

This production list is presented to you by the editorial team of "Soviet Transports" and is the production list as available per January 2019. Additions and corrections are welcome at quus@sovtran.info

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 # 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 # 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 # 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) in 1953/54
2 60 01 02	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) in 1953/54
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) in 1953/54
2 60 02 02	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) in 1953/54
2 60 02 03	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) in 1953/54
2 60 03 01	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) in 1953/54
2 60 03 05	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) in 1953/54
3 60 04 01	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) in 1953/54
3 60 04 02	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) in 1953/54
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 aerials 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 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 aug18
4 60 16 01	not known	Be-6	Soviet Navy			converted by OKB-49 in 1953 to, see next line
	"14" yellow	Be-6PLO	Soviet Navy	photo		taken in 1958; ASW aircraft with magnetic anomaly detector; trials conducted jul/nov53 at Poti
5 60 16 02	not known	Be-6	Soviet Navy			first aircraft with a de-icing system and a modified nose
5 60 18 05	not known	Be-6	Soviet Navy	no	reports	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
5 60 19 01	CCCP-N609	Be-6K	Polyarnaya Aviats.	trf	1955	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
	CCCP-04253	Be-6K	AFL/Polar	rgd	1958	initially opb 247 LO Moskovskogo OAO; t/t 206 hours by 01oct60; trf to 254 LO Moskovskogo OAO 12dec60; canx 28mar61 as outdated
6 60 22 03	CCCP-N611	Be-6K	Polyarnaya Aviats.	toc	1956	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
	CCCP-04254	Be-6K	AFL/Polar	rgd	1958	initially opb 247 LO Moskovskogo OAO; t/t 355 hours by 01oct60; trf to 254 LO Moskovskogo OAO 12dec60; canx 28mar61 as outdated
6 60 22 04	CCCP-N635	Be-6K	Polyarnaya Aviats.	toc	1957	photo on the Kolyma (possibly at Cherski) in the late 1950s
	CCCP-04255	Be-6K	AFL/Polar	rgd	1958	initially opb 247 LO Moskovskogo OAO; t/t 448 hours by 01oct60; trf to 254 LO Moskovskogo OAO 12dec60; canx 28mar61 as outdated
6 60 22 05	CCCP-N646	Be-6K	Polyarnaya Aviats.	toc	1957	initially opb 247 LO Moskovskogo OAO; t/t 500 hours by 01oct60; trf to 254 LO Moskovskogo OAO 12dec60; canx 28mar61 as outdated
	CCCP-04256	Be-6K	AFL/Polar	rgd	1958	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; photo at Arkhangelsk reportedly in 1962
	CCCP-04257	Be-6K	AFL/Polar	rgd	1958	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 02	CCCP-N655	Be-6K	Polyarnaya Aviats.	trf	1957	flew ice-reconnaissance missions 12/13aug57
	CCCP-04258	Be-6K	AFL/Polar	rgd	1958	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	initially opb 247 LO Moskovskogo OAO; 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

Aircraft with unknown c/ns include

---	CCCP-N609	Be-6K	Polyarnaya Aviats.	trf	1955	Cyrillik H (Latin N) in registration, painted on aircraft as 'CCCP-H-609'; in greyish green c/s with light blue undersides, 'Polyarnaya Aviatsiya' badge and small 'Polyarnaya Aviatsiya' titles below the cockpit; photo at Taganrog in the late 1950s
---	"01" red	Be-6PLO	Soviet Navy	photo		had probably been opb 403 odrap; displayed on a pedestal on an island in Gryaznaya bay near Safonovo (N69.067071 E33.270708) since 1969, l/n nov17
---	"02" yellow	Be-6PLO	Soviet Navy			opb 403 odrap at Severomorsk; in all-grey c/s
---	"07"	Be-6	Soviet Navy	photo		taken in 1967; opb 318 omplap at Donuzlav
---	not known	Be-6	Soviet Navy	no	reports	opb 539 omdrae VVS TOF; w/o 09jul57 when crashed on alighting at night in bad weather, 3 crew members killed
---	9043	Be-6	Chinese Navy	ph.	18sep07	in dark green c/s, parked near to the XTW-4 WIG craft, adjacent to the SH-5 Navy base at Qingdao, see next line
---	not known	Be-6	Chinese Navy	ph.	jun04	preserved at the Navy museum in Qingdao (N36.056122 E120.32401); photos exist with 'US Air Force' titles painted on the starboard side only; repainted by 19aug05; l/n aug13; smae aircraft as 9043 above ?
---	9053	Be-6	Chinese Navy	photo		taken apparently in the late 1990s or even later; re-engined with WJ6 turboprops; 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) f/n 08oct09

---	98706	Be-6	Chinese Navy	f/n	may99	re-engined with WJ6 turboprops; preserved in the China Aviation Museum at Shahezheng AFB (N40.182551 E116.35839 Changping), must have arrived between oct97 and may99; was at first 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 nov18

Beriev Be-10

The Beriev Be-10 (izdeliye 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 # 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 omlap (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
-----	------------	-----	------------	-----	-------	---

2 Be-10 prototypes built jointly by Factory # 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 # 86 at Taganrog-Yuzhny from 1958 to 1961

8 60 01 01	"15" red	Be-10	Soviet Navy	no	reports	first production aircraft
8 60 03 02	"10" yellow	Be-10	Soviet Navy	no	reports	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	no	reports	modified (for example, armament removed) for record flights; established 12 world records 07aug/12sep61; it was notified to the FAI as an 'M-10' at lake Pleshcheyevo
0 60 06 01	"41" yellow	Be-10	Soviet Navy	ph.	aug61	photo
0 60 06 04 ?	"42" yellow	Be-10	Soviet Navy	ph.	aug61	photo
0 60 07 01	not known	Be-10	Soviet Navy	w/o	25may61	when crashed on take-off at Taganrog
---	not known	Be-10	Soviet Navy	w/o	14oct61	when crashed
---	not known	Be-10	Soviet Navy	w/o	22may62	when crashed
---	"50"	Be-10	Soviet Navy	w/o	16aug63	when crashed; after this crash all aircraft were grounded and wfu shortly afterwards

Beriev Be-12

The Be-12 (izdeliye 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 # 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 Avialesokhrana (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.

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

2 Be-12 and 1 Be-14 prototypes built jointly by OKB-49 and Factory # 86 at Taganrog-Yuzhny in 1960-65

1E	"12" red	Be-12	Beriev OKB	mfd	30jun60	first prototype; c/n was also reported as 0101; 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 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
---	"12"	Be-12	Soviet Air Force	mfd	sep62	second prototype, in Soviet Navy c/s; completed state trials 20apr65; RP reports c/n 2E
---	"14" red	Be-14	Soviet Air Force	mfd	1965	experimental SAR aircraft, in Soviet Navy c/s; f/f 1965; trials continued at least until 1969
---	"14" red	Be-14	Soviet Air Force	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 # 86 at Taganrog-Yuzhny from 1963 to 1973

4 60 02 01	"20"	Be-12	Soviet Air Force	mfd	12dec63	first production aircraft; delivered to 33 uts (training centre); reportedly opb 555 plsap at Ochakovo from may65
4 60 02 03	not known	Be-12	Soviet Navy			
5 60 03 01	not known	Be-12	Soviet Navy			
	"15" yellow	Be-12	Soviet Air Force		nov07	seen preserved in Vyborg museum (N60.666827 E28.742922) l/n jun11
5 60 03 02	"25" yellow	Be-12	Soviet Air Force			toc by 555 plsap at Ochakovo in mid-1966 (?); t/t 809 hours and 170 cycles (?); preserved in the Soviet Air Force museum at Monino (N55.832742 E38.182456) since 05jun74, l/n aug14
5 60 03 03	not known	Be-12	Soviet Navy			
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" orange	Be-12	Russian Navy	Osv	aug96	
6 60 04 05	not known	Be-12	Soviet Navy			trf to Ukraine Navy and designated Be-12PL

6 60 05 01	"60" "88" yellow	Be-12 Be-12	Soviet Navy Soviet Navy	ph.	photo 1973	took part in ice-protection system trials; carried a 'polar bear' badge 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
6 60 05 02	"88" yellow not known	Be-12 Be-12	Russian Navy Soviet Navy		photo	opb 49 oplae at Kosa; wfu before 1995; scrapped at Kosa in late 1990s
6 60 05 03	"61"	Be-12	Soviet Navy			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			
6 60 05 05	not known	Be-12	Soviet Navy			
6 60 06 01	not known	Be-12	Soviet Navy			
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			
6 60 06 04	not known	Be-12	Soviet Navy			trf to Ukraine Navy and designated Be-12PL
6 60 06 05	not known	Be-12	Soviet Navy			trf to Ukraine Navy and designated Be-12PL
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 05aug98
7 60 07 03	not known	Be-12	Soviet Navy			trf to Ukraine Navy and designated Be-12PL
7 60 07 04	not known	Be-12	Soviet Navy			
7 60 07 05	not known	Be-12	Soviet Navy			
7 60 08 01	not known	Be-12	Soviet Navy			
7 60 08 02	not known	Be-12	Russian Navy	mfd	jun67	trf to Ukraine Navy and designated Be-12PL
7 60 08 03	"29"	Be-12	Soviet Navy			opb 403 osap at Severomorsk-1; earmarked for sale (in non-airworthy condition) 30nov98
7 60 08 04	not known	Be-12	Soviet Navy			opb 318 oplap at Donuzlav
7 60 08 05	"32" red "32" red	Be-12 Be-12	Soviet Navy 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 Obitochnaya, broke up and sank, 2 of the 4 crew killed
7 60 09 01	not known	Be-12	Soviet Navy			used for trials with the new "Nartsis" target computer for the Be-12N
7 60 09 02	"33"	Be-12	Soviet Navy			opb 317 osap at Yelizovo; was damaged by an accident, date unknown, but repaired
7 60 09 03	not known	Be-12	Soviet Navy			
7 60 09 04	not known "35" yellow	Be-12 Be-12PL	Soviet Navy Ukrainian Navy	Mkk	08may98	opb omae at Nikolayev; fuselage seen in Nikolayev ARZ oct05; preserved in State Aviation Museum at Kiev (N50.405534 E30.461744) assembly started 17oct06 (wings arrived already before sep05, fuselage f/n sep06), f/n complete nov06, l/n aug18
7 60 09 05	not known	Be-12	Russian Navy	mfd	mar68	opb mil. unit 81310 at Ostrov; earmarked for sale 30nov98
8 60 10 01	not known	Be-12	Soviet Navy			
8 60 10 02	not known "17" yellow	Be-12 Be-12	Soviet Navy Russian Navy	Yev	16sep96	no Navy flag; l/n operational Yevpatoriya 24aug97; 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 RA-00041 RA-00041	Be-12 Be-12P Be-12P	Soviet Navy TANTK Avialesookhrana	Tag Tag Ik2	aug92 20jun99 06jun01	converted to, see next line
8 60 10 05	not known	Be-12	Russian Navy	mfd	jun68	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/sep18
8 60 11 01	not known	Be-12	Soviet Air Force	mfd	jun68	opb mil. unit 81310 at Ostrov; earmarked for sale 30nov98
8 60 11 02	not known	Be-12	Soviet Air Force	mfd	jun68	opb mil. unit 81310 at Ostrov; earmarked for sale 30nov98
8 60 11 03	"19" not known	Be-12 Be-12	Soviet Air Force Avialesookhrana	mfd	01aug68	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 04	not known "25" yellow	Be-12PL Be-12PL	Soviet Navy Russian Navy	mfd Osv	1968 17aug12	opb Tsentralnaya baza; as such in Rosimushchestvo (State Property Agency) files 15jul08; scrapped at Taganrog dec11
8 60 11 05	"43" yellow	Be-12	Soviet Air Force	mfd	03sep68	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 aug12 and c/n checked this date
8 60 12 01	"43" yellow not known	Be-12 Be-12	Avialesookhrana Soviet Navy	no	reports	opb Tsentralnaya baza; as such in Rosimushchestvo (State Property); scrapped at Taganrog jun12
8 60 12 02	not known "16"	Be-12 Be-12	Soviet Air Force Soviet Air Force			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
8 60 12 03	not known	Be-12	Soviet Navy			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 04	not known	Be-12	Soviet Air Force			trf to Ukraine Navy and designated Be-12PL
8 60 12 05	not known	Be-12	Soviet Navy			
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 & logo; l/n GDZ jul00
8 60 13 02	not known	Be-12P-200	TANTK	GDZ	07sep00	l/n GDZ 04sep04
8 60 13 03	not known	Be-12P-200	Avialesookhrana	Tag	21may11	trf 'on paper' only, not taken up; opb Tsentralnaya baza; as such in Rosimushchestvo (State Property Agency) files 15jul08; stored at Taganrog-Yuzhny, l/n may11; scrapped Taganrog jun13
8 60 13 04	not known	Be-12	Soviet Navy			
8 60 13 05	"90" yellow	Be-12	Soviet Navy	Yev	24aug97	
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	Tag	aug92	opb the Pacific Fleet; converted by TANTK in 1993 to, see next line
9 60 14 04	"40" yellow	Be-12P	TANTK	f/f	27apr92	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 hulk was destroyed by storms later
9 60 14 05	"06" yellow	Be-12	Soviet Navy	Yev	24aug97	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 birdstrike and the amphibian ran ashore; returned to Taganrog under a Mi-26 and officially w/o; seen stored at Taganrog-Yuzhny 20jun99
9 60 15 01	not known	Be-12	Soviet Navy			in grey c/s with Red Stars; sat wfu (without wings) in YeARZ at Yevpatoriya, seen jul10/jan16
9 60 15 02	"30" yellow	Be-12PL	Ukrainian Navy	Yev	16sep96	seen Yevpatoriya 05aug98; l/n Yevpatoriya jun10/feb12, derelict
9 60 15 03	not known	Be-12	Soviet Navy			
9 60 15 04	not known	Be-12	Soviet Navy			last aircraft with AI-20D series 3 engines
9 60 15 05	not known "96" yellow	Be-12 Be-12NKh	Soviet Navy TANTK	Tag	1997	first aircraft with AI-20D series 4 engines; converted by TMZ to, see next line
9 60 16 01	not known	Be-12	Soviet Navy			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 02	not known	Be-12	Soviet Navy			
9 60 16 03	not known	Be-12	Soviet Navy			
9 60 16 04	not known	Be-12	Soviet Navy			trf to Ukraine Navy and designated Be-12PL
9 60 16 05	"83" yellow	Be-12	Soviet Navy	PKC	08jul94	
9 60 17 01	not known	Be-12	Soviet Navy			delivered by ship from Ilyichovsk (Ukraine) to Cam Ranh (Vietnam) in early 1981
9 60 17 02	not known "82" yellow "82" yellow	Be-12 Be-12 Be-12NKh	Vietnamese AF Vietnamese AF Soviet Navy	trf trf	may82 25jun84	opb 933 Regiment
9 60 17 03	"26" yellow	Be-12	Soviet Navy	toc	08aug70	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
						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	Soviet Navy	Tag	aug92	converted to, see next line
0 60 17 05	"87" yellow	Be-12P	Avialesookhrana	IKT	05Jun01	owned by TANTK; named 'Ugryumy'; l/n Taganrog-Yuzhny 31aug04
0 60 18 01	"87" yellow	Be-12	Soviet Navy	toc	08aug70	opb 17 oplae dd (renamed 49 oplae dd 01sep71) at Kosa; in grey c/s; photo at Kosa 08aug70
0 60 18 01	not known	Be-12	Russian Navy	Yev	16sep96	seen Yevpatoriya 05aug98; l/n Kacha jul07; seen preserved Yevpatoriya 07sep18 delivered by ship from Ilyichovsk (Ukraine) to Cam Ranh (Vietnam) in early 1981
0 60 18 02	not known	Be-12	Vietnamese AF	trf	may82	opb 933 Regiment
0 60 18 02	not known	Be-12	Vietnamese Navy	trf	25Jun84	opb 954 Regiment; wfu in the late 1980s
0 60 18 02	not known	Be-12	Vietnamese AF	trf	25Jun84	delivered by ship from Ilyichovsk (Ukraine) to Cam Ranh (Vietnam) in early 1981
0 60 18 02	not known	Be-12	Soviet Navy	trf	may82	opb 933 Regiment
0 60 18 02	not known	Be-12	Vietnamese AF	trf	25Jun84	delivered by ship from Ilyichovsk (Ukraine) to Cam Ranh (Vietnam) in early 1981
0 60 18 02	not known	Be-12	Vietnamese Navy	trf	may82	opb 933 Regiment
0 60 18 03	not known	Be-12	Soviet Navy	trf	25Jun84	delivered by ship from Ilyichovsk (Ukraine) to Cam Ranh (Vietnam) in early 1981
0 60 18 03	not known	Be-12	Vietnamese AF	trf	25Jun84	opb 933 Regiment
0 60 18 03	not known	Be-12	Soviet Navy	trf	may82	delivered by ship from Ilyichovsk (Ukraine) to Cam Ranh (Vietnam) in early 1981
0 60 18 03	not known	Be-12	Vietnamese AF	trf	25Jun84	opb 933 Regiment
0 60 18 04	not known	Be-12	Vietnamese Navy	trf	25Jun84	delivered by ship from Ilyichovsk (Ukraine) to Cam Ranh (Vietnam) in early 1981
0 60 18 05	not known	Be-12	Soviet Navy	trf	25Jun84	opb 954 Regiment; wfu in the late 1980s
0 60 19 01	"98" yellow	Be-12	Soviet Navy			
0 60 19 02	"98" yellow	Be-12	Russian Navy			opb 49 oplae dd at Kosa
0 60 19 03	not known	Be-12	Soviet Navy			based at Kaliningrad-Khrabrovo by sep95 and broken up there 1999
0 60 19 04	"90" yellow	Be-12	Soviet Navy	Yev	16sep96	opb 289 oplap at Leonidovo; w/o 03Jun71 while being 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 05	"30" red	Be-12	Soviet Navy			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 05aug98
0 60 20 01	"88" yellow	Be-12	Soviet Navy	Yev	24aug97	converted by line unit to Be-12PS; stayed at Kala (Azerbaijan) after the Soviet Union split up; photo exists
0 60 20 02	"07" yellow	Be-12	Soviet Navy	no	reports	Baku-Kala 2000 with port wing and tail/rear fuselage damaged and small Azerbaijan flag visible on tail; three Be-12s are visible on Google Earth at Baku-Kala 2004/2013, also see c/n 2602503 and 3602905; scrapped Kala mid18
0 60 20 02	"07" yellow	Be-12	Russian Navy	ph.	10nov14	l/n Yevpatoriya 08may98
0 60 20 03	"20" yellow	Be-12	Soviet Navy	Yev	16sep96	opb 49 oplae dd at Kosa; in grey c/s
0 60 20 03	"20" yellow	Be-12	Russian Navy	Kac	25Jul04	opb 49 oplae (rdesignated 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 jul18
0 60 20 04	"03" yellow	Be-12	Ukrainian Navy	Sai	09Jul09	opb 917 osap at Kacha (Crimea); in all-grey c/s, Russian flag on float pylon; l/n Kacha 31Jul05, flying; the same aircraft as above ?
0 60 20 04	not known	Be-12	Soviet Navy	Sai	02Jul08	photo only c/n not checked; seen Saki jul12/jun14, c/n readable on photos, engines, rudders and other parts missing; photo as such 2015 location not mentioned but probably still at Saki
0 60 20 04	"02" yellow	Be-12PL	Ukrainian Navy			opb 10 mab at Saki-Novofyodorovka until mar14; in light grey c/s with 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; released by Russia and ferried from Saki-Novofyodorovka to Mykolayiv-Kulbakino 14apr14; l/n Mykolayiv-Kulbakino jun15, c/n checked
0 60 20 05	not known	Be-12	Soviet Navy	Yev	24aug97	converted to Be-12N ?; l/n Yevpatoriya 05aug98
0 60 21 01	"84" yellow	Be-12	Russian Navy	Kac	16sep96	converted to Be-12N
0 60 21 02	"84" yellow	Be-12	Russian Navy	Kac	25Jul04	no c/n on 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 16aug15
0 60 21 02	"29" yellow	Be-12N	Russian Navy	Kac	25Jul04	trf to Ukraine Navy and designated Be-12PL
1 60 21 03	not known	Be-12	Soviet Navy	Sai	02Jul06	l/n Saki-4-Novofedorovka 17Jul13, c/n checked, parked on the grass, blue 'waves' logo under cockpit in stead of Ukraine flag
1 60 21 03	"01" yellow	Be-12PL	Ukrainian Navy			converted to Be-12N
1 60 21 04	not known	Be-12	Soviet Navy	mfd	1971	opb 917 osap at Kacha; earmarked for sale 10nov00 (decision annulled 29dec06)
1 60 21 04	"02" yellow	Be-12PL	Russian Navy	Kac	23aug97	converted to Be-12N; opb mil. unit 81310 at Ostrov; earmarked for sale 30nov98
1 60 21 05	not known	Be-12	Russian Navy	mfd	apr71	converted to Be-12N
1 60 22 01	"90" yellow	Be-12	Soviet Navy	MGD	12aug96	converted to Be-12N
1 60 22 01	not known	Be-12	Soviet Navy	mfd	may71	converted to a Be-12N
1 60 22 02	not known	Be-12	Soviet Navy	mfd	may71	opb 444 TsBP i PLS at Ostrov-Veretye; no Navy flag; earmarked for sale 30nov98, but not sold; stored at Ostrov-Veretye, l/n aug12 c/n checked this date
1 60 22 02	"58" yellow	Be-12N	Russian Navy	Osv	17aug12	converted to, see next line
1 60 22 03	not known	Be-12	Soviet Navy	mfd	jun71	opb 403 osap at Severomorsk-1; earmarked for sale (in non-airworthy condition) 30nov98
1 60 22 03	not known	Be-12N	Russian Navy	no	reports	converted to, see next line
1 60 22 04	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, l/n nov17
1 60 22 05	not known	Be-12	Soviet Navy	mfd	1971	converted to, see next line
1 60 22 05	"55" yellow	Be-12N	Soviet Navy	ph.	2006	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, l/n nov17
1 60 23 01	not known	Be-12	Soviet Navy			converted to, see next line
1 60 23 01	"15" yellow	Be-12N	Russian Navy	photo		based at Yelizovo; in all-grey c/s with Russian Navy flag below cockpit; seen preserved in military garrison at Yelizovo, (NS3.156863 E158.44191) jun06/aug18, c/n checked
1 60 23 02	not known	Be-12	Soviet Navy			converted to Be-12N
1 60 23 03	not known	Be-12	Soviet Navy	mfd	1971	converted to Be-12N
1 60 23 03	"08" yellow	Be-12PL	Russian Navy	Kac	23aug97	opb 917 osap at Kacha; l/n Kacha 07may98; earmarked for sale 10nov00 (decision annulled 29dec06)
1 60 23 04	not known	Be-12	Soviet Navy			converted to Be-12N
1 60 23 05	not known	Be-12	Soviet Navy	mfd	1971	converted to a Be-12N
1 60 23 05	"99" yellow	Be-12PL	Russian Navy	Kac	23aug97	opb 444 TsBP i PLS at Ostrov-Veretye; no Navy flag; l/n operational Kacha 07may98; earmarked for sale 10nov00 (decision annulled 05Jun07); l/n Ostrov-Veretye aug12, stored, c/n checked this date
1 60 24 01	not known	Be-12	Soviet Navy			converted to Be-12N
1 60 24 02	"11" yellow	Be-12	Russian Navy	PKC	16aug09	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; seen in all-grey c/s, no Navy flag, in reasonable condition in the static display during the open house 16aug09
2 60 24 03	not known	Be-12	Soviet Navy			converted to Be-12N
2 60 24 04	"60" yellow	Be-12	Russian Navy	PKC	08Jul94	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 24 05	"70" yellow	Be-12	Russian Navy	no	reports	converted to Be-12N; 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	"75" yellow	Be-12	Russian Navy	PKC	17Jun06	converted to Be-12N; 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 1998; 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 02	not known	Be-12PL	Russian Navy	mfd	1972	opb mil. unit 81310 at Ostrov; earmarked for sale 10nov00 (decision annulled 05Jun07)
2 60 25 02	"87" yellow	Be-12PL	Russian Navy	Kac	17aug08	c/n from russianplanes.net
2 60 25 03	"52" yellow	Be-12	Soviet Navy			first Be-12PS, converted by TMZ; was tested jul72; stayed at Kala (Azerbaijan) after the Soviet Union split up; fate unknown, but photos of two exist at Baku-Kala 2000 with codes and roundels removed and three are visible on Google Earth at Baku-Kala, 2004/2013; see also c/n 0601905 and 3602905; scrapped Kala mid18
2 60 25 04	"71" yellow	Be-12	Russian Navy	no	reports	converted to Be-12N; 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 05	not known	Be-12	Soviet Navy	ZIA	31aug93	had possibly tactical code "73"
2 60 26 01	not known	Be-12P	TANTK			second Be-12P prototype; l/n Taganrog-Yuzhny 09aug01
2 60 26 02	not known	Be-12	Soviet Navy			converted to Be-12N
2 60 26 02	not known	Be-12PL	Russian Navy	mfd	aug72	opb mil. unit 81310 at Ostrov and later by 917 osap at Kacha; earmarked for sale 30nov98 (decision annulled 29dec06)
2 60 26 03	"01" yellow	Be-12PL	Russian Navy	Tag	dec13	seen jun15 in new 'green' colours with Russian Stars and 'MA VMF Rossii' titles; l/n Kipelovo 30Jul17
2 60 26 03	not known	Be-12	Soviet Navy	mfd	1972	converted by TMZ to a Be-12PS; the code was possibly "32" yellow; stayed at Baku-Kala (Azerbaijan) after the Soviet Union split up (there are photos of 2 Be-12s at Baku-Kala in 2000 with codes and roundels removed, see also c/ns 0601905, 2602503 and 3602905)
2 60 26 03	"32" yellow	Be-12PS	Ukrainian Navy	UKS	jun04	reportedly received from Azerbaijan in exchange for 2 MiG-29s
2 60 26 03	"05" yellow	Be-12PS	Ukrainian Navy	Sai	mid-06	opb 10 mab at Saki-Novofyodorovka until mar14; was in very weathered c/s by 2006, looking like mottled dark green over grey; repainted in light grey c/s with a Ukrainian Navy flag below the cockpit; f/n as such Kiev-Vasilkiv 24aug09, c/n checked; probably released by Russia and ferried from Saki-Novofyodorovka to Mykolayiv-Kulbakino apr14; l/n Mykolayiv-Kulbakino jun15; contract for the prolongation of the useful life-time signed with NARP 09oct18
0 60 20 04	not known	Be-12	Soviet Navy	mfd	dec70	opb 10 mab at Saki-Novofyodorovka until mar14; 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; released by Russia and ferried from Saki-Novofyodorovka to Mykolayiv-Kulbakino 14apr14; c/n checked Mykolayiv-Kulbakino jun15; contract for the prolongation of the useful life-time signed with NARP 09oct18
0 60 20 04	"02" yellow	Be-12PL	Ukrainian Navy	Sai	02Jul08	converted to Be-12N
2 60 26 05	"20" yellow	Be-12	Soviet Navy	KGD	12aug96	converted to Be-12N

2 60 27 01	not known "14" red	Be-12 Be-12PL	Soviet Navy Russian Navy	mfd no	nov72 reports	converted to Be-12N opb mil. unit 81310 at Ostrov and later by 917 osap at Kacha; earmarked for sale 30nov98 (decision annulled 29dec06); seen Kacha 29oct07, derelict
2 60 27 02	not known	Be-12	Soviet Navy			converted to Be-12N
3 60 27 03	"16" yellow	Be-12	Russian Navy	PKC	08jul94	converted to Be-12N; 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
3 60 27 04	not known "17" yellow	Be-12 Be-12N	Soviet Navy Russian Navy	VVO	16aug92	converted to, see next line
3 60 27 05	not known "50" yellow	Be-12 Be-12PL	Soviet Navy Ukrainian Navy	no Mkk	reports 22aug97	opb 289 oplap at Nikolayevka
3 60 28 01	not known "21" red	Be-12 Be-12PS	Soviet Navy Ukrainian Navy	no Mkk	reports 1994	opb 316 omae at Kulbakovo; initially in greenish grey c/s with large 'Viskovo-Morski Syly Ukrayiny' (Ukrainian Navy) titles and a small Ukrainian Navy flag on the nose; l/n as such Ochakov jul01; took part in an exercise jul01; 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/jan16; will probably be scrapped due to problems in connection with the incorporation of the Crimea into Russia
	"04" yellow	Be-12PS	Ukrainian Navy	Sai	07sep06	was converted by line unit to Be-12PS, later trf to Ukraine Navy in all-grey c/s, Soviet star painted over without Ukrainian markings; c/n not checked; seen Yevpatoriya 16sep96, c/n checked; l/n Yevpatoriya 08may98
3 60 28 02	not known "28" yellow	Be-12 Be-12N	Soviet Navy Russian Navy	mfd Kac	jun73 oct04	in all-grey c/s with Ukraine shield on tail and flag below the cockpit; l/n Saki-4-Novofedorovka 17jul13 operational, c/n checked; seen again Saki jul15 engines removed the last ASW aircraft built; converted to, see next line
	RF-12012	Be-12N	Russian Navy	AAQ	26jun12	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 30jul06, flying 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; l/n Kipelovo 30jul17
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 05aug98 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
3 60 28 04	RF-12013 "31" yellow "31" yellow	Be-12N Be-12PS Be-12PS	Russian Navy Soviet Navy Russian Navy	ph. mfd	sep18 1973 photo	also carried code "26" yellow; c/n not confirmed !; with a Russian Navy flag below the cockpit 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
3 60 29 01	not known "10" yellow	Be-12PS Be-12PS	Soviet Navy Russian Navy	mfd Kac	20apr72 19aug07	TANTK, Taganrog, 2000 but no sightings there ever reported 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 Kacha 22jan16, flying
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; /n Taganrog operational with poor paintwork and c/n not readable on photo
	RF-12007	Be-12PS	Russian Navy	ph.	07may15	over the Sevastopol region in new 'green' colours with Russian Stars and 'MA VMF Rossii' titles and coded "12" yellow; l/n EIK 30jun16
3 60 29 03	not known "18" yellow	Be-12PS Be-12PS	Soviet Navy Russian Navy	Yev	24aug97	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 tender for technical assessment published 25may09
3 60 29 04	not known "20" yellow	Be-12PS	Russian Navy	no	reports	l/n Taganrog-South 18may13
	RF-12009	Be-12PS	Russian Navy	AAQ	29apr13	also carried code "20" yellow; in green c/s with 'MA VMF Rossii' titles; l/n Gromovo 30jul17
3 60 29 05	not known	Be-12PS	Soviet Navy	ph.	15jun15	stayed at Kala (Azerbaijan) after the Soviet Union split up; fate unknown, but photos of two exist at Baku-Kala 2000 with codes and roundels removed and three are visible on Google Earth at Baku-Kala, 2004/2013, see also c/n 0601905 and 2602503; scrapped Kala mid8
3 60 30 01	not known "55" yellow "06" yellow	Be-12PS Be-12PS Be-12PS	Soviet Navy Ukrainian Navy Ukrainian Navy	ph. Sai	1996 07sep06	opb 316 omae at Kulbakovo; with Red star on tail; l/n Mykolayiv-Kulbakino 22aug97 l/n Saki-4-Novofedorovka 17jul13 operational, c/n checked; l/n 2015 location not mentioned but probably still at Saki
3 60 30 02	"32" red "32" yellow	Be-12PS Be-12PS	Soviet Navy Soviet Navy	mfd ph.	25nov73 01oct14	the last Be-12 built; reportedly stored at Taganrog-Yuzhny from 1992 in greenish grey c/s, no Navy markings; preserved with TANTK im. Berieva at Taganrog-Yuzhny (N47.195881 E38.878134) from 01oct14, c/n painted over
---	"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 seen stored
---	"05" yellow	Be-12	Soviet Navy	Osv	17aug12	
---	"05" yellow	Be-12	Soviet Navy	PKC	08jul94	
---	"10" yellow	Be-12	Soviet Navy	PKC	08jul94	
---	"14" yellow	Be-12	Soviet Navy	PKC	08jul94	
---	"15" yellow	Be-12	Soviet Navy	PKC	08jul94	
---	"17" yellow	Be-12PS	Soviet Navy	VVO	17aug91	not c/n 8601002; reportedly based at Pristan, but probably rather at Nikolayevka or Petropavlovsk Kamchatka, see next line
---	"17" yellow	Be-12	Soviet Navy	PKC	08jul94	
---	"50" yellow	Be-12	Soviet Navy	PKC	08jul94	
---	"55" yellow	Be-12	Soviet Navy	ph.	04nov06	opb Northern Fleet; dbr in the early 1980s when hit a floating tree while alighting; preserved in the Naval Aviation Museum at Ceveromorsk 2 (69.064338N 33.292230E), seen nov06/apr14
---	"61" yellow	Be-12	Soviet Navy	PKC	08jul94	
---	"63" yellow	Be-12	Soviet Navy	PKC	08jul94	
---	"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
---	"78" yellow	Be-12	Soviet Navy	PKC	08jul94	
---	"79" yellow	Be-12	Soviet Navy	PKC	08jul94	
---	"81" yellow	Be-12	Soviet Navy	PKC	08jul94	
---	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
---	"09" yellow	Be-12	Ukrainian Navy	Mkk	08may98	l/n Mykolayiv-Kulbakino 30apr99, stored
---	"20" red	Be-12	Ukrainian Navy	Mkk	22aug97	l/n Mykolayiv-Kulbakino 08may98, stored
---	"24" yellow	Be-12	Ukrainian Navy	Mkk	22aug97	ex Soviet Navy C/S; l/n Mykolayiv-Kulbakino 30apr99, stored
---	"26" yellow	Be-12	Ukrainian Navy	Mkk	22aug97	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 & Be-32

Although the Beriev Design Bureau specialised in seaplane development, it had to diversify its activities 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 # 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 MAKS-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 # 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	1967	first prototype or izdeliye P; in Aeroflot c/s; re-registered as, see next line
	CCCP-30167	Be-30	MAP TMZ	f/f	08jul68	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	1968	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
03	CCCP-03	Be-30	MAP TMZ	mfd	1968	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	25may69	in Aeroflot c/s; displayed with exhibition number '826' at the Paris Air Show 25may/10jun69; l/n SXF 10jun69
	CCCP-03	Be-32	MAP TMZ	photo		in 'polar' Aeroflot c/s; hulk sat on the territory of TANTK im. Berieva at Taganrog-Yuzhny, photo in the early 1990s
---	CCCP-67204	Be-32	MAP TMZ	photo		

5 Be-30 pre-production a/c built jointly by TMZ and Factory # 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 Taganrog-Yuzhny (N47.199158 E38.864338) jul99/may11, wfu (without titles)
OS 06001 02	CCCP-67206	Be-30	AFI/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	AFI/Centr.Reg.-BKA	trf	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	AFI/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 sep16
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 # 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 # 86) at Taganrog-Yuzhny

SI	--	A-40	TANTK			static test airframe
V1	"10" red	A-40	TANTK	r/o	09sep86	first prototype; in Soviet Air Force c/s; construction started jun83; f/f 08dec86 from Taganrog; f/n above Moscow-Tushino aug89; established 14 world records 13/14sep89; l/n flying GDZ 1992; wfu and stored at the TANTK airfield (N47.193324 E38.877713) and l/n may17, no engines and paint totally faded
V2	"20" red	A-40	TANTK	mfd	30nov89	the second prototype; in Soviet Air Force c/s
	"378" red	A-40	TANTK	LBG	jun91	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
	"20" red	A-40	TANTK	GDZ	02jul98	with Russian flag on fin; l/n GDZ 04sep04
	"20" red	A-42PE	TANTK	GDZ	05sep06	not converted, just fake type painted on during the Hidroaviatsalon 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	Tag	19may18	in light grey c/s with logo and Russian flag on fin, no titles; will reportedly be re-engined with PD-14 engines
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" & 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-I0-360ES4 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, twelve completed aircraft are visible.

7 Be-103 prototypes built by KnAAPO (former Factory # 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 MAK5-97 airshow when crashed at Zhukovskii 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
3 1 01	--	Be-103	TANTK	f/f	--	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
3 1 03	no reg 03103	Be-103	TANTK	DME	14aug02	l/n active GDZ 04sep04; seen Taganrog-Yuzhny 21may11, wfu
		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 since 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/79 hours and 64 cycles
3 2 02	RA-01852 ?	Be-103	KnAAPO	KXX	dec04	ready for delivery; seen Komsomolsk-na-Amure-Dzyomqi aug16 just wearing c/n as registration
3 2 03	3203	Be-103	KnAAPO	KXX	dec04	titles; took part in a trans-national flight from Komsomolsk-na-Amure to St. Petersburg 06/21jun05; f/n at Lenexpo Exhibition Centre 03jul05; l/n ZIA 20aug05
	3203	Be-103	Kubinski ATSK	lsd	late 05	same c/s and titles as above; f/n Kubinka mar06
	28991	Be-103	KnAAPO	rgd	2012	f/n Komsomolsk-na-Amure-Dzyomqi aug16
3 2 04	3204	Be-103	TANTK	KXX	dec04	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
	RA-01854	Be-103	Beriev Sea AI	h/o	jul05	rgd 14apr06 to TANTK; f/n GDZ 05sep06; in white/blue c/s, with titles; l/n GDZ 07sep14, active
3 2 05	3205	Be-103	TANTK	KXX	dec04	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	Be-103	Kent L. Linn	rgd	06aug03	export CoFA dated 22jul03; f/n FLL 12feb04; l/n EWR 01oct05
	N13KL	Be-103	H2O Air LLC	rgd	20aug07	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	Be-103	W.E. Bagdasarian	rgd	09aug10	W.E. Bagdasarian of La Mesa, CA; current jul12
	N13KL	Be-103	Beriev a/b holding	rgd	11may17	
	N13KL	Be-103	Hansen-Welldo-Svc	rgd	03nov17	
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	Be-103	Kent L. Linn	rgd	06aug03	export CoFA dated 22jul03; f/n LAL 18apr04
	N29KL	Be-103	Brooks AviationLLC	rgd	10feb09	Brooks Aviation LLC of Kennett Square, PA; f/n Lancaster, Pa, 23aug09; l/n Toughkenamon New Garden 26aug12
3 3 03	3303	Be-103	KnAAPO	f/f	jul03 ?	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	Be-103	Kent L. Linn	rgd	06aug03	export CoFA dated 22jul03; f/n Pittstown-Sky Manor, NJ 10feb07
	N30KL	Be-103	Whyland Air Inc.	rgd	03jul07	Whyland Air Inc. of Fort Lauderdale, FL; canx 24nov14 as to Mexico
3 3 04	--	Be-103	Flying Dragon ?			assemblies used to build SA-20P c/n 001, see there
3 5 01	--	Be-103	Flying Dragon ?		photo	in KnAAPO assembly shop
3 5 02	--	Be-103	Flying Dragon ?			
3 5 03	B-3659	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 (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
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	Flying Dragon ?			
3 7 05	--	Be-103	Flying Dragon ?			
3 7 06	--	Be-103				destined for China
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
---	28991	Be-103	KnAAPO	ph.	18jul09	carried 'Komsomolsk-na-Amure - Sankt-Peterburg' titles

1 SA-20P prototype built by KnAAPO at Komsomolsk-na-Amure-Dzyomqi 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 "Gidroviasonon" 04/08sep02; l/n KnAAPO 17sep03; f/f from water 04oct03; trials completed 22oct03
 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

RA-3068K SA-20P KnAAPO rgd 24dec03

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 Solov'yov D-436TP turboprops; 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.

The c/n is explained as follows: 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 four digits with the prototypes and five digits with the production aircraft. Those are the batch number (00) and the number in the batch with the prototypes and the batch number, the year of manufacture and the number in the batch with the production aircraft.

4 Be-200 prototypes built by IAPO (former Factory # 39) at Irkutsk-Zapadny between 1995 and 2002

768200 0001	--	Be-200	primer	mfd	1995	static test airframe (izd. SJ); 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 no reg RA-21511	Be-200 Be-200 Be-200	primer TANTK TANTK	r/o Ik2 LBG	11sep96 17oct98 11jun99	first prototype; construction started in 1992; f/f 24sep98 from Irkutsk-Zapadny painted in early oct98, but still without registration 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 Taganrog-Yuzhny 18may13
768200 0003	RA-21512 RF-21512 RF-21512	Be-200ChS Be-200ChS Be-200ChS	TANTK TANTK Bombeiros	f/f CIA KSC	27aug02 20aug04 31aug06	from Irkutsk-Zapadny; 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 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
	21512	Be-200ChS	TANTK im. Berieva	SCL	28mar10	opb TANTK for Portuguese Servico 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 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 Taganrog-Yuzhny jun16; f/n with additional 'OAK' titles instead of the exhibition number GDZ 22sep16; l/n as such Taganrog-Yuzhny 20may17; version painted on additionally as 'Be-200ES' in English; displayed as such at the "Dubai Airshow 2017" 12/16nov17
7682000 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 # 39) at Irkutsk-Zapadny betw. 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 RF-21515 RF-32515 RF-32765	Be-200ChS Be-200ChS Be-200ChS Be-200ChS	MChS Rossii MChS Rossii MChS Rossii MChS Rossii	r/o ZIA ph. rgd	26may03 16dec03 26jul05 26dec05	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 l/n GDZ sep04 l/n Khabarovsk-Tsentralny 13aug05
						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 RVI 24nov16
76820001402	no reg RF-32516 RF-32766(1) RA-21516	Be-200ChS Be-200ChS Be-200ChS Be-200ChS	primer MChS Rossii MChS Rossii MChS Rossii	f/f h/o rgd GVA	26feb04 17apr04 26dec05 13jul07	line # 01-02 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 c/n checked KIA 01nov06; see line number 03-03 from Taganrog
	RF-32766(1)	Be-200ChS	MChS Rossii	KHV	20aug08	opb Portuguese Servico 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-31360 RF-32517	Be-200ChS Be-200ChS	MChS Rossii MChS Rossii	Kvl mfd	19may12 19jul05	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 made a fly-by; named 'Ivan Sukhomlin'; l/n IKT 26aug15
76820002501	RF-32767 RA-21517 RF-32767	Be-200ChS Be-200ChS Be-200ChS	MChS Rossii MChS Rossii MChS Rossii	rgd GVA OLB	26dec05 10jul07 19apr08	line # 02-01; handed over 25jul05; opb 171 osae at KHV; f/n Krasnoyarsk-Cheremshanka 27jul05; l/n GOJ 14nov05 f/n SXF 12may06
	RF-31120(1) RF-32767 RF-32768(1)	Be-200ChS Be-200ChS Be-200ChS	MChS Rossii MChS Rossii MChS Rossii	ZIA Tag mfd	20may11 19may12 29sep06	opb Portuguese Servico Nacional de Bombeiros 13jul/30sep07; seen Setúbal 23aug07 with 'Beriev' and additional small 'Proteção Civil' titles and large code 'B02'; modernised in early 2008 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 still named 'Vasilii Rakov'; l/n KJA 20aug11; see c/n 64620070304
76820002602	RF-31370 -- RF-32769	Be-200ChS Be-200ChS Be-200ChS	MChS Rossii primer MChS Rossii	KHV Ik2 f/f	07may16 24may07 jun07	still named 'Vasilii Rakov'; seen Taganrog 19may12 with '31120' painted on engine covers; l/n RVI 28jan17 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	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 GYD 17apr18
	RF-31121	Be-200ChS	MChS Rossii	f/f	04oct11	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 Krasnoyarski ASTs at 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 KZN 30jun18
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 Taganrog-Yuzhny 21may11; underwent modifications with TANTK im. Berieva at Taganrog-Yuzhny
	RF-31361 RF-31130	Be-200ChS Be-200ChS	MChS Rossii MChS Rossii	RVI h/o	oct11 30nov11	named 'Ivan Shamanov' after a distinguished Soviet Navy pilot of WWII; l/n Taganrog-Yuzhny 26nov11 named 'Ivan Shamanov'; rgd 26dec11; opb Sibirski regionalny tsentri; f/n RVI 01dec11; l/n SVX 27may18

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

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; l/n VKO 14jun17
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 SVX 13jun18; 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 LED 10jun18
64620070306	RF-31380	Be-200ChS	MChS Rossii	f/f	12mar18	line # 03-06; in full c/s; h/o YKS 31mar18; ferried to Khabarovsk 01apr18; opb Khabarovsk ASTs at Khabarovsk-Bolshoi; l/n YKS 14jul18
64620070307	RF-32768(2)	Be-200ChS	MChS Rossii	f/f	25aug18	line # 03-07; opb Yuzhny RTs at Rostov-na-Donu; in full c/s; see c/n 7682000260; displayed at the Gelendzhik "Gidroviasalon" 06/09sep18
.....0307	RF-31390(2)	Be-200ChS	MChS Rossii	f/f	2018	line # 03-08
	351	--	Be-200ChS	--		Russian Navy
	352	--	Be-200ChS	--		Russian Navy
	353	--	Be-200ChS	--		Russian Navy
	354	--	Be-200ChS	--		Russian Navy

Lisunov Li-2 (PS-84)

The adaptation of the DC-3-196 was headed by Vladimir Myasishchev, while Boris Lisunov (an engineer at Factory # 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 # 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 # 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 # 124 at Kazan built 10 aircraft before WWII, and 353 Li-2Ts were built by Factory # 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 tail and in some cases the construction number was painted on the leading edge of the wing(s).

295 PS-84 built by Factory # 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 # 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	prototype, assembled from a CKD kit delivered by Douglas (possibly DC-3-196 c/n 2034) and powered by Wright "Cyclone" SGR-1820-G2 engines; underwent state trials at the NII GVF 03sep17dec39 (166 cycles with t/t 73 hours 45 min); opb 31 otryad for casevac duties during the 'Winter War' against Finland dec39/1940; later used on international routes; canx 20jun40
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
1	CCCP-L3400	PS-84	Aeroflot	rgd	11may39	powered by Wright "Cyclone" SGR-1820-G2 engines; opb 31 otryad for casevac duties during the 'Winter War' against Finland dec39/1940; in document jul41; canx 1941
2	CCCP-L3401	PS-84	Aeroflot	rgd	28jun39	powered by Wright "Cyclone" SGR-1820-G2 engines; opb 31 otryad for casevac duties during the 'Winter War' against Finland dec39/1940; in document apr42
3	CCCP-L3404	PS-84	Aeroflot	rgd	04sep39	the first PS-84 powered by M-62IR engines (designated DS-3 2M-62IR in factory documents); mentioned in document jul41
4	CCCP-L3405	PS-84	Aeroflot	rgd	09mar40	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	Aeroflot	rgd	25feb40	c/n also given as '207' in MGA document; soc 31mar52 as worn out, see next line
	"406" blue	PS-84	GVF/Soviet AF c/s	ph.	1945	opb 23 oap GVF; in camo c/s with white 'BERLINSKI' titles on the nose and regarding the soc date on previous line, it is possible that this was in fact CCCP-L3406
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	Aeroflot	rgd	29apr40	canx 20sep40
02 5 6	CCCP-L3408	PS-84	Aeroflot	rgd	29apr40	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	in document jul42; see c/n 18428409
03 2 6	CCCP-L3412	PS-84	Aeroflot	rgd	22may40	opb agon; canx 20sep41 as 'burnt under war conditions'
03 3 6	CCCP-L3943(1)	PS-84	GVF	rgd	11aug41	rgd again 19jan43 !; see c/n 18435706
03 4 6	CCCP-L3413	PS-84	Aeroflot	rgd	05jul40	w/o jan42 due to enemy action
03 5 6	CCCP-L3410	PS-84	Aeroflot	rgd	05jun40	opb agon (one engine was from the Directorate of the MOW-IKT route, so the aircraft might have served there before); canx 20sep41 as 'written off under war conditions'
03 6 6	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
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	Aeroflot	rgd	11jun40	destroyed during WWII; canx 08aug41
04 2 6	CCCP-L3414	PS-84	Aeroflot	rgd	11jun40	in document apr42; involved in an accident, details unknown; soc 19apr44
04 3 6	CCCP-L3415	PS-84	Aeroflot	rgd	28jun40	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	w/o feb42 due to enemy action
04 8 6	CCCP-L3417	PS-84	Aeroflot	rgd	12jul40	in document jul41; canx 1941; a Li2 with this registration was seen preserved at Komsomolsk-na-Amure-Dzyomgi (N50.590672 E137.08760), but date unknown and in all-white c/s, no titles but regarding the canx date of this aircraft in 1941, and its age, it seems certain this is another aircraft carrying this marks, possibly even a Komsomolsk-na-Amure-Dzyomgi built one
04 9 6	CCCP-L3418	PS-84	Aeroflot	rgd	09sep40	in document apr42; w/o; soc 01nov47
6 5 01	CCCP-L3419	PS-84	Aeroflot	rgd	07sep40	in document jul41

	"419"	PS-84	GVF/Soviet AF c/s		photo	c/n not confirmed; in three-tone camo c/s with dark (probably blue) code
6 5 02	CCCP-L3420	PS-84	Aeroflot	rgd	12sep40	in document jul41
6 5 03	CCCP-L3421	PS-84	Aeroflot	rgd	12sep40	in document jul41; canx 1941
6 5 04	CCCP-L3422	PS-84	Aeroflot	rgd	04nov40	in document apr42
6 5 05	CCCP-L3423	PS-84	AFL/Moscow-Irkutsk	mfd	29sep40	rgd 05oct40; based at Sverdlovsk; w/o 18jun42 on the leg from Moscow-Khodynya 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, 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
6 5 06	CCCP-L3424	PS-84	Aeroflot	rgd	10oct40	in document apr42; soc 01apr48 as became an exhibit with the Troitsk Technical School
6 5 07	CCCP-L3425	PS-84	Aeroflot	rgd	04nov40	w/o feb42 due to enemy action
6 5 09	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
6 5 10	CCCP-L3426	PS-84	Aeroflot	rgd	04nov40	in document jan41; there are photos of the wreck of the crashed aircraft (probably during WWII) with small '3426' under the stabiliser
6 5 11	CCCP-L3427	PS-84	Aeroflot	rgd	20nov40	in document apr41
6 5 12	CCCP-L3428	PS-84 Li-2	Aeroflot AFL/Azerbaijan	rgd	27nov40	in document apr42 damaged 25jun44 while being parked at Moscow-Khodynya when the stabiliser was damaged by the propeller wash of Li-2 CCCP-L4030; soc 24oct50 as worn out
6 5 13	CCCP-L3429	PS-84	Aeroflot	rgd	06dec40	in document jul41
6 5 14	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
6 5 15	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
6 5 16	CCCP-L3430	PS-84	Aeroflot	rgd	11dec40	in document apr42
6 5 17	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
6 5 18	CCCP-L3431	PS-84	Aeroflot	rgd	23dec40	in document jul41; photo exists registration painted as CCCP-L-3431
6 5 19	not known	PS-84	not known	d/d	1940/41	probably Soviet Air Force
6 5 20	CCCP-L3432	PS-84	Aeroflot	rgd	23jan41	in document jul41
7 5 01	CCCP-N310	PS-84	Polyarnaya Aviats.	rgd	11jan41	left Moscow for Anadyr 22mar41; opb 2-ya aviagruppa VVS Severnogo Flota from 09jul41
7 5 02	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
7 5 03	CCCP-N311	PS-84	Polyarnaya Aviats.	rgd	11jan41	registration painted on as 'CCCP H-311'; in natural metal c/s (at some time with red nose and trim), 'Aviaartika' titles; photo at Matochkin Shar (Novaya Zemlya) in 1941; reached 85° N (north of Franz Josef Land archipelago) 27mar43; opb Chukotskaya aviagruppa in 1944; was in very poor condition by 1944 and should have been wfu; dbr in autumn 1944 during an ice-reconnaissance mission for the icebreaker "I. Stalin" which had become locked in the ice of the Kara Sea when crashed into the sea near Amderma, crew survived; canx 1945
7 5 04	CCCP-L3433	PS-84	Aeroflot	rgd	30dec40	canx 12aug41
7 5 05	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
7 5 06	CCCP-L3434	PS-84	Aeroflot	rgd	27jan41	soc 14sep43 as worn out
7 5 07	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
7 5 08	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
7 5 09	CCCP-L3435	PS-84	Aeroflot	rgd	14jan41	soc 22sep51 as worn out
7 5 10	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
7 5 11	CCCP-L3436	PS-84	AFL/Far East	rgd	11jan41	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 and 5 of the 14 passengers injured; t/t 2,524 hours; soc 23oct44
7 5 12	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
7 5 13	CCCP-L3437	PS-84	Aeroflot	rgd	23jan41	opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 29jun/01jul42
7 5 14	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
7 5 15	CCCP-L3438	PS-84	GVF	rgd	28jan41	in a document 18jul41 as having received engines from Air Force stocks; opb Yugo-zapadnaya osobaya aviagruppa GFV by jan42; w/o 13jan42 on a flight from Morozovsk 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 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)
7 5 16	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
7 5 17	CCCP-L3439	PS-84	Aeroflot	rgd	17feb41	
7 5 18	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
7 5 19	CCCP-L3440	PS-84	GVF	mfd	25jan41	rgd 13feb41; opb 4 oap GVF; w/o 27mar43 on a flight from Moscow-Khodynya to Khvoinaya 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 Khodynya, 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 killed, 2 crew seriously injured and 1 crew and 1 passenger slightly injured while the other 8 passengers escaped unhurt; t/t 1,977 hours
7 5 20	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
7 5 21	CCCP-L3441	PS-84	Aeroflot	rgd	10mar41	soc 02mar53 as become an exhibit
7 5 22	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
7 5 23	CCCP-L3442	PS-84	Aeroflot	rgd	22feb41	soc 25jul51 as worn out
7 5 24	CCCP-X471	PS-84	NKVD ?	d/d	1941	
7 5 24	CCCP-X471	PS-84	Aeroflot	no	reports	soc 10jun52
7 5 25	CCCP-L3443	PS-84	GVF	mfd	06feb41	rgd 27feb41; opb 1 atd GVF at Moscow-Vnukovo; w/o 23jan43 on a cargo flight from Khvoinaya 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 land 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 Poryolok im. Kirova and crashed on the premises of the sovkhos (state farm) "16th Party Congress" between Myakinino and Strogino, 3 of the 7 crew and 2 of the 3 passengers killed plus 3 crew seriously injured and 1 crew and 1 passenger slightly injured; t/t 2,000 hours
7 5 26	CCCP-L3944(1)	PS-84	GVF	rgd	14aug41	see c/n 18424707
7 5 27	CCCP-L3444	PS-84	Aeroflot	rgd	27feb41	photo in natural metal c/s with small titles on nose (in Aeroflot brochure 1987); in document jul41
7 5 28	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
7 5 29	CCCP-L3452	PS-84	Aeroflot	rgd	17jul41	soc 01dec48 as worn out
8 5 01	CCCP-1335	PS-84	NKAP zavod # 466	rgd	01mar41	
8 5 02	CCCP-L3445	PS-84	Aeroflot	rgd	12mar41	opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 22jun/01jul42; opb 1 ap 1 atd GVF at Vnukovo by 1943; 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 m but stalled, the left wing hit parked Li-2 CCCP-L3962 and the aircraft collided with a wooden shed, all 3 crew and 7 passengers escaped unhurt; soc 02mar53 as became an exhibit
8 5 03	CCCP-L3446	PS-84	GVF	rgd	04apr41	possibly opb 19 oap GVF; made a forced landing near Belaya Tserkov due to poor weather 07dec44
8 5 04	CCCP-L3447	PS-84	Aeroflot	mfd	18mar41	soc 31mar52 as became an exhibit
8 5 05	CCCP-L3448	PS-84	Aeroflot	rgd	14mar41	rgd 19mar41; 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 killed and the other 3 injured; t/t 1,111 hours; soc 14jan46 as to become an exhibit, but this must have been in error
8 5 06	CCCP-L3449	PS-84	Aeroflot	rgd	20mar41	photo; in document jul41
8 5 07	CCCP-L3450	PS-84	Aeroflot	rgd	04apr41	
8 5 08	CCCP-L3459	PS-84	Aeroflot	rgd	21mar41	in document jul41; canx 1941; seen in old film
8 5 09	CCCP-L3460	PS-84	Aeroflot	rgd	28mar41	in document jun41; canx 1941
8 5 10	CCCP-L3461	PS-84	Aeroflot	rgd	05apr41	in document jul41
8 5 11	CCCP-L3462	PS-84	Aeroflot	rgd	29mar41	in document jul41
8 5 12	CCCP-L3463	PS-84	Aeroflot	rgd	07apr41	photo in natural metal c/s; soc 01oct50 as worn out
8 5 13	CCCP-L3464	PS-84	Aeroflot	rgd	03apr41	dbr, details unknown; soc 12aug41
8 5 14	CCCP-L3465	PS-84	GVF	mfd	21mar41	rgd 07apr41; opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 24jun42/01jul42; opb 1 atd GVF at Moscow-Vnukovo by 1943; 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 and 19 passengers escaped basically unhurt; t/t 1,810 hours; soc 20jun43
8 5 15	CCCP-L3466	PS-84	Aeroflot	rgd	07apr41	
8 5 16	CCCP-L3467	PS-84	Aeroflot	rgd	05apr41	
8 5 17	CCCP-L3468	PS-84	AFL/Georgia	rgd	09apr41	canx 20sep41 as having burnt out while carrying out a 'special mission'
8 5 18	CCCP-L3469	PS-84	Aeroflot	rgd	17apr41	in document jun41; canx 1941
8 5 19	CCCP-L3470	PS-84	Aeroflot	rgd	07apr41	canx 12aug41
8 5 20	CCCP-L3471	PS-84	Aeroflot	rgd	17may41	
8 5 21	CCCP-L3472	PS-84	Aeroflot	rgd	16may41	in document jun41
8 5 22	CCCP-L3473	PS-84	Aeroflot	rgd	10apr41	dbr, details unknown; soc 31dec43
8 5 23	CCCP-1339	PS-84	NKAP ZIS	rgd	04apr41	Zavod im. Stalina (probably # 125)

	8 5 24	CCCP-L3474	PS-84	Aeroflot	rgd	10apr41	involved in an accident, details unknown; soc 20mar45
	8 5 25	CCCP-L3475	PS-84	Aeroflot	rgd	17apr41	opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 26jun/01jul42; csoc 12jan50 as worn out
	8 5 26	CCCP-L3476	PS-84	Aeroflot	rgd	17apr41	w/o jan42 due to enemy action
	8 5 27	CCCP-L3477	PS-84	Aeroflot	rgd	17apr41	in document jul41
	8 5 28	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
	8 5 29	CCCP-L3478	PS-84	Aeroflot	rgd	05may41	soc 28dec52 as worn out
184	09 01	CCCP-L3479	PS-84	GVF	mfd	15apr41	rgd 06may41; opb Osoby otriyad GVF pri Chornomorskom flote by jan42; w/o 25jan42 on the leg from Kulibyshev (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 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 and 4 passengers 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	PS-84	Aeroflot	rgd	09may41	soc 01mar46 as worn out
	184 09 04	CCCP-L3481	PS-84	Aeroflot	rgd	09may41	soc 17nov50 as became an exhibit
	184 09 05	CCCP-L3482	PS-84	Aeroflot	rgd	20may41	in document apr42
		CCCP-X56	PS-84	NKVD ?	no	reports	c/n in document as 1840605, but that c/n does not exist, looking at the sequence of 'neighbouring' aircraft, it can only be 1840905
		CCCP-X56	PS-84	AFL/Northern	trf	12may61	no canx date given in MGA documents
	184 09 06	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
	184 09 07	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
	184 09 08	CCCP-L340	PS-84	NKAP zavod # 452	rgd	02jun41	
	184 09 09	CCCP-21501	Li-2	MAP Rybinsk Motors	rgd	11dec65	canx 02jan67
	184 09 09	CCCP-L344	PS-84	NKAP zavod # 84	rgd	19jun41	
	184 09 10	CCCP-L4162	PS-84	GVF	mfd	may41	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
	184 09 26	not known	PS-84	GVF	d/d	1941	data from Russianplanes.net (not in the listing from Andersson)
		"7,"	PS-84	Soviet Air Force	trf	19jun45	given on Russianplanes.net as 'handed over to 813N komand.," scrapped around 1950
	10 01	CCCP-L3950(1)	PS-84	GVF	rgd	04oct43	c/n in register and other documents as such, full c/n probably 1841001; soc 12nov48; see c/n 18439403
	184 10 02	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
	184 10 03	CCCP-L3458	PS-84	GVF	d/d	1941	c/n in document as such, full c/n probably 1841003; soc 02mar50 as worn out
	184 10 04	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
	184 10 05	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
	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 26jul41 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	
	184 10 13	CCCP-L3484	PS-84	GVF	rgd	30jul41	opb 1 ae MAGON GVF; 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 and both passengers killed and both survivors seriously injured; t/t 1,267 hours
	184 10 14	CCCP-L3485	PS-84	GVF	rgd	30jul41	w/o jan42 due to enemy action
	184 10 15	CCCP-L3486	PS-84	GVF	rgd	25jul41	opb Severny osoby aviaotryad; 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	w/o jan42 due to enemy action
	184 10 17	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
	184 10 18	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
	184 10 19	not known	PS-84	not known	d/d	1941	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	registration initially allocated to c/n 1841107; opb Kharkovskaya agon GVF by 20sep41; opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 22jun42/01jul42; 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 was sleeping), stalled, crashed on the wooded slope of a mountain 7 km south-west of Achkhoi-Martan, caught fire and burnt out, 1 of the 6 crew and 4 of the 18 passengers killed and all 19 survivors 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	in document jun41 !; opb Kharkovskaya agon GVF by 20sep41
	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 Kharkovskaya agon GVF by 20sep41; in document apr42; soc 07mar46 as worn out
	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 Kharkovskaya AGON GVF by 20sep41 and by 8 otriyad Kievskoi 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 Akcherna due to pilot error after extending the flaps, all 6 crew and 8 passengers killed; t/t 455 hours
	184 11 06	CCCP-L3489	PS-84	GVF	rgd	19aug41	opb Kharkovskaya agon GVF by 20sep41; opb 1 atd GVF by 1943; 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 managed to bail out, but 1 of them was killed and 1 injured; soc 31jul43
	184 11 07	CCCP-L3490	PS-84	GVF	rgd	04aug41	initial c/n 1841027 changed to 1841107; opb Kharkovskaya agon GVF by 20sep41; in document apr42; soc 19jul48 as 'exhibit' (worn out)
		"490" white	PS-84	GVF/Soviet AF c/s	photo		opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 21/24jun42
	184 11 08	CCCP-L3491	PS-84	GVF	rgd	06aug41	initial c/n 1841101 changed to 1841108; in document jun41 !; opb Kharkovskaya agon GVF by 20sep41
	184 11 09	CCCP-L3492	PS-84	GVF	rgd	04aug41	registration initially allocated to c/n 1841104; opb Kharkovskaya AGON GVF as of 20sep41 and by Kievskaya OAG GVF as of aug42; w/o 10aug42 while being parked at Stalingrad-Tsentrainy when was destroyed by a bombing raid of the German Air Force
	184 11 10	CCCP-L3496	PS-84	GVF	rgd	18jul41	initial c/n 1841100 changed to 1841110; in document jun41 !; opb Kharkovskaya agon GVF by 20sep41
	184 11 11	CCCP-L3905	PS-84	GVF	rgd	22jul41	rgd again 07aug41 !; w/o jan42 due to enemy action
	184 11 12	CCCP-L3906	PS-84	GVF	rgd	22jul41	in document jun41 !; rgd again 06aug41 !; opb 11 eskadriya; canx 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	
	184 11 15	CCCP-L3909	PS-84	GVF	rgd	24jul41	new CoFR issued 06aug41; opb Kharkovskaya agon GVF by 20sep41; opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 22/23jun42; opb 2 atp 1 atd GVF by 1943; 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, wanted 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, all 6 crew killed
	184 12 01	CCCP-L3910(1)	PS-84	GVF	rgd	24jul41	rgd again 06aug41 !; opb Kharkovskaya agon GVF by 20sep41, in document apr42; see c/n 18433307
		CCCP-L3910(1)	Li-2	AFL/Yakutiya	trf	12jun45	opb 14 To YaAG; soc 25jul51 as worn out
	184 12 02	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
	184 12 03	CCCP-L3912(1)	PS-84	GVF	rgd	06aug41	opb Kharkovskaya agon GVF by 20sep41; opb 3 ae Moskovskoi agon GVF by 1942; flew supplies to Sevastopol 21jun42/01jul42; opb 2 atp 1 atd GVF by 1943; 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 MIA presumed killed while the 6th one and the sole passenger managed to bail out; soc 31jul43; see c/n 18417004
	184 12 04	CCCP-L3913(1)	PS-84	GVF	rgd	28jul41	new CoFR issued 07aug41; 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 (Gorny district of Yakutiya) and broke up, 3 of the 5 crew killed and 1 crew 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	in document Jun41 !; rgd again 06aug41 !; opb Kharkovskaya agon GVF; canx 20sep41 as 'written off under war conditions'; see c/n 23441504
184	12	08	CCCP-L3917(1)	PS-84	GVF	rgd	31jul41	see c/n 1849102
184	12	09	CCCP-L3918(1)	PS-84	GVF	rgd	31jul41	see c/n 18431004
184	12	10	CCCP-L3919(1)	PS-84	GVF	rgd	13aug41	canx 20sep41 as 'written off under war conditions'; see c/n 18431803
184	12	11	CCCP-L3920(1)	PS-84	GVF	rgd	13aug41	see c/n 18431802
184	12	12	CCCP-L3921	PS-84	GVF	rgd	05aug41	opb Kharkovskaya AGON GVF by 20sep41 and by Kievskaya OAG GVF by aug42; w/o in the early hours of 12aug42 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 killed
184	12	13	CCCP-1355	PS-84	NKAP zavod # 84	rgd	03sep41	
184	12	14	CCCP-L3923	PS-84	GVF	rgd	08aug41	opb Kharkovskaya agon GVF by 20sep41; in document nov41
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 atd GVF; in a document apr42; w/o in the 1st quarter of 1943 when was shot down by a fighter of the German Air Force
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	
184	13	05	CCCP-L3926	PS-84	GVF	rgd	16aug41	opb 4-y otryad MAGON GVF by oct41; w/o 03oct41 on a flight from Vyazma-Dvoyevka to Moscow-Vnukovo at night with the MTOW exceeded by 1,114 kg when took off from a runway which was only 700 metres long, lost height after lift-off and struck the ground after some 100-150 metres, 1 of the passengers was thrown out and killed while all 6 crew survived (2 occupants were slightly injured); the wreck was destroyed to prevent it falling into German hands
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	
184	13	10	CCCP-L3928	PS-84	GVF	rgd	19aug41	
184	13	11	CCCP-L3929	PS-84	GVF	rgd	19aug41	in document apr42; transported the first batch of Soviet pilots and technicians for the ALSIB operation to Ladd Field (Alaska) 21sep42; soc 25jul51 as worn out
184	13	12	CCCP-1356	PS-84	NKAP zavod # 84	rgd	03sep41	
184	13	13	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184	13	14	not known	PS-84	Soviet Air Force	no	reports	was equipped with a "Caterpillar" undercarriage (with tracks); underwent factory trials sep41
184	13	15	CCCP-L3930	PS-84	GVF	rgd	23aug41	
184	14	01	CCCP-L3931(1)	PS-84	GVF	mfd	22aug41	rgd 26aug41; opb 1 atd GVF at Moscow-Vnukovo; 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 killed and the other 3 as well as the sole passenger 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 Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 21jun42/01jul42; opb 1 atd GVF by 1943; 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 and 5 passengers killed; see c/n 18427202
184	14	05	CCCP-L3911(1)	PS-84	GVF	rgd	26aug41	opb Chernomorskiy oao by 20sep41; soc 25jul51 as worn out; see c/n 18438001
184	14	06	CCCP-L3922	PS-84	GVF	rgd	29aug41	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 Zvezdovtovo (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; in document apr42; 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	not known	d/d	1941	probably Soviet Air Force
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	w/o jan42 due to enemy action; see c/n 23443507
184	15	09	CCCP-L3935(1)	PS-84	GVF	rgd	07sep41	in document may42; see c/n 23443004
184	15	10	CCCP-L3936(1)	PS-84	GVF	rgd	08sep41	see c/n 18427510
184	16	01	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184	16	02	CCCP-63822	Li-2	AFL/Far East	trf	30jun60	photo exists; soc 19apr66 as worn out
184	16	02	CCCP-L3940(1)	PS-84	GVF	rgd	18dec42	opb 1 atd GVF; w/o in the 2nd quarter of 1943 when was shot down by a fighter of the German Air Force; see c/n 18431804
184	16	03	not known	PS-84	not known	d/d	1941	probably Soviet Air Force
184	16	04	CCCP-L3937(1)	PS-84	GVF	rgd	09sep41	was initially allocated CCCP-L3936; soc 24oct50 as worn out; see c/n 23443510
184	16	05	CCCP-L3951(1)	PS-84	GVF	rgd	12sep41	see c/n 18439406
184	16	06	CCCP-L3952(1)	PS-84	GVF	rgd	13sep41	in document apr42; see c/n 3102
184	16	07	CCCP-L3963(1)	PS-84	GVF	rgd	20sep41	w/o jan42 due to enemy action; see c/n 18434302
184	16	08	not known	PS-84	Soviet Air Force	d/d	1941	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 (fog and drizzle) some 25 km east of Zuznetsk, flew some circles over the Byeloye ozero forest (located on a 340 metres high hill) south-west of Golodyayevka (now Dubrovka in the Nikolayevka district of the Ulyanovsk region) and crashed, 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	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	see c/n 1847705
184	17	03	CCCP-L3965(1)	PS-84	GVF	rgd	20sep41	opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 23jun/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 close to another PS-84 (which was waiting for take-off) and exploded, all 4 crew and 16 passengers (aircrew and technical ground staff of 5 pap plus 10 civilians) killed; see c/n 18438704
184	17	04	CCCP-L3954(1)	PS-84	GVF	rgd	20sep41	opb 2 ae Moskovskoi agon GVF by 1942; flew supplies to Sevastopol 24/30jun42; in document jul42; see c/n 18425609
184	17	05	CCCP-L3955(1)	PS-84	GVF	rgd	20sep41	see c/n 18432101
184	17	06	CCCP-L3956(1)	PS-84	GVF	rgd	20sep41	opb 1 atp 1 atd GVF at Moscow-Vnukovo; 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 killed while the 6th one escaped unhurt; see c/n 18435407
184	17	07	CCCP-L3961(1)	PS-84	GVF	rgd	20sep41	in document apr42; see c/n 18429808
184	17	09	CCCP-L3958(1)	PS-84	GVF	rgd	22sep41	see c/n 18430307
184	17	10	CCCP-L3957(1)	PS-84	GVF	rgd	23sep41	see c/n 5804
184	18	01	CCCP-L3959(1)	PS-84	GVF	mfd	21nov41	already rgd 23sep41; opb Moskovskaya agon GVF by 1942; 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 GVF at

							Moscow-Vnukovo by aug43; 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 killed and 2 seriously injured and all other crew and passengers slightly injured; t/t 1,682 hours; see c/n 18434105
184 18 02	CCCP-L3960(1)	PS-84	GVF	rgd	23sep41		w/o jan42 due to enemy action; see c/n 18430109
184 18 03	CCCP-L3966(1)	PS-84	GVF	rgd	23sep41		opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 22jun42/01jul42; opb 1 atd GVF by early 1943; w/o in the 1st quarter of 1943 when was shot down by a fighter of the German Air Force; see c/n 18435704
	"966" white	PS-84	GVF/Soviet AF c/s			photo	c/n not confirmed, see above; in winter camo c/s; abandoned in damaged condition at an airfield which was occupied by German troops
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-I456	PS-84	NKAP aviaotryad	rgd	30jan43		probably Soviet Air Force
	not known	PS-84	not known	d/d	1941		opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43; see c/n 1842404
184 18 06	CCCP-L3969(1)	PS-84	GVF	rgd	23sep41		probably Soviet Air Force
184 18 07	not known	PS-84	not known	d/d	1941		probably Soviet Air Force
184 18 08	not known	PS-84	not known	d/d	1941		probably Soviet Air Force
184 18 09	CCCP-L3972(1)	PS-84	GVF	rgd	27sep41		in document apr42; see c/n 18432904
184 18 10	not known	PS-84	not known	d/d	1941		probably Soviet Air Force
184 19 01	CCCP-L3974(1)	PS-84	GVF	rgd	06oct41		opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 22jun42/01jul42; opb 1 atd GVF by 1943; 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 killed while 4 crew managed to bail out (but only 1 of them reached Soviet positions, the other 3 are MIA); see c/n 18430401
184 19 02	not known	PS-84	not known	d/d	1941		probably Soviet Air Force
184 19 03	CCCP-L3976(1)	PS-84	GVF	mfd	04oct41		mentioned in a document apr42; opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 22jun42/01jul42; rgd only 16aug43; opb 3 atp 10 atd GVF by 1945; 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 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 and 5 of the 7 passengers killed and both survivors injured; t/t 3,087 hours; see c/n 18430504
184 19 04	not known	PS-84	not known	d/d	1941		probably Soviet Air Force
184 19 05	CCCP-L3978(1)	PS-84	GVF	rgd	06oct41		see c/n 18426104
184 19 06	CCCP-L3979(1)	PS-84	GVF	rgd	29sep41		see c/n 18429910
184 19 10	CCCP-L3982	PS-84	GVF	mfd	09oct41		opb 2 atp 1 atd GVF at Moscow-Vnukovo; 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 killed; t/t 1,770 hours
184 20 01	not known	PS-84	GVF/Soviet AF c/s	mfd	dec41		the first dedicated military transport from series-production; opb 2 ae 1 ap 1 atd GVF; 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 Blaginino (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 of the R-5 killed and the captain of the PS-84 injured while the other 4 crew escaped unhurt; repaired see c/n 18429805
184 20 07	CCCP-L3948(1) "948"	PS-84	GVF GVF/Soviet AF c/s	mfd BMA	1941 21jun42		opb MAGON GVF; flew to Stockholm-Bromma 21jun42, using call-sign 'P-PUSP' (possibly a misunderstanding of the Cyrillic 'P'); 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 anti-aircraft fire (either German or Soviet) from the ground while overflying the front-line, as the left engine caught fire the crew decided to make a forced landing in a field near Ivantsevo (Molvotitsy district of the Leningrad region), but the right wing collided with trees while the aircraft was flying a right turn at low height, the aircraft crashed nose-down in the forest 1 km east of Ivantsevo, caught fire and burnt out, all 4 crew (pilot: Rybin) 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	PS-84	NKAP zavod # 84	rgd	19oct42		
	CCCP-21503	Li-2	MAP Tashkent APO	rgd	15dec65		canx 29nov67
184 21 07	CCCP-L3988	PS-84	GVF	rgd	21oct41		opb Moskovskaya agon GVF by 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 by 1943; w/o in the 3rd quarter of 1943 when was destroyed on the ground
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 eskadriya MAGON GVF; empennage and ailerons 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 killed and the other 3 slightly injured; see c/n 18411006
184 21 09	CCCP-L3990	PS-84	GVF	rgd	18oct41		opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 30jun42/01jul42; later opb 3 atp 1 atd GVF; w/o during the night 19/20mar44 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 and 1 of the 2 passengers killed (the sole survivor was thrown out by the explosion)
184 21 10	CCCP-L3991	PS-84	GVF	rgd	20oct41		opb Moskovskaya agon GVF by 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
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-1405	PS-84	NKAP zavod # 84	rgd	19oct42		
	CCCP-83965	Li-2	MAP Tashkent APO	rgd	15dec65		canx 29jun67
184 22 04	CCCP-1371 (2)	PS-84	NKAP zavod # 153	rgd	16apr43		
184 22 05	CCCP-1414	PS-84	NKAP zavod # 24	rgd	17jun42		
	CCCP-1373 (2)	PS-84	NKAP	r/r	1943 ?		
184 22 06	not known	PS-84	not known	d/d	1941		probably Soviet Air Force
184 22 07	not known	PS-84	not known	d/d	1941		probably Soviet Air Force
184 22 08	CCCP-1376 (2)	PS-84	NKAP zavod # 292	rgd	12jan43		
184 22 09	not known	PS-84	not known	d/d	1941		probably Soviet Air Force
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		

4,331 ? PS-84/Li-2 built by Factory # 84 at Tashkent-Vostochny from 07jan42 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 # 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 # 84, the three-digit batch number and the number in the batch.

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 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		rgd 19oct42
	CCCP-L3969(2)	Li-2	AFL/Ukraine-HKR	no	reports		soc 31oct57 as worn out; 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

184 24 07	CCCP-1415	PS-84	NKAP zavod # 24	rgd	17jun42	crew and both passengers (among them the director of Factory No. 18, Matvei B. Shenkman) killed; wreck found 14may42
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-L3970	Li-2	AFL/Ukraine	no	reports	
	CCCP-65725	Li-2	AFL/Ukraine	no	reports	soc 08mar60 as worn out
184 25 01	CCCP-1442	PS-84	NKAP zavod # 1	rgd	16jul42	
184 25 02	CCCP-1401	PS-84	NKAP zavod # 26	rgd	10mar43	
	CCCP-46237	Li-2	MRP Sointsevo	rgd	05jun58	
184 25 03	CCCP-1402	PS-84	NKAP zavod # 30	rgd	04mar43	
184 25 04	CCCP-L3996	PS-84	GVF	rgd	20jan43	opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 21jun42/01jul42; opb 1 atd GVF by 1943; w/o in the 3rd quarter of 1943 when was shot down by a fighter of the German Air Force
184 25 05	CCCP-L3997	PS-84	GVF	no	reports	c/n probably 1842505 or 1842507; registration not on pre-1944 register; opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 23/29jun42
	"997" white	PS-84	GVF/Soviet AF c/s	photo		opb 19 otap GVF; in dark green c/s with light blue undersides
184 25 06	CCCP-1544	PS-84	NKAP zavod # 31	rgd	21aug43	
184 25 08	CCCP-L3998	PS-84	GVF	mfd	17apr42	rgd 20jan43; opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 24jun42/01jul42; opb 1 atd GVF by 1943; w/o in the early hours of 08apr43 on a flight to the front when the right engine failed (due to a faulty repair), the aircraft made a forced landing near Ordulyevo (Smolensk region), caught fire and burnt out, all 6 crew escaped
184 25 10	CCCP-L4000	PS-84	GVF	rgd	20jan43	opb 1 atd GVF; w/o in the 3rd quarter of 1943 when was destroyed on the ground
184 26 06	not known	PS-84	Soviet Air Force			was equipped with GAM-10 flame extinguishers; underwent trials with 1 added (long-range aviation division) 26/30apr43; went on to serve with 1 added thereafter
184 29 06	CCCP-1521	PS-84	NKAP zavod # 21	rgd	09jun43	
184 30 01	CCCP-1407	PS-84	NKAP zavod # 166	rgd	31aug42	
184 30 12	CCCP-N494	Li-2	Polyarnaya Aviats.	no	reports	c/n from accident report; opb Chukotskaya aviagruppa; w/o 01nov48 on the leg from Ust'-Yansk to Mys Kosisty at night of a flight from Kresty Kolymyskiye 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 killed; wreck found 17nov48, partially submerged and frozen into the ice; soc 07mar49
184 31 06	CCCP-1601	PS-84	NKAP zavod # 456	rgd	14feb44	
184 32 09	CCCP-X914	PS-84	MPSS			Ministry of Communications Systems Industry; opb LIS NII-11 MPSS (PO Box 446); mentioned in an incident report
184 33 10	CCCP-L4002	PS-84	GVF	rgd	12aug43	
184 34 06	CCCP-L4003	PS-84	GVF	mfd	07jul42	in document 04jan43 as '4003'; opb 5 pap; rgd only 22may43
	CCCP-L4003	Li-2	AFL/Uzbekistan-TAS	no	reports	opb 3 UTO; w/o 27dec50 on an aerial survey training flight from Tashkent-Yuzhnyy, 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 (among them 3 aerial survey navigators) killed; wreck found 28dec50; t/t 7,072 hours
184 34 10	CCCP-L4004	PS-84	GVF	rgd	06jan43	opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945
184 35 01	CCCP-L4005(1)	PS-84	GVF	rgd	12aug43	see c/n 18423102
184 35 02	CCCP-L4006	PS-84	GVF	rgd	15may43	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 03	CCCP-L4007(1)	PS-84	GVF	no	reports	registration not on pre-1944 register; see c/n 18430402
184 35 04	CCCP-L4008(1)	PS-84	GVF	mfd	10jul42	rgd 20jan43; opb 1 atp 1 atd GVF at Moscow-Vnukovo; 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 and 12 passengers killed; t/t 1,418 hours; see c/n 1844108
184 35 05	CCCP-L4009	PS-84	GVF	rgd	26mar43	
184 35 06	CCCP-L4010(1)	PS-84	GVF	rgd	20jan43	opb 1 atd GVF; w/o in the 2nd quarter of 1943 when was destroyed during a combat mission; see c/n 18434210
184 35 07	CCCP-L4011(1)	PS-84	GVF	rgd	12aug43	see c/n 18428907
184 35 08	CCCP-L4012	PS-84	GVF	rgd	20jan43	opb 2 atp 1 atd GVF; new CoFR issued 16aug43; w/o in the early hours of 14sep43 on the return leg of a supply flight for partisans in Belarus when was attacked by a Bf 110 of 3./NJG 100 of the German Air Force (piloted by Leutnant Waldemar Rathke) while flying at a height of some 1,500 metres near Leskovo, caught fire and crashed near Toropa (Vitebsk region of Belarus), close to the front-line, all 6 crew killed
184 35 09	CCCP-L4013	PS-84	GVF	rgd	20jan43	rgd again 16aug43 !
184 36 03	not known	PS-84	Soviet Air Force	no	reports	PS-84 2M-62IR; first aircraft of the improved military version; started state trials 28jul42
184 41 08	CCCP-L4008(2)	PS-84	AFL/West Siberia	no	reports	see c/n 1843504
	CCCP-84555	PS-84	AFL/West Siberia	Koy	jan65	soc 10jun65 as worn out, based on an 'instructional letter' dated
	CCCP-84555	PS-84	AFL/West Sib.-OVb	trf	06jan64	f/n Kolphashevo-Yuzhny jan65; soc 10jun65 as worn out, based on an 'instructional letter' dated 17mar65
184 42 07	"4207"	PS-84	Soviet Air Force			in documentary on 'Soviet Civil Aircraft'
184 45 05	CCCP-1455	PS-84	NKAP zavod # 126	rgd	16nov42	
184 46 10	CCCP-71225	Li-2	AFL/Ukraine	toc	24apr60	f/n IEV 11mar64
	CCCP-71225	Li-2	AFL/Urals	trf	28jan74	soc 28feb75 as worn out
184 47 06	not known	PS-84	German Air Force	no	reports	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 48 07	CCCP-L1281	Li-2	AFL/Moscow (MUTA)	no	reports	soc 26dec55 as worn out
184 50 09	CCCP-L4015(1)	Li-2	GVF	rgd	11nov42	see c/n 18440502
184 50 10	CCCP-L4016	Li-2	GVF	rgd	11nov42	
184 50 14	CCCP-1661	Li-2	NKAP LII	rgd	30apr44	
184 52 01	CCCP-L3949(1)	Li-2	GVF	rgd	24feb43	see c/n 18438904
184 52 05	CCCP-L4014(1)	Li-2	GVF	rgd	11nov42	opb 26 oap GVF by 1946; see c/n 18428905
184 53 06	CCCP-L4017	Li-2	GVF	mfd	13oct42	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 54 08	"5408"	Li-2VP	Soviet Air Force	no	reports	with Wright engine cowlings; converted by Factory # 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 56 01	CCCP-L4021	Li-2	GVF	rgd	16aug43	
	CCCP-L4021	Li-2	AFL/Ukraine-KIV		photo	opb Moldavski 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 56 09	CCCP-L4018(1)	Li-2	GVF	rgd	16aug43	see c/n 18431608
184 57 01	CCCP-L4026(1)	Li-2	GVF	mfd	24dec42	rgd 20jan43; see c/n 18440505
	"4026" black	Li-2	GVF/Soviet AF c/s	ph.	1943	in white 'winter' c/s; opb 1 atd GVF; involved in an accident in 1943; new CoFR issued 16aug43
	CCCP-L4026(1)	Li-2	Aeroflot	IKT	14oct53	
184 57 07	CCCP-1540	Li-2	NKAP zavod # 84	rgd	05aug43	
	CCCP-48094	Li-2	MAP Taganrog	rgd	11dec65	canx 30oct70
184 57 08	CCCP-71164	Li-2	AFL/MOW MAG SPIVS	KUF	08feb64	already on charge by 01mar60; soc 30may66 as worn out
184 58 02	CCCP-L4020(1)	Li-2	GVF	rgd	12aug43	see c/n 18428404
184 58 03	CCCP-L3941(1)	Li-2	GVF	rgd	06mar43	opb 1 atd GVF; w/o in the 2nd quarter of 1943 when was destroyed on the ground; see c/n 18423003
184 58 05	CCCP-L5805	Li-2	GVF	mfd	02dec42	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 Mugdzhazhar 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 Menshy Brat (590 metres), all 5 crew and 3 passengers killed; t/t 6 hours; wreck found 10dec42
184 58 09	CCCP-L4030	Li-2	GVF	rgd	15may43	opb 1 ad GVF; damaged Li-2 CCCP-L3428 at Moscow-Khodynka 25jun44
184 59 09	CCCP-L4022(1)	Li-2	GVF	rgd	16aug43	see c/n 18440508
184 59 10	CCCP-L4023(1)	Li-2	GVF	rgd	20may43	see c/n 18440509
184 60 01	CCCP-L4024(1)	Li-2	GVF	rgd	20jan43	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, caught fire, crashed south-east of Trubchevsk after passing the front-line and exploded, all 7 crew MIA presumed killed; see c/n 18423106
184 60 02	CCCP-L4025(1)	Li-2	GVF	rgd	16aug43	opb 1 atd GVF; w/o in the 3rd quarter of 1943 when was shot down by German anti-aircraft artillery; see c/n 18428909
184 61 02	CCCP-L4027(1)	Li-2T	GVF	rgd	20jan43	see c/n 18429905
	"4027" black	Li-2T	GVF/Soviet AF c/s	Mtp	1943	in crudely applied white 'winter' c/s; had a UTK-1 gun turret with a UBT machine gun; opb 1 atd GVF at Moscow-Vnukovo; w/o 13apr43 on a flight from Moscow to Krasnodar when the right engine caught fire, the aircraft made a forced landing near Trifonovo (Gluboki district of the Rostov region), but the fire could not be extinguished and the aircraft burnt out, no casualties
184 61 05	CCCP-L4028(1)	Li-2	GVF	rgd	02feb43	opb 1 atd GVF; w/o in the 3rd quarter of 1943 when did not return from a mission; see c/n 18414707
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

184 63 02	CCCP-L4031	Li-2	GVF	mfd	11jan43	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 and the sole passenger killed; t/t 839 hours
184 63 05	CCCP-L4032	Li-2	GVF	mfd	11jan43	rgd 06mar43; opb 1 atd GVF; suffered a technical breakdown in 1943
184 63 07	CCCP-L4033	Li-2	GVF	rgd	06mar43	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 killed and the other 4 seriously injured; t/t 132 hours
184 63 10	not known	Li-2	Soviet Air Force	no	reports	was equipped with an improved "Caterpillar" undercarriage; underwent factory trials apr43 and state trials until jun43, which were not successful
184 64 05	not known	Li-2	GVF	no	reports	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 06	CCCP-L4034	Li-2	GVF	rgd	15may43	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 07	CCCP-L4105	Li-2	GVF	rgd	24apr44	in accident report with c/n 18465507 (which is impossible), registration CCCP-L4105 and mfd 03aug50 !;
	CCCP-L4105	Li-2	AFL/Armenia-EVN	no	reports	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 killed; t/t 1,930 hours; wreck found 28jan54; soc 26nov54
184 65 09	CCCP-48980(1)	Li-2	MAP"Sverdlov" Perm	rgd	18dec65	canx 22jul70; see c/n 23441804
184 65 10	CCCP-L4035	Li-2	GVF	mfd	31jan43	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 02	CCCP-L4036	Li-2	GVF	mfd	31jan43	rgd 15may43; opb 1 atd GVF; suffered a technical breakdown in 1943; see next line, really the same aircraft ?
	not known	Li-2VP	Soviet Air Force	mfd	sep44	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 04	CCCP-L4037	Li-2	GVF	rgd	12aug43	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 and 4 passengers escaped unhurt, but the aircraft burnt out; t/t 2,061 hours
184 66 05	CCCP-L4038	Li-2	GVF	mfd	08jan43	canx 1976
184 66 09	CCCP-1515	Li-2	NKAP zavod # 466	rgd	02jun43	already in a document apr42; opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945
	CCCP-26175	Li-2	MOMS Omsk	rgd	11dec65	
	CCCP-L3987	Li-2	GVF	rgd	11feb44	
	CCCP-L4039	Li-2	GVF	rgd	31mar43	
	CCCP-L4040	Li-2	GVF	rgd	15may43	
	"4040" white	Li-2	GVF/Soviet AF c/s	ph.	15jun44	in camo c/s with Red Stars
	CCCP-X360	Li-2	NKSM	rgd	18mar43	Ministry of Medium Machine-building (Minsredmash)
	CCCP-L3942(1)	Li-2	GVF	r/r	unknown	see c/n 18430005
	CCCP-L4100	Li-2	GVF	r/r	1943/44	the frequent re-registrations are strange - L3942 and L4100 are from Andersson book and L3967 from the register
	CCCP-L3967	Li-2	AFL/Ukraine	r/r	unknown	
	CCCP-54814	Li-2	AFL/Turkmenistan	trf	19may59	soc 26nov60 as life-time expired
	CCCP-L4041	Li-2	GVF	rgd	15may43	
184 69 08	CCCP-X362	Li-2	NKTP	rgd	18mar43	Ministry of Tank Production (Tankoprom)
184 70 01	CCCP-L4101	Li-2	GVF	r/r	1943/44	
	CCCP-L1276	Li-2	AFL/Ukraine	no	reports	soc 06jul55 as worn out
184 73 06	CCCP-N427	Li-2	Polyarnaya Aviats.	photo		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 73 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
	CCCP-N470 (1)	Li-2	Polyarnaya Aviats.			
184 74 07	CCCP-L4104	Li-2	GVF	rgd	04jun43	
	CCCP-L4104	Li-2	AFL/West Siberia	no	reports	
	CCCP-L4104	Li-2	AFL/MOW MAG SPIVS	no	reports	soc 02jun55 as worn out
184 77 01	CCCP-L4102	Li-2	GVF	rgd	26apr43	
	CCCP-L1277	Li-2	AFL/Ukraine	no	reports	soc 31jan56 as worn out
	CCCP-1516	Li-2	NKAP aviaotryad	rgd	04jun43	
	CCCP-1504	Li-2	NKAP aviaotryad	rgd	28apr43	
	CCCP-1501	Li-2	NKAP aviaotryad	rgd	22apr43	
	CCCP-L3964(2)	Li-2	AFL/Krasnoyarsk	no	reports	see c/n 1841702; soc 14oct47 as life-time expired
	CCCP-1502	Li-2	NKAP aviaotryad	rgd	22apr43	
184 77 06	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 09	CCCP-L4103	Li-2	GVF	rgd	26apr43	
	CCCP-L1288	Li-2	AFL/Ukraine	no	reports	soc 05apr58 as worn out
	CCCP-1531	Li-2	NKAP LII	rgd	21jun43	
184 80 01	CCCP-N472	Li-2	Polyarnaya Aviats.	no	reports	opb MAGON from 24jan51
184 80 09	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 87 03	"6" red	Li-2(K)	Soviet Air Force	ph.	may44	in camo c/s, with 'polar bear holding bomb' badge on nose; dbr 13may44 when crashed during a check-flight after rework
184 88 10	CCCP-L4042	Li-2	GVF	rgd	31aug43	
184 91 01	CCCP-1608	Li-2	NKAP aviaotryad	rgd	11dec43	
	CCCP-X464	Li-2	MOM - GSNII-642	toc	1955	
	CCCP-1535	Li-2	NKAP zavod # 19	rgd	24jul43	
184 94 01	CCCP-L3917(2)	Li-2	AFL/Moscow (MUTA)	no	reports	see c/n 1841208; soc 06jul55 as life-time expired
	CCCP-L4153	Li-2	AFL/Ukraine	no	reports	soc 15feb55 as life-time expired
	CCCP-L4154	Li-2	AFL/Belarus	no	reports	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 Tepik district of the Vinnitsa region), all 5 crew and 11 passengers killed; wreck found 09dec44
184 91 08	CCCP-L4156	Li-2	AFL/Privolzhsk	no	reports	photo in "Sovjetski Soyuz" magazine dec52; soc 27jun55 as worn out
184 91 10	CCCP-L4158	Li-2	AFL/Privolzhsk	no	reports	
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 96 06	"17" white	Li-2	Soviet Air Force	photo		opb 12 gvap dd; in camo c/s; flew two sorties against Helsinki feb44
	CCCP-1545	Li-2	NKAP LII	rgd	31aug43	
	CCCP-L4043	Li-2	GVF	rgd	06sep43	
	CCCP-L4044	Li-2	GVF	rgd	06sep43	
	CCCP-L4045	Li-2	GVF	rgd	06sep43	
	CCCP-Zh62	Li-2	NKVD-GU ZhDS	rgd	23sep43	
	CCCP-Zh63	Li-2	NKVD-GU ZhDS	rgd	23sep43	
	CCCP-L4046	Li-2	GVF	rgd	24sep43	
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	CCCP-26169	Li-2	MAP Voronezh	rgd	02dec65	canx 1976
184 104 10	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	rgd 24sep43
	CCCP-L4050	Li-2	AFL/Ukraine	no	reports	soc 19aug55 as worn out
184 105 03	CCCP-L4051	Li-2	GVF	rgd	24sep43	
	CCCP-L4051	Li-2	AFL/Ukraine	no	reports	soc 27jun55 as worn out
184 105 04	CCCP-L4052	Li-2	GVF	rgd	24sep43	
	CCCP-L4052	Li-2	AFL/Northern	no	reports	soc 30sep55 as worn out
184 105 05	CCCP-L4053	Li-2	GVF	rgd	28sep43	opb 87 oap GVF; suffered engine failures 22jan45 and 07mar45
184 105 07	CCCP-L4054	Li-2	GVF	rgd	28sep43	
	"4054" white	Li-2	GVF/Soviet AF c/s		photo	
	CCCP-L4054	Li-2	Aeroflot	KRR	jan56	
184 105 08	CCCP-L4055	Li-2	GVF	rgd	24sep43	
184 105 10	CCCP-L4056	Li-2	GVF	rgd	28sep43	
184 106 02	CCCP-L4060	Li-2	GVF	rgd	21oct43	
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
	CCCP-L4057	Li-2	AFL/Lithuania-VNO	trf	1956	
184 106 04	CCCP-L4058	Li-2	GVF	rgd	21oct43	
184 106 06	CCCP-L4059	Li-2	GVF	rgd	21oct43	
184 108 08	CCCP-L4061	Li-2	GVF	rgd	21oct43	
	CCCP-L4061	Li-2	AFL/Ukraine	no	reports	crashed Kiev 31dec53, no further details known; soc 13apr54
184 108 09	CCCP-L4062	Li-2	GVF	rgd	21oct43	
	CCCP-L4062	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-54981(1)	Li-2	AFL/Kazakhstan	no	reports	soc 29may58 as life-time expired; see c/n 18431502
184 108 10	CCCP-L4063	Li-2	GVF	rgd	21oct43	
184 109 01	CCCP-L4064	Li-2	GVF	rgd	29oct43	opb 1 atd GVF; w/o 08mar44 while paratropping 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 and both passengers killed see c/n 1842108 rgd 23mar44
184 110 06	CCCP-L3989(2)	Li-2	GVF	rgd	03dec43	
184 110 09	CCCP-I642	Li-2	NKAP zavod # 29	mfd	oct43	
	CCCP-L3968	Li-2	AFL/Ukraine	trf	jun44	
	CCCP-65724	Li-2	AFL/Ukraine-IEV	no	reports	soc 30jan63 as life-time expired and again on 24aug63 as worn out ! 184 110 52 ? "1052" Li-2K Soviet Air Force 1944 in green c/s; given c/s is an impossible c/n 184 112 06 CCCP-1596 Li-2 NKAP zavod # 18 rgd 24nov43
	"I-596" white	Li-2	Soviet Air Force		photo	probably still opb NKAP; in dark green c/s
	CCCP-65681	Li-2	AFL/Privolzhsk	trf	unknown	soc 14feb61 as worn out
184 114 01	CCCP-L4065	Li-2	GVF	rgd	17feb44	
184 114 02	CCCP-L4066	Li-2	GVF	rgd	09dec43	opb 3 oads GVF at Myachkovo; made a forced landing 04aug45
	CCCP-L4066	Li-2	AFL/Privolzhsk	trf	unknown	soc 27jun55 as worn out
184 114 03	CCCP-L4067	Li-2	GVF	rgd	06dec43	
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 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 canx 31mar70
184 114 06	CCCP-L4069	Li-2	GVF	mfd	nov43	
	CCCP-L4069	Li-2T	AFL/Volga			
184 114 07	CCCP-L4070(2)	Li-2	GVF	rgd	unknown	
184 114 09	CCCP-93911	Li-2	MAP"Sverdlov" Perm	rgd	18dec65	
184 114 10	CCCP-L4072	Li-2	GVF	rgd	09dec43	
	CCCP-L4072	Li-2	AFL/West Siberia	trf	unknown	soc 19aug55 as worn out
184 115 01	CCCP-I612	Li-2	NKAP zavod # 292	rgd	29dec43	
184 115 05	CCCP-L4074	Li-2	GVF	rgd	11feb44	
184 115 06	CCCP-L4070(1)	Li-2	GVF	rgd	25dec43	opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945 see c/n 18411407
184 117 02	CCCP-L4075	Li-2	GVF	rgd	25dec43	
	CCCP-L4075	Li-2	AFL/North Kavkaz	trf	unknown	
	CCCP-L4075	Li-2	AFL/Krasnoyarsk	trf	08jul58	
	CCCP-16207	Li-2	AFL/Krasnoyarsk	trf	unknown	soc 24oct59 as worn out
184 117 03	CCCP-I614	Li-2	NKAP zavod # 31	rgd	11jan44	
184 117 06	CCCP-I616	Li-2	NKAP zavod # 23	rgd	15jan44	
184 119 06	not known	Li-2NB	Soviet Air Force	no	reports	converted to night-bomber version (second one with this designation) reportedly in 1943
184 120 04	no code	Li-2T	Soviet Air Force	ph.	dec52	at Petrovsk; opb the Balashov flying school
184 121 01	CCCP-L4077	Li-2	GVF	rgd	17feb44	
	CCCP-L4077	Li-2	AFL/Ukraine	trf	unknown	registration given as CCCP-L3977 in MGA document, but probably in error ?
	CCCP-84719(2)	Li-2	AFL/Ukraine	rgd	unknown	soc 06jan59 as worn out; see c/n 18422203 with the same registration given in MGA document
184 121 03	CCCP-L4078	Li-2	GVF	rgd	17feb44	opb 3 oads GVF at Myachkovo; suffered an engine failure 04apr45
184 121 04	CCCP-L4079	Li-2	GVF	rgd	16feb44	
184 121 06	CCCP-L4082	Li-2	GVF	rgd	17feb44	
184 121 07	CCCP-L4083	Li-2	GVF	rgd	05apr44	
	CCCP-L4083	Li-2	AFL/Uzbekistan	trf	unknown	soc 19may55 as worn out
184 121 08	CCCP-L4084	Li-2	GVF	rgd	17feb44	
184 121 10	CCCP-L4080	Li-2	GVF	rgd	07mar44	
	CCCP-L4080	Li-2	AFL/Latvia	trf	unknown	soc 24sep55 as worn out
184 122 01	CCCP-L4085	Li-2	GVF	rgd	14mar44	
184 122 03	CCCP-I636	Li-2	NKAP zavod # 447	rgd	11feb44	
184 123 10	CCCP-L4081	Li-2	GVF	rgd	07mar44	
184 124 06	CCCP-L4086	Li-2	AFL/North Kavkaz	trf	unknown	soc 31may57 as worn out
	CCCP-L4086	Li-2	GVF	rgd	26feb44	
184 124 22 ?	CCCP-L4086	Li-2	AFL/Moscow (MUTA)	trf	unknown	soc 06jul55 as life-time expired
	CCCP-1485	Li-2	NKAP zavod # 22	rgd	29jan43	c/n reported as being 124-22 in the old Soviet register; rgd seems too early and the number in the batch too high
184 125 01	CCCP-L4087	Li-2	GVF	rgd	25feb44	opb 3 oads GVF at Myachkovo; suffered an engine failure 07mar45
	CCCP-L4087	Li-2	AFL/North Kavkaz	trf	unknown	soc 05sep55 as worn out
184 125 09	CCCP-71219	Li-2	AFL/Kazakhstan	toc	11apr60	soc 29apr66 as life-time expired; cargo version
184 130 07	CCCP-71163	Li-2	AFL/MOW MAG SPIVS	trf	01mar60	soc 30jul65 by order of the MGA dated 17mar65
184 131 09	CCCP-X386	Li-2	NKTP	rgd	05may44	Ministry of Tank Production (Tankoprom)
184 132 04	CCCP-L4088(1)	Li-2	GVF	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)
184 132 07	CCCP-51132	Li-2	AFL/Turkmenis.-ASB	toc	15jan60	f/n ASB 21mar60; l/n ASB 27aug61; soc 23jun65 as worn out
184 136 01	CCCP-L4089	Li-2	GVF	rgd	09may44	
184 136 02	CCCP-L4093	Li-2	GVF	rgd	09may44	
	CCCP-L4093	Li-2	AFL/Northern	trf	unknown	soc 24sep55 as worn out
184 137 03	CCCP-L4090	Li-2	GVF	rgd	09may44	
	CCCP-L4090	Li-2	AFL/Privolzhsk	trf	unknown	soc 19aug55 as worn out
184 137 04	CCCP-L4088(2)	Li-2	AFL/Kazakhstan	mfd	19mar44	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 and 1 of the 3 passengers killed, 1 crew member seriously injured and the other 3 survivors slightly injured; t/t 1,984 hours; see c/n 18413204
184 137 10	CCCP-L4095	Li-2	GVF	rgd	23may44	
	CCCP-L4095	Li-2	AFL/North Kavkaz	trf	unknown	soc 19aug55 as worn out
184 138 03	CCCP-L4096	Li-2	GVF	rgd	23may44	
	CCCP-L4096	Li-2	AFL/Azerbaijan	trf	unknown	soc 19aug55 as worn out
184 138 09	CCCP-L4091	Li-2	GVF	rgd	09may44	
184 139 07	CCCP-L4092	Li-2	GVF	rgd	09may44	
184 140 05	unknown	Li-2T	Soviet Air Force	mfd	1944	
	CCCP-71222	Li-2T	AFL/MOW MAG SPIVS	toc	unknown	on charge as of 01may60
	CCCP-71222	Li-2T	Aeroflot/KShVLP	trf	02dec60	Kirovograd Advanced Flying Training College
	CCCP-71222	Li-2T	AFL/Urals-SVX	trf	18nov63	
	CCCP-71222	Li-2T	AFL/Urals	trf	10dec63	f/n SVX 09feb66; soc 19apr66 as worn out t/t 7,961 hours
184 140 07	CCCP-L4094	Li-2	GVF	rgd	09may44	registration initially allocated to c/n 18413710
	CCCP-L4094	Li-2	AFL/North Kavkaz	trf	unknown	soc 25jan57 due to its poor technical condition; t/t 8,529 hours
184 143 02	CCCP-I675	Li-2	NKAP	rgd	22jun44	
184 143 05	CCCP-L4098	Li-2	GVF	mfd	28apr44	rgd 23may44
	CCCP-L4098	Li-2	AFL/Ukraine-IEV	no	reports	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
184 143 07	CCCP-L4097	Li-2	GVF	rgd	09may44	
	CCCP-L4097	Li-2	AFL/North Kavkaz	trf	unknown	soc 05sep55 as worn out
184 145 01	CCCP-L4099	Li-2	GVF	rgd	23may44	

	CCCP-L4099	Li-2	AFL/Azerbaijan	no	reports	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
184 145 09	CCCP-L4111	Li-2	GVF	rgd	23may44	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 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
184 147 06	CCCP-L5022 CCCP-L5022 CCCP-L5022	Li-2 Li-2 Li-2	AFL/Northern-LED AFL/Moscow (MUTA) AFL/Sasovo FS	LED trf trf	1955 unknown 12jan59	soc 06aug59 as life-time expired
184 147 07	CCCP-L4028(2)	Li-2	AFL/Privolzhsk	no	reports	soc 24mar59 as worn out; see c/n 1846105
184 148 04	CCCP-L912	Li-2	AFL/Northern	no	reports	featured in the Soviet movie "Dva kapitana" (Two Captains) shot in 1955
184 148 08	CCCP-54935 not known	Li-2 Li-2T	AFL/Northern Soviet Air Force	no w/o	reports 10oct44	soc 22dec65 as worn out when crashed into Mt. Zadni Gerlach in the Tatra mountains (N49.15143° E20.0781°E) at 2,580 metres ASL, all 24 occupants killed
184 150 05	CCCP-L4112 CCCP-L4112	Li-2 Li-2	AFL/Ukraine AFL/Moldova	mfd trf	1944 may57	
184 150 06	CCCP-65678(1)	Li-2	AFL/Moldova	no	reports	soc 31aug59 as life-time expired; see c/n 18439004
184 150 06	CCCP-L4113 CCCP-L4113	Li-2 Li-2	GVF AFL/Yegorevsk TS	rgd trf	10jun44 unknown	
184 151 05	CCCP-69301(1)	Li-2	MAP Kirov	rgd	19nov65	soc 14jul54 no reason given canx 22mar67; see c/n 33444003
184 151 06	CCCP-L4431 CCCP-L4431	Li-2 Li-2	GVF AFL/Ukraine-HRK	rgd HRK	10jun44 may55	rgd seems early for a CCCP-L44. registration ! an inspection may55 showed cracks in the central wing section, t/t 10,649 hours by then; soc 06jul55 as life-time expired
184 152 07	CCCP-L4114	Li-2	AFL/North Kavkaz	no	reports	soc 11may56 as worn out
184 152 10	CCCP-L4115	Li-2	Aeroflot/KShVLP	no	reports	Kirovograd Advanced Flying Training College; soc 21feb56 as worn out
184 155 04	not known CCCP-71215	Li-2 Li-2	Soviet Air Force AFL/Urals	mfd toc	28jun44 24mar60	
184 157 03	CCCP-L913 CCCP-54780	Li-2 Li-2	AFL/Krasnoyarsk AFL/Krasnoyarsk	no no	reports reports	seen in a film on Soviet civil aircraft soc 12apr61 as worn out
184 157 05	CCCP-L4117 "4117" white	Li-2 Li-2	GVF GVF/Soviet AF c/s	no photo	reports photo	registration not on the pre-1944 register in "Tekhnika Molodyozhi" magazine # 12/1978
184 158 02	CCCP-L4117 CCCP-L4118 CCCP-L4118	Li-2 Li-2 Li-2	AFL/Estonia AFL/N.Kavkaz-RVI AFL/Krasnoyarsk	no RVI trf	reports 1956 14jan58	soc 19aug55 as worn out
184 160 02	unknown CCCP-46236	Li-2 Li-2	Soviet Air Force MAP Kom-na-Amu APO	mfd rgd	1944 11dec65	soc 20mar58 as became an exhibit canx 04feb67
184 161 10	11 4	Li-2T Li-2T	Polish Air Force Polish Air Force	d/d d/d	29jan47	but not confirmed 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
184 165 03	unknown CCCP-71162	Li-2 Li-2	Soviet Air Force AFL/MOW MAG SPIVS	mfd trf	1944 01mar60	soc 22dec65 as worn out armed version
184 166 02	no code	Li-2VP	Soviet Air Force		photo	
184 167 06	unknown CCCP-51150 CCCP-51150	Li-2T Li-2T	Soviet Air Force AFL/Ukraine	mfd toc	1944 31jan60	
184 168 06	CCCP-51150 CCCP-51150	Li-2T Li-2T	AFL/Ukraine-DOK AFL/Urals	trf trf	1964 29dec65	soc 14nov66 as life-time expired soc 29sep55 as worn out
184 169 04	CCCP-L4165 CCCP-L4160	Li-2 Li-2	AFL/West Siberia AFL/International	no mfd	reports sep44	opb 52 (Berlinski) ATO OAG MVS; made an emergency landing at VKO 06jan49 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-2 Li-2	AFL/North Kavkaz AFL/North Kavkaz	no no	reports reports	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	no no trf	reports reports 10jan61	Kirovograd Advanced Flying Training College; soc 25jul61 as worn out
184 169 10	CCCP-L4123	Li-2	AFL/Kazakhstan	no	reports	soc 24sep55 as worn out
184 170 02	CCCP-L4126	Li-2	AFL/Ukraine	no	reports	soc 21feb56 as worn out
184 170 03	CCCP-L4127	Li-2	AFL/Ukraine	no	reports	soc 06jul55 as life-time expired
184 170 04	CCCP-L3912(2)	Li-2	AFL/Moscow (MUTA)	no	reports	soc 16dec57 as life-time expired; see c/n 1841203
184 170 05	CCCP-L4129	Li-2	AFL/Ukraine-HRK	no	reports	soc 11may56 as life-time expired
184 170 06	CCCP-L4130 CCCP-L4130	Li-2 Li-2P	AFL/Privolzhsk AFL/Lithuania-VNO	mfd trf	1944 unknown	opb 194 vtap; in dark green c/s with light blue underside; slightly damaged 1956 on landing at Sredne-Byelaya when the right main gear collapsed soc 31may55 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
184 170 08	CCCP-L4139	Li-2	AFL/Ukraine	no	reports	soc 10jul57 as worn out
184 170 09	CCCP-L4177	Li-2	AFL/Moscow (MUTA)	no	reports	soc 13apr56 as life-time expired
184 170 10	CCCP-L4149	Li-2	AFL/Georgia	no	reports	photos exist soc 19aug55 as life-time expired
184 171 02	CCCP-L4124	Li-2	AFL/Ukraine-HRK	mfd	21sep44	soc 11may56 as worn out 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	Li-2	AFL/Belarus	no	reports	soc 13apr56 as worn out
184 171 04	CCCP-48091	Li-2	MAP Kuibyshev MSZ	rgd	06aug58	canx 27dec75
184 175 07	"24"	Li-2	Soviet Air Force	ph.	1956	opb 194 vtap; in dark green c/s with light blue underside; slightly damaged 1956 on landing at Sredne-Byelaya when the right main gear collapsed
184 176 02	CCCP-L4132	Li-2	AFL/Ukraine-ODS	mfd	oct44	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 03	not known	Li-2	Soviet Air Force	Rts	03nov45	soc 10jul57 as worn out
184 176 07	CCCP-L4163	Li-2	AFL/North Kavkaz	no	reports	soc 05nov55 as worn out
184 177 01	CCCP-L4135	Li-2	AFL/West Siberia	no	reports	soc 10jul57 as worn out
184 178 05	CCCP-1772	Li-2	MAP zavod # 166	mfd	nov44	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 and 7 passengers injured; t/t 2,237 hours
184 178 09	not known CCCP-51145 CCCP-51145	Li-2 Li-2 Li-2	Soviet Air Force AFL/Urals X AFL/Urals-SVX	mfd toc trf	1945 05jan60 1963	f/n SVX 17oct62 soc 10may65 by order of the MGA made a forced landing 07mar45; soc 19may55 as worn out
184 179 10	CCCP-L4136	Li-2	AFL/Uzbekistan	no	reports	soc 31jan56 as worn out
184 181 03	CCCP-L4140	Li-2	AFL/MOW MAG SPIVS	no	reports	soc 22jan66 as life-time expired
184 182 01	CCCP-51134	Li-2	AFL/Northern	toc	28dec59	soc 20jul65 as worn out
184 182 05	CCCP-51154	Li-2	AFL/Kazakhstan	toc	10feb60	soc 26dec55 as life-time expired
184 182 06	CCCP-L4141	Li-2	AFL/West Siberia	no	reports	opb 3 oads GVF at Myachkovko; suffered an engine failure 09mar45
184 183 01	CCCP-L4142 CCCP-L4142 CCCP-L4142	Li-2 Li-2 Li-2	GVF AFL/West Siberia AFL/Northern	trf trf trf	unknown 31jul55 unknown	soc 13feb58 as became an exhibit soc 10may58 as worn out
184 183 07	CCCP-L4143	Li-2	AFL/Aktyubinsk FS	no	reports	soc 13feb58 as became an exhibit
184 183 08	SP-LBG	Li-2T	LOT	rgd	09jan47	dbt at Warsaw 16dec63; canx 30dec63 as not repairable
184 184 09	unknown CCCP-51141 CCCP-51141 CCCP-51141	Li-2T Li-2 Li-2 Li-2	Soviet Air Force AFL/Urals AFL/Urals-SVX AFL/Urals	mfd toc trf trf	23dec44 13jan60 unknown 28aug63	f/n SVX 17nov62 on charge as of 01jan63 soc 15apr66 as worn out, t/t 11,094 hours on charge as of 01mar60; f/n BKA sep64 in natural metal c/s with blue trim; soc 06dec65
184 187 01	CCCP-71159	Li-2	AFL/MOW MAG	toc	unknown	canx 12jan68
184 188 02	CCCP-51152	Li-2	AFL/Kazakhstan	toc	10feb60	possibly did not carry a registration or code; opb 87 oap GVF; suffered a breakdown 01may45
184 188 05	CCCP-27204	Li-2	MOM Omsk	rgd	15dec65	
184 187 07	not known	Li-2	GVF			
184 188 09	not known CCCP-84614(1)	Li-2P Li-2P	Soviet Air Force Soviet Air Force	mfd	jan45	preserved in the Russian Air Force museum at Monino since jan59, but it is not confirmed that this is the original registration worn at that time, however, it does have a plate in the cockpit '84614'; see c/n 6008 with the same registration, probably from mid 1958; in all over dark green c/s with light blue undersides and Red Star on tail, registration still visible under the paint apr91/sep91
	CCCP-15010	Li-2P	Aeroflot	Mon	24sep91	was briefly painted with this fake registration on the right-hand side for a movie appearance during which the engines were run; registration still visible aug92
	no code	Li-2P	Soviet Air Force	Mon	30sep01	in fake Soviet Air Force c/s; remnants of 'CCCP-84614' visible under green paint; with a crude imitation of a UTK-2 dorsal turret (substituted by a small Perspex blister) to imitate the Li-2VP armed version (N55.832269 E38.184245) carried code "06" yellow on left-hand side and code "12" yellow on right-hand side; in fake Soviet Air Force c/s with the imitation of the dorsal turret as described above, l/n 18jul15
	"06"/"12" yel.	Li-2P	Soviet Air Force	Mon	03may03	preserved (N55.832269 E38.184245) and freshly painted in two tone camo c/s dbt 20nov60, details unknown; soc 15apr61
184 190 02	"39"yellow CCCP-51143	Li-2P Li-2	Soviet Air Force AFL/Syktvykar	Mon toc	15aug15 05jan60	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
184 190 03	CCCP-L4145	Li-2	AFL/Privolzhsk	mfd	21jan45	

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 possibly did not carry a registration or code; opb 87 oap GVF; suffered a breakdown 05apr45

184 190 08	not known	Li-2	GVF	rgd	26oct46	w/o 26may48 when crashed near Popowie
184 190 10	SP-LBC	Li-2T	LOT	no	reports	possibly did not carry a registration or code; opb 87 oap GVF; suffered a breakdown 05apr45
184 191 03	CCCP-L4147	Li-2	AFL/Privolzhsk	no	reports	w/o 26may48 when crashed near Popowie
184 191 05	CCCP-L4148	Li-2	AFL/Tajikistan-DYU	mfd	1945	soc 24sep55 as life-time expired
184 191 09	CCCP-51153	Li-2	AFL/Kazakhstan	toc	03feb60	soc 06jul55 as worn out
184 192 01	not known	Li-2T	Soviet Air Force	mfd	1945	soc 16feb62 as worn out
	CCCP-71214	Li-2T	AFL/Urals	toc	24mar60	
	CCCP-71214	Li-2T	AFL/Urals-CEK	trf	1963	
184 193 02	not known	Li-2	GVF			soc 15apr66 as worn out with a t/t of 10,281 hours
184 194 05	not known	Li-2	Soviet Air Force	mfd	13feb45	possibly did not carry a registration or code; opb 87 oap GVF; suffered an engine failure 08may45
	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	CCCP-71207	Li-2	AFL/East Siberia	toc	01mar60	soc 12sep66 as worn out
184 194 10	CCCP-51135	Li-2	AFL/Northern	toc	28dec59	dbr, details unknown; soc 24mar62
184 196 02	SP-LBH	Li-2T	LOT	rgd	13may47	canx 31oct64
184 196 10	CCCP-71197	Li-2	AFL/Yakutiya	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	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-13484	Li-2	MAP zavod # 735			prefix 'I' to be confirmed; former Factory No. 16 at Kazan; in documents in 1958/59
184 199 03	CCCP-L1282	Li-2	AFL/Moscow (MUTA)	no	reports	
	CCCP-L1282	Li-2	AFL/Sasovo FS	trf	12jan59	soc 31jul59 as became an exhibit
	CCCP-71161	Li-2	AFL/MOW MAG SPIVS	toc	unknown	on charge as of 01mar60; involved in an accident, details unknown; soc 12aug64
184 199 08	CCCP-71161	Li-2	AFL/MOW MAG SPIVS	toc	unknown	
184 200 01	CCCP-L4150	Li-2	AFL/Ukraine-HRK	mfd	feb45	opb 23 TAO; 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 tailplane 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 and 17 passengers killed; t/t 635 hours
184 200 02	CCCP-L3931(2)	Li-2	AFL/Moscow (MUTA)	no	reports	see c/n 1841401; soc 06jul55 as life-time expired
184 200 04	CCCP-L4179	Li-2	AFL/Moscow (MUTA)	no	reports	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/Turkmenistan	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 "7"	Li-2	GU Gidrometluzhby Soviet Air Force	rgd ph.	early50 1955	Main Directorate of the Hydrological and Meteorological Service 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	CCCP-51146	Li-2T	AFL/Ukraine IEV	toc	31jan60	photo exists
	CCCP-51146	Li-2T	AFL/Slavyansk FS	trf	20aug66	soc 17oct66 as life-time expired
184 202 01	CCCP-51147	Li-2	AFL/Ukraine	toc	31jan60	
	CCCP-51147	Li-2	AFL/Urals-HRK	trf	29dec63	f/n HRK 12nov65; soc 14feb67 as life-time expired
184 202 02	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	hi-jacked by the crew on domestic flight Katowice-Lodz-Gdanek 17dec49 and landed in Bornholm, Sweden; canx 31oct64
184 202 08	CCCP-51155	Li-2	AFL/Kazakhstan	toc	10feb60	soc 14nov66 as life-time expired
184 203 03	CCCP-L4184	Li-2	AFL/MOW MAG SPIVS	no	reports	
	CCCP-65705	Li-2	AFL/MOW MAG SPIVS	no	reports	photo in the Khabarovsk region (N47.627836 E137.799511); involved in an accident, details unknown; soc 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	CCCP-51139	Li-2	AFL/Northern	toc	06jan60	soc 25oct65 as life-time expired; see c/n 18434705
184 203 10	CCCP-L3946(2)	Li-2	AFL/Privolzhsk	no	reports	soc 18aug59 as worn out; see c/n 1841403
184 204 02	CCCP-51149	Li-2	AFL/Ukraine	toc	31jan60	
	CCCP-51149	Li-2	AFL/Slavyansk FS	trf	11sep66	soc 29sep71 as life-time expired
184 204 03	unknown	Li-2T	Soviet Air Force	mfd	1945	
	CCCP-51103	Li-2T	AFL/Urals	toc	13jan60	
	CCCP-51103	Li-2T	AFL/Urals-CEK	ref	1963	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/Turkmenistan	no	reports	
	CCCP-51114	Li-2	AFL/Turkmenistan	no	reports	soc 04apr61 as worn out
184 205 04	CCCP-L4189	Li-2	AFL/West Siberia	no	reports	soc 31jan56 as life-time expired
184 206 01	CCCP-L4192	Li-2	GVF			opb 3 oads GVF at Myachkovo; made a forced landing in 1945
	CCCP-L4192	Li-2	AFL/Northern	trf	unknown	soc 15dec56 as worn out
184 206 02	CCCP-L4193	Li-2	GVF			opb 3 oads GVF at Myachkovo; suffered engine failures 05jun45 and 08oct45
	CCCP-L4193	Li-2	AFL/North Kavkaz	photo	unknown	featured in the Soviet movie "Tsel yego zhizni" (The Goal of His Life) shot in 1957
	CCCP-16214	Li-2	AFL/North Kavkaz	rgd	unknown	soc 20jan60 as life-time expired
184 206 03	CCCP-L4186	Li-2	AFL/Ukraine-HRK	no	reports	soc 13feb58 as life-time expired
184 206 04	CCCP-51133	Li-2	AFL/Privolzhsk	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	PLX	09may59	soc 18jun60 as worn out
184 206 07	CCCP-L4199	Li-2T	SibNIA	mfd	08apr45	
	CCCP-L4199	Li-2	AFL/Moscow (MUTA)	no	reports	soc 31oct57 as life-time expired
184 206 08	CCCP-26180	Li-2	MOMS Omsk	rgd	15dec65	canx 11jan72
184 206 09	CCCP-L4196	Li-2	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	no	reports	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-Spive 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 04	CCCP-L4201	Li-2	AFL/Privolzhsk	no	reports	soc 06jul55 as life-time expired
184 207 06	CCCP-L4203	Li-2	AFL/Ukraine	no	reports	soc 20mar58 as life-time expired
184 208 10	CCCP-51144	Li-2	AFL/Sykytyvkar	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	no	reports	soc 05nov55 as worn out
184 209 07	CCCP-L4205	Li-2	AFL/Ukraine-ODS	mfd	03may45	
	CCCP-L4205	Li-2	SibNIA	trf	14oct58	
	CCCP-L4205	Li-2	AFL/Ukraine	trf	unknown	soc 27sep61, no reason given
184 209 08	CCCP-L4207	Li-2	AFL/Lithuania	mfd	may45	opb Litovskii otdelny aviatoryad 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	no	reports	
	CCCP-84608	Li-2	AFL/Azerbaijan	no	reports	soc 03dec59 as worn out
184 210 01	no code	Li-2T	Soviet Air Force	ph.	1945	prototype of this version; in camo c/s; underwent state trials with the NII VVS in autumn 1945
184 210 03	CCCP-L4212	Li-2	AFL/Irkutsk	no	reports	soc 22mar54 as worn out
184 210 04	CCCP-L4213	Li-2	AFL/North Kavkaz	no	reports	soc 12aug58 as worn out

184 210 05	CCCP-L4214	Li-2	AFL/Moscow	mfd	may45	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 Taganal 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
184 210 06	CCCP-L4216	Li-2	AFL/Moscow (MUTA)	no	reports	soc 24sep55 as life-time expired
184 210 07	CCCP-L4217	Li-2	AFL/Moscow (MUTA)	no	reports	soc 15dec56 as worn out
184 210 08	CCCP-L4215	Li-2T	AFL/East Siberia	no	reports	
	CCCP-16180	Li-2T	AFL/Krasnoyarsk	trf	06nov59	soc 31may61 as worn out
184 210 10	CCCP-L4210	Li-2	AFL/Uzbekistan	no	reports	soc 13apr54 as worn out
184 211 10	CCCP-L4211	Li-2	AFL/Krivoy Rig TS	no	reports	soc 25nov54 as worn out
184 212 08	CCCP-L4222	Li-2	AFL/Ukraine-ODS	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
184 213 02	CCCP-71284	Li-2	AFL/Moscow ASPIMVL	toc	unknown	on charge as of 01aug60; soc 22dec70 as life-time expired
184 213 04	CCCP-L4223	Li-2	AFL/Lithuania	no	reports	soc 30jul58 as life-time expired
184 213 07	CCCP-L4225	Li-2	AFL/Ukraine	no	reports	soc 31jan56 as life-time expired
184 214 02	not known	Li-2	Soviet Air Force	mfd	1945	w/o oct52 on a flight from Komsomolsk-na-Amure to Byelogorsk when flew in clouds at a height of 1,200 metres and crashed into the south-eastern slope of Mt. Magloi (1,284 metres) in the Amur district of the Khabarovsk region, 2 of the 3 crew killed while the 3rd one escaped unhurt and walked 30 km through the taiga to Padali airstrip; the wreckage is still extant
184 215 03	CCCP-L4224	Li-2	AFL/Moscow (MUTA)	no	reports	soc 05nov55 as worn out
184 215 06	CCCP-L4227	Li-2	AFL/Northern	no	reports	soc 31mar57 as worn out
184 216 01	CCCP-L4228	Li-2	AFL/Yakutiya	mfd	12jun45	opb 46 ATO; 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 and 14 passengers killed; t/t 4,429 hours
184 216 06	CCCP-L4229	Li-2	AFL/Moscow (MUTA)	no	reports	soc 14dec55 as worn out
184 217 04	CCCP-L4232	Li-2	AFL/West Siberia	no	reports	soc 06aug55 as worn out
184 218 09	CCCP-L4233	Li-2	AFL/Irkutsk	no	reports	soc 25mar61 as became an exhibit
184 219 01	CCCP-L4230	Li-2	AFL/Northern	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)	no	reports	soc 19aug55 as life-time expired
184 219 03	CCCP-L4221	Li-2P	NII GVF	no	reports	not in MGA documents as such
	CCCP-L4221	Li-2P	AFL/Turkmenistan	no	reports	soc 14dec55 as life-time expired
184 219 04	CCCP-L4231	Li-2	AFL/Ukraine	mfd	1945	opb 87 AO until 1956
	CCCP-L4231	Li-2	AFL/Troitskoye 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	mfd	jun45	
	CCCP-L4241	Li-2	AFL/Ukraine-HRK	trf	unknown	soc 13feb58 as life-time expired
184 219 07	CCCP-L4242	Li-2	AFL/Uzbekistan	no	reports	soc 27jun55 as life-time expired
184 219 08	CCCP-L4243	Li-2	AFL/Yegorevsk. ATU	mfd	1945	soc 12feb57 as life-time expired; t/t 11,144 hours; probably used as a ground instructional airframe by Yegorevskoye ATU
184 219 10	CCCP-L4323	Li-2	AFL/Azerbaijan	no	reports	soc 16aug56 as life-time expired
184 220 02	CCCP-L4235	Li-2	AFL/Ukraine-ODS	mfd	jun45	
	CCCP-L4235	Li-2	SibNIA	trf	15jun58	soc 29jul58 as life-time expired
184 220 03	CCCP-L4236	Li-2	AFL/Ukraine	no	reports	soc 31oct58 as worn out
184 220 04	CCCP-L1292	Li-2	AFL/Moscow (MUTA)	no	reports	
	CCCP-84770	Li-2	AFL/Moscow (MUTA)	no	reports	soc 21jul59 as life-time expired
184 221 02	CCCP-51127	Li-2	AFL/Northern	toc	06jan60	dbf, details unknown; soc 16sep61
184 221 05	not known	Li-2	Soviet Air Force	mfd	1945	
	CCCP-71169	Li-2	AFL/Urals	toc	05jan60	
	CCCP-71169	Li-2	AFL/Urals-PEE	trf	1964	soc 15apr66 as worn out
184 222 01	CCCP-L4237	Li-2	AFL/Ukraine-HRK	mfd	jul45	soc 20mar58 as life-time expired
184 222 02	CCCP-L4238	Li-2	AFL/North Kavkaz	no	reports	soc 24sep55 as worn out
184 222 03	CCCP-L4239	Li-2	AFL/Ukraine	no	reports	
	CCCP-L4239	Li-2	AFL/Latvia	trf	06mar58	
	CCCP-84719(1)	Li-2	AFL/Latvia	rgd	unknown	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 05	CCCP-L4247	Li-2	AFL/Ukraine	no	reports	soc 25aug56 as worn out
184 222 06	CCCP-L4252	Li-2	AFL/Privolzhsk	no	reports	soc 05aug57 as life-time expired
184 222 10	CCCP-L4254	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-L4254	Li-2	AFL/West Siberia	no	reports	soc 05nov55 as life-time expired
184 223 04	CCCP-L4249	Li-2	AFL/Ukraine	no	reports	soc as worn out but no date given
184 223 06	CCCP-L4258	Li-2	AFL/Uzbekistan	no	reports	soc 10may58 as life-time expired
184 223 07	CCCP-71172	Li-2	AFL/Turkmenis.-ASB	toc	22jan60	f/n ASB dec60; i/n ASB 17jul62; soc 05dec65 by order of the MGA dated 07sep65
184 223 08	not known 7011	Li-2T Li-3	Yugoslav Air Force Yugoslav Air Force	no BEG	no 03may70	converted to a Li-3 (Yugoslav designation for a Li-2 with P&W R-1830-900 engines) 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; i/n oct17
184 223 09	not known	Li-2T	Soviet Air Force	mfd	26jul45	
	CCCP-71171	Li-2T	AFL/Urals	toc	05jan60	photo exists; soc 30may66 as worn out
184 223 10	CCCP-L4260	Li-2	AFL/West Siberia	no	reports	
	CCCP-84519	Li-2	AFL/West Siberia	no	reports	soc 09may59 as worn out
184 224 01	CCCP-L4261	Li-2	AFL/Urals	mfd	28jul45	opb 3 ATO; w/o 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 killed and the sole survivor seriously injured; t/t 3,394 hours
184 224 02	CCCP-L4262	Li-2	AFL/Northern	no	reports	soc 17sep57 as worn out
184 224 07	CCCP-51131	Li-2	AFL/Turkmenistan	toc	15jan60	soc 03jul64 as worn out
184 225 03	CCCP-L4263	Li-2	AFL/West Siberia	no	reports	soc 05aug57 as worn out
184 225 09	CCCP-71198	Li-2	AFL/Yakutiya	toc	04mar60	soc 10jun65 as worn out
184 226 02	CCCP-51157	Li-2	AFL/Far East	toc	01mar60	soc 17oct66 as life-time expired
184 226 05	"39"	Li-2	Soviet Air Force	mfd	1945	not Soviet Navy; crashed into Lysaya mountain (Shkotovo district of the Primorye region) some 50 metres from the summit after 1949, details unknown, all crew killed; parts of the wreckage extant in 2011; see next line, stories do not match !
	CCCP-71208	Li-2	AFL/West Siberia	toc	01mar60	soc 16mar65 as life-time expired; see previous line !
184 226 06	CCCP-51136	Li-2	AFL/Northern	toc	28dec59	soc 23oct66 as life-time expired
184 226 07	not known	Li-2	AFL/Yakutiya	no	reports	opb 37 AO; w/o 22mar46 on a flight from Anadyr to Uelkal when flew too low and crashed into a mountain between the slopes of the Zolotoi khrebet ridge and the Ushkanyi gory range 85 km from Anadyr 15 minutes after take-off (according to an accident report), photos of a wreck reported to be c/n 18422607 taken in 2009 show it lies in a valley of a river far from mountains !
184 226 10	SP-LAM 63	Li-2P Li-2P	LOT Polish Air Force	rgd i/s	11jan46 1960	named 'Maciek'; used for agricultural work 1952/54; canx 01sep60 used by Wojska Ochrony Pogranicza (Border Protection Forces) and based at Wiczo 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
184 227 01	CCCP-L4266	Li-2	AFL/Estonia	mfd	1945	opb Tallinski OAO; soc 25jan57 due to its poor technical condition; t/t 11,510 hours
184 227 02	SP-LAA	Li-2P	LOT	rgd	27dec45	named 'Alina'; used for agricultural work 1952/54; canx 31oct64
184 227 03	SP-LAB	Li-2P	LOT	rgd	12dec45	named 'Baska'; used for photo survey 1953/65; canx 30nov61
184 227 04	SP-LAC	Li-2P	LOT	rgd	04jan46	named 'Celina'; canx 31oct64
184 227 05	SP-LAD	Li-2T	LOT	rgd	04jan46	named 'Duska'; used for agricultural work 1952/54; canx 31oct64
184 227 06	CCCP-L4326	Li-2	AFL/Lithuania-VNO	no	reports	
	CCCP-L4326	Li-2	AFL/Yakutiya	trf	13feb51	
184 227 07	CCCP-L4267	Li-2	AFL/Ukraine	no	reports	soc 31jan56 as worn out
184 227 08	CCCP-L4268	Li-2	AFL/Northern	no	reports	soc 09may55 as worn out
184 227 09	CCCP-L4273	Li-2	AFL/Turkmenistan	no	reports	soc 21jun55 as worn out
184 227 10	CCCP-L4269	Li-2	AFL/Privolzhsk	no	reports	
184 228 01	not known	Li-2T	Soviet Air Force	mfd	1947	
	CCCP-51129	Li-2T	AFL/Urals	toc	05jan60	
	CCCP-51129	Li-2T	AFL/Urals-CEK	trf	1963	soc 24jan66 as worn out
184 228 04	CCCP-.....	Li-2T/V			photo	prototype of the high-altitude version with TK-19 supercharger; registration not visible, except 'CCCP-'
184 228 07	CCCP-L4270	Li-2	AFL/Azerbaijan	no	reports	soc 13apr66 as worn out
184 229 01	CCCP-L4271	Li-2	AFL/Yegorevsk. ATU	mfd	1945	soc 12feb57 as life-time expired; t/t 11,023 hours; probably used as a ground instructional airframe by Yegorevskoye ATU
184 229 02	CCCP-L4321	Li-2	AFL/Northern	no	reports	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	Li-2	AFL/Tajikistan	rgd	unknown	in a document 1948
	CCCP-L4274	Li-2V	AFL/Moscow (MUTA)	no	reports	photo as an experimental high-altitude version, date unknown; soc 31may57 as worn out
184 229 05	CCCP-L4272	Li-2	AFL/Privolzhsk	no	reports	soc 24sep55 as worn out
184 229 07	CCCP-L4278	Li-2	AFL/Turkmenistan	mfd	04dec45	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
 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 khibet Mokol-Tau ridge (31 km west of Leninabad), all 4 crew killed and the sole passenger injured; t/ 2,948 hours; wreck found 19nov48
 soc 29aug66 as life-time expired; last digit of year difficult to read
 soc 06jul55 as life-time expired
 see c/n 1845803
 soc 25feb62 as life-time expired
 soc 07jun54 as worn out
 in natural metal or light grey c/s; featured in the Soviet movie "Novy Minsk" (New Minsk) shot in 1954; soc 10may58 as life-time expired
 soc 30sep55 as worn out

184 229 09	CCCP-L4275	Li-2	AFL/Tajikistan	mfd	27nov45	
184 229 10	CCCP-51130	Li-2	AFL/Turkmenistan	toc	02jan60	
184 230 02	CCCP-L4251	Li-2	AFL/Turkmenistan	no	reports	
184 230 03	CCCP-L3941(2)	Li-2	AFL/Krasnoyarsk	no	reports	
	CCCP-84673	Li-2	AFL/Krasnoyarsk	no	reports	
184 230 04	CCCP-L4265	Li-2	AFL/Troitsk TS	no	reports	
184 230 06	CCCP-L4322	Li-2	AFL/Belarus	ph.	1954	
184 230 07	CCCP-L4280	Li-2	AFL/Northern	no	reports	
184 230 08	CCCP-L4281	Li-2	AFL/Moscow (MUTA)	no	reports	
	CCCP-L4281	Li-2	AFL/East Siberia	trf	unknown	
184 230 09	CCCP-L4294	Li-2	AFL/Kazakhstan	no	reports	
184 230 10	CCCP-L4295	Li-2	AFL/Kyrgyzstan	FRU	01jun45	
184 231 01	CCCP-L4279	Li-2	AFL/East Siberia	no	reports	
184 231 02	CCCP-L4005(2)	Li-2	AFL/West Siberia	no	reports	
184 231 03	CCCP-51142	Li-2	AFL/Syktvykar	toc	07jan60	
184 231 04	CCCP-L4282	Li-2	AFL/Moscow (MUTA)	no	reports	
184 231 06	CCCP-L4024(2)	Li-2	AFL/N. Kavkaz-RVI	mfd	25dec45	
	CCCP-84694	Li-2	AFL/North Kavkaz	no	reports	
184 231 09	CCCP-L4283	Li-2	AFL/Moscow (MUTA)	no	reports	
184 231 10	CCCP-L4284	Li-2	AFL/Moscow (MUTA)	rgd	unknown	
184 232 01	SP-LAH	Li-2P	LOT	rgd	15feb46	
184 232 02	SP-LAG	Li-2P	LOT	rgd	08jan46	
184 232 03	SP-LAS	Li-2T	LOT	mfd	1945	
184 232 04	SP-LAP	Li-2P	LOT	rgd	20apr46	
184 232 05	SP-LAT	Li-2P	LOT	rgd	10jul46	
184 232 06	SP-LAU 64	Li-2P	LOT Polish Air Force	rgd i/s	14jun46 1960	
184 232 07	YR-TAM YR-TAM	Li-2T Li-2T	TARS TAROM	rgd trf	15mar47 1954	
184 232 08	YR-TAB YR-TAB	Li-2T Li-2T	TARS TAROM	rgd trf	08jun46 1954	
184 232 09	unknown CCCP-71187 CCCP-71187 CCCP-71187 CCCP-71187 CCCP-71187	Li-2T Li-2T Li-2T Li-2T Li-2T	Soviet Air Force AFL/Ukraine AFL/Ukraine-DOK AFL/Urals AFL/Tyumen-Tjpp	toc trf trf trf trf	27feb60 1964 29dec65 feb67 19nov65	
184 232 10	CCCP-48096	Li-2	MAP Tbilisi APO	rgd	19nov65	
184 233 01	CCCP-L4285	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-54869	Li-2	AFL/Kazakhstan	no	reports	
184 233 02	CCCP-L4286	Li-2	AFL/Yakutiya	no	reports	
184 233 04	CCCP-L4288	Li-2	AFL/North Kavkaz	mfd	1946	
184 233 05	CCCP-L4289	Li-2	AFL/Moscow (MUTA)	no	reports	
	CCCP-84578	Li-2	AFL/Moscow (MUTA)	no	reports	
184 233 06	CCCP-L4290	Li-2	AFL/Ukraine-HRK	mfd	jan46	
184 233 07	CCCP-L4291	Li-2	AFL/North Kavkaz	FRU	01jun46	
184 233 09	CCCP-L4292	Li-2	AFL/West Siberia	no	reports	
184 233 10	CCCP-L4296	Li-2	AFL/Kazakhstan	no	reports	
184 234 01	CCCP-L4297	Li-2	AFL/Ukraine-HRK	mfd	jan46	
184 234 02	CCCP-L4298	Li-2T	AFL/Northern	mfd	06oct45	
184 234 06	CCCP-L4300	Li-2	AFL/Armenia	no	reports	
184 234 07	CCCP-L4299	Li-2	AFL/Northern	no	reports	
184 235 01	YR-TAA	Li-2P	TARS	rgd	07jun46	
184 235 02	YR-TAR	Li-2P	TARS	rgd	07jun46	
	YR-TAR	Li-2P	TAROM	trf	1954	
184 235 03	YR-TAC ? HA-LIA HA-LIA HA-LIA	Li-2P Li-2P Li-2P Li-2P	TARS MASZOVLET MALÉV	rgd trf trf trf	08jun46 01aug46 01oct54 08jun46	
184 235 04	YR-TAD YR-TAD	Li-2P Li-2P	TARS TAROM	rgd trf	18jun46 1954	
184 235 05	YR-TAF YR-TAF	Li-2P Li-2P	TARS TAROM	rgd trf	18jun46 1954	
184 235 06	YR-TAE ? (1) HA-LIB HA-LIB HA-LIB	Li-2P Li-2P Li-2P Li-2P	TARS MASZOVLET MALÉV	mfd trf trf trf	07mar46 04aug46 01oct54 15mar46	
184 235 07	YR-TAH ? HA-LIC HA-LIC	Li-2P Li-2P Li-2P	TARS MASZOVLET MALÉV	mfd trf trf	15mar46 17aug46 01oct54	
184 235 08	YR-TAJ ? HA-LID HA-LID	Li-2P Li-2P Li-2P	TARS MASZOVLET MALÉV	mfd trf trf	20mar46 21aug46 01oct54	
184 235 09	YR-TAI	Li-2P	TARS	rgd	03jun46	
184 235 10	YR-TAO ? (1) HA-LIE HA-LIE HA-LIE	Li-2P Li-2P Li-2P Li-2P	TARS MASZOVLET MALÉV	rgd trf trf trf	1946 21aug46 01oct54 27dec59	
184 236 01	CCCP-51126	Li-2	AFL/Turkmenis.-ASB	toc	27dec59	
184 236 05	CCCP-71306	Li-2	AFL/Northern	toc	unknown	
184 236 07	CCCP-L4327 CCCP-65684	Li-2 Li-2	AFL/Privolzhsk AFL/Privolzhsk	no no	reports reports	
184 236 08	CCCP-N393	Li-2	Polyarnaya Aviats.	ph.	1950	
184 236 09	CCCP-27217	Li-2	MAP Ufa Motors	rgd	06dec65	
184 237 01	unknown CCCP-71184 CCCP-06191	Li-2T Li-2T Li-2	Soviet Air Force AFL/Far East Tatars. SNKh Kazan	mfd toc rgd	1947 08mar60 13jul62	
184 237 04	CCCP-93916(1)	Li-2	MAP Kazan VPO	rgd	26nov65	
184 237 07	CCCP-L4301	Li-2	AFL/Uzbekistan	no	reports	
184 237 08	CCCP-L4302	Li-2	AFL/Uzbekistan	no	reports	
184 237 10	CCCP-63820 CCCP-63820	Li-2 Li-2	AFL/Azerbaijan AFL/Yakutiya	toc trf	02aug60 29jan63	
184 238 01	YR-TAV	Li-2	TARS	rgd	19jul46	
184 238 02 ?	YR-TAT YR-TAT YR-TAT	Li-2P Li-2P Li-2P	TARS TARS TAROM	rgd rgd trf	24jul46 1954 1954	
184 238 03	YR-TAX YR-TAX	Li-2 Li-2	TARS TAROM	rgd trf	24jul46 1954	
184 238 04	YR-TAZ YR-TAZ 3804	Li-2 Li-2 Li-2	TARS TAROM	rgd trf	24jul46 1954	
184 238 05	CCCP-L4330	Li-2	Romanian Air Force	trf	16mar66	
184 239 01	CCCP-L4303	Li-2	AFL/Privolzhsk	no	reports	
184 239 02	CCCP-L4304	Li-2	AFL/Latvia	no	reports	
	CCCP-L4304	Li-2	AFL/Kazakhstan	mfd	03dec46	
184 239 05	CCCP-L4305	Li-2	AFL/North Kavkaz	no	reports	
184 239 06	CCCP-L4306	Li-2	AFL/North Kavkaz	no	reports	
184 239 09	CCCP-63829	Li-2	AFL/Northern	toc	unknown	

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	CCCP-51138	Li-2	AFL/Northern-LED	toc	31jan60	
	CCCP-51138	Li-2	AFL/Northern-VGD	trf	1963	soc 03aug67 as life-time expired
184 242 02	CCCP-51148	Li-2	AFL/Ukraine-HRK	mfd	apr46	f/n HRK 23oct64; soc 14feb67 as worn out
184 243 08	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
	CCCP-71175	Li-2	AFL/Far East	toc	01mar60	soc 30apr66 as worn out
184 245 06	CCCP-63903	Li-2	AFL/Northern	toc	26aug63	soc 24jan66 as worn out
184 245 08	CCCP-71199	Li-2	AFL/Yakutiya	toc	04mar60	soc 22dec65 as worn out
184 245 09	CCCP-71200	Li-2	AFL/Yakutiya	toc	04mar60	soc 30apr66 as life-time expired
184 246 03	CCCP-93934	Li-2	MAP Myachkovo	rgd	22nov65	
	CCCP-93934	Li-2	MAP Zhukovski	trf	unknown	canx 1971
184 246 08	CCCP-71174	Li-2	AFL/Far East	toc	04mar60	soc 31may68 by order of the MGA as maximum time in between overhauls was exceeded
184 246 10	CCCP-71176	Li-2	AFL/Far East	toc	08mar60	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	CCCP-71201	Li-2	AFL/Yakutiya	toc	04mar60	soc 28may66 as life-time expired
184 247 04	CCCP-71183	Li-2	AFL/Far East	toc	04mar60	soc 24mar70 as life-time expired
184 247 05	CCCP-71204	Li-2	AFL/Far East	toc	08mar60	soc 29jul66 no reason given
184 247 06	CCCP-71205	Li-2	AFL/Far East	toc	08mar60	soc 11jun66 as worn out
184 247 07	CCCP-L3944(2)	Li-2	AFL/Krasnoyarsk	no	reports	see c/n 7526
	CCCP-84661	Li-2	AFL/Krasnoyarsk	no	reports	soc date unknown, having exceeded ten years since previous overhaul
184 247 08	CCCP-03575	Li-2	MAP zavod # 166			in documents in 1958/59
	CCCP-93913(1)	Li-2	MOMS Omsk	rgd	11dec65	see c/n 23441809
184 247 09	CCCP-71202	Li-2	AFL/Yakutiya	toc	04mar60	soc 06feb61 as worn out
184 248 02	CCCP-71286	Li-2	AFL/Moscow ASPIMVL	toc	01aug60	soc 06apr67 as life-time expired
184 250 01	CCCP-51140	Li-2	AFL/Privolzhsk	toc	21dec59	soc 12mar66 as worn out
184 250 02	CCCP-71305	Li-2	AFL/Northern	toc	unknown	on charge as of 01aug60; soc 07sep65 as life-time expired
184 250 09	CCCP-71160	Li-2	AFL/MOW MAG SPIVS	toc	unknown	on charge as of 01mar60; soc 13apr67 as life-time expired
184 251 02	Unknown	Li-2	Soviet Air Force	mfd	1947	
	CCCP-71263	Li-2	AFL/Moldova	toc	11jun60	
184 251 04	not known	Li-2	AFL/Moldova-KIV	trf	ju167	soc 12mar66 by order of the MGA, no reason given
	CCCP-71279	Li-2	Soviet Air Force	mfd	1947	
	CCCP-71279	Li-2	AFL/Tajikistan-DYU	trf	17jun60	
184 251 05	CCCP-71279	Li-2	AFL/Komi-Syktvkar	trf	11jan64	soc 15apr66 as worn out
	CCCP-06199	Li-2	MAP Kuibyshev MSZ	rgd	29jun63	
	CCCP-64460	Li-2	MAP Kuibyshev MSZ	rgd	29nov65	canx 12may67
184 252 01	CCCP-71292	Li-2	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	toc	01mar60	photo exists ca. 1961
	CCCP-51156	Li-2T	AFL/Far East-KVC	trf	1963	
	CCCP-51156	Li-2T	AFL/Far East-PKC	trf	1966	soc 22nov68 as life-time expired
184 252 07	CCCP-51151	Li-2	AFL/Kazakhstan	toc	08feb60	soc 22dec65 as worn out
184 253 01	CCCP-58649(1)	Li-2	MAP Ufa Motors	rgd	06dec65	canx 15jun68; see c/n 23441602
184 253 02	CCCP-71272	Li-2	AFL/Kazakhstan	toc	13jun60	dbn, details unknown; soc 16sep61
184 253 03	not known	Li-2T	Soviet Air Force	mfd	30nov46	
	CCCP-71304	Li-2T	AFL/Urals	toc	23jul60	f/n SVX 17nov62
	CCCP-71304	Li-2T	AFL/Urals	trf	1964	
	CCCP-71304	Li-2T	AFL/Urals-PEE	trf	05apr66	soc 10may67 as life-time expired
184 253 04	CCCP-51128	Li-2	AFL/Northern	toc	29dec59	soc 21jan66 as worn out
184 253 05	CCCP-51121	Li-2	AFL/East Siberia	toc	10mar60	soc 12feb68 as life-time expired; batch number of c/n difficult to read in MGA document
184 253 06	CCCP-71170	Li-2	AFL/Lithuania	toc	01mar60	soc 10may67 as life-time expired
184 253 07	CCCP-71246	Li-2	AFL/Moscow ASPIMVL	toc	01jul60	soc 14feb67 as life-time expired
184 253 09	CCCP-63856	Li-2	AFL/Privolzhsk-KUF	toc	09aug60	f/n KUF 21jan63
	CCCP-63856	Li-2	AFL/Turkmenistan	trf	08feb66	soc 12sep66 as worn out
184 254 06	CCCP-63817	Li-2	AFL/Northern	toc	unknown	on charge as of 01aug60; soc 20apr61 as worn out
184 254 08	CCCP-48983	Li-2	MOM Orenburg MSZ	rgd	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	CCCP-71203	Li-2	AFL/Yakutiya	toc	04mar60	soc 26apr68 as life-time expired
184 256 02	CCCP-71261(1)	Li-2	AFL/North Kavkaz	toc	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	Li-2P	MASZOVLET	rgd	21jul47	named 'Ferenc'
	HA-LIF	Li-2P	MALEV	trf	01oct54	dbn 23dec54 at 15:15 hours when belly-landed near Polna due to icing; two losses on the same day with the same cause, see c/n 18427006 HA-LII
184 256 05	unknown	Li-2	Soviet Air Force	mfd	1947	
	CCCP-71249	Li-2	AFL/Privolzhsk	toc	01jul60	f/n KUF 01sep62
	CCCP-71249	Li-2	AFL/Privolzhsk-REN	trf	1963	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	Li-2P	JUSTA	d/d	1947	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)
	CCCP-L1265	Li-2P	AFL/Privolzhsk	no	reports	
	CCCP-65685	Li-2P	AFL/Krasny Kut FS	trf	20apr59	
	CCCP-65685	Li-2P	AFL/Moscow ASPIMVL	trf	unknown	on charge as of 01sep60
	CCCP-65685	Li-2P	Aeroflot/KShVLP	trf	05may65	Kirovograd Advanced Flying Training College; soc 08sep65 as worn out
184 256 07	CCCP-71269	Li-2	AFL/North Kavkaz	toc	unknown	on charge as of 01jul60; soc 22jun66 as worn out
184 256 09	CCCP-X769	Li-2P	MVD - Dalstroj	mfd	1947	version from Dalstroj document; opb SMP AO from 03oct47; Dalstroj assigned the crew of P.T. Platonov to this aircraft 28jun49
	CCCP-L3954(2)	Li-2P	AFL/Magadan	rgd	unknown	see c/n 1841704
	CCCP-16196	Li-2P	AFL/Magadan	rgd	unknown	
184 257 01	CCCP-16196	Li-2P	AFL/Northern	trf	31may65	soc 26jul66 as worn out
184 257 03	CCCP-71210	Li-2	AFL/Kazakhstan	toc	11mar60	soc 26may70 as worn out
184 257 06	CCCP-71290	Li-2	AFL/Syktvkar	toc	05jul60	soc 21sep67 as life-time expired
184 257 07	CCCP-71189	Li-2	AFL/Ukraine-ODS	mfd	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
184 259 02	CCCP-69312	Li-2P	MAP Saratov APO	rgd	22dec65	canx 1972
184 259 05	unknown	Li-2	Soviet Air Force	mfd	1947	
	CCCP-71296	Li-2	AFL/North Kavkaz	toc	16jul60	f/n MRV 17jan61
	CCCP-71296	Li-2	AFL/N. Kavkaz-KRR	trf	1964	toc 16jul60
	CCCP-71296	Li-2	AFL/Urals	trf	04dec65	
	CCCP-71296	Li-2	AFL/Urals-CEK	trf	06jun66	f/n SVX 09jul66; soc 17oct66 as worn out, t/t 11.892 hours
184 259 10	"63"	Li-2	Soviet Air Force	no	reports	
	CCCP-71178	Li-2	AFL/North Kavkaz	toc	29feb60	
	CCCP-71178	Li-2	AFL/N. Kavkaz-KRR	trf	1964	
	CCCP-71178	Li-2	AFL/Urals	trf	09dec65	
	CCCP-71178	Li-2	AFL/Tyumen-Tjp	trf	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	Li-2	Soviet Air Force	mfd	1947	
	CCCP-71280	Li-2	AFL/Tajikistan-DYU	trf	17jun60	
	CCCP-71280	Li-2	AFL/Armenia	trf	22jul61	soc 10may67 as life-time expired
184 260 06	CCCP-63818	Li-2	AFL/Northern	toc	unknown	on charge as of 01aug60; soc 27may67 as life-time expired
184 260 07	not known	Li-2	Soviet Air Force	mfd	1947	
	CCCP-71281	Li-2	AFL/Tajikistan-DYU	toc	13jun60	
	CCCP-71281	Li-2	AFL/Latvia	trf	22may61	soc 14feb67 as life-time expired
184 261 01	CCCP-69321	Li-2	MAP Myachkovo	rgd	06nov65	canx 14feb67
184 261 04	CCCP-L3978(1)	Li-2	AFL/Krasnoyarsk	no	reports	see c/n 1841905
	CCCP-84659	Li-2	AFL/Krasnoyarsk-KJA	KJA	18may66	soc 21sep67 as life-time expired

184 261 05	not known not known "7"	Li-2 UCHShLi-2	Soviet Air Force Soviet Air Force		converted to, see next line first series-production UChShLi-2; underwent factory trials 15nov/08dec48
184 262 01	CCCP-71276	Li-2	Soviet Air Force	1955	featured in 1955 Soviet movie "Maksim Perepelitsa"
184 262 02	CCCP-71206 "15"	Li-2	AFL/Kazakhstan-KGF	13jun60	f/n KGF 11jun62; soc 19mar67 as life-time expired
184 262 03	CCCP-71277	Li-2	AFL/East Siberia	01mar60	soc 22apr70 as worn out
184 262 07	CCCP-71193	Li-2	AFL/Kazakhstan-KGF	13jun60	soc 12sep69 as worn out
184 263 01	CCCP-06194 CCCP-58646	Li-2	AFL/Privolzhsk AFL/Turkmenistan	unknown 01sep63	on charge as of 01apr60 soc 03aug67 as life-time expired
184 263 04	unknown CCCP-71303	Li-2T	Tatars. SNKh Kazan MAP Kom-na-Amu MSZ	rgd 15jan66	canx 02feb67
184 263 06	CCCP-71303	Li-2T	Soviet Air Force	mfd	
184 263 07	CCCP-71295	Li-2	AFL/Urals	19jul60	
184 263 09	CCCP-63824	Li-2	AFL/Urals-PEE	trf	sep64
184 263 10	CCCP-71192	Li-2	AFL/N. Kavkaz-RVI	14jul60	soc 27may67 as life-time expired
184 263 10	CCCP-71192	Li-2	AFL/Ukraine-ODS	mfd	10apr47
184 263 10	unknown CCCP-51102	Li-2T	AFL/Privolzhsk	01apr60	soc 10may67 as life-time expired
184 264 01	unknown CCCP-71298	Li-2T	Soviet Air Force	mfd	1947
184 264 01	CCCP-71298	Li-2T	AFL/Far East	trf	03mar60
184 264 01	CCCP-71298	Li-2T	AFL/Far East-PKC	trf	jul63
184 264 01	CCCP-71298	Li-2T	Soviet Air Force	mfd	1947
184 264 01	CCCP-71298	Li-2T	AFL/Azerbaijan	trf	1959
184 264 01	CCCP-71298	Li-2T	AFL/N. Kavkaz-ASF	trf	22dec67
184 264 03	CCCP-71298	Li-2T	AFL/Tyumen-Tjp	trf	01mar68
184 264 03	CCCP-71298	Li-2T	AFL/Tyumen-TJM	trf	15may68
184 264 03	CCCP-71294	Li-2	AFL/Moscow (MUTA)	trf	22jul60
184 264 03	CCCP-71294	Li-2	AFL/Moscow ASP	trf	11apr63
184 264 06	CCCP-71264	Li-2	AFL/Moldova	trf	11jun60
184 264 08	CCCP-59503(1)	Li-2	MOMS Orenburg MSZ	rgd	19nov65
184 264 10	CCCP-71190	Li-2	AFL/Ukraine-DOK	mfd	21may47
184 265 04	"03"	Li-2	Soviet Air Force	ph.	1960
184 265 06	CCCP-71273	Li-2	AFL/North Kavkaz	trf	18jun60
184 265 07	CCCP-71273	Li-2	Aeroflot/KShVLP	trf	30jan61
184 265 07	CCCP-71270	Li-2P	AFL/North Kavkaz	trf	11jun60
184 265 08	CCCP-71270	Li-2P	AFL/Turkmenistan	trf	16aug66
184 265 08	CCCP-L3971(2)	Li-2	AFL/MOW MAG SPIVS	no	reports
184 265 10	CCCP-65707	Li-2	AFL/MOW MAG SPIVS	no	reports
184 265 10	CCCP-63816	Li-2	AFL/Northern	trf	unknown
184 266 01	HA-LIG	Li-2T	MASZOVLET	rgd	21jul47
184 266 01	HA-LIG	Li-2T	MALÉV	trf	01oct54
184 266 01	HA-LIG	Li-2T	Hung. Defence Ass.	trf	24jan58
184 266 03	YU-BAP	Li-2T	JUSTA	d/d	1947
184 266 04	CCCP-L1266	Li-2T	AFL/Ukraine	no	reports
184 266 04	CCCP-65722	Li-2T	AFL/Ukraine-HRK	no	reports
184 266 04	YU-BAR	Li-2T	JUSTA	d/d	23jan48
184 266 04	CCCP-L1267	Li-2T	AFL/Krasnoyarsk	no	reports
184 266 04	CCCP-65706(1)	Li-2T	AFL/Krasnoyarsk	no	reports
184 267 03	CCCP-63857	Li-2	AFL/East Siberia	trf	08mar61
184 267 04	CCCP-79163	Li-2	MAP Kazan APO	rgd	18dec65
184 267 07	unknown	Li-2T	Soviet Air Force	mfd	1947
184 267 07	CCCP-71274	Li-2T	AFL/North Kavkaz	trf	11jun60
184 267 07	CCCP-71274	Li-2T	AFL/N. Kavkaz-KRR	trf	1964
184 267 07	CCCP-71274	Li-2T	AFL/North Kavkaz	trf	09dec65
184 267 07	CCCP-71274	Li-2T	AFL/Tyumen	trf	feb67
184 267 09	not known	Li-2	Soviet Air Force	mfd	1947
184 267 09	CCCP-71282	Li-2	AFL/Tajikistan-DYU	trf	17jun60
184 267 09	CCCP-71282	Li-2	AFL/Kazakhstan	trf	10sep64
184 267 09	CCCP-71282	Li-2	AFL/Tyumen	trf	08feb67
184 268 01	CCCP-A4030	Li-2	AFL/MOW MAG SpiVS	mfd	1947
184 268 01	CCCP-65706(2)	Li-2	AFL/MOW MAG SPIVS		
184 268 05	CCCP-A355	Li-2	AFL/West Siberia	no	reports
184 268 05	CCCP-16181	Li-2	AFL/West Siberia	no	reports
184 268 07	unknown	Li-2	Soviet Air Force	mfd	1947
184 268 07	CCCP-71265	Li-2	AFL/Moldova	trf	11jun60
184 268 07	CCCP-71265	Li-2	AFL/Moldova-KIV	trf	jul67
184 269 01	CCCP-63826	Li-2	AFL/Ukraine-DOK	mfd	05jun47
184 269 07	CCCP-71250	Li-2	AFL/Privolzhsk-KUF	trf	04jun60
184 270 02	CCCP-X768	Li-2P	MVD - Dalstroj	mfd	1947
184 270 03	CCCP-L3953(2)	Li-2P	AFL/Magadan	rgd	unknown
184 270 03	CCCP-16197	Li-2P	AFL/Magadan	rgd	unknown
184 270 03	CCCP-16197	Li-2P	AFL/Kazakhstan	trf	30jan65
184 270 03	YU-BAB	Li-2P	JUSTA	d/d	1947
184 270 04	CCCP-L1268	Li-2P	Aeroflot/Moscow	VKO	1949 ?
184 270 04	CCCP-L1268	Li-2P	AFL/Lithuania-VNO	trf	25dec50
184 270 04	CCCP-54872	Li-2P	AFL/Lithuania-VNO	rgd	unknown
184 270 04	YU-BAC	Li-2P	JUSTA	d/d	1947
184 270 05	CCCP-L1269	Li-2P	AFL/North Kavkaz	no	reports
184 270 06	HA-LIH	Li-2P	MASZOVLET	rgd	17sep47
184 270 06	HA-LIH	Li-2P	MALÉV	trf	01oct54
184 270 06	HA-LII	Li-2P	MASZOVLET	rgd	17sep47
184 270 06	HA-LII	Li-2P	MALÉV	trf	01oct54
184 270 07	YU-BAF	Li-2P	JUSTA	d/d	13jan48
184 270 08	CCCP-L1264	Li-2P	AFL/Ukraine	no	reports
184 270 08	CCCP-84699(1)	Li-2P	AFL/Ukraine	no	reports
184 270 08	YU-BAI	Li-2P	JUSTA	d/d	25feb48
184 270 09	CCCP-L1270	Li-2P	AFL/Northern	rgd	unknown
184 270 09	CCCP-L1270	Li-2P	AFL/Estonia	trf	1957
184 270 09	CCCP-84704	Li-2P	AFL/Estonia	rgd	unknown
184 270 09	YU-BAD	Li-2P	JUSTA	d/d	1947
184 270 10	YU-BAE	Li-2P	JUSTA	d/d	10jan48
184 271 04	CCCP-71289	Li-2	AFL/Syktvykar	trf	05jul60
184 271 06	CCCP-21509	Li-2	MAP "Sverdlov" Perm	rgd	29nov65
184 271 10	CCCP-71252	Li-2	AFL/Privolzhsk	trf	04jun60
184 272 01	CCCP-71252	Li-2	AFL/Yakutiya	trf	08feb63
184 272 02	CCCP-71278	Li-2	AFL/Kazakhstan-KGF	trf	13jun60
184 272 02	CCCP-X770	Li-2T	MVD - Dalstroj	mfd	1947
184 272 02	CCCP-L3947(2)	Li-2T	AFL/Magadan	rgd	unknown
184 272 02	CCCP-16198	Li-2T	AFL/Urals	trf	25jan65
184 272 02	CCCP-16198	Li-2T	AFL/Tyumen-SLY	trf	20feb67
184 272 02	CCCP-78736	Li-2	MAP Kazan APO	rgd	18dec65
184 272 06	CCCP-L4307	Li-2	AFL/Kazakhstan	KGf	30sep48
184 272 06	CCCP-84654	Li-2	AFL/Northern	trf	19may58
184 272 09	CCCP-71299	Li-2	AFL/West Siberia	trf	01jul60
184 272 09	CCCP-71299	Li-2	AFL/West Siberia	trf	01jul60

184 272 10	CCCP-71268	Li-2	AFL/Northern	toc	01jul60	
	CCCP-71268	Li-2	Aeroflot/KShVLP	trf	20jan61	Kirovograd Advanced Flying Training College; soc 29oct66 as worn out
184 273 01	CCCP-71181	Li-2	AFL/N.Kavkaz-RVI	toc	01mar60	f/n RVI 21sep63; soc 12sep66 as worn out
184 273 05	CCCP-L4308	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-54890	Li-2	AFL/Kazakhstan	no	reports	soc 25nov69 as worn out
184 273 06	CCCP-L4309	Li-2	AFL/Ukraine	no	reports	
	CCCP-16132	Li-2	AFL/Sykytykvar	trf	05may59	soc 13sep62 as life-time expired
184 273 07	CCCP-L4310	Li-2	AFL/West Siberia	no	reports	
	CCCP-84582	Li-2	AFL/Yakutiya	trf	27feb59	soc 11apr61 as worn out
184 273 09	CCCP-L4316	Li-2	AFL/Ukraine-HRK	mfd	aug47	no reports; soc 08jan58 as life-time expired
184 273 10	CCCP-71212	Li-2	AFL/Kazakhstan	toc	11mar60	soc 21may69 as worn out
184 274 02	CCCP-L4312	Li-2	AFL/Ukraine	no	reports	
	CCCP-16134	Li-2	AFL/Northern	trf	19may58	soc 06oct60 as life-time expired
184 274 03	CCCP-N457	Li-2	Polyarnaya Aviats.	mfd	1947	c/n also given as 18429403 in a document dated 24jan51, but most probably in error; opb Igarskaya aviagruppa from 24jan51; ferried from Moscow to Kresty Kolymskiy starting 29mar56; trf from Dikson airport to Chukotski AO 03apr56
	CCCP-04237	Li-2	Polyarnaya Aviats.	rgd	31mar58	
	CCCP-04237	Li-2	AFL/Polar	trf	10feb60	in natural metal c/s with red cheatline and trim
184 274 07	CCCP-04237	Li-2	AFL/Yakutiya	trf	01oct70	opb Kolymo-Indigirski OAO; soc 27oct72 as life-time expired
	unknown	Li-2T	Soviet Air Force	mfd	1948	
	CCCP-71213	Li-2T	AFL/Urals	toc	19mar60	soc 26sep72 as life-time expired
184 274 08	CCCP-N455	Li-2	Polyarnaya Aviats.	photo		registration painted on as "H-455"; opb Igarskaya aviagruppa from 24jan51; in dark green c/s with Red Stars, no titles
184 274 09	CCCP-L4314	Li-2	AFL/Yakutiya	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
184 274 10	CCCP-L4315	Li-2	AFL/Azerbaijan	mfd	29aug47	crashed 09jan52 on landing at Stalingrad due to crew error
184 275 01	HA-LIK	Li-2P	MASZOVLET	rgd	1948	w/o 19nov49 when flew into Jakob mountain (Mecsek) near Kővágósözölös due to ATC error
184 275 02	YR-TAL	Li-2P	TARS	rgd	05feb48	
	YR-TAL	Li-2P	TAROM	trf	1954	canx 12jan60 as to the Romanian Air Force
	502	Li-2P	Romanian Air Force	rgd	12jan60	
184 275 03	YU-BAH	Li-2P	JUSTA	d/d	28jan48	t/t 64 hours 33 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary)
	CCCP-L1272	Li-2P	AFL/Ukraine	no	reports	
	CCCP-54825	Li-2P	AFL/Ukraine-DOK	no	reports	soc 01dec60 as life-time expired
184 275 05	YR-TAP	Li-2P	TARS	rgd	23jan48	
	YR-TAP	Li-2P	TAROM	trf	1954	canx 12jan60 as to the Romanian Air Force
	505	Li-2P	Romanian Air Force	rgd	12jan60	
184 275 07	CCCP-98114	Li-2	MOM"Strela" Orenb.	rgd	31oct67	canx 11jan72
184 275 08	CCCP-L4370	Li-2P	AFL/West Siberia	mfd	04nov47	
	CCCP-84595	Li-2P	AFL/West Sib.-Ovn	no	reports	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	Li-2P	AFL/Far East	no	reports	
	CCCP-84635	Li-2P	AFL/Far East	no	reports	dbf, details unknown; 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)	Li-2P	AFL/Privolzhsk	no	reports	see c/n 1841510
	CCCP-65686	Li-2P	AFL/Privolzhsk	no	reports	soc 29mar61 as life-time expired
184 276 01	CCCP-29116	Li-2	MOMS Kuibyshev	rgd	08dec65	in Aeroflot c/s; f/n IEV 20jul67; canx 25nov68
184 276 02	CCCP-L4313	Li-2	AFL/Georgia	no	reports	
	CCCP-51120	Li-2	AFL/Sykytykvar	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	CCCP-71275	Li-2P	AFL/North Kavkaz	toc	19jun60	f/n MRV 17nov60; appeared in a 1955 movie; soc 09aug67 as life-time expired
184 276 07	unknown	Li-2T	Soviet Air Force	mfd	1948	
	CCCP-48981(1)	Li-2T	MRP Soltsevo	rgd	20jun58	canx 17sep66; see c/n 23442506
184 276 08	CCCP-L4317	Li-2T	AFL/Ukraine	mfd	oct47	soc 16dec57 as life-time expired
184 276 09	CCCP-L4318	Li-2	AFL/Ukraine-IEV	mfd	oct47	
	CCCP-84624(2)	Li-2	AFL/Ukraine	no	reports	probably rgd 1958 and wfu before 1970; see c/n 18428001 and 1265302; no further info on this, data correct ?
184 276 10	CCCP-L4311	Li-2	AFL/Yakutiya	i/s	1949	opb 14 TAO; in a document 1949
	CCCP-L4311	Li-2	AFL/Turkmenistan	trf	unknown	soc 31jul59
184 277 01	CCCP-71188	Li-2	AFL/Kazakhstan	toc	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
	CCCP-04238	Li-2T	Polyarnaya Aviats.	ph.	1963	
	CCCP-04238	Li-2T	AFL/Polar	trf	10feb60	assigned to an Antarctic expedition 24sep62; soc 31oct63 as worn out
184 277 03	unknown	Li-2T	Soviet Air Force	mfd	1948	
	CCCP-71191	Li-2T	AFL/Privolzhsk	toc	unknown	on charge as of 01apr60
	CCCP-71191	Li-2T	AFL/Privolzhsk-UFA	trf	aug63	
184 277 05	CCCP-71191	Li-2	AFL/Urals	trf	08jan67	soc 18jan68 by MGA order as maximum time in between overhauls exceeded
	CCCP-N456	Li-2	Polyarnaya Aviats.	mfd	04sep47	opb MAGON by early 1948; dbf 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-2	AFL/Ukraine	mfd	29jul47	
	CCCP-16133	Li-2	AFL/Ukraine-IEV	no	reports	soc 09jan64 as worn out
184 278 01	CCCP-L4320	Li-2	AFL/Urals	no	reports	
	CCCP-65704	Li-2	AFL/Urals	no	reports	soc 13aug59 by order of the Urals UGA
184 278 02	CCCP-L4332	Li-2	AFL/Krasnoyarsk	no	reports	featured in the Soviet movie "Zvvezdy na krylyakh" (Stars on the Wings) shot in 1955
	CCCP-84766	Li-2	AFL/Krasnoyarsk	no	reports	soc 15jul62 as worn out
184 278 04	not known	Li-2	Soviet Air Force	no	reports	converted by Factory # 86 to, see next line
	not known	UCHShLi-2	Soviet Air Force	no	reports	underwent factory trials 21/23mar50; served as pattern aircraft for the conversion of future UCHShLi-2s
184 278 05	CCCP-L4331	Li-2	AFL/Ukraine-HRK	mfd	feb48	soc 20mar58 as life-time expired
184 278 07	CCCP-L4333	Li-2	AFL/Krasnoyarsk	no	reports	
	CCCP-84765	Li-2	AFL/Krasnoyarsk	no	reports	soc 18aug59 as worn out
184 278 10	CCCP-X112	Li-2	MVD ?	no	reports	
	CCCP-X112	Li-2	AFL/Northern	no	reports	
	CCCP-54934	Li-2	AFL/Northern	no	reports	soc 19apr66 as worn out
184 279 02	CCCP-26194	Li-2	MAP Saratov APO	rgd	22dec65	
184 279 06	CCCP-L4334	Li-2	AFL/Krasnoyarsk	no	reports	
	CCCP-84764	Li-2	AFL/Krasnoyarsk	no	reports	soc 01jan61 as worn out
184 279 07	CCCP-L4335	Li-2	AFL/Tajikistan	mfd	30sep47	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
184 279 08	CCCP-L4336	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-54863	Li-2	AFL/Kazakhstan	no	reports	soc 25jul61 as life-time expired
184 279 09	CCCP-L4337	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-54865	Li-2	AFL/Kazakhstan	no	reports	soc 19may61 as life-time expired
184 279 10	CCCP-L4338	Li-2	AFL/Kyrgyzstan	no	reports	
	CCCP-65699	Li-2	AFL/Kyrgyzstan	no	reports	soc 09jan61 as worn out
184 280 01	CCCP-L4381	Li-2	AFL/Ukraine-DOK	DOK	jul58	
	CCCP-84624(1)	Li-2	AFL/Ukraine-DOK	no	reports	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)2.6H2O] 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
184 280 02	YR-TAG	Li-2P	TARS	rgd	20mar48	
	YR-TAG	Li-2P	TAROM	trf	1954	canx 11mar67
	8002	Li-2P	Romanian Air Force	trf	11mar67	used as a ground instructional aircraft at Buzau, l/n 13feb95/ 09jul96
184 280 03	HA-LIL	Li-2P	MASZOVLET	rgd	oct48	dbn on landing at Nyiregyháza 02oct52 when ran into a building
184 280 04	YR-TAK	Li-2P	TARS	rgd	18mar48	
	YR-TAK	Li-2P	TAROM	trf	1954	canx 31dec66 as to the Romanian Air Force
	8004	Li-2P	Romanian Air Force	trf	20nov66	l/n jun91 in the Baneasa Technical Training School, wfu
184 280 05	YR-TAN	Li-2P	TARS	rgd	19mar48	
	YR-TAN	Li-2P	TAROM	trf	1954	w/o 11aug66 when crashed in the Lotriora valley near Sibiu; canx 24dec66
184 280 06	CCCP-L4402	Li-2	AFL/Ukraine-LWO	mfd	mar48	photo in green c/s; soc 03sep57 as life-time expired
184 280 07	CCCP-L4403	Li-2	AFL/Ukraine-HRK	mfd	mar48	soc 26may58 as life-time expired
184 280 08	CCCP-71217	Li-2	AFL/Kazakhstan	toc	10apr60	soc 12jun73 as life-time expired
184 280 09	CCCP-L4404	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-84760	Li-2	AFL/Kazakhstan	KGF	02jul59	based at AKX or KGF; soc 30jun60 as worn out by the Krasnoyarsk UGA
184 280 10	CCCP-71285	Li-2	AFL/Moscow ASPIMVL	toc	unknown	on charge as of 01aug60; soc 14nov66 as worn out
184 281 01	not known	Li-2	Soviet Air Force	mfd	20oct47	
	CCCP-L4339	Li-2	AFL/Kazakhstan	no	reports	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
184 281 02	CCCP-N459	Li-2	Polyarnaya Aviats.	no	reports	c/n from a Polar Aviation document 24jan51, but see below; opb Chukotskaya aviagruppa from 24jan51; participated in the "Sever-5" Arctic expedition in 1950/51; dbr 16aug55 on the leg to Amermerda of a 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 injured (1 of them seriously) while all passengers escaped unhurt; the aircraft was declared a write-off c/n from 1950s MGA document, but see above
	CCCP-L4340	Li-2	AFL/North Kavkaz	no	reports	soc 25jul60 as worn out
	CCCP-16209	Li-2	AFL/North Kavkaz	no	reports	
184 281 03	CCCP-L4341	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-84752(1)	Li-2	AFL/Kazakhstan	no	reports	soc 11nov61 as life-time expired; see c/n 18438710
184 281 04	CCCP-L4342	Li-2	AFL/Urals-SVX	SVX	24sep58	soc 26feb59 as life-time expired
184 281 05	CCCP-L4343	Li-2	AFL/Turkmenistan	no	reports	dbn 19jan58, details unknown; soc 13feb58
184 281 07	CCCP-N460	Li-2T	Polyarnaya Aviats.	no	reports	opb MAGON from 24jan51
	CCCP-04204	Li-2T	Polyarnaya Aviats.	no	reports	in document may59
	CCCP-04204	Li-2T	AFL/Polar	trf	10feb60	photo in natural metal c/s with red cheatline, fin and trim; seen SVO 29jul69
	CCCP-04204	Li-2	AFL/Yakutiya	trf	01oct70	soc 26mar73 as life-time expired
184 281 08	CCCP-N461	Li-2	Polyarnaya Aviats.	photo		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
184 281 10	CCCP-N462	Li-2	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
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 Amermerda 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 Amermerda 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 Zavorot 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-2	Polyarnaya Aviats.	no	reports	opb Igarskaya aviagruppa from 24jan51
	CCCP-04226	Li-2	Polyarnaya Aviats.	photo		in document jan60
	CCCP-04226	Li-2	AFL/Polar	trf	10feb60	assigned to the "Sever-13" Arctic expedition 12jun61; dbr 07oct61 Antarctica and finally sunk may62; soc 07oct61
184 282 03	CCCP-63894	Li-2	AFL/Krasnoyarsk	toc	25aug63	soc 26may70 as worn out
184 282 04	CCCP-L4369	Li-2	AFL/Turkmenistan	no	reports	
	CCCP-54853	Li-2	AFL/Turkmenistan	no	reports	soc 26nov60 as life-time expired
184 282 06	CCCP-L4344	Li-2	AFL/West Siberia	no	reports	
	CCCP-84591	Li-2	AFL/West Siberia	no	reports	soc 24aug63 as worn out; preserved in the Gorki Park at Minsk and used as children's cinema "Pyaty okean" (Fifth Ocean) from oct63 and photo proof with this registration exists; also see c/n 18432002
184 282 07	CCCP-L4345	Li-2T	AFL/Lithuania-VNO	mfd	1948	opb Litovski OAO at VNO in 1948/56
	CCCP-L4345	Li-2T	AFL/Privolzhsk	trf	1956 ?	
	CCCP-65687	Li-2T	AFL/Privolzhsk	no	reports	soc 19sep60 as life-time expired
184 282 08	CCCP-L4346	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-84545	Li-2	AFL/Privolzhsk	no	reports	soc 18mar60 as life-time expired
184 282 09	CCCP-L4347	Li-2	AFL/North Kavkaz	no	reports	opb 34 ATO; made a forced landing in 1949; soc 26dec55 as worn out
184 282 10	CCCP-L4348	Li-2	AFL/Northern	no	reports	
	CCCP-51110	Li-2	AFL/Northern-LED	LED	30mar59	soc 31oct60 as life-time expired
184 283 01	CCCP-L4376	Li-2	AFL/North Kavkaz	no	reports	soc 26dec55 as worn out
184 283 02	CCCP-66753	Li-2	MAP Rybinsk	rgd	11dec65	canx 10mar73
184 283 03	CCCP-L4349	Li-2T	AFL/Northern-ARH	ARH	11mar57	
	CCCP-84548	Li-2T	AFL/Northern-ARH	no	reports	soc 06apr67 as worn out
184 283 04	CCCP-L4350	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-84648	Li-2	AFL/Privolzhsk	no	reports	soc 10aug60 as life-time expired
184 283 06	CCCP-L4351	Li-2	AFL/Turkmenistan	no	reports	soc 08jan58 as worn out
184 283 08	CCCP-L4352	Li-2	AFL/Ukraine	no	reports	
	CCCP-16135	Li-2	AFL/Estonia	trf	12may58	soc 24aug63 as worn out
184 283 10	CCCP-L4353	Li-2	AFL/Uzbekistan	no	reports	
	CCCP-84647	Li-2	AFL/Krasny Kut FS	trf	02apr58	
	CCCP-84647	Li-2	Aeroflot/KShVLP	trf	05aug60	Kirovograd Advanced Flying Training College; soc 08jun61 as worn out
184 284 02 ?	CCCP-L4354	Li-2	AFL/Northern	no	reports	opb 28 TAO; w/o 01aug49 on the leg from Yanaul to Kazan of 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-2	AFL/West Siberia	no	reports	soc 24jan73 as life-time expired
	CCCP-84534	Li-2	AFL/West Siberia	no	reports	
184 284 03	CCCP-L4356	Li-2	AFL/Northern	no	reports	
	CCCP-51109	Li-2	AFL/Northern	no	reports	soc 19feb67 as worn out
184 284 04	CCCP-L4020(2)	Li-2	AFL/Ukraine	mfd	1948	see c/n 1845802
	CCCP-L4020(2)	Li-2	AFL/Moldova	trf	may57	
	CCCP-65679	Li-2	AFL/Moldova	rgd	1858	
	CCCP-65679	Li-2	AFL/Moldova	trf	juil67	soc 12mar66 as worn out
184 284 06	CCCP-L4359	Li-2	AFL/West Siberia	mfd	01dec47	soc 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-2	AFL/Urals	SVX	apr58	
	CCCP-L4360	Li-2	AFL/West Siberia	trf	sep52	
	CCCP-L4360	Li-2	AFL/Urals	trf	juil57	
	CCCP-16168	Li-2	AFL/Urals	no	reports	soc 30may61 as life-time expired
184 284 08	CCCP-L4361	Li-2	AFL/Urals	no	reports	
	CCCP-84566	Li-2	AFL/Urals-SVX	SVX	20feb60	soc 03mar60 as life-time expired
184 284 09	CCCP-L3945(2)	Li-2	AFL/Ukraine	mfd	1948	see c/n 0316
	CCCP-L3945(2)	Li-2	AFL/Moldova	trf	may57	
	CCCP-65680	Li-2	AFL/Moldova	no	reports	soc 31oct63 after an emergency incident
184 285 01	CCCP-L3914(2)	Li-2	AFL/Uzbekistan	no	reports	see c/n 1841205
	CCCP-16159	Li-2	AFL/Uzbekistan	no	reports	soc 27aug60 as life-time expired
184 285 02	CCCP-L4416	Li-2	AFL/Urals	mfd	24apr48	opb 3 ATO; 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 aerials 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 (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 killed and 1 seriously injured while the other 2 crew 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

184 285 03	CCCP-L4417	Li-2	AFL/Azerbaijan	no	reports	
	CCCP-L4417	Li-2	AFL/Sasovo FS	trf	21nov58	soc as worn out but no date given
184 285 05	CCCP-L4514	Li-2	AFL/Far East	no	reports	
	CCCP-84636	Li-2	AFL/Far East	no	reports	soc 26nov62 as life-time expired
184 285 07	CCCP-L4515	Li-2	AFL/Belarus	no	reports	
	CCCP-L4515	Li-2	AFL/North Kavkaz	trf	08feb58	
	CCCP-51111	Li-2	AFL/North Kavkaz	MRV	06jan61	soc 11sep61 as worn out
184 285 08	CCCP-L4516	Li-2	AFL/N.Kavkaz-RVI	DNK	08may55	l/n RVI 1956; soc 31oct57 as life-time expired
184 285 10	CCCP-L4517	Li-2	AFL/East Siberia	no	reports	
	CCCP-L4517	Li-2	AFL/Moscow (MUTA)	trf	12sep57	
	CCCP-51117	Li-2	AFL/Privolzhsk	trf	01jan60	soc 05jun61 as life-time expired
184 286 02	CCCP-L4358	Li-2	AFL/MOW MAG SPIVS	no	reports	
	CCCP-65708(1)	Li-2	AFL/MOW MAG SPIVS	ph.	1963	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), l/n jun13; see c/n 18429605
184 286 04	CCCP-L4364	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-84649(2)	Li-2	AFL/Privolzhsk	no	reports	see c/n 18440303
	CCCP-84649(2)	Li-2	AFL/Krasnoyarsk	trf	05may59	soc 01sep59 as life-time expired
184 286 05	CCCP-L4363	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-L4363	Li-2	AFL/Turkmenistan	no	reports	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
	CCCP-16210	Li-2T	AFL/Urals-SVX	trf	25nov63	f/n SVX 09feb66
	CCCP-16210	Li-2T	AFL/Urals	trf	unknown	on charge as of 01sep64
	CCCP-16210	Li-2T	AFL/Urals-SVX	trf	1966	
	CCCP-16210	Li-2T	AFL/Urals	trf	31aug66	
	CCCP-16210	Li-2T	AFL/Urals-MQF	trf	20jan69	soc 16dec71 as life-time expired
184 286 07	CCCP-L4365	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-84751	Li-2	AFL/Kazakhstan	NCU	dec59	soc 16feb60 as life-time expired
184 286 08	CCCP-L4366	Li-2	AFL/Armenia	no	reports	
	CCCP-84602	Li-2	AFL/Armenia	no	reports	soc 15jun61 as worn out
184 286 09	CCCP-L4367	Li-2	AFL/Tajikistan	rgd	unknown	in a document 1948
	CCCP-L4367	Li-2	AFL/Krasnoyarsk	no	reports	
	CCCP-54790	Li-2	AFL/Krasnoyarsk	no	reports	soc 29aug66 as life-time expired
184 286 10	CCCP-L4368	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-84747	Li-2	AFL/Kazakhstan-GUW	GUW	02jul59	soc 25jul61 as life-time expired
184 287 02	CCCP-L4372	Li-2	AFL/Urals	no	reports	
	CCCP-84646	Li-2	AFL/Urals	no	reports	soc 10sep59, no reason given
184 287 03	CCCP-L4373	Li-2	AFL/Estonia	no	reports	soc 20mar58 as worn out
184 287 04	CCCP-L4374	Li-2	AFL/Uzbekistan	no	reports	
	CCCP-84586	Li-2	AFL/Krasnoyarsk	trf	15may58	soc 26jun59 as worn out
	CCCP-L4375	Li-2	AFL/Privolzhsk	no	reports	soc 25feb58 as life-time expired
184 287 05	CCCP-L4377	Li-2	AFL/Urals	no	reports	
	CCCP-16169	Li-2	AFL/Urals	rgd	1959	
	CCCP-16169	Li-2	AFL/Urals-SVX	trf	01jan63	seen SVX 20jun64; soc 29aug66 as worn out
184 287 08	CCCP-L4378	Li-2	AFL/West Siberia	OVB	1950s	
	CCCP-84529	Li-2	AFL/West Sib.-OVB	rgd	1958	soc 15apr66 as worn out
184 287 10	CCCP-L4383	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-65688	Li-2	AFL/Privolzhsk	no	reports	soc 17oct66 as worn out
184 288 01	CCCP-L4384	Li-2T	NII GVF	mfd	24jan48	
	CCCP-L4384	Li-2T	AFL/Ukraine-ODS	no	reports	soc 26may58 as life-time expired
184 288 03	CCCP-L4386	Li-2	AFL/Kyrgyzstan	no	reports	
	CCCP-65698	Li-2	AFL/Kyrgyzstan	no	reports	soc 02sep61 as life-time expired
184 288 05	CCCP-L4387	Li-2	AFL/Kyrgyzstan	no	reports	
	CCCP-65700	Li-2	AFL/Kyrgyzstan	no	reports	
	CCCP-65700	Li-2	AFL/Kazakhstan-ALA	trf	11jul59	f/n ALA 06jun64; soc 20jul70 as worn out
184 288 06	CCCP-L4388	Li-2	AFL/Kazakhstan	no	reports	1955
	CCCP-84746	Li-2	AFL/Kazakhstan	no	reports	opb 152 ATO opb 154 OAO; 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 of 26 passengers killed plus 7 injured; t/t 12,499 hours; soc 16nov59 soc 12feb58 as life-time expired
184 288 07	CCCP-L4389	Li-2	AFL/Privolzhsk	no	reports	
184 288 08	CCCP-L4390	Li-2	AFL/Ukraine	no	reports	
	CCCP-84625	Li-2	AFL/Ukraine	no	reports	
	CCCP-84625	Li-2	AFL/Sykytykvar	trf	07jun59	soc as life-time expired but no date given
184 288 09	CCCP-L4391	Li-2	AFL/Ukraine-ODS	no	reports	soc 21jan58 as life-time expired
184 288 10	CCCP-L4392	Li-2	AFL/Turkmenistan	no	reports	involved in an accident, details unknown; soc 26dec55
184 289 01	CCCP-L4405	Li-2	AFL/Northern	no	reports	soc 04aug58 as life-time expired
184 289 02	CCCP-L4379	Li-2	AFL/Moscow (MUTA)	no	reports	soc 16dec57 as life-time expired
184 289 05	CCCP-L4014(2)	Li-2	AFL/Far East	no	reports	see c/n 1845205
	CCCP-84637	Li-2	AFL/Far East	no	reports	dbf, details unknown; soc 23jun65
184 289 06	CCCP-L3973(2)	Li-2	AFL/MOW MAG SPIVS	no	reports	see CCCP-L3973(1) with unknown c/n
	CCCP-65709	Li-2	AFL/MOW MAG SPIVS	MRV	03nov61	
	CCCP-65709	Li-2	AFL/Far East	trf	10apr70	soc 24jan72 as life-time expired
184 289 07	CCCP-L4011(2)	Li-2T	AFL/Kazakhstan	no	reports	see c/n 1843507
	CCCP-84742	Li-2T	AFL/Kazakhstan	PKC	07jun06	soc 28feb73 as worn out; hulk used as a paint store at Yelizovo, behind the fire station, discovered in the undergrowth jun06
184 289 08	CCCP-L3975(2)	Li-2	AFL/Moscow SPIVS	mfd	31mar48	see CCCP-L3975(1) with unknown c/n
	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 see c/n 1846002
184 289 09	CCCP-L4025(2)	Li-2T	AFL/Urals	mfd	1948	
	CCCP-L4025(2)	Li-2T	AFL/West Siberia	trf	sep52	
	CCCP-L4025(2)	Li-2T	AFL/Urals	trf	jul57	
	CCCP-16170	Li-2T	AFL/Urals	trf	1958	f/n MRV 05jan60
	CCCP-16170	Li-2T	AFL/Urals-CEK	trf	1963	
	CCCP-16170	Li-2T	AFL/Urals	trf	feb65	f/n CEK 01sep65; soc 29mar68 as worn out
184 290 01	CCCP-L4518	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-84518	Li-2	AFL/Privolzhsk	no	reports	soc 19sep60 as life-time expired
184 290 02	CCCP-L4519	Li-2	AFL/Northern	mfd	jun48	opb 67 ATO; 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; soc 15feb55
184 290 03	CCCP-L4520	Li-2	AFL/Ukraine	no	reports	
	CCCP-84520(1)	Li-2	AFL/Ukraine	no	reports	soc 24mar59 as life-time expired; see c/n 18433607
184 290 04	CCCP-L4521	Li-2	AFL/Yakutiya	i/s	1949	opb 14 TO
	CCCP-84521	Li-2	AFL/Yakutiya	no	reports	soc 19mar63 as life-time expired
184 290 05	CCCP-L4534	Li-2	AFL/East Siberia	mfd	30jun48	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-2T 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	Li-2	AFL/East Siberia	no	reports	
	CCCP-84522	Li-2	AFL/East Siberia	no	reports	soc 30jul65 as life-time expired
184 290 08	CCCP-L4523	Li-2	AFL/Krasnoyarsk	no	reports	soc 10sep58 as life-time expired
184 290 09	CCCP-L4524	Li-2	AFL/Krasnoyarsk	no	reports	soc 18nov58 as life-time expired
184 290 10	CCCP-L4525	Li-2	AFL/Kyrgyzstan	no	reports	
	CCCP-84525	Li-2	AFL/Kyrgyzstan	no	reports	
	CCCP-84525	Li-2	AFL/Lithuania	trf	09oct59	soc 01sep60 as life-time expired
184 291 02	CCCP-L4398	Li-2	AFL/Urals	Ovn	17nov51	mentioned in the accident report of Il-12 CCCP-L1775
	CCCP-84540	Li-2	AFL/Urals	no	reports	soc 07jan60 as life-time expired
184 291 03	CCCP-L4399	Li-2	AFL/Krasnoyarsk	no	reports	soc 18nov58 as life-time expired
184 291 05	CCCP-L4380	Li-2	AFL/Tajikistan	rgd	unknown	in a document 1948

	CCCP-L4380	Li-2P	AFL/NII GVF	ph.	1950	on test flights
	CCCP-L4380	Li-2P	AFL/Turkmenistan	no	reports	
	CCCP-54819	Li-2P	AFL/Turkmenistan	no	reports	soc 15feb60 as worn out
184 291 06	CCCP-L4382	Li-2	AFL/Urals	no	reports	
	CCCP-84543	Li-2	AFL/Urals-SVX	SVX	05sep59	soc 02apr60 as life-time expired
184 291 07	CCCP-L4400	Li-2	AFL/Urals-SVX	SVX	apr58	
	CCCP-84558	Li-2	AFL/Urals-SVX	SVX	dec58	soc 25aug60 as life-time expired
184 292 01	CCCP-L4401	Li-2	AFL/Uzbekistan	no	reports	
	CCCP-16164	Li-2	AFL/Uzbekistan	no	reports	soc 30dec60 as worn out
184 292 04	CCCP-63902	Li-2T	AFL/Urals	toc	01aug63	photo exists in natural metal c/s
	CCCP-63902	Li-2T	AFL/Urals-PEE	trf	20sep63	
	CCCP-63902	Li-2T	AFL/Urals-SVX	trf	1964	
184 292 06	CCCP-63902	Li-2T	AFL/Tyumen	trf	20feb67	soc 21may69 as worn out
	CCCP-L4393	Li-2	AFL/Moscow (MUTA)	mfd	1948	opb 61 AO; dbr 13aug53 while being 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	Li-2	AFL/Far East	no	reports	
	CCCP-84638	Li-2	AFL/Far East	no	reports	soc 24mar70 as worn out
184 292 08	CCCP-L4419	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-84741	Li-2	AFL/Kazakhstan	no	reports	soc 15may61 as life-time expired
184 292 09	CCCP-L4394	Li-2	AFL/Moscow (MUTA)	no	reports	
	CCCP-51104	Li-2	AFL/Moscow (MUTA)	no	reports	
	CCCP-51104	Li-2	AFL/Privolzhsk	trf	01jan60	soc 18aug62 as life-time expired
184 293 01	CCCP-L4396	Li-2	AFL/Northern	no	reports	soc 26may58 as life-time expired
184 293 02	CCCP-L4397	Li-2	AFL/Northern	no	reports	
	CCCP-84679	Li-2	AFL/Northern	no	reports	soc 29feb60 as life-time expired
184 293 05	CCCP-L4406	Li-2	Aeroflot/KShVLP	no	reports	Kirovograd Advanced Flying Training College
	CCCP-84697	Li-2	AFL/Krasny Kut FS	trf	13may58	
	CCCP-84697	Li-2	AFL/Lithuania	trf	17nov58	
	CCCP-84697	Li-2	AFL/Krasny Kut FS	trf	19may60	
	CCCP-84697	Li-2	Aeroflot/KShVLP	trf	05aug60	Kirovograd Advanced Flying Training College; soc 25jul61 as worn out
184 293 06	CCCP-L4407	Li-2T	AFL/West Siberia	mfd	1948	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 (100 km south-west of Mys Kamenny airport on the Yamal peninsula), all 4 crew injured (2 of them seriously); t/t 10,103 hours; soc 31may57; the wreck was extant by 2016
184 293 07	CCCP-L4408	Li-2	AFL/Tajikistan-DYU	mfd	1948	
	CCCP-84721	Li-2	AFL/Tajikistan-DYU	rgd	1958	
	CCCP-84721	Li-2	AFL/Kazakhstan	trf	31may61	soc 04nov70 as life-time expired
184 293 08	CCCP-L4409	Li-2	AFL/Moscow (MUTA)	no	reports	soc 24mar59 as worn out
184 293 09	unknown	Li-2	Soviet Air Force	mfd	1948	
	CCCP-71186	Li-2	AFL/Urals-CEK	trf	unknown	opb 124 OAO; on charge as of 01jan60; seconded to the Tyumen aviation group from 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 and 8 of the 21 passengers killed, 8 passengers severely, and 5 slightly injured; t/t 7,388 hours; soc 22feb63
184 293 10	CCCP-L4410	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-84732	Li-2	AFL/Kazakhstan-AKX	AKX	03may59	soc 22apr70 as worn out
184 294 04	CCCP-L4420	Li-2	AFL/Ukraine	no	reports	soc 24jun57 as life-time expired
184 294 08	CCCP-L4412	Li-2	AFL/Moscow (MUTA)	no	reports	soc 14oct57 as worn out
184 294 09	CCCP-L4413	Li-2	AFL/Northern	no	reports	
	CCCP-84708	Li-2	AFL/Northern	no	reports	soc 20jun60 as life-time expired
184 295 02	CCCP-L4421	Li-2P	AFL/North Kavkaz	no	reports	opb 34 ATO; made a forced landing in 1949
	CCCP-84690	Li-2P	AFL/N. Kavkaz-MRV	MRV	15feb60	
	CCCP-84690	Li-2P	AFL/Far East	trf	21jan67	soc 27apr72 as life-time expired
184 295 04	CCCP-L4422	Li-2	AFL/Belarus	no	reports	
	CCCP-51115	Li-2	AFL/Belarus	no	reports	soc 05oct60 as life-time expired
184 295 05	CCCP-L4423	Li-2	NII GVF	no	reports	1948
	CCCP-L4423	Li-2	AFL/Moscow (MUTA)	no	reports	soc 14feb58 as life-time expired
184 295 08	CCCP-L4424	Li-2	AFL/Azerbaijan	no	reports	soc 20jul59 as life-time expired
184 295 09	CCCP-L4425	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-84722	Li-2	AFL/Kazakhstan	no	reports	soc 11oct62 as life-time expired
184 296 01	CCCP-L4426	Li-2	AFL/Urals	KZN	09jan49	mentioned in the incident report of Li-2 CCCP-L4261
	CCCP-51108	Li-2	AFL/Urals	rgd	unknown	soc 21jul60 as life-time expired
184 296 02	CCCP-L4427	Li-2	AFL/Northern	mfd	1948	opb Estonski OAO; in a document 1951
	CCCP-L4427	Li-2	AFL/Estonia	trf	1957	opb Estonskaya OAG GVF
	CCCP-84644	Li-2	AFL/Estonia	rgd	unknown	opb Estonskaya OAG GVF; soc 10oct61 as life-time expired
184 296 05	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	
	CCCP-73951	Li-2	AFL/Tyumen	trf	14jul72	soc 24jan73 as worn out
184 296 06	CCCP-L4429	Li-2	AFL/Moscow (MUTA)	no	reports	soc 20dec57 as life-time expired
184 296 07	CCCP-L4430	Li-2	AFL/Urals	mfd	1948	
	CCCP-16167	Li-2	AFL/Urals	no	reports	soc 02nov61 as life-time expired
184 296 08	CCCP-L4500	Li-2	AFL/Georgia	mfd	27may48	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; wreck found only 08aug49
184 296 09	CCCP-L4501	Li-2	AFL/Georgia	no	reports	made a test flight in the Caucasus 15aug49
	CCCP-54501	Li-2	AFL/Georgia	no	reports	soc 17oct66 as worn out
184 296 10	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
	CCCP-63904	Li-2	AFL/Privolzhsk	toc	unknown	on charge as of 01feb65; soc 20jul73 as life-time expired
184 297 02	CCCP-L4503	Li-2	AFL/Belarus	no	reports	
	CCCP-84713	Li-2	AFL/Belarus	no	photo	meteorological research plane, equipped with various instruments; soc 21sep67 as worn out
184 297 03	CCCP-L4504	Li-2	AFL/Belarus	no	reports	involved in an accident, details unknown; soc 10may58
184 297 04	CCCP-L4505	Li-2	AFL/Northern	ph.	1955	in natural metal c/s; featured in the 1955 Soviet movie "Dva kapitana" (Two Captains)
	CCCP-84616	Li-2	AFL/Northern	no	reports	soc 12jan61 as worn out
184 297 05	CCCP-L4506	Li-2	AFL/Azerbaijan	no	reports	
	CCCP-54851	Li-2	AFL/Azerbaijan	no	reports	soc 09jul60 as worn out; see c/n 18435009
184 297 06	CCCP-L4509	Li-2	AFL/Kazakhstan	mfd	31may48	
	CCCP-84717	Li-2	AFL/Kazakhstan-CIT			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 Balgubekmurny on the western coast of the Aral Sea (Akt'yubinsk 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
184 297 07	CCCP-L4507	Li-2	AFL/Tajikistan	rgd	unknown	in a document 1948
	CCCP-L4507	Li-2	AFL/Uzbekistan	no	reports	
	CCCP-16165	Li-2	AFL/Uzbekistan	no	reports	soc 27dec72 as life-time expired
184 297 08	CCCP-L4508	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-65689	Li-2	AFL/Privolzhsk	no	reports	soc 16nov60 as worn out
184 297 09	CCCP-L4510	Li-2T	AFL/Ukraine-IEV	mfd	31may48	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/Armenia	rgd	unknown	opb Armyanski OAO; in a document 1948
	CCCP-L4511	Li-2	AFL/MOW MAG SPIVS	no	reports	
	CCCP-84767	Li-2	AFL/MOW MAG SPIVS	no	reports	f/n IWA oct67

184 298 01	CCCP-84767 CCCP-L4512 CCCP-65690	Li-2 Li-2 Li-2	AFL/Northern AFL/Privolzhsk AFL/Privolzhsk	trf no no	12aug68 reports reports	soc 27apr72 as worn out soc 11jul61 as worn out
184 298 02	CCCP-L1278 CCCP-54974 CCCP-L1285 CCCP-65691	Li-2 Li-2 Li-2 Li-2	AFL/Northern AFL/Privolzhsk AFL/Privolzhsk AFL/Privolzhsk	no no no no	reports reports reports reports	soc 14feb67 as worn out
184 298 03	CCCP-X860	Li-2	MVD - Dalstroj	no	reports	soc 03jul63 as life-time expired opb SMP AO from 11aug48; served the Magadan-Zaliv Kresta route oct48; Dalstroj assigned the crew of P.P. Morozov to this aircraft 28jun49 see c/n 1842007
184 298 04	CCCP-L3948(2) CCCP-65712 CCCP-73957 CCCP-73957	Li-2 Li-2 Li-2 Li-2	AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS AFL/Central Region AFL/Tyumen	no rgd rgd trf	reports 24apr59 05jun72 14jul72	soc 03jul73 as life-time expired canx 06mar73; see c/n 33443904
184 298 05	CCCP-59505(1) CCCP-X861	Li-2 Li-2	MAP Kirov MSZ MVD - Dalstroj	rgd rgd	12jun67 unknown	opb SMP AO from 09aug48; served the Magadan-Zaliv Kresta route oct48; Dalstroj assigned the crew of A.N. Sushkov to this aircraft 28jun49 see c/n 1841707
184 298 06	CCCP-L3961(2) CCCP-16199 CCCP-16199 CCCP-L1290	Li-2 Li-2 Li-2 Li-2	AFL/Magadan AFL/Magadan AFL/Kazakhstan AFL/North Kavkaz	trf rgd trf mfd	unknown unknown 15jan65 1948	soc 02jan69 as worn out
184 298 07	CCCP-16212 CCCP-16212 CCCP-16212 CCCP-16212	Li-2 Li-2 Li-2 Li-2	AFL/N. Kavkaz-RVI Aeroflot/KShVLP AFL/Urals-SVX AFL/Urals-PEE	RVI trf trf trf	30apr59 20jan61 25nov63 09jan68	Kirovograd Advanced Flying Training College soc 28apr71 as life-time expired
184 298 08	CCCP-L4575 CCCP-84575 CCCP-L1275	Li-2 Li-2 Li-2	AFL/Kyrgyzstan AFL/Kazakhstan AFL/MOW MAG SPIVS	no trf no	reports 10jul59 reports	involved in an accident 16feb62, details unknown; soc 18apr62
184 298 09	CCCP-65713 CCCP-L4027(2)	Li-2 Li-2	AFL/MOW MAG SPIVS AFL/Tajikistan	no mfd	reports 1948	soc 12aug61 as life-time expired opb 178 SAO; w/o 06jul53 on a flight from Khorog 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 N38.055181, E71.542443), all 4 crew and 3 passengers killed; t/t 1,477 hours; wreck found 08jul53; see c/n 1846102
184 298 10	CCCP-N490	Li-2	Polyarnaya Aviats.	DKS	1954	opb MAGON from 24jan51; in dark green c/s with light grey undersides, no titles; flew ice- reconnaissance missions 18sep/26oct48, 13/28jul49 and 27aug/28sep51; took part in the "Sever" polar expedition in spring 1954 and used to resupply the drifting polar station SP-3 in 1954/55 canx 25jul73 c/n on fin difficult to read; in dark green c/s; photo at Mys Shmidta in 1950; opb MAGON from 24jan51; used to resupply the "Sever-7" Arctic expedition in 1955
184 299 01	CCCP-69304 CCCP-N491	Li-2 Li-2T	MAP Ufa Motors Polyarnaya Aviats.	rgd	06dec65 photo	photo in document jul62; featured in a film in 1963 soc 20jul73 as life-time expired
184 299 02	CCCP-04205 CCCP-04205 CCCP-04205 CCCP-N492	Li-2T Li-2T Li-2T Li-2	Polyarnaya Aviats. AFL/Polar AFL/Tyumen Polyarnaya Aviats.	ph. trf trf no	1963 10feb60 01nov70 reports	opb 2 ae MAGON from 24jan51; dbr 27jan59 on an ambulance flight from Amderma to Ust'-Kara when dropped below the glide path in bad 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 and passengers escaped unhurt opb Igarskaya aviagruppa from 24jan51
184 299 03	CCCP-N493 CCCP-04227 CCCP-04227 CCCP-04227	Li-2 Li-2 Li-2 Li-2	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Krasnoyarsk.-KJA	mfd no trf trf	30jun48 reports 10feb60 15apr60	opb 126 LO 2-go Krasnoyarskogo OAO; 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 bad 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 killed; t/t 19,305 hours and 8,764 cycles; soc 10apr68
184 299 04	CCCP-L3979(2) CCCP-65714	Li-2 Li-2	AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS	no no	reports reports	see c/n 1841906 soc 14jul71 as life-time expired
184 300 01	CCCP-L4526 CCCP-84526	Li-2 Li-2	AFL/Belarus-MHP AFL/Belarus-MHP	MHP no	nov59 reports	soc 10jun61 as life-time expired
184 300 02	CCCP-L4527 CCCP-84527	Li-2 Li-2	AFL/Uzbekistan AFL/Uzbekistan	no no	reports reports	soc 29nov61 as life-time expired
184 300 03	CCCP-L4528 CCCP-84528(1)	Li-2 Li-2	AFL/Uzbekistan AFL/Uzbekistan	no no	reports reports	soc 19jul.. as worn out, no year given in MGA document, must be before 1971, see c/n 18432105
184 300 04	not known CCCP-L3942(2) CCCP-84530 CCCP-84530	Li-2 Li-2 Li-2 Li-2	Soviet Air Force AFL/West Siberia AFL/West Siberia AFL/West Siberia	no no rgd trf	reports reports 1958 31jan64	underwent trials with featherable propellers at the NII VVS see c/n 1846904 soc 26sep73 as life-time expired
184 300 05	CCCP-84530 CCCP-L4531 CCCP-84531	Li-2 Li-2 Li-2	AFL/West Sib.-OMS AFL/North Kavkaz AFL/North Kavkaz	no no no	reports reports reports	soc 29dec60 as life-time expired
184 300 06	CCCP-71221 CCCP-L4533 CCCP-84533	Li-2 Li-2 Li-2	AFL/Azerbaijan AFL/Kazakhstan AFL/Kazakhstan	no no no	reports reports reports	dbr, details unknown; soc 24dec62
184 300 07	CCCP-L4533 CCCP-L4562 CCCP-84562	Li-2 Li-2 Li-2	AFL/Kazakhstan AFL/Urals-SVX AFL/Urals-SVX	no SVX SVX	reports 23sep58 14jan61	soc 25nov60 as life-time expired soc 20jan61 as life-time expired
184 300 08	CCCP-L4563 CCCP-84563 CCCP-84563	Li-2 Li-2 Li-2	AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS AFL/Tyumen	no no trf	reports reports 17jul70	dbr, details unknown; soc 04jul72 opb 14 TO
184 300 09	CCCP-L4565 CCCP-L4565 CCCP-84565 CCCP-L4566 CCCP-L4566	Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Yakutiya AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS AFL/Moscow (MUTA) SibNIA	no no no no trf	reports reports reports reports 08mar58	soc 10aug66 as worn out soc 29jul58 as worn out opb 604 uap; in dark green c/s see c/n 1841802
184 300 10	not known CCCP-L3960(2) CCCP-84748	Li-2 Li-2 Li-2	Soviet Air Force AFL/Magadan AFL/Magadan	no mfd no	reports 29aug48 reports	opb 185 OAO; w/o 11nov60 on the leg from Zyryanka to Nizhniye Kresty (now Cherski) of a cargo flight from Magadan to Pevok 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 killed while the sole passenger escaped with minor injuries; soc 26dec60 probably the c/n in the MGA document is incorrect, see also CCCP-L4546/84546 with same given c/n in the MGA document, which is also mentioned in the Ukraine CAD document as such soc 05jul61 as worn out opb 89 AO by 1954; converted to 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; possibly trf to AFL/North Kavkaz-ROV; f/n RVI 09jan57; l/n IEV juul58; also see CCCP-04223 which is reported with this same c/n in the MGA document but probably in error soc 24dec59 as life-time expired; this c/n is also given in Ukraine CAD document as such, see also CCCP-04223 with same c/n given in the MGA document
184 301 01	CCCP-04223	Li-2	Polyarnaya Aviats.	no	reports	probably the c/n in the MGA document is incorrect, see also CCCP-L4546/84546 with same given c/n in the MGA document, which is also mentioned in the Ukraine CAD document as such
184 301 02	CCCP-04223 CCCP-L4546	Li-2 Li-2T	AFL/Polar AFL/Ukraine	trf mfd	10feb60 aug48	opb 89 AO by 1954; converted to 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; possibly trf to AFL/North Kavkaz-ROV; f/n RVI 09jan57; l/n IEV juul58; also see CCCP-04223 which is reported with this same c/n in the MGA document but probably in error soc 24dec59 as life-time expired; this c/n is also given in Ukraine CAD document as such, see also CCCP-04223 with same c/n given in the MGA document
184 301 03	CCCP-84546	Li-2T	AFL/Ukraine-HRK	no	reports	date very hard to read in MGA document; soc 26oct59
184 301 04	CCCP-L4547 CCCP-84547 CCCP-L4549 CCCP-84549 CCCP-84549 CCCP-84549	Li-2 Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Kazakhstan AFL/Kazakhstan AFL/Kyrgyzstan AFL/Kyrgyzstan AFL/Moscow ASPIMVL AFL/Komi	no no no no trf trf	reports reports reports reports 06may66 11apr70	soc 12aug61 as life-time expired soc 28apr71 as life-time expired
184 301 05	CCCP-L4550 CCCP-84550 CCCP-84550	Li-2 Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA) SibNIA	no no trf	reports reports 06mar59	date very hard to read in MGA document; soc 26oct59
184 301 06	CCCP-L4552 CCCP-L4552	Li-2 Li-2	AFL/Ukraine AFL/Ukraine	no no	reports reports	soc 25jan61 as life-time expired
184 301 07	CCCP-L4553 CCCP-84553 CCCP-84553	Li-2 Li-2 Li-2	AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Privolzhsk-REN	mfd rgd trf	1948 1958 21jan65	f/n REN 25aug67; soc 21sep71 no reason given
184 301 08	CCCP-L4554 CCCP-84554 CCCP-L4555 CCCP-L4556	Li-2 Li-2 Li-2 Li-2P	AFL/Latvia AFL/Latvia AFL/Turkmenistan AFL/Azerbaijan	RVI no no no	jun59 reports reports reports	soc 23aug61 as life time expired dbr, details unknown; soc 21feb56
184 301 09	CCCP-L4556 CCCP-84556 CCCP-84556	Li-2P Li-2P Li-2P	AFL/Azerbaijan AFL/Azerbaijan AFL/Tyumen	MRV trf	26oct61 10feb67	l/n MRV 08may63 soc 12sep69 as worn out

184 303 02	CCCP-L4557	Li-2	AFL/Yakutiya	i/s	1949	opb 14 TO
	CCCP-84557	Li-2	AFL/Yakutiya	no	reports	soc 17aug65 as life-time expired
184 303 03	CCCP-L4576	Li-2	AFL/North Kavkaz	no	reports	
	CCCP-84576	Li-2	AFL/North Kavkaz	no	reports	soc 24aug63 as worn out
184 303 04	CCCP-L4559	Li-2	AFL/Azerbaijan	no	reports	
	CCCP-84559	Li-2	AFL/Azerbaijan	no	reports	soc 24aug63 as worn out
184 303 06	CCCP-L4561	Li-2	AFL/Georgia	TBS	jun59	
	CCCP-84561	Li-2	AFL/Georgia	no	reports	
	CCCP-84561	Li-2	AFL/Northern	trf	21dec65	soc 08aug69 as worn out
184 303 07	CCCP-L3958(2)	Li-2T	Min. of Interior	mfd	1949	see c/n 1841709
	CCCP-L3958(2)	Li-2T	AFL/Magadan	trf	dec53	
	CCCP-84580	Li-2T	AFL/Magadan	rgd	1958	
	CCCP-84580	Li-2T	AFL/Northern-KVK	trf	22nov64	
	CCCP-84580	Li-2T	AFL/Urals-KVK	trf	08feb67	soc 18jan68 as worn out
184 303 08	CCCP-X1014	Li-2	MMP-Dalstroj	mfd	30aug48	opb 2 ATO; in dark green c/s; dbr 20jul53 on a flight from Zyryanka to Ozhogino (Yakutiya) when the propellers oversped 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 at Skosyrev; involved in an accident, details unknown; soc 02dec59
						Advanced Flying Training College
184 303 09	CCCP-L4577	Li-2T	AFL/Turkmenistan	ph.	jun55	
184 303 10	CCCP-L4578	Li-2	Aeroflot/ShVLP	no	reports	
	CCCP-51118	Li-2	AFL/Krasny Kut FS	trf	13may58	
	CCCP-51118	Li-2	Aeroflot/KShVLP	trf	05aug60	Kirovograd Advanced Flying Training College; seen HRK 16feb61; trf 28dec64 to the Riga Aviation Institute (RKIIGA); soc 27mar65
184 304 01	CCCP-L3974(2)	Li-2	AFL/MOW MAG SPIVS	no	reports	see c/n 1841901
	CCCP-65715	Li-2	AFL/MOW MAG SPIVS	rgd	10apr59	
	CCCP-73952	Li-2	AFL/Central Region	rgd	30may72	
	CCCP-73952	Li-2	AFL/Tyumen	trf	07sep72	soc 26sep73 as life-time expired
184 304 02	CCCP-L4007(2)	Li-2	AFL/West Siberia	no	reports	see c/n 1843503
	CCCP-84532	Li-2	AFL/West Siberia	no	reports	soc 14jul69 as worn out
184 304 03	CCCP-L4583	Li-2	AFL/Uzbekistan	no	reports	
	CCCP-84583	Li-2	AFL/Uzbekistan	no	reports	soc 17oct66 as worn out
	CCCP-L4582	Li-2	AFL/Northern	no	reports	opb 67 ATO; 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
184 304 06	CCCP-L4560	Li-2	AFL/Armenia	no	reports	
	CCCP-84560	Li-2	AFL/Armenia	no	reports	
	CCCP-84560	Li-2	AFL/Turkmenis.-ASB	trf	01feb59	f/n ASB dec60; l/n ASB 1960/64; soc 17apr65 as life-time expired
184 304 07	CCCP-L4564	Li-2P	AFL/North Kavkaz	no	reports	
	CCCP-84564	Li-2P	AFL/N.Kavkaz-MRV	MRV	01aug62	soc 28may63 as life-time expired
184 304 08	CCCP-L4567	Li-2	AFL/Armenia	no	reports	
	CCCP-84567	Li-2	AFL/Armenia	no	reports	soc 05sep60 as worn out
184 304 09	CCCP-L4568	Li-2	AFL/Privolzhsk	no	reports	soc 15dec59 as life-time expired
184 304 10	CCCP-L4569	Li-2	AFL/Turkmenistan	no	reports	
	CCCP-54813	Li-2	AFL/Turkmenistan	no	reports	soc 19oct61 as life-time expired
184 305 01	CCCP-L4570	Li-2	AFL/Ukraine	no	reports	
	CCCP-84570	Li-2	AFL/Ukraine	no	reports	soc 05jun61 as life-time expired
184 305 02	CCCP-L4571	Li-2	AFL/Ukraine	mfd	30sep48	
	CCCP-84571	Li-2	AFL/Ukraine-IEV	no	reports	soc 22dec69 as life-time expired
	CCCP-L4572	Li-2	AFL/Turkmenistan	no	reports	soc 18mar59, no reason given
184 305 03	CCCP-L3976(2)	Li-2	AFL/Ukraine	mfd	30sep48	see c/n 1841913
	CCCP-65726	Li-2	AFL/Ukraine-IEV	IEV	dec59	l/n IEV 11sep60; soc 21oct69 as worn out
184 305 05	CCCP-L4574	Li-2	AFL/Yakutiya	i/s	1949	opb 14 TAO; in a document 1949
	CCCP-L4574	Li-2	AFL/East Siberia	trf	sep52	opb Yakutskaya aviagruppa
	CCCP-84574	Li-2	AFL/Yakutiya	rgd	unknown	dbr, details unknown; soc 27jan62
184 305 06	CCCP-L4581	Li-2	AFL/Krasnoyarsk	no	reports	
	CCCP-84581	Li-2	AFL/Krasnoyarsk.-KJA	KJA	06feb60	soc 01aug62 as life-time expired
184 305 07	CCCP-L4579	Li-2	AFL/Northern-ARH	ARH	11mar57	opb AFL/Northern-PES before or after that
	CCCP-84579	Li-2	AFL/Northern	no	reports	soc 23aug60 as life-time expired
	CCCP-L4580	Li-2	AFL/Northern	no	reports	soc 24jun57 as worn out
184 306 01	CCCP-L4584	Li-2	AFL/East Siberia	no	reports	
	CCCP-84584	Li-2	AFL/East Sib.-HTA	HTA	01mar67	soc 24mar70 as life-time expired
184 306 05	CCCP-63870	Li-2	AFL/Northern	toc	12may61	soc 14feb67 as worn out
184 306 06	CCCP-06183	Li-2	SNKh Kharkov	rgd	11aug64	
	CCCP-21506	Li-2	MAP Kharkov APO	rgd	15dec65	canx 1973
184 306 07	CCCP-N498	Li-2T	Polyarnaya Aviats.	no	reports	opb Chukotskaya aviagruppa from 24jan51
	CCCP-04207	Li-2T	Polyarnaya Aviats.	no	reports	
	CCCP-04207	Li-2T	AFL/Polar	trf	10feb60	in document jul62; featured in a 1963 film
	CCCP-04207	Li-2T	AFL/Yakutiya	trf	01oct70	soc 24aug72 as worn out
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
	CCCP-04224	Li-2	Polyarnaya Aviats.	no	reports	
	CCCP-04224	Li-2	AFL/Polar	trf	10feb60	soc 25oct60 as worn out
184 307 01	CCCP-63866	Li-2	AFL/Kazakhstan	toc	13jun61	soc 11jun70 as worn out
184 307 03	CCCP-N499	Li-2T	Polyarnaya Aviats.	photo		opb MAGON from 24jan51; in dark green c/s with light blue undersides; flew ice-reconnaissance missions 23mar/04aug52 and 07/13oct53
184 307 05	CCCP-04208	Li-2T	Polyarnaya Aviats.	no	reports	assigned to the 5th Antarctic expedition 14oct59; w/o 1959 when sank in Antarctica; soc 15may62
	CCCP-N501	Li-2T	Polyarnaya Aviats.	PWE	summ.53	opb MAGON from 24jan51; in dark green c/s with light blue undersides; flew ice-reconnaissance missions 25oct51/25nov51; equipped with a PSBN-M radar in spring 1952; f/n PWE jun52; flew ice-reconnaissance missions 16jun52/15oct52 and 02jun53/20sep53; converted to a Li-2V by the Kiev aircraft factory in summer 1955;
	CCCP-N501	Li-2V	Polyarnaya Aviats.			took part in the 2nd and 3rd Soviet Antarctic expeditions (KAE) in 1956/58; dbr feb58 on a flight from Kosmolskaya ice station to Mirny ice station when the crew forgot to switch over the fuel tank selector so that both engines flamed out and the aircraft crash-landed on the ice-shield some 80 km from the abandoned Vostok-1 ice station (some 3,000 metres above sea-level), no casualties; stripped for spares
184 307 06	CCCP-N502	Li-2T	Polyarnaya Aviats.	photo		opb MAGON from 24jan51; in dark green c/s with thin white stripes and light blue undersides; flew ice-reconnaissance missions from Pevek 14/25oct49; converted to a Li-2V by the Kiev aircraft factory in summer 1955; w/o 16feb58 while taxiing out for take-off at Mirny ice station (S66.55292 E93.00978) when failed to make a U-turn as the tail-skid was locked, the crew jumped clear before the aircraft got stuck on the edge of the ice, an attempt was made to pull the aircraft to safety with a tractor, but the ice started to crumble and the aircraft fell off the edge of the ice into the ocean and sank
184 307 08	CCCP-N497	Li-2	Polyarnaya Aviats.	no	reports	opb MAGON from 24jan51; damaged 02apr55 on a flight from Mys Zhelaniya (Novaya Zemlya) to Dikson Island in support of the Arctic expedition "Sever-7" when the crew was ordered to land on the ice near Mys Zhelaniya for training purposes and the skis of the landing gear broke through the ice during the landing run, all 7 crew and 3 passengers escaped unhurt, but the aircraft could not be recovered in time and sank during a storm 06apr55
184 307 10	CCCP-N503	Li-2	Polyarnaya Aviats.	no	reports	opb MAGON from 24jan51; in document may58
	CCCP-04228	Li-2	Polyarnaya Aviats.	no	reports	
	CCCP-04228	Li-2	AFL/Polar	trf	10feb60	equipped with radar; in document sep59; damaged 14feb64 on landing at an unknown airport when the landing speed was too high and the aircraft turned over; repaired
184 308 01	CCCP-04228	Li-2	AFL/Yakutiya	trf	01oct70	canx 14dec73
	CCCP-N496	Li-2T	Polyarnaya Aviats.	photo		opb MAGON from 24jan51; in dark green c/s with light blue undersides; took part in the "Sever" Arctic expedition in spring 1954; converted to a Li-2V by the Kiev aircraft factory in summer 1955
	CCCP-N496	Li-2V	Polyarnaya Aviats.			took part in the 3rd Soviet Antarctic expedition (KAE) in 1957/58; f/n aboard the research vessel M/S "Ob" 27sep57; damaged 23nov57 while being loaded onto M/S "Ob" from the pack ice near Mirny ice station, the aircraft had been unloaded a few days earlier in order to be re-assembled and flown to Mirny, but a storm broke out 23nov57 and the ice started to crumble, necessitating a hasty evacuation of the aircraft for fear that it would fall through and sink, as the fuselage was being lifted aboard the ship the rear lifting shackle broke and the aircraft fell on the deck, suffering serious damage; repaired; dbr feb58 on a flight from the area of Mount Brown to Mirny ice station when the pilot lifted off at low speed and retracted the gear too early so that the aircraft stalled and crashed, no casualties; stripped for spares
184 308 03	CCCP-N504	Li-2	Polyarnaya Aviats.	photo		opb Igarskaya aviagruppa from 24jan51; in dark green c/s with light blue undersides; used to resupply the "Sever-7" Arctic expedition in 1955
184 308 04	CCCP-N465 (1)	Li-2	Polyarnaya Aviats.	no	reports	probably initially opb Igarskaya aviagruppa; opb Chukotskaya aviagruppa from 05dec49 and again from 24jan51 (as such in Polar Aviation document 24jan51, but see canx date); canx 31jan51; see c/n 33443906
184 308 05	CCCP-06117	Li-2	AFL/Moscow SPIMVL	rgd	02mar59	
	CCCP-06117	Li-2	AFL/Northern	trf	27apr68	soc 24jan72 as life-time expired
184 308 08	CCCP-04209	Li-2	AFL/Polar	no	reports	opb Moskovski OAO; dbr 29apr59 on take-off from an ice airstrip of limited size (720x50 metres) at N81°21' E177°00' when was not able to accelerate duly due to the high salt content of the snow and the uneven runway, the left ski hit an ice hummock, the aircraft lifted off and came down again on the pack ice 300 metres beyond the runway threshold, all 6 crew and all passengers escaped unhurt

184 308 09	CCCP-63853	Li-2	AFL/East Siberia	toc	15mar61	soc 24mar71 as worn out
184 308 10	CCCP-63854	Li-2	AFL/Northern-LED	toc	01mar61	f/n LED 27may70
184 309 02	CCCP-63854	Li-2	AFL/Arkhangelsk	trf	01jan71	soc 04jul72 as worn out
	CCCP-X51	Li-2	Aeroflot	no	reports	
184 309 09	CCCP-63873	Li-2	AFL/Northern	trf	01aug61	f/n ARH 01feb66; soc 11jun66 as worn out
184 309 10	CCCP-63860	Li-2	AFL/Estonia	toc	18apr61	soc 24aug62 as worn out
	"01"	Li-2P	Soviet Air Force	mfd	29nov48	
	CCCP-63871	Li-2P	AFL/Northern	toc	unknown	on charge as of 01jun61
	CCCP-63871	Li-2P	AFL/Moscow SPIMVL	trf	unknown	on charge as of 01dec61
184 310 01	CCCP-63871	Li-2P	AFL/Ukraine	trf	17jan69	soc 12sep69 after an emergency in a document 1948
	CCCP-L4535	Li-2	AFL/Tajikistan	rgd	unknown	
	CCCP-L4535	Li-2	AFL/North Kavkaz	RVI	02apr58	
184 310 02	CCCP-84535	Li-2	AFL/North Kavkaz	no	reports	c/n confirmed; soc 05jul60 as life-time expired
	CCCP-L4536	Li-2T	AFL/Far East	no	reports	
	CCCP-84536	Li-2T	AFL/Far East	no	reports	photo exists at Ust'-Kamchatsk; soc 22aug62 as life-time expired
184 310 03	CCCP-L4537	Li-2	AFL/Georgia	no	reports	
	CCCP-L4537	Li-2	AFL/Yakutiya	trf	22feb58	
	CCCP-84537	Li-2	AFL/Yakutiya	no	reports	soc 14jul61 as worn out
184 310 04	CCCP-L3918(2)	Li-2	AFL/Privolzhsk	no	reports	see c/n 1841209
	CCCP-84689(1)	Li-2	AFL/Privolzhsk	no	reports	soc 18mar60 as life-time expired; see c/n 18436410
184 310 05	CCCP-L4539	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-84539	Li-2	AFL/Kazakhstan	PLX	09may59	soc 03aug60 as life-time expired
184 310 06	CCCP-L4540	Li-2	AFL/Northern	no	reports	
	CCCP-84724	Li-2	AFL/Northern-LED	LED	26aug60	dbr 25dec69 but details unknown, soc same date
184 310 07	CCCP-L4541	Li-2	AFL/Belarus-MHP	MHP	may59	l/n MHP 23sep59
	CCCP-84541	Li-2	AFL/Belarus-MHP	no	reports	soc 13apr60 as life-time expired
184 310 08	CCCP-L4542	Li-2	AFL/Ukraine	no	reports	
	CCCP-84542	Li-2	AFL/Ukraine-HRK	no	reports	soc 28apr60 as life-time expired
184 310 09	CCCP-L4543	Li-2	AFL/Ukraine	mfd	1949	
	CCCP-L4543	Li-2	AFL/Moldova	trf	may57	soc 20mar58 as life-time expired
184 310 10	CCCP-L4573	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-84573	Li-2	AFL/Privolzhsk	no	reports	soc 21oct59 as life-time expired
184 311 04	CCCP-63865	Li-2	AFL/Kazakhstan	toc	13jun61	soc 10may73 as life-time expired
184 311 05	CCCP-27218	Li-2	MAP Taganrog	rgd	08dec65	in Aeroflot c/s; f/n SVO 1968; canx 18feb74
184 311 06	CCCP-63869	Li-2	AFL/Latvia	toc	10jun61	soc 18apr62 as worn out
184 311 07	CCCP-63864	Li-2	AFL/Kazakhstan	toc	14jun61	soc 22feb74 as life-time expired
184 312 08	CCCP-06107	Li-2	AFL/Moscow SPIMVL	rgd	03apr59	MGA document gives toc 20jan65
	CCCP-06107	Li-2	AFL/Tyumen	trf	14jan70	soc 30may72 as life-time expired
184 312 09	CCCP-06102	Li-2	KGB Gorki	rgd	01mar60	
	CCCP-06102	Li-2	SMS Kharkov	trf	unknown	canx 05feb68
184 313 01	CCCP-L4701	Li-2	AFL/Urals	mfd	31dec48	opb 14 TAO; in a document 1949
	CCCP-L4701	Li-2	AFL/West Siberia	trf	sep52	
	CCCP-L4701	Li-2	AFL/Urals	trf	jul57	
	CCCP-L4701	Li-2	AFL/Urals	SVX	jun58	opb Uralskaya aviagruppa
	CCCP-84701	Li-2	AFL/Urals	rgd	unknown	soc 25oct65 as life-time expired
184 313 02	CCCP-L4702	Li-2	AFL/Ukraine-ODS	ODS	dec58	
	CCCP-84702	Li-2	AFL/Ukraine-ODS	no	reports	soc 22jun60 as life-time expired
184 313 03	CCCP-L4703	Li-2	AFL/N.Kavkaz-KRR	KRR	1956	soc 22oct58 as life-time expired
184 313 04	CCCP-L4704	Li-2	AFL/Moscow (MUTA)	mfd	17dec48	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
184 313 05	CCCP-L4705	Li-2	AFL/Far East	no	reports	
	CCCP-84705	Li-2	AFL/Far East	no	reports	soc 16nov62 as life-time expired
184 313 06	CCCP-L4706	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-84706	Li-2	AFL/Privolzhsk	no	reports	soc 16jun60 as life-time expired
184 313 07	CCCP-L4707	Li-2	AFL/Privolzhsk	no	reports	soc 31mar58 as life-time expired
184 313 08	CCCP-L4711	Li-2	AFL/Ukraine	mfd	29mar49	
	CCCP-84711	Li-2	AFL/Ukraine-LWO	no	reports	soc 30sep59 as life-time expired
184 313 09	CCCP-L4709	Li-2	AFL/N.Kavkaz-VOG	VOG	07jan59	
	CCCP-84709	Li-2	AFL/N.Kavkaz-VOG	no	reports	soc 18dec59 as life-time expired
184 314 05	CCCP-L5032	Li-2	AFL/Magadan	no	reports	
	CCCP-16188	Li-2	AFL/Magadan	no	reports	
	CCCP-16188	Li-2	AFL/Latvia	trf	28jan65	
	CCCP-16188	Li-2	AFL/Kazakhstan	trf	23jul68	soc 19dec72 no reason given
184 315 01	CCCP-L4544	Li-2	AFL/East Siberia	no	reports	
	CCCP-84544	Li-2	AFL/East Siberia	no	reports	soc 30jan63 as life-time expired
184 315 02	CCCP-L4558	Li-2	AFL/Northern	no	reports	
	CCCP-54981(2)	Li-2	AFL/Northern	no	reports	see c/n 18410809; soc 12jan61 as worn out
184 315 03	CCCP-63819	Li-2	AFL/Azerbaijan	toc	02aug60	
	CCCP-63819	Li-2	AFL/Kazakhstan	trf	16nov65	soc 26sep73 as life-time expired
184 315 05	CCCP-L4585	Li-2	AFL/Krasnoyarsk	no	reports	soc 18nov58 as life-time expired
184 315 06	CCCP-L4586	Li-2	AFL/Krasnoyarsk	no	reports	soc 24sep58 as life-time expired
184 315 07	CCCP-L4587	Li-2P	AFL/Lithuania-VNO	mfd	oct48	opb Litovsk! OAO at VNO from 1948; in a document 1951
	CCCP-84587	Li-2P	AFL/Lithuania-VNO	rgd	unknown	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
184 315 08	CCCP-L4588	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-84588	Li-2	AFL/Kazakhstan	no	reports	soc 03oct60 as worn out
184 315 09	CCCP-L4589	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-84589	Li-2	AFL/Privolzhsk	no	reports	soc 18aug62 as life-time expired
184 315 10	CCCP-L3915(2)	Li-2	AFL/Privolzhsk	no	reports	see c/n 1841206
	CCCP-65711	Li-2	AFL/Privolzhsk	no	reports	soc 10dec59 as life-time expired
184 316 08	CCCP-L4018(2)	Li-2	AFL/MOW MAG SPIVS	no	reports	see c/n 1845609
	CCCP-65716	Li-2	AFL/MOW MAG SPIVS	rgd	25mar59	
	CCCP-73953	Li-2	AFL/Central Region	rgd	30may72	
	CCCP-73953	Li-2	AFL/Tyumen	trf	07jul72	soc 12jun73 as worn out
184 317 01	CCCP-73962	Li-2	AFL/Arkhangelsk	toc	21nov72	rgd 24nov72; ex Soviet Air Force; soc 14dec73 as life-time expired
184 317 06	CCCP-26195	Li-2	MOM"Strela" Orenb.	rgd	08feb72	canx 1974
184 317 07	CCCP-63880	Li-2	AFL/Belarus	toc	29jul63	soc 14nov66 as worn out
184 318 01	CCCP-L4712	Li-2	AFL/Northern-LED	mfd	28apr49	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 was probably CCCP-L4713 initially; see c/n 1841211
184 318 02	CCCP-L3920(2)	Li-2	AFL/Moscow (MUTA)	no	reports	soc 28sep60 as life-time expired
	CCCP-16184	Li-2	AFL/MOW MAG SPIVS	trf	01jan60	
184 318 03	CCCP-L4714	Li-2	AFL/North Kavkaz	no	reports	opb 34 ATO; made a forced landing in 1949
	CCCP-L3919(2)	Li-2	AFL/N.Kavkaz-RVI	RVI	11sep57	soc 31oct57 as life-time expired; see c/n 1841210 and LZ-TUF with unknown c/n
184 318 04	CCCP-L3940(2)	Li-2	AFL/Uzbekistan	no	reports	see c/n 1841602
	CCCP-16160	Li-2	AFL/Uzbekistan	no	reports	soc 05jul60 as life-time expired
184 318 05	CCCP-L3933(2)	Li-2	AFL/Uzbekistan	no	reports	see c/n 1841415
	CCCP-16161	Li-2	AFL/Uzbekistan	no	reports	soc 30dec60 as life-time expired
184 318 07	CCCP-63863	Li-2	AFL/Kazakhstan	toc	13jun61	soc 22feb74 as life-time expired
184 318 08	LZ-TUC	Li-2	TABSO	ph.	1955	at Budapest
184 318 09	LZ-TUH	Li-2P	TABSO	SXF	03mar54	inaugural flight Sofia-Berlin, registration is partly covered by the crew but the last three digits of the c/n are clearly visible; photo BUD 1955 lower part of registration not readable but looks like LZ-TUH and c/n 100% clear on the tail; other photos show registration perfectly and carries 'Bylgarski Vyzdushen Transport' titles
184 318 10	CCCP-L4730	Li-2	AFL/Privolzhsk	no	reports	dbr, details unknown; soc 24mar59
184 319 01	CCCP-71267	Li-2	AFL/Ukraine	toc	15jun60	f/n ERD 05jun63 flying; soc 10may73 as life-time expired
184 319 08	not known	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-71185	Li-2T	AFL/Urals	toc	07mar60	f/n SVX 17nov62; l/n SVX 16jul63
	CCCP-71185	Li-2T	AFL/Urals-PEE	trf	18jun63	
	CCCP-71185	Li-2T	AFL/Urals-CEK	trf	1967	
	CCCP-71185	Li-2T	AFL/Urals-PEE	trf	01jan72	soc 30may74 as life-time expired
184 320 01	CCCP-L4590	Li-2	AFL/Ukraine	mfd	oct48	
	CCCP-84590	Li-2	AFL/Ukraine-ODS	no	reports	soc 23oct60 as life-time expired
184 320 02	CCCP-L4591	Li-2	AFL/Uzbekistan	mfd	1948	dbr, details unknown; soc 05mar57; t/t 10,292 hours; was reportedly preserved in the Gorki Park at Minsk and used as the children's cinema "Pyaty okean" (Fifth Ocean) from oct63, but see c/n 18428206

184 320 04	CCCP-L4593	Li-2	AFL/Northern	no	reports	soc 26may58 as life-time expired
184 320 05	CCCP-L4594	Li-2	AFL/Far East	no	reports	
	CCCP-51124	Li-2	AFL/Far East	no	reports	soc 06dec65 as life-time expired
184 320 06	CCCP-L4596	Li-2	AFL/Krasnoyarsk	no	reports	
	CCCP-84596	Li-2	AFL/Krasnoyarsk	no	reports	soc 08jul61 as life-time expired
184 320 07	CCCP-L4597	Li-2	AFL/Far East	no	reports	
	CCCP-84597	Li-2	AFL/Far East	no	reports	soc 27nov61 as life-time expired
184 320 08	CCCP-L4598	Li-2	AFL/East Siberia	no	reports	
	CCCP-84598	Li-2	AFL/East Siberia	no	reports	involved in an accident, details unknown; soc 29sep59
184 320 09	CCCP-L4599	Li-2	AFL/East Siberia	rgd	unknown	mentioned in the accident report of Li-2 CCCP-L4464 29apr49
	CCCP-L4599	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-84599	Li-2	AFL/Privolzhsk	no	reports	soc 16nov60 as worn out
184 320 10	CCCP-L4700	Li-2	AFL/Yakutiya	rgd	unknown	opb 14 TAO; in a document 1949
	CCCP-L4700	Li-2	AFL/East Siberia	trf	sep52	opb Yakutskaya aviagruppa
	CCCP-84700	Li-2	AFL/East Siberia	rgd	unknown	soc 07aug62 as life-time expired
184 321 01	CCCP-L3955(2)	Li-2	AFL/Magadan	toc	05aug60	see c/n 1841715
	CCCP-65721	Li-2	AFL/Magadan	rgd	27aug58	
	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	CCCP-29119	Li-2	MAP Kuibyshev MSZ	rgd	18dec65	canx 1974
184 321 03	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	CCCP-84528(2)	Li-2	AFL/Northern	toc	01may71	see c/n 18430003
	CCCP-84528(2)	Li-2	AFL/Arkhangel'sk	trf	01jan73	soc 22feb74 as life-time expired
184 321 06	CCCP-X1082	Li-2	AFL/Urals	mfd	1949	
	CCCP-X1082	Li-2	AFL/West Sineria	trf	sep52	
	CCCP-X1082	Li-2	AFL/Urals	trf	22jul57	
	CCCP-16171	Li-2	AFL/Urals	SVX	18oct58	
184 321 07	CCCP-X1080	Li-2	AFL/Latvia	no	reports	soc 24dec62 as life-time expired
						c/n as such in MGA document; registration previously reported as c/n 18432304 with AFL/Latvia which seems to be incorrect
184 321 10	CCCP-84707	Li-2	AFL/Latvia	no	reports	soc 06apr67 as worn out
	CCCP-Zh125	Li-2	MVD-Dalstroj	mfd	31mar49	opb 2 ATO; in dark green c/s with light blue undersides, 'MVD' titles; dbr 12jan53 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 escaped unhurt; t/t 1,663 hours 50 min; wreck cannibalised
184 322 02	CCCP-46238	Li-2	MAP Kiev	rgd	18dec65	
	CCCP-13338	Li-2	MAP Kiev APO	rgd	25jan73	canx 02nov73
184 322 03	CCCP-29105	Li-2	MAP Kirov MSZ	rgd	15dec65	canx 30jan74
184 322 06	unknown	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-71300	Li-2T	AFL/West Siberia	toc	13jul60	
	CCCP-71300	Li-2T	AFL/West Sib.-OMS	trf	31jan64	soc 30may74 as life-time expired
184 322 08	CCCP-84628	Li-2	AFL/Northern	toc	01may71	
	CCCP-84628	Li-2	AFL/Arkhangel'sk	trf	01jan73	soc 30may74 as life-time expired
184 323 02	LZ-TUB	Li-2	TABSO			
184 323 03	LZ-TUE	Li-2P	TABSO	d/d	1947	w/o 22nov52 on a flight from Sofia to Goma Oryakhovitsa 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 and 26 passengers killed
184 323 04	CCCP-L4708	Li-2	AFL/Sykytyvkar	no	reports	
	CCCP-51125	Li-2	AFL/MOW MAG SPIVS	trf	27jun59	soc 04nov60 as life-time expired
184 323 06	CCCP-L4726	Li-2	AFL/Turkmenistan	no	reports	
	CCCP-84726	Li-2	AFL/Turkmenis.-ASB	ASB	dec60	soc 24aug63 as worn out
184 323 07	CCCP-L4716	Li-2	AFL/N.Kavkaz-RVI	RVI	jan58	
	CCCP-84716	Li-2	AFL/N.Kavkaz-RVI	no	reports	soc 13feb61 as life-time expired
184 323 09	CCCP-L4733	Li-2	AFL/Privolzhsk	mfd	16jun48	
	CCCP-84733(1)	Li-2	AFL/Privolzhsk	no	reports	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 # 62 & # 31 at ul. Kuibysheva, crashed upside down in the garden of the latter and was completely destroyed, 4 of the 5 crew killed and the 5th one injured while the inhabitants of both houses were luckily escaped unhurt; see c/n 6203; soc 31oct58
184 324 02	CCCP-63828	Li-2	AFL/Uzbekistan	toc	22aug60	
	CCCP-63828	Li-2	AFL/Tyumen	trf	25apr73	soc 22nov73 as worn out
184 324 03	CCCP-L1283	Li-2	AFL/Ukraine	mfd	25apr49	
	CCCP-65723	Li-2	AFL/Ukraine-KHC	no	reports	soc 02oct68 as worn out
184 324 04	CCCP-L1280	Li-2	AFL/Northern	no	reports	
	CCCP-54842	Li-2	AFL/Northern	no	reports	soc 31oct58 as worn out
184 324 07	CCCP-71291	Li-2	AFL/Azerbaijan	toc	14jul60	
	CCCP-71291	Li-2	AFL/Tyumen	trf	20feb67	soc 03jul73 as life-time expired
184 324 08	unknown	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-63879	Li-2T	AFL/Northern-KVK	toc	15aug63	
	CCCP-63879	Li-2T	AFL/Urals-KVK	trf	22feb67	soc 27dec73 as worn out
184 324 10	"06"	Li-2	Soviet Air Force	no	reports	
	CCCP-63851	Li-2	AFL/Privolzhsk	toc	11mar61	
	CCCP-63851	Li-2	AFL/Turkmenistan	trf	30jan66	soc 30mar72 as life-time expired
184 325 01	CCCP-L4728	Li-2	AFL/Ukraine	mfd	27nov49	
	CCCP-84728	Li-2	AFL/Ukraine-ODS	no	reports	soc 22jun60 as life-time expired
184 325 04	CCCP-L4723	Li-2	AFL/Latvia	no	reports	
	CCCP-84723	Li-2	AFL/Latvia	ph.	1959	soc 31jan61 as life-time expired
184 325 06	CCCP-L4724	Li-2	AFL/Northern-NNM	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/Privolzhsk	no	reports	
	CCCP-84725	Li-2	AFL/Privolzhsk	no	reports	soc 18mar60 as life-time expired
184 325 08	CCCP-L4731	Li-2	AFL/Belarus	no	reports	
	CCCP-84731	Li-2	AFL/Belarus	no	reports	soc 20sep61 as life-time expired
184 325 09	CCCP-L4732	Li-2	AFL/North Kavkaz	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	no	reports	
	CCCP-84727	Li-2	AFL/Krasny Kut FS	trf	06jun58	
	CCCP-84727	Li-2	AFL/Lithuania	trf	20may60	soc 21oct69 as life-time expired
184 326 01	unknown	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-71302	Li-2	AFL/Urals	toc	19jul60	
	CCCP-71302	Li-2	AFL/Urals-SVX	trf	unknown	on charge as of 01jan63
	CCCP-71302	Li-2	AFL/Urals	trf	dec64	
	CCCP-71302	Li-2	AFL/Urals-SVX	trf	mar65	
	CCCP-71302	Li-2	AFL/Urals-SVX	trf	05jun65	photo 1972; soc 22nov73 as life-time expired
184 326 03	CCCP-L4718	Li-2	AFL/Turkmenistan	no	reports	
	CCCP-84718	Li-2	AFL/Turkmenis.-ASB	ASB	dec60	soc 18may62 as life-time expired
184 326 05	CCCP-A4031	Li-2T	GUGK	mfd	30apr49	Main Directorate of Geodesy and Cartography; photo survey aircraft; opb 6 AOVs at Novosibirsk-Severnoy
	CCCP-A4031	Li-2T	AFL/West Siberia	trf	mar53	opb 6 AOVs at Novosibirsk-Severnoy; w/o 27may53 on an aerial survey flight from Novosibirsk-Severnoy 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 killed, the accident was partly to blame on organisational problems; t/t 1,268 hours
184 326 10	CCCP-L4720	Li-2	AFL/Kyrgyzstan	no	reports	
	CCCP-84720	Li-2	AFL/Kyrgyzstan	no	reports	soc 28dec62 as life-time expired
184 327 04	CCCP-26185	Li-2	MAP Kazan APO	rgd	29oct69	canx 1972
184 327 05	CCCP-63897	Li-2	AFL/Krasnoyarsk	toc	11oct63	soc 13aug74 as life-time expired
184 328 01	CCCP-L5023	Li-2	AFL/Ukraine	no	reports	
	CCCP-16147	Li-2	AFL/Ukraine	no	reports	
	CCCP-16147	Li-2	AFL/Ukraine-HKR	trf	1964	
	CCCP-16147	Li-2	AFL/Urals	trf	10jan67	
	CCCP-16147	Li-2	AFL/Tyumen-Tjp	trf	20feb67	soc 08aug69 as worn out
184 328 02	CCCP-L5024	Li-2	AFL/Krasnoyarsk	no	reports	c/n previously reported incorrectly as YR-TAT
	CCCP-84761	Li-2	AFL/Krasny Kut FS	trf	06jun58	
	CCCP-84761	Li-2	Aeroflot/KShVLP	trf	05aug60	Kirovograd Advanced Flying Training College
	CCCP-84761	Li-2	AFL/Urals-CEK	trf	20nov63	

	CCCP-84761	Li-2	AFL/Urals	trf	1966	
	CCCP-84761	Li-2	AFL/Tyumen-Tjp	trf	20feb67	
	CCCP-84761	Li-2	AFL/Tyumen-TJM	trf	1968	soc 09apr69 as worn out
184 328 03	CCCP-26177	Li-2	MAP Ufa MSZ	rgd	06dec65	canx 30jan74
184 328 05	CCCP-48097	Li-2	MAP Kharkov APO	rgd	15dec65	canx 25dec72
184 328 08	CCCP-27209	Li-2	MAP Saratov APO	rgd	05jul72	canx 1974
184 329 01	unknown	Li-2	unknown	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	CCCP-L3972(2)	Li-2	AFL/MOW MAG SPIVS	no	reports	see c/n 1841809
	CCCP-65717	Li-2	AFL/MOW MAG SPIVS	KUF	03feb65	
	CCCP-65717	Li-2	AFL/Northern	trf	15feb67	soc 30mar72 as life-time expired
184 329 05	CCCP-71253	Li-2	AFL/Privolzhsk	toc	01jul60	soc 27nov72 as worn out
184 329 09	CCCP-06192	Li-2	Tatar. SNKh Kazan	rgd	12mar62	
	CCCP-06192	Li-2	SNKh Khabarovsk	rgd	19mar62	
	CCCP-46232	Li-2	MAP Kazan Motors	rgd	26nov65	
184 330 01	CCCP-13336	Li-2	MAP Kazan Motors	rgd	25jan73	canx 1974
	CCCP-L4729	Li-2	AFL/Ukraine	no	reports	
	CCCP-84729	Li-2	AFL/Ukraine-HRK	no	reports	soc 28apr60 as life-time expired
184 330 02	CCCP-L4736	Li-2	AFL/Privolzhsk	ph.	aug57	in "Grazhdanskaya Aviatsiya" magazine
	CCCP-84736(1)	Li-2	AFL/Privolzhsk	no	reports	soc 22feb60 as life-time expired; see c/n 18438804
184 330 04	CCCP-L4734	Li-2	AFL/N.Kavkaz-RVI	RVI	03apr59	
	CCCP-84734	Li-2	AFL/N.Kavkaz-RVI	no	reports	soc 26may61 as life-time expired
184 330 06	CCCP-L4735	Li-2	AFL/Georgia	no	reports	
	CCCP-L4735	Li-2	AFL/North Kavkaz	trf	18dec57	
	CCCP-84735	Li-2	AFL/North Kavkaz	no	reports	soc 11apr61 as worn out
184 330 07	CCCP-L4738	Li-2	AFL/Krasnoyarsk	no	reports	
	CCCP-84738	Li-2	AFL/Krasnoyarsk	no	reports	soc 31aug59 as life-time expired
184 330 08	CCCP-L4739	Li-2	AFL/Azerbaijan	no	reports	
	CCCP-84739	Li-2	AFL/Azerbaijan	no	reports	soc 16oct61 as life-time expired
184 330 09	CCCP-L4745	Li-2	AFL/Northern	no	reports	
	CCCP-84745	Li-2	AFL/Northern	no	reports	soc 15aug59 as trf to SibNIA
184 330 10	CCCP-L4740	Li-2	AFL/Uzbekistan	no	reports	
	CCCP-84740	Li-2	AFL/Uzbekistan	no	reports	soc 31aug60 as life-time expired
184 331 01	315	Li-2T	Civ Avn Adm China	rgd	1949	f/n CAN 20dec80, active; l/n SHA 09mar87; canx 1987; fate unknown
184 331 02	CCCP-X1005	Li-2	AFL/Moscow (MUTA)	no	reports	
	CCCP-51123	Li-2	AFL/Moscow (MUTA)	trf	08aug59	
	CCCP-51123	Li-2	AFL/Moscow ASP	trf	11apr63	f/n MRV 04dec65: soc 29oct74 as life-time expired
184 331 09	S101	Li-2T	Hungarian AF	d/d	10sep49	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
	109	Li-2P	Hungarian AF	r/r	1952	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 Pioneers children's organisation
	1975	Li-2P	Hungarian AF	no	reports	displayed at Zánka with this fake serial; scrapped 1991
184 332 01	S102	Li-2T	Hungarian AF	d/d	09sep49	code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team)
	201	Li-2T	Hungarian AF	r/r	1952	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
184 332 03	201	Li-2T	Hungarian Police	trf	1983	never flown for the Police, only used for anti-terrorist practice at Budakeszi; scrapped 1993
	S103	Li-2T	Hungarian AF	d/d	09sep49	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
	203	Li-2T	Hungarian AF	r/r	1952	had to be handed over by the Hungarian AF to MALÉV on Soviet orders after the failed uprising
	HA-LIY	Li-2T	MALÉV	trf	17apr57	
	HA-LIY	Li-2T	Hung. Defence Ass.	trf	26aug64	converted for aerial photography 08aug64; wfu 31oct71; sat wfu at Tiszaliget, l/n 1977; scrapped before 1980
184 332 04	CCCP-84633(2)	Li-2	AFL/Far East	toc	21sep71	soc 26sep72 as worn out; see c/n 4209
184 332 05	"05" red	Li-2T	Soviet Air Force	photo		
	CCCP-84612(2)	Li-2T	Aeroflot	trf	1972	see c/n 6006; no further info on this, data correct ?
184 332 09	S104	Li-2T	Hungarian AF	d/d	09sep49	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
	209 (1)	Li-2T	Hungarian AF	r/r	1952	see c/n 23441209
	HA-LIX	Li-2T	MALÉV	trf	24mar57	rgd 08apr58
	209 (1)	Li-2T	Hungarian AF	trf	30nov64	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 Múzeum (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 restoration it was discovered in 1998 that it was ex HA-LIX, ex Hungarian AF 209 (1) and not 209 (2)
	HA-LIX	Li-2T	Gold Timer Found.	trf	02oct97	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; named 'Tódr 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 MALÉV c/s for the celebration of 50 years since the foundation of MALÉV; l/n as such BUD 26nov04; seen Budaörs 14aug05 again in standard Sunflower c/s, l/n Budaörs 25may08; rolled out in full historical MALÉV 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 MALÉV c/s; l/n Budaörs jun18; flew to Rudniki and painted with waterpaint inb RAF c/s serialised FD795 on port side and KG477 on starboard side; back in original c/s aug18; l/n Szeged 15sep18
184 332 10	CCCP-64457	Li-2	MAP Arsenyev MSZ	rgd	09sep68	canx 1974
184 333 01	CCCP-L4748	Li-2	AFL/Moscow (MUTA)	no	reports	dbf, details unknown; soc 10sep54
184 333 02	CCCP-L4743	Li-2	AFL/Northern-LED	ARH	jun56	
	CCCP-84743	Li-2	AFL/Northern-LED	photo		soc 31jul61 as life-time expired
184 333 03	CCCP-L4744	Li-2	AFL/North Kavkaz	HEL	late40s	in dark green c/s with light blue undersides; based at ASF in 1956; soc 04may58 no reason given
184 333 04	CCCP-L4749	Li-2	AFL/Yakutiya	photo		in "Grazhdanskaya Aviatsiya" magazine oct58
	CCCP-84749	Li-2	AFL/Yakutiya	no	reports	soc 22may68 as worn out
184 333 05	CCCP-L4750	Li-2	AFL/Moscow (MUTA)	no	reports	
	CCCP-84750	Li-2	AFL/Moscow (MUTA)	no	reports	soc 24oct60 as life-time expired
184 333 06	CCCP-L4753	Li-2	AFL/Privolzhsk	ph.	aug57	in "Grazhdanskaya Aviatsiya" magazine
	CCCP-84753	Li-2	AFL/Krasny Kut FS	trf	24may58	
	CCCP-84753	Li-2	Aeroflot/KSHVLP	trf	05aug60	Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown
184 333 07	CCCP-L3910(2)	Li-2	AFL/Ukraine Kavkaz	mfd	aug49	see c/n 1841201
	CCCP-L3910(2)	Li-2	AFL/Ukraine	no	reports	
	CCCP-54809(2)	Li-2	AFL/Ukraine-LWO	no	reports	soc 18nov59 as worn out; c/n also as such in Ukraine CAD document; see c/n 18435105 with the same registration given in the MGA document, which may have not been taken up
184 333 08	CCCP-84755	Li-2	AFL/Komi	toc	21apr71	soc 27dec73 as worn out
184 333 09	CCCP-L3939(2)	Li-2	AFL/N.Kavkaz-RVI	ph.	oct57	l/n RVI mar58; see c/n 405
	CCCP-16206	Li-2	AFL/N.Kavkaz-RVI	RVI	03apr59	soc 20jan60 as life-time expired
184 333 10	CCCP-L4754	Li-2	AFL/Northern	MRV	feb58	soc 29jul58 as worn out
184 334 02	CCCP-29118	Li-2	MAP Myachkovo	rgd	06nov65	
	CCCP-29118	Li-2	MAP Zhukovski	trf	unknown	canx 29jul74
184 334 03	unknown	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-63906	Li-2T	AFL/Northern-KVK	toc	05mar66	
	CCCP-63906	Li-2T	AFL/Urals-KVK	trf	22nov67	soc 14dec73 as worn out
184 334 06	CCCP-98105	Li-2	MAP "Sokol" Gorki	rgd	29nov65	canx 1974
184 334 08	CCCP-11017	Li-2	MAP zavod # 126	mfd	1949	w/o 28jan55 on take-off from Kurgan when the pilot tried 6 times to lift off before the aircraft reached the necessary speed, on the 7th attempt the aircraft lifted off, stalled at a height of 20 metres and crashed, 1 of the 5 crew killed and all 4 survivors injured (2 of them seriously)
184 335 01	CCCP-L4757	Li-2	AFL/Belarus	MRV	1956	l/n MHP jan59
	CCCP-84757	Li-2	AFL/Belarus	no	reports	soc 18jul61 as life-time expired
184 335 02	CCCP-L4755	Li-2	AFL/North Kavkaz	no	reports	soc 26jun59 as worn out
184 335 04	CCCP-L4756	Li-2	AFL/Syktvyvkar	no	reports	
	CCCP-84703	Li-2	AFL/Syktvyvkar	no	reports	soc 22jun60 as life-time expired
184 335 05	CCCP-L4758	Li-2	AFL/West Siberia	no	reports	
	CCCP-84758	Li-2	AFL/West Siberia	no	reports	soc 31may68 as worn out
184 335 07	CCCP-L4806	Li-2	AFL/Syktvyvkar	no	reports	
	CCCP-54806	Li-2	AFL/Syktvyvkar	no	reports	soc 07sep60 as worn out
184 335 09	CCCP-L4759	Li-2	AFL/Magadan	photo		
	CCCP-84759	Li-2	AFL/Magadan	no	reports	soc 07sep61 as worn out
184 335 10	312	Li-2T	Civ Avn Adm China	rgd	1949	soc 1986; f/n HRB 04mar87; fate unknown
184 336 01	301	Li-2T	Civ Avn Adm China	rgd	1949	based Shanghai 1960; to Tianjin Technical School 1986, l/n nov10 but seen sep12; a photo exists dumped at Dagou Barracks site Taku Fort Ruins Park (N38.978371 E117.704171); visible on GE image dated 09dec13, but no longer there
184 336 02	303	Li-2	Civ Avn Adm China	rgd	1949	f/n ZGC 1984; l/n ZGC 30oct86, probably wfu
184 336 05	CCCP-93929	Li-2	MOMS "Progress"	rgd	08dec65	

	CCCP-93929	Li-2	MAP "Progress"	trf	unknown	canx 12nov74
184 336 06	309	Li-2	Civ Avn Adm China	rgd	1949	canx 1982; broken up at CTU
184 336 07	CCCP-84520(2)	Li-2	AFL/Kazakhstan	toc	05may71	see c/n 18429003; soc 03jul73 as life-time expired
184 336 08	313	Li-2	Civ Avn Adm China	rgd	1949	based Shanghai 1960; canx 1982; fate unknown
184 336 10	CCCP-L5002	Li-2	AFL/Ukraine	mfd	20oct49	mfd correct ?
	CCCP-16141	Li-2	AFL/Ukraine-LWO	no	reports	
	CCCP-16141	Li-2	Aeroflot/KSHVLP	trf	03sep63	Kirovograd Advanced Flying Training College; soc 16dec63 by GUGVF order
184 337 01	311	Li-2T	Civ Avn Adm China	rgd	1949	scrapped at Tianjin 1987; see c/n 18439703
184 337 03	CCCP-98109	Li-2	MAP Myachkovo	rgd	13nov67	
	CCCP-98109	Li-2	MAP Zhukovski	trf	unknown	canx 29oct74
184 338 02	CCCP-L4762	Li-2	AFL/Ukraine	no	reports	soc 26may58 as life-time expired
184 338 03	306	Li-2	Civ Avn Adm China	rgd	1949	fate unknown
184 338 04	304	Li-2	Civ Avn Adm China	rgd	1949	f/n SIA 1982; fate unknown
184 338 05	CCCP-L4763	Li-2	AFL/Yakutiya	no	reports	
	CCCP-84763	Li-2	AFL/Yakutiya	no	reports	soc 28may63 as life-time expired
184 338 06	CCCP-L4768	Li-2	AFL/N.Kavkaz-VOG	VOG	11sep57	soc 15jul60 as life-time expired; unlikely exported to China as '302'
184 338 07	CCCP-L4769	Li-2	AFL/Ukraine	mfd	oct49	
	CCCP-84715	Li-2	AFL/Ukraine-HRK	no	reports	soc 18nov59 as worn out
184 338 08	308	Li-2	Civ Avn Adm China	rgd	1949	operational at Guangzhou early 1970s, later scrapped
184 338 09	318	Li-2	Civ Avn Adm China	rgd	1949	f/n SIA 14nov79; canx 1982; fate unknown
184 338 10	CCCP-L4773	Li-2	AFL/Ukraine	,fd	1949	
	CCCP-L4773	Li-2	AFL/Moldova	trf	may57	f/n RVI jan59
	CCCP-84773	Li-2	AFL/Moldova	no	reports	soc 13feb61 as life-time expired
184 339 01	CCCP-L4789	Li-2	AFL/East Siberia	no	reports	
	CCCP-54789	Li-2	AFL/Belarus	trf	31may58	soc 19mar63 as life-time expired
184 339 02	CCCP-69302	Li-2	MAP "Sokol" Gorki	rgd	29nov65	canx 1974
184 339 04	CCCP-L4777	Li-2	AFL/East Siberia	no	reports	
	CCCP-54777	Li-2	AFL/East Siberia	no	reports	soc 25nov69 as worn out; unlikely exported to China as '320'
184 339 05	CCCP-L4787	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-54787	Li-2	AFL/Privolzhsk	no	reports	soc 21oct69 as life-time expired
184 339 07	CCCP-L4788	Li-2	AFL/East Siberia	no	reports	
	CCCP-54788	Li-2	AFL/Yakutiya	trf	22feb58	
	CCCP-54788	Li-2	AFL/Yakutiya	no	reports	soc 14sep63 as worn out
184 339 08	CCCP-L4795	Li-2	AFL/Yakutiya	mfd	13nov49	
	CCCP-54795	Li-2	AFL/Yakutiya	no	reports	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	Li-2	AFL/Uzbekistan	no	reports	
	CCCP-54796	Li-2	AFL/Uzbekistan	no	reports	
	CCCP-54796	Li-2	AFL/Tyumen	trf	06apr73	soc 22nov73 as worn out
184 339 10	CCCP-L4791	Li-2	AFL/Syktvyvkar	no	reports	
	CCCP-54791	Li-2	AFL/Syktvyvkar	no	reports	dbr, details unknown; soc 16jul64
184 340 02	CCCP-L4771	Li-2	AFL/Georgia	no	reports	
	CCCP-84771	Li-2	AFL/Georgia	no	reports	
	CCCP-84771	Li-2	AFL/Northern-LED	trf	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	Li-2	AFL/East Siberia	no	reports	
	CCCP-84772	Li-2	AFL/East Siberia	no	reports	soc 22sep61 as life-time expired
184 340 04	CCCP-L4775	Li-2	AFL/Krasnoyarsk	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 on test flights
184 340 05	CCCP-L4776	Li-2	NII GVF		1950	
	CCCP-L4776	Li-2	AFL/Ukraine	no	reports	
	CCCP-54776	Li-2	AFL/Ukraine-DOK	no	reports	soc 20jul65 as worn out
184 340 06	CCCP-L3932(2)	Li-2	AFL/Ukraine	no	reports	see c/n 1841410
	CCCP-84623	Li-2	AFL/Ukraine-DOK	no	reports	soc 19mar60 as life-time expired
184 340 07	CCCP-L4774	Li-2	AFL/Uzbekistan	no	reports	
	CCCP-84774	Li-2	AFL/Uzbekistan	no	reports	soc 12sep69 as worn out
184 340 08	CCCP-L4801	Li-2	AFL/Georgia	TBS	dec58	
	CCCP-54801	Li-2	AFL/Georgia	no	reports	
	CCCP-54801	Li-2	AFL/Northern	trf	17jan67	soc 31jul72 as life-time expired
184 340 09	CCCP-L4800	Li-2	AFL/Ukraine	mfd	28nov49	
	CCCP-54800	Li-2	AFL/Ukraine-HRK	no	reports	soc 29nov60, restored as of 01feb61, soc again 30oct61 as life-time expired
184 340 10	CCCP-L4802	Li-2	AFL/Tajikistan-DYU	mfd	1950	
	CCCP-54802	Li-2	AFL/Tajikistan-DYU	toc	1958	soc 19jan61 as worn out
184 341 01	CCCP-L4794	Li-2	AFL/East Siberia	no	reports	
	CCCP-54794	Li-2	AFL/East Siberia	no	reports	soc 30jan63 as life-time expired
184 341 02	CCCP-L4793	Li-2	AFL/Yakutiya	no	reports	
	CCCP-54793	Li-2	AFL/Yakutiya-Nyu	no	reports	soc 11jun70 as life-time expired
184 341 03	CCCP-L4792	Li-2	AFL/Urals-SVX	no	reports	
	CCCP-54792	Li-2	AFL/Urals-SVX	no	reports	soc 04nov61 as life-time expired
184 341 04	CCCP-L4790	Li-2	AFL/East Siberia	mfd	nov49	opb 10 ATO; 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 see c/n 1841801
184 341 05	CCCP-L3959(2)	Li-2	AFL/Magadan	no	reports	
	CCCP-16200	Li-2	AFL/Magadan	no	reports	
	CCCP-16200	Li-2	AFL/Northern-LED	trf	07jun65	f/n LED 09jul70; soc 28apr71 as worn out
184 341 06	CCCP-L4797	Li-2	AFL/Yakutiya	no	reports	
	CCCP-54797	Li-2	AFL/Yakutiya	no	reports	soc 16aug66 as worn out
184 341 07	CCCP-L4779	Li-2	AFL/East Siberia	no	reports	dbr, details unknown; soc 26dec55
184 341 08	CCCP-L4798	Li-2	AFL/Yakutiya	no	reports	
	CCCP-54798	Li-2	AFL/Yakutiya	Bat	05jul92	seen derelict this date; soc 07sep73 as life-time expired
184 341 09	CCCP-L4799	Li-2	AFL/Uzbekistan	ph.	apr60	in "Grazhdanskaya Aviatsiya" magazine
	CCCP-54799	Li-2	AFL/Uzbekistan	no	reports	soc 23aug73 as worn out, the month is very difficult to read in the MGA document; see c/n 18435109
184 341 10	CCCP-63867	Li-2	AFL/Kazakhstan	toc	13jun61	f/n MRV 25aug62
	CCCP-63867	Li-2	AFL/Far East	trf	21feb74	soc 24dec74 as worn out
184 342 02	CCCP-XB50	Li-2	operator unknown	no	reports	
	CCCP-63872	Li-2	AFL/Northern	toc	15jul61	f/n ARH 29jan62; l/n ARH 11feb66
	CCCP-63872	Li-2	AFL/Arkhangelsk	trf	01jan73	soc 30nov74 as life-time expired
184 342 09	CCCP-L3985	Li-2	AFL/MOW MAG SPIVS	no	reports	
	CCCP-65718	Li-2	AFL/Privolzhsk-KUF	rgd	10apr59	f/n KUF 08feb64
	CCCP-73954	Li-2	AFL/Central Region	rgd	30may72	
	CCCP-73954	Li-2	AFL/Tyumen	trf	04sep72	soc 27dec73 as worn out
184 342 10	CCCP-L4010(2)	Li-2	AFL/East Siberia	no	reports	see c/n 1843506
	CCCP-16178	Li-2	AFL/East Sib.-HTA	HTA	25may66	soc 22dec69 as life-time expired
184 343 01	unknown	Li-2	Soviet Air Force	mfd	1950	
	CCCP-71226	Li-2	AFL/Ukraine	toc	12apr60	
	CCCP-71226	Li-2	AFL/Ukraine-ODS	trf	1963	
	CCCP-71226	Li-2	AFL/Urals	trf	05jan67	
	CCCP-71226	Li-2	AFL/Tyumen-Tjpm	trf	25feb67	
	CCCP-71226	Li-2	AFL/Tyumen-TJM	trf	1968	soc 22nov73 as worn out
184 343 02	CCCP-L3963(2)	Li-2	AFL/Magadan	no	reports	see c/n 1841607
	CCCP-16201	Li-2	AFL/Magadan	no	reports	
	CCCP-16201	Li-2	AFL/Yakutiya	trf	25jan64	soc 31dec71 as life-time expired
184 343 04	CCCP-N529	Li-2	Polyarnaya Aviats.	no	reports	opb Chukotskaya aviagruppa from 24jan51
184 343 06	CCCP-N531	Li-2	Polyarnaya Aviats.	rgd	17jan50	opb MAGON from 24jan51; flew ice-reconnaissance missions 07jul/30aug51 and 09apr/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; featured in the 1955 Soviet movie "Dva kapitana" (Two Captains); trf from Moskovski AO to Chukotski AO 28may58
	CCCP-04210	Li-2	Polyarnaya Aviats.	rgd	unknown	
	CCCP-04210	Li-2	AFL/Polar	trf	10feb60	in natural metal c/s with two thin cheatlines; based on the Chukotka peninsula
	CCCP-04210	Li-2	AFL/Yakutiya-CYX	trf	01oct70	in the same c/s as above; damaged on landing on Graham-Bell-Island (Franz Josef Land Archipelago) 02apr74 when the left main gear broke; photo at Temp in 1974; soc 12oct74 as life-time expired; hulk still reported as lying close to CYX airport in 2010
184 343 07	CCCP-N532	Li-2	Polyarnaya Aviats.	film		opb MAGON from 24jan51

	CCCP-04211	Li-2T	Polyarnaya Aviats.	rgd	1959	
	CCCP-04211	Li-2T	AFL/Polar-IKS	trf	10feb60	in natural metal c/s, thin cheatlines above and below the windows, 'Aeroflot Polyarnaya Aviatsiya' titles on the nose; took part in the Arctic expedition "Sever-69" in 1969;
184 344 02	CCCP-04211	Li-2T	AFL/Yakutiya	trf	01oct70	soc 07sep73 as life-time expired
184 345 01	CCCP-63907	Li-2	AFL/Privolzhsk-KZN	no	reports	soc 19dec72 as worn out
	CCCP-L4803	Li-2	AFL/Georgia	TBS	dec58	
	CCCP-54803	Li-2	AFL/Georgia	RVI	13jan63	l/n TBS 18jan68
	CCCP-54803	Li-2	AFL/Northern	trf	01feb68	soc 16dec71 as life-time expired
184 345 03	CCCP-48974	Li-2	MAP Kazan VPO	rgd	12oct70	canx 13may75; was used for de-icing system tests
184 345 05	CCCP-L4804	Li-2	AFL/Uzbekistan	no	reports	
	CCCP-54804	Li-2	AFL/Uzbekistan	no	reports	soc 17oct66 as worn out
	CCCP-L4805	Li-2	AFL/MOW MAG SPIVS	no	reports	
	CCCP-54805	Li-2	AFL/MOW MAG SPIVS	no	reports	
184 345 09	CCCP-54805	Li-2	AFL/Northern	trf	unknown	on charge as of 01aug66; soc 22dec63 as life-time expired
184 345 10	CCCP-71237	Li-2P	AFL/Far East	toc	28apr60	f/n MRV 01aug62, possibly for overhaul; soc 12jun73 as worn out
	CCCP-L4825	Li-2	AFL/Turkmenistan	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. Strizhamet (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
184 346 02	CCCP-N535	Li-2	Polyarnaya Aviats.	ph.	11dec59	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 12jun/31oct50, 10may52 and 01aug/01nov53; equipped with a PSBN-M radar in 1954; dbr 26may55 on a flight from Bukhta Somnitelnaya (Wrangel Island) to a drifting ice floe in the central Arctic Basin 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 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 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
184 346 05	CCCP-N536	Li-2	Polyarnaya Aviats.	no	reports	opb Igarskaya aviagruppa from 24jan51
	CCCP-04229	Li-2	Polyarnaya Aviats.	no	reports	was reported w/o 12nov59 on approach to Ust'-Tareya when crashed 3 km short of the runway in poor weather, see next line
184 346 06	CCCP-04229	Li-2	AFL/Krasnoyarsk	trf	unknown	on charge as of 01may60; see previous line; soc 25may60 as worn out
	CCCP-N533	Li-2	Polyarnaya Aviats.	ph.	1954	opb MAGON from 24jan51; in dark green c/s with light blue undersides; used to resupply the drifting polar station SP-3 in 1954 and the "Sever-7" Arctic expedition in 1955; featured in the 1955 Soviet movie "Dva kapitana" (Two Captains)
	CCCP-04212	Li-2	Polyarnaya Aviats.	no	reports	in document may59
184 346 07	CCCP-04212	Li-2	AFL/Polar	trf	10feb60	soc 23may61 as worn out
	not known	Li-2	Soviet Air Force	mfd	1950	
	CCCP-71283	Li-2	AFL/Tajikistan-DYU	toc	23jun60	
	CCCP-71283	Li-2	AFL/Kazakhstan	trf	14mar64	photo at TOX in the early 1970s; soc 30sep74 as life-time expired
184 346 10	CCCP-N534	Li-2	Polyarnaya Aviats.	no	photo	opb Chukotskaya aviagruppa from 24jan51; in a forced landing at Sredni island on the Severnaya zemlya archipelago; repaired mentioned in a document sep59
	CCCP-04213	Li-2	Polyarnaya Aviats.	no	reports	opb Nizhnekolymyski 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
	CCCP-04213	Li-2	AFL/Polar	trf	10feb60	opb Igarskaya aviagruppa from 24jan51
184 347 01	CCCP-N537	Li-2	Polyarnaya Aviats.	no	reports	soc 12feb68 as worn out
	CCCP-04230	Li-2	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-04230	Li-2	AFL/Polar	trf	10feb60	registration CCCP-51139 crossed out in MGA document, see c/n 18420309; f/n KJA 03jun64; l/n ASB 12jun64
	CCCP-04230	Li-2	AFL/Krasnoyarsk	trf	15apr60	soc 03jul73 as life-time expired
184 347 03	CCCP-71233	Li-2	AFL/Turkmenis.-ASB	toc	15apr60	
184 347 05	CCCP-71247	Li-2	AFL/Northern	toc	02jun60	
	CCCP-71247	Li-2	AFL/Arkhangel'sk	trf	01jan73	
184 347 09	unknown	Li-2	Soviet Air Force	mfd	1950	
	CCCP-63887	Li-2	AFL/Urals-SVX	toc	01aug63	
	CCCP-63887	Li-2	AFL/Urals	toc	26aug66	
	CCCP-63887	Li-2	AFL/Urals-MQF	trf	20jan69	soc 31oct73 as worn out
184 348 02	CCCP-84730	Li-2	AFL/Northern	toc	06jun71	soc 16dec71 as life-time expired
184 348 05	unknown	Li-2T	Soviet Air Force	mfd	1950	
	CCCP-71227	Li-2T	AFL/Ukraine	toc	12apr60	
	CCCP-71227	Li-2T	AFL/Urals-PEE	trf	02feb67	
	CCCP-71227	Li-2T	AFL/Arkhangel'sk	trf	04jan74	soc 13aug74 as worn out
184 348 07	CCCP-71234	Li-2	AFL/MOW MAG SPIVS	toc	unknown	on charge as of 01may60; f/n LED 28sep72; soc 10may73 as worn out
184 349 01	CCCP-71230	Li-2	AFL/Azerbaijan	toc	23apr60	
	CCCP-71230	Li-2	AFL/Yakutiya-Zhg	trf	29jan63	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
184 349 02	unknown	Li-2T	Soviet Air Force	mfd	14mar50	
	CCCP-63889	Li-2T	AFL/Urals-SVX	toc	01aug63	f/n SVX 07mar64
	CCCP-63889	Li-2T	AFL/Urals	trf	19oct63	
	CCCP-63889	Li-2T	AFL/Urals-CEK	trf	05apr66	soc 25dec72 as worn out
184 349 05	CCCP-48112	Li-2	MAP Kazan VPO	rgd	12oct70	canx 31mar75
184 349 07	CCCP-L5030	Li-2	Min. of Interior	mfd	1950	
	CCCP-L5030	Li-2	AFL/far East	trf	dec53	photo sep56 in "Grazhdanskaya Aviatsiya" magazine
	CCCP-16189	Li-2	AFL/Magadan	trf	jul57	
	CCCP-16189	Li-2	AFL/Northern-KVK	trf	24nov64	
	CCCP-16189	Li-2	AFL/Urals-KVK	trf	22feb67	soc 29oct71 as life-time expired
184 349 08	CCCP-L4835	Li-2	AFL/Northern	no	reports	
	CCCP-54835	Li-2	AFL/Northern-LED	no	oct70	
	CCCP-54835	Li-2	AFL/Arkhangel'sk	trf	jan71	date correct as only formed 01jan73 ?; soc 30may74 as worn out
184 349 09	CCCP-71243	Li-2	AFL/Far East	toc	15may60	soc 24dec74 as worn out
184 350 01	CCCP-L4822	Li-2	AFL/Ukraine	mfd	20oct49	
	CCCP-54822	Li-2	AFL/Ukraine-HRK	no	reports	soc 30oct61 as life-time expired
184 350 02	CCCP-L4823	Li-2	AFL/Ukraine	mfd	18feb50	
	CCCP-54823	Li-2	AFL/Ukraine-ODS	no	reports	soc 22nov61 as life-time expired
184 350 03	CCCP-L4826	Li-2P	AFL/Azerbaijan	no	reports	
	CCCP-54826	Li-2P	AFL/Azerbaijan	no	reports	f/n MRV 24jan63
	CCCP-54826	Li-2P	AFL/Kazakhstan	trf	16nov65	soc 28apr71 as life-time expired
184 350 04	CCCP-L4829	Li-2	AFL/Ukraine	no	reports	
	CCCP-54829	Li-2	AFL/Ukraine-HRK	no	reports	soc 16feb60 as life-time expired
184 350 06	CCCP-L4862	Li-2	AFL/Georgia	no	reports	
	CCCP-54862	Li-2	AFL/Northern	trf	19may58	soc 07sep61 as life-time expired
184 350 07	CCCP-L4861	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-54861	Li-2	AFL/Privolzhsk	no	reports	soc 26dec60 as worn out
184 350 08	CCCP-L4852	Li-2	AFL/Syktvyvkar	no	reports	
	CCCP-54852	Li-2	AFL/Syktvyvkar	no	reports	soc 20jun61 as worn out
184 350 09	CCCP-L4851	Li-2	AFL/Krasnoyarsk	no	reports	soc 07feb59; reported MRV 05jan60 with the old registration and possibly used for spares by the ARZ; registration CCCP-54851 given in the MGA document as such, but probably not taken up, also see c/n 18429705
184 350 10	CCCP-L4855	Li-2	AFL/Azerbaijan	no	reports	f/n RVI 1956
	CCCP-54855	Li-2	AFL/Azerbaijan	no	reports	soc 19aug64 as worn out
184 351 02	CCCP-L4836	Li-2	AFL/Uzbekistan	no	reports	
	CCCP-54836	Li-2	AFL/Uzbekistan	TAS	01apr68	
	CCCP-54836	Li-2	AFL/Northern	trf	21mar73	soc 14dec73 as worn out
184 351 03	CCCP-L4837	Li-2	AFL/Uzbekistan	no	reports	
	CCCP-54837	Li-2	AFL/Uzbekistan	no	reports	
	CCCP-54837	Li-2	AFL/Turkmenistan	trf	unknown	soc 17sep66 as worn out
184 351 04	CCCP-L4807	Li-2	AFL/Ukraine	mfd	22apr50	
	CCCP-54807	Li-2	AFL/Ukraine-IEV	no	reports	soc 08aug69 as worn out with t/t 23.577 hours
184 351 05	CCCP-L4809	Li-2	AFL/MOW MAG SPIVS	no	reports	
	CCCP-54809(1)	Li-2	AFL/MOW MAG SPIVS	no	reports	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
184 351 06	CCCP-L4810	Li-2	AFL/Armenia	TBS	mar58	
	CCCP-54810	Li-2	AFL/Armenia	no	reports	soc 16feb61 as life-time expired
184 351 07	CCCP-L4811	Li-2	AFL/Urals	mfd	1950	
	CCCP-L4811	Li-2	AFL/West Siberia	trf	sep52	
	CCCP-L4811	Li-2	AFL/Urals	trf	jul57	dbr 22feb59 at penza; soc 07mar59
184 351 08	CCCP-L4812	Li-2	AFL/East Siberia	no	reports	
	CCCP-54812	Li-2	AFL/East Siberia	no	reports	soc 08aug69 as life-time expired
184 351 09	CCCP-L4808	Li-2	AFL/Uzbekistan	no	reports	

	CCCP-54808	Li-2	AFL/Uzbekistan		photo	soc 27apr72 as worn out; registration CCCP-54799 is crossed out for this c/n in the MGA document, see c/n 18434109 (only one digit differs 1)
184 351 10	CCCP-L4814	Li-2	AFL/Moscow (MUTA)	no	reports	
	CCCP-84605	Li-2	AFL/Moscow (MUTA)	no	reports	soc 25may60 as life-time expired
184 352 01	not known	Li-2	Soviet Air Force			featured in a Soviet movie in 1970s; possibly fake id !
	CCCP-L4817	Li-2	AFL/North Kavkaz	no	reports	
	CCCP-54817	Li-2	AFL/North Kavkaz	no	reports	
	CCCP-54817	Li-2	AFL/Risk ATY	trf	22jun61	was soc 11aug.. (no year given) as became an 'exhibit' possibly at the Rylsk Civil Aviation Technical College
184 352 02	CCCP-L4818	Li-2	AFL/Azerbaijan	mfd	31mar50	f/n DNK jan58
	CCCP-54818	Li-2T	AFL/Azerbaijan			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-2	AFL/Azerbaijan	no	reports	
	CCCP-54824	Li-2	AFL/Azerbaijan	no	reports	
	CCCP-54824	Li-2	AFL/Tyumen	trf	10feb67	soc 31dec71 as life-time expired
184 352 04	CCCP-L4815	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-54815	Li-2	AFL/Privolzhsk	no	reports	soc 05jun61 as worn out
184 352 05	CCCP-L4816	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-54816	Li-2	AFL/Privolzhsk	no	reports	soc 16nov60 as worn out
184 352 06	CCCP-L4820	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-54820	Li-2	AFL/Privolzhsk	no	reports	soc 13oct61 as life-time expired
184 352 08	CCCP-L4827	Li-2	AFL/Uzbekistan	no	reports	
	CCCP-54827	Li-2	AFL/Uzbekistan-TAS	TAS	31jan61	soc 03jun61 as worn out
184 352 09	CCCP-L4833	Li-2	AFL/Krasnoyarsk	ph.	jan68	but this date must be incorrect as re-registered 1958/1959
	CCCP-54833	Li-2	AFL/Krasnoyarsk	no	reports	soc 29jun71 as life-time expired
184 352 10	CCCP-L4828	Li-2	AFL/East Siberia	no	reports	
	CCCP-54828	Li-2	AFL/East Siberia	no	reports	soc 12dec63 as worn out
184 353 01	CCCP-L4830	Li-2	AFL/Yakutiya	no	reports	
	CCCP-54830	Li-2	AFL/Yakutiya	no	reports	soc 11jun70 as life-time expired
184 353 02	CCCP-L4831	Li-2	AFL/Ukraine	mfd	26apr50	
	CCCP-54831	Li-2	AFL/Ukraine-IEV	no	reports	soc 07sep70 as worn out
184 353 03	CCCP-L4832	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-54832	Li-2	AFL/Kazakhstan	LED	09jul70	soc 01dec70 as life-time expired
184 353 04	CCCP-L4838	Li-2	AFL/Krasnoyarsk	no	reports	
	CCCP-54838	Li-2	AFL/Krasnoyarsk	no	reports	soc 21sep71 as life-time expired
184 353 05	CCCP-L4843	Li-2	AFL/East Siberia	no	reports	
	CCCP-54843	Li-2	AFL/East Siberia	no	reports	soc 28sep70 due to its poor technical condition
184 353 06	CCCP-L4834	Li-2	AFL/Krasnoyarsk	no	reports	dbf, details unknown; soc 24mar59
184 353 07	CCCP-L4839	Li-2	AFL/Krasnoyarsk	no	reports	
	CCCP-54839	Li-2	AFL/Krasnoyarsk-KJA	KJA	14jun61	soc 06nov61 as life-time expired
184 353 08	CCCP-L4840	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-54840	Li-2	AFL/Privolzhsk	no	reports	
184 353 09	CCCP-L4840	Li-2	Aeroflot/KShVLP	trf	18dec60	Kirovograd Advanced Flying Training College; soc 24aug63 as worn out
	CCCP-L4841	Li-2	AFL/Yakutiya	no	reports	
	CCCP-54841	Li-2	AFL/Yakutiya	no	reports	soc 14sep63 as worn out
184 353 10	CCCP-L4844	Li-2	Aeroflot/KShVLP	no	reports	Kirovograd Advanced Flying Training College
	CCCP-54844	Li-2	AFL/Krasny Kut FS	trf	13may58	
	CCCP-54844	Li-2	Aeroflot/KShVLP	trf	05aug60	soc 22dec69 as life-time expired
184 354 01	CCCP-L4846	Li-2	AFL/East Siberia	no	reports	
	CCCP-54846	Li-2	AFL/Belarus	trf	26may58	soc 30dec62 as life-time expired
184 354 02	CCCP-L4845	Li-2	AFL/Yakutiya	no	reports	
	CCCP-54845	Li-2	AFL/Yakutiya	no	reports	soc 19oct70 as life-time expired
184 354 03	CCCP-L4847	Li-2	AFL/West Sib.-OVb	no	reports	
	CCCP-54847	Li-2	AFL/West Sib.-OVb	Ovn	25feb67	soc 01aug71 as life-time expired
184 354 04	CCCP-L4848	Li-2	AFL/Yakutiya	no	reports	
	CCCP-54848	Li-2	AFL/Yakutiya	no	reports	soc 26may70 as worn out
184 354 05	CCCP-L4854	Li-2	AFL/East Siberia	no	reports	
	CCCP-54854	Li-2	AFL/East Siberia	no	reports	soc 19mar63 as life-time expired
184 354 06	CCCP-L4860	Li-2	AFL/Yakutiya	no	reports	
	CCCP-54860	Li-2	AFL/Yakutiya	no	reports	soc 25sep62 as life-time expired
184 354 07	CCCP-L3956(2)	Li-2	AFL/Magadan	no	reports	see c/n 1841706
	CCCP-16202	Li-2	AFL/Magadan-Chaun	no	reports	opb 23 UTO; dbr 03dec63 on a cargo flight from Pevek to Nizhniye Kresty (now Cherski) with the maximum take-off weight exceeded by 640 kg when banked immediately after take-off (the angle of attack was too steep) and neither pilot nor instructor was able to regain control, so that the aircraft crash-landed beyond the runway, all 6 crew (among them 2 instructors) escaped unhurt; soc 11feb64
184 354 09	CCCP-L4850	Li-2	AFL/Ukraine	mfd	25may50	
	CCCP-54850	Li-2	AFL/Ukraine-DNK	no	reports	soc 29nov60 as life-time expired
	CCCP-L4853	Li-2	AFL/Krasnoyarsk	no	reports	destroyed 12may57 on an emergency landing direct after take off from Turukhansk due to an engine failure; soc 04aug58
184 355 02	CCCP-L4867	Li-2	AFL/Tajikistan-DYU	no	reports	
	CCCP-54867	Li-2	AFL/Tajikistan-DYU	no	reports	soc 09oct62 as life-time expired
184 355 03	CCCP-L4868	Li-2	AFL/Ukraine	mfd	30may50	
	CCCP-54868	Li-2	AFL/Ukraine-DNK	no	reports	soc 21sep61 as life-time expired
184 355 04	CCCP-L4869	Li-2	AFL/North Kavkaz	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 and all passengers escaped unhurt; t/t 8,146 hours; soc 09oct56
184 355 05	CCCP-71248	Li-2	AFL/Privolzhsk	toc	unknown	on charge as of 01jul60; soc 27dec73 as worn out
184 355 06	CCCP-L4871	Li-2	AFL/Urals	mfd	1950	
	CCCP-L4871	Li-2	AFL/West Siberia	trf	sep52	
	CCCP-L4871	Li-2	AFL/Privolzhsk	trf	14may57	
	CCCP-54871	Li-2	AFL/Privolzhsk	rgd	1959	soc 05jun61 as life-time expired
184 355 07	CCCP-L4872	Li-2	AFL/West Siberia	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/North Kavkaz	no	reports	
	CCCP-L4870	Li-2	AFL/Georgia	trf	12dec57	
	CCCP-L4870	Li-2	AFL/Belarus-MHP	trf	17may58	f/n MHP jan59
	CCCP-54870	Li-2	AFL/Belarus-MHP	no	reports	soc 25jul60 as life-time expired
184 355 09	CCCP-L4873	Li-2	AFL/Sykytyvkar	no	reports	
	CCCP-54873	Li-2	AFL/Sykytyvkar	no	reports	soc 13feb64 as worn out
184 355 10	CCCP-L4874	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-54874	Li-2	AFL/Privolzhsk	no	reports	soc 29mar61 as life-time expired
184 356 01	CCCP-L4856	Li-2	AFL/East Siberia	no	reports	
	CCCP-54856	Li-2	AFL/East Siberia	no	reports	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-54857	Li-2T	AFL/Ukraine-IEV	no	reports	soc 29nov60 as life-time expired
184 356 03	CCCP-L4858	Li-2T	AFL/Urals	no	reports	
	CCCP-L4858	Li-2T	AFL/West Siberia	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-2	AFL/East Siberia	no	reports	
	CCCP-L4859	Li-2	AFL/Yakutiya	trf	04mar58	
	CCCP-54859	Li-2	AFL/Yakutiya-YKS	no	reports	
	CCCP-54859	Li-2	AFL/Yakutiya-Nyu	trf	16feb60	dbf, details unknown; soc 12jan66
184 356 05	CCCP-L4864	Li-2	AFL/Yakutiya	no	reports	
	CCCP-54864	Li-2	AFL/Yakutiya-Bat	no	reports	soc 30mar72 as worn out
184 356 07	CCCP-L4866	Li-2	AFL/Tajikistan-DYU	no	reports	
	CCCP-54866	Li-2	AFL/Kazakhstan-TSE	trf	15jun61	f/n TSE 05jun62; l/n TSE 01oct66; soc 07sep73 as worn out
184 356 09	CCCP-L5033	Li-2	AFL/Far East	mfd	31may50	black and white photo exists, probably in all-dark green c/s; opb 194 ATO Magadanskoi aviagruppy; 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 khibet range (35 km north-east of Anadyr) and exploded, all 5 crew and 7 passengers killed; t/t 5,333 hours; soc 27dec56; wreck still there 2009

184 356 10	CCCP-71180	Li-2	AFL/North Kavkaz	toc	01mar60	f/n 28mar61	
	CCCP-71180	Li-2	AFL/Turkmenistan	trf	16aug66	soc 19dec72 as worn out	
184 357 01	CCCP-08821	Li-2	MAP Zhukovski	rgd	06nov65	canx 19feb75	
184 357 02	CCCP-L5034	Li-2	AFL/Magadan	no	reports		
	CCCP-16190	Li-2	AFL/Magadan	no	reports	soc 09jul62 as worn out	
184 357 03	CCCP-L1084	Li-2	AFL/Kazakhstan	no	reports		
	CCCP-84714	Li-2	AFL/Kazakhstan	no	photo	titles not visible; soc 25jul74 as worn out	
184 357 05	CCCP-L3966(2)	Li-2	AFL/Krasnoyarsk	no	reports	see c/n 1841813	
	CCCP-84666	Li-2	AFL/Krasnoyarsk	no	reports	soc 08sep75 as life-time expired	
184 357 06	CCCP-L3943(2)	Li-2	AFL/Krasnoyarsk	no	reports	see c/n 0336	
	CCCP-84669	Li-2	AFL/Krasnoyarsk	no	reports	soc 16feb71 as life-time expired	
184 357 08	CCCP-N538	Li-2T	Polyarnaya Aviats.	no	photo	opb MAGON from 24jan51; in dark green c/s with light blue undersides; used to re-supply the drifting polar station SP-2 in 1950	
	CCCP-04214	Li-2V	Polyarnaya Aviats.	rgd	1959	in dark green c/s with light blue undersides, 'Polyarnaya Aviatsiya' titles; assigned to the 5th Soviet Antarctic expedition 14oct59	
	CCCP-04214	Li-2V	AFL/Polar	trf	10feb60	based in Antarctica; damaged 27dec68 on landing at Mawson/Rumdoole strip (S67.703589 E62.794773) when turned over before take off by a storm; soc 08aug69; remains still present jan09	
184 357 10	CCCP-N547	Li-2	Polyarnaya Aviats.	no	reports	opb MAGON from 24jan51; flew ice-reconnaissance missions 14/26aug51; w/o 22oct52 while being refuelled at Khatanga at night when fuel fumes were ignited by an electric lamp and the aircraft burnt out, 1 crew member injured; probably canx 14dec52	
184 358 01	CCCP-N548	Li-2T	Polyarnaya Aviats.	no	photo	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 13aug/14oct51 and 04nov/22dec53; used to re-supply the drifting polar station SP-10; damaged on take-off from Apapelgino 05apr56 when, because it had not been cleared from rime ice, could not climb out and made a forced landing on the ice of the bay, all crew escaped unhurt; repaired within 2 days	
	CCCP-04240	Li-2T	Polyarnaya Aviats.	no	reports		
	CCCP-04240	Li-2T	AFL/Polar	trf	10feb60	damaged 02dec62 on landing at an unknown airfield when one of the main landing gears failed, the crew attempted to land with the help of a lorry moving in parallel with the landing aircraft so that the wing should come to rest on the lorry, but aircraft and lorry collided; repaired	
	CCCP-04240	Li-2T	AFL/Yakutiya	trf	01oct70		
	CCCP-04240	Li-2T	AFL/Krasnoyarsk	trf	25mar71		
	CCCP-04240	Li-2T	AFL/Magadan	trf	01jan73	soc 17oct74 as worn out	
184 358 02	CCCP-N549	Li-2	Polyarnaya Aviats.	no	photo	opb Igarskaya aviagruppa from 24jan51; in dark green c/s with light blue undersides; flew ice-reconnaissance missions 28aug/16oct53; used to re-supply the drifting polar station SP-6 in 1958/59	
	CCCP-04241	Li-2	Polyarnaya Aviats.	no	reports		
	CCCP-04241	Li-2	AFL/Polar	trf	10feb60	in document dec65	
	CCCP-04241	Li-2	AFL/Yakutiya	trf	01oct70	soc 17oct74 as life-time expired	
184 358 03	CCCP-L3981(2)	Li-2	AFL/MOW MAG SPIVS	no	reports	see early production PS-84 CCCP-L3981 (1) with unknown c/n	
	CCCP-65719	Li-2	AFL/MOW MAG SPIVS	rgd	16mar59		
	CCCP-73955	Li-2	AFL/Central Region	rgd	30may72	soc 20jul73 as life-time expired	
184 358 04	CCCP-L3986(2)	Li-2T	AFL/MOW MAG SPIVS	no	reports	see early production PS-84 CCCP-L3986 (1) with unknown c/n	
	CCCP-65720	Li-2T	AFL/MOW MAG SPIVS	rgd	24oct59		
	CCCP-73956	Li-2T	AFL/Central Region	rgd	30may72		
	CCCP-73956	Li-2T	AFL/Tyumen	trf	24nov72		
184 358 06	CCCP-A366	Li-2	AFL/West Siberia	mfd	1950	soc 22nov73 as worn out; preserved in front of the terminal at Salekhard, seen 25jul00/jan18	
	CCCP-16182	Li-2	AFL/West Siberia	no	reports		
	CCCP-16182	Li-2	AFL/West Sib.-OMS	trf	31jan64	soc 27dec73 as worn out	
184 358 08	CCCP-F367	Li-2T	AFL/West Siberia	no	reports		
	CCCP-16183	Li-2T	AFL/West Siberia	TOF	1960		
	CCCP-16183	Li-2T	AFL/West Sib.-OVV	trf	06jan64		
184 359 01	901	Li-2T	Hungarian AF	f/f	10aug50	in natural metal c/s with two thin cheatlines; soc 08sep75 as worn out	
						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	
184 359 02	HA-LIT no serial 902	Li-2T Li-2T Li-2T	MALÉV Hungarian AF Hungarian AF	trf f/f	12mar57 16aug50	photo	named 'Tamás'; wfu 02mar64; preserved at Szombathely; scrapped 1972
						d/d 05sep50 (but also given as 08aug50); full c/n on fin	
184 359 04	CCCP-N554	Li-2	Polyarnaya Aviats.	ph.	1959	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	
	CCCP-04215	Li-2T	Polyarnaya Aviats.	no	photo	opb MAGON from 24jan51; damaged during a forced landing feb58; repaired	
	CCCP-04215	Li-2T	AFL/Polar	trf	10feb60	in document sep59; used to resupply the drifting polar station SP-8 in 1959/60	
	CCCP-04215	Li-2T	AFL/Krasnoyarsk	trf	15apr60		
184 359 05	CCCP-N556	Li-2	Polyarnaya Aviats.	rgd	19aug50	dbt, details unknown; soc 18jan68	
						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-2	Polyarnaya Aviats.	no	reports		
	CCCP-04216	Li-2	AFL/Polar	trf	10feb60	soc 25oct60 as worn out	
184 359 07	CCCP-N555	Li-2T	Polyarnaya Aviats.	no	reports	opb Igarskaya aviagruppa from 24jan51; damaged 22jan58 during a forced landing at Khatanga airport; repaired	
	CCCP-04231	Li-2T	Polyarnaya Aviats.	no	reports		
	CCCP-04231	Li-2T	AFL/Polar	trf	10feb60		
	CCCP-04231	Li-2T	AFL/Krasnoyarsk	trf	15apr60		
184 359 09	CCCP-63916	Li-2	AFL/Polar	toc	27jul64	photo in Krasnoyarsk region 01dec69; soc 04jul72 as life-time expired	
	CCCP-63916	Li-2	AFL/Yakutiya	trf	01oct70	in a document 25aug64 as trf by either Soviet Air Force or arms industry	
						dbt at Tiksi when wat blown over after landing in wind speeds of 60 meters 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	
184 360 02	CCCP-L4876	Li-2	AFL/Ukraine	mfd	1950		
	CCCP-L4876	Li-2	AFL/Moldova	trf	may57		
	CCCP-54876	Li-2	AFL/Moldova	no	reports	soc 18jul61 as life-time expired	
184 360 03	CCCP-L4877	Li-2	AFL/NIU GVF	no	reports		
	CCCP-L4877	Li-2	AFL/Yakutiya-YKS	trf	18feb58		
	CCCP-54877	Li-2	AFL/Yakutiya-YKS	no	reports		
	CCCP-54877	Li-2	AFL/Yakutiya-Nyu	trf	16feb60		
	CCCP-54877	Li-2	AFL/Yakutiya-MJZ	trf	12apr71		
184 360 04	CCCP-L4878	Li-2	AFL/N.Kavkaz-RVI	RVI	02oct57	soc 10may73 as worn out	
	CCCP-54878	Li-2	AFL/North Kavkaz	no	reports	soc 24mar60 as life-time expired	
184 360 05	CCCP-L4879	Li-2	AFL/Privolzhsk	no	reports		
	CCCP-54879	Li-2	AFL/Privolzhsk	no	reports	soc 10aug60 as life-time expired	
184 360 06	CCCP-L4880	Li-2	AFL/Tajikistan	no	reports		
	CCCP-54880	Li-2	AFL/Tajikistan	no	reports		
	CCCP-54880	Li-2	AFL/Privolzhsk	trf	27jan65	soc 22nov71 as life-time expired	
184 360 07	CCCP-L4881	Li-2	AFL/Ukraine	mfd	26apr50		
	CCCP-54881	Li-2	AFL/Ukraine-ODS	no	reports	soc 19sep60 as life-time expired	
184 360 08	CCCP-L4882	Li-2	AFL/Kazakhstan	no	reports		
	CCCP-54882	Li-2	AFL/Kazakhstan	no	reports	soc 31jan61 as life-time expired	
184 360 09	CCCP-L4885	Li-2	AFL/Kazakhstan	no	reports		
	CCCP-54885	Li-2	AFL/Kazakhstan	no	reports	soc 16feb60 as life-time expired	
184 360 10	CCCP-L4883	Li-2	AFL/Kazakhstan	no	reports	crashed but details unknown; soc 25nov55	
184 361 01	CCCP-L4884	Li-2	AFL/N.Kavkaz-VOG	BUD	mar50	l/n VOG 07jan59	
	CCCP-54884	Li-2	AFL/North Kavkaz	no	reports	soc 28may63 as life-time expired	
184 361 02	CCCP-L4886	Li-2	AFL/Krasnoyarsk	no	reports		
	CCCP-54886	Li-2	AFL/Krasnoyarsk	no	reports	soc 30jun61 as worn out	
184 361 03	CCCP-L4887	Li-2	AFL/Privolzhsk	no	reports		
	CCCP-54887	Li-2	AFL/Privolzhsk	no	reports	soc 08jul60 as life-time expired	
184 361 04	CCCP-L4888	Li-2	AFL/Ukraine	mfd	1950		
	CCCP-L4888	Li-2	AFL/Moldova	trf	may57		
	CCCP-54888	Li-2	AFL/Moldova	no	reports	soc 21apr61 as life-time expired	
184 361 05	CCCP-L4889	Li-2	AFL/Kyrgyzstan	no	reports		
	CCCP-54889	Li-2	AFL/Kyrgyzstan	no	reports	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	Li-2	AFL/Privolzhsk	no	reports		
	CCCP-65692	Li-2	AFL/Privolzhsk	no	reports	soc 19sep60 as life-time expired	

184 399 08	CCCP-04232 CCCP-04233 CCCP-04233 CCCP-04233 CCCP-N580	Li-2 Li-2 Li-2 Li-2 Li-2	AFL/Krasnoyarsk Polyarnaya Aviats. AFL/Polar AFL/Krasnoyarsk Polyarnaya Aviats.	trf no trf trf toc	15apr60 reports 10feb60 15apr60 21dec51	photo Volochanka 1964; soc 30may72 as life-time expired
184 399 09						soc 13feb74 as life-time expired 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 Shmidta when oversped, veered off the runway and ended up in thick snow; repaired
	CCCP-04242	Li-2	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 21dec51/20dec52; 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 CCCP-04219	Li-2T Li-2T	Polyarnaya Aviats. AFL/Polar	rgd trf	1958 10feb60	in dark green c/s with light blue undersides, with small titles on the nose initially opb 247 AO; initially in dark green c/s with light blue undersides; trf to 254 AO 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 CCCP-04219	Li-2T Li-2T	AFL/Central Region AFL/Krasnoyarsk	trf trf	21oct70 31may73	in natural metal c/s with red cheatline and trim opb Igarski OAO; 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 Amderma to Dikson Island); soc 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/Yakutiya		1950s	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
2 34 400 09	CCCP-54924 CCCP-L4925 CCCP-54925	Li-2 Li-2 Li-2	AFL/Yakutiya AFL/Yakutiya AFL/Yakutiya-MJZ	rgd no rgd	1959 reports 1959	opb 139 ATO; in document jul60; soc 09mar67 as worn out opb 139 ATO; in document jan53; c/n as such in MGA document opb 139 ATO; as such in document jul71; soc 29oct71 as life-time expired; wreck seen Nyurba aug18 overgrown by trees
2 34 400 10	CCCP-L4926 CCCP-54926	Li-2 Li-2	AFL/Yakutiya AFL/Yakutiya-Zhg	no trf	reports unknown	opb 139 ATO; in document mar53; c/n as such in MGA document opb 139 ATO, as such in document jul60; soc 27oct77 as life-time expired
184 401 02	CCCP-N583 CCCP-04220 CCCP-04220 CCCP-04220	Li-2 Li-2 Li-2 Li-2	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Krasnoyarsk	mfd rgd trf trf	1951 1958 10feb60 15apr60	opb Igarskaya aviagruppa by 01dec51; in dark green c/s with light blue undersides initially opb Moskovski OAO; trf to Khatangski OAO 03sep59
184 401 06	5070	Li-2T	Chinese Air Force		20nov91	opb Igarski OAO; in natural metal c/s with red cheatline and trim and a Polar Aviation badge; soc 07sep73 as life-time expired; preserved (on skis) at ul. Barbashova at Igarka (N67.457063 E86.541674) from 1979, l/n oct11
184 402 04	3049	Li-2	Chinese Air Force	Chp	nov92	c/n confirmed; preserved in the China Aviation Museum at Shahezhen AFB (N40.183446 E116.36075) Changping in white c/s with grey undersides, l/n jul18
	4227	Li-2	Chinese Air Force	Chp	08jul04	c/n confirmed; preserved in the China Aviation Museum at Shahezhen AFB (Changping); in white c/s with grey undersides, l/n dec02
	122	Li-2	Taiwan Air Force	Chp	12may08	preserved in the China Aviation Museum at Shahezhen AFB Changping with this fake serial; ex '3049' confirmed from photos; l/n 15oct07, in white c/s with grey undersides, rudder missing
	48006	Li-2	Taiwan Air Force	Chp	14jun09	fake serial, with '4227' visible under paint; preserved in the China Aviation Museum at Shahezhen AFB (Changping); in white c/s with grey undersides and no other markings; l/n nov08 as such
	9648	Li-2	Taiwan Air Force	Chp	21jan10	c/n not confirmed; fake serial in full colours to represent a C-47 aircraft which is preserved at Kangshan AFB, Taiwan; preserved in the China Aviation Museum at Shahezhen AFB (Changping)
184 402 05	329	Li-2	Civ Avn Adm China	rgd	1952	c/n not confirmed; fake serial in camo c/s, l/n sep10; seen 02nov10 with serial/markings overpainted; l/n mar12
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/dec14
184 402 07	CCCP-98115	Li-2	MRP Soltnevo	rgd	13nov58	for radio equipment trials, still flew in 1967; canx 03dec81
184 402 08	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	CCCP-66758	Li-2	MRP Soltnevo	rgd	06jun58	canx 03jan67 ?
184 403 03	CCCP-84649(1)	Li-2	AFL/Far East	toc	03jun71	canx 24jan72 as worn out; see c/n 18428604
184 403 05	CCCP-48977	Li-2	MAP Ufa	rgd	24jan67	canx 09dec76
184 403 07	CCCP-08823	Li-2	MAP Ulan-Ude APO	mfd	03dec51	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 Verkhni 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; in dark green c/s with light blue undersides
184 404 01	CCCP-63861	Li-2	Aeroflot/KShVLP	toc	19apr61	Kirovograd Advanced Flying Training College; soc 16dec71 as life-time expired
184 404 02	CCCP-48975	Li-2	MAP Myachkovo	rgd	27may66	canx 1975
184 404 06	CCCP-13326	Li-2	MAP Kharkov APO	rgd	21mar73	canx 1976
184 404 10	CCCP-13369	Li-2	MAP Kazan APO	mfd	27dec51	rgd 24may74; dbr 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 crashed-landed, causing the port engine to catch fire); t/t 4,946 hours; canx 1976
184 405 02	CCCP-L4015(2) CCCP-84643	Li-2 Li-2	AFL/Far East AFL/Far East	no no	reports reports	see c/n 1845009 soc 04apr75 as worn out
184 405 04	CCCP-59504	Li-2	MAP Zhukovski	rgd	06nov65	canx 23mar76
184 405 05	CCCP-L4026(2) CCCP-16179	Li-2 Li-2	AFL/East Siberia AFL/East Sib.-UUD	no UUD	reports 22oct66	see c/n 1845701 dbr, details unknown; soc 21oct67
184 405 06	CCCP-L3984(2) CCCP-16158	Li-2 Li-2	AFL/Yakutiya AFL/Yakutiya	no no	reports reports	see CCCP-L3984(1) with unknown c/n soc 20jul70 as worn out
184 405 08	CCCP-L4022(2) 325	Li-2 Li-2	AFL/MOW MAG SPIVS Civ Avn Adm China	no rgd	reports 1952	see c/n 1845909; soc 25dec54 as transferred to China f/n TYN 17apr86; canx 1987; scrapped at Taiyuan 1988
184 405 09	CCCP-L4023(2) 327	Li-2 Li-2T/F	AFL/MOW MAG SPIVS Civ Avn Adm China	no rgd	reports 1952	see c/n 1845910; soc 25dec54 as transferred to China f/n SIA 08apr86; l/n TYN 31oct86; canx 1987; scrapped at Taiyuan
184 405 10	CCCP-69303	Li-2	MAP Irkutsk MZ	rgd	02dec65	canx 03apr73
2 34 406 03	"08" yellow CCCP-13386	Li-2 Li-2	Soviet Air Force MAP Kirov Elek Zav	LED rgd	ca.1958 30oct74	avionics test-bed canx 1976
2 34 406 05	CCCP-73975	Li-2	AFL/Far East	toc	16jun74	rgd 12jul74; soc 30dec76 as life-time expired
2 34 406 08	CCCP-73979	Li-2	AFL/East Siberia	toc	01jun74	rgd 21jun74; soc 28sep76 as life-time expired
2 34 406 10	CCCP-73976	Li-2P	AFL/East Siberia	toc	03jun74	rgd 17jun74; soc 28sep76 as life-time expired
2 34 407 01	CCCP-29117	Li-2	MAP Taganrog	rgd	11dec65	canx 29aug77
2 34 407 03	unknown	Li-2T	Soviet Air Force	mfd	1852	
2 34 407 06	CCCP-98102 "55" yellow	Li-2T Li-2T	MOM"Strela" Orenb. Soviet Air Force	rgd Iva	26may61 24apr97	rgd to MOMS "Energiya" 29oct65; canx 21apr77 preserved in the 610th Combat & Conversion Training Centre museum inside Ivanovo airbase (N57.043512 E40.992486); l/n aug17
2 34 407 08	CCCP-64454	Li-2	MAP Myachkovo	rgd	23jan68	canx 1977
2 34 408 02	"08" CCCP-63852	Li-2 Li-2	Soviet Air Force AFL/Privolzhsk-REN	no toc	reports 09mar61	
2 34 408 05	CCCP-63852	Li-2	AFL/Turkmenistan	trf	03aug73	f/n REN 25aug67; l/n REN 29oct71
2 34 408 08	CCCP-73973 CCCP-93914	Li-2 Li-2T	AFL/East Siberia MAP Myachkovo	toc rgd	22may74 06nov65	soc 27dec73 as worn out rgd 05jun74; soc 01jul75 as worn out
2 34 409 01	CCCP-93914	Li-2T	MAP Zhukovski	trf	unknown	canx 1977; preserved in the Air Force museum at Monino (N55.832640 E38.182160) since 1970s, seen aug91/sep16
2 34 408 10	CCCP-63883	Li-2	AFL/Northern	toc	20aug63	
2 34 409 03	CCCP-63883	Li-2	AFL/Arkhangelsk	trf	01jan73	soc 01jul75 as life-time expired
2 34 409 07	CCCP-73984 CCCP-63905	Li-2 Li-2	AFL/Far East MAP Zhukovski	toc rgd	24nov75 08jun65	rgd 09dec75; soc 16jun76 as worn out 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	CCCP-73974	Li-2	AFL/East Siberia	toc	25may74	opb 05jun74; soc 28may75 as worn out
2 34 410 01	CCCP-L4927 CCCP-54927 CCCP-54927	Li-2 Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk	no no trf	reports reports 01jan60	opb 139 ATO; in document mar53; see Romanian Air Force serial 1001 with unknown c/n
2 34 410 02	CCCP-L3938(2) CCCP-L3938(2)	Li-2 Li-2	AFL/West Siberia AFL/Urals	mfd no	1952 reports	see 24oct61 as life-time expired see c/n 401; see Romanian Air Force serial 1002 with unknown c/n
2 34 410 03	CCCP-16172 CCCP-L4929 CCCP-54929	Li-2 Li-2 Li-2	AFL/Urals-SVX AFL/Uzbekistan AFL/Uzbekistan	SVX no no	20feb60 reports reports	dbr, details unknown; soc 19aug64 see Romanian Air Force serial 1003 with unknown c/n soc 20jul70 as life-time expired
2 34 410 04	1004	Li-2P	Romanian Air Force	PRG	1965	wfu; towed from Timisoara LTR to Buzias in mid-1970s and used as 'La Aeroport' restaurant & bar (N45.64808, E21.60795), in good condition, l/n aug10; faded '1004' was read on tail in 2010
2 34 410 05	CCCP-L4930 CCCP-54930	Li-2 Li-2	AFL/Yakutiya AFL/Yakutiya	no no	reports reports	opb 14 TO soc 30mar72 as life-time expired

2 34 410 06	CCCP-L4931	Li-2	AFL/Yakutiya	no	reports	
2 34 410 07	CCCP-54931 007	Li-2 Li-2P	AFL/Yakutiya Hungarian AF	no d/d	reports 15jan52	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
2 34 410 08	HA-LIM	Li-2P	MASZOVLET	trf	27mar52	named "Mária"
2 34 410 10	HA-LIM 008	Li-2P Li-2P	MALÉV Romanian Air Force	trf d/d	01oct54 1952	dbf 09jun57 when returned to Budapest due to engine problems and ran into a bomb crater on landing in natural metal c/s; photo exists
2 34 412 01	SP-LKC	Li-2P	LOT	rgd	31may52	converted to 24 pax, eight windows; dbr in accident, details unknown; canx 22sep64
2 34 412 02	"05" red	Li-2T	Soviet Air Force	photo		l/n 1960
2 34 412 02	CCCP-13374	Li-2	MAP Rybinsk Motors	rgd	10jul74	canx 1977
2 34 412 03	CCCP-71257	Li-2	AFL/Ukraine-IEV	toc	10jun60	soc 24jan72 as worn out
2 34 412 06	206	Li-2T	Hungarian AF	d/d	27mar52	opb MN repülő csapatái (flying team); had to be handed over by the Hungarian AF to MALÉV on Soviet orders after the failed uprising
	HA-LIQ 206	Li-2T Li-2T	MALÉV Hungarian AF	trf trf	20mar57 20may64	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; wfu 1974; stored at Budaörs until 1980
	HA-LIQ	Li-2T	MALÉV c/s	trf	1980	not in operational use, intended for museum; seen derelict in a close to MALÉV c/s at Budakeszi 10jun90 and Budaörs 1993; later preserved in Aeropark Museum at Ferihegy Airport (N47.427201 E19.261675) seen sep94/jul18, was repainted late 2017
2 34 412 09	209 (2)	Li-2T	Hungarian AF	d/d	27mar52	opb MN repülő csapatái (flying team); had to be handed over by the Hungarian AF to MALÉV on Soviet orders after the failed uprising; see c/n 18433209
	HA-LIZ	Li-2T	MALÉV	d/d	20nov57	named "Zoltán"; trf to Hungarian Air Force 20may64, but not used; was preserved in the "Zalka Máté Katonai Foiskola" (Máté Zalka Military College" 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 csapatái (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 dec18 with paint fading; to be moved to the new museum
2 34 413 02	CCCP-26182	Li-2	MRP Soltsevo	rgd	20may66	test-bed for radio equipment trials; canx 09aug76
2 34 413 03	303	Li-2T	Hungarian AF	d/d	27mar52	opb MN repülő csapatái (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	CCCP-29100	Li-2	MRP Soltsevo	rgd	13nov58	canx 1977 ?
2 34 413 07	CCCP-X1011	Li-2	MVD-Dalstroj	no	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	CCCP-13396	Li-2	MAP Kuibyshev Mot	rgd	21jan75	canx 1975
2 34 414 05	CCCP-48109	Li-2	MAP Perm Motors	rgd	12oct70	canx 1970
2 34 414 07	CCCP-13373	Li-2P	MAP Saratov APO	rgd	14oct74	in Aeroflot c/s; canx 1977; preserved at ARZ-411 rework factory at MRV (N44.223188 E43.108102), seen 15may96/jul17
2 34 414 09	CCCP-73978	Li-2	AFL/East Siberia	toc	25may74	rgd 17jun74; soc 18nov76 as life-time expired
2 34 414 10	CCCP-73985	Li-2	AFL/Yakutiya	toc	03nov75	rgd 29dec75; soc 30jun77 as life-time expired
2 34 415 01	SP-LKD	Li-2P	LOT	rgd	16jun52	converted to 24 pax version with eight windows; canx 24mar66
2 34 415 02	CCCP-L4932	Li-2	AFL/Moscow (MUTA)	no	reports	
	CCCP-54932	Li-2	AFL/Moscow (MUTA)	no	reports	
	CCCP-54932	Li-2	AFL/MOW MAG SPIVS	trf	01jan60	soc 10jun65 as life-time expired
2 34 415 03	CCCP-L4933	Li-2	AFL/Yakutiya	no	reports	
	CCCP-54933	Li-2	AFL/Yakutiya-Aldan	no	reports	dbf, details unknown; soc 31may68
2 34 415 04	CCCP-L3916(2)	Li-2	AFL/West Siberia	no	reports	see c/n 1841207
	CCCP-L3916(2)	Li-2	AFL/Urals	trf	jul57	
	CCCP-16173	Li-2	AFL/Urals-SVX	SVX	18oct58	l/n SVX 03oct62
	CCCP-16173	Li-2	AFL/Urals-CEK	trf	1963	soc 29jun66 as worn out
2 34 415 05	CCCP-L3913(2)	Li-2	AFL/Privolzhsk	no	reports	see c/n 1841204
	CCCP-65693	Li-2	AFL/Privolzhsk-KUF	KUF	18sep65	soc 12sep69 as life-time expired
2 34 415 07	YR-DAC	Li-2P	TARS	rgd	07jul52	
	YR-DAC	Li-2P	TAROM	trf	1954	w/o 13jun64 when crashed at Paragina Hill
2 34 415 08	CCCP-L4938	Li-2	AFL/Yakutiya-YKS	YKS	1954	opb 139 tao; in dark green c/s with light blue undersides
	CCCP-16148	Li-2	AFL/Yakutiya	no	reports	soc 22dec70 as worn out
2 34 415 09	CCCP-13355	Li-2	MAP Kazan Motors	rgd	17sep74	canx 08apr75
2 34 415 10	unknown	Li-2	Soviet Air Force	mfd	1952	
	CCCP-63823	Li-2	AFL/Georgia	toc	14jul60	dbf 07aug62 when deliberately steered off the runway on landing at Ambrolauri to avoid overrunning into rough terrain; soc 24dec62
2 34 416 01	CCCP-13385	Li-2	MAP Gorki APO	rgd	17sep74	canx 1977
2 34 416 02	CCCP-58649(2)	Li-2	MAP Kharkov APO	rgd	18jul75	canx 1976; see c/n 18425301
2 34 416 04	CCCP-13350	Li-2	MAP Kom-na-Amu MSZ	rgd	21mar73	canx 28may76
2 34 416 05	"03" yellow	Li-2T	DOSAFA	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	Li-2T	Soviet AF c/s	r/r	late 93	flying as such dec93; based at SVO from 1994; l/n may97
	FLARF01300	Li-2T	Soviet AF c/s	ZIA	19aug97	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 Zaozorye 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-L5028	Li-2	AFL/Magadan	no	reports	
	CCCP-16192	Li-2	AFL/Magadan	no	reports	opb 185 OAO; 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 and the sole passenger 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	Li-2	SNKh Kiev	mfd	15may52	rgd 23jan65
	CCCP-21504	Li-2	MAP Kiev	rgd	18dec65	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	CCCP-69305	Li-2	MAP Rostov VPO	rgd	06dec65	soc 1977
2 34 417 06	CCCP-13358	Li-2T	MAP Irkutsk MSZ	rgd	05jul73	in Aeroflot c/s; canx 1977; preserved at the "Salyut" cultural centre in the Gorodets district of the Nizhni Novgorod region, (N56.646321 E43.5654811) seen jul06/nov14
2 34 417 07	unknown	Li-2	Soviet Air Force	mfd	15may52	
2 34 417 07	unknown	Li-2	Soviet Air Force	mfd	1952	
	CCCP-93916(2)	Li-2	MAP Omsk APO	rgd	29apr76	canx 1977; see c/n 18423704
2 34 417 09	CCCP-13346	Li-2	MAP Kazan Motors	rgd	21mar73	canx 1977
2 34 417 10	CCCP-13376	Li-2	MAP Rostov VPO	rgd	17sep74	canx 1975
2 34 418 01	OK-GAA	Li-2T	CSA	rgd	29jul52	
	OK-BYO	Li-2T	Czechoslovak Gvt	trf	29mar53	canx 22dec58
	1801	Li-2P	Czechoslovak AF	trf	1957	converted to Li-2F photo aircraft; wfu sep63
	OK-1962	Li-2F	Inter-Hotel Praha			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
2 34 418 02	YR-TAO (2)	Li-2P	TARS	rgd	20jun52	see c/n 18423510
	YR-TAO (2)	Li-2P	TAROM	trf	1954	seen BUD 1955 in green c/s without titles; canx 20mar68 as to the Romanian Air Force
	802	Li-2P	Romanian Air Force	trf	20mar68	
2 34 418 04	CCCP-48980(2)	Li-2	MAP Gorki APO	rgd	19mar75	canx 14jul75; see c/n 1846509
2 34 418 05	CCCP-L4936	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-54936	Li-2	AFL/Kazakhstan	no	reports	soc 20jul62 as life-time expired
2 34 418 06	CCCP-L4937	Li-2	AFL/Northern	no	reports	
	CCCP-54937	Li-2	AFL/Northern	no	reports	soc 10oct61 as life-time expired

2 34 418 07	CCCP-L4939	Li-2	AFL/Ukraine	no	reports	
	CCCP-54939	Li-2	AFL/Ukraine		photo	soc 31aug71 as life-time expired
2 34 418 09	unknown	Li-2	Soviet Air Force	mfd	1952	
	CCCP-93913(2)	Li-2	MAP Omsk APO	rgd	29apr76	canx 1977; see c/n 18424708
2 34 418 09	unknown	Li-2	Soviet Air Force	mfd	may52	
	CCCP-L4940	Li-2	AFL/Kazakhstan		1955	
	CCCP-54940	Li-2	AFL/Kazakhstan-BXH	ph.	09may59	soc 25mar64 as worn out
2 34 419 01	"12" yellow	Li-2	Soviet Air Force	mfd	07jul52	f/n SXF 1956
	CCCP-13345	Li-2	MAP LII Zhukovski	rgd	30may73	used call-sign CCCP-16645; w/o 05jun76 on a cargo flight from Zhukovski 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 killed; t/t 5,444 hours 49 minutes
2 34 419 05	YR-TAE (2)	Li-2T	TARS	d/d	1952	see c/n 18423506
	YR-TAE (2)	Li-2T	TAROM	trf	1954	canx 11mar67 as to the Romanian Air Force
	905	Li-2T	Romanian Air Force	trf	11mar67	
2 34 419 10	CCCP-13394	Li-2	MAP Kuibyshev Mot	rgd	24jan75	canx 1975
2 34 420 02	SP-LKE	Li-2P	LOT	rgd	16jul52	named 'Eva' converted to 24 pax, eight windows
	SP-LKE	Li-2P	ZRL-Lotnict. Komu.	rgd	08jul63	canx 10nov70; was preserved in Muzeum Lotnictwa at Kraków; destroyed by fire in the 1990s
2 34 420 03	CCCP-L4941	Li-2	AFL/Magadan	no	reports	
	CCCP-54941	Li-2	AFL/Magadan	no	reports	
	CCCP-54941	Li-2	AFL/Latvia	trf	28jan65	
	CCCP-54941	Li-2	AFL/Krasnoyarsk	trf	05oct65	soc 29jun71 as life-time expired
2 34 420 04	CCCP-L4943	Li-2	AFL/Azerbaijan	no	reports	
	CCCP-54943	Li-2	AFL/Azerbaijan	no	reports	
	CCCP-54943	Li-2	AFL/Kazakhstan	trf	16nov65	soc 24mar71, no reason given
2 34 420 05	CCCP-L4942	Li-2	AFL/Estonia	no	reports	
	CCCP-84645	Li-2	AFL/Estonia	trf	30dec59	
	CCCP-84645	Li-2	AFL/Higher Avn Col	trf	30dec59	photo in "Grazhdanskaya Aviatsiya" magazine apr65; soc 16aug66 as worn out
2 34 420 06	CCCP-L4944	Li-2	AFL/Armenia	no	reports	
	CCCP-54944	Li-2	AFL/Turkmenis.-ASB	trf	11mar59	seen ASB 12jun64; soc 21oct69 as worn out
2 34 420 07	CCCP-L4945	Li-2	AFL/Magadan	no	reports	
	CCCP-54945	Li-2	AFL/Magadan	no	reports	
	CCCP-54945	Li-2	AFL/Latvia	trf	30jan65	
	CCCP-54945	Li-2	AFL/Krasnoyarsk	trf	18aug65	soc 31dec71 as life-time expired
2 34 420 08	CCCP-L4946	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-54946	Li-2	AFL/Privolzhsk	no	reports	soc 22apr70 as life-time expired
2 34 420 09	CCCP-71259	Li-2	AFL/Northern	toc	15jun60	dbf, details unknown; soc 08jan63
2 34 420 10	CCCP-L4947	Li-2	AFL/Moscow (MUTA)	no	reports	
	CCCP-54947	Li-2	AFL/Moscow (MUTA)	no	reports	
	CCCP-54947	Li-2	AFL/Privolzhsk	trf	01jan60	soc 20jul65 as life-time expired
2 34 421 03	CCCP-13379	Li-2	MAP Orenburg MSZ	rgd	23jul74	canx 15jan75
2 34 421 04	CCCP-06157	Li-2	SNKh Irkutsk	rgd	22nov62	
	CCCP-93927	Li-2	MAP Irkutsk MSZ	rgd	16nov65	
2 34 421 05	D-29	Li-2T	Czechoslovak AF	d/d	05aug52	in service 12aug52
	2105	Li-2T	Czechoslovak AF	trf	30may57	trf to VLU at Košice-Barca in 1960; wfu 08aug66
	"20" white	Li-2T	Soviet Air Force			preserved in the SNP (Slovak National Uprising) museum at Banská Bystrica (N48.734438 E19.148713) in these fake markings, f/n jan85; l/n aug15, as such in service 05jan52, but dates given are surely too early compared to the manufacture of other aircraft
2 34 421 06	D-30	Li-2T	Czechoslovak AF	d/d	03jan52	black and white photo in camo c/s exists; Rvt Košice
	2106	Li-2T	Czechoslovak AF		photo	reported to be the aircraft preserved as a war memorial at the Dukla battlefield, Vysny Komarnik, Slovakia (N49.400367 E21.700124), painted in fake Soviet Air Force dark green camo c/s with blue undersides; seen jan09, without code; l/n jul13, in good condition
	"33"	Li-2T	Soviet Air Force			in service 01dec52 ?; d/d is surely too early compared to the manufacture of other aircraft; seen BUD oct56
2 34 421 07	D-33	Li-2T	Czechoslovak AF	d/d	01dec51	Rvt Košice
	2107	Li-2T	Czechoslovak AF	no	reports	reported to be the aircraft preserved at Svidnik, Slovakia at the Dukelského Múzea since oct69 (N49.308599 E21.566873); repainted in fake Soviet Air Force dark green camo c/s with blue undersides since 1974; seen apr93/apr96 marked as "50" white; the museum is a department of the Vojenske Historicke Muzeum which is located at Piešťany; l/n aug15, in good condition
	"50" white	Li-2T	Soviet Air Force			d/d is surely too early compared to the manufacture of other aircraft, other sources give as 01dec52; see also c/n 23442710
2 34 421 08	D-37	Li-2T	Czechoslovak AF	d/d	01dec51	PVOS Brno; black and white photo exists, in civil c/s with three blue 'lightning-bolt' cheatlines; wfu apr66; 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, l/n sep11/nov16
	2108	Li-2T	Czechoslovak AF		photo	in service 21feb52; d/d is too early regarding mfd !
2 34 421 09	D-34	Li-2T	Czechoslovak AF	d/d	20feb52	LO Kbely; wfu aug57, in an accident ?
	2109	Li-2T	Czechoslovak AF	trf	29jan57	
2 34 421 10	CCCP-21505	Li-2	MOMS Kuibyshev	rgd	29sep65	
	CCCP-21505	Li-2	MAP "Strela"	trf	unknown	canx 12may76
2 34 422 01	CCCP-L4952	Li-2	AFL/Turkmenistan	no	reports	
	CCCP-54952	Li-2	AFL/Turkmenis.-ASB	ASB	dec61	l/n ASB 17jul62; soc 26may70 as worn out
2 34 422 02	CCCP-L4953	Li-2	AFL/Kazakhstan	mfd	1952	
	CCCP-54953	Li-2	AFL/Kazakhstan	rgd	1958 ?	soc 24jan70 as life-time expired
	no code	Li-2	Soviet Air Force	ph.	1975	in dark green c/s with light grey underside; preserved in these fake colours on a plinth at the TAP0iCh aircraft factory at Tashkent (N41.299724 E69.322126), had the c/n still painted on the fin by 1975 (but painted over by jun93), l/n aug13
2 34 422 03	CCCP-L4954	Li-2	AFL/Latvia	no	reports	
	CCCP-54954	Li-2	AFL/Latvia	no	reports	soc 02oct62 as life-time expired
2 34 422 04	CCCP-L4955	Li-2	AFL/West Siberia	no	reports	
	CCCP-L4955	Li-2	AFL/Urals	trf	jul57	
	CCCP-54955	Li-2	AFL/Urals-SVX	SVX	18nov61	
	CCCP-54955	Li-2	AFL/Urals-CEK	trf	1963	l/n SVX 02mar66; soc 22apr70 as life-time expired
2 34 422 05	CCCP-L4956	Li-2	AFL/West Siberia	no	reports	
	CCCP-54956	Li-2	AFL/West Sib.-BAX	BAX	11mar61	soc 04jul72 as worn out
2 34 422 06	CCCP-L4957	Li-2	AFL/Ukraine	mfd	aug52	f/n KRR 1956
	CCCP-54957	Li-2	AFL/Ukraine-IEV	no	reports	soc 25aug62 as life-time expired
2 34 422 07	CCCP-L4958	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-54958	Li-2	AFL/Kazakhstan-GUW	GUW	02jul59	soc 28apr71 as worn out
2 34 422 08	CCCP-L4959	Li-2	AFL/Azerbaijan	no	reports	
	CCCP-54959	Li-2	AFL/Azerbaijan	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 "Nebeští jezdcí" (Sky Riders)
2 34 422 10	OK-GAE	Li-2P	CSA	d/d	23aug52	in service and rgd 04oct52; wfu 29jan56; c/n in register as being 2344210 so one digit in the batch number missing
	2210	Li-2P	Czechoslovak AF	trf	29jan57	FLS Hradcany; wfu 1963 in an accident
2 34 423 01	CCCP-L4948	Li-2	AFL/Far East	no	reports	
	CCCP-54948	Li-2	AFL/Far East	no	reports	soc 14feb67 as worn out
2 34 423 02	CCCP-13356	Li-2	MAP Dalievo MSZ	rgd	14oct74	canx 27oct75
2 34 423 03	"011" white	Li-2P	Soviet Air Force		1952	
	CCCP-63868	Li-2	AFL/Kazakhstan	no	reports	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
	2304	Li-2	Czechoslovak AF	no	reports	converted to Li-2F photo aircraft in 1956; FLS Hradcany; wfu oct66
2 34 423 05	OK-GAC	Li-2P	CSA	d/d	02aug52	in service 11aug52; rgd 03oct52; wfu oct56; canx 29feb60
	2305	Li-2P	Czechoslovak AF	trf	1957	PVOS Zvolen; wfu jul65
2 34 423 06	CCCP-L4949	Li-2	AFL/East Siberia	no	reports	
	CCCP-54949	Li-2	AFL/Northern-LED	trf	12jun58	f/n LED 07dec61; soc 31oct63 as trf p/ya 82 (MAP)
2 34 423 07	CCCP-L4950	Li-2	AFL/Kyrgyzstan	no	reports	
	CCCP-54950	Li-2	AFL/Kyrgyzstan	no	reports	
	CCCP-54950	Li-2	AFL/Moscow SPIMVL	trf	06may66	soc 24mar71 as life-time expired
2 34 423 08	CCCP-73970	Li-2	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 Il-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 Slavnicva 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 Slavnicva jun08/apr10, awaiting restoration
	OK-BYQ	Li-2T			aug10	preserved at Slavnicva airfield, Dubnica in good condition and repainted in its original Czechoslovak Government c/s, l/n jun16
2 34 423 10	CCCP-L4951	Li-2	AFL/Far East	no	reports	
	CCCP-54951	Li-2	AFL/Far East	no	reports	soc 09jan63 as life-time expired
2 34 424 01	CCCP-73969	Li-2	AFL/Komi	toc	29nov72	rgd 20dec72; soc 27dec73 as worn out

3 34 439 07	CCCP-04222 "06"	Li-2 Li-2Sh	AFL/Polar Soviet Air Force	trf STW	10feb60 1970	soe 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	CCCP-13320	Li-2	MAP Kumertau MSZ	rgd	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
3 34 440 01	CCCP-L5004 CCCP-54821	Li-2 Li-2	AFL/Syktvyvkar AFL/Syktvyvkar	LED no	mar57 reports	soe 28feb76 as worn out
3 34 440 03	CCCP-69301(2)	Li-2	MAP Omsk APO	rgd	02feb76	soe 22dec65 as worn out canx 1977; see c/n 18415105
3 34 440 04	CCCP-54919	Li-2	AFL/East Siberia	toc	12jan72	soe 14dec73 as worn out
3 34 440 05	CCCP-73965 CCCP-73967	Li-2 Li-2	AFL/Arkhangel'sk AFL/Arkhangel'sk	toc rgd	01nov72 07dec72	rgd 24nov72; ex Soviet Air Force; soe 31jan75 as worn out, see next line in register as 'registered in error' and cancelled straight away !
3 34 440 07	"001"	Li-2	Soviet Air Force	GVA	24apr54	
3 34 440 10	CCCP-63909 unknown CCCP-63911 CCCP-63911 CCCP-63911	Li-2 Li-2 Li-2 Li-2 Li-2	AFL/East Siberia Soviet Air Force AFL/Northern AFL/Urals-KVK AFL/Arkhangel'sk	toc mfd toc trf trf	12jun71 1953 15mar66 22feb67 09jan74	soe 25feb77 as life-time expired
3 34 441 01	"02" yellow	Li-2T	Soviet Air Force	photo		soe 09apr74 as worn out
3 34 441 04	CCCP-13382	Li-2	MAP Lyotny otryad	rgd	14oct74	canx 1976
3 34 441 05	CCCP-73982	Li-2	AFL/East Siberia	toc	22oct75	rgd 01dec75; soe 30apr76 as worn out
3 34 441 06	CCCP-13375	Li-2	MAP Kharkov APO	rgd	24may74	canx but date unknown
2 34 441 07	CCCP-08829	Li-2	MAP Kumertau MSZ	rgd	05jul72	last digit of the registration difficult to read in hand-written Soviet register, looks like a 7 changed to a 9; canx 17aug72
3 34 441 08	unknown CCCP-93917(2)	Li-2 Li-2	Soviet Air Force MAP Kirov Exp MSZ	mfd rgd	1952 29apr76	canx 1976; see c/n 5108 but reported f/n ALA oct59; soe 30sep74 as life-time expired
3 34 441 09	CCCP-71245	Li-2	AFL/Kazakhstan-ALA	toc	17may60	
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	rgd trf unknown	17sep74 unknown	canx 1978
3 34 443 01	CCCP-58647	Li-2	MAP Kazan Motors	rgd	09oct75	canx but date unknown
3 34 443 08	"32"	Li-2	Soviet Air Force	OVB	1977	in dark green c/s with light blue undersides, code probably yellow; 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 prospekt Nezalezhnasti in Minsk, seen may90/dec06
	"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 prospekt Peramozhstvav and prospekt Masherava in Minsk (N53.9162 E27.5379) from 14mar13 (the museum officially opened 02jul14); I/n nov18
3 34 443 10	CCCP-27211	Li-2	MAP Rostov VPO	rgd	06dec65	canx 1978
3 34 444 05	CCCP-13378	Li-2	MAP Kiev MSZ	rgd	17sep76	canx 1976
3 34 444 07	CCCP-N601 CCCP-04221 CCCP-04221 CCCP-04221	Li-2 Li-2T Li-2T Li-2V	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Polar	toc no trf no	09apr53 reports 10feb60 reports	first CoFA was valid until 26mar54; flew an ice-reconnaissance mission from Dikson 06oct53 in fleet list mar60; converted to, see next line 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, crew rescued by a Mi-4; soe 10aug66
3 34 444 08	CCCP-N602 CCCP-04243 CCCP-04243 CCCP-04243	Li-2T Li-2T Li-2T Li-2T	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya	rgd no trf trf	1953 reports 10feb60 01oct70	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 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; soe 17oct74; seen derelict MJZ 1987 incorrectly reported as an Il-14
3 34 444 09	CCCP-13388	Li-2	MAP Kazan VPO	rgd	19mar75	canx but date unknown
3 34 444 10	"003" CCCP-73968 CCCP-73964	Li-2 Li-2 Li-2	Soviet Air Force AFL/Arkhangel'sk AFL/Arkhangel'sk	WAW rgd toc	26jul54 07dec72 27dec72	black and white photo shows the Chinese Premier Chou En-lai disembarking in register as 'registered in error' and cancelled straight away ! rgd 27dec72; soe 01jul73; soe 03jul73 as worn out
3 34 445 03	CCCP-L5013 CCCP-54942	Li-2 Li-2	AFL/Syktvyvkar AFL/Syktvyvkar	ph. no	oct57 reports	in "Sovyet'ski Soyuz" magazine soe 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 trf trf	10jun53 1954 22nov66	canx 20nov66 as to the Romanian Air Force photo as such exists; scrapped
2 34 445 07	SP-LKH	Li-2P	LOT	rgd	18jun53	canx 04nov68
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	Li-2T	MAP LII Zhukovski	rgd	17dec74	in Aeroflot c/s; canx 1978; registration seen in Aeroflot c/s Plovdiv 1991/jul06; preserved in the Bulgarian AF museum at Plovdiv (N42.068039 E24.842391) in Bulgarian Air Force c/s and is probably the same aircraft, I/n aug15
3 34 446 03	CCCP-71242	Li-2	AFL/Far East	toc	15may60	acted in the 1965 movie "Give me the complain book"; soe 24dec75 as worn out
3 34 446 05	CCCP-L5044 CCCP-54993	Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	no no	reports reports	
3 34 446 08	CCCP-L5046 CCCP-54995	Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	no MRV	reports 26apr61	soe 05feb63 and again 28may63 both as life-time expired
3 34 446 09	CCCP-L5047 CCCP-54998	Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	no no	reports reports	soe 28may63 as life-time expired
3 34 446 10	CCCP-54998 CCCP-58645(2)	Li-2 Li-2	AFL/Moscow ASP MAP Moscow OAO	trf rgd	11apr63 18jul75	soe 29oct66 as worn out canx 01mar78; see c/n 1265004
3 34 447 01	CCCP-N608	Li-2T	Polyarnaya Aviats.	toc	may53	received from MOP; initially opb Khatangski AO; flew ice-reconnaissance missions 05jul53/11sep53; trf to Chukotski AO in 1957
	CCCP-04244 CCCP-04244 CCCP-04244	Li-2T Li-2T Li-2T	Polyarnaya Aviats. AFL/Polar AFL/Yakutiya	rgd trf trf	31mar58 10feb60 01oct70	
2 34 447 02	702	Li-2T	Romanian Air Force	photo		opb 248 LO Kolymo-Indigirskogo 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 (AANII), 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 and 3 passengers were rescued by an An-2 from SP-21 two days later; soe 20jul73
3 34 447 03	CCCP-L5017 CCCP-16146	Li-2 Li-2	AFL/Ukraine AFL/Ukraine-DOK	mfd no	04apr53 reports	photo aug56 in "Grazhdanskaya Aviatsiya" magazine soe 24mar70 as life-time expired
3 34 447 04	CCCP-L5001 CCCP-65695	Li-2 Li-2	AFL/Privolzhsk AFL/Privolzhsk-KUF	no KUF	reports 18nov61	
3 34 447 05	CCCP-L5048 CCCP-65696	Li-2 Li-2	AFL/Privolzhsk AFL/Privolzhsk	no no	reports reports	soe 24mar71 as life-time expired
3 34 447 06	CCCP-65696 CCCP-L5010 CCCP-54783 CCCP-54783	Li-2 Li-2 Li-2 Li-2	AFL/Turkmenistan AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk	trf no no trf	unknown reports reports 01jan60	on charge as of 01sep66; soe 09apr69 as life-time expired
3 34 447 07	CCCP-L5011 CCCP-84658	Li-2 Li-2	AFL/Northern AFL/Northern-ARH	no ARH	reports 11feb66	
3 34 447 08	CCCP-L5014 CCCP-16145	Li-2 Li-2	AFL/Ukraine AFL/MOW MAG SPIVS	no trf	reports 25may59	soe 14feb67 as worn out
3 34 447 09	CCCP-84593 CCCP-84593	Li-2 Li-2	AFL/Northern AFL/Arkhangel'sk	toc trf	30apr71 01jan73	soe 28feb75 as worn out
3 34 447 10	CCCP-L5015 CCCP-54907 CCCP-54907	Li-2 Li-2 Li-2	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Turkmenistan	no VKO trf	reports 30jun70 21jan71	
2 34 448 01	SP-LKG	Li-2P	LOT	rgd	05jun53	soe 27dec73 as worn out canx 15dec67
3 34 448 02	YR-MIG	Li-2P	M.A.I./TAROM	rgd	01jun60	previous identity unknown; canx 17nov76
2 34 448 03	YR-DAB	Li-2P	TARS	rgd	27may53	

2 34 448 04	YR-DAB SP-LKI	Li-2P Li-2P	TAROM LOT	trf rgd	1954 01jul53	canx 23aug68 and trf to the Romanian Air Force canx 04nov68; preserved at Wieruszów (N51.295476 E18.147322), seen 31aug98/feb15, still in good condition rgd 01dec75; soc 30mar76 as worn out
3 34 448 06	CCCP-73983	Li-2	AFL/East Siberia	toc	17oct75	canx 30jun75; see c/n 18421409
3 34 448 09	CCCP-48092	Li-2	MAP Omsk Motors	rgd	19mar75	canx 25apr55 became an exhibit at KAI (Kiev Aviation Institute ?)
3 34 449 01	CCCP-L5016	Li-2	AFL/Ukraine	no	reports	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
3 34 449 03	CCCP-L5018	Li-2	AFL/Moscow (MUTA)	no	reports	soc 16jun62 as life-time expired
3 34 449 05	CCCP-54928	Li-2	AFL/Moscow (MUTA)	no	reports	operational
	014	Li-2P	Polish Air Force	photo		operational
	01	Li-2P	Polish Air Force	photo		operational
	06	Li-2P	Polish Air Force	ph.	01jan62	l/n 19feb70, operational
	05	Li-2P	Polish Air Force	ph.	1987	was displayed/preserved at Opole-Polska Nowa Wies; scrapped ?

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	GVF	d/d	1940	rgd 23sep40; see c/n 23441002
	CCCP-L3900	PS-84	GVF	r/r	1941 ?	trf to eon Moskovskogo aeroporta jul41 ?; trf to the Directorate of the MOW-IKT route 20sep41; w/o jan42 due to enemy action
4 02	CCCP-N313	PS-84	Polyarnaya Aviats.	d/d	1940	rgd 15jan41; opb Yeniseiskaya aviagruppa in 1944; in orange c/s with blue nose and tail
	CCCP-N313	Li-2	AFL/Krasnoyarsk	trf	15dec45	on the basis of a decree issued 04sep45; opb 26 TAO; made a forced landing at Turukhansk 23apr46
	CCCP-L4329	Li-2	AFL/Krasnoyarsk ?	rgd	unknown	soc 23apr48 as worn out
4 03	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
4 04	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
4 05	CCCP-L3939(1)	PS-84	GVF	d/d	1940	rgd 02jan41; destroyed during WWII; canx 12aug41; see c/n 18433309
5 01	CCCP-L3902	PS-84	GVF	d/d	1940	rgd 12feb41; in document apr42
5 02	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
5 03	CCCP-N314	PS-84	Polyarnaya Aviats.	d/d	1940	rgd 15jan41; registration painted on as 'H-314'; in white c/s with 'Aviaarktika' titles; photo exists
5 04	not known	PS-84	not known	d/d	1940	probably Soviet Air Force
5 05	CCCP-L3903	PS-84	GVF/Urals	mfd	jan41	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 flying a steep turn and crashed close to a meat-processing plant, all 5 crew and 5 of the 7 passengers killed and both survivors injured; t/t 1,954 hours
6 01	? not known	PS-84	not known	d/d	1941	probably Soviet Air Force
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 # 126 at Komsomolsk-na-Amure-Dzyomqi 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 see next line; perhaps MAP instead of Aeroflot ? 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 # 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 Dalstroj document; opb SMP AO from 19jul47; served the Magadan-Pevok route oct48; Dalstroj assigned the crew of I.I. Sunitski to this aircraft 28jun49
31 01	CCCP-X753	Li-2T	MVD - Dalstroj	mfd	1947	soc 22apr70 as worn out version from Dalstroj document; opb SMP AO from 19jul47; was to be overhauled in the 4th quarter of 1948; Dalstroj assigned an unknown crew to this aircraft 28jun49; took part in the search for crashed An-2 CCCP-X986 16jun51 see c/n 1841606 on charge as of 01mar65; soc 19jun67 as life-time expired; the derelict fuselage sat at Nyurba, seen 02jul92
	CCCP-L5035	Li-2T	AFL/Far East	trf	dec53	
	CCCP-L5035	Li-2T	AFL/Magadan	trf	jul57	
	CCCP-16185	Li-2T	AFL/Magadan	rgd	1958	
	CCCP-16185	Li-2T	AFL/Urals	trf	06feb65	
	CCCP-16185	Li-2T	AFL/Tyumen-Tjp	trf	20feb67	
	CCCP-16185	Li-2T	AFL/Tyumen-TJM	trf	1968	
31 02	CCCP-X754	Li-2T	MVD - Dalstroj	mfd	1947	
	CCCP-L3952(2)	Li-2T	AFL/Magadan	rgd	unknown	
	CCCP-16193	Li-2T	AFL/Yakutiya	rgd	unknown	
32 03	CCCP-71195	Li-2	AFL/Yakutiya	toc	04mar60	
	CCCP-71195	Li-2	AFL/East Siberia	trf	28jan68	soc 29sep71 as life-time expired
32 04	CCCP-51122	Li-2	AFL/East Siberia	toc	10mar60	soc 04jul72 as worn out
32 05	CCCP-L4433	Li-2	AFL/Ukraine	no	reports	
	CCCP-16136	Li-2	AFL/Turkmenistan	trf	17may59	soc 31may60 as life-time expired
33 01	CCCP-L4435	Li-2	AFL/Ukraine	mfd	1947	
	CCCP-84775(1)	Li-2	AFL/Ukraine	no	reports	soc 31jul59 as life-time expired; see c/n 18439003
33 02	CCCP-L4432	Li-2	AFL/East Siberia	no	reports	
	CCCP-16174	Li-2	AFL/East Siberia	no	reports	soc 29oct66 as life-time expired
33 03	CCCP-L4434	Li-2	AFL/Ukraine	mfd	26aug47	
	CCCP-16137	Li-2	AFL/Ukraine-IEV	no	reports	soc 29oct66 as worn out
33 04	CCCP-L4436	Li-2	AFL/MOW MAG SPIVS	no	reports	
	CCCP-65701	Li-2	AFL/MOW MAG SPIVS	no	reports	
	CCCP-65701	Li-2	AFL/Northern	trf	17dec60	
	CCCP-65701	Li-2	AFL/MOW MAG SPIMVL	trf	24apr61	soc 18jan68 as life-time expired
33 05	CCCP-L4437	Li-2T	AFL/Far East	mfd	30aug47	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
34 01	CCCP-L4438	Li-2	AFL/North Kavkaz	no	reports	
	CCCP-16217	Li-2	AFL/North Kavkaz	no	reports	
	CCCP-16217	Li-2	AFL/KShVLP	trf	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	CCCP-71258	Li-2	AFL/Ukraine	toc	10jun60	
	CCCP-71258	Li-2	AFL/Yakutiya	trf	10feb63	soc 11may66 no reason given
34 05	CCCP-N467	Li-2	Polyarnaya Aviats.	no	reports	opb Igarskaya aviagruppa from 24jan51
	CCCP-04235	Li-2	Polyarnaya Aviats.	no	reports	
	CCCP-04235	Li-2	AFL/Polar	trf	10feb60	
	CCCP-04235	Li-2	AFL/Krasnoyarsk	trf	15apr60	soc 23nov62 as life-time expired
34 06	CCCP-N468	Li-2T	Polyarnaya Aviats.	no	reports	opb Chukotskaya aviagruppa from 24jan51
	CCCP-27219	Li-2T	MAP Myachkovo	rgd	29nov65	
	CCCP-27219	Li-2T	MAP LII Zhukovski	trf	unknown	canx 12dec72
34 07	CCCP-N469	Li-2	Polyarnaya Aviats.	no	reports	opb MAGON from 24jan51
	CCCP-04234	Li-2	Polyarnaya Aviats.	no	reports	
	CCCP-04234	Li-2	AFL/Polar	trf	10feb60	
	CCCP-04234	Li-2	AFL/Krasnoyarsk	trf	15apr60	soc 30apr66 as life-time expired
34 08	CCCP-L4445	Li-2	AFL/Krasnoyarsk	no	reports	
	CCCP-54784	Li-2	AFL/Krasnoyarsk	no	reports	soc 30mar60 as life-time expired
34 09	CCCP-L4446	Li-2P	AFL/Ukraine	no	reports	
	CCCP-51116	Li-2P	AFL/Sasovo FS	trf	30apr59	
	CCCP-51116	Li-2P	AFL/N.Kavkaz-VOG	trf	29jul59	f/n MRV 13oct60; soc 07dec60 as life-time expired
34 10	CCCP-L4451	Li-2	AFL/Latvia	no	reports	

	CCCP-L4451	Li-2	AFL/Higher Avn Col	trf	25jan58	
35 01	CCCP-84517	Li-2	AFL/Estonia	trf	30dec59	dbr, details unknown; soc 24jun64
	CCCP-L4447	Li-2	AFL/Yakutiya	no	reports	
35 02	CCCP-16149	Li-2	AFL/Yakutiya	h/o	22mar60	opb 140 oao; soc 17oct66 as life-time expired
	CCCP-L4448	Li-2	AFL/Far East	mfd	30sep49	
	CCCP-84448	Li-2	AFL/Far East-Khl	rgd	unknown	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	CCCP-64453	Li-2	MAP Arsenyev MSZ	rgd	22dec65	c/n given as '3503' in register
	CCCP-64453	Li-2	MAP Kazan	trf	unknown	canx 23nov72
35 05	unknown	Li-2T	Soviet Air Force	mfd	1947	
	CCCP-71216	Li-2T	AFL/Moldova	toc	05mar60	
	CCCP-71216	Li-2T	AFL/Moldova-KIV	trf	jul65	
	CCCP-71216	Li-2T	AFL/Urals-KVK	trf	29jun68	soc 27oct72 as life-time expired
35 06	CCCP-L4449	Li-2	AFL/N. Kavkaz-RVI	RVI	02apr58	
	CCCP-16215	Li-2	AFL/North Kavkaz	rgd	unknown	dbr 21may59, details unknown; soc 09jun59
35 08	CCCP-L4450	Li-2	AFL/West Siberia	no	reports	
	CCCP-84538	Li-2	AFL/West Siberia	rgd	unknown	soc 06apr67 as life-time expired
35 09	CCCP-L4452	Li-2	AFL/Moscow (MUTA)	no	reports	
	CCCP-84695	Li-2	AFL/Moscow (MUTA)	rgd	unknown	soc 18feb60 as life-time expired
35 10	CCCP-71211	Li-2	AFL/Kazakhstan	toc	02mar60	soc 01dec70 as worn out
36 01	CCCP-L4453	Li-2	Aeroflot	no	reports	involved in an accident, details unknown; soc 22oct51
36 03	CCCP-L4456	Li-2	AFL/Moscow (MUTA)	no	reports	
	CCCP-54782	Li-2	AFL/Moscow (MUTA)	no	reports	
	CCCP-54782	Li-2	AFL/MOW MAG SPIVS	trf	01jan60	
	CCCP-54782	Li-2	AFL/Kirovograd FS	trf	19dec60	soc 15sep61 as life-time expired
36 04	CCCP-L4454	Li-2	AFL/Yakutiya	rgd	unknown	opb 14 TAO; in a document 1949
	CCCP-L4454	Li-2	AFL/East Siberia	trf	sep52	opb Yakutskaya aviagruppa
	CCCP-16153	Li-2	AFL/Yakutiya	h/o	22mar60	opb 140 OAO; dbr, details unknown; soc 26may65
36 05	CCCP-L4455	Li-2	AFL/Yakutiya	i/s	1949	opb 14 TO
	CCCP-16154	Li-2	AFL/Yakutiya	rgd	unknown	opb 139 ATO Yakutskoi 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 in a wood on the slope of a hill 95 km west of Oimyakon, all 4 crew and 2 passengers killed; wreck found 24sep61; soc 11jan62
36 06	CCCP-L4457	Li-2	AFL/East Siberia	no	reports	
	CCCP-16176	Li-2	AFL/East Siberia	rgd	unknown	soc 06feb70 as life-time expired
36 07	CCCP-L4461	Li-2	AFL/Ukraine	no	reports	
	CCCP-16138	Li-2	AFL/Ukraine-HRK	DNK	07aug65	soc 21oct69 as life-time expired
36 08	CCCP-L4458	Li-2	AFL/Krasnoyarsk	no	reports	
	CCCP-54785	Li-2	AFL/Krasnoyarsk	rgd	unknown	soc 26oct61 as life-time expired
36 09	CCCP-L4462	Li-2	AFL/Far East	no	reports	
	CCCP-84629	Li-2	AFL/Far East	rgd	unknown	dbr 29aug60, details unknown; soc 23may61
36 10	CCCP-L4459	Li-2	AFL/Krasnoyarsk	no	reports	
	CCCP-54786	Li-2	AFL/Krasnoyarsk	rgd	unknown	soc 30jan60 as life-time expired
37 01	CCCP-L4463	Li-2	AFL/Yakutiya	mfd	05feb48	opb 14 TAO; w/o 22nov48 on the leg from Zyryanka to Srednekolymsk of a flight from Yakutsk to Srednekolymsk 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 02	CCCP-L4464	Li-2	AFL/Yakutiya	mfd	02mar48	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
37 03	CCCP-L4465	Li-2	AFL/Yakutiya	mfd	1943	opb 14 ATO; in a document 1949
	CCCP-16150	Li-2	AFL/Yakutiya-Nyu	trf	sep63	opb NOAA; 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 04	CCCP-L4460	Li-2T	AFL/East Siberia	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"	Li-2T	Soviet Air Force	mfd	01feb48	
	CCCP-63912	Li-2T	AFL/Urals-SVX	toc	04aug64	
	CCCP-63912	Li-2T	AFL/Urals	trf	1965	
	CCCP-63912	Li-2T	AFL/Tyumen-Tjp	trf	20feb67	
	CCCP-63912	Li-2T	AFL/Tyumen-TJM	trf	15may68	soc 26sep72 as worn out
37 06	CCCP-63843	Li-2	AFL/East Siberia	toc	unknown	on charge as of 01nov60; soc 12jun73 as life-time expired
37 07	CCCP-63844	Li-2	AFL/East Siberia	toc	unknown	on charge as of 01nov60; soc 03aug70 as worn out
37 10	CCCP-L4466	Li-2	AFL/East Siberia	no	reports	involved in an accident, details unknown; soc 17sep57
39 09	CCCP-L4471	Li-2	AFL/Yakutiya	no	reports	
	CCCP-16151	Li-2	AFL/Yakutiya-Bat	no	reports	
39 10	CCCP-L4472	Li-2T	AFL/Ukraine-IEV	IEV	mar58	soc 24jan72 as life-time expired
	CCCP-84698	Li-2T	AFL/Sasovo FS	trf	30apr59	
	CCCP-84698	Li-2T	AFL/North Kavkaz	trf	01aug59	
	CCCP-51113	Li-2T	AFL/N. Kavkaz	trf	1960	seen RVI 15feb61
	CCCP-51113	Li-2T	AFL/N. Kavkaz-KRR	trf	1964	
	CCCP-51113	Li-2T	AFL/Urals	trf	dec65	
	CCCP-51113	Li-2T	AFL/Tyumen-Tjp	trf	20feb67	
	CCCP-51113	Li-2T	AFL/Tyumen-TJM	trf	1968	soc 04nov70 as worn out
126 40 01	CCCP-06193	Li-2	Khabarovsk SNKH	rgd	19apr62	c/n as such in old hand-written register book
	CCCP-78739	Li-2	MAP Kom-na-Amu MSZ	rgd	06dec65	canx 05dec74
40 02	CCCP-L4467	Li-2	AFL/East Siberia	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	unknown	Li-2T	Soviet Air Force	mfd	mar48	
	CCCP-83963	Li-2T	MAP Kharkov APO	rgd	02aug68	c/n as such in old hand-written register book; canx 23may79
40 05	"24"	Li-2T	Soviet Air Force	mfd	1948	
	CCCP-63913	Li-2T	AFL/Urals-SVX	toc	27jul64	
	CCCP-63913	Li-2T	AFL/Urals	trf	1965	
	CCCP-63913	Li-2T	AFL/Urals-CEK	trf	06jun66	
	CCCP-63913	Li-2T	AFL/Tyumen-Tjp	trf	20feb67	photo exists taken at TOX in the early 1970s; canx 26mar73 as life-time expired
40 06	CCCP-71196	Li-2	AFL/Yakutiya	toc	04mar60	
	CCCP-71196	Li-2	AFL/Urals	trf	09dec65	
	CCCP-71196	Li-2	AFL/Tyumen	trf	20feb67	soc 27apr72 as worn out
40 08	CCCP-L4478	Li-2	AFL/Krasnoyarsk	no	reports	
	CCCP-84712	Li-2	AFL/Krasnoyarsk	no	reports	soc 07sep70 as worn out
40 09	CCCP-L4468	Li-2	AFL/Yakutiya	no	reports	
	CCCP-16155	Li-2	AFL/Yakutiya-Bat	no	reports	damaged 20feb61 at Moma, landed adjacent to the runway; soc 07dec61 as life-time expired
41 01	CCCP-L4469	Li-2	AFL/Yakutiya	no	reports	involved in an accident, details unknown; soc 02mar50
41 02	CCCP-L4470	Li-2	AFL/North Kavkaz	no	reports	
	CCCP-84691	Li-2	AFL/North Kavkaz	no	reports	soc 25jul60 as worn out
41 03	CCCP-L4476	Li-2	AFL/Far East	no	reports	
	CCCP-84630	Li-2	AFL/Far East	photo		soc 03aug70 as worn out
41 04	CCCP-L4473	Li-2T	AFL/Ukraine	mfd	21jun48	
	CCCP-16139	Li-2T	AFL/Ukraine	no	reports	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	Li-2	AFL/MOW MAG SPIVS	no	reports	
	CCCP-65702	Li-2	AFL/MOW MAG SPIVS	no	reports	soc 13oct59 as life-time expired
41 06	CCCP-L4474	Li-2	AFL/North Kavkaz	no	reports	
	CCCP-84692	Li-2	AFL/North Kavkaz	no	reports	
	CCCP-84692	Li-2	AFL/KshVLP	trf	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	Li-2	AFL/Far East	no	reports	
	CCCP-84631	Li-2	AFL/Far East	no	reports	soc 20jun66 as worn out
41 08	CCCP-L4483	Li-2	AFL/Far East	no	reports	
	CCCP-84632	Li-2	AFL/Far East	no	reports	soc 22mar62 as life-time expired
41 09	CCCP-L4475	Li-2	AFL/Yakutiya	no	reports	
	CCCP-16156	Li-2	AFL/Yakutiya	no	reports	soc 21sep67 due to corrosion
41 10	CCCP-L4477	Li-2T	AFL/Urals	mfd	1948	
	CCCP-L4477	Li-2T	AFL/West Siberis	trf	sep52	
	CCCP-L4477	Li-2T	AFL/Urals	trf	aug57	
	CCCP-16166	Li-2T	AFL/Urals	rgd	dec58	soc 30may61 as life-time expired
42 01	CCCP-L4479	Li-2T	AFL/Krasnoyarsk	no	reports	photo in "Sovjetski Soyuz" magazine apr50; in natural metal c/s
	CCCP-54781	Li-2T	AFL/Krasnoyarsk	no	reports	soc 22jul60 as life-time expired
42 02	CCCP-L4480	Li-2	Aeroflot/ShVLP	no	reports	Advanced Flying Training College
	CCCP-L4480	Li-2	AFL/Krasnoyarsk	trf	05may58	may have already become CCCP-84696 by this date
	CCCP-84696	Li-2	AFL/KShVLP	trf	05aug60	Kirovograd Advanced Flying Training College
	CCCP-84696	Li-2	AFL/Urals-CEK	trf	20nov63	soc 03aug70 as life-time expired
42 03	CCCP-L4487	Li-2	AFL/Yakutiya	YKS	24jun50	had to return to Olyokminsk on a flight to Vitim because of bad weather 24jun50
	CCCP-16152	Li-2	AFL/Yakutiya	no	reports	soc 28may63 as life-time expired
42 04	CCCP-L4486	Li-2	AFL/Moscow (MUTA)	no	reports	
	CCCP-84655	Li-2	AFL/Moscow (MUTA)	no	reports	
	CCCP-84655	Li-2	AFL/Privolzhsk	trf	01jan60	soc 24aug63 as worn out
42 06	CCCP-L4488	Li-2	AFL/Yakutiya	mfd	1948	opb 14 TAO; in a document 1949
	CCCP-L4488	Li-2	AFL/East Siberia	trf	sep52	opb Yakutskaya aviagruppa
	CCCP-L4488	Li-2	AFL/Yakutiya	trf	22feb59	opb 139 TAOM
	CCCP-16177	Li-2	AFL/Yakutiya	trf	22mar60	opb 140 OSP from 22mar60; opb 192 OAO by oct60; crashed but details unknown; soc 09dec60
42 07	CCCP-L4489	Li-2	AFL/N. Kavkaz-RVI	RVI	dec56	l/n RVI 02apr58
	CCCP-16216	Li-2	AFL/N. Kavkaz-RVI	no	reports	soc 19apr61 as worn out
42 09	CCCP-L4484	Li-2	AFL/Far East	no	reports	
	CCCP-84633(1)	Li-2	AFL/Far East	no	reports	dbr 19nov59, details unknown; only soc by 23may61; see c/n 18433204
42 10	CCCP-L4485	Li-2	AFL/Far East	no	reports	
	CCCP-84634	Li-2	AFL/Far East	no	reports	soc 08jun61 as worn out
43 02	CCCP-L4492	Li-2	AFL/Syktvykar	no	reports	soc 04jul58 as worn out
43 07	CCCP-L4600	Li-2T	AFL/Urals	mfd	jul48	
	CCCP-84600	Li-2T	AFL/Urals	rgd	1958	soc 16oct61 as life-time expired
43 08	CCCP-L4490	Li-2	AFL/Northern	no	reports	soc 29jul58 as worn out
43 09	CCCP-L4491	Li-2T	AFL/Northern	mfd	23jul48	opb 28 TAO; w/o 29jan49 on a cargo flight from Nizhnaya Pyosha to Arkhangel'sk-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 10	CCCP-L4493	Li-2	AFL/Northern	no	reports	soc 05apr58 as life-time expired
44 01	CCCP-L4494	Li-2	AFL/Moscow (MUTA)	no	reports	soc 20jul57 as life-time expired
44 02	CCCP-L4495	Li-2	AFL/MOW MAG SPIVS	no	reports	
	CCCP-65703	Li-2	AFL/MOW MAG SPIVS	rgd	16jan59	
	CCCP-73950	Li-2	AFL/Central Region	rgd	30may72	soc 31jul72 as worn out
44 03	CCCP-L4496	Li-2	AFL/Urals	mfd	jul58	
	CCCP-84569	Li-2	AFL/Urals	rgd	1958 ?	opb 120 ATO; soc 15apr60 as amortisation period expired
44 05	CCCP-L4654	Li-2	AFL/...	no	reports	involved in an accident, details unknown; soc 13jul49
44 07	CCCP-L4651	Li-2	AFL/Urals	no	reports	
	CCCP-84651	Li-2	AFL/Urals	no	reports	soc 30may61 as life-time expired
44 08	CCCP-L4497	Li-2	AFL/Moscow (MUTA)	no	reports	soc 14feb58 as life-time expired
44 09	CCCP-L4498	Li-2	AFL/Moscow	mfd	jul48	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 10	CCCP-L4499	Li-2	AFL/East Siberia	no	reports	
	CCCP-16175	Li-2	AFL/East Siberia	no	reports	soc 02nov62 as life-time expired
45 01	CCCP-L4656	Li-2	AFL/Urals-SVX	mfd	1948	
	CCCP-L4656	Li-2	AFL/West Siberis	trf	sep52	
	CCCP-L4656	Li-2	AFL/Urals-SVX	trf	jul57	f/n SVX 18oct58
	CCCP-84656	Li-2	AFL/Urals	rgd	dec58	soc 13dec60 as worn out
45 02	CCCP-L4652	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-84652	Li-2	AFL/Privolzhsk	no	reports	soc 03jul63 as life-time expired
45 03	CCCP-L4653	Li-2	AFL/Latvia	no	reports	
	CCCP-L4653	Li-2	AFL/Yakutiya	trf	26feb58	
	CCCP-84653	Li-2	AFL/Yakutiya	no	reports	soc 14sep63 as worn out
45 04	CCCP-L4655	Li-2	AFL/Krasnoyarsk	no	reports	
	CCCP-84672	Li-2	AFL/Krasnoyarsk	no	reports	soc 27nov60 as worn out
45 05	CCCP-L4650	Li-2	AFL/North Kavkaz	no	reports	
	CCCP-84650	Li-2	AFL/North Kavkaz	no	reports	soc 25jul59 as worn out
45 06	CCCP-L4657	Li-2	AFL/Krasnoyarsk	mfd	21aug48	
	CCCP-84657	Li-2	AFL/Ukraine-DOK	trf	22jul58	soc 21oct69 as life-time expired
45 07	CCCP-L4665	Li-2	AFL/Yakutiya	rgd	unknown	opb 14 TAO; in a document 1949
	CCCP-L4665	Li-2	AFL/East Siberia	trf	sep52	opb Yakutskaya aviagruppa
	CCCP-84665	Li-2	AFL/Yakutiya	rgd	unknown	soc 28may63 as life-time expired
45 08	CCCP-L4658	Li-2T	AFL/East Siberia	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 Siberia	no	reports	
	CCCP-L4659	Li-2	AFL/Moscow (MUTA)	no	reports	soc 14dec55 as worn out
45 10	CCCP-L4660	Li-2	AFL/Yakutiya	no	reports	
	CCCP-84660	Li-2	AFL/Yakutiya	no	reports	soc 30jan63 as life-time expired
46 01	CCCP-L4661	Li-2T	AFL/Krasnoyarsk	mfd	11sep48	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-2	AFL/Krasnoyarsk	no	reports	
	CCCP-L4662	Li-2	AFL/Krasny Kut FS	trf	31may58	involved in an accident 05jun58, details unknown; soc 21jun58
46 03	CCCP-L4663	Li-2	AFL/Far East	no	reports	
	CCCP-84663	Li-2	AFL/Far East	no	reports	soc 27apr72 as life-time expired
46 04	CCCP-L4664	Li-2	Aeroflot/ShVLP	mfd	1948	Advanced Flying Training College
	CCCP-84664	Li-2	AFL/Krasnoyarsk	trf	13may58	
	CCCP-84664	Li-2	Aeroflot/KShVLP	trf	05aug60	Kirovograd Advanced Flying Training College; f/n MRV 03nov61
	CCCP-84664	Li-2	AFL/Urals-SVX	trf	1963	
	CCCP-84664	Li-2	AFL/Urals-PEE	trf	29nov65	soc 25oct69 as worn out
46 05	CCCP-L4666	Li-2	AFL/Yakutiya	rgd	unknown	opb 14 TAO; in a document 1949
	CCCP-L4666	Li-2	AFL/East Siberia	trf	sep52	opb 14 TAO Yakutskoi aviagruppy; dbr 21jan53 on a test flight from Irkutsk after an engine change when both engines failed 5 minutes into the flight, the crew attempted a forced landing on the outskirts of Irkutsk, but the aircraft collided with a house, all 5 crew and 1 woman on the ground injured; soc 07feb53
46 06	CCCP-L4601	Li-2	Aeroflot/ShVLP	no	reports	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	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 khrebet 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-2	AFL/Yakutiya	mfd	23sep48	

57 08	CCCP-04371	Li-2	AFL/Polar	toc	03mar61	
	CCCP-04371	Li-2	AFL/Tyumen	trf	01nov70	soc 22nov73 as worn out
57 10	CCCP-04372	Li-2	AFL/Polar	toc	01feb61	ex Soviet Air Force; damaged 23sep63 when overran on landing at Kosisty; seen SVO 29jul69
	CCCP-04372	Li-2	AFL/Tyumen	trf	01nov70	soc 21sep71 as life-time expired
58 01	CCCP-L5031	Li-2	AFL/Far East	PKC	ca.1957	in natural metal c/s
	CCCP-84640	Li-2	AFL/Far East	no	reports	soc 12jun73 as worn out
58 04	CCCP-L3957(2)	Li-2	AFL/Magadan	mfd	may49	see c/n 1841710
	CCCP-16194	Li-2	AFL/Magadan	no	reports	opb 63 OAE; w/o 27jan63 on a cargo flight from Pevek to Magadan when deviated to the right from the planned flight path 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 Mt. Tuonnyakh 53 km WNW of Seimchan (Magadan region), all 4 crew killed; wreck found 31jan63 and still extant in 2017; t/t 13,792 hours; soc 20mar63
58 05	unknown	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-63834	Li-2T	AFL/Urals	toc	27aug60	
	CCCP-63834	Li-2T	AFL/Belarus	toc	26aug61	
	CCCP-63834	Li-2T	AFL/Tyumen	toc	01oct67	soc 10may73 as worn out
58 06	CCCP-L5021	Li-2	AFL/Magadan	no	photo	
	CCCP-84710	Li-2	AFL/Yakutiya	no	reports	
	CCCP-84710	Li-2	AFL/Yakutiya	trf	16jan64	soc 28sep70 as life-time expired
58 07	CCCP-L3962(2)	Li-2	AFL/Magadan	ph.	1954	at Magadan 13 kilometre; in dark green c/s; see c/n 1841708
	CCCP-16195	Li-2	AFL/Magadan	no	reports	soc 30jan63 as life-time expired
58 08	CCCP-X949	Li-2	MVD - Dalstroj	mfd	20jun49	mentioned in an incident report
	CCCP-L5025	Li-2	AFL/Far East	no	reports	
	CCCP-84641	Li-2	AFL/Far East	no	reports	soc 24jan73 as worn out
59 02	CCCP-71266	Li-2	AFL/Ukraine	toc	15jun60	soc 24jan72 as life-time expired
59 08	CCCP-X955	Li-2	MVD-Dalstroj	mfd	30jun49	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
59 09	CCCP-L5026	Li-2T	AFL/Magadan	no	reports	
	CCCP-16186	Li-2T	AFL/Magadan	no	reports	f/n VNO aug63
	CCCP-16186	Li-2T	AFL/Lithuania	trf	23jan65	soc 30mar72 as life-time expired
59 10	CCCP-L5027	Li-2	AFL/Magadan	no	reports	
	CCCP-16187	Li-2	AFL/Magadan	no	reports	
	CCCP-16187	Li-2	AFL/Yakutiya	trf	02feb64	soc 31aug71 as life-time expired
60 01	CCCP-L4608	Li-2	AFL/West Siberia	no	reports	soc 14dec55 as worn out
60 02	CCCP-L4609	Li-2	AFL/Far East	mfd	jun49	
	CCCP-84609	Li-2	AFL/Far East	no	reports	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 Dzhugdzhur 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
60 03	CCCP-71229	Li-2	AFL/Azerbaijan	mfd	21jul49	toc 21apr60
	CCCP-71229	Li-2	Aeroflot/KShVLP	trf	23dec60	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	Li-2	AFL/Far East	no	reports	
	CCCP-84610	Li-2	AFL/Far East	no	reports	soc 28may63 as life-time expired
60 05	CCCP-L4611	Li-2	AFL/Far East	no	reports	
	CCCP-84611	Li-2	AFL/Far East	no	reports	soc 26nov62 as life-time expired
60 06	CCCP-L4612	Li-2	AFL/Syktvykar	no	reports	
	CCCP-84612(1)	Li-2	AFL/MOW MAG SPIVS	trf	27jun59	see c/n 18433205; soc 31jul70 as life-time expired
60 07	CCCP-L4613	Li-2	AFL/Krasnoyarsk	no	reports	
	CCCP-84613	Li-2	AFL/Krasnoyarsk	no	reports	
	CCCP-84613	Li-2	AFL/Moscow (MUTA)	trf	01jun61	
	CCCP-84613	Li-2	AFL/Moscow ASP	trf	11apr63	soc 22nov65 as life-time expired
60 08	CCCP-L4614	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-84614(2)	Li-2	AFL/Krasnoyarsk	trf	05may59	soc 16feb71 as life-time expired; see c/n 18418809
60 09	CCCP-L4615	Li-2	AFL/Far East	no	reports	
	CCCP-84615	Li-2	AFL/Far East	no	reports	
	CCCP-84615	Li-2	Aeroflot/KShVLP	trf	05aug60	Kirovograd Advanced Flying Training College
	CCCP-84615	Li-2	AFL/Moscow ASP	trf	01sep60	soc 24jan72 as life-time expired
60 10	CCCP-L4616	Li-2	AFL/International	toc	jul50	w/o 20mar51 when was destroyed by US forces in Korea
61 01	CCCP-N527	Li-2	Polyarnaya Aviats.	photo		opb Chukotskaya aviagruppa from 24jan51
	CCCP-04245	Li-2	Polyarnaya Aviats.	no	reports	
	CCCP-04245	Li-2	AFL/Polar	trf	10feb60	photo in 1960s
	CCCP-04245	Li-2	AFL/Yakutiya	trf	01oct70	soc 17oct74 as life-time expired; seen derelict at CYX 05jul92
61 07	CCCP-58642	Li-2	MAP Zhukovski	rgd	21jul67	canx 29oct74
61 09	CCCP-N528	Li-2	Polyarnaya Aviats.	no	reports	opb Chukotskaya aviagruppa from 24jan51
61 10	CCCP-84577	Li-2	AFL/Northern	toc	19may71	
	CCCP-84577	Li-2	AFL/Arkhangel'sk	trf	01jan73	soc 17oct74 as life-time expired
62 03	CCCP-84733(2)	Li-2	AFL/Northern	toc	08may71	soc 14dec73 as worn out; see c/n 18432309
126 62 09	CCCP-98110	Li-2	MOMS Zlatoust	rgd	11nov65	c/n as such in old hand-written register book; canx 18sep74
63 03	unknown	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-71179	Li-2T	AFL/North Kavkaz	toc	03mar60	
	CCCP-71179	Li-2T	AFL/N.Kavkaz-KRR	trf	1964	
	CCCP-71179	Li-2T	AFL/Tyumen-Tjp	trf	03dec65	
	CCCP-71179	Li-2T	AFL/Urals-CEK	trf	05apr66	
	CCCP-71179	Li-2T	AFL/Urals-KVK	trf	16aug67	
	CCCP-71179	Li-2T	AFL/Urals	trf	21sep67	
	CCCP-71179	Li-2T	AFL/Urals-MQF	trf	20jan69	soc 28feb73 as worn out
63 06	CCCP-63840	Li-2	AFL/East Siberia	toc	06sep60	soc 12jun73 as life-time expired
63 08	unknown	Li-2T	Soviet Air Force	mfd	1949	
	CCCP-29103	Li-2	MAP Novosib. SNKh	rgd	08dec65	canx 1974
64 01	CCCP-63842	Li-2	AFL/Turkmenis.-ASB	mfd	1949	opb 165 LO; toc 23nov60; 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	CCCP-06126	Li-2	AFL/Moscow SPIMVL	rgd	19jan61	toc 20jan65 according to MGA document
	CCCP-06126	Li-2	AFL/Tyumen	trf	12jul72	soc 19dec72 as worn out
64 06	CCCP-L4674	Li-2	AFL/Ukraine	mfd	30oct49	
	CCCP-84674	Li-2	AFL/Ukraine-ODS	no	reports	soc 26dec61 as life-time expired
64 07	CCCP-L4675	Li-2	AFL/East Siberia	no	reports	
	CCCP-84675	Li-2	AFL/East Siberia	no	reports	dbr, details unknown; soc 25mar64
64 08	CCCP-L4667	Li-2	AFL/Far East	no	reports	
	CCCP-84667	Li-2	AFL/Far East	no	reports	
	CCCP-84667	Li-2	GosNII	trf	29dec65	soc 22feb66 no reason given
64 09	CCCP-L4668	Li-2	AFL/Far East	no	reports	
	CCCP-84668	Li-2	AFL/Far East	no	reports	soc 26dec62 as life-time expired
64 10	CCCP-L4676	Li-2	AFL/Far East	no	reports	
	CCCP-84676	Li-2	AFL/Far East-PKC	PKC	1966	soc 06apr67 as worn out
65 01	CCCP-L4617	Li-2	AFL/Ukraine	no	reports	
	CCCP-16140	Li-2	AFL/Ukraine-ODS	no	reports	soc 17apr61 as worn out
65 02	CCCP-L4618	Li-2	AFL/Krasnoyarsk	no	reports	
	CCCP-84618	Li-2	AFL/Krasnoyarsk	no	reports	soc 28sep62 as life-time expired
65 03	CCCP-L4619	Li-2	AFL/Privolzhsk	no	reports	
	CCCP-84619	Li-2	AFL/Privolzhsk	no	reports	soc 10aug.. as life-time expired
65 04	CCCP-L4620	Li-2	AFL/Ukraine	mfd	21jan50	
	CCCP-84620	Li-2	AFL/Ukraine-DNK	no	reports	soc 28apr60 as life-time expired
65 05	CCCP-L4621	Li-2	AFL/Ukraine	mfd	jan50	
	CCCP-84621	Li-2	AFL/Ukraine	no	reports	soc 19mar60 as life-time expired
65 06	CCCP-L4622	Li-2	AFL/Kazakhstan	no	reports	
	CCCP-84622	Li-2	AFL/Kazakhstan-KSN	KSN	dec59	soc 21dec61 as life-time expired
65 07	CCCP-N560	Li-2	Polyarnaya Aviats.	photo		opb Chukotskaya aviagruppa from 24jan51; in dark green c/s; flew ice-reconnaissance missions 24feb/11oct51 and 08/13dec52
	CCCP-04246	Li-2T	Polyarnaya Aviats.	no	reports	
	CCCP-04246	Li-2T	AFL/Polar	photo		in document jan64
	CCCP-04246	Li-2T	AFL/Yakutiya	trf	01oct70	

65	08	CCCP-04246 CCCP-N559 CCCP-04236 CCCP-04236	Li-2T Li-2 Li-2 Li-2	AFL/Krasnoyarsk Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	trf no no trf	15feb71 reports reports 10feb60	soc 17oct74 as life-time expired opb Igarskaya aviagruppa from 24jan51
66	01	CCCP-04236 CCCP-L4669 CCCP-65697	Li-2 Li-2 Li-2	AFL/Krasnoyarsk AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS	trf no no	15apr60 reports reports	photo EIE 1964; dbr, details unknown; soc 17jun69
66	02	CCCP-L4670 CCCP-84670	Li-2 Li-2	AFL/Far East AFL/Far East	no no	reports reports	soc 31aug71 as life-time expired
66	03	CCCP-L4671 CCCP-84671	Li-2 Li-2	AFL/Far East AFL/Far East	no no	reports reports	soc 31aug71 as life-time expired
66	04	CCCP-L4672	Li-2	AFL/Far East	no	reports	soc 26dec62 as life-time expired
66	05	CCCP-L4673	Li-2	AFL/Far East	no	reports	dbr 16oct57, details unknown; soc 08jan58 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	CCCP-63874	Li-2	AFL/Far East	toc	26dec61	soc 03jul73 as worn out
67	02	CCCP-L4680 CCCP-84680	Li-2 Li-2	AFL/North Kavkaz AFL/KShVLP	no trf	reports 16jan61	Kirovograd Advanced Flying Training College; soc 26jul61 as worn out
67	03	CCCP-L4686 CCCP-84686	Li-2 Li-2	AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS	no no	reports reports	soc 12dec68 as life-time expired
67	04	CCCP-L4682 CCCP-84682	Li-2 Li-2	Aeroflot/ShVLP AFL/Krasny Kut FS	no trf	reports 05may58	Advanced Flying Training College
67	05	CCCP-84682 CCCP-L4683 CCCP-84683	Li-2 Li-2P Li-2P	Aeroflot/KShVLP AFL/N. Kavkaz-MRV Aeroflot/KShVLP	trf MRV trf	05jul60 15feb60 20jan61	Kirovograd Advanced Flying Training College; soc 29jan64 as trf to p/ya 82 (MAP) used for training Kirovograd Advanced Flying Training College
67	06	CCCP-84683 CCCP-L4684 CCCP-84684 CCCP-84684 CCCP-84684 CCCP-84684	Li-2P Li-2T Li-2T Li-2T Li-2T Li-2T	AFL/Northern AFL/North Kavkaz AFL/North Kavkaz Aeroflot/KShVLP AFL/Urals-SVX AFL/Urals	trf mfd rgd trf trf	30jan69 30nov49 1958 17jan61 25nov63	soc 22apr70 as worn out Kirovograd Advanced Flying Training College
67	07	CCCP-84684 CCCP-84684 CCCP-84684 CCCP-84684 CCCP-84684 CCCP-L4685 CCCP-84685	Li-2T Li-2T Li-2T Li-2T Li-2T Li-2 Li-2	AFL/Urals AFL/Tyumen-SLY AFL/East Siberia AFL/East Siberia	trf no no no no	07dec63 20feb67 reports reports	seen TJM 10dec69; soc 26jun70 as life-time expired
67	08	CCCP-L4681 CCCP-84681 CCCP-84681 CCCP-84681 "4681" black	Li-2T Li-2T Li-2T Li-2T Li-2T	AFL/North Kavkaz Aeroflot/KShVLP AFL/Northern GVF/Soviet AF c/s	no trf trf trf	reports 03jan61 30jan64	dbr, details unknown; soc 09oct62 see the code "4681" below, as the digits '4681' feature in both we assume this is the same aircraft Kirovograd Advanced Flying Training College; canx 29jan64 soc 29may70 as life-time expired preserved in the "Doroga zhizni" (Road of Life) museum on the banks of Lake Ladoga in the small village of Osinovets near St. Petersburg (N60.124259 E31.075970) since the early 1970s, was originally in grey c/s, later repainted in dark green c/s with light blue undersides, featured as such in the 2005 Russian movie "Peregon" (Ferry Flight), l/n aug12 opb 14 TAO; in a document 1949
67	09	CCCP-L4687 CCCP-L4687 CCCP-84687	Li-2 Li-2 Li-2	AFL/Yakutiya AFL/Kazakhstan AFL/Kazakhstan	rgd trf rgd	unknown unknown unknown	soc 21may69 as worn out
67	10	CCCP-L4688 CCCP-84688	Li-2 Li-2	AFL/Syktvykar AFL/Syktvykar	no no	reports reports	soc 04nov70 as life-time expired
68	01	CCCP-L4677 CCCP-84677	Li-2 Li-2	AFL/MOW MAG SPIVS AFL/MOW MAG SPIVS	no no	reports reports	soc 21apr64 as trf to p/ya 82 (MAP)
68	02	CCCP-L4678 CCCP-84678	Li-2 Li-2	AFL/Far East AFL/Far East	no no	reports photo	featured in the 1965 movie "Give me the complaint book"; soc 21oct65 as worn out
68	03	CCCP-L4679	Li-2	AFL/Far East-KHV	mfd	25dec49	opb 142 AO; w/o 26aug54 on a flight from Khabarovsk to Yuzhno-Sakhalinsk when the crew tuned the radio compass on the frequency of the locator of the military airfield at Korsakov (684 kHz) instead of the frequency of the locator of the airport at Bolshaya Yelan (670 kHz) by mistake (the frequencies were too close to each other taking into account that the beacons were situated at a distance of only 13.5 km from each other), while descending in clouds according to the approach pattern of Bolshaya Yelan but guided by the locator at Korsakov the aircraft hit trees on the slope of a hill in the area of Mt. Komissarskaya (714 metres) 13.5 km south-east of Yuzhno-Sakhalinsk and came to rest upside down on top of the hill (46.4 metres), all 5 crew and 21 of the 22 passengers killed and the sole survivor seriously injured; wreck found 27aug54; t/t 4,219 hours; soc 07dec54

Li-2s with unknown c/ns

---	CCCP-1371 (1)	PS-84	NKAP Magon	rgd	27feb42	in register without c/n !; Moskovskaya agon; see c/n 1842204
---	CCCP-1373 (1)	PS-84	NKAP Magon	rgd	27feb42	in register without c/n !; Moskovskaya agon; see c/n 1842205
---	CCCP-1375	PS-84	NKAP Magon	rgd	27feb42	in register without c/n !; Moskovskaya agon
---	CCCP-1376 (1)	PS-84	NKAP Magon	rgd	27feb42	in register without c/n !; Moskovskaya agon; see c/n 1842208
---	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-1774	Li-2	MAP zavod # 126			on charge as of 1955
---	CCCP-1770	Li-2	MAP			dbr 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 Buguruslan, 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-11002	Li-2	MAP zavod # 26			dbr 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 fire on landing, no casualties
---	CCCP-K602	PS-84	Sanaviatsiya	Kac	1949	based at Kacha; in natural metal c/s with red tailplane, 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			dbr 23aug51 on the leg from Moscow to Kazan of a flight from Moscow to an unknown destination when the crew lost orientation in poor weather at night so that the aircraft ran out of fuel and had to make a forced landing near Kanash (120 km south-west of Kazan airport), all crew injured
---	CCCP-L3407	Li-2	GVF			probably from batch 1 or 2; opb Lyotny tsentr GVF by 1944
---	CCCP-L3457	PS-84	Aeroflot	no	reports	registration not on pre-1944 register; w/o 01jul41
---	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	Aeroflot	no	reports	registration not on pre-1944 register; possibly either c/n 502 or 504
---	CCCP-L3971(1)	PS-84	GVF	no	reports	registration not on pre-1944 register; w/o feb42 due to enemy action; see c/n 18426508
---	CCCP-L3973(1)	PS-84	GVF	f/f	13oct41	registration not on pre-1944 register; the first PS-84 fitted with ShKAS machine-guns; underwent trials with the NII GVF; see c/n 18428906
---	CCCP-L3975(1)	PS-84	GVF			opb MAGON GVF; 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, all 6 crew MIA presumed killed; see c/n 18428908
---	CCCP-L3977	PS-84	GVF	no	reports	registration not on pre-1944 register; w/o jan42 due to enemy action
---	CCCP-L3980	PS-84	GVF	no	reports	registration not on pre-1944 register; in document apr42
---	"980" white	PS-84	GVF/Soviet AF c/s		photo	c/n ends in '2'; opb magon GVF during WWII
---	CCCP-L3981(1)	PS-84	GVF	no	reports	registration not on pre-1944 register; in document apr42; see c/n 18435803
---	CCCP-L3983	PS-84	GVF	no	reports	registration not on pre-1944 register; in document may42; opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43
---	CCCP-L3984(1)	PS-84	GVF	no	reports	registration not on pre-1944 register; see c/n 18440506
---	"984" white	PS-84	GVF/Soviet AF c/s		photo	opb magon GVF during WWII; still with 'L3984' under the left wing
---	CCCP-L3986(1)	PS-84	GVF	no	reports	registration not on pre-1944 register; w/o jan42 due to enemy action; see c/n 18435804
---	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 Veregovo (behind the German lines) when was attacked by the Germans, caught fire and crashed, all 5 crew and 22 passengers killed
---	CCCP-L4001	Li-2 ?	GVF			registration not on the pre-1944 register; opb 1 atd GVF; w/o in the 3rd quarter of 1943 when did not return from a mission

---	CCCP-L4019	Li-2	GVF				registration not on the pre-1944 register; opb 1 atd GVF; w/o in the 2nd quarter of 1943 when was shot down by a fighter of the German Air Force
---	CCCP-L4076	Li-2	GVF	mfd	1943		the c/n should be within the batches 114 to 121; opb 1 atd GVF; w/o 27feb44 on a flight from Melitopol to an area behind the German lines in support of the offensive of the 3rd Ukrainian Front when went missing in the area between Nikopol and Krivoi Rog, both pilots and all other occupants MIA presumed killed
---	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-L4157	Li-2	AFL/Moscow (MUTA)				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 probably never painted on
---	CCCP-L4171	PS-84	GVF			photo	in three-tone camo c/s
---	CCCP-L4191	PS-84	GVF/Soviet AF c/s				opb 52 (Berlinski) ATO OAG MVS; made an emergency landing at KGD 20mar49; damaged at VKO 22mar49
---	CCCP-L4198	Li-2	AFL/Latvia				opb Latviski OAO; dbr 28mar58 on a training flight from Riga in below-minima weather conditions when dropped below the glide path on final approach in heavy rain (combined with poor visibility) so that he landing gear collided with the bank of a river and the aircraft came down, no casualties
---	CCCP-L4293	PS-84(T)	green c/s			photo	
---	CCCP-L4371	Li-2	AFL/Turkmenistan	no	reports		dbf 04mar53 on a cargo flight from Ashkhabat to Darvaza when did not reach lift-off speed due to pilot error, overran the airfield and collided with an earth wall, both pilots slightly injured while the rest of the crew escaped unhurt
---	CCCP-L4411	Li-2	AFL/Ukraine				opb 23 AO; dbr 07apr50 on a flight from Kharkov to Kiev-Zhulyany when did not manage to land in poor weather at night (the aircraft was not equipped for that), ran out of fuel and made a forced landing near Kiev, 3 crew and 2 passengers slightly injured
---	CCCP-L4513	Li-2	AFL/East Siberia	no	reports		dbf 09feb53 on take-off from Kirensk when the right engine failed at a height of some 20-30 metres, the pilot attempted a forced landing on the perimeter of the airfield, but the aircraft suffered substantial damage, 1 passenger slightly injured while the other passengers and all crew 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		
---	CCCP-L4713	Li-2	AFL/Belarus-MHP	MHP	1959		
---	CCCP-L4715	Li-2	AFL/Kazakhstan				dbf 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-L4821	Li-2	AFL/Uzbekistan				was reported with AFL/Moldova 1947, but that year seems too early for this registration; opb 3 ATO; 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 injured
---	CCCP-L4863	Li-2	AFL/Krasnoyarsk				damaged 24mar53 on a flight from Nadezhda to Krasnoyarsk when the check pilot and the captain did not agree in time who will be in command during take-off so that the aircraft failed to lift off, overran the perimeter of the airfield and collided with a heap, damaging the landing gear, all crew and passengers escaped unhurt
---	CCCP-L4907	Li-2	Aeroflot			photo	in "Komsomolskaya Pravda" newspaper 28jul66
---	CCCP-M190	Li-2	Gidrometluzhba	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	Gidrometluzhba	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-N394	Li-2	Polyarnaya Aviats.				opb Chukotskaya aviagruppa; damaged while being parked at Amderma 08oct46 when the airfield was flooded; w/o in early 1947
---	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-N581	Li-2	Polyarnaya Aviats.				
---	CCCP-X920	Li-2	MVD - Dalstroj				damaged during a forced landing jan58
---	CCCP-X921	Li-2	MVD - Dalstroj				based in the Magadan region; Dalstroj assigned the crew of Ya.Ye. Shipuk to this aircraft 28jun49; took part in the search for crashed An-2 CCCP-X986 16jun51
---	CCCP-X947	Li-2	MVD - Dalstroj	Zyr	13aug50		based in the Magadan region; Dalstroj assigned the crew of I.A. Maksimenko to this aircraft 28jun49
---	CCCP-X978	Li-2	MVD - Dalstroj				made a forced landing 20nov54
---	CCCP-X1118	Li-2	MMP				Ministry of the Metallurgical Industry; opb AO Noril'skogo GMK; made a forced landing 25nov54
---	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. Slyusarenko 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-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	navalds calibration aircraft ?
---	CCCP-16213	Li-2	Aeroflot	BZA	1958		
---	CCCP-26959	Li-2	Aeroflot	ph.	09oct07		in Aviation Letter, captioned 'CCCP-26959 Lisunov Li-2 seen at Baikunur (N45.637338 E63.312102) Kazakhstan 09oct07 (note non-standard tail unit)'; in bare metal with faded Red Stars on fuselage and fin/rudder, the rudder is definitely not original, no markings visible on photo apart from the registration under its wings, l/n there mar03; is a very strange registration series, no other aircraft exist in the -269.. block !; l/n 20apr11
---	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; registration correct? this as no regs known at all between CCCP-44000 and CCCP-44250 !
---	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. Oifirenko; 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 300 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-54690	Li-2	Aeroflot	MRV	01mar61		not in MGA document or register, possible misreag for CCCP-84690
---	CCCP-58340	Li-2	Aeroflot	dbf	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; reistration correct? this as no regs known in the CCCP-543.. series at all
---	CCCP-63052	Li-2PR	Aeroflot				fisheries reconnaissance aircraft with a glass nose; used for shooting the film "Azovskoye morye" (Sea of Azov) in 1962; registration correct? this as no regs known in the CCCP-630.. series at all

---	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-RVI	RVI	14oct60	l/n MRV 20jun64; trf to ??? mar67
---	CCCP-71297	Li-2P	AFL/N.Kavkaz-MRV	MRV	19jul63	l/n MRV 10jun65; trf to ??? mar67
---	CCCP-72614	Li-2	Soviet AF/AFL c/s	no	reports	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 till 2000 (later just Russian Air Force choppers)
---	not known	Li-2	AFL/Uzbekistan			opb 160 ATO; dbr 20jan57 on the leg from Samarkand to Bukhara of a flight from Tashkent to Bukhara when landed long as the landing T was not visible due to being very dirty, failed to go around, overran the unpaved runway, collided with the embankment of an irrigation ditch, lifted off again and crashed 10 metres further on, the crew and all 5 passengers escaped
---	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 and 24 passengers 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	no	reports	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	no	reports	opb 1 tap 2 adon; w/o on a combat mission 08mar43 when crashed near Bataisk airfield (Rostov region), 5 crew (commander: CPT Tikhon Bayev) killed
---	not known	Li-2	Soviet Air Force	no	reports	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 (commander: CPT Mikhail Chornikov) killed
---	not known	Li-2	Soviet Air Force	no	reports	opb reserve of 7th Air Army; w/o on a combat mission 14may44 when crashed near Obozerski airfield (Plesetsk district of the Arkhangelsk region), all 6 crew (commander: Captain Alexander V. Nekipelov) and 4 passengers (Army and Navy officers) killed
---	not known	Li-2	Soviet Air Force	no	reports	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	AFL/Northern			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
---	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 Air Force			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 Kamayev (between Ufa and Kazan), all 5 crew killed
---	not known	Li-2	Soviet Air Force			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			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
---	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/dec17
---	not known	PS-84	Soviet Air Force			opb 3 add; w/o 30aug42 on a flight from a temporary airfield to its base when crashed near Kholokholnya (Staritsa district of the Kalinin region), all 6 crew and 30 passengers (high-ranking officers from 3 add and 2 add) killed
---	not known	Li-2	not known			crash-landed near Ugulan (N60.421717 E155.153381); wreck extant, 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; wreckage extant by 2014
---	"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
---	"01" yellow	Li-2	KGB/Border Guards	ph.	18jan04	opb Chukotskaya aviaeskadrilya; in olive drab c/s; dbr jun71 (probably 13jun71) on a flight from Chukotka to Ratmanov Island (Big Diomedede 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 airfield 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
---	"002" blue	Li-2	Soviet Air Force			opb NII VVS in summer 1943; in dark green c/s with light blue undersides
---	"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
---	"25"	Li-2	Soviet Air Force			preserved in the Museum of the Northern Fleet Air Force at Safonovo (Kola Peninsula); not visible on Google Earth
---	"26"	Li-2	Soviet Air Force			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			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
---	"39"	Li-2	Soviet Air Force			was reported preserved at Monino, no further details known
---	"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
2 34 4. ...	"53" Blue	Li-2	Soviet Air Force			taken in Hungary early 1970s c/n just partly readable
---	"54" red	Li-2	Soviet Air Force			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 sep13
---	"4707"	Li-2	Soviet Air Force			opb long-range aviation; flew from Kazan to Sverdlovsk 22dec42
---	31	Li-2P	Bulgarian AF	BUD	oct56	photo in green c/s with white serial
---	41	Li-2P	Bulgarian AF			in green c/s with white code
---	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)
---	102	Li-2	Romanian Air Force	OTP	06may70	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 mar18
---	302	Li-2	Civ Avn Adm China	rgd	1949	scrapped at Xian 1984; was previously reported as c/n 18433806, but see this c/n
---	317	Li-2T	Civ Avn Adm China			photo
---	319	Li-2	Civ Avn Adm China	CTU	06dec82	no records available
---	320	Li-2	Civ Avn Adm China	rgd	1949	f/n CTU 06dec82; canx 1982; broken up CTU; was previously reported as c/n 18433904, but see this c/n
---	321	Li-2	Civ Avn Adm China	no	reports	no records available
---	324	Li-2	Civ Avn Adm China	ph.	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/jun14 without serial
---	326	Li-2	Civ Avn Adm China	no	reports	no records available
---	328	Li-2	Civ Avn Adm China	no	reports	no records available
---	310	Li-2	North Korean AF	DSO	17may12	still seen stored Sondok 19sep13 in very poor condition but serial readable
---	501	Li-2	North Korean AF	FNJ	aug83	in white c/s, grey undersides and red lightning type thin red cheatline
---	504	Li-2	Chosonminhang	FNJ	1983	
---	532	Li-2T	Chosonminhang	FNJ	aug83	
---	04	Li-2	North Korean AF	ph.	1950	in dark green c/s with light blue undersides; serial just 04 or "04" yellow ?

---	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); I/n 1996
	ZX-122	Li-2	Centr Air Trp Co		18may99	probably the same aircraft as above; in white c/s with grey undersides, also marked 'AF-711', Chinese Air Force roundel still visible under CATC roundel; preserved in these fake colours in the China Aviation Museum at Shahezhen AFB (Changping) (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; I/n sep07; transferred to the "China Civil Aviation Museum" at Jichan Fulu, Beijing, near Xie Dao (N40.015828 E116.53055) 01nov07, I/n may11
---	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, I/n nov10
---	3048	Li-2	Chinese Air Force	CGO	06apr85	
---	5011	Li-2T	Chinese Air Force	NKG	08apr86	I/n NKG oct88/nov91
---	5021	Li-2	Chinese Air Force	NKG	08apr86	I/n operational NKG mar88; I/n NKG oct88/nov91
---	5031	Li-2	Chinese Air Force	NKG	13oct88	I/n NKG nov91
---	not known	Li-2	Chinese Navy ?	ph.	may09	in all-grey c/s with roundel; stored in the Qingdao Naval Museum in dismantled condition, I/n oct09; a plate located at the back of the cockpit is marked '4801'; presumably not c/n 1264801
---	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; not; see c/n 23442801
	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
---	OK-BYA	Li-2	Czechoslovak Gvt	d/d	27aug52	in service 27oct52; FLS Hradcany ?; was reported as c/n 23442301, but see this c/n
---	2301	Li-2P	Czechoslovak AF	no	reports	existence as OK-BYA doubtful, not on Czech register !
---	not known	Li-2	Czechoslovak AF		photo	in natural metal c/s; opb Army unit 3999 at KoUice; 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
---	01	Li-2	Laos 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	Laos 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 Gvmt.	no	reports	donated by Soviet leader Iosif Stalin to Mongolian leader Khorloogiin Choibalsan in the second half of the 1940s
---	15	Li-2	North Korean AF	drawing		in dark green/medium green/very light grey camo c/s with light blue undersides; serial just 15 or "15" white ?
---	19	Li-2	North Vietnam AF	d/d	26jan56	transferred from China; opb 919th ATR at Gia Lam in 1959; in basic CAAC c/s with black code
---	198	Li-2	North Vietnam AF	photo		in basic CAAC c/s
---	203	Li-2	North Vietnam AF	photo		reported in a Vietnamese article on the Internet about Ho Chi Minh
---	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
---	27	Li-2	Polish Air Force	d/d	1951	was reported as c/n 18438102, see this c/n
---	607	Li-2	Romanian Air Force		photo	
---	1001	Li-2P	Romanian Air Force		photo	
---	1002	Li-2P	Romanian Air Force	OTP	06may70	in TAROM c/s and titles ; was reported as c/n 23441001, but see this c/n
---	1003	Li-2P	Romanian Air Force	BUD	1957	was reported as c/n 23441002, but see this c/n
---	7001	Li-2	Yugoslav Air Force			photos of wreck exists after crashed in the Parang Mountains; was reported as c/n 23441003, but see this c/n
---	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			existence assumed, but not confirmed
---	7005	Li-3	Yugoslav Air Force			opb 111 ppa at Zagreb (evidence for jan/mar63)
---	7006	Li-2	Yugoslav Air Force			opb 111 ppa at Zagreb (evidence for apr63)
---	7007	Li-3	Yugoslav Air Force			existence assumed, but not confirmed
---	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-3	Yugoslav Air Force			opb 111 ppa at Zagreb; was preserved near Bosanski Petrovac (Bosnia), I/n mar89; destroyed in the mid-1990s, 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-2	BVS	PRG	13feb48	
---	LZ-LIB	Li-2	BVS	BUD	1948	
---	LZ-LIO	Li-2P	TABSO	d/d	1953	was reported as c/n 23443501, but see this c/n
---	LZ-TUA	Li-2	TABSO	d/d	1953	was reported as c/n 23443507, but see this c/n
---	LZ-TUD	Li-2	TABSO	no	reports	
---	LZ-TUF	Li-2	TABSO	no	reports	was reported as c/n 18431803, but see this c/n
---	LZ-TUG	Li-2	TABSO	no	reports	
---	LZ-TUM	Li-2	TABSO	no	reports	
---	LZ-TUO	Li-2	TABSO	no	reports	
---	LZ-TUQ	Li-2	TABSO	no	reports	

Myasishchev M-4 and M-6 (3M)

This aircraft actually is a bomber aircraft but two were converted for civil use and named M-6 by the military and 3M by the OKB and this became their popular name. Initial production were 35 M-4s followed by 90 M-6's.

The civil aircraft were used as transport aircraft carrying parts of the "Energiya" rockets and the fuselage of the "Buran" orbiter. Those aircraft originally were called '3M-T' aircraft, but these titles were hastily changed to Cyrillic 'BM-T' (VM-T in Latin) before an exhibition as a KGB officer did not want their true designation being shown. The type has set a series of records but the record breaking aircraft were reported to the FAI as 103M (M-4) and 201M (3M).

35 M-4 followed by 90 M-6 (3M) built by factory 23 at Moscow-Fili from 1954 to 1960

4 3 000 01	"25" black	M-4	Soviet AF/Mya-OKB			first prototype; photo exists with fake code "85" black
4 3 000 02	--	M-4	Soviet AF/Mya-OKB			static test airframe
4 3 000 03	no code	M-4	Soviet AF/Mya-OKB		photo	second prototype
	"101" red	M-4	Soviet AF/Mya-OKB		photo	in the book 'Red Star Volume 11'
4 3 001 04	no code	M-4M	Soviet Air Force			
4 3 002 05	"71" red	M-4M	Soviet Air Force			
4 3 003 06	"65" red	M-4M	Soviet Air Force		photo	in the book 'Red Star Volume 11'
5 3 004 07	not known	M-4M	Soviet Air Force		photo	in the book 'Red Star Volume 11'
	"64" red	M-4M	Soviet Air Force		photo	in the book 'Red Star Volume 11', later became, see next line
5 3 005 08	"62" red	M-4M	Soviet Air Force			
5 3 006 09	not known	M-4M	Soviet Air Force			crashed 21mar55
5 3 007 10	"72" red	M-4M	Soviet Air Force		photo	in the book 'Red Star Volume 11', scrapped as such
5 3 008 11	not known	M-4M	Soviet Air Force			
5 3 009 12	not known	M-4M	Soviet Air Force			crashed 26jun56 when fell back to the ground immediately after lifting away from the runway at Engels-2
5 3 010 13	not known	M-4M	Soviet Air Force			crashed 15jun55
5 3 011 14	not known	M-4M	Soviet Air Force			
5 3 012 15	not known	M-4M	Soviet Air Force			
5 3 013 16	not known	M-4M	Soviet Air Force			
5 3 014 17	not known	M-4M	Soviet Air Force			crashed 25aug55
5 3 015 18	"85" red	M-4M	Soviet Air Force		photo	used for testing the aerial refuelling equipment for the 3M, photo as such shows a fake c/n starting with 43
	"63" red	M-4M	Soviet Air Force		photo	converted to a tanker; preserved in the base museum at Ukrainka, (N51.164502 E128.44217) seen 11apr06/2016
5 3 016 19	not known	M-4M	Soviet Air Force			first aircraft converted to a tanker for aerial refuelling trials
5 3 017 20	not known	M-4M	Soviet Air Force			
5 3 018 21	not known	M-4M	Soviet Air Force			
5 3 019 22	not known	M-4M	Soviet Air Force			
5 3 020 23	not known	M-4M	Soviet Air Force			crashed 23aug57

5 3 021 24	"77" red	M-4M	Soviet Air Force			
5 3 022 25	not known	M-4M	Soviet Air Force			
5 3 023 26	not known	M-4M	Soviet Air Force			
5 3 024 27	"08"	M-4M	Soviet Air Force			in a documentary on Soviet bombers
5 3 025 28	"03" red	M-4M	Soviet Air Force			later coded "66"
. 3 026 29	not known	M-4M	Soviet Air Force			
. 3 027 30	not known	M-4M	Soviet Air Force			
6 3 028 31	"55" red	M-4M	Soviet Air Force			
	"60" red	M-4M	Soviet Air Force	Rzd	28may02	preserved in the base museum; l/n aug15
6 3 029 32	not known	M-4M	Soviet Air Force			
6 3 030 33	not known	M-4M	Soviet Air Force			
6 3 031 34	"15"	M-4M	Soviet Air Force			in an old ocutemary on the M-50
	"61" red	M-4M	Soviet Air Force	ZIA	03sep93	
6 3 032 35	not known	M-4M	Soviet Air Force			crashed 13mar58

3M (officially called M-6 but 3M by the OKB) production includes

The c/n gives the year of production (9), the factory number (3 for factory 23 Moscow-Fili), the batch number and the number in the batch.

5 3 2 01 01	not known	3M	Soviet AF/Mya-OKB			photo proof the third digit is a 2; not batch 201 !
	"60" blue	3M	Soviet AF/Mya-OKB			
5 3 2 01 02	not known	3M	Soviet Air Force			photo proof the third digit is a 2; not batch 201 !
. 3 001 03	not known	3M	Soviet Air Force			
. 3 001 04	not known	3M	Soviet Air Force			
. 3 001 05	not known	3M	Soviet Air Force			
5 3 002 01	not known	3M	Soviet Air Force			
. 3 002 02	not known	3M	Soviet Air Force			
. 3 002 03	not known	3M	Soviet Air Force			first aircraft to receive the new VD-7 engines while being assembled and became a M-3MN
. 3 002 04	not known	3M	Soviet Air Force			
. 3 002 05	not known	3M	Soviet Air Force			
6 3 2 03 01	"51" red	3M	Soviet Air Force			
. 3 003 02	not known	3M	Soviet Air Force			
6 3 2 03 03	not known	3M	Soviet Air Force			crashed 22nov57 due to crew error when took off with locked rudders; c/n given as such in the book 'Soviet Strategic Aviation in the Cold War' in the book 'Red Star Volume 11'
6 3 003 04	"23" red	3M	Soviet Air Force		photo	
. 3 003 05	not known	3M	Soviet Air Force			
6 3 2 04 01	"80" red	3M	Soviet Air Force		photo	in the book 'Red Star Volume 11' with this c/n !
. 3 004 02	not known	3M	Soviet Air Force			
. 3 004 03	not known	3M	Soviet Air Force			
7 3 004 04	"25" red	3M	Soviet Air Force	Eng	aug97	awaiting being scrapped
7 3 004 05	"26" red	3M	Soviet Air Force	Eng	aug97	awaiting being scrapped; no code visible anymore
6 3 2 05 01	"86" red	3M	Soviet Air Force			
7 3 005 02	"17" red	3M	Soviet Air Force			operated by the Myasishchev OKB
7 3 005 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, modification did not go into series production
7 3 005 04	"85" red	3MS-2	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
7 3 005 05	"90" red	3M	Soviet Air Force	ph.	1991	crashed 16may92 after colliding with another 3M
7 3 006 01	"09"	3M	Soviet Air Force			in a documentary on Soviet bombers
	"24" red	3M	Soviet Air Force			later coded "21" red
7 3 006 02	"22" red	3M	Soviet Air Force			
7 3 006 03	"88"	3M	Soviet Air Force	ph.	1990	black and white photo
7 3 006 04	"27" red	3M	Soviet Air Force			
7 3 006 05	not known	3M	Soviet Air Force			
7 3 007 01	not known	3M	Soviet Air Force			
7 3 007 02	not known	3M	Soviet Air Force			
7 3 007 03	not known	3M	Soviet Air Force			
7 3 007 04	not known	3M	Soviet Air Force			
7 3 007 05	not known	3M	Soviet Air Force			
7 3 008 01	"63" red	3M	Soviet Air Force			later coded "24" red; converted to 3MS-2
7 3 008 02	"25" red	3M	Soviet Air Force			
7 3 008 03	not known	3M	Soviet Air Force			
7 3 008 04	not known	3M	Soviet Air Force			
7 3 008 05	"14" red	3M	Soviet Air Force			later converted to the first 3MS-2; preserved in base museum at Engels, f/n aug87, l/n sep12
6 3 2 09 01	"34"	3MS	Soviet Air Force			destroyed by fire in ground incident 20sep58 at Engels
. 3 009 02	not known	3M	Soviet Air Force			
. 3 009 03	not known	3M	Soviet Air Force			
. 3 009 04	not known	3M	Soviet Air Force			
. 3 009 05	not known	3M	Soviet Air Force			
. 3 010 01	not known	3MS	Soviet Air Force			
. 3 010 02	not known	3MS	Soviet Air Force			
. 3 010 03	not known	3MS	Soviet Air Force			
. 3 010 04	not known	3MS	Soviet Air Force			
. 3 010 05	not known	3MS	Soviet Air Force			
8 3 011 01	not known	3MS	Soviet Air Force			converted to 3ME; was dbr at Zhukovski on 12may60
. 3 011 02	not known	3MS	Soviet Air Force			
. 3 011 03	not known	3MS	Soviet Air Force			
. 3 011 04	not known	3MS	Soviet Air Force			
. 3 011 05	not known	3MS	Soviet Air Force			
. 3 012 01	not known	3MS	Soviet Air Force			
. 3 012 02	not known	3MS	Soviet Air Force			
. 3 012 03	not known	3MS	Soviet Air Force			
. 3 012 04	not known	3MS	Soviet Air Force			
. 3 012 05	not known	3MS	Soviet Air Force			
. 3 013 01	not known	3MS	Soviet Air Force			converted to 3ME; crashed 05may65 when flew into the mountains in IMC condition when returning from a mission over sea in the Far East
. 3 013 02	not known	3MS	Soviet Air Force			converted to 3ME
. 3 013 03	not known	3MS	Soviet Air Force			
. 3 013 04	not known	3MS	Soviet Air Force			
. 3 013 05	not known	3MS	Soviet Air Force			
. 3 014 01	not known	3MS	Soviet Air Force			
9 3 014 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 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; registration used at the same time on An-2R c/n 1G230-42
	RA-01402	3M-T	Myasishchev OKB	ph.	2000	in basic Aeroflot c/s, no titles, type painted on as 'VM-T'; l/n airworthy Ryazan-Dyagilevo 23aug01; stored with 360 ARZ at Ryazan-Dyagilevo, seen feb07/aug18
9 3 014 03	not known	3MS	Soviet Air Force			
9 3 014 04	not known	3MS	Soviet Air Force			
9 3 014 05	not known	3MS	Soviet Air Force			
9 3 015 01	not known	3MS	Soviet Air Force			
9 3 015 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; named 'Atlant'; in full Aeroflot c/s with additional small 'Aviaspetstrans' titles, type painted on as 'VM-T' as the real designation was declared secret
	RF-01502	3M-T	Myasishchev OKB	ZIA	16aug92	prefix 'RF' in Cyrillic; named 'Atlant'; in basic Aeroflot c/s, no titles, type painted on as 'VM-T'; stored at ZIA, l/n aug18
9 3 015 03	not known	3MS	Soviet Air Force			
9 3 015 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 3 015 05	not known	3MS	Soviet Air Force			
9 3 016 01	"55" red	3MS	Soviet Air Force	ZIA	03sep93	scrapped ZIA 1994
. 3 016 02	not known	3MS	Soviet Air Force			
. 3 016 03	not known	3MS	Soviet Air Force			
. 3 016 04	not known	3MS	Soviet Air Force			
. 3 016 05	not known	3MS	Soviet Air Force			
0 3 017 01	not known	3MS	Soviet Air Force			last production 3MS
0 3 017 02	not known	3MD	Soviet Air Force			first production 3MD
0 3 017 03	not known	3MD	Soviet Air Force			
0 3 017 04	not known	3MD	Soviet Air Force			
0 3 017 05	not known	3MD	Soviet Air Force			
0 3 018 01	not known	3MD	Soviet Air Force			crashed 12jul61 after an inflight fire, all on board killed

0 3 018 02	not known	3MD	Soviet Air Force				
0 3 018 03	not known	3MD	Soviet Air Force				
0 3 018 04	"30" red	3MD	Soviet Air Force	mfd	1960	toc 10mar61; t/t 4,904 hours 52 min and 2,384 cycles; last flight 08jul86 (to Monino); preserved in the Russian Air Force museum at Monino, f/n 17aug92, l/n aug10	
0 3 018 05	not known	3MD	Soviet Air Force				
---	not known	3M	Soviet Air Force	no	reports	w/o 08mar63 on a training flight at night in formation with another 3M 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), 10 of the 16 crew members on board of both aircraft were killed while 6 managed to eject in time	

Myasishchev M-17 & 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		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 aug15
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 oct12

Two M-55 prototypes were built by SmAZ (former factory # 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 the dismantled airframe which was seen on the territory of the LII at Zhukovski sep13 is reported as being this airframe

Three M-55 pre-production aircraft were built by SmAZ (former factory # 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; 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 customs data base in 2009 as '00004'; l/n active ZIA 10jul17; put into long-term storage in late 2017
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 # 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 # 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/red 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 'Avaline' 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 Nizhni Novgorod-Sormovo 08may18 in good condition
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; CofA expired 21jun08, but still current on register aug10; seen stored at BKA aug09/apr11 and ZIA 29aug15 seemingly operational
15-01-012	RA-15112	M-101T	Dexter	mfd	15jun06	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
15-01-013	RA-15100	M-101T	Dexter	mfd	05jul06	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
	RA-15100	M-101T	Goszemkadastr	ZIA	19aug11	Goszemkadastrsyoymka-VISKhAGI; in the same c/s as above, logos on engine cowling and fin; l/n UCT 21oct12; re-stored on register 29jul16 but no operator given
15-01-014	RA-15114	M-101T	Dexter	mfd	15aug06	in orange c/s with black trim, registration without hyphen; rgd 28sep06; f/n KUF 23nov06; CofA expired 05dec07; seen BKA aug09, stored; still current on register aug10; l/n apr11; seen ZIA 08nov13, active; current on register 01nov18
15-01-015	RA-15115 15115	M-101T M-101T	Dexter NAZ "Sokol"	Kub trf	mar09 28feb13 ?	in orange c/s with black trim, registration without hyphen; not on register by aug10
15-01-016	--	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
15-01-017	--	M-101T	--	no	reports	production probably started, but not completed
15-01-018	--	M-101T	--	no	reports	production probably started, but not completed
15-01-019	--	M-101T	--	no	reports	production probably started, but not completed
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	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 apr18
15-01-023	RA-15123	M-101T	UVAU GA	mfd	31jan07	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
15-01-024	RA-15124	M-101T	BLU GA	mfd	24may07	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
15-01-025	RA-15125	M-101T	UVAU GA	mfd	06apr07	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
15-01-026	RA-15126	M-101T	BLU GA	mfd	18jul07	Buguruslan Flying School; rgd 15aug07; current on register aug10 with a CofA expiry date of 25aug11; reportedly stored from 23sep13

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
-----	----------	-------	-----------------	-----	-------	---

Sukhoi Su-80

The Su-80 (izdelye 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 Zhukovskii 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 three completed aircraft are visible.

Su-80 prototypes and production aircraft built by KnAAPO (former Factory # 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-Yeltsin in a hangar, in primer 80% complete; l/n 06apr14
01-02	82911	Su-80GP	Sukhoi OKB	f/f	04sep01	from Zhukovskii; first prototype; completed in late 1999 and transported to LII Zhukovskii in mid-2000; f/n ZIA aug01; 39 flights completed by sep03; l/n ZIA dec16
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	first pre-production aircraft; in white c/s with blue trim; ground trials started may05; f/f 28jun06; last flight in autumn 2006; seen at the KnAAPO factory jul09/oct15, wfu, together with two other unidentified Su-80s
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/oct15
01-07	--	Su-80GP				pre-production aircraft; nearing completion in 2005
02-01	--	Su-80GP	Petropavlovsk-K AE			first production aircraft; on the assembly line in 2005
02-02	--	Su-80GP	Petropavlovsk-K 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" 100

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. Development of the RRJ-75 started only in 2017, with the launch customer being S7 Airlines. Both models will be built in basic and long-range versions. A business jet version called SBJ will be offered as well, and the latest development is the RRJ-95R, a version without Western equipment.

All models will be powered by two PowerJet (Snechna/NPO "Saturn") SaM146 turbofans specially developed for the "SuperJet". The aircraft are built by the Komsomolsk-na-Amure Aircraft Factory (KnAF GSS), with the NAPO factory in Novosibirsk manufacturing some assemblies (both factories are 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 means that the "SuperJet" can be sold in the Western world

without problems. To support international sales, Sukhoi even founded a joint venture with Alenia of Italy, SuperJet International, which shall deliver the aircraft for the Western market from Venice. However, airlines from developed countries do not seem to be interested...

Another customisation and after-sales service centre may be set up at Zhengzhou, the capital of the Chinese province of Henan. A respective Memorandum of Understanding was signed between Sukhoi Civil Aircraft and O-Bay (Oubei) Aircraft on 23 March 2014. The first "SuperJet" from the Chinese assembly line is expected to be delivered in 2016 (the planning is for 100 aircraft).

By the way, although marketing calls the aircraft the "Sukhoi Super Jet", in short SSJ (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.

The construction number consists of the type code (95) and a three-digit sequential number.

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

---	--	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	RRJ-95B	Sukhoi Civil Airc.	KHV	23oct08	in the same c/s as above; certification started 24oct08; ferried to ZIA 30mar/01apr09; l/n operational ULY 02nov09; t/t 701 hours and 281 cycles by jan10; stored at ZIA, seen mar12/dec13; will not fly again
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	RRJ-95B	primer	Kxy	16may08	on production line, almost complete; second prototype; f/f 24dec08
	97003	RRJ-95B	Sukhoi Civil Airc.	Kxy	22feb09	in white c/s with red/blue cheatline and 'SUKHOI SUPERJET 100' titles; ferried to Zhukovski 30mar/01apr09; seen ZIA 03jun09 with exhibition number '185' for the Paris Air Show; seen LBG 22jun09 with '36801' in the cockpit; l/n ZIA 10jan18
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 Zhukovski 12aug09; l/n 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)	RRJ-95B	primer	Kxy	19may09	on production line, almost complete; fourth prototype; final assembly started jul08; see c/n ...
	97005	RRJ-95B	Sukhoi Civil Airc.	f/f	04feb10	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 escaped unhurt; ferried back to Zhukovski after repairs 29dec13; t/t 1,001 cycles by 30jan15; l/n ZIA 07may17, still with the exhibition number '211', flying
95 006	95006	RRJ-95B	primer	ph.	05nov08	dynamic test airframe for fatigue trials at the SibNIA at Novosibirsk-Yeltsin; 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)	RRJ-95B	primer	f/f	04nov10	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
	EK-95015	RRJ-95B	Armavia	ULY	15jan11	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
	no reg	RRJ-95B	Moskovia	ZIA	10may13	named 'Yuri Gagarin'; l/n ZIA 06dec13; never taken on charge (the operator's certificate of Moskovia was revoked 29aug14)
95 008	RA-89001	RRJ-95B	Aeroflot	Kxy	24dec10	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	Moskovia	ZIA	14aug13	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	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	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
95 009	no reg	RRJ-95B	primer	Kxy	19apr11	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 operational IKT 23jun17; stored from 27jun17
	97009(1)	RRJ-95B	Sukhoi Civil Airc.	ZIA	26jul13	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-89053	RRJ-95B	Rosoboronexport	rgd	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-89053	RRJ-95B	RusJet	trf	sep15	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 RVI 24may16; last service 27may16; returned to GTLK may16; ferried from DME to ULY for painting 28may16
95 010	RA-89002	RRJ-95B	Aeroflot	f/f	11jul11	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; stored at KZN from 02mar17, l/n sep17
	RA-89002	RRJ-95B	Moskovia	ZIA	21dec13	configuration not fully meeting Aeroflot's specifications; fuselage assembled in spring 2009, wing attached jul10; ferried for painting to ULY 15sep11
	RA-89002	RRJ-95B	Red Wings	ULY	05dec14	ferried back to KnAF GSS 04oct11; 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
	RA-89002	RRJ-95B	IrAero	ULY	09jun16	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
95 011	RA-89003	RRJ-95B	primer	f/f	11sep11	opb aasn "Yastreb" at Zhukovski; in white c/s with blue belly, engines and fin, no titles; f/n ABA 18may16; l/n ZIA 10oct16; stored from 20dec16; seen active ZIA late 2018 @@
	RA-89003	RRJ-95B	Aeroflot	ULY	29sep11	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
	RF-89151	RRJ-95B	Russian MVD	ZIA	20dec13	named 'Kh. Tskhovrebov' (Khaniton Tskhovrebov) after a distinguished Aeroflot pilot of the 1940s/60s; painted up 11/23nov11; h/o 22dec11; 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
	RF-89151	RRJ-95B	Rosgvardiya	trf	05apr16	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, l/n aug18
95 012	RA-89004	RRJ-95B	primer	Kxy	01oct11	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-89004	RRJ-95B	Aeroflot	ULY	23nov11	"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 mar17
	RA-89004	RRJ-95B	Tsentr-Yug	ULY	04feb14	configuration not fully meeting Aeroflot's specifications; seen on the assembly line 15may11; ferried for painting to Ulyanovsk-Vostochny 09apr12
	RA-89004	RRJ-95B	IrAero	DME	08jul16	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 Zhukovski) with t/t 1,631 hours and 1,081 cycles
95 013	89005	RRJ-95B	primer	Kxy	23sep11	configuration not fully meeting Aeroflot's specifications; seen without registration on the assembly line 01oct11
	RA-89005	RRJ-95B	Aeroflot	ULY	13feb12	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
95 014	89006	RRJ-95B	primer	f/f	04apr12	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-89006	RRJ-95B	Aeroflot	h/o	17may12	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 RVI 24may16; last service 27may16; returned to GTLK may16; ferried from DME to ULY for painting 28may16
95 015	89007	RRJ-95B	primer	f/f	10dec11	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; stored at KZN from 02mar17, l/n sep17

	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 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, l/n aug18; the operator's certificate of Bural was revoked 07feb17
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 Mineralnye Vody for repainting jun16
	RA-89008	RRJ-95B	IrAero	MRV	14jun16	named 'Prepodobny Sergi Radonezhski' (Venerable Sergius of Radonezh) 17nov17 after a 14th century Russian Orthodox spiritual leader; l/n without name on the outside LED 22feb18; f/n with name ...
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 Ulyanovsk-Vostochny 12jul12 as the initial paintjob was not accepted by Aeroflot; named 'V. Borisov' (Vasilii Borisov) after a distinguished Soviet bomber pilot of WWII; h/o at Ulyanovsk-Vostochny 28jul12; started revenue flights 30jul12; ferried from SVO to OSR 28jun13 and repainted in '90 years Aeroflot' colours (khokhloma tail); 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 cycles; stored at ZIA, l/n mar17
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	RRJ-95B	Sukhoi Civil Airc.	ZIA	25apr16	in all-white c/s, no titles; ferried from ZIA to DME 31may16; l/n DME 25jun16
	RA-89010	RRJ-95B	IrAero	DME	01jul16	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 & 10may17; named 'Svyatoi knyaz Vladimir' (Vladimir the Great) 07nov17 after the ruler of the Kievan Rus from 980 to 1015; f/n as such IKT 19aug18
95 019	89011	RRJ-95B	primer	f/f	13aug12	ferried for completion to ULY 17aug12; l/n in AviaStar at ULY 24aug12
	RA-89011	RRJ-95B	Yakutia	ULY	17oct12	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 & 22nov17; dbr 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, ripping off the main gear, and came to rest on the engine nacelles and the rear fuselage after another 60 metres, 7 of the 91 passengers slightly injured while the other 84 passengers and all 5 crew escaped unhurt; t/t 8,168 hours and 3,320 cycles
95 020	89012	RRJ-95B	primer	f/f	25nov12	fuselage without registration seen on the assembly line 01oct11; ferried to OSR for painting 09dec12
	RA-89012	RRJ-95B	Yakutia	h/o	31jan13	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 & 22nov17; stored from 07nov17
95 021	not known	RRJ-95B	primer	f/f	03jun12	ferried to Ulyanovsk-Vostochny for painting 06jun12
	EK-95016	RRJ-95B	Armavia	OVV	21jul12	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	Armavia	ZIA	25mar13	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 Ulyanovsk-Vostochny for repainting 12nov14, l/n in the paintshop 14nov14
	RA-89021	RRJ-95B	Moskovia	ZIA	02may13	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	Red Wings	ULY	24nov14	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; l/n YKS 07sep17; was to be returned to GTLK in 2017
	RA-89021	RRJ-95B	Yakutia	ULY	01jun16	ferried for completion to Ulyanovsk-Vostochny 26oct12; l/n OVB 26oct12; see c/n 95032
95 022	97006(1)	RRJ-95B	primer	f/f	20oct12	h/o at Ulyanovsk-Vostochny 29dec12; export CoFA issued 10jan13; ferried to HLP 27feb13; started revenue flights 23mar13; l/n operational BTH 09oct13; Sky Aviation stopped operations 19mar14 due to financial problems; stored at SUB, l/n dec16; not yet ferried from SUB to ZIA by jan17
	PK-ECL	RRJ-95B	Sky Aviation	ULY	03dec12	h/o at Ulyanovsk-Vostochny 29dec12; export CoFA issued 10jan13; ferried to HLP 27feb13; started revenue flights 23mar13; l/n operational BTH 09oct13; Sky Aviation stopped operations 19mar14 due to financial problems; stored at SUB, l/n dec16; not yet ferried from SUB to ZIA by jan17
95 023	97002(1)	RRJ-95B	primer	f/f	12sep12	in full Interjet c/s; export CoFA issued 11jun13
	RA-97002(1)	RRJ-95B	primer	VCE	06oct12	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 95045, 95052, 95071, 95085 and 95108
	no reg	RRJ-95B	SuperJet Internat.	VCE	09feb13	JLG stands for José Luis Garza Alvarez, 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 reflow from TLC 17may18
	RA-97002(1)	RRJ-95B	SuperJet Internat.	VCE	31may13	with prefix; ferried to Venice 08/09feb13; export CoFA issued 27jun13; fitted out by SuperJet International at Venice; see c/ns 95007 and 95040
	I-PDVW (1)	RRJ-95B	SuperJet Internat.	VCE	14aug14	test registration; in full Interjet c/s; see c/ns 95038, 95048, 95050, 95105, 95111, 95117 and 95118
95 024	RA-97007(2)	RRJ-95B	primer	f/f	16dec12	ferried from VCE to TLC 02/03aug13; started revenue flights 18sep13; l/n TIJ mar18
	I-PDVX (1)	RRJ-95B	SuperJet Internat.	VCE	14aug14	the first RRJ-95B for Aeroflot in full configuration; f/f 22feb13; ferried to Ulyanovsk-Vostochny 28feb13
95 025	XA-IJR	RRJ-95B	Interjet	h/o	02aug13	named 'V. Sysovskiy' (Valeri Sysovskiy) 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; l/n SVO 14aug18
	RA-89014	RRJ-95B	Aeroflot	ULY	29mar13	see c/ns 95031, 95042, 95061, 95105 and 95174
95 026	97008(1)	RRJ-95B	primer	f/f	12dec12	export CoFA issued 07feb13; ferried from Ulyanovsk-Vostochny to VTE 15feb13; h/o at VTE 15feb13; started revenue flights 24mar13; l/n operational VTE 07nov13; LAO Central Airlines stopped operations 24dec13 due to financial problems; t/t 493 hours and 317 cycles; stored at VTE, l/n 01jul16
	RDPL-34195	RRJ-95B	LAO Central Al	ULY	05jan13	ferried from VTE to ZIA 15jul16; see c/ns 95009, 95027, 95090 and 95179
95 027	97009(3)	RRJ-95B	Sukhoi Civil Airc.	rgd	15sep16	current on register 26dec17, but does not have a CoFA; for IrAero
	RA-89074	RRJ-95B	not known	f/f	27apr13	seen without registration on the assembly line 13/27feb13; ferried to Ulyanovsk-Vostochny 30apr13
	PK-ECM	RRJ-95B	primer	ZIA	03jun13	ferried from Ulyanovsk-Vostochny to ZIA 29may13; export CoFA issued 31jul13; h/o at Zhukovski 20aug13; ferried from ZIA to HLP 20/22aug13; started revenue flights sep13; adorned with a Komodo dragon and 'Visit Komodo Island' advertising; f/n as such DPS 21nov13; l/n operational DPS 16mar14; Sky Aviation stopped operations 19mar14 due to financial problems; stored at SUB, l/n apr16
	PK-ECM	RRJ-95B	Sky Aviation	ZIA	03jun13	ferried from SUB to ZIA 17/18aug16; l/n ZIA 18aug16, registration not visible on photo; see c/ns 95009, 95026, 95090 and 95179
	97009(4)	RRJ-95B	Sukhoi Civil Airc.	SUB	16aug16	current on register 26dec17, but does not have a CoFA
95 028	RA-89084	RRJ-95B	not known	rgd	11nov16	f/n Komsomolsk-na-Amure-Dzyomgi 15apr13; l/n ZIA 31may13; ferried to VCE 20jun13; see c/ns 95045, 95072, 95110, 95118 and 95170
	97010(1)	RRJ-95B	primer	f/f	24mar13	test registration; export CoFA issued 24oct13; see c/ns 95040, 95065, 95087 and 95120
	I-PDVY (1)	RRJ-95B	SuperJet Internat.	no reports		at VCE; ferried from VCE to TLC 05/06nov13; started revenue flights nov13; l/n TLC 05may18
95 029	XA-JLV	RRJ-95B	Interjet	h/o	05nov13	seen without registration on the assembly line 27feb13; ferried for painting from Ulyanovsk-vostochny to OSR 15jul13
	89015	RRJ-95B	primer	f/f	02jul13	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; l/n SVO 01dec18
95 030	RA-89015	RRJ-95B	Aeroflot	OSR	24jul13	seen without registration on the assembly line 27feb13; l/n Komsomolsk-na-Amure-Dzyomgi 07jun13
	RDPL-34196	RRJ-95B	primer	f/f	20may13	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
	RDPL-34196	RRJ-95B	LAO Central Al	ZIA	19jun13	seen without registration on the assembly line 27feb13; l/n Komsomolsk-na-Amure-Dzyomgi 07jun13

	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; l/n VKO nov18
95 031	PK-ECN PK-ECN	RRJ-95B RRJ-95B	primer Sky Aviation	f/f ZIA	03jun13 09aug13	ferried to Ulyanovsk-Vostochny 07jun13 export CoFA issued 17dec13; h/o at DME 18dec13; ferried from DME to HLP 19/20dec13; started revenue flights dec13; l/n operational SIN 11feb14; Sky Aviation stopped operations 19mar14 due to financial problems; stored at BTH, l/n nov15
95 032	97008(5) 97006(2)	RRJ-95B RRJ-95LR	Sukhoi Civil Airc. Sukhoi Civil Airc.	SUB f/f	02oct16 12feb13	ferried from BTH to ZIA 22/24aug18; see c/ns 95026, 95042, 95061, 95105 and 95174 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; l/n in primer ZIA 02jun14; ferried from ZIA to Ulyanovsk-Vostochny for painting 26jan15; painted in all-white c/s with 'SUKHOI SUPERJET 100' titles; f/n as such Ulyanovsk-Vostochny 01feb15; l/n without saberlets ZIA sep16; fitted with saberlets in 2017, f/f with them ZIA 21dec17; received minor damage 12jul18 on landing at Zhukovski when the right main gear failed to extend fully, t/t 535 hour and 294 cycles by then; see c/n 95022
95 033	no reg	RRJ-95LR	primer	r/o	27jul13	RRJ-95LR-100; ?/f 09aug13; ferried to Ulyanovsk-Vostochny for painting 14aug13 and seen there in the process of being painted 17aug13
	RA-89018	RRJ-95LR	Gazpromavia	ULY	20aug13	h/o at Zhukovski 29aug13; ferried to its base at OSF 15oct13; started revenue flights 04mar14; l/n VKO 20aug18
95 034	97011(1)	RRJ-95B	primer	f/f	28aug13	ferried via OVB to ZIA 13sep13 and from ZIA to VCE 15nov13; export CoFA issued 28nov13; see c/ns 95050, 95091, 95111, 95120 and 95154
	I-PDWW XA-NSG RA-89017 RA-89017	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. Interjet primer Aeroflot	no reports h/o f/f ZIA		test registration ferried from VCE to TLC 01/02feb14; started revenue flights feb14; l/n MEX 21aug17 ferried via OVB to Ulyanovsk-Vostochny 20sep13 named 'P. Khmelniisky' (Pyotr Khmelniiski) 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; l/n SVO 26aug18
95 036	97013(1) I-PDVZ (1)	RRJ-95B RRJ-95B	primer SuperJet Internat.	Kxy OVB	12jun13 01jul13	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, 95054, 95066, 95072, 95102 and 95106
95 037	XA-ABM RDPL-34197	RRJ-95B RRJ-95B	Interjet primer	h/o f/f	19dec13 26sep13	ferried from VCE to TLC 20/21dec13; started revenue flights 15jan14; l/n MEX 01apr18 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; l/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; l/n VKO 20aug18
95 038	97012(1)	RRJ-95B	primer	f/f	06oct13	ferried via OVB to ZIA 12oct13 and from ZIA to VCE 10dec13; export CoFA issued 19feb14; see c/ns 95052, 95087, 95122 and 95157
	I-PDVX (2) XA-OAA 89022 RA-89022	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. Interjet primer Aeroflot	VCE VCE f/f ZIA	26feb14 13mar14 18oct13 06dec13	test registration; in full Interjet c/s; see c/ns 95024, 95048, 95050, 95105, 95111, 95117 and 95118 h/o 14mar14; ferried from VCE to TLC 14/16mar14; started revenue flights 31mar14; l/n IAH 29sep16 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; l/n HEL 24feb18
95 040	97007(3)	RRJ-95B	primer	f/f	02nov13	ferried via OVB to ZIA 19nov13 and from ZIA to VCE 18jan14; export CoFA issued 12feb14; see c/ns 95007 and 95024
	I-PDVY (2) XA-PBA	RRJ-95B RRJ-95B	SuperJet Internat. Interjet	VCE VCE	11apr14 16apr14	test registration; in full Interjet c/s; see c/ns 95028, 95065, 95087 and 95120 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
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. Mikhailov' (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 cowling of the left engine opened in-flight; l/n SVO 31aug18
95 042	97008(2)	RRJ-95B	primer	f/f	12nov13	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
	I-PDVZ (2) XA-JLP 97002(2)	RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. Interjet primer	VCE r/o f/f	11apr14 08may14 01dec13	test registration; in full Interjet c/s; see c/ns 95036, 95049, 95054, 95066, 95072, 95102 and 95106 h/o 05jun14 ?; ferried from VCE to TLC 06/07jun14; started revenue flights 19jun14; l/n MEX 29may17 ferried via OVB to Ulyanovsk-Vostochny 04dec13; see c/ns 95023, 95049, 95086, 95099, 95135 and 95169
	RA-89032	RRJ-95B	Aeroflot	ZIA	23dec13	named 'D. Ezersky' (Dmitri Yezerki) after a distinguished Soviet transport pilot of WWII; h/o 30jan14 and ferried to SVO the same day; started revenue flights 31jan14; l/n operational SVO 16jul17; stored from 30jul17, l/n aug18
95 044	89024 RA-89024	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	24jan14 26feb14	ferried via OVB to Ulyanovsk-Vostochny 01feb14 named 'D. Barilov' (Dmitri Barilov) after a former Aeroflot pilot and head of the International Directorate; ferried from Ulyanovsk-Vostochny to ZIA 26feb14; h/o 28mar14 and ferried to SVO the same day; started revenue flights 04apr14; l/n SVO 25aug18
95 045	97010(2) RA-97010(2)	RRJ-95B RRJ-95B	primer SuperJet Internat.	f/f FAB	22dec13 14jul14	ferried via OVB to ZIA 04feb14 and from ZIA to VCE 16apr14; see c/ns 95028, 95072, 95110 and 95170 test registration; in full Interjet c/s; displayed at FAB 12/21jul14; returned to VCE 21jul14; export CoFA issued 13aug14
	I-PDVW (2)	RRJ-95B	SuperJet Internat.	VCE	14aug14	test registration; in full Interjet c/s; l/n VCE 27aug14; see c/ns 95023, 95052, 95071, 95085, 95108 and 95118
95 046	XA-LME 97013(2)	RRJ-95B RRJ-95B	Interjet primer	h/o f/f	03sep14 28dec13	ferried from VCE to TLC 03/04sep14; l/n MEX 24mar16 ferried via OVB to ZIA 29mar14; ferried to VCE 23may14; export CoFA issued 10sep14; see c/ns 95036, 95081, 95102, 95123, 95163 and 95178
95 047	XA-ALJ 89025 RA-89025	RRJ-95B RRJ-95B RRJ-95B	Interjet primer Aeroflot	h/o f/f ULY	21oct14 19feb14 19mar14	ferried from VCE to TLC 21/22oct14; started revenue flights 09nov14; l/n GUA 21oct16 ferried to Ulyanovsk-Vostochny 01mar14 named 'Kh. Tskhovrebov' (Khariton Tskhovrebov) after a distinguished Aeroflot pilot of the 1940s/60s; ferried from Ulyanovsk-Vostochny to ZIA 21mar14; ferried to SVO 30apr14; h/o 05may14; started revenue flights 08may14; l/n SVO 14aug18
95 048	97004(2)	RRJ-95B	primer	f/f	30dec13	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-PDVX (3)	RRJ-95B	SuperJet Internat.	VCE	14aug14	test registration; in full Interjet c/s; l/n VCE 17aug14; see c/ns 95024, 95038, 95050, 95105, 95111, 95117 and 95118
95 049	XA-BMO 97002(3)	RRJ-95B RRJ-95B	Interjet primer	h/o f/f	03oct14 19may14	ferried from VCE to TLC 03/04oct14; started revenue flights 17oct14; l/n MEX 20jan18 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-PDVZ (3)	RRJ-95B	SuperJet Internat.	VCE	20nov14	test registration; in full Interjet c/s; l/n VCE 26nov14; see c/ns 95036, 95042, 95054, 95066, 95072, 95102 and 95106
	XA-LLV	RRJ-95B	Interjet	h/o	17dec14	ferried from VCE to TLC 19/20dec14; started revenue flights 25dec14; slightly damaged 28mar16 on a flight from MEX to AGU when the cowling of the left engine opened during the take-off run and was ripped off; l/n MEX 12sep17
95 050	97011(2)	RRJ-95B	primer	f/f	07feb14	l/n KHV 22feb14; ferried via OVB to ZIA 27feb14 and from ZIA to VCE 28oct14; export CoFA issued 25dec14; see c/ns 95034, 95091, 95111, 95120 and 95154
	I-PDVX (4) XA-OUI 89026 RA-89026	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. Interjet primer Aeroflot	VCE h/o f/f ZIA	11mar15 21apr15 05mar14 04apr14	test registration; in full Interjet c/s; see c/ns 95024, 95038, 95048, 95105, 95111, 95117 and 95118 ferried from VCE to TLC 21/22apr15; started revenue flights 01may15; l/n GUA 24aug16 ferried to Ulyanovsk-Vostochny 13mar14 named 'G. Benkunsky' (Georgi Benkunski) after a distinguished Aeroflot pilot of the 1940s/60s; ferried from Ulyanovsk-Vostochny to ZIA 04apr14; ferried to SVO 14may14; h/o 16may14; started revenue flights 18may14; l/n SVO 14aug18
95 052	97012(2)	RRJ-95B	primer	f/f	19mar14	ferried to ZIA 27mar14; ferried from ZIA to VCE 20sep14; export CoFA issued 02oct14; see c/ns 95038, 95087, 95122 and 95157
	I-PDVW (3) XA-GCD 89027 RA-89027	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. Interjet primer Aeroflot	VCE h/o f/f ZIA	13jan15 27feb15 08apr14 14may14	test registration; in full Interjet c/s; see c/ns 95023, 95045, 95071, 95085 and 95208 ferried from VCE to TLC 27/28feb15; started revenue flights 07mar15; l/n MEX 12mar17 ferried to Ulyanovsk-Vostochny 12apr14 named 'V. Borisov' (Vasilii 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; l/n SVO 14aug18
95 054	97014(1)	RRJ-95B	primer	f/f	29jul14	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, 95164 and 95176
	I-PDVZ (5) XA-BVM 89020 RA-89020	RRJ-95B RRJ-95B RRJ-95LR RRJ-95LR	SuperJet Internat. Interjet primer Gazpromavia	VCE f/f ZIA	04jun15 09dec13 24dec13	test registration (not yet confirmed); see c/ns 95036, 95042, 95049, 95066, 95072, 95102 and 95106 h/o 04jul15; ferried from VCE to TLC 04/05jul15; started revenue flights 18jul15; l/n MEX 19jan18 RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 13dec13 ferried from Ulyanovsk-Vostochny to ZIA 24dec13; h/o 28jan14 and ferried to OSF the same day; started revenue flights 20may14; l/n VKO 15jul18
95 056	89019 RA-89019	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f ZIA	13dec13 30dec13	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 18dec13 h/o 29jan14 and ferried to OSF the same day; started revenue flights 18jun14; l/n VKO 15jul18
95 057	89029 RA-89029	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f ZIA	10mar14 02apr14	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 VKO 21aug18
95 058	89030 RA-89030	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f h/o	31mar14 30may14 ?	RRJ-95LR-100; ferried to Ulyanovsk-Vostochny 05apr14 ferried to VKO 28aug14; started revenue flights 16sep14; l/n VKO 10jul16; stored at FKO from 22dec16, l/n VKO 15jul18
95 059	89028	RRJ-95B	primer	f/f	17apr14	ferried to ULY 28apr14

	RA-89028	RRJ-95B	Aeroflot	ZIA	20may14	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; l/n SCW 01oct17
95 060	89033 RA-89033	RRJ-95LR RRJ-95LR	primer UTair Ekspres	r/o ULY	25apr14 29may14	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
	UP-SJ001 89033	RRJ-95B RRJ-95B	Sukhoi Civil Airc. Sukhoi Civil Airc.	ULY ZIA	13feb15 18feb15	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 Ulyanovsk-Vostochny to ZIA 18feb15, from ZIA to KGF 15may15, back to ZIA 15jun15 and from ZIA to VCE 16jun15; export CoFA issued 11jun15
	9H-SBJ	RRJ-95B	Comlux Malta	rgd	06aug15	ferried from VCE to IND 11/12aug15 for business jet conversion; ferried from IND to DME 23dec16 and on to ALA probably 24dec16
	UP-SJ001	RRJ-95B	Fly Comlux	h/o	dec16	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; l/n GRO 16nov18
95 061	97008(3)	RRJ-95LR	primer	f/f	26may14	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 NUE 21apr18
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 VVO 05oct18
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; l/n SVO nov18
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 15jul18
95 065	97016(1)	RRJ-95B	primer	f/f	10jul14	ferried via OVB to ZIA 19jul14; export CoFA issued 03jun15; ferried from ZIA to VCE 03jun15; see c/ns 95108, 95127, 95159 and 95177
	I-PDVY (3)	RRJ-95B	SuperJet Internat.	VCE	22sep15	c/n confirmed; test registration; in full Interjet c/s; displayed during the Dubai Airshow 08/11nov15; l/n VCE 18nov15; see c/ns 95028, 95040, 95087 and 95120
95 066	XA-VAS 97015(1) I-PDVZ (4)	RRJ-95B RRJ-95B RRJ-95B	Interjet primer SuperJet Internat.	h/o f/f VCE	15dec15 17jul14 07may15	ferried from VCE to TLC 15/16dec15; started revenue flights 23dec15; l/n MEX 01jan18 l/n ZIA 25jul14; ferried to VCE 26nov14; export CoFA issued 31dec14; see c/ns 95093, 95133 and 95171
95 067	XA-PPY 89035 RA-89035	RRJ-95B RRJ-95LR RRJ-95LR	Interjet primer UTair Ekspres	h/o f/f ZIA	18may15 24jul14 22sep14	ferried from VCE to TLC 18/19may15; l/n MEX 02sep17
	89035 RA-89035	RRJ-95LR RRJ-95LR	no titles Yamal	ZIA rgd	14sep15 28apr16	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 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 Ulyanovsk-Vostochny for repainting probably 04aug15
	89035 RA-89035	RRJ-95LR RRJ-95LR	no titles Yamal	ZIA rgd	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; seen in all-white c/s without any markings apart from the registration DME 07jan18/mar18 (had probably left the Yamal fleet by then); test-flown from DME 08aug18
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
95 069	97017(1)	RRJ-95LR	no titles	f/f	17aug14	named 'E. Barabash' (Yevgeny 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; l/n SVO 14aug18
	RA-89067	RRJ-95LR	MChS Rossii	ZIA	16nov15	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, 95130, 95167 and 95175
95 070	89036 RA-89036	RRJ-95LR RRJ-95LR	primer UTair Ekspres	f/f ULY	23aug14 13sep14	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; l/n VKO 01jul18
	RA-89036	RRJ-95LR	Yamal	rgd	28apr16	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	Azimuth	RVI	12aug17	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
95 071	97018(1) I-PDVW (4)	RRJ-95B RRJ-95B	primer SuperJet Internat.	f/f VCE	20sep14 05jun15	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 VKO 01jul18
95 072	XA-NGO 97010(3)	RRJ-95B RRJ-95B	Interjet primer	h/o f/f	07nov15 24dec14	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
	I-PDVZ (6)	RRJ-95B	SuperJet Internat.	VCE	19jul15	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, 95054, 95066, 95102 and 95106
95 073	XA-DAS 89048 RA-89048	RRJ-95B RRJ-95LR RRJ-95LR	Interjet primer Gazpromavia	h/o f/f ZIA	03mar16 30sep14 28oct14	ferried from VCE to MEX 03/04mar16; started revenue flights 12mar16; l/n iah 12feb17
95 074	89043 RA-89043	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	10nov14 06dec14	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 PEE 29jul17; stored from 22sep17
95 075	--	RRJ-95LR	primer	mfd	2014	ferried via OVB to Ulyanovsk-Vostochny 16nov14
95 076	89044 RA-89044	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	10oct14 06nov14	named 'B. Velling' (Boris Velling) after an early Russian and Soviet aviator; carried a 'Far Eastern Leopards' charity sticker; ferried from Ulyanovsk-Vostochny to ZIA 06dec14; h/o 24dec14 and ferried to SVO the same day; started revenue flights 30dec14; l/n SVO 25aug18
95 077	89037 RA-89037	RRJ-95LR RRJ-95LR	primer UTair Ekspres	f/f ZIA	23oct14 08dec14	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
95 078	RA-89037 89049 RA-89049	RRJ-95LR RRJ-95LR RRJ-95LR	Yakutia primer Gazpromavia	rgd f/f ZIA	29dec16 16dec14 16jan15	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; l/n SVO 26aug18, probably stored
95 079	89045 RA-89045	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	29oct14 21nov14	RRJ-95LR-100; ferried to Ulyanovsk-Vostochny 01nov14
95 080	89050 RA-89050	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f h/o	21dec14 30jun15	ferried from Ulyanovsk-Vostochny to ZIA 19nov16; l/n ZIA 26nov16; ferried from ZIA to Ulyanovsk-Vostochny for repainting 01feb17
95 081	97013(3)	RRJ-95B	primer	f/f	08dec14	h/o 07feb17 and ferried to YKS the same day; started revenue flights 23feb17; l/n KHV 16aug18
95 082	XA-VER 89046 RA-89046	RRJ-95B RRJ-95B RRJ-95B	Interjet primer Aeroflot	h/o f/f ZIA	21nov15 15nov14 22dec14	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 28dec14 ferried from Ulyanovsk-Vostochny to ZIA 16jan15; h/o 05mar15 and ferried to OSF the same day; started revenue flights 08jan16; l/n VKO 20aug18
95 083	89038	RRJ-95LR	primer	f/f	21nov14	ferried to Ulyanovsk-Vostochny 31oct14
						named 'I. Voedilo' (Ivan Voyedilo) after the Soviet pilot who opened the Moscow-Königsberg route in 1922; ferried from Ulyanovsk-Vostochny to ZIA 21nov14; h/o 23dec14 and ferried to SVO the same day; started revenue flights 27dec14; l/n SVO 14aug18
						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 VKO 15jul18
						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
						ferried from VCE to TLC 21/22nov15; started revenue flights 28nov15; l/n MEX 26may18
						ferried via OVB to Ulyanovsk-Vostochny 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
						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; official mfd 24aug16

	RA-89038	RRJ-95LR	Yakutia	rgd	13oct16	h/o 20oct16 and ferried from Ulyanovsk-Vostochny to Yakutsk the same day; started revenue flights 11nov16; l/n SVX 22apr18
95 084	89047 RA-89047	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	27nov14 29dec14	ferried via OVB to Ulyanovsk-Vostochny 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; l/n SVO 26aug18 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
95 085	97004(3)	RRJ-95B	primer	f/f	13jan15	test registration; in full Interjet c/s; see c/ns 95023, 95045, 95052, 95071 and 95108
95 086	I-PDVV (5) XA-3BA 97002(4)	RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. Interjet primer	no h/o f/f	reports 01apr16 14feb15	ferried from VCE to MEX 01/02apr16; started revenue flights 09apr16; l/n MEX 21jan18 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
95 087	XA-MRM 97012(3)	RRJ-95B RRJ-95B	Interjet primer	VCE f/f	24may16 27feb15	h/o 19jul16; ferried from VCE to TLC 19/20jul16; l/n MEX 17jun17 ferried via OVB to ZIA 12oct15; export CoFA issued 09dec15; ferried from ZIA to VCE 09dec15; see c/ns 95038, 95052, 95122 and 95157
95 088	I-PDVY (4) XA-... 89052 RA-89052	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. Interjet primer Aeroflot	VCE f/f ULY	24may16 21jan15 18feb15	test registration; in full Interjet c/s; l/n VCE 14apr18; see c/ns 95028, 95040, 95065 and 95120 ferried via OVB to ULY 27jan15 named 'M. Efimov' (Mikhail Yefimov) after the first Russian aviator; ferried from Ulyanovsk-Vostochny to ZIA 20feb15; h/o 16apr15; started revenue flights 18apr15; l/n SVO 04jul15; l/n RTW feb18 ferried via OVB to Ulyanovsk-Vostochny 26feb15
95 089	89051 RA-89051	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	18feb15 12may15	named 'B. Lakhtin' (Boris Lakhtin) after a distinguished Soviet bomber pilot of WWII; ferried from Ulyanovsk-Vostochny to ZIA 12may15; h/o 25may15 and ferried to SVO 01jun15; started revenue flights 04jun15; l/n SVO 18sep18
95 090	97009(2)	RRJ-95B	primer	f/f	24jul15	RRJ-95LR-100; already seen in the paintshop 16jul15; ferried via OVB to Ulyanovsk-Vostochny 31jul15; see c/ns 95009, 95026, 95027 and 95179
	RA-89061	RRJ-95B	Aeroflot	ULY	15aug15	in the process of painting; named 'I. Ryskhov' (Ivan Ryskhov) 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; l/n SVO 30nov18
95 091	97011(3) RA-89062	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	10apr15 16oct15	ferried via OVB to ULY 14sep15; see c/ns 95034, 95050, 95111, 95120 and 95154 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 15aug18
95 092	89054 RA-89054	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f ULY	23apr15 06may15	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 29apr15 ferried from Ulyanovsk-Vostochny to ZIA 02jun15; h/o 09jul15 and ferried from ZIA to OSF the same day; started revenue flights 03jul16; l/n VKO 20aug18
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	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 24oct15; see c/ns 95066, 95133 and 95171 ferried from Ulyanovsk-Vostochny to ZIA 09nov15 used its Russian test registration again for the ferry flight from ZIA to VCE 09jul16 full Thai serial L18-1/59/60317; 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 Khorat 12jan18
95 094	89056 RA-89056	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	15apr15 16oct15	3rd flight 22sep15; ferried via OVB to Ulyanovsk-Vostochny 23sep15 named 'N. Rubtsov' (Nikolai Rubtsov) after a distinguished Russian pilot; ferried from Ulyanovsk-Vostochny to ZIA 16oct15; rgd 14jan16; h/o 20jan16 and ferried to SVO the same day; started revenue flights 22jan16; l/n SVO 14aug18
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	RRJ-95LR-100; ferried via OVB to ZIA 22dec15; see c/ns 95054, 95132, 95164 and 95176 ferried from Ulyanovsk-Vostochny to ZIA 18jun16 used its Russian test registration again for the ferry flight from ZIA to VCE 14jul16 full Thai serial L18-2/59/60318; VIP version; h/o at VCE 15jul16; export CoFA issued 02aug16; toc 31aug16; opb 603 Sqn at Bangkok-Don Mueang; l/n DMK 17oct18
95 096	97002(5) 95100	RRJ-95B RRJ-95B	primer Kaz Border Guards	f/f ULY	26feb16 26sep16	seen in the paintshop 16jul15; ferried via OVB to ZIA 28apr16; ferried from ZIA to TGK 16may16; see c/ns 95023, 95043, 95049, 95086, 95135 and 95169 in light grey/dark grey c/s with blue cheatline and trim, 'Kazakhstan' titles and a yellow Border Guards badge on the fin; ferried from Ulyanovsk-Vostochny to ZIA 28sep16; h/o 12nov16 and ferried to TSE the same day; started regular flights 25nov16; l/n TSE 10aug18
95 097	89057 RA-89057	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	07oct15 26nov15	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; l/n SVO 14aug18
95 098	89058 RA-89058	RRJ-95B RRJ-95B	primer Aeroflot	f/f ULY	29jul15 13nov15	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 SVO 05nov18
95 099	89063 RA-89063	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	06nov15 17nov15	f/f may have been already 05nov15; ferried via OVB to Ulyanovsk-Vostochny 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; l/n SVO 26aug18
95 100	89059 RA-89059	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	16sep15 29mar16	fuselage assembled 01feb15; seen in the paintshop 16jul15; ferried via OVB to Ulyanovsk-Vostochny 20feb16 named 'A. Semenov' (Alexei Semenov) after a distinguished Soviet pilot of the 1940s/70s and Deputy Minister of Civil Aviation; ferried from Ulyanovsk-Vostochny to ZIA 10mar16; rgd 26may16; h/o 31may16 and ferried from ZIA to SVO the same day; started revenue flights 02jun16; l/n SVO 25aug18
95 101	89064 RA-89064	RRJ-95B RRJ-95B	primer Aeroflot	f/f rgd	10nov15 10apr16	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; l/n SVO 14aug18
95 102	97013(4)	RRJ-95B	primer	f/f	12dec15	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
	I-PDVZ (7) EI-FWA I-PDVZ (7) EI-FWA	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. CityJet CityJet CityJet	no VCE TRS rgd	reports 21apr16 25may16 02jun16	test registration; see c/ns 95036, 95042, 95049, 95054, 95066, 95072 and 95106 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; l/n BHX 07dec18
95 103	89060 RA-89060	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	01dec15 06may16	seen without registration in the factory 16jul15; ferried via OVB to Ulyanovsk-Vostochny 20apr16 named 'M. Stupishin' (Mikhail Stupishin) after a distinguished Soviet pilot of the 1940s/60s; ferried from Ulyanovsk-Vostochny to ZIA 06may16; rgd 23aug16; h/o 25aug16 and ferried from ZIA to SVO the same day; started revenue flights 31aug16; l/n SVO 14aug18
95 104	97004(4)	RRJ-95B	primer	f/f	18jun16	ferried via OVB to ZIA 23jun16; export CoFA issued 03aug16; ferried from ZIA to VCE 11aug16; see c/ns 95004, 95048, 95085, 95117 and 95168
95 105	XA-... 97008(4)	RRJ-95B RRJ-95B	Interjet primer	f/f	30jun16	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
	I-PDVX (7) EI-FWD	RRJ-95B RRJ-95B	SuperJet Internat. Brussels Airlines	VCE rgd	23feb17 24mar17	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, 95048, 95050, 95111, 95117 and 95118 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 SNM 03dec18
95 106	97017(2)	RRJ-95B	primer	f/f	15mar16	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
	I-PDVZ (8) XA-... 89065 RA-89065	RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. Interjet primer Aeroflot	VCE f/f ZIA	13jan17 25mar16 19apr16	c/n checked LBG jun17; test registration; in full Interjet c/s; see c/ns 95036, 95042, 95049, 95054, 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; l/n SVO 14aug18
95 108	97016(2)	RRJ-95B	primer	f/f	15jan16	ferried via OVB to ZIA 16feb16; ferried from ZIA to VCE 04mar16; export CoFA issued 14mar16; see c/ns 95065, 95127, 95159 and 95177
	I-PDVV (6) EI-FWB I-PDVV (6) EI-FWB	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. CityJet CityJet CityJet	no VCE VCE rgd	reports 24may16 15jun16 01jul16	test registration; see c/ns 95023, 95045, 95052, 95071 and 95085 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; l/n MAN 22dec18
95 109	89068 RA-89068	RRJ-95LR RRJ-95LR	primer Yamal	f/f rgd	11jul16 21dec16	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
95 110	97010(4)	RRJ-95B	primer	f/f	31mar16	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 04jun18
	XA-... 97011(4)	RRJ-95B RRJ-95B	Interjet primer	f/f	31may16	ferried via OVB to ZIA 15apr16; ferried from ZIA to VCE 03jun16; export CoFA issued 10jun16; see c/ns 95028, 95045, 95072, 95118 and 95170
95 111	I-PDVV (6) EI-FWC	RRJ-95B RRJ-95B	SuperJet Internat. CityJet	VCE rgd	20oct16 26oct16	ferried via OVB to ZIA 04jul16; l/n ZIA 18jul16; export CoFA issued 27jul16; see c/ns 95034, 95050, 95091, 95120 and 95154
95 112	89069	RRJ-95LR	primer	f/f	27jul16	test registration; in full CityJet c/s; see c/ns 95024, 95038, 95048, 95050, 95105, 95117 and 95118 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; l/n BRU 15jul18
						RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 23sep16; h/o to GTLK 14nov16

	RA-89069	RRJ-95LR	Yamal	rgd	21dec16	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 operational KJA 11feb18; stored at ZIA, seen nov18
95 113	89070	RRJ-95LR	primer	f/f	07sep16	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 14sep16; ferried from Ulyanovsk-Vostochny to ZIA 28sep16; l/n ZIA 06oct16
	RA-89070	RRJ-95LR	Yamal	rgd	21dec16	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 operational DME 25aug18; stored at TJM, seen oct18
95 114	89071	RRJ-95LR	primer	f/f	21sep16	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
	RA-89071	RRJ-95LR	Yamal	rgd	21dec16	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 operational VRN 08feb18; stored at TJM, seen aug18
95 115	89072	RRJ-95LR	primer	f/f	07oct16	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 10nov16; painted in all-white c/s, no titles; seen as such ZIA 30nov16
	RA-89072	RRJ-95LR	Yamal	rgd	27dec16	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 AAQ 15sep18
95 116	89073	RRJ-95LR	primer	f/f	25oct16	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
	RA-89073	RRJ-95LR	Yamal	rgd	27dec16	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 'Geroi Rossii Roman Filipov' 14mar18 after the Su-25 pilot who was shot down and killed in Syria 03feb18; l/n DME 18oct18
95 117	97004(5)	RRJ-95B	primer	f/f	03dec16	ferried via OVB to ZIA 09dec16; l/n ZIA 16dec16; export CoFA issued 23dec16; see c/ns 95004, 95048, 95085, 95104 and 95168
	I-PDVX (8)	RRJ-95B	SuperJet Internat.	VCE	28mar17	test registration; in full Brussels Airlines c/s; l/n VCE 27apr17; see c/ns 95024, 95038, 95048, 95050, 95105, 95111 and 95118
	EI-FWE	RRJ-95B	Brussels Airlines	rgd	05may17	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
95 118	97010(5)	RRJ-95B	primer	f/f	22nov16	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
	I-PDVX (9)	RRJ-95B	SuperJet Internat.	VCE	23may17	in full Brussels Airlines c/s; see c/ns 95024, 95038, 95048, 95050, 95105, 95111 and 95117
	EI-FWF	RRJ-95B	Brussels Airlines	rgd	01jun17	wet-leased from CityJet; in full c/s with additional 'Operated by CityJet' titles; ferried from VCE to BRU 01jun17; started revenue flights 02jun17; l/n BRU 17nov18
95 119	89075	RRJ-95LR	primer	f/f	07dec16	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
	RA-89075	RRJ-95LR	Iraero	rgd	28mar17	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 VKO 20aug18
95 120	97011(5)	RRJ-95B	primer	f/f	16dec16	ferried via OVB to ZIA 24jan17; ferried from ZIA to VCE 08aug17; see c/ns 95034, 95050, 95091, 95111, 95120 and 95154
	I-PDVX (6)	RRJ-95B	SuperJet Internat.	VCE	16apr18	test registration; in full Brussels Airlines c/s; l/n VCE 20apr18; see c/ns 95028, 95040, 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
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 Blagovernny 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 name VKO 21apr18; l/n VKO 21aug18
95 122	97012(4)	RRJ-95B	primer	f/f	18jan17	originally built for Interjet; 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; ferried from ZIA to VCE 19dec17; l/n VCE 16apr18; see c/ns 95038, 95052, 95087 and 95157
95 123	EI-... 97013(5) 89085 RA-89085	RRJ-95B RRJ-95B RRJ-95LR RRJ-95LR	CityJet primer primer Azimuth	f/f Kxy rgd	02feb17 09jun17 21sep17	originally built for Interjet; l/n Dzyomgi 14feb17; see c/ns 95036, 95046, 95081, 95102, 95163 and 95178 RRJ-95LR-100; ferried via OVB to ULY 19jun17; ferried from ULY to ZIA 30jun17 in white c/s with orange and blue trim; h/o 28sep17 and ferried from ULY to RVI the same day; named 'Volga' 04dec17 after the largest river in the European part of Russia; l/n EVN 11nov18 RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 22feb17; ferried from Ulyanovsk-Vostochny to ZIA 09mar17
95 124	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 VKO 21aug18
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; l/n DME 25aug18
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 AER 30nov18
95 127	97016(3) 89087 RA-89087	RRJ-95LR RRJ-95LR RRJ-95LR	primer primer Yamal	f/f Kxy rgd	15mar17 06jul17 29dec17	RRJ-95LR-100; see c/ns 95065, 95108, 95159 and 95177 ferried via OVB to ULY 26jul17; painted in all-white c/s, no titles; f/n ULY 19aug17; l/n ZIA 20sep17 in white c/s with light blue, dark blue and red trim on the tail; h/o at ZIA 06apr18; l/n DME 18jul18
95 128	89079 RA-89079	RRJ-95LR RRJ-95LR	primer Azimuth	f/f rgd	23mar17 08jun17	RRJ-95LR-100; ferried via OVB to ULY 31mar17 in white c/s with orange and blue trim; ferried to ULY 30jun17; h/o at ULY 07jul17 and ferried to RVI 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 MRV 14oct18
95 129	89080 RA-89080	RRJ-95LR RRJ-95LR	primer Azimuth	f/f rgd	06apr17 08jun17	RRJ-95LR-100; ferried via OVB to ULY 10apr17; ferried to ULY for painting 06jul17 in white c/s with orange and blue trim; f/n ULY 14jul17; h/o at ZIA 18jul17 and ferried to RVI 08aug17; named 'Don' 17nov17 after the river in southern Russia; l/n LED 15oct18
95 130	97017(3) 89088	RRJ-95LR RRJ-95LR	primer primer	f/f Kxy	12apr17 20sep17	RRJ-95LR-100; see c/ns 95069, 95106, 95167 and 95175 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
95 131	RA-89088 89081	RRJ-95LR RRJ-95LR	Yamal primer	rgd f/f	29dec17 21apr17	h/o 15may18 and ferried from ZIA to TJM the same day; l/n TJM 21sep18 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 DME 16dec18
95 132	97014(3) 60319 97014(3) 60319	RRJ-95LR RRJ-95LR RRJ-95LR RRJ-95LR	primer Thai Air Force Thai Air Force Thai Air Force	f/f ZIA ZIA h/o	23may17 17may18 15jun18 18jun18	ferried via OVB to ULY 01jun17; see c/ns 95054, 95095, 95164 and 95176 used its Russian test registration again for a test flight full Thai serial L18-3/61/60319; VIP version; ferried from ZIA to DMK 18/19jun18; opb 603 Sqn at Bangkok-Don Mueang; l/n SIN 20oct18
95 133	97015(3) 89097 89097	RRJ-95B RRJ-95B RRJ-95B	primer primer Aeroflot	f/f Kxy ULY	29may17 02jun17 30jun17	made its first two flights with this registration; see c/ns 95066, 95093 and 95171 registration changed after the first two flights; ferried via OVB to ULY 13jun17 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 05nov18
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 LED 12aug18
95 135	97002(6) 89098 97002(6) RA-89098	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	primer primer Aeroflot Aeroflot	Kxy f/f ZIA rgd	10jun17 21jun17 20jul17 14sep17	see c/ns 95023, 95043, 95049, 95086, 95096 and 95169 ferried via OVB to ULY 29jun17 named 'M. Karim' (Mustai Karim) after a Bashkir poet named 'M. Karim'; h/o 27sep17 and ferried from ZIA to SVO the same day; started revenue flights 28sep17; l/n SVO 25aug18
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 TJM 02jun18
95 137	89099 89099 RA-89099	RRJ-95B RRJ-95B RRJ-95B	primer primer Aeroflot	f/f ZIA rgd	13jul17 12sep17 07dec17	ferried via OVB to ULY 15jul17 named 'K. Kuliev' (Kaisyn Kuliyev or Qaysin Quli) after a Balkar poet named 'K. Kuliev'; h/o 19dec17 and ferried from ZIA to SVO the same day; started revenue flights 22dec17; l/n SVO 25aug18
95 138	89100 89100	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	19jul17 02oct17	ferried via OVB to ULY 7 14sep17 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; l/n SVO 14aug18
95 139	89101 RA-89101	RRJ-95LR RRJ-95LR	primer Aeroflot	f/f rgd	25jul17 28nov17	RRJ-95LR-100; ferried via OVB to ULY 31jul17 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; l/n SVO 25aug18

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 LED 09dec18
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; l/n SVO 14aug18
95 142	89103	RRJ-95B	primer	f/f	15sep17	ferried via OVB to ULY 21sep17
	RA-89103	RRJ-95B	Aeroflot	rgd	21dec17	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; l/n SVO 05nov18
95 143	89091	RRJ-95LR	primer	f/f	25sep17	RRJ-95LR-100; ferried via OVB to ULY 02oct17; ferried from ULY to ZIA 19oct17
	RA-89091	RRJ-95LR	Yamal	rgd	29dec17	h/o 12may18 and ferried from ZIA to DME the same day; started revenue flights 14may18; l/n TJM 21sep18
95 144	89104	RRJ-95B	primer	f/f	03oct17	ferried via OVB to ULY 10oct17
	RA-89104	RRJ-95B	Aeroflot	rgd	21dec17	named 'V. Astafeyev' (Viktor Astafeyev) 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; l/n SVO 05nov18
95 145	89105	RRJ-95B	primer	f/f	11oct17	ferried via OVB to ULY 18oct17
	RA-89105	RRJ-95B	Aeroflot	rgd	16jan18	named 'V. Zhukovskiy' 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; l/n MSQ 02sep18
95 146	89106	RRJ-95B	primer	f/f	19oct17	ferried via OVB to ULY 26oct17
	RA-89106	RRJ-95B	Aeroflot	rgd	16jan18	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; l/n SVO 14aug18
95 147	89107	RRJ-95B	primer	f/f	27oct17	ferried via OVB to ULY 03nov17
	RA-89107	RRJ-95B	Aeroflot	rgd	31jan18	named 'L. Kassil' (Lev Kassil) after a Soviet writer; h/o 13feb18 and ferried from ZIA to SVO the same day; l/n SVO 14aug18
95 148	89108	RRJ-95B	primer	f/f	06nov17	ferried via OVB to ULY 10nov17
	RA-89108	RRJ-95B	Aeroflot	rgd	16jan18	named 'V. Aksyonov' (Vasilii 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; l/n SVO 14aug18
95 149	89092	RRJ-95LR	primer	f/f	13nov17	RRJ-95LR-100; ferried via OVB to ULY 18nov17
	RA-89092	RRJ-95LR	Yamal	rgd	29dec17	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 LED 12aug18
95 150	89093	RRJ-95LR	primer	f/f	23nov17	RRJ-95LR-100; assembly completed 02nov17; ferried via OVB to ULY 25nov17
	RA-89093	RRJ-95LR	Azimuth	rgd	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 VKO 23sep18
95 151	89109	RRJ-95B	primer	f/f	28nov17	ferried via OVB to ULY 04dec17
	89109	RRJ-95B	Aeroflot	ZIA	13feb18	named 'V. Vereshchagin' (Vasilii 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; l/n AER 30nov18
95 152	89096	RRJ-95LR	primer	f/f	06dec17	RRJ-95LR-100; ferried via OVB to ULY 12dec17
	RA-89096	RRJ-95LR	Azimuth	rgd	10apr18	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 URS 26sep18
95 153	89094	RRJ-95LR	primer	f/f	14dec17	RRJ-95LR-100; ferried via OVB to ULY 20dec17
	89094	RRJ-95LR	Azimuth	ULY	10jan18	in white c/s with orange and blue trim; ferried from ULY to ZIA 10jan18; l/n ZIA 12feb18
	RA-89094	RRJ-95LR	Azimuth	rgd	28mar18	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 LED 15oct18
95 154	97011(6)	RRJ-95B	primer	f/f	22dec17	demonstrator of the business jet version; ferried via OVB to ULY 27dec17; see c/ns 950034, 95050, 95091, 95111 and 95120
95 155	RA-89119	RRJ-95B	Severstal	rgd		ferried from ULY to ZIA 26nov18; l/n ZIA 30nov18
	89095	RRJ-95LR	primer	f/f	09feb18	RRJ-95LR-100; ferried via OVB to ULY 01mar18
	89095	RRJ-95LR	Azimuth	ZIA	20mar18	in white c/s with orange and blue trim; named 'Irtysh' after a river in central Siberia; l/n ZIA 05apr18
	RA-89095	RRJ-95LR	Azimuth	rgd	17apr18	in white c/s with orange and blue trim; named 'Irtysh'; h/o 18apr18 and ferried from ZIA to KRR the same day; l/n VKO 13dec18
95 156	89111	RRJ-95B	primer	f/f	20feb18	ferried via OVB probably to ULY 23mar18
	89111	RRJ-95B	Aeroflot	ZIA	24may18	named 'I. Kozhedub' (Ivan Kozhedub) after the top-scoring Soviet fighter pilot of WWII
	RA-89111	RRJ-95B	Aeroflot	rgd	31may18	named 'I. Kozhedub'; h/o 07jun18; started revenue flights 11jun18; l/n SVO 14aug18
95 157	97012(5)	RRJ-95B	primer	f/f	02mar18	ferried via OVB to ZIA 14mar18; fitted with saberlets; f/n as such ZIA 18oct18; see c/ns 95038, 95052, 95087 and 95122
95 158	89112	RRJ-95B	primer	f/f	15mar18	
	RA-89112	RRJ-95B	Aeroflot	rgd	15jun18	named 'V. Kokkinaki' (Vladimir Kokkinaki) after a legendary Soviet test pilot of the 1930s/60s; h/o 22jun18; started revenue flights 24jun18; l/n SVO 14aug18
95 159	97016(4)	RRJ-95B	primer	f/f	17mar18	ferried via OVB to ULY 28apr18; see c/ns 95065, 95108, 95127 and 95177
	97016(4)	RRJ-95B	Severstal	ZIA	08jun18	in full c/s
	RA-89117	RRJ-95B	Severstal		oct18	
95 160	89113	RRJ-95B	primer	f/f	04apr18	ferried via OVB to ... 23apr18
	RA-89113	RRJ-95B	Aeroflot	rgd	21jun18	named 'A. Maresyev' (Alexei Maresyev) after a legendary Soviet fighter pilot of WWII; h/o 27jun18; started revenue flights 30jun18; l/n SVO 05nov18
95 161	89110	RRJ-95B	primer	f/f	13apr18	ferried via OVB to ... 04jun18
	RA-89110	RRJ-95B	Aeroflot	rgd	23aug18	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
95 162	89114	RRJ-95B	primer	f/f	25apr18	ferried via OVB to ULY 14jun18
	89114	RRJ-95B	Aeroflot	ZIA	09jul18	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; l/n SVO 25aug18
95 163	97013(6)	RRJ-95B	primer	f/f	30may18	ferried via OVB to ZIA 22jun18; see c/ns 95036, 95046, 95081, 95102, 95123 and 95178
	EI-...	RRJ-95B	CityJet			
95 164	97014(4)	RRJ-95B	primer	f/f	18jun18	see c/ns 95054, 95095, 95132 and 95176
	XA-...	RRJ-95B	Interjet			
95 165	89116	RRJ-95	primer	f/f	19jun18	ferried via OVB to ... 26jun18
	RA-89116	RRJ-95B	Aeroflot	rgd	30aug18	named 'K. Rokossovskiy' (Konstantin Rokossovskiy) after one of the most prominent Soviet Army commanders of WWII; h/o 07sep18 and ferried to SVO the same day; l/n SVO 05nov18
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' (Vasilii Polenov) after a 19th century Russian painter; h/o 24sep18
95 167	97017(4)	RRJ-95	primer	f/f	10jul18	ferried via OVB to ZIA 17jul18; see c/ns 95069, 95106, 95130 and 95175
95 168	97004(6)	RRJ-95B	primer	f/f	25jul18	see c/ns 95004, 95048, 95085, 95104 and 95117
	XA-...	RRJ-95B	Interjet			
95 169	97002(7)	RRJ-95B	primer	f/f	30jul18	see c/ns 95023, 95043, 95049, 95086, 95096 and 95135; ferried via OVB to ZIA 14sep18; l/n ZIA dec18 still all primer
	EI-...	RRJ-95B	CityJet			
95 170	97010(6)	RRJ-95B	primer	f/f	10sep18	ferried from ULY to ZIA 12oct18; see c/ns 95028, 95045, 95072, 95110 and 95118; l/n ZIA nov18
	XA-...	RRJ-95B	Interjet			
95 171	97015(4)	RRJ-95B	primer	f/f	01oct18	ferried from ULY to ZIA 17oct18; see c/ns 95066, 95093 and 95133
95 172	89118	RRJ-95B	primer	f/f	26sep18	RRJ-95B-100; ferried via OVB to ULY 15oct18
	RA-89118	RRJ-95B	Severstal			ferried from ULY to ZIA 01nov18 (without prefix ?)
95 173	--	RRJ-95EN	Severstal			
95 174	97008(6)	RRJ-95B	primer	f/f	12oct18	ferried via OVB to ULY 01nov18; ferried from ULY to ZIA 22nov18; see c/ns 95026, 95031, 95042, 95061 and 95105
95 175	97017(5)	RRJ-95	primer	f/f	23oct18	see c/ns 95069, 95106, 95130 and 95167
	--	RRJ-95	UVT Aero			
95 176	97014(5)	RRJ-95B	primer	f/f	08nov18	ferried via OVB to ZIA 03dec18; see c/ns 95054, 95095, 95132 and 95164
	EI-...	RRJ-95B	CityJet			
95 177	97016(5)	RRJ-95B	primer	f/f	29nov18	see c/ns 95065, 95108, 95127 and 95159
	89122	RRJ-95B	primer			ferried via OVB to ULY 13dec18
95 178	97013(7)	RRJ-95VIP	primer	f/f	05dec18	see c/ns 95036, 95046, 95081, 95102, 95123 and 95163
95 179	97009(5)	RRJ-95B	primer	f/f	13dec18	see c/ns 95009, 95026, 95027 and 95090
	---	RRJ-95	primer	f/f	01aug18	see c/n 95073
	97018(2)	RRJ-95	primer	f/f	21may16	test registration; in full Interjet c/s; see c/ns 95024, 95038, 95048, 95050, 95105, 95111, 95117 and 95118
	I-PDVX (5)	RRJ-95B	SuperJet Internat.	VCE		
	---	RRJ-95B	SuperJet Internat.	VCE	17feb17	test registration; in full Interjet c/s; l/n VCE 01mar17; see c/ns 95028, 95040, 95065, 95087 and 95120