 16 01	not known "81" yellow	Be-12 Be-12	Soviet Navy Russian Navy	mfd	1969	photo
9 60 16 02	not known	Be-12	Soviet Navy	mfd	1969	
9 60 16 03	not known	Be-12	Soviet Navy	mfd	1969	
9 60 16 04	not known	Be-12	Soviet Navy	mfd	1969	opb 318 oplap at Mirny (lake Donuzlav) (disbanded 15oct95); possibly one of three unidentified Ukrainian aircraft transferred in 1996
9 60 16 05	not known	Be-12	Soviet Navy	mfd	1969	
	"83" yellow	Be-12	Russian Navy	PKC	08jul94	in grey c/s with Red Stars
9 60 17 01	not known	Be-12	Soviet Navy	mfd	1969	delivered by ship from Ilyichovsk (Ukraine) to Cam Ranh (Vietnam) in early 1981
	not known	Be-12	Vietnam Air Force			opb 933 Regiment
	not known	Be-12	Vietnam Navy	trf	may82	
	not known	Be-12	Vietnam Air Force	trf	25jun84	
9 60 17 02	"82" yellow "82" yellow	Be-12 Be-12NKh	Soviet Navy TANTK im. Berieva	mfd	1969	opb 954 Regiment; wfu in the late 1980s
						opb the Pacific Fleet; converted by TANTK in 1993 to, see next line
						opb Tikhookeanski Aviarabotnik in Russian Navy c/s; dbr 31oct93 (local time, according to Moscow time still 30oct93) on a flight from Yuzhno-Sakhalinsk to Yuzhno-Kurilsk on Kunashir island when alighted in the bay of Yuzhno-Kurilsk with the waves being twice as high as allowed (up to 1.5 metres), the amphibian was thrown off the the water several times during the landing run and lost the float under the right wing, the right propeller touched the water, the right landing gear ran aground 120 metres off the shore and the amphibian got stuck there, the boat which evacuated the occupants punctured the hull several times and the amphibian sank, 1 of the 4 crew and 2 of the 16 passengers injured while one of the rescuers died of hypothermia
9 60 17 03	"26" yellow	Be-12	Soviet Navy	toc	08aug70	c/n also given as 0601703; opb 17 oplae dd (renamed 49 oplae dd 01sep71) at Kosa; in grey c/s; photo at Kosa 1971
	"26" yellow	Be-12	Russian Navy		photo	opb 49 oplae (renamed 2 ae 316 osap 01sep96) at Kosa (relocated to Khrabrovo 01sep95); was involved in the crash of Swedish Air Force AJSH-37 '81' (c/n 37908) 35 km west of Liepaja 16oct96 (while escorting the cruiser 'Pyotr Veliki'); wfu in spring 1998; sat wfu at Khrabrovo for some time and later broken up there
9 60 17 04	"49" yellow RA-00049	Be-12 Be-12P	Soviet Navy Avialesookhrana	TGK IKT	aug92 05jun01	converted to, see next line
0 60 17 05	"87" yellow	Be-12	Soviet Navy	mfd	27apr70	owned by TANTK; named 'Ugryumy'; l/n TGK 31aug04
	"87" yellow	Be-12	Russian Navy	Yev	16sep96	toc 08aug70; opb 17 oplae dd (renamed 49 oplae dd 01sep71) at Kosa; in grey c/s; photo at Kosa 08aug70
						seen Yevpatoriya 08nay98/30apr99; seen Kacha jul07; l/n Kacha 28aug10; transported from Kacha to Myrnyi, with the fuselage being lifted into position 06jul18; seen fully assembled and preserved Myrnyi (N45.30595016 E33.03631973) 07sep18/feb21
0 60 18 01	not known	Be-12	Soviet Navy	mfd	1970	delivered by ship from Ilyichovsk (Ukraine) to Cam Ranh (Vietnam) in early 1981
	not known	Be-12	Vietnam Air Force			opb 933 Regiment
	not known	Be-12	Vietnam Navy	trf	may82	
0 60 18 02	not known	Be-12	Vietnam Air Force	trf	25jun84	opb 954 Regiment; wfu in the late 1980s
	not known	Be-12	Soviet Navy	mfd	1970	delivered by ship from Ilyichovsk (Ukraine) to Cam Ranh (Vietnam) in early 1981
	not known	Be-12	Vietnam Air Force			opb 933 Regiment
	not known	Be-12	Vietnam Navy	trf	may82	
0 60 18 03	not known	Be-12	Vietnam Air Force	trf	25jun84	opb 954 Regiment; wfu in the late 1980s
	not known	Be-12	Soviet Navy	mfd	1970	delivered by ship from Ilyichovsk (Ukraine) to Cam Ranh (Vietnam) in early 1981
	not known	Be-12	Vietnam Air Force			opb 933 Regiment
	not known	Be-12	Vietnam Navy	trf	may82	
0 60 18 04	not known	Be-12	Soviet Navy	mfd	1970	opb 954 Regiment; wfu in the late 1980s
0 60 18 05	not known	Be-12	Soviet Navy	mfd	1970	
0 60 19 01	"98" yellow	Be-12	Soviet Navy	mfd	1970	opb 49 oplae dd at Kosa
	"98" yellow	Be-12	Russian Navy			based at Kaliningrad-Khrabrovo by sep95 and broken up there 1999
0 60 19 02	not known	Be-12	Soviet Navy	mfd	1970	
0 60 19 03	not known	Be-12	Soviet Navy	mfd	1970	opb 289 oplap at Leonidovo; w/o 03jun71 whilst parked at Leonidovo when was hit by taxiing Be-12 c/n 9601401 which had gone out of control and both amphibians burnt out
0 60 19 04	"90" yellow	Be-12	Soviet Navy	Yev	jul94	converted by 20 ARZ at Pushkin into flying laboratory for trials of the anti-ship missile 3M-80 "Moskit", received a missile nose instead of the radar on the bow; l/n Yevpatoriya 08may98/30apr99, derelict; see c/n 8601304
0 60 19 05	"30" red	Be-12	Soviet Navy	mfd	1970	converted by line unit to Be-12PS; stayed at Baku-Qala (Azerbaijan) after the Soviet Union split up; photo exists Baku-Qala 2000 with port wing and tail/rear fuselage damaged and small Azerbaijan flag visible on tail; three Be-12s were visible on Google Earth at Baku-Qala 2004/2013, also see c/n 2602503 and 3602905; scrapped Baku-Qala between mar18/jun18
0 60 20 01	"88" yellow	Be-12	Soviet Navy	Yev	24aug97	l/n Yevpatoriya 08may98
0 60 20 02	"07" yellow "07" yellow	Be-12 Be-12	Soviet Navy Russian Navy	mfd ph.	27oct70 10nov14	opb 49 oplae dd at Kosa; in grey c/s
						opb 49 oplae (redesignated 2 ae 316 osap 01sep96) at Kosa (relocated to Khrabrovo 01sep95); in grey c/s; struck off charge in spring 1998; could not be scrapped as the aircraft's documents had been lost, seen at Khrabrovo aug09/jun14; preserved in the oceanographic museum (Muzei Mirovogo okeana) on the banks of the river Pregolya at Kaliningrad from around 10nov14; l/n oct24
0 60 20 03	not known "20" red	Be-12 Be-12PL	Soviet Navy Ukrainian Navy	mfd trf	1970 1996	f/n Yevpatoriya 16sep96 (colour code reported as yellow this date); in grey c/s still with Red Stars; seen Mykolayiv-Kulbakino 22aug97; l/n Mykolayiv-Kulbakino 08may98, stored; re-coded circa 2004/5
	"03" yellow	Be-12PL	Ukrainian Navy	ph.	aug05	seen Saki-Novofyodorovka 09jul09; opb 10 mabr at Saki-Novofyodorovka; in grey c/s with a Ukrainian Navy flag below the cockpit; sat wfu at Saki-Novofyodorovka (with engines, rudders and other parts missing), c/n readable on photos, seen jul12/2015; impounded by Russia after the Crimea was incorporated into Russia 18mar14; was to be scrapped
0 60 20 04	"26" yellow	Be-12	Soviet Navy	mfd	dec70	opb 318 oplap at Mirny (lake Donuzlav) (disbanded 15oct95)

	"26" yellow	Be-12PL	Ukrainian Navy	trf	1996	opb omae at Mykolayiv-Kulbakino; f/n Mykolayiv-Kulbakino 22aug97; l/n Mykolayiv-Kulbakino 30apr99, stored; re-coded circa 2004/5
	"02" yellow	Be-12PL	Ukrainian Navy	Sai	02jul06	c/n checked; opb 10 mabr at Saki-Novofyodorovka until 03mar14; in light grey c/s with a Ukrainian Navy flag below the cockpit; slightly damaged at Saki-Novofyodorovka 02jul08 when the left tyre exploded during the take-off run and the aircraft veered off the runway; relocated from Saki-Novofyodorovka to Mykolayiv-Kulbakino 03mar14 and based there since; l/n Mykolayiv-Kulbakino jul19/sep21; contract for the prolongation of the useful life-time signed with NARP 15jul19
0 60 20 05	"06" yellow "06" yellow	Be-12 Be-12PL	Soviet Navy *Ukrainian Navy	mfd Yev	12dec70 24aug97	in grey c/s with Red Stars; sat wfu (without wings) in YeARZ at Yevpatoriya, c/n painted as '9601405'; seen jul10/jan16 (photo proof of c/n painted as '9601405'); l/n aug23 in poor condition; in an official YeARZ document 2014 with c/n given as 0602005 and mfd as above, impounded at Yevpatoriya by Russia after the Crimea was incorporated into Russia 18mar14; photo evidence confirms '9601405' has indeed been painted over 0602005 at some point many years ago
0 60 21 01	"84" yellow	Be-12	Soviet Navy	mfd	1970	opb 318 oplap at Mirny (lake Donuzlav) (disbanded 15oct95); reported converted to Be-12N in 1976; photo Mirny (lake Donuzlav) 1988, suggests it is not a Be-12N, but code is not visible on the two available photos; seen Yevpatoriya jul94/sep96
	"84" yellow	Be-12	*Ukrainian Navy	trf	1996	on charge of omae at Mykolayiv-Kulbakino; f/n Yevpatoriya 24aug97; type known as Be-12PL in Ukrainian service; l/n Yevpatoriya 08may98/30apr99
0 60 21 02	not known "29" yellow	Be-12 Be-12N	Soviet Navy Russian Navy	mfd Kac	1970 16sep96	converted to, see next line
	RF-12010	Be-12N	Russian Navy		22dec14	in all-grey c/s with Red star and Navy flag below the cockpit; l/n Kacha 1999; seen Kacha 25jul04, c/n not visible on the nose or on the outside of the wing floats; opb 917 osap at Kacha (Crimea); in all-grey c/s, Russian flag on float pylon; tender for prolongation of life-time published 25may09; l/n Kacha jun11, flying coded "29" yellow; seen active 2015 in new 'green' colours with Russian Stars and 'MA VMF Rossii' titles; l/n Kacha 11apr19
1 60 21 03	"09" yellow "09" yellow	Be-12 Be-12PL	Soviet Navy Ukrainian Navy	mfd trf	1971 1996	opb 318 oplap at Mirny (lake Donuzlav) (disbanded 15oct95)
	"01" yellow	Be-12PL	Ukrainian Navy	Sai	02jul06	opb omae at Mykolayiv-Kulbakino; f/n Mykolayiv-Kulbakino 08may98; l/n Mykolayiv-Kulbakino 30apr99, stored; re-coded circa 2004/5
1 60 21 04	not known	Be-12	Soviet Navy	mfd	1971	c/n checked; opb 10 mabr at Saki-Novofyodorovka; in grey c/s with a 'Beriev' logo under the cockpit instead of a Ukrainian Navy flag; f/n Saki-Novofyodorovka 02jul06; l/n Saki-Novofyodorovka 16jul13, seemingly operational; impounded by Russia after the Crimea was incorporated into Russia 18mar14; was to be scrapped
1 60 21 05	"02" yellow	Be-12N	Russian Navy	Kac	23aug97	converted to, see next line
	not known	Be-12	Soviet Navy	mfd	apr71	opb 917 osap at Kacha; earmarked for sale 10nov00 (decision annulled 29dec06)
1 60 22 01	not known	Be-12N	Russian Navy			converted to, see next line
	not known	Be-12	Soviet Navy	mfd	1971	opb 444 TsBP i PLS at Ostrov-Veretye; earmarked for sale 30nov98
1 60 22 02	"90" yellow not known "58" yellow	Be-12 Be-12N Be-12N	Soviet Navy Soviet Navy Russian Navy	KGD mfd Osv	12aug96 may71 17aug12	converted to, see next line
1 60 22 03	not known "85"	Be-12 Be-12N	Soviet Navy Soviet Navy	mfd ph.	jun71 1990	opb 444 TsBP i PLS at Ostrov-Veretye; without Navy flag; earmarked for sale 30nov98, but not sold; stored at Ostrov-Veretye, l/n aug12 c/n checked this date
1 60 22 04	not known	Be-12	Soviet Navy	mfd	1971	converted to, see next line
1 60 22 05	not known "55" yellow	Be-12 Be-12N	Soviet Navy Soviet Navy	mfd ph.	1971 2006	opb 403 osap at Severomorsk-1; earmarked for sale (in non-airworthy condition) 30nov98
1 60 23 01	not known not known "15" yellow	Be-12 Be-12N Be-12N	Soviet Navy Soviet Navy Russian Navy	mfd trf	1971 1992	converted to, see next line
1 60 23 02	not known	Be-12	Soviet Navy	mfd	1971	opb 403 oplap at Severomorsk-2 (Safonovo); dbr in 1984 on take-off from the water at Safonovo when collided with a floating tree, the hull was damaged and the aircraft partially submerged, the crew escaped unhurt; provisionally repaired and preserved with the Naval Aviation Museum at Safonovo, f/n nov06; l/n aug23
1 60 23 03	not known not known "08" yellow	Be-12 Be-12N Be-12N	Soviet Navy Soviet Navy Russian Navy	mfd Kac	1971 23aug97	opb 289 oplap at Nikolayevka; converted around 1976 to, see next line
1 60 23 04	not known	Be-12	Soviet Navy	mfd	1971	opb 289 oplap at Nikolayevka
1 60 23 05	not known not known "99" yellow	Be-12 Be-12N Be-12N	Soviet Navy Soviet Navy Russian Navy	mfd Kac	1971 23aug97	opb 1 ae 317 osap at Yelizovo; suffered an engine failure on a training flight over the sea at night sep96 and was wfu afterwards; in light grey c/s with a Russian Navy flag below the cockpit; preserved in the military garrison at Yelizovo (N53.156863 E158.44191) from around 2000, seen jun06/jul24, c/n checked converted to, see next line
1 60 24 01	not known	Be-12	Soviet Navy	mfd	1971	converted to, see next line
1 60 24 02	not known not known "11" yellow	Be-12 Be-12N Be-12N	Soviet Navy Soviet Navy Russian Navy	mfd PKC	1971 16aug09	opb 917 osap at Kacha; seen Kacha 07may98; earmarked for sale 10nov00 (decision annulled 29dec06); l/n Kacha 28aug10
2 60 24 03	not known	Be-12	Soviet Navy	mfd	1972	converted to, see next line
2 60 24 04	not known "60" yellow	Be-12N Be-12	Soviet Navy Russian Navy	photo PKC	08jul94	converted to, see next line
2 60 24 05	not known "70" yellow	Be-12 Be-12N	Soviet Navy Russian Navy	mfd photo	1972	opb mil. unit 87272 at PKC by 1999 and by mil. unit 26972 at PKC by 2009; earmarked for sale 09apr99, but could not be sold; offered for sale as scrap metal 21nov08
2 60 25 01	not known "75" yellow	Be-12 Be-12N	Soviet Navy Russian Navy	mfd PKC	1972 17jun06	converted to, see next line
2 60 25 02	not known "05" yellow	Be-12 Be-12N	Soviet Navy Russian Navy	mfd Kac	06may72 23aug97	exists at OVB, c/n not checked this date; opb mil. unit 87272 at PKC by 1999 and by mil. unit 26972 at PKC by 2009; earmarked for sale 09apr99, but could not be sold; offered for sale as scrap metal 21nov08
2 60 25 03	"52" yellow "31" red	Be-12 Be-12PS	Soviet Navy Soviet Navy	mfd photo	1972	converted to, see next line
2 60 25 04	not known "71" yellow	Be-12 Be-12N	Soviet Navy Russian Navy	mfd photo	1972	opb mil. unit 87272 at PKC by 1999 and by mil. unit 26972 at PKC by 2009; in all-grey c/s; wfu probably in 1988; earmarked for sale 09apr99, but could not be sold; was wfu at PKC in good condition by jun06, l/n dec08; offered for sale as scrap metal 21nov08
2 60 25 05	"73" yellow	Be-12	Soviet Navy	mfd	1972	converted to, see next line
2 60 26 01	RA-00073	Be-12P	TANTK	ZIA	31aug93	l/n Kacha 07may98; opb 444 TsBP i PLS at Ostrov-Veretye; earmarked for sale 10nov00 (decision annulled 05jun07); version given in official document as Be-12PL; l/n Ostrov-Veretye 17aug12, stored
2 60 26 02	not known not known "01" yellow	Be-12 Be-12N Be-12N	Soviet Navy Soviet Navy Russian Navy	mfd Kac	1972 aug72 28aug10	first Be-12PS, converted by TMZ; was tested jul72
	RF-12018	Be-12N	Russian Navy	ph.	24jul20	early 1990s; was based at Baku-Qala (Azerbaijan) stayed at Baku-Qala (Azerbaijan) after the Soviet Union split up; photos of two exist at Baku-Qala 2000 with codes and roundels removed and three are visible on Google Earth at Baku-Qala, 2004/2013; see also c/n 0601905 and 3602905; scrapped Baku-Qala between mar18/jun18
2 60 26 03	"32" red	Be-12	Soviet Navy	mfd	1972	converted to, see next line
	"32" red "32" yellow "05" yellow	Be-12PS Be-12PS Be-12PS	Ukrainian Navy Ukrainian Navy Ukrainian Navy	ph. UKS Sai	1994 jun04 mid-06	at PKC; opb mil. unit 87272 at PKC by 1999 and by mil. unit 26972 at PKC by 2009; earmarked for sale 09apr99, but could not be sold; offered for sale as scrap metal 21nov08
2 60 26 04	not known	Be-12	Soviet Navy	mfd	1972	opb 289 oplap at Nikolayevka; trf to TANTK for conversion to, see next line
2 60 26 05	not known not known "20" yellow	Be-12 Be-12N Be-12N	Soviet Navy Soviet Navy Russian Navy	mfd KGD	1972 12aug96	second Be-12P prototype; l/n TKG 09aug01/07apr19 stored
2 60 27 01	not known "14" red	Be-12 Be-12N	Soviet Navy Russian Navy	mfd	nov72	converted to, see next line
2 60 27 02	not known	Be-12	Soviet Navy	mfd	1972	converted to, see next line
3 60 27 03	not known not known "16" yellow	Be-12N Be-12 Be-12N	Soviet Navy Soviet Navy Russian Navy	mfd PKC	1973 08jul94	opb 444 TsBP i PLS at Ostrov-Veretye and later by 917 osap at Kacha; earmarked for sale 30nov98 (decision annulled 29dec06); seen Kacha 29oct07, derelict
3 60 27 04	not known	Be-12	Soviet Navy			converted to, see next line

	"17" yellow	Be-12N	Russian Navy	VVO	17aug91	opb 289 oplap at Nikolayevka; l/n VVO 16aug92; opb 317 osap at Yelizovo in 1993; seen PKC 08jul94, c/n not checked this date
3 60 27 05	"50" yellow "50" yellow	Be-12 Be-12PL	Soviet Navy Ukrainian Navy	mfd trf	05apr73 1996	opb 316 oplae 33 TsBP at Nikolayev-Kulbakino c/n checked; opb omae at Mykolayiv-Kulbakino; initially in greenish grey c/s with large 'Viskovo-Morski Syly Ukrainy' (Ukrainian Navy) titles and a small Ukrainian Navy flag on the nose; f/n Mykolayiv-Kulbakino 22aug97; l/n as such Ochakov jul01 (took part in an exercise then); repainted in light grey c/s with a large Ukrainian Navy flag on the nose, now without titles; stored with YeARZ at Yevpatoriya (awaiting overhaul) reportedly from 2005, seen jul10/aug23; impounded by Russia after the Crimea was incorporated into Russia 18mar14; will probably be scrapped
3 60 28 01	not known "21" red	Be-12 Be-12PS	Soviet Navy Ukrainian Navy	mfd ph.	1973 1994	was later converted by the unit to a Be-12PS; opb 318 oplap at Mirny (lake Donuzlav) (disbanded 15oct95) at Mykolayiv-Kulbakino; opb omae at Mykolayiv-Kulbakino in grey c/s, Red Stars painted over without Ukrainian markings; c/n checked Yevpatoriya 16sep96; l/n Yevpatoriya 08may98; re-coded circa 2004/5
	"04" yellow	Be-12PS	Ukrainian Navy	Sai	07sep06	c/n checked; opb 10 mabr at Saki-Novofyodorovka; in grey c/s with a Ukrainian Navy flag below the cockpit; l/n flying Saki-Novofyodorovka 12jul12; stored (without engines) at Saki-Novofyodorovka, seen jul13/jul15; impounded by Russia after the Crimea was incorporated into Russia 18mar14; was to be sent to Ukraine in spring 2014, but the process was stopped after the hostilities in the Donbass started; photo 20nov24 in a dismantled state at the Muzei tekhniki Vadima Zadorozhnogo at Medyn
3 60 28 02	not known "28" yellow	Be-12 Be-12N	Soviet Navy Russian Navy	mfd Kac	jun73 23aug97	the last ASW aircraft built; converted to, see next line c/n not checked this date; seen Kacha oct04; opb 917 osap at Kacha; in grey c/s with a Russian Navy flag below the cockpit and a Russian flag on the float pylon; seen with a 'shark mouth' in 2004; l/n Kacha 28aug10
	RF-12012	Be-12N	Russian Navy	AAQ	26jun12	also carried code "28" yellow; in grey c/s with 'MA VMF Rossii' titles, a Russian Navy flag below the cockpit and a Russian flag on the float pylon; overhauled at YeARZ from jun15 and re-delivered dec16; l/n Kacha 11apr19
3 60 28 03	"76" yellow "76" yellow	Be-12PS Be-12PS	Soviet Navy Russian Navy	Yev Kac	16sep96 25jul06	the first aircraft built directly as a Be-12PS; l/n Yevpatoriya 08may98 opb 917 osap (redesignated 7057 AvB) at Kacha; in grey c/s with a Russian Navy flag below the cockpit and a Russian flag on the float pylon; l/n operational Kacha 03aug11; under overhaul with YeARZ at Yevpatoriya by jan16 re-delivered nov17
	RF-12013	Be-12PS	Russian Navy	ph.	sep18	also carried code "76" yellow; with a Russian Navy flag below the cockpit; l/n over St. Petersburg 15jul21; a photo taken in 2020 at Gromovo clearly shows the c/n
3 60 28 04	"31" yellow "31" yellow	Be-12PS Be-12PS	Soviet Navy Russian Navy	mfd photo	1973	was the only Be-12PS in the Baltic Fleet; opb 49 oplae dd at Kosa from nov76 opb 49 oplae (renamed 2 ae 316 osap 01sep96) at Kosa (relocated to Khrabrovo 01sep95); initially in grey c/s; repainted in non-standard light grey c/s during last overhaul; wfu in spring 1998; scrapped at Khrabrovo aug01
3 60 28 05	"22" yellow	Be-12PS	Russian Navy	Kac	23aug97	opb 917 osap at Kacha (Crimea); tender for technical assessment published 11mar08; reported stored TANTK, Taganrog, 2000 and seen there for the first time 07apr19
3 60 29 01	not known "10" yellow	Be-12PS Be-12PS	Soviet Navy Russian Navy	mfd Kac	20apr72 19aug07	according to other sources aug73; the first series-production Be-12PS initially opb military unit 81310 at Ostrov; opb 917 osap (redesignated 7057 AvB) at Kacha by 2007; in grey c/s with a Russian Navy flag behind the cockpit and a Russian flag on the float pylon; c/n checked Kacha 19aug07; l/n Kacha 03aug11
	RF-12006	Be-12PS	Russian Navy	AAQ	dec13	also carried code "10" yellow; opb 7057 AvB at Kacha; in grey c/s with a Russian Navy flag behind the cockpit and a Russian flag on the float pylon, no titles; l/n over St. Petersburg 15jul21
3 60 29 02	not known "12" yellow	Be-12PS Be-12PS	Soviet Navy Russian Navy	mfd ph.	aug73 jun03	opb mil. unit 81310 at Ostrov; probably opb 917 osap at Kacha (Crimea) by 2003; tender for technical assessment published 25may09; seen Kacha 28aug10; l/n TGK, with poor paintwork, operational over the Sevastropol region in new 'green' colours with Russian Stars and 'MA VMF Rossii' titles and coded "12" yellow; l/n Kacha feb22 active
	RF-12007	Be-12PS	Russian Navy	ph.	07may15	
3 60 29 03	not known "18" yellow	Be-12PS Be-12PS	Soviet Navy Russian Navy	mfd Yev	1973 jul94	opb 917 osap at Kacha (Crimea); in all-grey c/s, Russian flag on float pylon and Russian Navy flag behind cockpit; c/n checked Kacha 19aug07; tender for prolongation of life-time published 25may09; l/n Kacha 12aug11
	RF-12008	Be-12PS	Russian Navy	Gvd	12aug12	also carried code "18" yellow; opb 7057 AvB at Kacha; in the same c/s as above, but now with 'MA VMF Rossii' titles; w/o 12oct12 on a training flight from Kacha when the left engine failed on go-around, the amphibian went out of control, crashed 250 metres from the runway threshold and burnt out, 3 of the 4 crew killed and 1 injured; wreck seen Kacha 11apr19
3 60 29 04	"20" yellow "20" yellow	Be-12PS Be-12PS	Soviet Navy Russian Navy	mfd trf	24sep73 1992	photo 1984; opb 318 oplap at Donuzlav opb 917 osap at Kacha; in grey c/s with a Russian Navy flag below the cockpit, a Russian flag on the float pylon and yellow spinner tips; f/n as such Kacha 25jul04 (c/n not checked); l/n TGK 18may13
	RF-12009	Be-12PS	Russian Navy	ph.	15jun15	also carried code "20" yellow; in greenish grey c/s with light blue belly, 'MA VMF Rossii' titles, Russian stars, a Russian Navy flag below the cockpit, a Russian flag on the float pylon and yellow spinner tips; t/t 2,437 hours and 2,737 cycles by 01dec16; l/n jan22, flying in very faded colours
3 60 29 05	"33" red	Be-12PS	Soviet Navy	mfd	1973	stayed at Baku-Qala (Azerbaijan) after the Soviet Union split up; photos of two exist at Baku-Qala 2000 with codes and roundels removed and three are visible on Google Earth at Baku-Qala, 2004/2013, see also c/n 0601905 and 2602503; scrapped Baku-Qala between mar18/jun18
3 60 30 01	"55" yellow "55" yellow	Be-12PS Be-12PS	Soviet Navy Ukrainian Navy	mfd trf	1973 1996	opb 316 oplae 33 TsBP i PLS at Nikolayev-Kulbakino on charge of omae at Mykolayiv-Kulbakino; still carried a Red Star on the fin; f/n Mykolayiv-Kulbakino 1996; l/n Mykolayiv-Kulbakino 22aug97; re-coded circa 2004/5
	"06" yellow	Be-12PS	Ukrainian Navy	Sai	06sep06	c/n checked; opb 10 mabr at Saki-Novofyodorovka; in grey c/s with a Ukrainian Navy flag below the cockpit; stored (without engines) at Saki-Novofyodorovka, seen jul13/jul15; impounded by Russia after the Crimea was incorporated into Russia 18mar14; was to be sent to Ukraine in spring 2014, but the process was stopped after the hostilities in the Donbass started
3 60 30 02	"32" red "32" yellow	Be-12PS Be-12PS	Soviet Navy Soviet Navy	mfd ph.	25nov73 24sep14	the last Be-12 built; reportedly stored at Taganrog-Yuzhny from 1992 in greenish grey c/s, no Navy markings, c/n painted over; preserved with TANTK im. Berieva at Taganrog-Yuzhny (N47.195881 E38.878134) officially from 01oct14, seen 24sep14/oct21

Be-12 with unknown c/n include

---	"02"	Be-12	Soviet Navy		photo	a record breaking aircraft designated the M-12 with the FAI (with mission equipment and tail probe removed) set a number of international records 23/27oct64 for height, speed and climb; possibly c/n 4600203 ?
---	"02"	Be-12	Soviet Navy	ph.	1970s	opb 318 oplap at Mirny (lake Donuzlav)
---	"05" yellow	Be-12	Russian Navy	PKC	08jul94	
---	"10"	Be-12	Soviet Navy		photo	opb Northern fleet, black and white photos exist whilst sinking in water, date and location not given
---	"10" yellow	Be-12	Russian Navy	PKC	08jul94	
---	"12"	Be-12	Soviet Navy		photo	at Severomorsk; opb 403 oplap at Severomorsk-2 (Safonovo), with a German Swastika on the fin, featured in a film 'Cinema and the Germans'
---	"14" yellow	Be-12	Russian Navy	PKC	08jul94	
---	"15" yellow	Be-12	Russian Navy	PKC	08jul94	
---	"31"	Be-12	Soviet Air Force	ph.	1980	at Zhdanov (now Mariupol), opb VVVAUSH
---	"34" red	Be-12	Soviet Air Force	no	reports	opb 163 uap VVVAUSH at Berdyansk; w/o 04sep75 on a prof-check flight for the trainee navigator when the left aileron jammed (after the mass counter-balance fell out of the aileron in flight because it had been fixed incorrectly during maintenance) and the aircraft banked to the right, crashed and exploded, all (probably 5) crew succeeded in bailing out
---	"42" yellow	Be-12	Russian Navy		photo	at PKC
---	"50" yellow	Be-12	Russian Navy	PKC	08jul94	
---	"56" yellow	Be-12	Soviet Navy		09jun67	took part in a the parade over Domodedovo; opb 318 oplap at Donuzlav
---	"61" yellow	Be-12	Russian Navy	PKC	08jul94	
---	"62" yellow	Be-12	Soviet Navy	ph.	1983	at PKC
---	"63" yellow	Be-12	Russian Navy	PKC	08jul94	
---	"64"	Be-12	Soviet Air Force	ph.	1980	at Zhdanov (now Mariupol), opb VVVAUSH
---	"73" yellow	Be-12	Russian Navy	Kac	23aug97	
---	"74"	Be-12	Soviet Air Force	ph.	1980	at Zhdanov (now Mariupol), opb VVVAUSH
---	"78" yellow	Be-12	Russian Navy	PKC	08jul94	
---	"78" yellow	Be-12	Soviet Navy		photo	at Severomorsk; opb 403 oplap at Severomorsk-2 (Safonovo), dbr date unknown, following a landing accident with damage to end of the left wing presumably after the undercarriage collapsed; a subsequent photo shows it without wings and missing parts, derelict in long grass/bushes
---	"79" yellow	Be-12	Russian Navy	PKC	08jul94	
---	"80" yellow	Be-12	Russian Navy	Yev	08may98	
---	"86" yellow	Be-12	Russian Navy	Yev	jul94	opb 49 oplae; photo exists at Kosa
---	not known	Be-12	Soviet Navy			opb 317 osap at Yelizovo; written off 25sep68 on a training flight at night in poor weather when crashed into Mount Avachinskaya (2,741 metres) due to ATC error, all 5 crew members were killed
---	4380	Be-12	Egyptian Air Force	no	photo	at Cairo-West AFB; opb 90 omdrae of the Soviet Navy; see c/n 8601102 and 8601202; serial correct ?, as there is photo proof of a Tu-16R with this same serial
---	4385	Be-12	Egyptian Air Force	ph.	1969	at Cairo-West AFB; opb 90 omdrae of the Soviet Navy; see c/n 8601102 and 8601202
---	4386	Be-12	Egyptian Air Force	ph.	1969	at Cairo-West AFB; opb 90 omdrae of the Soviet Navy; see c/n 8601102 and 8601202
---	"24" yellow	Be-12	Ukrainian Navy	Mkk	22aug97	ex Soviet Navy c/s; l/n Mykolayiv-Kulbakino 30apr99, stored
---	"27" yellow	Be-12	Ukrainian Navy	Mkk	22aug97	ex Soviet Navy c/s; l/n Mykolayiv-Kulbakino 30apr99, stored
---	"37" yellow	Be-12	Ukrainian Navy	Mkk	18sep96	ex Soviet Navy c/s; l/n Mykolayiv-Kulbakino 08may98, stored

Beriev Be-30 and Be-32

Although the Beriev Design Bureau specialised in seaplane development, it had to diversify its activities in the mid 1960s as naval aviation was far from top of the list during the missile age. So Beriev developed a small fifteen-seat feederliner of "Twin Otter" or Let L-410 proportions. The first prototype was displayed at the Domodedovo airshow in July 1967 with mock-up engines. The first flight was substantially delayed as a result of the Glushenkov TVD-10 engines not being available and eventually this took place on 8 July 1968.

There is a report that because of this the prototype was at first powered by two ASH-21 piston engines and flew first in this configuration on 3 March 1967. To clarify this we approached the Beriev Aircraft Company, and they officially declared this report as being false.

Two aircraft from the pre-production batch were converted to Be-32s probably in 1972. This included installation of a new version of the TVD-10 turboprops, increasing take-off power to 1,050 hp compared to 950 hp before. The number of passengers rose from 14 to 19, payload was increased from 1,500 to 2,000 kg, and additional tanks were installed.

State trials were completed on 30 March 1971, but the Be-30/32 never entered series-production. There were several reasons for this, one of them being the competition by the An-28 and the L-410, and another that the Taganrog Factory No. 86 traditionally associated with Beriev had started to build other aircraft by this time. In the end, the Soviet Council of Ministers shut down the Be-30 programme in 1972 (the Be-32 in 1976) and purchased the L-410 instead. This was partly a political decision in order to support the 'fraternal' Czechoslovak aviation industry. Only eight flying Be-30s were built, and they all belonged to Beriev's Taganrog machine-building factory (TMZ) in spite of their Aeroflot colour schemes and titles.

In the early 1990s, it became obvious that buying new L-410s or An-28s was too expensive for operators in the CIS as these had to be paid for in 'hard currency'. So the Beriev Aircraft Company saw a new chance for selling their regional aircraft and reworked c/n 01 "OS" which had miraculously survived in storage at the factory airfield for 17 years. It received new TVD-10B engines and new avionics and flew first in this configuration on 12 May 1993. However, the TVD-10B was not the best choice as its production had already ended. So it was decided in 1994 to re-engine the aircraft with two Pratt&Whitney Canada/Klimov PK6A-65B turboprops. This required serious changes in the aircraft's equipment, and work was completed only one week before the MAK-95 airshow.

Moscow Airways reportedly ordered 50 Be-32s in late 1993, but nothing came of this. Despite a great deal of optimism no new Be-32s had been produced by the year 2005. A further development of the type is the Be-132MK with Klimov VK-1500P turboprops. However, this regional aircraft for 26 passengers has not yet left the drawing board.

5 Be-30 prototypes and 2 full-scale mock-ups built jointly by TMZ and Factory No. 86 at Taganrog-Yuzhny

---	CCCP-23166	Be-30	TMZ	photo	full-scale mock-up, in Aeroflot c/s; first presented to mock-up commission aug66 and approved 11apr68
---	CCCP-30170	Be-30A	TMZ	photo	full-scale mock-up of the planned version Be-30A; in Aeroflot c/s
---	--	Be-30	TMZ		static test airframe; underwent static test programme in 1967
---	--	Be-30	TMZ		static test airframe for trials at the TsAGI
01	CCCP-30	Be-30	MAP TMZ	mfd	first prototype or izdeliye P; in Aeroflot c/s; re-registered as, see next line
	CCCP-30167	Be-30	MAP TMZ	f/f	in Aeroflot c/s; had already been displayed with mock-up engines DME 08/09jul67; fitted with 'real' TVD-10s may68; underwent joint state trials 30dec68/01sep69
02	CCCP-02	Be-30	MAP TMZ	mfd	second prototype or izdeliye 2P; in Aeroflot c/s; f/f 10dec68; underwent joint state trials 30dec68/01sep69; transmission between the two engines installed dec72 (the first Soviet aircraft with such), undertook 50 flights with it; photos exist in 1972
03	CCCP-03	Be-30	MAP TMZ	mfd	third prototype or izdeliye IP, had twin-steering and a full equipment kit; in Aeroflot c/s; f/f apr69; re-registered as, see next line
	CCCP-48978	Be-30	MAP TMZ	LBG	in Aeroflot c/s; displayed with exhibition number '826' at the Paris Air Show LBG 25may/10jun69; l/n SXF 10jun69
	CCCP-03	Be-32	MAP TMZ	ph.	at Taganrog; in 'polar' Aeroflot c/s; hulk sat on the territory of TANTK im. Berieva at Taganrog-Yuzhny, photo in the early 1990s
---	CCCP-31	Be-30	MAP TMZ	photo	in Aeroflot c/s, with TVD-10 engines; exact version not confirmed
---	CCCP-67204	Be-32	MAP TMZ	photo	some sources suggest this was registered in 1969 and was c/n 02, but if this was the case, had reverted back to CCCP-02 by 1972; other sources suggest it is c/n 03

5 Be-30 pre-production aircraft built jointly by TMZ and Factory No. 86 at Taganrog-Yuzhny in 1970

The c/n indicated the sequence number, followed by "OS" standing for "opytnaya seriya" (experimental batch).

OS 06001 01	CCCP-67205	Be-30	MAP TMZ	mfd	1970	in Aeroflot c/s; converted by TMZ in 1971 to, see next line
	CCCP-67205	Be-32	MAP TMZ	photo		in Aeroflot c/s; underwent certification trials oct72/jul74; underwent trials against the An-28 aug/oct76; was stored for 17 years at the factory airfield at Taganrog before being overhauled and modernised
	RA-67205	Be-32	TANTK im. Berieva	f/f	12may93	now powered by TVD-10B engines; in Moscow Airways c/s; displayed with exhibition number '308' at the Paris Air Show 05/23jun93; displayed at Zhukovski 31aug/05sep93, still with exhibition number '308'; displayed at DXB 04/12nov93; converted to, see next line
	RA-67205	Be-32K	TANTK im. Berieva	f/f	15aug95	now powered by P&W PK6A-65B engines; initially in basic Moscow Airways c/s with 'Doninvest' titles; displayed at Zhukovski aug95; displayed at the ILA at SXF 10/20may96; l/n with 'Doninvest' titles SXF 20may96; seen ZIA 18aug97 in basic Moscow Airways c/s with 'VAO Interprofavia' titles; was to have been converted to the Be-32KM prototype and delivered to Yakutiya (leasing via FLK) until 20apr09, contract signed 10jul08 but cancelled by FLK 03apr09; seen at TKG jul99/apr19 (without titles)
	CCCP-	Be-32K	Aeroflot	photo		preserved at Taganrog-Yuzhny (N47.194866, E38.876281) since 27sep21, in period Aeroflot c/s with titles and just the prefix, type painted as just 'Be-32'; l/n jul22
OS 06001 02	CCCP-67206	Be-30	AFL/Centr.Reg.-BKA	toc	02feb71	underwent service trials mar71/sep71
	CCCP-67206	Be-30	MAP TMZ	trf	31dec72	in Aeroflot c/s
OS 06001 03	CCCP-67207	Be-30	AFL/Centr.Reg.-BKA	toc	15mar71	underwent service trials with Bykovski OAO mar71/sep71; damaged 16sep71 when the flight mechanic shut off one engine by mistake, no casualties; canx 24jan72
OS 06001 04	CCCP-67208	Be-30	AFL/Centr.Reg.-BKA	toc	02mar71	underwent service trials mar71/sep71
	CCCP-67208	Be-30	MAP TMZ	trf	31dec72	in Aeroflot c/s
OS 06001 05	CCCP-67209	Be-30	MAP TMZ	mfd	dec70	in Aeroflot c/s; converted by TMZ in 1971 to, see next line
	CCCP-67209	Be-32	MAP TMZ			in Aeroflot c/s; with cargo door; used as a chase plane for the flight tests of the VVA-14 in summer/autumn 1972; underwent certification trials oct72/jul74; underwent trials against the An-28 aug76/oct76; was stored dismantled at the factory later; preserved in the Russian Air Force museum at Monino (N55.833676 E38.187663) from apr83, l/n aug23
12 32 01 01	--	Be-32KM				was to have been built for Yakutiya (leasing via FLK), contract signed 10jul08 but cancelled by FLK 03apr09
12 32 01 02	--	Be-32KM				was to have been built for Yakutiya (leasing via FLK), contract signed 10jul08 but cancelled by FLK 03apr09
12 32 01 03	--	Be-32KM				was to have been built for Yakutiya (leasing via FLK), contract signed 10jul08 but cancelled by FLK 03apr09
12 32 01 04	--	Be-32KM				was to have been built for Yakutiya (leasing via FLK), contract signed 10jul08 but cancelled by FLK 03apr09

Beriev A-40 "Albatros"

The Beriev A-40 (izdeliye V) is the prototype of an ASW amphibian which would have received the designation Be-40 if it had reached series production. This elder and larger 'brother' of the Be-200 was to replace the ageing Be-12 and Il-38 fleet of the Soviet Navy. It is powered by two Solovoyov D-30KPV turboprops which are placed on pylons above the fuselage in order to protect them from the spray during take-off and alighting. Additional boost for taking off from water comes from two Kolesov RD-36-35 turbojets also situated on the pylons.

First design studies were conducted already in 1972, but full-scale development started only in 1983 when sufficient funding became available. The first flight of the A-40 took place on 8 December 1986. Trials progressed successfully until 1994 when they were stopped because of a lack of funding. According to some sources, the aircraft was commissioned by the Soviet MoD in 1990, and the Russian Navy ordered 20 Be-40s in early 1992. However, there is no evidence available to prove this. After the break-up of the Soviet Union the political and economical situation changed completely, and there was no longer a real need for a 'blue-water' ASW amphibian. Accordingly, no money was made available to continue the A-40 programme, and series production at TAPO (former Factory No. 86) at Taganrog-Yuzhny did not start. Later the Russian Navy came to favour an ASW aircraft based on the Tu-204 (which was not built either).

The A-42 (izdeliye VPS) was to be the SAR version of the amphibian. Development started after the loss of the submarine K278 "Komsomolets" in 1989, but construction of the first prototype was stopped in 1993 before it could be completed. Again, no funding was available... The planned civil versions for up to 121 passengers and the A-40P fire fighting amphibian did not even leave the drawing board. However, in 2002 there appeared rumours in the Russian media that the A-40/A-42 programme could be re-started as the A-42PE, using the D-27A propfan.

Apart from that, many technical solutions of the A-40 were used in the development of its younger 'brother' Be-200. So the A-40 was not created in vain.

4 prototypes built jointly by TMZ (later TANTK) and TAPO (former Factory No. 86) at Taganrog-Yuzhny

SI	--	A-40	TANTK		static test airframe
V1	"10" red	A-40	TANTK	r/o	09sep86

the first prototype; construction started jun83; f/f 08dec86 from Taganrog; in grey c/s with blue cheatline and Red Stars; f/n above Moscow-Tushino aug89; established 14 world records 13/14sep89; l/n flying GDZ 1992; sat wfu (without engines) at the TANTK airfield (N47.193324 E38.877713), l/n nov20, paint totally

V2	"20" red "378" red	A-40 A-40	TANTK TANTK	mfd LBG	30nov89 jun91	faded; offered by Rostekh to the administrations of the Russian regions 17dec20, for preservation or display
	"20" red "20" red	A-40 A-42PE	TANTK TANTK	GDZ GDZ	02jul98 05sep06	the second prototype; in Soviet Air Force c/s in Soviet Air Force c/s; received the exhibition number from the Paris airshow as its new code; f/n with Russian flag on fin AKL nov92; l/n GDZ sep96 with Russian flag on fin; l/n GDZ 04sep04 not converted, just fake type painted on during the Gidroaviasalon due to problems with the exposition certificate for the 'secret' A-40; in the same c/s as above; l/n active GDZ 05sep08 (last flight sep08); stored at the TANTK airfield, l/n may12
	"20" red	A-42	TANTK	TGK	19may18	in light grey c/s with logo and Russian flag on fin, no titles; will reportedly be re-engined with PD-14 engines; l/n Taganrog-South 06nov20
VPS	--	A-42	TANTK			construction started in 1990 but halted in 1993 at 80 % readiness; unfinished airframe stored at the factory; programme stopped 31jan11

Beriev Be-103 "Bekas" and SA-20P

The Be-103 is a small amphibian with capacity for one pilot and five passengers. Alternatively, it can carry 400 kg of freight or be equipped as a medevac aircraft or even as a crop-sprayer. Versions for maritime and forest patrol, ecological monitoring and aerial survey are also planned. "Bekas" is a bird's name, but at the same time it is an acronym consisting of the three components 'Be' (Beriev), 'ka' (Komsomolsk-na-Amure, the place of the factory) and 's' (sotrudnichestvo, Russian for co-operation). Design started in the early 1990s at the Taganrog ANTK as a flying model for a planned heavy amphibian with a take-off weight of more than 500 tonnes (which was later cancelled, however). As the conversion of the Russian military-industrial complex was gaining momentum at that time, it was decided to use the design of this flying model and convert it into a fully-fledged commercial aircraft for local airlines, especially in Siberia, where there are lots of lakes and rivers, but few airfields.

The Be-103 is powered by two Teledyne Continental TCM-10-360ES4 engines as the Russian M-17 engines to be installed originally were not available at the time. Avionics is also mainly of Western origin. The Russian type certificate was awarded on 26 December 2001, the FAA type certificate according to FAR-23 on 31 July 2003 and the Brazilian type certificate on 5 September 2005. Series production started at KnAAPO in Komsomolsk-na-Amure in August 2002 when 13 aircraft were laid down. The first three Be-103s were delivered to a client in the US in July 2003. Recently, Beriev was offering the Be-103 also with Russian M-9F piston engines and even with Ukrainian AI-450 turboprops. However, none of these powerplants has been installed up to now.

KnAAPO started work on a batch of 30 Be-103s in April 2004. 20 of them were to be delivered to China starting in 2006, nine to the Brazilian company MSI Group and one to the armed forces of Colombia. However, production was stopped in 2007 before any of these aircraft had been delivered.

A related aircraft is the SA-20P. This amphibian was developed by KnAAPO engineers from the Be-103 and is equipped with a single Russian M-14Kh engine and Russian avionics. The SA-20P can carry 5 passengers, but can also be used for other tasks. Construction of the first prototype started in August 2001, and it was completed in June 2002. The first flight took place on 16 October 2002. It was reported, however, that the design suffers from technical problems. The production version may be called OSA (Russian for 'wasp' and at the same time an abbreviation deciphered as 'single-engined amphibian aircraft').

The c/n starts with the product code 3 (last digit of designation Be-103), followed by the batch number and the number in the batch. On a photo at Google Earth (N50.592629 E137.08648) aug10/sep19, twelve completed aircraft are visible.

7 Be-103 prototypes built by KnAAPO (former Factory No. 126) at Komsomolsk-na-Amure-Dzyomqi between 1996 and 2000

3 0 01	RA-37019	Be-103	TANTK	f/f	15jul97	from Taganrog; first prototype; mfd 1996; airlifted by an Il-76 to Taganrog, displayed at the Gelendzhik "Gidroaviasalon" 24/29sep96; w/o 18aug97 during a training flight for the MAKSS-97 airshow when crashed at Zhukovski due to pilot error, pilot killed
3 0 02	RA-03002	Be-103	TANTK	f/f	17nov97	from Taganrog; second prototype; airlifted by an Il-76 to Taganrog in 1997; f/f from water 24apr98; displayed at the Gelendzhik "Gidroaviasalon" 01/05jul98; w/o 29apr99 during a test flight with MT propellers when crashed at Straubing-Walmühle (Germany) due to pilot error, pilot killed
3 0 03	--	Be-103	TANTK	mfd	1996	static test airframe; airlifted by Il-76 to Taganrog in 1996, underwent structural tests at the TANTK 1997/99; modernised dec99
3 0 04	RA-03004	Be-103	TANTK	f/f	19feb99	from Komsomolsk; planned as static test airframe, but converted to third flying prototype after the loss of the first prototype; airlifted by Il-76 to Taganrog 06jun99, modernised dec99; l/n Taganrog-Yuzhny 21may11/07apr19; preserved Taganrog-Yuzhny (N47.194829, E38.876495) since 18jul22, in honour of the 25th anniversary of the first flight of the type, which took place on 15jul97
3 1 01	--	Be-103	TANTK			dynamic test airframe for fatigue trials
3 1 02	no reg 03102	Be-103	TANTK	f/f	24apr01	from Taganrog; fifth prototype; mfd 2000, airlifted by an Il-76 to Taganrog 27nov00
		Be-103	TANTK	DME	14aug02	l/n active GDZ 04sep04; seen TGK 21may11/07apr19, wfu
3 1 03	no reg 03103	Be-103	TANTK	f/f	10aug00	from Taganrog; fourth prototype; airlifted by an Il-76 to Taganrog 09oct99, modernised dec99
		Be-103	TANTK	WRO	22apr01	with registration now; displayed at Gelendzhik "Gidroaviasalon" 06/10sep00; received a Bendix-King RDR-2000 radar mar01; seen GDZ 06sep10; l/n Taganrog-South 18may13/22oct16

Be-103 production aircraft built by KnAAPO at Komsomolsk-na-Amure-Dzyomqi from 2003

3 2 01	RA-01851	Be-103	KnAAPO	mfd	30dec04	in white/blue c/s, no titles; w/o 27jul06 on a flight from Khabarovsk-Maly to Komsomolsk-na-Amure when a hatch came off one minute into the flight and damaged the right engine, the amphibian crash-landed in the "Vesna" dacha colony and burnt out, both pilots and the sole passenger (the general manager of KnAAPO) injured; t/t 79 hours and 64 cycles
3 2 02	RA-01852 ?	Be-103	KnAAPO	KXX	dec04	ready for delivery; not takn up ?
3 2 03	3202 3203	Be-103 Be-103	KnAAPO KnAAPO		18jul09 dec04	at Komsomolsk-na-Amure-Dzyomqi; seen again there 16aug14; l/n there 11feb24
	3203 28991	Be-103 Be-103	Kubinski ATSK KnAAPO	lsd	late 05 18jul09	same c/s and titles as above; f/n Kubinka mar06
3 2 04	3204	Be-103	TANTK	KXX	dec04	carried 'Komsomolsk-na-Amure - Sankt-Peterburg' titles; seen Komsomolsk-na-Amure-Dzyomqi 16aug14, with 'Lifetest' titles; l/n aug16
						ready for delivery; mfd 01jun05; in white/blue c/s with 'Komsomolsk-na-Amure - Sankt-Peterburg' titles; took part in a trans-national flight from Komsomolsk-na-Amure to St. Petersburg 06/21jun05; f/n at the Lenexpo Exhibition Centre 03jul05
3 2 05	RA-01854 3205	Be-103 Be-103	Beriev Sea AI TANTK	h/o KXX	jul05 dec04	rgd 14apr06 to TANTK; f/n GDZ 05sep06; in white/blue c/s, with titles; l/n Taganrog-South 18may19
						ready for delivery; mfd 01jun05; in white/blue c/s with 'Komsomolsk-na-Amure - Sankt-Peterburg' titles; took part in a trans-national flight from Komsomolsk-na-Amure to Taganrog 06/21jun05; f/n Taganrog-Tsentralny 21aug05
	RA-01855	Be-103	Beriev Sea AI	h/o	jul05	rgd 14apr06 to TANTK; in white/blue c/s with small 'Beriev Sea Airlines' titles; l/n Tganrog-South 30aug18
3 3 01	3301	Be-103	KnAAPO	f/f	02jul03	active
						from Komsomolsk; construction started aug02; airlifted by An-124 to Oshkosh 23jul03; in white/blue c/s, no titles, carrying its c/n as marking on the tail and seen in the water of the seaplane base as such 02aug03
	N13KL N13KL	Be-103 Be-103	Kent L. Linn H2O Air LLC	rgd rgd	06aug03 20aug07	export CoFA dated 22jul03; f/n FLL 12feb04; l/n EWR 01oct05
						H2O Air LLC of South Miami, FL, owned by Robert Peres of South Miami; l/n OPF 10jun09; severely damaged 30oct09 on a demonstration flight when alighted in Biscayne Bay off the Venetian Islands, FL with the landing gear down, all 3 occupants escaped unhurt, the aircraft was towed to Government Cut along the MacArthur causeway and salvaged at the site of the former Chalk's sea-plane base
	N13KL N13KL N13KL	Be-103 Be-103 Be-103	W.E. Bagdasarian Beriev a/b holding Hansen-Wellido-Svc	rgd rgd rgd	09aug10 11may17 03nov17	W.E. Bagdasarian of La Mesa, CA; current jul12
3 3 02	3302	Be-103	KnAAPO	f/f	jul03 ?	construction started aug02; airlifted by An-124 to Oshkosh 23jul03; in white/blue c/s, no titles, carrying its c/n as marking on the tail
	N29KL N29KL	Be-103 Be-103	Kent L. Linn Brooks AviationLLC	rgd rgd	06aug03 10feb09	export CoFA dated 22jul03; f/n LAL 18apr04
3 3 03	3303	Be-103	KnAAPO	f/f	jul03 ?	Brooks Aviation LLC of Kennett Square, PA; f/n Lancaster, Pa, 23aug09; l/n Toughkenamon New Garden 26aug12
						construction started aug02; airlifted by An-124 to Oshkosh 23jul03; in all-white c/s, no titles, carrying its c/n as marking on the tail
	N30KL N30KL XB-OBH	Be-103 Be-103 Be-103	Kent L. Linn Whyland Air Inc.	rgd rgd NLU	06aug03 03jul07 24apr19	export CoFA dated 22jul03; f/n Pittstown-Sky Manor, NJ 10feb07
3 3 04	--	Be-103				Whyland Air Inc. of Fort Lauderdale, FL; canx 24nov14 as to Mexico
3 5 01	--	Be-103	Flying Dragon ?		photo	l/n NLU 26apr19
3 5 02	--	Be-103	Flying Dragon ?			assemblies used to build SA-20P c/n 001, see there
3 5 03	B-3659	Be-103	Swan General Avn	d/d	26sep10	in KnAAPO assembly shop
						export CoFA dated 25oct06; in white/blue c/s with 'Northeast Group' titles on the nose and 'China Tiane (Swan) General Aviation Company' titles on the rear fuselage (both in Chinese only); f/n TSN 26sep10; rgd unknown (current on register by feb11); new CoFRs issued 22nov11 and 19dec12; current on register by jan15
3 5 04	B-3660	Be-103	Swan General Avn	d/d	26sep10	export CoFA dated 25oct06; in white/blue c/s with 'Northeast Group' titles on the nose and 'China Tiane (Swan) General Aviation Company' titles on the rear fuselage (both in Chinese only); f/n TSN 26sep10; rgd unknown (not on register by feb11); new CoFRs issued 22nov11 and 19dec12; current on register by jan15; l/n Faku Chainu 26jun21 engineless but in good condition and again 07aug23
3 5 05	--	Be-103	Flying Dragon ?			
3 7 01	--	Be-103	Flying Dragon ?			
3 7 02	--	Be-103	Flying Dragon ?			

3 7 03	--	Be-103	Flying Dragon ?		photo	in KnAAPO assembly shop
3 7 04	--	Be-103	KnAAPO	ph.	20aug22	at Komsomolsk-na-Amure-Dzyomgi; in blue/white c/s, no titles; c/n checked
3 7 05	--	Be-103	Flying Dragon ?			
3 7 06	--	Be-103	KnAAPO	ph.	29aug20	at Komsomolsk-na-Amure-Dzyomgi, in blue/white c/s, no titles; c/n checked
3 7 07	--	Be-103				destined for China
3 7 08	--	Be-103				destined for China
3 7 09	--	Be-103				destined for China
3 7 10	--	Be-103				destined for China
3 7 11	--	Be-103				destined for China
3 7 12	--	Be-103				destined for China
3 7 13	--	Be-103				destined for China
3 7 14	--	Be-103				destined for China
3 7 15	--	Be-103				destined for China
3 7 16	--	Be-103				destined for China
3 9 01	--	Be-103				destined for China
3 9 02	--	Be-103				destined for China
3 9 03	--	Be-103				destined for China
3 9 04	--	Be-103				destined for China
3 9 05	--	Be-103				destined for China
3 9 06	--	Be-103				destined for China
3 9 07	--	Be-103				destined for China
3 9 08	--	Be-103				destined for China
3 9 09	--	Be-103				destined for China
3 9 10	--	Be-103				destined for China

1 SA-20P prototype built by KnAAPO at Komsomolsk-na-Amure-Dzyomgi in 2001/02

001	no reg	SA-20P	KnAAPO	f/f	16oct02	built by using assemblies of Be-103 c/n 3304; construction started aug01, completed may02; in white/blue/red c/s with a twisted Red Star on the fin, with KnAAPO logo; displayed at the Komsomolsk-na-Amure city fest 12jun02 and at the Gelendzhik "Gidroviasalon" 04/08sep02; l/n KnAAPO 17sep03; f/f from water 04oct03; trials completed 22oct03
	RA-3068K	SA-20P	KnAAPO	rgd	24dec03	CoFA issued by FLA RF the same day; in the same c/s as above, with a KnAAPO logo; f/n KnAAPO 14aug04; t/t 28 hours by 2005; l/n with registration KnAAPO 12dec06; canx before nov09; stored without registration at KnAAPO, seen jul09/jun13

Beriev Be-200 "Altair"

The Be-200 amphibian is the younger and smaller 'brother' of the A-40, designed mainly for fire fighting. It has the same aerodynamic configuration as its rather unsuccessful predecessor and presents practically a 0.8:1 copy of it in accordance with the Froude law. The Be-200's name "Altair" is the name of a star in the Orion constellation, but at the same time it is an acronym consisting of the three components 'Al' (the first syllable of "Albatros", the name of the A-40), 'ta' (Taganrog, the place of the design bureau) and 'ir' (Irkutsk, the place of the production factory).

The Be-200 is powered by two Soloviyov D-436TP turbopfans; although future export models may be equipped with two Rolls-Royce BR-715 engines. Development started in 1989, but the programme was delayed by insufficient funding after the break-up of the Soviet Union. So the first flight of the prototype took place only on 24 September 1998, more than two years after the roll-out date. In the meantime, the water collection system for the Be-200 had been tried out on Be-12P-200 RA-00046. The provisional type certificate (restricted to fire fighting) was handed out on 10 August 2001, and trials continue.

The only variant built up to date is the Be-200ChS which was developed for the Russian Emergency Situations Ministry (MChS or Emercom). This version is also called Be-200ES (for Emergency Situations) in English and received its type certificate on 29 December 2003. Apart from fighting fires, the Be-200ChS can transport rescuers or evacuate casualties.

Planned versions include the Be-200T transport, the Be-210 for up to 72 passengers and the Be-250 patrol and SAR aircraft. During the Farnborough Air Show in 2004, a memorandum of understanding was signed between NPK 'Irkut' and European aerospace manufacturer EADS envisaging to set up a joint venture for the development of the BR-715 powered version of the Be-200. The design process for this new version was to start in September 2004, and the first flight was planned for 2007. Beta Air, the company managing the Be-200 programme, sees a market of 800 aircraft of this class and hopes to sell up to 320 Be-200s world-wide... But as many other post-Soviet programmes, the Be-200 is plagued by delays. by 2007, it was decided to transfer production to "Tavria" at Taganrog.

4 Be-200 prototypes built by IAPO (former Factory No. 39) at Irkutsk-2 (Vostochny) between 1995 and 2002

The first six digits are 768200, with 768 possibly being a code for the factory and 200 probably standing for the type. These are followed by two digits batch number and the number in the batch.						
768200 0001	--	Be-200	primer	mfd	1995	static test airframe (izd. SI); airlifted by an An-124 to Taganrog-Yuzhny mar95; underwent structural tests with TANTK im. Berieva in 1996/98, l/n may11
768200 0002	no reg	Be-200	primer	r/o	11sep96	first prototype; construction started in 1992; f/f 24sep98 from Irkutsk-2 (Vostochny)
	no reg	Be-200	TANTK	Ik2	17oct98	painting in early oct98, but still without registration
	RA-21511	Be-200	TANTK	LBG	11jun99	with exhibition number '368'; seen ZIA 17/22aug99 still with '368'; seen GDZ 06/10sep00 without exhibition number; seen SXF 09may02 with exhibition number '377'; l/n GDZ 04sep04; stored at the factory at TANTK Taganrog, awaiting modification to a Be-200E with Rolls-Royce engines and seen hangedared TKG may11/may13 and not reported seen since
768200 0003	RA-21512	Be-200ChS	TANTK	f/f	27aug02	from Irkutsk-2 (Vostochny); the second prototype; in light grey c/s with red cheatline and blue belly, MChS badge on rear fuselage but no titles; f/n GDZ 04sep02
	RF-21512	Be-200ChS	TANTK	CIA	20aug04	in the same c/s as above, no titles; opb SoREM in Italy (basically on Sardinia) 20aug04/30sep04 and 06jul05/17sep05; l/n GVA 01jul06
	RF-21512	Be-200ChS	Bombeiros	KSC	31aug06	opb TANTK for Portuguese Serviço Nacional de Bombeiros at BA Monte Real 01jul06/31aug06; in the same c/s as above, with 'Bombeiros' titles; damaged 08jul06 on a test flight when hit trees after taking on water from the Barragem da Aguireira reservoir; modernised to production standard in 2008
	21512	Be-200ChS	TANTK im. Berieva	SCL	28mar10	initially in the same c/s as above, no titles; l/n as such GDZ 12sep10; seen partially repainted overhead Rostov-na-Donu 30may11; repainted in grey c/s with red cheatline, blue belly and 'Russian flag' trim on engines and tail, named 'Konstantin Babich' after a late TANTK test pilot; f/n as such LBG 18jun11, with the exhibition number '202'; l/n with this exhibition number TKG jun16; f/n with additional 'OAK' titles instead of the exhibition number GDZ 22sep16; l/n as such TKG 20may17; version painted on additionally as 'Be-200ES' in English; displayed as such at the "Dubai Airshow 2017" 12/16nov17; l/n jun23
768200 004	--	Be-200	primer	mfd	1997	dynamic test airframe for fatigue trials (izd. RI); airlifted by an An-124 to Taganrog-Yuzhny aug97; underwent fatigue trials with TANTK im. Berieva for many years, l/n may11

7 Be-200 production aircraft built by NPK "Irkut" (former Factory No. 39) at Irkutsk-2 (Vostochny) between 2003 and 2011

The first six digits are 768200, with 768 possibly being a code for the factory and 200 probably standing for the type. These are followed by two digits batch number and the year of manufacture and the number in the batch.

76820001301	RA-21515	Be-200ChS	MChS Rossii	r/o	26may03	line # 01-01; f/f 17jun03; mfd 29jul03; handed over to MChS at Listvyanka (Lake Baikal) 31jul03; based at Zhukovski from 05aug03; f/n ZIA 19aug03; l/n ZIA 19sep03; accepted only 24nov03
	RF-21515	Be-200ChS	MChS Rossii	ZIA	16dec03	l/n GDZ sep04
	RF-32515	Be-200ChS	MChS Rossii	ph.	26jul05	l/n Khabarovsk-Tsentralny 13aug05
	RF-32765	Be-200ChS	MChS Rossii	rgd	26dec05	deployed to South Sumatra and Central Kalimantan (Indonesia) for fire-suppression duties nov06; damaged 10nov06 on landing at Banjarmasin-Syamsudin Noor in heavy rain showers when overran the runway by some 50 metres; provisionally repaired and ferried to Taganrog for further repairs in 2007; opb TsOASO at Zhukovski from 20mar08 (but was still under repair at that time); named 'Ivan Borzov' 25apr08 after a famous Soviet Navy pilot of WWII; returned to service after repair 27jun11; l/n ZIA 12aug11; damaged sep11 when tried to collect water from the Ivankovo reservoir with the water duct closed by a blanking cover, t/t 633 hours and 752 cycles by then and f/n since this incident Zhukovski 30aug13; l/n Taganrog-South 18may19 stored there since 2018 with 1.183 hours and 1.062 cycles;see active again ROV 18dec20
76820001402	no reg	Be-200ChS	primer	f/f	26feb04	line # 01-02
	RF-32516	Be-200ChS	MChS Rossii	h/o	17apr04	mfd 26apr04; accepted 26may04; opb 171 osae at KHV; f/n Syzran-Troyekurovo 28may05; first fire-fighting mission flown 29jun05 near Pobyeda (Khabarovsk region); l/n GDZ 09sep06
	RF-32766(1)	Be-200ChS	MChS Rossii	rgd	26dec05	c/n checked KJA 01nov06; see line number 03-03 from Taganrog
	RA-21516	Be-200ChS	MChS Rossii	GVA	13jul07	opb Portuguese Serviço Nacional de Bombeiros 13jul/30sep07; seen GVA 21sep07 with 'Beriev' and additional small 'Proteção Civil' titles and large code 'B01'; l/n as such GVA 21sep07; modernised in early 2008
	RF-32766(1)	Be-200ChS	MChS Rossii	KHV	20aug08	opb TsOASO at Zhukovski from 20mar08; named 'Ivan Sukhomlin' 25apr08 after a famous Soviet Navy pilot of WWII, f/n as such UUS 16oct08; t/t 780 hours by early 2010; l/n SVX 20aug10
	RF-31360	Be-200ChS	MChS Rossii	Kvl	19may12	made a fly-by; named 'Ivan Sukhomlin'; l/n active IKT 26aug15; put into storage at Khabarovsk-Tsentralny in 2017 and l/n there 20aug20 in not too good condition with one engine missing t/t 2.565 hours and 1.522 cycles
76820002501	RF-32517	Be-200ChS	MChS Rossii	mfd	19jul05	line # 02-01; handed over 25jul05; opb 171 osae at KHV; f/n Krasnoyarsk-Cheremshanka 27jul05; l/n GOJ 14nov05
	RF-32767	Be-200ChS	MChS Rossii	rgd	26dec05	f/n SXF 12may06

	RA-21517	Be-200ChS	MChS Rossii	GVA	10jul07	opb Portuguese Serviço Nacional de Bombeiros 13jul/30sep07; seen Setúbal 23aug07 with 'Beriev' and additional small 'Proteção Civil' titles and large code 'B02'; modernised in early 2008
	RF-32767	Be-200ChS	MChS Rossii	OLB	19apr08	opb TsOASO at Zhukovski from 20mar08; named 'Vasilii Rakov' 25apr08 after a famous Soviet Navy pilot of WWII; c/n checked GDZ 02sep08; t/t 628 hours by early 2010; l/n Atlit (Israel) 05dec10
	RF-31120(1) RF-32767	Be-200ChS Be-200ChS	MChS Rossii MChS Rossii	ZIA TGK	20may11 19may12	still named 'Vasilii Rakov'; l/n KJA 20aug11; see c/n 64620070304 still named 'Vasilii Rakov'; seen Taganrog 19may12 with '31120' painted on engine covers; l/n Izmir 16sep23; tender 29jul24 for to carry out restoration work on the rudder and stern part of the fuselage with location given as Rostov-na-Donu
76820002602	RF-32768(1)	Be-200ChS	MChS Rossii	mfd	29sep06	line # 02-02; handed over 29sep06; rgd 20oct06; deployed to South Sumatra and Central Kalimantan (Indonesia) for fire-suppression duties nov06; opb TsOASO at Zhukovski from 20mar08; named 'Yevgeni Preobrazhenski' 25apr08 after a distinguished Soviet Navy pilot of WWII; t/t 594 hours by early 2010; seen ZIA 17aug10 with engine covers marked '21516', see there; l/n ZIA 18feb16; see l/n 03-07
76820002703	RF-31370 -- RF-32769	Be-200ChS Be-200ChS Be-200ChS	MChS Rossii primer MChS Rossii	KHV Ik2 f/f	07may16 24may07 jun07	named 'Yevgeni Preobrazhenski' after a distinguished Soviet Navy pilot of WWII; l/n YKS jul24 line # 02-03; on the assembly line this date c/n checked; never handed over to MChS Rossii, just used as a demonstrator by TANTK; f/n ZIA 16aug07; l/n ZIA 26aug07
76820003001	FHN-10201 "301" black	Be-200ChS Be-200ChS	Azerbaijan FHN TANTK im. Berieva	h/o mfd	25apr08 oct09	at Taganrog; d/d 30apr08; f/n GYD 09jul08; l/n ADB 05oct24 line # 03-01; seen in primer on the assembly line (almost complete) feb08; f/f 14jul10; ferried to Taganrog-Yuzhny aug10; seen undergoing modifications with TANTK im. Berieva at Taganrog-Yuzhny may11
	RF-31121	Be-200ChS	MChS Rossii	f/f	04oct11	named 'Pyotr Streletski' after a distinguished Soviet Navy pilot of WWII; handed over 21oct11; rgd 26oct11; opb Krasnoyarsk-Cheremshanka; damaged 14aug16 on a fire-fighting flight from Monte Real (Portugal) when flew so low that the right wing collided with tree-tops, but managed to land safely; handed over after repair by TANTK im. Berieva 01aug17; l/n ADB 18aug24
76820003102	"302" black	Be-200ChS	TANTK im. Berieva	Ik2	07feb08	line # 03-02, the last Be-200 built at Irkutsk; in primer; on the assembly line, wings not yet attached by feb08, readiness 80 % by oct09; f/f 03apr11; ferried to Taganrog-Yuzhny apr11; f/n TGK 21may11; underwent modifications with TANTK im. Berieva at Taganrog-Yuzhny
	RF-31361 RF-31130	Be-200ChS Be-200ChS	MChS Rossii MChS Rossii	ROV h/o	oct11 30nov11	named 'Ivan Shamanov' after a distinguished Soviet Navy pilot of WWII; l/n TGK 26nov11 named 'Ivan Shamanov'; rgd 26dec11; opb Sibirski regionalny tsentr; f/n ROV 01dec11; l/n KJA 19aug23

Be-200 production aircraft built by TANTK im. Berieva at Taganrog-Yuzhny from 2013

The first six digits are 646200, with 646 possibly being a code for the factory and 200 probably standing for the type. These are followed by the year of manufacture, the two-digit batch number and the number in the batch.

64620060303	no reg	Be-200ChS	primer	r/o	30may16	line # 03-03; construction started apr11, central wing section assembled 30nov11 and airframe mated 13oct13; f/f 16sep16
	RF-32766(2)	Be-200ChS	MChS Rossii	h/o	12jan17	named 'Aleksandr Razgonin' after a distinguished Soviet naval aviator; opb Yuzhny RTs at Rostov-na-Donu; see c/n 76820001402; seen ROV 15jan22; l/n in Algeria jul24/aug24
64620070304	RF-31120(2)	Be-200ChS	MChS Rossii	f/f	02jul17	line # 03-04; construction started mar12; h/o 23jul17; opb Krasnoyarski ASTs at Krasnoyarsk-Cheremshanka; l/n KJA 19aug23; see c/n 76820002501
64620070305	RF-31140	Be-200ChS	MChS Rossii	f/f	27nov17	line # 03-05; opb Krasnoyarski KASTs at Krasnoyarsk-Cheremshanka; in full c/s; handed over 20dec17; l/n KJA 15jul23
64620080306	RF-31380	Be-200ChS	MChS Rossii	f/f	12mar18	line # 03-06; in full c/s; h/o 31mar18; ferried to Khabarovsk 01apr18; opb Khabarovski ASTs at Khabarovsk-Bolshoi; l/n OMS 18jun22
64620080307	RF-32768(2)	Be-200ChS	MChS Rossii	f/f	25aug18	line # 03-07; in full c/s; displayed at the Gelendzhik "Gidroaviasalon" 06/09sep18; h/o 07sep18; opb Yuzhny RTs at Rostov-na-Donu; see c/n 76820002602; l/n ADB 12nov23
64620080308	RF-31390	Be-200ChS	MChS Rossii	f/f	19dec18	line # 03-08; in full c/s; h/o 27feb19; opb Khabarovski ASTs at Khabarovsk-Bolshoi from 01mar19; f/n Khabarovsk-Tsentralny 08jun19; l/n MJZ 10aug24
---	--	Be-200ChS				line # 03-09; contract with the Russian Navy annulled
---	--	Be-200ChS				line # 03-10; under construction in 2019
64620090311	RF-88450	Be-200ChS	Russian Navy	f/f	14feb20	line # 03-11; also carried code "20" yellow; in dark grey c/s with light blue belly, with 'MA VMF Rossii' titles and Russian stars; h/o at Yeisk 14jul20; opb 190 usap 859 TsBP i PLS at Yeisk; named 'Aleksandr Mamkin' after a distinguished Soviet WWII transport pilot; f/n as such 14jul20; crashed during fire fighting in Turkey 14aug21 when flew into a hill
64620070312	--	Be-200ES				line # 03-12; for delivery to Algeria, the first aircraft of an order of four, but not completed by feb23
64620020313	--	Be-200ChS	MChS Rossii		may22	line # 03-13; under final assembly by this date, order placed 25dec20; was planned for delivery feb23, trf to, see next line
	7T-VPV	Be-200ES	Algerian Air Force	r/o	jan23	to be operated by the Ministry of National Defense; photo posted 04jan23, in white c/s with green cheatline, grey undersides and titles, type painted as Be-200ES; f/f 28feb23
	626	Be-200ES	Algerian Air Force	d/d	22may23	via Turkey, Tunisia (Monastir) and Egypt, with call-sign '72218'; photo taken at MIR shows serial 626 on the rear fuselage and Russian flag on the fin
64620040314	7T-VPV --	Be-200ES Be-200ChS	Algerian Air Force MChS Rossii		jul24	in white c/s with green cheatline, grey undersides and titles, type painted as Be-200ES; l/n aug24 line # 03-14; order placed 25dec20 for MChS Rossii; was planned for delivery feb23, trf to, see next line
	7T-VPW	Be-200ES	Algerian Air Force	d/d	12dec24	in white c/s with green cheatline, grey undersides and titles, type painted as Be-200ES; delivered via Monastir with call-sign XAV9091 with hex code 149D7A (RA-40314) 15dec24
64620000355	RF-88456	Be-200ChS	Russian Navy	f/f	10nov20	line # 03-55; the first Be-200ChS without fire-fighting function (but not a Be-200PS); already seen in primer without markings on the assembly line 24feb18; also carried code "21" yellow; in dark grey c/s with light blue belly, with 'MA VMF Rossii' titles and Russian stars; h/o jan21; opb 190 usap 859 TsBP i PLS at Yeisk
64620010356	RF-88457	Be-200ChS	Russian Navy	f/f	may21	line # 03-56; a Be-200ChS without fire-fighting function (but not a Be-200PS); also carried code "23" yellow; in dark grey c/s with light blue belly, with 'MA VMF Rossii' titles and Russian stars; h/o sep21; opb 190 usap 859 TsBP i PLS at Yeisk; f/n Kubinka 18aug23

Lisunov Li-2 (PS-84)

The adaptation of the DC-3-196 was headed by Vladimir Myasishchev, while Boris Lisunov (an engineer at Factory No. 84) came onto the scene only after Myasishchev had been arrested and imprisoned in 1938. The aircraft was known initially as the PS-84 (PS standing for passazhirski samolyot, passenger aircraft, built by Factory No. 84). The PS-84 was renamed Li-2 on 17 September 1942 by an order of the commander of the GVF (Civil Air Fleet). However, in Air Force documents the designation Li-2 is used only from the second half of 1943. The PS-84/Li-2 was mainly built by Factory No. 84 at Moscow-Khimki, which was evacuated to Tashkent in autumn 1941. The last aircraft completed at Khimki left the production line on 18 October 1941, with the next one being completed at Tashkent on 7 January 1942. Unfortunately, their construction numbers are not known. By the end of WWII 2,258 Li-2s had been built, and when production ceased in 1954 this number had increased reportedly to 4,924 (1938: 1, 1939: 6 (but see the registration dates of batch 1 !), 1940: 57, 1941: 237, 1942: 423, 1943: 618, 1944: 626, 1945: 458, 1946: 163, 1947: 351, 1948: 277, 1949: 296, 1950: 293, 1951: 313, 1952: 312, 1953: 130, in total 4,561 aircraft). Apart from that, Factory No. 124 at Kazan built 10 aircraft before WWII, and 353 Li-2Ts were built by Factory No. 126 at Komsomolsk-na-Amure between 1946 and 1950 (1947: 40, 1948: 148, 1949: 157, 1950: 8) before this plant switched to MiG-15 production in 1950. Contradicting total production figures are known; for example, according to Boris Shavrov's standard compendium on Soviet aircraft, a total of 4,863 of this type were built.

Some major versions of PS-84/Li-2: PS-84 for passenger duty; PS-84K/Li-2K for cargo and troop carrying (cargo door on the left-hand side), armed with a machine gun in a dorsal turret; Li-2P for passenger duty; Li-2T for cargo and troop carrying (cargo door on the left-hand side); Li-2V for high high-altitude missions and airports; PS-84VP/Li-2VP transport/bomber version; PS-84I medevac version with stretchers; UChShLi-2 and Li-2US for navigator training; Li-2F for aerial photography; Li-2PR with glass nose; Li-2IRE, Li-2REO, Li-2LL and Li-2 "Meteo" flying laboratories.

The Yugoslav Air Force operated at least 11 Li-2s between 1945 and 1959. After the deterioration of relations between the Soviet Union and Yugoslavia in 1948, spare parts became difficult to obtain, and so ten aircraft were re-engined with Pratt & Whitney R-1830-900 engines and Hamilton Standard propellers from 1953 onwards. These aircraft were unofficially designated Li-3 by the Yugoslav Air Force. All Li-3s were on strength of the 111. ppa (transport regiment) at Zagreb, a unit of the 5th Air Corps. At least five of them seem to have been changed from the four-digit 70xx series to the five-digit 711xx series, probably in late 1969. Shortly afterwards, all Li-3s must have been withdrawn from use as only one of them has ever been seen with a five-digit serial.

Only one Li-2 remains airworthy at the moment, HA-LIX c/n 18433209 which had been withdrawn from use in 1973 and was restored to flying condition, with its 'first' flight on 21 September 2001. The only other survivor, RA-01300 c/n 23441605, which had been restored to flying condition during 1993, unfortunately crashed on 26 June 2004.

The construction number was often painted on the fin and in some cases on the leading edge of the wing(s).

295 PS-84 built by Factory No. 84 at Moscow-Khimki from 1939 to 18oct41

The construction number systems changed several times, making the issue very complicated. The first PS-84 built had the c/n 841, with 84 being the factory number and 1 denoting the first aircraft.

Batch 1 consisted of 9 aircraft which carried sequential numbers from 1 to 9.

Batches 2 to 4 also consisted of 9 aircraft each. Their c/n consisted of the batch number (02, 03, 04), the sequential number of the aircraft in the batch and a 6 the meaning of which is not known. Batch 5 does not seem to exist.

Batches 6 to 8 probably consisted of 29 aircraft each (the highest known number for batch 6 is 20, however). Their c/n consisted of the batch number (6, 7, 8), a 5 the meaning of which is not known and the two-digit sequential number of the aircraft in the batch. The better known c/n system started with batch 9. It consisted of a 1, the meaning of which is not known (the first type built by Factory No. 84 ?), 84 as the factory number, the two-digit batch number and the two-digit number in the batch. It is not completely clear, though, how many aircraft these batches contained. For most batches the highest known number is 10, but batch 10 consisted of 30 aircraft and batches 11 to 15 of 15 aircraft. The last aircraft completed at Moscow-Khimki was probably from batch 22.

84	1	URSS-M138	PS-84	Aeroflot/Moscow	rgd	08may39	the prototype, assembled from a completely knocked-down kit delivered by Douglas (possibly DC-3-196 c/n 2034) and powered by Wright "Cyclone" SGR-1820-G2 engines; in natural metal c/s; underwent state trials with the NII GVF 03sep39/17dec39 (166 flights with t/t 73 hours 45 minutes); opb 31 otryad for casevac duties during the 'Winter War' against Finland dec39/1940; later used on international routes; canx 20jun40; see below	
		CCCP-L3400	PS-84	Aeroflot/Moscow	rgd	11may39	c/n given as 1 in the register, but as 841 in the soc order; powered by Wright "Cyclone" SGR-1820-G2 engines c/ns 0792 and 0753	
		CCCP-L3400	PS-84	GVF	trf	1941	opb MAGON GVF (formed 23jun41); w/o 26jul41 on a flight from Kholm to Kalinin with casualties on board when flew very low over lake Sabro (Ostashkov district of the Kalinin region) so that the propellers struck the water surface, the aircraft collided with a tree on an island in the lake, came down on the island and came to rest in the water, 1 of the 3 crew members (the pilot, Vesolov) was seriously injured and 1 of the 21 passengers was killed; soc 28aug41	
84	2	? not known	PS-84				designated DS-3 2M-62IR in factory documents; second prototype, assembled from parts delivered by Douglas; possibly became CCCP-N... of Polyarnaya Aviatsiya, a photo shows M-62IR engines and a passenger door opening outward (PS-84 doors opened inward), digits of registration not visible on photo	
	2	CCCP-L3401	PS-84	Aeroflot/Moscow	rgd	28jun39	powered by Wright "Cyclone" SGR-1820-G2 engines; opb 31 otryad for casevac duties during the 'Winter War' against Finland dec39/1940; mentioned in a document apr42	
	3	CCCP-L3404	PS-84	Aeroflot/Moscow	rgd	04sep39	the first PS-84 powered by M-62IR engines (designated DS-3 2M-62IR in factory documents); mentioned in a document jul41	
		CCCP-L3404	PS-84	GVF	trf	1941	opb MAGON GVF (formed 23jun41); trf 'on paper' to Severnaya aviagruppa 07jan42, but still opb MAGON; w/o 21jan42 on a flight to the airstrip at Plesnevo (Smolensk region) in the German hinterland with soldiers on board when was not able to take off again due to the high snow, the airstrip was attacked by aircraft of the German Air Force with bombs and machine-guns and the PS-84 was hit, caught fire and burnt out, all 5 crew members (pilot: Mikhail M. Yefimenko) were injured	
	4	CCCP-L3405	PS-84	AFL/Georgia	rgd	09mar40	w/o 23nov40 on a flight from Rostov-na-Donu to Mineralnyye Vody in poor weather when the pilot flew very low in order to keep visual contact with the ground and the aircraft crashed into a mountain in the Ordzhonikidze (now Stavropol) region, 2 pilots and 2 passengers were killed; canx 03apr41	
	5	not known	PS-84	Soviet Air Force	d/d	1940		
	6	not known	PS-84	Soviet Air Force	d/d	1940		
	7	CCCP-L3406	PS-84	AFL/MOW-IKT route	rgd	25feb40	c/n given as '7' in the register and as '207' in the MGA document	
		CCCP-L3406	PS-84	GVF	trf	1941	opb MAGON GVF (formed 23jun41)	
		CCCP-L3406	PS-84	AFL/MOW-OVB route	trf	29oct41		
		"406" blue	PS-84	GVF/Soviet AF c/s	ph.	1945	c/n not confirmed; opb 23 oap GVF; in camo c/s with the white inscription 'BERLINSKI' on the nose	
		CCCP-L3406	PS-84	Aeroflot			c/n confirmed; soc 31mar52 as worn out	
	8	not known	PS-84	not known	d/d	1940	probably Soviet Air Force	
	9	not known	PS-84	not known	d/d	1940	probably Soviet Air Force	
02	1	6	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
02	2	6	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
02	3	6	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
02	4	6	CCCP-L3409	PS-84	AFL/MOW-IKT route	rgd	29apr40	probably Soviet Air Force
							w/o 07aug40 on the leg from Omsk to Novosibirsk of a flight from Moscow to Irkutsk when was allowed to take off despite below-minima weather conditions on the route and collided with the ground near Novosibirsk in poor visibility, all 4 crew members and 14 of the 17 passengers were killed and all 3 survivors injured; canx 20sep40	
02	5	6	CCCP-L3408	PS-84	AFL/MOW-IKT route	rgd	29apr40	probably opb MAGON GVF in summer 1941; w/o jul41 due to enemy action
02	6	6	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
02	7	6	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
02	8	6	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
02	9	6	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
03	1	6	CCCP-L3945(1)	PS-84	GVF	rgd	15aug41	initially operated by 2 ae MAGON GVF (formed 23jun41); trf to Osoby Baltiski aviaotryad GVF 15aug41; damaged beyond repair 06jul42 on a mission together with PS-84s CCCP-L3954 and CCCP-L3956 when the commander of the flight (the pilot of CCCP-L3954) lost orientation and lead the flight to the front-line where it was attacked by fighters of the German Air Force, CCCP-L3945 was hit and came down near Khlevnoye, the crew (pilot: Popovich) escaped; the aircraft was possibly repaired and continued to serve with the GVF, but there is no information available; see c/n 18428409
03	2	6	CCCP-L3412	PS-84	AFL/MOW-IKT route	rgd	22may40	
		CCCP-L3412	PS-84	GVF	trf	1941	opb MAGON GVF (formed 23jun41); w/o 29aug41 on a flight from Moscow-Vnukovo to Leningrad when was hit by Soviet anti-aircraft artillery on approach to Leningrad and made a forced landing on the swampy Mokry Lug site near Nevskaya Dubrovka railway station (Vsevolozhsk district of the Leningrad region), 2 of the 5 crew members (among them the pilot, Grigori A. Taran) were injured while the other 3 and all 4 passengers escaped unhurt; the wreck was cannibalised and the fuselage was burnt; struck off charge 20sep41	
03	3	6	CCCP-L3943(1)	PS-84	GVF	mfd	29apr40	rgd only 11aug41; opb 7 ae MAGON GVF (existed 23jun41-06nov42) as of 29oct41; later operated by Osoby Chernomorski aviaotryad GVF; probably severely damaged in late 1941 as there is a remark in the VVS ChF register 'combat loss, 1941'; obviously repaired; see c/n 18435706
		CCCP-L3943(1)	PS-84	GVF	rgd	09jan43	initially operated by Azerbaidzhanskaya OAG GVF; operated by 1 atp 1 atd at Moscow-Vnukovo as of 01may43, t/t 1,300 hours by then; trf to Lyotny tsentr GVF 15dec44; canx 19jul45 (date of the inspection certificate)	
03	4	6	CCCP-L3413	PS-84	AFL/MOW-IKT route	rgd	05jul40	
		CCCP-L3413	PS-84	GVF	trf	1941	opb 5 ae MAGON GVF (formed 23jun41) by 29oct41	
		CCCP-L3413	PS-84	Aeroflot/Moscow	trf	07jan42	w/o jan42 due to enemy action	
03	5	6	CCCP-L3410	PS-84	Aeroflot/Georgia	rgd	05jun40	
		CCCP-L3410	PS-84	GVF	trf	1941	opb MAGON GVF (formed 23jun41), one engine was from the Directorate of the MOW-IKT route; w/o 27aug41 when was attacked by aircraft of the German Air Force, caught fire, made a forced landing in a forest near Mga railway station (Kirovsk district of the Leningrad region) and burnt out, 3 of the 5 crew members and 1 of the 2 passengers were injured while the other 2 crew members (among them the pilot, Monakov) and the 2nd passenger escaped unhurt; soc 20sep41	
03	6	6	not known	PS-84	Soviet Navy	d/d	1940	operated by VVS ChF; w/o in 1941 (combat loss)
03	7	6	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
03	8	6	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
03	9	6	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
04	1	6	CCCP-L3411	PS-84	AFL/MOW-IKT route	rgd	11jun40	
		CCCP-L3411	PS-84	GVF	trf	1941	opb 5 ae MAGON GVF (formed 23jun41); damaged 05jul41 while being prepared for take-off at Vitebsk when a landing fighter of the Soviet Air Force collided with the PS-84, damaging an aileron, a wing and a propeller, all crew members (pilot: Ivanov) escaped unhurt; canx 08aug41 and soc 12aug41 as it was not possible to send a repair team to Vitebsk, but seems to have been repaired anyway as was on charge of 4 ae MAGON GVF by 29oct41	
04	2	6	CCCP-L3411	PS-84	AFL/MOW-IKT route	trf	07jan42	
		CCCP-L3414	PS-84	AFL/West Siberia	mfd	05jun40	rgd 11jun40; operated by the Moscow-Irkutsk route	
		CCCP-L3414	PS-84	GVF	trf	1941	opb 1 ae MAGON GVF (formed 23jun41)	
		CCCP-L3414	PS-84	AFL/MOW-OVB route	trf	29oct41	damaged 03jul42 on take-off from the soaked grass runway at Sverdlovsk when the pilot (Teslenko) deviated from the prescribed direction to the left during the take-off run and forced the aircraft to lift off at low speed so that it stalled at a height of some 8-10 metres, banked to the left and came down; repaired	
		CCCP-L3414	PS-84	GVF			opb 1 atp 1 atd at Moscow-Vnukovo as of 01may43, t/t 2,500 hours by then; dbr 11mar44 on take-off from Vnukovo when the left engine failed (due to a problem with the carburettor) and the aircraft suffered severe damage, no casualties; soc 19apr44	
04	3	6	CCCP-L3415	PS-84	Aeroflot	rgd	28jun40	opb eskadra osobennogo naznacheniya (special purpose squadron); photo in natural metal c/s; w/o jan42 due to enemy action
04	4	6	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
04	5	6	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
04	6	6	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
04	7	6	CCCP-L3416	PS-84	Aeroflot	rgd	10jul40	fitted with a passenger door on the right side; opb lyotny tsentr (flying centre); w/o feb42 due to enemy action
04	8	6	CCCP-L3417(1)	PS-84	AFL/Georgia	rgd	12jul40	see CCCP-L3417(2) with unknown c/n
		CCCP-L3417(1)	PS-84	GVF	trf	1941	opb MAGON GVF (formed 23jun41); w/o 31jul41 after a flight to Yedrovo with ammunition on board when 24 Bf 110s of the German Air Force attacked Yedrovo airfield 10 minutes after the PS-84 had landed and the PS-84 was hit and burnt out, all 4 crew members (pilot: Shmelyov) escaped unhurt; soc 28aug41	
04	9	6	CCCP-L3418	PS-84	Aeroflot	rgd	09sep40	opb lyotny tsentr (flying centre); mentioned in a document apr42; w/o, details unknown; soc 01nov47
6	5	01	CCCP-L3419	PS-84	Aeroflot/Moscow	rgd	07sep40	
		CCCP-L3419	PS-84	GVF	trf	1941	opb MAGON GVF (formed 23jun41); damaged during the night 01/02aug41 on the return leg of a flight to Novgorod when was attacked and hit by an aircraft of the German Air Force near Krestsy railway station, the captain (Garmash) and the flight mechanic were killed, but the 2nd pilot (Mikhailov) managed to perform a forced landing in swampy terrain; repaired; on charge of Osoby otryad from 01oct41, flew supplies to Dagó (now Hiiumaa) oct41; w/o 13oct41 on a flight from Leningrad to the Soviet hinterland when was attacked and hit by the Germans, caught fire, made a forced landing north-east of Chornovo on the Ladoga Canal and burnt out, 2 of the crew members (among them the pilot, Ovsyannikov) were injured and 2 of the passengers were killed; soc 29oct41	
6	5	02	CCCP-L3420	PS-84	Aeroflot/Moscow	rgd	12sep40	
		CCCP-L3420	PS-84	GVF	trf	1941	opb MAGON GVF (formed 23jun41); dbr 09oct41 on a test flight from Moscow-Vnukovo after the fitting of other engines when the flight mechanic made a mistake in handling the fuel system so that both engines flamed out shortly after take-off and the aircraft crashed near the Kievskoye shosse highway, all crew members (pilot: Farmanyan) were injured; soc 29oct41	
6	5	03	CCCP-L3421	PS-84	Aeroflot	rgd	12sep40	opb eskadra osobennogo naznacheniya (special purpose squadron)
		CCCP-L3421	PS-84	GVF	trf	jul41	opb MAGON GVF (formed 23jun41); w/o 27jul41 on a positioning flight between two airfields at Vyazma when was attacked by aircraft of the German Air Force, caught fire, made a forced landing and burnt out,	

						all 3 crew members (pilot: Dobrovolski) were injured while the sole passenger was killed; struck off charge 28aug41; according to the document f. 135, op. 12770, d. 127 in TsA MO a PS-84 CCCP-L3421 with M-62 engines c/ns 6201659 and 6202604 was repaired at Monino mar42 in a document apr42
6 5 04	CCCP-L3422	PS-84	AFL/Baltics	rgd	04nov40	<p>opb 5 ae MAGON GVF (formed 23jun41) by 29oct41</p> <p>rgd 05oct40; based at Sverdlovsk; w/o 18jun42 on the leg from Moscow-Khodynka to Kazan of a flight from Moscow to Khabarovsk when took off with a broken breather pipe of the right engine which lead to vibrations of the engine, when the crew tried to fix the problem by changing the altitude mixture control the right engine failed while the aircraft was flying at a height of some 80-100 metres over Moscow, the aircraft lost height rapidly, collided with a pole of a telegraph line along a railway line, crashed on the rails near the railway station Moscow-Butyrskaya tovarnaya and caught fire, 3 of the 4 crew members, 9 of the 17 passengers (among them P.S. Makarova, the Deputy of the Chairman of the Supreme Soviet of the RSFSR) and 1 person on the ground killed and all 9 survivors injured; t/t 2,041 hours</p>
6 5 05	CCCP-L3423	PS-84	AFL/MOW-IKT route	mfd	29sep40	
	CCCP-L3423	PS-84	GVF	trf	1941	
	CCCP-L3423	PS-84	AFL/MOW-IKT route	trf	07jan42	
6 5 06	CCCP-L3424	PS-84	AFL/Azov-Black Sea	rgd	10oct40	<p>opb 6 ae MAGON GVF (formed 23jun41) by 29oct41 and by 2 ae MAGON GVF by early 1942 mentioned in a document apr42; soc 01apr48 as to become an 'exhibit' (probably a ground instructional airframe) with the Troitsk Technical Aviation College</p>
	CCCP-L3424	PS-84	GVF	trf	1941	
	CCCP-L3424	PS-84	Aeroflot/Moscow	trf	07jan42	
6 5 07	CCCP-L3425	PS-84	AFL/Uzbekistan-TAS	rgd	04nov40	<p>opb 2 ae MAGON GVF (formed 23jun41) by 29oct41</p> <p>w/o feb42 due to enemy action</p> <p>probably Soviet Air Force</p>
	CCCP-L3425	PS-84	GVF	trf	1941	
	CCCP-L3425	PS-84	Aeroflot/Moscow	trf	07jan42	
6 5 09	not known	PS-84	not known	d/d	1940	<p>opb Osobaya Severnaya aviagruppa GVF (formed 26jun41); probably in dark green c/s with light undersides, registration painted out, carried just small '3426' under the stabiliser; w/o 10aug41 when was attacked by a fighter of the German Air Force near 'Voimark' (the correct name is probably Veimarn) railway station (Leningrad region), the left engine was knocked out and the left wing and the fuselage were hit as well, the aircraft made a wheels-up forced landing immediately, suffering additional damage, and was set on fire by its crew, all 4 crew members (pilot: K. Novikov) escaped unhurt; there are German photos of the burnt-out wreck</p>
6 5 10	CCCP-L3426	PS-84	AFL/Northern	rgd	04nov40	
	CCCP-L3426	PS-84	GVF	trf	1941	
6 5 11	CCCP-L3427	PS-84	AFL/South Kazakhs.	rgd	20nov40	<p>fitted with a passenger door on the right side</p> <p>opb MAGON GVF (formed 23jun41); w/o 19jul41 on a supply flight from Moscow-Vnukovo to Gomel when crashed near Yelnya (Smolensk region), 2 of the 4 crew members and the sole passenger were MIA presumed killed while the other 2 were taken prisoner by the Germans the same day (among them the pilot, Leonid M. Kulshchikov, who returned to the Soviet Union in 1945)</p>
	CCCP-L3427	PS-84	GVF	trf	1941	
6 5 12	CCCP-L3428	PS-84	AFL/Uzbekistan	rgd	27nov40	<p>also given as 24nov40; fitted with an outward-opening passenger door on the right side</p> <p>opb 2 ae MAGON GVF (formed 23jun41) by 29oct41; in natural metal c/s with Red Stars, no titles mentioned in a document apr42</p>
	CCCP-L3428	PS-84	GVF	trf	1941	
	CCCP-L3428	PS-84	Aeroflot/Moscow	trf	07jan42	
	CCCP-L3428	Li-2	AFL/Azerbaijan	trf	unknown	
6 5 13	CCCP-L3429	PS-84	AFL/Uzbekistan	rgd	06dec40	<p>mentioned in a document jul41</p> <p>opb MAGON GVF (formed 23jun41); w/o 02aug41 on a flight from Voskresensk to Tekliyevka (near Uman) with supplies for encircled Soviet troops on board when was hit by German anti-aircraft artillery behind Kirovograd, crashed and exploded, all 4 crew members (pilot: Stepan D. Kovalenko) were killed</p>
	CCCP-L3429	PS-84	GVF	trf	1941	
6 5 14	? "35"	PS-84	Soviet Air Force	d/d	1940	<p>the identity of the aircraft was given in an NKVD report about the accident as DC-2 c/n 6415, but Douglas did not use such a c/n and there is no such c/n for a PS-84/Li-2 either, so this is the sole candidate; opb adon; w/o 18dec42 on the leg from Dzhusaly to Chkalov (now Orenburg) of a flight from Tashkent to Moscow when the pilot tried to descend through a very low cloud cover, but the right wing touched the ground near stopping point Nr. 10 of the Orsk-Kandagach railway line so that the aircraft nosed over and came to rest upside down 30 metres further on, 1 of the 5 crew and 1 of the 2 passengers killed and all survivors (among them the pilot, 1st Lieutenant Pavel P. Melakin) injured</p>
6 5 15	not known	PS-84	not known	d/d	1940	<p>probably Soviet Air Force</p> <p>fitted with an outward-opening passenger door on the right side</p> <p>opb 3 ae MAGON GVF (formed 23jun41) by 29oct41</p>
6 5 16	CCCP-L3430	PS-84	AFL/South Kazakhs.	rgd	11dec40	
	CCCP-L3430	PS-84	GVF	trf	1941	
	CCCP-L3430	PS-84	Aeroflot/Moscow	trf	07jan42	
6 5 17	not known	PS-84	not known	d/d	1940	<p>in camo c/s with probably light grey undersides; photo at Tehran in 1942; w/o 25aug42 on take-off from Tashkent when lifted off at low speed due to an error of the pilot (M. Kaverin), flew at a height of 3-5 metres for some 250-300 metres and banked to the left so that the left wing tip and the left propeller touched the ground and the aircraft came down, caught fire and burnt out, 1 of the 3 crew members was slightly injured while the other 2 and all passengers managed to leave the burning aircraft unhurt</p>
6 5 18	CCCP-L3431	PS-84	AFL/Baltics	rgd	23dec40	
	CCCP-L3431	PS-84	GVF	trf	1941	
6 5 19	not known	PS-84	not known	d/d	1940/41	<p>probably Soviet Air Force</p> <p>registration painted on as 'CCCP-L-3431', photo exists</p> <p>opb MAGON GVF (formed 23jun41); lost 02aug41 on a flight from Voskresensk to Tekliyevka (near Uman) with supplies for encircled Soviet troops on board when was hit by German anti-aircraft artillery behind Kirovograd and made a forced landing on German-held territory, 1 of the 3 crew members (the pilot, Mikhail I. Mikhailov) was MIA presumed killed while the other 2 crew members managed to reach the Soviet lines later (1 of them was injured)</p>
6 5 20	CCCP-L3432	PS-84	Aeroflot/Moscow	rgd	23jan41	
	CCCP-L3432	PS-84	GVF	trf	1941	
7 5 01	CCCP-N310	PS-84	Polyarnaya Aviats.	rgd	11jan41	<p>opb MAGON GVF (formed 23jun41) at Moscow-Vnukovo; dbr 05aug41 on a positioning flight from Pakhomovo to Moscow-Vnukovo when landed in poor visibility (ground fog) and the right wing collided with the right wing of PS-84 CCCP-L3480 which was landing in the opposite direction at the same time, 1 crew member (the flight mechanic) was injured (pilot: Frolovski)</p>
7 5 02	not known	PS-84	not known	d/d	1941	
7 5 03	CCCP-N311	PS-84	Polyarnaya Aviats.	rgd	11jan41	
7 5 04	CCCP-L3433	PS-84	AFL/Northern	rgd	30dec40	<p>left Moscow for Anadyr 22mar41; opb 2-ya aviagruppa VVS Severnogo Flota from 09jul41</p> <p>probably Soviet Air Force</p> <p>registration painted on as 'CCCP H-311'; in natural metal c/s (at some time with red nose and trim), with 'Aviaarktika' titles; photo at Matochkin Shar (Novaya Zemlya) in 1941; reached 85° N (north of Franz Josef Land archipelago) 27mar43; opb Chukotskaya aviagruppa and by Moskovskaya aviagruppa in 1944; was in very poor condition by 1944 and should have been wfu; dbr 19nov44 on take-off from Amerda before dawn for an ice-reconnaissance mission for the icebreaker 'I. Stalin' which had become locked in the ice of the Kara Sea when the left engine lost power shortly after lift-off, the aircraft banked and turned to left and lost height, the left wing touched the surface of the water and the aircraft crashed into the Kara Sea some 300 metres from the coast and came to rest at a depth of 3-4 metres, all 5 crew escaped unhurt; the wreck was recovered from the sea floor, but declared a write-off</p>
	CCCP-L3433	PS-84	GVF	trf	jun41	
7 5 05	not known	PS-84	not known	d/d	1941	<p>opb MAGON GVF (formed 23jun41); w/o 29jun41 on a supply flight with ammunition on board when was attacked by fighters of the Soviet Navy by mistake on approach to Vaenga, caught fire, made a forced landing and burnt out, 2 crew members (among them the pilot, Novikov) were injured while the other crew members escaped unhurt; struck off charge 12aug41 and canx the same day</p>
7 5 06	CCCP-L3434	PS-84	AFL/Kazakhstan	rgd	27jan41	
	CCCP-L3434	PS-84	GVF	trf	1941	
7 5 07	not known	PS-84	not known	d/d	1941	<p>probably Soviet Air Force</p> <p>probably Soviet Air Force</p> <p>probably Soviet Air Force</p>
7 5 08	not known	PS-84	not known	d/d	1941	
7 5 09	CCCP-L3435	PS-84	Aeroflot	rgd	14jan41	
	CCCP-L3435	PS-84	AFL/Buguruslan FS	trf	aug47	
7 5 10	not known	PS-84	not known	d/d	1941	<p>opb Iyotny tsentr GVF (flying centre); soc 22sep51 as worn out</p> <p>probably Soviet Air Force</p>
7 5 11	CCCP-L3436	PS-84	AFL/Azov-Black Sea	rgd	11jan41	
	CCCP-L3436	PS-84	AFL/Far East-KHV	trf	unknown	
7 5 12	not known	PS-84	Soviet Navy	d/d	1941	<p>opb 12 AO; dbr 30sep44 on the leg from Sverdlovsk to Kazan of a flight from Khabarovsk to Moscow when the left engine failed 2 hours 15 minutes into the flight and the pilot opted for a precautionary landing at Vyatskiye Polyany (Kirov region), but did not calculate the approach correctly and had to go around, when trying to 'hop' over a railway line the aircraft lost speed and came down 50 metres behind the line, destroying three wooden huts, 3 of the 5 crew members and 5 of the 14 passengers were injured; t/t 2,524 hours; soc 23oct44</p>
7 5 13	CCCP-L3437	PS-84	AFL/Ukraine-IEV	rgd	23jan41	<p>operated by ae Upravleniya VVS VMF (redesignated ae GU VVS VMF 22jan43); struck off charge 30mar44 as having crashed (confirmed by the inspection certificate 10may44)</p>
	CCCP-L3437	PS-84	GVF	trf	1941	
7 5 14	not known	PS-84	not known	d/d	1941	<p>opb 5 ae MAGON GVF (formed 23jun41) by 29oct41 and by zvno spetsialnogo naznacheniya pri shtabe MAGON GVF by early 1942; flew supplies to Sevastopol 29jun42/01jul42; w/o 08jul42 when was hit by the enemy, came down near Yelets and burnt out, 1 of the 5 crew members (the radio operator) was slightly injured while the other 4 crew members (among them the pilot, I.G. Mosalyov) and the sole passenger escaped unhurt</p>
7 5 15	CCCP-L3438	PS-84	AFL/Ukraine-IEV	rgd	28jan41	
	CCCP-L3438	PS-84	GVF	trf	1941	
7 5 16	not known	PS-84	not known	d/d	1941	<p>in a document 18jul41 as having received engines from Air Force stocks; opb Yugo-Zapadnaya OAG GVF (formed 02aug41); w/o 13jan42 on a flight from Morozovski to a site behind the German lines at night when a fire emerged in the cabin on the return leg (near Verkhnyaya Tarasovka railway station) and spread rapidly, all 5 crew members bailed out at a height of some 350 metres (1 of them was killed and 1 seriously injured) while the sole passenger (an Air Force officer) did not manage to bail out and was killed, the aircraft crashed near Smelovka (5 km east of Verkhnyaya Tarasovka)</p>
7 5 17	CCCP-L3439	PS-84	Aeroflot	rgd	17feb41	

7 5 18	not known	PS-84	Soviet Navy	d/d	1941	operated by 17 otao VVS BF; struck off charge 25feb44 as a combat loss (confirmed by the inspection certificate 18may44)
7 5 19	CCCP-L3440 CCCP-L3440	PS-84 PS-84	AFL/Georgia GVF	mfd trf	25jan41 1941	rgd 13feb41 opb 5 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41 and by 1 ae MAGON GVF by early 1942; later opb 4 oap GVF; w/o 27mar43 on a flight from Moscow-Khodyinka to Khvoynaya when the left engine developed problems shortly after take-off (probably due to the use of low-octane petrol) so that the pilot decided to return to Khodyinka, as he was afraid that the engine might fail completely he did not fly the full aerodrome circuit but tried to land straight on with tailwind, came in too high and banked sharply to the left in order to avoid a collision with parked aircraft so that the left wing struck the ground and the aircraft crashed, 2 of the 5 crew members were killed, 2 crew members seriously injured and 1 crew member and 1 passenger slightly injured while the other 8 passengers escaped unhurt; t/t 1,977 hours probably Soviet Air Force
7 5 20	not known	PS-84	not known	d/d	1941	
7 5 21	CCCP-L3441 CCCP-L3441 CCCP-L3441	PS-84 PS-84 PS-84	AFL/Kazakhstan GVF	rgd trf	10mar41 1941	opb 3 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41; repaired at Chkalovski mar42
7 5 22	not known	PS-84	AFL/Azerbaijan-BAK Soviet Navy	trf d/d	19feb44 1941	soc 02mar53 as to become an 'exhibit' operated by 17 otao VVS BF; struck off charge 12aug42 as a combat loss (confirmed by the inspection certificate 31may43)
7 5 23	CCCP-L3442	PS-84	Aeroflot	rgd	22feb41	opb lyotny tsentr GVF (flying centre); photo in natural metal c/s without cheatline; soc 25jul51 as worn out
7 5 24	CCCP-X471 CCCP-X471	PS-84 PS-84	NKVD ? Aeroflot	d/d no reports	1941	
7 5 25	CCCP-L3443 CCCP-L3443	PS-84 PS-84	AFL/Azov-Black Sea GVF	mfd trf	06feb41 1941	soc 10jun52 rgd 27feb41 opb 6 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41 and by 1 ae MAGON GVF by early 1942; opb 1 atd GVF at Moscow-Vnukovo from 06nov42; w/o 23jan43 on a cargo flight from Khvoynaya to Moscow-Vnukovo in support of Elektroprom when encountered below-minima weather conditions (fog and snowfall) on approach to Moscow at dusk, was not able to find Vnukovo airfield, flew to Khimki but was not allowed to land there, circled on the north-western outskirts of Moscow in search of an airfield, lost height due to pilot error, collided with a barn 300 metres from Posyolok im. Kirova and crashed on the premises of the sovkhos (state farm) "16th Party Congress" between Myakinino and Strogino, 3 of the 7 crew members and 2 of the 3 passengers were killed plus 3 crew members seriously injured and 1 crew member and 1 passenger slightly injured; t/t 2,000 hours
7 5 26	CCCP-L3944(1)	PS-84	GVF	rgd	14aug41	operated by Osoby Chernomorski AO GVF as of 15jul41; w/o 15aug41 when was shot down; see c/n 18424707
7 5 27	CCCP-L3444 CCCP-L3444	PS-84 PS-84	AFL/Moscow GVF	rgd trf	27feb41 1941	in natural metal c/s with small titles on the nose (photo in an Aeroflot brochure in 1987) opb 4 ae MAGON GVF (formed 23jun41) by 29oct41; w/o 15nov41 on a flight from Moscow-Khodyinka to Khvoynaya when was attacked by two Bf 110s of the German Air Force while flying at a height of some 150-200 metres near Dmitrov and caught fire, the pilot (Ivan I. Sukhanov) attempted an emergency landing, but was probably killed and the aircraft crashed in a forest near Salnitsy (Dmitrov district of the Moscow region), all 5 crew members and 12 passengers (mostly aircraft technicians) were killed probably Soviet Air Force
7 5 28	not known	PS-84	not known	d/d	1941	operated by Osoby Chernomorski aviaotryad as of 15jul41, by 5 ae MAGON GVF as of 29oct41 and by 1 ae MAGON GVF as of early 1942; took part in the Vyazma airborne operation 11/12mar42
7 5 29	CCCP-L3452	PS-84	GVF	rgd	17jul41	operated by 63 tbabr dd VVS ChF in 1942
	CCCP-L3452 ?	PS-84	Soviet Navy	trf	25dec42	operated by 1 OTAE GVF; struck off charge 01dec48 as worn out
	CCCP-L3452	PS-84	GVF	d/d	1941	operated by ae GU VVS VMF as of 01oct45
7 5 30	not known	PS-84	Soviet Navy	trf	1941	
8 5 01	CCCP-L335	PS-84	NKAP zavod # 466	rgd	01mar41	
8 5 02	CCCP-L3445 CCCP-L3445	PS-84 PS-84	AFL/Ukraine GVF	rgd trf	12mar41 1941	opb 6 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41 and by 1 ae MAGON GVF by early 1942; flew supplies to Sevastopol 22jun42/01jul42; opb 1 ap 1 atd GVF at Moscow-Vnukovo from 06nov42; severely damaged on take-off from Molotov (now Perm) 04jun43 when tried to take off from the wrong point on the airfield, lifted off after 340 metres but stalled, the left wing hit parked PS-84 CCCP-L3962(1) and the aircraft collided with a wooden shed, all 3 crew members and 7 passengers escaped unhurt; soc 02mar53 as to become an 'exhibit'
8 5 03	CCCP-L3446 CCCP-L3446	PS-84 PS-84	AFL/Azov-Black Sea GVF	rgd trf	04apr41 1941	opb 6 ae MAGON GVF (formed 23jun41) by 29oct41; trf 'on paper' to the Moscow directorate 07jan42, but still opb MAGON; opb 1 ae MAGON GVF by early 1942; possibly opb 19 oap GVF by 1944; made a forced landing near Byelaya Tserkov due to poor weather 07dec44
	CCCP-L3446	Li-2	AFL/Ukraine	trf	1945 ?	opb 16 TO at IEV as of jan45; in olive drab or dark green c/s; struck off charge 31mar52 as to become an 'exhibit'; used as a ground instructional airframe by Rzhenskoye lyotno-tehnicheskoye uchilishche (Riga Technical Aviation College, RAUSS), on a photo in the late 1970s
8 5 04	CCCP-L3447 CCCP-L3447	PS-84 PS-84	AFL/Azov-Black Sea GVF	mfd trf	18mar41 1941	rgd 19mar41 opb 6 ae MAGON GVF (formed 23jun41) by 29oct41 and by 1 ae MAGON GVF by early 1942; later opb Lyotny tsentr UUZ i BP GU GVF at Novosibirsk; w/o 19jun42 on a training flight from Novosibirsk when the flight mechanic made a mistake in handling the fuel system so that the left engine flamed out shortly after take-off, as the trainee pilot did not cope with the situation and crew resource management did not work the aircraft crashed in a forest 1 km north-west of the airport and caught fire, 1 of the 4 crew members was killed and the other 3 were injured; t/t 1,111 hours; soc 14jan46 as to become an 'exhibit', but this must have been in error
8 5 05	CCCP-L3448 CCCP-L3448 CCCP-L3448	PS-84 PS-84 PS-84	AFL/Northern GVF	rgd trf	14mar41 1941	opb 1 ae MAGON GVF (formed 23jun41) by 29oct41
8 5 06	CCCP-L3449 CCCP-L3449	PS-84 PS-84	AFL/Northern AFL/Uzbekistan-TAS GVF	trf rgd trf	07jan42 20mar41 1941	opb Severnaya aviagruppa; soc jul43 as trf to the Soviet Air Force photo exists opb MAGON GVF (formed 23jun41); w/o 13oct41 on a flight to air-drop supplies in the Kursk area when was shot at by German anti-aircraft artillery, suffering damage to the right engine and the hydraulics system, made a forced landing and caught fire, all 5 crew members (pilot: Aleksei A. Pantelli) and the sole passenger escaped unhurt; soc 29oct41; parts of the aircraft were used to repair damaged PS-84 CCCP-L3434
8 5 07	CCCP-L3450 CCCP-L3450	PS-84 PS-84	AFL/Azov-Black Sea GVF	rgd trf	04apr41 1941	opb 6 ae MAGON GVF (formed 23jun41) by 29oct41; w/o 18jan42 when landed in the German hinterland near Vyazma (Smolensk region), was not able to take off again due to the high snow and was destroyed on the ground by an aircraft of the German Air Force, all crew members (pilot: Ponomarenko) escaped unhurt
8 5 08	CCCP-L3459 CCCP-L3459	PS-84 PS-84	AFL/Kazakhstan GVF	rgd trf	21mar41 1941	appeared in a film opb MAGON GVF (formed 23jun41); dbr 30jul41 on a flight to an unknown airfield when the crew was not able to find that airfield and the pilot (M.I. Burin) decided to land at Vyazma instead, did not fly the full aerodrome circuit and approached at an angle, the aircraft touched down 120 metres from the perimeter of the airfield, collided with a ditch and ended up in a ravine, no casualties; soc 28aug41
8 5 09	CCCP-L3460 CCCP-L3460	PS-84 PS-84	AFL/Uzbekistan-TAS GVF	rgd trf	28mar41 1941	opb MAGON GVF (formed 23jun41); w/o 16jul41 on the leg from Shcholkovo (now Chkalovski) to Verekeyevka (with 1,740 kg of ammunition on board) of a round flight from and to Vnukovo when took off without the engines having been duly warmed up and the right engine lost power shortly after lift-off so that the aircraft lost height, collided with tree tops, came down in a forest, caught fire and burnt out, all crew members (pilot: Isakov) were injured
8 5 10	CCCP-L3461	PS-84	AFL/Azov-Black Sea	rgd	05apr41	probably opb MAGON GVF in summer 1941; dbr 23jul41 when the pilot (Romanov) did not adhere to the 'flying discipline'
8 5 11	CCCP-L3462 CCCP-L3462	PS-84 PS-84	Aeroflot/Moscow GVF	rgd trf	29mar41 1941	opb 3 ae MAGON GVF (formed 23jun41); severely damaged 09oct41 on take-off from Tikhvin with the MTOW exceeded when crashed, all 4 crew members (pilot: Ryabushenko) escaped unhurt; according to one document the aircraft was struck off charge, but according to another document it was to be repaired; a team of technicians was sent to Tikhvin on board of PS-84 CCCP-L3472 27oct41 in order to conduct repairs on-site, but perished together with that aircraft; CCCP-L3462 was still on the inventory listing of MAGON GVF 29oct41
8 5 12	CCCP-L3463 CCCP-L3463	PS-84 PS-84	AFL/Ukraine GVF	rgd trf	07apr41 1941	in natural metal c/s; photo exists opb MAGON GVF (formed 23jun41)
8 5 13	CCCP-L3463 CCCP-L3464 CCCP-L3464	PS-84 PS-84 PS-84	AFL/MOW-OVB route AFL/Moscow GVF	trf rgd trf	29oct41 03apr41 1941	soc 01oct50 as worn out date confirmed; opb eskadriya osobogo naznacheniya Moskovskogo aeroporta opb 6 ae MAGON GVF (formed 23jun41); w/o 13jul41 on a flight from Vellikiye Luki to Moscow with wounded soldiers on board when was attacked by an aircraft of the German Air Force three times, caught fire, made a forced landing near Ruza and burnt out, all crew members (pilot: N. Andreyev) escaped unhurt and evacuated all 19 passengers from the burning aircraft; soc 12aug41 and canx the same day
8 5 14	CCCP-L3465 CCCP-L3465	PS-84 PS-84	AFL/Ukraine GVF	mfd trf	21mar41 1941	rgd 07apr41 opb 1 ae MAGON GVF (existed 23jun41-06nov42) by mid-1942; flew supplies to Sevastopol 24jun42/01jul42; opb 1 atd GVF at Moscow-Vnukovo from 06nov42; dbr 19jun43 on the leg from Voronezh to Moscow of a flight from Rostov-na-Donu to Moscow when the left engine failed shortly after take-off (due to a faulty repair), the captain opted for a forced landing in a field, but the aircraft stalled at a height of some 6-8 metres due to poor crew resource management and crashed 6 km from Voronezh airport, all 6 crew members and 19 passengers escaped basically unhurt; t/t 1,810 hours; soc 20jun43
8 5 15	CCCP-L3466 CCCP-L3466	PS-84 PS-84	AFL/Kazakhstan GVF	rgd trf	07apr41 1941	opb MAGON GVF (formed 23jun41); lost 08jul41 when suffered an accident near Luga (Leningrad region) behind the German lines (pilot: Simberg)
8 5 16	CCCP-L3467 CCCP-L3467	PS-84 PS-84	AFL/Uzbekistan-TAS GVF	rgd trf	05apr41 jun41	opb MAGON GVF (formed 23jun41); w/o 02jul41 on a flight from Moscow-Vnukovo when crashed probably near Lipetsk, 3 of the 4 crew crew members were MIA presumed killed while the injured pilot (A.G. Chuna) was found in a field hospital at Tashkent 10jan42 (having been transported there from Lipetsk), but did not remember anything about the crash of the aircraft
8 5 17	CCCP-L3468 CCCP-L3468	PS-84 PS-84	AFL/Georgia-TBS GVF	rgd trf	09apr41 1941	soc 20sep41 as having burnt out while carrying out a 'special mission'

8 5 18	CCCP-L3469 CCCP-L3469	PS-84 PS-84	AFL/MOW-IKT route GVF	rgd trf	17apr41 23jun41	opb MAGON GVF (formed 23jun41); w/o in the late hours of 25jul41 when was attacked by fighters of the Soviet Air Force by mistake and crashed 35 km north-west of Nikolayev, all 4 crew members (pilot: German A. Smirnov) and 6 passengers were killed; struck off charge 28aug41
8 5 19	CCCP-L3470 CCCP-L3470	PS-84 PS-84	AFL/MOW-IKT route GVF	rgd trf	07apr41 1941	opb 5 ae MAGON GVF (formed 23jun41); w/o 07jul41 on a flight to Rogachov (Gomel region of Belarus) when was attacked by fighters of the Soviet Air Force by mistake on approach to Rogachov (the town was being captured by German forces at that time), crash-landed and burnt out, the crew (pilot: Nepomnyashchi) escaped unhurt; soc 12aug41 and canx the same day
8 5 20	CCCP-L3471 CCCP-L3471	PS-84 PS-84	AFL/MOW-IKT route GVF	rgd trf	17may41 1941	also given as 16may41 opb MAGON GVF (formed 23jun41); damaged in the early hours of 04mar42 on landing at Gryadki in the German hinterland when the propellers were damaged, the aircraft was burnt by the Germans in the morning, but all crew members (pilot: Dudnikov) escaped unhurt and were flown to their home base by another aircraft
8 5 21	CCCP-L3472 CCCP-L3472	PS-84 PS-84	AFL/MOW-IKT route GVF	rgd trf	16may41 1941	opb 5 ae MAGON GVF (formed 23jun41); w/o 27oct41 on the leg from Cherepovets to Tikhvin of a flight from Moscow to Tikhvin when was attacked by a Ju 88 of the German Air Force near Podborovye (Yefimov district of the Leningrad region) and caught fire, the pilot (Aleksandr G. Kotelnikov) tried to land at Podborovye airfield, but the aircraft did not make it and crashed in a forest 300 metres north of the airfield, all 4 crew members and 12 of the 13 passengers (technical staff) were killed and the sole survivor was injured (he returned to his unit 23nov41); the aircraft was still on the inventory listing of MAGON GVF 29oct41
8 5 22	CCCP-L3473 CCCP-L3473	PS-84 PS-84	AFL/Ukraine-IEV GVF	rgd trf	10apr41 1941	opb 5 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41 and by 2 ae MAGON GVF by early 1942; dbr, details unknown; soc 31dec43
8 5 23	CCCP-I339	PS-84	NKAP ZiS	rgd	04apr41	Zavod No. 125 im. Stalina at Irkutsk (became part of Zavod No. 39 dec41); struck off charge in the 2nd quarter of 1950 as life-time expired
8 5 24	CCCP-L3474 CCCP-L3474 CCCP-L3474	PS-84 PS-84 PS-84	AFL/Moscow GVF Aeroflot/Moscow	rgd trf trf	10apr41 1941 07jan42	opb eskadriya osobogo naznacheniya Moskovskogo aeroporta opb 6 ae MAGON GVF (formed 23jun41) by 29oct41 involved in an accident, details unknown; soc 20mar45
8 5 25	CCCP-L3475 CCCP-L3475	PS-84 PS-84	Aeroflot/Moscow GVF	rgd trf	17apr41 1941	opb eskadriya osobogo naznacheniya Moskovskogo aeroporta opb 3 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41; flew supplies to Sevastopol 26jun42/01jul42; soc 12jan50 as worn out
8 5 26	CCCP-L3476 CCCP-L3476	PS-84 PS-84	Aeroflot/Moscow GVF	rgd trf	17apr41 1941	opb eskadriya osobogo naznacheniya Moskovskogo aeroporta opb shtab MAGON GVF (formed 23jun41) by 29oct41; w/o 28jan42 when did not return from a flight from Peremyshl-Zhaskovo (Kaluga district of the Tula region) to a site near Vyazma behind the German lines, all 5 crew members (pilot: Aleksandr V. Kulikov) were MIA presumed killed
8 5 27	CCCP-L3477 CCCP-L3477	PS-84 PS-84	AFL/Georgia-TBS GVF	rgd trf	17apr41 1941	opb 4 ae MAGON GVF (formed 23jun41) by 29oct41; w/o 13jan42 on a flight to Kaluga-Grabtsevo when was attacked by 4 aircraft of the German Air Force shortly after landing, caught fire and burnt out, 1 passenger was killed and 1 crew member and 6 passengers were injured while the pilot (A.D. Kalina) escaped unhurt
8 5 28	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
8 5 29	CCCP-L3478	PS-84	Aeroflot/Moscow	rgd	05may41	
	CCCP-L3478	PS-84	GVF	trf	1941	
	CCCP-L3478	PS-84	Aeroflot/Moscow	trf	07jan42	opb 4 ae MAGON GVF (formed 23jun41) by 29oct41
184 09 01	CCCP-L3479	PS-84	Aeroflot/Moscow	mfd	15apr41	soc 28dec52 as worn out
	CCCP-L3479	PS-84	GVF	trf	1941	rgd 06may41
						opb Osoby otryad GVF pri Chornomorskom flote by jan42; w/o 25jan42 on the leg from Kuibyshev (now Samara) to Molotov (now Perm) of a flight from Krymskaya to Molotov when encountered below-minima weather conditions (heavy snowfall and poor visibility) on approach to Molotov at dusk, the pilot tried to land at the airfield of the Air Force flying school (which was not prepared for a landing), had to go around several times and eventually decided to land in a snow-covered field between Bolshoye Subbotino and Ustinovo (3.5 km south-west of the airfield), but due to the poor visibility the aircraft crash-landed and broke up, all 5 crew members and 4 passengers were injured; t/t 766 hours
184 09 02	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 09 03	CCCP-L3480 CCCP-L3480	PS-84 PS-84	AFL/Uzbekistan-TAS GVF	rgd trf	09may41 1941	opb 2 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41; damaged 05aug41 on a positioning flight from Pakhomovo to Moscow-Vnukovo when landed in poor visibility (ground fog) and the right wing collided with the right wing of PS-84 CCCP-L3432 which was landing in the opposite direction at the same time, all crew members escaped unhurt; repaired; opb 3 ae MAGON GVF by early 1942; soc 01mar46 as worn out
184 09 04	CCCP-L3481 CCCP-L3481	PS-84 PS-84	AFL/Kazakhstan GVF	rgd trf	09may41 1941	opb 6 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41 and by 1 ae MAGON GVF by early 1942; soc 17nov50 as to become an 'exhibit'
184 09 05	CCCP-L3482 CCCP-L3482 CCCP-L3482 CCCP-L3482 CCCP-X56	PS-84 PS-84 PS-84 PS-84 PS-84	AFL/Kazakhstan GVF Aeroflot/Moscow GVF NKVD ?	mfd trf trf trf no	09may41 1941 07jan42 unknown reports	rgd 20may41 opb 2 ae MAGON GVF (formed 23jun41) by 29oct41 and later by 1 ae MAGON GVF
	CCCP-X56	PS-84	AFL/Northern	trf	12may61	opb 1 atp 1 atd at Moscow-Vnukovo as of 01may43, t/t 2,760 hours by then
184 09 06	not known	PS-84	not known	d/d	1941	c/n given in a document as 1840605, but that c/n does not exist - looking at the sequence of 'neighbouring' aircraft, it can only be 1840905 (but that is not in the 1950/55 register)
184 09 07	not known	PS-84	not known	d/d	1941	no canx date given in the MGA document
184 09 08	CCCP-1340	PS-84	NKAP zavod # 452	rgd	02jun41	probably Soviet Air Force
	CCCP-21501	PS-84	MAP Rybinsk Motors	rgd	11dec65	probably Soviet Air Force
184 09 09	CCCP-1344	PS-84	NKAP zavod # 84	rgd	19jun41	canx 02jan67
184 09 10	CCCP-L4162	PS-84	GVF	mfd	may41	
184 09 26	not known "7."	PS-84 PS-84	GVF Soviet Air Force	d/d trf	1941 19jun45	opb 2 atp 10 atd GVF at Moscow-Vnukovo; dbr 20feb46 on a cargo flight from Minsk-1 to Moscow-Vnukovo when the take-off was aborted after lift-off due to poor crew resource management, the aircraft touched down outside of the airport, collided with the ruins of a building and broke up, all 5 crew escaped; t/t 2,513 hours; soc 01apr46
10 01	CCCP-L3950(1)	PS-84	GVF	mfd	1941	data from Russianplanes.net (not in the listing from Andersson) given on Russianplanes.net as 'handed over to 813N komand.'; scrapped around 1950
	CCCP-L3950(1)	PS-84	AFL/Belarus	trf	1946 ?	c/n in register and other documents as such, full c/n probably 1841001; rgd only 04oct43; opb 10 tad GVF as of 04oct43 and by 26 oap GVF as of apr45
	CCCP-L3950(1)	PS-84	AFL/Ukraine	trf	1947 ?	opb 22 TAO; damaged 15jun46 on a flight from Berlin to Minsk when collided with 2 cows on landing at Minsk
184 10 02	not known	PS-84	Soviet Air Force	mfd	1941	struck off charge 12nov48; see c/n 18439403
184 10 03	CCCP-L3458	PS-84	GVF	d/d	1941	operated by PON; repaired at Monino mar42
184 10 04	not known	PS-84	not known	d/d	1941	c/n in document as such, full c/n probably 1841003; soc 02mar50 as worn out
184 10 05	not known	PS-84	Soviet Navy	d/d	1941	probably Soviet Air Force
						operated by 65 ap spn GU VVS VMF as of sep42 and by VMAU (Naval Flying School) "Sigizmund Levanevski" at Bezenchuk as of 15may45
184 10 06	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 10 07	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 10 08	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 10 09	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 10 10	not known	PS-84	Soviet Air Force	d/d	jun41	with Wright engine cowlings; opb NII VVS at Chkalovski; in two-tone camo c/s with natural metal undersides; damaged 29jun41 on a flight from Chkalovski to Pskov-Kresty with technical personnel of 402 Iap on board when the landing gear did not lower, as the aircraft was shot at by Soviet fighters from the 8 sad and by Soviet anti-aircraft artillery by mistake, the crew opted for an immediate belly-landing; the damaged aircraft was still present 03jul41 but as it could not be recovered in time it was burnt before 05jul41 to prevent it falling into German hands
184 10 11	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 10 12	CCCP-L3483	PS-84	GVF	rgd	30jul41	opb MAGON GVF (formed 23jun41); w/o 19aug41 on a supply flight from Moscow-Vnukovo to Vyazma when was attacked by a fighter of the German Air Force, caught fire and crashed in a forest 2 km north-east of Yastrebovo (Naro-Fominsk district of the Moscow region), all 3 crew members (pilot: Andrei A. Okunevich) were killed while the sole passenger was injured
184 10 13	CCCP-L3484(1)	PS-84	GVF	rgd	30jul41	opb 4 ae MAGON GVF (formed 23jun41) by 29oct41 and by 1 ae MAGON GVF by 1942; w/o in the early hours of 18jun42 on the return leg of a flight from Yelets (Oryol region) to a partisan airstrip at Vzdruzhnoye (Trubchevsk district of the Bryansk region) behind the German lines when encountered below-minima weather conditions (fog) on approach to Yelets, flew 3 circles over the airfield, entered a dive on final approach at a height of some 40-50 metres and crashed, 3 of the 5 crew members and both passengers were killed and both survivors seriously injured; t/t 1,267 hours; see c/n 18419808
184 10 14	CCCP-L3485	PS-84	GVF	rgd	30jul41	opb MAGON GVF (formed 23jun41); on charge of Osoby otryad from 01oct41, flew supplies to Dagö (now Hiiumaa) oct41; opb 4 ae MAGON GVF by 29oct41; damaged 30nov41 on a flight from Leningrad to the Soviet hinterland together with at least 6 other PS-84s when was attacked by a group of 4 fighters of the German Air Force (described in the combat report as 'He 113s', but in fact probably BF 109Fs) over lake Ladoga between cape Maryin Nos and Kivgoda; repaired; trf 'on paper' to Severnaya aviagruppa 07jan42, but still opb MAGON; w/o 29jan42 when was shot at by the enemy and later by Soviet anti-aircraft artillery, crash-landed and burnt out, 2 crew members were injured while the pilot (Georgi K. Koshevich) escaped unhurt
184 10 15	CCCP-L3486	PS-84	GVF	rgd	25jul41	opb Severny osoby aviatoryad; w/o 06aug41 due to enemy action (12 days after registration !); canx 20sep41 as 'written off under war conditions'
184 10 16	CCCP-L3487	PS-84	GVF	rgd	30jul41	opb 4 ae MAGON GVF (formed 23jun41) by 29oct41

	CCCP-L3487	PS-84	GVF/Moscow	trf	07jan42	w/o 28jan42 during the Vyazma airborne operation when was attacked by the enemy, crash-landed near Vyazma and burnt out, 1 crew member was killed while the pilot (Smirnov) escaped unhurt
184 10 17	not known	PS-84	Soviet Air Force	d/d	1941	opb 18 tap at Kratovo; w/o 26jul41 on a flight from Yedrovo to Andreapol when was attacked by four German fighters (described by the radio operator as 'Junkers') while flying at a height of some 25-50 metres near Ostashkov (Kalinin region), the pilot descended very low over lake Sig in order to evade the attack, but the left propeller struck the water surface and the aircraft crashed into the lake 800 metres from the eastern shore and broke up, 3 of the 13 passengers (technical staff of 31 sad) descended while the other 10 as well as all 4 crew members (pilot: 2nd Lieutenant Poskryobyshev) were rescued; parts of the wreck were recovered from a depth of 9 metres sep41 while other parts remained on the lake floor and were rediscovered by divers around the millennium
184 10 18	not known	PS-84	Soviet Air Force	mfd	18jun41	operated by oap osnaz; w/o 08aug42 on a cargo flight with RS-82 rockets on board when was attacked by 2 Bf 109G fighters of 7/JG 52 of the German Air Force over Yuzhnyye sady (now Vishnyovyve sady) south of Maikop, hit by the Bf 109 piloted by Unteroffizier Koppe, caught fire, made a forced landing on the outskirts of Krasnooktyabrski and burnt out, all 5 crew members (pilot: 1st Lieutenant Pavel A. Prishchepov) were slightly injured
184 10 19	not known	PS-84	Soviet Air Force	mfd	jun41	probably Soviet Air Force
184 10 20	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 10 21	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 10 22	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 10 23	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 10 24	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 10 25	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 10 26	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 10 27	CCCP-L3493	PS-84	GVF	rgd	04aug41	the registration was initially allocated to c/n 1841107; opb Kharkovskaya AGON GVF as of 20sep41; opb 7 ae MAGON GVF as of 29oct41 and by 3 ae MAGON GVF as of early 1942; flew supplies to Sevastopol 22jun42/01jul42 (6 flights); w/o 11aug42 on the leg from Makhachkala to Ordzhonikidze of a flight from Moscow to Ordzhonikidze when lost speed while climbing over a mountain range in Checheno-Ingushetiya (due to an error of the 2nd pilot who was in command while the captain (I.N. Nikitin) was sleeping), stalled, crashed on the wooded slope of a mountain 7 km south-west of Achkhoy-Martani, caught fire and burnt out, 1 of the 6 crew members and 4 of the 18 passengers were killed and all 19 survivors were injured
184 10 28	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 10 29	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 10 30	CCCP-L3497	PS-84	GVF	rgd	04aug41	already mentioned in a document jun41; opb 11 EON as of 19jul41, by Kharkovskaya AGON GVF as of 20sep41 and by 7 ae MAGON GVF as of 29oct41; damaged 04mar42 on take-off from the airstrip at Gryadki in the German hinterland when collided with PS-84 CCCP-L3996, all 5 crew members (pilot: F.A. Lakhno) escaped unhurt; the damaged aircraft was later burnt by the Germans
184 11 01	CCCP-L3494	PS-84	GVF	rgd	04aug41	opb MAGON GVF; opb 11 EON as of 19jul41 and by Kharkovskaya AGON as of 20sep41; w/o 12oct41 when was shot at and hit in the Kursk area, crash-landed and burnt out, 1 of the 6 crew members was injured while the other 5 (among them the pilot, Fyodor F. Ilchenko) escaped unhurt; struck off charge 29oct41
184 11 02	CCCP-L3498	PS-84	GVF	rgd	18jul41	initial c/n 1841108 changed to 1841102; in document jun41 !; opb Kharkovskaya agon GVF by 20sep41
184 11 03	CCCP-L3499	PS-84	GVF	rgd	04aug41	opb 11 EON as of 19jul41, by Kharkovskaya AGON GVF as of 20sep41 and by 9 oap GVF as of 1943; severely damaged 29may43 on a flight from Krasnodar to Moscow when the oil pressure in the right engine dropped (as not enough oil had been filled in the oil tank) 5 hours 30 minutes into the flight so that the engine had to be put on idle, as the left engine overheated 10 minutes later the pilot opted for an emergency landing at Yegoryevsk, but had difficulty to correctly calculate the glide path to the short runway, the decision to go around was taken too late and the aircraft was not able to gain sufficient speed and height, the tail collided with the roof of a building and the aircraft crashed, all 6 crew members and 8 passengers were slightly injured; struck off charge 07mar46 as worn out (so was it repaired after the accident 29may43 ?)
184 11 04	CCCP-L3495	PS-84	GVF	rgd	18jul41	registration initially allocated to c/n 1841105; opb Kharkovskaya agon GVF by 20sep41; opb 7 oap GVF by mar43; w/o 02mar43 on the leg from Yerevan to Tbilisi of a flight from Rostov when the pilot took off although he was not allowed to do so because of poor weather on the route, the aircraft flew low over the ground in order to avoid being seen, got caught in a downstream and crashed in poor visibility into snow-covered Mount Ketan-Dag 45 km north-east of Yerevan, 1 of the 5 crew and the sole passenger killed and all 4 survivors injured (2 of them seriously)
184 11 05	CCCP-L3488	PS-84	GVF	rgd	19aug41	already in a document jun41; opb 11 EON as of 19jul41, by Kharkovskaya AGON GVF by 20sep41 and by 8 otryad of Kievskaya OAG GVF by nov41; w/o 14nov41 on a positioning flight from Voronezh to Uryupinsk at dusk when flew very low, veered off course to the south by 18 km, tried to land in that area and crashed 2 km south of Akchernya due to pilot error after extending the flaps, all 6 crew members (pilot: G.N. Vashakidze) and 8 passengers were killed; t/t 455 hours
184 11 06	CCCP-L3489	PS-84	GVF	mfd	15aug41	rgd 19aug41; opb 11 EON as of 19jul41, by Kharkovskaya AGON GVF as of 20sep41 and by 1 atp 1 atd GVF at Moscow-Vnukovo as of 01may43; w/o during the night 30/31jul43 on a flight to an area behind the German lines when was attacked by a night fighter of 10./NJG 5 of the German Air Force (piloted by Hauptmann Alois Lechner), caught fire and crashed near Zhukovka (Mogilyov region of Belarus), all 6 crew members managed to bail out, but 1 of them was killed and 1 injured; struck off charge 31jul43
184 11 07	CCCP-L3490	PS-84	GVF	rgd	04aug41	the registration was initially allocated to c/n 1841027; opb 11 EON as of 19jul41, by Kharkovskaya agon GVF as of 20sep41 and by 7 ae MAGON GVF as of 29oct41; damaged 30nov41 on a flight from Leningrad to the Soviet hinterland together with at least 6 other PS-84s when was attacked by a group of 4 fighters of the German Air Force (described in the combat report as 'He 113s', but in fact probably Bf 109Fs) over lake Ladoga between cape Maryin Nos and Kivgoda, 1 crew member was killed and 3 passengers were injured; repaired; opb 3 ae MAGON GVF as of early 1942; flew supplies to Sevastopol 21jun42/01jul42
	"490" white	PS-84	GVF/Soviet AF c/s	ph.	1943	at Khvoinoye; the official identity of the aircraft was still CCCP-L490, although only the last 3 digits of the registration were painted on; had an inward-opening passenger door on the right side; in olive drab/black camo c/s with light blue undersides
184 11 08	CCCP-L3490 CCCP-L3491	PS-84 PS-84	Aeroflot GVF	rgd	06aug41	struck off charge 19jul48 as to become an 'exhibit' (worn out) the registration was initially allocated to c/n 1841101; already mentioned in a document jun41; opp 11 EON as of 19jul41, by Kharkovskaya AGON GVF by 20sep41 and by MAGON GVF by 10oct41; w/o 10oct41 on a supply flight for Soviet units which were encircled by German troops in the Bryansk area when was shot at and hit by the Germans on approach, caught fire, made a forced landing near Sevsk and burnt out, 1 of the 6 crew members was killed and 2 were injured while the other 3 (among them the pilot, Ivan A. Grishakov) escaped unhurt; t/t 255 hours 07 minutes; soc 29oct41
184 11 09	CCCP-L3492	PS-84	GVF	rgd	04aug41	the registration was initially allocated to c/n 1841104; opb 11 EON GVF as of 19jul41, by Kharkovskaya AGON GVF as of 20sep41 and by Kievskaya OAG GVF as of 01jun42/aug42; w/o 10aug42 while being refuelled at Stalingrad-Tsentralny when was hit by a bomb during a bombing raid of the German Air Force and burnt out, 1 of the 5 crew members (2nd Lieutenant Vasilii Ye. Kravenko) was killed and 2 were seriously injured while the other 2 (among them the pilot, F.N. Rasschupkin) escaped unhurt
184 11 10	CCCP-L3496	PS-84	GVF	rgd	18jul41	already mentioned in a document jun41; opb Kharkovskaya agon GVF by 20sep41 and by MAGON GVF by 12oct41; w/o 12oct41 when was shot at and hit near Sevsk (Oryol region), crash-landed and burnt out, 2 of the 6 crew members were killed and 1 was injured while the other 3 (among them the pilot, Nikolai V. Savonov) escaped unhurt; soc 29oct41
184 11 11	CCCP-L3905	PS-84	GVF	rgd	22jul41	new CoFR issued 07aug41; opb 3 ae MAGON GVF (formed 23jun41) by 29oct41; dbr 29jan42 while being parked at Pereymysl-Zhaskovo when was hit by a fighter of the Soviet Air Force which landed at night and veered off the runway, all 5 crew members (pilot: Aleksei I. Semenkov) escaped unhurt; the hulk was destroyed by a fighter of the German Air Force during an air raid 03feb42
184 11 12	CCCP-L3906	PS-84	GVF	rgd	22jul41	already in a document jun41; new CoFR issued 06aug41; opb 11 eskadriilya; struck off charge 20sep41 as 'written off under war conditions'
184 11 13	CCCP-L3907	PS-84	GVF	rgd	22jul41	rgd again 06aug41 !; opb Kharkovskaya agon GVF by 20sep41; in document apr42; soc 01oct50 as worn out
184 11 14	CCCP-L3908	PS-84	GVF	rgd	07aug41	opb MAGON GVF (formed 23jun41); dbr 09sep41 while being parked at Yedrovo (Valdai district of the Leningrad /now Novgorod/ region) when the airfield was attacked by some 20 aircraft of the German Air Force and the PS-84 was hit, 1 of the crew members was injured while the others escaped unhurt; destroyed 10sep41 when the airfield was attacked again by aircraft of the German Air Force
184 11 15	CCCP-L3909	PS-84	GVF	rgd	24jul41	opb 11 EON GVF as of 19jul41; new CoFR issued 06aug41; opb Kharkovskaya AGON GVF from 20sep41; opb 7 ae MAGON GVF as of 29oct41 and by 3 ae MAGON GVF as of early 1942; flew supplies to Sevastopol 22/23jun42; opb 2 atp 1 atd GVF at Moscow-Vnukovo from 06nov42; w/o in the early hours of 20may43 on a supply flight from Sochi-Adler for partisans in the Crimea when had to return due to poor weather conditions over the 3 targets, intended to land at Sukhumi due to poor weather in the Sochi area but was not allowed to land at Sukhumi, approached Sochi-Adler in below-minima weather conditions (low clouds, fog and rain) and crashed near Sochi-Matsesta into a mountain 500 metres from the coast (350 metres from Iosif Stalin's dacha at Matsesta), all 6 crew members (pilot: 1st Lieutenant Pyotr F. Bairikov) were killed; a part with the c/n was found at the crash site feb24
184 12 01	CCCP-L3910(1) CCCP-L3910(1)	PS-84 Li-2	GVF AFL/Yakutiya	rgd	24jul41	rgd again 06aug41 !; opb Kharkovskaya agon GVF by 20sep41, in document apr42; see c/n 18433307
184 12 02	not known	PS-84	Soviet Air Force	trf d/d	12jun45 1941	opb 14 TO YaAG; soc 25jul51 as worn out opb 3 ad dd; w/o 30aug42 on a flight from a Andreapol (Kalinin region) to its base at Monino when crashed in a forest near Kholokholnya (Staritsa district of the Kalinin region) and exploded, all 6 crew members and 33 passengers (among them high-ranking officers from 3 ad dd and 2 ad dd and military correspondent Leonid R. Shersher) were killed
184 12 03	CCCP-L3912(1)	PS-84	GVF	rgd	06aug41	opb Kharkovskaya AGON GVF as of 20sep41; opb 7 ae MAGON GVF as of 29oct41 and by 3 ae MAGON GVF as of early 1942; flew supplies to Sevastopol 21jun42/01jul42; opb 2 atp 1 atd GVF at Moscow-Vnukovo from 06nov42; w/o during the night 30/31jul43 on a supply flight for partisans in Belarus when was attacked by a night fighter of 10./NJG 5 of the German Air Force (piloted by Hauptmann Alois Lechner) from behind, caught fire and crashed in the Mogilyov region, 5 of the 6 crew members were MIA presumed killed while the 6th one and the sole passenger managed to bail out; struck off charge 31jul43; see c/n 18417004

184 12 04	CCCP-L3913(1)	PS-84	GVF	rgd	28jul41	new CoFR issued 07aug41; opb 2 ae MAGON GVF (existed 23jun41-06nov42); opb 3 pap Krasnoyarskoi vozduzhnoi trassy (Krasnoyarsk Air Route) from 04jan43; w/o 05mar43 on a flight from Yakutsk to Olyokminsk when entered an area of heavy snowfall and both engines lost power consecutively (probably due to icing) while the aircraft was flying at a height of some 150 metres, the aircraft lost height, crashed in a forest near Berdigestyakh (Gornyy district of Yakutiya) and broke up, 3 of the 5 crew members were killed and 1 crew member plus 1 of the 6 passengers injured while all others escaped basically unhurt; the survivors were evacuated 11 days after the accident (after one of them had reached a settlement); see c/n 23441505
184 12 05	CCCP-L3914(1)	PS-84	GVF	rgd	07aug41	see c/n 18428501
184 12 06	CCCP-L3915(1)	PS-84	GVF	rgd	07aug41	see c/n 18431510
184 12 07	CCCP-L3916(1)	PS-84	GVF	rgd	28jul41	already mentioned in a document jun41; new CoFR issued 06aug41; initially opb 11 EON; opb Kharkovskaya AGON GVF as of sep41; damaged beyond repair 03sep41 while being parked at Kharkov when was hit by the right wing of G-2 CCCP-L2000 which had veered off the landing direction in difficult weather conditions, the nose of the PS-84 up to the forward luggage compartment was destroyed and an aircraft technician was slightly injured; struck off charge 20sep41 as 'written off under war conditions'; see c/n 23441504
184 12 08	CCCP-L3917(1)	PS-84	GVF	rgd	31jul41	opb MAGON GVF (formed 23jun41); dbr 09oct41 when was attacked by fighters of the German Air Force, made an emergency landing near Kozelsk (Smolensk region), took off again, suffered from icing and crash-landed, all 5 crew members (pilot: Nikolai P. Dryndin) and 12 passengers (injured soldiers) escaped unhurt; soc 29oct41; see c/n 1849102
184 12 09	CCCP-L3918(1)	PS-84	GVF	rgd	31jul41	opb 5 ae MAGON GVF (formed 23jun41) by 29oct41; w/o 21jan42 during the Vyazma airborne operation when was attacked by a fighter of the German Air Force, but managed to land safely at Plesnevo, all 4 crew members (pilot: M.I. Vasilyev) and all passengers (airborne troops) escaped unhurt, but the aircraft was destroyed on the ground by ensuing German attacks; see c/n 18431004
184 12 10	CCCP-L3919(1)	PS-84	GVF	rgd	13aug41	opb MAGON GVF (formed 23jun41); dbr 08aug41 on a cargo flight in the Nikolayev region of Ukraine when flew very low in an area close to the frontline where Soviet troops were retreating and was attacked by an unidentified aircraft (it is not known whether it was German or Soviet) after firing a signal rocket, the pilot (Shmelyov) decided to fly nap-of-the-earth, the right propeller touched the ground and the aircraft came down near Bereznegovatoye (70 km north-east of Nikolayev), all crew members escaped; registered only 8 eight days after its loss; soc 20sep41; see c/n 18431803
184 12 11	CCCP-L3920(1)	PS-84	GVF	rgd	13aug41	opb 1 ae MAGON GVF (formed 23jun41) by 29oct41; w/o 02feb42 when did not return from a flight to a site in the Kalinin (now Tver) region behind the German lines, all 6 crew members (pilot: Konstantin V. Cherkasov) were MIA presumed killed; see c/n 18431802
184 12 12	CCCP-L3921	PS-84	GVF	rgd	05aug41	opb Kharkovskaya AGON GVF by 20sep41 and by 1 otrvyad Kievskoi OAG GVF by jun42/aug42; w/o in the early hours of 13aug42 on a flight from Stalingrad-Tsentralny to the area of Zhirkov (110 km west of Stalingrad) in order to air-drop ammunition for a Soviet unit which was encircled by German troops when was shot down on the return leg (probably over the front line), all 6 crew members (pilot: Captain Vortiyev Kh. Kurkchiyants) and the sole passenger were killed; probably soc 03sep42
184 12 13	CCCP-I355	PS-84	NKAP zavod # 84	rgd	03sep41	struck off charge in the 1st quarter of 1949 as no longer airworthy
184 12 14	CCCP-L3923	PS-84	GVF	rgd	08aug41	opb Osobaya Severnaya aviagruppa GVF (formed 26jun41); w/o 06sep41 on a flight from Komendantski aerodrom at Leningrad to an area near Divenskaya railway station (Gatchina district of the Leningrad region) behind the German lines when was hit by fire from the ground, made a forced landing and burnt out, all 5 crew members (pilot: M.A. Nikiforov) returned to their unit 11-13 days later
184 12 15	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 13 01	CCCP-L3924	PS-84	GVF	rgd	11aug41	opb 1 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41; opb 1 atd GVF at Moscow-Vnukovo from 06nov42; w/o 06mar43 when was attacked by 2 Bf 109s of the German Air Force near Fatezh, a crew member shot down one of the Bf 109s, but the other one hit the PS-84 which caught fire, made a wheels-up forced landing near Ushakovo (Fatezh district of the Kursk region) some 18-20 km further on and burnt out, 4 of the 7 crew members were injured (1 of them seriously) while the other 3 (among them the pilot, Arkadi Ya. Ilyin) escaped unhurt
184 13 02	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 13 03	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 13 04	CCCP-L3925	PS-84	GVF	rgd	16aug41	opb MAGON GVF (formed 23jun41); w/o 12oct41 when was attacked by a group of 12 Bf 109 fighters of the German Air Force, crash-landed near Mozhaisk and burnt out, 3 of the 7 crew members were killed and the other 4 (among them the pilot, Tovi M. Simberg) injured; soc 29oct41
184 13 05	CCCP-L3926	PS-84	GVF	rgd	16aug41	opb 4-y otrvyad MAGON GVF (formed 23jun41); w/o in the late hours of 03oct41 on a flight from Vyazma-Dvoryevka to Moscow-Vnukovo at night with the MTOW exceeded by 1,114 kg when took off from the runway which was only 700 metres long, lost height after lift-off, struck the ground wheels-up after some 100-150 metres and broke up, the sole passenger was thrown out and killed while all 6 crew members survived (2 of them were slightly injured); the wreck was destroyed to prevent it falling into German hands; soc 29oct41
184 13 06	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 13 07	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 13 08	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 13 09	CCCP-L3927	PS-84	GVF	rgd	19aug41	opb 4 ae MAGON GVF (formed 23jun41) by 29oct41; w/o 15nov41 during an air raid of the German Air Force on Podborovye airfield when was hit by two bombs and burnt out, all crew members (pilot: Aleksandr S. Kuznetsov) escaped unhurt
184 13 10	CCCP-L3928	PS-84	GVF	rgd	19aug41	opb MAGON GVF (formed 23jun41); dbr 04oct41 on take-off from Moscow-Vnukovo when the right engine failed at a height of some 20 metres (due to faulty maintenance of the altitude corrector), the pilot decided to return to the airfield, but the flight mechanic failed to retract the landing gear (although he had been told to do so) so that the aircraft lost height, touched tree tops and came down in a forest, 2 of the 5 crew members (among them the pilot, Ivan M. Muratov) were injured; soc 29oct41
184 13 11	CCCP-L3929	PS-84	GVF	mfd	17aug41	rgd 19aug41; opb 3 ae MAGON GVF (existed 23jun41-06nov42) as of 29oct41 and by 1 ae MAGON GVF as of early 1942; transported the first batch of Soviet pilots and technicians for the ALSIB operation to Ladd Field (Alaska) 21sep42; opb 1 atp 1 atd at Moscow-Vnukovo as of 01may43, t/t 2,270 hours by then; soc 25jul51 as worn out
184 13 12	CCCP-I356	PS-84	NKAP zavod # 84	rgd	03sep41	probably Soviet Air Force
184 13 13	not known	PS-84	not known	d/d	1941	was equipped with a "Caterpillar" undercarriage (with tracks); underwent factory trials sep41
184 13 14	not known	PS-84	Soviet Air Force	no	reports	opb MAGON GVF (formed 23jun41); dbr 27oct41 on take-off from Shibenets (near Tikhvin) with snow on the wings (the aircraft had not been duly cleared from snow) when lifted off at low speed and came down in a ravine, all 7 crew members (pilot: Aleksandr Ye. Volkov) and both passengers were injured; soc 29oct41
184 13 15	CCCP-L3930	PS-84	GVF	rgd	23aug41	rgd 26aug41; opb 3 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41; damaged 30nov41 on a flight from Leningrad to the Soviet hinterland together with at least 6 other PS-84s when was attacked by a group of 4 fighters of the German Air Force (described in the combat report as 'He 113s', but in fact probably Bf 109Fs) over lake Ladoga between cape Maryin Nos and Kivgoda; repaired; opb 1 atd GVF at Moscow-Vnukovo from 06nov42; w/o 11may43 on a test flight from Molotov (now Perm) after an engine change when the flight mechanic made a mistake in handling the fuel system so that both engines flamed out shortly after take-off, the pilot tried to return to the airfield, but height was not sufficient so that the aircraft collided with the roofs of two wooden houses and crashed at ul. Pigasovskaya between ul. Alekseyevskaya and ul. Svobody on the outskirts of Molotov, damaging a third house, 1 of the 4 crew members was killed and the other 3 as well as the sole passenger were seriously injured; t/t 2,000 hours; see c/n 18420002
184 14 02	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 14 03	CCCP-L3946(1)	PS-84	GVF	rgd	11oct41	in document apr42; see c/n 18420310
184 14 04	CCCP-L3947(1)	PS-84	GVF	rgd	11oct41	opb 3 ae MAGON GVF (existed 23jun41-06nov42) by early 1942 (possibly by 7 ae MAGON GVF by 20oct41); flew supplies to Sevastopol 21jun42/01jul42; opb 1 atd GVF at Moscow-Vnukovo from 06nov42; w/o in the late hours of 28apr43 on a supply flight for the partisan group of Saburov at Dubnitskoye (60 km west of Yel'sk in the Gomel region of Belarus) when tried to land at the airstrip in poor weather (low clouds and rain), banked sharply to the left between the second and the third orientation fire and crashed, all 6 crew members and 5 passengers were killed; see c/n 18427202
184 14 05	CCCP-L3911(1)	PS-84	GVF	rgd	26aug41	opb Osoby Chemomorski aviaotryad GVF from 20sep41; trf to 1 OTAE GVF in 1942; see c/n 18438001
184 14 06	CCCP-L3911(1) CCCP-L3922	PS-84 PS-84	AFL/Ukraine GVF	trf rgd	10nov45 29aug41	struck off charge 25jul51 as worn out was initially allocated CCCP-L3934; opb 6 ae MAGON GVF; w/o 09dec41 on a food supply flight from Khvoynaya to Leningrad at dawn when flew nap-of-the-earth, collided with a tree-top 7 km north of Khvoynaya airfield, crashed into the forest and caught fire, all 5 crew killed and the sole passenger injured (he reached Khvoynaya airfield the next day)
184 14 07	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 14 08	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 14 09	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 14 10	CCCP-L3932(1)	PS-84	GVF	rgd	29aug41	was initially allocated CCCP-L3933; opb 5 oap GVF; w/o 03jun43 on the leg from Chkalovski to Vologda of a supply flight from Chkalovski to Byelomorsk when the flight mechanic forgot to switch the tanks in time so that the fuel pressure dropped and the right engine stopped after some 30-35 minutes, soon followed by the left one, the pilot tried to force-land in a cutting in a forest 1.5 km north-west of Zezevitovo (Strunino district of the Ivanovo region), but the aircraft hit tree tops, crashed and caught fire, 4 of the 5 crew and 1 of the 3 passengers killed and all 3 survivors seriously injured (1 of the passengers shot himself); t/t 1,864 hours; canx 26aug43 as a combat loss; see c/n 18434006
184 14 11	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 14 12	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 14 13	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 14 14	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 14 15	CCCP-L3933(1)	PS-84	GVF	rgd	03sep41	was initially allocated CCCP-L3935; opb 3 ae MAGON GVF (formed 23jun41) by 29oct41 and by 2 ae MAGON GVF by early 1942; dbr 12jun42 on take-off from Leningrad when the right engine failed (due to a

						broken cam ring) and the aircraft crashed, all 3 crew members (pilot: A.P. Budantsev) escaped unhurt; see c/n 18431805
184 15 01	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 15 02	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 15 03	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 15 04	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 15 05	not known	PS-84	Soviet Air Force	mfd	1941	operated by PON; repaired at Monino mar42
184 15 06	CCCP-1441	PS-84	NKAP zavod # 1	rgd	16jul42	
184 15 07	CCCP-1357	PS-84	NKAP zavod # 18	mfd	02sep41	rgd 05sep41; slightly damaged 29nov42 on take-off from Chapayevsk when the right engine caught fire due to a fuel leak and the aircraft made a forced landing; was to be repaired
184 15 08	CCCP-L3934(1)	PS-84	GVF	rgd	05sep41	opb 1 ae MAGON GVF (formed 23jun41) by 29oct41; damaged 30nov41 on a flight from Leningrad to the Soviet hinterland together with at least 6 other PS-84s when was attacked by a group of 4 fighters of the German Air Force (described in the combat report as 'He 113s', but in fact probably BF 109Fs) over lake Ladoga between cape Maryin Nos and Kivgoda; repaired; w/o 28jan42 when was attacked by the enemy some 3-8 km from Peremyshl-Zhaskovo airfield (Kaluga district of the Tula region) and burnt out, all crew members (pilot: Brakengeimer) and passengers escaped unhurt; see c/n 23443507
184 15 09	CCCP-L3935(1)	PS-84	GVF	rgd	07sep41	opb MAGON GVF (formed 23jun41); w/o 26may42 on a mission to the German hinterland when was hit by the enemy, came down and burnt out, all 5 crew members (pilot: Vasilyev) and both passengers were injured; see c/n 23443004
184 15 10	CCCP-L3936(1)	PS-84	GVF	rgd	08sep41	opb MAGON GVF (formed 23jun41); w/o 12oct41 when was attacked by aircraft of the German Air Force, caught fire, crashed near Gorlovo (Medyn district of the Smolensk region) and burnt out, all 5 crew members (pilot: Anton A. Pleshtis) and the sole passenger were MIA presumed killed; soc 29oct41; see c/n 18427510
184 16 01	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
	CCCP-63822	Li-2T	AFL/Far East-UUS	trf	30jun60	photo exists; soc 19apr66 as worn out
184 16 02	CCCP-L3940(1)	PS-84	GVF	rgd	18dec42	opb 1 atd GVF at Moscow-Vnukovo; w/o 03apr43 when was shot down by a fighter of the German Air Force, details unknown; see c/n 18431804
184 16 03	not known	PS-84	Soviet Air Force	d/d	1941	reported in a document aug44 calling it in for overhaul
184 16 04	CCCP-L3937(1)	PS-84	GVF	rgd	09sep41	was initially allocated registration CCCP-L3936; opb Osobaya Severnaya aviagruppa GVF; on charge of Osoby otrjad from 01oct41, flew supplies to Dagò (now Hiiumaa) oct41; severely damaged 08oct41 on a flight from Bolshoi Dvor in poor weather (heavy snowfall) when had to make a forced landing in poor visibility, the left wing collided with a telegraph pole and the aircraft ended up in a ditch, all crew members (pilot: Razdorski) escaped unhurt; the left wing was destroyed and the aircraft was declared a write-off - so was the aircraft repaired or were there two PS-84s with the registration CCCP-L3937 in 1941 ? (the accident report did not contain a c/n), as there is the following information: opb 7 ae MAGON GVF by 29oct41; soc 24oct50 as worn out; see c/n 23443510
184 16 05	CCCP-L3951(1)	PS-84	GVF	rgd	12sep41	opb 4 ae MAGON GVF (formed 23jun41) by 29oct41; w/o 14nov41 during an air raid of the German Air Force on Komendantski aerodrom at Leningrad when was hit and destroyed by a bomb, 1 crew member was injured while the others (among them the pilot, Vladimirtsev) escaped unhurt; see c/n 18439406
184 16 06	CCCP-L3952(1)	PS-84	GVF	rgd	13sep41	opb 5 ae MAGON GVF (formed 23jun41) by 29oct41 and by 2 ae MAGON GVF by early 1942; w/o 06jun42 on the ground at Kubinka when the airfield was raided by the German Air Force and the aircraft was hit and burnt out, 1 of the 6 crew members (the pilot, F.T. Shalygin) was killed and another one slightly injured while the other 4 crew members escaped unhurt; see c/n 3102
184 16 07	CCCP-L3963(1)	PS-84	GVF	rgd	20sep41	opb 7 ae MAGON GVF (formed 23jun41) by 29oct41; w/o 29jan42 when did not return from a flight to an area behind the German lines, all 5 crew members were MIA presumed killed; see c/n 18434302
184 16 08	not known	PS-84	Soviet Air Force	d/d	1941	opb the military acceptance department detached to GAZ No. 1 at Moscow-Khodynka (subordinated to Upravleniye zakazov samolyotov, the aircraft procurement directorate); w/o 29oct41 on a flight from Moscow to Kuibyshev, in connection with the evacuation of GAZ No. 1 to Kuibyshev, when encountered poor weather (low clouds, fog and freezing drizzle) some 25 km east of Kuznetsk, flew some circles over a forest (located on a 340 metres high hill) near lake Byeloye ozero and crashed south-west of Golodyayevka (now Dubrovka in the Nikolayevka district of the Ulyanovsk region), all 4 crew and 20 passengers (among them the aircraft designer Vsevolod Tairov) killed, the cause of the accident could not be established
184 16 09	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 16 10	CCCP-L3953(1)	PS-84	GVF	rgd	13sep41	soc 11jun51 as worn out; see c/n 18427003
184 17 01	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 17 02	CCCP-L3964(1)	PS-84	GVF	rgd	23sep41	opb shtab MAGON GVF (formed 23jun41) by 29oct41; w/o 29jan42 on a flight from Krasnodar to a site behind the German lines when suffered from severe icing and crash-landed near Krivoi Rog, all 5 crew members were taken prisoner by the Germans, but the pilot (Rafail I. Kaprelyan) managed to escape aug42, reached partisans in the Zhitomir region and returned to Moscow 23oct42; see c/n 1847705
184 17 03	CCCP-L3965(1)	PS-84	GVF	rgd	20sep41	opb 4 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41 and by 1 ae MAGON GVF by 1942; flew supplies to Sevastopol 23jun42/01jul42; transported the first batch of Soviet pilots and technicians for the ALSIB operation to Ladd Field (Alaska) 21sep42; opb tao KVT (transport flight of the Krasnoyarsk air route) and detached to 5 pap on the ALSIB route by nov42; w/o 17nov42 on the leg from Krasnoyarsk-Yemelyanovo to Kirensk of a flight from Krasnoyarsk to Ladd Field (Alaska) when entered a nose-spin shortly after take-off due to excess load plus icing of wings and fuselage, crashed on parked Il-4 c/n 7116 and exploded, all 4 crew members and 16 passengers (aircrew and technical ground staff of 5 pap plus 10 civilians) were killed; see c/n 18438704
184 17 04	CCCP-L3954(1)	PS-84	GVF	rgd	20sep41	opb 2 ae MAGON GVF (formed 23jun41); flew supplies to Sevastopol 24/30jun42; w/o 06jul42 on a mission together with PS-84s CCCP-L3945 and CCCP-L3956 when the pilot and commander of the flight (K.I. Melnikov) lost orientation and lead the flight to the front-line where it was attacked by fighters of the German Air Force, CCCP-L3954 was hit, came down near Khlevnoye and was burnt on the ground by the enemy, 1 of the 6 crew members (the navigator) and 1 of the 2 passengers were injured while the other 5 crew members and the 2nd passenger escaped unhurt; see c/n 18425609
184 17 05	CCCP-L3955(1)	PS-84	GVF	rgd	20sep41	opb 2 ae MAGON GVF (formed 23jun41) by 29oct41; w/o 19nov41 on a supply flight from Podborovye to Leningrad together with 7 other PS-84s when was attacked by Bf 109 fighters of the German Air Force on approach to Komendantski aerodrom and crashed 1 km south-west of the airfield, all 5 crew members (pilot: Mikhail Ye. Zhukov) were killed; see c/n 18432101
184 17 06	CCCP-L3956(1)	PS-84	GVF	mfd	19sep41	rgd 20sep41; opb 5 ae MAGON GVF (existed 23jun41-06nov42) as of 29oct41 and by 2 ae MAGON GVF as of early 1942; damaged 06jul42 on a mission together with PS-84s CCCP-L3945 and CCCP-L3954 when the commander of the flight (the pilot of CCCP-L3954) lost orientation and lead the flight to the front-line where it was attacked by fighters of the German Air Force, CCCP-L3956 was hit but managed to escape, the crew (pilot: Muromtsev) escaped; opb 1 atp 1 atd GVF at Moscow-Vnukovo from 06nov42; t/t 1,800 hours by 01may43; w/o 22aug43 on the return leg of a flight to target No. 17 of the Belarus partisan HQ near Rechitsa (Gomel region of Belarus) when one engine failed some 30 minutes after take-off while the aircraft was flying at a height of some 200-300 metres, the pilot decided to return to the airstrip of target No. 17, but the aircraft did not make it and crashed into a forest, 5 of the 6 crew members were killed while the 6th one escaped unhurt; see c/n 18435407
184 17 07	CCCP-L3961(1)	PS-84	GVF	rgd	20sep41	opb 3 ae MAGON GVF (formed 23jun41) by 29oct41; w/o 13jun42 on a mission to Zuya (Crimea) in the German hinterland when got stuck at the airstrip which was in poor condition, all 6 crew members (pilot: Mikhail S. Skrylnikov) escaped unhurt; as Zuya was surrounded by German troops, the crew set the aircraft on fire; see c/n 18429808
184 17 08	CCCP-L3962(1)	PS-84	GVF	rgd	22sep41	damaged 04jun43 while being parked at Molotov (now Perm) when its right wing was hit by the left wing of PS-84 CCCP-L3445 which had taken off from the wrong point on the airfield; repaired; see c/n 5807
184 17 09	CCCP-L3958(1)	PS-84	GVF	rgd	22sep41	opb 3 ae MAGON GVF (formed 23jun41) by 29oct41; w/o 21dec41 on a flight from Khvoynaya to Leningrad when the right engine failed some 5-6 minutes after take-off so that the low-flying aircraft lost speed and crashed in a forest, all 5 crew members (pilot: N.I. Slepov) were injured; see c/n 18430307
184 17 10	CCCP-L3957(1)	PS-84	GVF	rgd	23sep41	opb MAGON GVF (formed 23jun41); w/o 13oct41 on a flight from Leningrad when was attacked by aircraft of the German Air Force near Ladoga, caught fire, made a forced landing and burnt out, the pilot (Mikhailov) and 3 passengers were injured; soc 29oct41; see c/n 5804
184 18 01	CCCP-L3959(1)	PS-84	GVF	mfd	21sep41	rgd 23sep41; opb 3 ae MAGON GVF (existed 23jun41-06nov42) as of 29oct41; flew supplies to Sevastopol 21/23jun42; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) from 05apr43; opb 1 atp 1 atd at Moscow-Vnukovo as of 01may43, t/t 1,605 hours by then; w/o in the late hours of 28aug43 on a flight from Khvoynaya (Leningrad region) to the area of lake Ladoga in order to drop a reconnaissance team behind the Finnish lines when was called back due to poor weather (although the weather at Khvoynaya was even worse), tried to land during a thunderstorm with heavy rain and strong cross winds and had to go around, but the crew was blinded by a lightning and lost spatial orientation so that the aircraft banked to the left and crashed, 2 of the 6 crew members were killed and 2 seriously injured and all other crew members and passengers were slightly injured; t/t 1,682 hours; see c/n 18434105
184 18 02	CCCP-L3960(1)	PS-84	GVF	rgd	23sep41	opb 6 ae MAGON GVF (formed 23jun41) by 29oct41; w/o 03feb42 while being parked at Peremyshl-Zhaskovo (Kaluga region) when was destroyed by the enemy, the crew (pilot: G.F. Kubanov) escaped unhurt; see c/n 18430109
184 18 03	CCCP-L3966(1)	PS-84	GVF	rgd	23sep41	see c/n 18435704
	"966" white	PS-84	GVF/Soviet AF c/s	ph.	may42	the official identity of the aircraft was still CCCP-L3966, although only the last 3 digits of the registration were painted on; opb 3 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41; on a photo may42 in olive drab/black camo c/s with light blue undersides and Red Stars; flew supplies to Sevastopol 22jun42/01jul42; opb 1 atd GVF at Moscow-Vnukovo from 06nov42; on a photo mar43 in temporary partial winter camo c/s; damaged in the late hours of 14mar43 on a flight from Sochi-Adler to the Crimea with 11 soldiers of a sabotage group on board when was hit by German anti-aircraft artillery near the Arabat Spit and made a forced landing near Vladislavovka, 1 of the 4 crew members was injured (and later became a PoW) while the other crew members (among them the pilot, Pavel T. Kashuba) and all 5 remaining passengers escaped unhurt; the hulk fell into German hands (a respective photo exists); 1 member of the sabotage group was killed in a fire-fight with German troops 3 days later while the other survivors managed to reach a partisan unit (the pilots returned to their unit after 1.5 months)

184 18 04	not known	PS-84	NKAP zavod # 18			damaged 29oct41 on a flight from Moscow to Saratov when tried to land at the airfield of Factory No. 292 in poor weather, but came down in the river Volga and sank, 1 of the 2 (female) crew injured; the aircraft was recovered from the river and repaired by teams of Factories Nos. 292 and 84 by 12nov41
184 18 05	CCCP-L456 CCCP-L3968(1)	PS-84 PS-84	NKAP aviaotryad GVF	rgd	30jan43	opb 7 ae MAGON GVF (formed 23jun41) by 29oct41; damaged 30nov41 on a flight from Leningrad to the Soviet hinterland together with at least 6 other PS-84s when was attacked by a group of 4 fighters of the German Air Force (described in the combat report as 'He 113s', but in fact probably Bf 109Fs) over lake Ladoga between cape Maryin Nos and Kivgoda; repaired; w/o 22jan42 on a flight to an airstrip near Vyazma (Smolensk region) in the German hinterland when suffered a technical breakdown at the airstrip, was attacked and hit by aircraft of the German Air Force and burnt out, all 5 crew members (pilot: Vitali I. Maslennikov) and all passengers escaped unhurt; see c/n 18411009
184 18 06	CCCP-L3969(1)	PS-84	GVF	rgd	23sep41	opb 7 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41 and by 3 ae MAGON GVF by early 1942; opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43; see c/n 1842404
184 18 07	CCCP-L3970(1)	PS-84	GVF	d/d	1941	opb MAGON GVF (formed 23jun41); w/o 12oct41 on a flight to German-occupied territory in the Kursk region when was shot down by the Germans near Dmitrovsk (north of Lgov), 1 of the 5 crew members was injured while the other 4 (among them the pilot, Vasili P. Smirnov) and the sole passenger escaped unhurt; soc 29oct41; see c/n 1842410
184 18 08	CCCP-L3971(1)	PS-84	GVF	d/d	1941	opb 2 ae MAGON GVF (formed 23jun41) by 29oct41; w/o 04feb42 while being parked at Kaluga-Grabtsovo when was destroyed by the enemy, all 6 crew members (pilot: Ivan Ye. Dushkin) escaped unhurt; see c/n 18426508
184 18 09	CCCP-L3972(1)	PS-84	GVF	rgd	27sep41	opb 1 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41 and by 2 ae MAGON GVF by early 1942; mentioned in a document apr42; see c/n 18432904
184 18 10	CCCP-L3972(1) CCCP-L3973(1)	PS-84 PS-84	AFL/NII GVF GVF	trf f/f	unknown 13oct41	still on charge by 1950 the first PS-84 fitted with ShKAS machine-guns; underwent trials with the NII GVF; opb 2 ae MAGON GVF by 29oct41; dbr 06dec41 on the leg from Saratov to Astrakhan of a flight from Kuibyshev to Baku when the flight mechanic made a mistake in handling the fuel system so that both engines flamed out shortly after lift-off and the aircraft crash-landed, all 5 crew members (pilot: Muravov) and 2 of the 6 (or 8) passengers were seriously injured and 3 passengers slightly injured; see c/n 18428906
184 19 01	CCCP-L3974(1)	PS-84	GVF	rgd	06oct41	opb 6 ae Osoboi Severnoi aviagruppy from 01nov41; flew supplies to the Leningrad Front and Leningrad (59 such flights by 22dec41); opb 1 ae MAGON GVF in 1942; flew supplies to Sevastopol 22jun42/01jul42 (9 flights); opb 1 atd GVF at Moscow-Vnukovo from 06nov42; w/o in the early hours of 28may43 on the return leg of a supply flight for partisans near Bryansk when was hit by German anti-aircraft artillery, caught fire and crashed behind the German lines, 2 of the 6 crew members were killed while 4 crew members managed to bail out (but only 1 of them reached Soviet positions, the other 3 were MIA); see c/n 18430401
184 19 02	? CCCP-L3975(1)	PS-84	GVF	d/d	1941	opb 4 ae MAGON GVF (formed 23jun41) by 29oct41; damaged 30nov41 on a flight from Leningrad to the Soviet hinterland together with at least 6 other PS-84s when was attacked by a group of 4 fighters of the German Air Force (described in the combat report as 'He 113s', but in fact probably Bf 109Fs) over lake Ladoga between cape Maryin Nos and Kivgoda; repaired; w/o during the night 21/22mar42 on a flight from Monino to an area behind the German lines when went missing after having passed Medyn (Smolensk region), all 6 crew members were MIA presumed killed; see c/n 18428908
184 19 03	CCCP-L3976(1)	PS-84	GVF	mfd	04oct41	opb 4 ae MAGON GVF (existed 23jun41-06nov42) as of 29oct41 and by 1 ae MAGON GVF as of early 1942; flew supplies to Sevastopol 22jun42/01jul42; rgd only 16aug43; opb 3 atp 1 atd GVF at Moscow-Vnukovo from 06nov42; opb 1 atp 1 atd GVF at Moscow-Vnukovo (redesignated 1 atp 10 atd 05nov44) as of 01may43, t/t 1,960 hours by then; damaged 09jan45 on a training flight (with Yugoslav pilots) from Moscow-Vnukovo in poor visibility when collided with a UT-2 of 16 iap 318 iad 1 VA PVO at a height of some 200 metres near Vnukovo airport, the UT-2 lost its left wing and crashed (both pilots were killed) while the Li-2 suffered damage to its left wing, but managed to land safely, all crew members escaped unhurt; w/o 19apr45 on the leg from Kraków to Minsk of a flight from Kraków to Moscow in support of the People's Commissariat for Lines of Communications (i.e. Railways) when deviated from the flight plan, entered low clouds, collided with trees on the slope of Mount Lysica (612 metres) 20 km east of Kielce and came to rest on its summit, all 6 crew members and 5 of the 7 passengers were killed and both survivors were injured; t/t 3,087 hours; see c/n 18430504
184 19 04	CCCP-L3977	PS-84	GVF	d/d	1941	opb 1 ae MAGON GVF (formed 23jun41) by 29oct41; w/o 28jan42 when was attacked by the enemy some 3-8 km from Peremyshl-Zhaskovo airfield (Kaluga district of the Tula region) and burnt out, 1 of the 4 crew members was injured and 3 passengers (paratroopers) were killed while the pilot (Dushkin) escaped unhurt
184 19 05	CCCP-L3978(1)	PS-84	GVF	rgd	06oct41	opb MAGON GVF (formed 23jun41); w/o 12oct41 when was attacked and hit by fighters of the German Air Force, crash-landed near Medyn (Smolensk region) and burnt out, 1 of the 5 crew members was seriously injured while the other 4 (among them the pilot, Ibragim U. Zhantiyev) and the sole passenger escaped unhurt; soc 29oct41; see c/n 18426104
184 19 06	CCCP-L3979(1)	PS-84	GVF	rgd	29sep41	opb 7 ae MAGON GVF (formed 23jun41); damaged 13oct41 when was shot at by German troops near Mozhaisk, an aviation mechanic was killed; w/o 22jan42 on a flight to a site behind the German lines when was flying low over German troops, was hit by fire from the ground and made a forced landing near Yudinno (Tyomkino district of the Smolensk region), all 6 crew members and 21 passengers (paratroopers) escaped unhurt and tried to reach the Soviet lines, but 2 crew members went missing during the night 03/04feb42 and 2 were killed in a fire-fight with German troops 05feb42 while the remaining 2 crew members (among them the pilot, Vassili D. Asavin) and all paratroopers reached the Soviet lines 17 days after the loss of the aircraft; see c/n 18429910
184 19 07	CCCP-L3980	PS-84	GVF	no	reports	registration not on pre-1944 register; opb 2 ae MAGON GVF (formed 23jun41); dbr in the early hours of 03may42 on a supply flight from Vypolzovo to partisans in the German hinterland when the left engine lost power shortly after take-off (probably due to a problem with the fuel mixture and insufficient warming-up of the engines) so that the aircraft started to descend at a height of some 50-70 metres, the left wing collided with a pole and the aircraft crashed into a wooden house, 4 of the 5 crew members (among them the pilot, Aleksandr K. Zheleznov) were killed and the sole survivor as well as several tenants of the house injured
184 19 0.	? "980" white CCCP-L3981(1)	PS-84 PS-84	GVF/Soviet AF c/s GVF	d/d	photo 1941	c/n not confirmed (seemed to end in '2' on the photo); opb MAGON GVF c/n 1841908 or 1841909; opb 2 ae MAGON GVF (formed 23jun41) by 29oct41 and by 1 ae MAGON GVF in 1942; w/o 11jul42 during a mission on the South-Western Front when was hit by the enemy, caught fire, came down near Novokhopersk (Voronezh region) and burnt out, 2 of the 6 crew members (the radio operator and an air gunner) were injured while the other 4 crew members (among them the pilot, R.A. Khosalov) escaped unhurt; see c/n 18435803
184 19 09	not known	PS-84	Soviet Air Force ?			see CCCP-L3981 above
184 19 10	CCCP-L3982	PS-84	GVF	mfd	09oct41	opb 6 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41 and by 1 ae MAGON GVF in spring 1942; opb 2 atp 1 atd GVF at Moscow-Vnukovo from 06nov42; w/o 08aug43 on a flight from Balashov to Kursk with a cargo of 3 M-105 engines when at least one of the engines broke loose during take-off, broke through the cabin floor and trapped the control cable of the horizontal stabiliser which was running under the floor so that the aircraft went out of control (the pilot tried to steer the aircraft with the trim tabs of the stabiliser, but to no avail), the aircraft crashed in the steppe some 7 km after take-off, caught fire and burnt out, all 6 crew members were killed; t/t 1,770 hours
184 20 01	not known	PS-84	GVF/Soviet AF c/s	mfd	10oct41	the first dedicated military transport from series-production; probably carried a code instead of a registration and never entered the civil aviation register (as an industry or Air Force aircraft); opb 2 ae 1 ap 1 atd GVF as of dec42; damaged in the early hours of 16dec42 on a flight from Kubinka at night close to the front-line when collided at a height of 250 metres with R-5 "21" c/n 101 of 1 oap GVF 1 km west of Blagininio (Pogoreloye Gorodishche district of the Kalinin region), the R-5 crashed while the PS-84 managed to make a forced landing (wheels-up) 500 metres north of Zelenkovo, both crew members of the R-5 were killed and the captain of the PS-84 was injured while the other 4 crew members escaped unhurt; repaired; opb 1 atp 1 atd GVF at Moscow-Vnukovo as of 01may43, t/t 1,905 hours by then; w/o 30sep43 did not return from a supply flight for partisans in Belarus behind the German lines, all 6 crew members were MIA presumed killed
184 20 0.	? CCCP-L3985(1)	PS-84	GVF			opb 2 ae MAGON GVF (formed 23jun41) by 29oct41; w/o 17nov41 on a supply flight for besieged Leningrad (carrying food) when landed at Novaya Ladoga in difficult weather conditions, suffered an accident, caught fire and burnt out, all 5 crew members (pilot: Tomchuk) were slightly injured; see c/n 18434209
184 20 0.	? CCCP-L3986(1)	PS-84	GVF	rgd	08oct41	no c/n given in the register; opb 3 ae MAGON GVF (formed 23jun41) by 29oct41; flew supplies to beleaguered Leningrad; w/o 31jan42 on the return leg of a para-dropping flight from Kaluga-Grabtsevo to the area of Vyazma when was damaged by German anti-aircraft artillery while overflying the front line and crashed 2 km from Gorokhovo (Pleshcheyevo district of the Smolensk region), 5 of the 6 crew members (among them the pilot, Skrylnikov) were killed while an air gunner was slightly injured; struck off charge 01apr42; see c/n 18435804
184 20 0.	? CCCP-L3987(1)	PS-84	GVF	mfd	1941	opb MAGON GVF (formed 23jun41); w/o 30nov41 on a flight from Leningrad to the Soviet hinterland together with at least 6 other PS-84s when was attacked and hit by a group of 4 fighters of the German Air Force (described in the combat report as 'He 113s', but in fact probably Bf 109Fs) over lake Ladoga between cape Maryin Nos and Kivgoda and crashed into the lake, all 6 crew members (pilot: Ibragim U. Zhantiyev) and 30 passengers were killed; see c/n 1846702
184 20 04	not known	PS-84	Soviet Air Force ?			
184 20 05	not known	PS-84	Soviet Air Force ?			
184 20 06	not known	PS-84	Soviet Air Force ?			
184 20 07	CCCP-L3948(1) "948" black	PS-84 PS-84	GVF GVF/Soviet AF c/s	mfd BMA	1941 21jun42	see c/n 18429805 the official identity of the aircraft was still CCCP-L3948, although only the last 3 digits of the registration were painted on; opb MAGON GVF; also carried code "4" on the fin; in dark green c/s with (probably) black stripes, light blue undersides and Red Stars (the Red Stars and the code were painted over before the flight to Sweden); flew to Stockholm-Bromma 21jun42, using call-sign 'RPUSP'; w/o in the early hours of 26jun42 on a cargo flight from Stockholm-Bromma to Kalinin-Migalovo (now Tver-Migalovo) when was hit by machine-gun fire from the ground over German-held territory close to the front-line, as the left engine

						caught fire the crew decided to make a forced landing in a field near Ivantsevo (Molvoititsy district of the Leningrad region), but the right wing collided with trees while the aircraft was flying a right turn at low height and the aircraft crashed nose-down in the forest some 400-500 metres south-east of Ivantsevo, caught fire and burnt out, all 4 crew members (pilot: Major Pyotr A. Rybin) and the sole passenger were killed; soc 12jul42
184 20 08	not known	PS-84	Soviet Air Force ?			
184 20 09	CCCP-L3983	PS-84	GVF	d/d	1941	opb 6 ae MAGON GVF (formed 23jun41) by 29oct41 and by 2 ae MAGON GVF in 1942; w/o 27jul42 when was hit by the enemy, came down near 'Paskovaika' (in the area of Stalingrad, the correct name is probably Peskovatka) and was burnt on the ground by the enemy, all 6 crew members (pilot: A.I. Sukorkin) escaped unhurt while 4 of the 27 passengers (technical staff of 220 ad) were injured see c/n 18440506
184 20 10	? CCCP-L3984(1) "984" white	PS-84 PS-84	GVF GVF/Soviet AF c/s	d/d	1941 photo	the official identity of the aircraft was still CCCP-L3984, although only the last 3 digits of the registration were painted on (it had still 'L3984' under the left wing); opb 2 ae MAGON GVF (formed 23jun41) by 29oct41; w/o 26mar42 on a flight from Khvoynaya at night when crashed near the airfield, probably the trim tabs of the rudder and the left aileron had been set in a wrong position, all 6 crew members (pilot: Ivan S. Shiyanov) were killed
184 21 01	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 21 02	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 21 03	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 21 04	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 21 05	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 21 06	CCCP-I406 CCCP-21503 CCCP-L3988	PS-84 Li-2 PS-84	NKAP zavod # 84 MAP Tashkent APO GVF	rgd	19oct42 15dec65 21oct41	canx 29nov67 opb 4 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41 and by 1 ae MAGON GVF by early 1942; flew supplies to Sevastopol 22jun42/01jul42; transported the first batch of Soviet pilots and technicians for the ALSIB operation to Ladd Field (Alaska) 21sep42; opb 1 atd GVF at Moscow-Vnukovo from 06nov42; w/o 14jul43 on a supply flight for partisans behind the German lines when remained at the landing site over the day, was detected and set on fire by an aircraft of the German Air Force and burnt out, no casualties
184 21 08	CCCP-L3989(1)	PS-84	GVF	mfd	18oct41	18oct41 was given as the mfd in the accident report, but it can be the rgd in fact, as c/n 1842109 was rgd 18oct41 and c/n 1842107 was rgd 21oct41; opb 7 ae MAGON GVF by 29oct41; empenage and ailerons were damaged by a storm while the aircraft was parked at Saratov during the night 07/08nov41; the aircraft was repaired on site 08/28nov41, but the aileron control cables were cross-wired by mistake; w/o 29nov41 on the test flight from Saratov after the repairs when the aircraft banked to the right shortly after lift-off and crashed due to the cross-wired cables, 1 of the 4 crew members was killed and the other 3 were slightly injured; see c/n 18411006
184 21 09	CCCP-L3990	PS-84	GVF	mfd	18oct41	and rgd 18oct41 as well; opb 2 ae MAGON GVF (existed 23jun41-06nov42) as of 29oct41; severely damaged 19nov41 on a supply flight from Podborovye to Leningrad together with 7 other PS-84s when was attacked by Bf 109 fighters of the German Air Force on approach to Komendantski aerodrom, but managed to land there, 2 of the 6 crew members (among them the pilot, Kireyev) were killed and the other 4 were seriously injured; repaired; opb 1 ae MAGON GVF in 1942; flew supplies to Sevastopol 30jun42/01jul42; opb 3 atp 1 atd GVF at Moscow-Vnukovo from 06nov42; opb 1 atp 1 atd GVF at Moscow-Vnukovo as of 01may43, t/t 1,940 hours by then; w/o in the early hours of 20mar44 on a supply flight from Staraya Toropa to partisans behind the German lines when was shot down by a night fighter of 3./NJG 100 of the German Air Force (piloted by Leutnant Ulrich Trüber) while flying at a height of some 700 metres near Yanovshchina (Krupki district of the Minsk region) and exploded, all 6 crew members (pilot: 1st Lieutenant Kachanov) and 1 of the 2 passengers were killed (the sole survivor was thrown out by the explosion)
184 21 10	CCCP-L3991	PS-84	GVF	mfd	17oct41	rgd 20oct41; opb 7 ae MAGON GVF (existed 23jun41-06nov42) as of 29oct41 and by 3 ae MAGON GVF as of early 1942; flew supplies to Sevastopol 21/30jun42; transported the first batch of Soviet pilots and technicians for the ALSIB operation to Ladd Field (Alaska) 21sep42; opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43; opb 1 atp 1 atd GVF at Moscow-Vnukovo as of 01may43, t/t 1,490 hours by then; w/o 08mar44 on a mission in support of the 3rd Ukrainian Front when was attacked by fighters of the German Air Force while crossing the front line near Novy Bug (Nikolayev region) and caught fire
184 22 01	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 22 02	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 22 03	CCCP-I405 CCCP-I405 CCCP-83965	PS-84 Li-2 Li-2	NKAP zavod # 84 MAP zavod # 84 MAP Tashkent APO	rgd trf	19oct42 15mar46 15dec65	on charge as of 1954/55 canx 29jun67
184 22 04	CCCP-1371 CCCP-1371 CCCP-1371	PS-84 Li-2 Li-2	GVF NKAP zavod # 153 MAP zavod # 153	rgd rgd trf	27feb42 16apr43 15mar46	entered into the register without c/n; opb MAGON GVF now with c/n
184 22 05	CCCP-1373 CCCP-1373 CCCP-1414	PS-84 PS-84 PS-84	NKAP MAGON NKAP zavod # 24 NKAP zavod # 24	rgd rgd r/r	27feb42 17jun42 1943 ?	suffered an engine failure 22jul49; on charge as of 1954/55 entered into the register without c/n, so tie-up not confirmed, but see below; opb Moskovskaya AGON zavod No. 24 im. M.V. Frunze (p-ya 32) at Samara-Bezmyanka
184 22 06	CCCP-1373	PS-84	MAP zavod # 24	trf	15mar46	
184 22 07	CCCP-1373	Li-2	MOP zavod # 24	trf	07jul53	c/n from register; soc 26jan56; trf to the MAP 19nov57 in exchange for an Il-14
184 22 08	not known	PS-84	not known	mfd	1941	either GVF or Soviet Air Force; repaired at Monino mar42
184 22 07	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184 22 08	CCCP-1376	PS-84	NKAP	rgd	27feb42	entered into the register without c/n; equipped with a gun turret on top of the fuselage; initially opb Moskovskaya AGON; in natural metal c/s with Red Stars, no titles; photo (probably at Tyoply Stan) published in the "Krasnaya Zvezda" newspaper 08mar42, with the c/n on the fin readable; new CoFR issued rgd 12jan43, now with c/n and opb Factory No. 292
184 22 09	not known	PS-84	Soviet Air Force	mfd	1941	operated by UTS GU VVS; repaired at Monino mar42
184 22 10	CCCP-L3993	PS-84	GVF	rgd	20oct41	probably the last aircraft built at Moscow-Khimki
	not known	PS-84	Soviet Air Force	trf	1942 ?	
	CCCP-1486	PS-84	NKAP zavod # 22	rgd	29jan43	
184 22 ..	CCCP-L3992	PS-84	GVF			

opb MAGON GVF (formed 23jun41); damaged 21jan42 on landing at an airstrip near Lugi (Smolensk region) in the German hinterland during the Vyazma airborne operation when ended up in a ditch with the tail in the air, all 6 crew members (pilot: Aleksei A. Pantelli) were injured; the hulk was abandoned

4.331 ? PS-84/Li-2 built by Factory No. 84 at Tashkent-Tuzel from 7 January 1942 to May 1953

The first aircraft built at Tashkent was probably from batch 23. Until batch 405, the previous construction number system from Moscow-Khimki continued to be in use: it consisted of a 1, the meaning of which is not known (the first type built by Factory No. 84 ?), 84 as the factory number, the batch number (2 or 3 digits) and the two-digit number in the batch. All those batches seem to have contained 10 aircraft each. Starting from batch 406 the code for the factory which was used in the c/n was changed to 34 (although the number of the factory itself did not change). The system looked then as follows: the first digit gave the year of manufacture (2 for 1952 and 3 for 1953), followed by the code 34 for Factory No. 84, the three-digit batch number and the number in the batch.

184 23 04	not known	PS-84	not known	mfd	1942	either GVF or Soviet Air Force; repaired at Monino mar42
184 23 07	not known	PS-84	not known	mfd	1942	either GVF or Soviet Air Force; repaired at Monino mar42
184 23 08	CCCP-1495	PS-84	NKAP zavod # 26	rgd	10mar43	
184 23 10	CCCP-1450	PS-84	NKAP aviaotryad	rgd	15oct42	
184 24 01	not known	PS-84	not known	mfd	1942	either GVF or Soviet Air Force; repaired at Monino mar42
184 24 03	CCCP-1403	PS-84	NKAP zavod # 84	mfd	09mar42	rgd 19oct42
	CCCP-1403	Li-2	MAP zavod # 166	trf	unknown	w/o 23jun54 on the leg from Verkhnyaya Salda to Sverdlovsk of a cargo flight from Verkhnyaya Salda to Omsk when took off with an illegal passenger in the seat of the second pilot and the engines being fed from the rear left tank which was almost empty, both engines stopped working at a height of 30-40 metres, the aircraft lost height, collided with a high-voltage power line, caught fire and crashed between houses and barns of a village 1.5 km from the airport, 3 of the 5 crew and 1 of 2 passengers killed and all survivors injured, all those killed were discovered to be intoxicated; t/t 9,816 hours
184 24 04	CCCP-1408	PS-84	NKAP zavod # 84	mfd	mar42	used in transport configuration; rgd 19oct42; slightly damaged 12sep49 when an engine mechanic put pliers on a blade of the right propeller and forgot to remove them before take-off so that part of the propeller blade was ripped off and punctured the fuselage
	CCCP-L3969(2)	Li-2	AFL/Ukraine	rgd	23dec56	used in transport configuration; opb 87 AO at Kharkov; soc 31oct57 as amortisation period expired; t/t 12,986 hours; trf to filial AERMB-408 GVF, probably for cannibalisation and scrapping; see c/n 1841806
184 24 05	CCCP-1409	PS-84	NKAP zavod # 29	rgd	19nov42	
184 24 06	no reg	PS-84	NKAP zavod # 18	mfd	feb42	crashed before it could be entered into the register; in camo c/s; w/o 12may42 on a flight from Kuibyshev-Bezmyanka to Nizhni Tagil-Valyogin Bor when encountered poor visibility, the pilot descended to 700 metres and the aircraft crashed into the summit of Mount Golaya aka Mount Shaitan (748 metres) in the Vesolye gory range 9 km south-east of Kordon (Visim-Shaitanka district of the Sverdlovsk region), all 4 crew and both passengers (among them the director of Factory No. 18, Matvei B. Shenkman) killed; wreck found 14may42
184 24 07	CCCP-1415	PS-84	NKAP zavod # 24	rgd	17jun42	
184 24 08	CCCP-1378	PS-84	NKAP zavod # 39	rgd	04jun42	
184 24 09	CCCP-1379	PS-84	NKAP zavod # 153	rgd	16apr43	
184 24 10	CCCP-1400	PS-84	NKAP zavod # 16	rgd	20may42	
	CCCP-1400	Li-2	MAP Kazan	trf	unknown	
	CCCP-L3970(2)	Li-2	AFL/Ukraine-IEV	rgd	1956	on charge of either zavod # 22 or zavod # 387 as of 1954/55
	CCCP-65725	Li-2	AFL/Ukraine-IEV	rgd	1958/59	seel CCCP-L3970(1) with unconfirmed c/n 1841807
184 25 01	CCCP-1442	PS-84	NKAP zavod # 1	rgd	16jul42	soc 08mar60 as worn out
184 25 02	CCCP-1401	PS-84	NKAP zavod # 26	rgd	10mar43	
	CCCP-03471	Li-2	MRTPT NII-17	rgd	04jun58	Ministry of Radio-Technical Industry; p/ya 1395

	CCCP-46237	Li-2	MRP	rgd	16may66	operated by NILITs (p-ya 1929) at Soltnevo (became NPO "Vzlyot" or p-ya A7541 in 1972); struck off charge in 1967
184 25 03	CCCP-1402	PS-84	NKAP zavod # 30	rgd	04mar43	opb 3 ae MAGON GVF (existed 23jun41-06nov42) by mid-1942; flew supplies to Sevastopol 21jun42/01jul42; opb 1 atd GVF at Moscow-Vnukovo from 06nov42; rgd only 20jan43; w/o in the early hours of 21jul43 on a supply flight from Staraya Toropa to Selyavshchina (Rossyony district of the Vitebsk region) in the German hinterland when was attacked by a He 111 night fighter of NJ-Schwarm Luftflotte 6 of the German Air Force (piloted by Oberleutnant Günter Bertram) while dropping supplies from a height of 200 metres, caught fire, made a wheels-up forced landing at Selyavshchina airstrip and burnt out, 2 of the 6 crew members (among them the pilot, Ye.T. Basov) and the sole passenger were injured
184 25 04	CCCP-L3996(2)	PS-84	GVF	mfd	1942	
184 25 0.	CCCP-L3997	PS-84	GVF			c/n probably 1842505 or 1842507; registration not on pre-1944 register; opb 1 ae MAGON GVF (existed 23jun41-06nov42); flew supplies to Sevastopol 23/28jun42; damaged in the early hours of 28jun42 on a flight from Korenovskaya to Sevastopol-Khersonesski mayak when ran into a bomb crater during the landing run, damaging landing gear and propellers, all 6 crew members (pilot: Shashin) escaped; destroyed 01jul42 or during the night 01/02jul42 (according to various documents either hit by an artillery shell or by an air attack or burnt by the retreating Soviet troops)
184 25 06	"997" white CCCP-1544	PS-84	GVF/Soviet AF c/s	rgd	photo 21aug43	the same aircraft as above ?; opb 19 otap GVF; in dark green c/s with light blue undersides
184 25 08	CCCP-L3998	PS-84	NKAP zavod # 31 GVF	mfd	17apr42	
184 25 10	CCCP-L4000	PS-84	GVF	rgd	20jan43	rgd 20jan43; opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 24jun42/01jul42; opb 1 atd GVF at Moscow-Vnukovo by 1943; damaged in the early hours of 08apr43 on a flight to the front when the right engine failed (due to a faulty repair of the self-correcting device by ARB-1) and the crew made a forced landing near Ordulyevo (Smolensk region), all 6 crew members escaped unhurt; the aircraft was to be repaired, but was destroyed by a large-scale fire 23apr43
184 26 06	not known	PS-84	Soviet Air Force			opb 1 atd GVF; flew to an airstrip near Osipovka (Belarus) with supplies for partisans 17jul43, but was not able to take off again from the soaked airstrip, in the evening the airstrip was attacked by aircraft of the German Air Force and the PS-84 was hit by several bullets (among others, the oil cooler of the left engine was hit), after provisional repairs the aircraft took off in the early hours of 18jul43, but the left engine failed some 3-5 seconds after lift-off and the aircraft started to bank, touched the ground, bounced and came down in a swamp with the tail in the air, all crew 6 crew members and 9 passengers were injured (of them 2 passengers seriously); some 40-45 minutes later an Fw 189 of the German Air Force attacked the airstrip and set the PS-84 on fire so that it burnt out
184 26 07	not known	PS-84	Soviet Air Force	mfd	1942	was equipped with GAM-10 flame extinguishers; underwent trials with 1 ad dd (long-range aviation division) 26/30apr43; went on to serve with 1 ad dd thereafter
184 29 03	? not known	PS-84	Soviet Air Force	mfd	1942	opb 101 ap dd as of feb44; damaged in the late hours of 18feb44 on return from a bombing mission against Pskov railway junction when encountered poor weather on the return leg and made a forced landing 45 km from Tikhvin, suffering slight damage, the crew (pilot: Malinovich) escaped unhurt; repaired the operations record book of 7 AK DD gives the c/n for this loss as 1842903, but the operations record book of 1 ad dd gives it as 18412302; opb 102 ap dd as of apr44; w/o in the late hours of 07apr44 on a bombing mission against the airfield at Rakvere (German name Wesenberg) when was shot down by a Ju 88C-6 night fighter (piloted probably by Leutnant Fritz Richter) of 4./NJG 100 of the German Air Force and crashed probably either 15 km south of Kunda or 10 km east of Kunda, all 6 crew members (pilot: 1st Lieutenant Fyodor V. Spitsin) were MIA presumed killed
184 29 06	CCCP-1521	PS-84	NKAP zavod # 21	rgd	09jun43	Ministry of Communications Systems Industry; opb LIS NII-11 MPSS (PO Box 446); mentioned in an incident report
184 30 01	CCCP-1407	PS-84	NKAP zavod # 166	rgd	31aug42	
184 31 06	CCCP-1601	PS-84	NKAP zavod # 456	rgd	14feb44	
184 32 09	CCCP-X914	PS-84	MPSS			
184 32 10	not known	PS-84	Soviet Air Force	mfd	1942	opb 101 ap dd as of feb44; w/o in the early hours of 07mar44 on a bombing mission against German positions west of Narva when was attacked by the Ju 88C-6 W7+BM night fighter (piloted by Leutnant Klaus Scheer) of 4./NJG 100 of the German Air Force from below and behind while approaching the target at a height of 2,300 metres, caught fire and crashed on the eastern banks of the Narva river, all 6 crew members (pilot: 3rd Lieutenant Khadikov) managed to bail out, the navigator (3rd Lieutenant Vasili N. Strutinski) was MIA presumed killed while the other 5 crew members returned to their unit 09mar44
184 33 08	not known	PS-84	Soviet Air Force	mfd	1942	opb 3 ap dd as of jun43; made an emergency landing at the reserve airfield Gryazi 16jun43 after having run low on fuel on return from a bombing mission
	"11"	PS-84	Soviet Air Force			opb 12 ap dd as of mar44; w/o in the early hours of 07mar44 on the return leg of a bombing mission against targets in the area of Olgino (west of Narva) and Vanakülä (NNW west of Narva) when was shot down by the Ju 88C-6 W7+BM night fighter (piloted by Leutnant Klaus Scheer) of 4./NJG 100 of the German Air Force, all 6 crew members (pilot: 2nd Lieutenant Vladimir A. Gorbenko) were MIA presumed killed - possibly the aircraft which was claimed by Scheer to have crashed near Luzhitsy (some 20 km NNE of Vanakülä)
184 33 10	CCCP-L4002	PS-84	GVF	rgd	12aug43	in a document 04jan43 as '4003'; opb 5 pap; rgd only 22may43
184 34 06	CCCP-L4003	PS-84	GVF	mfd	07jul42	
	CCCP-L4003	Li-2	AFL/Uzbekistan-TAS	no	reports	
184 34 10	CCCP-L4004	PS-84	GVF	rgd	06jan43	opb 3 UTO; w/o 27dec50 on an aerial survey training flight from Tashkent-Yuzhny, after a technical stop at Dzhusaly the aircraft headed for Turkestan, but the crew was not aware of the strong wind drift so that the aircraft strayed off course to the left by 72 km and crashed at 2,050 metres (126 metres below the summit) into the slope of Mt. Mynzhilgi (Bessaz) in the Karatau range (Southern Kazakhstan region) after dusk, all 8 crew members (among them 3 aerial survey navigators) were killed; the wreck was found 28dec50; t/t 7,072 hours
184 35 01	CCCP-L4005(1)	PS-84	GVF	rgd	12aug43	opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945
184 35 02	CCCP-L4006	PS-84	GVF	rgd	15may43	
184 35 03	CCCP-L4007(1)	PS-84	GVF			see c/n 18423102
184 35 04	CCCP-L4008(1)	PS-84	GVF	mfd	10jul42	opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43; later opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945
184 35 05	CCCP-L4009	PS-84	GVF	rgd	26mar43	registration not on pre-1944 register; opb MAGON GVF (formed 23jun41); w/o 13aug42 when was attacked by fighters of the German Air Force above Verkhnyaya Akhtuba airfield and caught fire, the crew managed to land the aircraft at Verkhnyaya Akhtuba, but it burnt out, 3 of the 7 crew members were killed and 2 slightly injured while the other 2 (among them the pilot, S.T. Velichayev) escaped unhurt; see c/n 18430402
184 35 06	CCCP-L4010(1)	PS-84	GVF	rgd	20jan43	rgd 20jan43; opb 1 atp 1 atd GVF at Moscow-Vnukovo as of 01may43, t/t 1,240 hours by then; w/o 19sep43 on the leg from Khvoynaya to Leningrad of a flight from Moscow to Leningrad when the crew lost orientation at night, decided to return to Khvoynaya, tried to land at Yakhnovo airfield (8 km south-west of Khvoynaya airfield) in poor weather (low clouds) and had to go around when both engines flamed out as the flight mechanic had forgotten to switch the tanks in time (there were still some 150-200 kg of fuel in other tanks) so that the aircraft entered a dive and crashed in a swamp 1.5 km from Yakhnovo airfield, all 5 crew members and 12 passengers were killed; t/t 1,418 hours; see c/n 1844108
184 35 07	CCCP-L4011(1)	PS-84	GVF	rgd	12aug43	opb 1 atd GVF at Moscow-Vnukovo; w/o 29may43 when was destroyed during a combat mission, details unknown; see c/n 18434210
184 35 08	CCCP-L4012	PS-84	GVF	rgd	20jan43	see c/n 18428907
184 35 09	CCCP-L4013	PS-84	GVF	rgd	20jan43	opb 2 atp 1 atd GVF at Moscow-Vnukovo; new CoFR issued 16aug43; w/o in the early hours of 14sep43 on the return leg of a supply flight from Moscow for partisans in Belarus when was attacked by a Bf 110 of 3./NJG 100 of the German Air Force (piloted by Lieutenant Waldemar Rathke) while flying at a height of some 1,500 metres near Leskovo (close to Toropa railway station), caught fire and crashed near Sazonkino (Vitebsk region of Belarus), not far from the front-line, all 6 crew members and 21 passengers (among them the crew of an 101 ad aircraft which had been shot down half a month before) were killed
184 36 02	"1"	PS-84	Soviet Air Force	mfd	1942	rgd again 16aug43 !
184 36 03	not known	PS-84	Soviet Air Force	mfd	28jul42	opb 12 ap dd as of apr44; damaged during the night 16/17apr44 on the return leg of a supply flight for the 1st Ukrainian Front from Sudilkov to Kolomyia when was attacked by 2 night fighters of the German Air Force 20 km east of Gorodenka (100 km north-west of Chernovtsy), received numerous hits and made a forced landing wheels-up on the banks of the river Dnestr, all crew members (pilot: 2nd Lieutenant Sychov) escaped unhurt
184 36 08	not known	PS-84	Soviet Air Force	mfd	1942	military version
184 37 01	not known	PS-84	Soviet Air Force	mfd	1942	operated by 23 ap dd as of mar44; written off during the night 06/07mar44 on a bombing mission against Narva when was shot down by a night fighter of the German Air Force in the area of the target, all crew 6 members (pilot: 1st Lieutenant Mikhail V. Chekrygin) were killed
184 37 04	not known	PS-84	Soviet Air Force	mfd	1942	operated by long-range aviation (either 12 ap dd, 23 ap dd, 53 ap dd, 101 ap dd or 102 ap dd), w/o between mar44 and may44 on a bombing mission against targets in the Kingissepp district when crashed near the river Lommi (aka Lomy or Lomikülä) 7 km north-east of Ivangorod
184 37 10	not known	PS-84	Soviet Air Force	mfd	1942	opb 1 add; w/o 30sep42, details unknown
184 38 04	not known	PS-84	Soviet Air Force	mfd	1942	opb 3 ap dd; made a forced landing at Pribytkovo 22aug43 due to engine problems
184 38 09	"2"	PS-84	Soviet Air Force	mfd	1942	opb 23 ap dd; damaged 13dec43 while taxiing at Botaly when collided with PS-84 c/n 1847506 of the same unit
184 39 01	not known	PS-84	Soviet Air Force	mfd	1942	opb 101 ap dd as of mar44; w/o in the late hours of 09mar44 on a bombing mission against Tallinn railway junction when was probably shot down by a night fighter of NJG 100 of the German Air Force on approach to the target, all 6 crew members (pilot: 2nd Lieutenant Grigori I. Khvalyun) were MIA presumed killed
184 39 02	not known	PS-84	Soviet Air Force	mfd	1942	opb 3 ap dd; w/o in the late hours of 24jun43 when was shot down by a He 111 night fighter of NJ-Schwarm Luftflotte 6 of the German Air Force (piloted by Oberleutnant Günter Bertram) 30 km north of Dmitrovsk-Orlovski (according to the German claim 25 km south-east of Karachev which is about the same location) at 22:47 hours German summer time, 3 of the 6 crew members (among them the pilot, 2nd Lieutenant Ion F. Novozhilov) were taken prisoner near Karachev between 27jun43 and 28jul43, 1 crew member returned to his unit and the other 2 were MIA presumed killed
						opb 3 ap dd; made a forced landing in a field near Orlovo (Voronezh region) 25jul43 as the pilot had lost orientation on return from a combat mission

184 39 03	not known	PS-84	Soviet Air Force	mfd	1942	opb 23 ap dd; slightly damaged 03oct43 on take-off from Krasnograd when an engine failed and the aircraft made a forced landing; repaired on-site by the crew (pilot: Captain Khalanski) operated by VVS ChF; operated by VMAU (Naval Flying School) "Sigizmund Levanevski" at Bezenchuk as of 05apr45
184 39 04	not known	PS-84	Soviet Navy	toc	15sep42	opb 3 ap dd as of apr43; w/o apr43 on the return leg of a bombing mission against the German-held airfield and German positions in the area of Kerch-2 - Sarabuz - Bagerovo at night when was shot down by German anti-aircraft artillery above Kerch, caught fire and crashed into the Kerch Strait or into the Sea of Azov, the crew was killed (air gunner: Arkadi I. Kropotov)
184 39 09	not known	PS-84	Soviet Air Force	mfd	1942	opb 3 ap dd; w/o during the night 13/14jun43 on return from a combat mission when was shot down by fighters of the German Air Force before reaching the front line and crashed in the Oryol region - as there is no claim by any German pilot for an aerial victory in this area the PS-84 may in fact have been shot down by anti-aircraft artillery, 2 of the 6 crew members survived (1 was taken prisoner near Zhizdra 20jun43 and the other one returned to his unit) while the other 4 crew members (among them the pilot, Captain Aleksandr I. Sukonkin) were MIA presumed killed
184 40 01	not known	PS-84	Soviet Air Force	mfd	1942	opb 3 ap dd; w/o 17jun43 on a flight to Michurinsk when the crew made a mistake in handling the fuel system so that both engines flamed out on final approach and the aircraft lost speed, stalled at a height of some 40-50 metres and crashed near Turmasovo, 4 of the 5 crew members (among them the pilot, 3rd Lieutenant Ignatov) were killed and the sole survivor was seriously injured
184 40 02	not known	PS-84	Soviet Air Force	mfd	1942	opb 3 ap dd; made an emergency landing at Yelets 14jul43 after the left engine had failed on return from a combat mission
184 40 03	not known	PS-84	Soviet Air Force	mfd	1942	c/n given as 04106; operated initially by 29 ab VVS TOF and later by 122 ae VVS TOF
184 41 06	not known	PS-84	Soviet Navy	mfd	1942	see c/n 1843504
184 41 08	not known	PS-84	Soviet Air Force	mfd	1942	f/n Kolpashevo-Yuzhny jan65; soc 10jun65 as worn out, based on an 'instructional letter' dated 17mar65
184 42 07	?	"4207"	AFL/West Sib.-Ovn	trf	1946	in documentary on 'Soviet Civil Aircraft'
184 45 03	not known	PS-84	AFL/West Sib.-OVb	rgd	1958/59	opb 3 ap dd; made an emergency landing at Borisoglebsk in the early hours of 02sep43 after the crew had lost orientation on return from a combat mission and the aircraft ran low on fuel
184 45 05	CCCP-1455	PS-84	Soviet Air Force	mfd	1942	opb 3 ap dd; w/o in the early hours of 07sep43 on the first leg of a combat mission when was shot down by a fighter of the German Air Force near Chupakhovka (22 km north-east of Zenkov in the Sumy region of Ukraine) - as there is no claim by any German pilot for an aerial victory in this area the Li-2 may in fact have been shot down by anti-aircraft artillery near the front line, 3 of the 5 crew members (among them the pilot, 1st Lieutenant Apukhtin) were killed while the other 2 returned to their unit 09sep43
184 45 07	not known	Li-2	NKAP zavod # 126	rgd	16nov42	f/n IEV 11mar64
		Li-2	Soviet Air Force	mfd	1942	soc 28feb75 as worn out
184 46 10	not known	Li-2T	Soviet Air Force	mfd	1942	in a German loss report as 'Douglas 63 W.Nr. 844706', but this cannot be a Douglas c/n, most probably it is a PS-84 c/n of which the 1st digit has been omitted due to lacking space in the reports column or for other reasons; opb 2./Versuchsverband Ob.d.L. (Oberbefehlshaber der Luftwaffe, Air Force Headquarters); damaged due to pilot error at Breslau-Gandau 29jan44, damage reported as 25 %
184 47 06	?	CCCP-71225	AFL/Ukraine-IEV	toc	24apr60	soc 26dec55 as worn out
		CCCP-71225	AFL/Urals-KVX	trf	28jan74	opb 12 ap dd as of feb44; w/o during the night 26/27feb44 on a bombing mission against Helsinki when was shot down by a Bf 109 fighter (piloted by Unteroffizier Werner Dienst) of 3./JG 302 of the German Air Force over the Gulf of Finland, all 6 crew members (pilot: 1st Lieutenant Boris S. Chernyshev) were killed
		PS-84	German Air Force	no	reports	w/o 15may44, details unknown
184 48 07	not known	Li-2	Soviet Air Force	mfd	1942	rgd 11nov42; opb 1 atp 1 atd at Moscow-Vnukovo as of 01may43, t/t 1,000 hours by then; see c/n 18440502
184 48 08	CCCP-L1281	Li-2	AFL/Moscow (MUTA)	no	reports	opb 1 ae 9 oap GVF; w/o 29dec43 on a supply flight for the Kerch bridgehead from Akhtanizovskaya to Zhukovka (accompanied by 2 LaGG-3 fighters of the Soviet Air Force) when was attacked by 2 Bf 109G fighters of 6./JG 52 of the German Air Force (and hit by Hauptmann Helmut Lipfert) while flying at a height of some 10-15 metres near Chushka spit south-west of Mayak and caught fire, but the pilot (Captain Vasili T. Kurepin) managed to make a forced landing at the perimeter of Zhukovka airstrip where the aircraft burnt out, 1 of the 5 crew members (the flight mechanic) was killed while the pilot and another crew member were seriously injured; see c/n 18438904
	not known	Li-2	Soviet Air Force	mfd	1942	opb 26 oap GVF by 1946; see c/n 18428905
184 50 01	not known	Li-2	Soviet Air Force	mfd	1942	opb 102 ap dd as of feb44; w/o in the late hours of 16feb44 on a bombing mission against Helsinki when was probably attacked and hit by an undocumented Ju 88C-6 pilot of 4./NJG 100 of the German Air Force shortly after dropping its bombs (although the crew assumed that they were hit by anti-aircraft artillery) and an engine was damaged, the pilot (3rd Lieutenant Vasili A. Suvorov) tried to reach Soviet-held territory, but the aircraft did not make it and crash-landed in a forest west of Narva, 5 of the 6 crew members returned to their unit (the severely injured pilot on 20apr44) while the flight mechanic was taken prisoner by the Germans and was liberated in 1945
184 50 09	CCCP-L4015(1)	Li-2	GVF	rgd	28sep42	rgd 11nov42; opb Lyotny tsentr GVF at Baku-Zabrat by 1947; w/o 06aug47 on a training flight from Severo-Vostochny Bank (Azerbaijan) at night when lost speed while flying a left turn at a height of some 100 metres (due to pilot error), entered a dive and crashed, 4 of the 6 crew killed and both survivors seriously injured; t/t 2,732 hours
184 50 10	CCCP-L4016	Li-2	GVF	rgd	11nov42	with Wright engine cowlings; converted by Factory No. 84 at Tashkent to the first PS-84 with an internal bomb bay; started factory trials jan43; underwent state trials 14mar/05apr43, which it did not pass
184 50 14	CCCP-1661	Li-2	NKAP LII	rgd	30apr44	used in transport configuration; rgd apr46 ?; initially opb 22 TAO at Minsk; opb 1 OUAE as of 07nov49; latest known CoFA expired 30apr50
184 52 01	CCCP-L3949(1)	Li-2	GVF	rgd	24feb43	opb 1 Moldavskiy oao (which was by then subordinated to the Ukrainian directorate) at Kishinyov-Ryshkanovka; in two-tone camo c/s with dark undersides, small titles on nose only
184 52 05	CCCP-L4014(1)	Li-2	GVF	rgd	11nov42	opb 3 ap dd; made an emergency landing at Michurinsk 10jul43 due to engine problems
184 53 04	not known	Li-2	Soviet Air Force	mfd	1943	rgd 16aug43; opb 1 atp 1 atd at Moscow-Vnukovo as of 01may43, t/t 810 hours by then; see c/n 18431608
184 53 06	CCCP-L4017	Li-2	GVF	mfd	13oct42	rgd 20jan43; see c/n 18440505
184 54 08	"5408"	Li-2VP	Soviet Air Force	no	reports	the official identity of the aircraft was still CCCP-L4026, although only the last 4 digits of the registration were painted on; in temporary white 'winter' c/s in 1943; opb 1 atp 1 atd GVF at Moscow-Vnukovo as of 01may43, t/t 490 hours by then; made a belly landing in 1943; new CoFR issued 16aug43
184 55 10	CCCP-L4324	Li-2	AFL/Belarus	mfd	1942	canx 30oct70
184 56 01	CCCP-L4021	Li-2	GVF	rgd	16aug43	already on charge by 01mar60; soc 30may66 as worn out
	CCCP-L4021	Li-2	AFL/Ukraine-KIV	photo		was possibly operated by 1 atp 1 atd at Moscow-Vnukovo before; see c/n 18428404
184 56 07	not known	Li-2	Soviet Air Force	mfd	1943	operated initially by 3 TAO at SVX; possibly trf to 17 TAO at SVX 01jul48
184 56 09	CCCP-L4018(1)	Li-2	GVF	mfd	21sep42	opb 1 atd GVF at Moscow-Vnukovo; w/o 19apr43 when was destroyed on the ground, details unknown; see c/n 18423003
184 57 01	CCCP-L4026(1)	Li-2	GVF	mfd	24dec42	temporary registration (probably just used as a call-sign); was to be delivered to the long-range aviation of the Soviet Air Force; ferried by a crew from the Uzbek GVF directorate; w/o 08dec42 on the leg from Chelkar to Aktuybinsk of its ferry flight from Tashkent when encountered low clouds over the Mugodzhir range, suffered from icing while flying through the clouds, lost height and crashed at a height of 520 metres into the southern slope of Mount Menshiy Brat (590 metres), all 5 crew members and 3 passengers were killed; t/t 6 hours; the wreck was found 10dec42
	"4026" black	Li-2	GVF/Soviet AF c/s	ph.	1943	opb 1 ad GVF; damaged Li-2 CCCP-L3428 at Moscow-Khodynka 25jun44
184 57 07	CCCP-L4026(1)	Li-2	Aeroflot	IKT	14oct53	see c/n 18440508
	CCCP-1540	Li-2	NKAP zavod # 84	rgd	05aug43	see c/n 18440509
	CCCP-48094	Li-2	MAP Taganrog	rgd	11dec65	opb 2 atp 1 atd GVF; w/o in the late hours of 02jun43 on a supply flight for partisans in the area of Trubchevsk (Bryansk front) when was hit by German anti-aircraft artillery (there is no claim by any German pilot for an aerial victory in this area), caught fire, crashed near Rechitsa and exploded, 4 of the 7 crew members were killed while 3 managed to bail out (1 of them was captured by German troops, 1 shot himself in order not to become a POW and 1 managed to reach the partisans 13jul43 and returned to his unit 08nov43); see c/n 18423106
184 57 08	not known	Li-2	Soviet Air Force	mfd	1942	rgd 16aug43; opb 1 atp 1 atd GVF at Moscow-Vnukovo as of 01may43, t/t 735 hours by then; w/o during the night 24/25sep43 on a flight from Poltava to the right banks of the river Dnepr in order to drop parachutists there when was shot down by German anti-aircraft artillery near Kanev, 2 crew members (among them the pilot) were killed and the 2nd pilot was injured by bullets while crossing the front line; see c/n 18428909
184 58 02	CCCP-L4020(1)	Li-2	AFL/Mosk. AG SPVVS	KUF	08feb64	see c/n 18429905
184 58 02	CCCP-L4020(1)	Li-2	GVF/Moscow	rgd	12aug43	the official identity of the aircraft was still CCCP-L4027, although only the last 4 digits of the registration were painted on; had a UTK-1 gun turret with a UBT machine gun; opb 1 atd GVF at Moscow-Vnukovo; in crudely applied white 'winter' c/s with Red Stars in early 1943, as such on a photo at Melitopol; w/o 13apr43 on a flight from Moscow to Krasnodar, flying very low (although this was not necessary), when the pilots got distracted from aviating the propellers touched the ground near Trifonovo (Gluboki district of the Rostov region) and the aircraft came down, caught fire and burnt out, no casualties
184 58 03	CCCP-L4020(1)	Li-2	AFL/Urals	trf	unknown	rgd 02feb43; opb 1 atp 1 atd at Moscow-Vnukovo as of 01may43, t/t 570 hours by then; w/o 07sep43 when did not return from a supply flight for partisans in Belarus behind the German lines at night, all 6 crew members were MIA presumed killed; see c/n 18414707
184 58 05	CCCP-L3941(1)	Li-2	GVF	rgd	06mar43	
184 58 05	CCCP-L5805	Li-2	GVF	mfd	02dec42	
184 58 09	CCCP-L4030	Li-2	GVF	rgd	15may43	
184 59 09	CCCP-L4022(1)	Li-2	GVF	rgd	16aug43	
184 59 10	CCCP-L4023(1)	Li-2	GVF	rgd	20may43	
184 60 01	CCCP-L4024(1)	Li-2	GVF	rgd	20jan43	
184 60 02	CCCP-L4025(1)	Li-2	GVF	mfd	11dec42	
184 61 02	CCCP-L4027(1)	Li-2T	GVF	rgd	20jan43	
	"4027" black	Li-2T	GVF/Soviet AF c/s	ph.	1943	
184 61 05	CCCP-L4028(1)	Li-2	GVF	mfd	30dec42	

184 61 07	not known	Li-2	Soviet Air Force	mfd	1942	opb 3 ap dd; made an emergency landing at the reserve airfield Gryazi 16jun43 after the engines had run low on oil on return from a combat mission; made a forced landing at Zadonsk 05jul43 after running low on fuel (the crew had not checked the amount of fuel before take-off)
184 62 01	CCCP-L4029	Li-2	GVF/Moscow	mfd	03jan43	rgd 12aug43; opb 1 otryad Moskovskogo upravleniya; w/o 20sep43 on a cargo flight from Sverdlovsk (now Yekaterinburg) to Kuibyshev (now Samara) at night when the inexperienced crew deviated from the prescribed flight path by 68 km to the north-west and tried to land at the place it had reached at ETA (that turned out to be Tashla in the Novy Buyan district of the Kuibyshev region), at that time the left engine was not working and the aircraft was low on fuel, as the elevation of Tashla was 75 metres above that of Kuibyshev airport the aircraft crashed into the ground while flying the first turn of the approach pattern, all 4 crew members and the sole passenger were killed; t/t 839 hours
184 62 09	not known	Li-2	Soviet Air Force	mfd	jan43	opb 3 ap dd; landed at the reserve airfield Ramenskoye 01jun43 as the pilot had lost orientation on return from a combat mission
184 63 02	CCCP-L4031	Li-2	GVF	mfd	09jan43	rgd 06mar43; opb 1 atp 1 atd at Moscow-Vnukovo as of 01may43, t/t 440 hours by then; suffered a technical breakdown in 1943; w/o 09may48, details unknown
184 63 05	CCCP-L4032	Li-2	GVF	mfd	jan43	rgd 06mar43; opb 1 ae 2 atp 1 atd GVF at Moscow-Vnukovo; w/o 21dec43 on a training flight from Moscow-Vnukovo when the engines flamed out on final approach (due to a manufacturing defect of the left rear fuel tank), the aircraft lost height and speed, the trainee at the controls pulled the stick back, causing the aircraft to stall, it entered a spin and crashed in a forest 800 metres from the perimeter of the airfield, 3 of the 7 crew members were killed and the other 4 were seriously injured; t/t 132 hours
184 63 07	CCCP-L4033	Li-2	GVF	rgd	06mar43	was equipped with an improved "Caterpillar" undercarriage; underwent factory trials apr43 and state trials until jun43, which were not successful
184 63 10	not known	Li-2	Soviet Air Force	no	reports	
184 64 05	not known	Li-2	GVF			
184 65 06	CCCP-L4034	Li-2	GVF	rgd	15may43	possibly did not carry a registration or code; opb 87 oap GVF; damaged 03may45 on landing at Gleiwitz (now Gliwice) when collided with 3 parked Il-2s of the Soviet Air Force
184 65 07	CCCP-L4105 CCCP-L4105	Li-2 Li-2	GVF AFL/Armenia-EVN	rgd no	24apr44 reports	opb 2 atp 1 atd GVF; w/o in the late hours of 21aug43 on a flight from Oboyan to a target behind the German lines 20 km east of Mirgorod when crossed the front-line near Akhtyrka (Sumy region of Ukraine) and was never heard of again, all crew MIA presumed killed
184 65 09	not known	Li-2	Soviet Air Force	mfd	1943	in the accident report with c/n 18465507 (which is impossible), registration CCCP-L4105 and mfd 03aug50 !; opb 35 ae; w/o 27jan54 on an atmospheric sounding flight from Yerevan when deviated from the prescribed flight path by 18 km due to strong winds, while descending in clouds the aircraft crashed at a height of 3,160 metres into the snow-covered eastern slope of Mt. Kara-Dag (3,231 metres) 12 km west of Tsakhkashen, all 6 crew members were killed; t/t 1,930 hours; wreck found 28jan54; soc 26nov54
184 65 10	CCCP-48980(1) CCCP-L4035	Li-2 Li-2	MAP"Sverdlov" Perm GVF	rgd mfd	18dec65 31jan43	
184 66 02	CCCP-L4036	Li-2	GVF	mfd	31jan43	
	not known	Li-2VP	Soviet Air Force	mfd	sep44	canx 22jul70; see c/n 23441804
184 66 04	CCCP-L4037	Li-2	GVF	rgd	12aug43	rgd 15may43; opb 1 atp 1 atd GVF at Moscow-Vnukovo; dbr 14jun43 on the leg from Moscow to Khvoynaya of a flight from Moscow to Leningrad when the left rear fuel tank ran empty due to crew error and the right engine failed while the aircraft was flying at a height of some 100 metres, the aircraft continued to fly for some 2 km and crashed in a forest between Burachikha and Klyuchevay (30 km south-east of Maksatikha in the Kalinin region), all 5 crew and 17 passengers injured; t/t 360 hours
184 66 05	CCCP-L4038	Li-2	GVF	mfd	08jan43	rgd 15may43; opb 1 atd GVF; suffered a technical breakdown in 1943; see next line, really the same aircraft ?
184 66 09	CCCP-1515 CCCP-1515 CCCP-26175	Li-2 Li-2 Li-2	NKAP zavod # 466 MAP zavod # 166 MOMS Omsk	rgd trf rgd	02jun43 unknown 11dec65	c/n may also be 1846605 (different sources give different numbers); second version with this designation, was an improved version with an internal bomb bay, had a UTK-1 gun turret with a UBT machine gun; underwent state trials 26dec44/21jan45, the conclusion being that it was too heavy
184 66 10	not known	Li-2	Soviet Air Force	mfd	1943	rgd 26mar43; opb 87 oap by 1945; w/o 01apr45 on the leg from Kiev to Kraków of a flight from Moscow-Vnukovo to Kraków when the right engine developed problems (as it had been serviced with 'winter' oil despite the warm spring temperatures), the crew opted for a precautionary landing at Skoromokhi, but the right engine caught fire and the aircraft force-landed in difficult terrain near Turovets (15 km east of Skoromokhi airfield), all 5 crew members and 4 passengers escaped unhurt, but the aircraft burnt out; t/t 2,061 hours
184 67 02	not known CCCP-L3987(2)	Li-2 Li-2	Soviet Air Force GVF	mfd rgd	1943 11feb44	on charge as of 1954/55
184 67 05	CCCP-L4039	Li-2	GVF	rgd	31mar43	canx 1976
184 67 07	not known	Li-2	Soviet Air Force	mfd	1943	opb 11 ap dd; w/o 17jan44, details unknown
184 68 08	not known	Li-2	Soviet Air Force	mfd	1943	already in a document apr42; opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945; see CCCP-L3987(1) with unconfirmed c/n 184200.
184 69 03	CCCP-L4040 "4040" white	Li-2 Li-2 Li-2	GVF GVF/Soviet AF c/s	rgd rgd ph.	15may43 15jun44	opb 102 ap dd as of feb44; w/o in the early hours of 11feb44 on a bombing mission against Kotka (Finland) when encountered fog on the return leg, diverted to the reserve airfield at Kronstadt, collided with an aircraft from 5 AK DD on final approach and crashed, all 6 crew members (pilot: 1st Lieutenant Taraz A. Kobzev) were killed
184 69 04	CCCP-X360	Li-2	NKSM	rgd	18mar43	in a document aug44, calling it in for overhaul
	CCCP-L3942(1) CCCP-L4100	Li-2 Li-2	GVF GVF	rgd rgd	mar43 1943/44	the official identity of the aircraft was still CCCP-L4040, although only the last 4 digits of the registration were painted on; in camo c/s with Red Stars
	CCCP-L3967(2)	Li-2G	AFL/West Siberia	rgd	unknown	People's Commissariat of Medium Machine-building (Minsredmash); opb Altaiski traktorny zavod (Altai Tractor Factory) at Rubtsovsk
	CCCP-L3967(2)	Li-2G	AFL/Ukraine	trf	unknown	see c/n 18430005
184 69 08	CCCP-54814	Li-2G	AFL/Turkmenistan	trf	19may59	opb 3 atp 1 atd GVF; seconded to NKSM (People's Commissariat of Medium Machine-building) as of 09may45
184 70 01	CCCP-L4041 CCCP-X362	Li-2 Li-2	GVF NKTP	rgd mfd	15may43 23feb43	the frequent re-registrations are strange - L3942 and L4100 are from the Andersson book and X360 and L3967 from the 1950/56 register (while this register does not contain L3942 and L4100); see CCCP-L3967(1) with unknown c/n
	CCCP-L4101	Li-2	GVF	rgd	1943	not included in the request of the Ukrainian directorate for new registration numbers dated 01apr58; confirmed in the register 26jan59; opb 90 AO at ODS as of 01dec57
184 70 01	CCCP-L1276 CCCP-X362 CCCP-L4101	Li-2 Li-2 Li-2	AFL/Ukraine NKTP GVF	rgd rgd rgd	02mar50 18mar43 1943/44	opb Ashkhabadski OAO; struck off charge 26nov60 as life-time expired
184 70 09	CCCP-L1276 not known	Li-2 Li-2	AFL/Ukraine Soviet Air Force	rgd mfd	07mar50 1943	People's Commissariat of the Tank Industry (Tankoprom); rgd 18mar43; operated by aviaotryad NKTP at Chelyabinsk
184 71 02	not known	Li-2	Soviet Navy	mfd	1943	opb 1 atp 1 atd at Moscow-Vnukovo as of 01may43, t/t 455 hours by then; later opb 3 atp 1 atd GVF; seconded to NKTP (People's Commissariat of the Tank Industry) as of 09may45
184 72 05	not known	Li-2	Soviet Navy	mfd	1943	used for training; operated by 2 OUAЕ; struck off charge 06jul55 as worn out
184 73 06	CCCP-N427	Li-2	Polyarnaya Aviats.	photo		People's Commissariat of the Tank Industry (Tankoprom)
184 73 07	not known CCCP-N470 (1)	Li-2T Li-2T	Soviet Air Force Polyarnaya Aviats.	mfd	1943	opb 3 atp 1 atd GVF; seconded to NKTP (People's Commissariat of the Tank Industry) as of 09may45
184 74 07	CCCP-L4104 CCCP-L4104 CCCP-L4104	Li-2 Li-2 Li-2	GVF AFL/West Siberia AFL/Mosk. AG SPIVS	rgd trf trf	04jun43 1945 1950	used for training; soc 06jul55 as worn out
184 75 01	not known	Li-2	Soviet Navy	mfd	1943	opb 101 ap 1 ad dd as a night bomber; w/o in the early hours of 11aug43 on a bombing mission when was attacked by a Bf 110E-3 night fighter of 1./NJG 200 of the German Air Force (piloted by Oberleutnant Wolfgang Jank), caught fire and crashed into Lake Ladoga not far from its southern shore (off the Kirovsk district of the Leningrad region), all 6 crew members managed to bail out, but the pilot (3rd Lieutenant Stepan N. Kokozashvili) was shot while parachuting and died in hospital
184 75 01 ?	"26"	Li-2	Soviet Air Force	mfd	1943	ferried from Factory No. 84 at Tashkent to the base of 65 ap spr VVS VMF at Izmailovo 13/16mar43; still operated by that unit as of 01oct45
184 75 03	not known	Li-2	Soviet Air Force	mfd	1943	initially operated by 17 otao VVS BF; trf to VVS TOF jul45; returned to VVS BF oct45
184 75 06	not known	Li-2	Soviet Air Force	mfd	1943	opb MAGON by 1946 and by Igarskaya aviagruppa by early 1948; in dark green c/s; dbr 21feb48 - either repaired or registration re-used; used to resupply the drifting polar station SP-3 and the Arctic expedition "Sever-6" in 1954; flew from Zakharkovo to Dikson jun57
184 75 07	not known	Li-2	Soviet Air Force	mfd	1943	assigned to Chukotskaya aviagruppa from 07oct47, but probably not taken on charge as opb by Moskovskaya AGON from aug47; to be used for training only according to a decree issued 03jun48; under repair at Krasnoyarsk as of 10sep48; see c/n 18436201
184 75 08	not known	Li-2	Soviet Air Force	mfd	1943	soc 02jun55 as worn out
184 75 09	not known	Li-2	Soviet Air Force	mfd	1943	operated by 16 otao VVS SF as of 01jul45
184 75 10	not known	Li-2	Soviet Air Force	mfd	1943	c/n given in the operations record book as '7051', but that seems impossible; opb 101 ap dd as of apr44; written off in the late hours of 21apr44 on a bombing mission against German troops at the front-line near Auvere when was attacked by a night fighter of the German Air Force near the target, the pilot (2nd Lieutenant Vladimir Ye. Kuvshinov) was killed and some other crew members were seriously injured, but the aircraft continued to fly in an easterly direction until it was caught by 2 search-lights of the Soviet anti-aircraft artillery in the area of Kingissepp, went out of control and crashed 3 km west of Kingissepp, all 6 crew members were killed - the sole German claim in the area was that of Unteroffizier Hans Hase of 4./NJG 100 (flying probably a Ju 88C), but that was at 21:38 hours Berlin time near Kolga which is 130 km west of Auvere
184 75 11	not known	Li-2	Soviet Air Force	mfd	1943	opb 3 ap dd; w/o in the late hours of 26jun43 when was shot down by fighters of the German Air Force some 15-20 km from Olsufyevo (Zhukovka district of the Oryol region) - as there is no claim by any German pilot for an aerial victory in this area the Li-2 may in fact have been shot down by anti-aircraft artillery, 1 of the 6 crew members (the pilot, 2nd Lieutenant Aleksandr M. Sizov) was taken prisoner near Roslavl 28jun43 while the other 5 crew members were MIA presumed killed
184 75 12	not known	Li-2	Soviet Air Force	mfd	1943	initially opb 3 ap dd; made an emergency landing at the reserve airfield Gryazi 14jul43 after the right engine had failed on a combat mission; damaged 19aug43 while taxiing at Michurinsk at night before take-off for a combat mission when ran into a ditch due to pilot error, all 5 crew members (pilot: Captain

						Melnichenko) escaped; repaired; later opb 23 ap dd; damaged 13dec43 while taxiing at Botaly when collided with PS-84 c/n 1843804 of the same unit
184 75 07	"24"	Li-2	Soviet Air Force	mfd	1943	opb 194 vtap
184 75 09	not known	Li-2	Soviet Air Force	mfd	1943	opb 23 ap dd; slightly damaged 06oct43 on return from a combat mission when the left engine lost oil pressure and had to be shut down and the right engine overheated later on so that the pilot (3rd Lieutenant Kireyev) opted for a wheels-up emergency landing in a field 8 km south-east of Romny; repaired on-site by the crew and continued to its base
184 77 01	CCCP-L4102	Li-2	GVF	rgd	26apr43	opb 3 atp 1 atd GVF; seconded to NKTP (People's Commissariat of the Tank Industry) as of 09may45
	CCCP-L1277	Li-2	AFL/Ukraine	rgd	29mar50	used for training; soc 31jan56 as worn out
184 77 02	CCCP-1516	Li-2	NKAP aviaotryad	rgd	04jun43	
184 77 04	CCCP-1504	Li-2	NKAP aviaotryad	rgd	28apr43	
184 77 05	CCCP-1501	Li-2	NKAP aviaotryad	rgd	22apr43	
	CCCP-L3964(2)	Li-2	AFL/Krasnoyar.-KJA	rgd	10aug55	see c/n 1841702; soc 14oct47 as life-time expired
184 77 06	CCCP-1502	Li-2	NKAP aviaotryad	rgd	22apr43	
184 77 10	CCCP-1530	Li-2	NKAP zavod # 36	mfd	13apr43	rgd 17jun43; NKAP was redesignated MAP 15mar46; dbr 19jun50 on a flight from Verkhnyaya Salda to Sverdlovsk when both engines lost power (due to a mistake of the flight mechanic in handling the fuel system) shortly after take-off at a height of 150 metres and the aircraft made a forced landing 10 km south of Verkhnyaya Salda, hitting the mast of a high-voltage power-line, all crew slightly injured; t/t 3,121 hours 11 minutes; canx 30jun50
184 78 02	not known	Li-2	Soviet Air Force	mfd	1943	opb 3 ap dd; made a forced landing near Kirsanovo 20jul43 as the pilot had lost orientation on return from a combat mission
184 78 09	CCCP-L4103	Li-2	GVF	rgd	26apr43	opb 3 atp 1 atd GVF; seconded to GURT KA (Main Directorate of Tank Repairs of the Red Army) as of 09may45
	CCCP-L1288	Li-2	AFL/Urals	rgd	1946	used in cargo configuration; opb 3 TAO of Uralskaya aviagruppa at SVX
	CCCP-L1288	Li-2	AFL/West Siberia	trf	sep52	opb 120 AO of Sverdlovskaya aviagruppa at SVX
	CCCP-L1288	Li-2	AFL/Ukraine	trf	1956	opb 88 AO at Lvov; t/t 12,037 hours by 01dec57; struck off charge 05apr58 as worn out
184 80 01	CCCP-1531	Li-2T	NKAP LI	rgd	21jun43	
	CCCP-N472	Li-2T	Polyarnaya Aviats.	no	reports	opb MAGON from 24jan51
184 80 09	not known	Li-2	Soviet Air Force	mfd	1943	
	CCCP-N444	Li-2	Polyarnaya Aviats.	no	reports	opb MAGON; last overhaul completed 30apr47; w/o 07mar48 on a flight from Dudinka to Amderma at night when the crew lost orientation and the aircraft crashed near the western shore of lake Oche-Ti into the eastern slope of Mount Netem-Pe (1,338 metres) in the Northern Urals (143 km north of Kharp), all 6 crew and 14 passengers killed, the crew had not had enough rest before the flight; canx 13may48; the wreck was found only 17sep50
184 85 08	CCCP-1517	Li-2	NKAP aviaotryad	rgd	07jun43	
184 86 09	"47"	Li-2	Soviet Air Force	mfd	1943	opb 110 ap dd as of apr44; was to take part in a bombing mission against a shale oil refinery 44 km west of Narva during the night 19/20apr44, but returned to its base due to the lack of radio contact; was to take part in a bombing mission against German troops at Auvere (12 km south-east of Narva) during the night 21/22apr44 when encountered adverse weather and made a precautionary landing at Pushkino in camo c/s, with 'polar bear holding bomb' badge on nose; dbr 13may44 when crashed during a check-flight after rework
184 87 03	"6" red	Li-2(K)	Soviet Air Force	ph.	may44	
184 88 03	not known	Li-2	Soviet Air Force	mfd	1943	opb 11 ap dd as of mar44; w/o in the late hours of 09mar44 on a bombing mission against Tallinn when was shot down by a night fighter of NJG 100 of the German Air Force
184 88 10	CCCP-L4042	Li-2	GVF	rgd	31aug43	
184 89 01	not known	Li-2	Soviet Navy	mfd	1943	ferried from Factory No. 89 at Moscow to Factory No. 243 at Tashkent 25may45 (had possibly undergone modification to the night bomber version; operated by VVS TOF from aug45)
184 89 02	not known	Li-2	Soviet Navy	mfd	1943	operated by VVS ChF as of 01jan45
184 90 10	not known	Li-2	Soviet Air Force	mfd	1943	initially opb 3 ap dd; made a forced landing in a field near Yagodnaya railway station 22jul43 as the pilot had lost orientation on return from a combat mission; later opb 23 ap dd; dbr 19sep43 on return from a combat mission when the left engine failed, the pilot opted for an emergency landing at Voronezh, but the right engine failed as well when the landing gear was extended, the aircraft touched down at high speed far from the landing T and the tail of the Li-2 hit a parked fighter when the pilot made a left turn during the landing run in order to avoid colling with a hangar, 1 of the 6 crew members was injured while the other 5 (among them the pilot, 3rd Lieutenant Zhlovich) escaped unhurt
184 91 01	CCCP-I608	Li-2	NKAP aviaotryad	rgd	11dec43	
	CCCP-X464	Li-2	MSKhM - GSNII-642	rgd	sep45 ?	opb OKB-2, the 'smart bomb' design bureau (headed by Aleksandr Nadiradze) of the Ministry of Agricultural Machine-Building, probably from early 1949; under repair with ARB-402 as of 01jul50; still on charge of OKB-2 as of 01jan52 and on charge of NII-642 as of the 4th quarter of 1953 (NII-642 was also under the MAP and MOP ministries at various times)
	CCCP-I464	Li-2	MOM	rgd	07sep57	Ministry of General Machine-Building
	CCCP-03474	Li-2	MOM	rgd	1958	
184 91 02	CCCP-L4151	Li-2	GVF	mfd	1943	rgd sep44 ?; opb 19 otap GVF as of 20apr45
	CCCP-L3917(2)	Li-2	AFL/Moscow (MUTA)	trf	1946	struck off charge 06jul55 as worn out; see c/n 1841208
184 91 03 ?	CCCP-L4152	Li-2	GVF	mfd	1943	c/n just surmised; rgd sep44 ?; opb 19 otap GVF as of 20apr45
184 91 04	CCCP-L4153	Li-2	GVF	mfd	1943	rgd sep44 ?; opb 19 otap GVF as of 20apr45
	CCCP-L4153	Li-2	AFL/Belarus	trf	1949 ?	used in training configuration; opb 1 OUAE as of 07nov49
	CCCP-L4153	Li-2	AFL/Ukraine	trf	may50 ?	used in passenger configuration; struck off charge 15feb55 as life-time expired
184 91 05	CCCP-L4154	Li-2	GVF	mfd	1943	opb 19 otap GVF as of 20apr45
	CCCP-L4154	Li-2	AFL/Belarus-MHP	trf	unknown	opb 1 ouae; made an emergency landing off-airport in Belarus 11mar49; soc 18sep57 as life-time expired
	CCCP-L4161	Li-2	GVF	mfd	28jul43	opb 19 oap GVF; w/o 07dec44 on the leg from Kishinyov to Kiev of a flight from Kishinyov to Moscow when encountered below-minima weather conditions (thick fog) while flying very low, collided with the slope of a ravine and crashed 460 metres further on in a field (1.5 km from Orlovka in the Teplik district of the Vinnitsa region), all 5 crew and 11 passengers killed; wreck found 09dec44
184 91 07 ?	CCCP-L4155	Li-2	GVF	mfd	1943	c/n just surmised; opb 19 otap GVF as of 20apr45
	CCCP-L4155	Li-2	AFL/Moldova			opb 20-y otriyad of Moldavski OAO GVF; dbr 05mar47 on the leg from Krasnodar to Sukhumi of a flight from Odessa to Batumi (which was planned to end in Moscow instead of Batumi) when encountered below-minima weather conditions (low clouds and rain) on approach to Sukhumi, failed to divert to Adler, deviated from the approach pattern to the left while descending through clouds and appeared in front of a hill 4 km north of Sukhumi airport when leaving the cloud cover at a height of 150 metres, the right wing collided with a tree on the summit of the hill and the aircraft came down on the slope of an adjacent hill, both engines broke off, all crew members and 18 passengers were slightly injured
184 91 08	CCCP-L4156	Li-2	GVF	mfd	1943	rgd sep44 ?; probably based at Shosseinaya
	CCCP-L4156	Li-2	AFL/Latvia	trf	1946 ?	opb Latviski OAO
	CCCP-L4156	Li-2	AFL/Privolzhsk	trf	1955 ?	struck off charge 20jul56 due to its poor technical condition; handed over to the Kuibyshev Aviation Institute, obviously for use as a ground instructional airframe
184 91 09	CCCP-L4157	Li-2	GVF	mfd	1943	opb 19 otap GVF as of 20apr45
	CCCP-L4157	Li-2	AFL/Moscow (MUTA)	trf	unknown	dbr in the early hours of 22aug53 when an aviation engine mechanic entered the aircraft which was parked at Moscow-Bykovo (having been prepared for a flight to Krasnoyarsk which was delayed due to poor weather at Kazan), started the engines and took off, but the aircraft took a high angle of attack immediately after lift-off, stalled and crashed from a height of some 5-10 metres, the 'pilot' survived; soc 14oct53
184 91 10	CCCP-L4158	Li-2	GVF	mfd	1943	opb 19 otap GVF as of 20apr45
	CCCP-L4158	Li-2	AFL/Privolzhsk	trf	unknown	photo in "Sovjetski Soyuz" magazine dec52; soc 27jun55 as worn out
184 92 07	not known	Li-2	Soviet Air Force	mfd	1943	opb 23 ap dd; dbr 19sep43 on return from a combat mission when the crew lost orientation, the aircraft ran out of fuel and made a forced landing in a field near the Rad railway junction (55 km east of Sasovo), suffering substantial damage, all 5 crew members (pilot: 3rd Lieutenant Netudykhatko) escaped
184 93 02	not known	Li-2	Soviet Air Force	mfd	1943	opb 102 ap 1 ad dd as a night bomber; w/o in the early hours of 11aug43 on return from a bombing mission when was attacked by a Bf 110E-3 night fighter of 1./NJG 200 of the German Air Force (piloted by Oberleutnant Wolfgang Jank) and crashed near Putilovo (23 km south-east of Schlüsselburg, 4 of the 6 crew members (among them the pilot, 3rd Lieutenant Vladimir P. Tsegenko) were killed while 2 crew members managed to bail out and were injured
184 94 01	CCCP-1535	Li-2	NKAP zavod # 19	rgd	24jul43	
184 94 05	CCCP-1536	Li-2	NKAP zavod # 29	rgd	26jul43	
184 95 06	not known	Li-2	GVF	mfd	15jul43	probably carried a code instead of a registration; opb 87 ogap GVF; w/o in the late hours of 13nov44 on a flight from Stanislav (now Ivano-Frankivsk) to an area behind the German lines when landed at Lvov instead of Stanislav by mistake but continued on to Stanislav immediately, had difficulty to find the airfield at Stanislav at night in fog, had to go around 4 times, touched tree tops at a height of 50 metres on the 5th approach, crashed in a forest 12 km north-west of the airfield and burnt out, 4 of the 6 crew killed and the other 2 as well as both passengers injured; t/t 791 hours
184 95 07	not known	Li-2	GVF			probably carried a code instead of a registration; opb 13 oap GVF; w/o 11aug43 when did not return from a mission to an area behind the German lines, details unknown, all 6 crew members were MIA presumed killed
184 96 03	not known	Li-2	Soviet Air Force	mfd	1943	opb 101 ap dd as of feb44; w/o during the night 16/17feb43 on return from a bombing mission against Helsinki when encountered fog and was ordered to divert to the reserve airfield Borki, but the pilot (1st Lieutenant Ivan V. Shubin) tried to land at Ozerki anyway and the aircraft crashed into the ground near the airfield, the pilot was killed and all other crew members were injured
184 96 06	"17" white	Li-2	Soviet Air Force	photo		opb 12 ap dd as of feb44; in camo c/s; flew two sorties against Helsinki feb44
184 96 09	not known	Li-2	Soviet Air Force	mfd	1943	opb 12 ap dd as of feb44; was to take part in a bombing mission against Kotka (Finland) during the night 10/11feb44, but suffered engine problems and returned to its base
184 97 02	not known	Li-2	Soviet Air Force	mfd	1943	opb 101 ap 1 ad dd as a night bomber; w/o in the early hours of 11aug43 on a bombing mission when was attacked by a Bf 110E-3 night fighter of 1./NJG 200 of the German Air Force (piloted by Oberleutnant Wolfgang Jank), crashed 1 km north-west of Rabochi Posyolok Nr. 5 on the southern shore of Lake Ladoga and exploded, 3 of the 6 crew members (among them the pilot, 3rd Lieutenant Vassili I. Krekov) were killed while the other 3 survived (1 of them was injured)

184 98 02	"36"	Li-2	Soviet Air Force	mfd	1943	opb 110 ap dd as of mar44; was to take part in a bombing mission against German positions 18 km west of Narva during the night 17/18mar44, but an engine failed and the aircraft made an emergency landing at Levashovo
184 98 03	CCCP-X846 "11"	Li-2 Li-2	Minrybprom Soviet Air Force	trf	30jun48	Ministry of Fisheries; suffered engine problems and made an emergency landing at Turukhansk 02dec48 crashed, date unknown; the wreck was discovered in 2006 and reportedly also carried '30308'; see next lines
184 99 03	CCCP-X847 CCCP-1545	Li-2	Minrybprom	trf	30jun48	Ministry of Fisheries
184 99 09	"46"	Li-2	NKAP LII Soviet Air Force	rgd mfd	31aug43 1943	opb 110 ap dd as of apr44; was to take part in a bombing mission against German artillery positions 32 km south of Pskov during the night 03/04apr44 when an engine failed and returned to its base; was attacked but not hit by a night fighter of the German Air Force on a bombing mission against German artillery positions 18 km south-west of Pskov during the night 06/07apr44; was to take part in a bombing mission against Rakvere airfield during the night 07/08apr44 when an engine failed and returned to its airfield; was to take part in a bombing mission against shale oil refineries (target No. 15) during the night 20/21apr44 when encountered engine problems and returned to its base
184 99 10	not known	Li-2	Soviet Air Force	mfd	1943	opb 102 ap dd as of feb44; damaged during the night 16/17feb43 on take-off from Pargolovo for a bombing mission against Helsinki when the landing gear collapsed during the take-off run, all crew members escaped unhurt
184 100 01	not known	Li-2	Soviet Air Force	mfd	1943	opb 102 ap dd as of apr44; w/o in the late hours of 07apr44 on the return leg of a bombing mission against the airfield at Rakvere (German name Wesenberg) when was shot down by a Ju 88C-6 night fighter (piloted probably either by Hauptmann Theodor Bellinghausen or by Leutnant Klaus Scheer) of 4./NJG 100 of the German Air Force and crashed probably either near Kuusalu or 10 km west of Kunda, all 6 crew members (pilot: Vovk) were MIA presumed killed
184 100 06	not known	Li-2	Soviet Navy	mfd	1943	initially operated by 17 otao VVS BF; trf to VVS TOF 10jul45; operated by VMAU (Naval Flying School) "Sigizmund Levanovski" at Bezenchuk as of 21nov45
184 100 07	CCCP-L4043	Li-2	GVF	rgd	06sep43	opb 1 ad dd; see the loss 07apr44 without confirmed identity or possibly KGB/Border Guards; the aircraft was abandoned at Tanyurer (Chukotka), the left stabiliser was still extant aug21
184 100 08	CCCP-L4044	Li-2	GVF	rgd	06sep43	
184 100 10	CCCP-L4045	Li-2	GVF	rgd	06sep43	
184 101 01	not known	Li-2	Soviet Air Force	mfd	1943	
184 102 04	not known	Li-2	Soviet Air Force	mfd	1943	
184 102 08	not known	Li-2	Soviet Air Force	mfd	1943	opb 12 ap dd as of feb44; was to take part in a supply mission for partisans in the Leningrad area during the night 07/08feb44, but had to return to its airfield due to problems with the right engine
184 103 08	CCCP-Zh62	Li-2	NKVD-GU ZhDS	rgd	23sep43	opb Zheldorproekt
184 103 09	CCCP-Zh63	Li-2	NKVD-GU ZhDS	rgd	23sep43	opb Zheldorproekt
184 104 01	CCCP-Zh63 not known	Li-2	MVD Soviet Air Force	trf mfd	sep50 1943	opb SredAzGiproStroi (existed sep50/mar53) for the construction of the Main Turkmen Canal
184 104 07	CCCP-L4046	Li-2	GVF	rgd	24sep43	opb 102 ap dd as of feb44; w/o in the late hours of 16feb43 on take-off from Pargolovo for a bombing mission against Helsinki when the pilot (3rd Lieutenant Fyodor V. Garanin) forced the aircraft to lift off at low speed so that it collided with a revetment, crashed, caught fire and burnt out, all 6 crew members were killed
184 104 08	CCCP-L4047	Li-2	GVF	rgd	24sep43	opb 2 atp 1 atd GVF; w/o in the late hours of 27aug43 when was shot down by a night fighter of 3./NJG 100 of the German Air Force (piloted by Oberleutnant Hans Gref) and crashed 58 km south-west of Nevel, all 6 crew MIA presumed killed
184 104 09	not known	Li-2	Soviet Air Force	mfd	1943	canx 1976
184 104 10	CCCP-26169	Li-2	MAP Voronezh	rgd	02dec65	
184 104 01	CCCP-L4048	Li-2	GVF	rgd	24sep43	
184 105 01	CCCP-L4049	Li-2	GVF	rgd	24sep43	
184 105 02	CCCP-L4050	Li-2	GVF	mfd	10sep43	
184 105 03	CCCP-L4051	Li-2	AFL/Ukraine	trf	1945	rgd 24sep43 soc 19aug55 as worn out
184 105 03	CCCP-L4051	Li-2	GVF	rgd	24sep43	soc 27jun55 as worn out
184 105 04	CCCP-L4051	Li-2	AFL/Ukraine	trf	1945	
184 105 04	CCCP-L4052	Li-2	GVF	rgd	24sep43	
184 105 05	CCCP-L4052	Li-2	AFL/Northern-LED	trf	aug44	
184 105 05	CCCP-L4053	Li-2	GVF	rgd	28sep43	
184 105 07	CCCP-L4054	Li-2	GVF	rgd	28sep43	opb 87 oap GVF; suffered engine failures 22jan45 and 07mar45
184 105 07	"4054" white	Li-2	GVF/Soviet AF c/s	ph.	11aug44	the official identity of the aircraft was still CCCP-L4054, although only the last 4 digits of the registration were painted on; in camo c/s with Red Stars
184 105 08	CCCP-L4054	Li-2	Aeroflot	KRR	jan56	opb 1 atd GVF (redesignated 10 atd 05nov44) used in training configuration; opb 1 OUAE as of 07nov49; the rudder was damaged by a storm during the night 20/21aug49 while the aircraft was parked at Minsk-Loshitsa
184 105 08	CCCP-L4055	Li-2	GVF	rgd	24sep43	
184 105 10	CCCP-L4056	Li-2	GVF	rgd	28sep43	
184 105 10	CCCP-L4056	Li-2	AFL/Belarus	trf	1949 ?	
184 106 02	CCCP-L4056	Li-2	AFL/Estonia	trf	may50 ?	
184 106 02	CCCP-L4056	Li-2	AFL/Northern	trf	10jun52	opb Estonski OAO
184 106 03	CCCP-L4060	Li-2	GVF	rgd	21oct43	opb Estonskaya aviagruppa; struck off charge 30jun53 as life-time expired
184 106 03	CCCP-L4057	Li-2	GVF	rgd	28sep43	opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945 based at VNO in 1956/59; soc 18nov58 as worn out
184 106 03	CCCP-L4057	Li-2	AFL/Lithuania	trf	1945	
184 106 04	CCCP-L4058	Li-2	GVF	rgd	21oct43	
184 106 06	CCCP-L4059	Li-2	GVF	rgd	21oct43	
184 106 08	not known	Li-2	Soviet Navy	mfd	1943	
184 106 10	not known	Li-2	Soviet Air Force	mfd	1943	initially operated by 17 otao VVS BF; trf to VVS TOF jul45; returned to VVS BF oct45
184 107 06	not known	Li-2	Soviet Air Force	mfd	26sep43	opb 239 bap as of jan45; w/o 08jan45 on landing at Madocsa (Hungary), details unknown
184 107 06	not known	Li-2	Soviet Navy	trf	unknown	operated by long-range aviation
184 108 06	not known	Li-2	Soviet Air Force	mfd	1943	operated by 17 otao VVS BF
184 108 08	CCCP-L4061	Li-2	GVF	rgd	21oct43	opb 23 ap dd; made a forced landing in a field near Polevaya railway station (26 km south-east of Kursk) 08nov43 after the oil pressure of the left engine had dropped on a positioning flight from Makeyevka to Kursk
184 108 08	CCCP-L4061	Li-2	AFL/West Siberia	trf	1945 ?	operated by 1 atd GVF
184 108 08	CCCP-L4061	Li-2	AFL/Ukraine	trf	25may51	operated by Novosibirskoye AP; was on charge as of 02sep46
184 108 09	CCCP-L4062	Li-2	GVF	rgd	21oct43	operated by 16 TAO at IEV (became 86 AO aug52); damaged beyond repair 31dec53 on a flight from Moscow to Kiev-Zhuliany when dropped below the glide path on final approach in poor weather (low clouds and snowfall), the pilot tried to increase engine power but made a mistake in handling the engines (he was used to fly a TS-62), causing the engines to flame out, so that the aircraft lost speed, came down hard from a height of 10-12 metres and suffered substantial damage, 3 crew members and 1 of the 14 passengers were slightly injured; struck off charge 13apr54
184 108 09	CCCP-L4062	Li-2	AFL/Kazakhstan	trf	1945	soc 29may58 as life-time expired; see c/n 18431502
184 108 09	CCCP-L4062	Li-2	AFL/Kazakhstan-ALA	trf	jun56	
184 108 10	CCCP-54981(1)	Li-2	AFL/Kazakhstan-ALA	rgd	1958/59	
184 108 10	CCCP-L4063	Li-2	GVF	rgd	21oct43	
184 109 01	CCCP-L4064	Li-2	GVF	rgd	29oct43	
184 109 05	not known	Li-2	Soviet Navy	mfd	1943	opb 1 atd GVF; w/o 08mar44 while parachuting supplies for the advancing units of the 3rd Ukrainian Front when was attacked by 4 Bf 109s of the German Air Force north-west of Novoyuryevka (Nikolayev region of Ukraine), caught fire and crashed on the outskirts of Novoyuryevka, all 6 crew members and both passengers were killed
184 110 01	not known	Li-2	Soviet Air Force	mfd	1943	operated by 65 ap spn GU VVS VMF as of 28aug45
184 110 04	not known	Li-2	Soviet Air Force	mfd	1943	opb 110 ap dd as of feb44; damaged in the late hours of 18feb44 on a bombing mission against Pskov railway junction when was hit by German anti-aircraft artillery and received 10 large holes, the landing gear collapsed during the landing run, the crew (pilot: Khlobystov) escaped; repaired
184 110 05	"44"	Li-2	Soviet Air Force	mfd	1943	opb 102 ap dd as of feb44; damaged in the late hours of 18feb44 on a bombing mission against Pskov railway junction when was hit by German anti-aircraft artillery and received 8 holes (of them 3 large ones), but managed to land safely at its airfield, the air gunner (Strelnikov) was injured while the other crew members (among them the pilot, Sorokin) escaped unhurt; repaired
184 110 06	CCCP-L3989(2)	Li-2	GVF	rgd	03dec43	opb 110 ap dd as of apr44/oct44; bombed the reserve target Vasknarva during the night 26/27apr44; damaged beyond repair in the early hours of 15oct44 on a bombing mission from Vilnius-Porubanok against German troops in the south-eastern part of Memel (now Klaipeda) when collided at a height of some 300-350 metres with the wing of Li-2 "21" of 12 ap dd some 45-50 km from Porubanok, Li-2 "21" crashed while an engine of Li-2 "44" caught fire and the aircraft crash-landed in a ravine, 1 crew member (the navigator) was injured while all others (including the pilot, Pyotr S. Istomin) escaped unhurt
184 110 09	CCCP-1642	Li-2	NKAP zavod # 29	mfd	oct43	see c/n 1842108
184 110 09	CCCP-L3968(2)	Li-2	AFL/Ukraine-IEV	trf	1945	rgd 23mar44
184 112 05	CCCP-65724	Li-2	AFL/Ukraine-IEV	rgd	1958/59	see Li-2 CCCP-L-3968(1) with unconfirmed c/n 1841805
184 112 05	not known	Li-2	Soviet Air Force	mfd	1943	soc 30jan63 as life-time expired and again on 24aug63 as worn out !
184 112 06	CCCP-1596	Li-2T	NKAP zavod # 18	rgd	24nov43	opb 12 ap dd as of feb44; w/o in the late hours of 06feb44 on take-off from Ozerki for a bombing mission against Helsinki when lifted off at low speed, stalled, crashed, caught fire and burnt out, all crew members (pilot: Zemlyanov) escaped unhurt
184 114 01	"I-596" white	Li-2T	Soviet Air Force	photo		probably still opb NKAP; in dark green c/s
184 114 01	CCCP-L1031	Li-2T	AFL/Volga-KUF	trf	1950	soc 14feb61 as worn out
184 114 01	CCCP-L1031	Li-2T	AFL/Centr.Reg.-KUF	trf	sep53	
184 114 01	CCCP-L1031	Li-2T	AFL/Privolzhsk-KUF	trf	nov54	
184 114 01	CCCP-65681	Li-2T	AFL/Privolzhsk-KUF	rgd	1958/59	
184 114 01	CCCP-L4065	Li-2	GVF	rgd	17feb44	
184 114 02	CCCP-L4066	Li-2	GVF	rgd	09dec43	w/o 13jun49, details unknown opb 3 oads GVF at Myachkov; made a forced landing 04aug45

184 114 03	CCCP-L4066 CCCP-L4067	Li-2 Li-2	AFL/Privolzhsk-GOJ GVF	trf rgd	oct52 06dec43	soc 27jun55 as worn out w/o 12dec46, details unknown
184 114 05	CCCP-L4068	Li-2	GVF/Moscow	mfd	15nov43	opb 1 ATO; w/o 12feb44 on a cargo flight from Gorki (now Nizhni Novgorod) to Kuibyshev (now Samara) when started to climb steeply after lift-off (as the trim tabs of the elevator were still in landing position), stalled at a height of some 30-40 metres, crashed 200 metres outside of the airfield's perimeter and caught fire, all 4 crew and both passengers killed; t/t 107 hours; rgd 17feb44, 5 days after the accident ! rgd 17feb44
184 114 06	CCCP-L4069 CCCP-L4069	Li-2 Li-2T	GVF AFL/Volga	mfd	nov43	damaged 30oct47 when an engine caught fire and the aircraft made a forced landing near Peskaly (Kuibyshev region); t/t 3,102 hours; was to be repaired not on pre-1944 register; opb 62 oap GVF by 1946; see c/n 18411506
184 114 07	CCCP-L4070(2)	Li-2	GVF	rgd	unknown	trf to the MAP in 1956, see next line
184 114 09	not known CCCP-93911	Li-2T Li-2T	Soviet Air Force MAP"Sverdlov" Perm	mfd rgd	1943 18dec65	canx 31mar70
184 114 10	CCCP-L4072 CCCP-L4072	Li-2 Li-2	GVF AFL/West Siberia	rgd trf	09dec43 unknown	soc 19aug55 as worn out
184 115 01	CCCP-1612	Li-2	NKAP zavod # 292	rgd	29dec43	
184 115 02	not known	Li-2	Soviet Air Force	mfd	1943	opb 1 ad dd; see the loss 07apr44 without confirmed identity
184 115 05	CCCP-L4074	Li-2	GVF	rgd	11feb44	opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945
184 115 06	CCCP-L4070(1)	Li-2	GVF	rgd	25dec43	see c/n 18411407
184 117 02	CCCP-L4075 CCCP-L4075	Li-2 Li-2	GVF AFL/North Kavkaz	rgd trf	25dec43 unknown	
	CCCP-L4075	Li-2	AFL/Krasnoyarsk FS	trf	08jul58	
	CCCP-16207	Li-2	AFL/Krasnoyarsk FS	trf	unknown	soc 24oct59 as worn out
184 117 03	CCCP-1614	Li-2	NKAP zavod # 31	rgd	11jan44	
184 117 06	CCCP-1616	Li-2	NKAP zavod # 23	rgd	15jan44	
184 118 01	"35"	Li-2	Soviet Air Force	mfd	1943	opb 110 ap dd as of apr44; w/o in the late hours of 07apr44 on the return leg of a bombing mission against the airfield at Rakvere (German name Wesenberg) when was shot down by a Ju 88C-6 night fighter (piloted probably either by Hauptmann Theodor Bellinghausen or by Leutnant Klaus Scheer) of 4./NJG 100 of the German Air Force and crashed probably either near Kuusalu or 10 km west of Kunda, all 6 crew members (pilot: Captain Yakov F. Khlyustov) were MIA presumed killed
184 118 07	not known	Li-2	Soviet Air Force	mfd	1943	opb 101 ap dd as of apr44; w/o in the late hours of 07apr44 on a bombing mission against the airfield at Rakvere (German name Wesenberg) when was shot down by a Ju 88C-6 night fighter (piloted probably by Leutnant Fritz Richter) of 4./NJG 100 of the German Air Force and crashed probably either 15 km south of Kunda or 10 km east of Kunda, at least 2 of the 6 crew members (the navigator and the flight mechanic) were taken prisoner by the Germans while the pilot (3rd Lieutenant Aleksei Ya. Zakharenko) returned to his unit 07dec44
184 118 08	"52"	Li-2	Soviet Air Force	mfd	1943	opb 110 ap dd as of feb44/mar44; damaged in the late hours of 18feb44 on a bombing mission against Pskov railway junction when an engine failed and the aircraft made a forced landing wheels-up on the ice of Lake Peipus 5 km south-west of Gdov, suffering slight damage, the crew (pilot: Kerimov) escaped unhurt; repaired; damaged in the early hours of 07mar44 on a bombing mission against German positions west of Narva when the left engine failed shortly after take-off and the pilot (Yepkhiyev) opted for an immediate landing and banked steeply in order to avoid a collision with Li-2 "09" of the same unit which was standing on the runway, but the left wing touched the ground, the right main gear was damaged and the aircraft also damaged the wing of Li-2 "09", the crew escaped unhurt; repaired
184 118 09	not known	Li-2	Soviet Air Force	mfd	1943	opb 12 ad dd as of mar44; w/o in the late hours of 09mar44 on a bombing mission against Tallinn when was shot down by a night fighter of NJG 100 of the German Air Force
184 118 10	not known	Li-2	Soviet Air Force	mfd	1943	opb 110 ap dd as of feb44; damaged during the night 24/25feb44 on a bombing mission against German positions west of Narva when was hit by German anti-aircraft artillery, but managed to land safely, the crew (pilot: Kochuyev) escaped unhurt; repaired
184 119 03	not known	Li-2	Soviet Air Force	mfd	dec43	opb 239 bap as of mar45; w/o 24mar45 on take-off from Kiskunlacháza (Hungary), details unknown
184 119 04	not known	Li-2	Soviet Air Force	mfd	dec43	opb 102 ap dd as of feb44; w/o in the late hours of 24feb44 on take-off from Pargolovo for a bombing mission against German positions west of Narva when the left engine failed at a height of some 15-20 metres shortly after lift-off so that the aircraft lost height, the crew jettisoned 4 FAB-250 bombs 1.5 km from the airfield, but the bombs exploded and the aircraft was destroyed, 5 of the 7 crew members (among them the pilot, Captain Boris I. Tatsi) were killed and both survivors were seriously injured
184 119 06	not known	Li-2NB	Soviet Air Force	no	reports	converted to night-bomber version (the second one with this designation) reportedly in 1943
184 120 01	"53"	Li-2	Soviet Air Force	mfd	dec43	opb 110 ap dd as of apr44; was to take part in a bombing mission against German positions and troops in an area some 25 km south of Pskov during the night 10/11apr44 when encountered adverse weather and returned to its airfield; was to take part in a bombing mission against German troops at Auvere (12 km south-east of Narva) during the night 21/22apr44 when encountered adverse weather and made a precautionary landing at Pushkino
184 120 04	no code	Li-2T	Soviet Air Force	mfd	dec43	opb 2-ye Balashovskoye VAUL (Balashov flying school); photo at Petrovsk dec52
184 120 06	not known	Li-2	Soviet Air Force	mfd	dec43	opb 110 ap dd as of apr44; was to take part in a bombing mission against German troops at Auvere (12 km south-east of Narva) during the night 21/22apr44 when encountered adverse weather and made a precautionary landing at Pushkino
184 120 09	"17"	Li-2	Soviet Air Force	mfd	dec43	opb 12 ap dd as of apr44; was to make a supply flight for the 1st Ukrainian Front from Sudilkov to Kolomyia 14apr44, but made a forced landing near Kaskov airfield due to technical problems
184 121 01	CCCP-L4077 CCCP-L4077	Li-2 Li-2	GVF AFL/Ukraine	mfd trf	dec43 unknown	rgd 17feb44; initially operated by Upravleniye 10 atd GVF; operated by 26 oap GVF as of may45 opb Moldavski oao (which was by then subordinated to the Ukrainian directorate) at Kishinyov-Ryshkanovka
	CCCP-L3977 CCCP-84719(2)	Li-2 Li-2	AFL/Ukraine AFL/Ukraine	rgd rgd	unknown 1958	used in cargo/passenger configuration; opb 89 AO at Stalino as of 01dec57 opb 89 AO; struck off charge 06jan59 as worn out; see c/n 18422203 with the same registration given in the MGA listing
184 121 03	CCCP-L4078	Li-2	GVF	mfd	dec43	rgd 17feb44; operated by Upravleniye 10 atd GVF; later operated by 3 oads GVF at Myachkov; suffered an engine failure 04apr45
184 121 04	CCCP-L4079	Li-2	GVF	mfd	dec43	rgd 16feb44; operated by Upravleniye 10 atd GVF
184 121 06	CCCP-L4079	Li-2	AFL/North Kavkaz	trf	unknown	struck off charge 25mar52 as the airframe having suffered deformations
184 121 06	CCCP-L4082	Li-2	GVF/Moscow	mfd	dec43	rgd 17feb44
184 121 07	CCCP-L4083	Li-2	GVF	mfd	dec43	rgd 05apr44; operated by 1 atd GVF at Moscow-Vnukovo; see the aircraft of the Soviet Air Force with the same c/n given which was lost 26apr44
184 121 07 ?	CCCP-L4083 not known	Li-2 Li-2	AFL/Uzbekistan Soviet Air Force	trf	unknown	opb 5 TAO (became 161 AO sep52) at Tashkent; struck off charge 19may55 as worn out identity given as '12107' in the operations record book of 7 AK DD, but see CCCP-L4083; opb 12 ap dd; written off 26apr44 on a supply flight from Sudilkov to Kolomyia for units of the 1st Ukrainian Front when was hit by German artillery fire on final approach to Kolomyia and the left wing caught fire, the pilot (Oleinikov) managed to land the aircraft, but it burnt out, the navigator (Velchinski) was injured while all other crew members escaped unhurt
184 121 08	CCCP-L4084	Li-2	GVF/Moscow	mfd	dec43	rgd 17feb44
184 121 10	CCCP-L4080 CCCP-L4080	Li-2 Li-2	GVF AFL/Latvia	mfd trf	dec43 1946	rgd 07mar44 operated by Latviskaya aviagruppa; used for atmospheric sounding; appeared in the newsreel "Padomju Latvija" Nr. 5 KinoPurnals in 1954; struck off charge 24sep55 as worn out
184 122 01	CCCP-L4085	Li-2	GVF	mfd	dec43	rgd 14mar44; operated by Upravleniye 10 atd GVF
184 122 02	not known	Li-2	Soviet Navy	mfd	22dec43	operated by 65 ap spn GU VVS VMF from 27may44; damaged beyond repair sep44, details unknown; struck off charge 14sep44
184 122 03	CCCP-I636	Li-2	NKAP zavod # 447	mfd	dec43	rgd 11feb44; based at Yerevan; later operated by "Elektron" Kamyshin; mentioned in a document in 1949
184 123 02	not known	Li-2	Soviet Air Force	mfd	dec43	see c/n 1842903
184 123 03	"41"	Li-2	Soviet Air Force	mfd	dec43	opb 110 ap dd as of mar44; was to take part in a bombing mission against German positions near Olgino and Perjatsi 20 km west of Narva during the night 07/08mar44, but the right engine developed problems and the aircraft made a precautionary landing at Smolny
184 123 05	not known	Li-2	Soviet Navy	mfd	31dec43	operated by VVS TOF
184 123 07	not known	Li-2	Soviet Navy	mfd	28dec43	operated by 65 ap spn GU VVS VMF from 14mar44; written off in early 1945, details unknown; struck off charge 07may45 (confirmed by the inspection certificate 12aug45)
184 123 08	not known	Li-2	Soviet Navy	mfd	dec43	operated by VOK (Vysshieye ofitserkiye kursy) at Mozdok from 15feb44
184 123 10	CCCP-L4081 CCCP-L4081	Li-2 Li-2	GVF AFL/N.Kavkaz-ROV	rgd trf	07mar44 1946	soc 31may57 as worn out
184 124 01	not known	Li-2	Soviet Air Force	mfd	1944	opb 102 ap dd as of feb44; was to take part in a bombing mission against Helsinki during the night 16/17feb44, but suffered radio problems and returned to its base
184 124 02	"24"	Li-2	Soviet Air Force	mfd	1944	opb 12 ap dd as of mar44; damaged beyond repair in the late hours of 21mar44 on return from a bombing mission against Chertkovo railway station when an engine failed on the return leg so that the pilot decided to land at the reserve airfield at Zhitomir, but the aircraft did not touch down correctly due to strong tail and cross winds and was destroyed, the air gunner (Sergeant Leonid N. Tymanyuk) was killed while the other crew members (among them the pilot, Groshev) escaped unhurt
184 124 06	CCCP-L4086 CCCP-L4086	Li-2 Li-2	GVF AFL/Moscow (MUTA)	rgd trf	26feb44 unknown	soc 06jul55 as life-time expired
184 124 22 ?	CCCP-1485	Li-2	NKAP zavod # 22	trf	29jan43	c/n reported as 124-22 in the old Soviet register; rgd seems too early or batch number 142 and the number in the batch too high as normally there are no more than ten in a batch
184 125 01	CCCP-L4087 CCCP-L4087	Li-2 Li-2	GVF AFL/N.Kavkaz-ROV	rgd trf	25feb44 unknown	opb 3 oads GVF at Myachkov; suffered an engine failure 07mar45
184 125 09	not known CCCP-71219	Li-2 Li-2	Soviet Air Force AFL/Kazakhstan	mfd toc	1944 11apr60	soc 05sep55 as worn out
184 127 01	not known	Li-2	Soviet Air Force			soc 29apr66 as life-time expired; cargo version opb 105 vap; w/o 28feb44 when encountered snowfall 8 hours and 10 minutes into the flight, failed to return, lost height while flying without visual contact with the ground and crashed near the Kurasai mine 20 km west of Aktyubinsk, 1 of the 3 crew killed and the other 2 (among them the pilot, 2nd Lieutenant Vladimir A. Ryabchenko) seriously injured
184 127 06	not known	Li-2	Soviet Air Force	mfd	1943	opb 102 ap dd as of feb44; damaged in the late hours of 06feb44 on take-off from Levashovo for a bombing mission against Helsinki when an engine failed shortly after lift-off, all crew members (pilot: Yurtayev) escaped unhurt

184 130 07	not known CCCP-71163	Li-2	Soviet Air Force	mfd	1944	soc 30jul65 by order of the MGA dated 17mar65 Ministry of Tank Production (Tankoprom); operated by aviaotryad Stalingradskogo traktornogo zavoda Ministry of Transport Machine Building; operated by aviaotryad Stalingradskogo traktornogo zavoda; struck off charge 05jan53 due to its poor technical condition rgd 09may44; data from the Soviet register via Lennart Andersson, but see c/n 18413704 (both aircraft with the registration CCCP-L4088 were built in 1944) opb 110 ap dd as of apr44; was to take part in a bombing mission against German troops at Auvere (12 km south-east of Narva) during the night 21/22apr44 when encountered adverse weather and made a precautionary landing at Pushkino used in cargo configuration; opb 165 AO at Ashkhabad (became 165 LO of Ashkhabadski OAO in 1963); f/n ASB 21mar60; l/n ASB 27aug61; struck off charge 23jun65 as worn out opb 101 ap dd as of may44; damaged in the early hours of 08may44 on a bombing mission against the shale oil refinery and German troops 40 km south-west of Narva (target No. 15) when was attacked by a night fighter of the German Air Force at a height of 3,500 metres at 00:02 hours and received 5 hits in the stabiliser, the crew (pilot: Roman Ye. Fokanov) escaped unhurt opb 33 ap as of jan45; written off 15jan45 on take-off from Vilnius-Porubanok for a bombing mission against Insterburg (now Chernyakhovsk) railway junction when the pilot (2nd Lieutenant Roman Ye. Fokanov) did not cope with the situation so that the Li-2 overran the snow-covered airfield without lifting off, collided with a parked fighter and exploded on its own bombs, 5 of the 6 crew members (among them the pilot) were killed and the sole survivor was seriously injured
184 131 09	CCCP-X386 CCCP-X386	Li-2	AFL/Mosk. AG SPiVS NKTP NKTM / MTM	trf rgd trf	01mar60 05may44 oct45	
184 132 04	CCCP-L4088(1)	Li-2	GVF	mfd	19mar44	
184 132 07	not known	Li-2	Soviet Air Force	mfd	1944	soc 24sep55 as worn out opb 338 ap dd as of jun44; damaged during the night 13/14jun44 on a bombing mission against German troops and installations at Bobruisk-Yuzhny airfield when was shot at by German anti-aircraft artillery and received 10 hits in the tail, the crew (pilot: either Kopchenko or Vezhnin) escaped unhurt soc 19aug55 as worn out toc 09may44; opb 7 TAO; w/o 16jun47 on a cargo flight from Leninabad to Alma-Ata with the MTOW for the given conditions exceeded by 627 kg when did not want to lift off, was forced by the pilot to lift off at low speed, collided at a height of 2-3 metres with a telephone pole and with a high-voltage power-line, stalled, crashed on a road in Ispisar settlement and caught fire, 2 of the 4 crew members and 1 of the 3 passengers were killed, 1 crew member was seriously injured and the other 3 survivors were slightly injured; t/t 1,984 hours; see c/n 18413204 soc 19aug55 as worn out trf 1947 rgd 23may44 trf 1947 rgd 09may44 rgd 09may44 mfd 1944 toc unknown trf 02dec60 trf 18nov63 trf 10dec63 trf oct64 trf 1955 rgd 09may44 trf 1947 mfd 1944 f/n SVX 09feb66; soc 19apr66 as worn out t/t 7,961 hours f/n SVX 09feb66; soc 19apr66 as worn out t/t 7,961 hours registration initially allocated to c/n 18413710 soc 25jan57 due to its poor technical condition; t/t 8,529 hours opb 338 ap as of jan45; written off 15jan45 on the return leg of a bombing mission from Vilnius-Porubanok against Insterburg (now Chernyakhovsk) railway junction when was attacked by (probably) a Bf 110 night fighter of the German Air Force from behind and below right at a height of some 400 metres on final approach, caught fire and crashed into a forest around 22:40 hours, 4 of the 6 crew members (among them the pilot, 3rd Lieutenant Anatoli N. Geyets) were killed while the aircraft mechanic and the air gunner managed to bail out rgd 23may44 opb 86 OAO; overhauled by ARB-411 16oct54, committing several mistakes in the process so that the structural integrity of the wing was compromised and the wing became subject to increased fatigue; w/o 08may55 on the leg from Kiev to Dnepropetrovsk of a cargo flight from Kiev to Zaporozhye when the left outer wing broke off during the approach at a height of 200-300 metres, the aircraft entered a spin, crashed on the gentle slope of a hill 9 km west of Dnepropetrovsk airport and burnt out, all 4 crew killed; t/t 9,257 hours and 15,965 cycles; soc 15jun55 soc 05sep55 as worn out an inspection at ARZ-411 may55 showed cracks in the central wing section, t/t 9,979 hours by then; soc 06jul55 as life-time expired opb 12 ap dd as of dec44; written off in the late hours of 14dec44 on a reconnaissance mission to the harbour of Libau (now Liepaja) after a bombing raid when was shot down by a Bf 110 night fighter of the German Air Force while crossing the front-line on the return leg, 4 of the 6 crew members were killed while the other 2 (among them the pilot, Captain Oleinikov) managed to bail out opb Lyotny tsentr GVF at Baku-Bina; w/o in the early hours of 25nov44 on a training flight from Baku-Bina at night when caught fire and crashed into the Caspian Sea north of the Apsheron peninsula, all 7 crew members were killed; some wreckage was washed ashore 27nov44 mentioned in the accident report of Li-2 CCCP-L4712, but not in the MGA document as such soc 06aug59 as life-time expired see c/n 1846105 soc 24mar59 as worn out; see c/n 18436605 featured in the Soviet movie "Dva kapitana" (Two Captains) shot in 1955 soc 22dec65 as worn out opb 340 ap dd; w/o in the late hours of 09oct44 on a flight from Iwonicz (south of Krosno) to Tri Duby in support of the Slovak National Uprising when crashed below the main summit into a slope of Mount Zadný Gerlach in the High Tatras, all 6 crew members (pilot: 2nd Lieutenant Sergel V. Yegorov) and 16 passengers (Czechoslovakian paratroopers) were killed; the wreck was found only 18sep45, parts of the wreckage were still extant jul05 opb 239 bap as of apr45; w/o 26apr45 on landing at Szombathely (Hungary) when collided with Pe-2PF c/n 8/228 of 39 orap of the Soviet Air Force soc 31aug59 as life-time expired; see c/n 18439004 soc 14jul54 no reason given canx 22mar67; see c/n 33444003 used in transport configuration opb 1 OUAe as of 07nov49 Initially opb 23 TAO at Kharkov; trf to 87 AO at Kharkov aug52; an inspection may55 showed cracks in the central wing section, t/t 10,649 hours by then; struck off charge 06jul55 as life-time expired opb 110 ap dd as of oct44; in camo c/s; the right wing and the right stabiliser were damaged by a Bf 110 night fighter of the German Air Force near the front-line in Eastern Prussia between 16oct44 and 25oct44, but the aircraft managed to return to its base with up to 130 bullet holes (pilot: 1st Lieutenant Byelukhin) soc 11may56 as worn out Kirovograd Advanced Flying Training College; soc 21feb56 as worn out code probably yellow; in dark green c/s with light blue underside soc 12mar66 as worn out opb MAGON by 1946 and by Igarskaya aviagruppa by early 1948 seen in a film on Soviet civil aircraft soc 12apr61 as worn out registration not on the pre-1944 register the official identity of the aircraft was still CCCP-L4117, although only the last 4 digits of the registration were painted on; photo in "Tekhnika Molodyozhi" magazine No. 12/1978 opb Estonskaya OAG GVF; in dark green or olive drab c/s with light blue or light grey underside; struck off charge 19aug55 as worn out operated initially by 3 TAO at SVX; trf to 17 TAO at SVX 01jul48
184 134 08	not known	Li-2	Soviet Air Force	mfd	1944	
184 136 01	CCCP-L4089	Li-2	GVF	rgd	09may44	soc 24sep55 as worn out opb 338 ap dd as of jun44; damaged during the night 13/14jun44 on a bombing mission against German troops and installations at Bobruisk-Yuzhny airfield when was shot at by German anti-aircraft artillery and received 10 hits in the tail, the crew (pilot: either Kopchenko or Vezhnin) escaped unhurt soc 19aug55 as worn out toc 09may44; opb 7 TAO; w/o 16jun47 on a cargo flight from Leninabad to Alma-Ata with the MTOW for the given conditions exceeded by 627 kg when did not want to lift off, was forced by the pilot to lift off at low speed, collided at a height of 2-3 metres with a telephone pole and with a high-voltage power-line, stalled, crashed on a road in Ispisar settlement and caught fire, 2 of the 4 crew members and 1 of the 3 passengers were killed, 1 crew member was seriously injured and the other 3 survivors were slightly injured; t/t 1,984 hours; see c/n 18413204 soc 19aug55 as worn out trf 1947 rgd 23may44 trf 1947 rgd 09may44 rgd 09may44 mfd 1944 toc unknown trf 02dec60 trf 18nov63 trf 10dec63 trf oct64 trf 1955 rgd 09may44 trf 1947 mfd 1944 f/n SVX 09feb66; soc 19apr66 as worn out t/t 7,961 hours f/n SVX 09feb66; soc 19apr66 as worn out t/t 7,961 hours registration initially allocated to c/n 18413710 soc 25jan57 due to its poor technical condition; t/t 8,529 hours opb 338 ap as of jan45; written off 15jan45 on the return leg of a bombing mission from Vilnius-Porubanok against Insterburg (now Chernyakhovsk) railway junction when was attacked by (probably) a Bf 110 night fighter of the German Air Force from behind and below right at a height of some 400 metres on final approach, caught fire and crashed into a forest around 22:40 hours, 4 of the 6 crew members (among them the pilot, 3rd Lieutenant Anatoli N. Geyets) were killed while the aircraft mechanic and the air gunner managed to bail out rgd 23may44 opb 86 OAO; overhauled by ARB-411 16oct54, committing several mistakes in the process so that the structural integrity of the wing was compromised and the wing became subject to increased fatigue; w/o 08may55 on the leg from Kiev to Dnepropetrovsk of a cargo flight from Kiev to Zaporozhye when the left outer wing broke off during the approach at a height of 200-300 metres, the aircraft entered a spin, crashed on the gentle slope of a hill 9 km west of Dnepropetrovsk airport and burnt out, all 4 crew killed; t/t 9,257 hours and 15,965 cycles; soc 15jun55 soc 05sep55 as worn out an inspection at ARZ-411 may55 showed cracks in the central wing section, t/t 9,979 hours by then; soc 06jul55 as life-time expired opb 12 ap dd as of dec44; written off in the late hours of 14dec44 on a reconnaissance mission to the harbour of Libau (now Liepaja) after a bombing raid when was shot down by a Bf 110 night fighter of the German Air Force while crossing the front-line on the return leg, 4 of the 6 crew members were killed while the other 2 (among them the pilot, Captain Oleinikov) managed to bail out opb Lyotny tsentr GVF at Baku-Bina; w/o in the early hours of 25nov44 on a training flight from Baku-Bina at night when caught fire and crashed into the Caspian Sea north of the Apsheron peninsula, all 7 crew members were killed; some wreckage was washed ashore 27nov44 mentioned in the accident report of Li-2 CCCP-L4712, but not in the MGA document as such soc 06aug59 as life-time expired see c/n 1846105 soc 24mar59 as worn out; see c/n 18436605 featured in the Soviet movie "Dva kapitana" (Two Captains) shot in 1955 soc 22dec65 as worn out opb 340 ap dd; w/o in the late hours of 09oct44 on a flight from Iwonicz (south of Krosno) to Tri Duby in support of the Slovak National Uprising when crashed below the main summit into a slope of Mount Zadný Gerlach in the High Tatras, all 6 crew members (pilot: 2nd Lieutenant Sergel V. Yegorov) and 16 passengers (Czechoslovakian paratroopers) were killed; the wreck was found only 18sep45, parts of the wreckage were still extant jul05 opb 239 bap as of apr45; w/o 26apr45 on landing at Szombathely (Hungary) when collided with Pe-2PF c/n 8/228 of 39 orap of the Soviet Air Force soc 31aug59 as life-time expired; see c/n 18439004 soc 14jul54 no reason given canx 22mar67; see c/n 33444003 used in transport configuration opb 1 OUAe as of 07nov49 Initially opb 23 TAO at Kharkov; trf to 87 AO at Kharkov aug52; an inspection may55 showed cracks in the central wing section, t/t 10,649 hours by then; struck off charge 06jul55 as life-time expired opb 110 ap dd as of oct44; in camo c/s; the right wing and the right stabiliser were damaged by a Bf 110 night fighter of the German Air Force near the front-line in Eastern Prussia between 16oct44 and 25oct44, but the aircraft managed to return to its base with up to 130 bullet holes (pilot: 1st Lieutenant Byelukhin) soc 11may56 as worn out Kirovograd Advanced Flying Training College; soc 21feb56 as worn out code probably yellow; in dark green c/s with light blue underside soc 12mar66 as worn out opb MAGON by 1946 and by Igarskaya aviagruppa by early 1948 seen in a film on Soviet civil aircraft soc 12apr61 as worn out registration not on the pre-1944 register the official identity of the aircraft was still CCCP-L4117, although only the last 4 digits of the registration were painted on; photo in "Tekhnika Molodyozhi" magazine No. 12/1978 opb Estonskaya OAG GVF; in dark green or olive drab c/s with light blue or light grey underside; struck off charge 19aug55 as worn out operated initially by 3 TAO at SVX; trf to 17 TAO at SVX 01jul48
184 136 02	CCCP-L4093	Li-2	GVF	rgd	09may44	
184 136 05	"805"	Li-2	AFL/Northern-LED Soviet Air Force	trf mfd	1946 1944	
184 137 03	CCCP-L4090	Li-2	GVF	rgd	09may44	soc 19aug55 as worn out toc 09may44; opb 7 TAO; w/o 16jun47 on a cargo flight from Leninabad to Alma-Ata with the MTOW for the given conditions exceeded by 627 kg when did not want to lift off, was forced by the pilot to lift off at low speed, collided at a height of 2-3 metres with a telephone pole and with a high-voltage power-line, stalled, crashed on a road in Ispisar settlement and caught fire, 2 of the 4 crew members and 1 of the 3 passengers were killed, 1 crew member was seriously injured and the other 3 survivors were slightly injured; t/t 1,984 hours; see c/n 18413204 soc 19aug55 as worn out trf 1947 rgd 23may44 trf 1947 rgd 09may44 rgd 09may44 mfd 1944 toc unknown trf 02dec60 trf 18nov63 trf 10dec63 trf oct64 trf 1955 rgd 09may44 trf 1947 mfd 1944 f/n SVX 09feb66; soc 19apr66 as worn out t/t 7,961 hours f/n SVX 09feb66; soc 19apr66 as worn out t/t 7,961 hours registration initially allocated to c/n 18413710 soc 25jan57 due to its poor technical condition; t/t 8,529 hours opb 338 ap as of jan45; written off 15jan45 on the return leg of a bombing mission from Vilnius-Porubanok against Insterburg (now Chernyakhovsk) railway junction when was attacked by (probably) a Bf 110 night fighter of the German Air Force from behind and below right at a height of some 400 metres on final approach, caught fire and crashed into a forest around 22:40 hours, 4 of the 6 crew members (among them the pilot, 3rd Lieutenant Anatoli N. Geyets) were killed while the aircraft mechanic and the air gunner managed to bail out rgd 23may44 opb 86 OAO; overhauled by ARB-411 16oct54, committing several mistakes in the process so that the structural integrity of the wing was compromised and the wing became subject to increased fatigue; w/o 08may55 on the leg from Kiev to Dnepropetrovsk of a cargo flight from Kiev to Zaporozhye when the left outer wing broke off during the approach at a height of 200-300 metres, the aircraft entered a spin, crashed on the gentle slope of a hill 9 km west of Dnepropetrovsk airport and burnt out, all 4 crew killed; t/t 9,257 hours and 15,965 cycles; soc 15jun55 soc 05sep55 as worn out an inspection at ARZ-411 may55 showed cracks in the central wing section, t/t 9,979 hours by then; soc 06jul55 as life-time expired opb 12 ap dd as of dec44; written off in the late hours of 14dec44 on a reconnaissance mission to the harbour of Libau (now Liepaja) after a bombing raid when was shot down by a Bf 110 night fighter of the German Air Force while crossing the front-line on the return leg, 4 of the 6 crew members were killed while the other 2 (among them the pilot, Captain Oleinikov) managed to bail out opb Lyotny tsentr GVF at Baku-Bina; w/o in the early hours of 25nov44 on a training flight from Baku-Bina at night when caught fire and crashed into the Caspian Sea north of the Apsheron peninsula, all 7 crew members were killed; some wreckage was washed ashore 27nov44 mentioned in the accident report of Li-2 CCCP-L4712, but not in the MGA document as such soc 06aug59 as life-time expired see c/n 1846105 soc 24mar59 as worn out; see c/n 18436605 featured in the Soviet movie "Dva kapitana" (Two Captains) shot in 1955 soc 22dec65 as worn out opb 340 ap dd; w/o in the late hours of 09oct44 on a flight from Iwonicz (south of Krosno) to Tri Duby in support of the Slovak National Uprising when crashed below the main summit into a slope of Mount Zadný Gerlach in the High Tatras, all 6 crew members (pilot: 2nd Lieutenant Sergel V. Yegorov) and 16 passengers (Czechoslovakian paratroopers) were killed; the wreck was found only 18sep45, parts of the wreckage were still extant jul05 opb 239 bap as of apr45; w/o 26apr45 on landing at Szombathely (Hungary) when collided with Pe-2PF c/n 8/228 of 39 orap of the Soviet Air Force soc 31aug59 as life-time expired; see c/n 18439004 soc 14jul54 no reason given canx 22mar67; see c/n 33444003 used in transport configuration opb 1 OUAe as of 07nov49 Initially opb 23 TAO at Kharkov; trf to 87 AO at Kharkov aug52; an inspection may55 showed cracks in the central wing section, t/t 10,649 hours by then; struck off charge 06jul55 as life-time expired opb 110 ap dd as of oct44; in camo c/s; the right wing and the right stabiliser were damaged by a Bf 110 night fighter of the German Air Force near the front-line in Eastern Prussia between 16oct44 and 25oct44, but the aircraft managed to return to its base with up to 130 bullet holes (pilot: 1st Lieutenant Byelukhin) soc 11may56 as worn out Kirovograd Advanced Flying Training College; soc 21feb56 as worn out code probably yellow; in dark green c/s with light blue underside soc 12mar66 as worn out opb MAGON by 1946 and by Igarskaya aviagruppa by early 1948 seen in a film on Soviet civil aircraft soc 12apr61 as worn out registration not on the pre-1944 register the official identity of the aircraft was still CCCP-L4117, although only the last 4 digits of the registration were painted on; photo in "Tekhnika Molodyozhi" magazine No. 12/1978 opb Estonskaya OAG GVF; in dark green or olive drab c/s with light blue or light grey underside; struck off charge 19aug55 as worn out operated initially by 3 TAO at SVX; trf to 17 TAO at SVX 01jul48
184 137 04	CCCP-L4090 CCCP-L4090 CCCP-L4088(2)	Li-2 Li-2 Li-2	AFL/Privolzhsk-KUF AFL/Kazakhstan-ALA	trf mfd	nov44 19mar44	
184 137 10	CCCP-L4095	Li-2	GVF	rgd	23may44	soc 19aug55 as worn out trf 1947 rgd 23may44 trf 1947 rgd 09may44 rgd 09may44 mfd 1944 toc unknown trf 02dec60 trf 18nov63 trf 10dec63 trf oct64 trf 1955 rgd 09may44 trf 1947 mfd 1944 f/n SVX 09feb66; soc 19apr66 as worn out t/t 7,961 hours f/n SVX 09feb66; soc 19apr66 as worn out t/t 7,961 hours registration initially allocated to c/n 18413710 soc 25jan57 due to its poor technical condition; t/t 8,529 hours opb 338 ap as of jan45; written off 15jan45 on the return leg of a bombing mission from Vilnius-Porubanok against Insterburg (now Chernyakhovsk) railway junction when was attacked by (probably) a Bf 110 night fighter of the German Air Force from behind and below right at a height of some 400 metres on final approach, caught fire and crashed into a forest around 22:40 hours, 4 of the 6 crew members (among them the pilot, 3rd Lieutenant Anatoli N. Geyets) were killed while the aircraft mechanic and the air gunner managed to bail out rgd 23may44 opb 86 OAO; overhauled by ARB-411 16oct54, committing several mistakes in the process so that the structural integrity of the wing was compromised and the wing became subject to increased fatigue; w/o 08may55 on the leg from Kiev to Dnepropetrovsk of a cargo flight from Kiev to Zaporozhye when the left outer wing broke off during the approach at a height of 200-300 metres, the aircraft entered a spin, crashed on the gentle slope of a hill 9 km west of Dnepropetrovsk airport and burnt out, all 4 crew killed; t/t 9,257 hours and 15,965 cycles; soc 15jun55 soc 05sep55 as worn out an inspection at ARZ-411 may55 showed cracks in the central wing section, t/t 9,979 hours by then; soc 06jul55 as life-time expired opb 12 ap dd as of dec44; written off in the late hours of 14dec44 on a reconnaissance mission to the harbour of Libau (now Liepaja) after a bombing raid when was shot down by a Bf 110 night fighter of the German Air Force while crossing the front-line on the return leg, 4 of the 6 crew members were killed while the other 2 (among them the pilot, Captain Oleinikov) managed to bail out opb Lyotny tsentr GVF at Baku-Bina; w/o in the early hours of 25nov44 on a training flight from Baku-Bina at night when caught fire and crashed into the Caspian Sea north of the Apsheron peninsula, all 7 crew members were killed; some wreckage was washed ashore 27nov44 mentioned in the accident report of Li-2 CCCP-L4712, but not in the MGA document as such soc 06aug59 as life-time expired see c/n 1846105 soc 24mar59 as worn out; see c/n 18436605 featured in the Soviet movie "Dva kapitana" (Two Captains) shot in 1955 soc 22dec65 as worn out opb 340 ap dd; w/o in the late hours of 09oct44 on a flight from Iwonicz (south of Krosno) to Tri Duby in support of the Slovak National Uprising when crashed below the main summit into a slope of Mount Zadný Gerlach in the High Tatras, all 6 crew members (pilot: 2nd Lieutenant Sergel V. Yegorov) and 16 passengers (Czechoslovakian paratroopers) were killed; the wreck was found only 18sep45, parts of the wreckage were still extant jul05 opb 239 bap as of apr45; w/o 26apr45 on landing at Szombathely (Hungary) when collided with Pe-2PF c/n 8/228 of 39 orap of the Soviet Air Force soc 31aug59 as life-time expired; see c/n 18439004 soc 14jul54 no reason given canx 22mar67; see c/n 33444003 used in transport configuration opb 1 OUAe as of 07nov49 Initially opb 23 TAO at Kharkov; trf to 87 AO at Kharkov aug52; an inspection may55 showed cracks in the central wing section, t/t 10,649 hours by then; struck off charge 06jul55 as life-time expired opb 110 ap dd as of oct44; in camo c/s; the right wing and the right stabiliser were damaged by a Bf 110 night fighter of the German Air Force near the front-line in Eastern Prussia between 16oct44 and 25oct44, but the aircraft managed to return to its base with up to 130 bullet holes (pilot: 1st Lieutenant Byelukhin) soc 11may56 as worn out Kirovograd Advanced Flying Training College; soc 21feb56 as worn out code probably yellow; in dark green c/s with light blue underside soc 12mar66 as worn out opb MAGON by 1946 and by Igarskaya aviagruppa by early 1948 seen in a film on Soviet civil aircraft soc 12apr61 as worn out registration not on the pre-1944 register the official identity of the aircraft was still CCCP-L4117, although only the last 4 digits of the registration were painted on; photo in "Tekhnika Molodyozhi" magazine No. 12/1978 opb Estonskaya OAG GVF; in dark green or olive drab c/s with light blue or light grey underside; struck off charge 19aug55 as worn out operated initially by 3 TAO at SVX; trf to 17 TAO at SVX 01jul48
184 138 03	CCCP-L4095 CCCP-L4095 CCCP-L4096	Li-2 Li-2 Li-2	AFL/N.Kavkaz-ROV GVF	trf rgd	1947 23may44	
184 138 09	CCCP-L4096	Li-2	AFL/Azerbaijan-BAK	trf	1947	
184 139 07	CCCP-L4091	Li-2	GVF	rgd	09may44	soc 19aug55 as worn out trf 1947 rgd 23may44 trf 1947 rgd 09may44 rgd 09may44 mfd 1944 toc unknown trf 02dec60 trf 18nov63 trf 10dec63 trf oct64 trf 1955 rgd 09may44 trf 1947 mfd 1944 f/n SVX 09feb66; soc 19apr66 as worn out t/t 7,961 hours f/n SVX 09feb66; soc 19apr66 as worn out t/t 7,961 hours registration initially allocated to c/n 18413710 soc 25jan57 due to its poor technical condition; t/t 8,529 hours opb 338 ap as of jan45; written off 15jan45 on the return leg of a bombing mission from Vilnius-Porubanok against Insterburg (now Chernyakhovsk) railway junction when was attacked by (probably) a Bf 110 night fighter of the German Air Force from behind and below right at a height of some 400 metres on final approach, caught fire and crashed into a forest around 22:40 hours, 4 of the 6 crew members (among them the pilot, 3rd Lieutenant Anatoli N. Geyets) were killed while the aircraft mechanic and the air gunner managed to bail out rgd 23may44 opb 86 OAO; overhauled by ARB-411 16oct54, committing several mistakes in the process so that the structural integrity of the wing was compromised and the wing became subject to increased fatigue; w/o 08may55 on the leg from Kiev to Dnepropetrovsk of a cargo flight from Kiev to Zaporozhye when the left outer wing broke off during the approach at a height of 200-300 metres, the aircraft entered a spin, crashed on the gentle slope of a hill 9 km west of Dnepropetrovsk airport and burnt out, all 4 crew killed; t/t 9,257 hours and 15,965 cycles; soc 15jun55 soc 05sep55 as worn out an inspection at ARZ-411 may55 showed cracks in the central wing section, t/t 9,979 hours by then; soc 06jul55 as life-time expired opb 12 ap dd as of dec44; written off in the late hours of 14dec44 on a reconnaissance mission to the harbour of Libau (now Liepaja) after a bombing raid when was shot down by a Bf 110 night fighter of the German Air Force while crossing the front-line on the return leg, 4 of the 6 crew members were killed while the other 2 (among them the pilot, Captain Oleinikov) managed to bail out opb Lyotny tsentr GVF at Baku-Bina; w/o in the early hours of 25nov44 on a training flight from Baku-Bina at night when caught fire and crashed into the Caspian Sea north of the Apsheron peninsula, all 7 crew members were killed; some wreckage was washed ashore 27nov44 mentioned in the accident report of Li-2 CCCP-L4712, but not in the MGA document as such soc 06aug59 as life-time expired see c/n 1846105 soc 24mar59 as worn out; see c/n 18436605 featured in the Soviet movie "Dva kapitana" (Two Captains) shot in 1955 soc 22dec65 as worn out opb 340 ap dd; w/o in the late hours of 09oct44 on a flight from Iwonicz (south of Krosno) to Tri Duby in support of the Slovak National Uprising when crashed below the main summit into a slope of Mount Zadný Gerlach in the High Tatras, all 6 crew members (pilot: 2nd Lieutenant Sergel V. Yegorov) and 16 passengers (Czechoslovakian paratroopers) were killed; the wreck was found only 18sep45, parts of the wreckage were still extant jul05 opb 239 bap as of apr45; w/o 26apr45 on landing at Szombathely (Hungary) when collided with Pe-2PF c/n 8/228 of 39 orap of the Soviet Air Force soc 31aug59 as life-time expired; see c/n 18439004 soc 14jul54 no reason given canx 22mar67; see c/n 33444003 used in transport configuration opb 1 OUAe as of 07nov49 Initially opb 23 TAO at Kharkov; trf to 87 AO at Kharkov aug52; an inspection may55 showed cracks in the central wing section, t/t 10,649 hours by then; struck off charge 06jul55 as life-time expired opb 110 ap dd as of oct44; in camo c/s; the right wing and the right stabiliser were damaged by a Bf 110 night fighter of the German Air Force near the front-line in Eastern Prussia between 16oct44 and 25oct44, but the aircraft managed to return to its base with up to 130 bullet holes (pilot: 1st Lieutenant Byelukhin) soc 11may56 as worn out Kirovograd Advanced Flying Training College; soc 21feb56 as worn out code probably yellow; in dark green c/s with light blue underside soc 12mar66 as worn out opb MAGON by 1946 and by Igarskaya aviagruppa by early 1948 seen in a film on Soviet civil aircraft soc 12apr61 as worn out registration not on the pre-1944 register the official identity of the aircraft was still CCCP-L4117, although only the last 4 digits of the registration were painted on; photo in "Tekhnika Molodyozhi" magazine No. 12/1978 opb Estonskaya OAG GVF; in dark green or olive drab c/s with light blue or light grey underside; struck off charge 19aug55 as worn out operated initially by 3 TAO at SVX; trf to 17 TAO at SVX 01jul48
184 140 05	CCCP-L4092	Li-2	GVF	rgd	09may44	
184 140 07	not known CCCP-71222 CCCP-71222 CCCP-71222 CCCP-71222 CCCP-71222 CCCP-71222 CCCP-71222 CCCP-71222 CCCP-L4094 CCCP-L4094 not known	Li-2T Li-2T Li-2T Li-2T Li-2T Li-2T Li-2T Li-2T Li-2T Li-2 Li-2 Li-2	Soviet Air Force AFL/Mosk. AG SPiVS Aeroflot/KShVLP AFL/Urals-SVX AFL/Urals-Tjp AFL/Urals-SVX AFL/Tyumen-Tjp GVF AFL/N.Kavkaz-ROV Soviet Air Force	mfd toc trf trf trf trf trf trf trf rgd trf mfd	1944 unknown 02dec60 18nov63 10dec63 oct64 1955 09may44 1947 1944	
184 141 07	not known	Li-2	Soviet Air Force	mfd	1944	soc 19aug55 as worn out trf 1947 rgd 23may44 trf 1947 rgd 09may44 trf 1947 mfd 1944 f/n SVX 09feb66; soc 19apr66 as worn out t/t 7,961 hours f/n SVX 09feb66; soc 19apr66 as worn out t/t 7,961 hours registration initially allocated to c/n 18413710 soc 25jan57 due to its poor technical condition; t/t 8,529 hours opb 338 ap as of jan45; written off 15jan45 on the return leg of a bombing mission from Vilnius-Porubanok against Insterburg (now Chernyakhovsk) railway junction when was attacked by (probably) a Bf 110 night fighter of the German Air Force from behind and below right at a height of some 400 metres on final approach, caught fire and crashed into a forest around 22:40 hours, 4 of the 6 crew members (among them the pilot, 3rd Lieutenant Anatoli N. Geyets) were killed while the aircraft mechanic and the air gunner managed to bail out rgd 23may44 opb 86 OAO; overhauled by ARB-411 16oct54, committing several mistakes in the process so that the structural integrity of the wing was compromised and the wing became subject to increased fatigue; w/o 08may55 on the leg from Kiev to Dnepropetrovsk of a cargo flight from Kiev to Zaporozhye when the left outer wing broke off during the approach at a height of 200-300 metres, the aircraft entered a spin, crashed on the gentle slope of a hill 9 km west of Dnepropetrovsk airport and burnt out, all 4 crew killed; t/t 9,257 hours and 15,965 cycles; soc 15jun55 soc 05sep55 as worn out an inspection at ARZ-411 may55 showed cracks in the central wing section, t/t 9,979 hours by then; soc 06jul55 as life-time expired opb 12 ap dd as of dec44; written off in the late hours of 14dec44 on a reconnaissance mission to the harbour of Libau (now Liepaja) after a bombing raid when was shot down by a Bf 110 night fighter of the German Air Force while crossing the front-line on the return leg, 4 of the 6 crew members were killed while the other 2 (among them the pilot, Captain Oleinikov) managed to bail out opb Lyotny tsentr GVF at Baku-Bina; w/o in the early hours of 25nov44 on a training flight from Baku-Bina at night when caught fire and crashed into the Caspian Sea north of the Apsheron peninsula, all 7 crew members were killed; some wreckage was washed ashore 27nov44 mentioned in the accident report of Li-2 CCCP-L4712, but not in the MGA document as such soc 06aug59 as life-time expired see c/n 1846105 soc 24mar59 as worn out; see c/n 18436605 featured in the Soviet movie "Dva kapitana" (Two Captains) shot in 1955 soc 22dec65 as worn out opb 340 ap dd; w/o in the late hours of 09oct44 on a flight from Iwonicz (south of Krosno) to Tri Duby in support of the Slovak National Uprising when crashed below the main summit into a slope of Mount Zadný Gerlach in the High Tatras, all 6 crew members (pilot: 2nd Lieutenant Sergel V. Yegorov) and 16 passengers (Czechoslovakian paratroopers) were killed; the wreck was found only 18sep45, parts of the wreckage were still extant jul05 opb 239 bap as of apr45; w/o 26apr45 on landing at Szombathely (Hungary) when collided with Pe-2PF c/n 8/228 of 39 orap of the Soviet Air Force soc 31aug59 as life-time expired; see c/n 18439004 soc 14jul54 no reason given canx 22mar67; see c/n 33

	CCCP-L4118 CCCP-L4118 CCCP-L4118	Li-2 Li-2 Li-2	AFL/West Siberia AFL/North Kavkaz AFL/Krasny Kut FS	trf trf trf	sep52 1955 ? 14jan58	opb 120 AO at SVX opb 3 OUAE; f/n ROV 1956; t/t 9,802 hours by 01oct57 used as a ground instructional airframe; struck off charge 20mar58 due to its poor technical condition (as it was used as a ground instructional airframe for a long time); t/t 9,857 hours
184 160 02	not known CCCP-46236	Li-2 Li-2	Soviet Air Force MAP Kom-na-Amu APO	mfd rgd	1944 11dec65	canx 04feb67 c/n not confirmed
184 161 10	11 4	Li-2T Li-2T	Polish Air Force Polish Air Force	d/d	29jan47	was leased to LOT 12feb59, but did not carry civil markings; canx 04aug60, but again unconfirmed !
184 162 01	not known	Li-2T	Polish Air Force			no additional data available
184 162 04	12 ?	Li-2T	Polish Air Force	d/d	14sep46	canx 20dec55; probably preserved at the Zamoszcz technical school
184 162 07	15	Li-2T	Polish Air Force			no additional data available
184 162 08	03 (1)	Li-2T	Polish Air Force	d/d	21jul47	was leased to LOT 12feb59, but did not carry civil markings; reportedly serial changed to '3' but no additional data available; see c/n 18436205 and 23442704
184 163 01	not known	Li-2	Soviet Air Force	mfd	1944	opb 12 ap dd as of jan45; written off 15jan45 on the return leg of a bombing mission from Novosjolki (near Vilnius) against Insterborg (now Chernyakhovsk) railway junction when was attacked by (probably) a Bf 110 night fighter of the German Air Force from behind at a height of some 400-500 metres on final approach, caught fire and crashed into a forest around 22:40 hours, 5 of the 6 crew members (among them the pilot, 2nd Lieutenant Vladimir N. Sychev) were killed while the air gunner managed to bail out
184 165 03	not known CCCP-71162	Li-2 Li-2	Soviet Air Force AFL/Mosk. AG SPiVS	mfd trf	1944 01mar60	soc 22dec65 as worn out armed version; underwent trials dec44/jan45
184 166 02	no code	Li-2VP	Soviet Air Force		photo	opb 1 ae 23 ap dd; w/o in the late hours of 13oct44 on a supply flight from Cherlyany (Lvov region) to Tri Duby in support of the Slovak National Uprising when was attacked by a night fighter of the German Air Force (the obvious candidate would be a Ju 88G-6 of 2./NJG 100, but there are no claims known) at a height of 3,100 metres near Poprad, the right engine and the fuselage were hit and the aircraft lost height and crash-landed in the ěitna jama forest north of Brdo hill close to hill 627 (near Hronská Breznica in the Zvolen district), 3 of the 6 crew members were killed while the other 3 (among them the pilot, 2nd Lieutenant Nikolai G. Burenkov) escaped (the navigator was injured)
184 166 09	not known	Li-2	Soviet Air Force			opb 1 ae 23 ap dd; w/o in the late hours of 13oct44 on a supply flight from Cherlyany (Lvov region) to Tri Duby in support of the Slovak National Uprising when was attacked by a night fighter of the German Air Force (the obvious candidate would be a Ju 88G-6 of 2./NJG 100, but there are no claims known) at a height of 3,100 metres near Poprad, the right engine and the fuselage were hit and the aircraft lost height and crash-landed in the ěitna jama forest north of Brdo hill close to hill 627 (near Hronská Breznica in the Zvolen district), 3 of the 6 crew members were killed while the other 3 (among them the pilot, 2nd Lieutenant Nikolai G. Burenkov) escaped (the navigator was injured)
184 167 06	not known CCCP-51150 CCCP-51150	Li-2T Li-2T Li-2T	Soviet Air Force AFL/Ukraine-DOK AFL/Ukraine-DOK	mfd toc trf	1944 31jan60 29dec65	soc 14nov66 as life-time expired soc 29sep55 as worn out
184 168 06	CCCP-L4165	Li-2	AFL/West Siberia	no	reports	opb 52 (Berlinski) ATO OAG MVS; made an emergency landing at VKO 06jan49
184 169 04	CCCP-L4160 CCCP-L4160	Li-2 Li-2	AFL/International AFL/Ukraine-LWO	mfd no	sep44 reports	soc 18nov58 as worn out; in MGA document with new registration CCCP-54965, but probably in error or not taken up as a result of the early soc date; see c/n 23442603
184 169 06	CCCP-L4121 CCCP-16231	Li-2T Li-2T	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	mfd rgd	1944 1958/59	soc 05aug59 as life-time expired
184 169 07	CCCP-L4122 CCCP-16208 CCCP-16208	Li-2 Li-2 Li-2	AFL/North Kavkaz AFL/North Kavkaz Aeroflot/KShVLP	mfd rgd trf	1944 1958 10jan61	Kirovograd Advanced Flying Training College; soc 25jul61 as worn out
184 169 10	CCCP-L4123 "4123" white	Li-2 Li-2	GVF GVF/Soviet AF c/s	mfd HEM	1944 16sep44	the official identity of the aircraft was still CCCP-L4123, although only the last 4 digits of the registration were painted on; in camo c/s with Red Stars; flew a Finnish doctor for the chairman of the Finnish peace delegation in Moscow, Prime Minister Antti Hackzell (who had suffered a stroke 14sep44), and Hackzell's wife from Helsinki to Moscow 16sep44
184 170 02	CCCP-L4123 CCCP-L4126	Li-2 Li-2	AFL/Kazakhstan AFL/Ukraine	trf mfd	unknown 1944	soc 24sep55 due to its poor technical condition opb Moldavski oao (which was by then subordinated to the Ukrainian directorate) at Kishinyov-Ryshkanovka; soc 21feb56 as worn out
184 170 03	CCCP-L4127	Li-2	AFL/Ukraine-IEV	mfd	1944	soc 06jul55 as life-time expired
184 170 04	CCCP-L3912(2)	Li-2	AFL/Moscow (MUTA)	mfd	1944	soc 16dec57 as life-time expired; see c/n 1841203
184 170 05	CCCP-L4129	Li-2	AFL/Ukraine-HRK	mfd	1944	soc 11may56 as life-time expired
184 170 06	CCCP-L4130 CCCP-L4130	Li-2 Li-2	AFL/Privolzhsk AFL/Lithuania-VNO	mfd trf	1944 20oct54	opb Litovski OAO at VNO in 1948/56 (in a document 1951, but not mentioned in the MGA document); soc 13apr56 as life-time expired
184 170 08	CCCP-L4139	Li-2	AFL/Ukraine-IEV	mfd	1944	soc 27jun56 as life-time expired; photos exist
184 170 09	CCCP-L4177	Li-2	AFL/Moscow (MUTA)	mfd	1944	soc 19aug55 as life-time expired
184 170 10	CCCP-L4149	Li-2	AFL/Georgia-TBS	mfd	1944	soc 11may56 as worn out
184 171 02	CCCP-L4124	Li-2	AFL/Ukraine-HRK	mfd	21sep44	f/n HRK may55; an inspection may55 showed cracks in the central wing section, t/t 10,226 hours by then; soc 19aug55 as life-time expired; also served with AFL/Ukraine-ODS according to Ukrainian CAD document
184 171 03	CCCP-L4159 CCCP-L4159 CCCP-L4159	Li-2 Li-2 Li-2	GVF AFL/Belarus AFL/Western	rgd trf trf	sep44 ? unknown 20oct54	used in training configuration; opb UTO-7 at MHP as of 16jan50 used in cargo configuration; opb Minskoye AP at MHP; struck off charge 13apr56 as worn out
184 171 04	not known CCCP-48091	Li-2T Li-2T	Soviet Air Force MAP Kuibyshev MSZ	mfd rgd	1944 06aug58	canx 27dec75
184 171 ..	"07"	Li-2	Soviet Air Force	ph.	11feb61	the last two digits of the c/n might be 04, but that is difficult to say from the photo; the code was probably red; in olive drab or dark green c/s with light grey or light blue undersides; made a forced landing at Mys Kosisty 11feb61, the landing gear was ripped off the code was in a dark circle and probably red or yellow; opb 194 vtap at Fergana; in olive drab or dark green c/s with light grey or light blue underside; slightly damaged in 1956 on landing at Sredne-Byelaya when the right main gear collapsed
184 175 07	"24"	Li-2	Soviet Air Force	ph.	1956	soc 31may57 as life-time expired damaged on landing at Saratov-Yuzhny 03nov45 when collided with parked Yak-3 "80" c/n 8051 of the Soviet Air Force during the landing run
184 176 02	CCCP-L4132	Li-2	AFL/Ukraine-ODS	mfd	oct44	soc 10jul57 as worn out
184 176 03	not known	Li-2	Soviet Air Force	Rts	03nov45	soc 05nov55 as worn out
184 176 07	CCCP-L4163	Li-2	AFL/N.Kavkaz-ROV	mfd	1944	rgd dec44 ?; used in cargo/passenger configuration; w/o 05sep49 on the leg from Kazan to Shcherbakov (now Rybinsk) of a positioning flight from Omsk to Shcherbakov when the right engine failed at a height of some 8-10 metres shortly after take-off, the aircraft lost height and speed and banked to the left so that the left wing collided with a wooden house at Sukhaya Reka (some 2 km from the airfield), the aircraft damaged a second house, came to rest in a garden, caught fire and burnt out, all 5 crew members and 7 passengers were injured; t/t 2,237 hours
184 177 01	CCCP-L4135	Li-2	AFL/West Sib.-Ovn	mfd	1944	f/n SVX 17oct62; soc 10may65 by order of the MGA
184 178 05	CCCP-1772	Li-2	MAP zavod # 166	mfd	nov44	made a forced landing 07mar45; soc 19may55 as worn out
184 178 09	not known CCCP-51145	Li-2 Li-2	Soviet Air Force AFL/Ukraine-SVX	mfd toc	1944 05jan60	rgd jan45 ?
184 179 10	CCCP-L4136	Li-2	AFL/Uzbekistan-TAS	mfd	1944	opb UTO-7; the rudder was damaged by a storm during the night 20/21aug49 while the aircraft was parked at Minsk-Loshitsa
184 181 03	CCCP-L4140 CCCP-L4140	Li-2 Li-2	GVF AFL/Belarus	mfd trf	1944 1948 ?	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); leased from Aeroflot; was on charge during the 2nd quarter of 1952; opb Moskovski AFO; was in the process of being converted to a photo survey aircraft by PARM Moskovskogo AFO GU GK mar53
	CCCP-L4140 CCCP-L4140	Li-2 Li-2	AFL/Yakutsk GU GK	trf trf	1950 ? unknown	used in photo survey configuration; struck off charge 31jan56 as worn out
184 182 01	CCCP-L4140 not known	Li-2 Li-2	AFL/Mosk. AG SPiVS Soviet Air Force	trf mfd	mar53 1944	soc 22jun66 as life-time expired
184 182 05	CCCP-51134 not known	Li-2 Li-2T	AFL/Northern-ARH Soviet Air Force	toc mfd	28dec59 1944	soc 20jul65 as worn out
184 182 06	CCCP-51154 CCCP-L4141 CCCP-L4141	Li-2T Li-2 Li-2	AFL/Kazakhstan-KGF GVF AFL/Ukraine	toc rgd trf	10feb60 jan45 ? unknown	used in cargo configuration; opb 3 TAO at SVX as of 05jan47
184 183 01	CCCP-L4141 CCCP-L4141 CCCP-L4142	Li-2 Li-2 Li-2	AFL/West Siberia GVF AFL/West Sib.-Ovn	trf trf trf	sep52 unknown unknown	opb 120 AO at SVX; seen Salekhard 07apr54; struck off charge 26dec55 as life-time expired opb 3 oads GVF at Myachkovo; suffered an engine failure 09mar45
184 183 07	CCCP-L4142 CCCP-L4143	Li-2 Li-2	AFL/Northern-LED AFL/Aktubinsk FS	trf no	31jul55 reports	soc 10may58 as worn out soc 13feb58 as became an exhibit
184 183 08	SP-LBG	Li-2T	LOT	rgd	09jan47	dbr at Warsaw 16dec63; canx 30dec63 as not repairable
184 184 09	not known CCCP-51141 CCCP-51141	Li-2T Li-2 Li-2	Soviet Air Force AFL/Ukraine-SVX AFL/Ukraine-PEE	mfd toc trf	23dec44 13jan60 24jul62	f/n SVX 17nov62 soc 15apr66 as worn out, t/t 11,094 hours
184 187 01	CCCP-71159	Li-2	AFL/MOW MAG	toc	unknown	on charge as of 01mar60; f/n BKA sep64 in natural metal c/s with blue trim; soc 06dec65
184 187 02	not known CCCP-51152	Li-2T Li-2T	Soviet Air Force AFL/Kazakhstan-GUW	mfd toc	1944 10feb60	f/n MRV 13dec62; soc 26may65 as instructed by the MGA
184 188 05	not known CCCP-27204	Li-2 Li-2	Soviet Air Force MOM Omsk	mfd rgd	1944 15dec65	canx 12jan68
184 187 07	not known	Li-2	GVF			possibly did not carry a registration or code; opb 87 oap GVF; suffered a breakdown 01may45
184 188 09	"39" yellow	Li-2VP	Soviet Air Force	f/f	30jan45	in olive drab c/s with light grey underside; last flight 06jan59 (to Monino); t/t 1,709 hours 9 minutes and 2,567 cycles; was preserved in the Soviet Air Force museum at Monino; appeared in the 1971 Soviet film "Posledni reis Albatrosa" (The Last Flight of the Albatros) and the 1973 Soviet film "Tovarisshch general" (Comrade General); was scrapped in 1977 when the museum received three other Li-2s; see c/n 6008 which is the Li-2 that is currently in the Russian Air Force museum at Monino
184 190 02	not known CCCP-51143	Li-2 Li-2	Soviet Air Force AFL/Syktvykar-VKT	mfd toc	1945 05jan60	crashed 20nov60 at Vorkuta, details unknown; soc 15apr61
184 190 03	CCCP-L4145	Li-2	AFL/Privolzhsk	mfd	21jan45	w/o 09nov46 on the leg from Kuibyshev (now Samara) to Ufa of a flight from Kuibyshev to Sverdlovsk (now Yekaterinburg) when the oil pressure of the left engine dropped and the engine was shut down 1 hour and 35 minutes into the flight, the pilot decided to make an emergency landing at Ufa, but veered off course while descending through the clouds, when the aircraft broke through the cloud cover it was straight over the city of Ufa instead of the airport, the pilot set the right engine to take-off power but it

						failed as well because of overheating, as the aircraft was to come down in the city the pilot turned into the direction of the Byelaya river, after hitting trees on the embankment of the river with its wing the aircraft crashed into a forest near the river port, caught fire and burnt out, 3 of the 4 crew and all 3 passengers killed and the sole survivor injured; t/t 1,470 hours	
184 190 08	not known	Li-2	GVF			possibly did not carry a registration or code; opb 87 oap GVF; suffered a breakdown 05apr45	
184 190 10	SP-LBC	Li-2T	LOT	rgd	26oct46	w/o 26may48 when crashed near Popowie	
184 191 03	CCCP-L4147	Li-2	AFL/Privolzhsk	no	reports	soc 24sep55 as life-time expired	
184 191 05	CCCP-L4148	Li-2	AFL/Tajikistan-DYU	mfd	1945	soc 06jul55 as worn out	
184 191 09	not known	Li-2	Soviet Air Force	mfd	1945		
	CCCP-51153	Li-2	AFL/Kazakhstan	toc	03feb60	soc 16feb62 as worn out	
184 192 01	not known	Li-2T	Soviet Air Force	mfd	1945		
	CCCP-71214	Li-2T	AFL/Urals-SVX	toc	24mar60		
	CCCP-71214	Li-2T	AFL/Urals-CEK	trf	28oct61		
184 193 02	not known	Li-2	GVF			soc 15apr66 as worn out with a t/t of 10,281 hours	
184 193 04	not known	Li-2	Soviet Air Force	mfd	20jan45	possibly did not carry a registration or code; opb 87 oap GVF; suffered an engine failure 08may45	
184 194 05	not known	Li-2	Soviet Air Force	mfd	13feb45	opb 340 tap; w/o on Sakhalin 04jul46, details unknown	
	CCCP-19405	Li-2	AFL/Urals-SVX	trf	07jan60	opb 666 uap Balashovskogo VVAUL at Rtishchevo; in dark green c/s with light blue underside	
						temporary registration, based on the c/n; ferried from Rtishchevo to Sverdlovsk-Koltsovo 08jan60; opb 120 ATO; still in full Soviet Air Force c/s; w/o 15jan60 on the leg from Sverdlovsk to Kazan of a ferry flight from Sverdlovsk to ARB-402 at Moscow-Bykovo (in order to receive civil documents and be repainted in Aeroflot colours) when the right engine failed and could not be restarted (probably the feeder tank had run dry); the crew decided to return to Koltsovo but the aircraft lost height as it was flying too slow and the decision to jettison the cargo worsened the situation as some boxes got stuck in the door, protruding to the outside and thus creating drag, the aircraft continued to lose height and came down in a forest south of Didino (68 km west of Koltsovo airport) and broke up, 1 of the 4 crew killed, 1 seriously and 2 slightly injured; t/t 2,310 hours; soc 22feb60	
184 194 07	not known	Li-2T	Soviet Air Force	mfd	1945		
	CCCP-71207	Li-2T	AFL/East Sib.-HTA	toc	01mar60	soc 12sep66 as worn out	
184 194 10	not known	Li-2	Soviet Air Force	mfd	1945		
	CCCP-51135	Li-2	AFL/Northern	toc	28dec59	dbt 25dec61, details unknown; soc 24mar62	
184 196 02	SP-LBH	Li-2T	LOT	rgd	13may47	canx 31oct64	
184 196 10	not known	Li-2T	Soviet Air Force	mfd	1945		
	CCCP-71197	Li-2T	AFL/Yakutiya-YKS	toc	04mar60	soc 08apr61 as worn out	
184 197 04	SP-LBJ	Li-2T	LOT	rgd	13jun47	canx 24sep57; to Polish Air Force but no military history known	
184 197 10	CCCP-51137	Li-2	AFL/Northern-LED	toc	28dec59	soc 22dec65 as worn out	
184 198 02	SP-LBB	Li-2T	LOT	rgd	28sep46	canx 24oct57; to Polish Air Force but no military history known	
184 198 04	SP-LBD	Li-2T	LOT	rgd	21aug46	w/o 19may52 when crashed near Sowina; canx 02jun52	
184 198 08	CCCP-L3484(2)	Li-2	MAP zavod # 735			former Factory No. 16 at Kazan; in documents in 1958/59; see c/n 1841013	
184 199 03	CCCP-L1282	Li-2T	AFL/Moscow (MUTA)	mfd	1945		
	CCCP-L1282	Li-2T	AFL/Sasovo Fl.Sch.	trf	12jan59	soc 31jul59 as became an exhibit	
184 199 08	CCCP-71161	Li-2	AFL/Mosk. AG SPIVS	toc	unknown	on charge as of 01mar60; involved in an accident, details unknown; soc 12aug64	
184 200 01	CCCP-L4150	Li-2	AFL/Ukraine	mfd	01feb45	rgd apr45 ?; opb 23 TAO at Kharkov; w/o 14jan46 on a flight from Kharkov to Moscow-Vnukovo when suffered from severe icing while flying at a height of some 400-600 metres, the resulting buffeting of the tail-plane led to a part of the left stabiliser coming off 1 hour and 17 minutes into the flight, the aircraft entered a spin, broke apart during the recovery manoeuvre (at a height of some 150-200 metres) and crashed between houses at Netrubezh (Kolpny district of the Oryol region), all 5 crew members (pilot: I.D. Onishchenko) and 17 passengers were killed; t/t 635 hours	
184 200 02	CCCP-L4171	Li-2	GVF	rgd	apr45		
	"L4171" white	Li-2	GVF/Soviet AF c/s	photo		in three-tone camo c/s; operated by MAGON	
	CCCP-L4171	Li-2	AFL/Moscow (MUTA)				
	CCCP-L3931(2)	Li-2	AFL/Moscow (MUTA)	rgd	25mar55 ?	struck off charge 06jul55 as life-time expired; see c/n 1841401	
184 200 04	CCCP-L4179	Li-2	GVF	rgd	1945		
	"4179" white	Li-2	GVF/Soviet AF c/s	RSC	aug45	c/n not confirmed; in two-tone camo c/s with Red Stars	
	CCCP-L4179	Li-2	AFL/Moscow (MUTA)	trf	unknown	c/n confirmed; fitted with an inward-opening passenger door on the right side; soc 15feb55 as life-time expired	
184 200 05	CCCP-L4180	Li-2	AFL/Ukraine-HRK	mfd	09apr45	soc 15apr55 as life-time expired	
184 200 06	CCCP-L4181	Li-2	AFL/Turkmenis.-ASB	mfd	1945	w/o 05nov46 on the leg from Voronezh to Moscow-Vnukovo of a flight from Ashkhabad to Moscow-Vnukovo (as the aircraft had been delayed at Voronezh for 2 days because of poor weather no passengers were on board any more) when the airport at Vnukovo was overstrained due to poor weather and the forthcoming anniversary of the October Revolution (17 aircraft were in the airport zone at the same time), after being in a holding pattern for about two hours and running low on fuel the aircraft tried to land in thick fog at night, lost speed while flying a turn, stalled and crashed in a ditch near Yamishchevo village (at km 34 of the highway Moscow-Minsk, in the Zvenigorod district), all 5 crew killed; t/t 1,517 hours; see also C-47B-5-DK CCCP-L946 and Li-2 CCCP-L4207 which all crashed within 50 minutes	
184 201 01	CCCP-M191	Li-2	GU Gidrometstuzhby	rgd	early50	Main Directorate of the Hydrological and Meteorological Service	
	"7"	Li-2	Soviet Air Force	ph.	1955	c/n not confirmed, difficult to read on screenshot; in dark green c/s with light blue undersides, code might be yellow or red; featured in the Soviet movie "Maksim Perepelitsa" shot in 1955	
	CCCP-L1291	Li-2	AFL/Moscow (MUTA)	no	reports		
	CCCP-84551	Li-2	AFL/Privolzhsk	trf	01jan60	soc 24nov.. as worn out	
184 201 08	not known	Li-2T	Soviet Air Force	mfd	1945		
	CCCP-51146	Li-2T	AFL/Ukraine-IEV	toc	31jan60	based at IEV; photo exists	
	CCCP-51146	Li-2T	AFL/Slavyansk ATU	trf	20aug66	soc 17oct66 as life-time expired; was used as a ground instructional airframe by the Slavyansk Technical College of Civil Aviation (Slavyanskoye ATU GA); the fuselage later sat at Slavyansk airfield, seen 13jul88	
184 202 01	not known	Li-2	Soviet Air Force	mfd	1945		
	CCCP-51147	Li-2	AFL/Ukraine-HRK	toc	31jan60	f/n HRK 12nov65	
	CCCP-51147	Li-2	AFL/Urals-PEE	trf	29dec65	soc 14feb67 as life-time expired	
184 202 02	not known	Li-2T	Soviet Air Force	mfd	1945	trf to the MAP 1957	
	CCCP-29111	Li-2	MAP Rybinsk Motors	rgd	11dec65	canx 25nov67	
184 202 03	SP-LBE	Li-2T	LOT	rgd	21aug46	canx 29nov51 as not repairable, after accident ?	
184 202 05	SP-LBF	Li-2T	LOT	rgd	08jan47	was hi-jacked by its crew on a flight from Katowice via Łódź to Gdansk 17dec49 and landed on the Danish island of Bornholm; canx 31oct64	
184 202 08	not known	Li-2	Soviet Air Force	mfd	1945		
	CCCP-51155	Li-2	AFL/Kazakhstan-KGF	toc	10feb60	soc 14nov66 as life-time expired	
184 203 01	not known	Li-2	Soviet Navy	mfd	06apr45	initially operated by 65 ap spn GU VVS VMF; trf to VVS TOF aug45	
184 203 03	CCCP-L4184	Li-2	AFL/Mosk. AG SPIVS	rgd	apr45 ?	opb 2 otrvad as of 01jan57	
	CCCP-65705	Li-2	AFL/Mosk. AG SPIVS	rgd	17may58	photo in the Khabarovsk region (N47.627836 E137.799511); w/o 21jul60, details unknown; struck off charge 01sep60	
184 203 08	CCCP-L4187	Li-2	AFL/Ukraine	mfd	mar45		
	CCCP-16131 ?	Li-2	AFL/Ukraine	no	reports	last digit difficult to read in the MGA document; soc 26may62 as life-time expired	
184 203 09	not known	Li-2T	Soviet Air Force	mfd	1945		
	CCCP-51139	Li-2T	AFL/Northern-KVK	toc	06jan60	soc 25oct65 as life-time expired; see c/n 18434705	
184 203 10	CCCP-L3946(2)	Li-2T	AFL/Moscow	mfd	1945	see c/n 1841403	
	CCCP-L3946(2)	Li-2T	AFL/Volga-KUF	trf	sep52		
	CCCP-L3946(2)	Li-2T	AFL/Centr.Reg.-KUF	trf	nov53		
	CCCP-L3946(2)	Li-2T	AFL/Centr.Reg.-RTW	trf	oct54		
	CCCP-L3946(2)	Li-2T	AFL/Privolzhsk-RTW	trf	26oct54		
184 204 02	CCCP-65683(1)	Li-2T	AFL/Privolzhsk-RTW	rgd	31mar58	soc 18aug59 as worn out; see c/n 18436207	
	not known	Li-2T	Soviet Air Force	mfd	1945		
	CCCP-51149	Li-2	AFL/Ukraine-IEV	toc	31jan60		
	CCCP-51149	Li-2	AFL/Slavyansk FS	trf	11sep66	soc 29sep71 as life-time expired	
184 204 03	not known	Li-2T	Soviet Air Force	mfd	1945		
	CCCP-51103	Li-2T	AFL/Urals-SVX	toc	13jan60		
	CCCP-51103	Li-2T	AFL/Urals-CEK	trf	28oct61	soc 12jan66 as worn out	
184 204 04	CCCP-L4206	Li-2	AFL/Ukraine-HRK	mfd	apr45	soc 11may56 as life-time expired	
184 205 03	CCCP-L4185	Li-2	AFL/Turkmenis.-ASB	no	reports		
	CCCP-51114	Li-2	AFL/Turkmenis.-ASB	rgd	1958/59	soc 04apr61 as worn out	
184 205 04	CCCP-L4189	Li-2	AFL/West Sib.-Ovn	mfd	1945	soc 31jan56 as life-time expired	
184 206 01	CCCP-L4192	Li-2	GVF	mfd	1945	opb 3 oads GVF at Myachkovo; made a forced landing in 1945	
	CCCP-L4192	Li-2	AFL/Northern-LED	trf	10jun52	soc 15dec56 as worn out	
184 206 02	CCCP-L4193	Li-2	GVF	mfd	1944	rgd 1945; opb 3 oads GVF at Myachkovo; suffered engine failures 05jun45 and 08oct45	
	CCCP-L4193	Li-2	AFL/N.Kavkaz-ROV	photo		opb 77 AO; damaged 04jan57 on an atmospheric sounding flight from Stalingrad (now Volgograd) at night when dropped below the glide path on landing so that the wing and the propellers touched the ground 450 metres before the runway threshold, but the aircraft managed to land safely; appeared in the 1957 Soviet film "Tsel yego zhizni" (The Goal of His Life)	
	CCCP-L4193	Li-2	AFL/N.Kavkaz-VOG	trf	aug57		
	CCCP-16214	Li-2	AFL/N.Kavkaz-VOG	rgd	29may58	soc 20jan60 as life-time expired	
184 206 03	CCCP-L4186	Li-2	AFL/Ukraine-HRK	mfd	1945	soc 13feb58 as life-time expired	
184 206 04	not known	Li-2T	Soviet Air Force	mfd	1945		
	CCCP-51133	Li-2	AFL/Privolzhsk-KUF	toc	23dec59	soc 15apr66 as life-time expired	
184 206 05	CCCP-L4188	Li-2	AFL/Kazakhstan	no	reports		
	CCCP-54898	Li-2	AFL/Kazakhstan	PLX	09may59	soc 18jun60 as worn out	
184 206 07	CCCP-L4199	Li-2T	SibNIA	mfd	08apr45		
	CCCP-L4199	Li-2T	AFL/Moscow (MUTA)	trf	unknown	soc 31oct57 as life-time expired	
184 206 08	not known	Li-2T	Soviet Air Force	mfd	1945		
	CCCP-26180	Li-2T	MOMS Omsk	rgd	15dec65	canx 11jan72	

184 206 09	CCCP-L4196	Li-2T	AFL/Moscow (MUTA)	mfd	1945	opb 62 AO Bykovskoi aviagruppy; dbr 28jan57 on the leg from Moscow-Bykovo to Gorki (now Nizhni Novgorod) of a cargo flight from Moscow-Bykovo to Chelyabinsk when the right engine lost power due to a problem with the carburettor and was eventually shut down and the left engine overheated after 10 minutes so that the aircraft lost height and the crew had to perform a forced landing 45 km south-west of Gorki airport, not having visual contact with the ground due to low clouds and ground fog, resulting in severe damage to the aircraft, all 3 crew escaped; t/t 11,801 hours; soc 26apr57
184 207 01	CCCP-L4200	Li-2	AFL/Ukraine	mfd	1945	soc 26dec55 as life-time expired
184 207 02	CCCP-L4197	Li-2	AFL/Latvia-RSC	mfd	1945	opb Latviskaya OAG; w/o 19jul52 on a training flight from Riga-Spilve at night when the crew committed a mistake in handling the fuel system so that both engines flamed out during a go-around, the aircraft lost speed, stalled while flying a left turn and crashed at the perimeter of the airfield, all 4 crew killed; t/t 5,948 hours
184 207 03	CCCP-L4198	Li-2	AFL/Latvia	rgd	1945	opb Latviski OAO; dbr 28mar58 on a training flight from Riga in below-minima weather conditions when dropped below the glide slope on final approach in heavy rain (combined with poor visibility) so that the landing gear collided with the bank of a river and the aircraft came down, no casualties; soc 05jan53
184 207 04	CCCP-L4201	Li-2	AFL/Privolzhsk-KUF	mfd	1945	soc 06jul55 as life-time expired
184 207 06	CCCP-L4203	Li-2T	AFL/Ukraine-HRK	mfd	1945	soc 20mar58 as life-time expired
184 208 07	CCCP-1792	Li-2T	MAP Lyotyn otryad	mfd	1945	damaged at Khabarovsk 06feb52
184 208 09	not known	Li-2	Soviet Navy	mfd	18may45	operated by 65 ap spn GU VVS VMF
184 208 10	not known	Li-2T	Soviet Air Force	mfd	1945	
	CCCP-51144	Li-2T	AFL/Syktvykar-SCW	toc	07jan60	soc 07dec65 by order of the MGA
184 209 04	CCCP-26170	Li-2	MAP Novosibirsk	rgd	06dec65	canx 25apr66
184 209 06	CCCP-L4204	Li-2	AFL/Northern-LED	mfd	1945	soc 05nov55 as worn out
184 209 07	CCCP-L4205	Li-2G	GVF	mfd	03may45	rgd oct45 ?; opb 22 TAO at Minsk
	CCCP-L4205	Li-2G	AFL/Belarus	trf	dec49 ?	opb 22 TAO at MHP as of 17sep48 and 25may49; probably opb 1 OUAE from late 1949 to jun50
	CCCP-L4205	Li-2G	AFL/Ukraine	trf	01oct50	initially opb 35 TAO at Odessa; opb 90 AO as of 01dec57
	CCCP-L4205	Li-2G	SibNIA	trf	14oct58	struck off charge 27sep61 as life-time expired
184 209 08	CCCP-L4207	Li-2	AFL/Lithuania	mfd	may45	opb Litovskii otdelnyy aviaotryad GVF; dbr 05nov46 on a flight from Vilnius to Moscow-Vnukovo when the airport at Vnukovo was overstrained due to poor weather and the forthcoming anniversary of the October Revolution (17 aircraft were in the airport zone at the same time), after being in a holding pattern for 1 hour 15 minutes the aircraft tried to land in thick fog at night, as the radio compass of the aircraft was not working it was directed by ATC on the basis of radar bearings, during the 5th approach the aircraft ran out of the fuel and crashed 60 metres from the terminal, 1 of the 22 passengers killed and all other passengers as well as all 4 crew injured; t/t 1,920 hours; see also C-47B-5-DK CCCP-L946 and Li-2 CCCP-L4181 which all crashed within 50 minutes
184 209 09	CCCP-L4208	Li-2	AFL/Azerbaijan-BAK	mfd	1945	soc 03dec59 as worn out
	CCCP-84608	Li-2	AFL/Azerbaijan-BAK	rgd	1958	operated by 65 ap spn GU VVS VMF
184 209 10	not known	Li-2	Soviet Navy	mfd	25may45	the prototype of this version; in camo c/s; underwent state trials with the NII VVS in autumn 1945
184 210 01	no code	Li-2T	Soviet Air Force	ph.	1945	soc 22mar54 as worn out
184 210 03	CCCP-L4212	Li-2	AFL/Irkutsk-IKT	mfd	1945	seen SXF 22aug49; opb 77 AO at ROV as of 01dec57; also reported as CCCP-T4213, probably later in its career
184 210 04	CCCP-L4213	Li-2T	AFL/North Kavkaz	rgd	jul45	struck off charge 12aug58 as worn out
	CCCP-84693	Li-2T	AFL/North Kavkaz	rgd	29may58	opb 24 ATO; w/o 30dec47 on the leg from Chelyabinsk-Balandino to Kazan of a cargo flight from Chelyabinsk to Moscow when took off having neither weather data from Kazan nor the airport's approval for a landing there, crashed at a height of 1,145 metres into the summit of Mount Otkliknoi Greben (1,155 metres) in the Taganai ridge of the Urals (20 km north of Zlatoust in the Chelyabinsk region) and exploded, all 4 crew and 2 passengers killed; t/t 2,316 hours; wreck found 31dec47
	CCCP-L4214	Li-2	AFL/Moscow	mfd	may45	soc 24sep55 as life-time expired
184 210 06	CCCP-L4216	Li-2	AFL/Moscow (MUTA)	mfd	1945	soc 15dec56 as worn out
184 210 07	CCCP-L4217	Li-2	AFL/Moscow (MUTA)	mfd	1945	used in atmospheric sounding configuration; opb 3 TAO of Uralskaya aviagruppa at SVX
184 210 08	CCCP-L4215	Li-2	AFL/Urals	mfd	1945	opb 120 AO of Sverdlovskaya aviagruppa at SVX
	CCCP-L4215	Li-2	AFL/West Siberia	trf	sep52	initially opb 75 AO of Syktyvskaya aviagruppa at Syktyvkar
	CCCP-L4215	Li-2	AFL/Northern	trf	1954	trf between 15jun57 and sep57; t/t 10,378 hours by 01oct57; opb UTO-15 at Irkutsk
	CCCP-L4215	Li-2	AFL/East Siberia	trf	1957	opb UTO-14; struck off charge 31may61 as worn out
	CCCP-16180	Li-2	AFL/Krasnoyarsk	trf	06nov59	soc 13apr54 as worn out
184 210 10	CCCP-L4210	Li-2	AFL/Uzbekistan	mfd	1945	soc 25nov54 as worn out
184 211 10	CCCP-L4211	Li-2	AFL/Krivoi Rog FS	mfd	1945	
184 212 08	CCCP-L4222	Li-2	AFL/Ukraine-IEV	mfd	25may45	f/n ODS may55; an inspection may55 showed cracks in the central wing section, t/t 10,014 hours by then; soc 12aug56 as life-time expired
	CCCP-L4222	Li-2	AFL/Ukraine-ODS	trf	jul47	on charge as of 01aug60; soc 22dec70 as life-time expired
184 213 02	not known	Li-2T	Soviet Air Force	mfd	1945	soc 30jul58 as life-time expired
	CCCP-71284	Li-2	AFL/Moscow ASPIMVL	toc	unknown	soc 31jan56 as life-time expired
184 213 04	CCCP-L4223	Li-2	AFL/Lithuania	mfd	1945	opb 51 tap at Komsomolsk-na-Amure-Dzyomgi; w/o in the early hours of 13oct51 on a training flight from Dzyomgi at night in difficult weather conditions when entered clouds and suffered from icing so that the pilot decided to descend below the cloud cover, but the aircraft crashed at a height of 1,100 metres into the south-eastern slope of Mount Magloi (1,284 metres) in the Amur district of the Khabarovsk region, 5 of the 6 crew members (among them the pilot, 2nd Lieutenant Vladimir A. Krutov) were killed while the sole survivor escaped unhurt and walked 13 days through the taiga until he reached a railway line; the wreckage was still extant by 2020
184 213 07	CCCP-L4225	Li-2	AFL/Ukraine	mfd	1945	
184 214 02	"20"	Li-2	Soviet Air Force	mfd	1945	
184 214 09	not known	Li-2T	Soviet Air Force	mfd	1945	canx 24jul69; see c/n 33444809
	CCCP-48092(1)	Li-2T	MAP Kazan Motors	rgd	18dec64	soc 05nov55 as worn out
184 215 03	CCCP-L4224	Li-2	AFL/Moscow (MUTA)	mfd	1945	soc 31mar57 as worn out
184 215 06	CCCP-L4227	Li-2	AFL/Northern-LED	mfd	1945	rgd nov45 ?; opb 22 TAO at Minsk
184 216 01	CCCP-L4228	Li-2	GVF	mfd	12jun45	opb 22 TAO as of jun46; damaged 09jun46 on a flight from Warsaw to Berlin when the right engine developed problems after 80 km so that the pilot decided to make a precautionary landing at Socchaczew, but on final approach the aircraft was shot at from the ground, the left engine was hit and caught fire and the aircraft suffered substantial damage, all crew members and 19 passengers escaped unhurt; repaired and later operated by 1 OUAE
	CCCP-L4228	Li-2	AFL/Belarus	trf	1946 ?	used in passenger configuration; opb 46 ATO at Yakutsk; w/o 27dec51 on a flight from Yakutsk to Vilyuisk when the crew selected fuel supply from the left rear tank but forgot to switch to another tank when the left rear tank ran empty, when both engines stopped 31 minutes into the flight the crew tried to make an emergency landing in the valley of the river Taras near Namsy (90 km north of Yakutsk), but set the propellers on high pitch and lowered the landing gear too early so that the aircraft did not make it to the valley, stalled and crashed into the forest 200 metres from the valley, all 6 crew members (pilot: Nikolai A. Shebanov) and 14 passengers were killed; t/t 4,429 hours; struck off charge 12jan52
184 216 06	CCCP-L4229	Li-2	AFL/Moscow (MUTA)	mfd	1945	soc 14dec55 as worn out
184 217 04	CCCP-L4232	Li-2	AFL/Urals	rgd	mar46 ?	used in cargo configuration; operated initially by 3 TAO at SVX; trf to 17 TAO at SVX 01jul48
	CCCP-L4232	Li-2	AFL/West Siberia	trf	sep52	opb 120 AO at SVX; struck off charge 06jul55 as worn out
184 218 09	CCCP-L4233	Li-2G	AFL/Urals	rgd	mar46 ?	probably opb 3 TAO at SVX; involved in an incident at Omsk 15dec49
	CCCP-L4233	Li-2G	AFL/West Siberia	trf	sep52	latest known CoFA issued 01nov54
	CCCP-L4233	Li-2G	AFL/IATU GVF	trf	< nov57	Irkutsk Technical School of Civil Aviation; used as a ground instructional airframe; struck off charge 25mar61 as an 'exhibit'
184 219 01	CCCP-L4230	Li-2	AFL/Northern-LED	mfd	1945	suffered structural damage due to heavy turbulence in a thunderstorm; soc 25jan57 due to its poor technical condition; t/t 10,834 hours
184 219 02	CCCP-L4220	Li-2	AFL/Moscow (MUTA)	mfd	1945	soc 19aug55 as life-time expired
184 219 03	CCCP-L4221	Li-2	NII GVF	mfd	1945	not in MGA documents as such
	CCCP-L4221	Li-2	AFL/Turkmenis.-ASB	trf	1949	soc 14dec55 as life-time expired
184 219 04	CCCP-L4231	Li-2	AFL/Ukraine-HRK	mfd	1945	opb 87 AO until 1956
	CCCP-L4231	Li-2	AFL/Troitsk ATU	trf	1956 ?	soc 25jan57 due to its poor technical condition; t/t 12,434 hours; probably used as a ground instructional airframe by Troitskoye ATU
184 219 06	CCCP-L4241	Li-2	AFL/Georgia-TBS	mfd	jun45	soc 13feb58 as life-time expired
	CCCP-L4241	Li-2	AFL/Ukraine-HRK	trf	1947	at Andijan, black and white photo, probably in dark green c/s; soc 27jun55 as life-time expired
184 219 07	CCCP-L4242	Li-2	AFL/Uzbekistan-TAS	ph.	1954	soc 12feb57 as life-time expired; t/t 11,144 hours; probably used as a ground instructional airframe by Yegorevskoye ATU
184 219 08	CCCP-L4243	Li-2	AFL/Yegoryevsk ATU	mfd	1945	soc 16aug56 as life-time expired
184 219 10	CCCP-L4323	Li-2	AFL/Azerbaijan-BAK	mfd	1945	fitted with an inward-opening passenger door on the right side; initially opb Moldavski OAO (which was by then subordinated to the Ukrainian directorate) at Kishinyov-Ryshkanovka; in natural metal c/s with two thin cheatlines; photo at KIV in 1949
184 220 02	CCCP-L4235	Li-2	AFL/Ukraine-IEV	mfd	jun45	new documents issued 24sep54; opb 90 AO as of 01dec57; not included in the request of the Ukrainian directorate for new registration numbers dated 01apr58
	CCCP-L4235	Li-2	AFL/Ukraine-ODS	trf	jul47	soc 29jul58 as life-time expired
184 220 03	CCCP-L4236	Li-2	SibNIA	trf	15jun58	rgd may47 ?
	CCCP-L4236	Li-2G	GVF	mfd	1945	used in training configuration; opb 1 OUAE
	CCCP-L4236	Li-2G	AFL/Belarus	trf	1949 ?	initially opb 2 OUAE; opb 89 AO at Stalino as of 01dec57; struck off charge 31oct58 due to its poor technical condition; t/t 12,478 hours
	CCCP-L4236	Li-2G	AFL/Ukraine	trf	jun50 ?	soc 21jul59 as life-time expired
184 220 04	CCCP-L1292	Li-2	AFL/Moscow (MUTA)	mfd	1946	opb 68 AO; dbr 13jul61 on the leg from Nizhnyaya Pyosha to Naryan-Mar of a flight from Arkhangelsk to Naryan-Mar when lifted off at low speed and came down again hard so that the tyre of the left main gear burst, the pilot then aborted the take-off, but the aircraft veered off the runway to the left and ended up in a ditch, all 4 crew escaped unhurt; t/t 5,252 hours; soc 16sep61
184 221 02	CCCP-84770	Li-2	AFL/Moscow (MUTA)	rgd	1958/59	
	not known	Li-2	Soviet Air Force	mfd	1945	
	CCCP-51127	Li-2	AFL/Northern-ARH	toc	06jan60	

184 221 05	not known CCCP-71169 CCCP-71169 CCCP-71169	Li-2 Li-2 Li-2	Soviet Air Force AFL/Urals-SVX AFL/Urals-CEK	mfd toc trf	1945 05jan60 19feb60	
184 222 01	CCCP-71169 CCCP-L4237	Li-2 Li-2	AFL/Urals-PEE AFL/Ukraine-HRK	trf mfd	22apr64 jul45	soc 15apr66 as worn out soc 20mar58 as life-time expired
184 222 02	CCCP-L4238	Li-2	AFL/N. Kavkaz-ROV	mfd	1946	soc 24sep55 as worn out
184 222 03	CCCP-L4239 CCCP-L4239 CCCP-84719(1)	Li-2T Li-2T Li-2T	AFL/Ukraine AFL/Latvia-RSC AFL/Latvia-RSC	mfd trf rgd	1946 06mar58 1958/59	
184 222 05	CCCP-L4247	Li-2	AFL/Ukraine	mfd	1946	soc 08sep58 as worn out; possibly already wfu before re-registered into the new system, see c/n 18412101 with the same registration given in MGA document
184 222 06	CCCP-L4252	Li-2	AFL/Privolzhsk-KUF	mfd	1946	soc 25aug56 as worn out
184 222 10	CCCP-L4254 CCCP-L4254	Li-2 Li-2	AFL/Privolzhsk-KUF AFL/West Sib.-Ovn	mfd trf	1946 dec54	soc 05aug57 as life-time expired
184 223 04	CCCP-L4249 CCCP-L4249 CCCP-L4249	Li-2 Li-2 Li-2	GVF AFL/Belarus AFL/Ukraine	mfd trf trf	1946 1949 ? may50 ?	soc 05nov55 as life-time expired used in transport configuration; rgd may47 used in training configuration; opb 1 OUAE
184 223 06	CCCP-L4258	Li-2T	AFL/Uzbekistan-TAS	mfd	1946	used in training configuration; opb 2 OUAE; struck off charge 21jun55 due to its poor technical condition
184 223 07	not known CCCP-71172	Li-2T Li-2T	Soviet Air Force AFL/Turkmenis.-ASB	mfd toc	1946 22jan60	soc 10may58 as life-time expired
184 223 08	not known 7011	Li-2T Li-3	Yugoslav Air Force Yugoslav Air Force	no BEG	reports 03may70	f/n ASB dec60; l/n ASB 17jul62; soc 05dec65 by order of the MGA dated 07sep65 converted to a Li-3 (Yugoslav designation for a Li-2 with P&W R-1830-900 engines); according to Air Britain book this was serial 71103 but confirmation welcome opb 111 ppa at Zagreb; repainted in fake RAF markings for a movie after withdrawal; preserved in Muzej Jugoslovenskog Vazduhoplovstva at Belgrade (N44.814075 E20.291141), seen apr02/may14 (serial and RAF roundels still visible in 2003 but all markings completely faded by jun10); moved early 2017 year to the Belgrade Aeronautical Museum where it is stored outside, dismantled; l/n aug19
184 223 09	not known CCCP-71171 CCCP-71171	Li-2T Li-2T Li-2T	Soviet Air Force AFL/Urals-SVX AFL/Tyumen-Tjp	mfd toc trf	26jul45 05jan60 27sep60	photo exists; soc 30may66 as worn out
184 223 10	CCCP-L4260 CCCP-L4260 CCCP-84519	Li-2T Li-2T Li-2T	AFL/Urals-SVX AFL/West Sib.-Ovn AFL/West Sib.-OVB	mfd trf rgd	1946 31may57 1958/59	
184 224 01	CCCP-L4261	Li-2	AFL/Urals	mfd	28jul45	soc 09may59 as worn out used in cargo configuration; opb 3 ATO at SVX as of 05jan47; rgd apr47 ?; written off 09jan49 on the leg from Kazan to Moscow of a cargo flight from Sverdlovsk to Moscow when the engines lost power (due to icing of the carburetors) shortly after lift-off, the aircraft lost height and speed and crashed in a snow-covered field behind the runway, 3 of the 4 crew members (among them the pilot, V.Ye. Bykov) were killed and the sole survivor was seriously injured; t/t 3,394 hours soc 17sep57 as worn out
184 224 02	CCCP-L4262	Li-2	AFL/Northern-LED	no	reports	
184 224 03	not known CCCP-11021	Li-2T Li-2T	Soviet Air Force MAP Lyotny otryad	mfd trf	1946 06may50	made a forced landing at Zakharkovo 24jan52
184 224 07	not known CCCP-51131	Li-2 Li-2	Soviet Air Force AFL/Turkmenis.-KRW	mfd toc	1947 15jan60	soc 03jul64 as worn out
184 225 03	CCCP-L4263 CCCP-L4263	Li-2T Li-2T	AFL/West Sib.-Ovn AFL/West Sib.-OMS	mfd trf	1946 1955	soc 05aug57 as worn out
184 225 09	not known CCCP-71198	Li-2T Li-2T	Soviet Air Force AFL/Yakutiya-YKS	mfd toc	1945 04mar60	soc 10jun65 as worn out opb 206 tap at Khabarovsk; w/o 17oct51 on a flight from Unashi (now Zolotaya Dolina) to Pokrovka with 21 passengers (technical staff of 537 shap) on board when entered clouds and crashed into the wood-covered summit of Mount Lysaya (1,241 metres) some 12 km north-east of Novaya Moskva (Shkotovo district of the Primorye region), caught fire and burnt out, all 6 crew members (pilot: 1st Lieutenant Vladimir A. Nosov) and 4 passengers were killed and all 17 survivors were injured
184 225 10	not known	Li-2	Soviet Air Force	mfd	1945	
184 226 02	not known CCCP-51157	Li-2T Li-2T	Soviet Air Force AFL/Far East-KHV	mfd toc	1945 01mar60	soc 17oct66 as life-time expired
184 226 05	not known CCCP-71208	Li-2T Li-2T	Soviet Air Force AFL/West Sib.-HTA	mfd toc	1945 01mar60	opb 136 LO Chitinskogo OAO in 1963; t/t 7,473 hours by 01dec63; soc 17mar65 as life-time expired
184 226 06	not known CCCP-51136	Li-2T Li-2T	Soviet Air Force AFL/Northern-ARH	mfd toc	1945 28dec59	soc 23oct66 as life-time expired opb 37 OSAO Yakutskogo UGMS; w/o 22mar46 on a flight from Anadyr to Uelkal when flew too low in the valley of a river between the slopes of the Zolotoi khrebet ridge and the Ushkanyi gory range 85 km north-east of Anadyr so that the left wing touched the ground 15 minutes after take-off and the aircraft crashed, number of casualties unknown; the wreck was found 23mar46 and was extant in 2009
184 226 07	not known	Li-2	GU Gidrometluzhby			named 'Maciek'; used for agricultural work 1952/54; canx 01sep60 used by Wojska Ochrony Pogranicza (Border Protection Forces) and based at Wicko Morskie; wfu 12jun64; preserved at a lakeside near Straszyn and was still there in the 1980s in poor condition but was removed late 1980s/early 1990s
184 226 10	SP-LAM 63	Li-2P Li-2P	LOT Polish Air Force	rgd i/s	11jan46 1960	opb Estonskaya OAG GVF; struck off charge 25jan57 due to its poor technical condition; t/t 11,510 hours named 'Alina'; used for agricultural work 1952/54; canx 31oct64 named 'Baska'; used for photo survey 1953/65; canx 30nov61 named 'Celina'; canx 31oct64 named 'Duska'; used for agricultural work 1952/54; canx 31oct64
184 227 01	CCCP-L4266	Li-2	AFL/Estonia	mfd	1945	
184 227 02	SP-LAA	Li-2P	LOT	rgd	27dec45	soc 31jan56 as worn out
184 227 03	SP-LAB	Li-2P	LOT	rgd	12dec45	soc 09may55 as worn out
184 227 04	SP-LAC	Li-2P	LOT	rgd	04jan46	
184 227 05	SP-LAD	Li-2T	LOT	rgd	04jan46	
184 227 06	CCCP-L4326 CCCP-L4326	Li-2 Li-2	AFL/Lithuania-VNO AFL/Yakutiya-YKS	mfd trf	1946 13feb51	
184 227 07	CCCP-L4267	Li-2	AFL/Ukraine	mfd	1946	
184 227 08	CCCP-L4268	Li-2	AFL/Northern	mfd	1946	
184 227 09	CCCP-L4273	Li-2	AFL/Kazakhstan	mfd	1945	
184 227 10	CCCP-L4273 CCCP-L4269	Li-2 Li-2T	AFL/Turkmenis.-ASB AFL/Volga-KUF	trf mfd	sep52 1946	soc 21jun55 as worn out
184 228 01	CCCP-L4269 CCCP-L4269 CCCP-84698	Li-2T Li-2T Li-2T	AFL/Centr.Reg.-KUF AFL/Privolzhsk-KUF AFL/Krasny Kut FS	trf trf trf	sep52 nov54 25may58	soc 08sep58 as worn out
184 228 02	not known CCCP-51129 CCCP-51129 CCCP-51129	Li-2T Li-2T Li-2T	Soviet Air Force AFL/Urals-SVX AFL/Urals-CEK	mfd toc toc	1947 05jan60 23may60	
184 228 03	CCCP-51129	Li-2T	AFL/Tyumen-Tjp	trf	02jul64	soc 24jan66 as worn out; t/t 10,736 hours; was used as a ground instructional airframe by the Slavyansk Technical College of Civil Aviation (Slavyanskoye ATU GA); the fuselage later sat at Slavyansk airfield, seen 13jul88
184 228 04	CCCP-.....	Li-2T/V			photo	the prototype of the high-altitude version with TK-19 supercharger; registration not visible, except 'CCCP-'
184 228 07	CCCP-L4270	Li-2	AFL/Azerbaijan-BAK	mfd	1946	soc 13apr66 as worn out
184 229 01	CCCP-L4271	Li-2	AFL/Yegoryevsk ATU	mfd	1946	soc 12feb57 as life-time expired; t/t 11,023 hours; probably used as a ground instructional airframe by Yegoryevskoye ATU
184 229 02	CCCP-L4321	Li-2	AFL/Northern-LED	mfd	1946	an inspection at ARB-411 may55 showed mistakes in the repair of the central wing section, t/t 10,261 hours by then, trf 13oct56 to SibNIA
184 229 03	CCCP-L4277	Li-2	AFL/Privolzhsk	no	reports	soc 15apr55 as worn out
184 229 04	CCCP-L4274 CCCP-L4274	Li-2T Li-2V	AFL/Tajikistan-DYU AFL/Moscow (MUTA)	mfd trf	1946 unknown	in a document 1948
184 229 05	CCCP-L4272	Li-2	AFL/Privolzhsk-KUF	mfd	1946	photo as an experimental high-altitude version, date unknown; soc 31may57 as worn out
184 229 06	not known	Li-2	Soviet Air Force		photo	soc 24sep55 as worn out
184 229 07	CCCP-L4278	Li-2	AFL/Turkmenis.-ASB	mfd	04dec45	a photo exists with the c/n readable on the wing opb 6 TAO; w/o 31oct46 on a flight from Ashkhabad to Tashauz when the left rear fuel tank had not been closed tightly after refuelling so that fuel spilt into the left wing during the flight and exploded when the engines were throttled down shortly before touch-down so that the left wing came on fire, all 4 crew and 12 passengers managed to evacuate the aircraft unhurt, but the aircraft burnt out; t/t 869 hours
184 229 09	CCCP-L4275	Li-2	AFL/Tajikistan-DYU	mfd	27nov45	opb 8 ATO; w/o 18nov48 on the leg from Stalinabad (now Dushanbe) to Leninabad (now Khujand) of a cargo flight from Stalinabad to Lyubertsy when encountered below-minima weather conditions between Jizak and Leninabad, while flying in thick clouds the aircraft drifted off course due to strong winds and crashed at a height of 700 metres into the western slope of the khrebet Mogol-Tau ridge (31 km west of Leninabad), all 4 crew killed and the sole passenger injured; t/t 2,948 hours; wreck found 19nov48
184 229 10	not known CCCP-51130	Li-2T Li-2T	Soviet Air Force AFL/Turkmenis.-ASB	mfd toc	1946 02jan60	soc 29aug66 as life-time expired; last digit of year difficult to read
184 230 02	CCCP-L4251	Li-2	AFL/Turkmenis.-ASB	mfd	1946	soc 06jul55 as life-time expired
184 230 03	CCCP-L3941(2)	Li-2	AFL/Krasnoyarsk-KJA	mfd	1946	see c/n 1845803
184 230 04	CCCP-84673	Li-2	AFL/Krasnoyarsk-KJA	rgd	1958/59	soc 25feb62 as life-time expired
184 230 05	CCCP-L4265	Li-2	AFL/Troitsk ATU	mfd	1946	soc 07jun54 as worn out
184 230 06	CCCP-L4322 CCCP-L4322	Li-2 Li-2	AFL/Belarus AFL/Western	rgd trf	nov45 ? 20oct54	used in passenger configuration; opb 1 TAE 106 LO of Minskoye AP at MHP
184 230 07	CCCP-L4280	Li-2	AFL/Northern-LED	mfd	1946	opb 1 TAE 106 LO of Minskoye AP at MHP
184 230 08	CCCP-L4281	Li-2	AFL/Moscow (MUTA)	mfd	1946	opb 1 TAE 106 LO of Minskoye AP at MHP; in natural metal or light grey c/s; appeared in the 1954 Soviet film "Novy Minsk" (New Minsk); seen VKO jul57; struck off charge 10may58 as amortisation period expired
184 230 09	CCCP-L4281	Li-2	AFL/East Siberia	trf	unknown	soc 30sep55 as worn out
184 230 10	CCCP-L4294	Li-2	AFL/Kazakhstan	mfd	1946	soc 14dec55 as life-time expired
184 231 01	CCCP-L4295 CCCP-L4279	Li-2 Li-2	AFL/Kyrgyzstan-FRU AFL/West Siberia	FRU mfd	01jun45 1946	soc 30sep55 as worn out photo in "Sovetskaya Kyrgyziya" newspaper 03sep67; soc 05nov55 no reason given in MGA document used in cargo configuration; opb 11 ATO; made a forced landing near Tynda (N55°00' E125°16') 20apr48; struck off charge 20jul56 as worn out
184 231 02	CCCP-L4005(2)	Li-2	AFL/West Sib.-Ovn	mfd	1946	soc 21jun55 as worn out; see c/n 1843501
184 231 03	not known	Li-2T	Soviet Air Force	mfd	1946	

184 231 04	CCCP-51142	Li-2T	AFL/Sykytykar-SCW	toc	07jan60	soc 30apr66 no reason given in MGA document
184 231 06	CCCP-L4282	Li-2	AFL/Moscow (MUTA)	mfd	1946	soc 21feb56 as life-time expired
	CCCP-L4024(2)	Li-2	AFL/N.Kavkaz-ROV	mfd	1946	f/n ROV apr58; i/n ROV 21oct59; see c/n 1846001
	CCCP-84694	Li-2	AFL/North Kavkaz	mfd	1946	opb 231 OAO at Stalingrad-Gumrak; w/o 17jan61 on an atmospheric sounding flight from Stalingrad-Gumrak at night (with 3 layers of clouds) when the inexperienced captain permitted a loss of speed at a height of 5,200 metres, the aircraft stalled, could not be recovered and dived into a snow-covered field near Pervoye Maya village (Dubovka district of the Stalingrad region, 85 km north-north-east of Gumrak), all 5 crew members were killed; t/t 10,617 hours; struck off charge 06mar61
184 231 09	CCCP-L4283	Li-2	AFL/Moscow (MUTA)	mfd	1946	soc 12aug55 as worn out
184 231 10	CCCP-L4284	Li-2	AFL/Moscow (MUTA)	mfd	1946	the first Li-2 with modified oil coolers; opb 27 otryad Moskovskogo upravleniya GVF by 1947; t/t 1,085 hours by 09apr47; soc 11may56 as life-time expired
184 232 01	SP-LAH	Li-2P	LOT	rgd	15feb46	named 'Hela'; w/o 19mar54 when crashed near Limonowa
184 232 02	SP-LAG	Li-2P	LOT	rgd	08jan46	named 'Gabrysia'; canx 30nov61
184 232 03	SP-LAS	Li-2T	LOT	mfd	1945	fitted with an outward-opening passenger door on the right side; rgd 14jun46; named 'Stasiak' (a Polish given name); converted to 24 passenger version with eight windows; canx 30nov61 due to wing structure fatigue; transported to a tourist centre at Sobieszów in 1963; preserved in Lubuskie Muzeum Wojskowe at Drzonów from 08sep89, i/n jun24
184 232 04	SP-LAP	Li-2P	LOT	rgd	20apr46	named 'Piotrus'; canx 30nov61
184 232 05	SP-LAT	Li-2P	LOT	rgd	10jul46	named 'Tomek'; canx 10apr61
184 232 06	SP-LAU	Li-2P	LOT	rgd	14jun46	named 'Urszulka'; was hi-jacked during a domestic flight 16sep49 and landed at Nyköping (Sweden); canx 01sep60
	64	Li-2P	Polish Air Force	i/s	1960	used by Wojska Ochrony Pogranicza (Border Protection Forces) and based at Wicko Morskie; wfu 12jun64; after withdrawal it was preserved in Kolobrzeg city, 1969 photos show it apparently in the middle of a housing-estate
184 232 07	YR-TAM	Li-2T	TARS	rgd	15mar47	fitted with an upward-opening cargo door on the left side and an outward-opening passenger door on the right side; in natural metal c/s with 'lightning-bolt' cheatline, a Red Cross on the fin and 'Transporturi Aeriene Rom' no-Sovietice' titles; i/n BUD 31oct56, see the trf date below
	YR-TAM	Li-2T	TAROM	trf	1954	modified to a geological survey aircraft in 1963; canx 13aug70; was preserved and used as the "Capra-Neagra" café at Brasov together with YR-TAB in the 1970s; later scrapped
184 232 08	YR-TAB	Li-2T	TARS	rgd	08jun46	
184 232 09	YR-TAB	Li-2T	TAROM	trf	1954	canx 13aug70; seen 1970s "Capra Neagra" café, Brasov together with YT-TAM, later scrapped
	not known	Li-2T	Soviet Air Force	mfd	1947	
	CCCP-71187	Li-2T	AFL/Ukraine-DOK	toc	27feb60	
	CCCP-71187	Li-2T	AFL/Urals-Tjp	trf	29dec65	
	CCCP-71187	Li-2T	AFL/Tyumen-Tjp	trf	feb67	soc 29dec65 as life-time expired
184 232 10	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-48096	Li-2T	MAP Tbilisi APO	rgd	19nov65	canx 15feb67
184 233 01	CCCP-L4285	Li-2	AFL/Kazakhstan	mfd	1946	
	CCCP-54869	Li-2	AFL/Kazakhstan-ALA	rgd	1958/59	soc 31dec58 as life-time expired
184 233 02	CCCP-L4286	Li-2	AFL/Yakutiya-YKS	rgd	1946	in natural metal c/s; seen VKO 1946
	CCCP-L4286	Li-2	AFL/East Sib.-YKS	trf	sep52	opb Yakutskaya aviagruppa
	CCCP-L4286	Li-2	AFL/Yakutiya-YKS	trf	01apr57	opb Yakutskaya OAG GVF; not included in the GU GVF document which allocated the new registration numbers 17may58; soc 26may59 as life-time expired
184 233 03	CCCP-L4287	Li-2T	AFL/Northern-LED	mfd	1956	opb 19 ATO; dbr 25mar49 on the leg from Leningrad-Shosseina to Lyubertsy of a cargo flight from Leningrad to Sverdlovsk when the trim tabs of the rudder and the ailerons which had been moved to their extreme position during maintenance the day before were not returned to their neutral position and the crew did not check their position before take-off so that the aircraft veered to the right during the take-off run, the pilot failed to abort the take-off and the aircraft entered a right turn after lift-off which could not be stopped, the aircraft lost height and speed and made a wheels-up landing in an area of abandoned WWII trenches and bunkers, suffering substantial damage, the crew escaped unhurt
						soc 25jan57 due to its poor technical condition; t/t 8,243 hours
184 233 04	CCCP-L4288	Li-2	AFL/N.Kavkaz-ROV	mfd	1946	
184 233 05	CCCP-L4289	Li-2	AFL/Moscow (MUTA)	mfd	1946	
	CCCP-84578	Li-2	AFL/Moscow (MUTA)	rgd	1958/59	soc 18nov59 as life-time expired
184 233 06	CCCP-L4290	Li-2	AFL/Ukraine-HRK	mfd	jan46	f/n MRV 23jul54; soc 11may56 as life-time expired
184 233 07	CCCP-L4291	Li-2	AFL/N.Kavkaz-ROV	FRU	01jun46	photo in "Sovetskaya Kyrgyziya" newspaper 03sep67; soc 14dec55 as life-time expired
184 233 09	CCCP-L4292	Li-2	AFL/Urals	rgd	mar46 ?	used in transport configuration; operated initially by 3 TAO at SVX; trf to 17 TAO at SVX 01jul48
	CCCP-L4292	Li-2	AFL/West Siberia	trf	sep52	probably opb 120 AO at SVX; in dark green or olive drab c/s; t/t 10,014 hours by may55; struck off charge 11may56 as life-time expired
184 233 10	CCCP-L4296	Li-2	AFL/Kazakhstan	rgd	1946	fitted with an outward-opening passenger door on the right side; in olive drab c/s with light grey underside; soc 26dec55 as life-time expired
184 234 01	CCCP-L4297	Li-2	AFL/Ukraine-HRK	mfd	jan46	fitted with an outward-opening passenger door on the right side; in natural metal c/s; soc 13oct56 as life-time expired
184 234 02	CCCP-L4298	Li-2T	AFL/Northern	mfd	06oct45	rgd mar46 ?; opb 19 TAO at Leningrad (became 67 AO sep52); flew from CEK to KZN 19sep47; struck off charge 23may57 as trf to the SibNIA, to be used for repeated static tests; t/t 12,938 hours
184 234 06	CCCP-L4300	Li-2	AFL/Armenia	mfd	1946	soc 31oct57 as worn out
184 234 07	CCCP-L4299	Li-2	AFL/Northern	no	reports	soc 31jan56 as worn out
184 235 01	YR-TAA	Li-2P	TARS	rgd	07jun46	in natural metal c/s; seen at Baneasa still without logo aug46 and with 'TARS' logo on the nose sep47; written off 15nov50 when crashed in the Fagaras mountains
184 235 02	YR-TAR	Li-2P	TARS	rgd	07jun46	
184 235 03	YR-TAR	Li-2P	TAROM	trf	1954	canx 10jul69; scrapped
	YR-TAC ?	Li-2P	TARS	rgd	08jun46	registration date not 100 % sure
	HA-LIA	Li-2P	MASZOVLET	trf	01aug46	fitted with an outward-opening door; in natural metal c/s; named 'Aladár' (a Hungarian given name); on a photo at Budaörs in 1946 without cheatline; started revenue flights 15oct46 (Budapest-Debrecen-Budapest); rgd 27nov46; established a parachuting record 01may55 (6,270 metres)
	HA-LIA	Li-2P	MALÉV	trf	01oct54	wfu 31dec61; was preserved at Mátyás Square in Budapest from 03aug62 and used as the "Little Pilot Coffee House", damaged by fire 29apr66
184 235 04	YR-TAD	Li-2P	TARS	rgd	08jun46	
	YR-TAD	Li-2P	TAROM	trf	1954	canx 02jul69; scrapped
184 235 05	YR-TAF	Li-2P	TARS	rgd	18jun46	
	YR-TAF	Li-2P	TAROM	trf	1954	canx 31dec68; was preserved in Herestrau Park at Bucharest as 'YR' until about 1982; scrapped
184 235 06	YR-TAG (1)	Li-2P	TARS	mfd	07mar46	rgd 17jun46 ?; c/n not confirmed for this registration, but on a 1946 photo of YR-TAG the c/n on the fin reads '184..06'; in natural metal c/s with a diagonal band in the colours of the Romanian flag on the rudder, did not carry a 'TARS' logo; see c/n 18428002 (YR-TAE has also been suggested)
	HA-LIB	Li-2P	MASZOVLET	trf	04aug46	c/n confirmed; fitted with an outward-opening door; in natural metal c/s; named 'Béla' (a Hungarian given name); started revenue flights 15oct46 (Budapest-Szombathely-Budapest)
	HA-LIB	Li-2P	MALÉV	trf	01oct54	in natural metal c/s with 'lightning-bolt' cheatline; an unsuccessful hijack attempt was made on a flight from Budapest via Szombathely to Zalaegerszeg 15oct56 (1 of the 4 hijackers was shot dead by a plainclothes police officer and another one was severely injured); last revenue flight 14/15oct58 (Budapest-Miskolc-Debrecen-Miskolc-Budapest); wfu 10dec58; burnt for fire practice at Ferihegy in 1962
184 235 07	YR-TAH ?	Li-2P	TARS	mfd	15mar46	rgd 18jun46 ?; a 1946 photo of YR-TAG (1) seems to show YR-TAH in the background; in natural metal c/s with a diagonal band in the colours of the Romanian flag on the rudder
	HA-LIC	Li-2P	MASZOVLET	trf	17aug46	fitted with an outward-opening door; named 'Cecil' (a Hungarian given name); started revenue flights 16oct46 (Budapest-Debrecen-Budapest)
	HA-LIC	Li-2P	MALÉV	trf	01oct54	in natural metal c/s with 'lightning-bolt' cheatline; last revenue flight 20oct60 (Budapest-Pécs-Budapest); used as a ground trainer from 29mar61; wfu 31dec61; burnt for fire practice at Ferihegy in 1962
184 235 08	YR-TAJ ?	Li-2P	TARS	mfd	20mar46	rgd 18jun46 ? - neither date confirmed
	HA-LID	Li-2P	MASZOVLET	trf	21aug46	fitted with an outward-opening door; in natural metal c/s with small titles and a logo on the nose, no cheatline; named 'Dénes' (a Hungarian given name)
	HA-LID	Li-2P	MALÉV	trf	01oct54	an unsuccessful hijack attempt was made on a flight from Szombathely 13oct56, but the aircraft returned to Szombathely; carried Red Crosses in 1956/57; wfu 31dec61; destroyed in 1962
184 235 09	YR-TAI	Li-2P	TARS	rgd	03jun46	written off 21nov47 when crashed near Plouhneac nad Popelkou (Czechoslovakia) because of non-functioning radio equipment, 9 or 13 occupants were killed; canx 21nov47
184 235 10	YR-TAO ? (1)	Li-2P	TARS	rgd	1946	see c/n 23441802
	HA-LIE	Li-2P	MASZOVLET	trf	21aug46	fitted with an outward-opening door; named 'Elemér' (a Hungarian given name); in natural metal c/s with 'lightning-bolt' cheatline; on a flight from Pécs 04jan49 the aircraft was hijacked by some crew members and passengers to Munich
	HA-LIE	Li-2P	MALÉV	trf	01oct54	in natural metal c/s with 'lightning-bolt' cheatline; wfu 1960; burnt for fire practice at Ferihegy in 1963
184 236 01	not known	Li-2	Soviet Air Force	mfd	1946	
	CCCP-51126	Li-2	AFL/Turkmenis.-KRW	toc	27dec59	f/n ASB 27aug61; soc 12jan66 as worn out
184 236 05	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-71306	Li-2T	AFL/Northern-KVK	toc	unknown	on charge as of 01aug60; soc 19apr66 as worn out
184 236 07	CCCP-L4327	Li-2	AFL/Volga-KUF	mfd	1947	
	CCCP-L4327	Li-2	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4327	Li-2	AFL/Centr.Reg.-RTW	trf	oct54	
	CCCP-L4327	Li-2	AFL/Privolzhsk-RTW	trf	26oct54	
184 236 08	CCCP-65684	Li-2	AFL/Privolzhsk-RTW	rgd	31mar58	soc 02oct62 as life-time expired
	CCCP-X646	Li-2	Soviet MVD	rgd	may46 ?	operated by aviaotryad MVD Kazakhskoi SSR; flew from CEK to SVX 27sep47; canx 05apr54 as having been transferred to a military unit of the MVD
184 236 09	not known	Li-2	Soviet MVD			
	CCCP-N393	Li-2	Polyarnaya Aviats.	rgd	mar46 ?	opb Moskovskaya aviagruppa as of 1946; initially in natural metal c/s; received from the repair base of the Soviet Air Force at Zaporozhye in 1947; flew supplies for the Po-2 flight of the Olenyok geological expedition from Mys Kosisty to Olenyok in 1947; repainted in dark green or olive drab c/s with light blue or light grey undersides by 1950; on a photo at Mys Shmidta in 1950; opb Chukotskaya aviagruppa from 24jan51; flew ice reconnaissance missions jun51/aug51; new CoFr issued 28jun54; opb 1 AE of Moskovski OAO as of apr55

	CCCP-1393	Li-2	MAP Lyotny otryad	rgd	12sep57	
	CCCP-03470	Li-2	Bashkirski SNKh	rgd	06aug58	
	CCCP-27217	Li-2	MAP zavod # 26	rgd	06dec65	
184 236 10	CCCP-N394	Li-2	Polyarnaya Aviats.	toc	mar46	Zavod No. 26 im. V.P. Pavlova (p/ya 20, later Ufa Motors); canx 24jan67 opb MAGON from 29mar46; detached to Chukotskaya aviagruppa 08jul46; damaged 08oct46 whilst parked at Amerda when the airfield was flooded; trf to Chukotskaya aviagruppa 25nov46; damaged beyond repair 07mar47 on a flight from Mys Shmidt when the crew made a mistake in handling the fuel system so that the engines flamed out 10 minutes after take-off and the aircraft made a forced landing on hummocky ice, all 6 crew members (pilot: Yu.A. Vitchevski) and all passengers were slightly injured; struck off charge 04apr47
184 237 01	not known	Li-2T	Soviet Air Force	mfd	1947	
	CCCP-71184	Li-2T	AFL/Far East	toc	08mar60	soc 31aug61 as worn out
184 237 04	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-06191	Li-2T	Tatars. SNKh Kazan	rgd	13jul62	
	CCCP-93916(1)	Li-2T	MAP Kazan VPO	rgd	26nov65	canx 22jan72 ?; see c/n 23441707
184 237 07	CCCP-L4301	Li-2T	AFL/Uzbekistan-TAS	mfd	1946	soc 06sep56, by order of the Azerbaijan UGA, as life-time expired
184 237 08	CCCP-L4302	Li-2	AFL/Uzbekistan-TAS	mfd	1946	soc 19aug55 as life-time expired
184 237 10	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-63820	Li-2	AFL/Azerbaijan-ASF	toc	02aug60	
	CCCP-63820	Li-2	AFL/Yakutiya	trf	29jan63	soc 15dec66 as life-time expired
184 238 01	YR-TAV	Li-2P	TARS	rgd	19jul46	in natural metal c/s with a 'TARS' logo on the nose; w/o 13aug47 when crashed at Bucharest
184 238 02 ?	YR-TAT	Li-2P	TARS	rgd	24jul46	was reported as c/n 18432802, in error ?, see that c/n; fitted with an outward-opening passenger door on the right side
184 238 03	YR-TAT	Li-2P	TAROM	trf	1954	canx 22dec70; donated to Pioneers children's organisation; later scrapped
	YR-TAX	Li-2P	TARS	rgd	24jul46	in natural metal c/s with 'lightning-bolt' cheatline and 'Transporturi Aeriene Rom' no-Sovietice' titles; on a drawing in natural metal c/s with 'TARS' titles, a 'TARS' logo on the nose and a diagonal band in the colours of the Romanian flag on the rudder
184 238 04	YR-TAX	Li-2P	TAROM	trf	1954	written off 08oct60 when crashed at Mironesa-Iassy; canx 31dec62
	YR-TAZ	Li-2	TARS	rgd	24jul46	
	YR-TAZ	Li-2	TAROM	trf	1954	canx 13mar66 as to the Romanian Air Force
	3804	Li-2	Romanian Air Force	trf	16mar66	canx 10oct68; photo in basic ex TAROM c/s with the logo still behind the cockpit; scrapped
184 238 05	not known	Li-2	Soviet Air Force	mfd	1946	
	CCCP-L4330	Li-2	AFL/Privolzhsk-KUF	toc	06jun47	soc 26dec55 as life-time expired
184 239 01	CCCP-L4303	Li-2	AFL/Latvia	mfd	1947	soc 10jul57 as worn out
184 239 02	CCCP-L4304	Li-2	AFL/Kazakhstan	mfd	03dec46	opb 25 TAO; w/o 30sep48 on the leg from Balkhash to Karaganda of a flight from Alma-Ata to Moscow when the crew probably lost spatial orientation while flying in clouds so that the aircraft entered a dive, the right wing broke off during the recovery from the dive and the aircraft crashed in the steppe in the Aktogai district (39 km north-west of Balkhash airport), all 4 crew and 11 passengers killed; t/t 2,474 hours; wreck found only 10oct48
184 239 05	CCCP-L4305	Li-2	AFL/N.Kavkaz-ROV	mfd	1946	soc 24jun57 as life-time expired
184 239 06	CCCP-L4306	Li-2	AFL/N.Kavkaz-ROV	mfd	1946	soc 31oct57 as worn out
184 239 09	CCCP-63829	Li-2	AFL/Northern	toc	unknown	on charge as of 01sep60; soc 22dec65 as worn out
184 240 01	SP-LAE	Li-2P	LOT	rgd	11jan46	named 'Ela'; w/o 14apr55 when crashed near Katowice
184 240 02	SP-LAK	Li-2P	LOT	rgd	28feb46	named 'Krysia'; canx 30nov61
184 240 03	SP-LAR	Li-2P	LOT	rgd	14apr46	named 'Rena'; canx 01sep60
184 240 04	SP-LAF	Li-2P	LOT	rgd	08feb46	named 'Fela'; canx 30nov61
184 240 05	SP-LAJ	Li-2P	LOT	rgd	01mar46	named 'Jasiek'; canx 30nov61
184 240 06	SP-LAN	Li-2P	LOT	rgd	23mar46	named 'Nelli'; canx 30nov61
184 240 07	SP-LAO	Li-2P	LOT	rgd	23mar46	named 'Olenka'; crashed 07oct52
184 240 08	SP-LAL	Li-2P	LOT	rgd	23mar46	named 'Lucynka'; w/o 25aug60 when crashed at Lignowa near Tczew, crew killed
184 240 09	SP-LAW	Li-2P	LOT	rgd	14jun46	named 'Wojciech'; canx 24nov60
184 240 10	YR-TAS	Li-2P	TARS	rgd	24may46	
	YR-TAS	Li-2P	TAROM	trf	1954	trf 1968 to the Agricultural High School; canx 01feb72; scrapped
184 241 02	not known	Li-2	Soviet Air Force	mfd	1946	
	CCCP-51138	Li-2	AFL/Northern-KVK	toc	31jan60	soc 03aug67 as life-time expired
184 242 02	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-51148	Li-2	AFL/Ukraine-HRK	toc	unknown	f/n HRK 23oct64; soc 14feb67 as worn out
184 243 08	not known	Li-2	Soviet Air Force	mfd	1946	
	CCCP-71260	Li-2	AFL/Lithuania	toc	unknown	on charge as of 01jul60; soc 06jul65 and again 07sep65 by order of the MGA
184 243 09	not known	Li-2	AFL/Lithuania	toc	01jul60	registration given as CCCP-71261, but crossed out in MGA document; see c/n 18437309 with very similar details and also c/n 18425602 with the same registration given in MGA document
184 244 01	not known	Li-2	AFL/Komi	trf	12jan71	soc 09apr74 as worn out
	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-71175	Li-2T	AFL/Far East-KHV	toc	01mar60	soc 30apr66 as worn out
184 245 06	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-63903	Li-2	AFL/Northern	toc	26aug63	soc 24jan66 as worn out
184 245 08	not known	Li-2T	Soviet Air Force	mfd	1947	
	CCCP-71199	Li-2T	AFL/Yakutiya-YKS	toc	04mar60	opb 139 AO Yakutskoi OAG GVF (became 139 LO Yakutskogo OAO 21jan63); damaged 28sep61 on a flight from Ust'-Maya to Yakutsk when landed with cross-winds and veered off the runway to the right in the direction of the apron due to pilot error so that the right wing hit the rudder of parked Li-2T CCCP-63831 and the aircraft then collided with the tail of taxiing Li-2 CCCP-63857, all 4 crew escaped unhurt; repaired; t/t 3,786 hours by 01dec62; soc 22dec65 as worn out
184 245 09	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-71200	Li-2T	AFL/Yakutiya-Nyu	toc	04mar60	soc 30apr66 as life-time expired
184 246 03	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-93934	Li-2T	MAP Myachkovo	rgd	22nov65	
	CCCP-93934	Li-2T	MAP Zhukovski	trf	unknown	canx 1971
184 246 08	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-71174	Li-2T	AFL/Far East-KHV	toc	04mar60	soc 31may68 by order of the MGA as maximum time in between overhauls was exceeded
184 246 10	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-71176	Li-2T	AFL/Far East-VVO	toc	08mar60	
	CCCP-71176	Li-2T	AFL/Far East-KHV	trf	nov63	soc 11jun66 by order of the MGA
184 247 02	not known	Li-2T	Soviet Air Force	no	reports	converted to, see next line
	not known	UCHShLi-2	Soviet Air Force	no	reports	first Li-2T converted to this training version for navigators; underwent state trials at the NII VVS 26apr/19may47
184 247 03	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-71201	Li-2T	AFL/Yakutiya-YKS	toc	04mar60	soc 28may66 as life-time expired
184 247 04	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-71183	Li-2T	AFL/Far East-UUS	toc	04mar60	soc 24mar70 as life-time expired
184 247 05	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-71204	Li-2T	AFL/Far East-PKC	toc	08mar60	soc 29jul66 no reason given
184 247 06	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-71205	Li-2T	AFL/Far East-PKC	toc	08mar60	soc 11jun66 as worn out
184 247 07	CCCP-X696	Li-2	MMP	rgd	1946	Ministry of the Metallurgical Industry; opb AO Norilskogo GMK
	CCCP-L3944(2)	Li-2	AFL/Krasnoyarsk	rgd	15jun55	used in cargo configuration; opb 126 AO at Krasnoyarsk-Severnaya as of 01apr57; see c/n 7526
	CCCP-84661	Li-2	AFL/Krasnoyarsk	rgd	09may58	opb 126 AO; soc 25feb62 as life-time expired
184 247 08	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-03575	Li-2T	MAP zavod # 166	trf	1959	in documents in 1958/59
	CCCP-93913(1)	Li-2T	MOMS Omsk	rgd	11dec65	see c/n 23441809
184 247 09	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-71202	Li-2	AFL/Yakutiya-YKS	toc	04mar60	soc 06feb61 as worn out
184 248 02	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-71286	Li-2T	AFL/Moscow ASPIMVL	toc	01aug60	soc 06apr67 as life-time expired
184 250 01	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-51140	Li-2	AFL/Privolzhsk-RTW	toc	21dec59	soc 12mar66 as worn out
184 250 02	not known	Li-2	Soviet Air Force	mfd	1946	
	CCCP-71305	Li-2	AFL/Northern	toc	unknown	on charge as of 01aug60; soc 07sep65 as life-time expired
184 250 09	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-71160	Li-2	AFL/Mosk. AG SPIVS	toc	unknown	on charge as of 01mar60; soc 13apr67 as life-time expired
184 251 02	not known	Li-2	Soviet Air Force	mfd	1946	
	CCCP-71263	Li-2	AFL/Moldova-KIV	toc	11jun60	soc 12mar66 by order of the MGA, no reason given
184 251 04	not known	Li-2	Soviet Air Force	mfd	1946	
	CCCP-71279	Li-2	AFL/Tajikistan-DYU	trf	17jun60	
	CCCP-71279	Li-2	AFL/Syktvykar-SCW	trf	11jan64	soc 15apr66 as worn out
184 251 05	not known	Li-2	Soviet Air Force	mfd	1946	
	CCCP-06199	Li-2	MAP Kuibyshev MSZ	rgd	29jun63	
	CCCP-64460	Li-2	MAP Kuibyshev MSZ	rgd	29nov65	canx 12may67
184 252 01	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-71292	Li-2T	AFL/Moscow (MUTA)	toc	22jul60	soc 06apr67 as life-time expired
184 252 06	not known	Li-2T	Soviet Air Force	mfd	1947	
	CCCP-51156	Li-2T	AFL/Far East	trf	feb60	photo exists ca. 1961
	CCCP-51156	Li-2T	AFL/Far East-PKC	trf	1966	soc 22nov68 as life-time expired
184 252 07	not known	Li-2	Soviet Air Force	mfd	1946	
	CCCP-51151	Li-2	AFL/Kazakhstan-AKX	toc	08feb60	soc 22dec65 as worn out
184 253 01	not known	Li-2T	Soviet Air Force	mfd	1946	
	CCCP-58649(1)	Li-2	MAP Ufa Motors	rgd	06dec65	canx 15jun68; see c/n 23441602

184 253 02	not known CCCP-71272	Li-2T Li-2T	Soviet Air Force AFL/Kazakhstan-AKX	mfd toc	30nov46 13jun60	crashed 06aug60 on take off Aktyubinsk when entered a vortex on take off and came down on its right wing; soc 16sep61
184 253 03	not known CCCP-71304 CCCP-71304 CCCP-71304	Li-2T Li-2T Li-2T	Soviet Air Force AFL/Urals-SVX AFL/Tyumen-Tjp AFL/Urals-PEE	mfd toc trf	30nov46 23jul60 25nov62 05apr66	f/n SVX 17nov62 soc 10may67 as life-time expired
184 253 04	not known CCCP-51128	Li-2T Li-2	Soviet Air Force AFL/Northern	mfd toc	1946 29dec59	soc 21jan66 as worn out
184 253 05	not known CCCP-51121	Li-2 Li-2	Soviet Air Force AFL/East Sib.-UUD	mfd toc	1947 10mar60	soc 12feb68 as life-time expired; batch number of c/n difficult to read in MGA document
184 253 06	not known CCCP-71170	Li-2T Li-2T	Soviet Air Force AFL/Lithuania-VNO	mfd toc	1947 01mar60	soc 10may67 as life-time expired
184 253 07	not known CCCP-71246	Li-2T Li-2	Soviet Air Force AFL/Moscow ASPIMVL	mfd toc	1947 01jul60	soc 14feb67 as life-time expired
184 253 09	not known CCCP-63856 CCCP-63856	Li-2 Li-2	Soviet Air Force AFL/Privolzhsk-KUF AFL/Turkmenis.-KRW	mfd toc trf	1947 09aug60 08feb66	f/n KUF 21jan63 soc 12sep66 as worn out
184 254 06	not known CCCP-63817	Li-2T Li-2	Soviet Air Force AFL/Northern	mfd toc	1947 unknown	on charge as of 01aug60; soc 20apr61 as worn out
184 254 08	not known CCCP-48983	Li-2T Li-2	Soviet Air Force MOM Orenburg MSZ	mfd rgd	1947 26nov65	canx 28mar67
184 255 06	CCCP-63825	Li-2T	AFL/Ukraine	mfd	07jan47	toc 10aug60; opb 89 AO; w/o 01apr63 on a training flight (approach and landing in bad visibility at night) from Donetsk when the instructor left the cockpit during the approach (leaving the trainee with the second pilot) and the trainee did not cope with the difficult situation, the aircraft deviated from the glide path, hit trees, lost its right wing and crashed in a field 325 metres before the runway threshold and 380 metres to the right of the extended centreline, 1 of the 5 crew killed and the other 4 slightly injured; t/t 6,224 hours 29 minutes; soc 07may63
184 255 08	not known CCCP-71203	Li-2T Li-2T	Soviet Air Force AFL/Yakutiya-YKS	mfd toc	1947 04mar60	soc 26apr68 as life-time expired
184 256 02	not known CCCP-71261(1)	Li-2T Li-2T	Soviet Air Force AFL/N.Kavkaz-MRV	mfd toc	1947 11jun60	soc 29oct66 as worn out, see c/n 18424309 and 18437309 with the same registration given in MGA document
184 256 04	HA-LIF HA-LIF	Li-2P Li-2P	MASZOVLET MALEV	rgd trf	21jul47 01oct54	named 'Ferenc' (a Hungarian given name) dbr 23dec54 at 15:15 hours when belly-landed near Polna due to icing; two losses on the same day with the same cause, see HA-LII c/n 18427006
184 256 05	not known CCCP-71249	Li-2 Li-2	Soviet Air Force AFL/Privolzhsk-REN	mfd toc	1947 01jul60	f/n KUF 01sep62; reportedly based at KZN by 11dec63; soc 21oct69 as worn out; registration also given for c/n 18434705 in MGA document, but looks to have been subsequently corrected to CCCP-71247 for that c/n
184 256 06	YU-BAA CCCP-L1265 CCCP-L1265 CCCP-L1265 CCCP-L1265 CCCP-65685 CCCP-65685 CCCP-65685 CCCP-65685	Li-2P Li-2P Li-2P Li-2P Li-2P Li-2P Li-2P Li-2P	JUSTA AFL/Volga-KUF AFL/Centr.Reg.-KUF AFL/Centr.Reg.-RTW AFL/Privolzhsk-RTW AFL/Krasny Kut FS AFL/Moscow ASPIMVL	d/d toc trf trf trf trf trf	1947 10sep49 sep52 oct54 26oct54 20apr59 unknown	first CoFA issued 25jul47; grounded from 03oct48 due to overhaul of both engines; t/t 379 hours 52 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary) on a photo at Riga in 1951
184 256 07	not known CCCP-71269	Li-2 Li-2	Aeroflot/KShVLP Soviet Air Force	trf mfd	unknown 1947	on charge as of 01sep60 Kirovograd Advanced Flying Training College; soc 08sep65 as worn out
184 256 09	CCCP-X769 CCCP-X769 CCCP-L3954(2) CCCP-L3954(2) CCCP-16196	Li-2P Li-2T Li-2P Li-2P Li-2P	AFL/N.Kavkaz-VOG MVD - Dalstroj AFL/Far East AFL/Far East AFL/Magadan AFL/Magadan	rgd rgd trf trf	unknown sep47 ? 03dec53 07jul55 22jul57 29may58	on charge as of 01jul60; soc 22jun66 as worn out version from a Dalstroj document; opb SMP AO from 03oct47; Dalstroj assigned the crew of P.T. Platonov to this aircraft 28jun49 used in cargo configuration; opb Magadanskaya aviagruppa opb Magadanskaya aviagruppa; see c/n 1841704 opb 185 AO of Magadanskaya OAG GVF at Magadan initially opb 185 AO of Magadanskaya OAG GVF; trf to 150 AO of Magadanskaya OAG GVF at Anadyr between jan57 and nov63 opb 68 LO of Arkhangelski OAO at Kegostrov; soc 26jul66 as worn out
184 257 01	CCCP-16196 not known CCCP-71210 CCCP-71210	Li-2P Li-2T Li-2T Li-2T	AFL/Northern Soviet Air Force AFL/Kazakhstan-AKX AFL/Kazakhstan-GUW	trf mfd toc trf	31may65 1947 11mar60 jul63	soc 26may70 as worn out
184 257 03	not known CCCP-71290 CCCP-71290	Li-2T Li-2 Li-2	Soviet Air Force AFL/Syktvykar-SCW AFL/Komi-SCW	mfd toc trf	1947 05jul60 15feb66	soc 21sep67 as life-time expired
184 257 06	not known CCCP-71189	Li-2T Li-2	Soviet Air Force AFL/Ukraine-ODS	mfd mfd	1947 26feb47	toc 27nov60; cargo aircraft; soc 10may67 as life-time expired
184 258 02	"08"	Li-2	Soviet Air Force	ph.	1958	at Volchansk; colour of code probably yellow
184 258 04	not known CCCP-71297	Li-2T Li-2T	Soviet Air Force AFL/N.Kavkaz-ROV	mfd trf	1947 jul67	f/n MRV 19jul63; l/n MRV 10jun65; c/n from russianplanes.net; registration not mentioned in the MGA document
184 259 02	not known CCCP-69312	Li-2 Li-2P	Soviet Air Force MAP Saratov APO	mfd rgd	1947 22dec65	canx 1972
184 259 05	not known CCCP-71296 CCCP-71296 CCCP-71296 CCCP-71296 CCCP-71296 CCCP-71296 CCCP-71296	Li-2 Li-2 Li-2 Li-2 Li-2 Li-2 Li-2	Soviet Air Force AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG AFL/N.Kavkaz-MRV AFL/N.Kavkaz-KRR AFL/Tyumen-Tjp AFL/Urals-CEK	mfd toc trf trf trf trf trf	1947 16jul60 jun62 oct64 oct65 04dec65 06jun66	f/n MRV 17jan61 f/n SVX 09jul66; soc 17oct66 as worn out, t/t 11.892 hours
184 259 10	"63" CCCP-71178 CCCP-71178 CCCP-71178	Li-2 Li-2 Li-2 Li-2	Soviet Air Force AFL/N.Kavkaz-KRR AFL/Urals AFL/Tyumen-Tjp	no toc trf trf	reports 29feb60 09dec65 26feb66	year of trf unreadable in documents but concluded from previous trf to AFL/Urals and soc date; soc 10may67 as life-time expired
184 260 03	not known CCCP-71280 CCCP-71280 CCCP-71280	Li-2 Li-2 Li-2	Soviet Air Force AFL/Tajikistan-DYU AFL/Armenia	mfd trf trf	1947 17jun60 22jul61	soc 10may67 as life-time expired
184 260 06	not known CCCP-63818	Li-2 Li-2	Soviet Air Force AFL/Armenia-EVN AFL/Northern-ARH	mfd toc	1947 unknown	on charge as of 01aug60; soc 27may67 as life-time expired
184 260 07	not known CCCP-71281 CCCP-71281	Li-2 Li-2	Soviet Air Force AFL/Tajikistan-DYU AFL/Latvia-RSC	mfd toc trf	1947 13jun60 22may61	soc 14feb67 as life-time expired
184 261 01	not known CCCP-69321	Li-2T Li-2T	Soviet Air Force MAP Myachkovo	mfd rgd	1947 06nov65	canx 14feb67
184 261 04	CCCP-L3978(2) CCCP-84659	Li-2 Li-2	AFL/West Sib.-Ovn AFL/Krasnoyarsk-KJA	mfd rgd	1947 1958/59	see c/n 1841905 f/n KJA 18may66; soc 21sep67 as life-time expired
184 261 05	not known "7"	Li-2 UChShLi-2	Soviet Air Force Soviet Air Force			converted to, see next line
184 262 01	CCCP-71276 "15"	Li-2T Li-2T	Soviet Air Force AFL/Kazakhstan-KGF		1955 13jun60	the first series-production UChShLi-2; underwent factory trials 15nov/08dec48 featured in 1955 Soviet movie "Maksim Perepelitsa" f/n KGF 11jun62; soc 19mar67 as life-time expired
184 262 02	CCCP-71206	Li-2T	Soviet Air Force			
184 262 03	not known CCCP-71277	Li-2T Li-2T	AFL/East Sib.-HTA Soviet Air Force	toc mfd	01mar60 1947	soc 22apr70 as worn out
184 262 07	not known CCCP-71193 CCCP-71193	Li-2 Li-2 Li-2	AFL/Kazakhstan-UKK Soviet Air Force AFL/Privolzhsk-KUF AFL/Turkmenis.-KRW	toc mfd toc toc	13jun60 1947 unknown 01sep63	soc 12sep69 as worn out on charge as of 01apr60 soc 03aug67 as life-time expired
184 263 01	not known CCCP-06194 CCCP-58646	Li-2 Li-2	Soviet Air Force Tatars. SNKh Kazan MAP Kom-na-Amu MSZ	mfd rgd rgd	1947 19apr62 15jan66	canx 02feb67
184 263 04	not known CCCP-71303 CCCP-71303	Li-2T Li-2T	Soviet Air Force AFL/Urals-SVX AFL/Urals-PEE	mfd toc trf	1947 19jul60 08jun61	soc 27may67 as life-time expired
184 263 06	not known CCCP-71295	Li-2T Li-2T	Soviet Air Force AFL/N.Kavkaz-KRR	mfd toc	1947 14jul60	f/n ROV 04oct60; soc 12sep66 as worn out
184 263 07	not known CCCP-63824	Li-2 Li-2	Soviet Air Force AFL/Ukraine-HRK	mfd toc	10apr47 16aug60	f/n HRK 18nov64; featured in a 1955 movie; soc 09aug67 as life-time expired
184 263 09	not known CCCP-71192	Li-2 Li-2	Soviet Air Force AFL/Privolzhsk-RTW	mfd toc	1947 01apr60	soc 10may67 as life-time expired
184 263 10	not known CCCP-51102	Li-2T Li-2T	Soviet Air Force AFL/Far East-PKC	mfd toc	1947 03mar60	dbr, details unknown; soc 06dec65
184 264 01	not known CCCP-71298	Li-2T Li-2T	Soviet Air Force AFL/Azerbaijan-ASF	mfd trf	1947 aug63	

184 264 03	CCCP-71298	Li-2T	AFL/N.Kavkaz-ASF	trf	22dec67	f/n TJM 10dec69; soc 30may72 as life-time expired rgd 01mar68; f/n TJM 10dec69; soc 30may72 as life-time expired
	CCCP-71298	Li-2T	AFL/Tyumen-Tjp	trf	01mar68	
	not known	Li-2	Soviet Air Force	mfd	1947	
	CCCP-71294	Li-2	AFL/Moscow (MUTA)	toc	22jul60	
184 264 06	CCCP-71294	Li-2	AFL/Moscow ASP	trf	11apr63	soc 26jul66 as worn out
	not known	Li-2T	Soviet Air Force	mfd	1947	
	CCCP-71264	Li-2T	AFL/Moldova	toc	11jun60	
	CCCP-71264	Li-2T	AFL/Moldova-KIV	trf	may65	
184 264 08	not known	Li-2	Soviet Air Force	mfd	1947	soc 11jun66 as worn out
	CCCP-59503(1)	Li-2	MOMS Orenburg MSZ	rgd	19nov65	
	not known	Li-2	Soviet Air Force	mfd	21may47	
	CCCP-71190	Li-2	AFL/Ukraine-DNK	toc	27feb60	
184 265 04	"03"	Li-2	Soviet Air Force	ph.	1960	f/n DNK 27aug62; soc 10may67 as life-time expired appeared in the 1960 Soviet film "Normandie-Niemen" (a famous joint Soviet/French escadrille during WWII)
184 265 06	not known	Li-2	Soviet Air Force	mfd	1947	Kirovograd Advanced Flying Training College; soc 21may69 as worn out
	CCCP-71273	Li-2	AFL/N.Kavkaz-ROV	toc	18jun60	
	CCCP-71273	Li-2	Aeroflot/KShVLP	trf	30jan61	
	not known	Li-2	Soviet Air Force	mfd	1947	
184 265 07	CCCP-71270	Li-2	AFL/N.Kavkaz-KRR	toc	11jun60	f/n MRV 07jan61 soc 21jan69 as worn out trf to GU GK in the 3rd quarter of 1949 Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); opb UTO Moskovskogo AGP
	CCCP-71270	Li-2	AFL/Turkmenis.-KRW	toc	16aug66	
	not known	Li-2	Soviet Air Force	mfd	1947	
	CCCP-F353	Li-2	GU GK	rgd	nov49 ?	
184 265 10	CCCP-A4029	Li-2	AFL/Mosk. AG SPIVS	rgd	28mar53	photo survey aircraft; opb 1 AOVS at Myachkovo opb 1 AOVS as of 01jan57; see PS-84 c/n 1841808 opb 1 AOVS (became 229 LO AFS of Myachkovski OAO in 1962); soc 26may70 as worn out
	CCCP-L3971(2)	Li-2	AFL/Mosk. AG SPIVS	rgd	23dec56	
	CCCP-65707	Li-2	AFL/Mosk. AG SPIVS	rgd	17may58	
	not known	Li-2T	Soviet Air Force	mfd	1947	
184 266 01	CCCP-63816	Li-2T	AFL/Northern-ARH	toc	unknown	on charge as of 01aug60; soc 24jan66 as worn out named 'Géza' (a Hungarian given name); damaged 29sep48 but repaired in natural metal c/s with 'lightning-bolt' cheatline; was hijacked on a flight from Budapest to Szombathely 13jul56 when 7 passengers (among them a former Hungarian Air Force pilot, György Polyák) demanded to be flown to Munich (West Germany) and maltreated the crew members and the other passengers, Polyák took control, but lost orientation and landed at Manching when the aircraft got low on fuel CoFA expired 31oct61; wfu 1962, preserved at Tatabánya Lido; destroyed in 1968 t/t 253 hours 21 minutes by 31dec48; returned to the Soviet Union 11sep49 (ferried by Hungarian pilots via Hungary)
	HA-LIG	Li-2T	MASZOVLET	rgd	21jul47	
	HA-LIG	Li-2T	MALEV	trf	01oct54	
184 266 03	HA-LIG	Li-2T	Hung. Defence Ass.	trf	24jan58	soc 24dec60 as life-time expired t/t 128 hours 57 minutes by 31dec48; returned to the Soviet Union 11sep49 (ferried by Hungarian pilots via Hungary)
	YU-BAP	Li-2T	JUSTA	d/d	1947	
	CCCP-L1266	Li-2T	AFL/Ukraine-HRK	toc	11sep49	
	CCCP-65722	Li-2T	AFL/Ukraine-HRK	rgd	1958/59	
184 266 04	YU-BAR	Li-2T	JUSTA	d/d	23jan48	soc 04jul59 as worn out; see c/n 18426801 also given in the same MGA document with this same registration ! dbr 28sep61 while taxiing to the runway at Yakutsk when the tail was hit by Li-2T CCCP-71199 which had veered off the runway due to pilot error, no casualties; t/t 3,453 hours; soc 11nov61
	CCCP-L1267	Li-2T	AFL/Krasnoyar.-KJA	toc	11sep49	
	CCCP-65706(1)	Li-2T	AFL/Krasnoyar.-KJA	rgd	1958/59	
	not known	Li-2	Soviet Air Force	mfd	1947	
184 267 03	CCCP-63857	Li-2	AFL/East Sib.-YKS	toc	08mar61	canx 03aug72
	not known	Li-2	Soviet Air Force	mfd	1947	
	CCCP-79163	Li-2	MAP Kazan APO	rgd	18dec65	
	not known	Li-2T	Soviet Air Force	mfd	1947	
184 267 07	CCCP-71274	Li-2T	AFL/N.Kavkaz-VOG	toc	11jun60	soc 19feb67 as life-time expired
	CCCP-71274	Li-2T	AFL/N.Kavkaz-KRR	trf	1964	
	CCCP-71274	Li-2T	AFL/Tyumen-Tjp	trf	09dec65	
	not known	Li-2	Soviet Air Force	mfd	1947	
184 267 09	CCCP-71282	Li-2	AFL/Tajikistan-DYU	toc	17jun60	soc 12dec68 as worn out Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); opb UTO Moskovskogo AGP
	CCCP-71282	Li-2	AFL/Kazakhstan	trf	10sep64	
	CCCP-71282	Li-2	AFL/Tyumen	trf	08feb67	
	not known	Li-2	Soviet Air Force	mfd	1947	
184 268 01	CCCP-F354	Li-2	GU GK	rgd	nov49 ?	photo survey aircraft; opb 2 AOVS at Myachkovo as of 01jan57 photo survey aircraft; opb 2 AOVS (became 229 LO AFS of Myachkovski OAO in 1962); w/o 31aug63 on an aerial survey flight from Kostroma along the Neya-Manturovo-Sharya-Svecha railway line when a malfunction of the carburettor caused the left engine to flame out, the crew tried to make an emergency landing at Sharya (Kostroma region), but the right engine overheated, the aircraft lost height and speed, hit tree tops and crashed in a forest 600 metres from km 711 of the railway line (10 km east of Sharya), 1 of the 7 crew members was killed and the other 6 were injured (1 of them severely) while the sole passenger escaped unhurt; t/t 8,754 hours; soc 11oct63
	CCCP-A4030	Li-2	AFL/Mosk. AG SPIVS	rgd	28mar53	
	CCCP-65706(2)	Li-2	AFL/Mosk. AG SPIVS	rgd	17may58	
184 268 05	not known	Li-2	Soviet Air Force	mfd	1947	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); photo survey aircraft; opb Moskovski AFO used in cargo configuration; opb 6 AOVS at Novosibirsk-Severnoy; included in the request of the West Siberian directorate for new registration numbers dated 18apr58 not included in the GU GVF document which allocated the new registration numbers 09may58, so a new request was sent by the West Siberian directorate 17may58; used in cargo configuration; opb 6 AOVS at Novosibirsk-Severnoy; dbr 16dec63 on take-off from Parbig (Bakchar district of the Tomsk region) when banked to the left during the take-off run, took off at low speed and with a steep angle of attack, fell back to the ground and bounced four times and crash-landed at Parbig settlement after some 500 metres, hitting buildings, all 3 crew members and the sole passenger escaped unhurt; t/t 8,889 hours; soc 11feb64
	CCCP-F355	Li-2	GU GK	rgd	nov49 ?	
	CCCP-A355	Li-2G	AFL/West Siberia	trf	unknown	
	CCCP-16181	Li-2G	AFL/West Siberia	rgd	1958	
184 268 07	not known	Li-2	Soviet Air Force	mfd	1947	soc 29aug66 as worn out
	CCCP-71265	Li-2	AFL/Moldova	toc	11jun60	
	CCCP-71265	Li-2	AFL/Moldova-KIV	trf	jul65	
	not known	Li-2	Soviet Air Force	mfd	05jun47	
184 269 01	CCCP-63826	Li-2	AFL/Ukraine-DOK	toc	10aug60	soc 14feb67 as life-time expired
	not known	Li-2	Soviet Air Force	mfd	1947	
	CCCP-71250	Li-2	AFL/Privolzhsk-KUF	toc	04jun60	
	CCCP-X768	Li-2P	MVD - Dalstroj	mfd	1947	
184 270 02	CCCP-L3953(2)	Li-2P	AFL/Magadan-DYR	trf	1955	f/n KUF 08feb64; soc 10may67 as life-time expired version from Dalstroj document; opb SMP AO from 03oct47; served the Magadan-Batygai route oct48; Dalstroj assigned the crew of V.D. Plakushchi to this aircraft 28jun49 see c/n 1841610
	CCCP-16197	Li-2P	AFL/Magadan-Sym	rgd	1958/59	
	CCCP-16197	Li-2P	AFL/Kazakhstan	trf	30jan65	
	YU-BAB	Li-2P	JUSTA	d/d	1947	
184 270 03	CCCP-L1268	Li-2P	Aeroflot/Moscow	VKO	1949 ?	photo in natural metal c/s; soc 06mar69 as life-time expired t/t 366 hours 43 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary) opb 232 OAO opb Litovski OAO at VNO 25dec50/1958 opb Litovskaya OAG GVF; soc 20nov59 as worn out t/t 274 hours 57 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary) fitted with an inward-opening passenger door on the right side; on a photo in natural metal c/s with Aeroflot cheatline, no titles; opb 77 ATO by 01oct57 probably the new registration was never painted on; soc 15dec58 as amortisation period expired c/n confirmed; CoFA issued 22sep47; named 'Helén' (a Hungarian given name) grounded 23mar59; wfu 31dec59 and used for parachute ground training at Budaörs; scrapped in 1963 named 'Ilona' (a Hungarian given name) dbr 23dec54 at 15:30 hours when belly-landed near Brno due to icing; two losses on the same day with the same cause, see HA-LIF c/n 18425604 carried '23' on fin; t/t 192 hours 03 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary)
	CCCP-L1268	Li-2P	AFL/Lithuania-VNO	trf	25dec50	
	CCCP-54872	Li-2P	AFL/Lithuania-VNO	rgd	1958/59	
	YU-BAC	Li-2P	JUSTA	d/d	1947	
184 270 04	CCCP-L1269	Li-2P	AFL/N.Kavkaz-ROV	rgd	21mar50	soc 24may70 worn out; see c/n 23443408 t/t 148 hours 53 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary) opb Estonski OAO; in a document 1951 opb Estonskaya OAG GVF opb Estonskaya OAG GVF; soc 03mar61 as life-time expired c/n given as 18427005 in a Yugoslav source, but see there; carried '13' on the fin; w/o 27nov47 on approach to Titograd (now Podgorica) when crashed into Rumija mountain in a snowstorm, all 3 crew and 19 passengers killed carried '16' on fin; t/t 227 hours 14 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary)
	CCCP-16205	Li-2P	AFL/N.Kavkaz-ROV	rgd	29may58	
	HA-LIH	Li-2P	MASZOVLET	rgd	17sep47	
	HA-LIH	Li-2P	MALEV	trf	01oct54	
184 270 06	HA-LII	Li-2P	MASZOVLET	rgd	17sep47	severely damaged on take-off 07mar56, details unknown; t/t 2,364 hours probably just a 'paper' date as the aircraft was not repaired after the accident 07mar56; soc 07oct61 as a repair was deemed economically not viable due to the age of the aircraft
	HA-LII	Li-2P	MALEV	trf	01oct54	
184 270 07	YU-BAF	Li-2P	JUSTA	d/d	13jan48	canx 31may79
	CCCP-L1264	Li-2P	AFL/Ukraine-DOK	toc	10sep49	
	CCCP-84699(1)	Li-2P	AFL/Ukraine-DOK	rgd	1958/59	
	YU-BAI	Li-2P	JUSTA	d/d	25feb48	
184 270 08	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 09 ?	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	
	YU-BAD	Li-2P	JUSTA	d/d	1947	
184 270 10	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown	canx 31may79
	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957	
	CCCP-84704	Li-2P	AFL/Estonia	rgd	1958/59	

184 271 08	"61"	Li-2	Soviet Air Force	photo		the colour of the code was probably yellow; in dark green c/s with light blue underside and a light stripe on top of the fuselage
184 271 10	not known CCCP-71252 CCCP-71252	Li-2 Li-2 Li-2	Soviet Air Force AFL/Privolzhsk AFL/Yakutiya	mfd toc trf	1947 04jun60 08feb63	
184 272 01	not known CCCP-71278	Li-2 Li-2	Soviet Air Force AFL/Kazakhstan-CIT	mfd toc	1947 13jun60	dbr, details unknown; soc 06apr67
184 272 02	CCCP-X770 CCCP-L3947(2) CCCP-L3947(2) CCCP-16198	Li-2T Li-2T Li-2T Li-2T	AFL/Far East AFL/Far East AFL/Magadan AFL/Magadan	trf rgd trf rgd	03dec53 15jun55 22jul57 29may58	soc 28apr71 as worn out version from a Dalstroï document; opb SMP AO from 03oct47; served the Magadan-Batygai route oct48; Dalstroï assigned the crew of D.I. Nevstruyev to this aircraft 28jun49 used in cargo configuration; opb Magadanskaya aviagruppa opb Magadanskaya aviagruppa; see c/n 1841404 opb 185 AO of Magadanskaya OAG GVF at Magadan initially opb 185 AO of Magadanskaya OAG GVF; trf to 150 AO of Magadanskaya OAG GVF at Anadyr between jan57 and nov63 opb 259 LO of Tyumenskaya aviagruppa at Tyumen initially opb 259 LO of Tyumenski OAO at Tyumen; trf to 234 LO of Salekhardski OAO at SLY 05jul66; soc 24mar70 as worn out
184 272 03	not known CCCP-78736	Li-2 Li-2T	Soviet Air Force MAP Kazan APO	mfd rgd	1947 18dec65	canx 27nov67
184 272 06	CCCP-L4307 CCCP-L4307 CCCP-84654	Li-2T Li-2T Li-2T	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Northern	KGF trf trf	30sep48 sep59 19may58	probably opb 25 TAO soc 20may60 as life-time expired
184 272 09	not known CCCP-71299	Li-2T Li-2T	Soviet Air Force AFL/West Sib.-OVB	rgd toc	1947 01jul60	soc 12dec69 as worn out
184 272 10	not known CCCP-71268 CCCP-71268	Li-2T Li-2T Li-2T	Soviet Air Force AFL/Northern Aeroflot/KShVLP	rgd toc trf	1948 01jul60 20jan61	Kirovograd Advanced Flying Training College; struck off charge 29oct66 as worn out
184 273 01	not known CCCP-71181	Li-2T Li-2T	Soviet Air Force AFL/N. Kavkaz-KRR	rgd toc	1948 01mar60	f/n ROV 21sep63; soc 12sep66 as worn out
184 273 05	CCCP-L4308 CCCP-54890 CCCP-54890	Li-2 Li-2 Li-2	AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan-BXJ	mfd rgd trf	1947 1958/59 jan64	
184 273 06	CCCP-L4309 CCCP-16132	Li-2T Li-2T	AFL/Ukraine-HRK AFL/Sykytyvkar-SCW	mfd trf	1947 05may59	soc 13sep62 as life-time expired
184 273 07	CCCP-L4310 CCCP-84582	Li-2T Li-2T	AFL/West Sib.-Ovn AFL/Yakutiya-YKS	mfd trf	1948 27feb59	soc 11apr61 as worn out
184 273 09	CCCP-L4316	Li-2T	AFL/Ukraine-HRK	mfd	1948	soc 08jan58 as life-time expired
184 273 10	not known CCCP-71212 CCCP-71212	Li-2 Li-2 Li-2	Soviet Air Force AFL/Kazakhstan-AKX AFL/Kazakhstan-TSE	mfd toc trf	1947 11mar60 aug63	
184 274 02	CCCP-L4312 CCCP-L4312 CCCP-16134	Li-2T Li-2T Li-2T	AFL/Ukraine AFL/Ukraine-LWO AFL/Northern	mfd trf trf	1947 sep52 19may58	soc 06oct60 as life-time expired c/n also given as 18429403 in a document dated 24jan51, but most probably in error; opb Igarskaya aviagruppa as of 10sep48 (was under repair at Krasnoyarsk by then) and as of 01dec51; ferried from Moscow to Kresty Kolymskiye starting 29mar56; trf from Dixon airport to Chukotski OAO 03apr56
184 274 03	CCCP-N457	Li-2T	Polyarnaya Aviats.	rgd	sep47 ?	opb Chukotski AO opb 248 AO at Nizhniye Kresty (became 248 LO of Nizhnekolymski OAO in 1963); in natural metal c/s with red cheatline and trim opb 248 LO of Nizhnekolymski OAO (became 248 LO of Kolyomo-Indigirski OAO 15mar72); struck off charge 27oct72 as life-time expired
	CCCP-04237 CCCP-04237	Li-2T Li-2T	Polyarnaya Aviats. AFL/Polar	rgd trf	22may58 10feb60	
	CCCP-04237	Li-2T	AFL/Yakutiya	trf	01oct70	
184 274 07	not known CCCP-71213 CCCP-71213	Li-2T Li-2T Li-2T	Soviet Air Force AFL/Urals-SVX AFL/Urals-CEK	mfd toc trf	1948 19mar60 08jun61	soc 26sep72 as life-time expired
184 274 08	CCCP-N455	Li-2	Polyarnaya Aviats.	rgd	02sep47	registration painted on as just 'H-455' at one time and as 'CCCP H-455' at another time; flew ice-reconnaissance missions 12sep47/01nov47; initially in dark green c/s with Red Stars, no titles; later with small titles on the nose and without stars; as such on a photo at the North Pole 23apr48; flew ice-reconnaissance missions from Pevek may48; opb Igarskaya aviagruppa as of 24jan51, was under repair with Zavod No. 477 MAP as of 01dec51; opb Khatangski AO from apr55; was to be overhauled by ARB No. 402 at Bykovo, but an evaluation of the technical condition 06jan59 showed that an overhaul would be economically not viable; struck off charge 28jan59 as worn out
184 274 09	CCCP-L4314	Li-2	AFL/Yakutiya-YKS	mfd	30aug47	initially opb 14 TAO, as such in a document 1949; later opb 46 ATO; in dark green c/s; w/o 12aug51 on the leg from Vilyuisk to Nyurba of a flight from Yakutsk to Nyurba when the left propeller feathered at a height of some 20-30 metres shortly after take-off from Vilyuisk and the crew returned to the airport but failed to land during the first approach due to uncoordinated actions, during the second approach the right engine overheated and lost power, the aircraft lost speed and height, stalled while flying a left turn and crashed, 2 of the 11 passengers killed and 5 passengers as well as 2 of the 5 crew seriously injured; t/t 1,568 hours crashed 09jan52 on landing at Stalingrad due to crew error w/o 19nov49 when flew into Jakab mountain (Mecsek) near Kövágószőlös due to ATC error in natural metal c/s with a 'TARS' logo on the nose canx 12jan60 as to the Romanian Air Force
184 274 10	CCCP-L4315	Li-2	AFL/Azerbaijan-BAK	mfd	29aug47	t/t 64 hours 33 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary)
184 275 01	HA-LIK	Li-2P	MASZOVLET	rgd	1948	
184 275 02	YR-TAL	Li-2P	TARS	rgd	05feb48	
184 275 03	YU-BAH	Li-2P	TAROM	trf	1954	
	502	Li-2P	Romanian Air Force	toc	12jan60	
	YU-BAH	Li-2P	JUSTA	d/d	28jan48	
	CCCP-L1272 CCCP-L1272	Li-2P Li-2P	AFL/Ukraine-DOK AFL/Ukraine-LWO	toc trf	10sep49 1956	
184 275 05	CCCP-54825	Li-2P	AFL/Ukraine-LWO	rgd	1958/59	soc 01dec60 as life-time expired
	YR-TAP	Li-2P	TARS	rgd	23jan48	carried a Romanian government delegation to SOF 25jun48
	YR-TAP	Li-2P	TAROM	trf	1954	canx 12jan60 as to the Romanian Air Force
	505	Li-2P	Romanian Air Force	toc	12jan60	
184 275 07	not known CCCP-98114	Li-2 Li-2	Soviet Air Force MOM"Strela" Orenb.	mfd rgd	1947 31oct67	
184 275 08	CCCP-L4370 CCCP-84595	Li-2T Li-2T	AFL/West Sib.-Ovn AFL/West Sib.-Ovn	mfd rgd	04nov47 1958/59	canx 11jan72 opb 6 aovs; w/o 24apr59 on an aeromagnetic survey flight from Novosibirsk-Severnny when the crew forgot to put the fuel selector from the almost empty rear tank to another tank and the right engine failed due to fuel starvation, the crew tried to restart the engine instead of feathering the propeller but without success, as the aircraft was flying with lowered magnetometer gondola at a height of 330 metres and low speed the crew retracted the gondola and attempted an emergency landing in a field between Morozovo and Tavolgan (9 km north-east of Berdsk), but the aircraft continued to lose speed, missed the field by 60-70 metres, crashed in a forest (N54.811111 E83.237511) and burnt out, 5 of the 8 crew killed with 2 seriously, and 1 slightly, injured; t/t 9,820 hours; soc 19jun59
184 275 09	YU-BAG	Li-2P	JUSTA	d/d	15jan48	t/t 253 hours 08 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary)
	CCCP-L1273 CCCP-L1273	Li-2P Li-2P	AFL/Volga AFL/Far East-KHV	rgd trf	08mar50 sep52	
	CCCP-84635	Li-2P	AFL/Far East-Nna	rgd	20jun58	opb 144 AO; dbr 05jan61 on the leg from Svobodny to Khabarovsk of a positioning flight from Moscow to Nikolayevsk-na-Amure after overhaul by ARB-402 when the oil pressure of the left engine dropped 1 hour 47 minutes into the flight, the pilot failed to make a precautionary landing at Zholtzy Yar airfield and tried to continue to Khabarovsk, but the left engine overheated and caught fire and the aircraft made a forced wheels-up landing near Aur railway station (Smidovich district of the Jewish autonomous region), the fire could not be extinguished and the aircraft burnt out, all 4 crew escaped unhurt; soc 08may61
184 275 10	YU-BAJ	Li-2P	JUSTA	d/d	03mar48	grounded from 30sep48 due to problems with the left engine; t/t 94 hours 11 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary)
	CCCP-L3936(2) CCCP-L3936(2) CCCP-L3936(2)	Li-2P Li-2P Li-2P	AFL/Volga-KUF AFL/Centr.Reg.-KUF AFL/Privolzhsk-KUF	toc trf trf	10sep49 sep52 nov54	see c/n 1841510
184 276 01	CCCP-65686	Li-2P	AFL/Privolzhsk	rgd	1958/59	soc 29mar61 as life-time expired
	not known CCCP-29116	Li-2T Li-2T	Soviet Air Force MOMS Kuibyshev	mfd rgd	1947 08dec65	
184 276 02	CCCP-L4313	Li-2	AFL/Georgia-TBS	mfd	1947	in Aeroflot c/s; f/n IEV 20jul67; canx 25nov68
	CCCP-51120	Li-2	AFL/Sasovo Fl.Sch.	trf	18sep58	
	CCCP-51120	Li-2	AFL/Moscow (MUTA)	trf	01oct59	soc 24aug68 as worn out
184 276 03	CCCP-13516	Li-2	MAP zavod # 735			prefix 'I' to be confirmed; former Factory No. 16 at Kazan; in documents in 1958/59
	CCCP-98107	Li-2	MAP Kazan	rgd	26nov65	canx 03oct72
184 276 04	not known CCCP-71275	Li-2 Li-2	Soviet Air Force ? AFL/N. Kavkaz-KRR	mfd toc	1947 19jun60	in natural metal c/s with two thin cheatlines; f/n MRV 17nov60; appeared in the 1965 Soviet movie "Idu na grozu" (Going Inside a Storm); soc 09aug67 as life-time expired
184 276 07	not known CCCP-48981(1)	Li-2T Li-2T	Soviet Air Force MRP Sointsevo	mfd rgd	1947 20jun58	canx 17sep66; see c/n 23442506
184 276 08	CCCP-L4317	Li-2T	AFL/Ukraine-HRK	mfd	1947	soc 16dec57 as life-time expired
184 276 09	CCCP-L4318	Li-2T	AFL/Ukraine-IEV	mfd	1947	
	CCCP-84624(2)	Li-2T	AFL/Ukraine-IEV	rgd	1958/59	see c/n 18428001 and 1265302; soc 18nov62 by order of the MGA
184 276 10	CCCP-L4311	Li-2	AFL/Yakutiya-YKS	mfd	1947	opb 14 TAO; in a document 1949
	CCCP-L4311	Li-2	AFL/Turkmenis.-ASB	trf	1955	soc 31jul59

184 277 01	not known CCCP-71188	Li-2T Li-2	Soviet Air Force AFL/Kazakhstan-KSN	mfd toc	1947 11mar60	soc 06mar69 as life-time expired
184 277 02	CCCP-N458	Li-2T	Polyarnaya Aviats.	ph.	1956	opb Chukotskaya aviagruppa from 24jan51; in dark green c/s with light blue undersides; supported the drifting polar station SP-6 in 1958/59
184 277 03	CCCP-04238	Li-2T	Polyarnaya Aviats.	ph.	1963	assigned to an Antarctic expedition 24sep62; soc 31oct63 as worn out
	CCCP-04238	Li-2T	AFL/Polar	trf	10feb60	
	not known	Li-2T	Soviet Air Force	mfd	1947	
	CCCP-71191	Li-2T	AFL/Privolzhsk-UFA	toc	unknown	
184 277 05	CCCP-71191	Li-2T	AFL/Urals-MQF	trf	08jan67	on charge as of 01apr60
	CCCP-N456	Li-2	Polyarnaya Aviats.	mfd	04sep47	soc 18jan68 by MGA order as maximum time in between overhauls exceeded opb MAGON by early 1948; dbr 16mar48 on take-off from Vorkuta for a search mission for crashed Li-2 CCCP-N444 when lifted off at low speed after running 700 metres through deep snow (25-30 cm) and banked to the left so that the left wing collided with the roof of a house and the aircraft crashed, 3 of the 6 crew injured; t/t 434 hours
184 277 07	CCCP-L4319	Li-2T	AFL/Ukraine-IEV	mfd	1947	soc 09jan64 as worn out operated initially by 3 TAO at SVX; trf to 17 TAO at SVX 01jul48 opb 120 AO at SVX as of 01feb57 opb 120 AO of Uralskaya OAG GVF; t/t 13,243 hours by 01nov58 t/t 13,243 hours by 01nov58; struck off charge 13aug59 fitted with an inward-opening passenger door on the right side; in olive drab c/s with light grey underside; appeared in the 1955 Soviet film "Zvyozdy na krylyakh" (Stars on the Wings)
184 278 01	CCCP-16133	Li-2T	AFL/Ukraine-IEV	rgd	1958/59	
	CCCP-L4320	Li-2G	AFL/Urals	rgd	oct47 ?	
	CCCP-L4320	Li-2G	AFL/West Siberia	trf	sep52	
	CCCP-L4320	Li-2G	AFL/Urals	trf	22jul57	
184 278 02	CCCP-65704	Li-2G	AFL/Urals	rgd	04oct58	
	CCCP-L4332	Li-2T	AFL/Georgia	mfd	1947	
184 278 04	CCCP-L4332	Li-2T	AFL/Krasnoyarsk.-KJA	trf	1948	soc 15jul62 as worn out converted by Factory No. 86 to, see next line underwent factory trials 21/23mar50; served as pattern aircraft for the conversion of future UChShLi-2s
	CCCP-L4332	Li-2T	AFL/Krasnoyarsk.-VLE	trf	01nov49	
	CCCP-84766	Li-2	AFL/Krasnoyarsk.-VLE	rgd	09may58	
	not known	Li-2	Soviet Air Force	no	reports	
184 278 05	not known	UChShLi-2	Soviet Air Force	no	reports	soc 20mar58 as life-time expired soc 20mar58 as life-time expired
	CCCP-L4331	Li-2T	AFL/Ukraine-IEV	mfd	1947	
184 278 07	CCCP-L4331	Li-2T	AFL/Ukraine-HRK	trf	1956	opb 126 AO opb 126 AO; damaged 18jul58 on the leg from Kezhma to Boguchany of a flight from Kezhma to Krasnoyarsk when the brake of the left main wheel malfunctioned (due to poor maintenance) during the landing run at Boguchany so that the aircraft veered off the runway in the direction of the apron and collided with 2 Yak-12Ms which were undergoing maintenance (CCCP-74053 was destroyed and CCCP-L5995 was damaged); repaired; soc 18aug59 as worn out the code was probably yellow; probably opb 359 atae at Mameuli-Sandar; in olive drab or dark green c/s opb Zheldorproekt opb Severo-Zapadnoye AGP opb 3 AOVS at Leningrad confirmed in register 06mar59; operated by 3 LO of Leningradskiy OAO; in cargo configuration by may63; struck off charge 19apr66 as worn out
	CCCP-L4333	Li-2	AFL/Georgia	mfd	1947	
	CCCP-L4333	Li-2	AFL/Krasnoyarsk.-KJA	trf	unknown	
	CCCP-84765	Li-2	AFL/Krasnoyarsk.-KJA	rgd	09may58	
184 278 09	"63"	Li-2	Soviet AF/PVO	mfd	1947	opb 8 TAO; w/o 12mar49 on a flight from Leninabad (now Khudzhand) to Stalinabad (now Dushanbe) when the crew decided to cut the route short and fly through the Sangardak gorge (Surkhondaryo region of Uzbekistan), mistook the Chakchar range for the Kushtang range while flying in scattered clouds, started to descend, crashed at a height of 2,600 metres into the slope of Mount Bel-Auty in the Kushtang range (N38.567 E67.375), fell down a precipice and came to rest at a height of 2,270 metres; all 5 crew and 6 passengers killed; t/t 1,366 hours; wreck found only 08may49, already having been looted by local residents
184 278 10	CCCP-Zh112	Li-2	MVD - GULZhDS	rgd	aug47 ?	
	CCCP-X112	Li-2	GU GK	trf	1950	
	CCCP-L112	Li-2	AFL/Northern	trf	mar53	
	CCCP-54934	Li-2	AFL/Northern	rgd	13may58	
184 279 02	not known	Li-2T	Soviet Air Force	mfd	1948	soc 01jan61 as worn out opb 89 AO; w/o 02nov58 on the leg from Penza to Izhevsk of a flight from Stalino (now Donetsk) to Izhevsk with a cargo of zinc nitrate solution (Zn(NO3)26H2O) when some of the 150 glass bottles containing the chemical product broke, the zinc nitrate got in contact with the heating system of the cargo bay, degraded to zinc oxide, nitrogen dioxide and oxygen and caused a fire, the crew made an emergency descent and attempted an emergency landing 1.5 km north-west of Grakhovo (Udmurtiya), but the aircraft exploded on touch-down as more glass bottles were destroyed on impact and a large amount of explosive chemicals was set free, all 4 crew killed; t/t 13,175 hours; see c/n 1265302 and 18427609; soc 20nov58
184 279 06	CCCP-26194	Li-2	MAP Saratov APO	rgd	22dec65	
	CCCP-L4334	Li-2	AFL/Krasnoyarsk.-KJA	mfd	1948	
184 279 07	CCCP-84764	Li-2	AFL/Krasnoyarsk.-KJA	rgd	1958/59	
	CCCP-L4335	Li-2	AFL/Tajikistan	mfd	30sep47	
184 279 08	CCCP-L4336	Li-2T	AFL/Kazakhstan	mfd	1948	soc 25jul61 as life-time expired
	CCCP-L4336	Li-2T	AFL/Kazakhstan-ALA	trf	jun57	
	CCCP-54863	Li-2T	AFL/Kazakhstan-ALA	rgd	1958/59	
	CCCP-L4337	Li-2T	AFL/Kazakhstan	mfd	1947	
184 279 09	CCCP-L4337	Li-2T	AFL/Kazakhstan-ALA	trf	jun57	soc 19may61 as life-time expired
	CCCP-54865	Li-2T	AFL/Kazakhstan-ALA	rgd	1958/59	
	CCCP-L4338	Li-2T	AFL/Kyrgyzstan	mfd	1947	
	CCCP-65699	Li-2T	AFL/Kyrgyzstan	rgd	1958/59	
184 280 01	CCCP-L4381	Li-2	AFL/Ukraine-DOK	mfd	1947	f/n DOK jul58 opb 89 AO; w/o 02nov58 on the leg from Penza to Izhevsk of a flight from Stalino (now Donetsk) to Izhevsk with a cargo of zinc nitrate solution (Zn(NO3)26H2O) when some of the 150 glass bottles containing the chemical product broke, the zinc nitrate got in contact with the heating system of the cargo bay, degraded to zinc oxide, nitrogen dioxide and oxygen and caused a fire, the crew made an emergency descent and attempted an emergency landing 1.5 km north-west of Grakhovo (Udmurtiya), but the aircraft exploded on touch-down as more glass bottles were destroyed on impact and a large amount of explosive chemicals was set free, all 4 crew killed; t/t 13,175 hours; see c/n 1265302 and 18427609; soc 20nov58
	CCCP-84624(1)	Li-2	AFL/Ukraine-DOK	rgd	jul58	
184 280 02	YR-TAG (2)	Li-2P	TARS	rgd	20mar48	see c/n 18423506 canx 11mar67 used as a ground instructional aircraft at Buzau, seen feb95/jul96 dbr on landing at Nyiregyháza 02oct52 when ran into a building canx 31dec66 as to the Romanian Air Force i/s jan67; photos exist; wfu 1975 and trf to Grupul Scolar de Aeronautica Henri Coanda at Baneasa, seen jun91; i/n oct93; was set on fire by vandals in the summer of 1995
	YR-TAG (2)	Li-2P	TAROM	trf	1954	
	8002	Li-2P	Romanian Air Force	trf	11mar67	
	HA-LIL	Li-2P	MASZOVLET	rgd	oct48	
184 280 03	YR-TAK	Li-2P	TARS	rgd	18mar48	written off 11aug66 when crashed in the Lotriora valley near Sibiu; canx 24dec66
	YR-TAK	Li-2P	TAROM	trf	1954	
184 280 04	004	Li-2P	Romanian Air Force	trf	20nov66	photo in green c/s; soc 03sep57 as life-time expired soc 26may58 as life-time expired soc 12jun73 as life-time expired f/n KGF 02jul59; soc 30jun60 as worn out by the Krasnoyarsk UGA the code was probably yellow; opb Orenburgskoye VAUSh at Orenburg-Kushkul; in olive drab or dark green c/s; on a photo at Orenburg-Kushkul 14may60 on charge as of 01aug60; opb 175 AO at Bykovo (became 175 LO of Bykovskiy OAO in 1964); struck off charge 14nov66 as worn out
	YR-TAN	Li-2P	TARS	rgd	19mar48	
	YR-TAN	Li-2P	TAROM	trf	1954	
	CCCP-L4402	Li-2	AFL/Ukraine-IEV	mfd	1947	
184 280 06	CCCP-L4402	Li-2	AFL/Ukraine-LWO	trf	1956	photo in green c/s; soc 03sep57 as life-time expired soc 26may58 as life-time expired
184 280 07	CCCP-L4403	Li-2	AFL/Ukraine-HRK	mfd	1947	
184 280 08	not known	Li-2	Soviet Air Force	mfd	1947	soc 12jun73 as life-time expired
	CCCP-71217	Li-2	AFL/Kazakhstan-GUW	toc	10apr60	
	CCCP-L4404	Li-2	AFL/Kazakhstan	mfd	1947	
	CCCP-L4404	Li-2	AFL/Kazakhstan-ALA	trf	jun57	
184 280 09	CCCP-L4404	Li-2	AFL/Kazakhstan-ALA	rgd	1958/59	f/n KGF 02jul59; soc 30jun60 as worn out by the Krasnoyarsk UGA the code was probably yellow; opb Orenburgskoye VAUSh at Orenburg-Kushkul; in olive drab or dark green c/s; on a photo at Orenburg-Kushkul 14may60 on charge as of 01aug60; opb 175 AO at Bykovo (became 175 LO of Bykovskiy OAO in 1964); struck off charge 14nov66 as worn out
	CCCP-84760	Li-2	AFL/Kazakhstan-ALA	rgd	1958/59	
184 280 10	"26"	Li-2	Soviet Air Force	mfd	1947	opb 152 AO; w/o 09dec55 on the leg from Sverdlovsk to Petropavlovsk of a flight from Moscow to Ust'-Kamenogorsk when deviated from the prescribed flight path at night with the wind being stronger than forecast, the situation became problematic when the radio compass failed and Petropavlovsk airport was closed due to bad weather, the crew decided to divert to Kurgan but as contact with the airport could not be established in time they decided to return to Sverdlovsk, in the meantime the aircraft had deviated from the prescribed flight path to the north by 120 km, when the crew came to the opinion that fuel would not be sufficient to reach Sverdlovsk they asked permission to continue to Petropavlovsk although the airport was officially closed, by now the crew had completely lost orientation and tried to locate Petropavlovsk visually while being in fact 215 km north-east of Petropavlovsk airport, as the aircraft ran out of fuel a forced landing at night and in heavy snowfall became inevitable, the aircraft landed wheels-up in a snow-covered field 250 metres from the Omsk-Tyumen railway line (10 km west of Omutinskaya railway station, Tyumen region) and broke up, all 5 crew and 2 of the 4 passengers killed, the 2 survivors seriously injured; t/t 8,612 hours; soc 16feb56 in the MGA document also with the prefix 'L', see below Advanced Flying Training College in the request of the Northern Caucasus directorate for new registration numbers dated 22may58 with the prefix 'Sh'; the registration was also given as CCCP-Sh4340 at the end of the line of the register entry for CCCP-Sh2319
184 281 01	CCCP-71285	Li-2	AFL/Moscow ASPIMVL	toc	mid1960	
	not known	Li-2	Soviet Air Force	mfd	20oct47	opb 152 AO; w/o 09dec55 on the leg from Sverdlovsk to Petropavlovsk of a flight from Moscow to Ust'-Kamenogorsk when deviated from the prescribed flight path at night with the wind being stronger than forecast, the situation became problematic when the radio compass failed and Petropavlovsk airport was closed due to bad weather, the crew decided to divert to Kurgan but as contact with the airport could not be established in time they decided to return to Sverdlovsk, in the meantime the aircraft had deviated from the prescribed flight path to the north by 120 km, when the crew came to the opinion that fuel would not be sufficient to reach Sverdlovsk they asked permission to continue to Petropavlovsk although the airport was officially closed, by now the crew had completely lost orientation and tried to locate Petropavlovsk visually while being in fact 215 km north-east of Petropavlovsk airport, as the aircraft ran out of fuel a forced landing at night and in heavy snowfall became inevitable, the aircraft landed wheels-up in a snow-covered field 250 metres from the Omsk-Tyumen railway line (10 km west of Omutinskaya railway station, Tyumen region) and broke up, all 5 crew and 2 of the 4 passengers killed, the 2 survivors seriously injured; t/t 8,612 hours; soc 16feb56 in the MGA document also with the prefix 'L', see below Advanced Flying Training College in the request of the Northern Caucasus directorate for new registration numbers dated 22may58 with the prefix 'Sh'; the registration was also given as CCCP-Sh4340 at the end of the line of the register entry for CCCP-Sh2319
	CCCP-L4339	Li-2	AFL/Kazakhstan-ALA	mfd	1947	
	CCCP-L4339	Li-2	AFL/Kazakhstan-ALA	mfd	1947	
184 281 02	CCCP-L4340	Li-2	Aeroflot/Volga	rgd	1947	opb 152 AO; w/o 09dec55 on the leg from Sverdlovsk to Petropavlovsk of a flight from Moscow to Ust'-Kamenogorsk when deviated from the prescribed flight path at night with the wind being stronger than forecast, the situation became problematic when the radio compass failed and Petropavlovsk airport was closed due to bad weather, the crew decided to divert to Kurgan but as contact with the airport could not be established in time they decided to return to Sverdlovsk, in the meantime the aircraft had deviated from the prescribed flight path to the north by 120 km, when the crew came to the opinion that fuel would not be sufficient to reach Sverdlovsk they asked permission to continue to Petropavlovsk although the airport was officially closed, by now the crew had completely lost orientation and tried to locate Petropavlovsk visually while being in fact 215 km north-east of Petropavlovsk airport, as the aircraft ran out of fuel a forced landing at night and in heavy snowfall became inevitable, the aircraft landed wheels-up in a snow-covered field 250 metres from the Omsk-Tyumen railway line (10 km west of Omutinskaya railway station, Tyumen region) and broke up, all 5 crew and 2 of the 4 passengers killed, the 2 survivors seriously injured; t/t 8,612 hours; soc 16feb56 in the MGA document also with the prefix 'L', see below Advanced Flying Training College in the request of the Northern Caucasus directorate for new registration numbers dated 22may58 with the prefix 'Sh'; the registration was also given as CCCP-Sh4340 at the end of the line of the register entry for CCCP-Sh2319
	CCCP-Sh2319	Li-2	Aeroflot/ShVLP	rgd	unknown	
	CCCP-Sh4340	Li-2	AFL/North Kavkaz	trf	unknown	
	CCCP-Sh4340	Li-2	AFL/North Kavkaz	trf	unknown	
184 281 03	CCCP-16209	Li-2	AFL/North Kavkaz	rgd	29may58	soc 25jul60 as worn out
	CCCP-L4341	Li-2T	AFL/Kazakhstan	mfd	1947	
	CCCP-L4341	Li-2T	AFL/Kazakhstan-ALA	trf	jun57	
	CCCP-84752(1)	Li-2T	AFL/Kazakhstan-ALA	rgd	1958/59	
184 281 04	CCCP-L4342	Li-2T	AFL/Urals-SVX	mfd	1947	soc 11nov61 as life-time expired; see c/n 18438710 f/n SVX 24sep58; soc 26feb59 as life-time expired crashed 19jan58 while performing a through flight on the route Ashgabat - Sernyi Zavod (Turkmenian SSR), as a result of lack of control over fuel consumption in flight and untimely switching of the petrol valve to a full petrol tank, both engines stopped in flight, while making an emergency landing on barchans 2.5 km from the runway, the aircraft sustained considerable damage and was written off; soc 13feb58 opb MAGON from 24jan51 in document may59 photo in natural metal c/s with red cheatline, fin and trim; seen SVO 29jul69
	CCCP-L4343	Li-2T	AFL/Turkmenis.-ASB	mfd	1947	
184 281 05	CCCP-N460	Li-2T	Polyarnaya Aviats.	no	reports	soc 26mar73 as life-time expired probably at Cherski in the early 1950s; opb MAGON from 24jan51; in dark green c/s with light blue undersides, 'polar bear' badge on nose; damaged 11may53 when en-route from Khatanga to Double Island
	CCCP-04204	Li-2T	Polyarnaya Aviats.	no	reports	
	CCCP-04204	Li-2T	AFL/Polar	trf	10feb60	
	CCCP-04204	Li-2T	AFL/Yakutiya-Niy	trf	01oct70	
184 281 07	CCCP-04204	Li-2T	AFL/Yakutiya	trf	15mar72	soc 26mar73 as life-time expired probably at Cherski in the early 1950s; opb MAGON from 24jan51; in dark green c/s with light blue undersides, 'polar bear' badge on nose; damaged 11may53 when en-route from Khatanga to Double Island
	CCCP-04204	Li-2T	Polyarnaya Aviats.	toc	28oct47	
184 281 08	CCCP-N461	Li-2T	Polyarnaya Aviats.	no	reports	

						at an altitude of 800 metres problems with the fuels system forced the crew to shut down the right engine, as a result it had to perform an emergency landing with landing gear retracted on unsuitable terrain with large boulders, received significant damage
184 281 09	CCCP-N459	Li-2T	Polyarnaya Aviats.	mfd	1947	opb Chukotskaya aviagruppa by jun50, again from 24jan51 and again from 18oct52 to 31dec52; in dark green c/s with light blue undersides; flew ice reconnaissance missions 29sep48/31oct48; slightly damaged 17jun50 on the leg from Amderma to Mys Kamenny of a positioning flight from Moscow to Krasnoyarsk when the engines overheated and the aircraft made a forced landing; participated in the "Sever-5" Arctic expedition in 1950/51; new documents issued 28apr51; trf from Igarskaya aviagruppa to Chukotskaya aviagruppa 07jan53; opb Chukotski OAO by aug55; dbr 16aug55 on the leg to Amderma of a positioning flight from Zakharkovo to Kresty Kolymskiye when the pilot increased engine power during the landing run in order to overcome a sandy section of the unpaved runway, but the aircraft lifted off again, stalled at a height of some 20-25 metres and came down on its left wing, all crew members were injured (1 of them seriously) while all passengers escaped unhurt; the aircraft was declared a write-off
184 281 10	CCCP-N462	Li-2T	Polyarnaya Aviats.		photo	opb Igarskaya aviagruppa from 24jan51; in dark green c/s with light blue undersides; used to re-supply the Arctic expeditions "Sever-2" in 1948 and "Sever-5" in 1950/51; soc 15mar52
184 282 01	CCCP-N464	Li-2T	Polyarnaya Aviats.	mfd	dec47	opb MAGON; flew ice-reconnaissance missions 18jun/05jul48 and used to re-supply the drifting polar station SP-2 in 1948; w/o 16sep48 on an ice-reconnaissance mission from Amderma to the region north of Franz Josef Land archipelago (an impossible mission for a Li-2) when encountered adverse weather conditions (strong headwind and fog) on return and the crew lost orientation and deviated from the flight path to the west by 210 km, as fuel seemed to be insufficient to reach Amderma under these conditions the captain decided to head for Novaya Zemlya, but failed to regain orientation and missed Novaya Zemlya while flying through the Kara Straits so that the aircraft ran out of fuel after 15 hours and 12 minutes and had to alight in high seas in the Barents Sea between Varandei island, Matveyev Island and Cape Medynski Zavort at night and sank, all 7 crew killed (they managed to leave the aircraft but their rescue boat was found empty 8 days later); t/t 430 hours
184 282 02	CCCP-N463	Li-2T	Polyarnaya Aviats.	rgd	nov47 ?	opb Igarskaya aviagruppa as of 24jan51, was under overhaul with Zavod No. 477 MAP at Krasnoyarsk as of 01dec51; trf to Moskovski AO between 1953 and 1959
	CCCP-04226	Li-2T	Polyarnaya Aviats.	rgd	22may58	confirmed in register 02oct58; a photo exists
	CCCP-04226	Li-2T	AFL/Polar	trf	10feb60	initially opb 247 AO at SVO; trf to 254 AO at SVO 12dec60; assigned to the "Sever-13" Arctic expedition in spring 1961; w/o 08may61 on landing on a drifting ice floe in the central part of the Arctic Ocean when the skis broke through the ice (which was only some 25-30 cm thick) so that the wings came to rest on the ice, all 6 crew members (pilot: A.V. Abramov) and 4 passengers escaped unhurt and were rescued; the aircraft was blown up; t/t 10,120 hours; struck off charge 07oct61 (07jul61 ?)
184 282 03	not known	Li-2T	Soviet Air Force	mfd	1947	trf to the MAP in 1959
	CCCP-63894	Li-2T	AFL/Krasnoyar.-KJA	toc	25aug63	soc 26may70 as worn out
184 282 04	CCCP-L4369	Li-2T	AFL/Turkmenis.-ASB	no	reports	
	CCCP-54853	Li-2T	AFL/Turkmenis.-ASB	rgd	1958	soc 26nov60 as life-time expired
184 282 06	CCCP-L4344	Li-2	AFL/Urals-SVX	mfd	1947	
	CCCP-84591	Li-2	AFL/West Sib.-OVb	rgd	09may58	struck off charge 24aug63 as worn out; was preserved in the Gorki Park at Minsk and used as the children's cinema "Pyaty okean" (Fifth Ocean) from oct63 (photo proof with this registration exists); removed probably in the early 1970s
184 282 07	CCCP-L4345	Li-2T	AFL/Lithuania-VNO	mfd	1947	opb Litovski OAO at VNO in 1948/56
	CCCP-L4345	Li-2T	AFL/Western-VNO	trf	20oct54	
	CCCP-L4345	Li-2T	AFL/Privolzhsk-RTW	trf	1956 ?	
	CCCP-65687	Li-2T	AFL/Privolzhsk-RTW	rgd	1958/59	soc 19sep60 as life-time expired
184 282 08	CCCP-L4346	Li-2T	AFL/Latvia	mfd	1947	
	CCCP-L4346	Li-2T	AFL/Centr.Reg.-RTW	trf	may57	
	CCCP-84545	Li-2T	AFL/Privolzhsk-RTW	rgd	1958/59	soc 18mar60 as life-time expired
184 282 09	CCCP-L4347	Li-2	AFL/N.Kavkaz-ROV	mfd	1947	opb 34 ATO; made a forced landing in 1949; soc 26dec55 as worn out
184 282 10	CCCP-L4348	Li-2T	AFL/Northern-LED	mfd	1947	
	CCCP-L4348	Li-2T	AFL/Northern-ARH	trf	1954	
	CCCP-51110	Li-2T	AFL/Northern-ARH	rgd	1958/59	f/n LED 30mar59; soc 31oct60 as life-time expired
184 283 01	CCCP-L4376	Li-2	AFL/N.Kavkaz-ROV	mfd	1947	soc 26dec55 as worn out
184 283 02	not known	Li-2T	Soviet Air Force	mfd	1947	trf to the MAP in 1959
	CCCP-66753	Li-2T	MAP Rybinsk	rgd	11dec65	canx 10mar73
184 283 03	CCCP-L4349	Li-2T	AFL/Northern-LED	ARH	11mar57	
	CCCP-84548	Li-2T	AFL/Northern-ARH	rgd	1958/59	soc 06apr67 as worn out
184 283 04	CCCP-L4350	Li-2T	AFL/Volga-KUF	mfd	1947	
	CCCP-L4350	Li-2T	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4350	Li-2T	AFL/Privolzhsk-KUF	trf	nov54	
	CCCP-84648	Li-2T	AFL/Privolzhsk-KUF	rgd	1958/59	soc 10aug60 as life-time expired
184 283 06	CCCP-L4351	Li-2T	AFL/Turkmenis.-ASB	mfd	1947	soc 08jan58 as worn out
184 283 08	CCCP-L4352	Li-2T	AFL/Ukraine	mfd	1947	
	CCCP-L4352	Li-2T	AFL/Ukraine-LWO	trf	sep52	
	CCCP-16135	Li-2T	AFL/Estonia	trf	12may58	soc 24aug63 as worn out
184 283 10	CCCP-L4353	Li-2T	AFL/Uzbekistan-TAS	mfd	1947	
	CCCP-84647	Li-2T	AFL/Krasny Kut FS	trf	02apr58	
	CCCP-84647	Li-2T	Aeroflot/KShVLP	trf	05aug60	Kirovograd Advanced Flying Training College; soc 08jun61 as worn out
184 284 02 ?	CCCP-L4354	Li-2	AFL/Northern-LED	mfd	1947	opb 28 TAO; w/o 01aug49 on the leg from Yanaul to Kazan on a flight from Leningrad to Leningrad, while the aircraft was flying over a wood near Naberezhniye Chelny the left engine failed as the fuel tank selector cock had not been switched over in time, as the VISH-21 propellers with which this Li-2 was fitted cannot be feathered the aircraft lost height and speed, hit tree tops and crashed into the wood, 2 of the 4 crew killed and the other 2 plus all 4 passengers injured
184 284 02	CCCP-L4355	Li-2T	AFL/West Sib.-Ovn	mfd	1947	
	CCCP-84534	Li-2T	AFL/West Sib.-OVb	rgd	1958/59	soc 24jan73 as life-time expired
184 284 03	CCCP-L4356	Li-2	AFL/Northern-LED	mfd	1947	
	CCCP-51109	Li-2	AFL/Northern-LED	rgd	1958/59	soc 19feb67 as worn out
184 284 04	CCCP-L4020(2)	Li-2T	AFL/Ukraine	mfd	1948	opb Moldavski oao (which was by then subordinated to the Ukrainian directorate) at Kishinyov-Ryshkanovka; see c/n 1845802
	CCCP-L4020(2)	Li-2T	AFL/Moldova	trf	may57	
	CCCP-65679	Li-2T	AFL/Moldova	rgd	1858	
	CCCP-65679	Li-2T	AFL/Moldova-KIV	trf	jul65	soc 12mar66 as worn out
184 284 06	CCCP-L4359	Li-2	AFL/West Sib.-Ovn	mfd	01dec47	opb 4 ATO; w/o 09jan51 on the leg from Lyubertsy to Kazan at night of a cargo flight from Lyubertsy to Novosibirsk when suffered from icing, the crew deviated from the approach pattern due to low clouds, cross wind and ice on the cockpit windows and the aircraft collided at a height of some 127-130 metres with a poorly lit radio mast (152 metres) 1.3 km north-west of Kazan airport and crashed in a field some 220-250 metres further on, all 5 crew and the sole passenger killed; t/t 3,640 hours
184 284 07	CCCP-L4360	Li-2T	AFL/Urals-SVX	SVX	apr58	
	CCCP-L4360	Li-2T	AFL/West Sib.-SVX	trf	sep52	
	CCCP-L4360	Li-2T	AFL/Urals-CEK	trf	23may58	
	CCCP-16168	Li-2T	AFL/Urals-CEK	rgd	1959	soc 30may61 as life-time expired
184 284 08	CCCP-L4361	Li-2GP	AFL/Urals	rgd	may48 ?	opb 3 TAO at SVX; flew to Tobolsk 02mar49
	CCCP-L4361	Li-2GP	AFL/West Siberia	trf	sep52	opb 120 AO at SVX as of 01feb57
	CCCP-L4361	Li-2GP	AFL/Urals	trf	22jul57	opb 120 AO of Uralskaya OAG GVF; t/t 12,878 hours by 01nov58
	CCCP-84566	Li-2GP	AFL/Urals	rgd	06apr59	f/n SVX 20feb60; struck off charge 03mar60 as life-time expired
184 284 09	CCCP-X809	Li-2T	MMP	mfd	1947	Ministry of the Metallurgical Industry; opb AO Norilskogo GMK
	CCCP-L3945(2)	Li-2T	AFL/Krasnoyar.-VLE	rgd	15jun55	see c/n 0316
	CCCP-L3945(2)	Li-2T	AFL/Ukraine	trf	aft.955	opb Moldavski oao (which was by then subordinated to the Ukrainian directorate) at Kishinyov-Ryshkanovka
	CCCP-L3945(2)	Li-2T	AFL/Moldova	trf	may57	opb 253 AO Moldavskoi OAG GVF
	CCCP-65680	Li-2T	AFL/Moldova	rgd	14may58	opb 253 AO Moldavskoi OAG GVF; dbr 16aug63 whilst parked at Kishinyov when was blown by a storm (together with 5 other Li-2s, none of which was moored) onto other parked aircraft; t/t 13,119 hours; soc 31oct63
184 285 01	CCCP-L3914(2)	Li-2	AFL/Uzbekistan-TAS	mfd	1947	see c/n 1841205
	CCCP-16159	Li-2	AFL/Uzbekistan-TAS	rgd	1958/59	soc 27aug60 as life-time expired
184 285 02	CCCP-L4416	Li-2	AFL/Urals	mfd	24apr48	used in passenger configuration; rgd may48 ?; operated by 3 TAO at SVX; was to be trf to 17 TAO at SVX 01jul48, but this did probably not happen as the accident reports gives the flight unit as 3 TAO; w/o 11oct51 on the leg from Kazan to Sverdlovsk of a flight from Sochi to Sverdlovsk, while flying in difficult weather conditions (low clouds and icing) at night the crew lost radio contact with Koltsovo airport (the aeriels had been damaged by icing) and was not able to establish the position of the aircraft, they descended in order to establish visual contact with the ground but to no avail, when the aircraft ran out of fuel the crew decided to make a wheels-up landing on a swamp 18 km south of Bogdanovich railway station (N56°37' E62°03'), the aircraft hit some tree tops on the edge of the swamp and came down hard, 1 of the 4 crew members was killed and 1 (the pilot, V.F. Vostryakov) was seriously injured while the other 2 crew members and all 6 passengers escaped with minor injuries, the crew had worked for 13 hours and 54 minutes at the time of the accident; t/t 4,169 hours; struck off charge 23oct51
184 285 03	CCCP-L4417	Li-2	AFL/Azerbaijan-BAK	mfd	1948	
	CCCP-L4417	Li-2	AFL/Sasovo FI.Sch.	trf	21nov58	soc as worn out but no date given
184 285 04	CCCP-L4513	Li-2	AFL/East Sib.-IKT	mfd	1948	opb 133 ATO Yakutskoi aviagruppy; dbr 09feb53 on the leg from Kirensk to Irkutsk at night of a flight from Bodaibo to Irkutsk when lifted off at low speed after a take-off run of 800 metres (due to pilot error), bounced several times, started to climb steeply, lost speed at a height of some 20-30 metres (probably the crew had inadvertently throttled the right engine) and came down on the territory of the airport's fuel depot, 2 passengers were slightly injured while the other passengers and all crew members escaped unhurt; soc 31dec53
184 285 05	CCCP-L4514	Li-2	AFL/Far East-KHV	mfd	1948	

184 285 07	CCCP-84636	Li-2	AFL/Far East-KHV	rgd	1958/59	soc 26nov62 as life-time expired
	CCCP-L4515	Li-2	AFL/Belarus	rgd	aug48 ?	opb 22 TAO at MHP as of 17sep48 and 25may49 and by 104 AO at MHP as of 01apr57
	CCCP-L4515	Li-2	AFL/North Kavkaz	trf	08feb58	opb 231 AO at Stalingrad
	CCCP-51111	Li-2	AFL/North Kavkaz	rgd	1958	confirmed in register 27apr59; opb 231 AO at Stalingrad; f/n MRV 06jan61; struck off charge 11sep61 as worn out
184 285 08	CCCP-L4516	Li-2	AFL/N.Kavkaz-ROV	DNK	08may55	I/n ROV 1956; soc 31oct57 as life-time expired
184 285 10	CCCP-L4517	Li-2	AFL/East Sib.-HTA	mfd	1948	
	CCCP-L4517	Li-2	AFL/Moscow (MUTA)	trf	12sep57	
	CCCP-51117	Li-2	AFL/Privolzhsk	trf	01jan60	soc 05jun61 as life-time expired
	CCCP-L4358	Li-2	AFL/Mosk. AG SPIVS	mfd	1948	
184 286 02	CCCP-65708(1)	Li-2	AFL/Mosk. AG SPIVS	rgd	1958/59	with blisters behind the cockpit on both sides, a hatch in the cockpit roof and a cargo hatch (apart from the passenger door) on the left-hand side of the fuselage; wings and tail were initially red, the registration seems to lack the prefix (at least on the fuselage); crashed 16oct58; soc 19dec58; wreck lies in a forest clearing on the left bank of the Sukpai river, about half-way between Khabarovsk and the coast (N47.628039, E137.805871), I/n jun13; see c/n 18429605
	CCCP-L4364	Li-2T	AFL/Volga-KUF	mfd	1948	
	CCCP-L4364	Li-2T	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4364	Li-2T	AFL/Privolzhsk-KUF	trf	nov54	
184 286 05	CCCP-84649(2)	Li-2T	AFL/Privolzhsk-KUF	rgd	1958/59	see c/n 18440303
	CCCP-84649(2)	Li-2T	AFL/Krasny Kut FS	trf	05may59	soc 01sep59 as life-time expired
	CCCP-L4363	Li-2	AFL/Privolzhsk-KUF	mfd	1948	
	CCCP-L4363	Li-2	AFL/Turkmenis.-ASB	trf	1954	soc 12jul59 as life-time expired
184 286 06	CCCP-L4362	Li-2T	AFL/North Kavkaz	mfd	1948	
	CCCP-16210	Li-2T	AFL/Krasnoyarsk FS	trf	30jun58	
	CCCP-16210	Li-2T	AFL/North Kavkaz	trf	1959	
	CCCP-16210	Li-2T	Aeroflot/KShVLP	trf	1960	Kirovograd Advanced Flying Training College
184 286 07	CCCP-16210	Li-2T	AFL/Urals-SVX	trf	25nov63	f/n SVX 09feb66
	CCCP-16210	Li-2T	AFL/Tyumen-Tjp	trf	unknown	on charge as of 01sep64
	CCCP-16210	Li-2T	AFL/Urals-SVX	trf	1966	
	CCCP-16210	Li-2T	AFL/Urals-MQF	trf	31aug66	soc 16dec71 as life-time expired
184 286 08	CCCP-L4365	Li-2T	AFL/Kazakhstan	mfd	1948	
	CCCP-L4365	Li-2T	AFL/Kazakhstan-ALA	trf	jun57	
	CCCP-84751	Li-2T	AFL/Kazakhstan-ALA	rgd	1958/59	f/n NCU dec59; soc 16feb60 as life-time expired
	CCCP-L4366	Li-2	AFL/Armenia	mfd	1948	
184 286 09	CCCP-84602	Li-2	AFL/Armenia	rgd	1958/59	soc 15jun61 as worn out
	CCCP-L4367	Li-2T	AFL/Tajikistan	mfd	1948	in a document 1948 but not in MGA document
	CCCP-L4367	Li-2T	AFL/Krasnoyarsk	rgd	1958/59	
	CCCP-54790	Li-2T	AFL/Krasnoyarsk	rgd	1958/59	photo at Kezhma 1968 ?; already soc 29aug66 as life-time expired
184 286 10	CCCP-L4368	Li-2T	AFL/Kazakhstan	mfd	1948	
	CCCP-L4368	Li-2T	AFL/Kazakhstan-ALA	trf	jun57	
	CCCP-84747	Li-2T	AFL/Kazakhstan-ALA	rgd	1958/59	f/n GUW 02jul59; soc 25jul61 as life-time expired
	CCCP-L4371	Li-2	AFL/Turkmenis.-ASB	mfd	1948	opb 165 AO; dbr 04mar53 on a cargo flight from Ashkhabat to Darvaza when did not reach lift-off speed on the soggy unpaved runway due to pilot error, overran the airfield and veered to the left, the captain (a long-range aviation pilot seconded to Aeroflot) failed to abort the take-off, the aircraft lifted off at low speed and with a high angle of attack, but was not able to climb out and collided with an earth wall, both pilots slightly injured while the rest of the crew escaped unhurt
184 287 02	CCCP-L4372	Li-2T	AFL/Urals-SVX	mfd	1948	
	CCCP-84646	Li-2T	AFL/Urals-SVX	rgd	1958/59	soc 10sep59, no reason given
	CCCP-L4373	Li-2	AFL/Estonia	mfd	1948	soc 20mar58 as worn out
	CCCP-L4374	Li-2T	AFL/Uzbekistan-TAS	mfd	1948	
184 287 05	CCCP-84586	Li-2T	AFL/Krasny Kut FS	trf	15may58	soc 26jun59 as worn out
	CCCP-L4375	Li-2T	AFL/Volga-KUF	mfd	1948	
	CCCP-L4375	Li-2T	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4375	Li-2T	AFL/Privolzhsk-KUF	trf	nov54	soc 25feb58 as life-time expired
184 287 07	CCCP-L4377	Li-2	AFL/Urals-SVX	mfd	1948	
	CCCP-L4377	Li-2	AFL/West Sib.-SVX	trf	sep52	
	CCCP-L4377	Li-2	AFL/Urals-SVX	trf	22jul57	
	CCCP-16169	Li-2	AFL/Urals-SVX	rgd	dec58	seen SVX 20jun64; soc 29aug66 as worn out
184 287 08	CCCP-L4378	Li-2T	AFL/West Sib.-Ovn	mfd	1948	f/n OVB 1950's
	CCCP-84529	Li-2T	AFL/West Sib.-OVB	rgd	1958/59	soc 15apr66 as worn out
	CCCP-L4383	Li-2	AFL/Volga-KUF	mfd	1948	
	CCCP-L4383	Li-2	AFL/Centr.Reg.-KUF	trf	sep52	
184 287 10	CCCP-L4383	Li-2	AFL/Privolzhsk-KUF	trf	nov54	
	CCCP-65688	Li-2	AFL/Privolzhsk-KUF	rgd	1958/59	soc 17oct66 as worn out
	CCCP-L4384	Li-2T	NII GVF	mfd	24jan48	
	CCCP-L4384	Li-2T	AFL/Ukraine-ODS	trf	1950	soc 26may58 as life-time expired
184 288 02	CCCP-L4385	Li-2	AFL/Ukraine-ODS	mfd	1948	opb 35 ATO; dbr in the early hours of 14mar50 on a cargo flight from Kiev-Zhuliany to Odessa when encountered fog in the area of Odessa airport, had to go around twice, but failed to divert to Pervomaik or return, on the third approach the aircraft levelled out too high, lost speed, stalled at a height of some 2-3 metres and crashed, suffering substantial damage, the crew was slightly injured while the sole passenger escaped unhurt
184 288 03	CCCP-L4386	Li-2T	AFL/Kyrgyzstan	mfd	1948	
	CCCP-65698	Li-2T	AFL/Kyrgyzstan	rgd	1958/59	soc 02sep61 as life-time expired
	CCCP-L4387	Li-2T	AFL/Kyrgyzstan	mfd	1948	
	CCCP-65700	Li-2T	AFL/Kyrgyzstan	rgd	1958/59	
184 288 06	CCCP-65700	Li-2T	AFL/Kazakhstan-UKK	trf	11jul59	f/n ALA 06jun64; soc 20jul70 as worn out
	CCCP-L4388	Li-2	AFL/Kazakhstan	mfd	1948	
	CCCP-L4388	Li-2	AFL/Kazakhstan-ALA	trf	jun57	
	CCCP-84746	Li-2	AFL/Kazakhstan-ALA	rgd	1958/59	opb 154 OAO when w/o 27oct59 on the leg from Ekibastuz to Karaganda of a flight from Omsk to Karaganda when the captain tried to land in below-minima weather conditions (clouds down to 50 metres and fog at night), on the second approach the aircraft lost speed and height, the right wing touched the ground and the aircraft crashed in the steppe 600 metres before the runway threshold and 71 metres to the left of its extended centreline and broke up, 1 of the 3 crew injured and 1 out 26 passengers killed plus 7 injured; t/t 12,499 hours; soc 16nov59
184 288 07	CCCP-L4389	Li-2T	AFL/Volga-KUF	mfd	1948	
	CCCP-L4389	Li-2T	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4389	Li-2T	AFL/Privolzhsk-KUF	rgd	1958/59	soc 12feb58 as life-time expired
	CCCP-L4390	Li-2T	AFL/Ukraine-HRK	mfd	1948	
184 288 08	CCCP-84625	Li-2T	AFL/Ukraine-HRK	rgd	1958/59	
	CCCP-84625	Li-2T	AFL/Sykytykar-SCW	trf	07jun59	soc as life-time expired but no date given
	CCCP-L4391	Li-2T	AFL/Ukraine-IEV	mfd	1948	
	CCCP-L4391	Li-2T	AFL/Ukraine-IEV	trf	1953	soc 21jan58 as life-time expired
184 288 10	CCCP-L4392	Li-2	AFL/Central Asia	mfd	1948	opb 165 AO Turkmenkoi aviagruppy; dbr 02sep55 on a cargo flight from Damly (36 km from Semy Zavod airport in the Ashkhabad region of Turkmenistan) to Tashauz with 89 sheep on board when the left engine overheated and lost power at a height of 50 metres shortly after take-off as the air temperature was 32° C and the water injection had not been switched on, the pilot decided to make a wheels-down emergency landing on a site 2 km from Damly, but the flight mechanic failed to switch the hydraulics system to the right engine so that the flaps did not extend and the brakes did not work, the aircraft touched down just 230 metres before the edge of the site, bounced several times, overran and ended up in self-dunes, all 4 crew escaped; soc 26dec55
	CCCP-L4405	Li-2	AFL/Northern-LED	mfd	1948	soc 04aug58 as life-time expired
	CCCP-L4379	Li-2	AFL/Moscow (MUTA)	mfd	1948	soc 16dec57 as life-time expired
	CCCP-L4014(2)	Li-2	AFL/Far East-KHV	mfd	1948	see c/n 1845205
184 289 05	CCCP-84637	Li-2	AFL/Far East-KHV	rgd	1958/59	
	CCCP-84637	Li-2	AFL/Far East-PKC	trf	1959	dbr, details unknown; soc 23jun65
	CCCP-L3973(2)	Li-2	AFL/Mosk. AG SPIVS	mfd	1948	see CCCP-L3973(1) with unconfirmed c/n 1841810
	CCCP-65709	Li-2	AFL/Mosk. AG SPIVS	MRV	03nov61	
184 289 06	CCCP-65709	Li-2	AFL/Far East	trf	10apr70	soc 24jan72 as life-time expired
	CCCP-L4011(2)	Li-2T	AFL/Kazakhstan	mfd	1948	see c/n 1843507
	CCCP-84742	Li-2T	AFL/Kazakhstan	rgd	1958	
	CCCP-84742	Li-2T	AFL/Kazakhstan-BXJ	trf	jan64	soc 28feb73 as worn out; the hulk was used as a paint store at Petropavlovsk-Kamchatski-Yelizovo (behind the fire station), discovered in the undergrowth jun06 - can this be correct ?
184 289 07	CCCP-L3975(2)	Li-2	AFL/Moscow SPIVS	mfd	31mar48	see CCCP-L3975(1) with unconfirmed c/n 1841902
	CCCP-65710	Li-2	AFL/MOW MAG SPIMVL			opb UTO-22 at BKA; w/o 25mar66 on a training flight from Moscow-Bykovo when the left outer wing broke off in turbulence, the aircraft dived into a forest 12 km south-east of Ramenskoye (the left outer wing and stabiliser were found in a pond some 400 metres from the rest of the wreckage), all 8 crew (3 instructors and 5 trainees) and the sole passenger killed; t/t 13,672 hours and 11,115 cycles; soc 16aug66
	CCCP-L4025(2)	Li-2T	AFL/Urals	mfd	apr48	used in cargo configuration; opb 3 TAO at SVX; see c/n 1846002
	CCCP-L4025(2)	Li-2T	AFL/West Siberia	trf	sep52	opb 120 AO of Sverdlovskaya aviagruppa at SVX
184 289 09	CCCP-L4025(2)	Li-2T	AFL/Urals	trf	22jul57	opb 120 AO of Uralskaya OAG GVF at SVX
	CCCP-16170	Li-2T	AFL/Urals	rgd	1958	initially opb 120 AO of Uralskaya OAG GVF; f/n MRV 05jan60; trf to 124 LO of Chelyabinski OAO in 1963; last overhaul completed dec64; trf to 246 LO of Tyumenskaya aviagruppa dec64 (based on a decree dated 07oct64); trf to 259 LO of Tyumenskaya aviagruppa feb65; I/n CEK 01sep65; trf to 124 LO of Chelyabinski OAO sep67; t/t 21,751 hours by 21dec67; sent to ARZ-411 at MRV for overhaul dec67, but was struck off charge 29mar68 as worn out and scrapped

184 290 01	CCCP-L4518 CCCP-L4518 CCCP-L4518 CCCP-84518 CCCP-L4519	Li-2 Li-2 Li-2 Li-2 Li-2P	AFL/Volga-KUF AFL/Centr.Reg.-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Northern	mfd trf rgd mfd	1948 sep52 nov54 1958/59 jun48	
184 290 02						soc 19sep60 as life-time expired opb 67 ATO; in dark green or olive drab c/s; w/o 12nov54 on the leg from Sverdlovsk to Omsk at night of a charter flight from Leningrad to Novosibirsk when took off with the flaps extended by at least 25 degrees, started to bank shortly after lift-off, crashed 250 metres short of the runway threshold and 150 metres to the left of its extended centreline and broke up, 2 of the 5 crew and 4 of the 10 passengers killed, with all survivors injured, the crew had worked for 13 hours 40 minutes on the day of the accident; t/t 7,096 hours; struck off charge 15feb55
184 290 03	CCCP-L4520 CCCP-84520(1)	Li-2 Li-2	AFL/Ukraine-ODS AFL/Ukraine-ODS	mfd rgd	1948 1958/59	soc 24mar59 as life-time expired; see c/n 18433607
184 290 04	CCCP-L4521 CCCP-L4521 CCCP-L4521 CCCP-L4521 CCCP-84521 CCCP-L4534	Li-2 Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Yakutiya AFL/East Siberia AFL/Yakutiya AFL/Yakutiya AFL/Yakutiya AFL/East Sib.-IKT	i/s trf trf no mfd	1949 sep52 unknown reports 30jun48	opb 14 TO on charge as of 01apr57 soc 19mar63 as life-time expired opb 133 ATO; w/o 27may53 on the leg from Krasnoyarsk to Novosibirsk of a flight from Irkutsk to Novosibirsk when cut the route short (deviating from the prescribed flight path by 47 km), collided at a height of some 2,000 metres with Li-ZT CCCP-A4031 16.5 km west of Barzas (north of Kemerovo) and crashed in a forest near Gusiny Brod 350 metres from CCCP-A4031, all 4 crew and 16 passengers killed, the accident was partly to blame on organisational problems; t/t 3,882 hours
184 290 07	CCCP-L4522 CCCP-84522 CCCP-84522	Li-2 Li-2 Li-2	AFL/East Siberia AFL/East Siberia AFL/East Sib.-HTA	mfd rgd trf	1948 1958/59 23jul63	
184 290 08	CCCP-L4523	Li-2	AFL/Krasnoyar.-KJA	mfd	1948	soc 30jul65 as life-time expired
184 290 09	CCCP-L4524	Li-2	AFL/Krasnoyar.-KJA	mfd	1948	soc 10sep58 as life-time expired
184 290 10	CCCP-L4525 CCCP-84525 CCCP-84525 CCCP-84525	Li-2 Li-2 Li-2 Li-2	AFL/Kyrgyzstan AFL/Kyrgyzstan AFL/Lithuania AFL/Urals-SVX	mfd rgd trf mfd	1948 1958/59 09oct59 1948	soc 18nov58 as life-time expired
184 291 02	CCCP-L4398 CCCP-84540 CCCP-L4399	Li-2 Li-2 Li-2	AFL/Urals-SVX AFL/Urals-SVX AFL/Krasnoyar.-KJA	rgd rgd mfd	1948 1958/59 1948	soc 01sep60 as life-time expired f/n Novosibirsk-Severnoy 17nov51; mentioned in the accident report of Il-12 CCCP-L1775
184 291 03	CCCP-L4380	Li-2T	AFL/Tajikistan-DYU	mfd	1948	soc 07jan60 as life-time expired
184 291 05	CCCP-L4380 CCCP-L4380 CCCP-L4380 CCCP-54819 CCCP-L4382 CCCP-L4382 CCCP-L4382 CCCP-84543	Li-2T Li-2T Li-2T Li-2T Li-2P/G Li-2P/G Li-2P/G Li-2P/G	AFL/NII GVF AFL/Turkmenis.-ASB AFL/Turkmenis.-ASB AFL/Urals AFL/Urals AFL/Urals AFL/Urals	ph. trf rgd rgd trf trf trf rgd	1950 sep52 1958/59 may48 ? sep52 22jul57 17apr59	soc 18nov58 as life-time expired in a document 1948 on test flights soc 15feb60 as worn out operated initially by 3 TAO at SVX; trf to 17 TAO at SVX 01jul48 opb 120 AO at SVX as of 01feb57
184 291 06	CCCP-L4400 CCCP-L4400 CCCP-L4400 CCCP-84558	Li-2G Li-2G Li-2G Li-2G	AFL/Urals AFL/Urals AFL/Urals AFL/Urals	rgd trf trf rgd	17nov58 22jul57 17nov58	opb 120 AO of Uralskaya OAG GVF; t/t 12,466 hours by 01nov58 seen SVX dec58; struck off charge 25aug60 as amortisation period expired
184 291 07	CCCP-L4400 CCCP-L4400 CCCP-L4400 CCCP-84558	Li-2G Li-2G Li-2G Li-2G	AFL/Urals AFL/Urals AFL/Urals AFL/Urals	rgd trf trf rgd	17nov58 22jul57 17nov58	probably opb 359 otae at Marneuli-Sandar; in olive drab or dark green c/s with light grey or light blue underside
184 291 10	not known	Li-2	Soviet AF/PVO	mfd	1948	
184 292 01	CCCP-L4401 CCCP-16164	Li-2T Li-2T	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	mfd rgd	1948 1958/59	soc 30dec60 as worn out
184 292 04	not known CCCP-63902 CCCP-63902 CCCP-63902 CCCP-63902 CCCP-63902 CCCP-63902	Li-2T Li-2T Li-2T Li-2T Li-2T Li-2T	Soviet Air Force AFL/Urals-SVX AFL/Urals-PEE AFL/Urals-SVX AFL/Urals-SVX AFL/Tyumen-Tjp AFL/Moscow (MUTA)	mfd toc trf trf trf trf mfd	1948 01aug63 30sep63 1964 20feb67 1948	photo exists in natural metal c/s
184 292 06	CCCP-L4393	Li-2	AFL/Moscow (MUTA)	mfd	1948	soc 21may69 as worn out opb 61 AO; dbr 13aug53 whilst parked at Moscow-Bykovo when was hit by TS-62 CCCP-L1034 which had touched down 170 metres to the right of the centre-line of the runway due to fog, ended up on the apron during the landing run and collided with the Li-2, resulting in damage to the tail of the Li-2 and the right wing of the TS-62; t/t 6,020 hours
184 292 07	CCCP-L4418 CCCP-84638	Li-2T Li-2T	AFL/Far East-KHV AFL/Far East-KHV	mfd rgd	1948 1958/59	soc 24mar70 as worn out
184 292 08	CCCP-L4419 CCCP-L4419 CCCP-L4419 CCCP-84741 CCCP-L4394	Li-2 Li-2 Li-2 Li-2 Li-2T	AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Moscow (MUTA)	mfd trf rgd rgd mfd	1948 jun57 1958/59 1948	soc 15may61 as life-time expired
184 292 09	CCCP-51104 CCCP-51104 CCCP-51104	Li-2T Li-2T Li-2T	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk	rgd rgd trf	1958/59 1958/59 01jan60	soc 18aug62 as life-time expired
184 293 01	CCCP-L4396 CCCP-L4396 CCCP-L4396	Li-2 Li-2 Li-2	AFL/Northern-LED AFL/Northern-LED AFL/Northern-ARH	mfd trf trf	1948 1954 1948	soc 26may58 as life-time expired
184 293 02	CCCP-L4397 CCCP-84679 CCCP-Sh4406 CCCP-Sh4406 CCCP-L4406 CCCP-L4406 CCCP-84697 CCCP-84697 CCCP-84697 CCCP-84697	Li-2 Li-2 Li-2 Li-2 Li-2 Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Northern-ARH Aeroflot/USHVLP AFL/Krasny Kut FS AFL/Lithuania AFL/Lithuania AFL/Krasny Kut FS AFL/Krasny Kut FS Aeroflot/KShVLP AFL/Urals-SVX	rgd mfd trf trf trf rgd rgd trf trf mfd	1958/59 1948 13may58 17sep58 1958/59 1958/59 19may60 05aug60 1948	soc 29feb60 as life-time expired Ulyanovsk Advanced Flying Training College
184 293 05	CCCP-L4407	Li-2T	AFL/Urals-SVX	mfd	1948	Kirovograd Advanced Flying Training College; soc 25jul61 as worn out opb 120 ATO Sverdlovskoi aviagruppy; in natural metal c/s; w/o 15feb57 on a cargo flight from Mys Kamenny to Salekhard with the MTOW exceeded by 370 kg and the centre of gravity out of the envelope (too far aft) when the nose pitched up after 2 of the 4 crew members moved to the back of the cargo bay while the aircraft was flying at a height of 1,500 metres, the cargo which had not been fastened properly shifted rearward, the aircraft lost speed, stalled, fell uncontrolledly and came down in the snow-covered tundra between the lakes Yarato 1-ye and Yarato 2-ye (at N68°02'50.0" E71°41'43.2", some 100 km south-west of Mys Kamenny airport on the Yamal peninsula), all 4 crew members were injured (2 of them seriously); t/t 10,103 hours; soc 31may57; the wreck was extant by 2016
184 293 06	CCCP-L4408 CCCP-84721 CCCP-84721 CCCP-84721 CCCP-L4409 not known CCCP-71186	Li-2T Li-2T Li-2T Li-2T Li-2T Li-2 Li-2	AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Kazakhstan-KSN AFL/Moscow (MUTA) Soviet Air Force AFL/Urals	mfd rgd trf mfd mfd mfd trf	1948 1958/59 31may61 1948 apr48 unknown	soc 04nov70 as life-time expired soc 24mar59 as worn out
184 293 07	CCCP-L4408 CCCP-84721 CCCP-84721 CCCP-84721 CCCP-L4409 not known CCCP-71186	Li-2T Li-2T Li-2T Li-2T Li-2T Li-2 Li-2	AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Kazakhstan-KSN AFL/Moscow (MUTA) Soviet Air Force AFL/Urals	mfd rgd trf mfd mfd mfd trf	1948 1958/59 31may61 1948 apr48 unknown	used in passenger configuration; on charge as of 01jan60; initially opb 120 AO of Uralskaya OAG GVF at SVX; trf to 124 AO at CEK 08jun61; detached to Tyumenskaya aviagruppa 28dec62; w/o 14jan63 on a flight from Tazovskoye (Yamal peninsula) to Salekhard when took off from the ice of the river Taz in below-minima weather conditions (visibility 500-600 metres) at night with a crosswind of 12 m/s, the pilot did not cope with the difficult situation, the aircraft lost speed, banked to the right, pitched over and crashed onto the ice of the river 265 metres beyond the runway threshold and 70 metres to the right of its extended centreline, all 4 crew members and 8 of the 21 passengers were killed, 8 passengers were severely and 5 slightly injured; t/t 7,388 hours; struck off charge 22feb63
184 293 08	CCCP-L4410 CCCP-L4410 CCCP-84732 CCCP-L4420 CCCP-L4412 CCCP-L4413 CCCP-L4413 CCCP-L4413 CCCP-84708 CCCP-L4421 CCCP-L4421 CCCP-84690 CCCP-84690 CCCP-84690 CCCP-84690 CCCP-L4422 CCCP-L4422 CCCP-L4422 CCCP-51115	Li-2 Li-2 Li-2 Li-2 Li-2T Li-2T Li-2T Li-2T Li-2T Li-2T Li-2 Li-2 Li-2 Li-2 Li-2G Li-2G Li-2G Li-2G	AFL/Kazakhstan AFL/Kazakhstan-BXJ AFL/Kazakhstan-BXJ AFL/Ukraine AFL/Moscow (MUTA) AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Northern-ARH AFL/Northern-ARH AFL/Northern-ARH AFL/N. Kavkaz-ROV AFL/N. Kavkaz-ROV AFL/N. Kavkaz-MRV AFL/Far East AFL/Belarus AFL/Western AFL/Belarus	mfd trf rgd no mfd mfd trf no mfd rgd rgd rgd trf trf rgd trf trf rgd	1948 sep54 1958/59 reports 1948 1948s 1954 reports 1948 1958/59 nov61 21jan67 oct48 ? 20oct54 19mar57 27nov58	f/n AKX 03may59; soc 22apr70 as worn out soc 24jun57 as life-time expired soc 14oct57 as worn out soc 20jun60 as life-time expired opb 34 ATO; made a forced landing in 1949 f/n MRV 15feb60 soc 27apr72 as life-time expired initially opb 22 TAO at Minsk; opb 1 OUAE as of 07nov49; trf to 1 TAE 106 AO may50 opb 1 TAE 106 AO opb 104 AO at Minsk as of 01apr57; in natural metal c/s with two thin cheatlines; not included in the request of the Belarussian directorate for new registration numbers dated 17apr58 not included in the GU GVF document which allocated the new registration numbers 13may58; struck off charge 05oct60 as life-time expired
184 293 09	CCCP-L4423 CCCP-L4423 CCCP-L4424 CCCP-L4425 CCCP-84722 CCCP-L4426 CCCP-L4426 CCCP-L4426 CCCP-51108 CCCP-L4427 CCCP-L4427	Li-2 Li-2 Li-2 Li-2 Li-2 Li-2GP Li-2GP Li-2GP Li-2GP Li-2 Li-2	NII GVF AFL/Moscow (MUTA) AFL/Azerbaijan-BAK AFL/Kazakhstan AFL/Kazakhstan-BXJ AFL/Urals AFL/Urals AFL/Urals AFL/Urals AFL/Northern AFL/Estonia	mfd trf mfd mfd rgd rgd trf trf rgd mfd trf	1948 unknown 1948 1948 1958/59 jun48 ? sep52 22jul57 20may59 1948 1957	soc 14feb58 as life-time expired soc 20jul59 as life-time expired soc 11oct62 as life-time expired operated initially by 3 TAO at SVX; trf to 17 TAO at SVX 01jul48; f/n Kazan 09jan49 opb 120 AO at SVX as of 01feb57 opb 120 AO of Uralskaya OAG GVF; t/t 12,366 hours by 01nov58 struck off charge 21jul60 as amortisation period expired opb Estonski OAO; in a document 1951 opb Estonskaya OAG GVF

184 296 05	CCCP-84644	Li-2	AFL/Estonia	rgd	1958/59	opb Estonskaya OAG GVF; soc 10oct61 as life-time expired
	CCCP-L4428	Li-2	NII GVF	no	reports	
	CCCP-65708(2)	Li-2	NII GVF	rgd	28jan60	see c/n 18428602
	CCCP-65708(2)	Li-2	AFL/Moscow ASPIMVL	trf	17jul64	
	CCCP-73951	Li-2	AFL/Moscow ASPIMVL	rgd	30may72	
184 296 06	CCCP-73951	Li-2	AFL/Tyumen	trf	14jul72	soc 24jan73 as worn out
184 296 07	CCCP-L4429	Li-2	AFL/Moscow (MUTA)	mfd	1948	soc 20dec57 as life-time expired
	CCCP-L4430	Li-2T	AFL/Urals-SVX	mfd	1948	
	CCCP-16167	Li-2T	AFL/Urals-SVX	rgd	1958/59	
	CCCP-16167	Li-2T	AFL/Urals-CEK	trf	23may60	
184 296 08	CCCP-L4500	Li-2	AFL/Georgia-TBS	mfd	27may48	soc 02nov61 as life-time expired opb 18 TAO; w/o 25oct48 on the leg from Klukhori to Sukhumi of a flight from Klukhori to Tbilisi when the crew (who had drunk alcohol for breakfast) intentionally left the prescribed flight path and chose to overfly the main ridge of the Caucasus, when the aircraft encountered difficult weather conditions and suffered from heavy icing the crew decided to return, but the aircraft got caught by a strong katabatic wind, hit 2 trees on the slope of a mountain south of Samurskaya in the north-western part of the main ridge of the Caucasus (N44°05'30" E39°51'15") at a height of 1,690 metres, lost both wings and tumbled down the steep slope, coming to rest at a height of 1,610 metres, all 4 crew and 14 passengers killed; t/t 616 hours; the wreck was found only 08aug49
184 296 09	CCCP-L4501	Li-2	AFL/Georgia-TBS	mfd	1948	made a test flight in the Caucasus 15aug49
184 296 10	CCCP-54501	Li-2	AFL/Georgia-TBS	rgd	1958/59	soc 17oct66 as worn out
	CCCP-L4502	Li-2T	AFL/Ukraine-ODS	mfd	may48	converted to cargo/passenger version by ARB-402 and used as a benchmark for the conversion of other Li-2s; soc 16dec57 as life-time expired
184 297 01	not known	Li-2	Soviet Air Force	mfd	1948	on charge as of 01feb65; soc 20jul73 as life-time expired
184 297 02	CCCP-63904	Li-2	AFL/Privolzhsk	trf	unknown	initially opb 22 TAO at Minsk; trf to 1 OUAЕ in 1949 and to 1 TAE 106 LO may50
	CCCP-L4503	Li-2	AFL/Belarus	rgd	sep48 ?	opb 1 TAE 106 LO
	CCCP-L4503	Li-2	AFL/Western	trf	20oct54	opb 104 AO at Minsk as of 01apr57
	CCCP-L4503	Li-2	AFL/Belarus	trf	19mar57	registration given in the GU GVF document which allocated the new registration numbers 13may58 as CCCP-84616, probably in error; meteorological reconnaissance aircraft, equipped with various instruments;
	CCCP-84713	Li-2Z	AFL/Belarus	rgd	30jun58	opb 104 AO at Minsk (became 104 LO of Minski OAO in 1963); overhauled 11 times by 01dec63; struck off charge 21sep67 as worn out
184 297 03	CCCP-L4504	Li-2T	AFL/Belarus	rgd	sep48 ?	opb 22 TAO at MHP as of 25may49 and by 104 AO at MHP as of 01apr57; severely damaged by a storm while being parked at Chisinau 21jan58; t/t 10,780 hours; struck off charge 10may58 as a repair was deemed economically not viable
184 297 04	CCCP-L4505	Li-2	AFL/Northern-LED	mfd	1948	in natural metal c/s; appeared in the 1955 Soviet film "Dva kapitana" (Two Captains)
184 297 05	CCCP-84616	Li-2	AFL/Northern-LED	no	reports	soc 12jan61 as worn out
	CCCP-L4506	Li-2	AFL/Azerbaijan-BAK	mfd	1948	
	CCCP-54851(1)	Li-2	AFL/Azerbaijan-BAK	rgd	1958/59	registration from the MGA document, but the aircraft was contained neither in the Azerbaijani directorate's request for new registrations dated 10apr58 nor in the GU GVF document allocating the new registrations dated 09may58; soc 09jul60 as worn out; see c/n 18435009
184 297 06	CCCP-L4509	Li-2	AFL/Kazakhstan	mfd	31may48	opb 158 OAO; w/o 09mar62 on an ice-reconnaissance mission from Aralsk over the Aral Sea when crashed at a height of 211 metres into Cape Baigubekmuryn on the western coast of the Aral Sea (Aktyubinsk region of Kazakhstan, N45.617 E58.583) in bad visibility, 1 of the 4 crew and 2 of the 6 passengers killed and all other occupants injured; wreck found 10mar62; t/t 13,738 hours; soc 18apr62
	CCCP-L4509	Li-2	AFL/Kazakhstan-BXJ	trf	sep54	in a document 1948
	CCCP-84717	Li-2	AFL/Kazakhstan-CIT	rgd	1958/59	
184 297 07	CCCP-L4507	Li-2T	AFL/Uzbekistan-TAS	mfd	1948	
	CCCP-16165	Li-2T	AFL/Uzbekistan-TAS	rgd	1958/59	
	CCCP-16165	Li-2T	AFL/Uzbekistan-NCU	trf	mar60	soc 27dec72 as life-time expired
184 297 08	CCCP-L4508	Li-2T	AFL/Volga-KUF	mfd	1948	
	CCCP-L4508	Li-2T	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4508	Li-2T	AFL/Privolzhsk-KUF	trf	nov54	
	CCCP-65689	Li-2T	AFL/Privolzhsk-KUF	rgd	1958/59	
	CCCP-L4510	Li-2T	AFL/Ukraine	mfd	31may48	soc 16nov60 as worn out
184 297 10	CCCP-L4511	Li-2	AFL/Armenia	mfd	1948	opb 86 OAO; converted to cargo/passenger version with 9 seats by ARB-411 jan55, committing several mistakes in the process; w/o 23jan55 on the leg from Kiev to Nikolayev of a flight from Kiev to Simferopol when a crew member threw a cigarette stub out of the right cockpit window which entered the air intake of the cabin ventilation system which was situated behind the cockpit window at the same height (one of the mistakes committed during the conversion), a fire developed in the ventilation system, incinerated the interior lining of the cabin and spread rapidly as non-impregnated cotton wool had been used as insulation material (another mistake), as the fire could not be extinguished the crew initiated an emergency descent and the aircraft made a belly landing in a field near Lipovets (Kagarlyk district of the Kiev region), slid down a slope, collided with trees on the banks of the river Rosava, came to rest on the ice of the river and burnt out, 2 of the 5 crew and 1 of the 8 passengers killed and all survivors injured; t/t 5,070 hours (73 hours 53 minutes after the conversion); soc 15apr55
	CCCP-L4511	Li-2	AFL/Mosk. AG SPIVS	no	reports	opb Armyanski OAO; in a document 1948
	CCCP-84767	Li-2	AFL/Mosk. AG SPIVS	no	reports	
	CCCP-84767	Li-2	AFL/Northern	trf	12aug68	f/n IWA oct67
	CCCP-L4512	Li-2T	AFL/Volga-KUF	mfd	1948	soc 27apr72 as worn out
184 298 01	CCCP-L4512	Li-2T	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4512	Li-2T	AFL/Centr.Reg.-RTW	trf	oct54	
	CCCP-L4512	Li-2T	AFL/Privolzhsk-RTW	trf	26oct54	
	CCCP-65690	Li-2T	AFL/Privolzhsk-RTW	rgd	1958/59	
	CCCP-L1278	Li-2T	AFL/Northern-LED	mfd	1948	soc 11jul61 as worn out
184 298 02	CCCP-54974	Li-2T	AFL/Northern-LED	no	reports	
184 298 03	CCCP-L1285	Li-2T	AFL/Volga-KUF	mfd	1948	soc 14feb67 as worn out
	CCCP-L1285	Li-2T	AFL/Centr.Reg.-KUF	trf	sep52	in dark green c/s; seen Khalaktyrka 1953
	CCCP-L1285	Li-2T	AFL/Privolzhsk-KUF	trf	nov54	
	CCCP-65691	Li-2T	AFL/Privolzhsk-KUF	rgd	14may58	
	CCCP-X860	Li-2T	MVD - Dalstroi	rgd	jul48 ?	soc 03jul63 as life-time expired
184 298 05	CCCP-X860	Li-2T	AFL/Far East	trf	03dec53	opb SMP AO from 11aug48; served the Magadan-Zaliv Kresta route oct48, t/t 82 hours by then; Dalstroi assigned the crew of P.P. Morozov to this aircraft 28jun49; made a forced landing 24jul49 after engine problems
	CCCP-L3948(2)	Li-2T	AFL/Far East	rgd	28jan56	used in cargo configuration; opb Magadanskaya aviagruppa
	CCCP-L3948(2)	Li-2T	AFL/Magadan	trf	22jul57	opb 185 AO of Magadanskaya aviagruppa at Magadan; see c/n 1842007
	CCCP-L3948(2)	Li-2T	AFL/Mosk. AG SPIVS	trf	unknown	opb 185 AO of Magadanskaya OAG GVF
	CCCP-65712	Li-2T	AFL/Mosk. AG SPIVS	rgd	17may58	trf between jan57 and apr58; opb 1 AOVs at Myachkovo
184 298 06	CCCP-73957	Li-2T	AFL/Central Region	rgd	05jun72	redesignated AFL/Central Region in 1971; opb 1 AOVs (became 229 LO AFS of Myachkovski OAO in 1962)
	CCCP-73957	Li-2T	AFL/Tyumen	rgd	14jul72	opb 229 LO AFS of Myachkovski OAO
	not known	Li-2	Soviet Air Force	mfd	1948	opb 234 LO of Salekhardski OAO at SLY; soc 03jul73 as life-time expired
	CCCP-59505(1)	Li-2	MAP Kirov MSZ	rgd	12jun67	
	CCCP-X861	Li-2T	MVD - Dalstroi	rgd	jul48 ?	canx 06mar73; see c/n 33443904
184 298 08	CCCP-X861	Li-2T	AFL/Far East	trf	03dec53	opb SMP AO from 09aug48; served the Magadan-Zaliv Kresta route oct48; Dalstroi assigned the crew of A.N. Sushkov to this aircraft 28jun49
	CCCP-L3961(2)	Li-2T	AFL/Far East	rgd	12oct55	used in cargo configuration; opb Magadanskaya aviagruppa
	CCCP-L3961(2)	Li-2T	AFL/Magadan	trf	22jul57	opb Magadanskaya aviagruppa; see c/n 1841707
	CCCP-16199	Li-2T	AFL/Magadan	rgd	29may58	opb 185 AO of Magadanskaya OAG GVF at Magadan
	CCCP-16199	Li-2T	AFL/Kazakhstan	trf	15jan65	opb 185 AO of Magadanskaya OAG GVF (became 185 LO of Magadanski OAO in 1963)
184 299 02	CCCP-X863	Li-2	Minrybprom	rgd	aug48 ?	soc 02jan69 as worn out
184 299 03	CCCP-L1290	Li-2GP	AFL/North Kavkaz	rgd	05jan55	Ministry of Fisheries; opb aviagruppa Glavkaspriybproma; damaged 22sep48 when the pilot retracted the landing gear too early during take-off and the aircraft sank back to the ground
	CCCP-16212	Li-2GP	AFL/North Kavkaz	rgd	29may58	used in cargo/passenger configuration; opb 77 AO at Rostov-na-Donu
	CCCP-16212	Li-2GP	Aeroflot/KShVLP	trf	20jan61	opb 77 AO; f/n ROV 30apr59
	CCCP-16212	Li-2GP	AFL/Urals	trf	25nov63	Kirovograd Advanced Flying Training College
						initially opb 120 LO of Sverdlovski OAO at SVX; temporarily detached to Magnitogorskaya OAE at MQF 30aug66, returned to 120 LO probably may67; trf to 122 LO of Permski OAO at PEE 09jan68; soc 28apr71 as life-time expired
184 299 04	CCCP-L4575	Li-2T	AFL/Kyrgyzstan	mfd	1948	crashed 16feb62 while taking off from the soaked unpaved runway at Chimkent airport, as a result of premature take-off at insufficient speed, the overloaded aeroplane began to turn with a descent and crashed outside the airfield; soc 18apr62
	CCCP-84575	Li-2T	AFL/Kyrgyzstan	rgd	1958/59	
	CCCP-84575	Li-2T	AFL/Kazakhstan-CIT	trf	10jul59	
184 299 05	CCCP-L1275	Li-2	AFL/Mosk. AG SPIVS	mfd	1948	soc 12aug61 as life-time expired
184 299 05	CCCP-65713	Li-2	AFL/Mosk. AG SPIVS	rgd	1958/59	opb aviaotryad kombinata No. 6 predpriyatiya p-ya No. 54 (a uranium mining and enrichment combine) at Chkalovsk (now Buston, Tajikistan); made a forced landing 09dec48 when the right engine failed
	CCCP-X867	Li-2	MVD	rgd	aug48 ?	used in passenger configuration; opb 8 TAO at Stalinabad (became 178 SAO in 1953); w/o 06jul53 on a flight from Khorgor to Stalinabad (now Dushanbe) when deviated from the prescribed flight path in the gorge by 12 km due to clouds in the gorge, when the aircraft approached the Yauza pass (4,885 metres) 15 km north-west of Rushan it got caught by a strong katabatic wind and crashed some 75-100 metres below the ridge into the southern slope of the pass (at N38°03' E71°28'), all 4 crew members and 3 passengers were killed; t/t 1,477 hours; the wreck was found 08jul53; see c/n 1846102
184 299 06	CCCP-L4027(2)	Li-2	AFL/Tajikistan	rgd	23jan53	assigned to MAGON 03jun48, opb by it as of 24jan51; in dark green c/s with light grey undersides, no titles; flew ice-reconnaissance missions 18sep48/26oct48, 13/28jul49 and 27aug51/28sep51; took part in the "Sever" Arctic expedition in spring 1954 and used to resupply the drifting polar station SP-3 in 1954/55
	CCCP-N490	Li-2T	Polyarnaya Aviats.	toc	03jun48	canx 25jul73
	CCCP-69304	Li-2T	MAP Ufa Motors	rgd	06dec65	

184 299 07	CCCP-N491	Li-2T	Polyarnaya Aviats.	toc	03jun48	assigned to MAGON 03jun48; rgd should be around 09aug48; in dark green c/s with light blue or light grey underside; photo at Mys Shmida in 1950; opb MAGON as of 24jan51; opb 3 AE of Moskovski AO as of jun55 and 1958; used to resupply the "Sever-7" Arctic expedition in 1955
	CCCP-04205 CCCP-04205	Li-2T Li-2T	Polyarnaya Aviats. AFL/Polar	rgd trf	22may58 10feb60	confirmed in register 07jun58 initially opb 247 AO at SVO; trf to 254 AO at SVO 12dec60; photo jul62; initially in natural metal c/s with thin cheatlines above and below the windows, a white area between them and white fin (possibly also with orange areas), small titles on the nose; repainted in natural metal c/s with thin red cheatlines above and below the windows; appeared as such in the 1963 film "Pri ispolnenii sluzhebnykh obyazannosti" (In the Line of Duty); trf to Mys-Kamenskaya OAE 01oct68
184 299 08	CCCP-04205 CCCP-N492	Li-2T Li-2T	AFL/Tyumen Polyarnaya Aviats.	trf toc	01nov70 03jun48	opb Mys-Kamenskaya OAE; struck off charge 20jul73 as life-time expired assigned to MAGON 03jun48, opb 2 ae MAGON as of 24jan51; dbr 27jan59 on an ambulance flight from Andmerda to Ust'-Kara when dropped below the glide path in poor visibility, failed to go around and touched down in deep snow 70 metres before the runway threshold, the main landing gear hit the threshold of the security strip before the runway threshold and broke off, the aircraft suffered substantial damage and came to rest 250 metres before the landing T, all crew members and passengers escaped unhurt
184 299 09	CCCP-N493	Li-2T	Polyarnaya Aviats.	mfd	30jun48	toc 03jun48 (but rgd date should be around 18dec48); assigned to Igarskaya aviagruppa 03jun48 and opb it as of 24jan51, was under overhaul with ARM-266 at Ivanovo as of 01dec51
	CCCP-04227 CCCP-04227 CCCP-04227	Li-2T Li-2T Li-2T	Polyarnaya Aviats. AFL/Polar AFL/Krasnoyarsk	rgd trf trf	22may58 10feb60 15apr60	confirmed in register 27may59; opb Khatangski AO initially opb 188 AO at Krasnoyarsk; trf to 126 LO of 2-i Krasnoyarski OAO before dec63; w/o 19nov67 on the leg from Yeniseisk to Krasnoyarsk of a positioning flight from Severo-Yeniseisk to Krasnoyarsk when descended too early on landing in poor visibility at dusk (20 minutes after sunset), hit trees 55 metres before the inner marker and 60 metres to the left of the extended centre-line of the runway, hit a telegraph pole, a wooden fence and a warehouse, came to rest 85 metres behind the inner marker and burnt out, all 4 crew members (pilot: B.M. Gladki) were killed; t/t 19,305 hours and 8,764 cycles; struck off charge 10apr68
184 299 10	CCCP-L3979(2)	Li-2	AFL/Mosk. AG SPIVS	mfd	1948	see c/n 1841906
184 300 01	CCCP-65714 CCCP-L4526 CCCP-L4526 CCCP-L4526 CCCP-L4526 CCCP-84526	Li-2 Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Mosk. AG SPIVS AFL/Uzbekistan AFL/Western-MHP AFL/Belarus-MHP AFL/Belarus-MHP AFL/Uzbekistan	rgd rgd trf trf rgd mfd	1958/59 1948 unknown 19mar57 13may58 1949	soc 14jul71 as life-time expired l/n MHP nov59 see l/n date above; soc 10jun61 as life-time expired
184 300 02	CCCP-L4527 CCCP-L4527 CCCP-84527 CCCP-L4528 CCCP-L4528	Li-2T Li-2T Li-2T Li-2T Li-2T	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd trf rgd mfd rgd	1958/59 sep52 1958/59 1949 1958/59	soc 29nov61 as life-time expired
184 300 03	CCCP-84528(1)	Li-2T	AFL/Uzbekistan-TAS	rgd	1958/59	soc 19jul.. as worn out, no year given in MGA document, must be before 1971, see c/n 18432105
184 300 05	not known CCCP-F356	Li-2 Li-2	Soviet Air Force GU GK	mfd rgd	26aug48 nov49 ?	underwent trials with propellers that could be feathered at GK NII VVS in 1948 Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); converted to a photo survey aircraft by PARM Moskovskogo AFO GU GK; opb Moskovski AFO used in cargo/passenger configuration; opb 6 AOVS at Novosibirsk-Severn; in the inventory listing of the West Siberian directorate dated 01feb57 as having been with ARB-411 from 09jan57; see c/n 1846904
	CCCP-L3942(2)	Li-2GP	AFL/West Siberia	rgd	06may55	used in passenger configuration with 21 seats by 01oct63; initially opb 6 LO of Novosibirski OAO; trf to 117 LO of Omski OAO at OMS after oct63; in natural metal c/s with two thin blue cheatlines; soc 26sep73 as life-time expired
	CCCP-84530	Li-2P	AFL/West Siberia	rgd	09may58	
184 300 07	CCCP-L4531 CCCP-84531	Li-2T Li-2T	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	mfd rgd	1948 1958/59	soc 29dec60 as life-time expired
184 300 08	not known CCCP-71221	Li-2T Li-2	Soviet Air Force AFL/Azerbaijan-BAK	mfd toc	1848 15apr60	
184 300 09	CCCP-71221 CCCP-L4532	Li-2 Li-2	AFL/Azerbaijan-BAK AFL/Kazakhstan-ALA	rgd	1948	dbr, details unknown; soc 24dec62 opb 7 AT0; dbr 16oct50 on the leg from Aktyubinsk to Kustanai of a cargo flight from Moscow to Alma-Ata when tried to land in fog (which had not been forecast by the met office) at night, went around 6 times, but failed to divert to Atbasar, on the 7th approach the aircraft had to go around again, but the left wing collided with the mast of a power-line 600 metres from the airport and crashed, all 5 crew members escaped unhurt; canx 1950
184 300 10	CCCP-L4533 CCCP-L4533 CCCP-84533	Li-2 Li-2 Li-2	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	mfd trf rgd	1948 jun57 1958/59	soc 25nov60 as life-time expired
184 301 01	CCCP-L4562 CCCP-84562	Li-2T Li-2T	AFL/Urals-SVX AFL/Urals-SVX	mfd rgd	1949 1958/59	f/n SVX 23sep58
184 301 02	CCCP-N494	Li-2	Polyarnaya Aviats.	toc	03jun48	opb Igarskaya aviagruppa from 03jun48, by MAGON as of 10sep48 and by Chukotskaya aviagruppa as of 01nov48; w/o 01nov48 on the leg from Ust'-Yansk to Mys Kosisty at night of a flight from Kresty Kolymskiye to Mys Kosisty when the oil pressure of the right engine dropped (due to a design deficiency) and the engine eventually failed, the propeller could not be feathered as there was no oil pressure so that the aircraft lost height, entered clouds and suffered from heavy icing, the crew attempted a forced landing on the ice of bukhta Kozhevnikova bay, but was not able to correctly establish its height over the ice as the cockpit windows were covered by ice as well, the aircraft stalled on finals and crashed head-on onto the ice 16 km east of Mys Kosisty airport, all 6 crew members were killed; the wreck was found 17nov48, partially submerged and frozen into the ice; soc 07mar49
184 301 03	CCCP-L4563 CCCP-84563 CCCP-84563	Li-2 Li-2 Li-2	AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS AFL/Tyumen	mfd no reports trf	1949 reports 17jul70	dbr, details unknown; soc 04jul72
184 301 04	CCCP-L4565 CCCP-L4565	Li-2 Li-2	AFL/Yakutiya GU GK	rgd trf	sep48 ? unknown	used in cargo configuration; opb 14 TO at Yakutsk Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); leased from GU GVF; used in photo survey configuration (equipped with a BO-10 camera system); on charge during the 2nd quarter of 1952; opb Moskovski AFO; was with the ARZ at Tashkent as of 15mar53
	CCCP-L4565 CCCP-84565	Li-2 Li-2	AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS	trf rgd	unknown 1958	opb 1 AOVS at Myachkovo as of 01jan57; trf to 175 AO at Bykovo before oct60 not included in the GU GVF document which allocated the new registration numbers 17may58; opb 175 LO of Bykovski OAO; soc 10aug66 as worn out
184 301 05	CCCP-L4566 CCCP-L4566	Li-2T Li-2T	AFL/Moscow (MUTA) SibNIA	mfd trf	1949 08mar58	soc 29jul58 as worn out
184 301 06	not known	Li-2	Soviet Air Force	photo		opb 604 uap; in olive drab or dark green c/s
184 301 09	CCCP-X116 CCCP-L3960(2) CCCP-L3960(2) CCCP-84748	Li-2 Li-2 Li-2 Li-2	MVD - Dalstroj AFL/Far East AFL/Magadan AFL/Magadan	mfd rgd trf rgd	29aug48 12oct55 1956 09jul58	rgd sep48 ?; used in cargo configuration opb 142 AO at Khabarovsk; see c/n 1841802 opb 185 AO of Magadanskaya aviagruppa at Magadan opb 185 AO of Magadanskaya aviagruppa; w/o 11nov60 on the leg from Zyryanka to Nizhniye Kresty (now Cherski) of a cargo flight from Magadan to Pevek when tried to take off from a badly prepared snow-covered runway at Zyryanka during snowfall at night, needed a very long take-off run due to the bad condition of the runway, lifted off at low speed and with a high angle of attack, fell back to the ground and bounced several times, the left wing touched the ground damaging the aileron, the crew failed to abort the take off and the barely controllable aircraft flew some 1,500 metres at low height, veering to the left, came down in a snow-covered field 440 metres behind the runway threshold and 970 metres to the left of its extended centre-line and broke up, all 5 crew members (pilot: K.L. Kurzhkovski) were killed while the sole passenger escaped with minor injuries; struck off charge 26dec60
184 301 10 ?	CCCP-L4545	Li-2	AFL/Northern-LED	mfd	1948	opb 28 AT0; dbr 06oct49 on a cargo flight from Leningrad to Arkhangelsk when the pilots attempted to climb above the cloud cover, but did not note that the aircraft was too slow so that it stalled at a height of 2,400 metres, the inexperienced pilots did not cope with the situation and shut off the engines at a height of some 1,500 metres, the aircraft dived out of the clouds at some 300-400 metres, was recovered from the dive at a height of 50 metres and made a wheels-up landing in bushy terrain east of Leningrad, suffering substantial damage, all crew members and the sole passenger escaped unhurt
184 302 01	CCCP-L4546	Li-2T	AFL/Ukraine-DOK	mfd	aug48	rgd 1948; opb 89 AO by 1954; converted to a cargo/passenger version by ARB-411, committing several mistakes in the process; damaged on a mail flight from Moscow to Kharkov 19dec54 when a crew member threw a cigarette stub out of the right cockpit window which entered the air intake of the cabin ventilation system which was situated behind the cockpit window at the same height (one of the mistakes committed during the conversion) and caused a fire in the interior lining of the cabin which was successfully extinguished by the crew; f/n ROV 09jan57; l/n IEV jul58; not included in the request of the Ukrainian directorate for new registration numbers in 1958 but see next line
	CCCP-84546	Li-2T	AFL/Ukraine-DOK	rgd	1958/59	soc 24dec59 as life-time expired; possibly out of service before it received the new registration, see previous remark
184 302 02	CCCP-L4547 CCCP-L4547 CCCP-84547	Li-2 Li-2 Li-2	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	mfd trf rgd	1948 jun57 1958/59	soc 12aug61 as life-time expired
184 302 03 ?	CCCP-L4548	Li-2	AFL/Northern-LED	mfd	1948	dbr 30oct51 on a flight to Arkhangelsk without passengers on board when the flight mechanic made an error in handling the fuel system on final approach so that both engines flamed out at a height of some 60 metres, the crew made a forced landing on the river Severnaya Dvina some 10 metres from the banks and the aircraft partially submerged, all crew escaped unhurt
184 302 04	CCCP-L4549 CCCP-84549 CCCP-84549 CCCP-84549 CCCP-84549	Li-2T Li-2T Li-2T Li-2T Li-2T	AFL/Kyrgyzstan AFL/Kyrgyzstan AFL/Kyrgyzstan-FRU AFL/Moscow ASPIMVL AFL/Komi	mfd rgd trf trf trf	1948 1958/59 jul61 06may66 11apr70	soc 28apr71 as life-time expired
184 302 05	CCCP-L4550 CCCP-84550 CCCP-84550	Li-2 Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA) SibNIA	mfd rgd trf	1948 1958/59 06mar59	
184 302 06	CCCP-L4551	Li-2	AFL/Urals-SVX	rgd	1948	date very hard to read in MGA document and also reported as being 29jul59; soc 26oct59

	CCCP-L4551	Li-2	AFL/West Sib.-SVX	trf	sep52	opb 4 UTO Sverdlovskoi aviagruppy; w/o 15dec52 on a training flight from Sverdlovsk-Koltsovo when tried to land in below-minima weather conditions (very low clouds and ground fog) after dusk when had to go around and deviated from the glide path to the right on the second approach, the right wing collided with the mast of a telephone line and the aircraft crashed on the territory of the fuel depot 300 metres further on, caught fire and burnt out, all 6 crew injured; soc 02mar53
184 302 07	CCCP-L4552	Li-2T	AFL/Ukraine-IEV	mfd	1948	soc 25jan61 as life-time expired
	CCCP-84552	Li-2T	AFL/Ukraine-HRK	rgd	1958/59	
184 302 08	CCCP-L4553	Li-2T	AFL/Tajikistan-DYU	mfd	1948	f/n REN 25aug67; soc 21sep71 no reason given
	CCCP-84553	Li-2T	AFL/Tajikistan-DYU	rgd	1958/59	
	CCCP-84553	Li-2T	AFL/Privolzhsk-REN	trf	21jan65	soc 23aug61 as life-time expired dbr, details unknown; soc 21feb56
184 302 09	CCCP-L4554	Li-2	AFL/Latvia	ROV	jun59	
	CCCP-84554	Li-2	AFL/Latvia	rgd	1958	I/n MRV 08may63
184 302 10	CCCP-L4555	Li-2	AFL/Turkmenis.-ASB	mfd	1948	
184 303 01	CCCP-L4556	Li-2P	AFL/Azerbaijan-BAK	rgd	1958/59	soc 12sep69 as worn out opb 14 TO
	CCCP-84556	Li-2P	AFL/Azerbaijan-ASF	MRV	26oct61	
	CCCP-84556	Li-2P	AFL/Tyumen-Tjp	trf	10feb67	on charge as of 01apr57 soc 17aug65 as life-time expired
	CCCP-84556	Li-2P	AFL/Tyumen-TJM	trf	15may68	
184 303 02	CCCP-L4557	Li-2T	AFL/Yakutiya-YKS	i/s	1949	soc 24aug63 as worn out
	CCCP-L4557	Li-2T	AFL/East Sib.-YKS	trf	1957	
	CCCP-L4557	Li-2T	AFL/Yakutiya-YKS	trf	1957	soc 24aug63 as worn out f/n TBS jun59 which seems late for this old tpe registration
	CCCP-84557	Li-2T	AFL/Yakutiya-YKS	rgd	1959	
184 303 03	CCCP-L4576	Li-2	AFL/N. Kavkaz-ROV	mfd	1949	in natural metal c/s with white cheatline, fin and trim, thin orange stripes above and below the windows and orange trim; struck off charge 08aug69 as worn out
	CCCP-L4576	Li-2	AFL/N. Kavkaz-VOG	trf	aug57	
	CCCP-84576	Li-2	AFL/N. Kavkaz-VOG	rgd	1958/59	used in cargo configuration; opb Magadanskaya aviagruppa; damaged by storms 25/26jan54 and during the night 27/28jan54 whilst being parked at Magadan opb Magadanskaya aviagruppa; see c/n 1841709 opb 185 AO of Magadanskaya OAG GVF at Magadan initially opb 185 AO of Magadanskaya OAG GVF; trf to 194 AO of Magadanskaya OAG GVF at an unknown date (became 194 LO of Seimchanski OAO of Magadanskaya OAG GVF jul63); see c/n 18438704 opb 174 LO of Kirovski OAO opb 174 LO of Kirovski OAO; reportedly sent for overhaul to ARZ-411, but struck off charge 18jan68 as worn out and subsequently scrapped opb 2 AT0; in dark green c/s; dbr 20jul53 on a flight from Zyryanka to Ozhogino (Yakutiya) when the propellers over sped immediately after take-off, the aircraft lost power and force-landed on a wooded island in the Kolyma river (some 600 metres from the runway), sustaining serious damage, 2 of the 5 crew and 10 of the 11 passengers slightly injured; t/t 1,658 hours 48 min; wreck cannibalised and left on the island
184 303 04	CCCP-L4559	Li-2	AFL/Azerbaijan-BAK	toc	1498	
	CCCP-84559	Li-2	AFL/Azerbaijan-BAK	rgd	1958/59	photo at Skosyrev jun55; dbr 09dec58 on a flight from Ashkhabat when the crew forgot to open the fuel valve before take-off so that both engines flamed out and the aircraft came down behind the perimeter of the airport, no casualties; soc 02dec59 Ulyanovsk Advanced Flying Training College
184 303 06	CCCP-L4561	Li-2	AFL/Georgia-TBS	mfd	1948	
	CCCP-84561	Li-2	AFL/Georgia-TBS	rgd	1958	Kirovograd Advanced Flying Training College seen HRK 16feb61; trf to the Riga Aviation Institute (RIIGA) 28dec64 for use as a ground instructional airframe (based on a decree issued 24dec64); t/t 10,749 hours; soc 27mar65 see c/n 1841901
	CCCP-84561	Li-2	AFL/Northern	trf	21dec65	
184 303 07	CCCP-X117	Li-2	MVD - Dalstroï	rgd	dec48 ?	soc 26sep73 as life-time expired see c/n 1843503 soc 14jul69 as worn out
	CCCP-X117	Li-2	AFL/Far East	trf	03dec53	
	CCCP-L3958(2)	Li-2	AFL/Far East	rgd	12oct55	soc 17oct66 as worn out opb 67 AT0; w/o 23jan53 on the leg from Moscow to Kazan of a cargo flight from Leningrad to Sverdlovsk when tried to land in below-minima weather conditions (misguided by ATC), on final approach at night in bad visibility the aircraft collided in clouds at a height of 150 metres with Il-12. CCCP-L1435 due to ATC error, the left engine of the Li-2 hit the empennage of the Il-12 and detached, both aircraft crashed in a snow-covered field south-west of Voznesenskoye (3 km south-west of the airport), all 5 crew killed; t/t 3,705 hours
	CCCP-L3958(2)	Li-2	AFL/Magadan	trf	22jul57	
	CCCP-84580(2)	Li-2	AFL/Magadan	rgd	29may58	f/n ASB dec60; I/n ASB 1960/64; soc 17apr65 as life-time expired
	CCCP-84580(2)	Li-2	AFL/Northern	trf	22nov64	
	CCCP-84580(2)	Li-2	AFL/Urals	trf	28feb67	f/n ASB dec60; I/n ASB 1960/64; soc 17apr65 as life-time expired
184 303 08	CCCP-X1014	Li-2T	MMP-Dalstroï	mfd	30aug48	
184 303 09	CCCP-L4577	Li-2T	AFL/Turkmenis.-ASB	rgd	1949	f/n ASB dec60; I/n ASB 1960/64; soc 17apr65 as life-time expired
184 303 10	CCCP-Sh4578	Li-2T	Aeroflot/USHVLP	mfd	1948	
	CCCP-51118	Li-2T	AFL/Krasny Kut FS	trf	13may58	soc 15dec59 as life-time expired
	CCCP-51118	Li-2T	Aeroflot/KShVLP	trf	05aug60	
	CCCP-51118	Li-2T	AFL/Ukraine-IEV	trf	16feb61	soc 19oct61 as life-time expired
184 304 01	CCCP-L3974(2)	Li-2	AFL/Mosk. AG SPIVS	mfd	1949	
	CCCP-65715	Li-2	AFL/Mosk. AG SPIVS	rgd	10apr59	soc 05sep60 as worn out
	CCCP-73952	Li-2	AFL/Central Region	rgd	30may72	
	CCCP-73952	Li-2	AFL/Tyumen-SLY	trf	07sep72	soc 22dec69 as life-time expired opb 165 AO; dbr 06feb59 on a cargo flight from Semy Zavod to Ashkhabad when accelerated slowly on the soaked runway, lifted off with a high angle of attack at low speed, banked at first to the left and then to the right, the right main gear and the right wing tip touched the ground due to poor crew resource management, but the aircraft lifted off again at low speed, banked to the left and came down in self dunes behind the perimeter of the airport, all 3 crew escaped; soc 18mar59 see c/n 1841913 f/n IEV dec59; I/n IEV 11sep60; soc 21oct69 as worn out
184 304 02	CCCP-L4007(2)	Li-2T	AFL/West Sib.-Ovn	mfd	1948	
	CCCP-84532	Li-2T	AFL/West Sib.-OVB	rgd	1958/59	opb 14 TAO opb Yakutskaya aviagruppa opb 139 AO Yakutskoi OAG GVF; dbr 06dec61 on the leg from Yakutsk to Batagai of a flight from Yakutsk to Vilyuisk when took off with slight cross-winds and was about to veer off the runway to the left because the pilot overcompensated the wind factor, as there were obstacles ahead, the pilot forced the aircraft to lift off at low speed and a high angle of attack, but it stalled, the left wing collided with the tail of a parked Li-2 and the aircraft eventually came down on the shore of a lake, no casualties; t/t 11,875 hours; soc 27jan62
184 304 03	CCCP-L4583	Li-2T	AFL/Uzbekistan	mfd	1948	
	CCCP-L4583	Li-2T	AFL/Uzbekistan-TAS	trf	sep52	f/n KJA 06feb60; soc 01aug62 as life-time expired f/n ARH 11mar57; opb AFL/Northern-PES before or after that soc 23aug60 as life-time expired soc 24jun57 as worn out
	CCCP-84583	Li-2T	AFL/Uzbekistan-TAS	rgd	1958/59	
	CCCP-84583	Li-2T	AFL/Uzbekistan-NCU	trf	mar60	f/n HTA 01mar67; soc 24mar70 as life-time expired
184 304 04	CCCP-L4582	Li-2T	AFL/Northern-LED	mfd	1948	
184 304 06	CCCP-L4560	Li-2T	AFL/Armenia	mfd	1948	f/n IEV dec59; I/n IEV 11sep60; soc 21oct69 as worn out
	CCCP-84560	Li-2T	AFL/Armenia	rgd	1958/59	
	CCCP-84560	Li-2T	AFL/Turkmenis.-ASB	trf	01feb59	f/n ASB dec60; I/n ASB 1960/64; soc 17apr65 as life-time expired
184 304 07	CCCP-L4564	Li-2P	AFL/North Kavkaz	mfd	1948	
	CCCP-L4564	Li-2P	AFL/N. Kavkaz-ROV	rgd	1958/59	soc 28may63 as life-time expired
	CCCP-84564	Li-2P	AFL/N. Kavkaz-MRV	MRV	01aug62	
184 304 08	CCCP-L4567	Li-2T	AFL/Armenia	mfd	1948	soc 05sep60 as worn out
	CCCP-84567	Li-2T	AFL/Armenia	rgd	1958/59	
184 304 09	CCCP-L4568	Li-2T	AFL/Volga-KUF	mfd	1949	soc 15dec59 as life-time expired
	CCCP-L4568	Li-2T	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4568	Li-2T	AFL/Privolzhsk-KUF	trf	nov54	soc 19oct61 as life-time expired
184 304 10	CCCP-L4569	Li-2T	AFL/Turkmenis.-ASB	mfd	1948	
	CCCP-54813	Li-2T	AFL/Turkmenis.-ASB	rgd	oct58	soc 05jun61 as life-time expired
184 305 01	CCCP-L4570	Li-2T	AFL/Ukraine-IEV	mfd	1949	
	CCCP-84570	Li-2T	AFL/Ukraine-IEV	rgd	1958/59	soc 22dec69 as life-time expired opb 165 AO; dbr 06feb59 on a cargo flight from Semy Zavod to Ashkhabad when accelerated slowly on the soaked runway, lifted off with a high angle of attack at low speed, banked at first to the left and then to the right, the right main gear and the right wing tip touched the ground due to poor crew resource management, but the aircraft lifted off again at low speed, banked to the left and came down in self dunes behind the perimeter of the airport, all 3 crew escaped; soc 18mar59 see c/n 1841913 f/n IEV dec59; I/n IEV 11sep60; soc 21oct69 as worn out
184 305 02	CCCP-L4571	Li-2T	AFL/Ukraine-IEV	mfd	30sep48	
	CCCP-84571	Li-2T	AFL/Ukraine-IEV	rgd	1958/59	f/n KJA 06feb60; soc 01aug62 as life-time expired f/n ARH 11mar57; opb AFL/Northern-PES before or after that soc 23aug60 as life-time expired soc 24jun57 as worn out
184 305 03	CCCP-L4572	Li-2T	AFL/Turkmenis.-ASB	mfd	1949	
184 305 04	CCCP-L3976(2)	Li-2	AFL/Ukraine-IEV	mfd	30sep48	f/n IEV dec59; I/n IEV 11sep60; soc 21oct69 as worn out
	CCCP-65726	Li-2	AFL/Ukraine-IEV	rgd	1958/59	
184 305 05	CCCP-L4574	Li-2	AFL/Yakutiya-YKS	rgd	1949	opb 14 TAO opb Yakutskaya aviagruppa opb 139 AO Yakutskoi OAG GVF; dbr 06dec61 on the leg from Yakutsk to Batagai of a flight from Yakutsk to Vilyuisk when took off with slight cross-winds and was about to veer off the runway to the left because the pilot overcompensated the wind factor, as there were obstacles ahead, the pilot forced the aircraft to lift off at low speed and a high angle of attack, but it stalled, the left wing collided with the tail of a parked Li-2 and the aircraft eventually came down on the shore of a lake, no casualties; t/t 11,875 hours; soc 27jan62
	CCCP-L4574	Li-2	AFL/East Sib.-YKS	trf	sep52	
	CCCP-84574	Li-2	AFL/Yakutiya.YKS	rgd	17may58	f/n HTA 01mar67; soc 24mar70 as life-time expired
184 305 06	CCCP-L4581	Li-2T	AFL/Krasnoyar.-KJA	toc	20dec48	
	CCCP-L4581	Li-2T	AFL/Krasnoyar.-VLE	trf	03nov49	f/n KJA 06feb60; soc 01aug62 as life-time expired f/n ARH 11mar57; opb AFL/Northern-PES before or after that soc 23aug60 as life-time expired soc 24jun57 as worn out
	CCCP-L4581	Li-2T	AFL/Krasnoyar.-KJA	trf	1955	
	CCCP-84581	Li-2T	AFL/Krasnoyar.-KJA	rgd	1958/59	f/n HTA 01mar67; soc 24mar70 as life-time expired
184 305 07	CCCP-L4579	Li-2	AFL/Northern-ARH	mfd	1949	
	CCCP-84579	Li-2T	AFL/Northern-ARH	rgd	1958/59	f/n HTA 01mar67; soc 24mar70 as life-time expired
184 305 08	CCCP-L4580	Li-2T	AFL/Northern-ARH	rgd	1958/59	
184 306 01	CCCP-L4584	Li-2T	AFL/East Siberia	mfd	1949	f/n HTA 01mar67; soc 24mar70 as life-time expired
	CCCP-84584	Li-2T	AFL/East Sib.-UUD	rgd	1959	
184 306 05	not known	Li-2	Soviet Air Force	mfd	1949	f/n HTA 01mar67; soc 24mar70 as life-time expired
	CCCP-63870	Li-2	AFL/Northern-ARH	toc	12may61	
184 306 06	not known	Li-2	Soviet Air Force	mfd	1949	f/n HTA 01mar67; soc 24mar70 as life-time expired
	CCCP-06183	Li-2	SNKh Kharkov	rgd	11aug64	
	CCCP-21506	Li-2	MAP Kharkov APO	rgd	15dec65	flew ice-reconnaissance missions dec49/feb50 and may50/aug50; opb Chukotskaya aviagruppa as of 24jan51 and by Igarskaya aviagruppa as of 10jan52; in dark green c/s with light blue or light grey undersides; trf to MAGO between sep52 and aug56 confirmed in register 08aug58; opb Moskovski AO initially opb 247 AO at SVO; in natural metal c/s with thin cheatlines above and below the windows; trf to 254 AO at SVO 12dec60; trf to 248 AO between 1961 and 1962; trf to Tikinskaya OAE 08sep63 opb 248 LO of Niznekolymski OAO (became 248 LO of Kolymo-Indigirski OAO 15mar72); struck off charge 24aug72 as worn out
184 306 07	CCCP-N498	Li-2T	Polyarnaya Aviats.	rgd	nov48 ?	
	CCCP-04207	Li-2T	Polyarnaya Aviats.	rgd	22may58	flew ice-reconnaissance missions dec49/feb50 and may50/aug50; opb Chukotskaya aviagruppa as of 24jan51 and by Igarskaya aviagruppa as of 10jan52; in dark green c/s with light blue or light grey undersides; trf to MAGO between sep52 and aug56 confirmed in register 08aug58; opb Moskovski AO initially opb 247 AO at SVO; in natural metal c/s with thin cheatlines above and below the windows; trf to 254 AO at SVO 12dec60; trf to 248 AO between 1961 and 1962; trf to Tikinskaya OAE 08sep63 opb 248 LO of Niznekolymski OAO (became 248 LO of Kolymo-Indigirski OAO 15mar72); struck off charge 24aug72 as worn out
	CCCP-04207	Li-2T	AFL/Polar	trf	10feb60	
	CCCP-04207	Li-2T	AFL/Yakutiya	trf	01oct70	

184 306 08	CCCP-N495	Li-2V	Polyarnaya Aviats.	photo	opb Igarskaya aviagruppa from 24jan51; in dark green c/s with light blue undersides; took part in the 3rd and 4th Soviet Antarctic expeditions (KAE) in 1957/59; rescued a team of Belgian polar researchers 16dec58
184 307 01	CCCP-04224	Li-2	Polyarnaya Aviats.	rgd	1958
	CCCP-04224	Li-2	AFL/Polar	trf	10feb60
	not known	Li-2	Soviet Air Force	mfd	1949
184 307 03	CCCP-63866	Li-2	AFL/Kazakhstan-KGF	toc	13jun61
	CCCP-N499	Li-2T	Polyarnaya Aviats.	mfd	1949
184 307 05	CCCP-04208	Li-2T	Polyarnaya Aviats.	rgd	22may58
	CCCP-N501	Li-2T	Polyarnaya Aviats.	PWE	summ.53
184 307 06	CCCP-N501	Li-2V	Polyarnaya Aviats.		
	CCCP-N502	Li-2T	Polyarnaya Aviats.	photo	
184 307 08	CCCP-N502	Li-2V	Polyarnaya Aviats.	photo	
	CCCP-N497	Li-2T	Polyarnaya Aviats.	mfd	1949
184 307 10	CCCP-N503	Li-2T	Polyarnaya Aviats.	toc	01nov48
	CCCP-04228	Li-2T	Polyarnaya Aviats.	rgd	22may58
	CCCP-04228	Li-2T	AFL/Polar	trf	10feb60
	CCCP-04228	Li-2T	AFL/Yakutiya	trf	01oct70
184 308 01	CCCP-N496	Li-2T	Polyarnaya Aviats.	photo	
	CCCP-N496	Li-2V	Polyarnaya Aviats.		
184 308 03	CCCP-N504	Li-2	Polyarnaya Aviats.	toc	nov48
	CCCP-04209	Li-2	Polyarnaya Aviats.	rgd	22may58
184 308 04	CCCP-N465 (1)	Li-2	Polyarnaya Aviats.	mfd	1948
184 308 05	CCCP-06117	Li-2	AFL/Moscow SPIMVL	rgd	02mar59
184 308 09	CCCP-06117	Li-2	AFL/Northern-ARH	trf	27apr68
	not known	Li-2	Soviet Air Force	mfd	1948
184 308 10	CCCP-63853	Li-2	AFL/East Sib.-UUD	toc	15mar61
	not known	Li-2	Soviet Air Force	mfd	1948
184 309 02	CCCP-63854	Li-2	AFL/Northern-LED	toc	01mar61
	CCCP-63854	Li-2	AFL/Northern-ARH	trf	01jan71
184 309 09	CCCP-X51	Li-2	Aeroflot	no	reports
	CCCP-63873	Li-2	AFL/Northern-ARH	trf	01aug61
184 309 10	not known	Li-2	Soviet Air Force	mfd	1948
	CCCP-63860	Li-2	AFL/Estonia	toc	18apr61
184 310 01	"01"	Li-2P	Soviet Air Force	mfd	29nov48
	CCCP-63871	Li-2P	AFL/Northern	toc	unknown
	CCCP-63871	Li-2P	AFL/Moscow SPIMVL	trf	unknown
	CCCP-63871	Li-2p	AFL/Ukraine	trf	17jan69
184 310 02	CCCP-L4535	Li-2	AFL/Tajikistan	rgd	unknown
	CCCP-L4535	Li-2	AFL/N.Kavkaz-ROV	ROV	02apr58
	CCCP-84535	Li-2	AFL/N.Kavkaz-ROV	rgd	1958/59
	CCCP-L4536	Li-2	AFL/Far East-KHV	mfd	1949
184 310 03	CCCP-84536	Li-2	AFL/Far East-KHV	rgd	20jun58
	CCCP-L4537	Li-2	AFL/Georgia-TBS	mfd	1949
184 310 04	CCCP-L4537	Li-2	AFL/Yakutiya-YKS	trf	22feb58
	CCCP-84537	Li-2	AFL/Yakutiya-YKS	rgd	1958/59
184 310 05	CCCP-L3918(2)	Li-2	AFL/Volga-KUF	mfd	1949
	CCCP-L3918(2)	Li-2	AFL/Centr.Reg.-KUF	trf	sep52
	CCCP-L3918(2)	Li-2	AFL/Privolzhsk-KUF	trf	nov54
	CCCP-84689(1)	Li-2	AFL/Privolzhsk-KUF	rgd	1958/59
184 310 06	CCCP-L4539	Li-2	AFL/Kazakhstan	mfd	1949
	CCCP-L4539	Li-2	AFL/Kazakhstan-ALA	trf	jun57
	CCCP-84539	Li-2	AFL/Kazakhstan-ALA	rgd	1958/59
	CCCP-L4540	Li-2	AFL/Northern-LED	mfd	1949
184 310 07	CCCP-84724	Li-2	AFL/Northern-LED	LED	26aug60
	CCCP-L4541	Li-2	AFL/Belarus-MHP	mfd	1949
184 310 08	CCCP-84541	Li-2	AFL/Belarus-MHP	rgd	1958/59
	CCCP-L4542	Li-2	AFL/Ukraine	mfd	1949
184 310 09	CCCP-84542	Li-2	AFL/Ukraine-ODS	rgd	1958/59
	CCCP-L4543	Li-2	AFL/Ukraine	mfd	1949
184 310 10	CCCP-L4543	Li-2	AFL/Moldova	trf	may57
	CCCP-L4573	Li-2	AFL/Volga-KUF	mfd	1949
	CCCP-L4573	Li-2	AFL/Centr.Reg.-KUF	trf	sep52
	CCCP-L4573	Li-2	AFL/Centr.Reg.-RTW	trf	26oct54
184 311 04	CCCP-84573	Li-2	AFL/Privolzhsk-RTW	rgd	1958/59
	not known	Li-2	Soviet Air Force	mfd	1949
184 311 05	CCCP-63865	Li-2	AFL/Kazakhstan-KSN	toc	13jun61
	CCCP-11000	Li-2	MAP	toc	1949
184 311 06	CCCP-27218	Li-2	MAP Taganrog	rgd	08dec65
	CCCP-63869	Li-2	AFL/Latvia	toc	10jun61
184 311 07	not known	Li-2	Soviet Air Force	mfd	1949
	CCCP-63864	Li-2	AFL/Kazakhstan-TSE	toc	14jun61
184 312 08	CCCP-X909	Li-2	MOP OKB-1	mfd	1949
	CCCP-06107	Li-2	MOP OKB-1	rgd	15may58
184 312 09	CCCP-06107	Li-2	AFL/Moscow SPIMVL	rgd	03apr59
	CCCP-06107	Li-2	AFL/Tyumen	trf	14jan70
	not known	Li-2	MPSS zavod # 326	toc	1949

	CCCP-06102	Li-2	MSM Gorki GKTBP	rgd	01mar60	Ministry of Medium Machine-Building; opb Gorkovskoye konstruktorsko-tehnologicheskoye byuro izmrentelnykh priborov (p/ya G-4598); canx 05feb68 if the hand-written entry in the register has been interpreted correctly opb 14 TAO; in a document 1949
184 313 01	CCCP-L4701	Li-2	AFL/Urals-SVX	mfd	31dec48	soc 25oct65 as life-time expired
	CCCP-L4701	Li-2	AFL/West Sib.-SVX	trf	sep52	
	CCCP-L4701	Li-2	AFL/Urals-CEK	trf	23may58	
	CCCP-84701	Li-2	AFL/Urals-SVX	rgd	1958/59	
	CCCP-84701	Li-2	AFL/Tyumen-Tjp	trf	14aug61	
184 313 02	CCCP-L4702	Li-2	AFL/Ukraine	mfd	1949	f/n ODS dec58 soc 22jun60 as life-time expired soc 22oct58 as life-time expired opb 24 ATO; w/o 30dec49 on the leg from Sverdlovsk to Omsk at night of a cargo flight from Moscow to Vladivostok when the crew failed to switch from VFR to IFR in time when the cockpit windows rapidly covered with white frost shortly after take-off, the crew got distracted and lost spatial orientation, the aircraft lost height, banked right and crashed on the banks of the river Iset 8.5 km south-east of the airport, 2 of the 5 crew and the sole passenger killed and all 3 surviving crew injured; t/t 1,194 hours
	CCCP-L4702	Li-2	AFL/Ukraine-DOK	trf	sep52	
	CCCP-84702	Li-2	AFL/Ukraine-DOK	rgd	1958/59	
	CCCP-L4703	Li-2	AFL/N.Kavkaz-ROV	mfd	1949	
184 313 04	CCCP-L4704	Li-2	AFL/Moscow (MUTA)	mfd	17dec48	
184 313 05	CCCP-L4705	Li-2	AFL/Far East-KHV	mfd	1949	soc 16nov62 as life-time expired
	CCCP-84705	Li-2	AFL/Far East-KHV	rgd	1958/59	
	CCCP-L4706	Li-2	AFL/Volga-KUF	mfd	1949	
	CCCP-L4706	Li-2	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4706	Li-2	AFL/Centr.Reg.-RTW	trf	oct54	
184 313 07	CCCP-L4706	Li-2	AFL/Privolzhsk-RTW	trf	26oct54	soc 16jun60 as life-time expired
	CCCP-84706	Li-2	AFL/Privolzhsk-RTW	rgd	1958/59	
	CCCP-L4707	Li-2	AFL/Volga-KUF	mfd	1949	
	CCCP-L4707	Li-2	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4707	Li-2	AFL/Privolzhsk-KUF	trf	nov54	
184 313 08	CCCP-L4711	Li-2	AFL/Ukraine-ODS	mfd	29mar49	soc 31mar58 as life-time expired
	CCCP-84711	Li-2	AFL/Ukraine-ODS	rgd	1958/59	
	CCCP-L4709	Li-2	AFL/N.Kavkaz-ROV	mfd	1949	
184 313 09	CCCP-L4709	Li-2	AFL/N.Kavkaz-VOG	trf	aug57	f/n VOG 07jan59 soc 18dec59 as life-time expired used in cargo configuration; Dalstroï assigned the crew of Ya.Ye. Shipuk to this aircraft 28jun49; took part in the search for crashed An-2 CCCP-X986 16jun51 used in cargo configuration; opb Magadanskaya aviagruppa opb Magadanskaya aviagruppa opb 185 AO of Magadanskaya OAG GVF at Magadan; converted to cargo/passenger configuration after 1957
	CCCP-84709	Li-2	AFL/N.Kavkaz-VOG	no	reports	
	CCCP-X920	Li-2	MVD - Dalstroï	rgd	apr49 ?	
184 314 05	CCCP-X920	Li-2	AFL/Far East	trf	03dec53	initially opb 185 AO of Magadanskaya OAG GVF; trf to 150 AO of Magadanskaya OAG GVF at Anadyr between jan57 and nov63 opb 106 LO of Latviskaya OAG GVF at Riga-Spilve soc 19dec72, no reason given
	CCCP-L5032	Li-2	AFL/Far East	rgd	08sep55	
	CCCP-L5032	Li-2	AFL/Magadan	trf	22jul57	
	CCCP-16188	Li-2	AFL/Magadan	rgd	29may58	
	CCCP-16188	Li-2	AFL/Latvia	trf	28jan65	
184 315 01	CCCP-16188	Li-2	AFL/Kazakhstan	trf	23jul68	soc 30jan63 as life-time expired
	CCCP-L4544	Li-2	AFL/East Sib.-HTA	mfd	1949	
	CCCP-84544	Li-2	AFL/East Sib.-HTA	rgd	1958/59	
	CCCP-L4558	Li-2	AFL/Northern-LED	mfd	1949	
	CCCP-54981(2)	Li-2	AFL/Northern-LED	rgd	1958/59	
184 315 02	not known	Li-2	Soviet Air Force	mfd	1949	see c/n 18410809; soc 12jan61 as worn out
	CCCP-63819	Li-2	AFL/Azerbaijan-ASF	toc	02aug60	
	CCCP-63819	Li-2	AFL/Kazakhstan	trf	16nov65	
	CCCP-L4585	Li-2	AFL/Krasnoyar.-KJA	mfd	1949	
	CCCP-L4586	Li-2	AFL/Krasnoyar.-KJA	mfd	1949	
184 315 03	CCCP-L4587	Li-2	AFL/Lithuania-VNO	mfd	oct48	opb Litovski OAO at VNO from 1948; in a document 1951 opb 43 AE Litovskoi OAG GVF; w/o 17dec59 on the leg from Vilnius to Riga of a flight from Vilnius to Leningrad when the captain neglected the take-off procedures, the aircraft lifted off at low speed and with a high angle of attack, banked, fell back to the ground and bounced several times, hit a mound and two poles, slid into a trench, caught fire and burnt out, 1 of the 5 crew killed, 2 crew seriously and 2 slightly injured while all 4 passengers escaped unhurt; t/t 13,210 hours; soc 11jan60
	CCCP-84587	Li-2	AFL/Lithuania-VNO	rgd	1958/59	
	CCCP-L4588	Li-2	AFL/Kazakhstan	mfd	1949	
	CCCP-L4588	Li-2	AFL/Kazakhstan-ALA	trf	jun57	
	CCCP-84588	Li-2	AFL/Kazakhstan-ALA	rgd	1958/59	
184 315 04	CCCP-L4589	Li-2	AFL/Volga-KUF	mfd	1949	soc 03oct60 as worn out
	CCCP-L4589	Li-2	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4589	Li-2	AFL/Privolzhsk-KUF	trf	nov54	
	CCCP-84589	Li-2	AFL/Privolzhsk-KUF	rgd	1958/59	
	CCCP-L3915(2)	Li-2	AFL/Volga-KUF	mfd	1949	
184 315 05	CCCP-L3915(2)	Li-2	AFL/Centr.Reg.-KUF	trf	sep52	soc 18aug62 as life-time expired see c/n 1841206
	CCCP-L3915(2)	Li-2	AFL/Centr.Reg.-RTW	trf	oct54	
	CCCP-L3915(2)	Li-2	AFL/Privolzhsk-RTW	trf	26oct54	
	CCCP-65711	Li-2	AFL/Privolzhsk-RTW	rgd	1958/59	
	CCCP-G305	Li-2	Mingeo	mfd	1949	
184 316 08	CCCP-L4018(2)	Li-2	AFL/Mosk. AG SPIVS	trf	mar53	see c/n 1845609
	CCCP-65716	Li-2	AFL/Mosk. AG SPIVS	rgd	25mar59	
	CCCP-73953	Li-2	AFL/Central Region	rgd	30may72	
	CCCP-73953	Li-2	AFL/Tyumen-SLY	trf	07jul72	
	not known	Li-2T	Soviet Air Force	mfd	1949	
184 317 01	CCCP-73962	Li-2T	AFL/Arkhangel.-ARH	toc	21nov72	rgd 24nov72; ex Soviet Air Force; soc 14dec73 as life-time expired
	not known	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-26195	Li-2	MOM"Strela" Orenb.	rgd	08feb72	
	not known	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-63880	Li-2T	AFL/Belarus-MHP	trf	29jul63	
184 317 02	CCCP-L4712	Li-2T	AFL/Northern-LED	mfd	28apr49	canx 1974
	CCCP-L4712	Li-2T	AFL/Northern-LED	mfd	28apr49	
	CCCP-L4712	Li-2T	AFL/Northern-LED	mfd	28apr49	
	CCCP-L4712	Li-2T	AFL/Northern-LED	mfd	28apr49	
	CCCP-L4712	Li-2T	AFL/Northern-LED	mfd	28apr49	
184 318 01	CCCP-L4713	Li-2	AFL/Moscow (MUTA)	rgd	mar49 ?	soc 14nov66 as worn out opb 67 ATO; made an emergency landing near Petrozavodsk 24feb55 when the oil system of the right engine failed; l/n IEV jun58; w/o 28sep55 on a flight from Moscow to Leningrad at night when the right engine leaked oil and failed and the propeller could not be feathered as there was no oil left, the crew decided to make an emergency landing at the military airfield at Vypolzovo but ATC at Vypolzovo could not be reached for 50 minutes, the aircraft lost height, crash-landed in a potato field 400 metres south-west of Ozerevo (Borovich district of the Novgorod region) and broke up, 5 of the 6 crew and 2 of the 13 passengers killed, all survivors injured; t/t 8,663 hours; soc 26dec55 opb 1-ya aviagruppa converted into passenger version during overhaul; opb 61 AO of Bykovskaya aviagruppa as of 01feb57; see c/n 1841211
	CCCP-T4713	Li-2	AFL/Moscow (MUTA)	rgd	unknown	
	CCCP-L3920(2)	Li-2P	AFL/Moscow (MUTA)	rgd	unknown	
	CCCP-16184	Li-2P	AFL/Moscow (MUTA)	rgd	23jun58	
	CCCP-16184	Li-2P	AFL/Mosk. AG SPIVS	trf	01jan60	
184 318 02	CCCP-L4714	Li-2	AFL/N.Kavkaz-ROV	no	reports	struck off charge 28sep60 as life-time expired opb 34 ATO; made a forced landing in 1949 soc 31oct57 as life-time expired; see c/n 1841210 and LZ-TUF with unknown c/n see c/n 1841602 soc 05jul60 as life-time expired see c/n 1841415 soc 30dec60 as life-time expired
	CCCP-L3919(2)	Li-2	AFL/N.Kavkaz-ROV	ROV	11sep57	
	CCCP-L3940(2)	Li-2	AFL/Uzbekistan-TAS	mfd	1949	
	CCCP-16160	Li-2	AFL/Uzbekistan-TAS	rgd	1958/59	
	CCCP-L3933(2)	Li-2	AFL/Uzbekistan-TAS	,fd	1949	
184 318 03	CCCP-16161	Li-2	AFL/Uzbekistan-TAS	rgd	1958/59	soc 22feb74 as life-time expired d/d 09may49 ?; photo 1955 at Budapest d/d 09may49 ?; photo at SXF 03mar54, from the inaugural flight Sofia-Berlin, the registration is partly covered by the crew, but the last three digits of the c/n are clearly visible; photo at BUD in 1955, the lower part of the registration is not readable, but looks like LZ-TUH with the c/n clear on the fin; on other photos in silver c/s with light blue cheatline and 'Bylgarski Vyzdushen Transport' titles, c/n not worn on the fin
	not known	Li-2	Soviet Air Force	mfd	1949	
	CCCP-63863	Li-2	AFL/Kazakhstan-UKK	toc	13jun61	
	LZ-TUC	Li-2	TABSO	mfd	1949	
	LZ-TUH	Li-2P	TABSO	mfd	1949	
184 318 04	CCCP-L4730	Li-2	AFL/Volga-KUF	mfd	1949	opb 66 AO; dbr 19nov58 on a flight from Kuibyshev-Smyshlayevka when took off without having been cleared from ice so that it was not able to lift off, as the take-off was aborted too late the aircraft overran the runway and collided with the slope of a ravine, ripping off its left main gear, all 3 crew escaped; t/t 12,156 hours; soc 24mar59
	CCCP-L4730	Li-2	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4730	Li-2	AFL/Privolzhsk-KUF	trf	nov54	
	CCCP-L4730	Li-2	AFL/Privolzhsk-KUF	trf	nov54	
	CCCP-L4730	Li-2	AFL/Privolzhsk-KUF	trf	nov54	
184 319 01	not known	Li-2	Soviet Air Force	mfd	1949	f/n ERD 05jun63 flying; soc 10may73 as life-time expired
	CCCP-71267	Li-2	AFL/Ukraine-LWO	toc	15jun60	
	not known	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-71185	Li-2T	AFL/Urals-SVX	toc	07mar60	
	CCCP-71185	Li-2T	AFL/Urals-PEE	trf	18jun63	
184 319 02	CCCP-71185	Li-2T	AFL/Urals-CEK	trf	1967	soc 30may74 as life-time expired
	CCCP-71185	Li-2T	AFL/Urals-PEE	trf	01jan72	
	CCCP-L4590	Li-2	AFL/Ukraine-ODS	mfd	oct48	
	CCCP-84590	Li-2	AFL/Ukraine-ODS	rgd	1958/59	
	CCCP-L4591	Li-2	AFL/Uzbekistan-TAS	mfd	1949	
184 320 01	CCCP-L4591	Li-2	AFL/Uzbekistan-TAS	mfd	1949	opb 160 ATO; dbr 20jan57 on the leg from Samarkand to Bukhara of a flight from Tashkent to Bukhara when approached the poorly marked airfield in bad weather (low clouds and rain), failed to go around, touched down at high speed 760 metres behind the landing T, collided with the embankment of an
	CCCP-L4591	Li-2	AFL/Uzbekistan-TAS	mfd	1949	
	CCCP-L4591	Li-2	AFL/Uzbekistan-TAS	mfd	1949	
	CCCP-L4591	Li-2	AFL/Uzbekistan-TAS	mfd	1949	
	CCCP-L4591	Li-2	AFL/Uzbekistan-TAS	mfd	1949	
184 320 02	CCCP-L4591	Li-2	AFL/Uzbekistan-TAS	mfd	1949	
	CCCP-L4591	Li-2	AFL/Uzbekistan-TAS	mfd	1949	
	CCCP-L4591	Li-2	AFL/Uzbekistan-TAS	mfd	1949	
	CCCP-L4591	Li-2	AFL/Uzbekistan-TAS	mfd	1949	
	CCCP-L4591	Li-2	AFL/Uzbekistan-TAS	mfd	1949	

184 320 03	CCCP-L4592	Li-2	AFL/Northern-LED	rgd	1949	irrigation ditch, lifted off again and crashed 10 metres further on, suffering substantial damage, all crew and 5 passengers escaped; t/t 10,292 hours; soc 05mar57 opb 19 ATO; dbr in the late hours of 05oct50 on the leg from Kharkov to Rostov-na-Donu of a flight from Leningrad to Sochi when approached in poor visibility at night, had to go around due to crew error, dropped below the glide slope on the second approach and entered an area of ground fog, the right main gear and the right propeller touched the ground and the right wing was damaged as well subsequently, all 5 crew and 14 passengers escaped unhurt soc 26may58 as life-time expired in 28 passenger configuration; opb 147 AO by 1952 registration given as such in the GU GVF document which allocated the new registration numbers 20jun58 registration given as such in the MGA document; opb 147 AO (became 147 LO Yuzhno-Skahlinskogo OAO dec63); t/t 16,390 hours by 01dec63; photo exists UUS 1963; soc 06dec65 as amortisation period expired
184 320 04	CCCP-L4593	Li-2	AFL/Northern-LED	mfd	1949	
184 320 05	CCCP-L4594	Li-2	AFL/Far East-UUS	rgd	1949	
	CCCP-54594	Li-2	AFL/Far East-UUS	rgd	20jun58	
	CCCP-51124	Li-2	AFL/Far East-UUS	rgd	1958/59	
184 320 06	CCCP-L4596	Li-2	AFL/Krasnoyarsk-KJA	mfd	1949	
	CCCP-84596	Li-2	AFL/Krasnoyarsk-KJA	rgd	1958/59	soc 08jul61 as life-time expired
184 320 07	CCCP-L4597	Li-2	AFL/Far East-UUS	mfd	1949	
	CCCP-84597	Li-2	AFL/Far East-UUS	rgd	1958/59	soc 27nov61 as life-time expired
184 320 08	CCCP-L4598	Li-2	AFL/East Sib.-HTA	rgd	1949	
	CCCP-84598	Li-2	AFL/East Sib.-HTA	rgd	22may58	opb 136 AO; dbr 29aug59 on the leg from Magdagachi to Svobodny of a flight from Irkutsk to Svobodny when took off with the trim tab of the rudder inclined by 9° (the trim tab had been inclined during maintenance and its position was not checked before take-off), banked and turned to the left shortly after lift-off, entered a downward spiral at a height of some 40-50 metres and came down in a woodland at the edge of a forest, all 3 crew members and 8 passengers escaped; t/t 10,943 hours; soc 29sep59 mentioned in the accident report of Li-2 CCCP-L4464 29apr49
184 320 09	CCCP-L4599	Li-2	AFL/East Sib.-IKT	mfd	1949	
	CCCP-L4599	Li-2	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4599	Li-2	AFL/Privolzhsk-KUF	trf	nov54	
	CCCP-84599	Li-2	AFL/Privolzhsk-KUF	rgd	1958/59	soc 16nov60 as worn out
184 320 10	CCCP-L4700	Li-2	AFL/Yakutiya	mfd	1949	opb 14 TAO; in a document 1949
	CCCP-L4700	Li-2	AFL/East Sib.-IKT	trf	sep52	opb Yakutskaya aviagruppa
	CCCP-84700	Li-2	AFL/East Sib.-IKT	rgd	1958/59	soc 07aug62 as life-time expired
184 321 01	CCCP-X921	Li-2	MVD - Dalstroj	rgd	apr49 ?	used in cargo configuration; opb Magadanskaya aviagruppa; made a forced landing near the river Sartan (220 km south of Verkhoyansk) 17feb54
	CCCP-X921	Li-2	AFL/Far East	trf	03dec53	used in cargo configuration; opb Magadanskaya aviagruppa; made a forced landing near the river Sartan (220 km south of Verkhoyansk) 17feb54
	CCCP-L3955(2)	Li-2	AFL/Far East	rgd	07jul55	opb Magadanskaya aviagruppa; see c/n 1841715
	CCCP-L3955(2)	Li-2	AFL/Magadan	trf	22jul57	opb 185 AO of Magadanskaya OAG GVF at Magadan
	CCCP-65721	Li-2	AFL/Magadan	rgd	29may58	initially opb 185 AO of Magadanskaya OAG GVF; trf to 150 AO of Magadanskaya OAG GVF at Anadyr between jan57 and nov63
	CCCP-65721	Li-2	AFL/Kazakhstan	trf	01jul61	
	CCCP-73959	Li-2	AFL/Kazakhstan	rgd	23jun72	soc 26sep73 as life-time expired
184 321 02	not known	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-29119	Li-2	MAP Kuibyshev MSZ	rgd	18dec65	canx 1974
184 321 03	not known	Li-2	Soviet Air Force	mfd	1949	
	CCCP-71288	Li-2	AFL/Moscow (MUTA)	toc	05aug60	
	CCCP-71288	Li-2	AFL/Moscow ASP	trf	11apr63	
	CCCP-71288	Li-2	MAP Gorki	trf	unknown	no further info available
184 321 05	not known	Li-2	Soviet Air Force	mfd	1949	
	CCCP-84528(2)	Li-2	AFL/Northern	toc	01may71	see c/n 18430003
	CCCP-84528(2)	Li-2	AFL/Arkhangelsk	trf	01jan73	soc 22feb74 as life-time expired
184 321 06	not known	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-X1082	Li-2	AFL/Urals-SVX	trf	1955	
	CCCP-16171	Li-2	AFL/Urals-SVX	SVX	18oct58	soc 24dec62 as life-time expired
184 321 07	CCCP-X1080	Li-2	AFL/Latvia-RSC	no	reports	c/n as such in MGA document; registration previously reported as c/n 18432304 with AFL/Latvia which seems to be incorrect
	CCCP-84707	Li-2	AFL/Latvia-RSC	rgd	1958/59	soc 06apr67 as worn out
184 321 10	CCCP-Zh125	Li-2	MVD - Dalstroj	mfd	31mar49	opb 2 ATO; in dark green c/s with light blue undersides, 'MVD' titles; dbr 23jan53 on a positioning flight from Batagai to Ozhogino (Yakutiya) when the crew forgot to warm the oil in the propellers-mounts while waiting for take-off clearance for 20 minutes, as the outside temperature was -48° C the oil got viscous and the propeller blades 'froze' in a position of 20 resp. 30 degrees, leading both engines to overspeed during the initial climb, the pilot attempted an emergency landing but the aircraft crash-landed on the embankment of the river Batagai about 1 km from the runway, sustaining serious damage to landing gear, lower fuselage, wings and engines, all 5 crew members escaped unhurt; t/t 1,663 hours 50 minutes; the wreck was cannibalised
184 322 02	not known	Li-2	Soviet Air Force	mfd	1949	
	CCCP-46238	Li-2	MAP Kiev	rgd	18dec65	
	CCCP-13338	Li-2	MAP Kiev APO	rgd	25jan73	canx 02nov73
184 322 03	not known	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-29105	Li-2T	MAP Kirov MSZ	rgd	15dec65	canx 30jan74
184 322 06	not known	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-71300	Li-2T	AFL/West Sib.-OVb	toc	13jul60	
	CCCP-71300	Li-2T	AFL/West Sib.-OMS	trf	1965	soc 30may74 as life-time expired
184 322 08	not known	Li-2	Soviet Air Force	mfd	1949	
	CCCP-84628	Li-2	AFL/Northern	toc	01may71	
	CCCP-84628	Li-2	AFL/Arkhangelsk	trf	01jan73	soc 30may74 as life-time expired
184 323 02	LZ-TUB	Li-2	TABSO	mfd	1949	d/d 09may49 ?; photo at Gorna Oryakhovitsa in 1956, in silver c/s with light blue cheatline and 'Bylgarski Vyzdushen Transport' titles, c/n not worn on the fin
184 323 03	LZ-TUE	Li-2P	TABSO	mfd	1949	c/n not confirmed, see also c/n 18432310; d/d 09may49 ?; a colour photo exists, location and date unknown (published as a postcard in 1986), in white c/s with thin dark greyish blue cheatline, light grey undersides, 'Bylgarski Vyzdushen Transport' titles on the fuselage and 'TABSO' titles on the fin, c/n not worn on the fin; w/o 22nov52 on the leg from Sofia to Gorna Oryakhovitsa of a flight from Sofia to Varna when the pilot left the prescribed flight path and the aircraft crashed into Mount Vezhen (2,198 metres) in the Stara Planina range in poor visibility, all 4 crew members and 26 passengers were killed - another source gives the registration as LZ-TUG for this accident
184 323 04	CCCP-L4708	Li-2	AFL/Sykytyvkar-SCW	mfd	1949	
	CCCP-51125	Li-2	AFL/Mosk. AG SPIVS	trf	27jun59	soc 04nov60 as life-time expired
184 323 06	CCCP-L4726	Li-2	AFL/Turkmenis.-ASB	mfd	1949	
	CCCP-84726	Li-2	AFL/Turkmenis.-ASB	rgd	sep58	f/n ASB dec60; soc 24aug63 as worn out
184 323 07	CCCP-L4716	Li-2	AFL/N.Kavkaz-ROV	mfd	1949	f/n ROV jan58
	CCCP-84716	Li-2	AFL/N.Kavkaz-ROV	rgd	1958/59	soc 13feb61 as life-time expired
184 323 09	CCCP-L4733	Li-2	AFL/Volga-KUF	mfd	16jun48	
	CCCP-L4733	Li-2	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4733	Li-2	AFL/Privolzhsk-KUF	trf	nov54	
	CCCP-84733(1)	Li-2	AFL/Privolzhsk-KUF	rgd	1958/59	opb 66 OAO; w/o 10oct58 on a training flight from Kuibyshev at night when descended too early during finals, coming down to one metre some 200-220 metres before the inner marker, the wheels hit the fence around a house at Smyshlyayevka and the aircraft damaged houses No. 62 and No. 31 at ul. Kuibysheva, crashed upside down in the garden of the latter and was completely destroyed, 4 of the 5 crew members were killed and the 5th one was injured while the inhabitants of both house luckily escaped unhurt; soc 31oct58; see c/n 6203
184 323 10	LZ-TUE ?	Li-2	TABSO	mfd	1949	d/d 09may49 ?; a black and white photo exists (taken from a 1956 newspaper), with the c/n visible on the fin; the right-hand side of the last letter of the registration is partially covered by the right wing; in silver c/s; see c/n 18432303
184 324 02	not known	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-63828	Li-2	AFL/Uzbekistan-NCU	toc	22aug60	
184 324 03	CCCP-63828	Li-2	AFL/Tyumen-SLY	trf	25apr73	soc 22nov73 as worn out
	CCCP-L1283	Li-2	AFL/Ukraine	mfd	25apr49	
	CCCP-L1283	Li-2	AFL/Ukraine-SIP	trf	sep52	
	CCCP-65723	Li-2	AFL/Ukraine-SIP	rgd	1958/59	soc 02oct68 as worn out
184 324 04	CCCP-L1280	Li-2	AFL/Northern-LED	mfd	1949	
	CCCP-L1280	Li-2	AFL/Northern-ARH	trf	1954	
	CCCP-54842	Li-2	AFL/Northern-ARH	rgd	1958/59	soc 31oct58 as worn out
184 324 07	not known	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-71291	Li-2	AFL/Azerbaijan-BAK	toc	14jul60	
	CCCP-71291	Li-2	AFL/Tyumen-Tjp	trf	20feb67	
	CCCP-71291	Li-2	AFL/Tyumen-TJM	trf	15may68	soc 03jul73 as life-time expired
184 324 08	not known	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-63879	Li-2T	AFL/Northern-KVX	toc	15aug63	
	CCCP-63879	Li-2T	AFL/Urals-KVX	trf	24feb67	soc 27dec73 as worn out
184 324 10	"06"	Li-2	Soviet Air Force	no	reports	
	CCCP-63851	Li-2	AFL/Privolzhsk-RTW	toc	11mar61	
	CCCP-63851	Li-2	AFL/Turkmenis.-KRW	trf	30jan66	soc 30mar72 as life-time expired
184 325 01	CCCP-L4728	Li-2	AFL/Ukraine-ODS	mfd	27nov49	
	CCCP-84728	Li-2	AFL/Ukraine-ODS	rgd	1958	soc 22jun60 as life-time expired
184 325 04	CCCP-L4723	Li-2	AFL/Latvia	no	reports	
	CCCP-84723	Li-2	AFL/Latvia-RIX	rgd	1958	soc 31jan61 as life-time expired
184 325 05	not known	Li-2	Soviet Air Force	mfd	1949	
	CCCP-F357	Li-2	GU GK	rgd	jul50 ?	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); photo survey aircraft; opb Moskovski AFO

	CCCP-F357	Li-2	Aeroflot	trf	mar53	the registration may have been CCCP-A357; possibly opb Moskovskaya AG SPIVS
184 325 06	CCCP-L4724	Li-2	AFL/Northern-ARH	NNM	1949	in dark green c/s with light blue undersides; soc 17dec60 as life-time expired
184 325 07	CCCP-L4725	Li-2	AFL/Volga-KUF	mfd	1949	
	CCCP-L4725	Li-2	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4725	Li-2	AFL/Privolzhsk-KUF	trf	nov54	
	CCCP-84725	Li-2	AFL/Privolzhsk-KUF	rgd	1958/59	soc 18mar60 as life-time expired
184 325 08	CCCP-L4731	Li-2	AFL/Belarus-MHP	rgd	1949	
	CCCP-L4731	Li-2	AFL/Western-MHP	trf	20oct54	
	CCCP-L4731	Li-2	AFL/Belarus-MHP	trf	19mar57	
	CCCP-84731	Li-2	AFL/Belarus-MHP	rgd	13may58	soc 20sep61 as life-time expired
184 325 09	CCCP-L4732	Li-2	AFL/N.Kavkaz-ROV	mfd	26jul49	opb 77 ATO; w/o 31oct53 on the leg from Rostov-na-Donu to Kharkiv of a flight from Rostov to Moscow when approached Kharkiv-Osnova airport at night with the curtains closed (the crew practised instrument flying training on a passenger flight) and came in too low with the engines running almost idle, when the pilot realised that the aircraft was about to hit a railway line (height with lamp poles some 30 to 40 metres) at Zhikhar settlement he sharply banked to the right at low altitude, the aircraft stalled and crashed into vegetable gardens 700 metres after passing the outer marker (the right wing came to rest 8 metres from a house), all 5 crew and 10 of the 11 passengers (among them the famous Soviet actor Nikolai Chaplygin) killed and the sole survivor seriously injured; t/t 5,181 hours
184 325 10	CCCP-L4727	Li-2	AFL/Krasnoyarsk-VLE	toc	01nov49	
	CCCP-84727	Li-2	AFL/Krasny Kut FS	trf	06jun58	
	CCCP-84727	Li-2	AFL/Lithuania	trf	20may60	
	CCCP-84727	Li-2	AFL/Lithuania-VNO	trf	feb66	soc 21oct69 as life-time expired
184 326 01	not known	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-71302	Li-2T	AFL/Urals-SVX	toc	19jul60	
	CCCP-71302	Li-2T	AFL/Tyumen-Tjp	trf	dec64	
	CCCP-71302	Li-2T	AFL/Urals-SVX	trf	feb65	
	CCCP-71302	Li-2T	AFL/Urals-PEE	trf	05jun65	photo 1972; soc 22nov73 as life-time expired
184 326 03	CCCP-L4718	Li-2G	AFL/Turkmenistan	mfd	apr49	used in cargo configuration; opb Ashkhabadskoye AP
	CCCP-L4718	Li-2G	AFL/Central Asia	trf	20oct54	opb Ashkhabadskoye AP
	CCCP-L4718	Li-2G	AFL/Turkmenistan	trf	19mar57	opb Ashkhabadskoye AP
	CCCP-84718	Li-2G	AFL/Turkmenistan	rgd	27jul59	opb Ashkhabadskoye AP; f/n ASB dec60; struck off charge 18may62 as life-time expired
184 326 0 ?	CCCP-L4719	Li-2	AFL/Uzbekistan	rgd	aug49 ?	opb 30 ATO; dbr 25dec49 on the leg from Kuibyshev to Aktuybinsk (without passengers on board) of a flight from Moscow to Tashkent when approached Aktuybinsk airport in poor weather (low clouds and snowfall) at night, the inexperienced pilots flew too slow on finals so that the aircraft stalled at a height of some 60 metres, but the pilots managed to recover the aircraft, went around and flew too slow again on the second approach so that the aircraft stalled at a height of some 15 metres and crashed 530 metres before the landing T, 1 crew member broke a leg and the others were slightly injured
184 326 05	not known	Li-2	Soviet Air Force	mfd	30apr49	trf to GU GK in the 3rd quarter of 1949
	CCCP-F352 ?	Li-2	GU GK	rgd	jul49 ?	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography)); photo survey aircraft
	CCCP-A4031	Li-2	AFL/West Siberia	rgd	unknown	photo survey aircraft; opb 6 AOVS at Novosibirsk-Severny; new CoFA issued 03mar53; w/o 27may53 on an aerial survey flight from Novosibirsk-Severny when collided at a height of some 2,000 metres with Li-2 CCCP-L4534 (which had deviated from its prescribed flight path) 16.5 km west of Barzas (north of Kemerovo) and crashed in a forest near Gusiny Brod 350 metres from CCCP-L4534, all 7 crew members (pilot: Aleksander N. Lomov) were killed, the accident was partly to blame on organisational problems; t/t 1,268 hours; struck off charge 14oct53
184 326 10	CCCP-L4720	Li-2T	AFL/Kyrgyzstan	mfd	1949	
	CCCP-84720	Li-2T	AFL/Kyrgyzstan	rgd	1958/59	soc 28dec62 as life-time expired
184 327 04	not known	Li-2	Soviet Air Force	mfd	1949	
	CCCP-26185	Li-2	MAP Kazan APO	rgd	29oct69	canx 1972
184 327 05	not known	Li-2	Soviet Air Force	mfd	1948	
	CCCP-63897	Li-2	AFL/Krasnoyarsk-KJA	toc	02sep63	soc 13aug74 as life-time expired
184 328 01	CCCP-X925	Li-2	MVD	rgd	jun49 ?	according to another document CCCP-X926; toc by otdel perevozok MVD jul49
	CCCP-X1086	Li-2	MMP	rgd	unknown	Ministry of the Metallurgical Industry; opb AO Norilskogo GMK
	CCCP-L5023	Li-2G	AFL/Krasnoyarsk	rgd	15aug55	used by Aeroflot in cargo and in atmospheric sounding configuration; opb 128 AO at Norilsk-Nadezhda
	CCCP-L5023	Li-2G	AFL/Ukraine	trf	1957 ?	opb 88 AO at LWO as of 01dec57
	CCCP-16147	Li-2G	AFL/Ukraine	rgd	17may58	initially opb 88 AO; trf to 87 LO of Kharkovski OAO between nov63 and 1966
	CCCP-16147	Li-2G	AFL/Urals	trf	10jan67	opb 259 LO of Tyumenskaya aviagruppa
	CCCP-16147	Li-2G	AFL/Tyumen	trf	20feb67	opb 259 LO of Tyumenski OAO (became 2-i Tyumenski OAO 15may68); soc 08aug69 as worn out
184 328 02	CCCP-X1087	Li-2T	MVD	toc	24jul48	c/n previously reported incorrectly as YR-TAT
	CCCP-L5024	Li-2T	AFL/Krasnoyarsk-KJA	trf	15aug55	
	CCCP-84761	Li-2T	AFL/Krasny Kut FS	trf	06jun58	
	CCCP-84761	Li-2T	Aeroflot/KShVLP	trf	05aug60	Kirovograd Advanced Flying Training College
	CCCP-84761	Li-2T	AFL/Urals-CEK	trf	20nov63	
	CCCP-84761	Li-2T	AFL/Tyumen-Tjp	trf	20feb67	
	CCCP-84761	Li-2T	AFL/Tyumen-TJM	trf	may68	soc 09apr69 as worn out
184 328 03	CCCP-11001	Li-2	MAP zavod # 26	rgd	may49 ?	toc on the basis of a decree of the Council of Ministers dated 03may49; used in cargo configuration
	CCCP-03505	Li-2	MAP zavod # 26	rgd	06aug58	in camo c/s, no titles visible on photo
	CCCP-26177	Li-2	MAP Ufa MSZ	rgd	06dec65	p-ya 20 and later p-ya V-2988; struck off charge 30jan74 and canx the same day
184 328 04	CCCP-11002	Li-2	MAP zavod # 26	rgd	may49 ?	toc on the basis of a decree of the Council of Ministers dated 03may49; used in cargo configuration; damaged 27feb50 on a flight from Kazan to Ufa-Chernikovsk when the flight mechanic failed to close the left forward fuel tank duly before take-off so that fuel spilt into the left central wing section, leading to an explosion and a fire on landing, no casualties
	CCCP-11056	Li-2	MAP zavod # 26	rgd	unknown	CoFA issued in 1952
184 328 05	not known	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-48097	Li-2T	MAP Kharkov APO	rgd	15dec65	canx 25dec72
184 328 08	not known	Li-2	Soviet Air Force	mfd	1949	
	CCCP-27209	Li-2	MAP Saratov APO	rgd	05jul72	canx 1974
184 329 01	not known	Li-2	Soviet Air Force	mfd	1949	
	CCCP-63890	Li-2	AFL/Urals-SVX	toc	unknown	on charge as of 01aug63
	CCCP-63890	Li-2	AFL/Urals-PEE	trf	08may64	soc 30may74 as life-time expired
184 329 04	not known	Li-2	Soviet Air Force	mfd	28jun49	trf to GU GK in the 3rd quarter of 1949
	CCCP-A358	Li-2	GU GK	rgd	nov49 ?	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography)); damaged in 1951, details unknown; repair by ARZ p/ya 116 at Tashkent completed 31aug52; converted to a photo survey aircraft by PARM Moskovskogo AFO GU GK 07jan53 (the registration may have been CCCP-F358 after this); opb Moskovski AFO
	CCCP-L3972(2)	Li-2	AFL/Mosk. AG SPIVS	rgd	unknown	opb 1 AOVS at Myachkovo as of 01jan57; see c/n 1841809
	CCCP-65717	Li-2	AFL/Mosk. AG SPIVS	rgd	17may58	opb 1 AOVS at Myachkovo (possibly trf to 2 AOVS in 1959); seen KUF 03feb65
184 329 05	CCCP-65717	Li-2	AFL/Northern	trf	15feb67	probably opb 3 LO of Leningradski OAO at LED; soc 30mar72 as life-time expired
	not known	Li-2	Soviet Air Force	mfd	1949	
	CCCP-71253	Li-2	AFL/Privolzhsk-KZN	toc	01jul60	in natural metal c/s with thin stripes above and below the windows; on a photo at the old airport of Naberezhnyye Chelny; soc 27nov72 as worn out
184 329 09	not known	Li-2	Soviet Air Force	mfd	1949	
	CCCP-06192	Li-2	Tatars. SNKh Kazan	rgd	12mar62	
	CCCP-06192	Li-2	SNKh Khabarovsk	rgd	19mar62	
	CCCP-46232	Li-2	MAP Kazan Motors	rgd	26nov65	
	CCCP-13336	Li-2	MAP Kazan Motors	rgd	25jan73	canx 1974
184 329 10	CCCP-L4717	Li-2T	Aeroflot	mfd	1949	
	URSS-P 13	Li-2T	Hamliata	rgd	1949	
		Li-2T	SKOGA	rgd	12feb51	on the Soviet register; opb the Beijing directorate; dbr 04feb53 on a cargo flight from Shenyang to Beijing-West when approached in poor weather (poor visibility and snowfall), had to go around, failed to go around again on the second approach, landed long at a speed of some 200-210 km/h, bounced six times, finally touched down 200 metres before the perimeter of the airfield, collided with a mound at a speed of some 70-80 km/h and ended up in a ditch outside of the airfield, no casualties; soc 01jan54
184 330 01	CCCP-L4729	Li-2	AFL/Ukraine-HRK	mfd	1949	
	CCCP-84729	Li-2	AFL/Ukraine-HRK	rgd	1958/59	soc 28apr60 as life-time expired
184 330 02	CCCP-L4736	Li-2	AFL/Volga-KUF	mfd	1949	
	CCCP-L4736	Li-2	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4736	Li-2	AFL/Privolzhsk-KUF	trf	nov54	photo aug57 in "Grazhdanskaya Aviatsiya" magazine
	CCCP-84736(1)	Li-2	AFL/Privolzhsk-KUF	rgd	1958/59	soc 22feb60 as life-time expired; see c/n 18438804
184 330 04	CCCP-L4734	Li-2	AFL/N.Kavkaz-ROV	mfd	1949	f/n ROV 03apr59
	CCCP-84734	Li-2	AFL/N.Kavkaz-ROV	rgd	1958/59	soc 26may61 as life-time expired
184 330 06	CCCP-L4735	Li-2	AFL/Georgia-TBS	no	reports	
	CCCP-L4735	Li-2	AFL/N.Kavkaz-ROV	trf	18dec57	
	CCCP-84735	Li-2	AFL/N.Kavkaz-ROV	rgd	1958/59	soc 11apr61 as worn out
184 330 07	CCCP-L4738	Li-2	AFL/Krasnoyarsk-KJA	mfd	1949	
	CCCP-84738	Li-2	AFL/Krasnoyarsk-KJA	rgd	1958/59	soc 31aug59 as life-time expired
184 330 08	CCCP-L4739	Li-2	AFL/Azerbaijan-BAK	mfd	1949	
	CCCP-84739	Li-2	AFL/Azerbaijan-BAK	rgd	1958/59	soc 16oct61 as life-time expired
184 330 09	CCCP-L4745	Li-2	AFL/Northern-ARH	mfd	1949	
	CCCP-84745	Li-2	AFL/Northern-ARH	no	reports	soc 15aug59 as trf to SibNIA
184 330 10	CCCP-L4740	Li-2	AFL/Uzbekistan	no	reports	
	CCCP-L4740	Li-2	AFL/Uzbekistan-TAS	trf	sep52	
	CCCP-84740	Li-2	AFL/Uzbekistan-TAS	rgd	1958/59	soc 31aug60 as life-time expired
184 331 01	CCCP-L4722	Li-2T	Aeroflot	mfd	1949	

	URSS-H 15	Li-2T Li-2T	Hamiata SKOGA	rgd rgd	1949 12feb51	on the Soviet register; in olive drab c/s with light grey undersides, a 'lightning-type' thin cheatline and white serial, with titles in Russian and Chinese; in a listing of SKOGA aircraft dated 01jan54 with t/t 2,747 hours; the SKOGA aircraft were trf to the CAAC in 1954, but were not repainted in CAAC colours before the late 1950s; was used by Chairman Mao in 1956; see c/n 18439709 active; l/n SHA 09mar87; canx 1987; probably scrapped
184 331 02	315 CCCP-X1005 CCCP-X1005 CCCP-51123 CCCP-51123 S101	Li-2T Li-2 Li-2 Li-2 Li-2T	Civ Avn Adm China MVD MSM AFL/Moscow (MUTA) AFL/Moscow ASP Hungarian AF	CAN mfd trf trf trf d/d	20dec80 1949 01jul53 08aug59 11apr63 10sep49	opb 61 LO of Bykovski OAO f/n MRV 04dec65; struck off charge 29oct74 as life-time expired code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team); converted to passenger version 29jul50/1951 and used for government flights to RKK Kecskemét in 1957; trf to 86th composite squadron at Kecskemét in 1958; trf to 86th helicopter regiment at Kecskemét/ Szentkirályszabadja in 1968; trf to 87th transport helicopter regiment at Szentkirályszabadja in 1971; wfu 1974, donated to the Pioneers children's organisation displayed at Zánka with this fake serial; scrapped 1991 code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team) converted for aerial mapping; trf to RKK Kecskemét in 1957; trf to 86th composite squadron at Kecskemét in 1958 (renamed 86th composite detachment in 1961); wfu 1963 and stored at Szolnok never flown for the Police, only used for anti-terrorist practice at Budakeszi; scrapped 1993 code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team); converted to navigation trainer with workstations in cabin in 1950 had to be handed over by the Hungarian AF to MAlEV on Soviet orders after the failed uprising
184 331 09	109	Li-2P	Hungarian AF	r/r	1952	converted for aerial photography 08aug64; wfu 31oct71; sat wfu at Tiszaliget, l/n 1977; scrapped before 1980
184 332 01	'1975' S102 201	Li-2P Li-2T Li-2T	Hungarian AF Hungarian AF Hungarian AF	no d/d r/r	reports 09sep49 1952	code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team) converted for aerial mapping; trf to RKK Kecskemét in 1957; trf to 86th composite squadron at Kecskemét in 1958 (renamed 86th composite detachment in 1961); wfu 1963 and stored at Szolnok never flown for the Police, only used for anti-terrorist practice at Budakeszi; scrapped 1993 code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team); converted to navigation trainer with workstations in cabin in 1950 had to be handed over by the Hungarian AF to MAlEV on Soviet orders after the failed uprising
184 332 03	201 S103	Li-2T Li-2T	Hungarian Police Hungarian AF	trf d/d	1983 09sep49	converted for aerial photography 08aug64; wfu 31oct71; sat wfu at Tiszaliget, l/n 1977; scrapped before 1980
184 332 04	203 HA-LIY HA-LIY	Li-2T Li-2T Li-2T	Hungarian AF MAlEV Hung. Defence Ass.	r/r trf trf	1952 17apr57 26aug64	converted for aerial photography 08aug64; wfu 31oct71; sat wfu at Tiszaliget, l/n 1977; scrapped before 1980
184 332 05	not known CCCP-84633(2) "05" red	Li-2 Li-2 Li-2T	Soviet Air Force AFL/Far East Soviet Air Force	mfd toc photo	1949 21sep71 1972	soc 26sep72 as worn out; see c/n 4209
184 332 09	CCCP-84612(2) S104	Li-2T Li-2T	Aeroflot Hungarian AF	d/d	09sep49	see c/n 6006; no further info on this, data correct ? code allocated but not painted on, aircraft was referred to as '209'; full c/n on tail; opb MN repülő csapatai (flying team); damaged on landing at Kaposvár-Kaposújlak 28mar51 when ran into a ditch due to strong crosswinds, causing the main landing gears to break off; repaired see c/n 23441209 rgd 08apr58 opb 86th helicopter regiment at Kecskemét/Szentkirályszabadja; trf to 87th transport helicopter regiment at Szentkirályszabadja in 1971; last flight 11jan74; owned by the HM Hadtörténeti Museum (MoD military museum) at Szolnok and preserved there, f/n aug91, l/n sep97; moved to Budaörs for restoration oct97; this Li-2 was always thought to be c/n 23441209, but during the restoration it was discovered in 1998 that it was ex HA-LIX, ex Hungarian AF 209 (1) and not 209 (2) leased from the Szolnok museum; restored to flying condition at Budaörs oct97/sep01, using many instruments and seats of Tu-154 HA-LCR and Tu-134 HA-LBP; f/f 21sep01 from Budaörs to Balatonkiliti and back; flew Budaörs-BUD 15dec01 for interior work, returned to Budaörs 08feb02; rgd 15apr02; named 'Tódor Kármán' after a US aviation engineer of Hungarian origin (1881-1963) may02; painted in Sunflower (name of the main sponsor) c/s 31jul02; l/n as such 20aug04 above Budapest; repainted in old MAlEV c/s for the celebration of 50 years since the foundation of MAlEV; l/n as such BUD 26nov04; seen Budaörs 14aug05 again in standard Sunflower c/s, l/n Budaörs 25may08; rolled out in full historical MAlEV c/s 05aug08; l/n Kecskemét 07aug10; seen BUD 31oct10 with rudder painted in the colours of the Dutch flag while escorting the inaugural KLM flight on the re-opening ceremony of KLM's service to Budapest; seen Kirchheim unter Teck-Hahnweide 03sep11 in full historical MAlEV c/s; l/n Budaörs jun18; flew to Rudniki and painted with temporary (washable) paint into RAF c/s as 'FD795' on the left side and 'KG477' on the right side; f/n back in its original c/s aug18; l/n Bucharest Baneasa 01sep24
184 332 10	not known CCCP-64457	Li-2 Li-2	Soviet Air Force MAP Arsenyev MSZ	mfd rgd	1949 09sep68	canx 1974 w/o 27feb54 on the leg from Stalingrad to Astrakhan of a flight from Moscow to Astrakhan when a smoking passenger caused a fire in the cabin and the aircraft made a forced landing wheels-up on the banks of the river Volga 25 km west of Yenotayevka (135 km north-west of Astrakhan airport) and burnt out, 1 crew member and both passengers injured; soc 11mar54
184 333 01	CCCP-L4748	Li-2	AFL/Moscow (MUTA)	mfd	1949	f/n ARH jun56 soc 31jul61 as life-time expired f/n HEL late 1940s in dark green c/s with light blue undersides; based at ASF in 1956 in natural metal c/s with thin lines above and below the windows; soc 04may58, no reason given
184 333 02	CCCP-L4743 CCCP-L4743 CCCP-84743	Li-2 Li-2 Li-2	AFL/Northern-LED AFL/Northern-ARH AFL/Northern-ARH	mfd trf photo	1949 1954 1949	on charge as of 01apr57 soc 22may68 as worn out
184 333 03	CCCP-L4744 CCCP-L4744 CCCP-L4744	Li-2 Li-2 Li-2	AFL/N. Kavkaz-ROV AFL/N. Kavkaz-VOG	mfd trf	aug57	photo aug57 in "Grazhdanskaya Aviatsiya" magazine Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown see c/n 1841201
184 333 04	CCCP-L4749 CCCP-L4749 CCCP-L4749 CCCP-L4749 CCCP-L4749	Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Yakutiya-YKS AFL/Yakutiya-YKS AFL/Yakutiya-YKS AFL/Yakutiya-YKS AFL/Yakutiya-YKS	mfd trf trf rgd mfd	1949 sep52 unknown 1958/59 1949	photo aug57 in "Grazhdanskaya Aviatsiya" magazine Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown see c/n 1841201
184 333 05	CCCP-L4750 CCCP-L4750 CCCP-L4750	Li-2 Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Volga-KUF	rgd mfd mfd	1949 1958/59 1949	photo aug57 in "Grazhdanskaya Aviatsiya" magazine Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown see c/n 1841201
184 333 06	CCCP-L4753 CCCP-L4753 CCCP-L4753 CCCP-L4753 CCCP-L4753 CCCP-L4753 CCCP-L4753	Li-2 Li-2 Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Krasny Kut FS Aeroflot/KShVLP AFL/North Kavkaz AFL/N. Kavkaz-SIP AFL/Ukraine-SIP AFL/Ukraine-SIP	trf trf trf trf trf rgd	sep52 nov54 24may58 05aug60 aug49 sep52 apr54 1958/59	photo aug57 in "Grazhdanskaya Aviatsiya" magazine Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown see c/n 1841201
184 333 07	CCCP-L3910(2) CCCP-L3910(2) CCCP-L3910(2) CCCP-54809(2)	Li-2 Li-2 Li-2 Li-2	AFL/North Kavkaz AFL/N. Kavkaz-SIP AFL/Ukraine-SIP AFL/Ukraine-SIP	mfd trf trf rgd	aug49 sep52 apr54 1958/59	photo aug57 in "Grazhdanskaya Aviatsiya" magazine Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown see c/n 1841201
184 333 08	not known CCCP-84755	Li-2 Li-2	Soviet Air Force AFL/Komi	mfd toc	1949 21apr71	photo aug57 in "Grazhdanskaya Aviatsiya" magazine Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown see c/n 1841201
184 333 09	CCCP-L4752 CCCP-L3939(2) CCCP-16206 CCCP-L4754	Li-2P Li-2P Li-2P Li-2	AFL/North Kavkaz AFL/North Kavkaz-ROV AFL/N. Kavkaz-VOG AFL/Northern-ARH	rgd ph. gd 2 mfd	10jan51 oct57 9may58 1949	photo aug57 in "Grazhdanskaya Aviatsiya" magazine Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown see c/n 1841201
184 333 10	CCCP-L4757 CCCP-L4757 CCCP-L4757 CCCP-84757 CCCP-L4755 CCCP-L4756	Li-2 Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Western-MHP AFL/Belarus-MHP AFL/Belarus-MHP AFL/N. Kavkaz-ROV AFL/Syktvykar-SCW	trf trf rgd mfd mfd	unknown 19mar57 13may58 1949 1949	photo aug57 in "Grazhdanskaya Aviatsiya" magazine Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown see c/n 1841201
184 334 01	CCCP-29118 CCCP-29118 CCCP-29118 CCCP-63906 CCCP-63906 CCCP-63906	Li-2T Li-2T Li-2T Li-2T Li-2T Li-2T	MAP Myachkovo MAP Zhukovski Soviet Air Force AFL/Northern-KVX AFL/Ural-UVX	rgd trf mfd toc trf	06nov65 unknown 1949 05mar66 24feb67	photo aug57 in "Grazhdanskaya Aviatsiya" magazine Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown see c/n 1841201
184 334 02	not known CCCP-98105 CCCP-11017	Li-2T Li-2T Li-2	Soviet Air Force MAP "Sokol" Gorki MAP NII-17	mfd trf rgd	1949 1958 13feb50	photo aug57 in "Grazhdanskaya Aviatsiya" magazine Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown see c/n 1841201
184 334 03	CCCP-11017	Li-2	MAP zavod # 126	trf	1953 ?	photo aug57 in "Grazhdanskaya Aviatsiya" magazine Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown see c/n 1841201
184 334 04	not known CCCP-84755 CCCP-L4752 CCCP-L3939(2) CCCP-16206 CCCP-L4754	Li-2 Li-2 Li-2P Li-2P Li-2	Soviet Air Force AFL/Komi AFL/North Kavkaz AFL/North Kavkaz-ROV AFL/N. Kavkaz-VOG	mfd toc rgd ph. gd 2 mfd	1949 21apr71 10jan51 oct57 9may58 1949	photo aug57 in "Grazhdanskaya Aviatsiya" magazine Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown see c/n 1841201
184 334 05	CCCP-L4757 CCCP-L4757 CCCP-L4757 CCCP-84757 CCCP-L4755 CCCP-L4756	Li-2 Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Western-MHP AFL/Belarus-MHP AFL/Belarus-MHP AFL/N. Kavkaz-ROV AFL/Syktvykar-SCW	trf trf rgd mfd mfd	unknown 19mar57 13may58 1949 1949	photo aug57 in "Grazhdanskaya Aviatsiya" magazine Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown see c/n 1841201
184 334 06	CCCP-84703 CCCP-L4758 CCCP-84758 CCCP-L4806 CCCP-54806	Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Syktvykar-SCW AFL/West Sib.-Ovn AFL/West Sib.-OVB AFL/Syktvykar-SCW	rgd mfd rgd mfd rgd	1958/59 1949 1958/59 1949 1958/59	photo aug57 in "Grazhdanskaya Aviatsiya" magazine Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown see c/n 1841201
184 334 07	CCCP-L4759 CCCP-L4759 CCCP-84759 CCCP-L4770	Li-2 Li-2 Li-2 Li-2T	AFL/Ural-UVX AFL/Magadan-GDX AFL/Magadan-GDX AFL/International	rgd trf rgd mfd	1949 1956 29may58 1949	photo aug57 in "Grazhdanskaya Aviatsiya" magazine Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown see c/n 1841201
184 334 08	12 312	Li-2P Li-2P	SKOGA Civ Avn Adm China	trf HRB	1951 ? 04mar87	photo aug57 in "Grazhdanskaya Aviatsiya" magazine Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown see c/n 1841201
184 334 09	CCCP-L4781 01 301	Li-2T Li-2T Li-2T	AFL/International SKOGA Civ Avn Adm China	mfd trf	1949 1951 ?	photo aug57 in "Grazhdanskaya Aviatsiya" magazine Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown see c/n 1841201
184 334 10	CCCP-L4782 03	Li-2T Li-2T	AFL/International SKOGA	mfd trf	1949 1951 ?	photo aug57 in "Grazhdanskaya Aviatsiya" magazine Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown see c/n 1841201

184 336 03	303 CCCP-L4783 05	Li-2T Li-2T Li-2T	Civ Avn Adm China AFL/International SKOGA	ZGC mfd rgd	1984 mfd 12feb51	l/n ZGC 30oct86, probably wfu
184 336 04	CCCP-L4784 07	Li-2T Li-2T	AFL/International SKOGA	mfd rgd	1949 12feb51	on the Soviet register; in a listing of SKOGA aircraft dated 01jan54 with t/t 2,463 hours; should have become '305', but see c/n 18440206
184 336 05	CCCP-93929 CCCP-93929 CCCP-L4785 09	Li-2 Li-2 Li-2T Li-2T	MOMS "Progress" MAP "Progress" AFL/International SKOGA	rgd trf mfd	08dec65 unknown 1949 1951 ?	on the Soviet register; in a listing of SKOGA aircraft dated 01jan54 with t/t 3,255 hours; should have become '307', but see c/n 18439602 canx 12nov74
	309	Li-2T	Civ Avn Adm China			in dark c/s with probably white fin tip, white serial and small titles in Cyrillic and Chinese on the nose; in a listing of SKOGA aircraft dated 01jan54 with t/t 2,920 hours in natural metal c/s with two thin red cheatlines and the company logo below the cockpit; canx 1982; scrapped at CTU
184 336 07	not known CCCP-84520(2) 313	Li-2 Li-2 Li-2	Soviet Air Force AFL/Kazakhstan Civ Avn Adm China	mfd toc rgd	1949 05may71 1949	see c/n 18429003; soc 03jul73 as life-time expired based Shanghai 1960; canx 1982; fate unknown
184 336 10	CCCP-X953	Li-2	VGU pri SM SSSR	mfd	20oct49	Second Main Directorate of the Coucil of Ministers (responsible for the creation of nuclear-armed ballistic missiles); rgd 23feb50; opb Sibirskeya baza Yermakovskogo rudupravleniya at Chita
184 337 01	CCCP-L5002 CCCP-L5002 CCCP-16141 CCCP-16141	Li-2 Li-2 Li-2 Li-2	AFL/Ukraine-IEV AFL/Ukraine-LWO AFL/Ukraine-LWO Aeroflot/KSHVLP	rgd trf trf	unknown 1956 17may58 03sep63	opb 88 AO at LWO Kirovograd Advanced Flying Training College; soc 16dec63
184 337 03	311 not known CCCP-98109 CCCP-98109	Li-2T Li-2T Li-2T Li-2T	Civ Avn Adm China Soviet Air Force MAP Myachkovo MAP Zhukovski	mfd rgd trf	1949 13nov67 unknown	possibly a misreading for c/n 18433707 ?, see there; scrapped at Tianjin in 1987; also see c/n 18439703
184 337 07	CCCP-L4786 11	Li-2T Li-2T	AFL/International SKOGA	rgd rgd	03jan50 12feb51	canx 29oct74
184 338 01	CCCP-L4761 02	Li-2T Li-2P	AFL/International SKOGA	mfd trf	1949 1951 ?	on the Soviet register; trf apr53 according to another line in the Soviet register; in a listing of SKOGA aircraft dated 01jan54 with t/t 3,020 hours; should have become '311', but see c/n 18433701
184 338 02	302 CCCP-L4762	Li-2P Li-2	Civ Avn Adm China AFL/Ukraine-ODS	mfd	1949	in a listing of SKOGA aircraft dated 01jan54 with t/t 3,079 hours scrapped at Xian in 1984
184 338 03	CCCP-L4765 06	Li-2T Li-2P	AFL/International SKOGA	mfd trf	1949 1951 ?	soc 26may58 as life-time expired
184 338 04	306 CCCP-L4764 04	Li-2P Li-2T Li-2P	Civ Avn Adm China AFL/International SKOGA	mfd rgd NKG	1949 08feb51 1979	in a listing of SKOGA aircraft dated 01jan54 with t/t 3,491 hours
184 338 05	304 CCCP-L4763 CCCP-L4763 CCCP-L4763 CCCP-84763	Li-2 Li-2 Li-2 Li-2	Civ Avn Adm China AFL/Yakutiya AFL/East Sib.-YKS AFL/Yakutiya-Nyu AFL/Yakutiya-Nyu	no trf trf rgd	reports sep52 12sep56 1958/59	l/n SIA 1982
184 338 06	CCCP-L4768	Li-2P	AFL/North Kavkaz	rgd	29may58	on charge as of 01apr57 soc 28may63 as life-time expired
	CCCP-84768	Li-2P	AFL/North Kavkaz	rgd	29may58	fitted with an inward-opening passenger door on the right side; in natural metal c/s with thin stripes above and below the windows; initially opb 77 AO at ROV; seen VOG 11sep57; opb 231 AO at VOG as of 01dec57; on a photo over Rostov-na-Donu jul59
184 338 07	CCCP-L4769 CCCP-84715	Li-2T Li-2T	AFL/Ukraine AFL/Ukraine-LWO	mfd rgd	oct49 1958/59	confirmed in register 17jun59, but painted on only after jul59 (see above); struck off charge 15jul60 as life-time expired not included in the request of the Ukrainian directorate for new registration numbers dated 01apr58
184 338 08	CCCP-L4766 08	Li-2P Li-2P	AFL/International SKOGA	rgd trf	03jan50 1951 ?	not included in the GU GVF document which allocated the new registration numbers 17may58; opb 87 AO; soc 18nov59 as worn out
184 338 09	308 CCCP-L4767 10	Li-2P Li-2P Li-2P	Civ Avn Adm China AFL/International SKOGA	mfd rgd	1949 03jan50 12feb51	in a listing of SKOGA aircraft dated 01jan54 with t/t 3,155 hours seen operational at Guangzhou in the early 1970s; l/n NKG 1979; later scrapped
184 338 10	318 CCCP-L4773	Li-2P Li-2	Civ Avn Adm China AFL/Ukraine	SIA mfd	14nov79 1949	on the Soviet register; in a listing of SKOGA aircraft dated 01jan54 with t/t 2,547 hours; should have become '305', but see c/n 18439704
	CCCP-L4773 CCCP-84773	Li-2 Li-2	AFL/Moldova AFL/Moldova	trf no	may57 reports	canx 1982
184 339 01	CCCP-L4789 CCCP-54789	Li-2 Li-2	AFL/East Sib.-HTA AFL/Belarus-MHP	mfd trf	1949 31may58	f/n ROV jan59 soc 13feb61 as life-time expired
184 339 02	not known CCCP-69302	Li-2 Li-2	Soviet Air Force MAP "Sokol" Gorki	mfd rgd	1949 29nov65	soc 19mar63 as life-time expired
184 339 04	CCCP-L4777 CCCP-54777 CCCP-54777	Li-2T Li-2T Li-2T	AFL/East Siberia AFL/East Siberia AFL/East Sib.-UUD	mfd rgd trf	1949 1958/59 1964	canx 1974
184 339 05	CCCP-L4787 CCCP-L4787 CCCP-L4787 CCCP-54787 CCCP-54787 CCCP-54787	Li-2 Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Volga-KUF AFL/Centr.Reg.-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KZn	mfd trf trf rgd trf	1949 1958/59 sep52 nov54 1958/59 1961	soc 25nov69 as worn out; unlikely exported to China as '320'
184 339 07	CCCP-L4788 CCCP-54788	Li-2T Li-2T	AFL/East Siberia AFL/Yakutiya-YKS	mfd trf	1949 22feb58	soc 21oct69 as life-time expired
184 339 08	CCCP-L4795 CCCP-54795	Li-2 Li-2	AFL/Yakutiya-YKS AFL/Yakutiya-YKS	mfd no	13nov49 reports	soc 14sep63 as worn out
						opb 139 ATO; w/o 10aug59 on a supply flight from Uchur for geologists in the region of the Kovrik river (150 km to the south-east of Toko, Khabarovsk region) when flew too low in difficult terrain (the crew had not been duly trained for air droppings), during the second dropping run in the narrow valley the crew realised that they could collide with the mountain at the end of the valley and flew a sharp left turn at low altitude (20 to 25 metres) losing speed, the aircraft stalled over its left wing and crashed in a forest 1,900 metres from the dropping site (N55.83333 E133.37083), 3 crew and 6 passengers killed; soc 23sep59
184 339 09	CCCP-L4796 CCCP-54796 CCCP-54796	Li-2 Li-2 Li-2	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Tyumen-SLY	mfd rgd trf	1949 1958/59 06apr73	soc 22nov73 as worn out
184 339 10	CCCP-L4791 CCCP-54791	Li-2 Li-2	AFL/Syktvykar-SCW AFL/Syktvykar-SCW	toc rgd	jun49 1958/59	crashed 14jun64 after take off from Uktha due to selecting of the incorrect, and almost empty, fuel tank; soc 16jul64
184 340 02	CCCP-L4771 CCCP-84771 CCCP-84771	Li-2 Li-2 Li-2	AFL/Georgia-TBS AFL/Georgia-TBS AFL/Northern-LED	mfd rgd trf	1949 1958/59 08feb68	in natural metal c/s with two thin cheatlines; dbr 16oct70 on a cargo flight from Leshukonskoye with the MTOW exceeded and the centre of gravity being out of the envelope (too far aft) when stalled shortly after lift-off, came down beyond the runway, collided with a ravine and broke up, no casualties; so 22dec70
184 340 03	CCCP-L4772 CCCP-84772	Li-2 Li-2	AFL/East Sib.-IKT AFL/East Sib.-IKT	mfd rgd	1949 1958/59	soc 22sep61 as life-time expired
184 340 04	CCCP-L4775	Li-2	AFL/Krasnoyarsk-VLE	mfd	20nov49	opb 36 ATO; w/o 01oct51 on the leg from Turukhansk to Nadezhda of a flight from Krasnoyarsk to Nadezhda in below minima-weather conditions when tried to fly below the cloud cover at a height of some 50-70 metres, collided with the wooded slope of a hill near the mouth of the river Kureika 25 km north of Serkovo (Krasnoyarsk region) and broke up, all 4 crew and 2 of the 11 passengers killed and all 9 survivors injured (3 of them seriously); t/t 1,470 hours
184 340 05	CCCP-L4776 CCCP-L4776 CCCP-54776	Li-2 Li-2 Li-2	NII GVF AFL/Ukraine-DOK AFL/Ukraine-DOK	trf rgd	1950 1955 1958/59	on test flights
184 340 06	CCCP-L3932(2) CCCP-L3932(2)	Li-2 Li-2	AFL/Ukraine AFL/Ukraine-LWO	no trf	reports sep52	soc 20jul65 as worn out
184 340 07	CCCP-84623 CCCP-L4774 CCCP-84774	Li-2 Li-2 Li-2	AFL/Ukraine-LWO AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd mfd rgd	1958/59 1949 1958/59	see c/n 1841410
184 340 08	CCCP-84774 CCCP-L4801 CCCP-54801 CCCP-54801	Li-2 Li-2 Li-2 Li-2	AFL/Uzbekistan-NCU AFL/Georgia-TBS AFL/Georgia-TBS AFL/Northern	trf mfd rgd trf	mar60 1949 1959 17jan67	soc 12sep69 as worn out
184 340 09	CCCP-L4800 CCCP-54800	Li-2 Li-2	AFL/Ukraine-HRK AFL/Ukraine-HRK	mfd no	28nov49 reports	f/n TBS dec58
184 340 10	CCCP-L4802 CCCP-54802	Li-2 Li-2	AFL/Tajikistan-DYU AFL/Tajikistan-DYU	mfd rgd	1949 1958/59	soc 31jul72 as life-time expired
184 341 01	CCCP-54802 CCCP-L4794	Li-2 Li-2	AFL/Tajikistan-DYU AFL/East Siberia	no reports		soc 29nov60, restored as of 01feb61, soc again 30oct61 as life-time expired
184 341 02	CCCP-L4794 CCCP-L4793 CCCP-L4793 CCCP-L4793 CCCP-54793 CCCP-54793	Li-2 Li-2T Li-2T Li-2T Li-2T Li-2T	AFL/East Siberia AFL/Yakutiya AFL/East Sib.-YKS AFL/Yakutiya-YKS AFL/Yakutiya-YKS AFL/Yakutiya-Nyu	rgd mfd trf trf rgd trf	1958/59 1949 sep52 01apr57 1958/59 1965	soc 19jan61 as worn out soc 30jan63 as life-time expired in olive drab or dark green c/s with light grey or light blue undersides soc 11jun70 as life-time expired

184 341 03	CCCP-L4792 CCCP-54792	Li-2 Li-2	AFL/Urals-SVX AFL/Urals-SVX	no rgd	reports 1958/59	soc 04nov61 as life-time expired
184 341 04	CCCP-L4790	Li-2	AFL/East Sib.-HTA	mfd	nov49	opb 10 AT0; w/o 25mar51 on the leg from Irkutsk to Chita of a flight from Irkutsk to Yakutsk when the crew did not cope with the difficult weather conditions (low clouds, heavy turbulence, heavy snowfall and icing) at night, flew too low, veered off course and feathered the right propeller by accident, the aircraft lost height, collided with trees on a hill 4 km north of Iskra (30 km east of Irkutsk airport), stalled and crashed upside down on the wooded slope of another hill, all 4 crew and 8 of the 9 passengers killed, the sole survivor seriously injured, the captain was intoxicated and the 2nd pilot had a licence for the Po-2 only; t/t 1,026 hours; the wreck was found only 04apr51 and the survivor rescued only 05apr51
184 341 05	CCCP-X107 CCCP-L3959(2) CCCP-L3959(2) CCCP-16200	Li-2G Li-2G Li-2G Li-2G	MVD AFL/Far East AFL/Magadan AFL/Magadan	rgd rgd trf rgd	23jul51 12oct55 jul57 29may58	used in cargo configuration; operated by Magadanskaya aviagruppa; see c/n 1841801 opb 185 AO of Magadanskaya aviagruppa at Magadan confirmed in register 02feb59; initially opb 185 AO of Magadanskaya OAG GVF; trf to 194 AO of Magadanskaya OAG GVF at Seimchan at an unknown date opb 67 LO of Leningradski OAO; f/n LED 09jul70; struck off charge 28apr71 as worn out
184 341 06	CCCP-16200 CCCP-L4797 CCCP-L4797 CCCP-L4797 CCCP-54797 CCCP-54797 CCCP-L4779	Li-2G Li-2T Li-2T Li-2T Li-2T Li-2T Li-2	AFL/Northern AFL/Yakutiya AFL/East Sib.-YKS AFL/Yakutiya-YKS AFL/Yakutiya-YKS AFL/Yakutiya-YKS AFL/East Siberia	trf no no trf trf rgd trf	07jun65 no reports sep52 1957 1958/59 21jan63	on charge as of 01apr57 soc 16aug66 as worn out dbr, details unknown; soc 26dec55
184 341 07	CCCP-L4798 CCCP-L4798 CCCP-L4798 CCCP-L4798 CCCP-54799	Li-2T Li-2T Li-2T Li-2T Li-2T	AFL/Yakutiya-YKS AFL/East Sib.-YKS AFL/Yakutiya-YKS AFL/Yakutiya-YKS AFL/Uzbekistan-TAS	mfd trf rgd rgd rgd	1959 sep52 1957 1958/59 1949	on charge as of 01apr57 photo Batagai 15may72; soc 07sep73 as life-time expired; seen derelict Batagai jul92/apr19 in "Grazhdanskaya Aviatsiya" magazine 1960 soc 23aug73 as worn out, the month is very difficult to read in the MGA document; see c/n 18435109
184 341 08	CCCP-L4798 CCCP-L4798 CCCP-L4798 CCCP-54799 not known CCCP-63867 CCCP-63867	Li-2T Li-2T Li-2T Li-2T Li-2T Li-2T Li-2T	AFL/Yakutiya-YKS AFL/East Sib.-YKS AFL/Yakutiya-YKS AFL/Yakutiya-YKS Soviet Air Force AFL/Kazakhstan-AKX AFL/Far East	mfd trf trf rgd mfd toc trf	1959 sep52 1957 1958/59 1949 13jun61 21feb74	f/n MRV 25aug62 soc 24dec74 as worn out
184 342 02	CCCP-XB50 CCCP-63872 CCCP-63872 CCCP-G307	Li-2 Li-2 Li-2 Li-2	operator unknown AFL/Northern-ARH AFL/Arkhangel.-ARH VAGT	mfd toc trf rgd	1949 15jul61 01jan73 05may50	f/n ARH 29jan62; l/n ARH 11feb66 soc 30nov74 as life-time expired Vsesoyuzny Aerogeologicheskii Trest (All-Union Aerogeological Trust); aerial survey aircraft
184 342 09	CCCP-L4019(2) CCCP-L3985(2) CCCP-L3985(2) CCCP-65718 CCCP-73954 CCCP-73954	Li-2 Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Krasnoyarsk AFL/Krasnoyarsk AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS AFL/Central Region AFL/Tyumen-SLY	rgd rgd trf rgd rgd trf	23jul52 unknown unknown 17may58 30may72 04sep72	aerial survey aircraft; opb aovs; see CCCP-L4019(1) with unknown c/n aerial survey aircraft; opb aovs; see CCCP-L3985(1) with c/n 184200. confirmed in register 10apr59; f/n KUF 08feb64
184 342 10	CCCP-L4010(2) CCCP-16178 CCCP-16178 not known CCCP-71226 CCCP-71226 CCCP-71226	Li-2T Li-2T Li-2T Li-2 Li-2 Li-2 Li-2	AFL/East Sib.-HTA AFL/East Sib.-HTA AFL/East Sib.-UUD Soviet Air Force AFL/Ukraine-ODS AFL/Tyumen-Tjp AFL/Tyumen-SLY	mfd rgd rgd trf mfd toc trf	1950 1959 1963 1950 12apr60 25feb67	soc 27dec73 as worn out see c/n 1843506 f/n 25may66; soc 22dec69 as life-time expired
184 343 01	CCCP-71226 CCCP-71226 CCCP-71226 not known CCCP-X108 CCCP-L3963(2) CCCP-L3963(2) CCCP-16201	Li-2 Li-2 Li-2 Li-2 Li-2T Li-2T Li-2T Li-2T	Soviet Air Force AFL/Ukraine-ODS AFL/Tyumen-Tjp AFL/Tyumen-SLY MVD - Dalstro AFL/Far East AFL/Magadan AFL/Magadan	mfd trf trf trf rgd rgd trf rgd	1950 12apr60 25feb67 1970 23jul51 12oct55 jul57 29may58	soc 22nov73 as worn out used in cargo configuration; opb Magadanskaya aviagruppa; see c/n 1841607 opb 185 AO of Magadanskaya OAG GVF confirmed in register 09jul58; initially opb 185 AO of Magadanskaya OAG GVF; trf to 63 OAE of Magadanskaya OAG GVF at Pevek at an unknown date struck off charge 31dec71 as life-time expired opb Chukotskaya aviagruppa from 24jan51; crashed on landing Bilibino 23may59; soc 28dec59 opb MAGON from 24jan51; flew ice-reconnaissance missions 07jul51/30aug51 and 09apr52/01nov52; used to resupply the "Sever-6" Arctic expedition apr54 and the drifting polar stations SP-3 in 1954 and SP-4 in 1956/57; appeared in the 1955 Soviet film "Dva kapitana" (Two Captains) trf from Moskovski AO to Chukotski AO 28may58; registration confirmed in register 07jun58 in natural metal c/s with two thin cheatlines; opb Chukotski AO
184 343 04	CCCP-16201 CCCP-N529 CCCP-N531	Li-2T Li-2T Li-2T	AFL/Yakutiya Polyarnaya Aviats. Polyarnaya Aviats.	trf toc toc	25jan64 09feb50 17jan50	in natural metal c/s with two thin cheatlines and orange trim; opb 248 AO at Nizhniye Kresty (became 248 LO of Nizhnekolymyski OAO in 1963 and 248 LO of Kolymo-Indigirski OAO 15mar72); t/t 12,850 hours by 01nov63; used to resupply the "Sever-25" Arctic expedition in 1973; the tail wheel and the trim tabs were damaged 27mar73 on a supply flight for the "Sever-25" expedition when took off from an ice flow in the Arctic Ocean and came down again after 20 metres due to poor crew resource management; damaged 02apr74 on landing on Graham-Bell-Island (Franz Josef Land Archipelago) when the left main gear broke; on photo at Temp in 1974; struck off charge 12oct74 as life-time expired; the hulk was still reported as lying close to Cherski airport in 2010 opb MAGON from 24jan51; in olive drab or dark green c/s with light grey or light blue undersides; flew ice-reconnaissance missions from Mys Chelyuskin apr51; overhauled by ARB-224 at Konotop jan52; flew ice-reconnaissance missions apr52 and jul52 confirmed in register 16jul59; opb Moskovski AO initially opb 247 AO at SVO; trf to 254 AO at SVO 12dec60; in natural metal c/s with thin cheatlines above and below the windows and 'Aeroflot Polyarnaya Aviatsiya' titles on the nose; trf to 248 AO at Nizhniye Kresty between 1961 and 1963; trf to AE 254 AO 08sep63; took part in the Arctic expedition "Sever-69" in 1969 opb 248 LO of Nizhnekolymyski OAO (became 248 LO of Kolymo-Indigirski OAO 15mar72); struck off charge 07sep73 as life-time expired
184 343 06	CCCP-04210 CCCP-04210 CCCP-04210	Li-2T Li-2T Li-2T	Polyarnaya Aviats. AFL/Polar AFL/Yakutiya	rgd trf trf	22may58 10feb60 01oct70	in natural metal c/s with two thin cheatlines and orange trim; opb 248 AO at Nizhniye Kresty (became 248 LO of Nizhnekolymyski OAO in 1963 and 248 LO of Kolymo-Indigirski OAO 15mar72); t/t 12,850 hours by 01nov63; used to resupply the "Sever-25" Arctic expedition in 1973; the tail wheel and the trim tabs were damaged 27mar73 on a supply flight for the "Sever-25" expedition when took off from an ice flow in the Arctic Ocean and came down again after 20 metres due to poor crew resource management; damaged 02apr74 on landing on Graham-Bell-Island (Franz Josef Land Archipelago) when the left main gear broke; on photo at Temp in 1974; struck off charge 12oct74 as life-time expired; the hulk was still reported as lying close to Cherski airport in 2010 opb MAGON from 24jan51; in olive drab or dark green c/s with light grey or light blue undersides; flew ice-reconnaissance missions from Mys Chelyuskin apr51; overhauled by ARB-224 at Konotop jan52; flew ice-reconnaissance missions apr52 and jul52 confirmed in register 16jul59; opb Moskovski AO initially opb 247 AO at SVO; trf to 254 AO at SVO 12dec60; in natural metal c/s with thin cheatlines above and below the windows and 'Aeroflot Polyarnaya Aviatsiya' titles on the nose; trf to 248 AO at Nizhniye Kresty between 1961 and 1963; trf to AE 254 AO 08sep63; took part in the Arctic expedition "Sever-69" in 1969 opb 248 LO of Nizhnekolymyski OAO (became 248 LO of Kolymo-Indigirski OAO 15mar72); struck off charge 07sep73 as life-time expired
184 343 07	CCCP-N532 CCCP-04211 CCCP-04211	Li-2T Li-2T Li-2T	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	toc rgd trf	17jan50 22may58 10feb60	confirmed in register 16jul59; opb Moskovski AO initially opb 247 AO at SVO; trf to 254 AO at SVO 12dec60; in natural metal c/s with thin cheatlines above and below the windows and 'Aeroflot Polyarnaya Aviatsiya' titles on the nose; trf to 248 AO at Nizhniye Kresty between 1961 and 1963; trf to AE 254 AO 08sep63; took part in the Arctic expedition "Sever-69" in 1969 opb 248 LO of Nizhnekolymyski OAO (became 248 LO of Kolymo-Indigirski OAO 15mar72); struck off charge 07sep73 as life-time expired
184 344 02	not known CCCP-63907	Li-2T Li-2	MVD AFL/Privolzhsk-KZN	mfd trf	1950 1960	soc 19dec72 as worn out
184 345 01	CCCP-L4803 CCCP-54803 CCCP-54803	Li-2 Li-2 Li-2	AFL/Georgia-TBS AFL/Georgia-TBS AFL/Northern-LED	TBS rgd rgd	dec58 1958/59 01feb68	f/n ROV 13jan63; l/n TBS 18jan68 soc 16dec71 as life-time expired
184 345 03	not known CCCP-48974	Li-2T Li-2T	MVD MAP Kazan VPO	mfd rgd	1950 12oct70	canx 13may75; was used for de-icing system tests
184 345 05	CCCP-L4804 CCCP-L4804 CCCP-L4804 CCCP-54804 CCCP-54804	Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Uzbekistan AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-NCU AFL/Uzbekistan-NCU	mfd trf trf trf rgd	1949 sep52 1958/59 mar60 reports	soc 17oct66 as worn out
184 345 07	CCCP-L4805 CCCP-54805 CCCP-54805 CCCP-54805	Li-2 Li-2 Li-2 Li-2	AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS AFL/Northern-ARH Soviet Air Force	no no trf mfd	reports reports unknown 1950	on charge as of 01aug66; soc 22dec63 as life-time expired
184 345 09	not known CCCP-71237	Li-2 Li-2	Soviet Air Force AFL/Far East-VVO	mfd toc	1950 28apr60	f/n MRV 01aug62, possibly for overhaul; soc 12jun73 as worn out
184 345 10	CCCP-L4825	Li-2	AFL/Turkmenis.-ASB	mfd	15apr50	opb 165 AO; w/o 03jul57 on the leg from Mineralnyye Vody to Krasnodar of a flight from Ashkhabad to Simferopol when flew too low in bad visibility, was not corrected by ATC, collided with trees on the plateau of Mt. Strizhament (832 metres) 30 km south of Stavropol, broke up and burnt out, 8 of the 12 passengers killed and the other 4 plus all 3 crew injured; t/t 8,766 hours; soc 03sep57 was equipped with retractable skis by Factory No. 477 at Krasnoyarsk in spring 1950; used to resupply the drifting polar station SP-2 apr50; opb MAGON from 24jan51; flew ice-reconnaissance missions 12jun50/31oct50, 10may52 and 01aug53/01nov53; equipped with a PSBN-M radar in 1952, underwent trials with it in summer 1952 and in 1954; dbr 26may55 on a flight from Bukhta Somnitelnaya (Wrangel Island) to a drifting ice floe in the central Arctic Basin (N73°15' E162°30') when the ski of the right main landing gear hit an ice hummock during the landing run and broke, the nose of the aircraft touched the ice and the fuselage broke into three when falling back onto the ice, all 6 crew members (pilot: M.F. Ruchkin) and 4 passengers escaped unhurt and were evacuated by another aircraft; the wreck was set on fire and abandoned on the drifting ice floe, it was spotted (with the registration still visible) by an aircraft of the Icelandic Coast Guard about 155 miles north-west of Iceland (approximately 10-20 miles off Scoresby Sound on Greenland's East Coast) 11dec59, but could no longer be found a few days later because of fog, it eventually sank opb Igarskaya aviagruppa as of 24jan51, was under overhaul with Zavod No. 477 MAP as of 01dec51 confirmed in register 24jun59; opb Khatangski AO; damaged beyond repair 12nov59 on a flight to Ust'-Tareya when approached in poor weather and crash-landed 3 km short of the runway due to pilot and ATC error, suffering damage to the central wing section, landing gear, engine cowlings and belly, all 5 crew members (pilot: G.S. Drozhdinin) escaped unhurt; t/t 7,890 hours was on charge Khatangski AO, but was not repaired 'on paper' as the aircraft was not repaired; was on charge of 251 AO at Norilsk; struck off charge 25may60 as worn out opb MAGON from 24jan51; in olive drab c/s with light grey undersides; overhauled by ARB-224 at Kototop jan52; flew ice-reconnaissance missions from Dikson oct52; used to resupply the drifting polar station SP-3 apr54/apr55 and the "Sever-7" Arctic expedition mar55/may55 and nov55/dec55; appeared in the 1955 Soviet film "Dva kapitana" (Two Captains); trf to Chukotskaya aviagruppa between 1952 and 1958 confirmed in register 23feb59 opb 248 AO at Nizhniye Kresty; damaged 27feb60 on landing at Baranikha (Chukotka) due to pilot error (pilot: A.N. Shishigin); struck off charge 23may61 as worn out
184 346 02	CCCP-N535	Li-2T	Polyarnaya Aviats.	toc	23feb50	confirmed in register 23feb59 opb 248 AO at Nizhniye Kresty; damaged 27feb60 on landing at Baranikha (Chukotka) due to pilot error (pilot: A.N. Shishigin); struck off charge 23may61 as worn out
184 346 05	CCCP-N536 CCCP-04229	Li-2T Li-2T	Polyarnaya Aviats. Polyarnaya Aviats.	toc rgd	14feb50 22may58	confirmed in register 24jun59; opb Khatangski AO; damaged beyond repair 12nov59 on a flight to Ust'-Tareya when approached in poor weather and crash-landed 3 km short of the runway due to pilot and ATC error, suffering damage to the central wing section, landing gear, engine cowlings and belly, all 5 crew members (pilot: G.S. Drozhdinin) escaped unhurt; t/t 7,890 hours was on charge Khatangski AO, but was not repaired 'on paper' as the aircraft was not repaired; was on charge of 251 AO at Norilsk; struck off charge 25may60 as worn out opb MAGON from 24jan51; in olive drab c/s with light grey undersides; overhauled by ARB-224 at Kototop jan52; flew ice-reconnaissance missions from Dikson oct52; used to resupply the drifting polar station SP-3 apr54/apr55 and the "Sever-7" Arctic expedition mar55/may55 and nov55/dec55; appeared in the 1955 Soviet film "Dva kapitana" (Two Captains); trf to Chukotskaya aviagruppa between 1952 and 1958 confirmed in register 23feb59 opb 248 AO at Nizhniye Kresty; damaged 27feb60 on landing at Baranikha (Chukotka) due to pilot error (pilot: A.N. Shishigin); struck off charge 23may61 as worn out
184 346 06	CCCP-04229 CCCP-04229	Li-2T Li-2T	AFL/Polar AFL/Krasnoyarsk	trf trf	10feb60 15apr60	confirmed in register 23feb59 opb 248 AO at Nizhniye Kresty; damaged 27feb60 on landing at Baranikha (Chukotka) due to pilot error (pilot: A.N. Shishigin); struck off charge 23may61 as worn out
184 346 07	not known	Li-2	Soviet Air Force	mfd	1950	confirmed in register 23feb59 opb 248 AO at Nizhniye Kresty; damaged 27feb60 on landing at Baranikha (Chukotka) due to pilot error (pilot: A.N. Shishigin); struck off charge 23may61 as worn out

184 346 10	CCCP-71283	Li-2	AFL/Tajikistan-DYU	toc	23jun60	photo at TOX in the early 1970s; soc 30sep74 as life-time expired opb Chukotskaya aviagruppa from 24jan51; damaged 09mar58 in a forced landing at Sredni island on the Severnaya zemlya archipelago; repaired mentioned in a document sep59 opb Nizhnekolymski OAO; dbr 11apr67 on the leg from Egvekinot to Nizhniye Kresty (now Cherski) of a round flight from Nizhniye Kresty when the pilot mistook the empty barrels which marked the beginning of the snow airstrip for parked helicopters on final approach in poor visibility at dusk, the aircraft made an emergency turn out, stalled and crashed on the ice of the Kolyma river 3.5 km from the airstrip, all 5 crew and all passengers slightly injured; soc 18aug67 opb Igarskaya aviagruppa as of 24jan51 and 01dec51 confirmed in register 21nov58 opb Khatangski AO opb 251 AO at Norilsk (became 251 LO of Norilski OAO in 1963); struck off charge 12feb68 as worn out
	CCCP-71283	Li-2	AFL/Kazakhstan	trf	14mar64	
	CCCP-N534	Li-2T	Polyarnaya Aviats.	photo		
	CCCP-04213	Li-2T	Polyarnaya Aviats.	no	reports	f/n ASB dec60; l/n ASB 1962; featured in the 1965 Soviet movie "Idu na grozu"; soc 20may71 due to its poor technical condition
	CCCP-04213	Li-2T	AFL/Polar	trf	10feb60	
184 347 01	CCCP-N537	Li-2T	Polyarnaya Aviats.	toc	21feb50	registration CCCP-51139 crossed out in MGA document, see c/n 18420309; f/n KJA 03jun64; l/n ASB 12jun64 soc 03jul73 as life-time expired the code was probably yellow or white; in olive drab or dark green c/s with light grey or light blue undersides; appeared in the Soviet films "Idu iskat" (I'm Going to Search) shot in 1966, "Osvobozhdeniye. Proryv" (Liberation. Breakthrough) shot in 1969 and "Ofitsery" (Officers) shot in 1971
	CCCP-04230	Li-2T	Polyarnaya Aviats.	rgd	22may58	
	CCCP-04230	Li-2T	AFL/Polar	trf	10feb60	
184 347 03	CCCP-04230	Li-2T	AFL/Krasnoyarsk	trf	15apr60	on charge as of 01may60; f/n LED 28sep72; soc 10may73 as worn out
	not known	Li-2T	Soviet Air Force	mfd	1950	
	CCCP-71233	Li-2T	AFL/Turkmenis.-ASB	toc	15apr60	
184 347 05	not known	Li-2T	Soviet Air Force	mfd	1950	soc 22jul74 as life-time expired; probably it was this aircraft (last digit of registration only partially visible on photo, but probably a 0) which was preserved in natural metal c/s with dayglo cheatline and stabilizer at a children's playground at Tiksi in the 1970s; scrapped
	CCCP-71247	Li-2T	AFL/Northern-LED	toc	02jun60	
184 347 07	CCCP-71247	Li-2	AFL/Arkhangel.-ARH	trf	01jan73	f/n SVX 07mar64
	"05"	Li-2	Soviet Air Force	mfd	1950	
184 347 09	not known	Li-2	Soviet Air Force	mfd	1950	canx 31mar75
	CCCP-63887	Li-2	AFL/Urals-SVX	toc	01aug63	
	CCCP-63887	Li-2	AFL/Urals-MQF	toc	26aug66	
184 348 02	CCCP-63887	Li-2	AFL/Urals-CEK	trf	1967	opb Magadanskaya aviagruppa opb Magadanskaya OAG GVF photo in the "Grazhdanskaya Aviatsiya" magazine sep56 opb Magadanskaya OAG GVF initially opb 185 AO Magadanskoi OAG GVF; trf to 63 AE between jan57 and nov63 (became 151 LO Chaunskogo OAO 18jul63) opb 174 LO Kirovskogo OAO opb 174 LO Kirovskogo OAO; soc 29oct71 as life-time expired
	not known	Li-2	MVD	mfd	1950	
	CCCP-84730	Li-2	AFL/Northern	toc	06jun71	
184 348 05	not known	Li-2T	Soviet Air Force	mfd	1950	f/n MRV 24jan63 soc 28apr71 as life-time expired
	CCCP-71227	Li-2T	AFL/Ukraine-HRK	toc	12apr60	
	CCCP-71227	Li-2T	AFL/Urals-PEE	trf	02feb67	
184 348 07	CCCP-71227	Li-2T	AFL/Arkhangel.-ARH	trf	04jan74	soc 16feb60 as life-time expired
	not known	Li-2	MVD	mfd	1950	
	CCCP-71234	Li-2	AFL/Mosk. AG SPIVS	toc	unknown	
184 349 01	not known	Li-2T	Soviet Air Force	mfd	1950	soc 07sep61 as life-time expired
	CCCP-71230	Li-2T	AFL/Azerbaijan-ASF	toc	23apr60	
	CCCP-71230	Li-2T	AFL/Yakutiya-IKS	trf	29jan63	
184 349 02	not known	Li-2T	Soviet Air Force	mfd	14mar50	initially opb 120 AO of Uralskaya OAG GVF; trf to 124 AO at CEK 23may58; t/t 9,132 hours by 01nov58; dbr in the late hours of 28feb59 on the leg from Kuibyshev to Penza-Ternovka of a cargo flight from Chelyabinsk to Kharkov when deviated from the approach pattern on final approach at night, banked to the left and lost speed as the crew tried to establish visual contact with the runway, the decision to go around was taken too late, the left wing collided with a mast of a high-voltage power-line and the aircraft crashed 482 metres from the extended centre-line of the runway, all 5 crew members escaped; struck off charge 07mar59
	CCCP-63889	Li-2T	AFL/Urals-SVX	toc	01aug63	
	CCCP-63889	Li-2T	AFL/Tyumen-Tjp	trf	19oct63	
184 349 05	CCCP-63889	Li-2T	AFL/Urals-CEK	trf	05apr66	f/n ROV 1956
	not known	Li-2	Soviet Air Force	mfd	1950	
	CCCP-48112	Li-2	MAP Kazan VPO	rgd	12oct70	
184 349 07	CCCP-X971	Li-2T	MVD - Dalstro	rgd	29mar50	registration CCCP-54799 is crossed out for this c/n in the MGA document, see c/n 18434109 (only one digit differs !)
	CCCP-X1092	Li-2T	MVD - Dalstro	rgd	unknown	
	CCCP-X1092	Li-2T	AFL/Far East	trf	03dec53	
	CCCP-L5030	Li-2T	AFL/Far East	rgd	15aug55	used in cargo configuration; opb 3 TAO of Uralskaya aviagruppa at SVX opb 120 AO of Sverdlovskaya aviagruppa at SVX opb 120 AO of Uralskaya OAG GVF; trf to 124 AO at CEK 23may58; t/t 9,132 hours by 01nov58; dbr in the late hours of 28feb59 on the leg from Kuibyshev to Penza-Ternovka of a cargo flight from Chelyabinsk to Kharkov when deviated from the approach pattern on final approach at night, banked to the left and lost speed as the crew tried to establish visual contact with the runway, the decision to go around was taken too late, the left wing collided with a mast of a high-voltage power-line and the aircraft crashed 482 metres from the extended centre-line of the runway, all 5 crew members escaped; struck off charge 07mar59
	CCCP-L5030	Li-2T	AFL/Magadan	trf	22jul57	
	CCCP-16189	Li-2T	AFL/Magadan	rgd	29may58	
184 349 08	CCCP-16189	Li-2T	AFL/Northern	trf	24nov64	soc 16feb61 as life-time expired
	CCCP-16189	Li-2T	AFL/Urals	trf	22feb67	
	CCCP-L4835	Li-2T	AFL/Northern-LED	mfd	1950	
184 349 09	CCCP-54835	Li-2T	AFL/Northern-LED		oct70	soc 08aug69 as worn out with t/t 23.577 hours
	not known	Li-2T	Soviet Air Force	mfd	1950	
	CCCP-71243	Li-2T	AFL/Far East-PKC	toc	15may60	
184 350 01	CCCP-L4822	Li-2	AFL/Ukraine-HRK	mfd	20oct49	dbr 12jul58, details unknown; soc 10oct58; registration possibly not taken up and dbr as CCCP-L4809 ?; see c/n 18433307 with the same registration given in the MGA document
	CCCP-54822	Li-2	AFL/Ukraine-HRK	no	reports	
	CCCP-L4823	Li-2T	AFL/Ukraine	mfd	18feb50	
184 350 02	CCCP-L4823	Li-2T	AFL/Ukraine-DOK	trf	sep52	soc 17sep66 as worn out
	CCCP-54823	Li-2T	AFL/Ukraine-DOK	rgd	1958/59	
	CCCP-L4826	Li-2	AFL/Azerbaijan-BAK	mfd	1950	
184 350 03	CCCP-L4826	Li-2	AFL/Azerbaijan-ASF	trf	1955	soc 20jun61 as worn out
	CCCP-54826	Li-2	AFL/Azerbaijan-ASF	rgd	1959	
	CCCP-54826	Li-2	AFL/Kazakhstan	trf	16nov65	
184 350 04	CCCP-L4829	Li-2	AFL/Ukraine-HRK	mfd	1950	soc 25may60 as life-time expired
	CCCP-54829	Li-2	AFL/Ukraine-HRK	rgd	1958/59	
	CCCP-L4862	Li-2	AFL/Georgia-TBS	mfd	1950	
184 350 06	CCCP-54862	Li-2	AFL/Northern	trf	19may58	featured in a Soviet movie in 1970s; possibly fake id !
	CCCP-L4861	Li-2	AFL/Turkmenis.-ASB	mfd	1950	
	CCCP-L4861	Li-2	AFL/Privolzhsk-RTW	trf	jul57	
184 350 07	CCCP-54861	Li-2	AFL/Privolzhsk-RTW	rgd	1958/59	was soc 11aug.. (no year given) as became an 'exhibit' possibly at the Rylsk Civil Aviation Technical College
	CCCP-L4852	Li-2	AFL/Syktvykar-SCW	mfd	1950	
	CCCP-54852	Li-2	AFL/Syktvykar-SCW	rgd	1958/59	
184 350 08	CCCP-L4851	Li-2	AFL/Urals	rgd	01jun50	f/n DNK jan58
	CCCP-L4851	Li-2	AFL/Urals	trf	unknown	
	CCCP-L4851	Li-2	AFL/Krasnoyarsk-KJA	trf	unknown	
184 350 09	not known	Li-2	Soviet Air Force	mfd	14mar50	registration CCCP-54799 is crossed out for this c/n in the MGA document, see c/n 18434109 (only one digit differs !)
	CCCP-63889	Li-2T	AFL/Urals-SVX	toc	01aug63	
	CCCP-63889	Li-2T	AFL/Tyumen-Tjp	trf	19oct63	
184 350 10	CCCP-63889	Li-2T	AFL/Urals-CEK	trf	05apr66	used in cargo configuration; opb 3 TAO of Uralskaya aviagruppa at SVX opb 120 AO of Sverdlovskaya aviagruppa at SVX opb 120 AO of Uralskaya OAG GVF; trf to 124 AO at CEK 23may58; t/t 9,132 hours by 01nov58; dbr in the late hours of 28feb59 on the leg from Kuibyshev to Penza-Ternovka of a cargo flight from Chelyabinsk to Kharkov when deviated from the approach pattern on final approach at night, banked to the left and lost speed as the crew tried to establish visual contact with the runway, the decision to go around was taken too late, the left wing collided with a mast of a high-voltage power-line and the aircraft crashed 482 metres from the extended centre-line of the runway, all 5 crew members escaped; struck off charge 07mar59
	not known	Li-2	Soviet Air Force	mfd	1950	
	CCCP-48112	Li-2	MAP Kazan VPO	rgd	12oct70	
184 351 02	CCCP-X971	Li-2T	MVD - Dalstro	rgd	29mar50	registration CCCP-54799 is crossed out for this c/n in the MGA document, see c/n 18434109 (only one digit differs !)
	CCCP-X1092	Li-2T	MVD - Dalstro	rgd	unknown	
	CCCP-X1092	Li-2T	AFL/Far East	trf	03dec53	
	CCCP-L5030	Li-2T	AFL/Far East	rgd	15aug55	used in cargo configuration; opb 3 TAO of Uralskaya aviagruppa at SVX opb 120 AO of Sverdlovskaya aviagruppa at SVX opb 120 AO of Uralskaya OAG GVF; trf to 124 AO at CEK 23may58; t/t 9,132 hours by 01nov58; dbr in the late hours of 28feb59 on the leg from Kuibyshev to Penza-Ternovka of a cargo flight from Chelyabinsk to Kharkov when deviated from the approach pattern on final approach at night, banked to the left and lost speed as the crew tried to establish visual contact with the runway, the decision to go around was taken too late, the left wing collided with a mast of a high-voltage power-line and the aircraft crashed 482 metres from the extended centre-line of the runway, all 5 crew members escaped; struck off charge 07mar59
	CCCP-L5030	Li-2T	AFL/Magadan	trf	22jul57	
	CCCP-16189	Li-2T	AFL/Magadan	rgd	29may58	
184 351 03	CCCP-16189	Li-2T	AFL/Northern	trf	24nov64	soc 16feb61 as life-time expired
	CCCP-16189	Li-2T	AFL/Urals	trf	22feb67	
	CCCP-L4835	Li-2T	AFL/Northern-LED	mfd	1950	
184 351 04	CCCP-54835	Li-2T	AFL/Northern-LED		oct70	soc 08aug69 as worn out with t/t 23.577 hours
	not known	Li-2T	Soviet Air Force	mfd	1950	
	CCCP-71243	Li-2T	AFL/Far East-PKC	toc	15may60	
184 351 05	CCCP-L4822	Li-2	AFL/Ukraine-HRK	mfd	20oct49	dbr 12jul58, details unknown; soc 10oct58; registration possibly not taken up and dbr as CCCP-L4809 ?; see c/n 18433307 with the same registration given in the MGA document
	CCCP-54822	Li-2	AFL/Ukraine-HRK	no	reports	
	CCCP-L4823	Li-2T	AFL/Ukraine	mfd	18feb50	
184 351 06	CCCP-L4823	Li-2T	AFL/Ukraine-DOK	trf	sep52	soc 17sep66 as worn out
	CCCP-54823	Li-2T	AFL/Ukraine-DOK	rgd	1958/59	
	CCCP-L4826	Li-2	AFL/Azerbaijan-BAK	mfd	1950	
184 351 07	CCCP-L4826	Li-2	AFL/Azerbaijan-ASF	trf	1955	soc 20jun61 as worn out
	CCCP-54826	Li-2	AFL/Azerbaijan-ASF	rgd	1959	
	CCCP-54826	Li-2	AFL/Kazakhstan	trf	16nov65	
184 351 08	CCCP-L4829	Li-2	AFL/Ukraine-HRK	mfd	1950	soc 25may60 as life-time expired
	CCCP-54829	Li-2	AFL/Ukraine-HRK	rgd	1958/59	
	CCCP-L4862	Li-2	AFL/Georgia-TBS	mfd	1950	
184 351 09	CCCP-54862	Li-2	AFL/Northern	trf	19may58	featured in a Soviet movie in 1970s; possibly fake id !
	CCCP-L4861	Li-2	AFL/Turkmenis.-ASB	mfd	1950	
	CCCP-L4861	Li-2	AFL/Privolzhsk-RTW	trf	jul57	
184 351 10	CCCP-54861	Li-2	AFL/Privolzhsk-RTW	rgd	1958/59	was soc 11aug.. (no year given) as became an 'exhibit' possibly at the Rylsk Civil Aviation Technical College
	CCCP-L4852	Li-2	AFL/Syktvykar-SCW	mfd	1950	
	CCCP-54852	Li-2	AFL/Syktvykar-SCW	rgd	1958/59	
184 352 01	CCCP-L4851	Li-2	AFL/Urals	rgd	01jun50	f/n DNK jan58
	CCCP-L4851	Li-2	AFL/Urals	trf	unknown	
	CCCP-L4851	Li-2	AFL/Krasnoyarsk-KJA	trf	unknown	
184 352 02	not known	Li-2	Soviet Air Force	mfd	1950	registration CCCP-54799 is crossed out for this c/n in the MGA document, see c/n 18434109 (only one digit differs !)
	CCCP-84605	Li-2T	AFL/Moscow (MUTA)	rgd	1958/59	
	not known	Li-2	Soviet Air Force	mfd	1950	
184 352 01	CCCP-L4817	Li-2	AFL/N.Kavkaz-ROV	mfd	1950	used in cargo configuration; opb 3 TAO of Uralskaya aviagruppa at SVX opb 120 AO of Sverdlovskaya aviagruppa at SVX opb 120 AO of Uralskaya OAG GVF; trf to 124 AO at CEK 23may58; t/t 9,132 hours by 01nov58; dbr in the late hours of 28feb59 on the leg from Kuibyshev to Penza-Ternovka of a cargo flight from Chelyabinsk to Kharkov when deviated from the approach pattern on final approach at night, banked to the left and lost speed as the crew tried to establish visual contact with the runway, the decision to go around was taken too late, the left wing collided with a mast of a high-voltage power-line and the aircraft crashed 482 metres from the extended centre-line of the runway, all 5 crew members escaped; struck off charge 07mar59
	CCCP-54817	Li-2	AFL/N.Kavkaz-ROV	rgd	1958/59	
	CCCP-54817	Li-2	AFL/Rylsk ATU	trf	22jun61	
184 352 02	CCCP-L4818	Li-2	AFL/Azerbaijan-BAK	mfd	31mar50	registration CCCP-54799 is crossed out for this c/n in the MGA document, see c/n 18434109 (only one digit differs !)

	CCCP-54818	Li-2	AFL/Azerbaijan-BAK	rgd	1958/59	opb 107 AO; w/o 29jan64 on the leg from Nukha to Baku of a flight from Byelokany to Baku when the left main gear struck a snow ripple during the take-off run and the aircraft turned left by 20 degrees, the captain did not abort the take-off but continued, in order to lift off earlier he forced the tail down so that the aircraft lifted off at low speed and with a high angle of attack, fell back to the ground and bounced several times, resulting eventually in the collapse of the right main gear, the aircraft ended up in the 7 metres deep and 25 metres wide gully of the Gurdzhanachai river 900 metres behind the start of the take-off run, 1 of the 3 crew killed and 2 crew plus 2 of the 19 passengers injured; t/t 12,589 hours; soc 06mar64
184 352 03	CCCP-L4824	Li-2T	AFL/Azerbaijan-BAK	mfd	1950	
	CCCP-54824	Li-2T	AFL/Azerbaijan-BAK	rgd	1958/59	
	CCCP-54824	Li-2T	AFL/Tyumen-TJM	trf	10feb67	
	CCCP-54824	Li-2T	AFL/Tyumen-TJM	trf	15may68	soc 31dec71 as life-time expired
184 352 04	CCCP-L4815	Li-2T	AFL/Privolzhsk	mfd	1950	
	CCCP-54815	Li-2T	AFL/Privolzhsk	rgd	1958/59	soc 05jun61 as worn out
184 352 05	CCCP-L4816	Li-2T	AFL/Volga-KUF	mfd	1950	
	CCCP-L4816	Li-2T	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4816	Li-2T	AFL/Privolzhsk-KUF	trf	nov54	
	CCCP-54816	Li-2T	AFL/Privolzhsk-KUF	rgd	1958/59	soc 16nov60 as worn out
184 352 06	CCCP-L4820	Li-2T	AFL/Volga-KUF	mfd	1950	
	CCCP-L4820	Li-2T	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4820	Li-2T	AFL/Privolzhsk-KUF	trf	nov54	
	CCCP-54820	Li-2T	AFL/Privolzhsk	rgd	1958/59	soc 13oct61 as life-time expired
184 352 07	CCCP-L4821	Li-2	AFL/Uzbekistan	rgd	08may50	opb UTO-3; dbr 09feb51 on a training flight from Tashkent when took off with frozen dirt (from earlier flights that day) on the leading edge of the horizontal stabiliser, pitched up immediately after lift-off, lost speed and crashed from a height of some 20 metres, 2 of the 4 crew members were injured
184 352 08	CCCP-L4827	Li-2T	AFL/Uzbekistan	mfd	1950	
	CCCP-L4827	Li-2T	AFL/Uzbekistan-TAS	trf	sep52	
	CCCP-54827	Li-2T	AFL/Uzbekistan-TAS	TAS	31jan61	soc 03jun61 as worn out
184 352 09	CCCP-L4833	Li-2T	AFL/Krasnoyarsk-KJA	mfd	1950	but this date must be incorrect as re-registered 1958/1959
	CCCP-54833	Li-2T	AFL/Krasnoyarsk-KJA	rgd	1958/59	soc 29jun71 as life-time expired
184 352 10	CCCP-L4828	Li-2T	AFL/East Siberia	mfd	1950	
	CCCP-54828	Li-2T	AFL/East Siberia	rgd	1958/59	
	CCCP-54828	Li-2T	AFL/East Sib.-Kir	trf	26jun63	soc 12dec63 as worn out
184 353 01	CCCP-L4830	Li-2T	AFL/Yakutiya-YKS	mfd	1950	
	CCCP-L4830	Li-2T	AFL/East Sib.-YKS	trf	sep52	
	CCCP-L4830	Li-2T	AFL/Yakutiya-YKS	trf	1957	
	CCCP-54830	Li-2T	AFL/Yakutiya-YKS	rgd	1958/59	soc 11jun70 as life-time expired
184 353 02	CCCP-L4831	Li-2T	AFL/Ukraine-IEV	mfd	26apr50	
	CCCP-54831	Li-2T	AFL/Ukraine-IEV	rgd	1958/59	soc 07sep70 as worn out
184 353 03	CCCP-L4832	Li-2T	AFL/Kazakhstan	mfd	1950	
	CCCP-L4832	Li-2T	AFL/Kazakhstan-ALA	trf	jun57	
	CCCP-54832	Li-2T	AFL/Kazakhstan-ALA	rgd	1958/59	
	CCCP-54832	Li-2T	AFL/Kazakhstan-CIT	trf	1959	f/n LED 09jul70; soc 01dec70 as life-time expired
184 353 04	CCCP-L4838	Li-2T	AFL/Krasnoyarsk-KJA	mfd	1950	
	CCCP-54838	Li-2T	AFL/Krasnoyarsk-KJA	rgd	1958/59	
	CCCP-54838	Li-2T	AFL/Krasnoyarsk-KYZ	trf	sep63	soc 21sep71 as life-time expired
184 353 05	CCCP-L4843	Li-2	AFL/East Siberia	mfd	1950	
	CCCP-54843	Li-2	AFL/East Siberia	rgd	1959	soc 28sep70 due to its poor technical condition
184 353 06	CCCP-L4834	Li-2T	AFL/Krasnoyarsk-VLE	rgd	08may50	opb 120 AO; dbr 10dec58 on the leg from Nadezhda to Podkamennaya Tunguska at night of a flight from Nadezhda to Krasnoyarsk when suffered from severe icing between Verkhneimbatskoye and Podkamennaya Tunguska (the cockpit windows were covered by 40 mm of ice), had to go around on a the first approach and came in below the glide slope and too far left on the second approach, the pilot flew a right turn a low height in order to align with the runway, but the right wing and the right main gear touched the snow and the aircraft crashed, all 4 crew and 9 passengers escaped; t/t 11,274 hours; soc 24mar59
184 353 07	CCCP-L4839	Li-2T	AFL/Krasnoyarsk-KJA	toc	09may50	
	CCCP-54839	Li-2T	AFL/Krasnoyarsk-KJA	rgd	1958/59	f/n KJA 14jun61; soc 06nov61 as life-time expired
184 353 08	CCCP-L4840	Li-2T	AFL/Volga-KUF	mfd	1950	
	CCCP-L4840	Li-2T	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4840	Li-2T	AFL/Privolzhsk-KUF	trf	nov54	
	CCCP-54840	Li-2T	AFL/Privolzhsk-KUF	rgd	1958/59	
	CCCP-54840	Li-2T	Aeroflot/KShVLP	trf	18dec60	Kirovograd Advanced Flying Training College; soc 24aug63 as worn out
184 353 09	CCCP-L4841	Li-2T	AFL/Yakutiya-YKS	mfd	1950	
	CCCP-L4841	Li-2T	AFL/East Sib.-YKS	trf	sep52	
	CCCP-L4841	Li-2T	AFL/Yakutiya-YKS	trf	1957	
	CCCP-54841	Li-2T	AFL/Yakutiya-YKS	rgd	1958/59	soc 14sep63 as worn out
184 353 10	CCCP-Sh4844	Li-2T	Aeroflot/USHVLP	mfd	1948	Ulyanovsk Advanced Flying Training College
	CCCP-L4844	Li-2T	Aeroflot/KShVLP	no	reports	Kirovograd Advanced Flying Training College
	CCCP-54844	Li-2T	AFL/Krasny Kut FS	trf	13may58	
	CCCP-54844	Li-2T	Aeroflot/KShVLP	trf	05aug60	Kirovograd Advanced Flying Training College; soc 22dec69 as life-time expired
184 354 01	CCCP-L4846	Li-2	AFL/East Sib.-IKT	mfd	1950	
	CCCP-54846	Li-2	AFL/Belarus-MHP	trf	26may58	soc 30dec62 as life-time expired
184 354 02	CCCP-L4845	Li-2T	AFL/Yakutiya	mfd	1950	
	CCCP-L4845	Li-2T	AFL/East Siberia	trf	sep59	
	CCCP-L4845	Li-2T	AFL/Yakutiya-Nyu	trf	12sep56	
	CCCP-54845	Li-2T	AFL/Yakutiya-Nyu	rgd	1958/59	soc 19oct70 as life-time expired
184 354 03	CCCP-L4847	Li-2	AFL/West Sib.-OVB	mfd	1950	
	CCCP-54847	Li-2	AFL/West Sib.-OVB	rgd	1958/59	f/n Novosibirsk-Severny 25feb67; soc 01aug71 as life-time expired
184 354 04	CCCP-L4848	Li-2T	AFL/Yakutiya-YKS	mfd	1950	
	CCCP-L4848	Li-2T	AFL/East Sib.-YKS	trf	sep52	
	CCCP-L4848	Li-2T	AFL/Yakutiya-YKS	trf	1957	
	CCCP-54848	Li-2T	AFL/Yakutiya-YKS	rgd	1958/59	soc 26may70 as worn out
184 354 05	CCCP-L4854	Li-2T	AFL/East Sib.-HTA	mfd	1950	
	CCCP-54854	Li-2T	AFL/East Sib.-HTA	rgd	1958/59	soc 19mar63 as life-time expired
184 354 06	CCCP-L4860	Li-2	AFL/Yakutiya-YKS	mfd	1950	
	CCCP-54860	Li-2	AFL/Yakutiya-YKS	rgd	1958/59	soc 25sep62 as life-time expired
184 354 07	CCCP-X973	Li-2	MVD - Dalstro	rgd	29may50	made a forced landing 14jan52
	CCCP-X973	Li-2	AFL/Far East	trf	03dec53	used in cargo configuration; opb Magadanskaya aviagruppa
	CCCP-L3956(2)	Li-2	AFL/Far East	rgd	07jul55	opb Magadanskaya aviagruppa; see c/n 1841706
	CCCP-L3956(2)	Li-2	AFL/Magadan	trf	22jul57	opb 185 AO of Magadanskaya OAG GVF at Magadan
	CCCP-16202	Li-2	AFL/Magadan	rgd	29may58	initially opb 185 AO of Magadanskaya OAG GVF; trf to 63 AE of Magadanskaya OAG GVF at Pevek between Jan57 and nov63; dbr 03dec63 on the leg from Pevek to Nizhniye Kresty (now Cherski) of a cargo flight from and to Pevek with the maximum take-off weight exceeded by 640 kg when lifted off at 140 km/h, pitched up immediately after lift-off and banked, as neither pilot nor instructor were able to regain control the aircraft crash-landed beyond the runway, all 6 crew members (among them 2 instructors) escaped unhurt; t/t 12,709 hours; soc 11feb64
184 354 08	CCCP-L4863	Li-2T	AFL/Krasnoyarsk-VLE	mfd	1950	opb 128 AO; damaged 24mar53 on the first leg of a flight from Nadezhda to Krasnoyarsk when the two pilots (both in the rank of captains) did not agree in time who will be in command during take-off so that the aircraft veered off the runway during the take-off run, lifted off at low speed and with a high angle of attack, bounced several times, failed to take off, overran the perimeter of the airfield and collided with a heap, damaging its landing gear and coming to rest on its belly, all crew and 14 passengers escaped unhurt
184 354 09	CCCP-L4850	Li-2	AFL/Ukraine-IEV	mfd	25may50	in natural metal c/s with two thin cheatlines
	CCCP-L4850	Li-2	AFL/Ukraine-DOK	trf	sep52	photo at IEV in 1956
	CCCP-54850	Li-2	AFL/Ukraine-DOK	no	reports	soc 29nov60 as life-time expired
184 354 10	CCCP-L4853	Li-2T	AFL/Krasnoyarsk-KJA	rgd	29may50	opb 26 ATO (became 126 ATO in 1952); dbr, details unknown; soc 04aug58
184 355 02	CCCP-L4867	Li-2	AFL/Tajikistan-DYU	mfd	1950	
	CCCP-54867	Li-2	AFL/Tajikistan-DYU	rgd	1958/59	soc 09oct62 as life-time expired
184 355 03	CCCP-L4868	Li-2	AFL/Ukraine-IEV	mfd	30may50	
	CCCP-L4868	Li-2	AFL/Ukraine-DOK	trf	sep52	
	CCCP-54868	Li-2	AFL/Ukraine-DOK	rgd	1958/59	soc 21sep61 as life-time expired
184 355 04	CCCP-L4869	Li-2	AFL/N.Kavkaz-ROV	mfd	1953	w/o 04jul56 on the leg from Rostov-na-Donu to Voronezh of a flight from Mineralnyye Vody to Moscow when an improvised explosive device (consisting of 3 TM-35 anti-tank mines) which had been placed by Soviet troops at a depth of some 1.6-1.8 metres in a filled-up bomb crater in 1943 detonated under the right wing while the aircraft was taxiing after landing at Voronezh, the right engine was ripped off and the aircraft caught fire, all 4 crew members and all passengers escaped unhurt; t/t 8,146 hours; soc 09oct56
184 355 05	not known	Li-2	Soviet Air Force	mfd	1950	
	CCCP-71248	Li-2	AFL/Privolzhsk-RTW	toc	unknown	on charge as of 01jul60; soc 27dec73 as worn out
184 355 06	CCCP-L4871	Li-2T	AFL/Urals-SVX	mfd	1950	
	CCCP-L4871	Li-2T	AFL/Sverdlovsk-SVX	trf	sep52	
	CCCP-L4871	Li-2T	AFL/Privolzhsk-KUF	trf	14may57	
	CCCP-54871	Li-2T	AFL/Privolzhsk-KUF	rgd	1958/59	soc 05jun61 as life-time expired
184 355 07	CCCP-L4872	Li-2	AFL/West Sib.-SVX	mfd	14jun50	opb 120 ATO; w/o 02nov56 on the leg from Izhevsk to Sverdlovsk-Koltsovo of a cargo flight from Moscow to Omsk when deviated from the glide path at night in bad visibility, apart from that the crew had forgotten to put the fuel selector from the almost empty right tank to the left tank so both engines stopped due to

									fuel starvation after passing the outer marker at a height of 250 metres and could only be restarted when the aircraft was about to touch trees, it did so 816 metres beyond the outer marker and 157 metres to the right of the extended centreline of the runway, lost its left wing, came down in a forest 1,047 metres behind the outer marker and broke up, 2 out of 3 crew killed and the 3rd one seriously injured, both passengers slightly injured; t/t 8,331 hours; soc 24dec56
184 355 08	CCCP-L4870	Li-2	AFL/N.Kavkaz-ROV	mfd	1950				
	CCCP-L4870	Li-2	AFL/Georgia-TBS	trf	12dec57				
	CCCP-L4870	Li-2	AFL/Belarus-MHP	trf	17may58			f/n MHP Jan59	
	CCCP-54870	Li-2	AFL/Belarus-MHP	rgd	1958/59			soc 25jul60 as life-time expired	
184 355 09	CCCP-L4873	Li-2	AFL/Syktvykar-SCW	mfd	1950				
	CCCP-54873	Li-2	AFL/Syktvykar-SCW	rgd	1958/59			soc 13feb64 as worn out	
184 355 10	CCCP-L4874	Li-2	AFL/Urals-SVX	mfd	1950				
	CCCP-L4874	Li-2	AFL/Sverdlovsk-SVX	trf	sep52				
	CCCP-L4874	Li-2	AFL/Privolzhsk-KUF	trf	14may57				
	CCCP-54874	Li-2	AFL/Privolzhsk-KUF	rgd	1958/59			soc 29mar61 as life-time expired	
184 356 01	CCCP-L4856	Li-2	AFL/East Siberia	mfd	1950				
	CCCP-54856	Li-2	AFL/East Siberia	rgd	1958/59			soc 19mar63 as life-time expired	
184 356 02	CCCP-L4857	Li-2T	AFL/Ukraine-IEV	mfd	24may50			IEV jul58; converted to cargo/passenger version by ARB-411, committing several mistakes in the process	
	CCCP-L4857	Li-2T	AFL/Ukraine-LWO	trf	1957				
	CCCP-54857	Li-2T	AFL/Ukraine-LWO	rgd	1958/59			soc 29nov60 as life-time expired	
184 356 03	CCCP-L4858	Li-2T	AFL/Urals-SVX	mfd	1950				
	CCCP-L4858	Li-2T	AFL/West Sib.-SVX	trf	sep52				
	CCCP-54858	Li-2T	AFL/Urals-SVX	trf	jul57			f/n SVX 05mar60	
	CCCP-54858	Li-2T	AFL/Urals-CEK	trf	1963			l/n SVX jul65	
	CCCP-54858	Li-2T	AFL/GosNII GA	trf	10oct67			soc 18jan68 as handed over to AFL/GosNII GA for tests	
184 356 04	CCCP-L4859	Li-2T	AFL/East Sib.-IKT	mfd	1950				
	CCCP-L4859	Li-2T	AFL/Yakutiya-YKS	trf	04mar58				
	CCCP-54859	Li-2T	AFL/Yakutiya-YKS	rgd	1958/59				
	CCCP-54859	Li-2T	AFL/Yakutiya-Nyu	trf	sep63			dbr, details unknown; soc 12jan66	
184 356 05	CCCP-L4864	Li-2T	AFL/Yakutiya-YKS	mfd	1950				
	CCCP-L4864	Li-2T	AFL/East Sib.-YKS	trf	sep52				
	CCCP-L4864	Li-2T	AFL/Yakutiya-YKS	trf	1957			soc 30mar72 as worn out	
184 356 07	CCCP-L4866	Li-2T	AFL/Tajikistan-DYU	mfd	1950				
	CCCP-L4866	Li-2T	AFL/Tajikistan-DYU	rgd	1958/59				
	CCCP-54866	Li-2T	AFL/Kazakhstan-TSE	trf	15jul61				
184 356 08	URSS-S	Li-2	MTsM-Sovkitmetall	rgd	03aug50				
								f/n TSE 05jun62; l/n TSE 01oct66; soc 07sep73 as worn out	
184 356 09	CCCP-L4865	Li-2	MTsM-Sovkitmetall	rgd	1950			Ministry of Non-Ferrous Metallurgy; Sovkitmetall was a joint Soviet-Chinese company established 27mar50 in order to exploit non-ferrous metal resources in Singkiang (now Xinjiang)	
	CCCP-X978	Li-2	MVD - Dalstro	mfd	31may50			registration in register as 'L4865 URSS-S'; latest known CoFA expired 30jun54	
	CCCP-X978	Li-2	AFL/Far East	trf	03dec53			used in cargo configuration; rgd 20jun50	
								used in cargo/passenger configuration; opb 194 AO or 185 AO of Magadanskaya aviagruppa; made a forced landing 20nov54	
	CCCP-L5033	Li-2	AFL/Far East	rgd	26jul55			opb 194 AO of Magadanskaya aviagruppa at Seimchan; probably in dark green or olive drab c/s (a black and white photo exists); w/o 09dec56 on the leg from Uelkal to Anadyr of a flight from Lavrentiya to Anadyr when deviated from the prescribed flight path to the left by 8 km, started to descend in clouds, crashed at a height of 720 metres into the steep slope of a cloud-covered hill (920 metres) on the south-western slope of Gora Ioanna mountain in the Zolotoi khrebet range (35 km north-east of Anadyr) and exploded, all 5 crew members and 7 passengers were killed; t/t 5,333 hours; soc 27dec56; the wreck was still extant in 2009	
184 356 10	not known	Li-2T	Soviet Air Force	mfd	1950				
	CCCP-71180	Li-2T	AFL/N.Kavkaz-KRR	toc	01mar60			f/n 28mar61	
	CCCP-71180	Li-2T	AFL/Turkmenis.-KRW	trf	16aug66			soc 19dec72 as worn out	
184 357 01	not known	Li-2T	Soviet Air Force	mfd	1950				
	CCCP-08821	Li-2T	MAP Zhukovski	rgd	06nov65			canx 19feb75	
184 357 02	CCCP-X980	Li-2	MVD - Dalstro	rgd	31jul50				
	CCCP-X980	Li-2	AFL/Far East	trf	03dec53			used in cargo configuration; opb Magadanskaya aviagruppa	
	CCCP-L5034	Li-2	AFL/Far East	rgd	26jul55			opb Magadanskaya aviagruppa	
	CCCP-L5034	Li-2	AFL/Magadan	trf	22jul57			opb 194 AO or 185 AO of Magadanskaya OAG GVF	
	CCCP-16190	Li-2	AFL/Magadan	rgd	29may58			opb 194 AO or 185 AO of Magadanskaya OAG GVF; soc 09jul62 as worn out	
184 357 03	CCCP-Zh139	Li-2	MVD - GULZhDS	rgd	28aug50			opb Zheldorproekt; used in cargo and photo survey configuration	
	CCCP-X1084	Li-2	MPS	trf	18mar53			Ministry of Lines of Communications (i.e. Railways); opb Zheldorproekt	
	CCCP-L1084	Li-2	AFL/Kazakhstan	trf	31dec54			used in cargo configuration; opb 151 AO at Alma-Ata (became 227 AO jun57); was with ARB-402 as of 01aug57; trf to 191 AO at Burundai between aug57 and mar62	
								initially opb 191 AO; trf to 157 AO at Ust'-Kamenogorsk between apr62 and sep63 (became 157 LO of Ust'-Kamenogorski OAO in 1963); soc 25jul74 as worn out	
184 357 05	CCCP-Zh137	Li-2	MVD - GULZhDS	rgd	28aug50			opb Zheldorproekt; used in cargo configuration	
	CCCP-X1083	Li-2	MPS	trf	18mar53			Ministry of Lines of Communications (i.e. Railways); opb Zheldorproekt	
	CCCP-L3966(2)	Li-2	AFL/Krasnoyarsk	rgd	12sep55			new CoFR issued 12sep55; used in training and atmospheric sounding configuration; opb UTO-14 at Krasnoyarsk-Severnaya as of 01apr57; see c/n 1841813	
								opb UTO-14; soc 08sep75 as life-time expired	
184 357 06	CCCP-84666	Li-2	AFL/Krasnoyarsk	rgd	09may58			opb Zheldorproekt; used in cargo configuration	
	CCCP-Zh138	Li-2	MVD - GULZhDS	rgd	28aug50			Ministry of Lines of Communications (i.e. Railways); opb Zheldorproekt	
	CCCP-X1119	Li-2	MPS	trf	18mar53			used in cargo configuration; opb 128 AO at Krasnoyarsk-Severnaya as of 01apr57; trf to 126 AO at Krasnoyarsk-Severnaya between apr57 and jul61; see c/n 0336	
	CCCP-L3943(2)	Li-2	AFL/Krasnoyarsk	rgd	unknown			opb 126 AO (became 126 LO of Krasnoyarski OAO in 1963); soc 16feb71 as life-time expired	
184 357 07	CCCP-84669	Li-2	AFL/Krasnoyarsk	rgd	09may58			the code (faded from red to yellow over time) is difficult to read, could be "06" as well as "30" or many other combinations; in olive drab c/s with light grey undersides; made a forced landing on Komsomolets Island in the Kara Sea, date unknown; the hulk was extant nov20	
	".." red	Li-2	Soviet Air Force	photo				in olive drab c/s with light grey undersides; flew ice-reconnaissance missions aug50/nov50; used to re-supply the drifting polar station SP-2 in 1950/51; opb MAGON from 24jan51; flew ice-reconnaissance missions feb51/mar51, sep51/oct51 and sep52	
184 357 08	CCCP-N538	Li-2T	Polyarnaya Aviats.	toc	15jun50			confirmed in register 07jun58; in olive drab c/s with light grey undersides and 'Polyarnaya Aviatsiya' titles; assigned to the 5th Soviet Antarctic expedition (KAE) 14oct59	
	CCCP-04214	Li-2V	Polyarnaya Aviats.	rgd	22may58			in olive drab c/s with light grey undersides; took part in the 10th Soviet Antarctic expedition (SAE) 24dec64/27feb65 and was then stored at Mirny; was made airworthy again for the 11th Soviet Antarctic expedition (SAE) 07dec65/03apr66, but did not fly; took part in the 13th Soviet Antarctic expedition in 1967/69 and was then stored at Molodyozhnaya; damaged beyond repair 27dec68 on the flight from Molodyozhnaya back to Mirny when made a technical stop at the Mawson/Rumdoodle strip (S67.703589 E62.794773) and was blown by a storm from the side of the glacier into a crevasse, the crew escaped unhurt; struck off charge 08aug69; the remains were still present jan09	
	CCCP-04214	Li-2V	AFL/Polar	trf	10feb60				
184 357 09	not known	Li-2T	Soviet Air Force ?	mfd	1950			p-ya V-8312; not on Soviet register; in natural metal c/s with two thin dark blue cheatlines, titles not visible on photo; canx in 1974	
	CCCP-69318	Li-2T	MOM Omsk OAZ	rgd	08feb72			opb MAGON from 24jan51; flew ice-reconnaissance missions 14/26aug51; w/o 22oct51 while being refuelled at Khatanga at night when fuel fumes were ignited by an electric lamp and the aircraft burnt out, 1 crew member was injured; struck off charge 14dec51 (confirmed 28may52)	
184 357 10	CCCP-N547	Li-2T	Polyarnaya Aviats.	toc	15jun50			opb Igarskaya aviagruppa from 24jan51; trf to Chukotskaya aviagruppa later in 1951; in dark green c/s with light blue undersides; flew ice-reconnaissance missions 13aug51/14oct51; damaged 22oct52 on the leg from Cherepovets to Arkhangelsk of a positioning flight from Moscow to Kresty Kolymskiye when deviated from the planned flight path due to a failure of the radio equipment, ran low on fuel at night and made at precautionary landing at Yagodny airfield (which the crew had found by chance), but the left wing and the left half of the stabiliser collided with trees; repaired; flew ice-reconnaissance missions 04nov53/22dec53; used to re-supply the drifting polar station SP-10; damaged 05apr56 on take-off from Apapelnino without having been cleared from rime ice when was not able to climb out and made a forced landing on the ice of the bay, all crew members escaped unhurt; repaired within two days	
184 358 01	CCCP-N548	Li-2T	Polyarnaya Aviats.	rgd	15jun50			confirmed in register 04apr59; opb Chukotskaya aviagruppa	
								opb 248 AO at Nizhniye Kresty (became 248 LO of Nizhnekolymski OAO in 1963); damaged 02dec62 on a cargo flight from Tiksi to Batagai when the left main landing gear could not be retracted after take-off and the hydraulics system was damaged by the continued attempts of the crew to retract the gear, so the cargo was jettisoned and the aircraft landed on the concrete runway at Tiksi with the attempted help of a fuel truck moving in parallel with the landing aircraft so that the wing should come to rest on the truck, but the aircraft and the truck collided due to cross winds and the wing was damaged; repaired	
								opb 248 LO of Nizhnekolymski OAO	
	CCCP-04240	Li-2T	Polyarnaya Aviats.	rgd	1958			opb Shmidtovskaya OAE	
	CCCP-04240	Li-2T	AFL/Polar	trf	10feb60			opb Khatangski OAO; struck off charge 17oct74 as worn out; a replica of CCCP-04240 (in natural metal c/s with red cheatline and trim and 'Polyarnaya Aviatsiya' titles) was built for the film "Sever" (North) and was seen in the St. Petersburg region 23feb23	
								opb Igarskaya aviagruppa from 24jan51; in dark green c/s with light blue undersides; flew ice-reconnaissance missions 28aug53/16oct53; used to re-supply the drifting polar station SP-6 in 1958/59	
184 358 02	CCCP-N549	Li-2T	Polyarnaya Aviats.	photo				opb 248 AO; in natural metal c/s with two thin stripes above and below the windows; damaged 18may69 on take-off from the provisional airstrip at Berelyakh (Yakutia) when veered off the runway to the left, entered an area with deep snow and stood on the nose	
	CCCP-04241	Li-2T	Polyarnaya Aviats.	no	reports			opb 248 LO of Kolyo-Indigirski OAO; struck off charge 17oct74 as life-time expired	
	CCCP-04241	Li-2T	AFL/Polar	trf	10feb60			given as such in the delivery certificate for the transfer from GU GK to GU GVF (but the aircraft should have been built in mid-1949); trf to GU GK in the 3rd quarter of 1950	
184 358 03	CCCP-04241	Li-2T	AFL/Yakutiya	trf	01oct70				
	not known	Li-2	Soviet Air Force	mfd	30jan50 ?				

184 358 04	CCCP-F364	Li-2	GU GK	rgd	02aug50	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); converted to a photo survey aircraft by PARM Moskovskogo AFO GU GK 16apr51; opb Moskovski AFO
	CCCP-A364	Li-2	AFL/Mosk. AG SPIVS	trf	mar53	photo survey aircraft; opb 1 AOVS at Myachkovo, was under overhaul with ARB-411 as of 01jan57; may have become CCCP-L364
	CCCP-L3981(2)	Li-2	AFL/Mosk. AG SPIVS	rgd	unknown	see early production PS-84 CCCP-L3981 (1) with c/n 184190x
	CCCP-65719	Li-2	AFL/Mosk. AG SPIVS	rgd	17may58	confirmed in register 16mar59
	CCCP-73955	Li-2	AFL/Central Region	rgd	30may72	struck off charge 20jul73 as life-time expired
	not known	Li-2	Soviet Air Force	mfd	06jul50	trf to GU GK in the 3rd quarter of 1950
	CCCP-F365	Li-2	GU GK	rgd	02aug50	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); converted to a photo survey aircraft by PARM Moskovskogo AFO GU GK in 1951; opb Moskovski AFO
	CCCP-A365	Li-2	AFL/Mosk. AG SPIVS	trf	unknown	used in photo survey configuration; opb 1 AOVS at Myachkovo as of 01jan57; made a forced landing at Bykovo 16jan57
	CCCP-L3986(2)	Li-2	AFL/Mosk. AG SPIVS	rgd	unknown	opb 1 AOVS at Myachkovo; see early production PS-84 CCCP-L3986 (1) with unknown c/n
	CCCP-65720	Li-2	AFL/Mosk. AG SPIVS	rgd	17may58	redesignated AFL/Central Region in 1971; opb 1 AOVS (became 229 LO AFS of Myachkovski OAO in 1962
184 358 06	CCCP-F366	Li-2T	GU GK	mfd	1950	opb 229 LO AFS of Myachkovski OAO
	CCCP-A366	Li-2T	AFL/West Sib.-Ovn	trf	1954	opb 234 AO of Salekhardski OAO at SLV; soc 22nov73 as worn out; preserved in front of the terminal at Salekhard from the 1970s, f/n 25jul00; initially in light grey c/s with orange cheatline and trim, seen as such 2007/09may11; repainted in white/light grey c/s with light blue cheatline may11, seen as such 31may11/aug16; repainted in light grey c/s with two thin blue cheatlines, seen as such jun17/mar23
	CCCP-16182	Li-2T	AFL/West Sib.-OVB	rgd	1958/59	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); opb Moskovski aerofotosyomochny otryad; damaged 12may52
	CCCP-16182	Li-2T	AFL/West Sib.-OMS	trf	1966	used in cargo/passenger and cargo configuration; opb 117 AO; included in the request for new registration numbers dated 18apr58, but not included in the document allocating the new numbers dated 09may58
184 358 08	not known	Li-2	Soviet Air Force	mfd	25jul50	opb 117 AO (became 117 LO Omskogo OAO 31jan64); repainted in natural metal c/s with two thin blue cheatlines and blue fin tip during overhaul by ARZ-411 in 1970; soc 27dec73 as worn out
	CCCP-F367	Li-2	GU GK	rgd	02aug50	trf to GU GK in the 3rd quarter of 1950
	CCCP-A367	Li-2	AFL/West Siberia	trf	unknown	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); converted to a photo survey aircraft by PARM Moskovskogo AFO GU GK 25apr51; opb Moskovski AFO
	CCCP-16183	Li-2T	AFL/West Siberia	rgd	1958	used in photo survey configuration; opb 6 AOVS at Novosibirsk-Severn; included in the request of the West Siberian directorate for new registration numbers dated 18apr58
184 359 01	901	Li-2T	Hungarian AF	f/f	10aug50	not included in the GU GVF document which allocated the new registration numbers 09may58, so a new request was sent by the West Siberian directorate 17may58; used in cargo/passenger and cargo configuration; opb 6 LO of Novosibirski OAO; in natural metal c/s with two thin blue cheatlines; seen TOF 1960; converted to a navajds calibration aircraft with a "Groza-40" radar during overhaul by Zavod No. 411 GA in 1972; soc 08sep75 as life-time expired
	HA-LIT	Li-2T	MALÉV	trf	12mar57	d/d 08sep50; code allocated but not painted on; full c/n on tail; code probably painted on in 1952; opb MN repülő csapatai (flying team); had to be handed over by the Hungarian AF to MALÉV on Soviet orders after the failed uprising; crashed 10jun53 at Kiskunlacháza on when aborted take-off due to the fuel feed selector valve switched to incorrect position, after the landing on a bumpy grassed surface 80m from airfield both main gears broke, the left wing, engines and propellers also damaged, repaired named 'Tamás' (a Hungarian given name); wfu 02mar64; was preserved at Szombathely; scrapped in 1972
	no serial	Li-2T	Hungarian AF	f/f	16aug50	d/d 05sep50 (but also given as 08aug50); full c/n on fin
	902	Li-2T	Hungarian AF	photo		serial painted on in 1954; initially opb MN repülő csapatai (flying team); trf to RKK Kecskemét in 1957; trf to 86th composite squadron at Kecskemét in 1958 (renamed 86th composite detachment in 1961); wfu 02mar64; burnt for fire practice at Budapest-Ferihegy airport 15jun66 and scrapped
184 359 04	CCCP-N554	Li-2T	Polyarnaya Aviats.	toc	19aug50	in dark green c/s; flew ice-reconnaissance missions oct50; opb MAGON as of 24jan51; damaged 15feb52; opb Igarskaya aviagruppa as of aug52; opb Moskovski AO as of 1958; damaged during a forced landing feb58; repaired
	CCCP-04215	Li-2T	Polyarnaya Aviats.	rgd	22may58	confirmed in register 04aug59; initially opb Moskovski AO; trf to Khatangski AO 29sep59; used to resupply the drifting polar station SP-8 in 1959/60
	CCCP-04215	Li-2T	AFL/Polar	trf	10feb60	opb Khatangski AO
	CCCP-04215	Li-2T	AFL/Krasnoyarsk	trf	15apr60	opb 251 AO at Norilsk (became 251 LO of Norilski OAO in 1963); damaged beyond repair, details unknown; struck off charge 18jan68
184 359 05	CCCP-N556	Li-2T	Polyarnaya Aviats.	toc	19aug50	opb MAGON from 24jan51; in dark green c/s with light blue undersides; used to re-supply the drifting polar station SP-2 oct50/04nov50; converted to a Li-2V by the Kiev aircraft factory in summer 1955; took part in the 2nd to 4th Soviet Antarctic expeditions (KAE) in 1957/59; seen at Mirny ice station (Antarctica) feb58
	CCCP-04216	Li-2T	Polyarnaya Aviats.	rgd	1958	soc 25oct60 as worn out
	CCCP-04216	Li-2T	AFL/Polar	trf	10feb60	opb Igarskaya aviagruppa from 24jan51; damaged 22jan58 during a forced landing at Khatanga airport; repaired
	CCCP-N555	Li-2T	Polyarnaya Aviats.	toc	19aug50	confirmed in register 21nov58; opb Khatangski AO
184 359 07	CCCP-04231	Li-2T	Polyarnaya Aviats.	rgd	22may58	initially opb 126 AO at Krasnoyarsk; trf to 251 AO at Norilsk between aug61 and nov63 (became 251 LO of Norilski OAO in 1963); on a photo in the Krasnoyarsk region 01dec69; struck off charge 04jul72 as life-time expired
	CCCP-04231	Li-2T	AFL/Polar	trf	10feb60	
	CCCP-04231	Li-2T	AFL/Krasnoyarsk	trf	15apr60	
	CCCP-04231	Li-2T	AFL/Krasnoyarsk	trf	15apr60	
184 359 09	not known	Li-2	Soviet Air Force	mfd	1950	in a document 25aug64 as trf by either the Soviet Air Force or the arms industry
	CCCP-63916	Li-2	AFL/Polar	toc	27jul64	dbt at Tiksi when wat blown over after landing in wind speeds of 60 metres per second (which is far more than 12 Beaufort so seems a bit too much) and was dragged some 2,5 km away before it came to a stop in between two small hills; soc 30mar76 as life-time expired which in fact was not the case; the remains were extant on the shore of a lake (or the sea) near Tiksi (N71.705846 E128.99755) by sep14, registration clearly readable on the wings
	CCCP-63916	Li-2	AFL/Yakutiya-IKS	trf	01oct70	opb 66 AO; dbt 22oct52 on the leg from Kazan to Kuibyshev of a flight from Moscow to Sverdlovsk when dropped below the glide slope due to pilot error during the final approach at night, collided with a high-voltage power-line between the outer marker and the inner marker and crashed, 1 of the 5 crew members was injured while all 7 passengers escaped unhurt; soc 17oct52 (sic) according to the register
	CCCP-63916	Li-2	AFL/Yakutiya-IKS	trf	01oct70	opb Moldavski oao (which was by then subordinated to the Ukrainian directorate) at Kishinyov-Ryshkanovka
184 360 01	CCCP-L4875	Li-2P	AFL/Volga-KUF	rgd	05aug50	soc 18jul61 as life-time expired
	CCCP-L4876	Li-2	AFL/Ukraine	mfd	1950	
	CCCP-L4876	Li-2	AFL/Moldova	trf	may57	
	CCCP-54876	Li-2	AFL/Moldova	rgd	1958/59	
184 360 03	CCCP-L4877	Li-2	AFL/NII GVF	mfd	1950	
	CCCP-L4877	Li-2	AFL/Yakutiya-YKS	trf	18feb58	
	CCCP-54877	Li-2	AFL/Yakutiya-YKS	rgd	1958/59	
	CCCP-54877	Li-2	AFL/Yakutiya-Nyu	trf	16feb60	soc 10may73 as worn out
184 360 04	CCCP-L4878	Li-2	AFL/N.Kavkaz-ROV	mfd	1950	f/n ROV 02oct57
	CCCP-54878	Li-2	AFL/N.Kavkaz-ROV	rgd	1958/59	soc 24mar60 as life-time expired
	CCCP-L4879	Li-2	AFL/Volga-KUF	mfd	1950	
	CCCP-L4879	Li-2	AFL/Centr.Reg.-KUF	trf	sep52	
184 360 05	CCCP-L4879	Li-2	AFL/Volga-KUF	trf	nov54	
	CCCP-L4879	Li-2	AFL/Privolzhsk-KUF	rgd	1958/59	
	CCCP-54879	Li-2	AFL/Privolzhsk-KUF	mfd	1950	soc 10aug60 as life-time expired
	CCCP-L4880	Li-2	AFL/Tajikistan-DYU	rgd	1958/59	
184 360 06	CCCP-54880	Li-2	AFL/Tajikistan-DYU	rgd	1958/59	
	CCCP-54880	Li-2	AFL/Privolzhsk	trf	27jan65	soc 22nov71 as life-time expired
	CCCP-L4881	Li-2	AFL/Ukraine-ODS	mfd	26apr50	
	CCCP-54881	Li-2	AFL/Ukraine-ODS	rgd	1958/59	soc 19sep60 as life-time expired
184 360 08	CCCP-L4882	Li-2	AFL/Kazakhstan	mfd	1950	
	CCCP-L4882	Li-2	AFL/Kazakhstan-ALA	trf	jun57	
	CCCP-54882	Li-2	AFL/Kazakhstan-ALA	rgd	1958/59	soc 31jan61 as life-time expired
	CCCP-L4885	Li-2	AFL/Kazakhstan	mfd	1950	
184 360 09	CCCP-L4885	Li-2	AFL/Kazakhstan-ALA	trf	jun57	
	CCCP-54885	Li-2	AFL/Kazakhstan-ALA	rgd	1958/59	
	CCCP-L4883	Li-2	AFL/Kazakhstan	mfd	1950	soc 16feb60 as life-time expired
	CCCP-L4883	Li-2	AFL/Kazakhstan	mfd	1950	crashed 09oct55 en route from Bykovo to Ust-Kamenogorsk as a result of illiterate operation of the fuel system, both engines stalled in flight, subsequently, the crew became confused, illiterate and did not take proper measures to restore engine operation, during a forced landing in the forest the aircraft collapsed and was dbt; soc 25nov55
184 361 01	CCCP-L4884	Li-2P	AFL/International	rgd	10aug50	fitted with an inward-opening passenger door on the right side; reported at BUD mar50, see the rgd date
	CCCP-L4884	Li-2P	AFL/Estonia	trf	unknown	opb Estonski AO; in natural metal c/s with two thin cheatlines; seen TLL 1957
	CCCP-L4884	Li-2P	AFL/N.Kavkaz-ROV	trf	unknown	seen VOG 07jan59
	CCCP-54884	Li-2P	AFL/N.Kavkaz-ROV	rgd	29may58	
184 361 02	CCCP-54884	Li-2P	AFL/N.Kavkaz-VOG	trf	1959	soc 28may63 as life-time expired
	CCCP-L4886	Li-2	AFL/Krasnoyar.-KJA	mfd	1950	
	CCCP-54886	Li-2	AFL/Krasnoyar.-KJA	rgd	1958/59	
	CCCP-L4887	Li-2	AFL/Volga-KUF	mfd	1950	soc 30jun61 as worn out
184 361 03	CCCP-L4887	Li-2	AFL/Centr.Reg.-KUF	trf	sep52	
	CCCP-L4887	Li-2	AFL/Privolzhsk-KUF	trf	nov54	
	CCCP-54887	Li-2	AFL/Privolzhsk-KUF	rgd	1958/59	
	CCCP-L4888	Li-2	AFL/Ukraine	mfd	1950	soc 08jul65 as life-time expired
184 361 04	CCCP-L4888	Li-2	AFL/Moldova	trf	may57	opb Moldavski oao (which was by then subordinated to the Ukrainian directorate) at Kishinyov-Ryshkanovka
	CCCP-54888	Li-2	AFL/Moldova	no	reports	
	CCCP-L4889	Li-2	AFL/Kyrgyzstan	mfd	1950	soc 21apr61 as life-time expired
	CCCP-54889	Li-2	AFL/Kyrgyzstan	rgd	1958/59	soc 14dec61 as life-time expired

184 361 06	CCCP-L4890	Li-2	AFL/West Sib.-SVX	mfd	29jul50	opb 120 ATO; w/o 21oct53 on the leg from Stalingrad to Mineralnyye Vody of a flight from Sverdlovsk to Mineralnyye Vody when entered an area with snowfall which caused the radio compass to work irregularly due to electrostatic interference, the crew changed the flight level several times (in order to achieve proper functioning of the radio compass) without informing ATC about that, on final approach to Mineralnyye Vody at dusk the aircraft flew inadmissibly low, the propellers hit the roof of a barn and the right wing hit a bath house, the aircraft nosed over and crashed upside down in a field 226 metres after hitting the first obstacle, 1 of the 5 crew killed, the other 4 plus all 3 passengers injured; t/t 5,130 hours
184 361 07	CCCP-L4891 CCCP-L4891 CCCP-L4891 CCCP-65692	Li-2 Li-2 Li-2 Li-2	AFL/Volga-KUF AFL/Centr.Reg.-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF	mfd trf trf rgd	1950 sep52 nov54 31mar58	soc 19sep60 as life-time expired
184 361 08	CCCP-L4892 CCCP-54892	Li-2 Li-2	AFL/Syktvykar-SCW AFL/Syktvykar-SCW	mfd rgd	1950 1958/59	soc 13feb64 as worn out opb Moldavski oao (which was by then subordinated to the Ukrainian directorate) at Kishinyov-Ryshkanovka
184 361 09	CCCP-L4894	Li-2P	AFL/Ukraine	mfd	1950	f/n MRV 15feb60, a late sighting for this old type registration !
184 361 10	CCCP-L4894 CCCP-54894 CCCP-L4893 CCCP-L4893 CCCP-54893	Li-2P Li-2P Li-2 Li-2 Li-2	AFL/Moldova AFL/Moldova AFL/International AFL/Belarus-MHP AFL/Belarus-MHP	trf no rgd trf rgd	may57 reports 12aug50 unknown 13may58	soc 10oct61 as life-time expired photo in "Flight International" 23jul54
184 362 01	not known CCCP-N470 (2)	Li-2T Li-2T	Soviet Air Force Polyarnaya Aviats.	mfd toc	1949 19oct55	soc 13jun62 as life-time expired c/n from register; in dark green c/s with light blue undersides and thin cheatlines above and below the windows; took part in the 1st to 4th Soviet Antarctic expeditions (KAE) in 1955/59, arrived on board of M/V "Ob"; see c/n 1847307
	CCCP-04223	Li-2T	Polyarnaya Aviats.	rgd	22may58	included with the wrong c/n 18430201 in the MGA document as well as in the request of the Polar Aviation directorate for new registration numbers dated 12apr58, but the latter document confirms that its former registration was CCCP-N470
184 362 03	CCCP-04223	Li-2T	AFL/Polar	trf	10feb60	soc 05jul61 as worn out
184 362 04	01 (1) 02 (1) 39	Li-2 Li-2F Li-2F	Polish Air Force Polish Air Force Polish Air Force	d/d d/d d/d	23sep50 23sep50 02sep80	still active by 01oct64; see c/n 33444905 photo-survey aircraft; see c/n 23442701
184 362 05	03 (2)	Li-2F	Polish Air Force	d/d	23sep50	was preserved in Muzeum Lotnictwa in Kraków; destroyed by arson in the late 1970s
184 362 06	04 (1) 1 44	Li-2T Li-2T Li-2T	Polish Air Force Polish Air Force Polish Air Force	d/d rgd rgd	06sep50 unknown 07jun63	last mentioned 06may53, nothing more; see c/n 18416208 and 23442704 see c/n 18439101
184 362 07	not known CCCP-65683(2)	Li-2 Li-2	Soviet Air Force AFL/Urals-KVX	mfd toc	1950 07may71	rgd 24may71; see c/n 18420310
184 363 01	CCCP-73961 CCCP-L4895 CCCP-54895	Li-2 Li-2 Li-2	AFL/Urals-KVX AFL/Krasnoyarsk-VLE AFL/Krasnoyarsk-VLE	rgd mfd rgd	19jul72 1950 1958/59	soc 30dec74 as worn out dbr 25dec61, details unknown; soc 31may62
184 363 02	CCCP-L4896 CCCP-54896	Li-2 Li-2	AFL/Ukraine-IEV AFL/Ukraine-IEV	mfd rgd	31jul50 1958/59	soc 24dec60 as life-time expired
184 363 03	CCCP-L4897 CCCP-54897	Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	mfd rgd	1950 1958/59	soc 24oct65 as life-time expired
184 363 04	CCCP-L4898 16 316	Li-2P Li-2P Li-2P	Aeroflot SKOGA Civ Avn Adm China	rgd trf rgd	04apr51 1951 ? 04apr51	in a listing of SKOGA aircraft dated 01jan54 with t/t 2,015 hours canx 1986; stored at HRB, seen 04mar87; scrapped at Shenyang in 1988
184 363 05	CCCP-L4899 14 314	Li-2P Li-2P Li-2P	Aeroflot SKOGA Civ Avn Adm China	rgd trf f/f	04apr51 1951 ? 22aug50	in a listing of SKOGA aircraft dated 01jan54 with t/t 1,909 hours canx 1982
184 363 06	306 (1)	Li-2P	Hungarian AF	f/f	22aug50	d/d 19sep50; code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team) at Kunmadaras; damaged beyond repair 17dec52 on a training flight from Kunmadaras when landed with strong cross winds, flipped over due to pilot error, broke up and caught fire, all 3 crew members (pilot: 2nd Lieutenant László Miklós) escaped with minor injuries; there is a report that the aircraft was used 'as a practical school' at Vasvár, but that must be an error
184 363 07	not known CCCP-27202 CCCP-27202	Li-2T Li-2T Li-2T	Soviet Air Force MAP Myachkovo MAP Zhukovski	mfd rgd trf	1951 25dec65 unknown	canx 15sep75
184 363 09	CCCP-L4900 CCCP-54900	Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	mfd rgd	1950 1958/59	soc 24oct60 as life-time expired
184 364 02	not known CCCP-71218	Li-2T Li-2T	Soviet Air Force AFL/Kazakhstan-GUW	mfd toc	1950 10apr60	soc 27dec73 as worn out
184 364 04	not known CCCP-71301 CCCP-71301	Li-2 Li-2 Li-2	Soviet Air Force AFL/West Siberia AFL/West Sib.-OVV	mfd toc trf	1950 10jul60 dec65	soc 03jul73 as life-time expired
184 364 10	not known CCCP-84689(2)	Li-2T Li-2T	Soviet Air Force AFL/Far East	mfd toc	1950 09feb72	opb 142 LO Petropavlovskogo OAO; in natural metal c/s with two thin cheatlines; damaged at an unknown date on a flight to Nikolskoye Bering Island) when had to go around due to poor visibility and came down off the runway on the second approach, the left main gear collapsed; repaired on site; soc 08sep75 as life-time expired; photo exists taken 1977 on its belly with the fuselage and wings still pretty intact; see c/n 18431004
184 365 01	not known CCCP-63832 CCCP-63832	Li-2 Li-2 Li-2	Soviet Air Force AFL/Urals-SVX AFL/Urals-PEE	mfd toc trf	1950 23aug60 unknown	f/n SVX 18nov61; reported based at PEE 23jun62 on charge as of 01sep64; soc 29oct71 as worn out
184 365 03	not known CCCP-71256	Li-2 Li-2	Soviet Air Force AFL/Ukraine	mfd mfd	1950 28sep50	toc 11jun60; soc 31oct73 as worn out; probably ex Soviet Air Force
184 365 04	CCCP-L4901 CCCP-L4901 CCCP-L4901 CCCP-54901	Li-2 Li-2 Li-2 Li-2	AFL/Yakutiya-YKS AFL/East Sib.-YKS AFL/Yakutiya-YKS AFL/Yakutiya-YKS	mfd trf trf rgd	1950 sep52 21jan63 1958/59	soc 31jul72 as life-time expired
184 365 06	CCCP-L4904 CCCP-L4904 CCCP-L4904 CCCP-54904	Li-2 Li-2 Li-2 Li-2	AFL/Yakutiya-YKS AFL/East Sib.-YKS AFL/Yakutiya-Nyu AFL/Yakutiya-Nyu	mfd trf rgd mfd	1950 sep52 12sep56 1958/59	soc 24aug63 as worn out photo in Flight International 23jul54; f/n ROV jan57
184 365 07	CCCP-L4905 CCCP-54905 CCCP-54905	Li-2 Li-2 Li-2	AFL/Georgia-TBS AFL/Georgia-TBS AFL/Northern-VGD	rgd rgd trf	1950 1958/59 15feb68	soc 24dec73 as worn out f/n DNK jan58
184 365 08	CCCP-L4903 CCCP-L4903 CCCP-54903	Li-2 Li-2 Li-2	AFL/Ukraine AFL/Ukraine-DOK AFL/Ukraine-DNK	mfd trf rgd	1950 sep52 1958/59	soc 20jul65 as life-time expired
184 365 09	CCCP-L4902 CCCP-54902	Li-2 Li-2	AFL/Krasnoyarsk-KJA AFL/Krasnoyarsk-KJA	mfd rgd	1950 1958/59	soc 16oct59 as life-time expired
184 365 10	CCCP-L4906 CCCP-L4906 CCCP-L4906 CCCP-54906	Li-2 Li-2 Li-2 Li-2	AFL/Yakutiya-YKS AFL/East Sib.-YKS AFL/Yakutiya-YKS AFL/Yakutiya-YKS	mfd trf trf rgd	1950 sep52 1957 1958/59	soc 27oct72 as life-time expired
184 366 03	not known CCCP-13348	Li-2T Li-2T	Soviet Air Force MAP Kumertau APO	mfd rgd	1950 03apr73	canx 1978
184 366 04	not known CCCP-63841	Li-2T Li-2T	Soviet Air Force AFL/Turkmenis.-ASB	mfd toc	1950 23sep60	f/n ASB 01jun62; dbr, details unknown; soc 29jun66
184 366 05	not known CCCP-65682(2) CCCP-73960	Li-2 Li-2 Li-2	Soviet Air Force AFL/Urals AFL/Urals-KVX	mfd mfd rgd	1950 28sep50 19jul72	toc 16apr71; rgd 24may71; see c/n 18414707 opb 4 ae 174 LO; w/o 22mar74 on a flight from Kirov to Sovyetsk when the left engine failed immediately after take-off and the crew decided to return to the airport, in a left turn the aircraft lost speed, stalled and crashed in a snow-covered field 480 metres from the runway threshold and 380 metres to the left of its extended centreline, all 3 crew killed and all 6 passengers injured; t/t 7,589 hours and 6,485 cycles; soc 31may74
184 366 10	not known CCCP-69319	Li-2 Li-2	Soviet Air Force MOM Omsk APO	mfd rgd	1950 04apr72	canx 1975
184 367 02	not known CCCP-84572	Li-2 Li-2	Soviet Air Force AFL/Kazakhstan	mfd toc	1950 06may71	soc 27dec73 as worn out
184 367 04	not known CCCP-71287	Li-2 Li-2	Soviet Air Force AFL/Latvia-RSC	mfd toc	1950 01jul60	soc 16aug66 as worn out
184 368 04	not known CCCP-71238	Li-2T Li-2T	Soviet Air Force AFL/Far East-VVO	mfd toc	1950 28apr60	soc 09apr74 as worn out
184 368 05	not known CCCP-71239	Li-2T Li-2T	Soviet Air Force AFL/Far East-VVO	mfd toc	1950 28apr60	soc 14feb67 as worn out
184 368 06	not known CCCP-63827	Li-2T Li-2T	Soviet Air Force AFL/Northern-ARH	mfd toc	1950 unknown	on charge as of 01sep60; f/n ASB 12jun64; soc 04jul72 as worn out
184 368 07	not known CCCP-48114	Li-2T Li-2T	Soviet Air Force MAP Perm Motors	mfd rgd	1950 16feb71	in Aeroflot c/s; canx 1975; fuselage only seen Perm-Froly 15aug99
184 368 08	not known CCCP-71235 CCCP-71235	Li-2T Li-2T Li-2T	Soviet Air Force AFL/N. Kavkaz-VOG AFL/Yakutiya-Bat	mfd toc trf	1950 27apr60 01feb63	soc 30jul75 as life-time expired
184 369 07	not known	Li-2T	Soviet Air Force	mfd	1950	

184 369 09	CCCP-69314 not known	Li-2T Li-2T	MOM Omsk APO Soviet Air Force	rgd mfd	08feb72 1950	canx 1975
184 369 10	CCCP-71240 CCCP-X999 CCCP-L1293 CCCP-84594 CCCP-84594	Li-2T Li-2T Li-2T Li-2T Li-2T	AFL/Far East-PKC MATP - ZiM AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Syktvykar	toc rgd toc rgd trf	15may60 23dec50 01may51 1958 31jan61	soc 30may74 as worn out Zavod im. Molotova was probably opb GosNII before; opb 61 AO of Bykovskaya aviagruppa as of 01feb57 opb 61 AO of Bykovskaya aviagruppa opb 75 AO at Syktvykar; struck off charge 10may61 as life-time expired temporarily transferred from military unit 55001 (TSNII-108, MoD, Moscow) to military unit 40575 (returned in the 1st quarter of 1954).
184 370 01	"2"	Li-2T	Soviet Air Force	mfd	1950	
184 370 02	not known CCCP-63901 CCCP-63901 CCCP-63901	Li-2 Li-2 Li-2	Soviet Air Force AFL/Urals-SVX AFL/Urals-CEK AFL/Urals-KVX	mfd toc trf trf	1950 01aug63 29may64 10nov69	f/n SVX 10oct64 soc 30may74 as worn out in dark green c/s with light blue undersides; featured in the Soviet movie "Maksim Perepelitsa" shot in 1955
184 370 03	not known	Li-2T	Soviet Air Force	ph.	1955	
184 370 06	CCCP-21510 CCCP-21510 not known CCCP-71223 CCCP-71223	Li-2T Li-2T Li-2 Li-2 Li-2	MAP Myachkovo MAP Zhukovski Soviet Air Force AFL/Privolzhsk-KZN AFL/Turkmenis.-KRW	rgd trf mfd toc trf	29nov65 unknown 1950 01feb60 19jul73	canx 31may74 f/n KZN 04dec63 soc 24dec74 as worn out
184 370 07	not known CCCP-84754	Li-2T Li-2T	Soviet Air Force AFL/Komi	mfd toc	1950 24apr71	soc 01jul74 as worn out appeared in the Soviet movie "Maksim Perepelitsa" shot in 1955, code not visible
184 370 09	not known	Li-2	Soviet Air Force		1955	
184 371 02	not known CCCP-63892	Li-2T Li-2T	Soviet Air Force AFL/Kazakhstan-GUW	mfd toc	1950 15aug63	soc 27dec73 as worn out colour of the code probably yellow; in dark green c/s with light blue undersides soc 30may74 as worn out
184 371 03	"16"	Li-2	Soviet Air Force	photo		
184 371 07	CCCP-71241 not known CCCP-63835 CCCP-63835 CCCP-63835	Li-2 Li-2T Li-2T Li-2T Li-2T	AFL/Far East-PKC Soviet Air Force AFL/Moscow (MUTA) AFL/Moscow ASP AFL/Tyumen	toc mfd toc trf trf	15may60 1950 19sep60 11apr63 12jan70	f/n SVO 29jul69 soc 24aug72 as life-time expired
184 371 09	not known CCCP-71224 CCCP-71224 CCCP-71224	Li-2T Li-2T Li-2T Li-2T	Soviet Air Force AFL/Estonia AFL/Urals-CEK AFL/Krasnoyarsk	mfd toc trf trf	1950 unknown 05jan66 07oct74	on charge as of 01may60 soc 08sep75 as life-time expired
184 371 10	not known CCCP-63848 CCCP-63848	Li-2T Li-2 Li-2	Soviet Air Force AFL/East Siberia AFL/East Sib.-HTA	mfd toc trf	1950 unknown 23jul63	on charge as of 01nov60 f/n HTA 01mar67; soc 24dec74 as life-time expired
184 372 05	not known CCCP-73963	Li-2T Li-2T	Soviet Air Force AFL/Northern-ARH	mfd rgd	1950 24nov72	toc 11dec72; ex Soviet Air Force; soc 03jul73 as worn out probably a fake serial for the film; appeared in the 1970 Soviet film "Osvobozhdeniye" (Liberation) Part 3
184 372 09	"001"	Li-2	Soviet Air Force	mfd	1950	
184 373 09	not known CCCP-71261(2)	Li-2 Li-2	Soviet Air Force AFL/Lithuania	mfd trf	1950 27jul64	see c/n 18424309; the same registration was crossed out in the MGA document and details are very similar; also see c/n 18425602 with the same registration given in MGA document
184 374 02	CCCP-71261(2) CCCP-71261(2) not known	Li-2 Li-2 Li-2T	AFL/Lithuania-VNO AFL/Komi Soviet Air Force	trf trf mfd	15feb66 16jan71 1950	soc 09apr74 as worn out
184 374 06	CCCP-48108 not known	Li-2T Li-2	MAP Ufa Motors Soviet Air Force	rgd mfd	05jun69 1950	canx 1976
184 374 07	CCCP-63850 not known CCCP-48979 CCCP-48979	Li-2 Li-2T Li-2T Li-2T	AFL/Kazakhstan-KGF Soviet Air Force MAP Myachkovo MAP Zhukovski	toc mfd rgd trf	19sep60 1950 06nov65 unknown	soc 09apr74 as worn out canx 23mar76
184 375 03	not known CCCP-63918 CCCP-63918	Li-2T Li-2T Li-2T	Soviet Air Force AFL/Polar AFL/Yakutiya	mfd toc trf	1950 24jul64 01oct70	was trf 25aug64 either by Soviet Air Force or by arms industry opb KIOAO; soc 30jul75 as life-time expired; seen Cherski 05jul92/sep03, wfu
184 375 08	not known CCCP-59501	Li-2T Li-2T	Soviet Air Force MAP Voronezh APO	mfd rgd	1950 26nov58	canx 1975
184 375 10	not known CCCP-29114	Li-2T Li-2T	Soviet Air Force MAP Voronezh	mfd rgd	1950 01feb65	canx 16may74
184 376 01	not known CCCP-13351	Li-2T Li-2T	Soviet Air Force MAP Kom-na-Amu MSZ	mfd rgd	1950 21mar73	canx 05apr74
184 376 04	not known CCCP-21502 CCCP-21502	Li-2T Li-2T Li-2T	Soviet Air Force MAP Myachkovo MAP Zhukovski	mfd rgd trf	1950 23jun61 unknown	canx but date unknown
184 376 07	not known CCCP-73980	Li-2T Li-2T	Soviet Air Force AFL/Far East	mfd toc	1950 unknown	on charge as of 01jul74; rgd 12jul74; soc 04apr75 as worn out
184 376 08	not known CCCP-13324	Li-2T Li-2T	Soviet Air Force MAP Rybinsk Motors	mfd rgd	1950 25jan73	canx 1975
184 377 08	not known CCCP-63895	Li-2T Li-2T	Soviet Air Force AFL/Krasnoyar.-KJA	mfd toc	1950 30aug63	soc 29apr73 as worn out
184 377 09	not known CCCP-73981	Li-2 Li-2	Soviet Air Force AFL/Krasnoyarsk	mfd toc	1950 28aug74	rgd 24sep74; soc 24dec75 as life-time expired; was preserved in Turukaan district 1979/1982, location and fate unknown preserved (on skis) at ul. Barbashova at Igarka (N67.457063 E86.541674) from 1979 with these fake markings, l/n jun19; see c/n 18440102
184 378 01	'CCCP-04220'	Li-2	AFL/Krasnoyarsk	trf	15apr60	
184 378 02	not known CCCP-63862 not known	Li-2T Li-2T Li-2T	Soviet Air Force Aeroflot/KShVLP Soviet Air Force	mfd toc mfd	dec50 22apr61 dec50	Kirovograd Advanced Flying Training College; soc 28apr71 as life-time expired
184 378 03	CCCP-63882 CCCP-63882	Li-2T Li-2T	AFL/Northern AFL/Arkhangelsk	toc trf	unknown unknown	on charge as of 01oct63 on charge as of 01jan73; soc 04apr75 as worn out
184 378 07	"32" red not known not known	Li-2T Li-2 Li-2	Soviet Air Force Soviet Air Force MAP Kuibyshev MSZ	no mfd trf	reports dec50 12jan61	in dark green c/s; featured in the Soviet movie "Maksim Perepelitsa" shot in 1956 p-ya 32 (became p-ya A-7495) p-ya A-7495
184 378 10	CCCP-46240 CCCP-13340 not known CCCP-08826	Li-2 Li-2 Li-2T Li-2T	MAP Kuibyshev MSZ MAP Kuibyshev MSZ Soviet Air Force MRP	rgd rgd mfd rgd	18dec65 25jan73 1950 16may66	soc 01mar76 and canx the same day or 18437010 ? - the last digit of the batch number is hard to read in the hand-written Soviet register; initially opb Leningradski NII aviatsionnogo oborudovaniya (p-ya A-3158); trf to NILITs (p-ya 1929) at Sointsevo 02jan67 (became NPO "Vzlyot" or p-ya A7541 in 1972); struck off charge in 1974
184 379 01	not known CCCP-63838	Li-2 Li-2	Soviet Air Force AFL/Kazakhstan-UKK	mfd toc	1950 13sep60	soc 24jan72 as life-time expired
184 379 03	"02"	Li-2	Soviet Air Force	ph.	1999	in a Cuban museum; is possibly c/n 18437803
184 379 07	CCCP-1129 CCCP-03460 CCCP-79166	Li-2 Li-2 Li-2	MAP LI MRTP NII-17 MRP	rgd rgd rgd	16may51 04jun58 16may66	Ministry of Radio-Technical Industry used for radio equipment trials; operated by NILITs (p-ya 1929) at Sointsevo (became NPO "Vzlyot" or p-ya A7541 in 1972); struck off charge in 1980
184 379 10	not known CCCP-63839	Li-2 Li-2	Soviet Air Force AFL/Kazakhstan-UKK	mfd toc	1950 13sep60	dbr, details unknown; soc 02sep69
184 380 01	CCCP-L4907 CCCP-L3911(2)	Li-2P Li-2P	AFL/Krasnoyarsk AFL/Krasnoyarsk	rgd rgd	03may51 unknown	opb 126 AO at Krasnoyarsk; photo published in the "Komsomolskaya Pravda" newspaper 28jul66 opb 126 AO at Krasnoyarsk as of 01apr57; dbr 12may57 on a flight from Turukhansk when both engines flamed out shortly after take-off (due to a mistake of the captain in handling the fuel system) and the aircraft made a forced landing in rough terrain 450 metres from the runway, 1 of the 3 crew members (the radio operator) was seriously injured; t/t 8,350 hours; struck off charge 10jul57; see c/n 1841405 opb 1 TAO at KUF opb 66 AO at KUF opb 66 AO at KUF as of 01oct57 the registration was already allocated by apr58; not included in the GU GVF document which allocated the new registration numbers 13may58; registration confirmed in register 15feb60; struck off charge 14feb61 as worn out
184 380 02	CCCP-L4908 CCCP-L4908 CCCP-L4908 CCCP-54908	Li-2P Li-2P Li-2P Li-2P	AFL/Volga AFL/Central Region AFL/Privolzhsk AFL/Privolzhsk	rgd trf trf rgd	16may51 sep52 nov54 1958	meteorological research plane, equipped with various instruments; soc 13apr68 as worn out opb 34 TAO at ROV; f/n ROV 02apr58 confirmed in register 12jun59; opb 77 AO at ROV; struck off charge 16aug61 as life-time expired in 21 passenger configuration; opb 128 AO at Norilsk as of 01apr57 confirmed in register 22jan59; initially opb 251 AO at Norilsk; trf to 126 AO at Krasnoyarsk jun60 (became 12 LO of Krasnoyarski OAO in 1963); struck off charge 12dec68 due to its poor technical condition
184 380 03	CCCP-L4909 CCCP-54909	Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	mfd rgd	1951 1958/59	
184 380 04	CCCP-L4910 CCCP-54910	Li-2P Li-2P	AFL/North Kavkaz AFL/North Kavkaz	rgd rgd	14may51 1958	
184 380 05	CCCP-L4911 CCCP-54911	Li-2P Li-2P	AFL/Krasnoyarsk AFL/Krasnoyarsk	rgd rgd	03may51 09may58	
184 380 06	CCCP-L4912 CCCP-54912	Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	no rgd	reports 1958/59	soc 30may61 as life-time expired
184 380 07	CCCP-L4913 CCCP-54913	Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	mfd rgd	1951 1958/59	f/n URA dec59; soc 01apr61 as life-time expired
184 380 08	CCCP-L4914 CCCP-L4914 CCCP-L4914 CCCP-54914	Li-2 Li-2 Li-2 Li-2	AFL/Yakutiya-YKS AFL/East Sib.-YKS AFL/Yakutiya-YKS AFL/Yakutiya-YKS	mfd trf trf rgd	1951 sep52 1957 1958/59	

184 380 09	CCCP-L4915 CCCP-L4915 CCCP-L4915 CCCP-54915	Li-2 Li-2 Li-2 Li-2	AFL/Yakutiya-YKS AFL/East Sib.-YKS AFL/Yakutiya-YKS AFL/Yakutiya-YKS	mfd trf trf rgd	1951 sep52 1957 1959	
184 380 10	CCCP-L4916 CCCP-54916 CCCP-54916	Li-2P Li-2P Li-2P	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk	rgd rgd trf	30apr51 09may58 01jan60	soc 31aug77 as life-time expired opb 62 AO of Bykovskaya aviagruppa GVF as of 01feb57 confirmed in register 05jul58 ? struck off charge 11jul61 as life-time expired
184 381 01	not known CCCP-48986	Li-2T Li-2T	Soviet Air Force MAP Rybinsk	mfd rgd	1951 30sep68	canx 04may76; was displayed in a youth organisation's camp near Uglich; airlifted by a Mi-6 to Poklonnaya Gora in Moscow in 1994, f/n there 22may94 preserved in Muzei Pobedy (Victory Museum) at Poklonnaya Gora in Moscow, f/n unassembled at some time in 1994, l/n 16apr97 not c/n 18433410 as reported sometimes; preserved in Muzei Pobedy (Victory Museum) at Poklonnaya Gora, Moscow (N55.725884 E37.502506); now with a dorsal turret added (a much better copy than the example at Monino has got) to imitate a Li-2VP armed version, l/n mar23 the code was probably yellow; in dark green or olive drab c/s with light blue or light grey undersides and a white stripe on the rudder initially opb 77 AO at ROV; trf to 209 AO at MRV 01jun62 (became 209 LO of Rostovski OAO in 1963); f/n MRV 06jun62; l/n MRV 29jun65 soc 12jun73 as worn out
	"01" yellow	Li-2T	Soviet Air Force	f/n	27aug95	
	"17" yellow	Li-2T	Soviet Air Force	f/n	mar00	
184 381 02	"17"	Li-2T	KGB/Border Guards	mfd	1951	
	CCCP-71236	Li-2T	AFL/North Kavkaz	toc	23apr60	
184 381 03	CCCP-71236 not known CCCP-63888 CCCP-63888 CCCP-63888 CCCP-63888 CCCP-63888	Li-2T Li-2 Li-2P Li-2P Li-2P Li-2P	AFL/Far East Soviet Air Force AFL/Urals-SVX AFL/Urals-CEK AFL/Urals-SVX AFL/Tyumen-Tjp AFL/Tyumen-SLY	trf mfd toc trf trf trf	29jan67 1951 01aug63 unknown 11jun64 11jun62 05jul67	photo exists on charge as of 01oct63 soc 22nov73 as worn out
184 381 05	not known CCCP-63908	Li-2T Li-2T	Soviet Air Force AFL/East Sib.-HTA	mfd toc	1951 12jun71	f/n SVX 06sep72; soc 30sep75 as worn out
184 381 08	not known CCCP-63899	Li-2T Li-2T	Soviet Air Force AFL/Krasnoyarsk-KJA	mfd toc	1951 30aug63	soc 30may72 as worn out
184 381 10	not known CCCP-63900 CCCP-63900 CCCP-63900 CCCP-63900	Li-2T Li-2T Li-2T Li-2T	Soviet Air Force AFL/Urals-SVX AFL/Urals-CEK AFL/Tyumen-Tjp AFL/Tyumen-TJM	mfd toc toc trf	1951 01aug63 dec63 20feb67	
184 382 02	CCCP-63900 CCCP-1130 CCCP-03461 CCCP-83962	Li-2T Li-2 Li-2 Li-2	AFL/Tyumen-TJM MAP NII MRTP NII-17 MRP NPO "Vzlyot"	trf rgd rgd rgd	15may68 16may51 06aug58 16may66	f/n SVO 09mar70; soc 12jun73 as worn out Ministry of Radio-Technical Industry converted to a meteorological research aircraft, equipped with various instruments and a long probe on the nose; operated by NILITs (p-ya 1929) at Solntsevo (became NPO "Vzlyot" or p-ya A7541 in 1972); struck off charge in 1974
184 382 04	not known CCCP-98113	Li-2T Li-2T	Soviet Air Force MRP Solntsevo	mfd rgd	1951 16may66	test-bed for radio equipment trials; still flew in 1967; canx but date unknown
184 382 05	not known CCCP-79161 CCCP-79161	Li-2T Li-2T Li-2T	Soviet Air Force MAP Myachkovo MAP Rybinsk Motors	mfd rgd trf	1951 07jan66 19apr71	
184 383 01	CCCP-L4917 CCCP-L4917 CCCP-L4917 CCCP-54917	Li-2 Li-2 Li-2 Li-2	AFL/Volga-KUF AFL/Centr.Reg.-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF	mfd trf trf rgd	1951 sep52 nov54 1958/59	soc 18aug62 as life-time expired
184 383 02	CCCP-L4918 CCCP-L4918 CCCP-L4918 CCCP-L4918 CCCP-L4918 CCCP-54918 CCCP-54918	Li-2 Li-2 Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Urals-SVX AFL/West Siberia AFL/Urals-SVX AFL/Privolzhsk AFL/Urals-SVX AFL/Urals-SVX AFL/Urals-SVX	mfd trf trf trf trf trf trf	1951 sep52 jul57 apr58 oct58 05sep66 1951	f/n SVX apr58 f/n SVX 18nov61; l/n SVX jun64 soc 12sep59 as life-time expired wfu 29may58 and stored Stalinabad; soc 18aug59 as worn out opb Moldavski oao (which was by then subordinated to the Ukrainian directorate) at Kishinyov-Ryshkanovka
184 383 03	CCCP-L4919	Li-2	AFL/Tajikistan-DYU	mfd	1951	
184 383 05	CCCP-L4920	Li-2P	AFL/Ukraine	rgd	10may51	opb 253 AO of Moldavskaya OAG GVF confirmed in register 03feb60; opb 253 AO of Moldavskaya OAG GVF; dbr 16aug63 whilst parked at Kishinyov when was blown by a storm (together with 5 other Li-2s, none of which was moored) onto other parked aircraft; t/t 16,817 hours; struck off charge 31oct63
	CCCP-L4920 CCCP-54920	Li-2P Li-2P	AFL/Moldova AFL/Moldova	trf rgd	may57 14may58	
184 383 06	CCCP-L4921	Li-2	AFL/Moscow (MUTA)	mfd	1951	soc 20jan61 as life-time expired
184 383 07	CCCP-51107 CCCP-L4922 CCCP-54922	Li-2 Li-2P Li-2P	AFL/Moscow (MUTA) AFL/Ukraine AFL/Ukraine	rgd mfd rgd	1958/59 30apr51 17may58	rgd 17may51; initially opb 86 AO at IEV; opb 88 AO at LWO as of 01dec57 confirmed in register 13mar59; opb 88 AO at LWO; struck off charge 19sep60 as life-time expired
184 383 08	CCCP-L4923 CCCP-L4923 CCCP-54923	Li-2 Li-2 Li-2	AFL/Ukraine-IEV AFL/Ukraine-LWO AFL/Ukraine-LWO	mfd trf rgd	may51 1956 1958/59	soc 29nov60 as life-time expired
184 383 09	not known CCCP-69356 CCCP-69356	Li-2T Li-2T Li-2T	Soviet Air Force MAP Myachkovo MAP Zhukovski	mfd rgd trf	1951 06nov65 unknown	canx 1976
184 383 10	"01"	Li-2	Soviet AF/PVO	mfd	1951	the code was probably yellow; in olive drab or dark green c/s
184 384 06	". 4"	Li-2	Soviet Air Force	ph.	1958	last digit of the c/n difficult to read on the photo, could also be a 5; in dark green c/s with light blue underside; damaged by a taifun while being parked at Burevestnik (Iturup Island) in 1958, the photo shows damage to the left outer wing
184 385 01	not known CCCP-71262 CCCP-71262 CCCP-71262	Li-2 Li-2 Li-2 Li-2	Soviet Air Force AFL/Lithuania AFL/Lithuania-VNO AFL/Komi	mfd toc trf trf	1951 unknown fec66 16jan71	on charge as of 01sep60 soc 30jul75 as worn out
184 385 04	SP-LKB	Li-2P	LOT	rgd	28jul51	c/n reported before as 18418504; canx 10nov69
184 385 05	SP-LKA	Li-2P	LOT	rgd	30jul51	w/o 15nov51 on a flight from Łódź to Kraków when the pilot was forced at gunpoint by an officer of the secret police to take-off even though one engine of the aircraft was defective, the aircraft was not able to gain height after take-off from Lublinek airport, hit a high-voltage power-line and crashed near Tuszyn (south of Łódź), all 4 crew and 14 passengers killed
184 385 07	not known	Li-2	Soviet Air Force	KGD	1958	code not visible on photo
184 386 06	"01" red	Li-2	Soviet Air Force	mfd	1951	photo Oranienburg 1962; opb 45 Independent special air regiment, group of Soviet Army in Germany, l/n Oranienburg 1972; canx dec73 canx 12dec73
184 386 08	CCCP-13331 not known CCCP-84769	Li-2 Li-2T Li-2T	MAP Kirov Elek Zav Soviet Air Force AFL/Far East-PKC	rgd mfd toc	25jan73 1951 27feb72	soc 24dec75 as life-time expired
184 387 01	"0."	Li-2	Soviet Air Force	mfd	1951	possibly "07", code probably yellow; in dark green c/s with light blue underside; photo at Baikonur-Ladyzhenska Ministry of Communication Equipment Industry; opb the flying group of TsNII-108 (military unit 51011), the Central Scientific Research Institute for Radiolocation
	CCCP-X127	Li-2	MPSS	rgd	15jan52	
	CCCP-84568 CCCP-84568 not known CCCP-66757 CCCP-66757	Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Kazakhstan AFL/Far East-PKC Soviet Air Force MAP Kom-na-Amu APO MSP Kom-na-Amure	toc trf mfd rgd trf	14may71 21feb74 1951 06dec65 17jan69	soc 30jul75 as life-time expired canx 31may76 opb Zheldorproekt; used in cargo configuration Ministry of Lines of Communications (i.e. Railways); opb Zheldorproekt Ministry of the Metallurgical Industry; opb AO Noril'skogo GMK; made a forced landing 25nov54 used in cargo configuration; opb 62 AO of Bykovskaya aviagruppa at Bykovo as of 01feb57 (being with ARB-402 from 14jan57); see c/n 1841703
184 387 04	CCCP-Zh144 CCCP-Zh144 CCCP-X1118 CCCP-L3965(2)	Li-2 Li-2 Li-2 Li-2	MVD - GULZhDS MPS MMP AFL/Moscow (MUTA)	rgd trf rgd rgd	16jun51 18mar53 unknown 21sep55	registration given in the GU GVF document which allocated the new registration numbers 09may58 as CCCP-84580, obviously in error, see c/n 18430307 opb 62 AO of Bykovskaya aviagruppa initially opb 168 AO of Tatarskaya OAG GVF at Kazan (became 168 LO of Kazanski OAO in 1963); trf to 195 LO of Orenburgskii OAO at REN in 1964 opb 259 LO of Tyumenskii OAO at TJM opb 259 LO of Tyumenskii OAO (became 259 LO of 2-i Tyumenskii OAO 15may68); soc 29oct71 as life-time expired
	CCCP-84580(1)	Li-2	AFL/Moscow (MUTA)	rgd	09may58	
	CCCP-51106 CCCP-51106	Li-2 Li-2	AFL/Moscow (MUTA) AFL/Privolzhsk	rgd trf	1958 01jan60	
	CCCP-51106 CCCP-51106	Li-2 Li-2	AFL/Urals AFL/Tyumen	trf trf	29dec66 20feb67	
184 387 05	not known CCCP-71231 CCCP-71231	Li-2 Li-2T Li-2T	Soviet Air Force AFL/Northern-ARH AFL/Arkhangel.-ARH	mfd toc trf	1951 17apr60 01jan73	f/n ARH 02jul62 soc 30sep74 as life-time expired
184 387 08	not known CCCP-79169	Li-2 Li-2	Soviet Air Force MAP Kuibyshev MSZ	mfd rgd	1951 18dec65	canx 1976
184 387 10	not known CCCP-84752(2) CCCP-84752(2) CCCP-84736(2)	Li-2 Li-2 Li-2 Li-2	Soviet Air Force AFL/Far East AFL/Arkhangelsk AFL/Kazakhstan	mfd toc trf toc	1951 29jan72 unknown 07jun71	see c/n 18428103 on charge as of 01oct74; soc 24dec75 as life-time expired soc 29oct71 as life-time expired; see c/n 18432002
184 388 04	CCCP-71173	Li-2	AFL/Moscow ASP	toc	unknown	on charge as of 01mar60; soc 16dec71 as life-time expired
184 389 01	"23"	Li-2	KGB/Border Guards	mfd	1951	the code was probably yellow; in dark green or olive drab c/s with light blue or light grey undersides and a white stripe on the rudder above the code; photo at BKA in the 1950s

	CCCP-71232	Li-2	AFL/Northern	toc	19apr60	used in cargo configuration; opb 68 AO at Arkhangelsk; dbr 15feb61 on the return leg of a cargo flight from Arkhangelsk to Naryan-Mar when suffered from severe icing and had to divert to Mezen due to poor weather at Arkhangelsk, but the weather at Mezen was poor as well and the crew was not able to see the runway through the ice-covered cockpit windows so that the aircraft touched down in rough terrain outside of the airfield and suffered substantial damage, all 4 crew members escaped; soc 31aug61
184 389 04	CCCP-X111 CCCP-L3949(2) CCCP-84642	Li-2 Li-2 Li-2	MVD - Dalstroi AFL/Far East AFL/Far East	rgd rgd rgd	01oct51 07jul55 21jun58	used in cargo configuration; opb 149 AO at PKC; see c/n 1845201 confirmed in register 17jun59; opb 149 AO (became 149 LO of Petropavlovsk OAO in 1963); struck off charge 04jul72 as worn out
184 389 05	CCCP-71244	Li-2	AFL/Georgia-TBS	toc	01may60	soc 27dec72 as worn out
184 389 06	CCCP-71244 not known	Li-2 Li-2	AFL/Northern Soviet Air Force	trf mfd	27dec65 1951	
184 390 03	CCCP-13325	Li-2	MAP Omsk Motors	rgd	14jun73	ex Soviet Air Force; in olive drab c/s with 'Aeroflot' titles; canx 1976; photo exists soc 13feb73 as worn out; see c/n 3301
184 390 04	CCCP-84775(2) not known	Li-2 Li-2	AFL/Urals Soviet Air Force	toc mfd	07may71 1951	
	CCCP-65678(2)	Li-2	AFL/East Sib.-HTA	toc	13dec71	rgd 03jan72; see c/n 18415005 soc 26jan76 as life-time expired
	CCCP-73958	Li-2	AFL/East Sib.-HTA	rgd	22jun72	
184 390 06	not known	Li-2	Soviet Air Force	mfd	08aug51	w/o 17jun67 on a flight from Tselinograd (now Astana) to Karaganda when the elevator control failed after touch-down (it had already caused problems during the flight), the aircraft lifted off again, reaching a height of some 10-15 metres, the captain then decided to go around, but the aircraft stalled at a height of some 20-25 metres, came down on the runway and caught fire, 2 of the 3 crew and 7 of the 31 passengers killed plus 1 crew and 10 passengers seriously injured; t/t 12,927 hours; soc 10apr68
	CCCP-71220	Li-2	AFL/Kazakhstan-BXJ	toc	1960	
	CCCP-71220	Li-2	AFL/Kazakhstan-CIT	trf	sep63	
	CCCP-71220	Li-2	AFL/Kazakhstan-TSE	trf	1965	
184 390 09	not known	Li-2	Soviet Air Force	mfd	1951	on charge as of 01jul60; f/n KUF 03feb62; soc 19dec72 as worn out see c/n 18436206 still in service by 01oct64 see c/n 33444905
184 391 01	CCCP-71255 04 (2)	Li-2 Li-2T	AFL/Privolzhsk-RTW Polish Air Force	toc d/d	unknown 04aug51	
	41	Li-2F	Polish Air Force	rgd	jul63	wfu 03jan71 but also reported as the last Polish airworthy Li-2 until 1974; preserved in Muzeum Lotnictwa at Kraków (N50.077646 E19.992652) without serial on, l/n as such 23jul07 but being repainted and seen again aug07 with serial and c/n finally painted on; painted in RAF c/s with roundels on fuselage and wings but no fin flash, Polish serial '027' on tail and c/n shortened to 439102, code in white (?) on fuselage either side of roundel = G- 1351 - the 'G' not 100 % and significance of this number is unknown, programme was 'Akcja V', date as yet unknown, l/n mar08; seen in full Polish Air Force c/s again by jun08, l/n aug24 still in service 01oct64; see c/n 33444905
184 391 02	05 (1) SP-LDA 027	Li-2 Li-2T	Polish Air Force LOT Polish Air Force	d/d rgd ret	04aug51 29apr65 08jun65	
184 391 03	06 (1)	Li-2T	Polish Air Force	d/d	04aug51	used in cargo configuration; opb Magadanskaya aviagruppa opb Magadanskaya aviagruppa initially opb 194 AO or 185 AO of Magadanskaya OAG GVF; trf to 63 OAE of Magadanskaya OAG GVF at Pevек between jan57 and nov63 opb 63 OAE of Magadanskaya OAG GVF; seen PWE 21feb62 opb 192 AO at Nyurbа (became 192 LO of Nyurbinski OAO in 1963); soc 24jan72 as life-time expired; the derelict fuselage without nose and tail sat at Nyurbа, overgrown by trees, seen aug18
184 391 04	CCCP-X112 CCCP-X1071 CCCP-X1071 CCCP-L5029 CCCP-L5029	Li-2 Li-2 Li-2 Li-2 Li-2	MVD - Dalstroi MVD - Dalstroi AFL/Far East AFL/Far East AFL/Magadan	rgd rgd trf rgd trf	01oct51 unknown 03dec53 15aug55 22jul57	
	CCCP-16191 CCCP-16191	Li-2 Li-2	AFL/Magadan AFL/Yakutiya	rgd trf	29may58 07feb63	canx 21apr73
184 391 07	not known	Li-2T	Soviet Air Force	mfd	1951	
	CCCP-13332	Li-2T	MAP Kazan	rgd	21mar73	canx 1976 appeared in the Soviet film "Obyasneniye v lyubvi" (Declaration of Love) shot in 1977
184 391 10	not known	Li-2T	Soviet Air Force	mfd	1951	
	CCCP-06810	Li-2T	MAP Myachkovo	rgd	25may59	rgd 30apr74; soc 20jul76 as life-time expired reported by Lindr as "06", but possibly in error canx 24sep76 electronic reconnaissance aircraft; opb oraz (independent reconnaissance aviation section) at Berlin-Schönefeld in the 1950s rgd 30apr74 on charge as of 01oct74; soc 29apr75 as worn out
	CCCP-06810	Li-2T	MAP Zhukovski	trf	unknown	
184 392 01	"06"	Li-2	Soviet Air Force	no	reports	opb 165 LO; w/o 10oct73 on the leg from Tashauz to Darvaza of a cargo flight from Tashauz to Ashkhabad when the left engine failed and the right one lost power shortly after take-off due to problems with the fuel system, the pilot attempted an emergency landing but the aircraft rapidly lost speed and height, when the pilot tried to raise the nose to avoid colliding with trees the aircraft stalled, crashed in a field 3 km north of the airport and caught fire, all 4 crew and the sole passenger killed; t/t 16,994 hours 18 minutes and 15,770 cycles; as a result of this crash all remaining civil Li-2s were finally withdrawn from use; soc 22feb74
184 392 05	not known	Li-2T	Soviet Air Force	mfd	1951	
	CCCP-73971	Li-2T	AFL/East Sib.-HTA	toc	04apr74	photo exists; soc 22nov71 as worn out
184 392 06	not known	Li-2T	Soviet Air Force	mfd	1951	
	CCCP-26193	Li-2T	MOM"Strela" Orenb.	rgd	09dec71	opb 147 AO at Yuzhno-Sakhalinsk; dbr 29sep61 on the leg from Sverdlovsk-Koltsovo to Omsk of a positioning flight from Moscow to Yuzhno-Sakhalinsk when took off in poor weather (fog and icing), lifted off at low speed and a high angle of attack and was not able to climb out, the propellers touched the ground 1 km after lift-off and the aircraft came down wheels-up, all 5 crew escaped unhurt; t/t 3,444 hours; the wreck was still at SVX as of 01dec61, being earmarked to be soc; soc 16feb62
184 392 07	"10" yellow	Li-2T	Soviet Air Force	mfd	1951	
	CCCP-73972 CCCP-73972 not known	Li-2T Li-2T Li-2T	AFL/East Siberia AFL/Arkhangel.-ARH Soviet Air Force	toc trf mfd	04apr74 unknown 24aug51	canx 24dec73
184 392 08	CCCP-71209 CCCP-71209 CCCP-71209	Li-2T Li-2T Li-2T	AFL/Azerbaijan-BAK AFL/Moscow (MUTA) AFL/Turkmenis.-ASB	toc trf trf	27mar60 19apr67 13mar71	
184 392 09	not known	Li-2T	Soviet Air Force	mfd	1951	photo exists, taken at ARH; soc 04apr75 as worn out code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team) had to be handed over by the Hungarian AF to MALÉV on Soviet orders after the failed uprising in natural metal c/s with 'lightning-bolt' cheatline; named 'Ubul' (a Hungarian given name); wfu 04jan64 still in MALÉV colours; wfu in 1964; towed to the Szentendre military institute; transported to Szeged 14feb68 was preserved in Szegedi Vidámpark at Szeged, seen 1968/2001, initially in basic MALÉV c/s without titles as 'HA-LI' and later in fake c/s; was damaged by fire in 1999; the heavily damaged wings and stabiliser were transported to Budaörs and the fuselage was transported to Szeged airport for repairs 28jul01 (the fuselage also arrived at Budaörs mar02), seen there in critical condition oct05/nov06; the remains were scrapped 03dec06; the nose section was preserved in the remembrance room and painted in the 1950s MASZOVLET/MALÉV c/s at Budaörs, seen aug08 and was transported 28nov24 to the Budapest Airport Aeropark
184 393 02	CCCP-71228 not known CCCP-63821	Li-2 Li-2T Li-2T	AFL/Ukraine-IEV not known AFL/Far East	toc mfd toc	12apr60 1951 30jun60	
184 393 03	not known	Li-2T	Soviet Air Force	mfd	1951	canx 12dec72 used in cargo configuration; toc in the 4th quarter of 1951; on charge as of 09feb52 opb Magadanskaya aviagruppa opb Magadanskaya aviagruppa; see c/n (184)1001 opb 185 AO of Magadanskaya OAG GVF at Magadan confirmed in register 27aug58; opb 185 AO of Magadanskaya OAG GVF at Magadan; trf to 150 AO of Magadanskaya OAG GVF at Anadyr at an unknown date opb 174 LO of Kirovskii OAO opb 174 LO of Kirovskii OAO; in natural metal c/s with thin stripes above and below the windows; t/t 21,447 hours by 14nov69; struck off charge 24aug72 as life-time expired
184 393 04	CCCP-63891 not known	Li-2T Li-2T	AFL/Kazakhstan-TSE Soviet Air Force	toc mfd	15aug63 1951	
	CCCP-21500	Li-2T	MAP Myachkovo	rgd	06nov65	photo exists, taken at ARH; soc 04apr75 as worn out code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team) had to be handed over by the Hungarian AF to MALÉV on Soviet orders after the failed uprising in natural metal c/s with 'lightning-bolt' cheatline; named 'Ubul' (a Hungarian given name); wfu 04jan64 still in MALÉV colours; wfu in 1964; towed to the Szentendre military institute; transported to Szeged 14feb68 was preserved in Szegedi Vidámpark at Szeged, seen 1968/2001, initially in basic MALÉV c/s without titles as 'HA-LI' and later in fake c/s; was damaged by fire in 1999; the heavily damaged wings and stabiliser were transported to Budaörs and the fuselage was transported to Szeged airport for repairs 28jul01 (the fuselage also arrived at Budaörs mar02), seen there in critical condition oct05/nov06; the remains were scrapped 03dec06; the nose section was preserved in the remembrance room and painted in the 1950s MASZOVLET/MALÉV c/s at Budaörs, seen aug08 and was transported 28nov24 to the Budapest Airport Aeropark
184 393 05	CCCP-21500 not known	Li-2T Li-2T	MAP Zhukovski Soviet Air Force	trf mfd	unknown 1951	
	CCCP-63881	Li-2	AFL/Northern-ARH	toc	31jul63	canx 20sep73
184 393 06	CCCP-63881 306 (2) 306 (2) HA-LIU 306 (2)	Li-2 Li-2T Li-2T Li-2T Li-2T	AFL/Arkhangelsk Hungarian AF Hungarian AF MALÉV MALÉV	trf d/d r/r rgd trf	01jan73 10oct51 1952 27apr57 20may64	
	'HA-LI'	Li-2T	MALÉV c/s, n/t	trf	1969	canx 12dec72 used in cargo configuration; toc in the 4th quarter of 1951; on charge as of 09feb52 opb Magadanskaya aviagruppa opb Magadanskaya aviagruppa; see c/n (184)1001 opb 185 AO of Magadanskaya OAG GVF at Magadan confirmed in register 27aug58; opb 185 AO of Magadanskaya OAG GVF at Magadan; trf to 150 AO of Magadanskaya OAG GVF at Anadyr at an unknown date opb 174 LO of Kirovskii OAO opb 174 LO of Kirovskii OAO; in natural metal c/s with thin stripes above and below the windows; t/t 21,447 hours by 14nov69; struck off charge 24aug72 as life-time expired
184 393 07	307 307 HA-LIW HA-LIW	Li-2T Li-2T Li-2T Li-2T	Hungarian AF Hungarian AF MALÉV Hung. Defence Ass.	d/d r/r trf trf	10oct51 1952 30jul57 1959	
184 393 10	310 310 HA-LIV HA-LIV	Li-2T Li-2T Li-2T Li-2T	Hungarian AF Hungarian AF MALÉV Hung. Defence Ass.	d/d r/r trf trf	10oct51 1952 20apr57 01jun64	canx 20sep73
184 394 02	not known	Li-2	Soviet Air Force	mfd	1951	
	CCCP-26198	Li-2	MAP Myachkovo	rgd	06nov65	canx 12dec72 used in cargo configuration; toc in the 4th quarter of 1951; on charge as of 09feb52 opb Magadanskaya aviagruppa opb Magadanskaya aviagruppa; see c/n (184)1001 opb 185 AO of Magadanskaya OAG GVF at Magadan confirmed in register 27aug58; opb 185 AO of Magadanskaya OAG GVF at Magadan; trf to 150 AO of Magadanskaya OAG GVF at Anadyr at an unknown date opb 174 LO of Kirovskii OAO opb 174 LO of Kirovskii OAO; in natural metal c/s with thin stripes above and below the windows; t/t 21,447 hours by 14nov69; struck off charge 24aug72 as life-time expired
184 394 03	CCCP-26198 CCCP-X113 CCCP-X113 CCCP-L3950(2) CCCP-L3950(2) CCCP-16203	Li-2 Li-2 Li-2 Li-2 Li-2 Li-2	MAP Zhukovski MVD - Dalstroi AFL/Far East AFL/Far East AFL/Magadan AFL/Magadan	trf rgd trf trf trf rgd	unknown 19nov51 dec53 07jul55 jul57 29may58	
	CCCP-16203	Li-2	AFL/Northern	trf	01dec64	canx 20sep73
	CCCP-16203	Li-2	AFL/Urals	trf	24feb67	
184 394 04	not known	Li-2	Soviet Air Force	mfd	1951	canx 17mar76
	CCCP-27203	Li-2	MAP Myachkovo	rgd	04nov58	
	CCCP-27203	Li-2	MAP Zhukovski	trf	unknown	canx 17mar76
184 394 05	not known	Li-2T	Soviet Air Force	mfd	1951	
	CCCP-48111	Li-2	MOMS Orenburg	rgd	03oct66	

184 394 06	CCCP-X119	Li-2T	MVD - Dalstro	rgd	19nov51	toc in the 4th quarter of 1951; on charge as of 09feb52
	CCCP-L3951(2)	Li-2T	AFL/Far East	rgd	07jul55	opb 185 AO of Magadanskaya aviagruppa at Magadan; see c/n 1841605
	CCCP-L3951(2)	Li-2T	AFL/Magadan	trf	jul57	opb 185 AO of Magadanskaya OAG GVF
	CCCP-16204	Li-2T	AFL/Magadan	rgd	29may58	confirmed in register 09jul58; initially opb 185 AO of Magadanskaya OAG GVF; trf to 63 OAE at Pevek feb61 ?; t/ 12,349 hours by 01dec63
	CCCP-16204	Li-2T	AFL/Urals	trf	26jan65	initially opb 259 LO of Tyumenski OAO of Tyumenskaya aviagruppa; trf to 234 LO of Salekhardski OAO of Tyumenskaya aviagruppa 26oct66
184 394 08	CCCP-16204	Li-2T	AFL/Tyumen	trf	20feb67	opb 234 LO of Salekhardski OAO; struck off charge 26sep73 as worn out
184 394 09	"09"	Li-2	Soviet Air Force	mfd	1951	the code was probably red or blue; in olive drab or dark green c/s; photo at Naryan-Mar
	not known	Li-2	Soviet Air Force	mfd	1951	
	CCCP-06802	Li-2	MAP Myachkovo	rgd	22nov65	
	CCCP-06802	Li-2	MAP Zhukovski	trf	unknown	
184 394 10	not known	Li-2T	Soviet Air Force	mfd	1951	canx 1972
	CCCP-26171	Li-2T	MAP Myachkovo	rgd	06nov65	
	CCCP-26171	Li-2T	MAP Zhukovski	rgd	unknown	
	503	Li-2P	Hungarian AF	d/d	24oct51	
184 395 03	503	Li-2P	Hungarian AF	r/r	1952	canx 31may74
						code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team)
						trf to RKK Kecskemét in 1957; remained after the 1957 spring coup; trf to 86th composite squadron at Kecskemét in 1958 (renamed 86th composite detachment in 1961); trf to 86th helicopter regiment at Kecskemét/Szentkirályszabadja in 1968; trf to 87th transport helicopter regiment at Szentkirályszabadja in 1971; wfu 1974
	503	Li-2P	Hungarian Police	trf	1975	never flown for the Police, only used for anti-terrorist practice at Budakeszi; damaged by fire and scrapped in 1982
184 395 04	504	Li-2P	Hungarian AF	d/d	24oct51	code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team)
	504	Li-2P	Hungarian AF	r/r	1952	had to be handed over by the Hungarian AF to MALEV on Soviet orders after the failed uprising
	HA-LIP	Li-2P	MALEV	trf	01jul57	named 'Péter' (a Hungarian given name); wfu apr64 and was towed to Szolnok
	504	Li-2P	Hungarian AF	trf	20may64	did not enter active service, but was preserved in the park of the Kilián György Military High School until the late 1970s; was disassembled afterwards and transported to Szolnok-Szandaszőlő sports airfield; sold to a Mr. Kukla in 1995, was transported to Bócsa and preserved there near a fuel station and restaurant, seen sep95/sep99
	no serial	Li-2P	Hungarian AF	ph.	may00	with the pre-1990 national star/roundel under the left wing; preserved at Bócsa (N46.609481 E19.466903), seen may00/may24, in good condition
184 395 05	505	Li-2P	Hungarian AF	d/d	24oct51	code allocated but not painted on; full c/n on tail; initially opb MN repülő csapatai (Hungarian People's Army Flying Team); became a VIP aircraft for the Hungarian government in 1952
						named 'Olga' (a Hungarian given name); f/n DRS 22may59; wfu nov63 and stored
	HA-LIO	Li-2P	MALÉV	trf	29mar57	damaged by fire 24apr68 during defuelling at Szolnok; scrapped
	HA-LIO	Li-2P	Hung. Defence Ass.	trf	26sep64	canx 1986; scrapped at Shenyang
184 396 02	307	Li-2T	Civ Avn Adm China	rgd	1951	f/n TYN 17apr86; canx aug88; scrapped at Taiyuan 1990
184 396 03	323	Li-2T	Civ Avn Adm China	rgd	1951	operational at Guangzhou early 1970s; l/n NKG 1979; broken up CTU
184 396 08	322	Li-2	Civ Avn Adm China	rgd	1952	c/n confirmed; preserved in the China Aviation Museum at Shahezhzen AFB (N40.183428 E116.36041); probably a former Air Force aircraft with this fake registration, l/n oct24; see c/n 18433701
184 397 03	'311'	Li-2T	Civ Avn Adm China	Chp	20nov91	in olive drab c/s with light grey undersides, two thin red cheatlines and the company logo below the cockpit; f/n CTU 06dec82; canx 1982; fate unknown
184 397 04	310	Li-2T	Civ Avn Adm China	rgd	1952	
184 397 09	not known	Li-2T	Chinese Air Force			c/n confirmed; painted in these fake colours to represent c/n 18433101 (which was used by Chairman Mao), see there; SKOGA was a joint Soviet-Chinese airline, the abbreviation of Sovyetsko-Kitaiskoye Obshchestvo Grazhdanskoi Aviatsii (Soviet-Chinese Civil Aviation Company); initially in olive drab c/s with light grey undersides, a 'lightning-type' thin red cheatline and white code, with titles in Russian and Chinese; preserved in the China Aviation Museum at Shahezhzen AFB (N40.181711 E116.35746), f/n jan90
	'15'	Li-2T	SKOGA	Chp	jan90	
						received the additional white serial '8205' on the fin while the code '15' on the rear fuselage was retained and the cheatline was removed; the titles were removed by 2012; the fuselage was repaired at the left cargo door and now has the upper-side door similar to a Li-2P; repainted in dark olive drab c/s with light grey undersides, still as '15'/8205', seen as such mar19/jun24
	'8205'	Li-2	no titles	Chp	28oct93	
184 398 01	not known	Li-2T	Soviet Air Force	mfd	1951	canx 03dec81
	CCCP-64451	Li-2T	MRP Soltsevo	rgd	26jun58	
	CCCP-64451	Li-2T	MAP Zhukovski	trf	1981	
	CCCP-N577	Li-2	Polyarnaya Aviats.	mfd	1951	
184 398 02	CCCP-04217	Li-2	Polyarnaya Aviats.	rgd	1958	opb Moskovskaya aviagruppa by 01dec51; opb 2 AE Moskovskogo OAO by 08jun56
	CCCP-04217	Li-2	AFL/Polar	trf	10feb60	
						in natural metal c/s with red cheatline and trim; damaged during one of the "Sever" Arctic expeditions when the right main gear collapsed while landing on ice; repaired; assigned to an Antarctic expedition 24sep62; in a document mar65
184 398 04	CCCP-04217	Li-2	AFL/Yakutiya-Niy	trf	01oct70	soc 27oct72 as life-time expired
	CCCP-04217	Li-2	AFL/Yakutiya	trf	mar72	
	CCCP-N578	Li-2P	Polyarnaya Aviats.	mfd	1951	used to resupply the drifting polar station SP-3 in 1954; in document may58
	CCCP-04218	Li-2P	Polyarnaya Aviats.	no	reports	
	CCCP-04218	Li-2P	AFL/Polar	trf	10feb60	in documents apr60 and mar65; underwent trials with new ski-equipped gear around 1960
	CCCP-04218	Li-2P	AFL/Yakutiya-Niy	trf	01oct70	
	CCCP-04218	Li-2P	AFL/Yakutiya	trf	mar73	soc 30dec76 as life-time expired; seen preserved at Cherski (N68.752060 E161.33003) 1978; l/n sep20
	YR-PCD	Li-2P	Romanian Governmt.	rgd	17may52	
184 398 05	805	Li-2P	Romanian Air Force	rgd	1954	trf to the Romanian Air Force 1954
	YR-PCB	Li-2P	Romanian Governmt.	rgd	17may52	
184 398 07	807	Li-2P	Romanian Air Force	rgd	1954	c/n not confirmed but see next lines
	38043	Li-2T	Chinese Air Force	PEK	25sep80	
184 399 03	3019	Li-2T	Chinese Air Force	Shh	04oct88	c/n in official museum files; with four-bladed propellers; preserved in the China Aviation Museum Shahezhzen AFB; seen in dark green c/s without serial nov91 until at least 2000
	'3029'	Li-2T	Chinese Air Force	Chp	18feb02	c/n confirmed by the museum; with four-bladed propellers; preserved with this fake serial in the China Aviation Museum at Shahezhzen AFB (N40.183851 E116.35994), l/n may17; seen later with the serial faded and '38043' partly readable, l/n oct24
184 399 07	CCCP-N581	Li-2T	Polyarnaya Aviats.	toc	23jan52	opb Igarskaya aviagruppa as of 01dec51; damaged during a forced landing jan58
	CCCP-04232	Li-2T	Polyarnaya Aviats.	rgd	22may58	confirmed in register 09jul58; opb Khatangski AO
	CCCP-04232	Li-2T	AFL/Polar	trf	10feb60	
	CCCP-04232	Li-2T	AFL/Krasnoyarsk	trf	15apr60	initially opb 126 AO at Krasnoyarsk; trf to 251 AO at Norilsk between aug61 and nov63 (became 251 LO of Norilski OAO in 1963); on a photo at Volochanka in 1964; trf to 221 LO of Khatangski OAO oct70; struck off charge 30may72 as life-time expired
184 399 08	CCCP-N582	Li-2	Polyarnaya Aviats.	toc	23jan52	opb Igarskaya aviagruppa as of 01dec51
	CCCP-04233	Li-2	Polyarnaya Aviats.	rgd	22may58	confirmed in register 21nov58; opb Khatangski AO
	CCCP-04233	Li-2	AFL/Polar	trf	10feb60	opb 126 AO at Krasnoyarsk
	CCCP-04233	Li-2	AFL/Krasnoyarsk	trf	15apr60	used in cargo configuration; opb 126 AO (became 126 LO of Krasnoyarski OAO in 1963); struck off charge 13feb74 as life-time expired
184 399 09	CCCP-N580	Li-2T	Polyarnaya Aviats.	toc	21dec51	opb Chukotskaya aviagruppa from 21dec51; in dark green c/s with light blue undersides; flew ice-reconnaissance missions in the Western sector of the Arctic 15feb52/09oct52; seen DKS 26jul52; damaged 01jun54 while taxiing at Mys Shmidt when oversped, veered of the runway and ended up in thick snow; repaired
	CCCP-04242	Li-2T	Polyarnaya Aviats.	rgd	1958	opb Chukotski OAO; in dark green c/s with light blue undersides; w/o 10aug59 on an ice reconnaissance flight from Nizhniye Kresty (now Cherski) to Pevek when the second pilot decided to cut the route short (while the captain was in the passenger cabin) and overfly Cape Shelagski (469 metres), on approach to the cape the aircraft got caught in a strong downwind, hit rocks on the cape with the propellers and the tail wheel, crashed into a large boulder and caught fire, 3 of the 5 crew and all 5 passengers killed and all 3 survivors injured; soc 12sep59; parts of the wreckage were extant aug17
184 399 10	CCCP-N579	Li-2T	Polyarnaya Aviats.	toc	21dec51	opb Chukotskaya aviagruppa as of 21dec51 and as of 20dec52; in dark green c/s with light blue undersides; trf temporarily to MAGON 07jan53; used to re-supply the drifting polar station SP-3 apr54 and the "Sever-6" Arctic expedition in 1954; photo apr54
	CCCP-04219	Li-2T	Polyarnaya Aviats.	rgd	22may58	confirmed in register 02oct58; opb Moskovski AO; in dark green c/s with light blue undersides, with small titles on the nose
	CCCP-04219	Li-2T	AFL/Polar	trf	10feb60	initially opb 247 AO at SVO; initially in dark green c/s with light blue undersides; used to establish the drifting polar station SP-9 apr60; trf to 254 AO at SVO 12dec60; photos apr61 and oct61; repainted in natural metal c/s with red cheatline and trim; used to establish the drifting polar station SP-15F may66
	CCCP-04219	Li-2T	AFL/Central Region	trf	21oct70	opb 229 LO of Myachkovski OAO; in natural metal c/s with red cheatline and trim
	CCCP-04219	Li-2T	AFL/Krasnoyarsk	trf	31may73	initially opb 251 LO of Norilski OAO; trf to Igarski OAO aug75; in natural metal c/s with red cheatline and trim; was the last active Li-2 of the Krasnoyarsk directorate; wfu aug76 ?, last flight nov76 (from Anderma to Dikson Island); struck off charge 30dec76 as life-time expired; preserved at the former airfield at Dikson Island (N73.516599 E80.390461) from summer 1977, l/n dec15
2 34 400 08	CCCP-L4924	Li-2	AFL/East Sib.-YKS	mfd	1952	at Olenek; opb 139 ATO; in dark green c/s with light blue undersides; photo proof of c/n and also in MGA document as such
						on charge as of 01apr57
2 34 400 09	CCCP-L4924	Li-2	AFL/Yakutiya-YKS	trf	unknown	opb 139 ATO; in document jul60; soc 09mar67 as worn out
	CCCP-54924	Li-2	AFL/Yakutiya-YKS	rgd	1958/59	opb 139 ATO; in document jan53; c/n as such in MGA document
	CCCP-L4925	Li-2T	AFL/East Sib.-YKS	mfd	1952	
	CCCP-L4925	Li-2T	AFL/Yakutiya-YKS	trf	1957	
	CCCP-54925	Li-2T	AFL/Yakutiya-MJZ	rgd	1959	
	CCCP-54925	Li-2T	AFL/Yakutiya-Nyu	trf	1964	opb 139 ATO; as such in document jul71; soc 29oct71 as life-time expired; wreck seen Nyurba aug18
2 34 400 10	CCCP-L4926	Li-2	AFL/East Sib.-YKS	mfd	1952	overgrown by trees
	CCCP-L4926	Li-2	AFL/Yakutiya-YKS	trf	1957	opb 139 ATO; in document mar53; c/n as such in MGA document
184 401 02	CCCP-54926	Li-2	AFL/Yakutiya-YKS	rgd	1958/59	opb 139 ATO, as such in document jul60; soc 27oct77 as life-time expired
	CCCP-N583	Li-2T	Polyarnaya Aviats.	mfd	1951	opb Igarskaya aviagruppa by 01dec51; in dark green c/s with light blue undersides
	CCCP-04220	Li-2T	Polyarnaya Aviats.	rgd	1958	initially opb Moskovski OAO; trf to Khatangski OAO 03sep59; see c/n 18437709

	CCCP-04220	Li-2T	AFL/Polar	trf	10feb60	
	CCCP-04220	Li-2T	AFL/Krasnoyarsk	trf	15apr60	
	CCCP-04220	Li-2T	AFL/Krasnoyarsk.-VLE	trf	sep63	in natural metal c/s with red cheatline and trim and a Polar Aviation badge
184 401 06	5070	Li-2T	Chinese Air Force		20nov91	in natural metal c/s with red cheatline and trim; soc 07sep73 as life-time expired; also see c/n 18437709
184 402 04	3049	Li-2	Chinese Air Force	Chp	nov92	which is preserved, with a fake identity, (on skis) at ul. Barbashova at Igarka (N67.457063 E86.541674)
	'4227'	Li-2	Chinese Air Force	Chp	08jul04	c/n confirmed; in white c/s with light greenish grey undersides; preserved in the China Aviation Museum at Shahezhen AFB (N40.183505 E116.359857); seen nov91/oct24
	'122'	Li-2	Chinese Air Force	Chp	12may08	c/n confirmed; in white c/s with grey undersides; preserved in the China Aviation Museum at Shahezhen, seen nov92/dec02
	'48806'	Li-2	Chinese Air Force	Chp	14jun09	confirmed from photo to be former 3049; in white c/s with grey undersides; preserved with this fake serial in the China Aviation Museum at Shahezhen, seen jul04/oct07, rudder missing
						in white c/s with grey undersides, no other markings; '4227' was still visible under the paint; preserved with this fake serial in the China Aviation Museum at Shahezhen, see may08/nov08
	'9648'	Li-2	Chinese Air Force	Chp	21jan10	c/n not confirmed; in white/light grey c/s with blue cheatline and trim, with Nationalist roundels; painted up like this to represent C-47B-7-DK c/n 14622/26067 of the Nationalist Chinese Air Force which is preserved in the RoCAF museum at Kangshan (Taiwan); preserved in these fake colours in the China Aviation Museum at Shahezhen, seen jun09
	no serial	Li-2	no titles	Chp	nov10	c/n not confirmed; in olive drab c/s with Nationalist roundels (even on the fin !!); painted up like this probably to represent C-47B-20-DK c/n 15464/26909 of the Nationalist Chinese Air Force; preserved in these fake colours in the China Aviation Museum at Shahezhen, seen jan10/sep10
	'8205'	Li-2	Chinese Air Force	Chp	22apr17	all markings and serial overpainted, seen as such nov10/mar12; repainted again in a similar c/s, seen as such may13
184 402 05	329	Li-2	Civ Avn Adm China	rgd	1952	c/n not confirmed; in faded olive drab and grey camo c/s, no markings apart from the serial (the serial '9648' was still visible on the fin; preserved with this fake serial in the China Aviation Museum at Shahezhen, seen apr17/mar19; see c/n 18439709 which is also preserved in the same museum (both were seen mar19)
184 402 06	305	Li-2T	Civ Avn Adm China	rgd	1952	f/n CTU 06dec82; broken up CTU based Shanghai 1960; f/n SHA apr79; to Tianjin Technical School (N39.112375 E117.35025) seen 1986/oct24
184 402 07	not known	Li-2	Soviet Air Force	mfd	1951	
184 402 08	CCCP-98115	Li-2	MRP Soltsevo	rgd	13nov58	for radio equipment trials, still flew in 1967; canx 03dec81
	CCCP-N584	Li-2	Polyarnaya Aviats.			opb 3 AE Moskovskogo AO; w/o 11sep56 on a training flight from Cherepovets at night when dropped below the glide path (the lighting system was switched off), collided with a tree top 400 metres before the inner marker and lost part of its left wing when collided with another tree 110 metres before the marker, crashed 80 metres further on and exploded, 4 of the 5 crew killed and the sole survivor slightly injured
184 402 09	not known	Li-2T	Soviet Air Force	mfd	dec51	
	CCCP-66758	Li-2T	MRP Soltsevo	rgd	06jun58	
	CCCP-66758	Li-2T	MRP	trf	03jan67	operated by NILITs (p-ya 1929) at Soltsevo (became NPO "Vzlyot" or p-ya A7541 in 1972); struck off charge in 1974
184 403 03	not known	Li-2	Soviet Air Force	mfd	dec51	
	CCCP-84649(1)	Li-2	AFL/Far East	toc	03jun71	soc 24jan72 as worn out; see c/n 18428604
184 403 05	not known	Li-2	Soviet Air Force	mfd	dec51	
	CCCP-48977	Li-2	MAP Ufa	rgd	24jan67	canx 09dec76
184 403 07	not known	Li-2	Soviet Air Force	mfd	03dec51	
	CCCP-08823	Li-2	MAP Ulan-Ude APO	rgd	12dec72	in Aeroflot c/s; w/o 13nov74 on the leg from Ulan-Ude to Krasnoyarsk of a cargo flight from Ulan-Ude to Ufa (with inflammable cargo on board) when a fire broke out in the cargo bay some 20 minutes after take-off (the cargo was probably incinerated by the hot exhaust of the BO-10 petrol heater), as the fire could not be extinguished and the cabin filled with thick smoke the crew decided to make a forced landing straight away and managed to land successfully in a snow-covered field between Kharat and Verkhnii Kukut (Ekhirit-Bulagatski district of the Irkutsk region), but the fuselage burnt out, all 5 crew escaped while 1 of the 3 passengers was killed; t/t 6,944 hours 38 minutes and 5,410 cycles; canx 1975
184 403 08	"56"	Li-2	Soviet Air Force		photo	colour of the code yellow or white; opb 182 tbap; in dark green c/s with light blue undersides
184 404 01	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-63861	Li-2T	Aeroflot/KShVLP	toc	19apr61	Kirovograd Advanced Flying Training College; soc 16dec71 as life-time expired
184 404 02	not known	Li-2	Soviet Air Force	mfd	1952	
	CCCP-48975	Li-2	MAP Myachkovo	rgd	27may66	canx 1975
184 404 06	not known	Li-2	Soviet Air Force	mfd	1952	
	CCCP-13326	Li-2	MAP Kharkov APO	rgd	21mar73	canx 1976
184 404 10	not known	Li-2T	Soviet Air Force	mfd	27dec51	
	CCCP-13369	Li-2T	MAP Kazan APO	rgd	24may74	dbt at Tashkent-Yuzhny 14jul76 (the aircraft was overloaded and, to add insult to injury, fuelled the wrong grade of avgas, as a result the aircraft stalled immediately after take-off and crash-landed, causing the port engine to catch fire); t/t 4,946 hours; canx 1976
184 405 02	CCCP-L4015(2)	Li-2	AFL/Far East-KHV	mfd	1951	see c/n 1845009
	CCCP-84643	Li-2	AFL/Far East-KHV	rgd	1958/59	soc 04apr75 as worn out
184 405 04	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-59504	Li-2T	MAP Zhukovski	rgd	06nov65	canx 23mar76
184 405 05	CCCP-L4026(2)	Li-2T	AFL/East Sib.-HTA	mfd	1952	see c/n 1845701
	CCCP-16179	Li-2T	AFL/East Sib.-HTA	rgd	1959	
	CCCP-16179	Li-2T	AFL/East Sib.-UUD	trf	1963	f/n UUD 22oct66; dbr, details unknown; soc 21oct67
184 405 06	CCCP-L3984(2)	Li-2	AFL/East Sib.-YKS	mfd	1952	see CCCP-L3984(1) c/n 187200.
	CCCP-16158	Li-2	AFL/Yakutiya-YKS	trf	1959	
	CCCP-16158	Li-2	AFL/Yakutiya-YKS	trf	21jan63	soc 20jul70 as worn out
184 405 08	CCCP-L4022(2)	Li-2	AFL/Mosk. AG SPIVS	no	reports	see c/n 1845909; soc 25dec54 as transferred to China
	325	Li-2	Civ Avn Adm China	rgd	1952	f/n TYN 17apr86; canx 1987; scrapped at Taiyuan 1988
184 405 09	CCCP-L4023(2)	Li-2	AFL/Mosk. AG SPIVS	no	reports	soc 25dec54 as transferred to China; see c/n 1845910
	327	Li-2T/F	Civ Avn Adm China	h/o	unknown	in natural metal c/s with white top of fuselage and two thin blue cheatlines; f/n SIA 08apr86; l/n TYN 31oct86; canx 1987; scrapped at Taiyuan
184 405 10	not known	Li-2	Soviet Air Force	mfd	1952	trf to the MAP 1957
	CCCP-69303	Li-2	MAP Irkutsk MZ	rgd	02dec65	
	CCCP-69303	Li-2	KPO im. Artyoma	trf	03sep73	soc 20feb76
2 34 406 03	"08" yellow	Li-2REO	Soviet Air Force	LED	ca.1958	avionics test-bed
	CCCP-13386	Li-2T	MAP Kirov Elek Zav	rgd	30oct74	canx 1976
2 34 406 05	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-73975	Li-2	AFL/Far East-PKC	toc	16jun74	rgd 12jul74; soc 30dec76 as life-time expired
2 34 406 08	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-73979	Li-2T	AFL/East Sib.-HTA	toc	01jun74	rgd 21jun74; soc 28sep76 as life-time expired
2 34 406 10	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-73976	Li-2T	AFL/East Sib.-HTA	toc	03jun74	rgd 17jun74; soc 28sep76 as life-time expired
2 34 407 01	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-29117	Li-2T	MAP Taganrog	rgd	11dec65	canx 29aug77
2 34 407 03	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-98102	Li-2T	MOM"Strela" Orenb.	rgd	26may61	rgd to MOMS "Energiya" 29oct65; canx 21apr77
2 34 407 06	"55" yellow	Li-2T	Soviet Air Force	Iva	24apr97	preserved in the 610th Combat and Conversion Training Centre museum inside Ivanovo airbase since 1987 (N57.043512 E40.992486); l/n aug17
2 34 407 08	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-64454	Li-2T	MAP Myachkovo	rgd	23jan68	canx 1977
2 34 408 02	"08"	Li-2	Soviet Air Force	no	reports	
	CCCP-63852	Li-2	AFL/Privolzhsk-REN	toc	09mar61	f/n REN 25aug67; l/n REN 29oct71
	CCCP-63852	Li-2	AFL/Turkmenis.-KRW	trf	03aug73	soc 27dec73 as worn out
2 34 408 05	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-73973	Li-2T	AFL/East Sib.-HTA	toc	22may74	rgd 05jun74; soc 01jul75 as worn out
2 34 408 08	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-93914	Li-2T	MAP Myachkovo	rgd	06nov65	some sources state this originally was a Polish Air Force bomber trainer but there is no confirmed evidence of that
	CCCP-93914	Li-2T	MAP Zhukovski	trf	unknown	canx 1977; preserved in natural metal c/s without titles in the Soviet/Russian Air Force museum at Monino (N55.832867 E38.180167) from the 1970s, seen aug91/oct21
2 34 408 10	not known	Li-2	Soviet Air Force	mfd	1952	
	CCCP-63883	Li-2	AFL/Northern	toc	20aug63	
	CCCP-63883	Li-2	AFL/Arkhangelsk	trf	01jan73	soc 01jul75 as life-time expired
2 34 409 03	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-73984	Li-2T	AFL/Far East-PKC	toc	24nov75	rgd 09dec75; soc 16jun76 as worn out
2 34 409 05	"59"	Li-2	Soviet Air Force	mfd	1952	c/n painted on as '32440905' in error; code probably yellow; opb the Chelyabinsk Higher Military Aviation School for Navigators and Air Gunners/Radio Operators (ChVVAKUSH); in dark green c/s with light blue underside
2 34 409 07	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-63905	Li-2T	MAP Zhukovski	rgd	08jun65	canx 1977; preserved in the Air Force museum at Monino since 28may89; seen 17may91 wingless and without vertical tail plane and completely burned front section; l/n 06sep93 and later scrapped
2 34 409 09	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-73974	Li-2T	AFL/East Sib.-HTA	toc	25may74	rgd 05jun74; soc 28may75 as worn out
2 34 410 01	CCCP-L4927	Li-2	AFL/Moscow (MUTA)	mfd	1952	opb 139 ATO; in document mar53; see Romanian Air Force serial 1001 with unknown c/n
	CCCP-54927	Li-2	AFL/Moscow (MUTA)	rgd	1958/59	
	CCCP-54927	Li-2	AFL/Privolzhsk	trf	01jan60	soc 24oct61 as life-time expired
2 34 410 02	CCCP-L4928	Li-2	AFL/Urals	rgd	03jun52	version not given on register; registration painted on, but painted over shortly after according to the register
	CCCP-L3938(2)	Li-2	AFL/Urals-SVX	rgd	1952	see c/n 401
	CCCP-L3938(2)	Li-2	AFL/West Sib.-SVX	trf	sep52	opb 120 ATO Sverdlovskoi aviagruppy

	CCCP-L3938(2) CCCP-16172	Li-2 Li-2	AFL/Urals-SVX AFL/Urals-SVX	trf rgd	22jul57 20may58	opb 120 ATO Uralskoi OAG GVF opb 120 ATO Uralskoi OAG GVF (became 120 LO Sverdlovskogo OAO 01jan63); f/n SVX 20feb60; dbr 23oct63 (date given as 29oct63 in the soc order) on the leg from Chelyabinsk to Sverdlovsk of a round flight from and to Sverdlovsk when veered off the centre-line of the runway during the take-off run, was forced by the pilot to lift off at low speed and a high angle of attack, stalled and crashed, all 3 crew escaped; t/t 1,674 hours; the aircraft was to be repaired by ARZ-411, but a repair turned out to be not viable; soc 19aug64 see Romanian Air Force serial 1003 with unknown c/n
2 34 410 03	CCCP-L4929 CCCP-54929 CCCP-54929 1004	Li-2 Li-2 Li-2 Li-2P	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-NCU Romanian Air Force	mfd rgd trf PRG	1952 1958/59 mar60 1965	soc 20jul70 as life-time expired wfu; towed from Timisoara-Giarmata to Buzias in 1978 and used as the "La Aeroport" restaurant and bar (at N45.64808 E21.60795), l/n aug24; the faded serial '1004' could be read on the tail in 2010 (confirmation on this c/n is welcome, also see serials 1001/2/3 with unknown c/ns, did this one belong to that series as well ?) opb 14 TO
2 34 410 05	CCCP-L4930 CCCP-L4930 CCCP-54930 CCCP-L4931 CCCP-L4931 CCCP-54931 007	Li-2 Li-2P Li-2 Li-2 Li-2 Li-2 Li-2P	AFL/East Sib.-YKS AFL/Yakutiya-YKS AFL/Yakutiya-YKS AFL/East Sib.-YKS AFL/Yakutiya-YKS AFL/Yakutiya-YKS Hungarian AF	mfd trf rgd mfd trf rgd d/d	1952 1957 1958/59 1952 1957 1958/59 15jan52	soc 30mar72 as life-time expired soc 26may70 as worn out code allocated but not painted on; full c/n on tail; not taken into military service but transferred to MASZOVLET named 'Mária' (a Hungarian given name) dbr 11jun57 when returned to Budapest due to engine problems and ran into a bomb crater on landing in natural metal c/s; photo exists converted to 24 pax, eight windows; dbr in accident, details unknown; canx 22sep64 l/n 1960
2 34 410 08	HA-LIM HA-LIM 008	Li-2P Li-2P Li-2P	MASZOVLET MALÉV Romanian Air Force	trf trf d/d	27mar52 01oct54 1952	
2 34 410 10	SP-LKC	Li-2P	LOT	rgd	31may52	
2 34 412 01	"05" red	Li-2T	Soviet Air Force	photo		
2 34 412 02	not known CCCP-13374	Li-2T Li-2T	Soviet Air Force MAP Rybinsk Motors	mfd rgd	1952 10jul74	canx 1977
2 34 412 03	not known CCCP-71257	Li-2 Li-2	Soviet Air Force AFL/Ukraine-IEV	mfd toc	1952 10jun60	
2 34 412 06	206	Li-2T	Hungarian AF	d/d	27mar52	soc 24jan72 as worn out opb MN repülő csapatai (flying team); had to be handed over by the Hungarian AF to MALÉV on Soviet orders after the failed uprising seen LHR 04dec63, bringing a spare engine for Il-18 HA-MOA opb 86th composite squadron at Kecskemét; trf to 86th helicopter regiment at Kecskemét/Szentkirályszabadja in 1968; trf to 87th transport helicopter regiment at Szentkirályszabadja in 1971; after its decommissioning in 1974, it was transferred to the Museum of Transport and stored in Budaörs not in operational use; in the early 1980s it was moved to Farkashegy to the MÉM RSz training base and l/n there 07oct89; l/n there in poor condition in a c/s close to the MALÉV c/s and at Budaörs in 1993; moved 15jun93 to the Aeropark Budapest at Ferihegy (N47.427201 E19.261675), seen sep94/may24 (was repainted in late 2017 in original MALÉV c/s) opb MN repülő csapatai (flying team); had to be handed over by the Hungarian AF to MALÉV on Soviet orders after the failed uprising; see c/n 18433209
2 34 412 09	209 (2)	Li-2T	Hungarian AF	d/d	27mar52	
	HA-LIZ	Li-2T	MALÉV	d/d	20nov57	named 'Zoltán' (a Hungarian given name); trf to the Hungarian Air Force 20may64, but did not enter service; was preserved with the "Egyesített Tiszti Főiskola ETI" (Combined Military Officers College named after Máté Zalka) at Budapest and broken up some years later
2 34 412 10	210	Li-2T	Hungarian AF	d/d	27mar52	opb 37th test squadron at Kiskunlacháza; w/o 22aug52 on a single-engine night-time training flight when crashed near Apajpuszta due to wrong trim setting, exploded on impact, all on board killed
2 34 413 01	301	Li-2T	Hungarian AF	d/d	27mar52	opb MN repülő csapatai (flying team); had to be handed over by the Hungarian AF to MALÉV on Soviet orders after the failed uprising
	HA-LIS	Li-2T	MALÉV	d/d	15apr57	named 'Sándor'; wfu 20mar64; was preserved in "Pécsi Vidámpark" at Pécs since 1965 , l/n apr04; some parts moved to Budaörs apr04 to be repaired (last parts arrived at Budaörs 09nov04), will replace '209' (HA-LIX) in the Hungarian Air Force museum, l/n Budaörs aug05
	301	Li-2T	Hungarian AF	Bua	06aug05	under restoration, fuselage painted in original Air Force c/s; owned by Gold Timer Foundation and leased to the Hungarian Air Force museum at Szolnok; towed to the Szolnok museum (N47.129986 E20.219887) oct06 and preserved there in good condition, l/n jun20 with paint fading; moved to the in RepTár - Szolnoki Repülőmúzeum, seen sep21/apr24
2 34 413 02	not known CCCP-26182	Li-2T Li-2T	Soviet Air Force MRP Soltsevo	mfd rgd	1952 20may66	test-bed for radio equipment trials; canx 09aug76
2 34 413 03	303	Li-2T	Hungarian AF	d/d	27mar52	opb MN repülő csapatai (flying team); had to be handed over by the Hungarian AF to MALÉV on Soviet orders after the failed uprising
	HA-LIR	Li-2T	MALÉV	d/d	20mar57	named 'Robert'; seen LHR 11jul60; wfu 17mar64 and preserved at Budapest the same date; moved to Vidámpark at Debrecen 17mar67 and was preserved there; was prepared to be moved to Alsonémedi in 1994, wings, engines and stabilizer were already gone, but the fuselage was illegally broken up and sold as scrap metal
2 34 413 05	not known CCCP-29100	Li-2T Li-2T	Soviet Air Force MRP Soltsevo	mfd rgd	1952 13nov58	canx 1977 ?
2 34 413 07	not known CCCP-X1011	Li-2T Li-2T	Soviet Air Force MVD-Dalstroj	mfd no	1952 reports	opb 1 AO; dbr 14nov52 when took off from Nizhniye Kresty (now Cherski) with insufficient speed, veered to the left, evaded some obstacles but eventually stalled and crash-landed close to the runway, with the landing gear breaking off, all 4 crew and all passengers escaped unhurt; the aircraft was technically repairable, but a repair was deemed impractical at that remote location so that it was abandoned
2 34 413 08	CCCP-98106	Li-2	MAP Irkutsk MSZ	rgd	03dec65	
2 34 413 10	not known CCCP-13396	Li-2T Li-2T	Soviet Air Force MAP Kuibyshev Mot	mfd rgd	1952 21jan75	canx 1975
2 34 414 05	not known CCCP-48109	Li-2 Li-2	Soviet Air Force MAP Perm Motors	mfd rgd	1952 12oct70	canx 1970
2 34 414 07	not known CCCP-13373	Li-2 Li-2P	Soviet Air Force MAP Saratov APO	mfd rgd	1952 14oct74	
2 34 414 09	not known CCCP-73978	Li-2T Li-2T	Soviet Air Force AFL/East Sib.-HTA	mfd toc	1952 25may74	rgd 17jun74; soc 18nov76 as life-time expired
2 34 414 10	not known CCCP-73985	Li-2T Li-2T	Soviet Air Force AFL/Yakutiya	mfd toc	1952 03nov75	
2 34 415 01	SP-LKD	Li-2P	LOT	rgd	16jun52	rgd 29dec75; soc 30jun77 as life-time expired converted to 24 pax version with eight windows; canx 24mar66
2 34 415 02	CCCP-L4932 CCCP-54932	Li-2P Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd	22may52 1958/59	version from register soc 10jun65 as life-time expired
2 34 415 03	CCCP-L4933 CCCP-L4933 CCCP-54933	Li-2 Li-2 Li-2	AFL/East Sib.-YKS AFL/Yakutiya-YKS AFL/Yakutiya-YKS	mfd trf rgd	1952 1957 1958/59	
2 34 415 04	CCCP-L3916(2) CCCP-L3916(2) CCCP-16173	Li-2 Li-2 Li-2	AFL/West Sib.-SVX AFL/Urals-SVX AFL/Urals-CEK	mfd trf trf	1952 22jul57 23may58	dbr, details unknown; soc 31may68 see c/n 1841207
2 34 415 05	CCCP-L3913(2) CCCP-L3913(2) CCCP-65693	Li-2 Li-2 Li-2	AFL/Urals-SVX AFL/Urals-SVX AFL/Privolzhsk-RTW	mfd trf rgd	1952 14may57 1958/59	f/n SVX 18oct58; l/n SVX 03oct62; soc 29jun66 as worn out see c/n 1841204
2 34 415 07	YR-DAC YR-DAC	Li-2P Li-2P	TAROM TAROM	rgd trf	07jul52 1954	f/n KUF 18sep65; soc 12sep69 as life-time expired
2 34 415 08	CCCP-L4938 CCCP-L4938 CCCP-16148	Li-2 Li-2 Li-2	AFL/East Siberia AFL/Yakutiya AFL/Yakutiya	YKS trf rgd	1954 unknown 1959	w/o 13jun64 when crashed at Paragina Hill opb 139 tao; in dark green c/s with light blue undersides on charge as of 01apr57 soc 22dec70 as worn out
2 34 415 09	not known CCCP-13355	Li-2 Li-2	Soviet Air Force MAP Kazan Motors	mfd rgd	1952 17sep74	canx 08apr75
2 34 415 10	not known CCCP-63823	Li-2 Li-2	Soviet Air Force AFL/Georgia-TBS	mfd toc	1952 14jul60	
2 34 416 01	not known CCCP-13385	Li-2T Li-2T	Soviet Air Force MAP Gorki APO	mfd rgd	1952 17sep74	canx 1977
2 34 416 02	not known CCCP-58649(2)	Li-2T Li-2T	Soviet Air Force MAP Kharkov APO	mfd rgd	1952 18jul75	canx 1976; see c/n 18425301
2 34 416 04	not known CCCP-13350	Li-2T Li-2T	Soviet Air Force MAP Kom-na-Amu MSZ	mfd rgd	1952 21mar73	canx 28may76
2 34 416 05	"03" yellow	Li-2T	DOSAAF	mfd	1952	opb Tsentralny aeroklub im. Chkalova at Moscow-Tushino; in dark green c/s with light blue undersides; wfu 1972; t/t 6,587 hours 37 minutes and 3,000 cycles; was stored at Moscow-Tushino until it was restored by the FLA RF mar92/dec93; during its first flight on 13nov92 it still carried the code "03"; seen flying from Moscow-Tushino by aug93
	RA-01300 FLARF01300	Li-2T Li-2T	Soviet AF c/s Soviet AF c/s	r/r ZIA	late 93 19aug97	flying as such dec93; based at SVO from 1994; l/n may97 carried large "Miru-Da' (Yes to Peace) titles; was awarded a "Phoenix" diploma 30sep98; was blessed by the Russian Orthodox Church at SVO 04mar95; l/n SVO 01jul03
	RA-1300K	Li-2T	Global Edge	Mya	22aug03	w/o 26jun04 on a flight from Myachkovo to Kaluga when the flight mechanic (who was intoxicated) committed a mistake in handling the fuel system so that both engines flamed out shortly after take-off, the

						aircraft lost height and banked to the left, the left wing hit the roof of a cottage at Zaozyorye 2.5 km from Myachkovo airfield and the aircraft crashed onto the yards of two neighbouring cottages, all 3 crew and 1 of the 2 passengers killed and the sole survivor injured
2 34 416 06	CCCP-X1010 CCCP-X1010 CCCP-L5028 CCCP-L5028 CCCP-16192	Li-2 Li-2 Li-2 Li-2 Li-2	MVD - Dalstro AFL/Far East AFL/Far East AFL/Magadan AFL/Magadan	rgd trf rgd trf rgd	28may52 03dec53 15aug55 22jul57 29may58	used in cargo configuration used in cargo configuration; opb Magadanskaya aviagruppa opb Magadanskaya aviagruppa opb 194 AO or 185 AO of Magadanskaya OAG GVF opb 185 AO of Magadanskaya OAG GVF at Magadan; dbr 04feb59 on the leg from Magadan to Severo-Evensk of a cargo flight from Magadan to Gizhiga in difficult weather conditions when the crew decided to descend through the clouds although they were not sure of their position (according to the regulations they should have gone to Gizhiga and descended over the sea), the aircraft touched a hill, continued to fly for 800 metres and came to rest on the slope of another hill (at a height of 760 metres) 30 km west of Severo-Evensk, all 5 crew members and the sole passenger were slightly injured; soc 28feb59
2 34 416 09	CCCP-13368	Li-2	MOM Orenburg MSZ	rgd	10jul74	canx 06apr76
2 34 416 10	CCCP-06186 CCCP-21504	Li-2 Li-2	SNKh Kiev MAP Kiev	mfd rgd	15may52 18dec65	rgd 23jan65 in Aeroflot c/s; dbr 17feb70 on the leg from Leningrad-Shosseinaya to Minsk of a cargo flight from Leningrad to Kiev when took off at night with the MTOW exceeded by 687 kg and a very rearward centre-of-gravity position, lifting off at a speed which was insufficient for the actual weight, veered off the runway to the left, fell back to the snow-covered ground and bounced several times, breaking off the landing gear and eventually hitting the ground with the nose, 1 of the 5 crew killed and the other 4 and the sole passenger injured; t/t 7,123 hours 35 minutes; canx 1970
2 34 417 05	not known CCCP-69305	Li-2 Li-2	Soviet Air Force ? MAP Rostovski VZ	mfd rgd	may52 06dec65	p-ya 13 (became p-ya V-8899); soc and canx 1977
2 34 417 06	not known CCCP-13358	Li-2T Li-2T	Soviet Air Force MAP Irkutsk MSZ	mfd rgd	1952 05jul73	in Aeroflot c/s; canx 1977; preserved at the "Salyut" cultural centre in the Nizhni Novgorod region, (N56.646321 E43.5654811) seen jul06/nov14
2 34 417 07	not known CCCP-93916(2)	Li-2T Li-2T	Soviet Air Force MAP Omsk APO	mfd rgd	15may52 29apr76	canx 1977; see c/n 18423704
2 34 417 09	not known CCCP-13346	Li-2T Li-2T	Soviet Air Force MAP Kazan Motors	mfd rgd	1952 21mar73	canx 1977
2 34 417 10	not known CCCP-13376	Li-2T Li-2T	Soviet Air Force MAP Rostov VPO	mfd rgd	1952 17sep74	canx 1975
2 34 418 01	OK-GAA OK-BYO 1801 'OK-1962'	Li-2T Li-2T Li-2P Li-2F	CSA Czechoslovak Gvt Czechoslovak AF Inter-Hotel Praha	rgd trf trf	29jul52 29mar53 1957	canx 22dec58 converted to Li-2F photo aircraft; wfu sep63 used as a bar in a park near the old terminal at Prague airport, repainted back into CSA c/s and given the fake registration OK-1962; moved to near threshold of former runway 22 in 1971; burnt by firemen 22mar72 during practice; scrapped see c/n 18423510 seen BUD 1955 in green c/s without titles; canx 20mar68 as to the Romanian Air Force
2 34 418 02	YR-TAO (2) YR-TAO (2) 802	Li-2P Li-2P Li-2P	TARS TAROM Romanian Air Force	rgd trf trf	20jun52 1954 20mar68	
2 34 418 04	not known CCCP-48980(2)	Li-2T Li-2T	Soviet Air Force MAP Gorki APO	mfd rgd	1952 19mar75	canx 14jul75; see c/n 1846509
2 34 418 05	CCCP-L4936 CCCP-L4936 CCCP-54936	Li-2 Li-2 Li-2	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	mfd trf rgd	1952 jun57 1958/59	soc 20jul62 as life-time expired
2 34 418 06	CCCP-L4937 CCCP-54937	Li-2 Li-2	AFL/Northern-ARH AFL/Northern-ARH	mfd no	1952 reports	soc 10oct61 as life-time expired
2 34 418 07	CCCP-L4939 CCCP-54939	Li-2P Li-2P	AFL/Ukraine AFL/Ukraine	rgd rgd	01jul52 17may58	used in 28 passenger configuration; opb 86 AO at Kiev as of 19dec57 opb 90 AO at Odessa as of oct63 (became 90 LO of Odesski OAO in 1963); was the last Li-2 of Odesski OAO; trf to Kerchenskaya AE of Simferopolski OAO in 1969; struck off charge 31aug71 as life-time expired
2 34 418 09	not known CCCP-93913(2)	Li-2 Li-2	Soviet Air Force MAP Omsk APO	mfd rgd	1952 29apr76	canx 1977; see c/n 18424708
2 34 418 09	CCCP-L4940 CCCP-L4940 CCCP-L4940	Li-2 Li-2 Li-2	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-KGF	mfd trf rgd	1952 jun57 1958/59	
2 34 419 01	CCCP-54940 "I2" yellow CCCP-13345	Li-2 Li-2 Li-2	Soviet Air Force MAP Lyotnyy otryad	mfd rgd	07jul52 30may73	ph. 09may59; soc 25mar64 as worn out electronic reconnaissance aircraft; opb oraz (independent reconnaissance aviation section) at Berlin-Schönefeld in the 1950s; f/n SXF 1956 p-ya A-1763; based at Zhukovskiy; used call-sign CCCP-16645; w/o 05jun76 on a cargo flight from Zhukovskiy to Tyumen when the left engine cut out as there was not enough fuel in the feeder tank, as the aircraft was flying at a height of 290 metres over the Kama river near Menzelinsk (Karakul district of Udmurtiya) at the time the crew attempted an emergency landing on the banks of the river, but the aircraft lost height, struck 5 telephone lines at a height of 40 metres, went out of control and crashed into the banks of the Kama river, all 4 crew members were killed; t/t 5,444 hours 49 minutes
2 34 419 05	YR-TAE YR-TAE 905	Li-2T Li-2T Li-2T	TARS TAROM Romanian Air Force	d/d trf trf	1952 1954 11mar67	canx 11mar67 as to the Romanian Air Force
2 34 419 10	not known CCCP-13394	Li-2T Li-2T	Soviet Air Force MAP Kuibyshev Mot	mfd rgd	may52 24jan75	canx 1975
2 34 420 02	SP-LKE SP-LKE	Li-2P Li-2P	LOT ZRLILK	rgd rgd	16jul52 08jul63	named 'Ewa'; converted to 24 passenger version with eight windows Air Traffic and Communication Aerodromes Directorate; taken over from LOT jun63, with the right to be used from 26jul63; equipped for calibration flights (with Wilcox equipment from the USA), but retained passenger seats in the rear; initially in white c/s with red nose, belly and trim, with 'Zarząd Ruchu Lotniczego i Lotnisk Komunikacyjnych' titles; repainted in white c/s with red cheatline and trim, with 'Zarząd Ruchu Lotniczego i Lotnisk Komunikacyjnych' titles; still named 'Ewa'; reportedly finally bought from LOT jul67 (but perhaps already in 1965); ferried to Kraków-Czyny 01sep70 for preservation; canx 10nov70; was preserved in Muzeum Lotnictwa at Kraków; destroyed by fire in early apr77
2 34 420 03	not known CCCP-L4941 CCCP-54941 CCCP-54941 CCCP-54941	Li-2 Li-2 Li-2 Li-2	Min. of Interior AFL/Magadan-GDX AFL/Magadan-GDX AFL/Magadan-Sym	mfd trf rgd trf	1952 1955 1958/59 1959	
2 34 420 04	CCCP-54941 CCCP-L4943 CCCP-54943 CCCP-54943 CCCP-54943	Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Latvia-RSC AFL/Krasnoyarsk AFL/Azerbaijan-BAK AFL/Azerbaijan-ASF AFL/Azerbaijan-ASF	trf mfd trf rgd trf	28jan65 05oct65 1952 1954 1958/59	soc 29jun71 as life-time expired
2 34 420 05	CCCP-L4942 CCCP-84645 CCCP-84645	Li-2 Li-2 Li-2	AFL/Kazakhstan AFL/Estonia AFL/Higher Avn Col	trf no trf	16nov65 reports 30dec59	soc 24mar71, no reason given
2 34 420 06	CCCP-L4944 CCCP-54944	Li-2 Li-2	AFL/Armenia AFL/Turkmenis.-KRW	trf trf	30dec59 11mar59	photo in "Grazhdanskaya Aviatsiya" magazine apr65; soc 16aug66 as worn out
2 34 420 07	not known CCCP-L4945 CCCP-54945 CCCP-54945	Li-2 Li-2 Li-2	Min. of Interior AFL/Magadan-GDX AFL/Magadan-GDX	mfd trf rgd	1952 1955 1959	seen ASB 12jun64; soc 21oct69 as worn out
2 34 420 08	CCCP-54945 CCCP-L4946 CCCP-L4946 CCCP-L4946 CCCP-54946	Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Latvia-RSC AFL/Krasnoyarsk AFL/Volga-KUF AFL/Centr.Reg.-KUF AFL/Privolzhsk-KUF	trf mfd trf trf rgd	30jan65 18aug65 1952 sep52 nov54	soc 31dec71 as life-time expired
2 34 420 09	CCCP-54946 not known CCCP-71259	Li-2 Li-2 Li-2	AFL/Privolzhsk-KUF AFL/Privolzhsk-RTW Soviet Air Force AFL/Northern-ARH	trf mfd toc	1958/59 1961 1952 15jun60	soc 22apr70 as life-time expired soc 68 AO; dbr 17dec62 on a flight from Karpogory to Arkhangelsk-Kegostrov when tried to land under VFR at night, encountered poor visibility between the outer marker and the inner marker, failed to go around, dropped below the glide slope and collided with the ground, all 3 crew and 16 passengers escaped unhurt; soc 08jan63
2 34 420 10	CCCP-L4947 CCCP-54947 CCCP-54947	Li-2 Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk-KZN	mfd rgd trf	1952 1958/59 01jan60	soc 20jul65 as life-time expired
2 34 421 03	not known CCCP-13379	Li-2 Li-2T	Soviet Air Force MAP Orenburg MSZ	mfd rgd	1952 23jul74	canx 15jan75
2 34 421 04	CCCP-06157 CCCP-93927	Li-2T Li-2	SNKh Irkutsk MAP Irkutsk MSZ	rgd rgd	22nov62 16nov65	
2 34 421 05	D-29 2105 "20" white	Li-2T Li-2T Li-2T	Czechoslovak AF Czechoslovak AF Soviet Air Force	d/d r/r ph.	05aug52 30may57 jan85	In service 12aug52 trf to VLU at Kosice-Barca in 1960; wfu 08aug66 initially in olive drab/brown/grey camo c/s with black undersides; preserved in these fake markings in Muzeum SNP (Museum of the Slovak National Uprising) at Banská Bystrica (N48.734438 E19.148713), seen jan85; repainted in medium green/sand grey camo c/s with black undersides, seen as such aug23/jun24
2 34 421 06	D-30 2106 "33"	Li-2T Li-2T Li-2T	Czechoslovak AF Czechoslovak AF Soviet Air Force	d/d	03jan52 photo	in service 05jan52, but dates given are surely too early compared to the manufacture of other aircraft black and white photo in camo c/s exists; Rvt Kosice reported to be the aircraft preserved as a war memorial at the Dukla battlefield at Vysný Komárnik, painted in fake Soviet Air Force dark green camo c/s with light blue undersides, seen without code jan09, l/n jul19

	"14" white	Li-2T	Soviet Air Force	ph.	27aug22	reported to be the aircraft preserved as a war memorial at the Dukla battlefield at Vysný Komárník (N49.400357 E21.700124), painted in fake Soviet Air Force olive drab/ochre camo c/s with light grey undersides, seen aug22/sep24
2 34 421 07	D-33	Li-2T	Czechoslovak AF	d/d	01dec51	in service 01dec52 ?; d/d is surely too early compared to the manufacture of other aircraft; seen BUD oct56
	2107	Li-2T	Czechoslovak AF	no	reports	Rvt Kosice
	"50" white	Li-2T	Soviet Air Force			reported to be the aircraft preserved in Vojenské historické múzeum - park bojovej techniky at Svidník (N49.308930 E21.566852) from oct69; repainted in fake Soviet Air Force dark green camo c/s with light blue undersides in 1974, seen apr93/apr96 marked as "50" white, l/n sep24
2 34 421 08	D-37	Li-2T	Czechoslovak AF	d/d	01dec51	d/d is surely too early compared to the manufacture of other aircraft, other sources give as 01dec52; see also c/n 23442710
	2108	Li-2T	Czechoslovak AF		photo	PVOS Brno; on a black and white photo in civil c/s with three blue 'lightning-bolt' cheatlines; wfu apr66; the fuselage was reported at Zlutava (N49.1937 E17.48065), moved inside a private estate to protect it from vandalism, photos exist, fuselage (hulk) only, without wings, engines, undercarriage or tail, seen in faded dark green c/s with original c/s and serial still visible on left side, seen sep11/aug19
2 34 421 09	D-34	Li-2T	Czechoslovak AF	d/d	20feb52	in service 21feb52; d/d is too early regarding mfd !
	2109	Li-2T	Czechoslovak AF	trf	29jan57	LO Kbely; wfu aug57, involved in an accident ?
2 34 421 10	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-21505	Li-2T	MOMS Kuibyshev	rgd	29sep65	
	CCCP-21505	Li-2T	MAP "Strela"	trf	12sep71	canx 12may76
2 34 422 01	CCCP-L4952	Li-2	AFL/Turkmenis.-ASB	toc	05aug52	
	CCCP-54952	Li-2	AFL/Turkmenis.-ASB	rgd	1959	f/n ASB dec61; l/n ASB 17jul62; soc 26may70 as worn out
2 34 422 02	CCCP-L4953	Li-2	AFL/Kazakhstan	rgd	29aug52	used in passenger configuration; initially opb 227 AO at Alma-Ata; trf to 158 AO at Chimkent between aug57 and mar62
	CCCP-54953	Li-2	AFL/Kazakhstan	rgd	13may58	opb 158 LO of Chimkentski OAO; t/t 15,431 hours by 01dec63; struck off charge 24jan70 as life-time expired
	no code	Li-2	Soviet Air Force	ph.	1975	in dark green c/s with light grey underside; was preserved in these fake colours on a plinth at the TAPOICh aircraft factory at Tashkent, had the c/n still painted on the fin by 1975 (but painted over by jun93); removed from the plinth 06dec19; displayed in the G'alaba bog'i park at Tashkent, seen may20/aug24
2 34 422 03	CCCP-L4954	Li-2	AFL/Latvia-RIX	mfd	1952s	
	CCCP-54954	Li-2	AFL/Latvia-RIX	rgd	1958/59	soc 02oct62 as life-time expired
2 34 422 04	CCCP-L4955	Li-2	AFL/West Sib.-SVX	mfd	1952	
	CCCP-L4955	Li-2	AFL/Urals-SVX	trf	jul57	
	CCCP-L4955	Li-2	AFL/Urals-CEK	trf	23may58	
	CCCP-54955	Li-2	AFL/Urals-CEK	rgd	1959	f/n SVX 18nov61; l/n SVX 02mar66; soc 22apr70 as life-time expired
2 34 422 05	CCCP-L4956	Li-2	AFL/West Sib.-OVb	mfd	1952	
	CCCP-54956	Li-2	AFL/West Sib.-OVb	rgd	1958/59	f/n BAX 11mar61; soc 04jul72 as worn out
2 34 422 06	CCCP-L4957	Li-2	AFL/Ukraine-IEV	mfd	aug52	f/n KRR 1956
	CCCP-54957	Li-2	AFL/Ukraine-IEV	rgd	1958/59	soc 25aug62 as life-time expired
2 34 422 07	CCCP-L4958	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-L4958	Li-2	AFL/Kazakhstan-ALA	trf	jun57	
	CCCP-54958	Li-2	AFL/Kazakhstan-ALA	GUW	02jul59	
	CCCP-54958	Li-2	AFL/Kazakhstan-AKX	trf	jan63	soc 28apr71 as worn out
2 34 422 08	CCCP-L4959	Li-2	AFL/Azerbaijan-BAK	mfd	1952	
	CCCP-54959	Li-2	AFL/Azerbaijan-ASF	rgd	1958/59	f/n MRV 08nov62; soc 10jun65 as worn out
2 34 422 09	OK-GAD	Li-2P	CSA	f/f	30sep52	rgd 03oct52; d/d 25oct52; canx 29feb60
	2209	Li-2F	Czechoslovak AF	trf	1957	converted to a Li-2F photo aircraft in 1957; opb FLS Hradcany; wfu aug66; rebuilt to a non-flyable Vickers "Wellington" look-alike which was used for the 1968 movie "Nebestí jezdci" (Sky Riders)
2 34 422 10	OK-GAE	Li-2P	CSA	d/d	23aug52	in service and rgd 04oct52; wfu 29jan56; c/n given in the register as 2344210, so one digit in the batch number is missing
	2210	Li-2P	Czechoslovak AF	trf	29jan57	FLS Hradcany; wfu 1963 after an accident
2 34 423 01	CCCP-L4948	Li-2T	AFL/Far East-KHV	mfd	1952	
	CCCP-54948	Li-2T	AFL/Far East-KHV	rgd	1958/59	soc 14feb67 as worn out
2 34 423 02	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-13356	Li-2T	MAP Dalievo MSZ	rgd	14oct74	canx 27oct75
2 34 423 03	"011" white	Li-2P	Soviet Air Force	trf	1952	
	CCCP-63868	Li-2	AFL/Kazakhstan-GUW	trf	1960	c/n in MGA document as 2344233 but order of data suggests it may be this c/n; soc 27dec73 as worn out
2 34 423 04	D-38	Li-2	Czechoslovak AF	d/d	10aug52	in service 18aug52
	OK-GAB	Li-2P	CSA	rgd	23oct52	canx 29feb60
2 34 423 05	OK-GAC	Li-2P	CSA	d/d	02aug52	converted to Li-2F photo aircraft in 1956; FLS Hradcany; wfu oct66
	2304	Li-2	Czechoslovak AF	no	reports	in service 11aug52; rgd 03oct52; wfu oct56; canx 29feb60
	OK-GAC	Li-2P	CSA	d/d	02aug52	PVOS Zvolen; wfu jul65
	2305	Li-2P	Czechoslovak AF	trf	1957	
2 34 423 06	CCCP-L4949	Li-2	AFL/East Sib.-HTA	mfd	1952	
	CCCP-54949	Li-2	AFL/Northern-ARH	trf	12jun58	f/n LED 07dec61; soc 31oct63 as trf p/ya 82 (MAP)
2 34 423 07	CCCP-L4950	Li-2	AFL/Kyrgyzstan	mfd	1952	
	CCCP-54950	Li-2	AFL/Kyrgyzstan	rgd	1958/59	
	CCCP-54950	Li-2	AFL/Kyrgyzstan-FRU	trf	jun61	
	CCCP-54950	Li-2	AFL/Moscow SPIMVL	trf	06may66	soc 24mar71 as life-time expired
2 34 423 08	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-73970	Li-2T	AFL/Krasnoyarsk	toc	unknown	on charge as of 01jan72; rgd 02jan73; soc 10may73 as worn out
2 34 423 09	OK-BYQ	Li-2T	Czechoslovak Gvt	d/d	17aug52	in service 18aug52; converted to Li-2F photo aircraft in 1956; not on the Czech register and reg became an Ii-14 06aug58
	2309	Li-2T	Czechoslovak AF			FLS Hradcany; used as a bar at Nova Dubnica; Aeroklub Dubnica wanted this ex-Letka bar transport to be transported to the Slavnicia airfield for preservation, but a first attempt was without success and the aircraft was parked in the corner of a local football stadium; seen at the Aeroklub Dubnica airfield at Slavnicia jun08/apr10, awaiting restoration
	OK-BYQ	Li-2T			aug10	preserved in its original Czechoslovak Government c/s in Letecké múzeum Slávnica of Aeroklub Dubnica (N48.998042 E18.188693), seen aug10/sep24
2 34 423 10	CCCP-L4951	Li-2	AFL/Far East-KHV	mfd	1952	
	CCCP-54951	Li-2	AFL/Far East-PKC	rgd	1958/59	soc 09jan63 as life-time expired
2 34 424 01	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-73969	Li-2T	AFL/Komi	toc	29nov72	rgd 20dec72; soc 27dec73 as worn out
2 34 424 02	not known	Li-2	Soviet Air Force	mfd	1952	
	CCCP-13391	Li-2	MAP Novosibirsk AZ	rgd	10jul74	canx 1977
2 34 424 03	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-48110	Li-2	MAP Kazan Motors	rgd	05may70	canx 29feb77
2 34 424 07	"01"	Li-2	Soviet Air Force	ph.	07jun68	code just outlined (probably in white); opb the Barnaul Higher Military Aviation School for Pilots (BVVAUL); in dark green c/s with light blue undersides
2 34 425 01	OK-GAF	Li-2P	CSA	d/d	25aug52	rgd 04oct52; in service 06oct52; canx 29feb60; c/n in register as 2344501, one digit in the batch number is missing
	2501	Li-2P	Czechoslovak AF	trf	29feb60	FLS Hradcany; wfu apr68
2 34 425 05	"021" blue	Li-2T	Soviet Air Force		photo	
2 34 425 06	not known	Li-2T	Soviet Air Force	mfd	1952	
	CCCP-48981(2)	Li-2T	MAP Omsk APO	rgd	19mar75	canx 1975; see c/n 18427607
2 34 425 07	CCCP-L4960	Li-2	AFL/Turkmenis.-ASB	toc	24sep52	
	CCCP-54960	Li-2	AFL/Turkmenis.-ASB	rgd	1959	soc 26jun60 as worn out; l/n ASB 12jun64, presumably wfu
2 34 425 08	CCCP-L4961	Li-2	AFL/Tajikistan-DYU	mfd	1952	
	CCCP-54961	Li-2	AFL/Tajikistan-DYU	rgd	1958/59	
	CCCP-54961	Li-2	AFL/Syktvykar-PEX	trf	11jan64	
	CCCP-54961	Li-2	AFL/Komi-PEX	trf	15feb66	soc 31dec71 as life-time expired
2 34 425 09	CCCP-L4962	Li-2P	AFL/Far East-KHV	mfd	1952	
	CCCP-54962	Li-2P	AFL/N. Kavkaz-VOG	trf	jul57	
	CCCP-54962	Li-2P	AFL/N. Kavkaz-KRR	trf	1960	f/n MRV 13oct60
	CCCP-54962	Li-2P	AFL/Far East	trf	25jan67	soc 28apr71 as life-time expired
2 34 425 10	CCCP-L4963	Li-2	AFL/Ukraine-HRK	mfd	1952	
	CCCP-54963	Li-2	AFL/Ukraine-HRK	rgd	1958/59	
	CCCP-54963	Li-2	AFL/GosNII GA	trf	25nov66	soc 06apr67 as 'for testing'
2 34 426 01	CCCP-L4964	Li-2T	AFL/North Kavkaz	no	reports	
	CCCP-54964	Li-2T	AFL/North Kavkaz	rgd	1958/59	
	CCCP-54964	Li-2T	Aeroflot/KShVLP	trf	20jan61	Kirovograd Advanced Flying Training College
	CCCP-54964	Li-2T	AFL/Northern	trf	30jan69	soc 16dec71 as life-time expired
2 34 426 03	CCCP-Sh4965	Li-2T	Aeroflot/USHVLP	mfd	1948	Ulyanovsk Advanced Flying Training College
	CCCP-54965	Li-2T	AFL/Krasny Kut FS	trf	05may58	
	CCCP-54965	Li-2T	Aeroflot/KShVLP	trf	05aug60	Kirovograd Advanced Flying Training College
	CCCP-54965	Li-2T	AFL/Northern	trf	29mar72	soc 10may73 as life-time expired
2 34 426 09	07	Li-2P	Polish Air Force	d/d	29oct52	
	42	Li-2P	Polish Air Force	rgd	1942	still in service by 01oct64
2 34 426 10	08	Li-2P	Polish Air Force	d/d	21oct52	
	028	Li-2P	Polish Air Force	rgd	unknown	still in service by 28mar70
2 34 427 01	09	Li-2P	Polish Air Force	d/d	29oct52	
	029	Li-2P	Polish Air Force	rgd	unknown	
	02 (2)	Li-2P	Polish Air Force	rgd	unknown	see c/n 18436204 !; still in service 19feb70; photo with Polish serial and c/n retained but large Luftwaffe black cross on the fuselage (not possible to see if on wings as well) but without any German codes, featured in the programme "Podziemny Front", date unknown
2 34 427 02	10	Li-2P	Polish Air Force	d/d	29oct52	

2 34 427 03	026 D-31 2703	Li-2P Li-2T Li-2T	Polish Air Force Czechoslovak AF Czechoslovak AF	rgd d/d	unknown 13mar52 photo	still in service by 19jan70 in service 13mar52 black and white photo in camo c/s exists; Rvt Kosice; wfu jul67; removed to Āilina Technical University in Slovakia; probably gone during 1970s or 1980s
2 34 427 04	03 (3)	Li-2P	Polish Air Force	d/d	21oct52	in dark green c/s with light blue undersides, white code; may have been delivered as '11'; see c/n 18416208 and 18436205
2 34 427 07	011 40 not known 012 43	Li-2P Li-2P Li-2P Li-2P Li-2P	Polish Air Force Polish Air Force Polish Air Force Polish Air Force Polish Air Force	KRK r/r d/d	late50s unknown 21oct52 25nov57 jun63	photo with clearly readable c/n and serial exists still in service by 01oct64
2 34 427 08	D-32 2708	Li-2F Li-2F	Czechoslovak AF Czechoslovak AF	d/d	03jun52	serial changed, date unknown in service 03jun52
2 34 427 09	not known CCCP-13380	Li-2T Li-2T	Soviet Air Force MAP Korn-na-Amu MSZ	no mfd	1952 10jul74	Rvt Kosice; wfu oct66
2 34 427 10	D-37 OK-BYP 2710	Li-2D Li-2D Li-2D	Czechoslovak AF Czechoslovak Gvt Czechoslovak AF	rgd d/d trf	20oct52 15jun55 30may57	canx 17feb75 in service 25nov52; see c/n 23442108
	'OK-WDI'	Li-2D	CSA			in CSA c/s; canx 24jul58; no c/n given in the Czech register !
	'OK-WDF/2710'	Li-2D	CSA/RAF	Kbe	may17	PVOS Zatec; wfu sep67, seen Prague-Kbely 08oct72; preserved in the aviation museum at Prague-Kbely (N50.124756 E14.539386); seen Kbely jun86, stored
2 34 428 01	'OK-WDJ' CCCP-L4966 CCCP-L4966 CCCP-54966	Li-2D Li-2P Li-2P Li-2P	CSA AFL/West Siberia AFL/Privolzhsk AFL/Privolzhsk	Kbe rgd trf rgd	may18 sep52 1957 ? 13may58	repainted into CSA c/s and used for two movies in 1990 and 1991 with this fake registration as a DC-3/C-47; l/n aug98, as such; titles and registration removed and stored in poor condition at Kbely; l/n sep14 repainted on the starboard side as OK-WDF of CSA and as 2710 in RAF c/s on the port side; l/n Kbely 27oct17
2 34 428 02	CCCP-L4967	Li-2	AFL/Privolzhsk	mfd	06sep52	repainted in these fake c/s for another movie as a CSA DC-3; l/n Kbely sep18
2 34 428 03	803	Li-2P	Hungarian Gvt	d/d	01jul52	probably based at Novosibirsk-Severn; the aileron was damaged by a ZiS-5 truck at Salekhard 07apr54
	HA-LIN	Li-2P	MALÉV	d/d	14mar57	photo in the "Grazhdanskaya Aviatsiya" magazine No. 8/1957; opb 66 AO at KUF as of 01oct57
2 34 428 04	OK-GAG	Li-2P	CSA	f/f	12nov52	initially opb 66 AO; trf to 171 AO at RTW between oct57 and jul33; f/n KZN 03feb65; struck off charge 14jul69 as life-time expired
	'2804'	Li-2F	Czechoslovak AF	trf	04aug54	opb 66 OAO; w/o 29mar57 on a photo flight from Kuibyshev to Ulyanovsk (the aircraft was to be photographed from the territory of the UAZ automotive factory at Ulyanovsk) when broke up in mid-air for unknown reasons and crashed in a snow-covered field 15 km north-east of Ulyanovsk, all 4 crew killed; wreck found 30mar57; t/t 6,692 hours; soc 24jun57
2 34 428 07	CCCP-L4968 CCCP-54968	Li-2 Li-2	AFL/Syktvykar-SCW AFL/Syktvykar-SCW	mfd rgd	1952 1958/59	opb MN repülő csapatai (flying team); had to be handed over by the Hungarian AF to MALÉV on Soviet orders after the failed uprising
2 34 428 08	CCCP-L4969 CCCP-54969	Li-2 Li-2	AFL/Far East-KHV AFL/Far East-KHV	mfd rgd	1952 1959	named 'Nándor' (a Hungarian given name); wfu 30jan63; was preserved at Hűvösvölgy in Budapest from 10apr64; burnt out in 1968 and was scrapped
2 34 428 09	CCCP-L4970 CCCP-54970	Li-2 Li-2	AFL/East Sib.-HTA AFL/East Sib.-HTA	mfd rgd	1952 1958/59	d/d 11aug52 (delivered before first flight ?!); rgd 23oct52; in service 12nov52; canx 04aug54; c/n in register as being 2234 one digit in factory core is wrong
2 34 428 10	CCCP-L4971 CCCP-54971	Li-2 Li-2	AFL/Krasnoyarsk.-KYZ AFL/Krasnoyarsk.-KYZ	mfd rgd	24sep52 1958/59	opb FLR Hradcany; wfu apr68; appeared in fake Royal Air Force markings as a C-47 in two films shot in 1964 and 1968 and with the fake serial '2894' in a movie shot in 1968
2 34 429 01	D-36 2901	Li-2D Li-2D	Czechoslovak AF Czechoslovak AF	d/d no	12feb52 reports	soc 20feb63 as life-time expired
2 34 429 03	not known CCCP-46235 CCCP-46235 CCCP-13335	Li-2T Li-2 Li-2 Li-2	Soviet Air Force MAP Myachkovo MAP Zhukovski MAP Zhukovski	mfd rgd trf rgd	1952 09mar66 unknown 25jan73	opb 136 OAO; w/o 01nov62 on the leg from Krasnoyarsk to Novosibirsk of a positioning flight from Chita to the ARZ at Minsk when suffered from severe icing, went out of control, dived into the ground near the Salgon ridge 19 km south of Rybnoye and 23 km east of Tamozhenka (Balakhta district of the Krasnoyarsk region) and exploded; all 5 crew and 4 passengers (family members of the crew) killed; wreck found only 29may63; t/t 14,950 hours; soc 09mar63
2 34 429 04	not known CCCP-73966	Li-2T Li-2	Soviet Air Force AFL/Komi	mfd toc	1952 16nov72	mfd 23sep49 reported in crash report of CCCP-54970 but is too early !
2 34 429 08	CCCP-63884 CCCP-63884	Li-2 Li-2	AFL/Northern-ARH AFL/Arkhangel.-ARH	trf trf	01oct63 01jan73	opb 136 OAO; w/o 01nov62 on the leg from Krasnoyarsk to Novosibirsk of a positioning flight from Chita to the ARZ at Minsk when suffered from severe icing, went out of control, dived into the ground near the Salgon ridge 19 km south of Rybnoye and 23 km east of Tamozhenka (Balakhta district of the Krasnoyarsk region) and exploded; all 5 crew and 4 passengers (family members of the crew) killed; wreck found only 29may63; t/t 14,950 hours; soc 09mar63
2 34 429 10	CCCP-93918 CCCP-93918	Li-2 Li-2	MAP Ramenskoye MAP LII Zhukovski	rgd trf	08feb67 unknown	in service 05may52; seen BUD oct56
2 34 430 01	CCCP-L4972 CCCP-54972	Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	mfd rgd	1952 1958/59	LO Kbely
2 34 430 02	OK-GAH	Li-2P	CSA	f/f	26sep52	h/o 30sep52; ferried from Tashkent via Warsaw to PRG 22/24oct52; rgd only 24feb53; c/n in register given as 23343002 (one digit in the factory code incorrect); canx 14jun57; t/t 1,668 hours at the end of CSA service
	D-38	Li-2P	Czechoslovak AF	toc	25jan57	by military unit VÚ 5951 at Kbely; converted to a Li-2F photo aircraft during the 2,000 hours overhaul at Kbely 02aug58
	3002	Li-2F	Czechoslovak AF	no	reports	trf to military unit VÚ 9681 (FLS) at Hradcany 24aug62; was declared as no longer being safe to operate 16jul67; both propellers were changed 21jul67 for the ferry flight to Prague-Kbely; t/t 3,569 hours and 2,604 cycles; preserved in the aviation museum (Letecké muzeum) at Prague-Kbely (at N50.124305 E14.538804); appeared as a Czechoslovakian Air Force C-47 with the fake code 'D-24' in the same film as c/n 23442804 in 1968; restored for the "Gottwald" TV mini series in 1986 and repainted in olive drab c/s with light grey undersides, with just the c/n on the fin, seen as such sep91; was vandalised by national service soldiers in the early 1990, l/n jun05
	"7" white	Li-2	Soviet Air Force	Kbe	oct09	in olive drab/medium brown/medium grey camo c/s with light blue undersides; restored in 2008 and repainted in these fake markings with the c/n on the fin; preserved in Hangar No. 87 of the aviation museum (Letecké muzeum) at Prague-Kbely, seen oct09/sep24
2 34 430 03	CCCP-L4973 CCCP-L4973 CCCP-L4973 CCCP-L4973 CCCP-54973	Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Volga-KUF AFL/Centr.Reg.-KUF AFL/Centr.Reg.-RTW AFL/Privolzhsk-RTW AFL/Privolzhsk-RTW	mfd trf trf trf rgd	1952 sep52 oct54 26oct54 1958/59	f/n 08feb64; l/n KUF 03feb65; soc 14jul69 as life-time expired
2 34 430 04	CCCP-L3935(2) CCCP-16211 CCCP-16211 CCCP-16211	Li-2 Li-2 Li-2 Li-2	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-KRR AFL/Far East	mfd rgd trf trf	1952 1958/59 1960 25jan67	see c/n 1841509
2 34 430 05	CCCP-L4975 CCCP-L4975 CCCP-54975 CCCP-54975 CCCP-54975	Li-2P Li-2P Li-2P Li-2P Li-2P	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/N.Kavkaz-MRV AFL/Far East	mfd trf rgd trf trf	1952 jun57 1958/59 jul62 22jan67	soc 03aug70 as worn out
2 34 430 06	CCCP-L4976 CCCP-54976	Li-2P Li-2P	AFL/Ukraine-ODS AFL/Ukraine-ODS	rgd rgd	06feb53 17may58	f/n MRV 31may63; l/n MRV 20nov65
2 34 430 08	CCCP-L4977 CCCP-54977 CCCP-54977	Li-2 Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk-KZN	mfd rgd trf	1952 1958/59 01jan60	soc 24jan72 as worn out
2 34 430 09	CCCP-L4978 CCCP-54978 CCCP-54978 CCCP-54978	Li-2 Li-2 Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Mosk. AG SPIVS AFL/Northern-ARH	trf rgd trf trf	1952 1958/59 01jan60 16feb67	fitted with an inward-opening passenger door on the right side; opb 90 AO as of 01dec57; photo 1958 opb 90 AO (became 90 LO Odesskogo OAO in 1963); soc 15apr65 as amortisation period expired
2 34 430 10	CCCP-L4979 CCCP-54979	Li-2 Li-2	AFL/Northern-ARH AFL/Northern-ARH	mfd no	1952 reports	soc 06feb70 as life-time expired
2 34 431 07	"12" white	Li-2	Soviet Navy	f/n	1964	soc 14jul69 as life-time expired
2 34 431 08	"14" white	Li-2	Soviet Navy	ph.	1960s	f/n ARH mar57; l/n ARH sep58
2 34 431 10	not known CCCP-46234 CCCP-13334	Li-2T Li-2 Li-2	Soviet Air Force MAP Novosib. SNKh MAP NovosibirskAPO	mfd rgd rgd	1952 19nov65 20feb73	soc 26may61 as worn out
2 34 432 02	CCCP-Sh4991 CCCP-54991 CCCP-54991 CCCP-54991 CCCP-54991	Li-2T Li-2T Li-2T Li-2T Li-2T	Aeroflot/USHVLP AFL/Krasny Kut FS AFL/North Kavkaz Aeroflot/KShVLP AFL/Northern-VGD	mfd trf trf trf trf	1952 13may58 01nov60 20jan61 25oct71	at Maloye Isakovo; opb 263 otap VVS BF; in dark green c/s
2 34 432 03	CCCP-Sh4992 CCCP-54992 CCCP-54992 CCCP-54992	Li-2T Li-2T Li-2T Li-2T	Aeroflot/USHVLP AFL/Krasny Kut FS Aeroflot/KShVLP AFL/Tyumen-SLY	mfd trf trf trf	1948 05may58 05aug60 08jan70	opb 263 otap VVS BF; in dark green c/s
2 34 432 04	not known	Li-2	Soviet Air Force	mfd	1952	canx 1975 Ulyanovsk Advanced Flying Training College
						Kirovograd Advanced Flying Training College
						soc 10may73 as life-time expired
						Ulyanovsk Advanced Flying Training College
						Kirovograd Advanced Flying Training College
						soc 27nov72 as life-time expired

2 34 432 08	CCCP-21508 not known	Li-2 Li-2T	MAP Saratov APO Soviet Air Force	rgd mfd	22dec65 1952	canx 1977
2 34 432 09	CCCP-08825 not known	Li-2T Li-2	MOMS Chelyabinsk Soviet Air Force	rgd mfd	11nov65 1952	canx 21apr75
2 34 433 01	CCCP-13347 not known	Li-2 Li-2T	MAP Saratov APO Soviet Air Force	rgd mfd	21mar73 1952	canx 1977
2 34 433 02	CCCP-13384 CCCP-L4980 CCCP-L4980 CCCP-L4980 CCCP-54980 CCCP-54980	Li-2T Li-2 Li-2 Li-2 Li-2 Li-2	MAP Arsenyev MSZ AFL/Volga-KUF AFL/Centr.Reg.-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-UFA	rgd mfd trf trf rgd trf	14oct74 1952 sep52 nov54 14may58 1962	canx 11feb75 fitted with an inward-opening passenger door on the right side f/n SVX nov58; photo at BCX in 1959 registration painted on considerably later, see above soc 21oct69 as life-time expired
2 34 433 06	CCCP-L4993	Li-2	AFL/Far East-KHV	mfd	oct52	opb 142 AO; w/o 09dec55 on a flight from Yuzhno-Sakhalinsk to Khabarovsk at night when flew rather low while passing the Sikhote-Alin range (the prescribed flight path should not have lead over the highest peak of the range and ATC should have set a higher flight level), the aircraft got caught in a strong downdraught, lost some 450 metres of height and crashed at a height of 1,750 metres (20 metres below the summit) into the south-eastern slope of Mt. Tordoki-Yani, all 5 crew and 16 passengers killed; wreck found only 21dec55; t/t 4,021 hours; soc 22feb56
2 34 433 07	CCCP-L4981	Li-2T	AFL/Kazakhstan	mfd	22oct52	opb 152 ATO; w/o 21dec55 on the leg from Alma-Ata to Balkhash of a cargo flight from Alma-Ata to Moscow when the vacuum regulator failed, resulting in failure of the gyroscopes and the auto-pilot, as the aircraft was flying in clouds the crew probably suffered from spatial disorientation and the aircraft crashed in the snow-covered Saryesik-Atyrau desert 105 km south-east of lake Balkhash; all 5 crew and the sole passenger killed; wreck found 23dec55; t/t 4,023 hours; soc 16feb56
2 34 433 08	CCCP-L4982 CCCP-54982	Li-2 Li-2	AFL/Far East-KHV AFL/Far East-VVO	mfd rgd	1952 1958/59	soc 19oct70 as worn out
2 34 433 09	CCCP-L4983 CCCP-L4983 CCCP-L4983 CCCP-L4983 CCCP-54983	Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Far East-DYR AFL/Far East-GDX AFL/Far East-KHV AFL/Far East-PKC	mfd trf trf rgd	1952 1956 jul57 1958/59	
2 34 433 10	not known CCCP-L4984 CCCP-L4984 CCCP-54984 CCCP-54984	Li-2 Li-2 Li-2 Li-2 Li-2	MVD - Dalstro AFL/Far East-GDX AFL/Magadan-GDX AFL/Magadan-DYR	mfd toc toc rgd	13feb52 dec53 jul57 1958/59	f/n VLE 18aug62; soc 13feb74 as life-time expired
2 34 434 04	"03" CCCP-48972 CCCP-48972	Li-2T Li-2T Li-2T	Soviet Air Force MMS Nizhni Tagil ? MAP Orenburg	mfd rgd trf	1952 28aug69 10dec74	soc 11jun66 as worn out; t/t per 07apr66 15,025 hours; broken up at MRV canx 21apr77
2 34 434 08	"08" yellow CCCP-84699(2)	Li-2T Li-2T	Soviet Air Force AFL/Far East-PKC	photo toc		also reported PKC circa 1961, if correct, in natural metal c/s with two thin cheatlines; l/n active Korf-Tilichiki 1977 (the last Li-2 flight on Kamchatka); seen still in its old c/s; soc 31may77 as life-time expired; f/n preserved at Yelizovo airport 1985 (N53.169100 E158.42380), registration hardly readable by 1994, painted all silver by nov04 no marks visible; this is sometimes reported in error as CCCP-84696, but there is an old photo of the preserved aircraft with CCCP-84699 clearly visible; l/n aug24; see c/n 18427007
2 34 434 09	CCCP-Sh4994 CCCP-54994 CCCP-54994 CCCP-54994	Li-2T Li-2T Li-2T Li-2T	Aeroflot/UShVLP AFL/Krasny Kut FS Aeroflot/KShVLP AFL/Turkmenis.-ASB	mfd trf trf trf	1952 13may58 05aug60 11dec71	Ulyanovsk Advanced Flying Training College trf as CCCP-L4994 or CCCP-54994 ? Kirovograd Advanced Flying Training College soc 27oct72 as life-time expired
2 34 435 01	CCCP-L4985 CCCP-54985	Li-2 Li-2	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	mfd rgd	1952 1958/59	f/n ROV 14oct60; see LZ-LIO with unknown c/n soc 10oct61 as life-time expired
2 34 435 02	CCCP-L4986 CCCP-54986 CCCP-54986	Li-2 Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Turkmenistan	mfd rgd trf	1952 1958/59 01jan60	soc 27dec62 as life-time expired
2 34 435 03	CCCP-L4987 CCCP-54987 CCCP-54987	Li-2 Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk	mfd rgd trf	1952 09may58 01jan60	soc 27dec62 as life-time expired opb Moldavski oao (which was by then subordinated to the Ukrainian directorate) at Kishinyov-Ryshkanovka
2 34 435 04	CCCP-L4988 CCCP-54988 CCCP-54988 CCCP-54988	Li-2 Li-2 Li-2 Li-2	AFL/Ukraine AFL/Moldova AFL/Moldova-KIV AFL/Urals-KVX	mfd trf trf trf	1952 may57 1958/59 jul65	soc 25dec69 due to its poor technical condition not included in the request of the Far Eastern directorate for new registration numbers dated 11jun58 not included in the GU GVF document which allocated the new registration numbers 20jun58; damaged 23aug63 on a flight to Nikolskoye (Bering Island) when touched down 80 metres before the runway threshold, no casualties; t/t 11,865 hours; as a recovery of the aircraft from the remote accident site was not viable it was soc 22oct63
2 34 435 05	CCCP-L4989 CCCP-54989	Li-2 Li-2	AFL/Far East-UUS AFL/Far East-UUS	rgd rgd	27jun68 29mar53 1958/59	
2 34 435 06	not known CCCP-L4990 CCCP-54990 CCCP-54990 CCCP-54990	Li-2 Li-2 Li-2 Li-2 Li-2	Min. of Interior AFL/Far East-GDX AFL/Magadan-GDX AFL/Magadan-DYR AFL/Tyumen-Tjp	mfd trf trf rgd trf	27nov52 dec53 jul57 1958/59 28jan64	t/t 01oct66 15,445 hours; soc 19feb67 as worn out see c/n 1841508; see LZ-TUA with unknown c/n
2 34 435 07	CCCP-L3934(2) CCCP-51105 CCCP-51105 CCCP-51105 CCCP-51105 CCCP-51105	Li-2 Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk-GOJ AFL/Urals-SVX AFL/Tyumen-Tjp AFL/Tyumen-TJM	mfd rgd trf trf trf trf	09nov52 1958/59 01jan60 08feb63 feb65 15may68	soc 22apr70 as worn out
2 34 435 08	CCCP-L4996 CCCP-54996	Li-2 Li-2	AFL/Ukraine-DOK AFL/Latvia-RSC	mfd trf	1952 19may59	soc 30may66 as worn out
2 34 435 09	CCCP-L4997 CCCP-54997	Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	mfd rgd	1952 1958/59	opb 61 LO; w/o 24may62 on the leg from Gorki to Moscow of a flight from Magnitogorsk to Moscow when the left engine failed (probably due to a design deficiency of the carburettor) some 2 minutes after take-off at a height of 140-150 metres, the propeller did not feather so the crew decided to make an emergency landing in a field on the outskirts of Bolshoye Doskino village (7 km south-east of Gorki-Strigino airport), when the crew tried to evade an obstacle the left wing touched the ground, the aircraft crashed and caught fire, all 4 crew and 16 out 17 passengers killed while the sole survivor suffered only minor injuries; t/t 14,427 hours; soc 29jun62 see c/n 1841604 f/n SVX 04oct61; soc 16jun62 as life-time expired
2 34 435 10	CCCP-L3937(2) CCCP-84737 not known	Li-2 Li-2 Li-2T	AFL/Moscow (MUTA) AFL/Moscow (MUTA) Soviet Air Force	no rgd mfd	reports 1958/59 1952	canx 1976
2 34 436 02	CCCP-13354 not known	Li-2T Li-2T	MAP Perm Motors Soviet Air Force	rgd mfd	30apr74 1952	canx 1977
2 34 436 05	CCCP-13359 not known	Li-2T Li-2T	MAP Gorki APO Soviet Air Force	rgd mfd	17sep74 1952	
2 34 437 02	CCCP-73977 not known	Li-2T Li-2T	AFL/East Sib.-HTA AFL/GosNII GVF	toc mfd	29may74 17feb53	rgd 17jun74; soc 08sep75 as life-time expired rgd 14jul53; used for trials; f/n IEV jul58
3 34 437 03	CCCP-L5012 CCCP-L5012 CCCP-L5012 CCCP-16144	Li-2T Li-2T Li-2T Li-2PR	AFL/Ukraine-SIP AFL/Ukraine-ODS AFL/Ukraine-ODS	trf trf rgd	apr54 1958 17may58	opb oae at Kerch fisheries reconnaissance aircraft with a long glazed nose; opb oae at Kerch; in natural metal c/s with two thin cheatlines; there is a photo in the Caspian Sea area; soc 29apr74 as worn out
2 34 437 06	not known CCCP-63878 CCCP-63878 CCCP-63878	Li-2T Li-2 Li-2	Soviet Air Force AFL/Northern-LED AFL/Northern-ARH	mfd toc trf	1953 unknown 01jan71	on charge as of 01oct63; f/n LED 29jul70
2 34 437 07	not known CCCP-48982	Li-2 Li-2	AFL/Arkhangelsk Soviet Air Force MAP Voronezh APO	mfd mfd rgd	01jan73 08jan53 02dec65	l/n NNM 1973; soc 28feb75 as worn out
3 34 438 01	CCCP-L4999 CCCP-54999	Li-2P Li-2P	AFL/Krasnoyarsk-KJA AFL/Krasnoyarsk-KJA	mfd rgd	1953 09may58	in Aeroflot c/s; w/o 07sep73 on a positioning flight from Kotlas to Voronezh when encountered a thunderstorm (which had not been forecast) and got caught by a strong downwind which probably disabled the crew, the aircraft crashed in swampy terrain close to the entry of the river Bokovaya into the river Pizhma near Kyvryla village (120 km south-west of Kirov airport) and exploded, all 5 crew members and both passengers were killed; t/t 10,761 hours 30 minutes; canx 05dec73 new documents issued 28feb54 opb 126 ATO; dbr 04oct61 on the leg from Sovrudnik (now Severo-Yeniseiski) to Baikit of a flight from Krasnoyarsk to Tura with the MTOW exceeded by 207 kg when lifted off at low speed and a high angle of attack, fell back to the ground several times, lost speed and came down in bushy terrain behind the runway threshold, 3 of the 14 passengers were slightly injured while the other 11 and all 4 crew escaped unhurt; soc 16nov61 dbr, details unknown; soc 10jul57 colour of the code was yellow or blue; based in the Moscow Military District before 1960 f/n ODS jan58; l/n ODS jul59
3 34 438 02	CCCP-L5003 "03"	Li-2 Li-2	AFL/Krasnoyarsk-KJA Soviet Air Force	mfd no	1953 reports	soc 26nov62 as life-time expired rgd 09apr53; first CofA was valid until 28feb54 soc 21oct69 as life-time expired
3 34 438 04	CCCP-L5006 CCCP-L5006 CCCP-16142	Li-2 Li-2 Li-2	AFL/Ukraine-IEV AFL/Ukraine-LWO AFL/Ukraine-LWO	mfd trf rgd	21feb53 1956 1958/59	
3 34 438 06	CCCP-L5007 CCCP-16143 not known	Li-2 Li-2 Li-2	AFL/Ukraine-ODS AFL/Ukraine-ODS Soviet Air Force	mfd rgd mfd	09feb53 1958/59 1953	
3 34 438 08	CCCP-59503(2)	Li-2	MAP Kom-na-Amu MSZ	rgd	08aug75	canx 16feb76; see c/n 18426408

2 34 438 09	CCCP-L5008 CCCP-L5008 CCCP-L5008 CCCP-65694 CCCP-65694 CCCP-L5009	Li-2 Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Volga-KUF AFL/Centr.Reg.-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-UFA AFL/Northern	mfd trf trf rgd trf mfd	1952 sep52 nov54 31mar58 1962 1953	f/n KUF 03feb62 l/n KUF 05feb64; soc 25oct65 as worn out opb 46 AE of Estonskaya aviagruppa; w/o 27jan55 on a training flight from Leningrad-Shosseynaya when the insulation material around the right engine's feathering mechanism caught fire after the 5th landing while the aircraft was taxiing before the next take-off and the aircraft burnt out, all crew members escaped unhurt; struck off charge 09mar55
3 34 439 01	not known CCCP-98111	Li-2 Li-2	Soviet Air Force MAP Voronezh APO	mfd rgd	1953 01dec65	canx 1976
3 34 439 03	not known CCCP-48987	Li-2 Li-2	Soviet Air Force MAP Arsenyev MSZ	mfd rgd	1953 26nov65	canx 1977
3 34 439 04	not known CCCP-59505(2)	Li-2	Soviet Air Force MAP Rybinsk Motors	mfd rgd	1953 18jul75	canx 02mar76; see c/n 18429806 on a photo with the c/n readable, the last two digits of the registration are not visible; in dark green c/s with light blue undersides
3 34 439 05	CCCP-N4..	Li-2T	Polyarnaya Aviats.	photo		
3 34 439 06	CCCP-N465 (2)	Li-2T	Polyarnaya Aviats.	mfd	jan53	rgd 19oct55; in dark green c/s with light blue undersides, no titles; shipped to Antarctica on board of MV "Ob" nov56; took part in the 2nd to 4th Soviet Antarctic expeditions (KAE) in 1957/59; left wing and main landing gear damaged by a hurricane at Ice Station Mirny (S66.553 E93.010) 15aug57; repaired and converted to a Li-2V; l/n Mirny 03may59; see c/n 18430804
3 34 439 07	CCCP-04222 CCCP-04222 "06"	Li-2 Li-2 Li-2Sh	Polyarnaya Aviats. AFL/Polar Soviet Air Force	rgd trf STW	1958 10feb60 1970	soc 28may63 as worn out colour of code may be blue; opb 163 ouae (military unit 27926) at Shpakovskoye; in dark green c/s with light blue underside
3 34 439 08	not known CCCP-13320	Li-2	Soviet Air Force MAP Kumertau MSZ	mfd rgd	1953 05jul72	canx 24may77
3 34 439 09	CCCP-63917 CCCP-63917 CCCP-63917	Li-2 Li-2 Li-2	AFL/Polar AFL/Central Region AFL/Krasnoyarsk	toc trf trf	27jul64 21oct70 28may73	was trf 25aug64 either by Soviet Air Force or by arms industry soc 28feb76 as worn out
3 34 440 01	CCCP-L5004 CCCP-54821	Li-2 Li-2	AFL/Syktvykar-SCW AFL/Syktvykar-SCW	LED rgd	mar57 1958/59	soc 22dec65 as worn out
3 34 440 02	CCCP-L5005 5005	Li-2P Li-2P	Aeroflot SOKAO	rgd trf	21may53 1953/54	Korean name of the operator Chosonhangon; in a listing of SOKAO aircraft dated 15mar54 with t/t 1,046 hours 15 minutes
3 34 440 03	not known CCCP-69301(2)	Li-2T Li-2T	Soviet Air Force MAP Omsk APO	mfd rgd	1953 02feb76	canx 1977; see c/n 18415105
3 34 440 04	not known CCCP-54919	Li-2T Li-2T	Soviet Air Force AFL/East Sib.-HTA	mfd toc	1953 12jan72	soc 14dec73 as worn out
3 34 440 05	not known CCCP-73965 CCCP-73967	Li-2 Li-2	Soviet Air Force AFL/Arkhangelsk.-ARH	mfd toc	1953 01nov72	rgd 24nov72; soc 31jan75 as worn out, see next line in register as 'registered in error' and cancelled straight away !
3 34 440 07	"001" CCCP-63909	Li-2 Li-2	Soviet Air Force AFL/East Sib.-HTA	GVA toc	24apr54 12jun71	soc 25feb77 as life-time expired black and white photo WAW 26jul54 (in dark green c/s with Red star), shows the Chinese Premier Chou En-lai disembarking
3 34 440 10	"003"	Li-2	Soviet Air Force	mfd	1953	
3 34 441 01	CCCP-63911 CCCP-63911 CCCP-63911 "02" yellow	Li-2 Li-2 Li-2 Li-2T	AFL/Northern-KVX AFL/Urals-KVX AFL/Arkhangelsk.-ARH Soviet Air Force	toc trf trf photo	15mar66 22feb67 09jan74 photo	soc 09apr74 as worn out in dark green c/s with light blue undersides; appeared in the Soviet movie "Teni starogo zamka" (The Shadows of the Old Castle) shot in 1966
3 34 441 04	not known CCCP-13382	Li-2T Li-2T	Soviet Air Force MAP Lyotny otryad	mfd rgd	1953 14oct74	canx 1976
3 34 441 05	not known CCCP-73982	Li-2	Soviet Air Force AFL/East Sib.-HTA	mfd toc	1953 22oct75	rgd 01dec75; soc 30apr76 as worn out
3 34 441 06	not known CCCP-13375	Li-2T Li-2T	Soviet Air Force MAP Kharkov APO	mfd rgd	1953 24may74	canx but date unknown
2 34 441 07	CCCP-08824	Li-2	MAP Kumertau MSZ	rgd	05jul72	last digit of the registration difficult to read in hand-written Soviet register, also looks like a 7 changed to a 9; canx 17aug72
3 34 441 08	not known CCCP-93917(2)	Li-2T Li-2T	Soviet Air Force MAP Kirov MSZ	mfd rgd	1952 29apr76	canx 1976; see c/n 5108
3 34 441 09	not known CCCP-71245	Li-2T Li-2T	Soviet Air Force AFL/Kazakhstan-UKK	mfd toc	1953 17may60	but reported f/n ALA oct59; soc 30sep74 as life-time expired
3 34 442 05	"09" red	Li-2T	Soviet Air Force	photo		
3 34 442 07	"33"	Li-2	Soviet Air Force	photo		colour of the code yellow or white; opb 1 ae 339 vtap at Vitebsk-Severnoy; in dark green c/s with light blue undersides, carried either the additional code "3" or the Cyrillic letter 'E oborotnoye' on the fin
2 34 442 09	"07" CCCP-13383 CCCP-13383	Li-2 Li-2 Li-2	Soviet Air Force MAP Myachkovo MAP Zhukovski	mfd rgd trf	1953 17sep74 unknown	canx 1978
3 34 443 01	not known CCCP-58647	Li-2T Li-2T	Soviet Air Force MAP Kazan Motors	mfd rgd	1952 09oct75	canx but date unknown
3 34 443 08	"22"	Li-2	Soviet Air Force	ph.	1973	the code was probably yellow; opb Barnaulskoye VVAUL; in dark green or olive drab c/s with light blue or light grey undersides; c/n painted on the fin as '44308'
3 34 443 09	"32"	Li-2	Soviet Air Force	OVB	1977	the code was probably yellow; in dark green or olive drab c/s with light blue or light grey undersides; c/n painted on the fin as '44308'
3 34 443 09	"22" yellow	Li-2T	Soviet Air Force	ph.	may90	based in the Leningrad Military District from 1953 to 1977; in dark green c/s with light grey undersides; last flight in 1977 (from Leningrad to Minsk-Lipki); was preserved in the old Belarus State Museum of the History of the Great Patriotic War at prasppekt Nezalezhnasti in Minsk, seen may90/dec06
3 34 443 10	"56" blue	Li-2T	Soviet Air Force	ph.	08dec07	in olive drab c/s with light blue undersides; was preserved in the old Belarus State Museum of the History of the Great Patriotic War in Minsk, f/n dec07; dismantled around 10dec08 for relocation to Minsk-Borovaya; seen at Minsk-Borovaya feb09/apr11 and left mar13; preserved in the new Belarus State Museum of the History of the Great Patriotic War on the crossing of prasppekt Peramozhtsav and prasppekt Masherava in Minsk (N53.91710 E27.53707) from 14mar13 (the museum officially opened 02jul14), l/n nov24
3 34 443 10	CCCP-X5043	Li-2	Minenergo			Ministry of Energetics; opb Gidroproekt; detached to Expedition No. 33 at Kondinskoye (Tyumen region) as of 01feb54; probably trf to the MAP around 1955 initially Zavod No. 168 (p/ya V-8899); canx 1978
3 34 444 05	CCCP-27211 not known CCCP-13378	Li-2 Li-2T Li-2T	MAP Rostov VPO Soviet Air Force MAP Kiev MSZ	rgd mfd rgd	06dec65 1952 17sep76	canx 1976
3 34 444 07	CCCP-N601 CCCP-04221 CCCP-04221	Li-2T Li-2T Li-2T	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	toc rgd trf	09apr53 1958 10feb60	first CoFA was valid until 26mar54; flew an ice-reconnaissance mission from Dikson 06oct53 initially opb 247 AO at SVO; trf to 254 AO at SVO 12dec60; equipped with two TK-19 turbo compressors for Antarctic expeditions aug62; w/o 29apr66 on a flight from Mirny station to Oasis station (Antarctica) when landed on a lake and the ice cracked 20 seconds later, the aircraft finally sank 15 days later, the crew was rescued by a Mi-4; struck off charge 10aug66
3 34 444 08	CCCP-N602	Li-2T	Polyarnaya Aviats.	toc	1953	in dark green c/s with light blue undersides; flew ice reconnaissance missions 14jun/10sep53; f/n PWE 19aug57; used to resupply the drifting polar station SP-6 in 1958/59
3 34 445 07	CCCP-04243 CCCP-04243 CCCP-04243 CCCP-04243	Li-2T Li-2T Li-2T Li-2T	Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Niy AFL/Yakutiya	rgd trf trf trf	1958 10feb60 jul63 jul73	believed w/o 1974 in the Arctic region; registration remembered by a surviving crew member as the total sum of the digits was 13 and the whole crew never liked the plane because of this; was reported as CCCP-04342 which also makes 13, but that is known to be an An-2; soc 17oct74; seen derelict MJ2 1987 incorrectly reported as an Il-14
3 34 444 09	not known CCCP-13388	Li-2T Li-2T	Soviet Air Force MAP Kazan VPO	mfd rgd	1953 19mar75	canx but date unknown
3 34 444 10	not known CCCP-73968 CCCP-73964	Li-2T Li-2T Li-2T	Soviet Air Force AFL/Arkhangelsk AFL/Arkhangelsk	mfd rgd toc	1952 07dec72 27dec72	in register as 'registered in error' and cancelled straight away ! rgd 27dec72; soc 01jul73; soc 03jul73 as worn out
3 34 445 03	CCCP-L5013 CCCP-54942	Li-2 Li-2	AFL/Syktvykar-SCW AFL/Syktvykar-SCW	ph. rgd	oct57 1958/59	"Sovjetski Soyuz" magazine soc 12oct69 as worn out
3 34 445 05	YR-MIR	Li-2P	CSS	rgd	02jun70	previous identity unknown; canx 17nov76
2 34 445 06	YR-TAW YR-TAW 4506	Li-2P Li-2P Li-2P	TARS TAROM Romanian Air Force	rgd rgd trf trf	10jun53 1954 22nov66	canx 20nov66 as to the Romanian Air Force in white/light grey c/s with probably blue 'lightning-bolt' cheatline and black serial; on a photo at Boboc in 1971; scrapped
2 34 445 07	SP-LKH	Li-2P	LOT	rgd	18jun53	canx 04nov68
3 34 445 09	not known	Li-2	Soviet Air Force	mfd	1952	photo-proof of the c/n; in olive drab or dark green c/s with light grey or light blue undersides
2 34 445 10	SP-LKF	Li-2P	LOT	rgd	21may53	converted to 24 pax, eight windows; canx 10nov69
3 34 446 01	CCCP-13381 no code	Li-2T Li-2T	MAP LII Zhukovski Bulgarian AF	rgd PDV	17dec74 26sep09	in Aeroflot c/s; canx 1978; registration seen in Aeroflot c/s at PDV 1991/jul06 c/n not confirmed, but probable; in olive drab c/s with light grey undersides; preserved in these fake colours in the Bulgarian Air Force museum at Plovdiv (N42.068039 E24.842391), seen sep09/sep11; repainted in olive drab c/s with light blue undersides, without any markings whatsoever; seen as such jun19/aug24
3 34 446 03	not known	Li-2T	Soviet Air Force	mfd	1953	

3 34 446 05	CCCP-71242	Li-2T	AFL/Far East-PKC	toc	15may60	acted in the 1965 movie "Give me the complain book"; soc 24dec75 as worn out
	CCCP-L5044	Li-2	AFL/Moscow (MUTA)	mfd	1953	
	CCCP-54993	Li-2	AFL/Moscow (MUTA)	rgd	09may58	
3 34 446 06	CCCP-L5045	Li-2P	AFL/Moscow (MUTA)	rgd	21may53	soc 05feb63 as life-time expired (confirmed 28may63) opb Bykovskii aviaotryad84644 Korean name of the operator Chosonhangon; in a listing of SOKAO aircraft dated 15mar54 with t/t 624 hours 00 minutes
	5045	Li-2P	SOKAO	trf	1953/54	
3 34 446 08	CCCP-L5046	Li-2T	AFL/Moscow (MUTA)	mfd	1953	f/n MRV 26apr61; soc 28may63 as life-time expired
	CCCP-54995	Li-2T	AFL/Moscow (MUTA)	rgd	09may58	
	CCCP-L5047	Li-2T	AFL/Moscow (MUTA)	mfd	1953	
3 34 446 09	CCCP-54998	Li-2T	AFL/Moscow (MUTA)	rgd	09may58	soc 29oct66 as worn out
	CCCP-54998	Li-2T	AFL/Moscow ASP	trf	11apr63	
	not known	Li-2T	Soviet Air Force	mfd	1953	
3 34 446 10	CCCP-58645(2)	Li-2T	MAP Moskovski OAO	rgd	18jul75	canx 01mar78; see c/n 1265004 received from MOP; rgd 12jun53; initially opb Khatangski AO; flew ice-reconnaissance missions 05jul53/11sep53; trf to Chukotski AO in 1957 confirmed in register 08sep58
	CCCP-N608	Li-2T	Polyarnaya Aviats.	toc	may53	
	CCCP-04244	Li-2T	Polyarnaya Aviats.	rgd	22may58	
3 34 447 01	CCCP-04244	Li-2T	AFL/Polar	trf	10feb60	opb 248 LO of Kolymo-Indigirski OAO; in natural metal c/s with red cheatline, fin and trim; w/o 03may73 on a flight from the drifting polar station SP-21 in support of hydrologists from the Arctic and Antarctic Scientific Research Institute (AANI), while taxiing on the ice of the frozen sea in the Canadian Arctic 500 km north-west of the Queen Elizabeth Islands (at N82.25 W125.00) the ice cracked under the skis and the aircraft came to rest on its wings, as the aircraft could not be recovered and contained secret equipment the wreck was sunk by the crew by blowing up the ice below the aircraft; all 6 crew members (pilot: Aleksandr N. Dolmatov) and 3 passengers were rescued by an An-2 from SP-21 two days later; struck off charge 20jul73
	CCCP-04244	Li-2T	AFL/Yakutiya	trf	01oct70	
	CCCP-04244	Li-2T	AFL/Yakutiya	trf	01oct70	
2 34 447 02	702	Li-2T	Romanian Air Force	photo		initially in dark olive drab c/s with light grey underside and white code; later repainted in white/grey c/s with 'lightning-bolt' cheatline; on a photo as such at Buzau phot in the "Grazhdanskaya Aviatsiya" magazine aug56 soc 24mar70 as life-time expired
	CCCP-L5017	Li-2T	AFL/Ukraine-IEV	mfd	04apr53	
	CCCP-16146	Li-2T	AFL/Ukraine-IEV	no reports		
3 34 447 04	CCCP-L5001	Li-2T	AFL/Centr.Reg.-KUF	mfd	1953	f/n KUF 18nov61; soc 24mar71 as life-time expired
	CCCP-L5001	Li-2T	AFL/Privolzhsk-KUF	trf	nov54	
	CCCP-65695	Li-2T	AFL/Privolzhsk-KUF	rgd	1958/59	
3 34 447 05	CCCP-65695	Li-2T	AFL/Privolzhsk-KZN	trf	1960	on charge as of 01sep66; soc 09apr69 as life-time expired
	CCCP-L5048	Li-2T	AFL/Centr.Reg.-KUF	mfd	1953	
	CCCP-L5048	Li-2T	AFL/Centr.Reg.-RTW	trf	oct54	
3 34 447 06	CCCP-L5048	Li-2T	AFL/Privolzhsk-RTW	trf	25oct54	opb 168 AO; w/o 17mar61 on the leg from Ufa to Chelyabinsk of a cargo flight from Kazan to Tomsk when was not cleaned from moist snow before take-off, took off with slight tailwind and did not accelerate duly, the pilot forced the aircraft to lift off with insufficient speed and at a high angle of attack 321 metres before the runway threshold, it fell back to the ground after some 150-200 metres and bounced several times, eventually banked, lost height and came down in a garden on the outskirts of Ufa 290 metres outside of the airport's perimeter and 220 metres to the left of the extended centreline of the runway, just missing a house on the crossing of ul. Vesennyya and ul. Okhotskaya, 2 of the 4 crew members were killed and both survivors seriously injured; soc 21apr61
	CCCP-65696	Li-2T	AFL/Privolzhsk-RTW	rgd	1958/59	
	CCCP-65696	Li-2T	AFL/Turkmenis.-KRW	trf	unknown	
3 34 447 07	CCCP-L5010	Li-2T	AFL/Moscow (MUTA)	mfd	1953	f/n ARH 11feb66; soc 14feb67 as worn out
	CCCP-54783	Li-2T	AFL/Moscow (MUTA)	rgd	1958/59	
	CCCP-54783	Li-2T	AFL/Privolzhsk	trf	01jan60	
3 34 447 08	CCCP-L5011	Li-2T	AFL/Northern-LED	mfd	1953	soc 14feb67 as worn out
	CCCP-84658	Li-2T	AFL/Northern-ARH	rgd	1958/59	
	CCCP-L5014	Li-2T	AFL/Ukraine-IEV	mfd	1953	
3 34 447 09	CCCP-16145	Li-2T	AFL/Mosk. AG SPIVS	trf	25may59	soc 28feb75 as worn out
	CCCP-84593	Li-2T	AFL/Northern	toc	30apr71	
	CCCP-84593	Li-2T	AFL/Arkhangelsk	trf	01jan73	
3 34 447 10	CCCP-L5015	Li-2T	AFL/Moscow (MUTA)	mfd	1953	I/n VKO 30jun70 soc 27dec73 as worn out canx 15dec67 previous identity unknown; photo OTP 1972 in full TAROM c/s and titles; canx 17nov76
	CCCP-54907	Li-2T	AFL/Moscow (MUTA)	rgd	09may58	
	CCCP-54907	Li-2T	AFL/Turkmenis.-ASB	trf	21jan71	
2 34 448 01	SP-LKG	Li-2P	LOT	rgd	05jun53	canx 23aug68 and trf to the Romanian Air Force canx 04nov68; preserved at Wieruszów (N51.295476 E18.147322), seen 31aug98/jun24, still in good condition code probably yellow; probably opb 6 oaz NIIP No. 5 (became 286 osae jun57 and 99 otap 17mar60) at Baikonor>Lastochka (relocated to Baikonor-Kraini in 1964); in dark green c/s with light blue undersides; photo exists rgd 01dec75; soc 30mar76 as worn out opb 134 AO Korean name of the operator Chosonhangon; in natural metal c/s; in a listing of SOKAO aircraft dated 15mar54 with t/t 558 hours 10 minutes; a photo with the c/n on the fin visible is reported to have been taken at HLD apr52, but see the rgd and trf dates above
	YR-MIG	Li-2P	M.A.I./TAROM	rgd	01jun60	
	YR-DAB	Li-2P	TARS	rgd	27may53	
2 34 448 02	YR-DAB	Li-2P	TARS	rgd	27may53	Korean name of the operator Chosonhangon; in a listing of SOKAO aircraft dated 15mar54 with t/t 558 hours 10 minutes; a photo with the c/n on the fin visible is reported to have been taken at HLD apr52, but see the rgd and trf dates above
	YR-DAB	Li-2P	TAROM	trf	1954	
	SP-LKI	Li-2P	LOT	rgd	01jul53	
3 34 448 06	"01"	Li-2	Soviet Air Force	mfd	1953	Korean name of the operator Chosonhangon; in a listing of SOKAO aircraft dated 15mar54 with t/t 770 hours 62 minutes (sic) canx 30jun75; see c/n 18421409 soc 25apr55 became an exhibit at KAI (Kiev Aviation Institute ?) opb 62 AO; w/o 13jan55 on the leg from Moscow-Bykovo to Gorki (now Nizhni Novgorod) of a mail flight from Moscow to Sverdlovsk (now Yekaterinburg) when the right engine failed immediately after take-off, the aircraft lost height, touched tree tops and crashed into a garden house at ul. Mayakovskaya d. 10 at the Udelnaya garden colony some 1,000 metres from the airport's perimeter, all 5 crew killed (the owner of the house had left it 3 minutes before the crash), the accident investigation commission assumed sabotage as the reason for the failure of the right engine because an M4 female screw had been placed in the fuel system, destroying the fuel pump (this had been the second similar case with the same aircraft within 8 days); t/t 2,188 hours; soc 08feb55
	CCCP-73983	Li-2	AFL/East Sib.-HTA	toc	17oct75	
	CCCP-L5019	Li-2P	AFL/East Siberia	rgd	20jul53	
3 34 448 07	5019	Li-2P	SOKAO	trf	1953/54	
3 34 448 08	CCCP-L5020	Li-2P	AFL/Kazakhstan	rgd	09jul53	soc 16jun62 as life-time expired operational operational; see c/n 18436203 I/n 19feb70, operational; see c/n 18439103 was displayed/preserved at Opole-Polska Nowa Wies; scrapped ?; see c/n 18439102
	5020	Li-2P	SOKAO	trf	1953/54	
	CCCP-48092(2)	Li-2	MAP Omsk Motors	rgd	19mar75	
3 34 448 09	CCCP-L5016	Li-2	AFL/Ukraine	no reports		opb eskadra osobennogo naznacheniya Moskovskogo aeroporta; mentioned in a document jul41 w/o jan42 due to enemy action rgd 15jan41; opb Yeniseiskaya aviagruppa in 1944; in orange c/s with blue nose and tail on the basis of a decree issued 04sep45; opb 26 TAO; made a forced landing at Turukhansk 23apr46 soc 23apr48 as worn out probably Soviet Air Force probably Soviet Air Force rgd 02jan41; see c/n 18433309 opb MAGON GVF (formed 23jun41); w/o 13jul41 on a supply flight from Moscow to Velikiye Luki (Kalinin region) with ammunition on board when was attacked by 4 fighters of the German Air Force on final approach to Velikiye Luki and shot down, all 4 crew members (pilot: L.N. Meglitski) were killed; soc 12aug41 and canx the same day; see c/n 18433309 rgd 12feb41 operated initially by 1 ae MAGON GVF (existed 23jun41-06nov42) and later by 1 atp 1 atd at Moscow-Vnukovo opb 3 TAO at SVX; canx between may47 and jun48 probably Soviet Air Force rgd 15jan41; registration painted on as 'H-314'; in white c/s with 'Aviaarktika' titles; photo exists opb 6 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41 equipped with a turret; operated by 2-ya aviagruppa VVS SF; photo in temporary winter camo c/s probably Soviet Air Force rgd 11mar41; opb Uralskaya aviagruppa, based at Sverdlovsk-Koltsovo; w/o 22dec42 on the leg from Kazan to Sverdlovsk of a flight from Moscow to Sverdlovsk when suffered from severe icing while flying through clouds at a height of 400 metres, diverted to Yanaul (Bashkiria), had to go around, stalled while
	CCCP-L5000	Li-2	AFL/Moscow (MUTA)	mfd	1953	
	CCCP-L5000	Li-2	AFL/Moscow (MUTA)	mfd	1953	
3 34 449 03	CCCP-L5018	Li-2	AFL/Moscow (MUTA)	mfd	1953	opb eskadra osobennogo naznacheniya Moskovskogo aeroporta; mentioned in a document jul41 w/o jan42 due to enemy action rgd 15jan41; opb Yeniseiskaya aviagruppa in 1944; in orange c/s with blue nose and tail on the basis of a decree issued 04sep45; opb 26 TAO; made a forced landing at Turukhansk 23apr46 soc 23apr48 as worn out probably Soviet Air Force probably Soviet Air Force rgd 02jan41; see c/n 18433309 opb MAGON GVF (formed 23jun41); w/o 13jul41 on a supply flight from Moscow to Velikiye Luki (Kalinin region) with ammunition on board when was attacked by 4 fighters of the German Air Force on final approach to Velikiye Luki and shot down, all 4 crew members (pilot: L.N. Meglitski) were killed; soc 12aug41 and canx the same day; see c/n 18433309 rgd 12feb41 operated initially by 1 ae MAGON GVF (existed 23jun41-06nov42) and later by 1 atp 1 atd at Moscow-Vnukovo opb 3 TAO at SVX; canx between may47 and jun48 probably Soviet Air Force rgd 15jan41; registration painted on as 'H-314'; in white c/s with 'Aviaarktika' titles; photo exists opb 6 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41 equipped with a turret; operated by 2-ya aviagruppa VVS SF; photo in temporary winter camo c/s probably Soviet Air Force rgd 11mar41; opb Uralskaya aviagruppa, based at Sverdlovsk-Koltsovo; w/o 22dec42 on the leg from Kazan to Sverdlovsk of a flight from Moscow to Sverdlovsk when suffered from severe icing while flying through clouds at a height of 400 metres, diverted to Yanaul (Bashkiria), had to go around, stalled while
	CCCP-54928	Li-2	AFL/Moscow (MUTA)	rgd	09may58	
	014	Li-2P	Polish Air Force	photo		
3 34 449 05	01	Li-2P	Polish Air Force	photo		opb eskadra osobennogo naznacheniya Moskovskogo aeroporta; mentioned in a document jul41 w/o jan42 due to enemy action rgd 15jan41; opb Yeniseiskaya aviagruppa in 1944; in orange c/s with blue nose and tail on the basis of a decree issued 04sep45; opb 26 TAO; made a forced landing at Turukhansk 23apr46 soc 23apr48 as worn out probably Soviet Air Force probably Soviet Air Force rgd 02jan41; see c/n 18433309 opb MAGON GVF (formed 23jun41); w/o 13jul41 on a supply flight from Moscow to Velikiye Luki (Kalinin region) with ammunition on board when was attacked by 4 fighters of the German Air Force on final approach to Velikiye Luki and shot down, all 4 crew members (pilot: L.N. Meglitski) were killed; soc 12aug41 and canx the same day; see c/n 18433309 rgd 12feb41 operated initially by 1 ae MAGON GVF (existed 23jun41-06nov42) and later by 1 atp 1 atd at Moscow-Vnukovo opb 3 TAO at SVX; canx between may47 and jun48 probably Soviet Air Force rgd 15jan41; registration painted on as 'H-314'; in white c/s with 'Aviaarktika' titles; photo exists opb 6 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41 equipped with a turret; operated by 2-ya aviagruppa VVS SF; photo in temporary winter camo c/s probably Soviet Air Force rgd 11mar41; opb Uralskaya aviagruppa, based at Sverdlovsk-Koltsovo; w/o 22dec42 on the leg from Kazan to Sverdlovsk of a flight from Moscow to Sverdlovsk when suffered from severe icing while flying through clouds at a height of 400 metres, diverted to Yanaul (Bashkiria), had to go around, stalled while
	06	Li-2P	Polish Air Force	photo		
	05	Li-2P	Polish Air Force	photo		

13 PS-84 built by Factory No. 124 at Kazan-Borisoglebskoye from 1940 to 1942

Only two batches (batch 4 and batch 5) were completed, containing 5 aircraft each. Work on both batches started in March 1940 - batch 4 was assembled from kits produced by Factory No. 84 at Khimki, while batch 5 was built from scratch. Work on batch 6 (containing 10 aircraft) started in May 1940 and work on batch 7 (containing 15 aircraft) in August 1940, but only 3 aircraft from batch 6 were completed as the production plans changed when it was decided to resume the TB-7 production at Kazan. The construction number consisted of the single-digit batch number and the two-digit number in the batch.

4 01	CCCP-L3938(1)	PS-84	Aeroflot	d/d	1940	rgd 23sep40; opb eskadra osobennogo naznacheniya (special purpose squadron); see c/n 23441002 opb eskadra osobennogo naznacheniya Moskovskogo aeroporta; mentioned in a document jul41 w/o jan42 due to enemy action rgd 15jan41; opb Yeniseiskaya aviagruppa in 1944; in orange c/s with blue nose and tail on the basis of a decree issued 04sep45; opb 26 TAO; made a forced landing at Turukhansk 23apr46 soc 23apr48 as worn out probably Soviet Air Force probably Soviet Air Force rgd 02jan41; see c/n 18433309 opb MAGON GVF (formed 23jun41); w/o 13jul41 on a supply flight from Moscow to Velikiye Luki (Kalinin region) with ammunition on board when was attacked by 4 fighters of the German Air Force on final approach to Velikiye Luki and shot down, all 4 crew members (pilot: L.N. Meglitski) were killed; soc 12aug41 and canx the same day; see c/n 18433309 rgd 12feb41 operated initially by 1 ae MAGON GVF (existed 23jun41-06nov42) and later by 1 atp 1 atd at Moscow-Vnukovo opb 3 TAO at SVX; canx between may47 and jun48 probably Soviet Air Force rgd 15jan41; registration painted on as 'H-314'; in white c/s with 'Aviaarktika' titles; photo exists opb 6 ae MAGON GVF (existed 23jun41-06nov42) by 29oct41 equipped with a turret; operated by 2-ya aviagruppa VVS SF; photo in temporary winter camo c/s probably Soviet Air Force rgd 11mar41; opb Uralskaya aviagruppa, based at Sverdlovsk-Koltsovo; w/o 22dec42 on the leg from Kazan to Sverdlovsk of a flight from Moscow to Sverdlovsk when suffered from severe icing while flying through clouds at a height of 400 metres, diverted to Yanaul (Bashkiria), had to go around, stalled while
	CCCP-L3900	PS-84	GVF	r/r	1941 ?	
	CCCP-L3900	PS-84	GVF/MOW-IKT route	trf	20sep41	
4 02	CCCP-N313	PS-84	Polyarnaya Aviats.	d/d	1940	
	CCCP-N313	Li-2	AFL/Krasnoyarsk	trf	15dec45	
	CCCP-L4329	Li-2	AFL/Krasnoyar.-KJA	rgd	unknown	
4 03	not known	PS-84	not known	d/d	1940	
4 04	not known	PS-84	not known	d/d	1940	
4 05	CCCP-L3939(1)	PS-84	AFL/MOW-IKT route	d/d	1940	
	CCCP-L3939(1)	PS-84	GVF	trf	1941	
5 01	CCCP-L3902	PS-84	AFL/NII GVF	d/d	1940	
	CCCP-L3902	PS-84	GVF	trf	1941	
	CCCP-L3902	PS-84	AFL/Urals	trf	unknown	
5 02	not known	PS-84	not known	d/d	1940	
5 03	CCCP-N314	PS-84	Polyarnaya Aviats.	mfd	04jan41	
	CCCP-N314	PS-84	GVF	trf	1941	
	CCCP-N314	PS-84	Soviet Navy			
5 04	not known	PS-84	not known	d/d	1940	
5 05	CCCP-L3903	PS-84	AFL/MOW-IKT route	mfd	jan41	

6 01	?	not known	PS-84	not known	d/d	1941	flying a steep turn and crashed close to a meat-processing plant, all 5 crew members and 5 of the 7 passengers were killed and both survivors injured; t/t 1,954 hours
6 02	?	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
6 03	?	not known	PS-84	not known	d/d	1942	probably Soviet Air Force

353 Li-2T built by Factory No. 126 at Komsomolsk-na-Amure-Dzymqi from 1947 to 1950

The first two digits are the batch number and the last two are the number in the batch. Some old hand-written registers show this number prefixed by the factory number 126. However, this is not an official part of the construction number, but can probably be explained as an administrative addition to indicate which factory built this specific Li-2.

126 03 05	?	"07" ? CCCP-503 "04" red	Li-2T Li-2T Li-2T	Soviet Air Force Aeroflot Soviet Air Force	ph.	26apr93	see next line preserved at the Kuibyshev Aviation Institute (later Samara State Aerospace University, N53.239627 E50.362761), l/n aug07; c/n painted on fin looks very much like 1230305 (not 1260305), but seems a low batch number for Factory No. 126 and an incorrect factory number; seems to have been Soviet Air Force at first (two Red Star applications in different layers of paint are visible on the fin, as well as a code "07" of unidentifiable colour) and later Aeroflot ('CCCP-503' visible on fuselage); repainted in dark green Soviet Air Force c/s for display; l/n may13/nov16 all paint faded and looking bare metal version from Dalstroï document; opb SMP AO from 19jul47; served the Magadan-Pevék route oct48; Dalstroï assigned the crew of I.I. Sunitski to this aircraft 28jun49; damaged 04feb52 opb 150 AO Magadanskoi aviagruppy used in cargo/passenger configuration; opb 150 AO Magadanskoi OAG GVF opb 150 AO Magadanskoi OAG GVF; in natural metal c/s with two thin cheatlines opb 259 LO Tyumenskogo OAO Tyumenskoi aviagruppy; t/t 16,462 hours by 20dec65 opb 259 LO Tyumenskogo OAO (became 259 LO 2-go Tyumenskogo OAO in 1968); soc 22apr70 as worn out
31 01		CCCP-X753 CCCP-L5035 CCCP-L5035 CCCP-16185 CCCP-16185 CCCP-16185	Li-2T Li-2T Li-2T Li-2T Li-2T	MVD - Dalstroï AFL/Far East AFL/Magadan-DYR AFL/Magadan-DYR AFL/Tyumen-Tjpm AFL/Tyumen-Tjpm	mfd	1947 dec53 22nov55 1958/59 06feb65 20feb67	version from Dalstroï document; opb SMP AO from 19jul47; was to be overhauled in the 4th quarter of 1948; Dalstroï assigned an unknown crew to this aircraft 28jun49; took part in the search for crashed An-2 CCCP-X986 16jun51 photo exists, with small Aeroflot titles by the nose and with the c/n painted on the fin; see c/n 1841606
31 02		CCCP-X754 CCCP-L3952(2) CCCP-16193 CCCP-16193 CCCP-16193	Li-2T Li-2T Li-2T Li-2T	MVD - Dalstroï AFL/Magadan-GDX AFL/Magadan-GDX AFL/Magadan-PWE AFL/Yakutiya-Nyu	mfd	1947 1956 1958/59 feb61 1965	on charge as of 01mar65; soc 19jun67 as life-time expired; the derelict fuselage sat at Nyurba, seen 02jul92
32 03		not known CCCP-71195 CCCP-71195	Li-2T Li-2T Li-2T	Soviet Air Force AFL/East Sib.-Kir AFL/East Sib.-UKX	mfd	1947 04mar60 sep63	soc 29sep71 as life-time expired
32 04		not known CCCP-51122	Li-2T Li-2T	Soviet Air Force AFL/East Sib.-HTA	mfd	1947 10mar60	soc 04jul72 as worn out
32 05		CCCP-L4433 CCCP-L4433 CCCP-L4433 CCCP-16136	Li-2T Li-2T Li-2T Li-2T	AFL/Krasnoyarsk.-KJA AFL/Krasnoyarsk.-VLE AFL/Ukraine-HRK AFL/Turkmenis.-ASB	mfd	1947 01nov49 1954 17may59	soc 31may60 as life-time expired
33 01		CCCP-L4435 CCCP-84775(1)	Li-2T Li-2T	AFL/Ukraine-HRK AFL/Ukraine-HRK	mfd	1947 1958/59	soc 31jul59 as life-time expired; see c/n 18439003
33 02		CCCP-L4432 CCCP-16174	Li-2T Li-2T	AFL/East Sib.-HTA AFL/East Siberia	mfd	1947 1958/59	soc 29oct66 as life-time expired
33 03		CCCP-L4434 CCCP-16137	Li-2T Li-2T	AFL/Ukraine-IEV AFL/Ukraine-IEV	mfd	26aug47 1958/59	soc 29oct66 as worn out
33 04		CCCP-L4436 CCCP-L4436 CCCP-65701 CCCP-65701 CCCP-65701 CCCP-65701	Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Yakutiya-YKS AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS AFL/Northern-LED AFL/MOW MAG SPIMVL	trf	sep49 apr54 1958/59 17dec60 24apr61	soc 18jan68 as life-time expired opb 13 ATO; w/o 23apr48 on a flight from Khabarovsk to Yuzhno-Sakhalinsk when veered off the runway to the right during the take-off run as the rudder trim had not been set to neutral position before take-off, the crew failed to abort the take-off, the right wing hit a telegraph line some 30 seconds after lift-off and collided with the pole of a high-voltage power-line later on so that the aircraft crashed, 1 of the 4 crew killed, 2 crew seriously injured and 1 crew as well as all 12 passengers slightly injured; t/t 514 hours; soc 23apr48
33 05		CCCP-L4437	Li-2T	AFL/Far East-KHV	mfd	30aug47	
34 01		CCCP-L4438 CCCP-16217 CCCP-16217	Li-2 Li-2 Li-2	AFL/N.Kavkaz-ROV AFL/North Kavkaz Aeroflot/KShVLP	mfd	1947 1958/59 12jan60	Kirovograd Advanced Flying Training College; soc 27jul61 as worn out
34 02		CCCP-L4439	Li-2	Aeroflot	Gkm	22may48	soc 02mar53 as to become an exhibit
34 03		not known CCCP-71258 CCCP-71258	Li-2T Li-2T Li-2T	Soviet Air Force AFL/Ukraine AFL/Yakutiya	mfd	1947 10jun60 10feb63	
34 05		CCCP-N467 CCCP-04235 CCCP-04235 CCCP-04235	Li-2 Li-2 Li-2 Li-2	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polár AFL/Krasnoyarsk	trf	30oct47 22may58 10feb60 15apr60	soc 11may66 no reason given opb Igarskaya aviagruppa from 24jan51 confirmed in register 23dec58; opb Khatangski AO opb 251 LO at Norilsk; struck off charge 23nov62 as life-time expired opb Chukotskaya aviagruppa from 24jan51
34 06		CCCP-N468 CCCP-04... CCCP-27219 CCCP-27219	Li-2T Li-2T Li-2T Li-2T	Polyarnaya Aviats. Polyarnaya Aviats. MAP Myachkovo MAP LII Zhukovski	no	reports 1958 29nov65 unknown	canx 12dec72 opb MAGON from 24jan51
34 07		CCCP-N469 CCCP-04234 CCCP-04234 CCCP-04234	Li-2 Li-2 Li-2 Li-2	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polár AFL/Krasnoyarsk.-KJA	trf	15oct47 reports 10feb60 15apr60	soc 30apr66 as life-time expired
34 08		CCCP-L4445 CCCP-54784 CCCP-L4446	Li-2 Li-2 Li-2	AFL/Krasnoyarsk.-KJA AFL/Krasnoyarsk.-KJA AFL/Ukraine-HRK	mfd	1947 1958/59 1947	soc 30mar60 as life-time expired
34 09		CCCP-51116 CCCP-51116	Li-2 Li-2	AFL/Sasovo Fl.Sch. AFL/N.Kavkaz-VOG	trf	30apr59 29jul59	f/n MRV 13oct60; soc 07dec60 as life-time expired
34 10		CCCP-L4451 CCCP-L4451 CCCP-84517	Li-2 Li-2 Li-2	AFL/Latvia AFL/Higher Avn Col AFL/Estonia	mfd	1947 25jan58 30dec59	opb 106 AO Latviskaya OAG GVF at Riga used in 28 passengers configuration; opb 46 AE of Estonskaya OAG GVF at Tallinn; damaged beyond repair 14apr64 on a flight from Kingissepp to Tallinn when veered off the runway during the take-off run and the decision to abort the take off was taken too late so that the aircraft rolled out of the airfield and collided with a heap of stones, all crew members and passengers escaped unhurt; t/t 15,852 hours; struck off charge 24jun64
35 01		CCCP-L4447 CCCP-L4447 CCCP-L4447 CCCP-L4447	Li-2T Li-2T Li-2T Li-2T	AFL/Yakutiya-YKS AFL/East Sib.-YKS AFL/Yakutiya-YKS AFL/Yakutiya-Nyu	mfd	1947 sep52 unknown 12sep56	on charge as of 01apr57 soc 17oct66 as life-time expired
35 02		CCCP-16149 CCCP-L4448 CCCP-84448	Li-2T Li-2 Li-2	AFL/Yakutiya-Nyu AFL/Far East-PKC AFL/Far East-PKC	rgd	1958/59 30sep49 1958/59	opb 149 OAO; w/o 02oct59 on a cargo flight from Milkovo to Khalaktyrka when the crew neglected the cross track error caused by strong winds, resulting in a deviation from the prescribed flight path to the left by 15 km, while descending through clouds the aircraft crashed at a height of 2,100 metres into a glacier on the northern slope of Mt. Aag (2,319 metres) 42 km north of Khalaktyrka airport, all 4 crew killed; wreck found 03oct59; t/t 9,416 hours; soc 16nov59
35 03		not known CCCP-64453 CCCP-64453	Li-2T Li-2T Li-2T	Soviet Air Force MAP Arsenyev MSZ MAP Kazan	mfd	1947 22dec65 unknown	c/n given as '3503' in register canx 23nov72
35 05		not known CCCP-71216 CCCP-71216 CCCP-71216	Li-2T Li-2T Li-2T	Soviet Air Force AFL/Moldova AFL/Moldova-KIV	mfd	1947 05mar60 jul65	soc 27oct72 as life-time expired
35 06		CCCP-L4449 CCCP-L4449 CCCP-L4449 CCCP-16215	Li-2T Li-2T Li-2T Li-2T	AFL/Urals-KVX AFL/Far East AFL/Krasnoyarsk AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	trf	1947 unknown unknown 29may58	opb 77 ATO; l/n ROV 02apr58 opb 77 ATO; dbr 21may59 on the leg from Voronezh to Rostov-na-Donu of a cargo flight from Moscow to Rostov-na-Donu when the intoxicated pilot did not manage to perform a straight take-off run (the aircraft at first turned to the right and then to the left), but failed to abort the take-off, the aircraft lifted off at low speed and banked at a height of some 8 metres, the left wing touched the ground and the aircraft crashed, caught fire and burnt out, all 4 crew members were slightly injured; t/t 8,636 hours; soc 09jun59
35 08		CCCP-L4450 CCCP-84538	Li-2T Li-2T	AFL/West Sib.-Ovn AFL/West Sib.-OVb	mfd	1947 1958/59	soc 06apr67 as life-time expired
35 09		CCCP-L4452 CCCP-84695	Li-2T Li-2T	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	no	reports 1958/59	soc 18feb60 as life-time expired

35	10	not known CCCP-71211 CCCP-71211 CCCP-L4453	Li-2T Li-2T Li-2T Li-2	Soviet Air Force AFL/Kazakhstan-AKX AFL/Kazakhstan-CIT AFL/Ukraine-ODS	mfd toc trf mfd	1947 02mar60 jan63 1947	
36	01						soc 01dec70 as worn out opb 35 ATO; dbr 09nov51 on a flight from Odessa to Moscow-Vnukovo at night when had to go around on the first approach and came in too low on the second approach as the crew was distracted from aviating by trying to find the runway lights so that the aircraft collided with tree tops and came down in a forest, the captain was slightly injured while the other crew members escaped unhurt (there were no passengers on board); soc 22oct51
36	03	CCCP-L4456 CCCP-54782 CCCP-54782 CCCP-54782	Li-2T Li-2T Li-2T Li-2T	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Mosk. AG SPIVS Aeroflot/KShVLP	no no trf trf	reports reports 01jan60 19dec60	Kirovograd Advanced Flying Training College; soc 15sep61 as life-time expired
36	04	CCCP-L4454 CCCP-L4454 CCCP-L4454	Li-2T Li-2T Li-2T	AFL/Yakutiya AFL/East Siberia AFL/Yakutiya	rgd trf trf	feb48 ? sep52 01apr57	opb 14 TAO at Yakutsk opb 3 AE 139 ATO of Yakutskaya aviagruppa at Nyurba as of 07oct53; seen Markuel 18jan55; trf to 4 AE 139 AO 22mar57 opb 4 AE 139 AO as of 01sep57 confirmed in register 15jun59; opb 192 AO at Nyurba (became 192 LO of Nyurbinski OAO in 1963); in natural metal c/s; t/t 12,382 hours by 01dec62; damaged beyond repair in 1965 on the return leg of a cargo flight from Nyurba to Saskylakh when the crew made a mistake in handling the fuel system so that the engines stopped due to fuel starvation and the aircraft made a forced landing in the taiga near Nyurba, no casualties; struck off charge 26may65; the wreck (which was further damaged by a forest fire) was extant nov19 opb 14 TO opb 139 ATO of Yakutskaya OAG GVF; in natural metal c/s; w/o 22sep61 on the leg from Yakutsk to Oimyakon of a cargo flight from Yakutsk to Zyryanka when the crew forgot to switch the fuel selector from the aft left tank to another one when it ran empty so that the engines stopped due to fuel starvation, as the aircraft was flying on autopilot through clouds the crew did not immediately realise the loss of speed, the aircraft started to descend rapidly and crashed with high vertical speed on the woode slope of a hill 95 km west of Oimyakon, all 4 crew members and 2 passengers were killed; the wreck was found 24sep61; struck off charge 11jan62
36	05	CCCP-L4455 CCCP-16154	Li-2 Li-2	AFL/Yakutiya-YKS AFL/Yakutiya-YKS	i/s rgd	1949 1958/59	
36	06	CCCP-L4457 CCCP-16176 CCCP-16176 CCCP-16176	Li-2T Li-2T Li-2T Li-2T	AFL/East Sib.-IKT AFL/East Sib.-IKT AFL/East Sib.-UUD AFL/Ukraine-ODS	mfd rgd trf mfd	1948 1958/59 1963 1947	soc 06feb70 as life-time expired
36	07	CCCP-L4461 CCCP-16138 CCCP-16138	Li-2T Li-2T Li-2T	AFL/Ukraine-ODS AFL/Ukraine-ODS	rgd rgd	1958/59 1958/59	f/n DNK 07aug65; soc 21oct69 as life-time expired
36	08	CCCP-L4458 CCCP-L4458 CCCP-54785 CCCP-54785	Li-2T Li-2T Li-2T Li-2T	AFL/Krasnoyar.-KJA AFL/Krasnoyar.-VLE AFL/Krasnoyar.-VLE AFL/Krasnoyar.-VLE	mfd trf rgd rgd	1947 1951 1958/59 1947	soc 26oct61 as life-time expired
36	09	CCCP-L4462 CCCP-84629	Li-2T Li-2T	AFL/Far East-UUS AFL/Far East-UUS	mfd rgd	1947 20jun58	dbr 29aug60 when suffered severe structural damage at Shakhtyorsk, details unknown, no casualties; t/t 11,703 hours; soc 23may61
36	10	CCCP-L4459 CCCP-54786 CCCP-L4463	Li-2T Li-2T Li-2	AFL/Krasnoyar.-KJA AFL/Krasnoyar.-KJA AFL/Yakutiya-YKS	mfd rgd mfd	1946 1958/59 05feb48	soc 30jan60 as life-time expired opb 14 TAO; w/o 22nov48 on the leg from Zyryanka to Srednekolymysk of a flight from Yakutsk to Srednekolymysk when could not get in radio contact with the airfield so the crew tried to land at a small airstrip near Ryzhovo on the banks of the river Kolyma (the location of which was pointed out to the crew by a Po-2 pilot who was among the passengers), but the aircraft lost speed during the last turn before landing, stalled and crashed through the ice on the Kolyma 400 metres from the perimeter of the airstrip, all 5 crew and 18 of the 21 passengers killed and all 3 survivors injured; t/t 692 hours; soc nov48
37	01						opb 14 ATO; w/o 29apr49 on the leg from Yakutsk to Kirensk of a flight from Yakutsk to Novosibirsk when the crew failed to navigate correctly, resulting in a deviation from the prescribed flight path to the left by 70 km, and started to descend too early in clouds so that the aircraft crashed at a height of some 1,300 metres into the northern slope of Mount Okun 117 km east of Kirensk, 3 of the 6 crew and 11 of the 18 passengers killed and all 8 survivors injured (of them 2 crew and 5 passengers seriously); t/t 769 hours; soc 30apr49; the wreck was spotted from the air 01may49, but was reached by a rescue team only 08may49 opb 14 ATO; in a document 1949
37	02	CCCP-L4464	Li-2	AFL/Yakutiya-YKS	mfd	02mar48	opb NOAO; photo at NYU mar67; w/o 12oct67 on a cargo flight from Takhtamygda to Kyzyl-Syr through clouds when the left engine failed in flight and the crew decided to make an emergency landing at Aldan, when the landing gear failed to lower the crew decided to abort the approach and made a steep left turn in order to avoid colliding with the mountain beyond the runway, but the aircraft stalled over its left wing and crashed from a height of some 15-20 metres (probably icing contributed to the loss of control), all 4 crew and the sole passenger killed; soc 29mar68
37	03	CCCP-L4465 CCCP-16150 CCCP-16150	Li-2 Li-2 Li-2	AFL/Yakutiya-YKS AFL/Yakutiya-YKS AFL/Yakutiya-Nyu	mfd rgd trf	1943 1958/59 sep63	opb 11 ATO; w/o 24apr48 on the leg from Kirensk to Bodaibo of a flight from Irkutsk to Bodaibo in adverse weather when the crew left the prescribed flight path and followed the course of the Vitim river below the cloud cover, some 100 metres lower than the surrounding mountains, the aircraft encountered heavy turbulence (most passengers were unconscious and haphazardly strewn about the cabin) and eventually went out of control in a snow flurry with extreme turbulence and crashed into the ice of the Vitim river near the Klyuch-Yakor gorge close to Mamakan (14 km west of Bodaibo) with a left inclination, all 4 crew and 24 of the 25 passengers killed, the co-pilot had been drinking two hours before take-off; t/t 310 hours; soc 04jun48
37	04	CCCP-L4460	Li-2T	AFL/East Sib.-IKT	mfd	31jan48	opb 11 ATO; w/o 24apr48 on the leg from Kirensk to Bodaibo of a flight from Irkutsk to Bodaibo in adverse weather when the crew left the prescribed flight path and followed the course of the Vitim river below the cloud cover, some 100 metres lower than the surrounding mountains, the aircraft encountered heavy turbulence (most passengers were unconscious and haphazardly strewn about the cabin) and eventually went out of control in a snow flurry with extreme turbulence and crashed into the ice of the Vitim river near the Klyuch-Yakor gorge close to Mamakan (14 km west of Bodaibo) with a left inclination, all 4 crew and 24 of the 25 passengers killed, the co-pilot had been drinking two hours before take-off; t/t 310 hours; soc 04jun48
37	05	"52" CCCP-63912 CCCP-63912 CCCP-63912	Li-2T Li-2T Li-2T Li-2T	Soviet Air Force AFL/Urals-SVX AFL/Tyumen-Tjp AFL/Tyumen-TJM	mfd toc trf trf	01feb48 04aug64 20feb67 15may68	soc 26sep72 as worn out
37	06	not known CCCP-63843 CCCP-63843	Li-2 Li-2 Li-2	Soviet Air Force AFL/East Siberia AFL/East Sib.-HTA	mfd toc trf	mar48 unknown 23jul63	on charge as of 01nov60 soc 12jun73 as life-time expired
37	07	not known CCCP-63844	Li-2 Li-2	Soviet Air Force AFL/East Siberia	mfd toc	feb48 unknown	used in 28 passenger configuration; on charge as of 01nov60; opb 135 SAO at Kirensk (became 135 LO of Kirenski OAO in 1963); struck off charge 03aug70 as worn out
37	10	CCCP-L4466	Li-2	AFL/East Siberia	no	reports	involved in an accident, details unknown; soc 17sep57
38	03	not known	Li-2	Soviet Air Force	mfd	1948	the plate of an assembly carries the date 19dec47; possibly not Air Force, but KGB/Border Guards; the wreck of the aircraft rests at a height of 632 metres on the slope of Mount Kamenistaya (N65°22'10.1244" E174°31'46.6241") in the upper reaches of the river Yuzhny Pekulneiveyem, seen aug22, while the fin was seen at Tanyurer airfield aug21
39	09	CCCP-L4471 CCCP-L4471 CCCP-L4471 CCCP-16151	Li-2T Li-2T Li-2T Li-2T	AFL/Yakutiya-YKS AFL/East Sib.-YKS AFL/Yakutiya-YKS AFL/Yakutiya-YKS	mfd trf trf rgd	1948 sep52 unknown 1958/59	opb Yakutskaya aviagruppa on charge as of 01apr57 soc 24jan72 as life-time expired
39	10	CCCP-L4472 CCCP-51113 CCCP-51113 CCCP-51113 CCCP-51113 CCCP-51113 CCCP-51113	Li-2T Li-2T Li-2T Li-2T Li-2T Li-2T Li-2T	AFL/Ukraine-IEV AFL/Ukraine-IEV AFL/Sasovo Fl.Sch. AFL/N.Kavkaz-ROV AFL/N.Kavkaz-KRR AFL/Tyumen-Tjp AFL/Tyumen-TJM	IEV rgd trf trf trf trf trf	mar58 1958/59 30apr59 01aug59 1964 20feb67 05may68	seen ROV 15feb61
126	40	01 not known CCCP-06193 CCCP-78739	Li-2T Li-2T Li-2T	Soviet Air Force Khabarovsk SNKh MAP Kom-na-Amu MSZ	mfd rgd rgd	1948 19apr62 06dec65	soc 04nov70 as worn out c/n as such in old hand-written register book canx 05dec74
40	02	CCCP-L4467	Li-2	AFL/East Sib.-IKT	mfd	28apr48	opb 11 ATO; w/o 08apr51 on a cargo flight from Kirensk to Mama (Irkutsk region) when deviated from the approach pattern to the left by 6 km, flying along the river Vitim, and encountered a snow flurry with strong gusts of wind, the pilot did not cope with the situation so that the aircraft stalled and crashed in the taiga on the left banks of the river Vitim 18 km north-west of Mama airport, all 5 crew and 3 passengers (another crew) killed; t/t 2,667 hours; soc clearly given in MGA document as 28oct50, so perhaps the accident date should be 08apr50 ?
126	40	03 not known CCCP-83963	Li-2T Li-2T	Soviet Air Force MAP Kharkov APO	mfd rgd	mar48 02aug68	c/n as such in the old hand-written register book; canx 23may79; the rudder with the c/n 1264003 on it was dumped at Tanyurer (Chukotka), seen aug21 - so was the MAP aircraft abandoned at Tanyurer, or was the rudder fitted to another Li-2 ?
40	05	"24" CCCP-63913 CCCP-63913 CCCP-63913	Li-2T Li-2T Li-2T Li-2T	Soviet Air Force AFL/Urals-SVX AFL/Urals-CEK AFL/Tyumen-Tjp	mfd toc trf trf	1948 27jul64 06jun66 20feb67	photo exists taken at TOX in the early 1970s; canx 26mar73 as life-time expired
40	06	not known CCCP-71196 CCCP-71196 CCCP-71196	Li-2T Li-2T Li-2T Li-2T	Soviet Air Force AFL/Yakutiya-Nyu AFL/Urals-Tjp AFL/Tyumen-Tjp	mfd toc trf trf	mar48 04mar60 09dec65 20feb67	soc 27apr72 as worn out
40	08	CCCP-L4478 CCCP-84712	Li-2T Li-2T	AFL/Krasnoyarsk AFL/Krasnoyar.-KJA	mfd rgd	1948 1958/59	soc 07sep70 as worn out
40	09	CCCP-L4468 CCCP-16155 CCCP-16155 CCCP-16155	Li-2T Li-2T Li-2T Li-2T	AFL/Yakutiya-YKS AFL/Yakutiya-YKS AFL/Yakutiya-Bat AFL/Yakutiya-YKS	mfd rgd trf mfd	1948 1958/59 08apr60 1948	damaged 20feb61 at Moma, landed adjacent to the runway; soc 07dec61 as life-time expired involved in an accident, details unknown; soc 02mar50
41	01	CCCP-L4469	Li-2	AFL/Yakutiya-YKS	mfd	1948	

41 02	CCCP-L4470 CCCP-84691	Li-2 Li-2	AFL/North Kavkaz AFL/North Kavkaz	no no	reports reports	
41 03	CCCP-L4476 CCCP-L4476 CCCP-84630	Li-2 Li-2 Li-2	AFL/Urals AFL/Far East AFL/Far East	rgd trf rgd	jul48 ? 1953 ? 21jun58	soc 25jul60 as worn out used in transport configuration; operated initially by 3 TAO at SVX; trf to 17 TAO at SVX 01jul48 opb 198 AO at KHV as of apr57 confirmed in register 07jul59; opb 198 AO (became 198 LO of Khabarovski OAO in 1963); struck off charge 03aug70 as worn out
41 04	CCCP-L4473 CCCP-16139 CCCP-16139	Li-2T Li-2T Li-2T	AFL/Ukraine-ODS AFL/Ukraine-ODS AFL/Ukraine-DNK	mfd rgd trf	21jun48 1958/59 1961	opb 101 AO; w/o 15nov63 on the leg from Baku to Dnepropetrovsk (at night) of a cargo flight from Yerevan to Dnepropetrovsk when encountered heavy turbulence in a thunderstorm (due to poor performance of the meteorological service), broke up in mid-air due to the high g-loads, crashed in a field 10 km north of Izobilnoye (now Izobilny, Stavropol region) and exploded (the left horizontal stabiliser was the first part to break off, it came down 850 metres from the rest of the wreckage), all 4 crew and 2 passengers killed; t/t 16,084 hours; soc 30dec63
41 05	CCCP-L4481 CCCP-L4481 CCCP-65702	Li-2T Li-2T Li-2T	AFL/Far East-KHV AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS	mfd trf rgd	1946 sep52 1958/59	soc 13oct59 as life-time expired
41 06	CCCP-L4474 CCCP-84692 CCCP-84692	Li-2 Li-2 Li-2	AFL/North Kavkaz AFL/North Kavkaz Aeroflot/KShVLP	no no trf	reports reports 10jan61	Kirovograd Advanced Flying Training College; soc 22dec61 as life-time expired ?, it is not possible to read the year in the MGA document
41 07	CCCP-L4482 CCCP-84631	Li-2T Li-2T	AFL/Far East-PKC AFL/Far East-PKC	mfd rgd	1948 1958/59	soc 20jun66 as worn out
41 08	CCCP-L4483 CCCP-84632	Li-2T Li-2T	AFL/Far East-KHV AFL/Far East-KHV	mfd rgd	1948 1958/59	soc 22mar62 as life-time expired
41 09	CCCP-L4475 CCCP-L4475	Li-2 Li-2	AFL/Yakutiya AFL/East Siberia	rgd trf	jul48 ? 10oct52	used in cargo configuration; opb 14 ATO at Yakutsk as of 15sep50; trf to 139 ATO at Yakutsk sep52 opb 139 ATO of Yakutskaya aviagruppa as of feb53 and by 2 AE of 139 ATO as of 07oct53; in olive drab or dark green c/s with light blue or light grey underside; damaged 05nov54 while taxiing at Yakutsk when collided with a step ladder, suffering damage to the right propeller and the right side of the fuselage; photo in summer 1955
	CCCP-L4475	Li-2	AFL/Yakutiya	trf	01jan57	opb 2 AE 139 AO of Yakutskaya OAG GVF at Yakutsk; damaged 03jan57 whilst parked at Magan when the left wing of taxiing Li-2 CCCP-L4793 collided with the wing of Li-2 CCCP-L4475
	CCCP-16156	Li-2	AFL/Yakutiya	rgd	17may58	opb 139 AO of Yakutskaya OAG GVF (became 139 LO of Yakutski OAO 21jan63); soc 21sep67 due to corrosion
41 10	CCCP-L4477	Li-2T	AFL/Urals-SVX	rgd	1948	damaged 25mar51 on a cargo flight from Novy Port to Salekhard when encountered below-minima weather conditions (heavy snowfall) on final approach, tried to land anyway, dropped below the glide slope in poor visibility and touched down before the runway threshold, no casualties; provisionally repaired on-site and ferried to Sverdlovsk 03apr51; the overhaul plant at Sverdlovsk stated that further repair would be economically not viable, but the aircraft was repaired anyway
	CCCP-L4477 CCCP-L4477 CCCP-16166	Li-2T Li-2T Li-2T	AFL/West Sib.-SVX AFL/Urals-SVX AFL/Urals-CEK	trf trf rgd	sep52 22aug57 20may58	opb Sverdlovskaya aviagruppa opb Uralskaya OAG GVF soc 30may61 as life-time expired
42 01	CCCP-L4479 CCCP-54781	Li-2T Li-2T	AFL/Krasnoyar.-KJA AFL/Krasnoyar.-KJA	mfd rgd	1948 1958/59	photo in "Sovyetiski Soyuz" magazine apr50; in natural metal c/s soc 22jul60 as life-time expired
42 02	CCCP-L4480 CCCP-L4480 CCCP-84696 CCCP-84696	Li-2T Li-2T Li-2T Li-2T	Aeroflot/USHVLP AFL/Krasny Kut FS Aeroflot/KShVLP AFL/Urals-CEK	mfd trf trf trf	1948 05may58 05aug60 23nov63	Ulyanovsk Advanced Flying Training College may have already become CCCP-84696 by this date Kirovograd Advanced Flying Training College soc 03aug70 as life-time expired
42 03	CCCP-L4487 CCCP-L4487 CCCP-16152 CCCP-16152	Li-2T Li-2T Li-2T Li-2T	AFL/Yakutiya-YKS AFL/East Sib.-YKS AFL/Yakutiya-YKS AFL/Yakutiya-YKS	YKS trf trf rgd	24jun50 sep52 unknown 1958/59	had to return to Olyokminsk on a flight to Vitim because of bad weather 24jun50 on charge as of 01apr57
42 04	CCCP-L4486 CCCP-84655 CCCP-84655	Li-2 Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk-GOJ	no rgd trf	reports 1958/59 01jan60	soc 28may63 as life-time expired soc 24aug63 as worn out
42 06	CCCP-L4488 CCCP-L4488 CCCP-16177 CCCP-16177	Li-2P Li-2P Li-2P Li-2P	AFL/Yakutiya AFL/East Siberia AFL/East Siberia AFL/Yakutiya	rgd trf rgd trf	1948 sep52 22may58 unknown	initially opb 14 TAO (in a document in 1949); later reportedly opb UTO-17 opb Yakutskaya aviagruppa opb Yakutskaya OAG GVF; trf to 139 ATO at Yakutsk 22mar60; later reportedly opb 192 AO at Nyurba; severely damaged 24apr60 on a flight from Nyurba with the MTOW exceeded by 600 kg when lifted off at low speed and a high angle of attack, stalled and crashed, no casualties; t/t 10,192 hours; the repair facility at Alma-Ata refused to repair the aircraft and so it was soc 09dec60
42 07	CCCP-L4489 CCCP-16216	Li-2T Li-2T	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	mfd rgd	1948 1958/59	f/n ROV dec56; l/n ROV 02apr58 soc 19apr61 as worn out
42 09	CCCP-L4484 CCCP-84633(1)	Li-2 Li-2	AFL/Far East-PKC AFL/Far East-PKC	mfd rgd	1948 20jun58	soc 19apr61 as worn out dbr 19nov59 when suffered severe structural damage, details unknown, no casualties; t/t 10,386 hours; the aircraft rested at the accident site for a long time and suffered from corrosion; soc only 23may61; see c/n 18433204
42 10	CCCP-L4485 CCCP-84634	Li-2 Li-2	AFL/Far East-UUS AFL/Far East-PKC	no rgd	reports 1958 ?	opb 149 AO; dbr 23feb61 on take-off from Ossora (Kamchatka) when the carburetors suffered from icing as their heating had not been humidity was 99 % so that the engines lost power and the aircraft made a forced landing, suffering substantial damage, no casualties; t/t 12,989 hours; soc 08jun61 as worn out
43 02	CCCP-L4492	Li-2	AFL/Syktvykar-SCW	mfd	1948	soc 04jul58 as worn out
43 07	CCCP-L4600 CCCP-L4600 CCCP-L4600 CCCP-84600	Li-2T Li-2T Li-2T Li-2T	AFL/Urals-SVX AFL/West Sib.-SVX AFL/Urals-SVX AFL/Urals-SVX	mfd mfd trf rgd	jul48 sep52 aug58 1958/59	soc 16oct61 as life-time expired soc 29jul58 as worn out opb 28 TAO; w/o 29jan49 on a cargo flight from Nizhnaya Pyosha to Arkhangelsk-Talagi when took off with a cross wind of 14-17 metres per second and lifted off at low speed at the end of the runway, after starting the initial climb with a high angle of attack the aircraft lost speed and the cargo which had not been fastened properly shifted rearward, the aircraft stalled at a height of 15-20 metres and crashed 75 metres beyond the runway threshold, 3 of the 4 crew killed and the survivor injured; t/t 757 hours; soc 24may49
43 08	CCCP-L4490	Li-2T	AFL/Northern-LED	mfd	1948	soc 05apr58 as life-time expired
43 09	CCCP-L4491	Li-2T	AFL/Northern-LED	mfd	23jul48	soc 20jul57 as life-time expired
43 10	CCCP-L4493	Li-2	AFL/Northern-LED	mfd	1948	used in cargo configuration; rgd aug48 ?
44 01	CCCP-L4494	Li-2	AFL/Moscow (MUTA)	no	reports	Glavnoye upravleniye geodezii i kartografi (Main Directorate of Geodesy and Cartography); leased from GU GVF; used in photo survey configuration; on charge during the 2nd quarter of 1952; opb Moskovski AFO
44 02	CCCP-L4495 CCCP-L4495	Li-2 Li-2	AFL/Central Region GU GK	mfd trf	30jul48 unknown	opb 1 AOVS at Myachikovo as of 01jan57 redesignated AFL/Central Region in 1971; opb 1 AOVS (became 229 LO AFS of Myachkovski OAO in 1962) opb 229 LO AFS of Myachkovski OAO; soc 31jul72 as worn out
44 03	CCCP-L4495 CCCP-65703 CCCP-73950 CCCP-L4496 CCCP-L4496 CCCP-L4496	Li-2 Li-2 Li-2 Li-2T Li-2T Li-2T	AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS AFL/Central Region AFL/Urals-SVX AFL/West Sib.-SVX AFL/Urals-SVX	trf rgd rgd mfd trf trf	unknown 17may58 30may72 jul48 sep52 aug57	opb 120 ATO; soc 15apr60 as amortisation period expired involved in an accident, details unknown; soc 13jul49
44 05	CCCP-L4654	Li-2	AFL/...	no	reports	soc 30may61 as life-time expired
44 07	CCCP-L4651 CCCP-84651	Li-2T Li-2T	AFL/Urals-SVX AFL/Urals-PEE	mfd rgd	jul48 1959	soc 14feb58 as life-time expired
44 08	CCCP-L4497	Li-2T	AFL/Moscow (MUTA)	mfd	1948	opb 15 ATO; w/o 04sep48 on the leg from Moscow-Bykovo to Kharkov of a flight from Moscow-Bykovo to Simferopol when the captain ordered to switch off the landing light and to retract the landing gear immediately after take-off from Bykovo at night but lost orientation in the darkness, the aircraft touched the ground with the left propeller but continued to fly until the left wing hit a fence and a telephone pole, 150 metres further on the aircraft crashed into a garden and burnt out, 1 of the 4 crew and 5 of the 20 passengers killed plus 2 crew and 6 passengers injured, the crew had not had enough time for rest before the flight; t/t 113 hours; soc 01oct48
44 09	CCCP-L4498	Li-2	AFL/Moscow	mfd	jul48	soc 27nov60 as worn out
44 10	CCCP-L4499 CCCP-16175	Li-2T Li-2T	AFL/East Sib.-HTA AFL/East Sib.-HTA	mfd rgd	1948 1958/59	soc 02nov62 as life-time expired
45 01	CCCP-L4656 CCCP-L4656 CCCP-L4656 CCCP-84656	Li-2T Li-2T Li-2T Li-2T	AFL/Urals-SVX AFL/West Sib.-SVX AFL/Urals-SVX AFL/Urals-SVX	mfd trf trf rgd	1948 sep52 22jul57 dec58	f/n SVX 18oct58 soc 13dec60 as worn out
45 02	CCCP-L4652 CCCP-L4652 CCCP-L4652 CCCP-84652	Li-2T Li-2T Li-2T Li-2T	AFL/Volga-KUF AFL/Centr.Reg.-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF	mfd trf trf rgd	1948 sep52 nov54 1958/59	soc 03jul63 as life-time expired
45 03	CCCP-L4653 CCCP-L4653 CCCP-84653	Li-2T Li-2T Li-2T	AFL/Latvia-RSC AFL/Yakutiya-YKS AFL/Yakutiya-YKS	no trf rgd	reports 26feb58 1958/59	soc 14sep63 as life-time expired
45 04	CCCP-L4655 CCCP-84672	Li-2T Li-2T	AFL/Krasnoyar.-KJA AFL/Krasnoyar.-KJA	mfd rgd	1948 1958/59	soc 27nov60 as worn out
45 05	CCCP-L4650 CCCP-84650	Li-2T Li-2T	AFL/North Kavkaz AFL/North Kavkaz	no no	reports reports	soc 25jul59 as worn out

45 06	CCCP-L4657	Li-2	AFL/Krasnoyarsk-KJA	mfd	21aug48	
	CCCP-84657	Li-2	AFL/Ukraine-ODS	trf	22jul58	soc 21oct69 as life-time expired
45 07	CCCP-L4665	Li-2T	AFL/Yakutiya-YKS	rgd	unknown	opb 14 TAO; in a document 1949
	CCCP-L4665	Li-2T	AFL/East Sib.-YKS	trf	sep52	opb Yakutskaya aviagruppa
	CCCP-L4665	Li-2T	AFL/Yakutiya-YKS	trf	unknown	on charge as of 01apr57
	CCCP-84665	Li-2T	AFL/Yakutiya-YKS	rgd	1958/59	
	CCCP-84665	Li-2T	AFL/Yakutiya-YKS	trf	21jan63	soc 28may63 as life-time expired
45 08	CCCP-L4658	Li-2T	AFL/East Sib.-IKT	mfd	sep48	opb 11 ATO; w/o 12oct48 on the leg from Kirensk to Bodaibo of a cargo flight from Irkutsk to Bodaibo when both engines stopped due to fuel starvation after 1 hour and 13 minutes (the fuel filters and pipes were clogged with ice as the aircraft had been refuelled at Kirensk with fuel which contained too much water), the aircraft came down in the taiga near the Parshinka river 25 km SSW of Parshino (Kirensk district of the Irkutsk region) and caught fire, all 4 crew killed; t/t 88 hours; soc oct48
45 09	CCCP-L4659	Li-2	AFL/East Sib.-IKT	mfd	1948	
	CCCP-L4659	Li-2	AFL/Moscow (MUTA)	no	reports	soc 14dec55 as worn out
45 10	CCCP-L4660	Li-2T	AFL/Yakutiya	mfd	1948	
	CCCP-L4660	Li-2T	AFL/East Siberia	trf	sep52	
	CCCP-L4660	Li-2T	AFL/Yakutiya	trf	unknown	on charge as of 01apr57
	CCCP-84660	Li-2T	AFL/Yakutiya	rgd	1958/59	
	CCCP-84660	Li-2T	AFL/Yakutiya-YKS	trf	1963	soc 30jan63 as life-time expired
46 01	CCCP-L4661	Li-2T	AFL/Krasnoyarsk-KJA	mfd	11sep48	
	CCCP-L4661	Li-2T	AFL/Krasnoyarsk-VLE	trf	01nov49	opb 128 OAO; w/o 04dec52 on the leg from Yeniseisk to Krasnoyarsk of a flight from Dudinka to Krasnoyarsk when the left propeller oversped some 25 minutes into the flight (at night) and could not be feathered, the crew decided to return to Yeniseisk, but the aircraft lost height constantly, touched tree tops, came down in the taiga 25 km south of Yeniseisk and broke up, 3 of the 14 passengers killed and 8 as well as 2 of 5 crew injured; t/t 2,670 hours; soc 01jan53
46 02	CCCP-L4662	Li-2T	AFL/Krasnoyarsk-KJA	mfd	1948	
	CCCP-L4662	Li-2T	AFL/Krasnoyarsk-VLE	trf	03nov49	
	CCCP-L4662	Li-2T	AFL/Krasnoyarsk-KJA	trf	1955	
46 03	CCCP-L4662	Li-2T	AFL/Krasny Kut FS	trf	31may58	involved in an accident 05jun58, details unknown; soc 21jun58
	CCCP-L4663	Li-2T	AFL/Far East-UUS	mfd	sep48	
	CCCP-L4663	Li-2T	AFL/East Siberia	trf	sep52	
	CCCP-L4663	Li-2T	AFL/Yakutiya	rgd	1958/59	
	CCCP-L4663	Li-2T	AFL/Yakutiya-YKS	trf	21jan63	on charge as of 01apr57
	CCCP-84663	Li-2T	AFL/Far East-VVO	rgd	1958/59	soc 27apr72 as life-time expired
46 04	CCCP-L4664	Li-2T	Aeroflot/USHVLP	mfd	1948	Ulyanovsk Advanced Flying Training College
	CCCP-L4664	Li-2T	AFL/Krasny Kut FS	trf	13may58	
	CCCP-84664	Li-2T	AFL/Krasny Kut FS	rgd	1958/59	
	CCCP-84664	Li-2T	Aeroflot/KShVLP	trf	05aug60	Kirovograd Advanced Flying Training College; f/n MRV 03nov61
	CCCP-84664	Li-2T	AFL/Urals-SVX	trf	01dec63	
	CCCP-84664	Li-2T	AFL/Urals-PEE	trf	29nov65	soc 25oct69 as worn out
46 05	CCCP-L4666	Li-2T	AFL/Yakutiya-YKS	mfd	1948	opb 14 TAO; in a document in 1949
	CCCP-L4666	Li-2T	AFL/East Sib.-YKS	trf	sep52	opb 139 ATO Yakutskoi aviagruppy; dbr 21jan53 on a test flight from Irkutsk after an engine change when the left engine lost power (due to faulty maintenance) shortly after take-off at a height of some 30-40 metres and the propeller was not feathered due to poor crew resource management, the pilot attempted to return to the airport, but the aircraft lost speed and height while flying a turn and collided with a house at 2-ya Sovyetskaya ulitsa on the outskirts of Irkutsk, all 5 crew members and 1 woman on the ground were injured; soc 07feb53
46 06	CCCP-L4601	Li-2	Aeroflot/USHVLP	mfd	1948	Ulyanovsk Advanced Flying Training College
	CCCP-84601	Li-2	AFL/Krasny Kut FS	trf	05may58	registration assumed although the last digit is missing in MGA document, CCCP-84607 is also available
	CCCP-84601	Li-2	Aeroflot/KShVLP	trf	05jul60	Kirovograd Advanced Flying Training College; soc 22dec61 as life-time expired
46 07	CCCP-L4602	Li-2	AFL/Yakutiya-YKS	mfd	sep48	initially opb 14 TAO, as such in a document 1949; later opb 46 ATO; w/o 03may52 on the leg from Yakutsk to Khandyga of a cargo flight from Yakutsk to Allaikha when the favourable weather forecast turned out not to be in line with reality, the aircraft deviated from the prescribed flight path due to strong winds, entered clouds and crashed at a height of some 1,200 metres into the north-western slope of the first mountain of the Verkhoyanski khibet ridge (95 km north-west of Khandyga) and fell down into a ravine, all 4 crew killed; t/t 2,284 hours; wreck found only 11may52; soc 20jul52
46 08	CCCP-L4603	Li-2T	AFL/Yakutiya-YKS	mfd	23sep48	
	CCCP-L4603	Li-2T	AFL/East Sib.-YKS	trf	sep52	
	CCCP-L4603	Li-2T	AFL/Yakutiya-YKS	trf	unknown	on charge as of 01apr57
	CCCP-84603	Li-2T	AFL/Yakutiya-YKS	rgd	1958/59	opb 139 AO; w/o 18dec62 on a cargo flight from Yakutsk to Olyokminsk when the crew lost orientation on approach to Olyokminsk in difficult weather conditions, mistook the Sinyaya river for the Lena river and started to descend to 240 metres while it was still too early for that (the outer marker had not yet been passed), this resulted in the aircraft flying too low and crashing into a wooded hill of 434 metres 25 km from Olyokminsk airport, all 4 crew killed; wreck found 19dec62; t/t 11,607 hours; soc 18jan63
46 09	CCCP-L4604	Li-2	AFL/Northern-LED	mfd	1948	
	CCCP-84604	Li-2	AFL/Northern-LED	rgd	1958/59	soc 10oct69 as life-time expired
46 10	CCCP-L4606	Li-2T	AFL/Ukraine-IEV	mfd	1948	converted to cargo/passenger version by ARB-411, committing several mistakes in the process
	CCCP-84606	Li-2T	AFL/Ukraine-IEV	rgd	1958/59	soc 03jun60 as life-time expired
47 03	not known	Li-2T	Soviet Air Force	FRG	1960	photo exists; commanders plane of the 194 gv vtap, Fergana
	CCCP-06164	Li-2T	AFL/Turkmenis.-ASB	rgd	14aug64	soc 27nov72 as life-time expired
126 47 04	not known	Li-2T	Soviet Air Force	mfd	1948	
	CCCP-29102	Li-2T	MRP NIIP"Leninets"	rgd	30aug68	c/n as such in old hand-written register book; canx 17jul73
47 08	not known	Li-2T	Soviet Air Force	mfd	1948	
	CCCP-79165	Li-2	MAP Kom-na-Amu MSZ	rgd	29nov65	canx 18sep72
48 01	not known	Li-2	Soviet Air Force	mfd	oct48	
	CCCP-71251	Li-2	AFL/Privolzhsk-REN	toc	unknown	on charge as of 01jul60; soc 06mar69 as life-time expired
48 02	not known	Li-2	Soviet Air Force	mfd	1948	
	CCCP-71293	Li-2	AFL/Moscow (MUTA)	toc	24jul60	
	CCCP-71293	Li-2	AFL/Moscow ASP	trf	11apr63	seen KZN 03feb65
48 03	CCCP-71293	Li-2	AFL/Northern	trf	01jul65	both year and month difficult to read in MGA document; soc 04jul72 as worn out
	not known	Li-2	Soviet Navy			opb 563 otap VVS TOF at Sovyetskaya Gavan-Znamenskoye; w/o 01feb51 on take-off from Znamenskoye at night when deviated by 15-20 degrees to the right from the prescribed flight path while climbing out and crashed at a height of 340 metres into the wooded south-western slope of Mount Kekurnaya (450 metres) 4 km south of the airfield, 2 of the 6 crew killed and all 4 survivors slightly injured; parts of the wreckage were extant oct10
48 05	not known	Li-2	Soviet Air Force	mfd	1948	
	CCCP-71194	Li-2	AFL/Privolzhsk-UFA	toc	unknown	on charge as of 01apr60; soc 17mar72 as worn out
48 07	not known	Li-2T	Soviet Air Force	mfd	1948	
	CCCP-63886	Li-2T	AFL/Urals-SVX	toc	01aug63	
	CCCP-63886	Li-2T	AFL/Urals-CEK	trf	unknown	on charge as of 01oct63
	CCCP-63886	Li-2T	AFL/Urals	trf	09aug64	
	CCCP-63886	Li-2T	AFL/Tyumen-Tjp	trf	20feb67	
	CCCP-63886	Li-2T	AFL/Tyumen-TJM	trf	1968	soc 27apr72 as worn out
49 02	not known	Li-2	Soviet Air Force	mfd	1948	
	CCCP-63893	Li-2	AFL/Krasnoyarsk	toc	23aug62	soc 25nov69 as worn out
49 04	not known	Li-2T	Soviet Air Force	mfd	1948	
	CCCP-63919	Li-2T	AFL/Polar	toc	24jul64	w/o 08may66 when sank 15 minutes after landing on ice at a drifting polar station, no casualties; soc 05jul66
49 07	not known	Li-2	Soviet Air Force	mfd	1949	
	CCCP-63845	Li-2	AFL/East Sib.-HTA	toc	unknown	on charge as of 01nov60; seen HTA 01mar67; soc 22feb74 as life-time expired
50 03	not known	Li-2	Soviet Air Force	mfd	1949	
	CCCP-71177	Li-2	AFL/Far East-KHV	trf	feb60	on charge as of 01mar60; soc 07sep73 as life-time expired
126 50 04	not known	Li-2T	Soviet Air Force	mfd	1948	
	CCCP-58645(1)	Li-2T	MAP Rybinsk Motors	rgd	11dec65	canx 15jan74; c/n as such in old hand-written register book, see c/n 33444610
	not known	Li-2T	Soviet Air Force?	mfd	1949	
	CCCP-63846	Li-2T	AFL/East Siberia	toc	19sep60	on charge as of 01nov60
	CCCP-63846	Li-2T	AFL/Moscow (MUTA)	trf	01jun61	
	CCCP-63846	Li-2T	AFL/Moscow ASP	trf	11apr63	
	CCCP-63846	Li-2T	AFL/Northern-ARH	trf	12mar67	soc 22feb74 as life-time expired
	CCCP-63846	Li-2T	AFL/Arkhangel.-ARH	trf	01jan73	
50 07	not known	Li-2	Soviet Air Force	mfd	1949	
	CCCP-63849	Li-2	AFL/Kazakhstan-KGF	toc	19sep60	soc 22feb74 as life-time expired
50 08	not known	Li-2	Soviet Air Force	mfd	1949	
	CCCP-71167	Li-2	AFL/Mosk. AG SPiVS	toc	unknown	on charge as of 01mar60; f/n SVX 26sep62; soc 29aug66 as worn out
50 10	not known	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-04368	Li-2T	not known	no	reports	converted for tests of the aiming system of the KS-1 cruise missile, equipped for that with some systems from the Tu-4K
	CCCP-04368	Li-2T	AFL/Polar	rgd	28feb61	handed over 03mar61
126 51 02	CCCP-04368	Li-2T	AFL/Centr.Reg.-Mya	trf	21oct70	dbr, details unknown; soc04jul72
	not known	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-06200	Li-2T	Kuibyshev SNKh	rgd	29jun63	c/n as such in old hand-written register book
	CCCP-27213	Li-2T	MAP Kuibyshev MZ	rgd	29nov65	canx 27dec73
51 04	not known	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-63837	Li-2T	AFL/Moscow (MUTA)	toc	19sep60	
	CCCP-63837	Li-2T	AFL/Moscow ASP	trf	11apr63	seen MRV 30apr64

		CCCP-63837	Li-2T	AFL/Tyumen	trf	14jan70	was already seen TJM 09apr70; soc 24jan73 as life-time expired
51 05		not known	Li-2T	Soviet Air Force	mfd	1949	
		CCCP-63896	Li-2	AFL/Krasnoyarsk - KJA	toc	02feb63	soc 22nov74 as life-time expired
51 07		not known	Li-2T	Soviet Air Force	mfd	1949	
		CCCP-63836	Li-2T	AFL/Moscow (MUTA)	toc	19sep60	
		CCCP-63836	Li-2T	AFL/Moscow ASP	toc	11apr63	
		CCCP-63836	Li-2T	AFL/Northern-ARH	toc	09aug68	
		CCCP-63836	Li-2T	AFL/Arkhangelsk - ARH	toc	01jan73	soc 22feb74 as life-time expired
51 08		not known	Li-2	Soviet Air Force	mfd	1949	
		CCCP-93917(1)	Li-2	MOMS Zlatoust	rgd	11nov65	canx 06sep73; see c/n 33444108
51 09		not known	Li-2T	Soviet Air Force	mfd	1949	
		CCCP-04369	Li-2T	AFL/Polar	rgd	25jan61	ex Soviet Air Force; handed over 03mar61
		CCCP-04369	Li-2T	AFL/Krasnoyarsk - HTG	trf	30oct70	l/n at Severnaya Zemlya archipelago in early 1970s; soc 09apr74 as life-time expired
52 02		not known	Li-2T	Soviet Air Force?	mfd	1949	
		CCCP-71254	Li-2T	AFL/Privolzhsk-KZN	toc	10jun60	f/n KUF 11may63
		CCCP-71254	Li-2T	AFL/Tyumen	trf	27feb67	
		CCCP-71254	Li-2T	AFL/Urals	trf	31dec67	soc 22nov73 as worn out
52 04		not known	Li-2	Soviet Air Force	mfd	1949	
		CCCP-71168	Li-2T	AFL/Mosk. AG SPIVS	toc	unknown	on charge as of 01mar60
		CCCP-71168	Li-2T	AFL/Belarus-MHP	trf	01oct61	
		CCCP-71168	Li-2T	AFL/Lithuania-VNO	trf	07mar67	
		CCCP-71168	Li-2T	AFL/Northern-ARH	trf	09oct68	
		CCCP-71168	Li-2T	AFL/Arkhangelsk - ARH	trf	01jan73	soc 09apr74 as life-time expired
52 07		not known	Li-2T	Soviet Air Force	mfd	1949	
		CCCP-63855	Li-2T	AFL/Northern-LED	trf	01mar61	
		CCCP-63855	Li-2T	AFL/Northern-ARH	trf	06jan71	soc 26dec72 as worn out
52 09		"20"	Li-2	Soviet Air Force	mfd	1949	the code was probably red or yellow; opb 2 ae 194 vtap at Fergana, was the aircraft of the squadron commander; in olive drab or dark green c/s with light grey or light blue undersides; photo at Fergana in 1961
					rgd	14aug64; soc 31oct73 as worn out	
126 53 02		CCCP-06163	Li-2T	AFL/Turkmenis.-CRZ	toc	14aug64	
		not known	Li-2T	Soviet Air Force	mfd	1949	
		CCCP-84624(3)	Li-2T	AFL/Kazakhstan	toc	13may71	soc 22feb74 as life-time expired; see c/n 18428001 and 18427609
53 04		not known	Li-2	Soviet Air Force?	mfd	1949	
		CCCP-66759	Li-2	MAP Kuibyshev MOM	rgd	29nov65	canx 27dec73
53 05		not known	Li-2T	Soviet Air Force	mfd	1949	
		CCCP-78734	Li-2T	MAP Ulan-Ude APO	rgd	01dec65	canx 16mar74
53 06		not known	Li-2T	Soviet Air Force	mfd	1949	
		CCCP-66754	Li-2T	MOMS Chelyabinsk	rgd	28mar61	canx 06sep78
53 07		not known	Li-2T	Soviet Air Force	mfd	1949	
		CCCP-71182	Li-2T	AFL/N. Kavkaz-KRR	toc	01mar60	
		CCCP-71182	Li-2T	AFL/Far East-PKC	trf	25jan67	soc 04jul77 as worn out
54 03		"15"	Li-2T	Soviet Air Force	mfd	1949	
		CCCP-63914	Li-2T	AFL/Urals-SVX	trf	04aug64	
		CCCP-63914	Li-2T	AFL/Tyumen-Tjp	trf	20feb67	
		CCCP-63914	Li-2T	AFL/Tyumen-TJM	trf	15may68	f/n TJM 09sep70; soc 12jun73 as worn out
54 06		not known	Li-2T	Soviet Air Force	mfd	1949	
		CCCP-63915	Li-2T	AFL/Urals-SVX	toc	30aug64	
		CCCP-63915	Li-2T	AFL/Tyumen-Tjp	trf	20feb67	
		CCCP-63915	Li-2T	AFL/Tyumen-TJM	trf	15may68	f/n TJM dec69; soc 22nov73 as worn out
54 10		not known	Li-2T	Soviet Air Force?	mfd	1949	
		CCCP-71166	Li-2T	AFL/Mosk. AG SPIVS	toc	unknown	on charge as of 01mar60
		CCCP-71166	Li-2T	AFL/Tyumen	trf	12jan70	soc 24aug72 as life-time expired
55 01		CCCP-L1286	Li-2T	AFL/Far East-UUS	mfd	1949	
		CCCP-L1286	Li-2T	AFL/Far East-KHV	trf	jul57	involved in an accident, details unknown; soc 20mar58
55 02		not known	Li-2T	Soviet Air Force	mfd	1949	
		CCCP-63898	Li-2T	AFL/Krasnoyarsk	toc	26aug63	used in cargo configuration; opb 126 LO of Krasnoyarski OAO; struck off charge 30may72 as worn out
55 07		not known	Li-2T	Soviet Air Force	mfd	1949	
		CCCP-63833	Li-2T	AFL/Urals-SVX	toc	02sep60	f/n SVX 26sep62; reported based at MQF 23dec64
		CCCP-63833	Li-2T	AFL/Urals-CEK	trf	27sep67	
		CCCP-63833	Li-2T	AFL/Urals-SVX	trf	27oct67	
		CCCP-63833	Li-2T	AFL/Urals-CEK	trf	jan68	soc 14dec73 as worn out
55 09		CCCP-L1289	Li-2T	AFL/Far East-UUS	rgd	1949	opb 149 AO from sep52; trf to 142 AO in 1957; photo in "Grazhdanskaya Aviatsiya" magazine
		CCCP-84639	Li-2T	AFL/Far East-UUS	rgd	20jun58	
		CCCP-84639	Li-2T	AFL/Far East-PKC	trf	jul63	opb 142 AO (became 142 LO Kamchatskogo OAO jul63); t/t 14,356 hours by 01dec63; soc 19jun67 as worn out
55 09		CCCP-L1289	Li-2T	AFL/Far East-UUS	mfd	1949	
		CCCP-84639	Li-2T	AFL/Far East-UUS	rgd	1958/59	
		CCCP-84639	Li-2T	AFL/Far East-PKC	trf	jul63	soc 19jun67 as worn out
56 01		not known	Li-2T	Soviet Air Force	mfd	1949	
		CCCP-04367	Li-2T	AFL/Polar	rgd	25jan61	ex Soviet Air Force; handed over 03mar61; photo exists taken 1963
		CCCP-04367	Li-2T	AFL/Krasnoyarsk - HTG	trf	30oct70	soc 22nov73 as worn out
126 56 02		not known	Li-2T	Soviet Air Force	mfd	1949	
		CCCP-48101	Li-2T	MAP Kazan APO	rgd	29oct69	c/n as such in old hand-written register book; canx 27dec75
56 03		not known	Li-2T	MVD - Dalstro	mfd	1949	
		CCCP-L1287	Li-2T	AFL/Far East-KHV	rgd	1955	opb Magadanskaya aviagruppa
		CCCP-L1287	Li-2T	AFL/Magadan	trf	jun57	opb Magadanskaya OAG GVF
		CCCP-84627	Li-2T	AFL/Yakutiya-YKS	trf	30aug58	opb Yakutskaya OAG GVF; damaged 18jun59 at Deputatski when the central wing section suffered structural damage, details unknown, no casualties; t/t 9,541 hours; as the aircraft could not be repaired at that remote airfield it was soc 15feb60
56 04		not known	Li-2	Soviet Air Force	mfd	1949	
		CCCP-63830	Li-2	AFL/East Sib.-UUD	toc	02sep60	f/n HTA 11mar61; soc 30oct74 as life-time expired
56 05		not known	Li-2T	Soviet Air Force	mfd	1949	
		CCCP-04370	Li-2T	AFL/Polar	toc	06jan61	in natural metal c/s with two thin cheatlines and 'Aeroflot' and small 'Polyarnaya Aviatsiya' titles on the nose; dbr 13oct64 on an ice-reconnaissance flight from Tiksi to the mouth of the river Lena when encountered fog, climbed out, descended again near Mys Khorgo (Anabar district of Yakutiya) in order to guide a tug-boat on its way to Tiksi and entered a layer of fog, as the aircraft had veered off course (unnoticed by the crew) it turned up over hilly terrain 60 km east of Cape Khorgo instead over the sea, collided with a hill-top (N73°27' E115°24'), hit a second hill-top 650 metres further on, flew another 60 metres and came to rest in a valley between two hills, all 5 crew and both passengers were injured (4 crew members seriously) and were evacuated by an An-2 to Mys Kosisty 14oct64; t/t 6,276 hours; soc 27mar65
56 07		not known	Li-2T	Soviet Air Force	mfd	1949	
		CCCP-63831	Li-2T	AFL/East Sib.-UUD	toc	02sep60	opb 138 AO (became 138 LO Ulan-Udenskogo OAO in 1963); damaged 28sep61 whilst parked at Yakutsk when the rudder was hit by the right wing of Li-2T CCCP-71199 which had veered off the runway due to pilot error; repaired; soc 22feb74 as life-time expired
57 01		not known	Li-2	Soviet Air Force	mfd	1949	
		CCCP-63847	Li-2	AFL/East Sib.-HTA	toc	unknown	on charge as of 01dec60; soc 14dec73 as worn out
57 03		not known	Li-2T	Soviet Air Force	mfd	25may49	
		CCCP-63885	Li-2T	AFL/Urals-SVX	toc	01aug63	
		CCCP-63885	Li-2T	AFL/Tyumen-Tjp	trf	13oct63	photo SLY 1964 in standard c/s
		CCCP-63885	Li-2T	AFL/Tyumen-TJM	trf	15may68	
		CCCP-63885	Li-2T	AFL/Northern-ARH	trf	03nov68	soc 28feb73 as worn out
57 05		not known	Li-2T	Soviet Air Force	mfd	25may49	
		CCCP-71165	Li-2T	AFL/Mosk. AG SPIVS	toc	unknown	on charge as of 01mar60
		CCCP-71165	Li-2T	AFL/Turkmenis.-CRZ	trf	14jan73	soc 22nov73 as worn out
126 57 07		not known	Li-2T	Soviet Air Force	mfd	may49	
		CCCP-48107	Li-2T	MAP Gorki	rgd	18oct70	c/n as such in old hand-written register book; canx 1974
57 08		not known	Li-2T	Soviet Air Force	mfd	1949	
		CCCP-04371	Li-2T	AFL/Polar	toc	03mar61	
		CCCP-04371	Li-2T	AFL/Tyumen-SLY	trf	01nov70	soc 22nov73 as worn out
57 10		not known	Li-2T	Soviet Air Force	mfd	1949	
		CCCP-04372	Li-2T	AFL/Polar	toc	01feb61	ex Soviet Air Force; damaged 23sep63 when overran on landing at Kosisty; seen SVO 29jul69
		CCCP-04372	Li-2T	AFL/Tyumen-SLY	trf	01nov70	soc 21sep71 as life-time expired
58 01		CCCP-X930	Li-2	MVD - Dalstro	rgd	jun49 ?	used in cargo configuration; made a forced landing 09mar52
		CCCP-X930	Li-2	AFL/Far East	trf	03dec53	used in cargo configuration
		CCCP-L5031	Li-2	AFL/Far East	rgd	22nov55	used in cargo configuration; opb 149 AO or 142 AO at PKC; in natural metal c/s
		CCCP-84640	Li-2	AFL/Far East	rgd	20jun58	opb 142 AO (became 142 LO of Kamchatski OAO in 1963); t/t 12,406 hours by 01dec63; soc 12jun73 as worn out
58 04		CCCP-X947	Li-2	MVD - Dalstro	rgd	jun49 ?	f/n Zyryanka 13aug50; made a forced landing 08feb52
		CCCP-X1088	Li-2	MVD - Dalstro	rgd	unknown	
		CCCP-X1088	Li-2	AFL/Far East	trf	03dec53	used in cargo configuration; opb Magadanskaya aviagruppa
		CCCP-L3957(2)	Li-2	AFL/Far East	rgd	07jul55	opb Magadanskaya aviagruppa; see c/n 1841710
		CCCP-L3957(2)	Li-2	AFL/Magadan	trf	22jul57	opb 185 AO of Magadanskaya OAG GVF at Magadan
		CCCP-16194	Li-2	AFL/Magadan	rgd	29may58	initially opb 185 AO of Magadanskaya OAG GVF; trf to 63 OAE of Magadanskaya OAG GVF at Pevek feb61; w/o 27jan63 on a cargo flight from Pevek to Magadan when deviated from the planned flight path to the right due to strong winds which had not been forecast, as neither crew nor ATC noticed this the aircraft

						approached a mountain range the summits of which (up to 2,400 metres) were covered in clouds, while flying at a height of some 2,500 metres the aircraft was caught in strong downdraughts and crashed at a height of 1,820 metres into the western slope of Mount Tuonnyakh 53 km WNW of Seimchan (Magadan region), all 4 crew members were killed; t/t 13,792 hours; soc 20mar63; the wreck was found 31jan63 and still extant in 2017
58 05	not known CCCP-63834 CCCP-63834 CCCP-63834	Li-2T Li-2T Li-2T	Soviet Air Force AFL/Ural's-SVX AFL/Belarus-MHP	mfd toc toc	1949 27aug60 26aug61	
58 06	CCCP-X948 CCCP-X1090 CCCP-X1090 CCCP-L5021 CCCP-L5021 CCCP-84710	Li-2T Li-2T Li-2T Li-2T Li-2T Li-2T	MVD - Dalstroi MVD - Dalstroi AFL/Far East AFL/Far East AFL/Magadan AFL/Magadan	rgd rgd trf rgd trf rgd	01oct67 jun49 ? sep49 ? 03dec53 dec54 ? 22jul57 29may58	soc 10may73 as worn out made a forced landing at Zyryanka 04apr52 (but see the date below) opb Magadanskaya aviagruppa new CoFR issued 12oct55; used in cargo configuration; opb Magadanskaya aviagruppa; photo exists opb Magadanskaya OAG GVF initially opb 185 AO Magadanskoi OAG GVF; trf to 63 OAE between jan57 and nov63 (became 151 LO Chaunskogo OAO 18jul63); t/t 14,970 hours by 01dec63 soc 28sep70 as life-time expired used in cargo configuration used in cargo configuration; opb Magadanskaya aviagruppa in dark green c/s; photo at Magadan-13 kilometer; see c/n 1841708 opb 185 AO of Magadanskaya OAG GVF at Magadan opb 185 AO of Magadanskaya OAG GVF; soc 30jan63 as life-time expired used in cargo configuration; rgd sep49 ?; made a forced landing 22feb52 used in cargo configuration opb 142 AO at KHV (became 198 AO mar57) opb 198 AO at KHV (became 198 LO of Khabarovsk OAO in 1963); t/t 12,628 hours by 01dec63; soc 24jan73 as worn out
58 07	CCCP-84710 CCCP-X931 CCCP-X931 CCCP-L3962(2) CCCP-L3962(2) CCCP-16195	Li-2T Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Yakutiya MVD - Dalstroi AFL/Far East AFL/Far East AFL/Magadan AFL/Magadan	trf rgd trf rgd trf rgd	17jan64 jun49 ? 03dec53 12oct55 22jul57 29may58	
58 08	CCCP-X949 CCCP-X949 CCCP-L5025 CCCP-84641	Li-2 Li-2 Li-2 Li-2	MVD - Dalstroi AFL/Far East AFL/Far East AFL/Far East	mfd trf rgd rgd	20jun49 03dec53 15aug55 20jun58	
59 02	not known CCCP-71266	Li-2T Li-2T	Soviet Air Force AFL/Ukraine-LWO	mfd toc	1949 15jun60	
59 08	CCCP-X955	Li-2T	MVD - Dalstroi	mfd	30jun49	soc 24jan72 as life-time expired i/s jul49; w/o 13aug50 on a cargo flight from Pevek to Zyryanka when was diverted to Seimchan, encountered bad weather and touched with the right wing the slope of a hill 18 km north-east of Kanyon settlement and 72 km north-west of Seimchan (Magadan region), all 5 crew killed; t/t 706 hours 13 minutes used in cargo configuration used in cargo configuration; opb Magadanskaya aviagruppa; new documents issued 07sep54 opb Magadanskaya aviagruppa opb 185 AO of Magadanskaya OAG GVF at Magadan; in natural metal c/s with two thin blue cheatlines initially opb 185 AO of Magadanskaya OAG GVF; trf to 63 OAE of Magadanskaya OAG GVF at Pevek between jan57 and nov63; f/n VNO aug63 opb 48 AE of Litovskaya OAG GA at VNO (later became 277 LO of Vilniusski OAO) soc 30mar72 as life-time expired probably opb Dalstroi; made a forced landing 22apr52 used in cargo configuration t/t 15,127 hours by 01dec63 soc 31aug71 as life-time expired soc 14dec55 as worn out
59 09	CCCP-X956 CCCP-X956 CCCP-L5026 CCCP-L5026 CCCP-16186	Li-2 Li-2 Li-2 Li-2 Li-2	MVD - Dalstroi AFL/Far East AFL/Far East AFL/Magadan AFL/Magadan	rgd trf rgd trf rgd	sep49 ? 03dec53 15aug55 22jul57 29may58	
59 10	CCCP-16186 CCCP-16186 CCCP-X957 CCCP-L5027 CCCP-16187 CCCP-16187	Li-2 Li-2 Li-2T Li-2T Li-2T Li-2T	AFL/Lithuania AFL/Northern MVD - Dalstroi AFL/Magadan-GDX AFL/Magadan-Sym AFL/Yakutiya	trf trf mfd trf rgd trf	23jan65 03nov68 1949 15aug55 1958/59 02feb64	
60 01	CCCP-L4608	Li-2	AFL/West Sib.-Ovn	no reports		
60 02	CCCP-L4609 CCCP-84609	Li-2 Li-2	AFL/Far East-KHV AFL/Far East-Nna	mfd rgd	jun49 1958/59	
60 03	not known CCCP-71229 CCCP-71229	Li-2 Li-2T Li-2T	Soviet Air Force AFL/Azerbaijan-BAK Aeroflot/KShVLP	mfd toc trf	21jul49 21apr60 23dec60	opb 144 OAO; w/o 05may60 on the leg from Nikolayevsk-na-Amure to Okhotsk of a positioning flight from Nikolayevsk-na-Amure to Magadan when encountered heavy turbulence and snowfall, suffered from icing, lost speed and height and crashed at a height of 900 metres into a slope of the Dzhuudzhur ridge (1,207 metres) near Enken village (Ayan district of the Khabarovsk region), all 5 crew killed; wreck found 10may60; t/t 10,291 hours; soc 25jun60 Kirovograd Advanced Flying Training College; w/o 01feb63 on a positioning flight from Malaya Viska to Kirovograd when the piloting instructor tried to land in below minima conditions (dense fog) at night, even when the ground did not become visible from a height of 40 metres he did not initiate a go-around, while looking for the ground the instructor did not realise that the aircraft banked to the right (bank angle up to 20 degrees), this resulted in the aircraft losing height and crashing 400 metres to the right of the near marker, 4 of the 5 crew killed and the 5th one as well as 3 of the 6 passengers, severely injured and the other 3 passengers slightly injured; soc 12mar63
60 04	CCCP-L4610 CCCP-L4610 CCCP-84610	Li-2 Li-2 Li-2	AFL/Far East-KHV AFL/Far East-PKC AFL/Far East-PKC	mfd trf rgd	1949 apr57 1958/59	
60 05	CCCP-L4611 CCCP-84611	Li-2 Li-2	AFL/Far East-KHV AFL/Far East-KHV	mfd rgd	1949 1958/59	soc 28may63 as life-time expired
60 06	CCCP-L4612 CCCP-84612(1)	Li-2 Li-2	AFL/Sykt'yvkar-SCW AFL/Mosk. AG SPIVS	mfd trf	1949 27jun59	soc 26nov62 as life-time expired see c/n 18433205; soc 31jul70 as life-time expired
60 07	CCCP-L4613	Li-2P	AFL/Krasnoyarsk	rgd	23jan50	used in passenger configuration; initially opb 26 TAO at Krasnoyarsk-Severnoy; opb 128 AO at Krasnoyarsk-Severnoy as of 01apr57 initially opb 128 AO at Krasnoyarsk-Severnoy; trf to 126 AO at Krasnoyarsk-Severnoy jun60 opb 61 AO of Bykovskaya aviagruppa at Bykovo based on a decree issued 12mar63; opb 61 LO of Bykovski OAO initially opb 68 LO of Arkhangelskaya aviagruppa; trf to 312 LO of Arkhangelskaya aviagruppa in 1969; struck off charge 16feb71 as life-time expired used in passenger configuration; opb 3 TAO at SVX opb 120 AO of Sverdlovskaya aviagruppa at SVX opb 66 AO at Kuibyshev-Smyshlyayevka opb 66 AO as of 01oct57, t/t 9,838 by then opb 66 AO
60 08	CCCP-L4614 CCCP-L4614 CCCP-L4614 CCCP-L4614 CCCP-84614 CCCP-84614 CCCP-84614 CCCP-84614 no code	Li-2P Li-2P Li-2P Li-2P Li-2P Li-2P Li-2P Li-2P Li-2P	AFL/Ural's AFL/West Siberia AFL/Moscow (MUTA) AFL/Privolzhsk AFL/Privolzhsk AFL/Krasny Kut FS AFL/Kirovograd FS AFL/Moscow SPIMVL Soviet Air Force	rgd trf trf trf rgd trf trf trf Mon	27jan50 sep52 1954 26oct54 14may58 05may59 05aug60 01sep60 1977	struck off charge 16feb71 as life-time expired in olive drab c/s with light blue undersides and Red Stars; was preserved in these fake colours in the Soviet Air Force museum at Monino reportedly from 1977 (but 1971 would be more plausible, see the date above)
	"21" yellow	Li-2P	Soviet Air Force	Mon	1988	in olive drab c/s with light blue undersides and Red Stars; the '2' of the code was painted on a patch of lighter colour; received this code for the 1988 Soviet film "Piloty" (Pilots) and was preserved as such in the Soviet Air Force museum at Monino
	'CCCP-15010'	Li-2P	no titles	Mon	24sep91	in olive drab c/s with light blue undersides and Red Stars; was briefly painted with this fake registration on the right side for the 1991 Soviet film "Moi luchshi drug - general Vasil, syn Iosifa" (My Best Friend, General Vasil, Son of Joseph Stalin); the fake registration faded away by 1993 and the former registration '84614' was still visible under the paint apr91/aug92 with a crude imitation of a UTK-2 dorsal turret (substituted by a small Perspex blister) to imitate the Li-2VP armed version; in olive drab c/s with light grey undersides, remnants of 'CCCP-84614' still visible under the paint
	no code	Li-2P	Soviet Air Force	Mon	30sep01	in olive drab c/s with light blue undersides; received this code (on both sides) during repainting in 2002, i/n 03may03
	"06" yellow	Li-2P	Soviet Air Force	Mon	26aug02	in olive drab c/s with light grey undersides; the code on the right side was changed to "12" yellow in 2005 while the code "06" yellow on the left side remained unchanged; appeared in the 2006 Russian film "Svolochi" (The Bastards) which was shot in 2005, in the 2007 Russian TV series "Diversant 2: Konets voyny" (The Saboteur 2: The End of the War), the 2013 Russian/Ukrainian/Belarusian TV mini series "Syn otsa naroda" (The Son of the Father of the Nation), the 2013 Russian TV series "Istrebiteli" (The Fighters) and the 2015 Russian TV mini series "Orden" (The Medal) which was shot in 2014, i/n 18jul15
	"06"/"12" yel.	Li-2P	Soviet Air Force	Mon	13jul13	in the process of repainting; has got a plate in the cockpit showing '84614' while another plate identifies Factory No. 126 as the producer, so this is proof that this aircraft is not c/n 18418809 (see there); still with the imitation of the dorsal turret as described above; preserved in the Russian Air Force museum at Monino; repainted in dark grey/olive drab camo c/s with light blue undersides jul15, seen as such aug15/nov16; appeared in the 2019 Russian TV mini series "Prizhok Bogomola" (The Leap of the Mantis); repainted in dark blue/grey/olive drab camo c/s with light blue undersides, seen as such jul20/aug20
60 09	CCCP-X4615 CCCP-X4615 CCCP-L4615 CCCP-84615	Li-2P Li-2P Li-2P Li-2P	MVD - Dalstroi AFL/Far East AFL/Far East AFL/Far East	rgd trf unknown rgd	20feb50 03dec53 20jun58	opb 142 AO; slightly damaged at Omsukchan 04jan54 new CoFR issued 12jul55; initially opb 142 AO; trf to 198 AO apr57; trf to 142 AO after dec57 used in 28 passenger configuration; opb 142 AO (became 142 LO of Petropavlovsk OAO in 1963); struck off charge 24jan72 as life-time expired 20feb50 ?; w/o 20mar51 when was destroyed by US forces in Korea (according to the register - according to the MGA listing burnt in Korea jul50) opb Chukotskaya aviagruppa from 24jan51
60 10	CCCP-L4616	Li-2	AFL/International	rgd	02feb50	
61 01	CCCP-N527 CCCP-04245 CCCP-04245 CCCP-04245 CCCP-04245 CCCP-04245	Li-2T Li-2T Li-2T Li-2T Li-2T Li-2T	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Niy AFL/Yakutiya Soviet Air Force	toc no reports trf trf trf mfd	sep49 reports 10feb60 24sep70 mar73 1949	photo in 1960s soc 17oct74 as life-time expired; seen derelict at CYX 05jul92
61 07	not known CCCP-58642	Li-2T Li-2	Soviet Air Force MAP Zhukovski	mfd rgd	1949 21jul67	canx 29oct74 opb Chukotskaya aviagruppa from 24jan51
61 09	CCCP-N528	Li-2T	Polyarnaya Aviats.	toc	19nov49	

61	10	not known CCCP-84577 CCCP-84577	Li-2 Li-2 Li-2	Soviet Air Force AFL/Northern-ARH AFL/Arkhangel.-ARH	mfd toc trf	1949 19may71 01jan73	in natural metal c/s with two thin cheatlines; soc 17oct74 as life-time expired; was preserved at Severodvinsk and used as the children's cinema 'Krylaty ...' (second word not visible on the photo taken in 1980)	
62	03	"02" CCCP-84733(2)	Li-2 Li-2	Soviet Air Force AFL/Northern	mfd toc	1949 08may71	a black and white photos exists, probably in dark green c/s with Red Stars in natural metal c/s with thin cheatlines above and below the cabin windows; photo at Tarnogski Gorodok 06jul72; see c/n 18432309 struck off charge 14dec73 as worn out	
126	62	09	CCCP-84733(2) not known CCCP-98110	Li-2 Li-2T Li-2T	AFL/Leningrad Soviet Air Force MOMS Zlatoust	trf mfd rgd	01jan73 1949 11nov65	c/n as such in old hand-written register book; canx 18sep74
	63	03	not known CCCP-71179 CCCP-71179 CCCP-71179 CCCP-71179 CCCP-71179 CCCP-71179 CCCP-71179	Li-2 Li-2 Li-2 Li-2 Li-2 Li-2 Li-2	Soviet Air Force AFL/N.Kavkaz-VOG AFL/N.Kavkaz-KRR AFL/Tyumen-Tip AFL/Urals-CEK AFL/Urals-KVX AFL/Urals-MQF	mfd toc trf trf trf trf trf	1949 03mar60 1964 03dec65 05apr66 16aug67 21sep67	soc 28feb73 as worn out
	63	06	not known CCCP-63840	Li-2T Li-2T	Soviet Air Force AFL/East Sib.-HTA	mfd toc	1949 06sep60	soc 12jun73 as life-time expired
	63	08	not known CCCP-29103	Li-2T Li-2T	Soviet Air Force MAP Novosib. SNKh	mfd rgd	1949 08dec65	canx 1974
64	01	not known CCCP-63842	Li-2T Li-2T	Soviet Air Force AFL/Turkmenis.-ASB	mfd toc	1949 23nov60	opb 165 LO; w/o 02jan65 on the leg from Darvaza to Ashkhabad of a flight from Tashauz to Ashkhabad when both engines failed shortly after take-off due to fuel starvation (the 2nd pilot had selected an almost empty tank for take-off), the aircraft lost height, crashed in the desert 4 km from the airport and 600 metres to the right of the take-off path and caught fire, all 2 crew and 22 passengers killed; t/t 8,758 hours; soc 23jan65	
64	04	not known CCCP-06126 CCCP-06126	Li-2T Li-2 Li-2	Soviet Air Force AFL/Moscow SPIMVL AFL/Tyumen	mfd rgd trf	1949 19jan61 12jul72	toc 20jan65 according to MGA document soc 19dec72 as worn out dbr 07dec54 on the leg from Sverdlovsk to Novosibirsk of a cargo flight from Zaporozhye to Novosibirsk when lifted off at low speed, banked, lost speed, stalled and crashed, all 5 crew slightly injured; t/t 4,093 hours	
64	05	CCCP-11015	Li-2T	MAP zavod # 153	mfd	21oct49		
64	06	CCCP-L4674 CCCP-84674	Li-2T Li-2T	AFL/Ukraine-ODS AFL/Ukraine-ODS	mfd rgd	30oct49 1958/59	soc 26dec61 as life-time expired	
64	07	CCCP-L4675 CCCP-84675 CCCP-84675	Li-2T Li-2T Li-2T	AFL/East Sib.-IKT AFL/East Sib.-Kir AFL/East Sib.-UKX	mfd rgd trf	1949 1985 1959	dbr 18sep63 on take-off from Mirny when veered to the left during the take-off run, but the pilot failed to abort the take-off so that the aircraft veered off the runway, the left wing hit a truck-mounted crane and the aircraft collided with a stack of reinforced concrete beams, suffering substantial damage, no casualties; t/t 14,959 hours; soc 25mar64	
64	08	CCCP-L4667 CCCP-84667 CCCP-84667	Li-2T Li-2T Li-2T	AFL/Far East-KHV AFL/Far East-KHV AFL/GosNII	mfd rgd trf	1949 1958/59 29dec65	soc 22feb66 no reason given	
64	09	CCCP-L4668 CCCP-84668	Li-2T Li-2T	AFL/Far East-UUS AFL/Far East-UUS	no rgd	reports 1958/59	soc 26dec62 as life-time expired opb 133 ATO as of 29apr54	
64	10	CCCP-L4676 CCCP-84676 CCCP-84676	Li-2T Li-2T Li-2T	AFL/East Sib.-HTA AFL/East Sib.-Kir AFL/East Sib.-UKX	mfd rgd trf	1949 1958/59 sep63	opb 135 AO; was to be struck off charge as of 01aug63, t/t 15,143 hours by then; soc 06apr67 as worn out	
65	01	CCCP-L4617 CCCP-L4617 CCCP-16140	Li-2 Li-2 Li-2	AFL/West Siberia AFL/Ukraine-ODS AFL/Ukraine-ODS	rgd trf rgd	23jan50 unknown 17may58	fitted with an inward-opening passenger door on the right side opb 90 AO; in natural metal c/s with two thin cheatlines; seen KIV 01sep56; t/t 9,451 hours by 01dec57 opb 90 AO; soc 17apr61 as worn out	
65	02	CCCP-L4618 CCCP-84618	Li-2P Li-2P	AFL/Krasnoyarsk-VLE AFL/Krasnoyarsk-VLE	rgd rgd	01nov49 09may58	rgd 07feb50 soc 28sep62 as life-time expired	
65	03	CCCP-L4619 CCCP-L4619 CCCP-L4619 CCCP-84619	Li-2 Li-2 Li-2 Li-2	AFL/Volga AFL/Central Region AFL/Privolzhsk AFL/Privolzhsk	rgd trf trf rgd	24feb50 sep52 nov54 13may58	used in passenger configuration; opb 1 TAO at Kuibyshev-Smyshlyayevka opb 66 AO at Kuibyshev-Smyshlyayevka opb 66 AO at Kuibyshev-Smyshlyayevka confirmed in register 15feb60; opb 66 AO at Kuibyshev-Smyshlyayevka as of 13may58 and as of 01nov57; struck off charge 10aug60 as life-time expired	
65	04	CCCP-L4620 CCCP-84620	Li-2 Li-2	AFL/Ukraine-IEV AFL/Ukraine-IEV	mfd rgd	21jan50 1958/59	soc 28apr60 as life-time expired	
65	05	CCCP-L4621 CCCP-84621	Li-2 Li-2	AFL/Ukraine-LWO AFL/Ukraine-LWO	mfd rgd	jan50 1958/59	soc 19mar60 as life-time expired	
65	06	CCCP-L4622 CCCP-L4622 CCCP-84622	Li-2 Li-2 Li-2	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	mfd trf rgd	1949 jun56 1958	f/n KSN dec59; soc 21dec61 as life-time expired	
65	07	CCCP-N560	Li-2P	Polyarnaya Aviats.	toc	23dec50	opb Chukotskaya aviagruppa from 24jan51; in dark green or olive drab c/s with light blue or light grey underside; damaged aug51 while taxiing at Kresty Kolymskiye when collided with the wing of parked Li-2 CCCP-N468; flew ice-reconnaissance missions 24feb51/11oct51 and 08/13dec52; damaged 29jan54 on take-off from Tiksi when the landing gear was retracted too early and the aircraft sank back to its belly	
		CCCP-04246 CCCP-04246	Li-2P Li-2P	Polyarnaya Aviats. AFL/Polar	rgd trf	22may58 10feb60	opb Chukotski OAO opb 248 AO at Nizniye Kresty (became 248 LO of Nizhne-Kolymski OAO in 1963); initially in dark green or olive drab c/s with light blue or light grey underside; l/n as such apr60; repainted in natural metal c/s with two thin cheatlines; mentioned in a document jan64	
		CCCP-04246 CCCP-04246	Li-2P Li-2P	AFL/Yakutiya AFL/Krasnoyarsk	trf trf	01oct70 15feb71	opb 248 LO of Nizhnekolymski OAO opb 221 LO of Khatangski OAO; in natural metal c/s with probably white cheatline between two thin dark lines; struck off charge 17oct74 as life-time expired	
65	08	CCCP-N559	Li-2P	Polyarnaya Aviats.	toc	11nov50	used in 28 passenger configuration; opb Igarskaya aviagruppa from 24jan51; flew artists to the drifting polar station SP-4 apr55; trf to Khatangski AO apr55	
		CCCP-04236 CCCP-04236 CCCP-04236	Li-2P Li-2P Li-2P	Polyarnaya Aviats. AFL/Polar AFL/Krasnoyarsk	rgd trf trf	22may58 10feb60 15apr60	opb Khatangski AO opb Khatangski AO opb 126 AO at Krasnoyarsk (became 126 LO of Krasnoyarski OAO in 1963); in natural metal c/s with two thin cheatlines; on a photo at EIE in 1964; dbr, details unknown; struck off charge 17jun69	
66	01	CCCP-L4669 CCCP-L4669 CCCP-65697	Li-2T Li-2T Li-2T	AFL/Far East-KHV AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS	mfd trf rgd	1949 sep52 1958/59	soc 31aug71 as life-time expired	
66	02	CCCP-L4670 CCCP-84670	Li-2T Li-2T	AFL/Far East-UUS AFL/Far East-UUS	mfd rgd	1949 1958/59	soc 31aug71 as life-time expired	
66	03	CCCP-L4671 CCCP-84671	Li-2T Li-2T	AFL/Far East-KHV AFL/Far East-KHV	mfd rgd	1949 1958/59	soc 26dec62 as life-time expired	
66	04	CCCP-L4672	Li-2T	AFL/Far East-KHV	mfd	1949	in natural metal c/s; dbr 16oct57 while taking off from Kurun-Uryakh, at the end of take-off, having come off at low speed, the plane landed beyond the runway due to icing, sustained considerable damage; soc 08jan58	
66	05	CCCP-L4673	Li-2	AFL/Far East-KHV	mfd	1949	damaged 05feb51 on an ice-reconnaissance flight when was shot at and hit by fighters of the Soviet Air Defence near Korsakov; w/o 28sep52 on the leg from Krasnoyarsk to Novosibirsk at night of a positioning flight from Khabarovsk to Tashkent for overhaul when encountered heavy icing and turbulence while overflying the Kuznetsk Alatau mountain range, the crew tried to make an emergency landing near Byelogorsk (Tisul district of the Kemerovo region), but the aircraft crashed at a height of 710 metres into the wooded north-eastern slope of a mountain (1037.8 metres) 158 km SSE of Kemerovo (N54°54'06" E88°26'24"), all 6 crew and the sole passenger killed; soc 05nov52; the wreck was found after almost 15 years in spring 1967	
66	09	not known CCCP-63874	Li-2T Li-2T	Soviet Air Force AFL/Far East-PKC	mfd toc	1949 26dec61	soc 03jul73 as worn out	
67	02	CCCP-L4680 CCCP-Sh4680 CCCP-Sh4680 CCCP-84680 CCCP-84680	Li-2 Li-2 Li-2 Li-2 Li-2	Aeroflot/USHVLP Aeroflot/USHVLP AFL/North Kavkaz AFL/North Kavkaz Aeroflot/KShVLP	rgd rgd trf rgd trf	06feb50 unknown 1957 29may58 16jan61	Ulyanovsk Advanced Flying Training College opb 2 otryad as of 08feb57 opb 3 OUAЕ as of 01dec57, t/t 6,804 hours by then confirmed in register 20nov58 Kirovograd Advanced Flying Training College; struck off charge 25jul61 as worn out	
67	03	CCCP-L4686 CCCP-84686	Li-2 Li-2	AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS	no no	reports reports	soc 12dec68 as life-time expired	
67	04	CCCP-L4682 CCCP-Sh4682 CCCP-Sh4682 CCCP-84682 CCCP-84682	Li-2 Li-2 Li-2 Li-2 Li-2	Aeroflot/USHVLP Aeroflot/USHVLP Aeroflot/USHVLP AFL/Krasny Kut FS AFL/Krasny Kut FS	rgd rgd rgd trf trf	06feb50 unknown 05may58 1958 05jul60	Ulyanovsk Advanced Flying Training College opb 2 otryad as of 01feb57 confirmed in register 06nov58 Kirovograd Advanced Flying Training College; t/t 10,430 hours by 01sep63; struck off charge 29jan64 as trf to p/ya 82 (MAP) at Novosibirsk	
67	05	CCCP-L4683 CCCP-Sh4683 CCCP-Sh4683 CCCP-84683 CCCP-84683	Li-2 Li-2 Li-2 Li-2 Li-2	Aeroflot/USHVLP Aeroflot/USHVLP AFL/North Kavkaz AFL/North Kavkaz Aeroflot/KShVLP	rgd rgd trf rgd trf	06feb50 unknown 1957 29may58 20jan61	Ulyanovsk Advanced Flying Training College opb 2 otryad as of 01feb57 opb 3 OUAЕ as of 01dec57, t/t 10,514 hours by then confirmed in register 15nov58; seen MRV 15feb60 Kirovograd Advanced Flying Training College	
67	06	CCCP-L4684	Li-2	AFL/Northern Aeroflot/USHVLP	trf mfd	30jan69 30nov49	opb 312 LO of Arkhangelski OAO; struck off charge 22apr70 as life-time expired Ulyanovsk Advanced Flying Training College; rgd 06feb50	

		CCCP-Sh4684	Li-2	Aeroflot/USHVLP	rgd	unknown	probably opb 2 otryad
		CCCP-Sh4684	Li-2	AFL/North Kavkaz	trf	unknown	opb 3 OUAE as of 01dec57
		CCCP-84684	Li-2	AFL/North Kavkaz	rgd	29may58	confirmed in register 18nov58
		CCCP-84684	Li-2	Aeroflot/KShVLP	trf	17jan61	Kirovograd Advanced Flying Training College
		CCCP-84684	Li-2	AFL/Urals	trf	25nov63	initially opb 120 LO of Sverdlovski OAO; trf to 246 LO of Tyumenski OAO of Tyumenskaya aviagruppa 07dec63; t/t 12,290 hours by 28feb66; trf to 234 LO of Salekhardski OAO of Tyumenskaya aviagruppa 26oct66
67	07	CCCP-84684	Li-2T	AFL/Tyumen	trf	20feb67	opb 234 LO of Salekhardski OAO; seen TJM 10dec69; struck off charge 26jun70 as life-time expired
		CCCP-L4685	Li-2	AFL/International	rgd	02feb50	
		CCCP-L4685	Li-2	AFL/East Sib.-IKT	trf	Jul56	
		CCCP-84685	Li-2	AFL/East Sib.-IKT	rgd	22may58	dbf 30mar62 on a flight from Kirensk when the cargo door opened shortly after take-off and the captain left his seat in order to close the door without asking the 2nd pilot to take control so that the aircraft started to descend, the 2nd pilot recovered the aircraft close to the ground, but it collided with the mast of a telegraph line and crashed, no casualties; t/t 13,633 hours; soc 09oct62
67	08	CCCP-L4681	Li-2	Aeroflot/USHVLP	rgd	06feb50	Ulyanovsk Advanced Flying Training College
		CCCP-Sh4681	Li-2	AFL/North Kavkaz	trf	unknown	opb 3 OUAE as of 01dec57
		CCCP-84681	Li-2	AFL/North Kavkaz	rgd	29may58	confirmed in register 20nov58; opb 3 OUAE
		CCCP-84681	Li-2	Aeroflot/KShVLP	trf	03jan61	Kirovograd Advanced Flying Training College; t/t 10,457 hours by 01sep63
		CCCP-84681	Li-2	AFL/Northern	trf	30jan64	
		CCCP-84681	Li-2	AFL/Arkhangelsk	trf	01jan73	
		"976" black	Li-2	GVF/Soviet AF c/s	ph.	25aug74	struck off charge 26may70 as life-time expired; ferried from ARH to LED aug73 for preservation reportedly in grey c/s (but may have been dark green); with irregular Red Stars on the fin; preserved in these fake colours in the "Doroga zhizni" (Road of Life) museum on the banks of Lake Ladoga in the small village of Osinovets near St. Petersburg from 28aug73
		"4681" black	Li-2	GVF/Soviet AF c/s	ph.	11aug07	in olive drab c/s with light blue undersides; preserved in these fake colours in the "Doroga zhizni" (Road of Life) museum at Osinovets (N60.124259 E31.075970), seen aug07/oct22; appeared as such in the 2005 Russian film "Peregon" (Ferry Flight)
67	09	CCCP-L4687	Li-2T	AFL/Yakutiya	mfd	1949	opb 14 TAO; in a document 1949
		CCCP-L4687	Li-2T	AFL/Yakutiya-YKS	trf	10oct52	
		CCCP-L4687	Li-2T	AFL/Kazakhstan-BXJ	trf	jun56	
		CCCP-84687	Li-2T	AFL/Kazakhstan-BXJ	rgd	1958/59	
		CCCP-84687	Li-2T	AFL/Kazakhstan-GUV	trf	Jul63	soc 21may69 as worn out
67	10	CCCP-L4688	Li-2	AFL/Syktvykar-SCW	mfd	1950	
		CCCP-84688	Li-2	AFL/Syktvykar-SCW	rgd	1958/59	
		CCCP-84688	Li-2	AFL/Komi-SCW	trf	15feb66	soc 04nov70 as life-time expired
68	01	CCCP-L4677	Li-2T	AFL/Far East-KHV	mfd	1950	
		CCCP-84677	Li-2T	AFL/Mosk. AG SPIVS	rgd	1958/59	soc 21apr64 as trf to p/ya 82 (MAP)
68	02	CCCP-L4678	Li-2T	AFL/Far East-PKC	mfd	1949	
		CCCP-84678	Li-2T	AFL/Far East-PKC	rgd	1958/59	
68	03	CCCP-L4679	Li-2	AFL/Far East-KHV	mfd	25dec49	featured in the 1965 movie "Give me the complaint book" soc 21oct65 as worn out

Li-2s with unknown c/ns

---	CCCP-G209	Li-2	Mingeo			opb VAGT Ministerstva geologii; made a forced landing on an island in the river Podkamennaya Tunguska 15jun51
---	CCCP-G226	Li-2	Mingeo			opb VAGT Ministerstva geologii; lost orientation 15feb51
---	CCCP-G302	Li-2	Mingeo	photo		Ministry of Geology; opb Dalnevostochnoye geologicheskoye upravleniye (Far Eastern Geologic Directorate); dbr 10aug50 on landing at an unknown airfield when touched down well before the runway threshold and collided with obstacles, no casualties
---	CCCP-I146	Li-2	MAP Lyotny otryad			made a forced landing 28feb52
---	CCCP-1375	PS-84	NKAP Magon	rgd	27feb42	in register without c/n !; Moskovskaya agon
---	CCCP-1681	Li-2	MAP			probably opb aviaotryad at Moscow; on charge as of 1954/55
---	CCCP-1682	PS-84	NKAP	no	reports	
---	"I-682" white	PS-84	NKAP/Soviet AF c/s		photo	
---	CCCP-1684	PS-84	NKAP		photo	in olive green c/s; in documentary on Russian TV shown 18jan03
---	CCCP-1690	PS-84	NKAP	no	reports	
---	"I-690" white	PS-84	NKAP/Soviet AF c/s		photo	in natural metal c/s; in documentary on Russian TV shown 18jan03
---	CCCP-1695	Li-2	MAP Zakharkovo			on charge as of 1954/55
---	CCCP-1774	Li-2	MAP zavod # 126			on charge as of 1955
---	CCCP-1733	Li-2	MAP zavod # 39			on charge as of 1954/55
---	CCCP-1743	Li-2	MAP zavod # 19			on charge as of 1954/55
---	CCCP-1770	Li-2	MAP			dbf 22oct47 on a cargo flight from Saratov to Kuibyshev when was required by the MAP factory at Ufa to divert to Ufa, but could not land there due to below-minima weather conditions, the pilot then decided to divert to Davlekan, but was not able to find the airfield in the dark and diverted to Bugruslan, on landing at the airfield which was not prepared for night operations the aircraft touched down late, overran and ended up in a ditch, crew and sole passenger injured
---	CCCP-1801	PS-84	NKAP		photo	
---	CCCP-1897	PS-84	NKAP	no	reports	
---	"I-897" white	PS-84	NKAP/Soviet AF c/s		photo	
---	CCCP-1880	Li-2	MAP zavod # 126			on charge as of 1955
---	CCCP-1974	Li-2	MAP zavod # 126			on charge as of 1955
---	CCCP-1977	Li-2	MAP			probably opb aviaotryad at Moscow; on charge as of 1954/55
---	CCCP-1791	Li-2	MAP Kazan			on charge of either zavod # 22 or zavod # 387 as of 1954/55
---	CCCP-1797	Li-2	MAP Zakharkovo			on charge as of 1954/55
---	CCCP-1823	Li-2	MAP Zakharkovo			on charge as of 1954/55
---	CCCP-1829	Li-2	MAP Zakharkovo			on charge as of 1954/55
---	CCCP-1886	Li-2	MAP zavod # 126			on charge as of 1954/55
---	CCCP-1947	Li-2	MAP zavod # 19			on charge as of 1954/55
---	CCCP-1967	Li-2	MAP Zakharkovo			on charge as of 1954/55
---	CCCP-1989	Li-2	MAP Zakharkovo			on charge as of 1954/55
---	CCCP-1991	Li-2	MAP Zakharkovo			on charge as of 1954/55
---	CCCP-1993	Li-2	MAP Zakharkovo			on charge as of 1954/55
---	CCCP-11014	Li-2	MAP zavod # 21			suffered an engine failure 16feb51
---	CCCP-11022	Li-2	MAP Lyotny otryad			opb lyotno-trenirovochny otryad; suffered an engine failure 12jan51
---	CCCP-11029	Li-2	MAP Zakharkovo			on charge as of 1954/55
---	CCCP-11039	Li-2	MAP zavod # 153			on charge as of 1954/55
---	CCCP-11043	Li-2	MAP Kazan			on charge of either zavod # 22 or zavod # 387 as of 1954/55
---	CCCP-11047	Li-2	MAP Kazan			on charge of either zavod # 22 or zavod # 387 as of 1954/55
---	CCCP-11072	Li-2	MAP Lyotny otryad			made a forced landing at Zakharkovo 17mar54
---	CCCP-11073	Li-2	MAP Zakharkovo			on charge as of 1954/55
---	CCCP-K602	PS-84	Sanaviatsiya	Kac	1949	based at Kacha; in natural metal c/s with red tail-plane, large Red Crosses on fuselage and wings, 'K' on tail
---	CCCP-L449	PS-84	Aeroflot		photo	registration out of sequence and not on pre-1944 register; in dark green c/s
---	CCCP-L879	Li-2	Aeroflot		photo	registration out of sequence and not on pre-1944 register; in dark green c/s; also in documentary on 'Soviet Civil Aircraft'
---	CCCP-L937	Li-2	Aeroflot			in documentary on 'Soviet Civil Aircraft'
---	CCCP-L1271	Li-2	AFL/Moscow			opb 27 ATO; dbr in the early hours of 23aug51 on the leg from Moscow to Kazan at night of a flight from Moscow to Novosibirsk when the crew was ordered by ATC to divert to Gorki because of poor weather at Kazan, but was not able to find Gorki airport and decided to continue to Kazan anyway, but lost orientation so that the aircraft ran out of fuel, had to make a forced landing wheels-up in a field near Kanash (120 km south-west of Kazan airport) and ended up in a ravine, all crew members injured
---	CCCP-L3457	PS-84	Aeroflot	no	reports	registration not on pre-1944 register; w/o 01jul41
---	CCCP-L3417(2)	Li-2	no titles			in all-white c/s; was preserved at Komsomolsk-na-Amure-Dzyomgi (N50.590672 E137.08760), date unknown; see c/n 0486
---	CCCP-L3901	PS-84	Aeroflot	no	reports	registration not on pre-1944 register; possibly either c/n 403 or 404; in document jul41
---	CCCP-L3904	PS-84	GVF			probably either c/n 502, 504, 601, 602 or 603; opb 3 ae MAGON GVF (formed 23jun41) by 29oct41
---	CCCP-L3967(1)	PS-84	GVF	rgd	26sep41	no c/n given in the register; opb MAGON GVF (formed 23jun41); w/o 20jan42 on a para-dropping flight to the area of Luga when was shot at by German forces from the ground some 10-20 minutes before reaching the target area, caught fire and crashed, 4 of the 6 crew members (among them the pilot) and 16 of the 20 passengers (parachutists) were killed while all 6 survivors were injured; see c/n 1846904
---	CCCP-L3996(1)	PS-84	GVF			probably c/n 18422.; opb MAGON GVF; w/o 04mar42 on take-off from the airstrip at Gryadki in the German hinterland when collided with PS-84 CCCP-L3497, 2 of the 6 crew members were killed and 1 was injured while the other 3 (among them the pilot, Vitali I. Maslennikov) escaped unhurt; the wreck was later burnt by the Germans; see c/n 1842504
---	CCCP-L3999	PS-84	GVF			opb MAGON GVF; w/o in the late hours of 12may42 on the return leg of a flight from Kubinka to Bolshoye Veregovno (behind the German lines) when was attacked by the Germans, caught fire and crashed, all 5 crew and 22 passengers killed

---	CCCP-L4001	PS-84	GVF			registration not on the pre-1944 register; opb MAGON GVF (formed 23jun41); w/o 14jun42 when did not return from a mission to the Vyazma area, all 6 crew members (pilot: A.A. Ozol) are MIA presumed killed
---	CCCP-L4019(1)	Li-2	GVF			registration not on the pre-1944 register; opb 1 atd GVF at Moscow-Vnukovo; w/o 15mar43 when was shot down by a fighter of the German Air Force, details unknown; see c/n 18434209
---	CCCP-L4076(1)	Li-2	GVF	mfd	1943	the c/n should be within the batches 114 to 121; opb 3 atp 1 atd GVF at Moscow-Vnukovo; w/o 27feb44 on a flight from Melitopol to the area between Nikopol and Krivoi Rog (behind the German lines) at night in order to drop a reconnaissance team in support of the offensive of the 3rd Ukrainian Front when the parachute of 1 of the 3 parachutists did not deploy and the parachutist kept hanging on the static line, the pilot (2nd Lieutenant Kosenko) ordered the other crew members to drag her back into the aircraft while he was flying at low speed at a height of 200 metres over a forest, but he did not cope with aviating so that the aircraft crashed into the forest, 4 of the 6 crew members and 1 of the 3 parachutists were killed while 2 crew members were injured and managed to return to the Soviet lines; see CCCP-L4076(2) with unknown c/n
---	CCCP-L4076(2)	Li-2	Aeroflot	SXF	26jul47	in camo c/s, but without Red Stars; see CCCP-L4076(1) with unknown c/n
---	CCCP-L4119	Li-2	GVF	mfd	1944	opb 10 atd GVF at Moscow-Vnukovo; damaged (possibly beyond repair) 05mar45 on the leg from Kazan to Izhevsk of a flight from Moscow-Vnukovo to Molotov (now Perm) when the engines were not warmed up sufficiently before take-off (outside temperature was -10° C) so that the left engine lost power shortly after lift-off # at a height of 100 metres, the pilot decided to return to the airport, but the aircraft lost height and speed, the left wing collided with a telegraph line 2.5 km from Kazan airport and the aircraft banked to the left, collided with a snow mound and came to rest in a field 30 metres further on, all 6 crew members were injured while both passengers escaped unhurt
---	CCCP-L4120	Li-2	GVF	rgd	jul44 ?	possibly c/n 18416905; operated by 105 oap GVF as of jan45 and may45
---	CCCP-L4120	Li-2	AFL/Belarus	trf	sep45	opb 22 ATO; damaged beyond repair 30jul46 on a flight from Minsk-Machulishchi to Moscow when the left engine started to leak oil some 7-8 minutes after take-off and had to be shut down, the crew decided to return to Machulishchi, but extended the landing gear while flying a turn at a height of 200 metres so that the aircraft lost height rapidly, the crew retracted the gear again and the aircraft made a wheels-up landing in a forest clearing near the airport, suffering substantial damage, all crew members and passengers escaped unhurt
---	CCCP-L4125	Li-2	AFL/Northern	no	reports	opb Estonski OAO; in a document 1951
---	CCCP-L4131	Li-2	AFL/Uzbekistan			w/o 27jan46 on a flight from Chardzhou (now Türkmenabat) to Urgench when the intoxicated captain performed three steep dives, during the 3rd dive the propellers touched the ground, the engines failed and the aircraft crash-landed near Gur-Ildy (Gerelde) and broke up, all 4 crew and all passengers escaped unhurt
---	CCCP-L4138	Li-2	AFL/Ukraine	no	reports	w/o 21jun47 on a flight over the Black Sea when an engine failed and the aircraft force-landed on the waters of the Karkitinski zaliv bay some 2 km off the coast and sank after 15 minutes, 2 out of 4 crew and 6 of the 25 passengers drowned while the other occupants were rescued by fishermen
---	CCCP-L4191	Li-2	AFL/International			opb 52 (Berlinski) ATO OAG MVS; made an emergency landing at KGD 20mar49; damaged at VKO 22mar49
---	CCCP-L4293	PS-84(T)	green c/s		photo	
---	CCCP-L4411	Li-2	AFL/Ukraine			opb 23 AO; dbr in the early hours of 07apr50 on a flight from Kharkov to Kiev-Zhulyany when did not manage to land in poor weather (clouds down to 50 metres and fog) at night (the aircraft was not equipped for that), failed to divert, ran out of fuel and made a forced landing in a forest 28 km south-east of Kiev, suffering substantial damage, 3 of the 5 crew and 2 of the 14 passengers slightly injured
---	CCCP-L4530	Li-2	AFL/North Kavkaz			opb 34 ATO; dbr 16nov49 on the leg from Kursk to Moscow of a flight from Rostov-na-Donu to Moscow when tried to land at Vnukovo in below-minima weather conditions (low clouds and fog) at dusk, had to go around, touched down late and to the right of the runway on the second approach, ended up in an area where earth work was going on and suffered substantial damage, all 7 crew and 8 passengers escaped unhurt
---	CCCP-L4643	Li-2	AFL/Far East	Khl	02oct59	mentioned in accident report of Li-2 CCCP-84448
---	CCCP-L4690	Li-2	AFL/N.Kavkaz-MRV	MRV	06apr60	dbr 28jan51 on the leg to Kustanai of a flight from Alma-Ata to Moscow without passengers when encountered dense haze on approach at night, failed to divert to Chelyabinsk and tried to land without visual contact with the ground, the pilot mistook the ceiling of the haze for snow-covered terrain and levelled out at a height of some 30 metres so that the aircraft lost speed, stalled and crashed, both pilots injured
---	CCCP-L4780	Li-2	Aeroflot		photo	in "Sovjetski Soyuz" magazine mar55
---	CCCP-M190	Li-2	Gidrometisluzhba	no	reports	opb 37 osao YaU GMS (37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service); flew cargo to Olenyok 13jul48
---	CCCP-M192	Li-2	Gidrometisluzhba	no	reports	opb 37 osao YaU GMS (37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service); seen at Yakutsk-Markovo 23oct/02nov47
---	CCCP-M201	Li-2T	Aeroflot ?	YKS	1954	in natural metal c/s with red tail and trim; used on the Rostov- na-Donu-Teheran route until at least 1952 and on the Yakutsk- Khabarovsk-Vladivostok route in 1954
---	CCCP-N40. ?	Li-2	Polyarnaya Aviats.	IAA	1947	registration painted on as 'H-40.', last digit not visible on photo; in dark green c/s, no titles; carried Red Stars
---	CCCP-N421	Li-2	Polyarnaya Aviats.			damaged on landing at Novy Port 13apr47 when the runway was not duly prepared
---	CCCP-N434	Li-2	Polyarnaya Aviats.			
---	CCCP-X...	Li-2	Min. of Interior	trf	22dec48	
---	CCCP-N435	Li-2	Polyarnaya Aviats.			
---	CCCP-X...	Li-2	Min. of Interior	trf	22dec48	
---	CCCP-N507	Li-2	Polyarnaya Aviats.		photo	at Mirny Polar Station (S66.552922 E93.009781 Antarctica) in 1957
---	CCCP-N511	Li-2	Polyarnaya Aviats.	ph.	1954	
---	CCCP-N552	Li-2V	Polyarnaya Aviats.	no	reports	
---	CCCP-X5801	Li-2	MVD - Dalstroj			based in the Magadan region; Dalstroj assigned the crew of P.I. Solovoyov to this aircraft 28jun49
---	CCCP-X5807	Li-2	MVD - Dalstroj			based in the Magadan region; Dalstroj assigned the crew of A.I. Silyusarenko to this aircraft 28jun49
---	CCCP-Zh115	Li-2	MVD - GULZhDS	no	reports	opb Zheldorproyekt; in dark green c/s with light blue undersides, no titles; w/o 21dec48 on the leg from Mys Kamenny to Abez of a flight from Salekhard to Abez in support of the Urals expedition of Zheldorproyekt when crashed into a slope of Mount Khordyuz (in the Raiiz mountain range of the Polar Urals) in poor weather, all 7 crew and 12 passengers killed
---	CCCP-01251	Li-2	AFL/Privolzhsk-GOJ		photo	early 1970s
---	CCCP-02348	Li-2RT			photo	radio relay aircraft
---	CCCP-03495	Li-2	MAP zavod # 64	trf	1948	from the Soviet Air Force; in Aeroflot c/s; in documents in 1958/59; seen MRV 03nov61
---	CCCP-03521	Li-2			photo	
---	CCCP-03561	Li-2	MAP zavod # 64	trf	may58	from the Soviet Air Force
---	CCCP-03562	Li-2	MAP zavod # 64	trf	may58	from the Soviet Air Force
---	CCCP-06134	Li-2P	Aeroflot		photo	a navids calibration aircraft ?
---	CCCP-16213	Li-2	Aeroflot	BZA	1958	
---	CCCP-44221	Li-2	DOSAAF	no	reports	opb Tsentralny aeroklub im. V.P. Chkalova; based at Yakutsk apr59/apr63, supported 3,050 parachute jumps during this period
---	CCCP-51186	Li-2	Soviet Air Force	rgd	jan61	opb 4 ae 338 vtap at OZH; in dark green c/s with light blue undersides, no titles (had been in full military markings until early jan61); ferried OZH-HAN 13/18jan61; based at Hanoi-Gia Lam and operated in northern Vietnam and northern Laos from 21jan61, piloted by Captain A.A. Ollifrenko; handed over to the Vietnamese Air Force jun61
---	CCCP-51190	Li-2	Soviet Air Force	rgd	jan61	opb 4 ae 338 vtap at OZH; in dark green c/s with light blue undersides, no titles (had been in full military markings until early jan61); ferried OZH-HAN 13/18jan61; based at Hanoi-Gia Lam and operated in northern Vietnam and northern Laos from 21jan61, piloted by Captain M.V. Dubovtsev; dbr 23jan61 on landing at Sam Neua (Xam Nua) in Laos (an airstrip in a mountain valley at 1,100 metres above sea level with a runway of 1,000 x 30 metres) when was caught by a gust of tail wind during the landing run and was steered by the pilot into the terraces of a rice field next to the runway in order to avoid falling into the steep ravine at the end of the runway, all occupants escaped unhurt
---	CCCP-51191	Li-2	Soviet Air Force	rgd	jan61	opb 4 ae 338 vtap at OZH; in dark green c/s with light blue undersides, no titles (had been in full military markings until early jan61); ferried OZH-HAN 13/18jan61; based at Hanoi-Gia Lam and operated in northern Vietnam and northern Laos from 21jan61, piloted by First Lieutenant E.A. Krainov (250 flights with 234 hours 13jan61/01jun61); handed over to the Vietnamese Air Force jun61
---	CCCP-511..	Li-2	Soviet Air Force	rgd	jan61	opb 4 ae 338 vtap at OZH; in dark green c/s with light blue undersides, no titles (had been in full military markings until early jan61); ferried OZH-HAN 13/18jan61; based at Hanoi-Gia Lam and operated in northern Vietnam and northern Laos from 21jan61, piloted by First Lieutenant I.S. Shingarev (236 flights with 252 hours 13jan61/01jun61); handed over to the Vietnamese Air Force jun61
---	CCCP-58340	Li-2	Aeroflot			damaged beyond repair 05mar70 on take-off from Ust'-Kut when the load shifted backwards shortly after lift-off, the aircraft stalled and crashed close to the inner marker, no casualties
---	CCCP-63052	Li-2PR	Aeroflot			fisheries reconnaissance aircraft with a glass nose; used for shooting the film "Azovskoye more" (Sea of Azov) in 1962
---	CCCP-69919	Li-2	AFL/Polar	no	reports	in document may66
---	CCCP-71150	Li-2	AFL/Privolzhsk-KUF	KUF	08feb64	
---	CCCP-71271	Li-2P	AFL/N.Kavkaz-ROV	ROV	14oct60	I/n MRV 20jun64; trf to ??? mar67
---	CCCP-72614	Li-2	Soviet Air Force		photo	in dark (black?) c/s; opb 334 vtap; operated in Laos in 1961; possibly handed over to the Laotian Air Force
---	CCCP-72627	Li-2	not reported	VTE	06dec62	possibly handed over to the Laotian Air Force
---	CCCP-84182	Li-2	Aeroflot			reported in the accident report of CCCP-13369 on 06jun76
---	CCCP-84189	Li-2	Aeroflot			reported in the accident report of Il-14 CCCP-64456 on 11aug71
---	CCCP-86719	Li-2	not reported	VTE	06dec62	possibly handed over to the Laotian Air Force
---	CCCP-91136	Li-2FG	Aeroflot	ph.	1970	photo laboratory aircraft
---	CCCP-.....	Li-2	AFL/Turkmenis.-ASB	w/o	01jan66	on a flight from Darvaza to Ashkhabat when the left engine failed shortly after take-off at an altitude of about 50-60 metres (the crew had turned the wrong valve of the fuel system), the aircraft became uncontrollable, hit the ground at an angle of 90 degrees and burnt out, all 4 crew members and 24 passengers were killed

---	"0." blue	Li-2T	Soviet Air Force	ph.	1985	the second digit of the code was rounded, perhaps a '3' or '9', see next line; preserved at Baikunur (Kazakhstan) from the early 1980s, originally in the courtyard of the Lenin Palace of Pioneers, in light grey c/s
	'CCCP-26959'	Li-2T		ph.	09oct07	moved to a pedestal at the intersection of Yangel and Seifullin streets on the northern outskirts of Baikunur (N45.637338 E63.312102) in 2005; in light grey c/s with faded Red Stars, with a non-standard rudder and with this registration painted crudely under the wings only; the old code is still visible under the paint, l/n may21
---	no reg "01" red	Li-2T Li-2	no titles Soviet Air Force	ph. OSF	21mar24 1982	without any markings now apart from very faded Red Stars on the fin opb 2 otae DA at Ostafyevo; in dark green c/s; was preserved as a gate guard at Ostafyevo, seen in 1982/86 and scrapped in the late 1980s or early 1990s
---	"01" yellow	Li-2	KGB/Border Guards	ph.	18jan04	opb Chukotskaya aviaeskadriya; in olive drab c/s; dbr Jun71 (probably 13jun71) on a flight from Chukotka to Ratmanov Island (Big Diomedes Island) in order to drop ballot papers for the Border Guards outpost on the island when entered a layer of thick fog in the vicinity of Mount Krysha (505 metres) while climbing out in a right turn after the airdrop and crashed on the north-eastern slope of the mountain (N65.778306 W169.06633), all (probably 4) crew injured; the largely complete wreck was extant aug12, with the colours having faded considerably over time
---	"01" yellow	Li-2	Strat.Rocket Force	ph.	25jun13	opb 1 ae 84 osap at Klyuchi (Kamchatka); was the last Li-2 which was operated by the unit; in dark green c/s with light blue undersides, Red Stars, a badge with a Russian flag on the nose and the red inscription 'Truzheniku Severa' (dedicated to the Worker of the North); preserved in the garrison at Klyuchi-20 (N56.309906 E160.84638) probably from 1979, l/n jun13
---	"002" blue	Li-2	Soviet Air Force	photo		opb NII VVS in summer 1943; in dark green c/s with light blue undersides
---	"2"	Li-2	Soviet Air Force			opb 1 ae 340 ap dd; dbr during the night 13/14oct44 on a flight from Iwonicz (south of Krosno) to Tri Duby in support of the Slovak National Uprising when was not able to land at Tri Duby because of fog, had to return and was attacked by a night fighter of the German Air Force (the obvious candidate would be a Ju 88G-6 of 2./NJG 100, but there are no claims known) over the Subcarpathian area of Poland, the left engine was hit and the aircraft lost height, the cargo was thrown out and the aircraft made a forced landing at Rzeszów-Jasionka, the landing gear collapsed, but all occupants (pilot: 2nd Lieutenant M.Y. Khristoforov) escaped unhurt
---	"03" red	Li-2T	Soviet Air Force	NSK	13may95	probably opb 50 otae at Norilsk-Alykel; in olive drab c/s; was preserved near the military part of Norilsk-Alykel airport from 1977; dismantled and removed probably in 2002
---	"05" blue	Li-2T	Soviet Air Force	ph.	03jul94	preserved at Kaliningrad-Chkalovsk since mid 1970's; reported in the village of Khrabrovo (N54.896669 E20.577019) aug08; seen KGD (N54.881589 E20.580113) nov14/may17 on jacks for restoration
---	"5" white	Li-2	Soviet Air Force	ph.	jun45	in dark green c/s with light blue undersides
---	"6" white	Li-2	Soviet Air Force	ph.	aug45	at Mukden (nowadays Shenyang China); in dark green c/s with light grey undersides
---	"12"	Li-2	Soviet Air Force			opb 12 ap dd as of may44; written off in the early hours of 11may44 on the return leg of a supply mission for Ukrainian partisans 15 km north-west of Bilgorai (Lublin Voivodeship of Poland) when was shot at by Soviet anti-aircraft artillery while approaching Lutsk, caught fire, made a forced landing 8 km south of Lutsk and burnt out, the navigator (2nd Lieutenant Boris A. Vakha) was killed while the other crew members (among them the pilot, Zemlyanoi) escaped
---	"18"	Li-2	Soviet Air Force			opb 12 ap dd as of may44; written off in the early hours of 03may44 on a supply mission from Sudilkov to Kolomyia for units of the 1st Ukrainian Front when was reportedly attacked by a Bf 110 night fighter of the German Air Force from behind left at a height of some 80-100 metres on final approach to Kolomyia, the left engine and the left fuel tank caught fire and the burning aircraft made a belly landing 1 km east of the airfield and burnt out, the aircraft mechanic (Yakovlev) was injured while all other crew members (among them the pilot, 1st Lieutenant Fomenko) escaped unhurt - there is no documented German claim for this loss
---	"21"	Li-2	Soviet Air Force			opb 12 ap dd as of oct44; w/o in the early hours of 15oct44 on a bombing mission from Vilnius-Porubanok against German troops in the south-eastern part of Memel (now Klaipeda) when its wing was hit at a height of some 300-350 metres by Li-2 "44" c/n 18411005 of 110 ap dd some 45-50 km from Porubanok, the aircraft entered a downward spiral and crashed, all crew members (pilot: Sazhin) managed to bail out
---	"22"	Li-2	Soviet Air Force			opb 4 ae 334 vtap at Pskov; w/o 21jul62 on the leg to Knevichi-Zapadnyye of a cargo flight from Pushkin to Vladivostok-Knevichi when approached in poor visibility (fog and low clouds), had to go around and crashed into a wooded hill (623.7 metres) near Zavodskoye (Artyom district of the Primorye region), all 6 crew members (pilot: Captain Ivan Z. Zemlyanoi) and all passengers were killed
---	"24"	Li-2	Soviet Air Force	w/o	01sep56	opb 206 tap at Khabarovsk; w/o 01sep56 when collided at a height of 2,700 metres with Li-2 "28" of the same unit and crashed in the mountainous taiga 33 km south of Kartun (Krasnoarmeisk district of the Primorye region), all 11 occupants of both aircraft were killed (pilot: Captain Ivanenko)
---	"25"	Li-2	Soviet Air Force			preserved in the Museum of the Northern Fleet Air Force at Safonovo (Kola Peninsula); l/n 26jun19
---	"26"	Li-2	Soviet Air Force	w/o	26jun43	w/o in the early hours of 26jun43 on the return leg of a supply flight from Sochi-Adler to partisans behind the German lines on the Crimea when the left engine failed on take-off, the aircraft came down, caught fire and burnt out, all crew members (pilot: 2nd Lieutenant B.G. Kitayev) and passengers survived
---	"26"	Li-2	Soviet Air Force	w/o	13oct44	w/o in the late hours of 13oct44 when was probably shot down by a night fighter of 2./NJG 100 of the German Air Force (piloted by Oberfeldwebel Gemünd) and crashed at Orelsky ? (Nizké Tatry mountains in Slovakia)
---	"28"	Li-2	Soviet Air Force	w/o	13oct44	opb 3 ae 340 ap dd; w/o in the late hours of 13oct44 on a flight from Iwonicz (south of Krosno) to Tri Duby in support of the Slovak National Uprising when was attacked by a night fighter of the German Air Force (the obvious candidate would be a Ju 88G-6 of 2./NJG 100, but there are no claims known) near Poprad and crashed at a height of 1,470 metres on Mount Slemä (1,514 metres) in the Low Tatras (Liptovský Mikuláš district), all 6 crew members (pilot: 3rd Lieutenant Mukhrat Zh. Bektursinov) and 13 passengers (Czechoslovakian paratroopers) were killed; parts of the wreckage were still extant aug18
---	"28"	Li-2	Soviet Air Force	w/o	01sep56	opb 206 tap at Khabarovsk; w/o 01sep56 when collided at a height of 2,700 metres with Li-2 "24" of the same unit and crashed in the mountainous taiga 33 km south of Kartun (Krasnoarmeisk district of the Primorye region), all 11 occupants of both aircraft were killed (pilot: 1st Lieutenant Putilov)
---	"28" ?	Li-2	Soviet Air Force		photo	only lower part of first digit visible on photo; was preserved at Mirny (Yakutiya) and used as cinema "Polyot" (Flight)
---	"31" blue	Li-2T	Soviet Air Force	ph.	1946	in light grey c/s
---	"33" white	Li-2NB	Soviet Air Force	ph.	30dec44	opb 18th Air Army
---	"34" yellow	Li-2VT	Soviet Air Force	ph.	sep44	opb 53 ad dd; in camo c/s
---	"34"	Li-2	Soviet Air Force			opb 110 ap dd as of mar44; w/o in the late hours of 09mar44 on return from a bombing mission against Tallinn harbour when was probably shot down by a night fighter of NJG 100 of the German Air Force, all 6 crew members (pilot: 1st Lieutenant Stepan M. Kochuyev) were MIA presumed killed
---	"39" yellow	Li-2T	Soviet Air Force	ph.	2010	in olive drab c/s, white polar bear on nose, code outlined in white; preserved at the HQ of the 14th Air and Air Defence Army at Novosibirsk (N55.026599 E82.975005) l/n 08may15; reportedly came from Dikson, see c/n 18439910
---	"45"	Li-2	Soviet Air Force			opb 110 ap dd as of mar44; damaged in the late hours of 09mar44 on a bombing mission against Tallinn harbour when was attacked by night fighters of NJG 100 of the German Air Force over the target and on the return leg, was hit many times and made a forced landing wheels-up on the ice of the Gulf of Finland 6 km off the coast near Shepyelovo light-house, the aircraft mechanic (1st Lieutenant Ivan I. Zolotov) was killed by the fighters and the pilot (Pyotr S. Istomin) was injured while all other crew members escaped unhurt
2 34 4. ...	"53" Blue	Li-2	Soviet Air Force		photo	taken in Hungary early 1970s c/n just partly readable
---	"54" red	Li-2	Soviet Air Force		may85	code not worn; photo aug90, in dark green c/s with light grey undersides; preserved Kiev museum of the Great Patriotic war (N50.428490 E30.561515); l/n oct19
---	"56"	Li-2	Soviet Air Force			opb 110 ap dd as of feb44; w/o in the early hours of 01mar44 (at 00:37 hours Moscow time) whilst parked at Levashovo when a Ju 88 of the German Air Force attacked the airfield for the second time that night and dropped up to 10 bombs over the dispersal of 110 ap dd which destroyed Li-2s "56" and "57" (they burnt out) and damaged several others
---	"57"	Li-2	Soviet Air Force			opb 110 ap dd as of feb44; w/o in the early hours of 01mar44 (at 00:37 hours Moscow time) whilst parked at Levashovo when a Ju 88 of the German Air Force attacked the airfield for the second time that night and dropped up to 10 bombs over the dispersal of 110 ap dd which destroyed Li-2s "56" and "57" (they burnt out) and damaged several others
---	"419"	PS-84	GVF/Soviet AF c/s	photo		was supposed to be c/n 6501, but see there; in three-tone camo c/s with dark (probably blue) code
---	"4707"	Li-2	Soviet Air Force			opb long-range aviation; flew from Kazan to Sverdlovsk 22dec42
---	5810	Li-2	Soviet Air Force	w/o	03oct43	identity given as such in the accident report, but there a no Li-2 registrations in the CCCP-L58.. range known; w/o during the night 03/04oct43 on landing behind the German lines on the Crimea when the oil pressure of the left engine dropped at a height of some 900 metres and the engine got finally jammed (due to a defective ball bearing) during the landing run, all crew members (pilot: 2nd Lieutenant A.L. Moskalin) and passengers escaped unhurt; as a repair on-site was impossible, the aircraft was burnt in order to prevent it falling into enemy hands
---	no code	Li-2T	Soviet Air Force			was reportedly based on the Kuril islands and carried the code "33"; was preserved on a plinth at Khabarovsk-Garovka from 1981, initially in its original c/s; repainted in medium green c/s with light grey undersides and a non-standard Red Star on the fin only, seen as such oct06/jun15; restored at Khabarovsk-Tsentralny in 2017 and repainted in olive drab c/s with normal Red Stars; preserved in the aviation museum of the Eastern Military District's Air and Air Defence Forces at Khabarovsk-Tsentralny, seen nov17/may20
---	not known	PS-84	Soviet Air Force			opb ae aop osnaz in Iran; w/o 28feb42 on the leg from Abadan to Qazvin (Iran) of a flight from Basra (Iraq) to the Soviet Union with 5 Soviet officials (among them the commander of 152 aviabaza at Abadan, Colonel Viktor S. Muravyov, and a representative of the Peoples' Commissariat of Foreign Trade, Ivan S. Karmilitsin), US Army Lieutenant Colonel John A. Gillies and 2 employees of the General Motors Overseas Corporation (Roland L. Spencer and Gustave A. Goesele) on board when crashed into a mountain of the Zagros range 20 miles south-east of Darband and 30 miles south of Azna (Lorestan province of Iran), all 4 crew members (pilot: Major Kirill V. Mamonov) and 8 passengers were killed; a joint Soviet/US search and recovery team accompanied by Iranian troops was attacked by 'ferocious natives' when approaching the crash site some months later

---	not known	PS-84	Soviet Air Force	opb oap OSNAZ; w/o 02jul42 on a flight from Sevastopol to Moscow with the pilot (Tikhon Bayev) changing the route, flying via Voronezh instead of Stalingrad as he was instructed, while the aircraft was flying very close to the front-line it lost height and crashed into a hill east of Gusevo (Chertkovo district of the Rostov region), 2 crew members and the famous Soviet writer Yevgeni Katayev aka Petrov (who had reported as a war correspondent from beleaguered Sevastopol) were killed and (all ?) 10 survivors (among them the pilot and the writer Arkadi Perventsev) injured, it cannot be excluded that the pilot was distracted from aviating by Petrov who had entered the cockpit shortly before the crash
---	not known	Li-2	Soviet Air Force	opb 101 ap dd at Monino as of jul42; written off in the early hours of 29jul42 on a supply flight from Kaluga (probably Grabtsevo) for partisans in the area of Dobry Ostrov (Lyuban district of the Minsk region) when was attacked and damaged by a night fighter of the German Air Force near Saltanovka (53 km south of Bryansk) while approaching the target area, managed to drop its cargo in the target area, but was attacked again at a height of some 2,000 metres and crashed near Albinsk (80 km south-west of Bobruisk), 4 of the 5 crew members (among them the pilot, Captain Iosif F. Minenkov) were killed while the air gunner/radio operator (Sergeant Mstislav I. Guiski) managed to bail out and was taken prisoner by German soldiers subordinated to Armeoberkommando 4 in a forest near Spas-Demensk (close to the crash site) 31jul42
---	not known	PS-84	Aeroflot/Moscow	w/o 25aug42 on take-off from Tashkent when was forced to lift off at low speed after 450 metres, flew at a height of some 3-5 metres for 250-300 metres and banked to the left, the left wing collided with the ground and the aircraft crashed, caught fire and burnt out, the 2nd pilot was slightly injured while all other crew members (pilot: M. Kaverin) and passengers escaped unhurt
---	not known	PS-84	GVF	opb 1 atd at Moscow-Vnukovo from 06nov42; dbr 28dec42 on return from a mission at night when had to make a precautionary landing 18 km from its airfield 'A' due to poor weather and the pilot (Knizhko) decided to ferry the aircraft from the landing site to airfield 'A' shortly before dusk (without establishing contact with the airfield before), but the airfield was covered by fog so that the aircraft had to go around and the right wing collided with a hill during the second approach so that the aircraft crashed
---	not known	Li-2	Soviet Air Force	opb 4 ap dd; w/o 15jan43 on a bombing mission against Pitomnik airfield near Stalingrad when was shot down by 3 Bf 109 fighters of the German Air Force on approach to the target, the pilot (1st Lieutenant Anatoli V. Dmitriyev) seems to have attempted a forced landing in the steppe, but the carried bombs detonated, 4 of the 5 crew members (among them the pilot) were killed while the 5th one managed to bail out in time and was taken prisoner by the Germans but liberated the next day
---	not known	Li-2	Soviet Air Force	opb 7 ap dd; w/o 27jan43 when crashed near Abganerovo
---	not known	Li-2	Soviet Air Force	opb 2 adon; w/o on a combat mission 17feb43 when crashed near Pisarevka village (then Trubetchinsk district of the Ryazan region, now Dobroye district of the Lipetsk region), all 6 crew (commander: 2LT Alexander Artyugin) killed
---	not known	Li-2	Soviet Air Force	dbr 02mar43 on a flight from Astrakhan to Chkalovsk (now Orenburg) when encountered below-minima weather conditions (low clouds and snowfall) so that the crew decided to divert to Sol-Iletsk, but on approach to that airfield the aircraft collided with a snow-covered hill between Saratovka and Boyevaya Gora, all occupants survived the accident and tried to reach Sol-Iletsk, but 9 of them froze to death within some hours
---	not known	Li-2	Soviet Air Force	c/n given in the operations record book of 7 AK DD as '11081', but the number in the batch is too high; opb 12 ap dd as of mar44; was to take part in a bombing mission against German positions west of Narva during the night 06/07mar44, but an engine failed and the aircraft returned to its airfield (pilot: Oleinikov)
---	not known	Li-2	Soviet Air Force	opb 1 tap 2 adon; w/o 08mar43 on a combat mission when crashed near Bataisk airfield (Rostov region), 5 crew members (pilot: Captain Tikhon Bayev) were killed
---	not known	Li-2	Soviet Air Force	opb 101 ap dd; w/o in the late hours of 10apr43 when did not return from a bombing mission against Ordzhonikidzegrad railway station (Bezhitsa district of the Bryansk region), all 6 crew members were MIA presumed killed; was probably the Li-2 which was shot down by a He 111 of Nah-Nachtjagd Schwarm Lw.Kdo. Ost of the German Air Force (piloted by Oberleutnant Günter Bertram) and crashed near Sudimir south of Zhizdra
---	not known	Li-2	Soviet Air Force	opb 3 ap dd; w/o 17apr43 when was shot down by a night fighter (piloted by Feldwebel Heinz Melchert) of 10.(NJ)/ZG 1 of the German Air Force and crashed north-west of Kerch, all 6 crew members (pilot: 1st Lieutenant A.L. Khmelniitski) were killed
---	not known	Li-2	Soviet Air Force	opb 3 tap 2 adon; w/o on a transport flight 29apr43 when crashed near Dmitrovskoye shosse on the outskirts of Moscow, all 6 crew members (pilot: Captain Mikhail Chornikov) killed
---	not known	Li-2VV	Soviet Air Force	w/o in the late hours of 12jun43 on the return leg of a bombing mission against Vasilyevka and Glebovka (near Novorossisk) when was shot at by Soviet anti-aircraft artillery near Abinskaya (now Abinsk) in error, caught fire and crashed, 2 of the crew members (among them the pilot, 1st Lieutenant G.N. Korniyenko) were killed
---	not known	Li-2	Soviet Air Force	opb 110 ap dd as of feb44; w/o 17feb44 on a combat mission when was lost 3 km from Pargolovo (Leningrad region), all 7 crew members (pilot: 3rd Lieutenant Nikolai P. Brova) were killed
---	not known	Li-2	Soviet Air Force	opb 101 ap dd as of feb44; w/o in the late hours of 29feb44 (at 23:25 hours Moscow time) whilst parked at Levashovo when a single Ju 88 of the German Air Force dropped 20 bombs over the airfield which destroyed the Li-2 and a B-25
---	not known	Li-2	Soviet Air Force	either c/n 18410101 (given as such in the operations record book of 7 AK DD) or 18411502 (given as such in the operations record book of 1 ad dd); opb 102 ap dd as of apr44; written off in the late hours of 07apr44 on the return leg of a bombing mission against Rakvere (German name Wesenberg) railway junction when was probably shot down by a night fighter of the German Air Force, 1 of the 6 crew members (the navigator, 3rd Lieutenant Mikhail S. Gorlach) was taken prisoner near Rakvere 13apr44 and liberated at the end of WWII while the other 5 crew members (among them the pilot, 3rd Lieutenant Dmitri G. Vovk) were MIA presumed killed
---	not known	Li-2	Soviet Air Force	opb 102 ap dd as of apr44; written off 28apr44 on a flight from Vorotynsk to Pushkin when the crew got distracted from aviating shortly after take-off (the astro hatch had opened in-flight) and did not realise that the left engine went on idle so that the aircraft lost speed, stalled at a height of some 20-30 metres and crashed, 1 of the 8 crew members (the pilot, 3rd Lieutenant, Aleksandr S. Cheremenin) was killed and the other 7 crew members were injured (2 of them seriously)
---	not known	Li-2	Soviet Air Force	opb 102 ap dd as of apr44; written off in the early hours of 09may44 on a bombing mission against Tapa railway station when was probably shot down by a night fighter of the German Air Force (another crew reported that an aircraft caught fire at a height of 3,800 metres near Väike-Maarja 21 km south-east of Tapa at 00:48 hours, exploded 1-1.5 minutes later and crashed), 2 of the 6 crew members were taken prisoner (one died aug44 and the other one was liberated in 1945) while the other 4 crew members (among them the pilot, 1st Lieutenant Boris V. Burkanenko) were MIA presumed killed
---	not known	Li-2	Soviet Air Force	opb reserve of 7th Air Army; w/o 14may44 on a combat mission when crashed near Obozerski airfield (Plesetsk district of the Arkhangelsk region), all 6 crew members (pilot: Captain Alexander V. Nekipelov) and 4 passengers (Army and Navy officers) were killed
---	not known	Li-2	Soviet Air Force	opb 102 ap dd as of jun44; written off in the early hours of 13jun44 on a bombing mission from Bronnichi (Bryansk region) against Bobruisk-Yuzhny airfield when veered off the runway to the right and the right wing hit the propeller of a parked Yak-7B fighter shortly after lift-off, although the wing spar broke and the aileron was ripped off the crew initially decided to proceed with the mission, but 30 km from Bronnichi they took the decision to return to the airfield, while flying the turn the damaged right wing came off and the aircraft crashed near Shumilovka, all 6 crew members (pilot: 3rd Lieutenant Aleksei M. Ivanov) were killed
---	not known	Li-2	Soviet Air Force	opb 12 ap dd as of jul44; written off in the early hours of 05jul44 (according to Berlin time still 04jul44) on a bombing mission against Lida railway junction when was attacked and hit by a Ju 88G or Bf 110G night fighter of 1./NJG100 of the German Air Force (probably piloted either by Lieutenant Gustav Francsi or by Feldwebel Rudolf Duding) from below right at a height between 3,000 and 4,000 metres near the target and crashed around 00:08 hours (Francsi's victim crashed 10 km south-east of Vilnius and Duding's victim 6 km south-east of Vilnius), 3 of the 4 crew members (pilot: 2nd Lieutenant Boris P. Kochemanov) were killed while the air gunner/radio operator (Stepanov) bailed out and returned to his unit 15jul44
---	not known	Li-2	Soviet Air Force	opb 12 ap dd as of jul44; written off 11jul44 on a transport flight when was attacked and shot down by 6 Fw 190 fighters of the German Air Force and came down 25 km west of Slutsk, the burning wreck was seen at 15:00 hours
---	not known	Li-2	Soviet Air Force	opb 110 ap dd as of sep44; written off in the early hours of 22sep44 on a photo reconnaissance mission from Vilnius-Porubanok to Pärnu harbour when circled the target for about one hour as the low cloud cover prevented taking photos, ran out of fuel on the return leg, came down 2 km from Porubanok airfield, caught fire and burnt out, 2 of the crew members (among them the pilot, Lizunkov) were injured while the others escaped unhurt
---	not known	Li-2	Soviet Air Force	opb 12 ap dd as of oct44; written in the late hours of 15oct44 on a bombing mission against Interburg (now Chernyakhovsk) railway junction when was attacked by a night fighter of the German Air Force at a height of some 3,000 metres near the target, the left engine and central wing section caught fire, as the fire could not be extinguished all 6 crew members (pilot: 3rd Lieutenant Nikolai V. Dedukhov) bailed out at a height of 700 metres some 25-30 km behind the front-line, the aircraft mechanic (Starshina Vladimir I. Klochkov) was MIA presumed killed while the other 5 crew members managed to reach the Soviet lines
---	not known	Li-2	Soviet Air Force	opb 338 ap dd as of oct44; written off during the night 15/16oct44 on a bombing mission against German troops in the south-eastern part of Memel (now Klaipeda) when was probably shot down by German anti-aircraft artillery (but a night fighter cannot be ruled out) before reaching the target, all 4 crew members (pilot: 3rd Lieutenant Ivan F. Sofiyenko) were MIA presumed killed
---	not known	Li-2	Soviet Air Force	opb 110 ap dd as of oct44; written off in the late hours of 23oct44 on a bombing mission against Angerapp (before 1938 Darkehmen, now Ozyorsk) railway junction when was probably shot down by a night fighter of the German Air Force before reaching the target, all 6 crew members (pilot: 2nd Lieutenant Ivan G. Yamshchikov) were MIA presumed killed
---	not known	Li-2	Soviet Air Force	opb 12 ad dd as of nov44; written off 22nov44 on the return leg of a bombing mission from PanevePys when was not able to land there because of low clouds (50 metres) so that the pilot decided to divert to Vilnius-Porubanok, but descended through the clouds not knowing its exact position and flew very low so that the aircraft collided with a hill some minutes later, caught fire and burnt out, the crew was slightly injured

---	not known	Li-2	Soviet Air Force			opb 33 ap as of feb45; damaged beyond repair in the late hours of 21feb45 on a bombing mission from Vilnius-Porubanok against Königsberg when the right engine was damaged by German anti-aircraft artillery over the target and the left engine failed as well on the return leg, the aircraft made a forced landing in rough terrain near Vilkaviskis in poor visibility and broke up, the crew (pilot: Samoilov) escaped unhurt
---	not known	Li-2	Soviet Air Force			opb 338 ap as of mar45; written off in the early hours of 10mar45 on the return leg of a bombing mission from Vilnius-Porubanok against German troops at Danzig when the pilot (2nd Lieutenant Vladimir Ye. Chernyayev) was blinded by Soviet anti-aircraft artillery searchlights while flying at a height of 300 metres 8 km north-of Kaunas and lost spatial orientation so that the aircraft entered a spin and crashed in a forest, all 6 crew members were killed
---	not known	Li-2	Soviet Air Force			opb 338 ap as of mar45; written off in the late hours of 19mar45 on a bombing mission against the harbour of Pillau (now Baltisk) when was shot down by German anti-aircraft artillery, 5 of the 6 crew members bailed out, were taken prisoner but survived the war while the pilot (2nd Lieutenant Boris Ya. Ovsyannikov) was MIA presumed killed
---	not known	Li-2	Soviet Air Force			opb 678 otap; w/o 01apr45 when crashed at Ostafyevo, details unknown, all 3 crew members (pilot: 2nd Lieutenant Richard B. Dobzhinski) were killed
---	not known	Li-2	Soviet Air Force			opb 73 vad at Ostafyevo; w/o 09apr45 when crashed at Ostafyevo, details unknown, 1 of the 3 crew members (the aviation mechanic 2nd Lieutenant Dmitri S. Selifonov) was killed
---	not known	Li-2	Soviet Navy			opb 65 apsn at Izmailovo; w/o 28apr45 on a flight from Izmailovo to Palanga when the right engine lost power (due to poor maintenance) shortly after take-off so that the pilot decided to return to the airfield, but came in too high on final approach, decided to go around and flew a right turn without retracting the landing gear so that the aircraft lost height, the landing gear collided with the roof of building d. 1 of the airfield (now building d. 21 str. 1 at 16-ya Parkovaya ulitsa) and crashed, 1 of the 6 crew members and all 8 passengers (among them Vice-Admiral Aleksandr G. Orlov) were killed and all 4 survivors (among them the pilot, Captain Zabrodin) were injured
---	not known	Li-2	Soviet Air Force			opb 281 otap at Chernigovka-Muchnaya; w/o 21aug45 on the return leg of a flight from Chernigovka to Jilin (Russian transcription Girin) during the Soviet campaign in Manchuria when entered a downward spiral and crashed into the slope of a hill near Gorny Khutor, all 5 crew members (pilot: 2rd Lieutenant Vasilii G. Chernyshev) and all 4 passengers were killed; the wreck was found only in 1946
---	not known	Li-2	Soviet Air Force			opb 281 otap at Chernigovka-Muchnaya; w/o 22aug45 during the Soviet campaign in Manchuria when crashed into a mountain 3 km north of Laselin railway station 50 km north-east of Jilin (Russian transcription Girin) in poor weather, 3 crew members (among them the pilot and commander of 281 otap, Major Chetvertakov) and 4 passengers (officers of the 9th Air Army) were killed
---	not known	Li-2	Soviet Air Force			operated by 89 vap 73 vad dd as of nov45; written off 16nov45 when crashed at Ostafyevo, all 5 crew members (pilot: 1st Lieutenant Georgii N. Kozhin) were killed
---	not known	Li-2	Soviet Air Force			w/o around 1946/48 when crashed near Lvov airport (N49°49'27.0" E23°55'53.2", +/- 100 metres), details unknown
---	not known	Li-2	Soviet Air Force			written off 14dec46 when crashed near Kirovograd (Ukraine), probably 11 passengers (officers from 15 bap dd) were killed
---	not known	Li-2	Soviet Navy			opb Shurmanski lyotny tseentr aviatsii VMS pri Vysshikh Ofiterskikh kursakh; dbr in the early hours of 25sep47 on a navigator training flight at night when diverted to the reserve airfield of 14 atp due to fog at its home airfield, the new destination was covered by fog as well, but the aircraft was low on fuel so that it had to land anyway and suffered substantial damage, 6 of the occupants were severely injured
---	not known	Li-2	Soviet Air Force			operated by 89 vap 73 vad dd as of feb48; written off 25feb48 when crashed at an unknown location, at least 8 crew members and passengers were killed
---	not known	Li-2	Soviet Air Force			operated by 89 vap 73 vad dd as of mar48; written off 10mar48 when crashed at an unknown location, all 5 crew members (pilot: Major Vladimir K. Kayerevich) and both passengers (officers from 73 vad) were killed
---	not known	Li-2	Soviet Air Force			operated by 186 otap dd as of mar48; written off 12mar48 when crashed near Smolensk-Severny airfield, at least 7 crew members (pilot: Lieutenant-Colonel Ivan V. Golubenkov) and passengers were killed
---	not known	Li-2	Soviet Air Force			operated by 73 vad dd as of may48; written off 20may48 when crashed at an unknown location, at least 7 60 14 05crew members and passengers (among them Captain Mikhail I. Kapustin) were killed
---	not known	Li-2	Soviet Air Force			operated by 73 vad dd as of aug48; written off 09aug48 when crashed at an unknown location, at least 9 crew members and passengers were killed
---	not known	Li-2	Soviet Air Force			defected to Japan 10nov48, landing on Rishiri Island (pilot: Lieutenant Vladimir Barashkov)
---	not known	Li-2	Soviet Air Force			w/o in the early 1950s when collided with the radio tower of Lvov airport at ul. Lubinska in poor visibility and crashed (N49°49'39.7" E23°59'09.7"), details unknown; the damaged tower was never repaired but was still extant in 2020
---	not known	Li-2	Soviet Air Force			opb 214 tap at Anadyr; w/o 16jan50 on a positioning flight from Uelkal to Tanyurer in poor weather (low clouds and snowfall) when entered clouds at a height of some 250-300 metres and suffered from intensive icing so that the left engine failed 50 minutes into the flight, the aircraft lost height and crashed into the southern slope of Pekulnei ridge 60 km north of Tanyurer airport, all 3 crew and 6 passengers killed; the wreck was found only 20jan50
---	not known	Li-2	AFL/Belarus			dbr 30nov51 on a flight from Kharkov to Kiev without passengers on board when the right engine lost oil rapidly (due to a manufacturing defect of the oil cooler) and the propeller could not be feathered, the crew opted for a forced landing in a forest clearing 50 km east of Kiev, but the aircraft suffered substantial damage, all crew escaped unhurt
---	not known	Li-2	Soviet Navy			opb 65 otap at Izmailovo; w/o 26apr52 on the leg from Suurküla (now Ämari) to Tallinn of a positioning flight from Suurküla to Izmailovo when the crew forgot to remove the clamp on the left side of the horizontal stabiliser and tried to land again after flying an aerodrome traffic circuit, but the aircraft entered a steep descent at a height of some 40-50 metres on final approach, collided with the ground before the runway, flew for another 200 metres, crashed on the runway, caught fire and burnt out, all 4 crew slightly injured
---	not known	Li-2	Soviet Air Force	w/o	06may59	opb 604 uap Chelyabinskogo VVAKUSH at Chelyabinsk-Shagol; w/o 06may59 on a training flight from Chelyabinsk-Shagol to Ivanovo when crashed for unknown reasons near Kamayevo (between Ufa and Kazan), all 5 crew killed
---	not known	Li-2	Soviet Air Force	w/o	29dec61	opb 604 uap Chelyabinskogo VVAKUSH at Chelyabinsk-Shagol; w/o 29dec61 on a training flight from Chelyabinsk-Shagol at night in conditions of icing when both engines flamed out on final approach and the aircraft crashed between the outer and the inner marker, 3 of the crew killed
---	not known	Li-2	Soviet Air Force	w/o	06feb73	w/o 06feb73 on a flight to Bukhta Provideniya (Chukotka) when deviated from the approach pattern to the right and crashed into the slope of a mountain on the shore of lake Istikhed, all 4 crew killed; major parts of the wreckage still in situ in 2013
---	not known	Li-2	not known			crash-landed near Ugulan (N60.421717 E155.153381); the wreck was extant by the 2010s ,now in bare metal without any markings
---	not known	Li-2	not known			in olive drab c/s; crashed into a slope of Mount Khordyus (1,086 metres) south of Vorkuta, details unknown; the wreckage extant by 2014
---	not known	PS-84	German Air Force	no	reports	in a German document as a 'Douglas', so may have been a DC-3; captured by a Beute-Erfassungskommando in southern Russia between 01aug41 and 10aug41; allotted to Kurierstaffel Ob.d.M (Oberbefehlshaber der Marine, Navy Headquarters)
---	317	Li-2T	Civ Avn Adm China		photo	no records available
---	319	Li-2	Civ Avn Adm China	CTU	06dec82	f/n CTU 06dec82; canx 1982; broken up CTU; was previously reported as c/n 18433904, but see this c/n
---	320	Li-2	Civ Avn Adm China	rgd	1949	no records available
---	321	Li-2	Civ Avn Adm China	no	reports	photo 2007 based at Guangzhou in 1956 and subsequently transferred to Wuhan in 1970; active until 06mar82 with t/t 20,038 hours, overhauled 11 times; was preserved in a park at Foshan City, Shunde district; donated to the "China Civil Aviation Museum" at Jichan Fulu, Beijing (N40.016352 E116.53013 near Xie Dao) 24jan07, seen there oct08/oct24 without serial
---	324	Li-2	Civ Avn Adm China	NKG	1979	no records available
---	326	Li-2	Civ Avn Adm China	no	reports	no records available
---	328	Li-2	Civ Avn Adm China	no	reports	no records available
---	3018	Li-2	Chinese Air Force	Chp	nov92	has got an additional window behind the cockpit, so should be a Li-2, not a TS-62; in white c/s with grey undersides; preserved in the China Aviation Museum at Shahezhen AFB (Changping), l/n 1996
---	'ZX-122'	Li-2	Centr Air Trp Co	Chp	18may99	probably the same aircraft as above; in white c/s with grey undersides and two thin lines above and below the windows, also marked 'AF-711', with the Chinese Air Force 'star and bar' still visible under the CATC roundel; preserved in these fake colours in the China Aviation Museum at Shahezhen (BTW, the markings have nothing to do with Taiwan as often reported, the flag is not Taiwan but the 'Republic of China', i.e. mainland China under Kuomintang rule)
---	no serial	Li-2	camouflage c/s		photo	was preserved in the China Aviation Museum at Shahezhen AFB (Changping), repainted by apr02, initially with three yellow stripes around the fuselage, but subsequently overpainted by jul02 and again with them by jan04; l/n sep07; transferred to the "China Civil Aviation Museum" at Jichan Fulu, Beijing, near Xie Dao (N40.015828 E116.53055) 01nov07, l/n may24
---	3028	Li-2T	Chinese Air Force	PEK	04mar87	with eight windows
---	3039	Li-2	Chinese Air Force		nov92	preserved in the China Aviation Museum at Shahezhen AFB (Changping); serial 3039 reported only in nov92; assumed to be the aircraft displayed in a dismantled condition without tail, in white c/s with grey undersides, l/n mar19 (often suggested as '3018' in error)
---	3048	Li-2	Chinese Air Force	CGO	06apr85	In white c/s with light grey undersides; l/n NKG oct88/nov91
---	5011	Li-2T	Chinese Air Force	NKG	1979	in white c/s with light grey undersides; seen NKG 08apr86; l/n operational NKG mar88; l/n NKG oct88/nov91
---	5021	Li-2	Chinese Air Force	NKG	1979	in white c/s with light grey undersides; l/n NKG nov91
---	5031	Li-2	Chinese Air Force	NKG	13oct88	in all-grey c/s with roundel; stored in the Qingdao Naval Museum in dismantled condition, l/n feb20; a plate located at the back of the cockpit is marked '4801'; presumably not c/n 1264801
---	not known	Li-2	Chinese Navy ?	ph.	may09	in fact Soviet Air Force; 5 were operated by 134 oae (svyazi) which was based at Playa Baracoa (Cuba) in autumn 1962
---	not known	Li-2	Cuban Air Force			
---	D-35	Li-2D	Czechoslovak AF	d/d	24apr52	in service 24apr52; converted to a Li-2F photo aircraft in 1956; was reported as c/n 23442801, but see this c/n

	2891	Li-2F	Czechoslovak AF	no	reports	LO Kbely; wfu jun67; there is no photo of '2891', only a drawing in a magazine; as there are only 10 aircraft in a batch it is surmised this is c/n 2801 and serial may have been painted on as '2891' in error in service 27oct52; FLS Hradcany ?; was reported as c/n 23442301, but see this c/n
---	OK-BYA 2301	Li-2	Czechoslovak Gvt	d/d	27aug52	existence as OK-BYA doubtful, not on Czech register !
---	not known	Li-2P	Czechoslovak AF	no	reports	in natural metal c/s; opb Army unit 3999 at Kosice; donated at the end of service in apr66 to Czechoslovak Radio; bought by Jednota a local food company and dismantled 01jun66 at BTS and transported to the city; later transferred to Kamenny Mlyn, near a local restaurant; photo apr81; broken up in 1987
---	04	Li-2	North Korean AF	ph.	1950	opb the composite aviation regiment (number designation unknown) at Pyonyang; in olive drab c/s with light blue undersides and white code
---	15	Li-2	North Korean AF		drawing	in dark green/medium green/very light grey camo c/s with light blue undersides and white code
---	310	Li-2	North Korean AF	DSO	17may12	sat wfu (in poor condition but with readable code) at Sondok, seen 19sep13
---	501	Li-2	Chosonminhang	FNJ	aug83	in natural metal c/s with white top of fuselage and a 'lightning-type' thin red cheatline
---	504	Li-2	North Korean AF		drawing	equipped with terrain-following radar under the fuselage and an observation blister next to the cockpit; in olive drab c/s with light blue undersides and white code
---	504	Li-2	Chosonminhang	FNJ	1983	
---	532	Li-2T	Chosonminhang	FNJ	aug83	
---	not known	Li-2	SOKAO			Korean name of the operator Chosonhangon; 2 were damaged on the ground at Pyongyang-Main (K-23) by US forces in 1950, flown out to Mirim-ri (Pyongyang-East or K-24) and destroyed there on the ground by US forces
---	01	Li-2	Laotian Air Force	ph.	feb62	in fact Soviet Air Force, opb 2 ae 338 vtap; in natural metal c/s, with military roundels but no titles; left OZH for Laos 06sep61, piloted by Captain Pavel M. Antonov; crew returned to OZH 25may62, having flown 358 missions with 426 hours in Laos
---	02	Li-2	Laotian Air Force	ph.	dec61	in fact Soviet Air Force, opb 2 ae 338 vtap; in natural metal c/s, with military roundels but no titles; left OZH for Laos 06sep61, piloted by Captain Vladimir I. Gassiyev; w/o 22feb62 during its 151st combat mission when was hit by ground fire and crashed on landing at Phon Sawan, 4 of the 6 crew killed and the other 2 injured
---	not known	Li-2	Mongolian Govt.	no	reports	donated by Soviet leader Iosif Stalin to Mongolian leader Khorloogiin Choibalsan in the second half of the 1940s
---	198	Li-2	North Vietnam AF	d/d	26jan56	transferred from China; photo exists in basic CAAC c/s
---	199	Li-2	North Vietnam AF	d/d	26jan56	transferred from China; Ho Chi Minh the North Vietnamese leader flew in this aircraft in feb56
---	203	Li-2	North Vietnam AF		photo	at Vinh; Ho Chi Minh the North Vietnamese leader flew in this aircraft autumn 1957
---	62624	Li-2	North Vietnam AF	ph.	1975	at Dong Hoi; opb 919 regiment
---	not known	Li-2	North Vietnam AF			opb 919th Transport Regiment; w/o 03mar72 on a flight with pilots and technicians of the 921st Fighter Regiment on board when was accidentally shot down near Vinh by an S-75 SAM of the Vietnamese Air Defence Forces, all 20 occupants killed
---	102	Li-2	Romanian Air Force	OTP	06may70	in dark green c/s; photo exists; featured in a movie in 1971; later used as a ground instructional airframe at Buzau, seen 13feb95/09jul96
---	209 ?	Li-2P	Romanian Air Force			became YR-TA. of TARS in 1946 and TAROM in 1954; canx 1969 and returned to the Air Force; wfu 1973; towed from Timisoara to Facsad; preserved in Coca-Cola c/s near Faget, seen may99/jul13; '209' was found in the wheel well, but it is not sure whether this is the serial; seen there again aug16 all-grey c/s; l/n mar23
---	607	Li-2	Romanian Air Force		photo	
---	1001	Li-2P	Romanian Air Force		photo	with 'lightning-bolt' cheatline, taken at Buzau; acquiredfrom the Soviet Union in 1948; was originally reported as c/n 23441001, but see this c/n
---	1002	Li-2P	Romanian Air Force	OTP	06may70	was originally reported as c/n 23441002, but see this c/n
---	1003	Li-2P	Romanian Air Force	BUD	1957	photos of the wreck exist, crashed in the Parang Mountains; was originally reported as c/n 23441003, but see this c/n
---	7001	Li-2	Yugoslav Air Force			existence assumed, but not confirmed
---	7002	Li-2	Yugoslav Air Force			existence assumed, but not confirmed
---	7003	Li-2	Yugoslav Air Force			existence assumed, but not confirmed
---	7004	Li-3	Yugoslav Air Force			opb 111 ppa at Zagreb (evidence for jan/mar63)
---	7005	Li-3	Yugoslav Air Force			opb 111 ppa at Zagreb (evidence for apr63)
---	7006	Li-2	Yugoslav Air Force			existence assumed, but not confirmed
---	7007	Li-3	Yugoslav Air Force			opb 111 ppa at Zagreb (evidence for mar/apr63)
---	7008	Li-3	Yugoslav Air Force			opb 111 ppa at Zagreb (evidence for mar63)
---	7009	Li-2	Yugoslav Air Force			existence assumed, but not confirmed
---	7010	Li-3	Yugoslav Air Force			opb 111 ppa at Zagreb (evidence for mar63)
---	71101	Li-3	Yugoslav Air Force			existence assumed, but not confirmed
---	71102	Li-3	Yugoslav Air Force			existence assumed, but not confirmed
---	71103	Li-2T	Yugoslav Air Force			see c/n 18422308
---	71103	Li-3	Yugoslav Air Force			received P&W R-1830 engines; opb 111. ppa at Zagreb; in natural metal c/s with '103' on the nose and the fin; flown from Nis (Serbia) to the former partisan airstrip at Medeno polje 7 km north-west of Bosanski Petrovac (Bosnia) jul71; preserved initially at the Đukic Farm in the village and moved to the former airstrip in 1980 (the memorial was officially commissioned 27jul82), seen mar89 and already in poor condition in 1993; was destroyed by explosives during the Civil War in 1996, the remains still lay around some years later
---	71104	Li-3	Yugoslav Air Force			existence assumed, but not confirmed
---	71105	Li-3	Yugoslav Air Force			existence assumed, but not confirmed
---	LZ-LIA	Li-2P	DVS	d/d	1947 ?	Direktsiya "Vyzdushni syobshteniya" (Air Communications Directorate); flew on the Sofia-Plovdiv-Burgas line 29jun47 (as the second aircraft on this route after Ju 52/3m LZ-UNL the same day); l/n PRG 13feb48
---	LZ-LIA	Li-2P	Bulgarian AF	trf	1950 ?	operated by 16 trap (16th Transport Aviation Regiment) at Sofia-Vrazhdebna; reported in the regiment's flight logs starting 15feb50 (but no longer by 1958)
---	LZ-LIB	Li-2P	DVS	d/d	1947 ?	Direktsiya "Vyzdushni syobshteniya" (Air Communications Directorate); was to have operated the first international route Sofia-Belgrade-Budapest-Prague 13feb48, but both engines stopped while the aircraft was climbing out of Sofia, the aircraft landed safely at Bozhurishte, LZ-LIA later repositioned and operated the flight
---	LZ-LIB	Li-2P	Bulgarian AF	trf	1950 ?	operated by 16 trap (16th Transport Aviation Regiment) at Sofia-Vrazhdebna; reported in the regiment's flight logs starting 10jan50 (but no longer by 1958)
---	LZ-LIC	Li-2P	DVS	d/d	1947 ?	Direktsiya "Vyzdushni syobshteniya" (Air Communications Directorate)
---	LZ-LIC	Li-2P	Bulgarian AF	trf	1950 ?	operated by 16 trap (16th Transport Aviation Regiment) at Sofia-Vrazhdebna; reported in the regiment's flight logs starting 28dec50 (but no longer by 1958)
---	LZ-LID	Li-2P	DVS	d/d	1947 ?	Direktsiya "Vyzdushni syobshteniya" (Air Communications Directorate)
---	LZ-LID	Li-2P	Bulgarian AF	trf	1950 ?	operated by 16 trap (16th Transport Aviation Regiment) at Sofia-Vrazhdebna; reported in the regiment's flight logs starting 09nov50 (but no longer by 1958)
---	LZ-LIO	Li-2P	TABSO	d/d	1953	was reported as c/n 23443501, but see that c/n
---	LZ-TUA	Li-2P	TABSO	d/d	1953	on a drawing with c/n 23443507, but see that c/n; in natural metal c/s with thin blue cheatline
---	LZ-TUD	Li-2	TABSO	no	reports	
---	LZ-TUF	Li-2	TABSO	SXF	07apr57	
---	LZ-TUG ?	Li-2	TABSO			was reported as c/n 18431803, but see that c/n; in probably white/natural metal c/s with blue cheatline, with 'Bylgarski Vyzdushen Transport' titles on the fuselage and a 'TABSO' logo on the fin
---	LZ-TUM	Li-2P	TABSO		photo	identity not confirmed; w/o 22nov52 on the leg from Sofia to Gorna Oryakhovitsa of a flight from Sofia to Varna when the pilot left the prescribed flight path and the aircraft crashed into Mount Vezhen (2,198 metres) in the Stara Planina range in poor visibility, all 4 crew members and 26 passengers were killed - another source gives the registration as LZ-TUE for this accident; see c/ns 18432303 and 18432310
---	LZ-TUO	Li-2	TABSO			in silver c/s with two thin light blue cheatlines and 'Bylgarski Vyzdushen Transport' titles, c/n not worn on the fin
---	LZ-TUQ 11	Li-2	TABSO	no	reports	damaged 27oct51 on a flight from Varna to Sofia when the engines stopped on approach to Sofia and the pilots managed to make a forced landing near the village of Slatina, none of the passengers and crew were seriously injured; later in silver c/s with thin dark blue cheatline, 'Bylgarski Vyzdushen Transport' titles on the fuselage and 'TABSO' titles on the fin
---	21	Li-2P	Bulgarian AF			operated by 16 trap (16th Transport Aviation Regiment) at Sofia-Vrazhdebna; reported in the regiment's flight logs starting 25feb58
---	31	Li-2P	Bulgarian AF	BUD	oct56	operated by 16 trap (16th Transport Aviation Regiment) at Sofia-Vrazhdebna; reported in the regiment's flight logs starting 10feb58
---	41	Li-2P	Bulgarian AF		photo	operated by 16 trap (16th Transport Aviation Regiment) at Sofia-Vrazhdebna; reported in the regiment's flight logs starting 03feb58; in green c/s with white serial
---	79	Li-2P	Bulgarian AF			operated by 16 trap (16th Transport Aviation Regiment) at Sofia-Vrazhdebna; reported in the regiment's flight logs starting 10feb58; in green c/s with white code; flew from Dobroslavtsi to the old Plovdiv airport, where it was believed that the Aviation Museum would be built (the flight was performed by Lieutenant Dimov, commander of the Second Squadron of 16 trap); was stored in the 10 SAK area after 44 VAP (formed in oct61) moved to Krumovo; fate unknown
---						operated by 16 trap (16th Transport Aviation Regiment) at Sofia-Vrazhdebna; reported in the regiment's flight logs starting 05mar58

Myasishchev M-4

The M-4 was the first Soviet jet-powered strategic bomber. The Council of Ministers of the USSR issued decree No. 949-469 on 24 March 1951, establishing the OKB-23 design bureau, headed by Vladimir Myasishchev, and ordering it to develop a fast long-range bomber with four Lyulka AL-5 or Mikulin AM-3 jet engines and start flight tests in December 1952. This was a challenging task, but OKB-23 did not have to start from scratch: For one thing, Myasishchev, who was working as the head of the aircraft design chair at the Moscow Aviation Institute (MAI) after the closure of his OKB-482 in February 1946 but wanted to return to the aircraft industry, had started to

work - together with some of his students and postgraduates - on the concept of a fast long-range bomber back in the late 1940s. He proposed to build such an aircraft to the TsAGI and the Ministry of the Aviation Industry (MAP) in 1950, and his proposal was adopted.

For another thing, Myasishchev could fall back on preliminary studies conducted by OKB-1 under Brunolf Baade at Podberyozye. Baade had been the head of the Development and Design Department of Junkers at Dessau, continued to design aircraft there after the end of WWII on behalf of the Soviet Ministry of the Aviation Industry and was relocated - against his will - with his team by the Soviet Military Administration in Germany (SMAD) to the USSR starting on 22 October 1946. A first step in the development of a fast long-range jet bomber by OKB-1 was the EF 132 (Entwicklungsflugzeug was the Junkers designation for development aircraft), the design process of which had started at Dessau in 1945. Two prototypes were to be built until September 1947, but this was thwarted by the relocation of the design team to Podberyozye. Based on the final configuration EF 132B-2, the OKB-1 designed the larger and more modern EF 151 starting in late 1948. At least four different configurations were studied, one of which was to be powered by four Mikulin AM-3 engines and looked very much like the later M-4. Myasishchev learnt about this work and a group of 100 Soviet aircraft engineers and designers, headed by him, came to Podberyozye in October 1949 in order to get acquainted with the different configurations of the EF 151. It was clear that the OKB-1 with its limited resources was not able to build such a large and complex aircraft, and this played into the hands of Myasishchev. He chose the configuration EF 151A with swept wings of high aspect ratio, four jet engines in the wing roots and tandem landing gear, adapted and improved the concept and developed the M-4 (izdeliye 25) on its basis. The advanced development project was completed in August 1951 (just five months after the official formation of the OKB) and construction of the first two prototypes, designated just M and DM, started in 1952. The M flew first on 20 January 1953, series production was ordered on 19 September 1953 and the first M-4 production aircraft took to the air in August 1954. Production ended in late 1956 as the improved 3M (M-6) was available by then.

The M-4 was powered by four Mikulin AM-3A jet engines (which were replaced by its upgraded derivative Zubets RD-3M-500A by 1957) and was able to carry a bomb load of 18 tonnes over a range of 6,500 km; with five tonnes of bombs the range was 9,620 km while the maximum bomb load was 24 tonnes. The first unit to operate the type was 201 tbad (heavy bombardment aviation division) which was set up at Engels on 4 September 1954. Its first regiment, 1096 tbad, was subordinated to the division right from the start while 1226 tbad and 1230 tbad were formed in 1955. The first M-4 was ferried to Engels on 28 February of that year, followed by another one on 5 March. Due to the limited range of the aircraft, combat missions would have been flown from the forward air bases at ėaľliaľ in Lithuania and Ukrainka in the Far East. The second division to be equipped with the new bomber was 73 tbad at Ukrainka: 79 tbad received ten M-4s in November 1956 and 40 tbad operated the type from 1958 to 1961. Unfortunately, the aircraft was not technically mature and thus suffered from low reliability and a high accident rate (eight aircraft were reportedly lost between 1955 and 1958). When the M-4 was replaced by the 3M in the bomber role, all surviving examples were converted to M-4-II aerial refuelling aircraft from 1958 on. 1230 tbad was redesignated 1230 apsz (aerial refuelling regiment) in connection with this while 1096 tbad converted to the 3M and 1226 tbad was transferred to 79 tbad and converted to the Tu-95. M-4-II tankers were also flown by two aerial refuelling squadrons, one being based at ėaľliaľ and the other one at Ukrainka. The type was slowly phased out starting in the early 1970s, but some aircraft soldiered on until the late 1980s and four of them were ferried for preservation as late as January 1991. A total of three M-4 survived to this day, they are preserved at Ryazan-Dyagilevo, Verkhnyaya Pyshma and Ukrainka.

The initial batch of prototypes contained three aircraft, and their construction numbers consisted of the type code (4), the code for Factory No. 23 (30), the batch number (00) and the number in the batch (01 to 03). All following batches contained only one aircraft (if you can call that a batch), and their construction numbers were rather unusual: The first digit indicated the year of manufacture (4 to 6), followed by the code for Factory No. 23 (30), the number of the batch (01 to 32) and the two-digit overall sequential number of the aircraft (04 to 35, so including the three prototypes). Some aircraft seem to have had construction numbers with fake digits painted on - or perhaps the construction numbers were just retouched on the published photos.

35 M-4 built by Factory No. 23 at Moscow-Fili from 1952 to 1956

---	no code	IM	MAP OKB-23	mfd	oct51	a full-scale wooden engineering mock-up (IM stands for inzhenerny maket or engineering mock-up); was presented to the mock-up review commission 22oct51 and approved by it 30nov51
4 30 00 01	no code	M	MAP OKB-23	r/o	dec52	the first prototype; manufacture of sub-assemblies started nov51 and final assembly commenced 15may52; dismantled, shipped on a barge on the river Moskva from Fili to Zhukovski and reassembled there; in natural metal c/s with Red Stars; f/f 20jan53 from Zhukovski (just 10 minutes); underwent factory trials jan53/apr53; underwent modifications 04may53/24aug53 and then continued the factory trials (28 flights with 64 hours 40 minutes between 20jan53 and 06nov53); underwent further modifications 09nov53/23dec53; continued the factory trials jan54/15apr54 (18 flights with 82 hours 34 minutes, in total 46 flights with 147 hours 15 minutes)
	"25" red	M	MAP OKB-23	ph.	01may54	the code stands for 'izdeliye 25'; trf to the NII VVS for the joint state trials 30apr54; took part in the fly-past over Red Square in Moscow 01may54; underwent joint state trials with the NII VVS 04may54/30jul54 (37 flights with 130 hours 44 minutes); converted to a demonstrator of the tanker version (without actual refuelling equipment) in 1954 as the modification of the tanker prototype c/n 4300205 was much delayed; reportedly re-engined with Dobrynin VD-7 engines
4 30 00 03	no code	DM	MAP OKB-23	r/o	29dec53	the second prototype; manufacture of sub-assemblies started nov51; disassembled, shipped on a barge on the river Moskva from Fili to Zhukovski and reassembled there; in natural metal c/s, initially without any markings; f/f reported as 23dec53, but see the roll-out date; started factory trials jan54 (32 flights with 127 hours 23 minutes); on a later photo with the c/n painted on the nose, but still without Red Stars; trf to the NII VVS 26mar55 for comparison trials with M-4 c/n 5301114 (the trials started only 10may55); completed the state trials 29jun56 (in total 41 flights with 180 hours 29 minutes)
	"101" red	DM	MAP OKB-23	photo		in the book "Red Star Volume 11"; in natural metal c/s with Red Stars, with the c/n painted on the nose and the fin; underwent trials with torpedoes and mines at Zhukovski and Kirovskoye (Crimea) 01aug56/10oct56 - it cannot be ruled out completely that the code was "10" in fact and was altered by retouching on the known photos
	not known	103M	MAP OKB-23			converted to a record-breaking aircraft with Dobrynin VD-7 (izdeliye 15) engines in 1959; established two world records 16oct59 and 30oct59
4 30 01 04	no code	M-4	MAP OKB-23	mfd	aug54	the first production aircraft; transported by trucks from Fili to Zhukovski and reassembled there; in natural metal c/s with Red Stars, with the c/n painted on the nose and the fin; on some photos with the code "01" red, so perhaps some photo retouching may have taken place; handed over by Factory No. 23 to OKB-23 01oct54 (instead of the planned date 01aug54) to be fitted with an aerial refuelling probe; on a photo at Zhukovski still without refuelling probe
	"85" red	M-4	MAP OKB-23	photo		sometimes designated M-4A; in natural metal c/s with Red Stars; on a photo with refuelling probe; underwent refuelling trials in 1955 (was refuelled in-flight for the first time 11jul55); trf to the NII VVS 28apr56; state acceptance trials started 27sep56, but were halted soon afterwards due to numerous technical problems; re-engined with RD-3M-500 engines in 1956; on a well-published photo the c/n on the nose and the fin was retouched to '4300'
4 30 02 05	no code	M-4	MAP OKB-23	mfd	nov54	the first aircraft of the type which took off for its first flight from the factory airfield at Fili instead of Zhukovski; on a photo in natural metal c/s with Red Stars, with the c/n painted on the nose and the fin; ferried to the LiDB at Zhukovski 16dec54 for modification to a tanker aircraft by workers from Factory No. 23 and OKB-23
	no code "71" red	M-4-II M-4-II	MAP OKB-23 MAP OKB-23	photo photo		at Zhukovski; in natural metal c/s with Red Stars, with the c/n painted on the nose and the fin at Zhukovski; in natural metal c/s with Red Stars, with the c/n painted on the nose and the fin; underwent refuelling trials in 1955 (the first refuelling took place 11jul55); trf to the NII VVS 28apr56; state acceptance trials started 27sep56, but were halted soon afterwards due to numerous technical problems w/o 16oct86 on landing at Semipalatinsk, the aircraft burnt out completely, but all crew members (commander: Arkhipov) escaped unhurt while a person on the ground was killed
4 30 03 06	"65" red "65" red	M-4 M-4-II	Soviet Air Force Soviet Air Force	mfd photo	dec54	the first M-4 with the larger bomb bay; in natural metal c/s with the c/n painted on the fin in the book "Red Star Volume 11"; opb 1230 apsz at Engels; the first M-4 which had its wing and fuselage skins replaced with thicker ones to cope with increased loads (based on a decree by the Soviet Council of Ministers dated 13mar59)
5 30 04 07	"10" red "64" red	M-4 M-4-II	Soviet Air Force Soviet Air Force	mfd photo	jan55	in dark grey c/s with white undersides, with the c/n painted on the nose and the fin in the book "Red Star Volume 11"; opb 1230 apsz at Engels; in dark grey c/s with white undersides, with the c/n painted on the fin; w/o 01jun85 on a training flight from Olenya when dropped below the glide path on final approach, stalled 23 metres in front of the runway threshold when the commander (Captain Vladimir S. Timchenko) drew the stick in order to correct the situation, the left wing collided with the ground and caught fire and the aircraft veered off the runway and burnt out, all 6 crew members escaped unhurt
5 30 05 08	no code	M-4	Soviet Air Force	mfd	jan55	in natural metal c/s; the code was possibly retouched away on a photo
5 30 06 09	"62" red not known	M-4-II M-4	Soviet Air Force Soviet Air Force	ph. mfd	1982 1955	at Semipalatinsk-2; was opb 1230 apsz at Engels; in dark grey c/s with white undersides w/o 21mar55 on a test flight from Zhukovski when the cockpit decompressed at a height of 5,000 metres, test pilots L.P. Vinogradov and L.V. Sumtsov brought the aircraft home and attempted a landing, but were foiled by a sudden blizzard, after 3 unsuccessful attempts the aircraft made an off-field forced landing, touching down fast and breaking up, the navigator/radar operator (Leonov) was killed
5 30 07 10	"08" red	M-4	Soviet Air Force	mfd	1955	opb 73 tbad at Ukrainka
5 30 08 11	"72" red not known	M-4-II M-4	Soviet Air Force Soviet Air Force	photo mfd	1955	in dark grey c/s with white undersides; scrapped as such
5 30 09 12	not known not known	M-4-II M-4	Soviet Air Force Soviet Air Force	mfd	1955	
5 30 10 13	not known	M-4	Soviet Air Force	mfd	1955	opb 1096 tbad at Engels; w/o 26jul56 on take-off from Engels when climbed too steeply, stalled at a height of some 20 metres and crashed, all 6 crew members (among them the commander of the aircraft as well as of the regiment, Colonel Aleksandr Ye. Verbitski) were killed w/o 16jun55 during the acceptance tests when a fuel line in one of the engine bays which had been weakened by vibrations ruptured ('extra' attachment clamps had been removed for weight reduction), causing a fire, the burning aircraft made it back to base, but crash-landed 500 metres short of the runway threshold, all crew members (commander: test pilot B.K. Galitski) were killed - according to another source only one crew member was killed
5 30 11 14	"24" red	M-4	Soviet Air Force	mfd	1955	in natural metal c/s, with the c/n painted on the nose and on the fin; trf to the NII VVS 13jul55 in order to accelerate the state trials; underwent state trials 21feb55/30mar55 and 23may56/14jun56 (in total 29 flights with 83 hours 32 minutes)
5 30 12 15	"04" red not known	M-4-II M-4	Soviet Air Force Soviet Air Force	mfd	1955	opb 73 tbad at Ukrainka from 1958 underwent trials of various systems in 1955/56

	"64" red	M-4-II	Soviet Air Force			underwent trials of the "Vstrecha" system in 1958; damaged beyond repair 16jun76 on a training flight from Engels at night when came in too slow on final approach and stalled when the commander (1st Lieutenant Ivan I. Kozlovski) drew the stick before touch-down, the right wing collided with the ground and broke and the aircraft veered off the runway, all 8 crew members escaped unhurt; the wreckage was scrapped around 1983 - this accident is also reported for c/n 5301316
5 30 13 16	not known	M-4	Soviet Air Force	mfd	1955	underwent trials of various systems in 1955/56
5 30 14 17	not known	M-4-II	Soviet Air Force			
	not known	M-4	Soviet Air Force	mfd	1955	w/o 25aug55 on take-off from Engels with a factory crew at the controls when banked to the right after lift-off and side-slipped at a height of some 25-40 metres, a wing struck the ground and the aircraft crashed and exploded, all 7 crew members (commander: Ilya N. Pronin) were killed
5 30 15 18	not known	M-4	Soviet Air Force	mfd	1955	the code is reported as "70" red by www.russianplanes.net
	"63" red	M-4-I	Soviet Air Force			fitted with an aerial refuelling probe in 1956 (as only one of two M-4s); completed factory trials feb57; underwent state trials with the NII VVS apr57/jun58, but was not adopted; a photo (with the code not visible) shows a retouched c/n starting with a 4 on the nose
	"63" red	M-4	Soviet Air Force	photo		the refuelling probe was removed; in dark grey c/s with white undersides, with the c/n painted on the fin only; was stored at Engels; ferried to Ukrainka 12jan91 (commander: Viktor I. Sivukhin); preserved in the base museum at Ukrainka (N51.164502 E128.44217), seen dec04/nov16; moved to the new location of the museum near the main gate (N51.158508 E128.434247), seen jul22/sep23
5 30 16 19	not known	M-4	Soviet Air Force	mfd	1955	the first tanker in series configuration; factory trials completed feb57; underwent state trials with the NII VVS apr57/jun58
	not known	M-4-II	Soviet Air Force			
5 30 17 20	not known	M-4	Soviet Air Force	mfd	1955	
	not known	M-4-II	Soviet Air Force			
5 30 18 21	not known	M-4	Soviet Air Force	mfd	1955	underwent armament trials in 1956
	not known	M-4-II	Soviet Air Force			
5 30 19 22	not known	M-4	Soviet Air Force	mfd	1955	underwent armament trials in 1956
	not known	M-4-II	Soviet Air Force			
5 30 20 23	not known	M-4	Soviet Air Force	mfd	1955	w/o 23aug57 on a flight from Engels via Tambov, Murashi, Khanty-Mansisk, Omsk, lake Ebelty, Serov and Murashi back to Engels during an exercise when flew a simulated bomb run on Omsk airfield, turned over lake Ebelty and crashed 3 minutes later, all 8 crew members were killed (3 of them managed to bail out, but did not survive); the cause of the accident could not be established - according to one theory a booster had jammed, according to another one it was pilot error and according to a third one the bomber was shot down by a fighter of the Soviet Air Force by mistake
5 30 21 24	"77" red	M-4	Soviet Air Force	mfd	1955	
	"77" red	M-4-II	Soviet Air Force	photo		opb 1230 apsz at Engels; in dark grey c/s with white undersides, with the c/n painted on the fin only
5 30 22 25	not known	M-4	Soviet Air Force	mfd	1955	
	"75" red	M-4-II	Soviet Air Force			severely damaged 10feb87 on an emergency landing at Chagan when the rear main gear retracted so that the tail was damaged (commander: Major Kovalenko); the aircraft was repaired with the tail of a 3M (sic), but never flew again and was scrapped
5 30 23 26	not known	M-4	Soviet Air Force	mfd	1955	
	not known	M-4-II	Soviet Air Force			
5 30 24 27	"08" red	M-4	Soviet Air Force	mfd	1955	appeared in a documentary on Soviet bombers
	"74" red	M-4-II	Soviet Air Force	ph.	1985 ?	opb 1230 apsz at Engels; in dark grey c/s with white undersides
6 30 25 28	"03" red	M-4-II	Soviet Air Force	mfd	1956	in natural metal c/s with the c/n painted on the fin; took part in the trials of the "Konus" air-to-air refuelling system in 1958
	"66" red	M-4-II	Soviet Air Force	Eng	may82	opb 1230 apsz at Engels and by 73 tbad at Ukrainka at some time; in dark grey c/s with white undersides; ferried to Syzran 21jan91 commander: Anatoli K. Golodyuk); was preserved at Syzran, but disassembled and transported to GKNPTs im. Khrunicheva (Khrunichev Space Corporation) at Fili in 2005 (was never assembled there); the assemblies were transported on 10 trailers from Fili to Medyn in 2020 and transported from Medyn to Verkhnyaya Pyshma may21/jun21; preserved in the "Krylya Pobedy" (Wings of Victory) museum of UMMC at Verkhnyaya Pyshma (N56.960902 E60.584104), seen dec21/oct23
. 30 26 29	"67" red	M-4	Soviet Air Force	mfd	1955/56	the first digit of the c/n is reported as 6 by www.russianplanes.net
	not known	M-4-II	Soviet Air Force			
. 30 27 30	not known	M-4	Soviet Air Force	mfd	1955/56	
	not known	M-4-II	Soviet Air Force			
6 30 28 31	"01" red	M-4	Soviet Air Force	mfd	1956	
	"55" red	M-4	Soviet Air Force			
	"60" red	M-4-II	Soviet Air Force	Rzd	28may02	opb 1230 apsz at Engels; in dark grey c/s with white undersides; damaged 15apr75 on landing at Engels when came in too low and too slow on final approach and stalled 83 metres in from of the runway threshold when the commander (V. Dmitrashek) drew the stick, the right wing collided with the ground and broke and the aircraft came to rest after 469 metres; repaired within one year with the right wing of an M-4 which had suffered a similar accident at Ukrainka, damaging its left wing (the wing was transported from Ukrainka to Engels by an An-22); ferried to Ryazan-Dyagilevo 16jan91 (commander: Anatoli K. Golodyuk); preserved in the base museum at Ryazan-Dyagilevo, seen may02/aug19
6 30 29 32	not known	M-4	Soviet Air Force	mfd	1956	the code may have been "24" red; opb 1230 apsz at Engels
6 30 30 33	not known	M-4-II	Soviet Air Force			arrived at the LII DB test station at Zhukovski 18dec59 and underwent critical angle-of-attack trials until apr60 (9 flights)
	not known	M-4	Soviet Air Force	mfd	1956	
6 30 31 34	"15" red	M-4-II	Soviet Air Force	mfd	1956	in a contemporary documentary on the Myasishchev M-50
	"61" red	M-4-II	Soviet Air Force	ZIA	aug92	opb 1230 apsz at Engels; in dark grey c/s with white undersides, with the c/n painted on the fin only; ferried from Engels to Zhukovski 08jan91 (commander: Anatoli K. Golodyuk); l/n ZIA 03sep93; scrapped before the MAKs-1995 airshow
6 30 32 35	not known	M-4	Soviet Air Force	mfd	1956	the last M-4 built; was with the LII; w/o 13mar58 on take-off from Zhukovski for a training flight when the wind suddenly changed and the rudder trim tab deflected almost fully, causing an uncommanded rudder handover which the pilots were unable to counter so that the aircraft banked to the left and crashed, 6 of the 7 crew members (among them the commander, Sergei F. Mashkovki) were killed

M-4 with unknown construction numbers

---	"31" red	M-4	Soviet Air Force	photo	over Red Square in Moscow, taken after 1955
---	not known	M-4	Soviet Air Force		w/o 18mar58, all crew members were killed
---	not known	M-4	Soviet Air Force		opb 40 tbad at Ukrainka; w/o 25dec61 on take-off from Ukrainka when the left wing touched the runway during the take-off run and broke off, the aircraft veered off the runway to the left, collided with a parked 3M, caught fire and burnt out, 6 of the 7 crew members (among them the commander, Major Dmitri M. Chuvashov) and 1 person on the ground were killed
---	not known	M-4	Soviet Air Force		w/o 25jan71 on take-off from Vorkuta when took off with a wrong position of the flaps, started to climb steeply immediately after lift-off, stalled and crashed 700 metres from the runway, all crew members (commander: Major Bondarenko) were killed
---	not known	M-4-II	Soviet Air Force		opb 40 tbad at Ukrainka; w/o 17sep74 on a flight in the Far East when an explosion followed by a fire occurred in the empennage while the aircraft was climbing through a height of 4,500 metres, 2 crew members (among them the commander, Major L.N. Stanislavki) were killed
---	not known	M-4-II	Soviet Air Force		w/o at an unknown date on an aerial refuelling mission for Tu-95KDs of 106 tbad when ran low on fuel due to complications during the refuelling process so that the crew decided to divert to the ice runway at Olenya (which was not cleared for M-4 operations), but the aircraft had to make a sharp manoeuvre during the landing run in order to evade a Tu-95KD which had got stuck on the runway and became visible very late due to the curvature of the runway, veered off the runway, broke up and caught fire, all crew members were killed

90 3M (izdeliye 201 - officially called M-6 but 3M by the OKB) built by factory 23 at Moscow-Fili from 1955 to 1960

The first ten aircraft were known as the second batch. The likely explanation of the c/n is as follows: the first digit of the c/n gives the year of production, followed by the factory number (3 for factory 23 Moscow-Fili), the next three numbers equate to the aircraft number, followed by the last two digits '01'. From the third batch onwards of five aircraft each, the first digit of the c/n gives the year of production, followed by the factory number (3 for factory 23 Moscow-Fili), followed by a '0' and finally the two digit batch number and the two digit number within the batch.

5 3 2 01 01	no code	3M	Soviet AF/Mya-OKB	photo	referred to as # 0201; first prototype; assembly completed 30oct55 with parts from the M-4; tested initially with two AM-3 and two VD-7 engines; f/f 27mar56; both AM-3 engines were later replaced in jul56 with VD-7 engines; in natural metal c/s with c/n painted as such by the nose
	"60" blue	3M	Soviet AF/Mya-OKB		
. 3 2 02 01	not known	3M	Soviet Air Force	photo	referred to as # 0202; static test airframe
. 3 2 03 01	not known	3M	Soviet Air Force	photo	referred to as # 0203; first aircraft to receive the new VD-7 engines during assembly; commenced tests oct56; opb GK NII VVS by mid 1958; later became a M-3MN
6 3 2 04 01	"24" red	3M	Soviet Air Force		referred to as # 0204; first series production aircraft; opb 73 tbad at Ukrainka; may have been "24" red after "80" red
	"80" red	3M	Soviet Air Force	photo	in the book "Red Star Volume 11", with the c/n painted as such
	"23" red	3M	Soviet Air Force	photo	with the c/n painted as such; opb 1096 tbad
6 3 2 05 01	"83" red	3M	Soviet Air Force	Eng	referred to as # 0205; awaiting to be scrapped
6 3 2 06 01 ?	not known	3M	Soviet Air Force		referred to as # 0206; used for state tests, undertook tests for ejection seats
6 3 2 07 01 ?	not known	3M	Soviet Air Force		referred to as # 0207
6 3 2 08 01	"24" red	3M	Soviet Air Force	photo	referred to as # 0208; c/n and code from document; in grey c/s with white undersides; was awaiting to be broken up at Engels aug97

6 3 2 09 01	"34" red	3MS	Soviet Air Force		photo	referred to as # 0209; in grey c/s with white undersides; destroyed by fire in ground incident 20sep58 at Engels
6 3 2 10 01	not known	3MS	Soviet Air Force		photo	referred to as # 0210
6 3 0 03 01	"33" red	3MS	Soviet Air Force			probably broken up at Engels in 1996
	"51" red	3MN	Soviet Air Force	mfd	1956	the first 3M powered by VD-7B engines
6 3 0 03 02	"58" red	3MN-2	Soviet Air Force			opb 73 tbad at Ukrainka, c/n reported as such from photos; seen Engels apr87
	"03" red	3M	Soviet Air Force	mfd	1956	
	"63" red	3M	Soviet Air Force		1965	
6 3 2 03 03	"84" red	3M	Soviet Air Force		1969	
	"87" red	3M	Soviet Air Force	mfd	1956	crashed 22nov57 due to crew error when took off with locked rudders from Engels; c/n given as such in the book 'Soviet Strategic Aviation in the Cold War'; c/n given as just 0303 in other articles in the book 'Red Star Volume 11'
6 3 0 03 04	"23" red	3M	Soviet Air Force		photo	
. 3 0 03 05	not known	3M	Soviet Air Force			
. 3 0 04 01	not known	3M	Soviet Air Force			
. 3 0 04 02	not known	3M	Soviet Air Force			
7 3 0 04 03	"11" red	3M	Soviet Air Force			crashed 13may75 after smoke entered the cockpit due to an in-flight fire, and the crew bailed out and the aircraft exploded in mid-air awaiting to be scrapped
7 3 0 04 04	"25" red	3M	Soviet Air Force	Eng	aug97	
7 3 0 04 05	"26" red	3M	Soviet Air Force			
. 3 0 05 01	not known	3M	Soviet Air Force			
7 3 0 05 02	"17" red	3M	MAP OKB-23	mfd	1957	
	"17" red	3MS-2	Soviet Air Force			opb 73 tbad at Ukrainka; seen Engels apr87
7 3 0 05 03	not known	3M	Soviet Air Force			was a 3MN-1 converted to 3M-5 equipped with two KSR-5 missiles and the new Rubin 1ME radar, the modification did not go into series production
7 3 0 05 04	"85" red	3MS-2	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'; in grey c/s with white undersides
7 3 0 05 05	"23" red	3M	Soviet Air Force	mfd	1957	
	"90" red	3M	Soviet Air Force	ph.	1991	
	"10" red	3MS-2	Soviet Air Force		1992	crashed 16may92 near Engels after colliding with another 3MS-II c/n 7300605; opb 1096 tbad in a documentary on Soviet bombers
7 3 0 06 01	"09" red	3M	Soviet Air Force			later coded "21" red
	"24" red	3M	Soviet Air Force		1980	
	"21" red	3M	Soviet Air Force		1985	
7 3 0 06 02	"22" red	3M	Soviet Air Force		photo	at Engels; opb 1096 tbad
7 3 0 06 03	"88" red	3M	Soviet Air Force	ph.	1990	black and white photo
7 3 0 06 04	"27" red	3M	Soviet Air Force			
7 3 0 06 05	"19" red	3MS-2	Soviet Air Force	mfd	1957	opb 73 tbad at Ukrainka; crashed 16may92 near Engels after colliding with another 3MS-II c/n 7300505; opb 1096 tbad
7 3 0 07 01	not known	3M	Soviet Air Force			used for state tests with c/n given as just 0701
7 3 0 07 02	"29" red	3M	Soviet Air Force			crashed 15apr72 at Olenya; opb 1096 tbad
7 3 0 07 03	not known	3M	Soviet Air Force			
7 3 0 07 04	not known	3M	Soviet Air Force			
7 3 0 07 05	not known	3M	Soviet Air Force			used for state tests with c/n given as just 0705
7 3 0 08 01	"63" red	3M	Soviet Air Force			converted to 3MS-II
7 3 0 08 02	not known	3M	Soviet Air Force	mfd	1957	
	"12" red	3MS-2	Soviet Air Force	Eng	apr87	based at Engels; in dark grey c/s with white undersides, with the c/n painted on the fin received a new code in 1990/91 when was transferred to another squadron of the regiment; the c/n on the fin was then reported as changed to '6320802' after some factory modifications; scrapped at Engels assuch
	"25" red	3MS-2	Soviet Air Force			
7 3 0 08 03	"28" red	3M	Soviet Air Force			
7 3 0 08 04	not known	3M	Soviet Air Force			
7 3 0 08 05	not known	3M	Soviet Air Force	mfd	1957	
	"14" red	3MS-2	Soviet Air Force	Eng	aug87	reportedly the first 3MS-II; opb 73 tbad at Ukrainka; in grey c/s with white undersides
	"14" red	3MS-2	Russian Air Force	trf	1992	was the last flying aircraft of the 3M family (with the exception of the VM-T); wfu in autumn 1994; preserved in the long-range aviation museum at Engels from 1999, l/n oct19
7 3 0 09 01	not known	3M	Soviet Air Force			
7 3 0 09 02	not known	3M	Soviet Air Force		photo	with c/n painted on the forward fuselage
7 3 0 09 03	"31" red	3MN	Soviet Air Force	ph.	1980	at Engels, opb 1230 tbad; one of the first aircraft to be broken up at Engels in the early 1980s
7 3 0 09 04	"84" red	3M	Soviet Air Force			
. 3 0 09 05	"54" red	3M	Soviet Air Force			
. 3 0 10 01	not known	3M	Soviet Air Force			
. 3 0 10 02	not known	3MS	Soviet Air Force			
. 3 0 10 03	not known	3MS	Soviet Air Force			
8 3 0 10 04	"56" red	3MN	Soviet Air Force			version reported as such; opb 73 tbad at Ukrainka
. 3 0 10 05	not known	3MS	Soviet Air Force			
8 3 0 11 01	not known	3MS	Soviet Air Force			converted to 3ME by mar59; tests were completed by apr60; dbr at Zhukovski 12may60 by the experimental M-50 which accelerated by accident and collided during static engine tests
. 3 0 11 02	not known	3MS	Soviet Air Force			
. 3 0 11 03	not known	3MS	Soviet Air Force			
. 3 0 11 04	not known	3MS	Soviet Air Force			
. 3 0 11 05	not known	3MS	Soviet Air Force			
. 3 0 12 01	not known	3MS	Soviet Air Force			
. 3 0 12 02	not known	3MS	Soviet Air Force			
. 3 0 12 03	not known	3MS	Soviet Air Force			
. 3 0 12 04	not known	3MS	Soviet Air Force			
. 3 0 12 05	not known	3MS	Soviet Air Force			
. 3 0 13 01	not known	3MD	Soviet Air Force			probably the first 3MD; opb 73 tbad at Ukrainka
	not known	3ME	Soviet Air Force			w/o 05may65 while returning from a mission over the sea in the Far East when flew into the mountains in IMC conditions
. 3 0 13 02	not known	3MS	Soviet Air Force			converted to 3ME
. 3 0 13 03	not known	3MS	Soviet Air Force			
. 3 0 13 04	not known	3MS	Soviet Air Force			
. 3 0 13 05	not known	3MS	Soviet Air Force			
. 3 0 14 01	not known	3MS	Soviet Air Force			
9 3 0 14 02	not known	3MN-2	Soviet Air Force			converted at Zhukovski from late 1979 to, see next line
	CCCP-01402	3M-T	Myasishchev OKB	trf	25dec80	f/f 29apr81; first flight with an oversized cargo on top (a mock-up of an 1GT tank of the "Energiya" SLV) 06jan82; first flight with a mock-up of a "Buran" orbiter 01mar83; accepted for service by a decree of the Central Committee of the Communist Party 04nov85; named 'Atlant'; in full 'blue' Aeroflot c/s with additional small 'Aviaspetstrans' titles; type painted on as 'VM-T' as the real designation was declared secret; f/n ZIA 16aug92; the same registration was used at the same time on An-2R c/n 1G230-42
	RA-01402	3M-T	Myasishchev OKB	ph.	2000	in basic 'blue' Aeroflot c/s, no titles; type painted as 'VM-T'; l/n airworthy Ryazan-Dyagilevo 23aug01; sat wfu in 360 ARZ at Ryazan-Dyagilevo, seen feb07/aug21; offered by Rostekh to the administrations of the Russian regions 17dec20, for preservation or display
9 3 0 14 03	not known	3MS	Soviet Air Force			
9 3 0 14 04	"50" red	3MS	Soviet Air Force			
9 3 0 14 05	not known	3MS	Soviet Air Force			
9 3 0 15 01	not known	3MS	Soviet Air Force			
9 3 0 15 02	not known	3MN-2	Soviet Air Force			converted at Zhukovski from late 1979 to, see next line
	CCCP-01502	3M-T	Myasishchev OKB	trf	25jan82	f/f mar82; first flight with an oversized cargo on top (a mock-up of an 1GT tank of the "Energiya" SLV) 19apr82; accepted for service by a decree of the Central Committee of the Communist Party 04nov85; in full 'blue' Aeroflot c/s with additional small 'Aviaspetstrans' titles; type painted on as 'VM-T' as the real designation was declared secret; named 'Atlant'
	RF-01502	3M-T	Myasishchev OKB	ZIA	16aug92	prefix 'RF' in Cyrillic; in basic 'blue' Aeroflot c/s, no titles; type painted as 'VM-T'; named 'Atlant'; sat wfu at ZIA; offered by Rostekh to the administrations of the Russian regions 17dec20, for preservation or display; l/n ZIA 25jul21
9 3 0 15 03	not known	3MS	Soviet Air Force			
9 3 0 15 04	not known	3MN-2	Soviet Air Force			converted at Zhukovski to, see next line
	not known	3M-T	Myasishchev OKB			static test airframe, underwent trials with the TsAGI at Zhukovski
9 3 0 15 05	not known	3MS	Soviet Air Force			
9 3 0 16 01	"55" red	3MS	Soviet Air Force	ZIA	03sep93	scrapped ZIA 1994
. 3 0 16 02	not known	3MS	Soviet Air Force			
. 3 0 16 03	not known	3MS	Soviet Air Force			
. 3 0 16 04	not known	3MS	Soviet Air Force			
. 3 0 16 05	not known	3MS	Soviet Air Force			
0 3 0 17 01	"55" red	3MS	Soviet Air Force			last production 3MS
0 3 0 17 02	not known	3MD	Soviet Air Force			first production 3MD
0 3 0 17 03	not known	3MD	Soviet Air Force			
0 3 0 17 04	"10" red	3MD	Soviet Air Force	mfd	1960	
0 3 0 17 05	not known	3MD	Soviet Air Force			
0 3 0 18 01	"64" red	3MD	Soviet Air Force			crashed 12jul61 after an inflight fire, all on board killed
0 3 0 18 02	not known	3MD	Soviet Air Force			
0 3 0 18 03	not known	3MD	Soviet Air Force			
0 3 0 18 04	"30" red	3MD	Soviet Air Force	mfd	09jan60	declared ready for service 09feb61 and accepted 22feb61; toc 10mar61; delivered to 40 tbad at Ukrainka; in natural metal c/s; trf to Engels in 1984 or early 1985, but was not used there; was stored at the "6 polye" airstrip some 30 km south-east of Engels airfield jan85/mar86; ferried from "6 polye" to Engels 11mar86 and from Engels to Mozdok 28mar86; operated at Mozdok for some months; last flight 08jul86 (from Mozdok to Monino); t/t 4,904 hours 52 minutes and 2,384 cycles; preserved in the Soviet/Russian Air Force museum at Monino, seen aug92/oct23

0 3 0 18 05	not known	3MD	Soviet Air Force	<p>opb 40 tbat at Ukraina; w/o 08mar63 on a training flight at night in formation with another 3M of the same unit when the trailing aircraft left its position in the formation so that both aircraft collided at a height of some 11,600 metres and crashed in the vicinity of the river Kuoluma and the rivulets Bary-Bala and Ulakhan-Chagary (near Ust'-Maya, Yakutiya), 11 of the 16 crew members on board of both aircraft (among them the commanders, Lieutenant-Colonel Ivan N. Sereda and Major N.G. Gilmitsinov) were killed while 5 crew members managed to eject in time</p> <p>opb 79 tbat at Ukraina; w/o 04may65 on a flight over the Sea of Okhotsk at a height of some 600 metres when deviated from the planned flight route and collided with a mountain in the Dzhuudzjur range (Khabarovsk region), all 7 crew members (commander: Colonel Vasili I. Boldinski) were killed</p> <p>crashed 13may75 at Zhdanovka (Engels) when at altitude 5,000 metres, smoking of the airplane began, after which there was an explosion</p> <p>opb 40 tbat at Ukraina; w/o 08jun78 on a flight in the Far East at night when an engine caught fire and the aircraft crashed, most crew members bailed out, but 2 (the flight engineer and an air gunner/radio operator) were not able to do so and were killed</p> <p>opb 1096 tbat at Engels; w/o 08aug84 on a training flight from Engels at night when a leak emerged in the wing's de-icing system so that hot air from the engines struck the petrol tank of the S-300M turbo-starter in the left wing, the tank exploded shortly after take-off at a height of some 350 metres, resulting in damage to the upper side and the flaps of the left wing, the aircraft lost longitudinal stability, banked heavily, lost height and crashed, 5 of the 7 crew members (among them the pilot, Lieutenant Colonel Vil R. Tukhvatulin) were killed while 2 managed to shoot out at the last moment and survived</p>
---	not known	3M	Soviet Air Force	
---	not known	3M	Soviet Air Force	
---	not known	3M	Soviet Air Force	
---	not known	3M	Soviet Air Force	
---	not known	3MS	Soviet Air Force	

Myasishchev M-17 and M-55

Originally built as a high-altitude interceptor of American stratospheric balloons, the M-17 was planned to be equipped with a cannon. However, halfway through the design project the Americans stopped using these balloons, so the future of the type changed dramatically. A converted Tu-16K-10, called 17LL-2 and coded "57", was used to test the intended weapons system of the type. A total of 17 aircraft were planned to be built, but only nine are confirmed.

The original designation was M-17, with the later version being designated M-17RM (RM stands for Razvedchik Modifitsirovanny which means modified reconnaissance aircraft) for the military, but as the aircraft was never delivered to the Air Force, M-55 is the correct designation.

The c/n 55.2.0202 checked on RF-55204 could be explained as follows: 55.2 is the internal type designation, followed by the batch number and the number in the batch (or possibly vice versa, as the type is built at Smolensk, and in the case of the Yakovlev Yak-18T produced there the batch number comes last, so this may also be the case with the M-55).

3 M-17 (M-55 predecessor) prototypes built by KumAPP at Kumertau-Vorotynovka

M-17-1	CCCP-17100	M-17	Myasishchev OKB	f/f	24dec78	from Vorotynovka; first prototype; in Aeroflot c/s; crashed shortly after take-off on its first flight, pilot killed
M-17-2	--	M-17	Myasishchev OKB	f/f	26may82	static test airframe
M-17-3	CCCP-17103	M-17	Myasishchev OKB	f/f	26may82	second prototype; in Aeroflot c/s; assembled by the Myasishchev plant at Zhukovski from components delivered from Kumertau; first flight date given is that of the modified version; last flight 25jan90 (to Monino); 187 cycles; displayed in the Russian Air Force museum at Monino (N55.833065 E38.182700), l/n aug23
M-17-4	CCCP-17401	M-17	Myasishchev OKB	f/f	20mar85	third prototype; in Aeroflot c/s; probably assembled by the Myasishchev plant at Zhukovski; used for scientific research; later made some flights for the M-55 programme; received both 'Aeroflot' and 'Stratosfera' titles; wreckage stored in the Russian Air Force museum at Monino, f/n aug95, l/n aug21

Two M-55 prototypes were built by SmAZ (former Factory No. 475) at Smolensk in the 1980s

M-55-1	CCCP-01552	M-55	Myasishchev OKB	f/f	16aug88	from Smolensk; first prototype; in Aeroflot c/s
	RF-01552	M-55	Myasishchev OKB	ZIA	16aug92	'RF-' prefix in Cyrillic; w/o 29may95 when crashed near Zhukovski, pilot killed (he had probably lost consciousness)
55.2.0102	? CCCP-23570	M-55	Myasishchev OKB	mfd	1988	c/n also reported as M-55-2; static test airframe, the registration may not have been applied; was reportedly scrapped after completion of the static tests in 1993, but also reported as the dismantled airframe which was seen on the territory of the LII at Zhukovski sep13

Three M-55 pre-production aircraft were built by SmAZ (former Factory No. 475) at Smolensk in the 1990s

55.2.0201	? CCCP-55203	M-55	Myasishchev OKB	no	reports	first pre-production aircraft
	RF-55203	M-55	Myasishchev OKB	ZIA	17aug01	'RF-' prefix in Cyrillic; operated by Russian Air Force; took part in joint state trials from 1998; l/n ZIA aug03/aug18 stored
55.2.0202	CCCP-55204	M-55	Myasishchev OKB	mfd	1991	the second pre-production aircraft; used for scientific research; a photo exists
	RF-55204	M-55	Myasishchev OKB	SXF	03jun94	'RF-' prefix in Cyrillic; c/n checked during MAK5-95 at ZIA aug95; l/n ZIA aug97
	55204	M-55	Myasishchev OKB	ZIA	aug99	c/n given in a customs data base in 2009 as '00004'; l/n active ZIA 10jul17; put into long-term storage in late 2017; made airworthy again and used to test a new modification of the UKR reconnaissance pod in autumn 2023; seen ZIA 01nov23/22jan24, active
55.2.0203	? RF-55205	M-55	Myasishchev OKB	ph.	1995	at Akhtubinsk; third pre-production aircraft; 'RF-' prefix in Cyrillic; took part in joint state trials from 1998; w/o 13nov98 when crashed during trials at Akhtubinsk when the normal flight envelope was exceeded, pilot ejected and survived
---	--	M-55	Myasishchev OKB	no	reports	5 production aircraft laid down in 1994, but not completed (2 of them were almost complete by 1999)

Myasishchev M-101 "Sokol"

This first Russian business turboprop was originally named "Gzhel" after a Russian town renowned for its decorative blue-white porcelain ware. Perhaps the name was selected because display models, the mock-up and later several examples of the actual aircraft were finished in the same colours of blue and white.

The eight-seater was developed by the Myasishchev Design Bureau and built by the "Sokol" Aircraft Factory at Nizhni Novgorod which belongs to the Russian business group Kaskol. The prototype flew first on 31 March 1995, and certification according to AP-23 was achieved on 30 December 2002 and according to FAR-23 on 14 January 2003. The M-101T version for sale on the Russian market was renamed "Sokol" (falcon) in 2003 after the factory producing it, while the export model was to be called "Expedition". As the M-101T was also to be sold in South Africa and Australia, a transcontinental flight was organised in August 2003 (officially to commemorate the 100th birthday of famous Soviet pilot Valeri Chkalov). Reportedly, deliveries to these countries were agreed on, but they never materialised. In total, only some 23 aircraft of the type were built, with most of them having been withdrawn from use after a few years.

The c/n was stencilled on the left side of the fin and the upper surface of the left wing. It was also embossed on a small metal plate found on the tip of the left stabilizer (beneath the elevator horn balance). The explanation is simple: the first two digits stand for the type, followed by the batch number and the number in the batch (the last three digits).

4 M-101 prototypes built by NAZ "Sokol" (former Factory No. 21) at Nizhni Novgorod-Sormovo

---	RF-70101	M-101	Myasishchev EMZ	ZIA	15aug92	full-scale mock-up; in white c/s with blue/black cheatline, no titles, but 'EMZ im. Myasishcheva' logo on fin; prefix 'RF' in Cyrillic letters
15-0-001	RA-15001	M-101	Myasishchev EMZ	f/f	31mar95	from Nizhni Novgorod-Sormovo; first prototype; presented to the public at Nizhni Novgorod-Sormovo 07apr95; c/n checked Moscow-Tushino 03jun95; w/o 12sep01 on a test flight from Zhukovski when the horizontal stabiliser disintegrated in flight and the aircraft crashed near Zhukovski, pilot killed
15-0-002	--	M-101	Myasishchev EMZ	mfd	1995	static test airframe
15-0-003	RA-15003	M-101	Myasishchev EMZ	ZIA	aug95	second prototype; c/n checked; in white c/s with light blue/dark blue cheatline and trim, no titles; not on register by aug10; l/n ZIA 21aug18
15-0-004	RA-15004	M-101	Myasishchev EMZ	ZIA	22may97	third prototype; c/n checked; f/n Kubinka 08aug97; reportedly stored by 2008

19 ? M-101 built by NAZ "Sokol" (former Factory No. 21) at Nizhni Novgorod-Sormovo from 1997 to 2007

15-01-001	RA-15101	M-101T	Myasishchev EMZ	Kub	08aug97	first production aircraft; in white c/s with light blue/dark blue cheatline and trim, no titles; l/n ZIA aug05
	RA-15101	M-101T	Dexter	mfd	28feb06	in orange c/s with black trim, registration without hyphen; handed over 10mar06 ?; rgd 05apr06; f/n BKA 20apr06; l/n GOJ 08jan07; CoFA expired 29mar08; canx between 27aug18 and 16oct18
15-01-002	RA-15102	M-101T	Myasishchev EMZ	ZIA	aug99	in white c/s with light blue/dark blue cheatline and trim, no titles
	RA-15102	M-101T	NAZ "Sokol"	mfd	07jun05	rgd 11jul06; in white c/s with light blue/dark blue cheatline and trim, no titles; leased to Dexter for training in spring/summer 2006; l/n GOJ 10may06; CoFA expired 07sep07, but still current on register aug10
15-01-003	RA-15103	M-101T	UVAU GA	mfd	12nov05	Ulyanovsk Higher Aviation School of Civil Aviation; handed over 15nov05; toc 18nov05; rgd 21feb06; in white c/s with grey undersides and blue/rd cheatline, with titles; f/n BKA 16aug09; l/n ULY 18nov10; CoFA expired 08apr11
15-01-004	RA-15104	M-101T	NAZ "Sokol"	AAQ	30jul05	in white c/s with light blue/dark blue cheatline and trim, no titles; leased to Dexter for training in spring/summer 2006; not on register by aug10; l/n Nizhni Novgorod-Sormovo 08may13, operational
15-01-005	RA-15105	M-101T	Myasishchev EMZ	ZIA	17aug99	c/n checked; carried an 'Avialine' sticker

	RA-15105	M-101T	BLU GA	mfd	10nov05	Buguruslan Flying School; handed over 15nov05; in white c/s with light blue/dark blue cheatline, with titles; f/n ULV mar06; rgd only 05jul06; CoFA expired 04jul10; seen Nizhny Novgorod-Sormovo 08may18 in good condition and wfu parked on the grass aug20; photo 20oct23 at the St.Petersburg State University of Civil Aviation
15-01-006	RA-15106	M-101T	Kaskol Group	ZIA	14aug01	initially in white c/s with purple trim and 'Kaskol' titles on fin; l/n as such ZIA 14aug01; repainted in white c/s with light blue/dark blue cheatline and trim, no titles; f/n as such DME 18aug02, c/n checked on this date; l/n as such HLA 29apr04; made a transcontinental flight from JNB to GOJ 07/13aug04, received a new c/s (white with green/red/yellow/black cheatline) and the export designation "Expedition" as well as the name 'Ingwe' for this flight; converted by "Sokol" in late 2005/early 2006 to, see next line; canx between 27aug18 and 16oct18
	RA-15106	M-101T	Dexter	mfd	30may05	VIP aircraft with 4 seats; in orange c/s with black trim, registration without hyphen; f/n at the factory 12jan06; handed over 03mar06 at VKO; rgd 14mar06; first commercial flight 17mar06; l/n GOJ 23oct07; CoFA expired 06mar08, but still current on register aug10
15-01-007	--	M-101T	Myasishchev EMZ	no	reports	probably the dynamic test airframe for fatigue trials
15-01-008	RA-15108	M-101T	Myasishchev EMZ	ph.	mar03	in the magazine "Krylya Rodiny"; fourth prototype, used for certification trials; not on register by aug10
15-01-009	RA-15109	M-101T	Dexter	mfd	03mar06	in orange c/s with black trim, registration without hyphen; rgd 05apr06; f/n BKA 20apr06; l/n GOJ 03mar08; CoFA expired 29mar08; canx between 27aug18 and 16oct18
15-01-010	RA-15110	M-101T	Dexter	mfd	27apr06	in orange c/s with black trim, registration without hyphen; rgd 24may06; f/n GOJ 15jun06; CoFA annulled 23mar07; l/n BKA jul09, stored; canx between 27aug18 and 16oct18
15-01-011	RA-15111	M-101T	Dexter	mfd	25may06	in orange c/s with black trim, registration without hyphen; handed over 15jun06; rgd 22jun06; f/n BKA 01jul06; l/n operational GOJ 29may08; CoFA expired 21jun08; stored at BKA, seen aug09/apr11; displayed during the "MAKS-2015" airshow at Zhukovski, seen 25/29aug15, seemingly operational; l/n ZIA 27mar18; canx 13feb19 and canx again 11oct22, but see rgd next line
15-01-012	UP-MG001 RA-15112	M-101T M-101T	AUTTs Karaganda Dexter	rgd mfd	29dec18 15jun06	technical condition assessed 27jan20
15-01-013	RA-15100	M-101T	Dexter	mfd	05jul06	in orange c/s with black trim, registration without hyphen; handed over 15jun06; rgd 06jul06; f/n BKA 01jul06; l/n GOJ 22aug06; CoFA expired 04aug08; canx between 27aug18 and 16oct18
	RA-15100	M-101T	Goszemkadastr	ZIA	19aug11	in orange c/s with black trim, registration without hyphen; rgd 10aug06; f/n GOJ 31oct06; CoFA expired 07aug08; l/n BKA jul09, stored; current on register aug10
15-01-014	RA-15114	M-101T	Dexter	mfd	15aug06	Goszemkadastrsyomka-VISKhAGI; in the same c/s as above, logos on engine cowling and fin; re-stored on register 29jul16 but no operator given; seen 03apr21, active; l/n Shilovo-Krutitsy 18jun24, stored
15-01-015	UP-MG002 RA-3104G RA-15115 15115	M-101T M-101T M-101T M-101T	Sunkar Air privately owned Dexter NAZ "Sokol"	rgd rgd Kub trf	jul19 07sep20 mar09 28feb13 ?	rgd 28sep06; in orange c/s with black trim, registration without hyphen; f/n KUF 23nov06; latest known CoFA expired 05dec07; stored at BKA, seen aug09/apr11; seen flying ZIA 08nov13; canx between 24dec18 and 19feb19
15-01-016	--	M-101T	--	no	reports	the aircraft was neither on the ELISA register nor on the KAMA register, so is this correct ?
15-01-017	--	M-101T	--	no	reports	in register as YeEVS.12.0083; still in full Dexter c/s including titles; f/n Myachkovo 10mar21
15-01-018	--	M-101T	--	no	reports	in orange c/s with black trim, registration without hyphen; not on register by aug10
15-01-019	--	M-101T	--	no	reports	in orange c/s with dark grey/light grey cheatline and small titles; f/n Nizhni Novgorod-Sormovo 06may13; l/n GDZ 07sep18
15-01-020	--	M-101T	--	no	reports	production probably started, but not completed
15-01-021	--	M-101T	--	no	reports	production probably started, but not completed
15-01-022	RA-15122	M-101T	UVAU GA	mfd	30jan07	production probably started, but not completed
15-01-023	RA-15123	M-101T	UVAU GA	mfd	31jan07	Ulyanovsk Higher Aviation School of Civil Aviation; handed over feb07; rgd only 13jun07; l/n operational ULV 18nov10; CoFA expired 17aug11; was temporarily displayed in the Museum of Civil Aviation at Ulyanovsk 16/18aug13; preserved in the Museum of Civil Aviation at Ulyanovsk from 30jul14, l/n aug24
15-01-024	RA-15124	M-101T	BLU GA	mfd	24may07	Ulyanovsk Higher Aviation School of Civil Aviation; handed over feb07; rgd only 13jun07; involved in an incident 14apr09 when the engine cowling came off during take-off from Ulyanovsk; l/n ULV 18aug09; current on register aug10 with a CoFA expiry date of 05oct11
15-01-025	RA-15125	M-101T	UVAU GA	mfd	06apr07	Buguruslan Flying School; rgd 06sep07; call-sign heard GOJ 18may10; current on register aug10 with a CoFA expiry date of 25aug11; reportedly stored from 11oct13
15-01-026	RA-15126	M-101T	BLU GA	mfd	18jul07	Ulyanovsk Higher Aviation School of Civil Aviation; seen in primer on the assembly line 28mar07, marked '10501025'; rgd 13jun07; in white/grey c/s with blue/red cheatline, with titles; f/n ULY 17aug08; CoFA expired 28may09; l/n ULV 18nov10, stored
						Buguruslan Flying School; rgd 15aug07; current on register aug10 with a CoFA expiry date of 25aug11; reportedly stored from 23sep13 and l/b Buguruslan 03oct24

Myasishchev M-500

The M-500 was a project of a light multi-purpose aircraft and crop-sprayer which was intended to replace the An-2. The project was unveiled during the ILA exhibition at Berlin in 1994, and production was planned at EMZ im. Myasishcheva in co-operation with the Smolensk and Nizni Novgorod aircraft factories. Due to lack of demand the project did not advance further than a full-scale mock-up which was presented during two MAKS airshows.

---	RA-89501	M-500	Myasishchev EMZ	ZIA	aug95	full-scale mock-up; in white c/s with light grey undersides and 'Russian flag' trim, no titles but logo on fin; l/n ZIA aug97
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Sukhoi Su-80

The Su-80 (izdeliye S-80) was a twin-engined commuter and transport aircraft designed to replace the L-410, An-24, An-26, An-28 and Yak-40. Its design started in 1989 as a part of the conversion programme of the Soviet military-industrial complex. The main version was to be the Su-80GP utility for passengers and cargo. Other planned versions were the Su-80P passenger aircraft, Su-80PT patrol aircraft, Su-80TD military transport, Su-80M medevac aircraft, Su-80R fisheries research aircraft and the Su-80GR geological exploration aircraft.

The Su-80 was powered by General Electric CT7-9B engines, which were going to be produced under license by "Rybinskiye motory", but this never materialised. The first flight was supposed to take place in early 1998, but because of financial and technical problems the programme was delayed by several years. The first prototype was completed only in late 1999 and transported to the LII at Zhukovski in mid-2000. The first flight of the Su-80 took eventually place on 4 September 2001, just after the MAKS-2001 airshow, where the prototype had been displayed. Series production was prepared at the Komsomolsk-na-Amure Aircraft Production Association (KnAAPO), but the programme did not make much progress after the first flight either, and flight tests eventually stopped in late 2006. No work on the type was conducted in 2007, and the production rigs were disassembled by the end of that year. So this became another still-born project. On a photo at Google Earth (N50.592629 E137.08648) aug10/sep19 three completed aircraft are visible.

Su-80 prototypes and production aircraft built by KnAAPO (former Factory No. 126) at Komsomolsk-na-Amure-Dzyomqi

01-01	--	Su-80GP	Sukhoi OKB	ph.	05may12	static and dynamic test airframe; in primer; underwent trials with the SibNIA institute (during which the wing unexpectedly broke, but it was replaced by a strengthened wing); seen Novosibirsk-Yeltsovka in a hangar, in primer 80% complete; l/n 06apr14
01-02	82911	Su-80GP	Sukhoi OKB	f/f	04sep01	from Zhukovski; first prototype; completed in late 1999 and transported to LII Zhukovski in mid-2000; f/n ZIA aug01; 39 flights completed by sep03; l/n on Google Earth ZIA oct24
01-03	--	Su-80GP	Sukhoi OKB			was presented to the mock-up commission
01-04	--	Su-80GP	Sukhoi OKB			static test airframe of the production version; started trials at the SibNIA institute dec04, passed successfully
01-05	82912	Su-80GP	Sukhoi OKB	mfd	may05	the first pre-production aircraft; in white c/s with blue trim and a Sukhoi logo; ground trials started may05; f/f 28jun06; last flight in autumn 2006; sat wfu (together with two other unidentified Su-80s) at the KnAAPO factory, seen jul09/sep19; probably the Su-80 which is to be used as a ground instructional airframe by the Komsomolsk-na-Amure State University (KnAGU) from late 2023
01-06	--	Su-80GP	primer	KXK	18jul09	pre-production aircraft; nearing completion in 2005; three Su-80 are visible on GE stored at the factory jul09/sep19
01-07	--	Su-80GP				pre-production aircraft; nearing completion in 2005
02-01	--	Su-80GP	Petropav.-Kam. AE			first production aircraft; on the assembly line in 2005
02-02	--	Su-80GP	Petropav.-Kam. AE			on the assembly line in 2005
02-03	--	Su-80GP				on the assembly line in 2005
02-04	--	Su-80GP				on the assembly line in 2005
02-05	--	Su-80GP				on the assembly line in 2005
02-06	--	Su-80GP				on the assembly line in 2005
02-07	--	Su-80GP				on the assembly line in 2005
02-08	--	Su-80GP				on the assembly line in 2005

Sukhoi RRJ-95 "SuperJet"

The "SuperJet" was initially a joint project by Sukhoi, Ilyushin, Yakovlev and Boeing. Sukhoi Civil Aircraft acted as programme leader and undertook some 80 % of the design work while Ilyushin and Yakovlev took over the remaining 20 % and contributed their civil certification experience. Boeing did not take part in either development or construction of the "SuperJet", but provided advisory expertise and intellectual property in design, production, certification, marketing, sales and post-production support of the aircraft. The RRJ-95 shall replace outdated short-range airliners as the Tu-134 or the Yak-40. Development began in 2001 as the "Russian Regional Jet" (RRJ), while the official start of the programme was on 28 October 2004. Metal cutting started at the end of the same year, and the Critical Design Review was passed in July 2005. The first flight took place on 19 May 2008, and the type certificate was granted on 28 January 2011.

There were two models planned in this aircraft family: The RRJ-75 and the RRJ-95 with 75 and 95 seats respectively. Initially, the RRJ-75 was planned to be the basic model. But market research soon showed that there was not much demand for the 75-seater, so it was decided that the first and main version will be the RRJ-95. This model was built in basic and long-range versions, and a business jet version called SBJ was offered as well.

The RRJ-95 is powered by two PowerJet (Snecma/NPO "Saturn") SaM146 turbofans specially developed for the "SuperJet". The aircraft are built by the Komsomolsk-na-Amure Aircraft Factory (KnAF), with the NAO factory at Novosibirsk manufacturing some assemblies (both factories were part of the Sukhoi Corporation). Certification was to AP-25, FAR-25 and JAR-25 rules (the EASA type certificate was issued on 3 February 2012). This meant that the "SuperJet" could theoretically be sold in the Western world. To support international sales, Sukhoi even founded a joint venture with Alenia of Italy, SuperJet International, which was to deliver the aircraft for the Western market from Venice. However, interest by operators from developed countries was almost non-existent, and the sole Western airlines which operated the RRJ-95 were Interjet and CityJet - both not for long, however.

Sukhoi Civil Aircraft became Irkut Regional Aircraft on 17 February 2020, so Irkut is now in charge of both Russian civil aircraft programmes. The extensive Western sanctions which were imposed against Russia in February 2022 badly affected the RRJ programme as it was heavily dependant on Western equipment. So production of the 'classic' version was stopped in late 2022 after 230 aircraft had been built. At the same time, a new version with just a minimum of Western components was developed, the RRJ-95NEW. It is powered by Aviadvigatel PD-8 turbofan engines and shall take to the air in late 2023.

By the way, although marketing calls the aircraft the "Sukhoi Super Jet 100", in short SSJ-100 (which is also painted on the aircraft), the technical designation which is used in all documents and also shown on the construction number plate is nevertheless RRJ. This marketing designation was changed to just "Super Jet 100" (SJ-100) when the Irkut Corporation was renamed Yakovlev on 26 July 2023. So the Sukhoi became a Yakovlev in the end. :-)

The construction number consists of the type code (95 for the 'classic' version and 97 for the RRJ-95NEW) and a three-digit sequential number.

230 RRJ-95 built by KnAF GSS at Komsomolsk-na-Amure-Dzyomqi from 2007 to 2022

---	--	RRJ-95B	primer	mfd	2009	dynamic test fuselage for fatigue trials at Aviatest LNK at Riga; transported by railway to Riga 03feb/12mar09; arrived at Aviatest LNK 13mar09, trials started 01aug09
95 001	no reg	RRJ-95B	Sukhoi Civil Airc.	r/o	26sep07	first prototype; final assembly started mar07; f/f 19may08 from Komsomolsk-na-Amure-Dzyomqi; in blue/grey c/s with 'SUKHOI SUPERJET 100' titles
	97001(1)	RRJ-95B	Sukhoi Civil Airc.	KHV	23oct08	in the same c/s as above; certification started 24oct08; ferried to ZIA 30mar09/01apr09; l/n operational ULY 02nov09; t/t 701 hours and 281 cycles by jan10; stored at ZIA, seen mar12/aug19; will not fly again; see c/n 97001
95 002	95002	RRJ-95B	primer	mfd	nov06	static test airframe; metal cutting started in late 2004; f/n in the factory 07jan07, still without any markings; flown in an An-124 to ZIA 28jan07; static trials at TsAGI conducted jun07/aug10; scrapped around 2015, some parts seen on the dump at ZIA jun16
95 003	95003 97003	RRJ-95B RRJ-95B	primer Sukhoi Civil Airc.	f/f Kxy	24dec08 22feb09	the second prototype; already seen on the assembly line 16may08, almost complete in white c/s with red/blue cheatline and 'SUKHOI SUPERJET 100' titles; ferried to ZIA 30mar09/01apr09; seen ZIA 03jun09 with the exhibition number '185' for the Paris Air Show; seen LBG 22jun09 with '36801' in the cockpit; l/n YKS 15feb22; used to test the TA18-100S APU of the RRJ-95NEW, seen as such mar23; l/n ZIA oct24, active
95 004	95004	RRJ-95B	primer	Kxy	24jul09	third prototype, the first one with a passenger cabin; wings attached to the fuselage jul08; taxi trials started 24jul09; f/f 25jul09; mfd 09aug09
	97004(1)	RRJ-95B	Sukhoi Civil Airc.	OVB	12aug09	in white c/s with red/blue cheatline and 'SUKHOI SUPERJET 100' titles; ferried to ZIA 30mar09/01apr09; HLP 08may12; w/o 09may12 on a demonstration flight from Jakarta-Halim Perdanakusuma (Indonesia) when the pilots were distracted by talking to a representative of an Indonesian airline who was present in the cockpit and lost orientation to the ground (the flight had not been duly prepared), the aircraft entered clouds, the crew neglected the TAWS warnings and the aircraft crashed at a height of some 1,817 metres into the edge of a steep cliff (S6°42'44.94" E106°44'6.13") on the northern slope of Mount Salak (2,211 metres) near Bogor, all 4 crew and 41 passengers (4 Russians and 37 foreigners) killed; t/t 844 hours and some 500 cycles; crash site found only 10may12; see c/ns 95048, 95085, 95104, 95117 and 95168
95 005	95005(1) 97005	RRJ-95B RRJ-95B	primer Sukhoi Civil Airc.	Kxy f/f	19may09 04feb10	on production line, almost complete; fourth prototype; final assembly started jul08; see c/n ... in white c/s with red/blue cheatline and 'SUKHOI SUPERJET 100' titles; ferried to Zhukovski 12apr10; seen LBG 01jul11 with exhibition number '211'; damaged 21jul13 on a certification flight from Keflavik (Iceland) at night simulating a CAT IIIA automatic approach in crosswind exceeding 10 m/s with a critical engine failure occurring at a height of 10 feet when the crew committed some mistakes during the go-around due to fatigue so that the aircraft sank back to the runway and came to rest on its belly, all 5 crew members escaped unhurt; ferried back to ZIA after repairs 29dec13; l/n in its old colours ZIA 24mar23; repainted in white c/s with blue fin and large 'SSJ-100' titles; f/n as such ULY 26apr23; l/n ZIA feb24
95 006	95006	RRJ-95B	primer	ph.	05nov08	the dynamic test airframe for fatigue trials at the SibNIA at Novosibirsk-Yelstovka; fuselage assembled jul08; flown by an An-124 to OVB 03nov08; 21,000 test cycles completed by sep12; l/n undergoing tests dec15
95 007	97007(1) EK-95015	RRJ-95B RRJ-95B	primer Armavia	f/f ULY	04nov10 15jan11	the first production aircraft; production started jun08, airframe assembled by jan10; ferried to Zhukovski 10/11nov10; ferried to ULY for painting 03jan11; see c/ns 95024 and 95040
	no reg	RRJ-95B	Moskovia	ZIA	10may13	registration without hyphen; named 'Yuri Gagarin' after the first cosmonaut; accepted 12apr11; h/o at EVN 19apr11; started revenue flights 21apr11; t/t 2,396 hours and 972 cycles by 01jul12; last revenue flight 22oct12; returned to Sukhoi Civil Aircraft 01nov12; t/t 2,284 hours and 956 cycles; l/n EVN 07nov12; ferried to ZIA 13nov12
95 008	RA-89001	RRJ-95B	Aeroflot	Kxy	24dec10	named 'Yuri Gagarin'; l/n ZIA 06dec13; never taken on charge (the operator's certificate of Moskovia was revoked 29aug14)
	RA-89001	RRJ-95B	Moskovia	ZIA	14aug13	configuration not fully meeting Aeroflot's specifications; fuselage assembled mar09, airframe assembled by jan10; named 'M. Vodopyanov' (Mikhail Vodopyanov) after a legendary Soviet pilot of the 1930s; f/f 31jan11; accepted 06jun11; rgd around 08jun11; ferried via OVB to SVO 09jun11 and h/o at SVO 09jun11; started revenue flights 16jun11; last revenue flight 14jan13; returned to Sukhoi Civil Aircraft 21apr13 (at ZIA) with t/t 2,224 hours and 1,624 cycles; stored at ZIA, l/n 31may13
	RA-89001	RRJ-95B	Red Wings	ULY	16mar15	named 'Valentin Vasin' after a distinguished Soviet test pilot; h/o 23aug13, ferried from Zhukovski to DME and started revenue flights the same day; l/n operational DME 02aug14; stored at DME from 11aug14; the operator's certificate of Moskovia was revoked 29aug14; ferried to ULY for repainting 03mar15
	RA-89001	RRJ-95B	IrAero	DME	08jul16	pointed up 16mar15; started revenue flights 02apr15; new CoFR issued 03dec15; l/n operational DME 11jun16; returned to GTLK jun16; ferried from ZIA to ULY for repainting 01jul16
95 009	no reg	RRJ-95B	primer	Kxy	19apr11	no new CoFR issued; in all-white c/s; l/n without titles DME 09jul16; h/o 19jul16 and ferried to IKT the same day; f/n with titles OVB 22aug16; l/n without name KZN 08feb19; named 'Svyatoi apostol Pyotr' (Holy Apostle Peter); f/n as such GSV 02nov19; l/n IKT 04apr24
	97009(1)	RRJ-95B	Sukhoi Civil Airc.	ZIA	26jul13	fuselage assembly started apr09, airframe assembled by jul10; was intended for Armavia, but financial problems of the airline delayed the delivery, the aircraft fell out of the production cycle and was eventually replaced by c/n 95021; was stored with KnAF GSS, l/n sep12; f/f 29jun13; ferried to ULY 05jul13
	RA-89053	RRJ-95B	Rosoboronexport	rgd	05dec14	VIP aircraft for 19 passengers (but not an SBJ); in white c/s with blue belly, engines and tail, with 'Rosoboronexport' logo; ferried from ULY to ZIA 20jul13; l/n ZIA 28nov14; see c/ns 95026, 95027, 95090, 95173 and 95179
	RA-89053	RRJ-95B	RusJet	trf	sep15	VIP aircraft for 19 passengers (but not an SBJ); leased from Aviacapital Service and opb Tsentur-Yug; based at VKO-3; in white c/s with blue belly, engines and tail, with 'Rosoboronexport' logo; f/n ZIA 05dec14; h/o at SVO 09dec14; started revenue flights 10dec14; returned by Rosoboronexport to Sukhoi Civil Aircraft jun15; l/n VKO 12sep15 (with which titles ?)
	RA-89053	RRJ-95B	Red Wings	trf	dec19	still in Rosoboronexport c/s; seen VKO 16sep15 with 'RusJet' titles; f/n without titles VKO 28sep15; l/n SVX 09jul19
95 010	RA-89002	RRJ-95B	Aeroflot	f/f	11jul11	owned by Irkut; used for VIP flights; still in basic Rosoboronexport c/s; f/n CEK 22jan20; ferried to ZIA 26mar20; used by the Minister of Industry and Trade, Denis Manturov; flew VKO-SVX-VKO with a Red Wings call-sign 08may20; new CoFR issued 21jul20; ferried from Komsomolsk 23dec20; f/n without titles SVO feb21; l/n as such VKO 01sep24
	RA-89002	RRJ-95B	Moskovia	ZIA	21dec13	configuration not fully meeting Aeroflot's specifications; fuselage assembled in spring 2009, wing attached apr10, airframe assembled by jul10; painted at ULY 16jul/02aug11; named 'D. Ezersky' (Dmitri Yezerski) after a distinguished Soviet transport pilot of WWII; accepted 17aug11; ferried to SVO 25aug11 and h/o at SVO 25aug11; started revenue flights 27aug11; last revenue flight 11aug13; returned to Sukhoi Civil Aircraft 21aug13 (at ZIA) with t/t 2,344 hours and 1,625 cycles; l/n ZIA 05nov13
	RA-89002	RRJ-95B	Red Wings	ULY	05dec14	leased from Sberbank Leasing; named 'Fyodor Burtsev' after a distinguished Soviet test pilot; h/o 02jul14; started revenue flights 03jul14; l/n operational DME 03aug14; stored at DME from 10aug14; the operator's certificate of Moskovia was revoked 29aug14; ferried to ULY 20nov14
	RA-89002	RRJ-95B	IrAero	ULY	09jun16	ferried from ULY to ZIA 05dec14; h/o 06feb15, ferried from ZIA to DME and started revenue flights the same day; new CoFR issued 03dec15; l/n ROV 24may16; last service 27may16; returned to GTLK may16; ferried from DME to ULY for painting 28may16
95 011	RA-89003	RRJ-95B	primer	f/f	11sep11	in all-white c/s with titles; ferried from ULY to DME 09jun16; h/o 09jun16 and ferried from DME to IKT 10jun16; started revenue flights 14jun16; l/n IKT 10sep24 @@@ new l/n configuration not fully meeting Aeroflot's specifications; fuselage assembled in spring 2009, wing attached jul10; ferried for painting to ULY 15sep11

	RA-89003	RRJ-95B	Aeroflot	ULY	29sep11	ferried back to KnaF GSS 04oct11; official mfd 26oct11; named 'I. Orlovets' (Ivan Orlovets) after a distinguished Aeroflot pilot of the 1950s; h/o 02nov11; started revenue flights 08nov11; last revenue flight 07jul13; returned to Sukhoi Civil Aircraft 29oct13 (at ZIA) with t/t 3,029 hours and 2,033 cycles; l/n ZIA 06dec13
	RF-89151	RRJ-95B	Russian MVD	ZIA	20dec13	opb aasn "Yastreb" at Zhukovski; in white c/s with blue belly, engines and fin, no titles; h/o 23dec13; entered operational service 31mar14; l/n ZIA 14jan16
	RF-89151	RRJ-95B	Rosgvardiya	trf	05apr16	opb aasn "Yastreb" at Zhukovski; in white c/s with blue belly, engines and fin, no titles; f/n ABA 18may16; l/n operational ZIA 16nov18; stored at ZIA, seen aug19; auctioned 22dec20 and again 04apr23
95 012	RA-89004	RRJ-95B	primer	Kxy	01oct11	configuration not fully meeting Aeroflot's specifications; major assemblies prepared by apr09, fuselage assembled by apr10; f/f 07nov11; ferried for painting to ULY 11nov11
	RA-89004	RRJ-95B	Aeroflot	ULY	23nov11	named 'Kh. Tskhovrebov' (Khanton Tskhovrebov) after a distinguished Aeroflot pilot of the 1940s/60s; painted up 11/23nov11; h/o 28dec11; ferried to SVO 28dec11; started revenue flights 30dec11; last revenue flight 13dec13; returned to Sukhoi Civil Aircraft 25dec13 (at Zhukovski) with t/t 2,671 hours and 1,753 cycles; ferried to Ulyanovsk-Vostochny for painting 23jan14
	RA-89004	RRJ-95B	Tsentr-Yug	ULY	04feb14	in basic AtlasJet c/s with very small 'Tsentr-Yug' titles; named 'Oleg Kuprikov' after a former deputy director of RusAir; ferried to Zhukovski 04feb14; h/o 21mar14; based at SVO; started revenue flights 22mar14; l/n as such OVB 28aug15; f/n with a 'Bural' logo on the nose OMS 09sep15; l/n operational UFA 19sep15; the operator's certificate of Tsentr-Yug was revoked 01oct15 and annulled 23oct15; stored at SVO from 01oct15 and at DME from 19apr19
	RA-89004	RRJ-95B	Irkut	rgd	25mar21	leased to Azimuth 11nov21; test-flown from DME 02nov22; ferried from DME to MRV for repainting 11nov22
	RA-89004	RRJ-95B	Azimuth	h/o	30dec22	and ferried from ZIA to MRV and started revenue flights the same day; in full c/s; named 'Indigirka' after a river in Yakutia; slightly damaged 20jul23 on a flight from Mineralnyye Vody to Yerevan when the cowlings of the left engine opened in-flight; l/n OMS 01jul24
95 013	89005	RRJ-95B	primer	Kxy	23sep11	configuration not fully meeting Aeroflot's specifications; fuselage under assembly by apr10; seen without registration on the assembly line 23sep11; f/f 16jan12; arrived at Ulyanovsk-Vostochny for painting 27jan12, seen in the process of painting 03feb12
	RA-89005	RRJ-95B	Aeroflot	ULY	13feb12	in "SkyTeam" livery; h/o 28feb12; started revenue flights 07mar12; last revenue flight 16jan14; returned to Sukhoi Civil Aircraft 22jan14 with t/t 2,197 hours and 1,471 cycles; stored at ZIA, l/n 23jul21; new CoFR issued 14sep20
95 014	89006	RRJ-95B	primer	f/f	04apr12	configuration not fully meeting Aeroflot's specifications; seen on the assembly line 15may11; ferried for painting to Ulyanovsk-Vostochny 09apr12
	RA-89006	RRJ-95B	Aeroflot	h/o	17may12	named 'E. Barabash' (Yevgeni Barabash) after a distinguished Aeroflot pilot of the 1950s/60s; ferried to SVO 23may12; started revenue flights 25may12; last revenue flight 08sep13; returned to Sukhoi Civil Aircraft 22apr14 (at ZIA) with t/t 1,631 hours and 1,081 cycles; stored at ZIA, l/n 23jul21; new CoFR issued 14sep20
95 015	89007	RRJ-95B	primer	f/f	10dec11	configuration not fully meeting Aeroflot's specifications; seen without registration on the assembly line 01oct11
	RA-89007	RRJ-95B	Aeroflot	KHV	19jan12	named 'D. Barilov' (Dmitri Barilov) after a former Aeroflot pilot and head of the International Directorate; h/o 23jan12; ferried to SVO 27jan12; started revenue flights 30jan12; last revenue flight 12jan14; returned to Sukhoi Civil Aircraft 17jan14 with t/t 2,981 hours and 1,959 cycles; ferried to Ulyanovsk-Vostochny for repainting 14feb14
	RA-89007	RRJ-95B	Tsentr-Yug	ZIA	26feb14	in special '75 let OKB Sukhogo' (75 years Sukhoi Design Bureau) livery based on the Atlas Air c/s, with small 'Tsentr-Yug' titles; named 'Sergey Melnikov' after a distinguished test pilot of the Sukhoi Design Bureau; ferried from Ulyanovsk-Vostochny to Zhukovski 26feb14; h/o 02apr14; based at SVO; started revenue flights 15jun14; l/n as such VKO 07jun15; f/n with a 'Bural' logo on the nose TJM 11jun15; l/n operational SVO 12sep15; the operator's certificate of Tsentr-Yug was revoked 01oct15 and annulled 23oct15
	RA-89007	RRJ-95B	Bural	ph.	29oct15	in a special '75 let OKB Sukhogo' (75 years Sukhoi Design Bureau) livery based on the Atlas Air c/s, with small 'Bural' titles on the tail; l/n operational TJM 14nov15; stored at SVO from 01oct15 and at DME from 27mar19; the operator's certificate of Bural was revoked 07feb17 and the company was declared bankrupt 04mar19; new CoFR issued 25mar21; test-flown from DME 09aug21 and ferried from DME to MRV for repainting 13aug21; rolled out in all-white c/s without any markings 26aug21
	RA-89007	RRJ-95B	Red Wings	CEK	01jul22	initially in all-white c/s, no titles; ferried from MRV to CEK 30jun22; started revenue flights 04jul22; l/n as such ALA 11jan23; repainted in a dark grey/black VIP c/s with an orange stripe, with 'Red Wings' and 'Special Service' titles; f/n as such 03aug23 (probably at ULY); l/n as such AYT 05oct24
95 016	89008	RRJ-95B	primer	f/f	02mar12	configuration not fully meeting Aeroflot's specifications; seen without registration on the assembly line 01oct11; arrived at Ulyanovsk-Vostochny for painting 07mar12
	RA-89008	RRJ-95B	Aeroflot	ULY	22mar12	named 'G. Benkunsky' (Georgi Benkunski) after a distinguished Aeroflot pilot of the 1930s/70s; h/o 03apr12; ferried to SVO 09apr12; started revenue flights 11apr12; last revenue flight 11mar14; returned to Sukhoi Civil Aircraft 20mar14 with t/t 3,464 hours and 2,245 cycles; ferried from ZIA to Ulyanovsk-Vostochny for repainting 14jul15
	RA-89008	RRJ-95B	Red Wings	ULY	23jul15	ferried to Zhukovski probably 27jul15; h/o 31jul15 and ferried to DME the same day; started revenue flights 01aug15; returned to Sukhoi Civil Aircraft 01apr16; ferried to DME 01jun16; ferried to Mineralnyye Vody for repainting jun16
	RA-89008	RRJ-95B	IrAero	MRV	14jun16	painted up by S7 Engineering at MRV 08/16jun16; ferried from MRV to DME 16jun16; started revenue flights 06aug16; named 'Prepodobny Sergi Radonezhski' (Venerable Sergius of Radonezh) 17nov17 after a 14th century Russian Orthodox spiritual leader; l/n without name on the left side LED 22feb18; f/n with the name on the right side only DME 24nov18; wfu sep19; excluded from the operator's certificate 22oct20; seen IKT 25nov20; new CoFR issued 06jul21; stored at the KnaF factory from dec20, l/n jul22, in poor condition
95 017	89009	RRJ-95B	primer	f/f	29apr12	configuration not fully meeting Aeroflot's specifications; seen without registration on the assembly line 23sep11; ferried for completion to Ulyanovsk-Vostochny 04may12; cabin fitted 23may12
	RA-89009	RRJ-95B	Aeroflot	ULY	12jul12	ferried for re-painting to ULY 12jul12 as the initial paintjob was not accepted by Aeroflot; named 'V. Borisov' (Vasili Borisov) after a distinguished Soviet bomber pilot of WWII; h/o at ULY 28jul12; started revenue flights 30jul12; ferried from SVO to OSR 28jun13 and repainted in '90 years Aeroflot' colours (with the tail in khokhloma colours); f/n as such OSR 09jul13; last revenue flight 29mar14; returned to Sukhoi Civil Aircraft 19may14 with t/t 2,783 hours and 1,803 cyles; stored at ZIA, l/n 23jul21; new CoFR issued 14sep20
95 018	89010	RRJ-95B	primer	r/o	27apr12	configuration not fully meeting Aeroflot's specifications; fuselage only seen on the assembly line 23sep11; f/f 12jul12; ferried for painting to Ulyanovsk-Vostochny 15jul12
	RA-89010	RRJ-95B	Aeroflot	ULY	13aug12	named 'B. Bugaev' (Boris Bugayev) after the Soviet Minister of Civil Aviation during 1970/87; h/o at Ulyanovsk-Vostochny 15sep12 and ferried to SVO 19sep12; l/n as such PEE 13feb13; f/n with additional 'Professional Football Club CSKA' titles SVO 29mar13; last revenue flight 16jun14; returned to Sukhoi Civil Aircraft 20jun14 (at Zhukovski) with t/t some 2,500 hours and some 1,650 cycles; new CoFR issued 27jun14; ferried to Ulyanovsk-Vostochny for repainting 07oct15
	RA-89010	RRJ-95B	Red Wings	ULY	20oct15	ferried from Ulyanovsk-Vostochny to ZIA 21oct15; started revenue flights 12nov15; l/n operational KRR 15apr16; returned to Sukhoi Civil Aircraft around 16apr16; ferried from DME to Ulyanovsk-Vostochny for repainting 17apr16
	RA-89010 RA-89010	RRJ-95B RRJ-95B	Sukhoi Civil Airc. IrAero	ZIA DME	25apr16 01jul16	in all-white c/s, no titles; ferried from ZIA to DME 31may16; l/n DME 25jun16 in all-white c/s with titles; h/o on or shortly before 01jul16; ferried from DME to IKT 01jul16; grounded dec16 due to fatigue cracks in the stabiliser bracket attachment bands; repaired; new CoFRs issued 23jan17 and 10may17; named 'Svyatoi knyaz Vladimir' (Vladimir the Great) 07nov17 after the ruler of the Kievan Rus from 980 to 1015; f/n as such VKO 23feb19; seen OMS 02oct20; wfu in early oct20; excluded from the operator's certificate 22oct20; new CoFR issued 06jul21; possibly for Aurora
95 019	89011 RA-89011	RRJ-95B RRJ-95B	primer Yakutia	f/f ULY	13aug12 17oct12	ferried for completion to ULY 17aug12; l/n in Aviastar at ULY 24aug12
						arrived at KnaF GSS 07sep12 and ferried back to ULY 25nov12; h/o at ULY 18dec12 and ferried to Yakutsk the same day; started revenue flights 23jan13; named 'Valeri Kuzmin' 07oct15 after a distinguished pilot from Yakutiya; new CoFRs issued 10nov17 and 22nov17; severely damaged in the early hours of 10oct18 (local time, according to Moscow time still 09oct18) on a flight from Ulan-Ude to Yakutsk with an unserviceable thrust reverser of engine No. 2 (under MEL relief) when landed in poor weather conditions on the ice-covered runway 23L part of which was under reconstruction, overran the useable part of the runway by 150 metres, collided with the some 40 centimetres high ledge of the reconstructed part of the runway at a speed of some 40-50 km/h, ripping off the main gear, and came to rest on the engine nacelles and the rear fuselage after another 60 metres, 4 of the 87 passengers were slightly injured while the other 83 passengers and all 5 crew members escaped unhurt; t/t 8,168 hours and 3,320 cycles; the hulk sat at YKS, l/n jan22 new CoFR issued 16may19; the hulk was offered for sale nov21, sold to Aviaparts 18apr22 and scrapped summer 2023, only the tail remained by oct23
95 020	89012 RA-89012	RRJ-95B RRJ-95B	primer Yakutia	f/f h/o	25nov12 31jan13	fuselage without registration seen on the assembly line 01oct11; ferried to OSR for painting 09dec12 at Ulyanovsk-Vostochny and ferried to Yakutsk the same day; named 'Roman Dmitriyev' after a famous wrestler from Yakutiya; started revenue flights feb13; f/n YKS 06feb13; new CoFRs issued 10nov17 and 22nov17; slightly damaged 06jan21 at Blagoveshchensk when the gangway hit the forward entry door; CoFA expired 03jun21; stored by 2021/22
95 021	not known EK-95016	RRJ-95B RRJ-95B	primer Armavia	f/f OVB	03jun12 21jul12	ferried to ULY for painting 06jun12
	RA-89021 RA-89021	RRJ-95B RRJ-95B	Armavia Moskovia	ZIA ZIA	25mar13 02may13	registration without hyphen; named 'Frunzik (Mher) Mkrtchyan' after a Soviet Armenian actor; returned from painting to Komsomolsk 20jun12; was ready for h/o 22jun12, but Armavia turned the aircraft down as they did not have the money to pay for it; ferried to ZIA 21jul12 to take part in trials; l/n ZIA 26jul12 still in full c/s
	RA-89021	RRJ-95B	Red Wings	ULY	24nov14	named 'Yuri Sheffer' after a late distinguished LII test pilot; h/o 09aug13; started revenue flights 11aug13; l/n operational DME 26jul14; the operator's certificate of Moskovia was revoked 29aug14; stored at DME from 31jul14; ferried to ULY for repainting 12nov14, l/n in the paintshop 14nov14
						ferried from Ulyanovsk-Vostochny to ZIA 26nov14; h/o 19jan15 and ferried from ZIA to DME the same day; started revenue flights 06feb15; new CoFR issued 03dec15; l/n operational IWA 19feb16; returned to GTLK may16; ferried from DME to Ulyanovsk-Vostochny for repainting 23may16

	RA-89021	RRJ-95B	Yakutia	ULY	01jun16	in white c/s with blue engines and fin, with 'Yakutsk 2016 Children of Asia 6th International Sports Games' promotional graphics on the rear fuselage; ferried from Ulyanovsk-Vostochny to YKS 10/11jun16; started revenue flights 12jun16; /n operational YKS 07sep17; CoFA expired 12may19; stored at YKS from nov18, seen may20/aug24, with many parts missing
95 022	97006(1) PK-ECL	RRJ-95B RRJ-95B	primer Sky Aviation	f/f ULY	20oct12 03dec12	ferried for completion to Ulyanovsk-Vostochny 26oct12; /n OVB 26oct12; see c/n 95032 h/o at Ulyanovsk-Vostochny 29dec12; export CoFA issued 10jan13; ferried to HLP 27feb13; started revenue flights 23mar13; /n operational BTH 09oct13; Sky Aviation stopped operations 19mar14 due to financial problems; stored at SUB, /n dec16
	97011(7)	RRJ-95B	Sukhoi Civil Airc.	SUB	26oct18	still in full Sky Aviation c/s; test-flown 26oct18; ferried from SUB to ZIA 01/02nov18; stored at ZIA with the registration 97011 on the nose-wheel door and the old registration PK-ECL still on, seen aug19; see c/ns 950034, 95050, 95091, 95111, 95120, 95154, 95184 and 95224
95 023	RA-89181 97002(1) RA-97002(1) no reg RA-97002(1) I-PDVW (1)	RRJ-95B RRJ-95B RRJ-95B RRJ-95B RRJ-95B	Irkut primer primer SuperJet Internat. SuperJet Internat.	rgd f/f VCE VCE VCE	24feb21 12sep12 06oct12 09feb13 31may13	test-flown at ZIA 16dec22 and stored since /n Komsomolsk-na-Amure-Dzyomgi 13sep12; see c/ns 95043, 95049, 95086, 95096, 95135 and 95169 ferried to VCE 05/06oct12; fitted out by SuperJet International at VCE in full Interjet c/s; r/o 11feb13; /n VCE 06may13 in full Interjet c/s; export CoFA issued 11jun13 test registration; in full Interjet c/s; displayed with exhibition number '142' at the Paris Air Show at LBG 17/20jun13; /h/o 18jun13; returned to VCE 20jun13; see c/ns 95034, 95048, 95052, 95071, 95085 and 95108
	XA-JLG	RRJ-95B	Interjet	VCE	18jul13	JLG stands for José Luis Garza Álvarez, the CEO of Interjet; ferried from VCE to TLC 20/22jul13; started revenue flights 18sep13; the fuselage suffered some damage, stored at TLC from 15may17; reportedly reflowed from TLC 17may18; stored at MEX from 19sep18, underwent maintenance sep20; Interjet ceased operations 11dec20; sat wfu at MEX, seen oct22
95 024	RA-97007(2) I-PDVX (1)	RRJ-95B RRJ-95B	primer SuperJet Internat.	f/f VCE	16dec12 14aug14	with prefix; ferried to Venice 08/09feb13; export CoFA issued 27jun13; fitted out by SuperJet International at Venice; see c/ns 95007 and 95040 test registration; in full Interjet c/s; see c/ns 95038, 95045, 95050, 95081, 95086, 95105, 95111, 95117, 95118 and 95122
	XA-IJR	RRJ-95B	Interjet	h/o	02aug13	ferried from VCE to TLC 02/03aug13; started revenue flights 18sep13; stored at MEX from 17sep18, underwent maintenance sep20; Interjet ceased operations 11dec20; sat wfu at MEX, seen oct22/mar24
95 025	no reg RA-89014	RRJ-95B RRJ-95B	primer Aeroflot	r/o ULY	19jan13 29mar13	the first RRJ-95B for Aeroflot in full configuration; f/f 22feb13; ferried to Ulyanovsk-Vostochny 28feb13 named 'V. Syrovoskiy' (Valeri Syrovoski) after a distinguished flight engineer of Aeroflot; accepted 30mar13; h/o at ULY 31may13; rgd 04jun13; ferried to SVO 05jun13; started revenue flights jun13; t/t 2,471 hours and 1,292 cycles by 03aug14; test-flown from SVO 07dec20; /n SVO 27mar21
	RA-89014	RRJ-95B	Rossiya	ULY	24jun21	in white/red c/s; named 'Volokolamsk' after town in the Moscow region; new CoFR issued 09jun23; /n LED 03sep23
95 026	97008(1) RDPL-34195	RRJ-95B RRJ-95B	primer LAO Central AI	f/f ULY	12dec12 05jan13	see c/ns 95031, 95042, 95061, 95105 and 95174 export CoFA issued 07feb13; ferried from Ulyanovsk-Vostochny to VTE 15feb13; h/o at VTE 15feb13; started revenue flights 24mar13; /n operational VTE 07nov13; LAO Central Airlines stopped operations 24dec13 due to financial problems; t/t 493 hours and 317 cycles; stored at VTE, /n 01jul16
	97009(3)	RRJ-95B	Sukhoi Civil Airc.			still in full LAO Central Airlines c/s; ferried from VTE to ZIA 15jul16; stored at ZIA, seen aug19, see below; see c/ns 95009, 95027, 95090, 95173 and 95179
95 027	RA-89074 PK-ECM PK-ECM	RRJ-95B RRJ-95B RRJ-95B	Sukhoi Civil Airc. primer Sky Aviation	rgd f/f ZIA	15sep16 27apr13 03jun13	did not have a CoFA; new CoFR issued 14sep20; seen ZIA 14apr22 seen without registration on the assembly line 13/27feb13; ferried to Ulyanovsk-Vostochny 30apr13 ferried from Ulyanovsk-Vostochny to ZIA 29may13; export CoFA issued 31jul13; h/o at Zhukovski 20aug13; ferried from ZIA to HLP 20/22aug13; rgd 30aug13 to Maple Aviation Leasing GmbH of Switzerland; started revenue flights sep13; adorned with a Komodo dragon and 'Visit Komodo Island' advertising; f/n as such DPS 21nov13; /n operational DPS 16mar14; Sky Aviation stopped operations 19mar14 due to financial problems; the CoFR expired 30nov14; stored at SUB, /n apr16; stored in full c/s with registration at ZIA, seen aug19, see below
	97009(4)	RRJ-95B	Sukhoi Civil Airc.	SUB	16aug16	ferried from SUB to ZIA 17/18aug16; /n ZIA 18aug16, registration not visible on photo; see c/ns 95009, 95026, 95090, 95173 and 95179; aircraft not seen since, see next line
95 028	RA-89084 97010(1)	RRJ-95B RRJ-95B	Sukhoi Civil Airc. primer	rgd f/f	11nov16 24mar13	did not have a CoFA; new CoFR issued 14sep20 f/n Komsomolsk-na-Amure-Dzyomgi 15apr13; /n ZIA 31may13; ferried to VCE 20jun13; see c/ns 95045, 95072, 95110, 95118 and 95170
	I-PDVY (1) XA-JLV	RRJ-95B RRJ-95B	SuperJet Internat. Interjet	no h/o	reports 05nov13	test registration; export CoFA issued 24oct13; see c/ns 95040, 95046, 95054, 95065, 95087 and 95120 at VCE; ferried from VCE to TLC 05/06nov13; started revenue flights nov13; /n TLC 05may18; stored from sep18; Interjet ceased operations 11dec20; sat wfu at TLC, seen oct22
95 029	89015 RA-89015	RRJ-95B RRJ-95B	primer Aeroflot	f/f OSR	02jul13 24jul13	seen without registration on the assembly line 27feb13; ferried for painting from ULY to OSR 15jul13 in "SkyTeam" livery; h/o 28aug13; ferried from ZIA to SVO 28aug13; started revenue flights sep13; t/t 1,763 hours and 908 cycles by 03aug14; ferried to ULY for repainting 16dec21
	RA-89015	RRJ-95B	Rossiya	ULY	28dec21	in white/red c/s; named 'Veliki Ustyug' after a town in the Vologda region; ferried from ULY to SVO 28dec21; /n OMS 14apr23
95 030	RDPL-34196 RDPL-34196	RRJ-95B RRJ-95B	primer LAO Central AI	f/f ZIA	20may13 19jun13	seen without registration on the assembly line 27feb13; /n Komsomolsk-na-Amure-Dzyomgi 07jun13 painting completed 14jun13; ferried from Ulyanovsk-Vostochny to ZIA 19jun13; h/o ('on paper') 28aug13, but never taken on charge due to financial problems of LAO Central Airlines; ferried from Ulyanovsk-Vostochny to ZIA 18dec13 and stored there; ferried from ZIA to Ulyanovsk-Vostochny for repainting 13apr15
	RA-89039	RRJ-95B	Rossiya	ZIA	27apr15	VIP aircraft; ferried from Ulyanovsk-Vostochny to ZIA 27apr15 (Aviation Letter gives the date as 13apr15); h/o 28jun16 and ferried from ZIA to VKO the same day; rgd 20jul16; initially with 'Rossiya' titles; /n as such VKO 18mar19; titles changed to 'Russia'; f/n as such ZSE 27may19; /n LED 06sep21; reported VKO 09aug23
95 031	PK-ECN PK-ECN	RRJ-95B RRJ-95B	primer Sky Aviation	f/f ZIA	03jun13 09aug13	ferried to ULY 07jun13 export CoFA issued 17dec13; h/o at DME 18dec13; ferried from DME to HLP 19/20dec13; started revenue flights dec13; /n operational SIN 11feb14; Sky Aviation stopped operations 19mar14 due to financial problems; stored at BTH, /n nov15
	97008(5)	RRJ-95B	Sukhoi Civil Airc.	SUB	02oct16	still in full Sky Aviation c/s; ferried from BTH to ZIA 22/24aug18; stored at ZIA, seen aug19 and not seen since; see c/ns 95026, 95042, 95061, 95105 and 95174
95 032	RA-89182 97006(2)	RRJ-95B RRJ-95LR	Irkut Sukhoi Civil Airc.	rgd f/f	24feb21 12feb13	no reports and not seen anywhere RRJ-95LR-100; the first RRJ-95LR, used for trials by Sukhoi Civil Aircraft; initially in primer, no titles; ferried to ZIA 15feb13; f/n ZIA 25mar13; /n in primer ZIA 02jun14; ferried from ZIA to ULY for painting 26jan15; painted in all-white c/s with 'SUKHOI SUPERJET 100' titles; f/n as such ULY 01feb15; /n without saberlets ZIA sep16; fitted with saberlets in 2017, f/f with them ZIA 21dec17; damaged 12jul18 on landing at Zhukovski when the right main gear failed to extend fully and the aircraft touched down with 4 g; t/t 535 hour and 294 cycles by then; /n ZIA 20sep19
95 033	no reg RA-89018	RRJ-95LR RRJ-95LR	primer Gazpromavia	r/o ULY	27jul13 20aug13	RRJ-95LR-100; f/f 09aug13; ferried to Ulyanovsk-Vostochny for painting 14aug13 and seen there in the process of being painted 17aug13 h/o at Zhukovski 29aug13; ferried to its base at OSF 15oct13; started revenue flights 04mar14; /n VKO jun24
95 034	97011(1) I-PDVW (2) XA-NSG	RRJ-95B RRJ-95B RRJ-95B	primer SuperJet Internat. Interjet	f/f h/o	28aug13 01feb14	ferried via OVB to ZIA 13sep13 and from ZIA to VCE 15nov13; export CoFA issued 28nov13; see c/ns 95022, 95050, 95091, 95111, 95120, 95154, 95184 and 95224 test registration, used jan14; see c/n 95023, 95048, 95052, 95071, 95085 and 95108 ferried from VCE to TLC 01/02feb14; started revenue flights feb14; /n MEX 21aug17; stored at MEX from 30sep18; Interjet ceased operations 11dec20; sat wfu at TLC, seen oct22
95 035	RA-89017 RA-89017	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	15sep13 12oct13	ferried via OVB to Ulyanovsk-Vostochny 20sep13 named 'P. Khmelitskiy' (Pyotr Khmelitski) after a distinguished Aeroflot pilot; ferried from Ulyanovsk-Vostochny to ZIA 12oct13; h/o at Zhukovski 15dec13; ferried from ZIA to SVO 16dec13; started revenue flights dec13; /n LJU 12feb21
95 036	RA-89017 97013(1) I-PDVZ (1)	RRJ-95B RRJ-95B RRJ-95B	Rossiya primer SuperJet Internat.	ph. Kxy OVB	23oct21 12jun13 01jul13	in white/red c/s; named 'Petrozavodsk' after the capital of Karelia; /n AER sep24 f/f 20jun13; see c/ns 95046, 95081, 95102, 95123, 95163 and 95178 test registration; in primer; ferried to ZIA 01jul13 and from ZIA to VCE 15oct13; export CoFA issued 29oct13; see c/ns 95042, 95049, 95066, 95072, 95102 and 95106
	XA-ABM	RRJ-95B	Interjet	h/o	19dec13	ferried from VCE to TLC 20/21dec13; started revenue flights 15jan14; /n flying 20feb19; reportedly stored from sep19; Interjet ceased operations 11dec20; sat wfu at TLC, seen oct22
95 037	RDPL-34197	RRJ-95B	primer	f/f	26sep13	was intended for LAO Central Airlines, but was not taken on charge due to financial problems of the airline; ferried to Ulyanovsk-Vostochny 30sep13; painted in all-white c/s without titles; f/n as such Ulyanovsk-Vostochny 21oct13; ferried from Ulyanovsk-Vostochny to ZIA 25oct13 and stored there; /n ZIA 06may15; ferried for painting to Ulyanovsk-Vostochny 12may15
	RA-89040	RRJ-95B	Rossiya	ULY	23may15	VIP aircraft; ferried from Ulyanovsk-Vostochny to ZIA 26may15; h/o 30jun16 and ferried from ZIA to VKO the same day; rgd 20jul16; entered service 26aug16; /n SVX 20sep23
95 038	97012(1) I-PDVX (2) XA-OAA	RRJ-95B RRJ-95B RRJ-95B	primer SuperJet Internat. Interjet	f/f VCE VCE	06oct13 26feb14 13mar14	ferried via OVB to ZIA 12oct13 and from ZIA to VCE 10dec13; export CoFA issued 19feb14; see c/ns 95052, 95087, 95122 and 95157 test registration; in full Interjet c/s; see c/ns 95024, 95045, 95050, 95081, 95086, 95105, 95111, 95117, 95118 and 95122 h/o 14mar14; ferried from VCE to TLC 14/16mar14; started revenue flights 31mar14; /n IAH 29sep16; stored at TLC from 11oct18, seen without registration and with some parts missing may20; Interjet ceased operations 11dec20; sat wfu at TLC, seen oct22
95 039	89022 RA-89022	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	18oct13 06dec13	ferried via OVB to ULY 29oct13 named 'I. Orlovets' (Ivan Orlovets) after a distinguished Aeroflot pilot of the 1950s; ferried to ZIA 21nov13; h/o 27dec13; started revenue flights jan14; ferried to ULY for repainting 30mar22
	RA-89022	RRJ-95B	Rossiya	ULY	14apr22	in a special white/red livery with a Troika; named 'Velsk' after a town in the Arkhangelsk region; ferried from ULY to SVO 16apr22; /n LED 27sep24
95 040	97007(3) I-PDVY (2)	RRJ-95B RRJ-95B	primer SuperJet Internat.	f/f VCE	02nov13 11apr14	ferried via OVB to ZIA 19nov13 and from ZIA to VCE 18jan14; export CoFA issued 12feb14; see c/ns 95007 and 95024 test registration; in full Interjet c/s; see c/ns 95028, 95046, 95054, 95065, 95087 and 95120

		XA-PBA	RRJ-95B	Interjet	VCE	16apr14	h/o 24apr14 ?; ferried from VCE to TLC 25/26apr14; started revenue flights 08may14; damaged 25oct15 while being towed from one of the hangars to Terminal 1 at MEX when ran into a passenger jetway, suffering substantial damage to the nose section; was never repaired although a new nose section was delivered; Interjet ceased operations 11dec20; sat wfu at MEX, seen oct22
95 041	89023 RA-89023	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	21nov13 14dec13		ferried via OVB to Ulyanovsk-Vostochny 25nov13 named 'P. Mikhaylov' (Pavel Mikhailov) after a distinguished Aeroflot pilot; ferried from Ulyanovsk-Vostochny to ZIA 14dec13; h/o 29jan14 and ferried to SVO the same day; started revenue flights jan14; slightly damaged 14feb14 on a flight from Moscow to Odessa when the cowlings of the left engine opened in-flight; seen SVO 13aug21; l/n ULY 17feb22
95 042	RA-89023 97008(2)	RRJ-95B RRJ-95B	Rossiia primer	ULY	22feb22 12nov13		named 'Priozersk' after a town in the St. Petersburg region; ferried from ULY to ZIA 22feb22; started revenue flights probably 19mar22; SVO 02apr24 ferried via OVB to ZIA 30dec13 and from ZIA to VCE 14feb14; export CoFA issued 27feb14; see c/ns 95026, 95031, 95061, 95105 and 95174
95 043	I-PDVZ (2) XA-JLP	RRJ-95B RRJ-95B	SuperJet Internat. Interjet	VCE r/o	11apr14 08may14		test registration; in full Interjet c/s; see c/ns 95036, 95049, 95066, 95072, 95102 and 95106 h/o 05jun14 ?; ferried from VCE to TLC 06/07jun14; started revenue flights 19jun14; stored at MEX from mid-2018, seen apr19; later stored in all-white c/s without any markings at TLC, seen may20; Interjet ceased operations 11dec20; sat wfu at TLC, seen oct22
	97002(2)	RRJ-95B	primer	f/f	01dec13		ferried via OVB to Ulyanovsk-Vostochny 04dec13; see c/ns 95023, 95049, 95086, 95096, 95135 and 95169
	RA-89032	RRJ-95B	Aeroflot	ZIA	23dec13		named 'D. Ezersky' (Dmitri Yezerski) after a distinguished Soviet transport pilot of WWII; h/o 30jan14 and ferried to SVO the same day; started revenue flights 31jan14; ferried from VOZ to SVO 17may20; ferried to ULY for repainting 19dec21
95 044	RA-89032 89024 RA-89024	RRJ-95B RRJ-95B RRJ-95B	Rossiia primer Aeroflot	ULY f/f ZIA	30dec21 24jan14 26feb14		in white/red c/s; ferried from ULY to SVO 30dec21; started revenue flights 27jan22; l/n LED 20jan24 ferried via OVB to ULY 01feb14
95 045	RA-89024 97010(2) RA-97010(2)	RRJ-95B RRJ-95B	Rossiia primer SuperJet Internat.	ULY f/f FAB	27apr22 22dec13 14jul14		named 'D. Barilov' (Dmitri Barilov) after a former Aeroflot pilot and head of the International Directorate; ferried from ULY to ZIA 26feb14; h/o 28mar14 and ferried to SVO the same day; started revenue flights 04apr14; ferried to ULY for repainting 13apr22
	I-PDVX (3) XA-LME	RRJ-95B RRJ-95B	SuperJet Internat. Interjet	VCE h/o	14aug14 03sep14		named 'Kalyazin' after a town in the Tver region; ferried from ULY to SVO 27apr22; started revenue flights 21may22; l/n SVO 09mar24
95 046	97013(2)	RRJ-95B	primer	f/f	28dec13		ferried via OVB to ZIA 04feb14 and from ZIA to VCE 16apr14; see c/ns 95028, 95072, 95110 and 95170
	I-PDVX (3) XA-ALV	RRJ-95B RRJ-95B	SuperJet Internat. Interjet	h/o	21oct14		test registration; in full Interjet c/s; displayed at FAB 12/21jul14; returned to VCE 21jul14; export CoFA issued 13aug14
95 047	89025 RA-89025	RRJ-95B RRJ-95B	primer Aeroflot	f/f ULY	19feb14 19mar14		test registration; in full Interjet c/s; l/n VCE 17aug14; see c/ns 95024, 95038, 95050, 95081, 95086, 95050, 95105, 95111, 95117, 95118 and 95122
95 048	RA-89025 97004(2)	RRJ-95B RRJ-95B	Rossiia primer	ULY	28aug22 30dec13		ferried from VCE to TLC 03/04sep14; l/n MEX 24mar16; probably stored probably from mid-2018; Interjet ceased operations 11dec20; sat wfu at TLC, seen oct22
	I-PDVW (3) XA-BMO	RRJ-95B RRJ-95B	SuperJet Internat. Interjet	VCE h/o	14aug14 03oct14		ferried via OVB to ZIA 29mar14; ferried to VCE 23may14; export CoFA issued 10sep14; see c/ns 95036, 95081, 95102, 95123, 95163 and 95178 CoFA issued 02oct14; see c/ns 95038, 95087, 95122 and 95157
95 049	97002(3)	RRJ-95B	primer	f/f	19may14		test registration, used sep14; see c/ns 95028, 95040, 95054, 95065, 95087 and 95120
	I-PDVZ (3) XA-LLV	RRJ-95B RRJ-95B	SuperJet Internat. Interjet	VCE h/o	20nov14 17dec14		ferried from VCE to TLC 21/22oct14; started revenue flights 09nov14; l/n GUA 21oct16; stored at TLC from 15jun18; Interjet ceased operations 11dec20; sat wfu at TLC, seen oct22
95 050	97011(2)	RRJ-95B	primer	f/f	07feb14		ferried to ULY 01mar14
	I-PDVX (4) XA-OUI	RRJ-95B RRJ-95B	SuperJet Internat. Interjet	VCE h/o	11mar15 21apr15		named 'Kh. Tskhovrebov' (Khariton Tskhovrebov) after a distinguished Aeroflot pilot of the 1940s/60s; ferried from ULY to ZIA 21apr14; ferried to SVO 30apr14; h/o 05may14; started revenue flights 08may14; last revenue flight 08mar22; ferried from SVO to ULY for repainting 15aug22
95 051	89026 RA-89026	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	05mar14 04apr14		in white/red c/s; named 'Tobolsk' after a town in the Tyumen region; ferried from ULY to SVO 28aug22; started revenue flights 25sep22; l/n SVO 29apr24
95 052	RA-89026 97012(2)	RRJ-95B RRJ-95B	Rossiia primer	SVO f/f	03jul22 19mar14		ferried via OVB to ZIA 15feb14; ferried from ZIA to VCE 18mar14; export CoFA issued 08apr14; see c/ns 95004, 95085, 95104, 95117 and 95168
	I-PDVW (4) XA-GCD	RRJ-95B RRJ-95B	SuperJet Internat. Interjet	VCE h/o	13jan15 27feb15		test registration, used jul14/sep14; in full Interjet c/s; l/n VCE 27aug14; see c/ns 95023, 95034, 95052, 95071, 95085 and 95108
95 053	89027 RA-89027	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	08apr14 14may14		ferried from VCE to TLC 03/04oct14; started revenue flights 17oct14; l/n MEX 20jan18; stored at TLC from 19aug18; Interjet ceased operations 11dec20; sat wfu at TLC, seen oct22
95 054	97014(1)	RRJ-95B	primer	f/f	29jul14		ferried via OVB to ZIA 23jun14 and from ZIA to VCE 18jul14; export CoFA issued 10nov14; see c/ns 95023, 95043, 95086, 95096, 95135 and 95169
	I-PDVY (4) XA-BVM	RRJ-95B RRJ-95B	SuperJet Internat. Interjet	VCE	04jun15		test registration; in full Interjet c/s; see c/ns 95023, 95034, 95048, 95071, 95085 and 95108
95 055	89020 RA-89020	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f ZIA	09dec13 24dec13		ferried from VCE to TLC 27/28feb15; started revenue flights 07mar15; stored at MEX 14sep18/aug20; l/n CUN 26oct20; last flight 28nov20; Interjet ceased operations 11dec20; sat wfu at MEX, seen aug21/oct22
95 056	89019 RA-89019	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f ZIA	13dec13 30dec13		ferried via OVB to ULY 13dec13
95 057	89029 RA-89029	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f ZIA	10mar14 02apr14		ferried from ULY to SVO 20sep14; export CoFA issued 02oct14; see c/ns 95038, 95087, 95122 and 95157
95 058	89030 RA-89030	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f h/o	31mar14 30may14 ?		test registration; in full Interjet c/s; see c/ns 95023, 95034, 95048, 95071, 95085 and 95108
95 059	89028 RA-89028	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	17apr14 20may14		ferried from VCE to TLC 21/22apr15; started revenue flights 01may15; stored at TLC from 17jan19, seen in all-white c/s may20; repainted in full c/s at TLS oct20; Interjet ceased operations 11dec20; sat wfu at TLC, seen oct22
95 060	RA-89028 89033 RA-89033	RRJ-95B RRJ-95LR RRJ-95LR	Rossiia primer UTair Ekspres	SVO r/o ULY	21aug22 25apr14 29may14		ferried from VCE to TLC 19/20dec14; started revenue flights 25dec14; slightly damaged 28mar16 on a flight from MEX to AGU when the cowlings of the left engine opened during the take-off run and was ripped off; last flight 14dec18; stored at TLC; Interjet ceased operations 11dec20; sat wfu at TLC, seen oct22
	UP-SJ001 89033	RRJ-95B RRJ-95B	Sukhoi Civil Airc. Sukhoi Civil Airc.	ULY ZIA	13feb15 18feb15		l/n KHV 22feb14; ferried via OVB to ZIA 27feb14 and from ZIA to VCE 28oct14; export CoFA issued 25dec14; see c/ns 95022, 95034, 95091, 95111, 95120, 95154, 95184 and 95224
	9H-SBJ	RRJ-95B	Comlux Malta	rgd	06aug15		test registration; in full Interjet c/s; see c/ns 95024, 95038, 95045, 95081, 95086, 95105, 95111, 95117, 95118 and 95122
	UP-SJ001	RRJ-95B	Fly Comlux	h/o	dec16		ferried from VCE to TLC 19/20dec14; started revenue flights 25dec14; slightly damaged 28mar16 on a flight from MEX to AGU when the cowlings of the left engine opened during the take-off run and was ripped off; last flight 14dec18; stored at TLC; Interjet ceased operations 11dec20; sat wfu at TLC, seen oct22
	RA-89033	RRJ-95LR	RusJet	rgd	22jun22		l/n KHV 22feb14; ferried via OVB to ZIA 27feb14 and from ZIA to VCE 28oct14; export CoFA issued 25dec14; see c/ns 95022, 95034, 95091, 95111, 95120, 95154, 95184 and 95224
95 061	97008(3)	RRJ-95LR	primer	f/f	26may14		test registration; in full Interjet c/s; l/n VCE 26nov14; see c/ns 95036, 95042, 95066, 95072, 95102 and 95106
							ferried from VCE to TLC 19/20dec14; started revenue flights 25dec14; slightly damaged 28mar16 on a flight from MEX to AGU when the cowlings of the left engine opened during the take-off run and was ripped off; last flight 14dec18; stored at TLC; Interjet ceased operations 11dec20; sat wfu at TLC, seen oct22
							l/n KHV 22feb14; ferried via OVB to ZIA 27feb14 and from ZIA to VCE 28oct14; export CoFA issued 25dec14; see c/ns 95022, 95034, 95091, 95111, 95120, 95154, 95184 and 95224
							test registration; in full Interjet c/s; see c/ns 95024, 95038, 95045, 95081, 95086, 95105, 95111, 95117, 95118 and 95122
							ferried from VCE to TLC 21/22apr15; started revenue flights 01may15; stored at TLC from 17jan19, seen in all-white c/s may20; repainted in full c/s at TLS oct20; Interjet ceased operations 11dec20; sat wfu at TLC, seen oct22
							ferried to ULY 13mar14
							named 'G. Benkunsky' (Georgi Benkunski) after a distinguished Aeroflot pilot of the 1930s/70s; ferried from ULY to ZIA 04apr14; ferried to SVO 14may14; h/o 16may14; started revenue flights 18may14; l/n 07feb22; ferried to ULY for repainting 26may22
							in white/red c/s; named 'Totma' after a town in the Vologda region; l/n LED 17nov23
							ferried to ZIA 27mar14; ferried from ZIA to VCE 20sep14; export CoFA issued 02oct14; see c/ns 95038, 95087, 95122 and 95157
							test registration; in full Interjet c/s; see c/ns 95023, 95034, 95048, 95071, 95085 and 95108
							ferried from VCE to TLC 27/28feb15; started revenue flights 07mar15; stored at MEX 14sep18/aug20; l/n CUN 26oct20; last flight 28nov20; Interjet ceased operations 11dec20; sat wfu at MEX, seen aug21/oct22
							ferried to Ulyanovsk-Vostochny 12apr14
							named 'V. Borisov' (Vasili Borisov) after a distinguished Soviet bomber pilot of WWII; ferried to ZIA 14may14; h/o 26jun14 (as the 10th and last replacement aircraft for the 'light' version); ferried to SVO 27jun14; started revenue flights 02jul14; last revenue flight 11may22; stored at SVO, seen 12may22/jul24; CoFA expired 17aug22
							ferried via OVB to Ulyanovsk-Vostochny 25aug14; l/n ZIA 15sep14; ferried from ZIA to VCE 15jan15 (ferried 20sep14 must have been a different one); export CoFA issued 28jan15; see c/ns 95095, 95132 and 95176
							test registration; see c/ns 95028, 95040, 95046, 95065, 95087 and 95120
							h/o 04jul15; ferried from VCE to TLC 04/05jul15; started revenue flights 18jul15; stored at MEX from 19jun18, seen apr19, and later at TLC, seen with white fin and without registration may20; seems to have undergone maintenance sep20; Interjet ceased operations 11dec20; sat wfu at MEX, seen oct22
							RRJ-95LR-100; ferried via OVB to ULY 13dec13
							ferried from Ulyanovsk-Vostochny to ZIA 24dec13; h/o 28jan14 and ferried to OSF the same day; started revenue flights 20may14; l/n STW 02jun23
							RRJ-95LR-100; ferried via OVB to ULY 18dec13
							h/o 29jan14 and ferried to OSF the same day; started revenue flights 18jun14; last flight 16jan22 (as of mar23)
							RRJ-95LR-100; ferried to Ulyanovsk-Vostochny 18mar14
							ferried from Ulyanovsk-Vostochny to ZIA 02apr14; h/o 19may14 ?; ferried to OSF 19may14; started revenue flights 14aug14; l/n STW 16aug24
							RRJ-95LR-100; ferried to ULY 05apr14
							ferried to VKO 28aug14; started revenue flights 16sep14; stored at VKO from 12oct22
							ferried to ULY 28apr14
							named 'B. Bugaev' (Boris Bugayev) after the Soviet Minister of Civil Aviation during 1970/87; ferried to ZIA 20may14; h/o 26nov14 and ferried to SVO the same day; started revenue flights 03dec14; last revenue flight 14apr22; stored at SVO from apr22, but made a test flight 04jul22; ferried from SVO to ULY for repainting 06jul22
							named 'Kislovodsk' after a spa city in the Northern Caucasus; ferried from ULY to SVO 19jul22; l/n SVO 12mar24
							RRJ-95LR-100; f/f 26apr14; ferried to Ulyanovsk-Vostochny 30apr14
							in white c/s with flowers on the tail; painted up 29may14 and ferried to ZIA 09jun14; not taken on charge due to financial problems of UTair; l/n ZIA 17jul14
							in the paintshop; in white c/s with yellow and blue trim, no titles
							in white c/s with yellow and blue trim, no titles, Kazakh registration taped over; ferried from ULY to ZIA 18feb15, from ZIA to KGF 15may15, back to ZIA 15jun15 and from ZIA to VCE 16jun15; export CoFA issued 11jun15
							ferried from VCE to IND 11/12aug15 for business jet conversion; ferried from IND to DME 23dec16 and on to ALA probably 24dec16
							RRJ-95B VIP; operated by Comlux KZ for Kazakhmys; in white c/s with yellow and blue trim, with tiny 'Comlux' titles; f/n ALA 10feb17; offered for sale by Comlux Transaction may18 with t/t 594 hours and 349 cycles, but was not sold; ferried to EVN 15jun22
							to ZAO "Erebuni Enterprise"; RRJ-95LR-100; in former Fly Comlux c/s, no titles; ferried to VKO 27jun22; l/n VKO 08jun24
							RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 23dec14; painted in all-white c/s without titles, f/n as 29dec14; ferried from Ulyanovsk-Vostochny to ZIA 29dec14; l/n ZIA 23may15; see c/ns 95026, 95031, 95042, 95105 and 95174

	RA-89066	RRJ-95LR	MChS Rossii	ZIA	16nov15	medevac/passenger aircraft; in full c/s; h/o at Zhukovski 24dec15; rgd 27apr16; officially entered service 21may16; named 'Alexei Maresyev' after a legendary Soviet fighter pilot of WWII; f/n as such ZIA Jun16; l/n VKO 02oct22; stored by feb23
95 062	89034 RA-89034	RRJ-95LR RRJ-95LR	primer UTair Ekspres	f/f ULY	07jun14 25jun14	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 11jun14 in white c/s with flowers on the tail; ferried to ZIA 07jul14; presented at FAB 12/14jul14; not taken on charge due to financial problems of UTair; ferried to Ulyanovsk-Vostochny 31jul15 for repainting; repainted in all-white c/s 04aug15
	RA-89034	RRJ-95LR	Yamal	ZIA	10aug15	in white c/s with light blue, dark blue and red trim on the tail; ferried from Ulyanovsk-Vostochny to ZIA 10aug15; mfd 04feb16; rgd 02mar16; h/o 28mar16 and ferried to SLY the same day; started revenue flights 30apr16; l/n operational DME 21feb17; returned to Sukhoi Civil Aircraft 05jul17
	RA-89034	RRJ-95LR	IrAero	toc	04aug17	in all-white c/s with titles; ferried from ZIA to DME 04aug17; started revenue flights 11aug17; named 'Prepodobny Serafim Sarovski' (Venerable Seraphim of Sarov) in late 2017 after a 19th century Russian saint; l/n without name on the outside DME 06jan18; f/n with name IKT 19aug18; l/n IKT 01dec24
95 063	89041 RA-89041	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	15jun14 10jul14	ferried to Ulyanovsk-Vostochny 18jun14 named 'M. Vodopyanov' (Mikhail Vodopyanov) after a legendary Soviet pilot of the 1930s/40s; ferried from Ulyanovsk-Vostochny to ZIA 10jul14; h/o 27nov14 and ferried to SVO the same day; started revenue flights 04dec14; last revenue flight 24may22; ferried from SVO to ULY for repainting 23sep22
	RA-89041	RRJ-95B	Rossiya	ULY	06oct22	named 'Tver' after a city north-west of Moscow; ferried from ULY to SVO 06oct22; started revenue flights 16nov22; l/n LED 01oct23
95 064	89031 RA-89031	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f ZIA	23jun14 18jul14	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 28jun14 ferried to ZIA 18jul14; h/o 26aug14 and ferried to OSF the same day; ferried from OSF to VKO 19feb15; started revenue flights 06mar15; l/n VKO 20jul24
95 065	97016(1) I-PDVF (5)	RRJ-95B RRJ-95B	primer SuperJet Internat.	f/f VCE	10jul14 22sep15	ferried via OVB to ZIA 19jul14; export CoFA issued 03jun15; ferried from ZIA to VCE 03jun15; see c/ns 95108, 95127, 95159, 95177, 95182 and 95225 c/n confirmed; test registration; in full Interjet c/s; displayed during the Dubai Airshow 08/11nov15, c/n checked; l/n VCE 18nov15; see c/ns 95028, 95040, 95046, 95054, 95087 and 95120
	XA-VAS	RRJ-95B	Interjet	h/o	15dec15	ferried from VCE to TLC 15/16dec15; started revenue flights 23dec15; l/n MEX 28jun20; last flight 08dec20; Interjet ceased operations 11dec20; sat wfu at MEX, seen oct22/mar24
95 066	97015(1) I-PDVZ (4)	RRJ-95B RRJ-95B	primer SuperJet Internat.	f/f VCE	17jul14 07may15	l/n ZIA 25jul14; ferried to VCE 26nov14; export CoFA issued 31dec14; see c/ns 95093, 95133 and 95171 test registration; in full Interjet c/s; l/n VCE 12may15; see c/ns 95036, 95042, 95049, 95072, 95102 and 95106
	XA-PPY	RRJ-95B	Interjet	h/o	18may15	ferried from VCE to TLC 18/19may15; last flight 12oct20; Interjet ceased operations 11dec20; sat wfu at MEX, seen oct22
95 067	89035 RA-89035	RRJ-95LR RRJ-95LR	primer UTair Ekspres	f/f ZIA	24jul14 22sep14	RRJ-95LR-100; ferried via OVB to ULY 30jul14 in white c/s with flowers on the tail (painted up 30jul14/06aug14); ferried to ZIA 26aug14; not taken on charge due to financial problems of UTair; l/n ZIA 23oct14; ferried to ULY for repainting probably 04aug15
	89035 RA-89035	RRJ-95LR RRJ-95LR	no titles Yamal	ZIA	14sep15 28apr16	in all-white c/s without any markings apart from the registration; l/n ZIA 19mar16 in white c/s with light blue, dark blue and red trim on the tail; h/o 19may16 and ferried from ZIA to SLY the same day; started revenue flights 01jun16; stored at DME from 06dec17; the markings apart from the registration were removed later, seen as such stored at DME jan18/apr19; ferried to ULY for repainting 16aug19
	RA-89035	RRJ-95LR	Yakutiya	ZIA	25aug19	in dark blue c/s with additional 'GTLK' titles; named 'Vasili Manchaary' after a 19th century Yakutian popular hero; seen in the process of painting at ULY 23aug19; h/o 03sep19 and ferried to YKS the same day; started revenue flights 11oct19; suffered a tailstrike at VVO 11jul20; repaired by 07oct20 and f/n active again IKT 26oct20; underwent a traditional Yakutian 'algys' ceremony at KHV 02feb21; CoFA expired 25jun22; stored at YKS, seen 06apr21/jan22; test-flown 15feb23 and resumed revenue flights 23feb23; l/n KHV 02aug24
95 068	89042 RA-89042	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	05aug14 08sep14	ferried to ULY 08aug14; seen in the paintshop at ULY 16aug14 named 'E. Barabash' (Yevgeni Barabash) after a distinguished Aeroflot pilot of the 1950s/60s; ferried to ZIA 08sep14; h/o 04dec14 and ferried to SVO the same day; started revenue flights 19dec14; last revenue flight 26feb22; ferried to ULY for repainting 27apr23
95 069	RA-89042 97017(1)	RRJ-95B RRJ-95LR	Rossiya no titles	h/o f/f	27apr23 17aug14	in white/red c/s; named 'Yakutsk' after the capital of Yakutia; ferried from ULY to SVO 12may23 RRJ-95LR-100; initially in primer; l/n as such 17aug14; painted in white c/s with red engines (borrowed from c/n 95017) oct14; ferried to ZIA 26feb15; l/n ZIA 23may15; see c/ns 95106, 95120, 95167 and 95175
	RA-89067	RRJ-95LR	MChS Rossii	ZIA	16nov15	VIP/passenger aircraft; in light grey c/s with 'Russian flag' cheatline and 'Rossiya' titles; h/o at Zhukovski 24dec15; rgd 27apr16; ferried from ZIA to VKO 21may16 and entered service the same day; test-flown from ZIA 04dec20; l/n DME 16may24
95 070	89036 RA-89036	RRJ-95LR RRJ-95LR	primer UTair Ekspres	f/f ULY	23aug14 13sep14	RRJ-95LR-100 in white c/s with flowers on the tail; ferried from Ulyanovsk-Vostochny to ZIA 01oct14; not taken on charge due to financial problems of UTair; stored ZIA, l/n 26feb16; ferried to Ulyanovsk-Vostochny 29feb16 for repainting; ferried in all-white c/s without titles from Ulyanovsk-Vostochny to ZIA 09mar16
	RA-89036	RRJ-95LR	Yamal	rgd	28apr16	in white c/s with light blue, dark blue and red trim on the tail; h/o 20may16 and ferried from ZIA to SLY the same day; started revenue flights 02jun16; l/n DME 26jan17; returned to GTLK apr17; seen without titles DME 26apr17
	RA-89036	RRJ-95LR	Azimuth	ROV	12aug17	in white c/s with orange and blue trim; started revenue flights 07oct17; named 'Ural' after the river on the border between Europe and Asia; f/n as such RVI 08apr18; l/n MSQ 14dec24
95 071	97018(1) I-PDVW (5)	RRJ-95B RRJ-95B	primer SuperJet Internat.	f/f VCE	20sep14 05jun15	ferried via OVB to ZIA 25sep14; ferried to VCE 11mar15; export CoFA issued 20mar15; see c/n 95164 test registration; in full Interjet c/s; presented during the 51 SIAE airshow at Le Bourget 15/21jun15, c/n checked; see c/ns 95023, 95034, 95048, 95052, 95085 and 95108
	XA-NGO	RRJ-95B	Interjet	h/o	07nov15	ferried from VCE to TLC 07/08nov15; started revenue flights 13nov15; stored at TLC from 29aug19, in all-white c/s without any markings by may20; underwent maintenance by 22jul20; Interjet ceased operations 11dec20; sat wfu at TLC, seen oct22
95 072	97010(3) I-PDVZ (5)	RRJ-95B RRJ-95B	primer SuperJet Internat.	f/f VCE	24dec14 19jul15	ferried via OVB to ZIA 23jan15; ferried from ZIA to VCE 30jun15; export CoFA issued 02jul15; see c/ns 95028, 95045, 95110, 95118 and 95170 test registration; ferried in primer (carrying both registrations) from VCE to OSR 19jul15 for painting; ferried in full Interjet c/s from OSR to VCE 29jul15; displayed during the Bahrain International Airshow 21/23jan16; l/n VCE 10feb16; see c/ns 95036, 95042, 95049, 95066, 95102 and 95106
	XA-DAS	RRJ-95B	Interjet	h/o	03mar16	ferried from VCE to MEX 03/04mar16; started revenue flights 12mar16; l/n TLC 26feb20; last flight 03sep20; Interjet ceased operations 11dec20; sat wfu at MEX, seen oct22
95 073	89048 RA-89048	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f ZIA	30sep14 28oct14	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 07oct14 ferried to ZIA 28oct14; h/o 26nov14 and ferried to OSF the same day; ferried from OSF to VKO 25may15; started revenue flights 12jun15; l/n SVX 13aug24
95 074	89043 RA-89043	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	10nov14 06dec14	ferried via OVB to ULY 16nov14 named 'B. Velling' (Boris Velling) after an early Russian and Soviet aviator; carried a 'Far Eastern Leopards' charity sticker; ferried from ULY to ZIA 06dec14; h/o 24dec14 and ferried to SVO the same day; started revenue flights 30dec14; last revenue flight 05oct20; ferried from ULY to ULY for repainting 03dec20
	RA-89043	RRJ-95B	Rossiya	ULY	16dec20	in white/red c/s; named 'Kirov' after a town on the river Vytka; ferried from ULY to SVO 16dec20; h/o 25dec20; started revenue flights 01jan21; l/n LED 31dec21
95 075	--	RRJ-95LR	primer	mfd	2014	RRJ-95LR-100; dynamic test airframe for the version B3/LR3; fuselage flown by an An-124 to ZIA 05nov14 and transported to TsAGI 06nov14; trials with TsAGI started 22oct15
95 076	89044 RA-89044	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	10oct14 06nov14	ferried via OVB to Ulyanovsk-Vostochny 17oct14 named 'A. Vitkovsky' (Alexander Vitkovski) after a distinguished Aeroflot pilot; ferried to ZIA 06nov14; h/o 18dec14 and ferried to SVO the same day; started revenue flights 23dec14; received the inscription '75 Pobeda! 1945-2020'; f/n as such SVO 28jul20; l/n SVX 29jul20; last revenue flight 30nov20; ferried from SVO to ULY for repainting 01dec20
	RA-89044	RRJ-95B	Rossiya	ULY	16dec20	in white/red c/s; named 'Komsomolsk-na-Amure' after a city on the river Amur; ferried from ULY to SVO 16dec20; h/o 25dec20; started revenue flights 01jan21; l/n SVO 20sep24
95 077	89037 RA-89037	RRJ-95LR RRJ-95LR	primer UTair Ekspres	f/f ZIA	23oct14 08dec14	RRJ-95LR-100; ferried to ULY 01nov14 ferried from ULY to ZIA 08dec14; not taken on charge due to financial problems of UTair; stored at ZIA; ferried from ZIA to ULY 12nov16; repainted in all-white c/s and ferried from ULY to ZIA 19nov16; l/n ZIA 26nov16; ferried from ZIA to ULY for repainting 01feb17
	RA-89037	RRJ-95LR	Yakutia	rgd	29dec16	in white c/s; h/o 07feb17 and ferried to YKS the same day; started revenue flights 23feb17; l/n IKT 30jun24
95 078	89049 RA-89049	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f ZIA	16dec14 16jan15	RRJ-95LR-100; ferried via OVB to ULY 28dec14 ferried from Ulyanovsk-Vostochny to ZIA 16jan15; h/o 05mar15 and ferried to OSF the same day; started revenue flights only 08jan16; underwent heavy maintenance with LAZ im. P.A. Voronina at Lukhovitsy may24/jul24; written off 12jul24 on the positioning flight from Lukhovitsy to Vnukovo after maintenance when started to descend after 5 minutes, could be recovered, but started to descend again and crashed in a forest 1.5 km west of Aprakino in the Kolonna district of the Moscow region (approx. at N54.53 E38.33) 7 minutes after take-off, all 3 crew members (captain: Yevgeni Bulavko) were killed
95 079	89045 RA-89045	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	29oct14 21nov14	ferried via OVB to ULY 31oct14 named 'I. Voedilo' (Ivan Voyedilo) after the Soviet pilot who opened the Moscow-Königsberg route in 1922; ferried from ULY to ZIA 21nov14; h/o 23dec14 and ferried to SVO the same day; started revenue flights 27dec14; last revenue flight 01dec20; ferried from SVO to ULY for repainting 03dec20
	RA-89045	RRJ-95B	Rossiya	ULY	16dec20	in white/red c/s; named 'Sergiyev Posad' after a city in the Golden Ring of Russia; ferried from ULY to SVO 18dec20; h/o 25dec20; started revenue flights 02jan21; stored at SVO from 20jun21, l/n nov21
95 080	89050 RA-89050	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f h/o	21dec14 30jun15	RRJ-95LR-100; ferried probably to ZIA 04apr15 ferried from Ulyanovsk-Vostochny to ZIA 18may15; ferried from ZIA to OSF 30jun15; started revenue flights around 28jun16; l/n STW 16aug24
95 081	97013(3) I-PDVX (5) XA-VER	RRJ-95B RRJ-95B	primer SuperJet Internat. Interjet	f/f VCE h/o	08dec14 19jul15 21nov15	ferried via OVB to ZIA 13dec14; export CoFA issued 14apr15; ferried from ZIA to VCE 14apr15; see c/ns 95036, 95046, 95102, 95123 and 95163 test registration; see c/ns 95024, 95038, 95045, 95050, 95086, 95105, 95111, 95117, 95118 and 95122 ferried from VCE to TLC 21/22nov15; started revenue flights 28nov15; seen MEX 25mar19; l/n MEC 27nov20; last flight 11dec20; Interjet ceased operations 11dec20; sat wfu at MEX, seen oct22

95 082	89046 RA-89046	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	15nov14 22dec14	ferried via OVB to ULY 30nov14 named 'D. Glinka' (Dmitri Glinka) after a Soviet fighter ace of WWII; ferried from Ulyanovsk-Vostochny to ZIA 21dec14; h/o 19feb15 and ferried to SVO the same day; started revenue flights 19feb15 ?; l/n SVO 14aug18; stored at ZIA; ferried from SVO to ULY for repainting 12jan21 in white/red c/s; named 'Vyborg' after a town on the Karelian Isthmus; ferried from ULY to SVO 26jan21; started revenue flights 16feb21; l/n operational ALA 18may22; stored from 19jul22 RRJ-95LR-100; originally built for UTAir Ekspres, but not taken on charge due to financial problems of UTAir; ferried via OVB to Ulyanovsk-Vostochny 29jul16; painted in all-white c/s; ferried from Ulyanovsk-Vostochny to ZIA 12aug16; l/n ZIA 22aug16; official mfd 24aug16 h/o 20oct16 and ferried from ULY to Yakutsk the same day; started revenue flights 11nov16; touched down at YKS with 3.06 g 29jan23; l/n ALA 24dec24 ferried via OVB to ULY 13dec14 named 'A. Gruzdin' (Alexander Gruzdin) after a distinguished GVF pilot of the 1930s/40s; ferried from Ulyanovsk-Vostochny to ZIA 29dec14; h/o 20feb15 and ferried to SVO the same day; ferried from SVO to ULY for repainting 03feb21 in white/red c/s; named 'Dmitrov' after a town in the Moscow region; ferried from ULY to SVO 16feb21; l/n SVX 09sep22 ferried via OVB to ZIA 16jul15; ferried from ZIA to VCE 10sep15; export CoFA issued 16sep15; see c/ns 95004, 95048, 95104, 95117 and 95168 test registration; in full Interjet c/s; see c/ns 95023, 95034, 95048, 95052, 95071 and 95108 ferried from VCE to MEX 01/02apr16; started revenue flights 09apr16; l/n CUN 27oct20; last flight 10dec20; Interjet ceased operations 11dec20; sat wfu at MEX, seen aug21/oct22 ferried via OVB to ZIA 11aug15; ferried from ZIA to VCE 29oct15; export CoFA issued 30oct15; see c/ns 95023, 95043, 95049, 95096, 95135 and 95169 test registration; in full Interjet c/s; see c/ns 95024, 95038, 95045, 95050, 95081, 95105, 95111, 95117, 95118 and 95122 h/o 19jul16; ferried from VCE to TLC 19/20jul16; last flight 14oct20; Interjet ceased operations 11dec20; sat wfu at MEX, seen oct22/mar24 ferried via OVB to ZIA 12oct15; export CoFA issued 09dec15; ferried from ZIA to VCE 09dec15; see c/ns 95038, 95052, 95122 and 95157 test registration; in full Interjet c/s; seen VCE 17feb17; l/n VCE 01mar17; not delivered and stuck at VCE due to sanctions; see c/ns 95028, 95040, 95046, 95054, 95065 and 95120 ferried via OVB to ULY 27jan15 named 'M. Efimov' (Mikhail Yefimov) after the first Russian aviator; ferried from ULY to ZIA 20feb15; h/o 16apr15; started revenue flights 18apr15; l/n SVO 04jul15; ferried from SVO to ULY for repainting 31mar21 in white/red c/s; named 'Togliatti' after a city in the Samara region on the river Volga; ferried from ULY to SVO 14apr21; h/o 01may21; l/n AER 07apr22 ferried via OVB to ULY 26feb15 named 'B. Lakhtin' (Boris Lakhtin) after a distinguished Soviet bomber pilot of WWII; ferried from ULY to ZIA 12may15; h/o 25may15 and ferried to SVO 01jun15; started revenue flights 04jun15; l/n SVO 09oct18; ferried from SVO to ULY for repainting 30may21 in white/red c/s; named 'Novy Urengoi' after a city in the Yamalo-Nenets Autonomous District; l/n LED 25aug23 RRJ-95LR-100; already seen in the paintshop 16jul15; ferried via OVB to Ulyanovsk-Vostochny 31jul15; see c/ns 95009, 95026, 95027, 95173 and 95179 in the process of painting; named 'I. Ryshkov' (Ivan Ryshkov) after a distinguished GVF pilot of WWII; ferried to ZIA 04sep15; h/o 28oct15 and ferried to SVO the same day; started revenue flights 04nov15; ferried from SVO to ULY for repainting 23apr21 in white/red c/s; named 'Istra' after a town in the Moscow region; ferried from ULY to SVO 08aug21; l/n AER 14jul22 ferried via OVB to ULY 14sep15; see c/ns 95022, 95034, 95050, 95111, 95120, 95154, 95184 and 95224 named 'P. Nesterov' (Pyotr Nesterov) after a famous Russian aviator of the 1910s; ferried from Ulyanovsk-Vostochny to ZIA 16oct15; h/o 17nov15 and ferried to SVO the same day; started revenue flights 20nov15; l/n SVO 09aug21 in white/red c/s; named 'Magas' after the capital of Ingushetia; l/n SVO 09jun24 RRJ-95LR-100; ferried via OVB to ULY 29apr15 ferried from ULY to ZIA 02jun15 and ferried from ZIA to OSF the same day; started revenue flights 03jul16; l/n SVX 12jul24 RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 24oct15; see c/ns 95066, 95133 and 95171 not yet delivered; ferried from Ulyanovsk-Vostochny to ZIA 09nov15 used its Russian test registration again for the ferry flight from ZIA to VCE 09jul16 Thai serial L.18-1/59 (but only the code 60317 is painted on); VIP version; h/o at VCE 15jul16; ferried from ZIA to DMK 27/28jul16; export CoFA issued 29jul16; toc 31aug16; opb 603 Sqn at Bangkok-Don Mueang; l/n DMK 21jan18 Thai serial L.18-1/59 (but only the code 60206 is painted on); VIP version; trf to 602 Sqn at Bangkok-Don Mueang around 16/17sep19; l/n DMK 19sep19; l/n DMK 15mar24, active 3rd flight 22sep15; ferried via OVB to ULY 23sep15 named 'N. Rubtsov' (Nikolai Rubtsov) after a distinguished Russian pilot; ferried from ULY to ZIA 16oct15; rgd 14jan16; h/o 20jan16 and ferried to SVO the same day; started revenue flights 22jan16; l/n SVO 27feb21; ferried from SVO to ULY for repainting 28feb21 in white/red c/s; named 'Vladikavkaz' after the capital of North Ossetia-Alania; ferried from ULY to SVO 14mar21; started revenue flights 04apr21; l/n LED 20oct24 RRJ-95LR-100; ferried via OVB to ZIA 22dec15; see c/ns 95054, 95132 and 95176 not yet delivered; ferried from Ulyanovsk-Vostochny to ZIA 18jun16 used its Russian test registration again for the ferry flight from ZIA to VCE 14jul16 Thai serial L.18-2/59 (but only the code 60318 is painted on); VIP version; h/o at VCE 15jul16; export CoFA issued 02aug16; toc 31aug16; opb 603 Sqn at Bangkok-Don Mueang; l/n DMK 17oct18 Thai serial L.18-2/59 (but only the code 60207 is painted on); VIP version; trf to 602 Sqn at Bangkok-Don Mueang around 16/17sep19, but the code was not yet painted on as of then as the aircraft was unserviceable; f/n DMK 17dec19; l/n DMK 12jan24 seen in the paintshop 16jul15; ferried via OVB to ZIA 28apr16; ferried from ZIA to TGK 20may16 and back to ZIA 15jun16; ferried from ZIA to ULY for painting 20sep16; see c/ns 95023, 95043, 95049, 95086, 95135 and 95169 in light grey/dark grey c/s with blue cheatline and trim, with 'Kazakhstan' titles and a yellow Border Guards badge on the fin; ferried from ULY to ZIA 28sep16; ferried from ZIA to ULY for repainting 02nov16 registration 95100 taped over with 97002; in light grey/dark grey c/s with blue cheatline (but light grey fin now), no titles and no badge; ferried from ULY to ZIA 08nov16, h/o 12nov16 and ferried to TSE the same day Kazakhstan National Security Committee; in light grey/dark grey c/s with blue cheatline, no titles and no badge; made its first official flight (from TSE to CIT) 26nov16; l/n MLA 04dec24 ferried via OVB to Ulyanovsk-Vostochny 13oct15 named 'K. Sapelkin' (Konstantin Sapelkin) after a distinguished Aeroflot pilot of the 1950s/60s; h/o 29dec15 and ferried to SVO the same day; started revenue flights 30dec15; ferried from SVO to ULY for repainting 10may21 in white/red c/s; named 'Tikhvin' after a town in the St. Petersburg region; l/n SVO 13apr24 already seen in the factory 16jul15; 3rd flight 16oct15; ferried via OVB to Ulyanovsk-Vostochny 22oct15 named 'N. Safronnikov' (Nikolai Safronnikov) after a distinguished Aeroflot pilot of the 1950s/60s; ferried to ZIA 13nov15; h/o 30dec15 and ferried to SVO the same day; started revenue flights 31dec15; l/n without inscription MSQ 01oct19; received the inscription '75 Pobeda! 1945-2020'; f/n as such OMS 23apr20; last revenue flight 26may21; ferried from SVO to ULY for repainting 08jul21 in white/red c/s; named 'Dubna' after a town in the Moscow region; l/n LED 24nov24 f/f may have been already 05nov15; ferried via OVB to ULY 12nov15 named 'N. Novikov' (Nikolai Novikov) after a distinguished Aeroflot pilot of the 1930s; h/o 21jan16 and ferried to SVO the same day; started revenue flights 23jan16; last revenue flight 25nov20; ferried from SVO to BTS for repainting 03dec20 in white/red c/s; named 'Gelendzhik' after a town on the Black Sea coast of the Krasnodar region; ferried from BTS to SVO 15dec20; started revenue flights 03jan21; l/n LED 25jun24 fuselage assembled 01feb15; seen in the paintshop 16jul15; ferried via OVB to ULY 20feb16 named 'A. Semenov' (Alexei Semenov) after a distinguished Soviet pilot of the 1940s/70s and Deputy Minister of Civil Aviation; ferried from ULY to ZIA 10mar16; rgd 26may16; h/o 31may16 and ferried from ZIA to SVO the same day; started revenue flights 02jun16; ferried to ULY for repainting 19jun21 in white/red c/s; named 'Birbidzhan' after the capital of the Jewish Autonomous Region; ferried from ULY to SVO 02jul21; l/n SVO 13jul24 @@ new l/n seen without registration in the factory 16jul15; ferried via OVB to Ulyanovsk-Vostochny 20jan16 named 'Yu. Ovsyannikov' (Yuri Ovsyannikov) after a distinguished Aeroflot pilot; ferried from Ulyanovsk-Vostochny to ZIA 08feb16; h/o 19apr16 and ferried to SVO the same day; started revenue flights 21apr16; received a '75 Pobeda! 1945-2020' sticker; f/n as such SVO 26mar20; ferried from SVO to ULY for repainting 06apr21 in white/red c/s; named 'Vyazma' after a town in the Smolensk region; ferried from ULY to SVO 22apr21; l/n AER 30mar24 seen without registration in the factory 16jul15; ferried via OVB to ZIA 21dec15; ferried from ZIA to VCE 23dec15; export CoFA issued 05feb16; l/n VCE feb16; see c/ns 95036, 95046, 95081, 95123, 95163 and 95178 test registration; see c/ns 95036, 95042, 95049, 95066, 95072 and 95106
95 083	89038	RRJ-95LR	primer	f/f	21nov14	
	RA-89038	RRJ-95LR	Yakutia	rgd	13oct16	
95 084	89047 RA-89047	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	27nov14 29dec14	
	RA-89047	RRJ-95B	Rossiya	ULY	16feb21	
95 085	97004(3)	RRJ-95B	primer	f/f	13jan15	
	I-PDVW (6) XA-JBA	RRJ-95B RRJ-95B	SuperJet Internat. Interjet	no h/o	reports 01apr16	
95 086	97002(4)	RRJ-95B	primer	f/f	14feb15	
	I-PDVX (6) XA-MRM	RRJ-95B RRJ-95B	SuperJet Internat. Interjet	VCE	21may16 24may16	
95 087	97012(3)	RRJ-95B	primer	f/f	27feb15	
	I-PDVY (6)	RRJ-95B	SuperJet Internat.	VCE	24may16	
95 088	89052 RA-89052	RRJ-95B RRJ-95B	primer Aeroflot	f/f ULY	21jan15 18feb15	
	RA-89052	RRJ-95B	Rossiya	ULY	14apr21	
95 089	89051 RA-89051	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	18feb15 12may15	
	RA-89051	RRJ-95B	Rossiya	ULY	12jun21	
95 090	97009(2)	RRJ-95B	primer	f/f	24jul15	
	RA-89061	RRJ-95B	Aeroflot	ULY	15aug15	
	RA-89061	RRJ-95B	Rossiya	ULY	07may21	
95 091	97011(3) RA-89062	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	10apr15 16oct15	
95 092	RA-89062 89054 RA-89054	RRJ-95B RRJ-95LR RRJ-95LR	Rossiya primer Gazpromavia	SVO f/f ULY	09oct21 23apr15 06may15	
95 093	97015(2) 60317 97015(2) 60317	RRJ-95LR RRJ-95LR RRJ-95LR RRJ-95LR	primer Thai Air Force Thai Air Force Thai Air Force	f/f ULY VCE VCE	23oct15 02nov15 09jul16 15jul16	
	60206	RRJ-95LR	Thai Air Force	r/r	sep19	
95 094	89056 RA-89056	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	15apr15 16oct15	
	RA-89056	RRJ-95B	Rossiya	ULY	14mar21	
95 095	97014(2) 60318 97014(2) 60318	RRJ-95LR RRJ-95LR RRJ-95LR RRJ-95LR	primer Thai Air Force Thai Air Force Thai Air Force	f/f ZIA VCE VCE	15dec15 29jun16 14jul16 15jul16	
	60207	RRJ-95LR	Thai Air Force	r/r	sep19	
95 096	97002(5)	RRJ-95B	primer	f/f	26feb16	
	95100	RRJ-95B	Sukhoi Civil Airc.	ULY	26sep16	
	97002(5)	RRJ-95B	Sukhoi Civil Airc.	TSE	18nov16	
	95100	RRJ-95B	Kazakhstan NSC	TSE	26nov16	
95 097	89057 RA-89057	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	07oct15 26nov15	
	RA-89057 89058 RA-89058	RRJ-95B RRJ-95B RRJ-95B	Rossiya primer Aeroflot	SVO f/f ULY	13jun21 29jul15 13nov15	
95 099	RA-89058 89063 RA-89063	RRJ-95B RRJ-95B RRJ-95B	Rossiya primer Aeroflot	SVO f/f ZIA	09oct21 06nov15 17nov15	
	RA-89063	RRJ-95B	Rossiya	BTS	15dec20	
95 100	89059 RA-89059	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	16sep15 29mar16	
	RA-89059	RRJ-95B	Rossiya	ULY	02jul21	
95 101	89064 RA-89064	RRJ-95B RRJ-95B	primer Aeroflot	f/f rgd	10nov15 10apr16	
	RA-89064	RRJ-95B	Rossiya	ULY	20apr21	
95 102	97013(4)	RRJ-95B	primer	f/f	12dec15	
	I-PDVZ (6)	RRJ-95B	SuperJet Internat.	no	reports	

	EI-FWA I-PDVZ (6) EI-FWA	RRJ-95B RRJ-95B RRJ-95B	CityJet CityJet CityJet	VCE TRS rgd	21apr16 25may16 02jun16	h/o 24may16 on crew training flights with the Italian registration again; l/n TSF 26may16 ferried from VCE to DUB 02jun16; carried the Ireland national football team from DUB to LBG 08jun16 for the UEFA European Championship; started revenue flights 28jun16; wet-leased to Brussels Airlines for some 2 years; last revenue flight 31dec18; returned by Brussels Airlines to CityJet 03jan19; ferried from BRU to DUB 03jan19 and from DUB to SNN 27feb19; trf to RJ Leasing/Seraph Aviation Management 30oct19; ferried from SNN to VCE 31oct19; canx 02dec19 in basic CityJet, no titles; ferried from VCE to BEG 23dec19 and from BEG to VCE 28aug20; current on register 19jan21; reportedly canx apr21 in basic CityJet c/s, no titles; ferried from VCE to ZIA 06may21; see c/n 95226 a RRJ-95B-100 now seen without registration in the factory 16jul15; ferried via OVB to ULY 20apr16 named 'M. Stupishin' (Mikhail Stupishin) after a distinguished Soviet pilot of the 1940s/60s; ferried from ULY to ZIA 06may16; rgd 23aug16; h/o 25aug16 and ferried from ZIA to SVO the same day; started revenue flights 31aug16; last revenue flight 17nov20; ferried from SVO to ULY for repainting 19nov20 in white/red c/s; named 'Torzhok' after a town in the Tver region; ferried from ULY to SVO 03dec20; h/o on or shortly before 22dec20; started revenue flights 02jan21; l/n LED 12oct24 ferried via OVB to ZIA 23jun16; export CoFA issued 03aug16; ferried from ZIA to VCE 11aug16; stuck at VCE due to sanctions; see c/ns 95004, 95048, 95085, 95117 and 95168 ferried via OVB to ZIA 14jul16; ferried from ZIA to VCE 02sep16; export CoFA issued 06sep16; see c/ns 95026, 95031, 95042, 95061 and 95174 c/n confirmed; test registration; seen in the paintshop 23feb17; f/n in full Brussels Airlines c/s VCE 01mar17; l/n VCE 07mar17; see c/ns 95024, 95038, 95045, 95050, 95081, 95086, 95111, 95117, 95118 and 95122 wet-leased from CityJet 25mar17; in full c/s with additional 'Operated by CityJet' titles; f/n VCE 24mar17; h/o 25mar17 and ferried from VCE to BRU the same day; started revenue flights 27mar17; last revenue flight 03dec18; returned to CityJet and ferried from BRU to SNN 03dec18; stored at SNN, l/n with titles 04jan19 and f/n without titles 02may19 ferried from SNN to BEG 13dec19; current on register 24jan20, but no longer 19jan21; underwent maintenance mar20 ferried from BEG to ZIA 17dec20; owned by Seraph Aviation Management from 21jan21; see c/n 95210 RRJ-95B-100; in basic Brussels Airlines c/s, no titles; seen ZIA 27apr22, flying; version still given as such in the register 09oct22 RRJ-95LR-100; version given as such in the register starting 02dec22; still in basic Brussels Airlines c/s, no titles; started revenue flights 21dec22; f/n LED 12feb23; l/n as such OVB 23sep24 seen without registration in the factory 16jul15; ferried via OVB to ZIA 19mar16; l/n ZIA 12apr16; export CoFA issued 14apr16; see c/ns 95069, 95130, 95167 and 95175 test registration; in full Interjet c/s; c/n checked LBG jun17; stuck at VCE due to sanctions; see c/ns 95036, 95042, 95049, 95066, 95072 and 95102 ferried via OVB to Ulyanovsk-Vostochny 28mar16 named 'B. Osipov' (Boris Osipov) after a distinguished polar aviator of the 1940s/60s; ferried from Ulyanovsk-Vostochny to ZIA 19apr16; rgd 26may16; h/o 01jun16 and ferried to SVO the same day; started revenue flights 03jun16; ferried from SVO to ULY for repainting 06apr21 in white/red c/s; named 'Derbent' after a city in Dagestan on the Caspian Sea; ferried from ULY to SVO 20apr21; l/n AYT 08sep24 ferried via OVB to ZIA 16feb16; ferried from ZIA to VCE 04mar16; export CoFA issued 14mar16; see c/ns 95065, 95127, 95159, 95177, 95182 and 95225 test registration; see c/ns 95023, 95034, 95048, 95052, 95071 and 95085
	9H-SJA	RRJ-95B	RJ Leasing	rgd	dec19	
95 103	97026(1) RA-89160 89060 RA-89060	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	Irkut Irkut primer Aeroflot	VCE rgd f/f ZIA	05may21 21jun21 01dec15 06may16	
	RA-89060	RRJ-95B	Rossiia	ULY	03dec20	
95 104	97004(4)	RRJ-95B	primer	f/f	18jun16	
95 105	97008(4)	RRJ-95B	primer	f/f	30jun16	
	I-PDVX (7)	RRJ-95B	SuperJet Internat.	VCE	23feb17	
	EI-FWD	RRJ-95B	Brussels Airlines	rgd	24mar17	
	9H-SJD	RRJ-95B	RJ Leasing	rgd	dec19	
95 106	97023(1) RA-89162	RRJ-95B RRJ-95B	Irkut Irkut	rgd	26jan21	
	RA-89162	RRJ-95LR	Azimuth	h/o	08nov22	
	97017(2)	RRJ-95B	primer	f/f	15mar16	
	I-PDVZ (7)	RRJ-95B	SuperJet Internat.	VCE	13jan17	
95 107	89065 RA-89065	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	25mar16 19apr16	
	RA-89065	RRJ-95B	Rossiia	ULY	20apr21	
95 108	97016(2)	RRJ-95B	primer	f/f	15jan16	
	I-PDVW (7) EI-FWB I-PDVW (7) EI-FWB	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. CityJet CityJet CityJet	no reports VCE VCE rgd	24may16 15jun16 01jul16	on crew training flights with the Italian registration again; l/n VCE 18jun16 h/o 01jul16 and ferried to DUB the same day; started revenue flights 02jul16; displayed at the Farnborough International Airshow 11/17jul16; presented to SkyWork at VCE 28feb17; wet-leased to Brussels Airlines for 2 years 25mar17; last revenue flight 07jan19; returned to CityJet and ferried from BRU to DUB 08jan19; f/n without titles DUB 09mar19; ferried from DUB to SNN 22mar19; canx 19dec19 ferried from SNN to BEG 26nov19; no longer current 19jan21 in basic CityJet c/s, no titles; ferried from BEG to ZIA 23dec20; see c/ns 95209 and 95230 RRJ-95B-100 RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 09sep16; painted in all-white c/s; f/n as such ZIA 06oct16; h/o to GTLK 14nov16 in white c/s with light blue, dark blue and red trim on the tail; f/n ZIA 29dec16; h/o 07feb17 and ferried to TJM the same day; started revenue flights 15feb17; l/n DME 25apr22 ferried via OVB to ZIA 15apr16; ferried from ZIA to VCE 03jun16; export CoFA issued 10jun16; stuck at VCE due to sanctions; see c/ns 95028, 95045, 95072, 95118 and 95170 ferried via OVB to ZIA 04jul16 and from ZIA to VCE 22jul16; export CoFA issued 27jul16; see c/ns 95022, 95034, 95050, 95091, 95120, 95154, 95184 and 95224 test registration; in full CityJet c/s; see c/ns 95024, 95038, 95045, 95050, 95081, 95086, 95105, 95117, 95118 and 95122 in white c/s with grey and red trim; h/o 27oct16; ferried from VCE to DUB 02nov16 and started revenue flights the same day; wet-leased to Brussels Airlines for 2 years 25mar17 and ferried from DUB to BRU the same day; last revenue flight 29aug18 and ferried from BRU to VCE the same day; canx 18dec19; trf to RJ Leasing/Seraph Aviation Management 12nov19 current on register 19jan21; reportedly canx apr21 in white c/s with grey and red trim, no titles; ferried from VCE to ZIA 28may21; see c/ns 95221 and 95227 a RRJ-95B-100 now RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 23sep16; h/o to GTLK 14nov16 in white c/s with light blue, dark blue and red trim on the tail; f/n ZIA 29dec16; h/o 09feb17 and ferried to DME the same day; started revenue flights 15feb17; l/n SVX 06jun23 RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 14sep16; ferried from Ulyanovsk-Vostochny to ZIA 28sep16; l/n ZIA 06oct16 in white c/s with light blue, dark blue and red trim on the tail; f/n ZIA 29dec16; h/o 13feb17 and ferried to TJM the same day; started revenue flights 17feb17; l/n OMS 21mar24 RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 18oct16; ferried from Ulyanovsk-Vostochny to ZIA 31oct16; painted in all-white c/s, no titles; seen as such ZIA 08nov16 in white c/s with light blue, dark blue and red trim on the tail; f/n ZIA 29dec16; h/o 16feb17 and ferried to TJM the same day; probably started revenue flights 26feb17; l/n as such TJM 25aug24; named 'Artur Chilingarov' 18sep24 after a Soviet/Russian polar researcher; l/n OMS 21sep24 RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 10nov16; painted in all-white c/s, no titles; seen as such ZIA 30nov16 in white c/s with light blue, dark blue and red trim on the tail; h/o 22feb17 and ferried to TJM the same day; l/n TJM25aug24 RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 01nov16; painted in all-white c/s; ferried from Ulyanovsk-Vostochny to ZIA 14nov16; l/n ZIA 27nov16 in white c/s with light blue, dark blue and red trim on the tail; h/o 22feb17 and ferried to DME the same day; started revenue flights 26feb17; named 'Gerol Rossii Roman Filipov' 14mar18 after the Su-25 pilot who was shot down and killed in Syria 03feb18; damaged 07feb19 while taxiing at Domodedovo when the wing collided with a mast; l/n OMS 27apr24 ferried via OVB to ZIA 09dec16; l/n ZIA 16dec16; export CoFA issued 23dec16; see c/ns 95004, 95048, 95085, 95104 and 95168 test registration; in full Brussels Airlines c/s; l/n VCE 27apr17; see c/ns 95024, 95038, 95045, 95050, 95081, 95086, 95105, 95111, 95118 and 95122 wet-leased from CityJet; in full c/s with additional 'Operated by CityJet' titles; ferried from VCE to BRU 08may17; started revenue flights 09may17; last revenue flight 10nov18; returned to CityJet and ferried from BRU to DUB 12nov18; f/n without titles DUB 17nov18; ferried from DUB to SNN 14dec18 and stored there without titles ferried from SNN to BEG 22jan20; no longer current 19jan21 ferried from BEG to ZIA 21dec20; see c/n 95211 RRJ-95B-100; offered for sale by the VEB Bank oct24, with 2,202 cycles (for 20 million USD) ferried via OVB to ZIA 29dec16; ferried from ZIA to VCE 13jan17; export CoFA issued 20jan17; see c/ns 95028, 95045, 95072, 95110 and 95170 in full Brussels Airlines c/s; see c/ns 95024, 95038, 95045, 95050, 95081, 95086, 95105, 95111, 95117 and 95122 wet-leased from CityJet; in full c/s with additional 'Operated by CityJet' titles; ferried from VCE to BRU 01jun17; started revenue flights 02jun17; last revenue flight 03jan19; returned to CityJet and ferried from BRU to DUB 07jan19; ferried from DUB to SNN 30jan19 ferried from BEG to ZIA 23dec20 RRJ-95B-100; in basic Brussels Airlines c/s, no titles; stored at ZIA, seen in 2022 RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 30jan17; painted in all-white c/s without any markings apart from the registration; ferried from Ulyanovsk-Vostochny to ZIA 13feb17; l/n ZIA 17mar17 in all-white c/s with titles; already f/n Ulyanovsk-Vostochny 21mar17; h/o 03apr17 and ferried to IKT the same day; started revenue flights probably 08apr17; wet-leased to UTair 14apr18; l/n without name VKO 14oct18; named 'Svyataya Matrona Moskovskaya' after a canonized saint of the Russian Orthodox Church; f/n as such KJA 03nov18; l/n in its initial c/s VVO 23nov20; received a 'mask' around the cockpit windows; f/n as such IKT 07jan21; l/n OMS 15nov24
	9H-SJB 97022(1) RA-89164 89068	RRJ-95B RRJ-95B RRJ-95B RRJ-95LR	RJ Leasing Irkut Irkut primer	rgd ZIA rgd f/f	nov19 23dec20 26jan21 11jul16	
95 109	RA-89068	RRJ-95LR	Yamal	rgd	21dec16	
	97010(4)	RRJ-95B	primer	f/f	31mar16	
95 111	97011(4)	RRJ-95B	primer	f/f	31may16	
	I-PDVX (8)	RRJ-95B	SuperJet Internat.	VCE	20oct16	
	EI-FWC	RRJ-95B	CityJet	rgd	26oct16	
95 112	9H-SJC 97027(1) RA-89166 89069 RA-89069	RRJ-95B RRJ-95B RRJ-95B RRJ-95LR RRJ-95LR	RJ Leasing Irkut Irkut primer Yamal	rgd VCE rgd f/f rgd	dec19 05may21 21jun21 27jul16 21dec16	
	89070	RRJ-95LR	primer	f/f	07sep16	
	RA-89070	RRJ-95LR	Yamal	rgd	21dec16	
95 114	89071	RRJ-95LR	primer	f/f	21sep16	
	RA-89071	RRJ-95LR	Yamal	rgd	21dec16	
95 115	89072	RRJ-95LR	primer	f/f	07oct16	
	RA-89072	RRJ-95LR	Yamal	rgd	27dec16	
95 116	89073	RRJ-95LR	primer	f/f	25oct16	
	RA-89073	RRJ-95LR	Yamal	rgd	27dec16	
95 117	97004(5)	RRJ-95B	primer	f/f	03dec16	
	I-PDVX (9)	RRJ-95B	SuperJet Internat.	VCE	28mar17	
	EI-FWE	RRJ-95B	Brussels Airlines	rgd	05may17	
95 118	9H-SJE 97024(1) RA-89167 97010(5)	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	RJ Leasing RJ Leasing Irkut primer	rgd rgd f/f	2020 26jan21 22nov16	
	I-PDVX (10)	RRJ-95B	SuperJet Internat.	VCE	23may17	
	EI-FWF	RRJ-95B	Brussels Airlines	rgd	01jun17	
95 119	9H-SJF 97025 RA-89168 89075	RRJ-95B RRJ-95B RRJ-95B RRJ-95LR	RJ Leasing Irkut Irkut primer	rgd rgd f/f	feb20 26jan21 07dec16	
	RA-89075	RRJ-95LR	IrAero	rgd	28mar17	

95 120	97011(5)	RRJ-95B	primer	f/f	16dec16	ferried via OVB to ZIA 24jan17; export CoFA issued 04aug17; ferried from ZIA to VCE 08aug17; see c/ns 95022, 95034, 95050, 95091, 95111, 95120, 95154, 95184 and 95224
	I-PDVF (7)	RRJ-95B	SuperJet Internat.	VCE	14apr18	test registration; in full Brussels Airlines c/s; l/n VCE 20apr18; see c/ns 95028, 95040, 95046, 95054, 95065 and 95087
	EI-FWG	RRJ-95B	Brussels Airlines	rgd	27jun18	wet-leased from CityJet; in full c/s with additional 'Operated by CityJet' titles; h/o 29jun18, ferried from VCE to BRU and started revenue flights the same day; l/n BRU 09oct18; canx 06dec18; stored at VCE, seen 18jan19
	9H-SJI	RRJ-95B	SuperJet Internat.	rgd	06dec18	Initially in basic Brussels Airlines c/s, no titles; ferried from VCE to FCO 05apr19 for repainting; ferried from FCO to VCE 19apr19 and from ISL to VCE 22sep19; made a test flight from VCE 02oct19; current on register 25may21; stuck at VCE due to sanctions (in all-white c/s without titles); l/n sep23
95 121	89076	RRJ-95LR	primer	f/f	27dec16	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 15feb17; painted in all-white c/s without any markings apart from the registration; f/n as such ZIA 02mar17
	RA-89076	RRJ-95LR	IrAero	rgd	17apr17	h/o 27apr17 and ferried to IKT the same day; started revenue flights 17may17; named 'Svyatoi Blagoverny knyaz Aleksandr Nevski' 07nov17 after a 13th century Grand Prince and key figure of the medieval Rus; l/n without name on the outside DME 10jan18; f/n with the name VKO 21apr18; l/n AYT 05oct24
95 122	97012(4)	RRJ-95B	primer	f/f	18jan17	originally built for CityJet; ferried via OVB to ZIA 08feb17; ferried from ZIA to ULY 03nov17; painted in all-white c/s, no titles; ferried from ULY to ZIA 14nov17 and from ZIA to VCE 19dec17; export CoFA issued 21dec17; seen VCE 16apr18; see c/ns 95038, 95052, 95087 and 95157
	I-PDVF (11)	RRJ-95B	SuperJet Internat.	VCE	17jun21	in all-white c/s, no titles; ferried from BEG to VCE 17jun21; see c/ns 95024, 95038, 95045, 95050, 95081, 95086, 95105, 95111, 95117 and 95118
	RA-89154	RRJ-95LR	Red Wings	rgd	11apr22	RRJ-95LR-100; ferried from ZIA to ULY for painting 03may22; in full 'white' 2020 c/s with the URL 'flyredwings.com'; f/n ULY 08may22; ferried from ULY to SVX 09may22; l/n AER sep24
95 123	97013(5)	RRJ-95B	primer	f/f	02feb17	originally built for Interjet; l/n Dzyomgi 14feb17; see c/ns 95036, 95046, 95081, 95102, 95163 and 95178
	89085	RRJ-95LR	primer	Kxy	09jun17	RRJ-95LR-100; ferried via OVB to ULY 19jun17; ferried from ULY to ZIA 30jun17
	RA-89085	RRJ-95LR	Azimuth	rgd	21sep17	in white c/s with orange and blue trim; h/o 28sep17 and ferried from ULY to ROV the same day; named 'Volga' 04dec17 after the largest river in the European part of Russia; severely damaged 24nov24, the maximum landing weight was exceeded on landing at Antalya, causing damage to the landing gear and resulting in the left engine hitting the tarmac, after which a fire erupted with further damage to the wing
95 124	89077	RRJ-95LR	primer	f/f	08feb17	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 22feb17; ferried from Ulyanovsk-Vostochny to ZIA 09mar17
	RA-89077	RRJ-95LR	IrAero	rgd	18apr17	in all-white c/s with titles; already f/n ULY 12apr17; h/o 04may17 and ferried to IKT the same day; started revenue flights 25may17; wet-leased to UTair 14apr18; l/n without name VKO 06sep18; named 'Svyatitel Spiridon Trimifuntski' (Saint Spyridon of Trimythous) after a 4th century Greek saint; f/n with name IKT 19may19; l/n IKT 30jun24
95 125	89086	RRJ-95LR	primer	f/f	04jul17	RRJ-95LR-100; painted in all-white c/s with titles; seen as such ZIA 14sep17
	RA-89086	RRJ-95LR	Yamal	rgd	29dec17	in white c/s with light blue, dark blue and red trim on the tail; h/o at ZIA 06apr18; named 'Mikhail Ponomarev' jan24 after a distinguished Soviet fighter pilot; l/n LED jul24
95 126	89078	RRJ-95LR	primer	f/f	03mar17	RRJ-95LR-100; ferried via OVB to ULY 13mar17; painted in all-white c/s, no titles; ferried from ULY to ZIA 27mar17; l/n ZIA 31mar17
	RA-89078	RRJ-95LR	IrAero	rgd	19may17	in all-white c/s with titles; accepted 21jun17; h/o 26jun17 and ferried to IKT the same day; started revenue flights 30jun17; named 'Svyataya Kseniya Peterburgskaya' (Saint Xenia of St. Petersburg) in late 2017 after an 18th century patron saint of St. Petersburg; l/n without name on the outside LED 12mar18; f/n with name OMS 16aug18; l/n IKT 26feb24
95 127	97016(3)	RRJ-95LR	primer	f/f	15mar17	RRJ-95LR-100; see c/ns 95065, 95108, 95159, 95177, 95182 and 95225
	89087	RRJ-95LR	primer	Kxy	06jul17	ferried via OVB to ULY 26jul17; painted in all-white c/s, no titles; f/n ULY 19aug17; l/n ZIA 20sep17
	RA-89087	RRJ-95LR	Yamal	rgd	29dec17	in white c/s with light blue, dark blue and red trim on the tail; h/o at ZIA 06apr18; l/n OMS 18nov24
95 128	89079	RRJ-95LR	primer	f/f	23mar17	RRJ-95LR-100; ferried via OVB to ULY 31mar17
	RA-89079	RRJ-95LR	Azimuth	rgd	08jun17	in white c/s with orange and blue trim; ferried to ULY 30jun17; h/o at ULY 07jul17 and ferried to ROV the same day; l/n ROV 14jul17; started revenue flights 09sep17 and scheduled flights 21sep17; l/n without name LED 12mar18; named 'Terek' after a river in the Caucasus; f/n as such KRR 01apr18; l/n AER sep24
95 129	89080	RRJ-95LR	primer	f/f	06apr17	RRJ-95LR-100; ferried via OVB to ULY 10apr17; ferried to ULY for painting 06jul17
	RA-89080	RRJ-95LR	Azimuth	rgd	08jun17	in white c/s with orange and blue trim; f/n ULY 14jul17; h/o at ZIA 18jul17 and ferried to ROV 08aug17; named 'Don' 17nov17 after the river in southern Russia; received a 'Volny Don' logo (a horse) on the rear fuselage sep20; l/n as such IWA 22dec24 @ new l/n
95 130	97017(3)	RRJ-95LR	primer	f/f	12apr17	RRJ-95LR-100; see c/ns 95069, 95106, 95167 and 95175
	89088	RRJ-95LR	primer	Kxy	20sep17	ferried via OVB to ULY 20sep17; painted in all-white c/s, no titles; f/n as such ULY 05oct17, marked '13089088'; ferried from ULY to ZIA 28nov17, absence or presence of prefix not known
	RA-89088	RRJ-95LR	Yamal	rgd	29dec17	h/o 15may18 and ferried from ZIA to TJM the same day; l/n without name LED 28jan23; named 'Viktor Chernomyrdin' apr23 after the Russian Prime Minister from 1992 to 1998; l/n OMS 11feb24
95 131	89081	RRJ-95LR	primer	f/f	21apr17	RRJ-95LR-100; ferried via OVB to ULY 15may17; ferried from ULY to ZIA 30may17; painted in all-white c/s, no titles; f/n as such ZIA 20jun17; ferried from ZIA to DME 02nov17
	RA-89081	RRJ-95LR	Yamal	rgd	31oct17	initially in all-white c/s, no titles; h/o 02nov17 and ferried from ZIA to DME the same day; started revenue flights 10nov17; ferried from DME to WOE for painting 16nov17; painted in white c/s with light blue, dark blue and red trim on the tail and ferried from WOE to DME 25nov17; new CoFR issued 04dec17; l/n OMS 27apr24
95 132	97014(3)	RRJ-95LR	primer	f/f	23may17	ferried via OVB to ULY 01jun17; see c/ns 95054, 95095 and 95176
	60319	RRJ-95LR	Thai Air Force	ZIA	17may18	not yet delivered
	97014(3)	RRJ-95LR	Thai Air Force	ZIA	15jun18	used its Russian test registration again for a test flight
	60319	RRJ-95LR	Thai Air Force	h/o	18jun18	Thai serial L.18-3/61 ? (but only the code 60319 is painted on); VIP version; ferried from ZIA to DMK 18/19jun18; opb 603 Sqn at Bangkok-Don Mueang; l/n DMK 21jan19
	60208	RRJ-95LR	Thai Air Force	r/r	sep19	Thai serial L.18-3/61 ? (but only the code 60208 is painted on); VIP version; trf to 602 Sqn at Bangkok-Don Mueang around 16/17sep19; f/n DMK 17dec19; seen BKK 08sep20; last recorded flight 11sep20; stored at DMK, awaiting spare parts and maintenance, l/n 12jan24
95 133	97015(3)	RRJ-95B	primer	f/f	29may17	made its first two flights with this registration; see c/ns 95066, 95093 and 95171
	89097	RRJ-95B	primer	Kxy	02jun17	registration changed after the first two flights; ferried via OVB to ULY 13jun17
	89097	RRJ-95B	Aeroflot	ULY	30jun17	named 'P. Derunov' (Pavel Derunov) after a manager of the Soviet aero engine industry; ferried from ULY to ZIA 30jun17; l/n ZIA 28aug17
	RA-89097	RRJ-95B	Aeroflot	rgd	14sep17	named 'P. Derunov'; h/o 20sep17 and ferried to SVO the same day; started revenue flights 22sep17; l/n SVO 24jun20; ferried from SVO to ULY for repainting 22may21
	RA-89097	RRJ-95B	Rossiya	ULY	04jun21	in white/red c/s; named 'Syzyran' after a city in the Samara region; ferried from ULY to SVO 04jun21; started revenue flights 25jun21; stored at SVO from 07jul21, l/n dec21; CoFA expired 19sep21
95 134	89082	RRJ-95LR	primer	f/f	09jun17	RRJ-95LR-100; ferried via OVB to ULY 22jun17; painted in all-white c/s, no titles; ferried from ULY to ZIA 08jul17; l/n ZIA dec17
	RA-89082	RRJ-95LR	Yamal	rgd	29dec17	in white c/s with light blue, dark blue and red trim on the tail; h/o 01apr18 and ferried from ZIA to Noyabrsk the same day; l/n OMS 11may24
95 135	97002(6)	RRJ-95B	primer	Kxy	10jun17	97002 was seen flying 11jun17, but see below; see c/ns 95023, 95043, 95049, 95086, 95096 and 95169
	89098	RRJ-95B	primer	f/f	21jun17	ferried via OVB to ULY 29jun17
	97002(6)	RRJ-95B	Aeroflot	ZIA	20jul17	named 'M. Karim' (Mustaf Karim) after a Bashkir poet
	RA-89098	RRJ-95B	Aeroflot	mfd	17aug17	named 'M. Karim'; rgd 14sep17; h/o 27sep17 and ferried from ZIA to SVO the same day; started revenue flights 28sep17; w/o 05may19 on a flight from Moscow-Sheremetyevo to Murmansk when was hit by a lightning some minutes after take-off, causing the aircraft to enter Direct Mode as well as a partial loss of radio communication, the pilots returned to SVO and tried to land with the max. landing weight exceeded by 1,600 kg and with strong cross-wind, but were not able to perform a normal landing in Direct Mode so that the aircraft dropped below the glide slope, came in too fast, touched down first with 2.55 g 900 metres behind the runway threshold, bounced three times, came down with 5.85 g, suffered structural damage, burst into flames, veered off the runway to the left and came to a stop on the grass adjacent to the runway, the tail section burnt down completely, 1 of the 5 crew and 40 of the 73 passengers killed plus 3 crew and 9 passengers injured; t/t 2,710 hours 17 minutes and 1,658 cycles; the wreck was stored in a cocoon on the apron at SVO, seen 02jul19/jul24; canx between 06sep19 and 06nov19
95 136	89089	RRJ-95LR	primer	f/f	05jul17	RRJ-95LR-100; ferried via OVB to ULY 08jul17; painted in all-white c/s, no titles; ferried from ULY to ZIA 21jul17; l/n ZIA 21jul17
	RA-89089	RRJ-95LR	Yamal	rgd	29dec17	h/o 21apr18 and ferried from ZIA to TJM the same day; l/n OMS 29jun24
95 137	89099	RRJ-95B	primer	f/f	13jul17	ferried via OVB to ULY 15jul17
	89099	RRJ-95B	Aeroflot	ZIA	12sep17	named 'K. Kuliev' (Kaisyn Kuliyev or Qaysin Quli) after a Balkar poet
	RA-89099	RRJ-95B	Aeroflot	rgd	07dec17	named 'K. Kuliev'; h/o 19dec17 and ferried from ZIA to SVO the same day; started revenue flights 22dec17; ferried from SVO to ULY for repainting 21jul21
	RA-89099	RRJ-95B	Rossiya	ULY	03aug21	in white/red c/s; named 'Kirovsk' after a town in the Murmansk region; ferried from ULY to SVO 03aug21; l/n LED 20oct24
95 138	89100	RRJ-95B	primer	f/f	19jul17	ferried via OVB to ULY ? 14sep17
	89100	RRJ-95B	Aeroflot	ZIA	02oct17	named 'Yu. Izrael' (Yuri Izrael) after a Soviet meteorologist; ferried from ULY to ZIA 02oct17; l/n ZIA 17oct17
	RA-89100	RRJ-95B	Aeroflot	rgd	09nov17	named 'Yu. Izrael'; h/o 15nov17 and ferried from ZIA to SVO the same day; started revenue flights 18nov17; ferried from SVO to ULY 14sep21
	RA-89100	RRJ-95B	Rossiya	h/o	dec21	named 'Serpukhov' after a city in the Moscow region; started revenue flights 04dec21; l/n LED 20oct24
95 139	89101	RRJ-95LR	primer	f/f	25jul17	RRJ-95LR-100; ferried via OVB to ULY 31jul17
	RA-89101	RRJ-95LR	Aeroflot	rgd	28nov17	named 'Yu. Lomonosov' (Yuri Lomonosov) after a Russian railway engineer; h/o 07dec17 and ferried from ZIA to SVO the same day; started revenue flights 09dec17; ferried to ULY for repainting 18jun21
	RA-89101	RRJ-95B	Rossiya	ULY	02jul21	in white/red c/s; named 'Velikiye Luki' after a town in the Pskov region; ferried from ULY to SVO 02jul21; l/n ARH 30may24
95 140	89090	RRJ-95LR	primer	f/f	30aug17	RRJ-95LR-100; ferried via OVB to ULY 11sep17; painted in all-white c/s, no titles; ferried from ULY to ZIA 27sep17
	RA-89090	RRJ-95LR	Yamal	rgd	29dec17	in white c/s with light blue, dark blue and red trim on the tail; h/o 18apr18 and ferried from ZIA to DME the same day; started revenue flights 22apr18; l/n SVX 02jun24
95 141	89102	RRJ-95B	primer	f/f	07sep17	ferried via OVB to ULY 16oct17; ferried from ULY to ZIA 05nov17

	RA-89102	RRJ-95B	Aeroflot	rgd	01mar18	named 'S. Dezhnev' (Semyon Dezhnyov) after a 17th century Russian explorer; h/o 16mar18 and ferried from ZIA to SVO the same day; started revenue flights 17mar18; ferried from SVO to ULY for repainting 28feb21
	RA-89102	RRJ-95B	Rossiia	ULY	14mar21	in white/red c/s; named 'Salekhard' after a town in the Yamalo-Nenets Autonomous District; ferried from ULY to SVO 14mar21; started revenue flights 05apr21; l/n LED 25jun24
95 142	89103 RA-89103	RRJ-95B RRJ-95B	primer Aeroflot	f/f rgd	15sep17 21dec17	ferried via OVB to ULY 21sep17 named 'V. Bykov' (Vasil Bykau) after a Belarusian writer; ferried from ULY to ZIA 12oct17; h/o 30dec17 and ferried from ZIA to SVO the same day; started revenue flights 31dec17; ferried from SVO to ULY for repainting 11aug21
95 143	RA-89103 89091 RA-89091	RRJ-95B RRJ-95LR RRJ-95LR	Rossiia primer Yamal	SVO f/f rgd	09oct21 25sep17 29dec17	in white/red c/s; named 'Nalchik' after the capital of Kabardino-Balkaria; l/n LED 30oct24 RRJ-95LR-100; ferried via OVB to ULY 02oct17; ferried from ULY to ZIA 19oct17 h/o 12may18 and ferried from ZIA to DME the same day; started revenue flights 14may18; l/n UFA 20sep23
95 144	89104 RA-89104	RRJ-95B RRJ-95B	primer Aeroflot	f/f rgd	03oct17 21dec17	ferried via OVB to ULY 10oct17 named 'V. Astafyev' (Viktor Astafyev) after a Soviet writer; ferried from ULY to ZIA 01nov17; h/o 30dec17 and ferried from ZIA to SVO the same day; started revenue flights 31dec17; ferried from SVO to ULY for repainting 01nov21
95 145	RA-89104 89105 RA-89105	RRJ-95B RRJ-95B RRJ-95B	Rossiia primer Aeroflot	ULY f/f rgd	13nov21 11oct17 16jan18	in white/red c/s; named 'Yessentuki' after a city in the Stavropol region; ferried from ULY to SVO 14nov21; started revenue flights 04dec21; l/n VNO 08nov24 ferried via OVB to ULY 18oct17 named 'V. Zhukovsky' (Vassili Zhukovski) after a 19th century Russian poet; ferried from ULY to ZIA 11nov17; h/o 29jan18 and ferried from ZIA to SVO the same day; started revenue flights 30jan18; ferried from SVO to ULY for repainting 15feb21
95 146	RA-89105 89106 RA-89106	RRJ-95B RRJ-95B RRJ-95B	Rossiia primer Aeroflot	ULY f/f rgd	01mar21 19oct17 16jan18	in white/red c/s; named 'Borisoglebsk' after a town in the Voronezh region; ferried from ULY to SVO 01mar21; started revenue flights 17mar21; l/n SVO 09jul23 ferried via OVB to ULY 26oct17 named 'V. Kaverin' (Veniamin Kaverin) after a Soviet writer; ferried from ULY to ZIA 14nov17; h/o 30jan18 and ferried from ZIA to SVO the same day; started revenue flights 30jan18; ferried from SVO to ULY for repainting 22may21
95 147	RA-89106 89107 RA-89107	RRJ-95B RRJ-95B RRJ-95B	Rossiia primer Aeroflot	ULY f/f rgd	04jun21 27oct17 31jan18	in white/red c/s; named 'Norilsk' after a city in the Krasnoyarsk region; l/n SVO 13sep24 ferried via OVB to ULY 03nov17 named 'L. Kassil' (Lev Kassil) after a Soviet writer; h/o 13feb18 and ferried from ZIA to SVO the same day; received the inscription '75 Pobeda! 1945-2020'; f/n as such SVO 21feb19; ferried from SVO to ULY for repainting 19mar21
95 148	RA-89107 89108 RA-89108	RRJ-95B RRJ-95B RRJ-95B	Rossiia primer Aeroflot	ULY f/f rgd	31mar21 06nov17 16jan18	in white/red c/s; named 'Syktyvkar' after the capital of the Komi Republic; ferried from ULY to SVO 01apr21; started revenue flights 21apr21; l/n operational SCW 10sep21; stored by 2023 ferried via OVB to ULY 10nov17 named 'V. Aksyonov' (Vasili Aksyonov) after an emigrated Soviet writer; ferried from ULY to ZIA 05dec17; h/o 01feb18 and ferried from ZIA to SVO the same day; started revenue flights 02feb18; ferried from SVO to ULY for repainting 01mar21
95 149	RA-89108 89092 RA-89092	RRJ-95B RRJ-95LR RRJ-95LR	Rossiia primer Yamal	ULY f/f rgd	14mar21 13nov17 29dec17	in white/red c/s; named 'Cheboksary' after the capital of Chuvashia; ferried from ULY to SVO 14mar21; started revenue flights 04apr21; l/n LED 20oct24 RRJ-95LR-100; ferried via OVB to ULY 18nov17 initially in all-white c/s, no titles; f/n ULY 05dec17; ferried from ULY to ZIA 08dec17; h/o 25apr18 and ferried from ZIA to DME the same day; started revenue flights 26apr18; repainted in white c/s with light blue, dark blue and red trim on the tail; f/n as such TJM 03may18; l/n DME 11mar24 RRJ-95LR-100; assembly completed 02nov17; ferried via OVB to ULY 25nov17
95 150	89093 RA-89093	RRJ-95LR RRJ-95LR	primer Azimuth	f/f rgd	23nov17 06mar18	in white c/s with orange and blue trim; named 'Neva' after a river in north-western Russia; ferried from ULY to ZIA 15dec17; h/o 12mar18 and ferried from ZIA to ROV the same day; started revenue flights 16mar18; l/n ALA 08may24
95 151	89109 89109	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	28nov17 13feb18	ferried via OVB to ULY 04dec17 named 'V. Vereshchagin' (Vasili Vereshchagin) after a 19th century Russian painter; ferried from ULY to ZIA 13feb18; l/n ZIA 19apr18
	RA-89109	RRJ-95B	Aeroflot	rgd	09aug18	named 'V. Vereshchagin'; h/o 17aug18, but ferried to SVO only 24aug18; started revenue flights 29aug18; received a '75 Pobeda! 1945-2020' sticker; f/n as such SVO 19mar20; ferried from SVO to ULY for repainting 20apr21
95 152	RA-89109 89096 RA-89096	RRJ-95B RRJ-95LR RRJ-95LR	Rossiia primer Azimuth	SVO f/f rgd	aug21 06dec17 10apr18	in white/red c/s; named 'Mimy' after a town in Yakutia; l/n SVO 20jun24 RRJ-95LR-100; ferried via OVB to ULY 12dec17 in white c/s with orange and blue trim; f/n ULY 08jan18; ferried from ULY to ZIA 10jan18; named 'Moskva' after the river in central Russia; h/o 11apr18 and ferried from ZIA to KRR the same day; l/n SY 08jul24 RRJ-95LR-100; ferried via OVB to ULY 20dec17
95 153	89094 89094 RA-89094	RRJ-95LR RRJ-95LR RRJ-95LR	primer Azimuth Azimuth	f/f ULY rgd	14dec17 10jan18 28mar18	in white c/s with orange and blue trim; ferried from ULY to ZIA 10jan18; l/n ZIA 12feb18 in white c/s with orange and blue trim; named 'Kuban' after a river in the northern Caucasus; h/o 30mar18 and ferried to KRR the same day; l/n KLF 23may24 RRJ-95B-100; ferried via OVB to ULY 27dec17; see c/ns 95022, 95034, 95050, 95091, 95111, 95120, 95184 and 95224
95 154	97011(6) RA-89119	RRJ-95B RRJ-95B	primer Severstal	f/f rgd	22dec17 26dec18	ferried from ZIA to ULY 10nov18 and back from ULY to ZIA 26nov18; h/o 04jan19 and ferried from ZIA to CEE the same day; started revenue flights 07mar19; l/n without name USK 02jun20; named 'Vasili Kotyunin' after a distinguished WWII shtrmovik pilot; f/n as such AAQ 22aug20; received saberlets during a check at ZIA in autumn 2020 and ferried from ZIA to CEE 07dec20; l/n SVO 15mar24 RRJ-95LR-100; ferried via OVB to ULY 01mar18
95 155	89095 89095 RA-89095	RRJ-95LR RRJ-95LR RRJ-95LR	primer Azimuth Azimuth	f/f ZIA rgd	09feb18 20mar18 17apr18	in white c/s with orange and blue trim; named 'Irtys' after a river in central Siberia; l/n ZIA 05apr18 in white c/s with orange and blue trim; named 'Irtys'; h/o 18apr18 and ferried from ZIA to KRR the same day; l/n MSQ 16mar24
95 156	89111 89111 RA-89111	RRJ-95B RRJ-95B RRJ-95B	primer Aeroflot Aeroflot	f/f ZIA rgd	20feb18 24may18 31may18	ferried via OVB probably to ULY 23mar18 named 'I. Kozhedub' (Ivan Kozhedub) after the top-scoring Soviet fighter pilot of WWII named 'I. Kozhedub'; h/o 07jun18; started revenue flights 11jun18; received a '75 Pobeda! 1945-2020' sticker; f/n as such SVO 24jun20; ferried from SVO to ULY for repainting 09may21
	RA-89111	RRJ-95B	Rossiia	SVO	10jun21	in white/red c/s; named 'Obninsk' after a city in the Kaluga region; l/n operational ALA 26jun22; stored from jul22; CoFA expired 31aug22
95 157	97012(5) 97012(5)	RRJ-95B RRJ-95B	primer Sukhoi Civil Airc.	f/f ZIA	02mar18 20aug19	originally built for CityJet; ferried via OVB to ZIA 14mar18; fitted with saberlets; f/n as such ZIA 18oct18; ferried from ZIA to ULY 07aug19; see c/ns 95038, 95052, 95087 and 95122 in full c/s; ferried from ZIA to the factory 20jan22, l/n there 15apr22; was re-engined with PD-8 engines in 2023 (the first ground run of the PD-8 engines fitted to the aircraft took place in early oct23); f/f planned for mid-2024
95 158	89112 RA-89112	RRJ-95B RRJ-95B	primer Aeroflot	f/f rgd	15mar18 15jun18	named 'V. Kokkinaki' (Vladimir Kokkinaki) after a legendary Soviet test pilot of the 1930s/60s; h/o 22jun18; started revenue flights 24jun18; slightly damaged 12jan20 on take-off from SVO when an engine cowling opened and was ripped off; test-flown 01may21 and ferried from SVO to ULY for repainting 16may21
	RA-89112	RRJ-95B	Rossiia	ULY	30may21	in white/red c/s; named 'Severomorsk' after a town in the Murmansk region; h/o 13jun21 ?; l/n LED 20oct24
95 159	97016(4) 97016(4) RA-89117	RRJ-95B RRJ-95B RRJ-95B	primer Severstal Severstal	f/f ZIA rgd	17mar18 08jun18 25dec18	RRJ-95B-100; ferried via OVB to ULY 28apr18; see c/ns 95065, 95108, 95127, 95177, 95182 and 95225 in full c/s h/o 26dec18 and ferried from ZIA to CEE the same day; started revenue flights 07feb19; l/n without name SVO 15feb20; named 'Mikhail Zhukov' after a distinguished WWII fighter pilot who was born in Cherepovets; f/n as such SIP 12jul20; l/n SVO 26oct22; version still given as such in the register 09oct22 RRJ-95LR-100; version given as such in the register starting 02dec22; initially in white c/s and blue and red trim, with 'Severstal' titles; l/n as such SVO 15mar24; repainted in white c/s with blue tail and red and grey trim, now with 'Severstal Avia' titles; f/n as such LED 12may24; l/n UFA 19aug24
	RA-89117	RRJ-95LR	Severstal	SVO	15mar23	ferried via OVB to ULY 23apr18
95 160	89113 RA-89113	RRJ-95B RRJ-95B	primer Aeroflot	f/f rgd	04apr18 21jun18	named 'A. Maresyev' (Alexei Maresyev) after a legendary Soviet fighter pilot of WWII; h/o 27jun18; started revenue flights 30jun18; slid off an ice-covered taxiway at SVO 27dec19, necessitating a change of the landing gear; test-flown after repair 17jul20; received a '75 Pobeda! 1945-2020' sticker; f/n as such SVO 08aug20; ferried from SVO to ULY for repainting 20apr21
	RA-89113	RRJ-95B	Rossiia	h/o	22may21 ?	in white/red c/s; named 'Nizhnekamsk' after a city in Tatarstan; f/n SVO 31may21; slid off the runway into deep snow on landing at Saransk 05feb24
95 161	89110 RA-89110	RRJ-95B RRJ-95B	primer Aeroflot	f/f rgd	13apr18 23aug18	ferried via OVB to ULY 04jun18 named 'M. Gromov' (Mikhail Gromov) after a legendary Soviet pilot of the 1930s/1940s; h/o 31aug18 and ferried to SVO the same day; started revenue flights 02sep18; ferried from SVO to ULY for repainting 15feb21
	RA-89110	RRJ-95B	Rossiia	ULY	01mar21	in white/red c/s; named 'Nizhni Tagil' after a city in the Yekaterinburg region; ferried from ULY to SVO 01mar21; started revenue flights 19mar21; l/n SVO 15jul23
95 162	89114 89114	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	25apr18 09jul18	ferried via OVB to ULY 14jun18 named 'V. Chkalov' (Valeri Chkalov) after a legendary Soviet pilot of the 1930s; ferried from ULY to ZIA 09jul18
	RA-89114	RRJ-95B	Aeroflot	rgd	09aug18	named 'V. Chkalov'; h/o 17aug18; started revenue flights 19aug18; slightly damaged 24may19 on a flight from Moscow-Sheremetievo to Izhevsk when the ground crew forgot to remove the grounding cable from the aircraft before take-off so that fuselage and stabiliser were punctured 11 times by the cable; ferried to ZIA for repair 07jun19; seen back in service SVO 09mar20; last revenue flight 11nov20; ferried from SVO to BTS for repainting 14dec20
	RA-89114	RRJ-95B	Rossiia	BTS	25dec20	in white/red c/s; named 'Uglich' after a town on the river Volga in the Yaroslavl region; ferried from BTS to SVO 25dec20; started revenue flights 27jan21; l/n AER 21aug24 @ new l/n
95 163	97013(6)	RRJ-95B	primer	f/f	30may18	ferried via OVB to ZIA 22jun18; painted in all-white c/s, no titles; see c/ns 95036, 95046, 95081, 95102, 95123 and 95178

95 164	97018(2)	RRJ-95B	primer	f/f	18jun18	originally built Interjet; painted in all-white c/s without titles at ULY; ferried from ULY to ZIA 15sep18, from ZIA to VCE 26dec18, from VCE to MXP 16jan19, from MXP to BEG 19jan19, from BEG to ZIA 01jul19, from ZIA to BEG 31oct20 and from BEG to ZIA 27nov20; see c/n 95071
	RA-89155	RRJ-95B	Irkut	rgd	23dec20	ferried from ZIA to ULY for painting 02may21
	RA-89155	RRJ-95LR	Red Wings	rgd	10jan22	RRJ-95LR-100; in full 'white' 2020 c/s with the URL 'flyredwings.com'; f/n ULY 14may21; ferried from ULY to ZIA 15may21; h/o 13jan22 and ferried from ZIA to DME the same day; l/n ALA 25sep23
95 165	89116	RRJ-95B	primer	f/f	19jun18	ferried via OVB to ULY 26jun18
	RA-89116	RRJ-95B	Aeroflot	rgd	30aug18	named 'K. Rokossovsky' (Konstantin Rokossovski) after one of the most prominent Soviet Army commanders of WWII; h/o 07sep18 and ferried to SVO the same day; l/n SVO 10dec20; ferried from SVO to ULY for repainting 12jan21
	RA-89116	RRJ-95B	Rossiya	ULY	26jan21	in white/red c/s; named 'Rzhev' after a town on the river Volga in the Tver region; ferried from ULY to SVO 26jan21; started revenue flights 13feb21; l/n LED 03mar24
95 166	89115	RRJ-95B	primer	f/f	27jun18	ferried via OVB to ULY 25jul18
	RA-89115	RRJ-95B	Aeroflot	rgd	13sep18	named 'V. Polenov' (Vasili Polenov) after a 19th century Russian painter; ferried to SVO 21sep18; h/o 24sep18; ferried to ULY for repainting 28dec20
	RA-89115	RRJ-95B	Rossiya	ULY	13jan21	in white/red c/s; named 'Orjol' after a town on the river Oka south-west of Moscow; ferried from ULY to SVO 12jan21; started revenue flights 03feb21; l/n BQS 30oct23
95 167	97017(4)	RRJ-95B	primer	f/f	10jul18	ferried via OVB to ZIA 17jul18; stored at ZIA, seen aug19; made a test flight from ZIA 03mar21; ferried back to the factory at Komsomolsk 21mar21; see c/ns 95069, 95106, 95130 and 95175
	RA-89195	RRJ-95LR	Red Wings	rgd	27dec21	RRJ-95LR-100; in full 'white' 2020 c/s with the URL 'flyredwings.com'; h/o 30dec21 and ferried from ZIA to DME the same day; started revenue flights 05jan22; l/n OMS 31may24
95 168	97004(6)	RRJ-95B	primer	f/f	25jul18	originally built Interjet; ferried via OVB to ULY 17sep18; painted in all-white c/s without titles at ULY; ferried from ZIA to VCE 26dec18, from VCE to MXP 16jan19, from MXP to BEG 19jan19, from BEG to ZIA 03jul19, from ZIA to BEG 03nov20 and from BEG to ZIA 30nov20; see c/ns 95004, 95048, 95085, 95104 and 95117
	RA-89156	RRJ-95B	Irkut	rgd	28jan21	ferried to ULY for painting 11jul21
	RA-89156	RRJ-95LR	Red Wings	rgd	10jan22	RRJ-95LR-100; in full 'white' 2020 c/s with the URL 'flyredwings.com'; f/n ULY 21jul21; h/o 14jan22 and ferried from ZIA to DME the same day; l/n AYT 05oct24
95 169	97002(7)	RRJ-95B	primer	f/f	30jul18	ferried via OVB to ZIA 14sep18; stored at ZIA, seen dec18/aug19; l/n as such ZIA 28jul20; painted in all-white c/s without titles at ULY; ferried from ULY to ZIA 19aug20 and from the factory via OVB to ZIA 22nov21; see c/ns 95023, 95043, 95049, 95086, 95096 and 95135
	RA-89196	RRJ-95LR	Red Wings	rgd	27dec21	RRJ-95LR-100; in full 'white' 2020 c/s with the URL 'flyredwings.com'; h/o 30dec21 and ferried from ZIA to DME the same day; started revenue flights 06jan22; l/n MSQ 03sep24
95 170	97010(6)	RRJ-95B	primer	f/f	10sep18	originally built Interjet; ferried via OVB to ULY 26sep18; painted in all-white c/s without titles at ULY; ferried from ULY to ZIA 12oct18, from ZIA to VCE 26dec18, from VCE to MXP 17jan19, from MXP to BEG 20jan19, from BEG to ZIA 05jul19, from ZIA to BEG 07nov20 and from BEG to ZIA 08dec20; see c/ns 95028, 95045, 95072, 95110 and 95118
	RA-89157	RRJ-95B	Irkut	rgd	28jan21	ferried to ULY for painting 07sep21
	RA-89157	RRJ-95LR	Red Wings	rgd	10jan22	RRJ-95LR-100; in full 'white' 2020 c/s with the URL 'flyredwings.com'; ferried from ULY to ZIA 18sep21; h/o 21mar22; started revenue flights 23mar22; l/n MSQ 02nov24
95 171	97015(4)	RRJ-95B	primer	f/f	01oct18	originally built Interjet; ferried via OVB to ULY 03oct18; painted in all-white c/s without titles at ULY; ferried from ULY to ZIA 17oct18, from ZIA to VCE 26dec18, from VCE to MXP 17jan19, from MXP to BEG 20jan19, from BEG to ZIA 09jul19, from ZIA to BEG 16nov20 and from BEG to ZIA 11dec20; see c/ns 95066, 95093 and 95133
	RA-89158	RRJ-95B	Irkut	rgd	28jan21	in all-white c/s without titles; ferried to ULY for painting 08oct21
	RA-89158	RRJ-95LR	Red Wings	rgd	10jan22	in full 'white' 2020 c/s with the URL 'flyredwings.com'; ferried from ULY to ZIA 20oct21; h/o 14mar22 and ferried from ZIA to DME the same day; l/n OMS 14jun24
95 172	89118	RRJ-95B	primer	f/f	26sep18	RRJ-95B-100; ferried via OVB to ULY 15oct18 and from ULY to ZIA 01nov18
	RA-89118	RRJ-95B	Severstal	rgd	26dec18	h/o 03jan19 and ferried from ZIA to CEE the same day; started revenue flights 08feb19; l/n without name OVB 12feb20; named 'Alekssei Godovikov' after a WWII fighter pilot who was killed while ramming a Ju 88; f/n as such PES 02jul20; l/n UCT 11nov22; version still given as such in the register 02dec22
	RA-89118	RRJ-95LR	Severstal	SVO	15feb23	RRJ-95LR-100; version given as such in the register starting 13jan23; l/n SVO 31mar24
95 173	97009(6)	RRJ-95B	Sukhoi Civil Airc.			demonstrator of a VIP version for 16 passengers; reportedly ferried to ZIA by nov19; ferried from ZIA to ULY for painting 09sep20; painted in white c/s with grey top of fuselage and trim, no titles; ferried from ULY to ZIA 25sep20; f/n in its new c/s ZIA 23jul21; see c/ns 95009, 95026, 95027, 95090 and 95179
	97009(6)	RRJ-95LR	Aurus	DWC	14nov21	demonstrator of the "Aurus Business Jet", a VIP version in the design of the Russian "Aurus" VVIP cars; in white c/s with grey top of fuselage and trim, with 'Aurus' titles; displayed at the "Dubai Airshow 2021" at DWC 14/18nov21; l/n ZIA 14apr22
	89152	RRJ-95LR	Aurus	SVX	03jun22	obviously still owned by Irkut and on the experimental aviation register; l/n SVO 05jul22
	89152	RRJ-95B	Irkut	SVO	08oct22	in white c/s with grey top of fuselage and trim, no titles; l/n TAS 05oct24
95 174	97008(6)	RRJ-95B	primer	f/f	12oct18	RRJ-95B-100; ferried via OVB to ULY 01nov18; ferried from ULY to ZIA 22nov18; see c/ns 95026, 95031, 95042, 95061 and 95105
	RA-89120	RRJ-95B	Azimuth	rgd	15jan19	initially in all-white c/s, no titles; stored at ZIA, seen aug19; ferried from ZIA to ULY 16oct19; repainted in full c/s and named 'Oka' after a tributary of the river Volga; h/o 26oct19 and ferried from ULY to KRR the same day; started revenue flights 27oct19; l/n SGC 25sep22; version still given as such in the register 13jan23
95 175	RA-89120	RRJ-95LR	Azimuth	PEE	18mar23	RRJ-95LR-100; version given as such in the register starting 17mar23; in full c/s; l/n KGD 12apr23
	97017(5)	RRJ-95B	primer	f/f	23oct18	RRJ-95B-100; ferried via OVB to ULY 17nov18; see c/ns 95069, 95106, 95130 and 95167
	RA-89121	RRJ-95B	Azimuth	rgd	15jan19	initially in all-white c/s, no titles; stored at ZIA, seen aug19; ferried from ZIA to ULY 28nov19; repainted in full c/s and named 'Obi' after a river in western Siberia; f/n as such ULY 02dec19; h/o 04dec19 and ferried from ULY to KRR the same day; started revenue flights 05dec19; left KLF 13may22; l/n MRV 30oct22; version still given as such in the register 13jan23
	RA-89121	RRJ-95LR	Azimuth	AER	15may23	RRJ-95LR-100; version given as such in the register starting 17mar23; in full c/s; l/n in its initial c/s MRV 18aug23; received "Letuchi korabl" (Flying Ship) artwork; f/n as such VKO 14mar24; l/n as such VKO 17dec24
95 176	97014(4)	RRJ-95B	primer	f/f	08nov18	ferried via OVB to ZIA 03dec18; stored at ZIA, seen aug19; see c/ns 95054, 95095 and 95132
95 177	97016(5)	RRJ-95B	primer	f/f	29nov18	RRJ-95B-100; see c/ns 95065, 95108, 95127, 95159, 95182 and 95225
	89122	RRJ-95B	primer	Kxy	07dec18	ferried via OVB to ULY 13dec18; painted in all-white c/s, seen as such ZIA 25jan19; l/n ZIA 04dec19
	RA-89122	RRJ-95B	Red Wings	rgd	19dec19	to Sukhoi Civil Aircraft; h/o 02sep20 and ferried from ZIA to ULY for painting the same day; f/n in full 'white' 2020 c/s with the URL 'flyredwings.com' ULY 10sep20; ferried from ULY to SVX 11sep20; started revenue flights 15sep20; version still given as such in the register 11mar22; l/n ALA 29mar22
	RA-89122	RRJ-95LR	Red Wings	DME	05jun22	RRJ-95LR-100; version given as such in the register starting 15jun22; l/n OMS 05apr24
95 178	97013(7)	RRJ-95LR	primer	f/f	05dec18	ferried via OVB to ZIA 14mar19; painted in all-white c/s, no titles; stored at ZIA, seen aug19; sold to FSK in late 2020; ferried from ZIA to KZN 18nov21; see c/ns 95036, 95046, 95081, 95102, 95123 and 95163
	89194	RRJ-95LR	Irkut	ULY	14jul23	with saberlets; initially in white c/s with blue engine cowlings, no titles; ferried from Kazan-Borisoglebskoye to ULY 14jul23 for repainting; repainted in white c/s with dark blue and light blue trim, no titles; ferried from ULY to ZIA 25jul23; f/n in its new colours ZIA 24sep23; converted to a business jet for 16 passengers by the Tulpar Aero Group at Kazan in 2023/24
	RA-89194	RRJ-95LR	Rosseti	VKO	07dec23	in white c/s with dark blue and light blue trim, no titles; will be operated by RusJet for Rosseti (which merged with the FSK); l/n LED 06sep24
95 179	97009(5)	RRJ-95B	primer	f/f	13dec18	RRJ-95B-100; painted in all-white c/s, no titles; stored at ZIA, seen aug19; see c/ns 95009, 95026, 95027, 95173 and 95090
	89149	RRJ-95B	primer	Kxy	05aug20	ferried via OVB to ULY 09sep20; ferried from ULY to ZIA 21sep20
	89149	RRJ-95B	Azimuth	ZIA	21oct20	in white c/s with orange and blue trim; named 'Velikaya' after a river in the Pskov region
	RA-89149	RRJ-95B	Azimuth	rgd	05nov20	also h/o 05nov20 and ferried from ZIA to ROV the same day; in white c/s with orange and blue trim; named 'Velikaya'; started revenue flights 08nov20; l/n GOJ mar24; version still given as such in the register 09oct22
95 180	RA-89149	RRJ-95LR	Azimuth	VKO	02jul23	RRJ-95LR-100; version given as such in the register starting 02dec22; f/n CKO 02jul23; l/n VKO 03mar24
	89136	RRJ-95B	primer	f/f	25jan19	RRJ-95B-100; ferried via OVB to ULY 16feb19
	RA-89136	RRJ-95B	Azimuth	h/o	01apr19	ferried from ULY to ZIA 11mar19; named 'Kama' after a tributary of the river Volga; l/n in standard colours ZIA 02apr19; rgd 11apr19; received 'M-1 Global' advertising on the rear fuselage; f/n as such ZIA 12apr19; ferried from ZIA to KRR 12apr19; started revenue flights 13apr19; l/n ARH 01oct22; version still given as such in the register 02dec22
95 181	RA-89136	RRJ-95LR	Azimuth	VKO	28mar23	RRJ-95LR-100; version given as such in the register starting 13jan23; l/n OMS 27apr24
	97019(1)	RRJ-95B	primer	f/f	16jan19	RRJ-95B-100; fitted with saberlets; see c/ns 95187 and 95228
	89135	RRJ-95B	primer	Kxy	26feb19	ferried via OVB to ZIA 26feb19 and from ZIA to ULY 14jun19
	89135	RRJ-95B	Severstal	ULY	02jul19	ferried from ULY to ZIA 02jul19; stored at ZIA, seen aug19; l/n ZIA 28nov19
	RA-89135	RRJ-95B	Severstal	h/o	20dec19	rgd 23dec19; ferried from ZIA to CEE 25dec19; started revenue flights 02jan20; l/n without name USK 10jun20; named 'Yevgeni Preobrazhenski' after a 1950s commander of Soviet naval aviation; f/n as such PED 30jun20; l/n OMS 30nov24
95 182	97016(6)	RRJ-95B	primer	f/f	06feb19	RRJ-95B-100; see c/ns 95065, 95108, 95127, 95159, 95177 and 95225
	89179	RRJ-95B	primer	ULY	03apr21	ferried via OVB to ULY 03apr21; seen under paiting 11apr21
	RA-89179	RRJ-95B	Azimuth	rgd	07jun21	named 'Tobol' after a river in Western Siberia; already f/n ULY 13apr21; ferried from ULY to ZIA 15apr21; h/o 08jun21 and ferried from ZIA to KRR the same day; l/n AER sep24
95 183	97020(1)	RRJ-95B	primer	f/f	21feb19	originally built for CityJet; ferried via OVB to ULY 25jul19; l/n in primer ULY 26jul19; painted in all-white c/s, no titles; ferried from ULY to ZIA 23aug19; ferried from ZIA to ULY for painting 20may20; see c/n 95229
	RA-97020(1)	RRJ-95B	Alrosa	ULY	01jun20	in full c/s; ferried from ULY to ZIA 02jun20; Alrosa deferred the tender for the lease of 2 RRJ-95s 04jun20; ferried from ZIA to ULY for repainting 10jun20
	97020(1)	RRJ-95B	Red Wings	ZIA	22jun20	RRJ-95B-100; in full 'white' 2020 c/s with the URL 'flyredwings.com'; ferried from ULY to ZIA 22jun20; l/n ZIA 29sep20
	RA-89137	RRJ-95B	Red Wings	rgd	08oct20	h/o 09oct20; ferried from ZIA to SVX 13oct20; started revenue flights 14oct20; version still given as such in the register 11mar22; l/n MJZ 16feb22
	RA-89137	RRJ-95LR	Red Wings	CEK	29jul22	RRJ-95LR-100; version given as such in the register starting 15jun22; l/n ALA 16nov24
95 184	97011(8)	RRJ-95B	primer	f/f	11mar19	RRJ-95B-100; see c/ns 95022, 95034, 95050, 95091, 95111, 95120, 95154 and 95224

95 185	89180 RA-89180	RRJ-95B RRJ-95B	primer Azimuth	OVB rgd	13apr21 07jun21	ferried via OVB to ULY 13apr21 named 'Amur' after a river in the far East; already f/n ULY 23apr21; h/o 08jun21 and ferried from ZIA to ROV the same day; version still given as such in the register 04aug22; l/n PEE 24aug22 RRJ-95LR-100; version given as such in the register starting 09oct22; l/n MRV 23jul23
	RA-89180 89123 89123 RA-89123	RRJ-95LR RRJ-95B RRJ-95B RRJ-95B	Azimuth primer Aeroflot Aeroflot	ISL f/f ZIA rgd	01oct22 25mar19 28aug19 30dec19	in full c/s; named 'O. Kutafin' (Oleg Kutafin) after a Russian jurist; l/n ZIA sep19 h/o ('on paper') 31dec19 and ferried from ZIA to SVO 18mar20; ferried from VOZ to SVO 18may20; l/n SVO jul21
	RA-89123 89124 89124	RRJ-95B RRJ-95B RRJ-95B	Rossiia primer Aeroflot	LED f/f ULY	02oct21 05apr19 23jul19	in white/red c/s; named 'Klin' after a town in the Moscow region; l/n LED 24nov24 ferried via OVB to ULY 24may19 in full c/s; named 'Yu. Moiseyev' (Yuri Moiseyev) after a Soviet ice hockey player and trainer; ferried from ULY to ZIA 23jul19
	RA-89124	RRJ-95B	Aeroflot	rgd	30dec19	h/o ('on paper') 31dec19 and ferried from ZIA to SVO 15jan20; started revenue flights 18jan20; ferried from SVO to ULY for repainting 03aug21
95 187	RA-89124 97019(2)	RRJ-95B RRJ-95B	Rossiia primer	LED f/f	13oct21 19apr19	in white/red c/s; named 'Ivangorod' after a town on the Estonian border; l/n IJK 10jul24 ferried via OVB to ULY 07jun19; repainted in all-white c/s; seen as such ULY 26/30jul19; stored at ZIA, seen aug19; see c/ns 95181 and 95228
	97019(2) RA-89138	RRJ-95B RRJ-95B	Red Wings Red Wings	ULY rgd	23jun20 05oct20	RRJ-95B-100; in full 'white' 2020 c/s with the URL 'flyredwings.com'; ferried from ULY to ZIA 23jun20 ferried from ZIA to SVX 08oct20; h/o at SVX 09oct20; new CoFR issued 07oct21; l/n DME 07mar22; version still given as such in the register 11mar22
	RA-89138 89125 89125	RRJ-95LR RRJ-95B RRJ-95B	Red Wings primer Aeroflot	ALA f/f	16jun22 28may19	RRJ-95LR-100; version given as such in the register starting 15jun22; l/n AER sep24 ferried via OVB to ULY 27jun19; flew from ULY 13aug19 in full c/s; named 'S. Utochkin' (Sergei Utochkin) after an early 20th century Russian aviator; ferried from ULY to ZIA 15sep19
	RA-89125 RA-89125 89126 89126	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	Aeroflot Rossiia primer Aeroflot	rgd SVO f/f ULY	30dec19 23oct21 11jun19 26jul19	h/o ('on paper') 31dec19 and ferried from ZIA to SVO 05feb20; l/n SVO 24jul21 in white/red c/s; named 'Suzdal' after a town in the Vladimir region; f/n SCW 22jan22; l/n OMS 07apr23 ferried via OVB to ULY 08jul19 in full c/s; named 'S. Chaplygin' (Sergei Chaplygin) after a Soviet aerodynamics expert; ferried from ULY to ZIA 15sep19
95 190	RA-89126	RRJ-95B	Aeroflot	rgd	30dec19	h/o ('on paper') 31dec19 and ferried from ZIA to SVO 16jan20; started revenue flights 18jan20; l/n KRR 05oct20; ferried from SVO to BTS for repainting 02jan21
	RA-89126	RRJ-95B	Rossiia	BTS	13jan21	in white/red c/s; named 'Yelets' after a town in the Lipetsk region; ferried from BTS to SVO 15jan21; started revenue flights 06feb21; l/n LED 02may24
	89127 89127	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	21jun19 03oct19	ferried via OVB to ULY 03sep19 in full c/s; named 'G. Sedov' (Georgi Sedov) after an early 20th century Russian Arctic explorer; ferried from ULY to ZIA 03oct19
	RA-89127	RRJ-95B	Aeroflot	rgd	30dec19	h/o ('on paper') 31dec19 and ferried from ZIA to SVO 16jan20; started revenue flights 19jan20; ferried from SVO to ULY for repainting 03feb21
95 191	RA-89127	RRJ-95B	Rossiia	ULY	16feb21	in white/red c/s; named 'Taldom' after a town in the Moscow region; ferried from ULY to SVO 16feb21; started revenue flights 14mar21; l/n PKC 04jun24
	89128 89128	RRJ-95B RRJ-95B	primer Aeroflot	f/f	11jul19	ferried via OVB to ULY 15sep19 named 'V. Obruchev' (Vladimir Obruchev) after a Russian and Soviet geologist; ferried from ULY to ZIA 18oct19; never taken on charge; ferried from ZIA to BTS for repainting 13jan21
	RA-89128	RRJ-95B	Rossiia	rgd	10dec20	in white/red c/s; named 'Blagoveshchensk' after a city on the river Amur; ferried from BTS to SVO 24jan21; started revenue flights 16feb21; l/n AYT 04sep24
	89129 89129	RRJ-95B RRJ-95B	primer Aeroflot	f/f ULY	18jul19 19dec19	ferried via OVB to ULY 01oct19 named 'V. Golovnin' (Vasilii Golovnin) after an early 19th century Russian navigator and Vice Admiral; ferried from ULY to ZIA 27dec19; never taken on charge; ferried from ZIA to ULY for repainting 16dec20
95 193	RA-89129	RRJ-95B	Rossiia	rgd	10dec20	in white/red c/s; named 'Severodvinsk' after a town in the delta of the river Northern Dvina; ferried from ULY to SVO 28dec20; started revenue flights 03jan21; l/n IJK 10jul24
	89130 89130	RRJ-95B RRJ-95B	primer Aeroflot	f/f ULY	12sep19 27dec19	ferried via OVB to ULY 10oct19 named 'O. Schmidt' (Otto Schmidt) after a Soviet Arctic explorer; ferried from ULY to ZIA 16jan20; never taken on charge; ferried from ZIA to ULY for repainting 16dec20
	RA-89130	RRJ-95B	Rossiia	rgd	10dec20	in white/red c/s; named 'Kronstadt' after a port city on Kotlin Island; ferried from ULY to SVO 25jan21; started revenue flights 04jan21; l/n LED 23jan23
	89131 89131	RRJ-95B RRJ-95B	primer Aeroflot	f/f ULY	24sep19 15jan20	ferried via OVB to ULY 22oct19 named 'S. Korolev' (Sergei Korolyov) after the Soviet rocket and spacecraft designer; ferried from ULY to ZIA 23jan20; never taken on charge; ferried from ZIA to ULY for repainting 18dec20
95 195	RA-89131	RRJ-95B	Rossiia	rgd	10dec20	in white/red c/s; named 'Murom' after a historical city in the Vladimir region; ferried from ULY to SVO 28dec20; started revenue flights 04jan21; l/n LED 30aug24
	89132 89132	RRJ-95B RRJ-95B	primer Aeroflot	f/f ULY	04oct19 22jan20	ferried via OVB to ULY 30oct19 named 'A. Nikitin' (Afanasi Nikitin) after a 15th century Russian merchant and traveller; ferried from ULY to ZIA 31jan20; never taken on charge; ferried from ZIA to SVO 30dec20 and from SVO to ULY for repainting 25jan21
	RA-89132	RRJ-95B	Rossiia	rgd	23dec20	in white/red c/s; named 'Magnitogorsk' after a town in the southern Urals; ferried from ULY to SVO 07feb21; started revenue flights 15feb21; l/n SVO 23aug23
	95 196	79021(1) 89183 89183 RA-89183 89133 89133 89133	RRJ-95B RRJ-95B RRJ-95B Rossiia Rossiia primer Aeroflot	f/f ZIA rgd f/f ULY	15oct19 oct21 01nov21 01nov19 05mar20	see c/n 97001 ferried via OVB to ULY 22jul21 in white/red c/s; named 'Surgut' after a city in the Khanty-Mansi Autonomous District; h/o 09nov21 and ferried from ZIA to LED the same day; in white/red c/s; named 'Surgut'; l/n IKT 11apr24 ferried to OVB 28jan20 and from OVB to ULY 29jan20; l/n ULY 22feb20
95 198	RA-89133	RRJ-95B	Rossiia	rgd	25dec20	named 'I. Stravinsky' (Igor Stravinsky) after an early 20th century Russian composer; ferried from ULY to ZIA 05mar20; never taken on charge; ferried from ZIA to MRV for repainting 30dec20
	89134 89134	RRJ-95B RRJ-95B	primer Aeroflot	f/f ULY	21feb20 28jul20	in white/red c/s; named 'Saransk' after the capital city of Mordovia; ferried from MRV to SVO 13jan21; started revenue flights 27jan21; l/n LED 20oct24
	RA-89134	RRJ-95B	Rossiia	rgd	25dec20	named 'V. Vasnetsov' (Viktor Vasnetsov) after a late 19th/early 20th century Russian painter; never taken on charge
	95 199	89139 89139	RRJ-95B RRJ-95B	f/f ZIA	04mar20 08dec20	in white/red c/s; named 'Zvenigorod' after an old town in the Moscow region; ferried from ULY to SVO 21jan21; started revenue flights 03feb21; l/n AYT 05oct24 RRJ-95B-100; ferried via OVB to ULY 16sep20
95 200	RA-89139	RRJ-95B	Azimuth	rgd	14dec20	did not carry a prefix on the right side, but did carry the prefix 'RA-' on the left side; in white c/s with orange and blue trim; named 'Pechora' after a river in the Komi Republic; ferried from ULY to ZIA 30sep20 already f/n ZIA 08dec20; h/o 15dec20 and ferried from ZIA to ROV the same day; started revenue flights 17dec20; l/n TLV 11nov22; version still given as such in the register 02dec22
	RA-89139 89140 89140 RA-89140	RRJ-95LR RRJ-95B RRJ-95B RRJ-95B	Azimuth primer Red Wings Red Wings	AER r/o ULY rgd	11jul23 01feb20 06oct20 24dec20	RRJ-95LR-100; version given as such in the register starting 13jan23; l/n KLF 22nov24 RRJ-95B-100; f/f 21may20; ferried via OVB to ULY 25sep20 in full 'red' 2020 c/s with the URL 'flyredwings.com'; ferried from ULY to ZIA 07oct20
	RA-89140 89141 89141	RRJ-95LR RRJ-95B RRJ-95B	Red Wings primer Red Wings	SVX f/f ULY	10sep22 04jun20 30nov20	ferried from ZIA to DME 29dec20 and started revenue flights the same day; l/n ALA 17jul22; version still given as such in the register 04aug22 RRJ-95LR-100; version given as such in the register starting 09oct22; l/n LED 12oct24 RRJ-95B-100; ferried via OVB to ULY 21oct20
	RA-89141	RRJ-95B	Red Wings	rgd	14apr21	in full 'white' 2020 c/s with the URL 'flyredwings.com'; ferried from Komsomolsk via OVB to ZIA 03feb21; l/n ZIA 07apr21
95 202	RA-89141	RRJ-95LR	Red Wings	NQZ	03dec22	h/o 27apr21 and ferried from ZIA to DME the same day; started revenue flights 29apr21; l/n ALA 09apr22; version still given as such in the register 15jun22
	95 202	89142 89142	RRJ-95B RRJ-95B	f/f ULY	17jun20 03nov20	RRJ-95LR-100; version given as such in the register starting 04aug22; damaged 04jan24 while undergoing maintenance in an air-inflated hangar at SVX when the roof of the hangar collapsed due to an excessive snow load; repaired and f/n active again OMS 05may24; l/n ZIA 11jul24
	RA-89142	RRJ-95B	Rossiia	rgd	20aug21	ferried via OVB to ULY 24oct20; l/n ULY 30nov20 in white/red c/s; named 'Gatchina' after the largest town in the St. Petersburg region; ferried from Komsomolsk via OVB to ZIA 02feb21
	95 203	89143 89143	RRJ-95B RRJ-95B	f/f ULY	02jul20 30nov20	in white/red c/s; named 'Gatchina'; h/o 07sep21 and ferried from ZIA to LED the same day; started revenue flights 10sep21; received a '300th anniversary of St. Petersburg University' sticker 10feb24; l/n LED 20oct24
95 204	RA-89143	RRJ-95B	Red Wings	rgd	14apr21	RRJ-95B-100; ferried via OVB to ULY 30oct20 in full 'white' 2020 c/s with the URL 'flyredwings.com'; ferried from Komsomolsk via OVB to ZIA 12feb21; accepted at ZIA 07apr21
	RA-89143	RRJ-95LR	Red Wings	SVX	23sep22	h/o 27apr21 and ferried from ZIA to DME the same day; started revenue flights 30apr21; version still given as such in the register 04aug22; l/n OZG 21aug22
	89144 89144 89144	RRJ-95B RRJ-95B RRJ-95B	Red Wings primer Red Wings	f/f ULY	21jul20 30nov20	RRJ-95LR-100; version given as such in the register starting 09oct22; l/n VKO 13sep24 RRJ-95B-100; ferried via OVB to ULY 02nov20; l/n ULY 30nov20 in full 'white' 2020 c/s with the URL 'flyredwings.com'; ferried from Komsomolsk via OVB to ZIA 20feb21; l/n ZIA 07apr21
	RA-89144	RRJ-95B	Red Wings	rgd	14apr21	h/o 27apr21 and ferried from ZIA to DME the same day; started revenue flights 30apr21; l/n AYT 02jul22; version still given as such in the register 04aug22
95 205	RA-89144 89145 89145	RRJ-95LR RRJ-95B RRJ-95B	Azimuth primer Red Wings	SVX f/f ZIA	01jul23 10sep20 20jul21	RRJ-95LR-100; version given as such in the register starting 09oct22; l/n RGK 23dec24 @@ new l/n RRJ-95B-100; ferried via OVB to ULY 23apr21 in full 'white' 2020 c/s with the URL 'flyredwings.com'; made a couple of flights from ZIA nov21 and dec21 using an FV (Rossiia) call-sign
	RA-89145	RRJ-95B	Red Wings	rgd	21dec21	h/o 30dec21 and ferried from ZIA to LED the same day; l/n SVX 04jun22; version still given as such in the register 04aug22
	95 206	RA-89145 89146 89146	RRJ-95LR RRJ-95B RRJ-95B	AYT Kxy ULY	16aug22 31jul20 11may21	RRJ-95LR-100; version given as such in the register starting 09oct22; l/n MSQ 14dec24 f/f 06oct20; ferried via OVB to ULY 29apr21 in white/red c/s; named 'Ufa' after the capital of Bashkortostan; ferried from DME to ZIA 28may21

	RA-89146	RRJ-95B	Rossiya	rgd	20aug21	in white/red c/s; named 'Ufa'; h/o 07sep21 and ferried from ZIA to SVO the same day; started revenue flights 10sep21; l/n DME 24jun24
95 207	89147 RA-89147	RRJ-95B RRJ-95B	primer Rossiya	f/f ULY	27oct20 04jun21	ferried via OVB to ULY 27may21 in white/red c/s; named 'Yaroslavl' after a city on the river Volga; ferried from ULY to ZIA 04jun21; rgd 20aug21; h/o 07sep21 and ferried from ZIA to SVO the same day; started revenue flights 10sep21; l/n IKT 29jun24
95 208	89148 RA-89148	RRJ-95B RRJ-95B	primer Rossiya	f/f ULY	08dec20 24jun21	in white/red c/s; named 'Kostroma' after a city on the river Volga; rgd 09sep21; h/o 28sep21 and ferried from ZIA to LED the same day; l/n LED 25jun24
95 209	97022(2) 89169 RA-89169	RRJ-95B RRJ-95B RRJ-95B	primer primer Rossiya	f/f ULY ULY	05feb21 30jun21 10jul21	f/n KHV 09feb21; see c/ns 95108 and 95230 ferried to ULY for painting 30jun21 in white/red c/s; named 'Gorno-Altai' after the capital of the Altai region; ferried from ULY to ZIA 10jul21; rgd 20sep21; h/o 01oct21 and ferried from ZIA to SVO the same day; l/n LED 20oct24 see c/n 95105
95 210	97023(2) 89170 RA-89170	RRJ-95B RRJ-95B RRJ-95B	primer Rossiya Rossiya	f/f ZIA rgd	02mar21 oct21 01nov21	in white/red c/s; named 'Baltisk' after a town in the Kaliningrad region h/o 09nov21 and ferried from ZIA to LED the same day; in white/red c/s; named 'Baltisk'; l/n LED 08sep24
95 211	97024(2)	RRJ-95B	primer	f/f	28apr21	ferried via OVB to ZIA 14may21; to be converted to an ambulance aircraft for FMBA Rossii, based on a decree of the Russian government issued 03feb22; see c/n 95117
95 212	89171 89171 RA-89171	RRJ-95B RRJ-95B RRJ-95B	primer Rossiya Rossiya	f/f ULY rgd	13may21 28sep21 01nov21	in white/red c/s; named 'Kaluga' after a city on the river Oka h/o 09nov21 and ferried from ZIA to LED the same day; in white/red c/s; named 'Kaluga'; received 'Hermitage' advertising, presented as such at LED 18oct23; l/n DME 08jun24
95 213	89172 RA-89172	RRJ-95B RRJ-95B	primer Rossiya	f/f rgd	04jun21 09sep21	l/n Komsomolsk-na-Amure-Dzyomgi 28jul21 h/o 28sep21 and ferried from ZIA to LED the same day; in white/red c/s; named 'Kolomna' after a city in the Moscow region; l/n DME mar24
95 214	89173 89173	RRJ-95B RRJ-95B	primer Rossiya	f/f ULY	30jun21 14oct21	ferried via OVB to ULY 04oct21 in white/red c/s; named 'Korolyov' after city in the Moscow region; ferried from ULY to ZIA 14oct21; l/n KJA 30may24
	RA-89173	RRJ-95B	Rossiya	rgd	21dec21	in white/red c/s; named 'Korolyov'; h/o 28dec21 and ferried from ZIA to LED the same day; l/n IKT 01dec24
95 215	89174 89174 RA-89174	RRJ-95B RRJ-95B RRJ-95B	primer Rossiya Rossiya	f/f ULY rgd	29jul21 22oct21 22nov21	ferried via OVB to ULY 12oct21 in white/red c/s; named 'Maikop' after the capital of Adygea; ferried from ULY to ZIA 22oct21 h/o 26nov21 and ferried from ZIA to LED the same day; in white/red c/s; named 'Maikop'; f/n LED 30mar22; l/n LED 03sep23
95 216	89175 89175	RRJ-95B RRJ-95B	primer Rossiya	f/f ULY	02sep21 08nov21	ferried via OVB to ULY 28oct21 in white/red c/s; named 'Pevbek' after a port town on the Chukotka peninsula; ferried from ULY to ZIA 08nov21
95 217	RA-89175 89176 89176 RA-89176	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	Rossiya primer Rossiya Rossiya	rgd f/f ULY rgd	30nov21 22sep21 08nov21 30nov21	h/o 03dec21 and ferried from ZIA to LED the same day; in white/red c/s; named 'Pevbek'; l/n OMS 11jun24 ferried via OVB to ULY 28oct21 in white/red c/s; named 'Rybinsk' after a city in the Yaroslavl region; ferried from ULY to ZIA 09nov21 h/o 03dec21 and ferried from ZIA to LED the same day; in white/red c/s; named 'Rybinsk'; l/n OVB 14jun24
95 218	89177 89177 RA-89177	RRJ-95B RRJ-95B RRJ-95B	primer Rossiya Rossiya	f/f ULY rgd	08oct21 23nov21 13dec21	ferried via OVB to ULY 13nov21 in white/red c/s; named 'Taganrog' after a port city in the Rostov region; ferried from ULY to ZIA 23nov21 h/o 17dec21 and ferried from ZIA to LED the same day; in white/red c/s; named 'Taganrog'; f/n NBC 18mar22; l/n LED 28apr24
95 219	89178 RA-89178 RA-89178	RRJ-95B RRJ-95B RRJ-95B	primer Rossiya Rossiya	f/f ULY rgd	27oct21 09dec21 21dec21	in white/red c/s; named 'Elista' after the capital of Kalmykia; ferried from ULY to ZIA 09dec21 in white/red c/s; named 'Elista'; h/o 28dec21 and ferried from ZIA to LED the same day; l/n LED 05oct24
95 220	89184 89184 RA-89184	RRJ-95LR RRJ-95LR Red Wings	primer Red Wings Red Wings	f/f ULY rgd	15nov21 25dec21 29dec21	RRJ-95LR-100; ferried via OVB to ULY 16dec21 in full 'white' 2020 c/s with the URL 'flyredwings.com'; ferried from ULY to ZIA 25dec21 h/o 21jan22 and ferried from ZIA to LED and started revenue flights the same day; ferried from KZN to ZIA 21jan23; l/n ALA 23sep23
95 221	97027(2) 97027(2) RA-89185	RRJ-95B RRJ-95B RRJ-95B	primer Rossiya Rossiya	f/f ZIA rgd	14jan22 14apr22 26dec22	l/n in the factory 27jan22; see c/ns 95111 and 95227 in white/red c/s; named 'Bologoye' after a town in the Tver region in white/red c/s; initially named 'Bologoye'; h/o 30dec22 and ferried from ZIA to LED the same day; started revenue flights 06jan23; l/n with its old name LED 28jul24; received the new name 'Leningrad'; f/n as such LED 27sep24; l/n LED 20oct24
95 222	97028 97028 RA-89186	RRJ-95LR RRJ-95LR RRJ-95LR	primer Azimuth Azimuth	f/f ZIA rgd	01feb22 14apr22 28dec22	RRJ-95LR-100; ferried via OVB to ULY 22feb22 in full c/s; named 'Arkhyz' after a river in Karachai-Cherkessia; l/n 27dec22 in full c/s; named 'Arkhyz'; h/o 29dec22 and ferried from ZIA to VKO the same day; started revenue flights 30dec22; l/n AYT 05oct24
95 223	97029	RRJ-95LR	primer	f/f	25feb22	RRJ-95LR-100; ferried via OVB to ZIA 26may22; l/n in primer ZIA aug22; painted in all-white c/s, no titles; f/n as such ZIA dec22
	RA-89187	RRJ-95LR	Red Wings	rgd	27dec22	in all-white c/s, no titles; h/o shortly before 30dec22; started revenue flights 02jan23; l/n as such LED 29jun24
95 224	97011(9)	RRJ-95LR	primer	f/f	17mar22	RRJ-95LR-100; ferried via OVB to ZIA 07apr22; ferried from ZIA to ULY 02jul22; see c/ns 95022, 95034, 95050, 95091, 95111, 95120, 95154 and 95184
	RA-89188	RRJ-95LR	Rossiya	ULY	jul22	in white/red c/s; named 'Dzerzhinsk' after a city in the Nizhni Novgorod region; rgd 26dec22; h/o 30dec22 and ferried from ZIA to LED the same day; started revenue flights 02jan23; l/n KJA 30may24
95 225	97016(7)	RRJ-95LR	primer	f/f	18apr22	RRJ-95LR-100; ferried via OVB to ZIA 28apr22; ferried from ZIA to ULY 27jun22; see c/ns 95065, 95108, 95127, 95159, 95177 and 95182
	97016(7) RA-89189	RRJ-95LR RRJ-95LR	Azimuth Azimuth	ULY rgd	12jul22 06sep22	in full c/s; named 'Lena' after a river in Eastern Siberia in full c/s; named 'Lena'; ferried from ZIA to MRV 07sep22; started revenue flights 08sep22; l/n AER 21aug24
95 226	97026(2) 97026(2) RA-89190	RRJ-95LR RRJ-95LR RRJ-95LR	primer Rossiya Rossiya	f/f ZIA rgd	29jun22 sep22 27dec22	RRJ-95LR-100; ferried via OVB to ULY 25jul22; see c/n 95102 in white/red c/s; named 'Anapa' after a town in the Krasnodar region in white/red c/s; named 'Anapa'; never taken up; h/o to Red Wings shortly before 30dec22; ferried from ZIA to ULY for repainting 08jan23 with a Red Wings call-sign
	RA-89190	RRJ-95LR	Red Wings	ULY	18jan23	in all-white c/s, no titles; ferried from ULY to ZIA 18jan23; started revenue flights 20jan23; l/n MSQ 10nov24
95 227	97027(3)	RRJ-95LR	primer	f/f	19jul22	RRJ-95LR-100; ferried via OVB to ULY 19aug22; ferried from ULY to ZIA 06sep22; see c/ns 95111 and 95221
	RA-89191	RRJ-95LR	Azimuth	ULY	10sep23	named 'Byelaya' after a river (either in Bashkiria or in Adygea); h/o 24nov23 and ferried from ZIA to LED the same day; started revenue flights 25nov23; l/n OMS 03jun24
95 228	97019(3)	RRJ-95B	primer	f/f	19sep22	ferried via OVB to ULY 12oct22; painted in all-white c/s and ferried from ULY to ZIA 03nov22; may become an SBJ; see c/ns 95181 and 95187
95 229	RA-89192 97020(2)	RRJ-95B RRJ-95B	Red Wings primer	i/s f/f	28nov24 03nov22	in all-white c/s, no titles; f/n KLF 18dec24 ferried via OVB to ZIA 25nov22; see c/n 95183; for Nauchno-proizvodstvenny kontsern "Tekhnologii mashinostroeniya"
95 230	97022(3)	RRJ-95LR	primer	f/f	18nov22	RRJ-95LR-100; the last 'classic' RRJ-95 built; ferried via OVB to ULY 09dec22; painted in all-white c/s; f/n as such ULY 20dec22; see c/ns 95108 and 95209
	RA-89215 RA-89215	RRJ-95LR RRJ-95LR	Irkut Lukoil-Avia	ZIA	30aug24	ferried from ZIA to KZN 05dec23 to be fitted out as a business jet in business configuration; in white c/s with red and black trim, no titles; ferried from KZN to ZIA 30aug24; h/o 27sep24 and ferried from ZIA to SVO the same day; started revenue flights 11oct24

RRJ-95NEW built by KnAF GSS at Komsomolsk-na-Amure-Dzyomgi from 2022

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97 001	97001(2)	RRJ-95NEW	primer	Kxy	15apr22	fuselage only; also called OP-1; the prototype of this version with just a minimum of imported systems and components, but still with SaM-146 engines; h/o to the flight test station 01jun23 and r/o 11jun23; see c/n 95001
97 002	97021(2)	RRJ-95NEW	primer	f/f	29aug23	received large 'SJ-100' and small 'OAK' titles; f/n as such OVB 26apr24; l/n ZIA dec24; see c/n 95196
97 003	--	RRJ-95NEW	primer	r/o	28jul22	the dynamic test airframe of this version; flown in an An-124 to ZIA 29jul22
97 004	--	RRJ-95NEW				also called OP-3; the prototype of this version with PD-8 engines; f/f planned for late 2023 the first aircraft of this version for airline use, built by using an unfinished fuselage of an RRJ-95B; for Rossiya