

## Arado Ar 234 "Blitz" in Soviet service

Soviet troops captured one example of the world's first jet bomber in northern Germany in spring 1945 (Russian sources state that it was found at Pütnitz in March, but Pütnitz was occupied by the Red Army only on 2 May). The aircraft underwent short trials at Rechlin in early 1946, but suffered from repeated engine problems. As the Soviet specialists involved in the trials were not impressed by the "Blitz" they refrained from sending it to the Soviet Union. It is probable that further Ar 234s (especially of the Ar 234C-3 version) fell into Soviet hands when the Red Army captured the Arado factory at Alt-Lönnowitz (Brandenburg) on 24 April 1945. One Russian source states that one Ar 234B and one Ar 234C were despatched to the Soviet Union where they underwent comprehensive study - in particular, one of the aircraft was thoroughly examined by BNT, the Bureau of New Technology. One of the captured Ar 234s was restored to airworthy condition in 1946 and used by the LII for testing brake parachutes.

140355	no code	Ar 234B-2	Soviet Air Force	f/f	30nov44	previously opp KG 76 of the German Air Force; in dark green/brown purple camo c/s with light grey undersides, the last letter of the unit code may have been an 'F'; captured by Soviet troops in damaged condition (after a forced landing) reportedly at Pütnitz mar45, but that cannot be correct; the damaged landing gear, wing and parts of the fuselage were repaired by Walther-Bachmann-Flugzeugbau at Ribnitz; retained its German c/s, but the German crosses and swastikas were superimposed by Red Stars; slightly damaged during its first test flight from Pütnitz (a ferry flight to Rechlin ?) probably jun45 when one of the Jumo 004B-1 engines failed; repaired by a team from NII VVS; undertook 5 test flights from Rechlin jan46/feb46 (piloted by NII VVS test pilot Major Aleksei Kubyskhin), the left engine failed during climb-out 26jan46 and the right engine flamed out during the take-off run 26feb46, in both cases the engines caught fire; was neither ferried nor shipped to the Soviet Union, but abandoned at Rechlin
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## Armstrong Whitworth "Albemarle" in Soviet service

The twin-engined "Albemarle" was conceived as a reconnaissance bomber, but was mainly used as a special transport and a glider tug. When the Soviet Union appealed for supplies of transport aircraft (when their demands for Douglas C-47s could not be met), Britain offered 200 "Albemarles" 'extra to Protocol'. These were in principle accepted on 1 March 1943. For the preparation of the aircraft for delivery and the training of the Soviet crews, No. 305 Ferry Training unit was set up at Errol (Scotland). The first "Albemarle" destined for the Soviet Union, P1567, took off from Scotland for Moscow-Vnukovo on 3 March 1943, and another twelve were ferried by GVF crews in March and April 1943 (two of them disappeared without trace on their delivery flight to the Soviet Union). When the first aircraft were delivered, the Soviets were unhappy with them and complained about various undesirable features and quality problems. Because of the delays which ensued, the British reduced their commitment to 100 aircraft on 7 October 1943. Although further "Albemarles" were modified to meet the Soviet complaints, these were rejected by Soviet representatives in late December 1943, and no more were delivered. On 4 March 1944, the remaining 86 aircraft reserved for delivery to the Soviet Union were formally 're-appropriated' and issued to RAF units in the build-up to the D-Day invasion. One of the "Albemarles", P1477, underwent trials with the NII VVS, and afterwards the surviving 11 aircraft were given civil registrations and entered service with the GVF on transport duties. Later a total of seven "Albemarles" was transferred to the Soviet Navy. Four of them were operated by 65 apom (special purpose aviation regiment) at Moscow-Izmailovo, and the surviving two were transferred to the Higher Naval Aviation School at Bezenchuk in 1944 which also received three "Albemarles" from the GVF regiment at Vnukovo. These five aircraft were used for the training of navigators and relocated to Nikolayev together with the school. Two of the "Albemarles" were still charge of the school by 9 May 1945, but were withdrawn from use in autumn that year. Two more "Albemarles" were reportedly used by 25 zapasnoi polk (reserve regiment) in Azerbaijan which trained crews on imported aircraft. The type was often referred to as AL-1 in Soviet sources.

[P1455]	not known	Albemarle	Soviet Air Force	d/d	11mar43	"Albemarle" GT Mk.I Srs.II; ex RAF s/n P1455; lost 11mar43 during the delivery flight to the Soviet Union when disappeared without trace, all crew (commander: Captain A.I. Kulikov) killed
[P1477]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" GT Mk.I Srs.II; ex RAF s/n P1477; underwent trials with NII VVS; photo with Red Stars exists
[P1503]	not known	Albemarle	Soviet Air Force	rgd	05may43	opb 3 atp 1 atd GVF (redesignated 10 atd 05nov44)
[P1562]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1503; crashed in Scotland before the delivery flight to the Soviet Union (commander: Captain S.A. Gruzdin)
[P1567]	not known	Albemarle	Soviet Air Force	rgd	03mar43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1562 opb 3 atp 1 atd GVF (redesignated 10 atd 05nov44)
[P1590]	not known	Albemarle	Soviet Air Force	rgd	05may43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1567; left Scotland for Moscow-Vnukovo 03mar43 as the first
[P1595]	not known	Albemarle	Soviet Air Force	mfd	15mar43	"Albemarle" to be delivered opb 3 atp 1 atd GVF (redesignated 10 atd 05nov44)
[P1636]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1590 opb 3 atp 1 atd GVF (redesignated 10 atd 05nov44)
[P1637]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1595; d/d mar43/apr43 opb 3 atp 1 atd GVF at Moscow-Vnukovo; damaged 01may43 on the leg from Sverdlovsk to Novosibirsk of a route proving flight from Moscow to Novosibirsk when the left engine failed on take-off from Sverdlovsk-Koltsovo and the aircraft made a forced landing in swampy terrain near Nizhne-Issetski, all 5 crew escaped unhurt; struck off charge due to a lack of spare parts and used as a source of spare parts; t/t 27 hours not taken up due to its accident 01may43
[P1638]	not known	Albemarle	Soviet Navy	trf	unknown	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1636 opb 3 atp 1 atd GVF (redesignated 10 atd 05nov44)
[P1640]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1637 opb 3 atp 1 atd GVF (redesignated 10 atd 05nov44); damaged 21jun43 on a flight from Makhachkala to Baku when the brakes failed due to a design fault, the aircraft overran the runway, collided with an aircraft shelter and came to rest in a trench, the navigator jumped out of the aircraft before it came to rest and was crushed to death by the main gear while the other 4 crew escaped unhurt; repaired
[P1642]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1640 opb 3 atp 1 atd GVF (redesignated 10 atd 05nov44)
[P1645]	not known	Albemarle	Soviet Air Force	d/d	27apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1640 opb 3 atp 1 atd GVF at Moscow-Vnukovo; dbr 26jun43 on the leg from Adzhikabul to Tbilisi of a route proving flight from Moscow-Vnukovo to Tbilisi when the crew decided to land at Yevlakh (Azerbaijan) due to an oil leak of the left engine, but the "Exactor" hydraulic control system of the propellers failed due to a design fault so that propeller pitch increased and propeller thrust decreased, making it impossible to reach Yevlakh airfield, the aircraft made a forced landing near Yevlakh and suffered substantial damage (the tail broke off), all 4 crew and 3 passengers slightly injured
[P1647]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1642 opb 3 atp 1 atd GVF (redesignated 10 atd 05nov44)
---	not known	Albemarle	Soviet Air Force	rgd	05may43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1645; lost 27apr43 during the delivery flight to the Soviet Union when was shot down by fighters of the German Air Force, all crew (commander: 1st Lieutenant F.F. Ilchenko) killed opb 25 zapasnoi polk in Azerbaijan; w/o in late 1943

## Avro "Anson" in Soviet service

One "Anson" was delivered to the Estonian Air Force in 1937 and captured by Soviet troops in June 1940. In connection with the incorporation of Estonia into the Soviet Union on 6 August 1940 it was taken over by the Soviet Air Force, becoming part of korpusnaya aviaeskadrilya 22-go strelkovogo korpusa (Aviation Squadron of the 22nd Rifle Corps) at Jägala (Jaggowal).

951	158	Anson	Estonian Air Force	mfd	25oct37	"Anson" Mk.I; ex RAF s/n K8741; opb the Aviation Regiment of the 3rd Divison at Lasnamägi; in natural metal c/s
	"158" black	Anson	Soviet Air Force	trf	06aug40	opb korpusnaya aviaeskadrilya 22-go strelkovogo korpusa at Jägala (Estonia), on charge by 09nov40/22jun41; probably evacuated to Moscow before the German occupation of Estonia in summer 1941

## Avro "Lancaster" in Soviet service

38 "Lancasters" from No. 9 and No. 617 Squadrons RAF were despatched to Yagodnik (near Arkhangelsk) to attack the German battleship "Tirpitz" in Altenfjord (Norway) on 12 September 1944. After the attack (Operation "Paravane") on 15 September, all serviceable "Lancasters" returned to the UK between 16 and 28 September. Six damaged "Lancasters" were left behind in the Soviet Union, of which four were investigated by Soviet specialists with possible repair in mind. In the end, only two of them were restored to flying condition by the repair shops of the White Sea Flotilla (VVS BVF) at Kegostrov. The armament was dismantled and the damaged nose sections were repaired in modified form, similar to the nose of the "Halifax". Contrary to previous reports, ME599 was not among the repaired aircraft, as the inventory of the Northern Fleet Air Force (VVS SF) dated 1 July 1945 included two "Lancasters" designated as '884' and '985'.

[LL884]	"01" white	Lancaster	Soviet Navy	photo	"Lancaster" B Mk.I; built by Armstrong Whitworth at Whitley, no c/n allocated; probably ex RAF s/n LL884 of No. 9 Sqn, coded 'WS-Q', but tie-up not confirmed; force-landed out of fuel and in poor visibility on a water meadow at Chubalo-Navolok (N64.383333 E41.333333) 12sep44; repaired by the VVS BVF workshops at Kegostrov; in dark earthy/dark green camo c/s with black undersides, all British markings painted out; opb 16 trao VVS BVF from late jan45, used for convoy escort and long-distance reconnaissance tasks; sent to the Pacific Fleet aug45, but ran out of fuel at Krasnoyarsk and did not arrive in the Pacific theatre before VJ Day; trf to 70 otrap VVS SF in 1946; trf as a ground instructional airframe to the Aviation Engineering College at Riga in summer 1946
[NF985]	"02" white	Lancaster	Soviet Navy	no reports	"Lancaster" B Mk.I; built by Armstrong Whitworth at Whitley, no c/n allocated; probably ex RAF s/n NF985 of No. 9 Sqn, coded 'WS-D', but tie-up not confirmed; damaged 12sep44 when overshoot the runway on landing at Vaskovo, t/t 15 hours; repaired by the VVS BVF workshops at Kegostrov; opb 70 otrap VVS SF from early 1945; later trf to 65 apom VVS VMF at Moscow-Izmailovo; damaged on landing at Izmailovo probably in 1946 when overshoot the runway, breaking the landing gear and damaging the nose; scrapped

## Bristol "Britannia" in Cuban and Czechoslovakian service

Cubana ordered four "Britannias" 318 on 24 November 1958, still before the revolution. These aircraft were complemented by two "Britannias" 253F which were acquired third-hand for Aerocaribbean in 1984. Some of the Cuban "Britannias" remained in service until the late 1980s. The only other Eastern Bloc operator of the type was Czechoslovakia. Cubana signed an agreement with CSA in 1961 whereby the latter would operate two of the Cuban airline's four "Britannias" on the Prague to Havana route, on Cubana's behalf, but wearing CSA livery. This came at a time when the United States severed all relations with the Castro regime in Cuba and, as a result, the island nation suffered hard currency problems. This service (via Madrid) was maintained until 1968 and evidently had very good load factors. Both "Britannias" were returned to Cubana at the end of the agreement. Some directories label the secondment as a 'lease' but it is not clear what, if any, monetary transactions took place.

13432	CU-P668 CU-T668 OK-MBA CU-T668	Britannia Britannia Britannia Britannia	Cubana Cubana CSA Cubana	d/d ret	1959 22jan62 28feb63 ?	"Britannia" 318 became G-APY seconded from Cubana; in full c/s; canx 10aug63 according to other sources 05jan64; wfu by 1983; scrapped at HAV in 1997 (according to other sources by 1995)
13433	CU-P669 CU-T669 CU-T114	Britannia Britannia Britannia	Cubana Cubana Aerocaribbean	d/d CGN trf	1960 12dec80 may84	"Britannia" 318 wfu dec87; scrapped at HAV by 1997
13437	CU-P670 CU-T670	Britannia Britannia	Cubana Cubana	d/d	1959	"Britannia" 318; f/n LGW 06apr59 wfu by 1978; scrapped at HAV by 1997
13508	CU-T120	Britannia	Aerocaribbean	f/f	24aug60	"Britannia" 253F; ex XM496 of the RAF and G-BDUP; rgd aug84; l/n active MAD dec89; last flight 21mar90 (the last flight ever of a Cuban "Britannia"); sold to Trans Air Cargo jan93, left HAV 11sep93; became 9Q-CJH and EL-WXA; preserved at Kemble (E51.664881 W2.0672971) from 14oct97 (again as XM496 from jun05)
13513	CU-T121	Britannia	Aerocaribbean	f/f	28jan60	"Britannia" 253F; ex XM519 of the RAF and G-BDUR; rgd aug84; f/n LTN 05sep84; wfu in late 1988; sold to Trans Air Cargo jan93 and broken up for spares at HAV nov95
13515	CU-P671 CU-T671 OK-MBB CU-T671	Britannia Britannia Britannia Britannia	Cubana Cubana CSA Cubana	d/d rgd ret	1959 03oct63 05jan69	"Britannia" 318 seconded from Cubana; in basic Cubana c/s; canx 06jan69 l/n SNN jun75; wfu 1983; scrapped at HAV in 1997

## Caudron C.445 "Goéland" in Polish service

Only one of these two-engined French utility aircraft made its way to Poland (via Germany).

654/9390	SP-AGK	C.445A1	PZL Mielec	mfd	1942	ex KO+UX of Luftnachrichten-Schule 6 (See) of the German Air Force, captured in poor condition at Dievenow (now Dziwnów); rebuilt by PZL Mielec; rgd 22aug47; in light grey c/s with 'Panstwowe Zakłady Lotnicze Mielec' titles; used as a liaison aircraft by the factory; wfu due to glue problems and canx 22jun55
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## Cessna UC-78 "Bobcat" in Polish service

21 of these two-engined trainers and transports were purchased by the Polish airline LOT in 1947, but only 14 of them received registrations and not all actually received CofRs. All but one were withdrawn from use in late 1949.

5182	SP-LEJ	UC-78	LOT	rgd	11nov47	USAAF s/n 43-7662; wfu probably in late 1949; canx 15may50; scrapped
5367	SP-LEC	UC-78	LOT	rgd	10aug47	USAAF s/n 43-7847; wfu probably in late 1949; canx 18may50; scrapped
5739	SP-LEG	UC-78	LOT	rgd	30sep47	USAAF s/n 43-31801; wfu probably in late 1949; canx 14may50; scrapped
5750	SP-LED	UC-78	LOT	rgd	19aug47	USAAF s/n 43-31812; wfu probably in late 1949; canx 07jul50; scrapped
5751	SP-LEE	UC-78	LOT	rgd	01sep47	USAAF s/n 43-31813; wfu probably in late 1949; canx 15may50; scrapped
5765	SP-LEM	UC-78	LOT	rgd	25nov52	USAAF s/n 43-31827; no CofR issued
	SP-GLC	UC-78	Inst. Lotnictwa	rgd	25nov52	wfu 30aug62 and stored; canx 02oct67; preserved in Muzeum Lotnictwa Polskiego (N50.076997 E19.992261) at Kraków from 04jul68, l/n dec12
5795	SP-LEK	UC-78	LOT	rgd	12nov47	USAAF s/n 43-31857; wfu probably in late 1949; canx 07may50; scrapped
5885	SP-LEF	UC-78	LOT	rgd	30sep47	USAAF s/n 43-31947; wfu probably in late 1949; canx 03jun50; scrapped
6011	SP-LEH	UC-78	LOT	rgd	30sep47	USAAF s/n 43-32073; wfu probably in late 1949; canx 06jul50; scrapped
6016	SP-LEB	UC-78	LOT	rgd	24jul47	USAAF s/n 43-32078; wfu probably in late 1949; canx 15may50; scrapped
6035	SP-LEA	UC-78	LOT	rgd	30jul47	USAAF s/n 43-32097; w/o 13sep47; canx 20sep47; scrapped
---	SP-LEL	UC-78	LOT			no CofR issued; painted up; scrapped
---	SP-LEN	UC-78	LOT			no CofR issued; painted up; scrapped
---	SP-LEO	UC-78	LOT			no CofR issued; painted up; used as a ground instructional airframe by the Wawelberg & Rotwand Engineering School and later by the Warsaw Polytechnic

## Consolidated B-24 "Liberator" in Soviet and Czechoslovakian service

Only one of these four-engined heavy bombers was handed over to the Soviet Union under Lend-Lease. That aircraft got stranded in Siberia and was taken over by the GVF (Civil Air Fleet). Apart from that some 20 "Liberators" were requisitioned by the Soviets after forced landings in Eastern Europe and the Far East. These served with the Soviet Air Force and were withdrawn around 1952.

Czechoslovak-manned No. 311 Squadron RAF which flew "Liberator" GR Mk.VIs from March 1945 was transferred to Transport Command on 25 June 1945 and carried out repatriation flights between the United Kingdom and Czechoslovakia between 30 July and November 1945. Its aircraft received Czechoslovakian markings for these missions, but kept their RAF serials and codes. However, it is not clear whether really all 17 "Liberators" of the unit received Czechoslovakian markings. No. 311 Squadron relocated to Prague-Ruzyně on 13 August 1945 and was transferred to Czechoslovakian control on 15 February 1946. Its "Liberators" were handed back to the RAF in December 1945, however, as there were not enough airfields available in Czechoslovakia which were suitable for these heavy aircraft. B-24J-40-CF KG862/PP-T (c/n 958, USAAF s/n 44-10367) underwent short trials with the SVZÚ at Kbely in October 1945, a test flight took place on 30 October. It is not known whether this aircraft carried Czechoslovakian markings.

### Built by Consolidated at San Diego, CA

7 02355 B-24A-CO Soviet Air Force

USAAF s/n 40-2355; originally opb 28th BG of the USAAF; force-landed at Yelizovo 12sep43 after being damaged during an attack on Japan

316	111820	B-24D-CO	Soviet Air Force	trf	31mar43	USAAF s/n 41-11820; originally opb the Air Transport Command of the USAAF; used by General Omar Bradley for a visit to Moscow via Siberia nov42 and was left back at Yakutsk on return when engine No. 4 failed shortly after take-off at -30° C and the aircraft was slightly damaged during the ensuing forced landing; trf to the Soviet Union and counted with \$ 340,084.90 against the Lend-Lease deliveries (already trf 28dec42 according to one source in the US); in olive drab c/s with light grey undersides; repaired by specialists from 1 pad; ferried to Moscow and evaluated by the LII in spring 1943; trf to GVF may43	
		URSS-L	B-24D-CO	GVF/Soviet AF c/s	rgd	27aug43	in the same c/s as above, carried Red Stars although civil-registered; initially belonged to UML (International Directorate) but was rarely used; trf to 10 atd GVF at Moscow-Vnukovo in late 1943 and used predominantly for training
686	123891	B-24D-10CO	Soviet Air Force				USAAF s/n 41-23891; originally opb 28th BG, 21st BS of the USAAF and named 'Tough Boy'; force-landed at Yelizovo 12sep43 after being damaged during an attack on Japan; ferried from Yelizovo to Kratovo; toc by 890 ap dd (or rather 25 ap dd ?) at Kratovo 23oct43, used for the training of B-24 crews from jun44; struck off charge 05nov45; cannibalised for spares
2054	240977	B-24D120CO	Soviet Air Force				USAAF s/n 42-40977; originally opb 28th BG, 404th BS of the USAAF; landed at force-landed at Yelizovo 24sep44 after being damaged during an attack on Japan; ferried to Moscow; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
5001	441065	B-24J195CO	Soviet Air Force				USAAF s/n 44-41065; originally opb 459th BG of the USAAF; force-landed at Sombor (Serbia) 08mar45; arrived at Balbasovo from Serbia 30mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo

### **Built by Consolidated at Fort Worth, TX**

31	263782	B-24D-1-CF	Soviet Air Force				USAAF s/n 42-63782; originally opb 28th BG, 404th BS of the USAAF; made a belly landing at Avacha (Kamchatka) 12aug43 (date also given as 16dec44) after being damaged during an attack on Japan; repaired; toc by 128 sad; trf to HQ Flight of the Air Force Directorate of the Far Eastern Front (Upravleniye VVS DVF) dec44; possibly it was this aircraft which was h/o to a crew from 1 pad at Yelizovo may45 and left Yakutsk for Moscow 17may45
583	EV953/PP-K	B-24J-10CF	Czechoslovak AF	trf	jul45		"Liberator" GR Mk.VI; USAAF s/n 42-64334; ex No. 311 Sqn RAF; named 'Kost'a'; in extra dark sea grey/white c/s; arrived at the first "Liberator" at Prague-Ruzyně 25jul45 to explore the airport before the airlift from the UK commenced; dbr 20aug45 on landing at Prague-Ruzyně when overran the runway, damaging its landing gear and left wing; struck off charge 21jun47
645	EV985/PP-Z	B-24J-15CF	Czechoslovak AF	trf	jul45		"Liberator" GR Mk.VI; USAAF s/n 42-99737; ex No. 311 Sqn RAF; named 'Zuzana'; in extra dark sea grey/white c/s; arrived at Prague-Ruzyně 31jul45; flew 13 missions for the Czechoslovakian Air Force in the second half of 1945 and returned to the UK afterwards; struck off charge 03oct46
955	KG859/PP-U	B-24J-40CF	Czechoslovak AF	trf	jul45		"Liberator" GR Mk.VI; USAAF s/n 44-10364; ex No. 311 Sqn RAF; named 'Uri'Üla'; in extra dark sea grey/white c/s; took part in the airlift between the UK and Czechoslovakia jul45/dec45 and returned to the UK afterwards; struck off charge 10feb47

### **Built by Douglas at Tulsa, OK**

16021/498	128906	B-24H-15DT	Soviet Air Force				USAAF s/n 41-28906; originally opb 465th BG of the USAAF; force-landed at Sombor (Serbia) 04mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
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### **Built by Ford at Willow Run, MI**

1345	252628	B-24H-15FO	Soviet Air Force				USAAF s/n 42-52628; damaged 14oct43 during an attack on Finland and force-landed at Hiitola
1565	294800	B-24H-20FO	Soviet Air Force				USAAF s/n 42-94800; force-landed at Opole (Poland); w/o 25may45 when one engine failed on take-off, the aircraft came down in a field behind the airfield and broke up, some casualties
1594	? "7" red	B-24H-20FO	Soviet Air Force				reported in Soviet sources as USAAF s/n 42-94829, but according to US sources 42-94829 ditched in the North Sea 05aug44 !; force-landed at Yemlichino (30 km west of Korosten) 14aug44; opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo; in olive drab c/s with light grey undersides, carried a Guards badge and the inscription 'Orlovski' (the name of 25 ap dd/203 ap); f/n Kazan jul45; trf to 890 ap at Kazan in 1948; photo at Kazan 03jul48
2107	295342	B-24H-30FO	Soviet Air Force				USAAF s/n 42-95342; originally opb 451st BG of the USAAF; force-landed in Eastern Europe 25apr45; found by 468 bap; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
2627	250742	B-24J-1-FO	Soviet Air Force				USAAF s/n 42-50742; originally opb 449th BG of the USAAF; force-landed at Budapest (Hungary) 22mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
3141	251610	B-24J-5-FO	Soviet Air Force				USAAF s/n 42-51610; originally opb 461st BG, 765th BS of the USAAF; force-landed at Sombor (Serbia) 21feb45; arrived at Balbasovo from Serbia 30mar45; opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
3449	251918	B-24J-15FO	Soviet Air Force				USAAF s/n 42-51918; originally opb 461st BG, 766th BS of the USAAF; force-landed at Pécs (Hungary) 26mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
3521	251990	B-24J-15FO	Soviet Air Force				USAAF s/n 42-51990; originally opb 455th BG of the USAAF; force-landed at Sombor (Serbia) 08mar45; arrived at Balbasovo from Serbia 30mar45; opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
3547	252016	B-24J-15FO	Soviet Air Force				USAAF s/n 42-52016; originally opb 484th BG of the USAAF; force-landed at Kecskemet (Hungary) 23apr45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
3716	448861	B-24J-20FO	Soviet Air Force				USAAF s/n 44-48861; originally opb 465th BG of the USAAF; force-landed at Sombor (Serbia) 01mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
3819	448964	B-24J-20FO	Soviet Air Force				USAAF s/n 44-48964; originally opb 376th BG of the USAAF; force-landed at Kecskemet (Hungary) 07feb45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
3848	448993	B-24J-20FO	Soviet Air Force				USAAF s/n 44-48993; originally opb 461st BG, 765th BS of the USAAF; force-landed in Eastern Europe 21feb45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
4283	449428	B-24L-5-FO	Soviet Air Force				USAAF s/n 44-49428; originally opb 461st BG, 765th BS of the USAAF; force-landed at Pécs (Hungary) 26mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
4319	449464	B-24L-5-FO	Soviet Air Force				USAAF s/n 44-49464; originally opb 454th BG of the USAAF; force-landed at Pécs (Hungary) 23mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
4435	449580	B-24L-10FO	Soviet Air Force				USAAF s/n 44-49580; originally opb 484th BG of the USAAF; force-landed at Kecskemet (Hungary) 22mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
4782	449927	B-24L-15FO	Soviet Air Force				USAAF s/n 44-49927; originally opb 454th BG of the USAAF; force-landed at Pécs (Hungary) 02apr45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
5118	? 450261	B-24M-1-FO	Soviet Air Force				USAAF s/n 44-50261 (but this aircraft went to RFC Kingman AAF, AZ 07jan46 according to US data); force-landed at Pécs (Hungary) in spring 1945; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
5237	450382	B-24M-1-FO	Soviet Air Force				USAAF s/n 44-50382; originally opb 456th BG, 746th BS of the USAAF; force-landed at Győr (Hungary) 25apr45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
5248	450393	B-24M-1-FO	Soviet Air Force				USAAF s/n 44-50393; originally opb 376th BG of the USAAF; force-landed at Pécs (Hungary) 31mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
5269	450414	B-24M-1-FO	Soviet Air Force				USAAF s/n 44-50414; originally opb 485th BG of the USAAF; force-landed at Pandorf (Austria, 26 km south of Bratislava) 25apr45; damaged when one of the engines exploded during start-up, the aircraft was possibly destroyed by the ensuing fire
5292	450437	B-24M-1-FO	Soviet Air Force				USAAF s/n 44-50437; originally opb 484th BG of the USAAF; force-landed at Kecskemet (Hungary) 23mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo

### **Built by North American at Dallas/Grand Prairie, TX**

15355/225	278269	B-24G-10NT	Soviet Air Force				USAAF s/n 42-78269; originally opb 459th BG of the USAAF; force-landed in Eastern Europe 25mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
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## **Consolidated Model 28, PBN "Nomad" & PBV "Catalina" in Soviet service**

Different versions of this famous type came to the Soviet Union via quite different ways. The US-based Soviet foreign trade company Amtorg ordered a Model 28-2 cargo/mail flying boat together with the licence for the type on 12 September 1936 (the contract came into force only after approval by the US Government on 9 January 1937), and two CKD kits were ordered in addition on 28 February 1937. One Model 28-2 was assembled and test-flown at San Diego before delivery while the two kits were shipped unassembled so that they could be used for training in assembly operations for the planned licence production at Taganrog. On 18 August 1937 Amtorg bought also Model 28-1 NC777 "Guba" which had been acquired by US explorer Richard Archbold of the American Museum of Natural History for an expedition to New Guinea.

During WWII, the Soviet Union received two allocations of "Catalinas" under Lend-Lease. The first allocation was of PBN-1s, the Naval Aircraft Factory version, of which 138 (out of the 156 built or better out of the 156 BuAer numbers issued) were despatched from June 1944, under Requisition RUN-417. The first batch of 48 aircraft was intended for the Northern Fleet and was ferried from Elizabeth City via Gander and Reykjavik to the Kola peninsula between 25 May and 27 July 1944. The first four PBN-1s landed at Gryaznaya bay near Murmansk on 4 June, and 24 had arrived by 18 June, with one having been lost during the ferry flight. The second batch of 30 aircraft was allocated to the Pacific fleet and was ferried via Chukotka to Vladivostok between 25 August and 11 September 1944 (they were flown by US crews from Elizabeth City via Panama to NAS Kodiak in Alaska where they were taken over by Soviet crews). The third batch of 60 aircraft was intended for the Black Sea and Baltic Fleets and was

ferried from Elizabeth City via Puerto Rico, Trinidad, Brazil, Gambia, Morocco, Tunisia, Egypt, Iraq and Baku to Sevastopol between 28 September 1944 and 27 March 1945. Among those aircraft were four PBN-1s for Polar Aviation (ferried by I.P. Mazuruk's team in 1944).

The second allocation was of 48 PBY-6As, built by the Consolidated New Orleans Division and delivered after VE Day to encourage the Soviet leadership to declare war on Japan. 15 of these amphibians were handed over at NAS Kodiak between 3 May and mid-June 1945 and were ferried to the Soviet Far East while 28 were handed over at Elizabeth City between 23 June and 31 August and were ferried via the Gander route. Some PBY-6As were still en route or awaiting despatch when Lend-Lease was ended on VJ Day, but the five which had been already formally accepted by the Soviets left the US for Moscow in September/October 1945 (via the South Atlantic route). Reports that the Soviet Navy received also some 20 PBY-5As cannot be confirmed in any way and seem to be unfounded (a photo of a PBY-5A with Red Stars looks very much touched-up). Not a single "Nomad" or "Catalina" was returned to the US after the end of WWII.

The following units of the Soviet Navy were equipped with "Nomads" and "Catalinas": Northern Fleet: 118 orap, 26 ae and 53 omrap; White Sea Flotilla: 44 sap, 53 sap, 54 sap and 20 omrae; Pacific Fleet: 16 omrap, 48 mrap, 117 drap, 289 ap and orpap; Baltic Fleet: 15 orae, 16 orae, 17 orae, 29 orae, 49 ae and 69 omrap; Black Sea Fleet: 7 oae, 11 orae, 18 ae and 82 ae. The type was also on strength of the Yeisk Naval Flying School after WWII. Nine Soviet Navy PBN-1s were lost in accidents and one was shot down by the Japanese.

As stated above, four PBN-1s were delivered directly to Polar Aviation in 1944, and another 11 aircraft were passed on by the Soviet Navy to civil operators before 9 May 1945. They were followed by many others after the end of WWII. Aeroflot had six aircraft by 1 November 1945, and a total of about ten were taken on charge. Polar Aviation received at least 13 "Nomads" and "Catalinas".

When spare P&W R-1830-92 engines became rare after the war, several PBN-1s received Soviet ASH-82FN engines with four-blade AV-9-21K propellers. These aircraft received the designation KM-2, with KM standing for Katalina modernizirovannaya (modernised Catalina). The first one to be converted (by Factory No. 447) was CCCP-N338 which underwent factory trials in June/July 1948 and state acceptance trials on Lake Kish near Riga from 4 September to 9 October 1948.

The "Nomads" and "Catalinas" were the mainstay of Soviet water-based aviation until the early 1950s. Replacement by the Beriev Be-6 began in 1952, but some Navy examples soldiered on until August 1957, and the last two PBY-6As of Aeroflot's Far Eastern Directorate were withdrawn from use in 1957 as well. One "Catalina" found its way to China in 1949 - a photo shows a PBV-1A of the China National Aviation Corporation (CNAC) at Hong Kong during that year, already with the new five-star red flag of the People's Republic on the fin.

As far as is known, the Naval Aircraft Factory at Philadelphia did not assign construction numbers to the PBN-1s, using the BuAer numbers instead. Regarding the PBY-6As built at New Orleans, there is some doubt as to the numbering system used, and there is certainly a view that no construction numbers were used after c/n 2063. At least, no such numbers were given on the manufacturer's plates of the aircraft. However, as (virtual) tie-ups are known, the construction numbers are given below.

### Built by Consolidated at San Diego, CA

C-1	URSS L-2	Model 28-1	Polyarnaya Aviats.	mfd	01jun37	with P&W R-1830-S3G "Twin Wasp" engines; ex NC777 "Guba"; L-2 was the temporary US test registration; in light grey c/s with black belly; purchased by Amtorg from Richard Archbold 18aug37 in order to take part in the search for the Bolshovitinov DB-A URSS-N209 which had disappeared during a flight across the North Pole to the USA 13aug37; taken over by the search crew already 17aug37, headed for the NWT of Canada 2 days later, flew several search missions 23aug37/19sep37 and returned to the US 25sep37; modified by the factory at New York over the winter, dismantled and shipped on a steamer to the Soviet Union mar38, arrived at the Grebnoi port harbour of Leningrad jun38 (t/t some 200 hours at the time)
	CCCP	Model 28-1	Polyarnaya Aviats.	ph.	05jul38	'L-2' on fin painted over, but still visible; ferried to Khimki 05jul38; underwent check trials with the NII GVF 13/25jul38 (7 flights), c/n given as 8451 in the report on the trials, but such a c/n does not exist; I/n 23jul38, see rgd date below
	CCCP-N243	Model 28-1	Polyarnaya Aviats.	rgd	17jun38	registration carried on the wings only; opb Moskovskiy otryad; flew an ice-reconnaissance mission from Dikson 06aug38; flew ice-reconnaissance missions in the Kara Sea and Laptev Sea 05/30aug39; flew ice-reconnaissance missions from Naryan-Mar 15jun/19jul41; received ASH-62IR engines at some moment, date unknown; reported to have become "175" and "6" of the Soviet Navy after the German invasion of 22jun41, but that seems doubtful (the aircraft officially remained on strength of Polyarnaya Aviatsiya); w/o 27jul42 (date confirmed by Soviet documents) was destroyed by shellfire from the German submarine U601 while being anchored off Malye Karmakuly on Novaya Zemlya, 1 crew killed and 1 injured
C-2	USSR CCCP	Model 28-2	Amtorg	f/f	dec37	with Wright R-1820-G3 "Cyclone" engines, without nose turret; in light grey (or natural metal) c/s with black belly, no markings apart from 'USSR CCCP' on the wing lower surface; test-flown at San Diego, disassembled and delivered by ship
	no code	Model 28-2	Soviet Navy	photo		re-assembled by Factory No. 31 at Taganrog; equipped with a nose turret, machine-guns and bomb racks, served as a benchmark for the GST version; no markings apart from Red Stars on the wing top surface and 'USSR CCCP' on the wing lower surface

### Built by the Naval Aircraft Factory at Philadelphia, PA

[02795]	CCCP-N340	PBN-1	Polyarnaya Aviats.	d/d	jun44	US Navy BuNo 02795; toc between 10jul44 and 10aug44; on charge of MAGON as of 10aug44; flew ice-reconnaissance missions 25aug44/21sep44, 19jun45/02oct45, 17jul46/05oct46 and 01jun47/22jul47; photo in 1947
	CCCP-N340	KM-1	Polyarnaya Aviats.		photo	registration painted on as 'H-340'; with small radar; in US Navy c/s, no titles; opb Moskovskaya aviagruppa from 24jan51
[02797]	02797	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02797
[02798]	02798	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02798
[02800]	CCCP-N339	PBN-1	Polyarnaya Aviats.	mfd	05aug43	US Navy BuNo 02800; toc jun44; opb MAGON from jun44; flew ice-reconnaissance missions 20jul44/05oct44 and returned to Moscow 13oct44; flew ice-reconnaissance missions 02/03aug45 and 05/06sep45
	CCCP-N339	KM-2	Polyarnaya Aviats.			trf from Moskovskaya aviagruppa to Chukotskaya aviagruppa 30nov50; struck off charge 05apr57 as amortisation period expired
[02806]	02806	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02806; opb 1 mrae 44 sap VVS BVF; w/o 29oct44 on the leg from from Naryan-Mar to Lakhta of a positioning flight from Novaya Zemlya to Arkhangelsk when the crew (commander: 2LT Ivan Vetrov) cut the route short, encountered heavy fog in the Timanski kryzh area near Severodvinsk and descended in order to establish visual contact with the ground, but the aircraft collided with a hill-top 2 km south-west of Lodka hill, 6 of the 7 crew killed, the injured survivor walked 12 days through the tundra until he reached a settlement; wreck with clearly visible number '02806' extant at the crash site by sep11
[02809]	02809	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02809
[02810]	02810	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02810
[02811]	02811	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02811
[02812]	02812	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02812
[02813]	02813	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02813
	CCCP-N422	PBN-1	Polyarnaya Aviats.			flew ice-reconnaissance missions 01jul/24aug46 and 17jun/02sep47
	CCCP-N422	KM-2	Polyarnaya Aviats.			opb Igarskaya aviagruppa from 24jan51; flew ice-reconnaissance missions 19aug/08sep51
[02814]	02814	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02814
[02815]	02815	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02815
[02816]	02816	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02816
[02817]	02817	PBN-1	Soviet Navy	mfd	23nov43	US Navy BuNo 02817; d/d jun44
	CCCP-N488	PBN-1	Polyarnaya Aviats.	trf	1948 ?	flew ice-reconnaissance missions 28jun/14sep48; trf to MAGON 28jan49
	CCCP-N488	KM-2	Polyarnaya Aviats.	no	reports	converted in 1949; opb MAGON; flew ice-reconnaissance missions 09may/10jun50; w/o 26jun50 on a test flight (after maintenance) from the Khimki reservoir, on finals the aircraft came in too fast (220 instead of 170 km/h), the crew was not able to correctly establish the distance to the mirror-like water surface while alighting, the nose dug deep into the water, the aircraft broke up and sank (only the tail remained afloat), 2 of the 5 crew killed and the other 3 seriously injured while the sole (unauthorised) passenger escaped unhurt; t/t 1,102 hours (224 hours 50 minutes since the conversion); struck off charge 17jul50
[02818]	02818	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02818
[02819]	02819	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02819
[02820]	02820	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02820
[02822]	02822	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02822
[02823]	02823	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02823
[02824]	02824	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02824
[02825]	02825	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02825
[02826]	02826	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02826; ferried by 65 apspn GU VVS; left Elizabeth City 25may44; w/o 18jun44 (not 17jun44) on the leg from Reykjavik to Guba Gryznaya of its delivery flight when the crew lost their bearings in adverse weather and the aircraft crashed in fog into Andotten cliff on Sørøya Island in occupied Norway, all 6 crew (commander: Colonel Viktor N. Vasilyev) killed
[02827]	02827	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02827
[02828]	02828	PBN-1	Soviet Navy	mfd	30may44	US Navy BuNo 02828; d/d jun44
	CCCP-N487	PBN-1	Polyarnaya Aviats.	trf	25mar48	trf to MAGON 28jan49; flew ice-reconnaissance missions 06jul/06sep49
	CCCP-N487	KM-2	Polyarnaya Aviats.			opb Igarskaya aviagruppa from 24jan51; opb Chukotskaya aviagruppa 01jul52/19sep52; struck off charge 05apr57 as amortisation period expired
[02829]	02829	PBN-1	Soviet Navy			US Navy BuNo 02829
[02830]	02830	PBN-1	Soviet Navy			US Navy BuNo 02830
[02831]	02831	PBN-1	Soviet Navy			US Navy BuNo 02831
[02832]	02832	PBN-1	Soviet Navy			US Navy BuNo 02832
[02833]	02833	PBN-1	Soviet Navy			US Navy BuNo 02833
[02834]	02834	PBN-1	Soviet Navy			US Navy BuNo 02834
[02835]	02835	PBN-1	Soviet Navy			US Navy BuNo 02835
[02836]	02836	PBN-1	Soviet Navy			US Navy BuNo 02836
[02837]	02837	PBN-1	Soviet Navy			US Navy BuNo 02837
[02841]	02841	PBN-1	Soviet Navy			US Navy BuNo 02841

[02842]	02842	PBN-1	Soviet Navy			US Navy BuNo 02842
[02843]	02843	PBN-1	Soviet Navy			US Navy BuNo 02843
[02844]	02844	PBN-1	Soviet Navy			US Navy BuNo 02844
[02845]	02845	PBN-1	Soviet Navy			US Navy BuNo 02845
[02846]	02846	PBN-1	Soviet Navy			US Navy BuNo 02846
[02847]	CCCP-N338	PBN-1	Polyarnaya Aviats.			US Navy BuNo 02847; toc jun44; opb MAGON from jun44; flew ice-reconnaissance missions 08jul44/23sep44, 29jun45/04sep45 and 11/25aug46 (returned to Moscow 26aug46); modified by Factory No. 447 to, see next line
	CCCP-N338	KM-2	Polyarnaya Aviats.	ph.	sep48	the first KM-2; without radar; registration painted on as 'H-338'; in dark green c/s with light grey undersides, no titles; underwent factory trials jun48/jul48 and state acceptance trials on Lake Kish near Riga 04sep/09oct48; flew ice-reconnaissance missions 15aug49/12sep49 and 23jul50/05sep50; opb MAGON from 24jan51; flew ice-reconnaissance missions 14aug53/10sep53
[02848]	02848	PBN-1	Soviet Navy			US Navy BuNo 02848
[02849]	02849	PBN-1	Soviet Navy			US Navy BuNo 02849
[02850]	02850	PBN-1	Soviet Navy			US Navy BuNo 02850
[02852]	02852	PBN-1	Soviet Navy			US Navy BuNo 02852
[02853]	02853	PBN-1	Soviet Navy			US Navy BuNo 02853
[02854]	02854	PBN-1	Soviet Navy			US Navy BuNo 02854
[02855]	02855	PBN-1	Soviet Navy			US Navy BuNo 02855
[02856]	02856	PBN-1	Soviet Navy			US Navy BuNo 02856
[02857]	02857	PBN-1	Soviet Navy			US Navy BuNo 02857
[02858]	02858	PBN-1	Soviet Navy			US Navy BuNo 02858
[02859]	02859	PBN-1	Soviet Navy			US Navy BuNo 02859
[02860]	02860	PBN-1	Soviet Navy			US Navy BuNo 02860
[02861]	02861	PBN-1	Soviet Navy			US Navy BuNo 02861
	CCCP-N482	PBN-1	Polyarnaya Aviats.	trf	25mar48	flew ice-reconnaissance missions 05/15sep48; trf to MAGON 28jan49; flew ice-reconnaissance missions 14aug/16sep49
	CCCP-N482	KM-2	Polyarnaya Aviats.			probably converted in 1950/51; opb Chukotskaya aviagruppa from 24jan51; flew ice-reconnaissance missions 23aug/22sep52 and 27jun/13aug53; trf from Chukotskaya aviagruppa to MAGON 31jul54; struck off charge 05apr57 as amortisation period expired
[02862]	02862	PBN-1	Soviet Navy			US Navy BuNo 02862
[02863]	02863	PBN-1	Soviet Navy			US Navy BuNo 02863
[02864]	02864	PBN-1	Soviet Navy			US Navy BuNo 02864
[02865]	02865	PBN-1	Soviet Navy			US Navy BuNo 02865
[02866]	02866	PBN-1	Soviet Navy			US Navy BuNo 02866
[02867]	02867	PBN-1	Soviet Navy			US Navy BuNo 02867
[02868]	02868	PBN-1	Soviet Navy			US Navy BuNo 02868; ferried from Elizabeth City to NAS Kodiak, AK 10/17aug44 and handed over there
[02869]	02869	PBN-1	Soviet Navy			US Navy BuNo 02869
[02870]	"11" white	PBN-1	Soviet Navy	ph.	aug44	US Navy BuNo 02870; without radar; opb 16 omrap VVS TOF at Sukhodol; in US Navy c/s; f/n NAS Kodiak, AK aug44; w/o 01aug45 on a training flight when encountered heavy fog near Shamora bay and crashed at a height of 200-300 metres into the slope of hill 405 metres near Shamora airfield (N43.198475 E132.062591), 5 of the 7 crew (commander: 2LT G.P. Aparinov) killed and 1 injured; not much of the wreckage left by 2008
[02871]	02871	PBN-1	Soviet Navy			US Navy BuNo 02871
[02872]	02872	PBN-1	Soviet Navy			US Navy BuNo 02872
[02873]	02873	PBN-1	Soviet Navy			US Navy BuNo 02873
[02874]	02874	PBN-1	Soviet Navy			US Navy BuNo 02874
[02875]	02875	PBN-1	Soviet Navy			US Navy BuNo 02875
[02876]	02876	PBN-1	Soviet Navy			US Navy BuNo 02876
[02877]	CCCP-N481	PBN-1	Polyarnaya Aviats.	mfd	26jun44	US Navy BuNo 02877; ferried from the US by I.P. Mazuruk's team in 1944
	CCCP-M...	PBN-1	Gidrometeosluzhba			Hydrological and Meteorological Service
	CCCP-N481	PBN-1	Polyarnaya Aviats.	trf	19apr48	opb MAGON from 28jan49
	CCCP-N481	KM-2	Polyarnaya Aviats.			registration painted on as 'H-481'; without radar; trf from MAGON to Chukotskaya aviagruppa 30nov50; opb MAGON from 24jan51; in dark green c/s with light grey undersides, no titles; flew ice-reconnaissance missions 20jul/21sep48, 18jul/21sep49, 11jul/21aug50 and 15aug/20sep53; struck off charge 05apr57 as amortisation period expired
[02878]	02878	PBN-1	Soviet Navy			US Navy BuNo 02878
[02879]	02879	PBN-1	Soviet Navy			US Navy BuNo 02879
	CCCP-L789	PBN-1	AFL/Krasnoyarsk	rgd	unknown	opb 26 ATO from summer 1947; dbr 31jul48 on the leg from Podkamennaya Tunguska to Turukhansk of a flight from Krasnoyarsk to Valyok when alighted on the river Yenisei at Turukhansk (close to the mouth of the river Nizhnyaya Tunguska) on the first planing step instead of the third one although the waves were 40-50 cm high, the aircraft bounced, stalled and crashed nose-on into the water, breaking off its nose, 3 of the 15 passengers (2 women and a baby) drowned while 3 of the 5 crew and 1 passenger were seriously injured; t/t 523 hours
[02880]	02880	PBN-1	Soviet Navy			US Navy BuNo 02880
[02881]	02881	PBN-1	Soviet Navy			US Navy BuNo 02881
[02882]	02882	PBN-1	Soviet Navy			US Navy BuNo 02882
[02883]	02883	PBN-1	Soviet Navy			US Navy BuNo 02883
[02884]	02884	PBN-1	Soviet Navy			US Navy BuNo 02884
[02885]	02885	PBN-1	Soviet Navy			US Navy BuNo 02885; ferried from Elizabeth City to NAS Kodiak, AK 23/28aug44 and handed over there
[02886]	02886	PBN-1	Soviet Navy			US Navy BuNo 02886
[02887]	02887	PBN-1	Soviet Navy			US Navy BuNo 02887
	CCCP-N483	PBN-1	Polyarnaya Aviats.	trf	25mar48	trf to MAGON 03jun48; flew ice-reconnaissance missions 19jul48/20sep48, 15aug49/29sep49 and 23jun50/28jul50; photo exists
	CCCP-N483	KM-2	Polyarnaya Aviats.		photo	at bukhta Rodzhersa (Wrangel island); in grey c/s with red belly; registration painted on as 'H-483'; opb MAGON from 24jan51; flew ice-reconnaissance missions 23aug52/24sep52 and 15jul53/05sep53
[02888]	02888	PBN-1	Soviet Navy			US Navy BuNo 02888
[02889]	02889	PBN-1	Soviet Navy			US Navy BuNo 02889
[02890]	02890	PBN-1	Soviet Navy			US Navy BuNo 02890
[02891]	02891	PBN-1	Soviet Navy			US Navy BuNo 02891
[02892]	02892	PBN-1	Soviet Navy			US Navy BuNo 02892
	CCCP-M...	PBN-1	Gidrometeosluzhba			Hydrological and Meteorological Service
	CCCP-N485	PBN-1	Polyarnaya Aviats.	trf	19apr48	flew ice-reconnaissance missions 13jun48/31aug48; opb MAGON from 28jan49
	CCCP-N485	KM-2	Polyarnaya Aviats.	ph.	1953	in grey c/s with red belly; opb MAGON from 24jan51; flew ice-reconnaissance missions 01jul50/30aug50, 12jun51/02oct51, 27aug52/15sep52 and 25jul53/22aug53
[02893]	02893	PBN-1	Soviet Navy			US Navy BuNo 02893
[02894]	02894	PBN-1	Soviet Navy			US Navy BuNo 02894
[02895]	02895	PBN-1	Soviet Navy			US Navy BuNo 02895
[02896]	02896	PBN-1	Soviet Navy			US Navy BuNo 02896
[02897]	02897	PBN-1	Soviet Navy			US Navy BuNo 02897
	CCCP-M...	PBN-1	Gidrometeosluzhba			Hydrological and Meteorological Service
	CCCP-N484	PBN-1	Polyarnaya Aviats.	trf	19apr48	opb MAGON from 28jan49
	CCCP-N484	KM-2	Polyarnaya Aviats.		photo	registration painted on as 'H-484'; without radar; opb MAGON from 24jan51; in dark green c/s with light blue undersides; flew ice-reconnaissance missions 30jul48/05sep48, 26jul49/05sep49, 16aug50/27sep50 and 31jul51/25aug51; struck off charge 05apr57 as amortisation period expired
[02898]	02898	PBN-1	Soviet Navy			US Navy BuNo 02898
	CCCP-N342	PBN-1	Polyarnaya Aviats.			opb MAGON from 24jan51; flew ice-reconnaissance missions 29jul45/25sep45, 20jul46/14sep46 and 02/15jul47
	CCCP-N342	KM-2	Polyarnaya Aviats.		photo	flew ice-reconnaissance missions 25aug49 and 30/31aug52
[02899]	02899	PBN-1	Soviet Navy	mfd	19oct44	US Navy BuNo 02899
	CCCP-N341	PBN-1	Polyarnaya Aviats.			opb MAGON; flew ice-reconnaissance missions 18/22aug45, 02jul46/18sep46, 24jun47/22sep47, 07jul49/23sep49 and 18jul51/24aug51; trf to Chukotskaya aviagruppa 07jul49 (still as a PBN-1)
	CCCP-N341	KM-2	Polyarnaya Aviats.			opb MAGON from 24jan51; flew ice-reconnaissance missions 17/24aug53; struck off charge 05apr57 as amortisation period expired
[02900]	02900	PBN-1	Soviet Navy			US Navy BuNo 02900
	CCCP-N489	PBN-1	Polyarnaya Aviats.	trf	25mar48	flew ice-reconnaissance missions 14/23aug48; trf to MAGON 28jan49; flew ice-reconnaissance missions 03jul49/22sep49, 18jul51/19sep51 and 23/29aug52
	CCCP-N489	KM-2	Polyarnaya Aviats.			opb MAGON from 24jan51; flew ice-reconnaissance missions 17/30aug53
[02901]	02901	PBN-1	Soviet Navy			US Navy BuNo 02901
	CCCP-N343	PBN-1	Polyarnaya Aviats.	ph.	1947	at Provideniya; registration painted on as 'H-343'; without radar; in US Navy c/s, no titles; flew ice-reconnaissance missions 02jul45/11sep45, 05jul46/11sep46 and 03jul47; opb Igarskaya aviagruppa from 24jan51
[02902]	02902	PBN-1	Soviet Navy			US Navy BuNo 02902
	CCCP-N344	PBN-1	Polyarnaya Aviats.		photo	registration painted on as 'H-344'; carried Red Stars; opb MAGON from 05dec44; flew ice-reconnaissance missions 27jun/14sep46; modified at Krasnoyarsk jun47; flew ice-reconnaissance missions 01aug/21sep47; modified at Krasnoyarsk sep48; flew ice-reconnaissance missions 04jul/29sep49; trf to Chukotskaya aviagruppa 07jul49 (still as a PBN-1)
	CCCP-N344	KM-2	Polyarnaya Aviats.		photo	without Red Stars now; in document 01jan51; opb MAGON from 24jan51; flew ice-reconnaissance missions 09jul/26aug51, 27aug/21sep52 and 19jun/13aug53; trf from MAGON to Chukotskaya aviagruppa 31jul54; trf from Kresty Kolymyaskogo AO to Moskovski OAO 10jun55
[02903]	02903	PBN-1	Soviet Navy			US Navy BuNo 02903
[02904]	02904	PBN-1	Soviet Navy			US Navy BuNo 02904; ferried from Elizabeth City via Puerto Rico, Trinidad, Brazil, Gambia, Morocco, Tunisia and Egypt to Habbaniya (Iraq) 09dec44/09jan45
[02905]	02905	PBN-1	Soviet Navy			US Navy BuNo 02905
[02906]	02906	PBN-1	Soviet Navy			US Navy BuNo 02906

[02907]	02907	PBN-1	Soviet Navy			US Navy BuNo 02907
[02908]	02908	PBN-1	Soviet Navy			US Navy BuNo 02908
[02909]	02909	PBN-1	Soviet Navy			US Navy BuNo 02909
[02910]	02910	PBN-1	Soviet Navy	mfd	22nov44	US Navy BuNo 02910; opb 289 oplav VVS TOF; w/o 05oct50 on a training flight, practising firing at a towed target at night when the crew probably lost spatial orientation and the aircraft crashed into Ussuriski zaliv bay 10 km west of cape mys Sysoyeva, all 7 crew killed
[02911]	02911	PBN-1	Soviet Navy			US Navy BuNo 02911
[02912]	02912	PBN-1	Soviet Navy			US Navy BuNo 02912
[02913]	02913	PBN-1	Soviet Navy			US Navy BuNo 02913
[02914]	02914	PBN-1	Soviet Navy			US Navy BuNo 02914
[02915]	02915	PBN-1	Soviet Navy			US Navy BuNo 02915; w/o in the late hours of 11jan45 during the leg from Elizabeth City to San Juan (Puerto Rico) of its delivery flight via the southern route when the Canadian pilot lost his bearings shortly after take-off (when he switched from flying by sight to using instruments once he flew past the flares on the river), felt he was rising too quickly and turned downwind, plummeting into the Pasquotank River, 5 of the 9 crew (4 Soviets and 1 Canadian) killed while the pilot survived
[02916]	02916	PBN-1	Soviet Navy			US Navy BuNo 02916
[02917]	02917	PBN-1	Soviet Navy			US Navy BuNo 02917
[02918]	02918	PBN-1	Soviet Navy			US Navy BuNo 02918
[02919]	02919	PBN-1	Soviet Navy			US Navy BuNo 02919
[02920]	02920	PBN-1	Soviet Navy			US Navy BuNo 02920
[02921]	02921	PBN-1	Soviet Navy			US Navy BuNo 02921
[02922]	02922	PBN-1	Soviet Navy			US Navy BuNo 02922
[02923]	02923	PBN-1	Soviet Navy			US Navy BuNo 02923
[02924]	02924	PBN-1	Soviet Navy			US Navy BuNo 02924
[02925]	02925	PBN-1	Soviet Navy			US Navy BuNo 02925
[02926]	02926	PBN-1	Soviet Navy			US Navy BuNo 02926
[02927]	02927	PBN-1	Soviet Navy			US Navy BuNo 02927; ferried from Elizabeth City via Puerto Rico, Trinidad, Brazil, Gambia, Morocco, Sicily and Egypt to Habbaniya (Iraq) 01feb45/03mar45
[02928]	02928	PBN-1	Soviet Navy			US Navy BuNo 02928
[02929]	02929	PBN-1	Soviet Navy			US Navy BuNo 02929
[02930]	02930	PBN-1	Soviet Navy			US Navy BuNo 02930
[02931]	02931	PBN-1	Soviet Navy			US Navy BuNo 02931
[02932]	02932	PBN-1	Soviet Navy			US Navy BuNo 02932; ferried by Ferry Command from Elizabeth City via Puerto Rico, South America and Africa to Habbaniya 23feb45/21mar45
[02933]	02933	PBN-1	Soviet Navy			US Navy BuNo 02933
[02934]	02934	PBN-1	Soviet Navy			US Navy BuNo 02934
[02935]	02935	PBN-1	Soviet Navy			US Navy BuNo 02935
[02936]	02936	PBN-1	Soviet Navy			US Navy BuNo 02936
[02937]	02937	PBN-1	Soviet Navy			US Navy BuNo 02937
[02938]	02938	PBN-1	Soviet Navy			US Navy BuNo 02938
[02939]	02939	PBN-1	Soviet Navy			US Navy BuNo 02939
[02940]	02940	PBN-1	Soviet Navy			US Navy BuNo 02940
[02941]	02941	PBN-1	Soviet Navy			US Navy BuNo 02941
[02942]	02942	PBN-1	Soviet Navy			US Navy BuNo 02942
[02943]	02943	PBN-1	Soviet Navy			US Navy BuNo 02943
[02944]	02944	PBN-1	Soviet Navy			US Navy BuNo 02944
	CCCP-M...	PBN-1	Gidrometeoslužba			Hydrological and Meteorological Service
	CCCP-N486	PBN-1	Polyarnaya Aviats.	trf	19apr48	opb MAGON from 28jan49
	CCCP-N486	KM-2	Polyarnaya Aviats.	ph.	1950	opb MAGON from 24jan51; in dark green c/s with light blue undersides and white stripes on fin; flew ice-reconnaissance missions 18aug49/05oct49, 01jul50/07sep50, 10jul51/09sep51, 27/28aug52 and 15jul53/03sep53
[02945]	02945	PBN-1	Soviet Navy	mfd	13mar45	US Navy BuNo 02945
	CCCP-N419	PBN-1	Polyarnaya Aviats.			flew ice-reconnaissance missions 19jun/21sep46, 28jun/04oct47, 03aug/20sep50 and 24jun/22sep51
	CCCP-N419	KM-2	Polyarnaya Aviats.	photo		in dark grey c/s with light grey undersides and red belly; opb MAGON from 24jan51; opb Chukotskaya aviagruppa 01jul/19sep52; trf from Chukotskaya aviagruppa to MAGON 31jul54; struck off charge 05apr57 as amortisation period expired
[02946]	02946	PBN-1	Soviet Navy			US Navy BuNo 02946; several PBV specialists are of the opinion that this was in fact the aircraft which was damaged by fire on the production line 31dec44 and was replaced in the batch for the Soviet Navy by BuNo 02802 which was re-numbered BuNo 02946 to make the Soviet side think that they got a 'new' aircraft

### **Built by Consolidated at New Orleans, LA**

2020	46656	PBY-6A	Soviet Navy			US Navy BuNo 46656; ferried via Alaska to the Far East
2022	46658	PBY-6A	Soviet Navy			US Navy BuNo 46658; ferried via Alaska to the Far East
2033	46669	PBY-6A	Soviet Navy			US Navy BuNo 46669; ferried via Alaska to the Far East
2034	46670	PBY-6A	Soviet Navy			US Navy BuNo 46670; ferried via Alaska to the Far East
2035	46671	PBY-6A	Soviet Navy			US Navy BuNo 46671; ferried via Alaska to the Far East
2038	46674	PBY-6A	Soviet Navy			US Navy BuNo 46674; ferried via Alaska to the Far East
2039	46675	PBY-6A	Soviet Navy			US Navy BuNo 46675; ferried via Alaska to the Far East
2040	46676	PBY-6A	Soviet Navy			US Navy BuNo 46676; ferried via Alaska to the Far East
2041	46677	PBY-6A	Soviet Navy			US Navy BuNo 46677; ferried via Alaska to the Far East
2042	46678	PBY-6A	Soviet Navy			US Navy BuNo 46678; ferried via Alaska to the Far East
2054	46690	PBY-6A	Soviet Navy			US Navy BuNo 46690; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 23jun45
2055	46691	PBY-6A	Soviet Navy			US Navy BuNo 46691; ferried via Alaska to the Far East
2056	46692	PBY-6A	Soviet Navy			US Navy BuNo 46692; ferried via Alaska to the Far East
2057	46693	PBY-6A	Soviet Navy			US Navy BuNo 46693; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 23jun45
2058	46694	PBY-6A	Soviet Navy			US Navy BuNo 46694; ferried via Alaska to the Far East
2059	46695	PBY-6A	Soviet Navy			US Navy BuNo 46695; ferried via Alaska to the Far East
2060	46696	PBY-6A	Soviet Navy			US Navy BuNo 46696; ferried via Alaska to the Far East
2061	46697	PBY-6A	Soviet Navy			US Navy BuNo 46697; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 23jun45
2062	46698	PBY-6A	Soviet Navy			US Navy BuNo 46698; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 23jun45
2063	46724	PBY-6A	Soviet Navy			US Navy BuNo 46724; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 23jun45
2089	64018	PBY-6A	Soviet Navy			US Navy BuNo 64018; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 07jul45
2090	64019	PBY-6A	Soviet Navy			US Navy BuNo 64019; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 01jul45
2091	64020	PBY-6A	Soviet Navy			US Navy BuNo 64020; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 04jul45
2092	64021	PBY-6A	Soviet Navy			US Navy BuNo 64021; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 18jul45
2093	64022	PBY-6A	Soviet Navy			US Navy BuNo 64022; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 01jul45
2094	64023	PBY-6A	Soviet Navy			US Navy BuNo 64023; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 04jul45
2095	64024	PBY-6A	Soviet Navy			US Navy BuNo 64024; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 01jul45
2096	64025	PBY-6A	Soviet Navy			US Navy BuNo 64025; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 18jul45
2097	64026	PBY-6A	Soviet Navy			US Navy BuNo 64026; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 07jul45
2098	64027	PBY-6A	Soviet Navy			US Navy BuNo 64027; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 04jul45
2119	64048	PBY-6A	Soviet Navy			US Navy BuNo 64048; left Elizabeth City 22aug45 according to one source but was still there 06sep45 according to another source
2120	64049	PBY-6A	Soviet Navy			US Navy BuNo 64049; left Elizabeth City 22aug45
2121	64050	PBY-6A	Soviet Navy			US Navy BuNo 64050; left Elizabeth City 22aug45
2122	64051	PBY-6A	Soviet Navy			US Navy BuNo 64051; left Elizabeth City 26aug45
	CCCP-N381	PBY-6A	Polyarnaya Aviats.	ph.	1946	at Khimki; with AN/AP5-3 radar; registration painted on as 'H381'; in US Navy c/s; flew ice-reconnaissance missions 18/19aug46 and 01jul47; opb Moskovskaya aviagruppa from early 1947; made a forced landing 31jul47 after having been refuelled at Amderma with water-contaminated fuel; ferried for modification to Krasnoyarsk in late 1947 (equipped with Soviet engines); opb Igarskaya aviagruppa from 24jan51
2123	"11" white	PBY-6A	Soviet Navy	RKV	15sep45	US Navy BuNo 64052; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 31aug45 and passed through Gander 06sep45 and through Reykjavik 15sep45
2144	64073	PBY-6A	Soviet Navy			US Navy BuNo 64073; left Elizabeth City 24aug45
2145	64074	PBY-6A	Soviet Navy			US Navy BuNo 64074; left Elizabeth City 24aug45
2146	64075	PBY-6A	Soviet Navy			US Navy BuNo 64075; left Elizabeth City 24aug45
2147	64076	PBY-6A	Soviet Navy			US Navy BuNo 64076; left Elizabeth City 25aug45
2148	64077	PBY-6A	Soviet Navy			US Navy BuNo 64077; left Elizabeth City 25aug45
2149	64078	PBY-6A	Soviet Navy			US Navy BuNo 64078; left Elizabeth City 26aug45
2150	64079	PBY-6A	Soviet Navy			US Navy BuNo 64079; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 31aug45 and passed through Gander 06sep45
2151	64080	PBY-6A	Soviet Navy			US Navy BuNo 64080; left Elizabeth City 24aug45
2152	64081	PBY-6A	Soviet Navy			US Navy BuNo 64081; left Elizabeth City 06oct45 (or rather 06sep45 ?)
2153	64082	PBY-6A	Soviet Navy			US Navy BuNo 64082; left Elizabeth City 06oct45 (or rather 06sep45 ?)
2154	"1" white	PBY-6A	Soviet Navy	photo		US Navy BuNo 64083; with large radar; in US Navy c/s; left Elizabeth City 06oct45 (or rather 06sep45 ?)
2156	"14" white	PBY-6A	Soviet Navy	photo		US Navy BuNo 64085; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 31aug45 and passed through Gander 06sep45 (but might still have been at Elizabeth City ready for departure 06sep45)
2157	64086	PBY-6A	Soviet Navy			US Navy BuNo 64086; left Elizabeth City 06oct45 (or rather 06sep45 ?)

### **Built by Canadian Vickers at Cartierville, QC**

CV588	XT-147	PBV-1A	CNAC	trf	1949	US Navy BuNo 68041; ex OA-10A s/n 44-34077 of the USAAF and XY-ABY; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (at least on
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---	CCCP-L787	PBN-1	AFL/West Siberia	no	reports	paper); photo at HKG in 1949 with the new five-star red flag of the People's Republic on the fin; damaged by a typhoon at HKG in 1949 and possibly scrapped Aircraft with unknown construction numbers include --- CCCP-L786 PBN-1 Aeroflot photo sometimes reported in error as CCCP-L736; not on pre-1944 register; carried also code '1' white not on pre-1944 register; made a forced landing due to engine problems after take-off from Beryozovo 26jun53
---	CCCP-L795	PBN-1	Aeroflot	ph.	photo	not on pre-1944 register; in dark c/s
---	CCCP-M202	PBN-1	Gidrometeosluzhba	ph.	1947	Hydrological and Meteorological Service; not on pre-1944 register; registration painted on as 'M-202'; opb Murmanski ao; probably in grey c/s, no titles; flew ice-reconnaissance missions from Murmansk 23/24aug47
---	CCCP-N35	KM-2	Polyarnaya Aviats.			opb MAGON; took part in the Arctic expedition A-95 (strategic ice-reconnaissance) 15/29jul53 (commander: I.I. Cherevichny)
---	CCCP-N388	PBN-1	Polyarnaya Aviats.	trf	1946	not on pre-1944 register; took part in an Arctic expedition aug46
---	CCCP-N429	PBN-1 ?	Polyarnaya Aviats.			
---	CCCP-N478	PBN-1 ?	Polyarnaya Aviats.			opb Moskovskaya aviagruppa; in a document 08sep48
---	"2" white	PBN-1	Soviet Navy		photo	in US Navy c/s
---	"3" white	PBY-6A	Soviet Navy		photo	opb Pacific Fleet; in US Navy c/s
---	"4" white	PBN-1	Soviet Navy	ph.	1945	opb 118 orap VVS SF
---	"7" white	PBN-1	Soviet Navy	ph.	may45	at Pechenga
---	"8" white	PBN-1	Soviet Navy	ph.	09aug45	at Hagersten near Stockholm (Sweden); with small radar; opb 118 orap VVS SF; in US Navy c/s
---	"10" white	PBY-6A	Soviet Navy		photo	at Gander
---	"16"	PBN/PBY	Soviet Navy			based at Karagoz (Crimea); w/o 10sep45 when crashed into the Feodosia Gulf; all 4 crew killed (only 1 of them was found)
---	"18" white	PBN-1	Soviet Navy		drawing	opb 16 omrap VVS TOF by aug45; in US Navy c/s
---	"18" white	PBY-6A	Soviet Navy		photo	with large radar; in US Navy c/s
---	"19" white	PBN-1	Soviet Navy	ph.	jul48	opb 53 omrap VVS SF; in US Navy c/s
---	"20" white	PBY-6A	Soviet Navy		photo	
---	"22" white	PBY-6A	Soviet Navy	LBC	jan46	
---	"23" white	PBY-6A	Soviet Navy	ph.	late 45	with large radar; in US Navy c/s
---	"25" red	PBN-1	Soviet Navy		photo	colour of the code not confirmed
---	"29" white	PBN-1	Soviet Navy	ph.	aug44	opb 48 mrap VVS TOF; in US Navy c/s
---	"30" white	PBN-1	Soviet Navy	ph.	03sep44	not US Navy BuNo 02821 as was supposed (that one was not delivered to the Soviet Union); without radar; in US Navy c/s; f/n NAS Kodiak, AK 03sep44
---	"31" white	PBY-6A	Soviet Navy		drawing	
---	"89"	PBN-1	Soviet Navy		photo	colour of code probably red
---	"91" white ?	PBN-1	Soviet Navy	ph.	1948	opb Yeisk Flying School; in US Navy c/s
---	not known	PBN-1	Soviet Navy	no	reports	opb Northern Fleet; w/o 19jun44 when crashed on a training flight
---	not known	PBN-1	Soviet Navy	no	reports	opb 289 oplap VVS TOF at Sukhodol; w/o 10aug45 on return from a reconnaissance mission to mys Boltina cape (now cape Musudan) when was attacked and damaged by Japanese fighters, the injured crew attempted an emergency landing on Tazgou (now Spokoinaya) bay near mys Povortny cape, but the aircraft sank almost immediately, all 6 crew (commander: CPT Ivan Frolov) killed
---	not known	PBN-1	Soviet Navy	no	reports	opb 289 oplap VVS TOF; crashed 05feb48, at least 3 crew (commander: 2LT Vasilii Kokovkin) killed
---	not known	PBN-1	Soviet Navy	no	reports	opb 289 oplap VVS TOF; crashed 07aug48, at least 3 crew (commander: 1LT Konstantin Popov) killed
---	not known	PBN-1	Soviet Navy	no	reports	opb 289 oplap VVS TOF; crashed 30aug51, at least 1 crew (commander: MAJ Boris Yakunin) killed

## Beriev GST (MP-7)

A contract for the licence production of the Consolidated Model 28-2 (basically a PBY-1 with Wright R-1820-G3 "Cyclone" engines and devoid of armament and military equipment) was signed by the US-based Soviet foreign trade company Amtorg on 12 September 1936, but came into force only after approval by the US Government on 9 January 1937. Two Model 28-2 CKD kits were acquired in addition to the licence. The design was adapted to Soviet standards and materials by Georgi Beriev, who also became responsible for starting up the licence production. The Soviet version of the flying boat was designated GST for gidrosamolyot transportny (transport seaplane). Factory No. 31 at Taganrog was chosen for production, but faced some problems in building the technologically advanced aircraft. Apart from that, shortages of engines, autopilots, instruments and even stainless steel and aluminium parts affected production, and the plans were never fulfilled. Problems aggravated when the United States declared an embargo against the Soviet Union after the start of the Soviet-Finnish war ('Winter War') and the supply of sub-assemblies and equipment from the US stopped.

The GST was to be powered by M-62R engines, the Soviet version of the Wright R-1820-F3 "Cyclone". But Factory No. 19 delivered the first two serviceable engines only in August 1939, followed by another two in November - while the production plan was for 30 aircraft. So only one of the three GSTs which were completed in 1939 could be fitted with engines and handed over to the Soviet Navy during that year. It underwent trials with the Naval Air Force Scientific Research Institute (NII VVS VMF) at Sevastopol. During one of the test flights the wing began to buffet, the aircraft managed to land safely, but had to be returned to the factory for an overhaul. As of January 1940, the factory had produced 22 assembled fuselages, 25 sets of outer wing panels, 20 centre-wing sections and 19 tail units. The GSTs built in 1940 were to be powered by improved M-62IR engines. However, only a small number of the older M-62R version was delivered initially. In an attempt to save the situation it was decided to install Tumanski M-87 engines (an upgraded version of the Gnome-Rhône 14K) instead. The second series-production GST was fitted with M-87s, but the reliability of that power plant left much to be desired. In the end, five aircraft received M-87 engines and six aircraft improved M-88 engines. All further GSTs were then fitted with M-62IR engines. In March 1940, Factory No. 31 was ordered to cease manufacturing GSTs and start producing MDR-6s instead. From May onwards, the factory stopped manufacturing any new parts and was just completing the assembled GSTs which were delivered as soon as engines for them arrived. The last GST left the factory in November 1940, completing a production run of 27 aircraft (2 Model 28-2 kits assembled in 1938, 3 GSTs built in 1939 and 22 GSTs in 1940).

The Soviet Navy received its first GSTs in April 1940. They were taken up by the 80 aviation squadron of the Black Sea Fleet at Sevastopol, while the Northern Fleet received its first GSTs in July 1940. By 22 June 1941, the Air Force of the Black Sea Fleet had 11 GSTs in its inventory and the Air Force of the Northern Fleet seven GSTs (forming 4 ae 118 mrap). Only five of the Black Sea Fleet's remained in operation by 1 January 1942, and just three were left by 22 April. These relocated to Gelendzhik on the Caucasus coast in late April. The following units of the Soviet Navy were equipped with GSTs: Northern Fleet: 118 mrap, odmrae, 2 oag and 16 tao; White Sea Flotilla: 3 ag; Black Sea Fleet: 80 oae. One GST of the Northern Fleet (operated by 16 tao) managed to soldier on until the end of WWII.

In civilian service the GST was designated MP-7 for morskoi passazhirski (maritime passenger aircraft). The MP-7 could accommodate up to 20-24 passengers and was operated by Polar Aviation (which received at least six aircraft) as well as Aeroflot (which received only one although there had been a firm order for five). Three of Polar Aviation's MP-7s were still active in 1948 and one (CCCP-N337) even in 1950. One MP-7 was transferred to the Krasnoyarsk directorate of Aeroflot in 1946 and remained operational until 1949. Another flying boat of this type was used by the Ministry of Ferrous Metallurgy after the war, but no details are known. Unfortunately, not a single GST or MP-7 survived until this day.

The construction number is a bit of a problem. Obviously it consisted of a product or factory code and a sequential number, but only one full c/n is known.

### **27 GST built by Factory No. 31 at Taganrog from 1938 to 1940**

K-1 ?	not known	GST	NKAP	f/f	03jun38	assembled by Factory No. 31 at Taganrog may38 from Model 28-2 sub-assemblies manufactured by Consolidated at San Diego; no Consolidated c/n issued, given c/n as such in a Polar Aviation document 24jan51; with Wright R-1820-G3 "Cyclone" engines; underwent trials 03nov/20dec38
	CCCP-N275	MP-7	Polyarnaya Aviats.	rgd	01jul39	opb Moskovskaya aviagruppa from 09may40; in light grey c/s with black belly, small 'Aviaarktika' titles on nose; left Zakharkovo for the Arctic 04jul39; flew an ice-reconnaissance mission from Bulun 22jun41; flew to Seattle over Siberia and Alaska together with another MP-7 with a group of some 40 military specialists, headed by General Mikhail Gromov, for the purpose of selecting weapons to be delivered to the Soviet Union under Lend-Lease, landed at NAS Sand Point (Lake Washington) 04sep41; flew ice-reconnaissance missions 08jul42/30sep42 and 03jun43/05oct43; the right engine failed on take-off from Ust'-Taimyr 28aug43 and after its repair the left engine failed on take-off 08sep43; landed on the ice of Tiksi bay 13oct43; assigned to ice-reconnaissance missions (e.g. from Igarka and Dikson) 28jun/18jul44 and 10aug/09sep44; rescued 25 survivors from the torpedoed Soviet steamer 'Mariya Raskova' 18aug44 and 14 more 23/24aug44; trf to Chukotskaya aviagruppa 27apr45; flew ice-reconnaissance missions in 1948; canx 1948
---	not known	GST	not known			assembled by Factory No. 31 at Taganrog from Model 28-2 sub-assemblies manufactured by Consolidated at San Diego in 1938; no Consolidated c/n issued; with Wright R-1820-G3 "Cyclone" engines
023 10	CCCP-L3454	MP-7	AFL/East Siberia	rgd	23aug40	MP-7 2M-62IR; fitted out as a passenger transport with 20 seats by the Irkutsk ARM (repair shop); in dark green c/s with light grey undersides, no titles; entered service oct40; trf from 11 Gidrotriyad VVS GVF to Yakutskaya aviagruppa VSU GVF 01jun41, arrived at Yakutsk and toc 15jun41 with t/t 187 hours; opb MAGON of Polyarnaya Aviatsiya from jan44; struck off charge 22may44
	CCCP-N337	MP-7	Polyarnaya Aviats.	trf	1944	in Polyarnaya Aviatsiya documents with this registration from 10jun44; trf to Igarskaya aviagruppa 27apr45; flew ice-reconnaissance missions 17jul44/14sep44 and 12/14aug50; opb Igarskaya aviagruppa from 24jan51
023 17	CCCP-N307	MP-7	Polyarnaya Aviats.	rgd	09jul40	MP-7 2M-62IR; opb 2-ya aviagruppa VVS Severnogo Flota from 09jul41; flew ice-reconnaissance missions 19/21jun41 and 06jul42/05sep42; assigned to ice-reconnaissance missions from Igarka 31aug43/23sep43; w/o 23sep43 when tried to land in Dudinka harbour in a Beaufort 8 gale, hit a wave, broke up and sank, 1 crew member and 1 passenger killed and most other crew members and passengers injured (pilot: V.M. Surguchov); struck off charge 10mar44
023 18	CCCP-N308	MP-7	Polyarnaya Aviats.	rgd	09jul40	MP-7 2M-62IR; already in a document 11may40; initially opb MAGON; registration painted on as 'CCCPH308' at one time and as 'H-308' at another time; in light grey c/s with black belly, small 'Aviaarktika' titles on the nose and GUSMP logo on the fin; opb 2-ya aviagruppa VVS Severnogo Flota from 09jul41; flew ice-reconnaissance missions 02jul42/22aug42, 04jul43/14sep43 and 30jun44/06aug44; stored by 10may45; still flew ice-reconnaissance missions in 1948; opb MAGON from 24jan51; still on charge by 01jan52

023 19	CCCP-N309	MP-7	Polyarnaya Aviats.	rgd	09jul40	MP-7 2M-62IR; registration painted on as 'CCCPH309'; in light grey c/s with black belly, small 'Aviaarktika' titles on the nose and GUSMP logo on fin; initially opb Moskovskaya aviagruppa; damaged 18sep40 when was ripped off the mooring buoy by a storm and drifted onto another aircraft; flew ice-reconnaissance missions 19jun41/24sep41, 15jul42/22sep42 and 04/16jul43; damaged during the night 16/17jul43 while being anchored at Pevek when the nose hatch was ripped off by a storm so that water could enter and the aircraft sank; recovered from the water 30jul43 and repaired until 12sep43; ferried for further repairs to Krasnoyarsk 12sep43; trf to Yeniseiskaya aviagruppa 27apr45; trf to GUGVF by 15dec45 (on the basis of a decree issued 04sep45)
TsARB-1	CCCP-N325	MP-7	Polyarnaya Aviats.	rgd	28oct43	TsARB means Tsentralnaya aviatsionnaya remontnaya baza (central aviation repair workshop), so this may be an aircraft which underwent a major repair by the workshop and was issued a new c/n; c/n given in a Polar Aviation document 24jan51 as K-1, but see CCCP-N275; assigned to ice-reconnaissance missions 24jul43/14oct43; damaged 27aug43 while being anchored in Tiksi bay when touched the sea floor during low tide, repaired by 15sep43; assigned to ice-reconnaissance missions at Ust'-Taimyr 03jul44/26sep44 and then returned via Dikson to Krasnoyarsk; trf to Igarskaya aviagruppa 27apr45; flew ice-reconnaissance missions in 1948 flown by a defector from Sevastopol to Morphou Bay on Cyprus 22nov41 impressed for service in the Middle East but remained unused at Aboukir (Egypt) until blown ashore in a gale 23feb43 opb 4 ae 118 mrp VVS SF at Gryaznaya bay opb 4 ae 118 mrp VVS SF at Gryaznaya bay (commander: 1LT L.I. Yolkin); in light grey c/s with black belly, rudder probably white
---	not known HK850	GST GST	Soviet Navy Royal Air Force			
---	"3" red	GST	Soviet Navy	drawing		
---	"6" black	GST	Soviet Navy	ph. aug41		
---	"14" black	GST	Soviet Navy			
---	"27"	GST	Soviet Navy	drawing		
---	not known	GST	Soviet Navy			assigned to ice-reconnaissance missions 10/19jul43 (commander: Syrovkash)
---	not known	GST	Soviet Navy			w/o 27oct40 during acceptance trials when started to bank to the left after lift-off, entered a dive at a height of some 25-30 metres, impacted the water and broke up, 1 crew killed and 1 injured; t/t 42 minutes opb 4 ae 118 mrp VVS SF at Gryaznaya bay; w/o 29jun41 on a bombing mission against Petsamo when was intercepted by 6 German Bf 109s on take-off and shot down, crashed into a hill at Yuva and burnt out, CPT V.I. Boiko killed while CPT Alyonov survived; wreckage still existing in the mid-1990s opb 4 ae 118 mrp VVS SF at Gryaznaya bay; w/o 29jun41 on a bombing mission against Petsamo when was intercepted by 6 German Bf 109s on take-off and damaged, the left engine caught fire and the aircraft made a forced landing at Kolski zaliv bay behind Salny island and had to be abandoned, 1LT V.A. Merkulov and SSGT Bogatyrenko survived
---	not known	GST	Soviet Navy			opb 4 ae 118 mrp VVS SF at Gryaznaya bay; w/o 11jul41 when was shot down during an attack against German positions near Zapadnaya Litsa (commander: N. Talalikhin)
---	not known	GST	Soviet Navy			opb 4 ae 118 mrp VVS SF at Gryaznaya bay; dbr probably in summer 1941 while dropping a reconnaissance group behind enemy lines when hit an obstacle while alighting on lake Odezhayv at night and damaged its hull, as the crew (commander: V.N. Vasilyev) were not able to repair the leak they bled the aircraft up and crossed the frontline by foot on their way back to their unit sank on on the river Lena 13aug43
---	not known	MP-7	not known			

## Curtiss C-46 "Commando" in Chinese and Soviet service

The Soviet Union requested the supply of 120 C-46s under the 4th Lend-Lease Protocol, but this request was rejected. Eventually, a single aircraft was delivered for evaluation in spring 1945. China received 23 C-46s under Lend-Lease in 1945 (twelve C-46Es, c/ns 2933-2935 and 2937-2945, were earmarked for delivery to China in 1945, but remained in the USA), and dozens more were delivered after the end of WWII. They were used by the Chinese Air Force as well as by the three airlines China National Aviation Corporation (CNAC), Central Air Transport Corporation (CATC) and CNRRA Air Transport/Civil Air Transport (CAT). Most of the Chinese C-46s ended up with the Kuomintang on Taiwan, but a considerable number fell into the hands of the Kunchangtang and continued service on the mainland for some decades. Those aircraft which served only on Taiwan have not been included in this survey. The 'Taiwanese history' of the included aircraft has not been covered either. The given manufacture dates for the C-46s are in fact the dates when the aircraft were officially handed over to the USAAF. The # in the longer construction numbers stands for CU.

25/CK1	346954	C-46A-1-CK	Chinese Air Force	mfd	11mar44	USAAF s/n 43-46954; d/d 15apr46, not under Lend-Lease; wfu 1947
43/CK20	346972	C-46A-1-CK	Chinese Air Force	mfd	29jul44	USAAF s/n 43-46972; d/d 15apr46, not under Lend-Lease; wfu 1948
60/CK37	346989	C-46A-5-CK	Chinese Air Force	mfd	10sep44	USAAF s/n 43-46989; d/d 15apr46, not under Lend-Lease; wfu 1948
65/CK42	346994	C-46A-5-CK	Chinese Air Force	mfd	21sep44	USAAF s/n 43-46994; d/d 15apr46, not under Lend-Lease; wfu 1948
72/CK49	347001	C-46A-5-CK	Chinese Air Force	mfd	30sep44	USAAF s/n 43-47001; d/d 15apr46, not under Lend-Lease; wfu 1948
78/CK55	347007	C-46A-5-CK	Chinese Air Force	mfd	07oct44	USAAF s/n 43-47007; d/d 15apr46, not under Lend-Lease; wfu 1948
90/CK67	347019	C-46A-5-CK	Chinese Air Force	mfd	22oct44	USAAF s/n 43-47019; d/d 15apr46, not under Lend-Lease; wfu 1948
95/CK72	347024	C-46A-5-CK	Chinese Air Force	mfd	31oct44	USAAF s/n 43-47024; d/d 15apr46, not under Lend-Lease; wfu 1948
102/CK79	347031	C-46A-5-CK	Chinese Air Force	mfd	29oct44	USAAF s/n 43-47031; d/d 15apr46, not under Lend-Lease; wfu 1948
103/CK80	347032	C-46A-5-CK	Chinese Air Force	mfd	30oct44	USAAF s/n 43-47032; d/d 15apr46, not under Lend-Lease; wfu 1948
106/CK83	347035	C-46A-55CK	Chinese Air Force	mfd	08nov44	USAAF s/n 43-47035; d/d 15apr46, not under Lend-Lease; wfu 1948
138/CK115	347067	C-46A-55CK	Chinese Air Force	mfd	02dec44	USAAF s/n 43-47067; d/d 15apr46, not under Lend-Lease; wfu 1947
159/CK136	347088	C-46A-55CK	Chinese Air Force	mfd	17dec44	USAAF s/n 43-47088; d/d 15apr46, not under Lend-Lease; wfu 1947
195/CK172	347124	C-46A-55CK	Chinese Air Force	mfd	13jan45	USAAF s/n 43-47124; d/d 15apr46, not under Lend-Lease; wfu 1947
202/CK179	347131	C-46A-55CK	Chinese Air Force	mfd	16jan45	USAAF s/n 43-47131; d/d 15apr46, not under Lend-Lease; wfu 1948
212/CK189	347141	C-46A-55CK	Chinese Air Force	mfd	25jan45	USAAF s/n 43-47141; d/d 15apr46, not under Lend-Lease; wfu 1947
235/CK212	347164	C-46A-55CK	Chinese Air Force	mfd	01feb45	USAAF s/n 43-47164; d/d 15apr46, not under Lend-Lease; wfu 1947
238/CK215	347167	C-46A-55CK	Chinese Air Force	mfd	31jan45	USAAF s/n 43-47167; d/d 15apr46, not under Lend-Lease; wfu 1947
239/CK216	347168	C-46A-55CK	Chinese Air Force	mfd	30jan45	USAAF s/n 43-47168; d/d 15apr46, not under Lend-Lease; wfu 1947
240/CK217	347169	C-46A-55CK	Chinese Air Force	mfd	31jan45	USAAF s/n 43-47169; d/d 15apr46, not under Lend-Lease; wfu 1947
241/CK218	347170	C-46A-55CK	Chinese Air Force	mfd	31jan45	USAAF s/n 43-47170; d/d 15apr46, not under Lend-Lease; wfu 1947
269/CK246	347198	C-46A-55CK	Chinese Air Force	mfd	19feb45	USAAF s/n 43-47198; d/d 15apr46, not under Lend-Lease; wfu 1947
274/CK251	347203	C-46A-60CK	Chinese Air Force	mfd	19feb45	USAAF s/n 43-47203; d/d 15apr46, not under Lend-Lease; wfu 1947
280/CK257	347209	C-46A-60CK	Chinese Air Force	mfd	26feb45	USAAF s/n 43-47209; d/d 15apr46, not under Lend-Lease; wfu 1947 and stored; trf to Japanese Air Force 16jan55; became 91-1142; wfu 25mar74
287/CK264	347216	C-46A-60CK	Chinese Air Force	mfd	28feb45	USAAF s/n 43-47216; d/d 15apr46, not under Lend-Lease; wfu 1947
292/CK269	347221	C-46A-60CK	Chinese Air Force	mfd	28feb45	USAAF s/n 43-47221; d/d 15apr46, not under Lend-Lease; wfu 1947
293/CK270	347222	C-46A-60CK	Chinese Air Force	mfd	03mar45	USAAF s/n 43-47222; d/d 15apr46, not under Lend-Lease; wfu 1947 and stored; trf to Japanese Air Force in 1959; became 91-1143; wfu 11mar78; preserved in the Tokorozawa Aviation Museum (N35.798441 E139.472201) at Koku Koen, Tokyo, 1/n feb02
296/CK273	347225	C-46A-60CK	Chinese Air Force	mfd	05mar45	USAAF s/n 43-47225; d/d 15apr46, not under Lend-Lease; trf to Taiwanese Air Force 1949; trf to Japanese Air Force 23dec59; became 91-1144; wfu 21jan63; was preserved in the Hijiri Museum (N36.488001 E138.069971) at Omi Town, only the nose remained by aug09
298/CK275	347227	C-46A-60CK	Chinese Air Force	mfd	13mar45	USAAF s/n 43-47227; d/d 15apr46, not under Lend-Lease; wfu 1947
300/CK277	347229	C-46A-60CK	Chinese Air Force	mfd	05mar45	USAAF s/n 43-47229; d/d 15apr46, not under Lend-Lease; wfu 1947
310/CK287	347239	C-46A-60CK	Chinese Air Force	mfd	14mar45	USAAF s/n 43-47239; d/d 15apr46, not under Lend-Lease; wfu 1947
314/CK291	347243	C-46A-60CK	Chinese Air Force	mfd	16mar45	USAAF s/n 43-47243; d/d 15apr46, not under Lend-Lease; wfu 1948
324/CK301	347253 ?	C-46A-60CK	Chinese Government	mfd	24mar45	USAAF s/n 43-47253; d/d apr45, under Lend-Lease; wfu 1947
326/CK303	347255 ?	C-46A-60CK	Chinese Government	mfd	26mar45	USAAF s/n 43-47255; d/d 1945 (apr45 ?), under Lend-Lease; wfu 1947
328/CK305	347257 ?	C-46A-60CK	Chinese Government	mfd	24mar45	USAAF s/n 43-47257; d/d 1945 (apr45 ?), under Lend-Lease; wfu 1947
330/CK307	347259 ?	C-46A-60CK	Chinese Government	mfd	26mar45	USAAF s/n 43-47259; d/d 1945 (apr45 ?), under Lend-Lease; wfu 1947
342/CK319	347271	C-46A-60CK	Soviet Air Force	mfd	14apr45	USAAF s/n 43-47271; modified with R-2800-75 engines by the Louisville factory; in olive drab c/s with light grey undersides; ferried from Fairbanks to Moscow via ALSIB 28apr45/15may45; underwent trials with the NII VVS in summer 1945; used by the Soviet Aeronautical Commission inspecting aircraft and rocket factories and research institutions in Eastern Germany in 1946, undertook several flights to Berlin and Ribnitz-Damgarten mar46/apr46 (carried e.g. Ar 234 parts from Ribnitz-Damgarten to the Soviet Union); probably wfu 1946
350/CK327	347279	C-46A-60CK	Chinese Air Force	mfd	06apr45	USAAF s/n 43-47279; d/d 15apr46, not under Lend-Lease; wfu 1947
367/CK344	347296 ?	C-46A-60CK	Chinese Government	mfd	21apr45	USAAF s/n 43-47296; d/d 1945 (apr45 ?), under Lend-Lease; wfu 1947
369/CK346	347298 ? XT-...	C-46A-60CK	Chinese Government	mfd	20apr45	USAAF s/n 43-47298; d/d 1945 (apr45 ?), under Lend-Lease
		C-46A-60CK	CNAC	trf	1947	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8365C 19dec49, N2053A, CF-IQQ, N4631S, N295BC, N1295B, PJ-CLE, N65307 and HK-1856; dbr 30jan94
371/CK348	347300 ?	C-46A-60CK	Chinese Government	mfd	21apr45	USAAF s/n 43-47300; d/d 1945 (apr45 ?), under Lend-Lease; wfu 1947
373/CK350	347302	C-46A-60CK	Chinese Government	mfd	23apr45	USAAF s/n 43-47302; d/d 1945 (may45 ?), under Lend-Lease; wfu 1947
375/CK352	347304	C-46A-60CK	Chinese Government	mfd	23apr45	USAAF s/n 43-47304; d/d 1945 (may45 ?), under Lend-Lease; wfu 1947
379/CK356	347308	C-46A-60CS	Chinese Air Force	mfd	01may45	full c/n 379/2922/CK356; USAAF s/n 43-47308; d/d 15apr46, not under Lend-Lease; wfu 1948
387/CK364	347316 ? XT-120	C-46A-60CK	Chinese Government	mfd	23apr45	USAAF s/n 43-47316; d/d 1945 (may45 ?), under Lend-Lease
		C-46A-60CK	CNAC	trf	1947	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8367C 19dec49, N4894V, XA-MER, YV-C-LBR, YV-C-TGD and YV-143C; wfu 1977
399/CK376	347328	C-46A-60CK	Chinese Air Force	mfd	02may45	USAAF s/n 43-47328; d/d 15apr46, not under Lend-Lease; trf to Taiwanese Air Force 1949; trf to Japanese Air Force 05feb60; became 91-1145; wfu 1973; preserved as gate-guard at Iruma (N35.838971 E139.394971), 1/n feb02
401/CK378	347330	C-46A-60CK	Chinese Air Force	mfd	03may45	USAAF s/n 43-47330; d/d 15apr46, not under Lend-Lease; wfu 1948 and stored; trf to Japanese Air Force 1960; became 91-1146; preserved at Iruma, 1/n jun95



409/CK386 410/CK387	347338 XT-...	C-46A-60CK Chinese Air Force C-46A-60CK CNAC	mfd mfd	11may45 10may45	USAAF s/n 43-47338; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 43-47339; d/d 15may46, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8376C 19dec49 (on paper); wfu dec49
411/CK388 413/CK390 415/CK392	XT-... 347342 ? 347344 ?	C-46A-60CK CNAC C-46A-60CK Chinese Government C-46A-60CK Chinese Government	mfd mfd mfd	14may45 16may45 19may45	USAAF s/n 43-47340; d/d 15may46, not under Lend-Lease; wfu 1948 USAAF s/n 43-47342; d/d 1945 (may45 ?), under Lend-Lease; wfu 1947 USAAF s/n 43-47344; d/d 1945 (may45 ?), under Lend-Lease; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8377C 19dec49, N90619, YV-C-AMR and YV-16C; wfu 1976
416/CK393	347345	C-46A-60CK Chinese Air Force	mfd	18may45	USAAF s/n 43-47345; d/d 15apr46, not under Lend-Lease; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8371C 19dec49 and N2024A; wfu 1959
417/CK394 419/CK396	347346 ? 347348 ?	C-46A-60CK Chinese Government C-46A-60CK Chinese Government	mfd mfd	19may45 18may45	USAAF s/n 43-47346; d/d 1945 (jun45 ?), under Lend-Lease; wfu 1947 USAAF s/n 43-47348; d/d 1945 (may45 ?), under Lend-Lease; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8363C 19dec49, N1381N, LV-PMA and LV-GGL; wfu 1971
421/CK398	347350 ?	C-46A-60CK Chinese Government	mfd	23may45	USAAF s/n 43-47350; d/d 1945 (jun45 ?), under Lend-Lease; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8364C 19dec49, N8361C, N1382N and N611Z; wfu mar86; preserved in fake markings as '39611' in the National Museum of Naval Aviation (N30.349661 W87.303524) at Pensacola, I/n mar06
423/CK400 425/CK402	347352 ? 347354 ?	C-46A-60CK Chinese Government C-46A-60CK Chinese Government	mfd mfd	21may45 25may45	USAAF s/n 43-47352; d/d 1945 (may45 ?), under Lend-Lease; wfu 1947 USAAF s/n 43-47354; d/d 1945 (jun45 ?), under Lend-Lease; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8373C 19dec49 and N1379N; wfu 1956
427/CK404	347356 ?	C-46A-60CK Chinese Government	mfd	28may45	USAAF s/n 43-47356; d/d 1945 (jun45 ?), under Lend-Lease; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (but see c/n 22236/CU2345) 19dec49, B-848 and B-910; wfu 22jan74
429/CK406	347358 ?	C-46A-60CK Chinese Government	mfd	28may45	USAAF s/n 43-47358; d/d 1945 (jun45 ?), under Lend-Lease; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8368C 19dec49; wfu 1953
431/CK408 448/CK426	347360 ? XT-...	C-46A-60CK Chinese Government C-46A-60CK CNAC	mfd mfd	29may45 21jun45	USAAF s/n 43-47360; d/d 1945 (jun45 ?), under Lend-Lease; wfu 1947 USAAF s/n 43-47378; d/d 16apr46, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8366C 19dec49, N1378N and CF-IHQ; w/o 25mar60
449/CK427	XT-522	C-46A-60CK Centr Air Trp Corp	mfd	21jun45	USAAF s/n 43-47379; d/d 1946, not under Lend-Lease; in natural metal c/s; photo at CAN in early 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8323C 19dec49, N2050A, N1385N, XA-MEH and N11805; wfu 1973
451/CK429 454/CK432 456/CK434 460/CK438	XT-... 347384 347386 XT-...	C-46A-60CK CNAC C-46A-60CK Chinese Air Force C-46A-60CK Chinese Air Force C-46A-60CK CNAC	mfd mfd mfd mfd	21jun45 22jun45 22jun45 29jun45	USAAF s/n 43-47381; d/d 15apr46, not under Lend-Lease; wfu 1949 USAAF s/n 43-47384; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 43-47386; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 43-47390; d/d 15apr46, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8375C 19dec49; wfu 1953
22215/#2324	XT-802	C-46D-20CU Civil Air Transp.	mfd	24may45	USAAF s/n 44-78392; d/d 1947 ?, not under Lend-Lease; in natural metal c/s; f/n SHA may47; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8406C 05jan50, B-846 and VT-DRH; wfu 1968
22218/#2327	XT-804	C-46D-20CU Civil Air Transp.	mfd	24may45	USAAF s/n 44-78395; d/d 1948 ?, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8407C 05jan50; trf to Japanese Air Force 13aug55; became 51-1120; wfu apr73
22228/#2337	XT-806	C-46D-20CU Civil Air Transp.	mfd	29may45	USAAF s/n 44-78405; d/d 1948 ?, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8408C 05jan50, B-858 and XW-PFL; w/o 02jun71
22232/#2341	XT-808	C-46D-20CU Civil Air Transp.	mfd	26may45	USAAF s/n 44-78409; d/d 1948 ?, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76
22236/#2345	XT-810	C-46D-20CU Civil Air Transp.	mfd	28may45	USAAF s/n 44-78413; d/d 1948 ?, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72
22249/#2358 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22258/#2367 22260/#2369 22262/#2371 22263/#2372 22264/#2373 22265/#2374	478426 478428 478430 478431 478432 478435 478437 478439 478440 478441 XT-...	C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Centr Air Trp Corp	mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	02jun45 02jun45 02jun45 02jun45 02jun45 04jun45 04jun45 04jun45 04jun45 04jun45 05jun45	USAAF s/n 44-78426; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78428; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78430; d/d 13jan46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78431; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78435; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78440; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8322C 19dec49 and N1386N; w/o 25nov68
22266/#2375 22269/#2378 22271/#2380 22272/#2381 22273/#2382 22274/#2383 22345/#2454	478443 478446 478448 478449 478450 478451 XT-812	C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Civil Air Transp.	mfd mfd mfd mfd mfd mfd mfd	05jun45 05jun45 05jun45 05jun45 06jun45 06jun45 15jun45	USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78446; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78449; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78522; d/d 1948 ?, not under Lend-Lease; canx 13nov49; dbr 05dec49 during a forced landing on Leizhou peninsula, all crew escaped unhurt but were captured by Communist forces and all but one perished in captivity; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8411C 05jan50 (on paper)
22347/#2456	XT-814	C-46D-20CU Civil Air Transp.	mfd	16jun45	USAAF s/n 44-78524; d/d 1948 ?, not under Lend-Lease; in dark grey c/s; photo at CAN; canx 13nov49; w/o 10dec49 on a flight from Chengtu (now Chengdu) to Haikou when crashed, 17 of the 40 occupants killed
22351/#2460	XT-816	C-46D-20CU Civil Air Transp.	mfd	26jun45	USAAF s/n 44-78528; d/d 1948 ?, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8412C 05jan50 (on paper); wfu dec49
22353/#2462	XT-818	C-46D-20CU Civil Air Transp.	mfd	26jun45	USAAF s/n 44-78530; d/d 1948 ?, not under Lend-Lease; in natural metal c/s with blue trim; photo 1947; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8413C 05jan50, B-844 and B-156; w/o 17nov66
22354/#2463	XT-820	C-46D-20CU Civil Air Transp.	mfd	25jun45	USAAF s/n 44-78531; d/d 1948 ?, not under Lend-Lease; canx 13nov49; w/o 09dec49 when crashed near Lanzhou, all 38 occupants killed
22355/#2464	XT-822	C-46D-20CU Civil Air Transp.	mfd	29jun45	USAAF s/n 44-78532; d/d 1948 ?, not under Lend-Lease; w/o 29jul48 on take-off from Jinan with locked rudder (the crew had forgotten to unlock it before take-off) when crashed and exploded, all 3 crew and 16 passengers (Chinese soldiers) killed
22359/#2468	XT-824	C-46D-20CU Civil Air Transp.	mfd	26jun45	USAAF s/n 44-78536; d/d 1948 ?, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8414C 05jan50, B-840, N9873F and 9Q-CZE
22362/#2471	XT-826	C-46D-20CU Civil Air Transp.	mfd	27jun45	USAAF s/n 44-78539; d/d 1948 ?, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8415C 05jan50, B-864 and B-916; w/o 04feb62
22363/#2472	XT-828	C-46D-20CU Civil Air Transp.	mfd	28jun45	USAAF s/n 44-78540; d/d 1948 ?, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8416C 05jan50, B-842, N9874F and CP-974; dbr 06may84
22366/#2475	XT-830	C-46D-20CU Civil Air Transp.	mfd	02jul45	USAAF s/n 44-78543; d/d 1948 ?, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8417C 05jan50, B-866, HP-314, N8417C, N9279L and TEC-6051
22370/#2479	XT-...	C-46F-1-CU Civil Air Transp.	mfd	07jul45	USAAF s/n 44-78547; d/d 1948 ?, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8405C 05jan50 and B-154
22379/#2488	XT-...	C-46F-1-CU CNAC	mfd	07jul45	USAAF s/n 44-78556; d/d 1948 ?, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8388C 19dec49, XT-7 and B-130; w/o 23nov60
22407/#2516	XT-...	C-46F-1-CU Centr Air Trp Corp	mfd	11jul45	USAAF s/n 44-78584; d/d 28feb48, not under Lend-Lease; perhaps not taken on charge as reported wfu & stored feb48; presumed scrapped
22409/#2518	XT-...	C-46F-1-CU Centr Air Trp Corp	mfd	11jul45	USAAF s/n 44-78586; d/d 15mar46, not under Lend-Lease; canx 13nov49; became VR-HFA in 1949 and N9995F; w/o 18mar56
22410/#2519	XT-...	C-46F-1-CU Centr Air Trp Corp	mfd	11jul45	USAAF s/n 44-78587; d/d 1948 ?, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8316C 19dec49 and N4871V; w/o before 1970
22413/#2522	XT-...	C-46F-1-CU Centr Air Trp Corp	mfd	12jul45	USAAF s/n 44-78590; d/d 15may46, not under Lend-Lease; perhaps not taken on charge as reported wfu & stored may46; presumed scrapped
22415/#2524	XT-...	C-46F-1-CU Centr Air Trp Corp	mfd	13jul45	USAAF s/n 44-78592; d/d 1948 ?, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8314C 19dec49 and N4873V; w/o 08aug75
22416/#2525	XT-...	C-46F-1-CU Centr Air Trp Corp	mfd	13jul45	USAAF s/n 44-78593; d/d 15apr46, not under Lend-Lease; perhaps not taken on charge as reported wfu & stored apr46; presumed scrapped
22417/#2526	XT-5..	C-46F-1-CU Centr Air Trp Corp	mfd	13jul45	USAAF s/n 44-78594; d/d 28feb46, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8306C 19dec49, N4872V, CF-1LJ and N30046; w/o 06jan67



30243/CU779	296581	C-46A-45CU Chinese Air Force	mfd	26jun44	USAAF s/n 42-96581; d/d 15apr46, not under Lend-Lease; became PP-VBY jun51 and N355BY; w/o 15nov80
30246/CU782	296584	C-46A-45CU Chinese Air Force	mfd	30jun44	USAAF s/n 42-96584; d/d 15apr46, not under Lend-Lease; trf to the Taiwanese Air Force in 1949; trf to the Japanese Air Force 23dec59; became 91-1137
30254/CU790	296592	C-46A-45CU Chinese Air Force	mfd	26jul44	USAAF s/n 42-96592; d/d 15apr46, not under Lend-Lease; wfu 1948
30261/CU797	296599	C-46A-45CU Chinese Air Force	mfd	15jul44	USAAF s/n 42-96599; d/d 15apr46, not under Lend-Lease; wfu 1948
30297/CU833	296635	C-46A-45CU Chinese Air Force	mfd	21jul44	USAAF s/n 42-96635; d/d 15apr46, not under Lend-Lease; wfu 1948
30336/CU872	296674	C-46A-45CU Chinese Air Force	mfd	02aug44	USAAF s/n 42-96674; d/d 15apr46, not under Lend-Lease; wfu 1948
30337/CU873	296675	C-46A-45CU Chinese Air Force	mfd	27jul44	USAAF s/n 42-96675; d/d 15apr46, not under Lend-Lease; wfu 1948
30355/CU891	296693	C-46A-45CU Chinese Air Force	mfd	03aug44	USAAF s/n 42-96693; d/d 15apr46, not under Lend-Lease; wfu 1948
30369/CU905	XT-172	C-46A-45CU CNAC	mfd	18aug44	USAAF s/n 42-96707; ex NC51384; bought 23dec48; defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8387C 19dec49 (on paper)
30377/CU913	XT-166	C-46A-45CU CNAC	mfd	19aug44	USAAF s/n 42-96715; ex NC51385; bought 28oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8384C 19dec49, N1377N and HK-870
30380/CU916	XT-168	C-46A-45CU CNAC	mfd	19aug44	USAAF s/n 42-96718; ex NC51386; bought 18nov48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8385C 19dec49 and N2028A; w/o 16dec56
30403/CU939	296741	C-46A-45CU Chinese Air Force	mfd	28aug44	USAAF s/n 42-96741; d/d 15apr46, not under Lend-Lease; wfu 1948
30413/CU949	296751	C-46D-1-CU Chinese Air Force	mfd	08sep44	USAAF s/n 42-96751; d/d 15apr46, not under Lend-Lease; wfu 1948
30466/#1002	XT-...	C-46A-50CU CNAC	mfd	25sep44	USAAF s/n 42-96804; ex N8394C; d/d 1948, not under Lend-Lease; canx 13nov49; returned to former owner William C. Wilcox and became N8394C again mar50; became HK-331, N3944C and CF-HQI; dbr 25jan73
30474/#1010	296812	C-46D-5-CU Chinese Air Force	mfd	11sep44	USAAF s/n 42-96812; d/d 15apr46, not under Lend-Lease; wfu 1948
30491/#1027	201036	C-46D-5-CU Chinese Air Force	mfd	29nov44	USAAF s/n 42-101036; d/d 15apr46, not under Lend-Lease
30553/#1089	201098	C-46A-50CU Chinese Air Force	mfd	13sep44	USAAF s/n 42-101098; d/d 15apr46, not under Lend-Lease; trf to the Taiwanese Air Force in 1949; trf to the Japanese Air Force 18jul60; became 91-1138; preserved at Hamamatsu, I/n jan10
30561/#1097	201106	C-46A-50CU Chinese Air Force	mfd	25sep44	USAAF s/n 42-101106; d/d 15apr46, not under Lend-Lease; wfu 1948
30570/#1106	201115	C-46A-50CU Chinese Air Force	mfd	05oct44	USAAF s/n 42-101115; d/d 15apr46, not under Lend-Lease; trf to the Taiwanese Air Force in 1949; trf to the Japanese Air Force in 1960; became 91-1139; preserved at Yonago-Mio, I/n oct00
30626/#1162	201171	C-46D-5-CU Chinese Air Force	mfd	04oct44	USAAF s/n 42-101171; d/d 15apr46, not under Lend-Lease; wfu 1948
30630/#1166	201175	C-46D-5-CU Chinese Air Force	mfd	06oct44	USAAF s/n 42-101175; d/d 15apr46, not under Lend-Lease; wfu 1948
30637/#1173	201182	C-46D-5-CU Chinese Air Force	mfd	09oct44	USAAF s/n 42-101182; d/d 15apr46, not under Lend-Lease; wfu 1948
30642/#1178	201187	C-46D-5-CU Chinese Air Force	mfd	09oct44	USAAF s/n 42-101187; d/d 15apr46, not under Lend-Lease; wfu 1948
30643/#1179	201188	C-46D-5-CU Chinese Air Force	mfd	16oct44	USAAF s/n 42-101188; d/d 15apr46, not under Lend-Lease; wfu 1948
30655/#1191	201200	C-46D-5-CU Chinese Air Force	mfd	13oct44	USAAF s/n 42-101200; d/d 15apr46, not under Lend-Lease; wfu 1948
30657/#1193	201202	C-46D-5-CU Chinese Air Force	mfd	13oct44	USAAF s/n 42-101202; d/d 15apr46, not under Lend-Lease; wfu 1948
30669/#1205	201214	C-46D-5-CU Chinese Air Force	mfd	16oct44	USAAF s/n 42-101214; d/d 15apr46, not under Lend-Lease; wfu 1948
30677/#1213	201222	C-46D-5-CU Chinese Air Force	mfd	18oct44	USAAF s/n 42-101222; d/d 15apr46, not under Lend-Lease; wfu 1948
30681/#1213	201226	C-46D-5-CU Chinese Air Force	mfd	18oct44	USAAF s/n 42-101226; d/d 15apr46, not under Lend-Lease; wfu 1948
30690/#1226	201235	C-46D-5-CU Chinese Air Force	mfd	20oct44	USAAF s/n 42-101235; d/d 15apr46, not under Lend-Lease; trf to the Taiwanese Air Force in 1949; trf to the Japanese Air Force in 1961; became 91-1140
32702/#1238	477306	C-46D-5-CU Chinese Air Force	mfd	31oct44	USAAF s/n 44-77306; d/d 15apr46, not under Lend-Lease; wfu 1948
32704/#1240	477308	C-46D-5-CU Chinese Air Force	mfd	25oct44	USAAF s/n 44-77308; d/d 15apr46, not under Lend-Lease; wfu 1948
32706/#1242	477310	C-46D-5-CU Chinese Air Force	mfd	23oct44	USAAF s/n 44-77310; d/d 15apr46, not under Lend-Lease; wfu 1948
32709/#1245	477313	C-46D-5-CU Chinese Air Force	mfd	25oct44	USAAF s/n 44-77313; d/d 15apr46, not under Lend-Lease; wfu 1948
32950/#1486	XT-155	C-46D-10CU CNAC	mfd	09dec44	also reported as XT-158; USAAF s/n 44-77554; ex NC51743; bought 25aug48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8380C 19dec49, B-856 and B-908; w/o 20jun64
32954/#1490	XT-162	C-46D-10CU CNAC			USAAF s/n ...; ex NC51768; bought 16sep48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8382C 19dec49
32960	XT-160	C-46D-10CU CNAC			USAAF s/n ...; ex NC51802; bought 30sep48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8381C 19dec49
33261	477865	C-46D-10CU Chinese Air Force			USAAF s/n 44-77865; d/d 15apr46, not under Lend-Lease; wfu 1948
33263	477867	C-46D-10CU Chinese Air Force			USAAF s/n 44-77867; d/d 15apr46, not under Lend-Lease; wfu 1948
33291	477895	C-46D-15CU Chinese Air Force			USAAF s/n 44-77895; d/d 31mar46, not under Lend-Lease; wfu 1948
33305	477909	C-46D-15CU Chinese Air Force			USAAF s/n 44-77909; d/d 15apr46, not under Lend-Lease; wfu 1948
33310	477914	C-46D-15CU Chinese Air Force			USAAF s/n 44-77914; d/d 31mar46, not under Lend-Lease; wfu 1948
33312	477916	C-46D-15CU Chinese Air Force			USAAF s/n 44-77916; d/d 15apr46, not under Lend-Lease; wfu 1948
33313	477917	C-46D-15CU Chinese Air Force			USAAF s/n 44-77917; d/d 15apr46, not under Lend-Lease; wfu 1948
33318	477922	C-46D-15CU Chinese Air Force			USAAF s/n 44-77922; d/d 15apr46, not under Lend-Lease; wfu 1948
33319	477923	C-46D-15CU Chinese Air Force			USAAF s/n 44-77923; d/d 15apr46, not under Lend-Lease; wfu 1948
33371	XT-154	C-46D-15CU CNAC			USAAF s/n 44-77975; ex NC51820; bought 26jul48; defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8378C 19dec49 (on paper)
33372	XT-156	C-46D-15CU CNAC			USAAF s/n 44-77976; ex NC51820 (not NC51820); trf 26jul48 ?; bought 11aug48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8379C 19dec49, B-854, VT-DRI, B-926 and XW-DGD; wfu 22jul71; scrapped feb74
33595	XT-...	C-46D-15CU Centr Air Trp Corp			USAAF s/n 44-78199; delivered not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8321C 19dec49
33641	XT-...	C-46D-15CU Centr Air Trp Corp			USAAF s/n 44-78245; delivered not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8320C 19dec49, N1383N and RP-C1461; wfu 1982; scrapped in the mid-1980s
33674	XT-...	C-46D-15CU Centr Air Trp Corp			USAAF s/n 44-78278; delivered not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8319C 19dec49
---	CA15	C-46 Centr Air Trp Corp			
---	CA16	C-46 Centr Air Trp Corp			
---	CA17	C-46 Centr Air Trp Corp			
---	CA18	C-46 Centr Air Trp Corp			
---	CA19	C-46 Centr Air Trp Corp			
---	CA20	C-46 Centr Air Trp Corp			
---	CA21	C-46 Centr Air Trp Corp			
---	CA22	C-46 Centr Air Trp Corp			
---	CA23	C-46 Centr Air Trp Corp			
---	CA24	C-46 Centr Air Trp Corp			
---	CA27	C-46 Centr Air Trp Corp			
---	CA37	C-46 Centr Air Trp Corp			
---	CA40	C-46 Centr Air Trp Corp			
---	CA44	C-46 Centr Air Trp Corp			
---	CA45	C-46 Centr Air Trp Corp			
---	CA46	C-46 Centr Air Trp Corp			
---	CA49	C-46 Centr Air Trp Corp			
---	CA51	C-46 Centr Air Trp Corp			
---	CA52	C-46 Centr Air Trp Corp			
---	CA53	C-46 Centr Air Trp Corp			
---	CA55	C-46 Centr Air Trp Corp			
---	CA58	C-46 Centr Air Trp Corp			
---	CA60	C-46 Centr Air Trp Corp			
---	CA61	C-46 Centr Air Trp Corp			
---	CA63	C-46 Centr Air Trp Corp			
---	CA64	C-46 Centr Air Trp Corp			
---	CA65	C-46 Centr Air Trp Corp			
---	XT-44	C-46 Civil Air Transp.			
---	XT-114	C-46 CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-116	C-46 CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-118	C-46 CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-122	C-46 CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-124	C-46 CNAC	r/r	1948	probably canx 13nov49
---	XT-130	C-46 CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-136	C-46 CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-140	C-46 CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-142	C-46 CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-144	C-46 CNAC	r/r	1948	defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (on paper)
---	XT-148	C-46 CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49

---	XT-500	C-46	Centr Air Trp Corp	r/r	1948	probably canx 13nov49
---	XT-502	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-504	C-46	Centr Air Trp Corp	r/r	1948	probably canx 13nov49
---	XT-506	C-46	Centr Air Trp Corp	r/r	1948	probably canx 13nov49
---	XT-508	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-510	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-512	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (as the aircraft is not accounted for on any list it may have defected to Communist China and remained there)
---	XT-514	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-516	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-518	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-520	C-46	Centr Air Trp Corp			probably canx 13nov49
---	XT-524	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-528	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-530	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-532	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-534	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-536	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-538	C-46	Centr Air Trp Corp			probably canx 13nov49
---	XT-540	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-542	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-544	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-546	C-46	Centr Air Trp Corp			probably canx 13nov49
---	XT-832	C-46	Civil Air Transp.	photo		at Qingdao; in dark grey c/s; probably canx 13nov49
---	XT-836	C-46	Civil Air Transp.	photo		at CAN; in dark grey c/s; probably canx 13nov49
---	XT-840	C-46	Civil Air Transp.			probably canx 13nov49
---	XT-844	C-46	Civil Air Transp.			probably canx 13nov49
---	XT-846	C-46	Civil Air Transp.			probably canx 13nov49
---	XT-850	C-46	Civil Air Transp.			probably canx 13nov49
---	XT-854	C-46	Civil Air Transp.			probably canx 13nov49
---	XT-864	C-46	Civil Air Transp.			probably canx 13nov49
---	XT-T45/145	C-46	CNAC	photo		in natural metal c/s, registration and serial on fin; w/o 28jan47 on a flight from Hankow to Chungking (now Chongqing) when the left engine caught fire some 30 minutes after take-off, the fire compromised the structural integrity of the left wing and the wing broke off, the aircraft entered a flat spin and crashed near Tiemmun (some 90 miles south of Hankow), all 3 crew and 22 of the 23 passengers killed (only a four-year old boy survived)
---	XT-T51/121	C-46	CNAC	photo		in natural metal c/s, registration and serial on fin; w/o 05jan47 on the leg from Shanghai to Tsingtao (now Qingdao) of a flight from Shanghai to Peking when crashed into the side of a mountain in the Shantung Mountains west of Tsingtao, all 5 crew and 38 passengers killed
---	103	C-46	Civ Avn Adm China	rgd	nov49	ex "Chongqing 1"; canx 1957; trf to Chinese Air Force
---	104	C-46	Civ Avn Adm China	rgd	nov49	was this really a C-46 ? - there is photo-proof of C-47 '104'; ex "Shanghai 1"; canx 1957; trf to Chinese Air Force
---	105	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 4"; canx 1957; trf to Chinese Air Force
---	106	C-46	Civ Avn Adm China	rgd	nov49	ex "Wuhan 1"; canx 1957; trf to Chinese Air Force
---	107	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 3"; canx 1957; trf to Chinese Air Force
---	108	C-46	Civ Avn Adm China	rgd	nov49	ex "Tianjin"; opb CAAC Cargo; canx 1957; trf to Chinese Air Force
---	109	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 7"; canx 1957; trf to Chinese Air Force
---	112	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 10"; canx 1957; trf to Chinese Air Force
---	113	C-46	CNAC	d/d	dec44	
---	113	C-46	Civ Avn Adm China	rgd	nov49	ex "Guangzhou"; opb CAAC Cargo; canx 1957; trf to Chinese Air Force
---	114	C-46	CNAC	d/d	dec44	damaged 09aug45 when the right engine failed during the take-off run shortly before lift-off, the take-off was aborted, but the aircraft overran the runway and ended up in a rice paddy, all crew escaped unhurt; repaired
---	114	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 5"; canx 1957; trf to Chinese Air Force
---	115	(1) C-46	CNAC	d/d	1945	in natural metal c/s; w/o 25dec46 on a flight from Chongqing to Shanghai at night when diverted from Shanghai-Kiangwan to Shanghai-Lunghwa because of heavy fog, but crashed into a school 2 miles short of the runway on the second approach (also in heavy fog), 1 of the 3 crew and 30 of the 33 passengers killed (one source gives 29 occupants killed and 7 survivors)
---	115	(2) C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 9"; canx 1957; trf to Chinese Air Force
---	116	C-46	CNAC	d/d	1945	in natural metal c/s
---	116	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 2"; canx 1957; trf to Chinese Air Force
---	117	C-46A	CNAC	d/d	1945	in natural metal c/s; f/n HKG 1945
---	118	C-46	CNAC	d/d	1945	damaged 09aug45, details unknown; repaired
---	118	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 6"; canx 1957; trf to Chinese Air Force
---	119	C-46	CNAC	d/d	1945	
---	119	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 8"; canx 1957; trf to Chinese Air Force
---	120	C-46	CNAC	d/d	1945	
---	121	C-46	CNAC	d/d	1945	
---	122	C-46	CNAC	d/d	1945	
---	123	C-46	CNAC	d/d	1945	
---	124	C-46	CNAC	d/d	1945	
---	125	C-46	CNAC	d/d	1945	
---	126	C-46	CNAC	d/d	1945	
---	127	C-46	CNAC	d/d	1945	
---	128	C-46	CNAC	d/d	1945	
---	129	C-46	CNAC	d/d	1945	
---	130	C-46	CNAC	d/d	1945	
---	131	C-46	CNAC	d/d	1945	
---	132	C-46	CNAC	d/d	1945	
---	133	C-46	CNAC	d/d	1945	
---	134	C-46	CNAC	d/d	1945	
---	135	C-46	CNAC	d/d	1945	
---	213	C-46	Civ Avn Adm China	no	reports	crashed 20nov52
---	543	C-46	Civil Air Transp.	photo		in natural metal c/s
---	36044 ?	C-46	Chinese Air Force	Chp	28nov91	in white c/s with light grey undersides, code faded (almost impossible to read, might also be 36344); was preserved in the China Aviation Museum at Shahezhen AFB (Changping); trf to the CAAC museum (N40.016096 E116.530351) at Jichan Fulu (near Xie Dao) 01nov07, l/n sep15
---	36045 ?	C-46	Chinese Air Force	Chp	28nov91	in white c/s with light grey undersides, code faded (impossible to read); preserved in the China Aviation Museum (N40.184208 E116.360531) at Shahezhen AFB (Changping), l/n sep15
---	36047 ?	C-46	Chinese Air Force	Chp	28nov91	in white c/s with light grey undersides, code faded (impossible to read); preserved in the China Aviation Museum (N40.184208 E116.360531) at Shahezhen AFB (Changping), l/n sep15
---	not known	C-46	CNAC			w/o 20jan48 on an evacuation flight from Mukden (now Shenyang) when took off in a snow storm, climbed to 60 feet, nosed down, crashed and caught fire, all 3 crew injured and 3 passengers killed with many other injured
---	no serial	C-46	Chinese Air Force	ph.	16aug07	in dark green c/s with medium blue undersides, massive yellow lightning stripe, bold yellow leading edges and red Chinese lettering on the nose; preserved at the Ranghe Zhen storage complex (N33.670339 E112.883101), seen aug07
---	no serial	C-46	Chinese Air Force	ph.	16aug07	in natural metal c/s; preserved at the Ranghe Zhen storage complex (N33.670281 E112.882531)

## **de Havilland DH.89 "Dragon Rapide" in Soviet service**

Two "Dragon Rapides" were delivered to the Latvian airline Valsts gaisa satiksme and another two to the Lithuanian Air Force. All four were captured by Soviet troops in June 1940, with the Latvian ones being impressed into Aeroflot and the Lithuanian ones into the Soviet Air Force. There are also reports that a "Dragon Rapide" was provided to the Soviet Union by Republican Spain (in particular Dolores Ibárruri) and underwent trials with the NII VVS, but there is no evidence available for that.

6348	701	DH.89M	Lithuanian AF	mfd	17apr37	opb 3 eskadrile at Ēiauliai; in dark green c/s with aluminium dope undersides; captured by Soviet troops jun40
	not known	DH.89M	Soviet Air Force	no	reports	opb 'Tautine eskadrile' (Aviacijos eskadrile 29-sis teritorinis korpusas Raudonosios Armijos) at Ukmerge from autumn 1940; captured by German troops in summer 1941; either this one or '702' became SB+AH of Estonian-manned Sonderstaffel Buschmann (which reported to the Höherer SS- und Polizeiführer Estland and was operationally subordinated to the Marinebefehlshaber Ostland) in 1942/43 (picked up at Libau 05may42 and ferried to Tallinn 08may42) and was transferred to the German Air Force in 1943, opb FFS A/B at Libau-Grobin
6349	702	DH.89M	Lithuanian AF	mfd	17apr37	opb 3 eskadrile at Ēiauliai; in dark green c/s with aluminium dope undersides; captured by Soviet troops jun40
	not known	DH.89M	Soviet Air Force	no	reports	opb 'Tautine eskadrile' (Aviacijos eskadrile 29-sis teritorinis korpusas Raudonosios Armijos) at Ukmerge from autumn 1940; captured by German troops in summer 1941; see c/n 6348
6351	YL-ABC	DH.89A	VGS	mfd	30apr37	Valsts gaisa satiksme (Post & Telegraphs Department of the Ministry of Commerce); rgd 03may37; in light grey c/s; captured by Soviet troops at Riga-Spilve jun40
	CCCP-L20	DH.89A	AFL/Baltics	rgd	13jan41	c/n given in Soviet register as '28' (in fact the number of the Latvian CoFR); based at Riga
	CCCP-L20	DH.89A	GVF/Moscow	trf	unknown	still on charge by dec41/nov42; damaged while taxiing at Stalingrad 07apr42, but repaired; under repair may43/dec43; canx feb44 as outdated and worn out
6352	YL-ABD	DH.89A	VGS	mfd	30apr37	Valsts gaisa satiksme (Post & Telegraphs Department of the Ministry of Commerce); rgd 03may37; in light grey c/s; captured by Soviet troops at Riga-Spilve jun40
	CCCP-L21	DH.89A	AFL/Baltics	rgd	07feb41	c/n given in Soviet register as '29' (in fact the number of the Latvian CoFR); based at Riga; possibly damaged in a flying accident and not repaired; captured by German troops in summer 1941 (probably the DH.89 which was given in "10-Tagesmeldung über Lw-Beute in Russland mit Stand vom 1.9.1941" as "Zustand III", i.e. damaged); may possibly have gone to II./JG 54 of the German Air Force

## **Dornier Do 24 in Soviet service**

Only a single aircraft of this type is known to have entered service in the Soviet Union. In addition, 5W+BU (c/n 42) of Seenotstaffel 50 of the German Air Force which had arrived at Trelleborg (Sweden) from Ventspils (Latvia) with 37 (!) refugees on board on 9 May 1945 and was flown on Soviet request to the Soviet Union on 14 August 1945 may have been used. And there was also a Do 24T seen at Damgarten (Germany) with Red Stars in June/July 1945.

0086	CCCP-X662	Do 24T-3	MVD - GULGMP	mfd	jan43	built by Aviolenat at Papendrecht (Netherlands) as c/n 158 (0086 was the c/n issued by the RLM); ex DJ+ZL of the Seenotdienst of the German Air Force (entered service 18jan43); ferried from Khinki to Factory No. 477 at Krasnoyarsk in late jun46, repaired and modified by the factory for polar duty; opb AO Norilskogo kombinata GULGMP (Main Directorate of the Metallurgical Industry Camps) by 1947; carried Red Stars although civil-registered; l/n IAA 1947
	CCCP-N473	Do 24T-3	Polyarnaya Aviats.	trf	late 47	op Moskovskaya aviagruppa; stored as 'requiring repair' at Zakharkovo until autumn 1948; in a document 13sep48 with this registration, as under modification in Moscow; received Soviet engines; damaged 19oct48 while being hauled from water to land when the hull floor was pierced at two points; repaired but reportedly wfu in the first half of 1950 - but there is a Do 24 in a pilot's flight log as late as 1952

## **Douglas DC-3, C-47 "Skytrain" and variants in Eastern European and Chinese service**

The Soviet Union bought one DC-2 in August 1935 and some 27 DC-3s via the US-based Soviet foreign trade company Amtorg and its subsidiaries Northeast and X.Cello between November 1936 and March 1939. And 707 C-47s were delivered under Lend-Lease (plus 3 from USAAF stocks in Alaska) between October 1942 and September 1945. The first ten aircraft were delivered on loan and handed over at Ladd Field (Alaska) in October 1942. 79 C-47s were on the Soviet civil register by March 1944 and some 115 by July 1944. By 1 November 1945, Aeroflot had 236 C-47s, of which only 21 had been converted into passenger aircraft. Factory No. 30 was to convert 20 C-47s per month starting in December 1945. After the war, many C-47s received Soviet engines as there was a problem with spare parts from the United States. The C-47s with ASH-62IR engines received the designation TS-62 and those with ASH-82FN engines the designation TS-82. They were used by Aeroflot until 1957.

DC-2s and DC-3s were used by the airlines of several Eastern European states in the second half of the 1930s, among them Poland (three DC-2s), Czechoslovakia (four DC-2s and four DC-3s) and Romania (two DC-3s). Poland received its first four C-47As from the Soviet Union in 1944. Another 20 C-47As were bought from surplus USAAF stocks in 1946. 9 of them were used by LOT and 11 by the Polish Air Force. The 8 survivors were sold to Iran in 1958/59.

Czechoslovakia was the largest C-47 operator in Eastern Europe after the Soviet Union. According to different sources, between 60 and 72 aircraft were bought from surplus USAAF stocks between March 1946 and September 1947. 37 of them were used by CSA and some 19 by the Czechoslovakian Air Force (under the designation D-47). There were also several smaller operators. The surviving 18 civil and 7 military C-47s were sold to France in 1960, with the last of them leaving Czechoslovakia on 27 December 1960.

The Yugoslav Air Force (JRV) operated initially 29 C-47s. Nine aircraft were acquired from surplus USAAF stocks (mostly via the Yugoslav airline JAT) straight after the war, and 20 aircraft (7310 to 7329) were supplied under MDP terms by the US Government in 1953/54. Officially (i.e. on paper only), these were handed back by the RAF to the USAF which then supplied them to Yugoslavia. In practice they were overhauled in the UK and delivered straight on to Yugoslavia. 15 more C-47s were bought in France in 1971, bringing the total of this type in Yugoslav military service to 44 aircraft. The first 29 C-47s received serial numbers in the old four-digit 73xx series, all 'in order'. The 14 surviving aircraft were re-serialised in the five-digit 712xx series, probably in late 1969. However, numbers were no longer allocated 'in order', but at random. At least from the 1960s on, all C-47s were on strength of the 111. ppa (transport regiment) at Zagreb, a unit of the 5th Air Corps. At the end of their service life, several of the Yugoslav C-47s were scrapped, while others were stored or put on display. The type was eventually withdrawn from use in 1979. Four aircraft were acquired by the Obrazovni Centar Zracnog Saobracaja (OCZS), a civil aviation training centre at Zagreb, which sold three of them to South Africa illegally - with the knowledge of the Yugoslav civil and military authorities! Several displayed Yugoslav C-47s survived into the new millennium.

Another large Eastern operator of aircraft from this family was China. Originally 77 C-47s and 10 C-53s were supplied under Lend-Lease, mostly for operation by the airlines China National Aviation Corporation (CNAC) which already had seven DC-2s, but also for the Chinese Air Force. Further aircraft were transferred from USAAF stocks in India after the end of WWII. C-47s were also used by the airlines Central Air Transport Corporation (CATC) and CNRRA Air Transport/Civil Air Transport (CAT). The Chennault & Willauer partnership bought CNAC and CATC from the Nationalist government of China on 12 December 1949 and sold the aircraft on to Civil Air Transport Inc. of Delaware on 19 December 1949. The C-47 which was seen preserved in fake USAF c/s in the China Aviation Museum at Shahezhen AFB in 2016 does not have a historical connection with China (it was C-47B-25-DK c/n 15993/32741 '7313' of the Zimbabwe Air Force).

The Japanese-controlled China Airways used three Nakajima or Showa L2Ds (built under licence in Japan) in the early 1940s. These three aircraft ended up with CATC after the war, but were used for spares only because of their poor technical condition.

The given manufacture dates for the C-47s are in fact the dates when the aircraft were officially handed over to the USAAF.

### **Built by Douglas at Santa Monica, CA**

1302	26	DC-2-118B	CNAC	mfd	18sep34	ex NC14269; d/d 01oct35; named 'Chengtu'; in natural metal c/s; photo at Kinkiang (?) dec35; destroyed by a Japanese air attack at Hong Kong 08dec41
1318	SP-ASJ	DC-2-115D	LOT	mfd	26oct34	assembled by Fokker (3); ex PH-AKF and D-ABEQ; d/d feb37; w/o 25nov37 (or 23nov37) on a flight from Salonika to Sofia when crashed near Lazd Ricie (?) in the Rodopi mountains (Bulgaria), all occupants killed
1369	24	DC-2-118B	CNAC	mfd	19mar35	ex NC14297; d/d 01apr35; i/s 14may35; named 'Nanking'; in natural metal c/s; severely damaged by a Japanese air attack at Hong Kong in autumn 1941, but repaired (photos with natural metal panels exist); destroyed by a Japanese air attack at Hong Kong 08dec41
1377	SP-ASK	DC-2-115F	LOT	d/d	jul35	assembled by Fokker (27); rgd 02aug35; in natural metal c/s; canx 05sep39; evacuated to Riga sep39; no local marks if any are known; taken over by the Soviets when they occupied Latvia jun40
	no code	DC-2-115F	Soviet Air Force		1940/41	in natural metal c/s with Red Star on fin, Polish registration painted out, but still visible; used by a centrally subordinated unit of the Soviet Air Force for some time; destroyed on the ground at Riga-Spilve by German fighters jun41 or jul41 (photo of the wreck exists)
1378	SP-ASL	DC-2-115F	LOT	d/d	03aug35	assembled by Fokker (28); in natural metal c/s; escaped to Romania, arriving at Baneasa 06sep39; was intended to come to the UK, registered G-AGAD for Imperial Airways 07nov39 and painted up, but stored in Romania as property of the Romanian government

	YR-GAD	DC-2-115F	LARES	rgd	25oct41	actually CoFA date (valid until 07oct42); in natural metal c/s; reportedly used for training purposes by the Romanian Air Force; burnt at Boteni due to enemy action at an unknown date (possibly in late August 1944 when Romania changed sides in the war)
1413	CCCC-I145	DC-2-152	NKAP	rgd	03oct35	c/n in register as '174'; ex NC14949; bought via Amtorg aug35; tested and studied by TsAGI and aircraft industry
	URSS-M25	DC-2-152	AFL/International	rgd	31mar36	c/n in register as '174'; opb eon at Moscow-Khodynka; in natural metal c/s; started scheduled services 06may36
	URSS-D25	DC-2-152	Deruluft	rgd	1937	c/n in register as '174'; leased from Aeroflot 01jan37/31mar37
	URSS-M25	DC-2-152	AFL/International	rgd	1937	c/n in register as '174'; opb eon at Moscow-Khodynka; w/o 06aug37 on the leg from Cluj (Romania) of a flight from Prague to Moscow when crashed near Bistrita some minutes after take-off after a passenger lit a cigarette in the toilet where avgas vapours had accumulated so that the aircraft exploded, all 3 crew and both passengers killed
1560	no reg	DC-2-192	Chinese Government	d/d	27jun36	bought by Dr. H.H. Kung on behalf of the Nanking Government; luxury transport for Generalissimo Chiang Kai-shek; named 'Chung Mei' (Chinese American) but became known as 'The Flying Palace'; opb National Government VIP Flight; in natural metal c/s, no markings apart from Douglas logos; involved in an accident at Canton in early 1937, resulting in damage to a wing; repaired until aug37; destroyed probably some time previous to oct38 while being parked at the island airport at Chungking (now Chongqing) when was hit by a Japanese fire-bomb
1562	OK-AIC	DC-2-200	CLS	mfd	05nov36	assembled by Fokker (37); rgd 24nov36; i/s dec36; trf to Lufthansa 15aug39; became D-AAIC, OH-DLB, OH-LDB and DO-3 (Finnish Air Force); wfu 1951; the fuselage was preserved in the Finnish Aviation Museum at Helsinki-Vantaa from aug86 (1/n jan08) and was later used for the restoration of DO-1 which is preserved in a shopping centre at Tuusula
1564	OK-AIZ	DC-2-211	CLS	mfd	24jun37	assembled by Fokker (38); carried test registration PH-ALZ; not taken up by Wöstwag of Urga (Mongolia); rgd 05oct37; d/d 29nov37; canx 19dec37 as sold abroad; was probably shipped to Republican Spain by sea, with the ship being sunk by Nationalist forces in late 1937 or early 1938
1565	OK-AID	DC-2-215	CLS	mfd	12jul37	version from register; assembled by Fokker (39); carried test registration 'F-2'; rgd 02aug37; i/s aug37; trf to Lufthansa may39; became D-AAID, VG+J3 (German Air Force) and D-AAID; dbr 26jan44 when suffered engine problems and made a forced landing near Plötzig (Western Prussia)
1567	31	DC-2-221	CNAC	mfd	18may37	d/d 01jul37; named 'Chungshan'; in natural metal c/s; w/o 14mar42 on a flight from Kunming to Chungking (now Chongqing) when crashed shortly after take-off 2 km from the airport, all 3 crew and 10 of the 14 passengers killed
1568	32/XT-OBF	DC-2-221	CNAC	mfd	30may37	d/d 24jun37, but was severely damaged during the transport to China and had to be repaired before it could be taken on charge; finally assembled at Kai Tak may38 and used from 25may38; named 'Kwellin'; allotted also registration XT-OBF (see c/n 1586) for flights to Burma, but was it ever painted on ?; in natural metal c/s with large black 'CNAC' titles on the upper and lower surfaces of the wings; severely damaged 24aug38 on a flight from Hong Kong to Chungking (now Chongqing) when was attacked by 5 Nakajima fighters of the Japanese Navy Air Force at the western end of the bay between Hong Kong and the Chinese mainland, was hit and made a forced landing in the Pearl River near Chungshan (just north of Macao), all 3 crew and 14 passengers survived the landing unhurt, but 1 crew member and 13 passengers were killed by the strafing Japanese fighters in the water or drowned; this was the first ever commercial airliner in the history of aviation to be shot down; the aircraft was salvaged from the river and rebuilt named 'Chungking'; w/o 29oct40 on a flight from Chungking (now Chongqing) to Kunming when was strafed by Japanese fighters while taxiing off the runway at a small emergency airfield near Changyi after having landed in order not to encounter the fighters in the air, was hit and caught fire, 9 of the 14 occupants (4 crew and 10 passengers) were killed by the strafing Japanese fighters and 2 injured
	39	DC-2-221	CNAC	i/s	may39 ?	assembled by Fokker (30); rgd 12mar36; d/d 24mar36; i/s 20apr36; dbr the same day on its first scheduled flight when force-landed at Elburg (Netherlands); canx 17sep36
1581	OK-AIA	DC-2-115K	CLS	mfd	24feb36	assembled by Fokker (31); rgd 12mar36; d/d 31mar36; i/s 14may36; trf to Lufthansa 08aug39; became D-AAIB, OH-DLA, OH-LDA and DO-2 (Finnish Air Force); canx 04mar57 and scrapped
1582	OK-AIB	DC-2-115K	CLS	mfd	04mar36	ex NC16048 (canx 25apr39); bought mar39; d/d 15may39; named 'Kangting'; allotted also registration XT-DBF (or XT-DBF ?) for flights to Burma (there is a photo of a DC-2 with the registration XT-DBF or XT-DBF, but it is not clear whether it shows DC-2 '40' or '24'); w/o 12feb41 on a flight from Hong Kong to Chungking with a cargo of currency when struck the top of a 7,000-foot mountain near Taohsien (southern Hunan), all crew killed
1586	40/XT-DBF	DC-2-190	CNAC	mfd	29jul36	ex NC14995; bought via X.Cello; delivered via Fokker, delivered to Cherbourg 30nov36 (or 01dec36); studied by TsAGI in 1937; rgd 25jun37; was the first DC-3 which entered Aeroflot service, first revenue flight to BMA 27jun37; photo 29mar38 in natural metal c/s entered service 12jun39; used on the MOW-BMA route jul40; opb 1 eskadriya MAGON GVF by 19jul41; struck off charge 01dec44 as worn out
1589	URSS-M132	DC-3-196	AFL/International	d/d	30nov36 ?	opb the Canton (Kwangtung/Guangdong) Air Force, probably for personal use by General Chen Chi-tang, the ruler of Canton; trf to the Nanking Air Force jul36/aug36 and opb the 4th Route Army; seen Shoukoulung jan37; later opb the National Government VIP Flight
	URSS-A	DC-3-196	AFL/International	rgd	05may39	named 'Kwangtung'; returned to the Chinese Air Force in winter 1939
1598	not known	DC-2-193	Chinese Air Force	d/d	28may36	w/o 11aug41 while being parked at Chengtu (now Chengdu) when was attacked and destroyed by 4 Mitsubishi A6Ms of the Japanese Navy Air Force
	36 not known	DC-2-193	CNAC	lsd	1936 ?	delivered unassembled; named 'Szechwan'; w/o 25dec36 when force-landed at Chengtu (now Chengdu) and burnt out
1600	28	DC-2-118A	CNAC	d/d	28jun36	ex NC18106, USAAF s/n 42-78026 and NC33324; d/d jul48; canx 13nov49; sold to the Chennault-Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8342C 19dec49 (canx 12aug53), N1788B and N490; exported to the Philippines 06aug64
1954	XT-5..	DST-A-207	Centr Air Trp Corp	mfd	jul37	f/n in the factory 20aug37; delivered via Fokker; rgd 30aug37; d/d 08sep37; i/s 23mar38; canx only 20apr40; became D-AAIH named 'Prag'; trf to Lufthansa 09aug39 and entered service 24aug39; w/o 29oct40 when crashed on take-off from THF, 2 crew killed and 1 injured
1973	OK-AIH	DC-3-220	CLS	mfd	19aug37	bought for the non-existing Mongolian Transport Co. aug37; delivered via Fokker, delivered to Cherbourg 26aug37; carried test registration 'F-2'
1974	not known	DC-3G2-227	Soviet Air Force ?	d/d	26aug37	delivered via Fokker; ex PH-ARB, G-AGBD, NL-202 (Netherlands Air Force), PH-TBD and G-AGBD; bought 31mar53; d/d 20jul53; became 4W-ABG 05jul69
1980	YU-ABM	DC-3-194C	JAT	mfd	27aug37	delivered via Fokker; toc 20sep37; first CoFA issued 26nov37; named 'Dor de duca'; last known CoFA expired 28jun40; t/t 684 hours 27 minutes and 462 cycles by 01aug40; w/o 23aug40 when crashed in a hail storm into Mount Galna in the Apuseni range (Transsylvania), all 3 crew and all passengers killed; canx 31mar42
1985	YR-PIF	DC-3-227	LARES	d/d	09sep37	delivered via Fokker; toc 20sep37; first CoFA issued 26nov37; named 'Tot m'as duca'; t/t 614 hours 27 minutes and 573 cycles by 01aug40; severely damaged 19jun41 on take-off from Bucharest en route to Sofia; repaired
1986	YR-PAF	DC-3-227	LARES	d/d	09sep37	last CoFA issued 24mar53
	YR-PAF	DC-3-227	TARS	no	reports	Directorate of Civil Aviation; various vital components like engines, undercarriage, some instruments etc. were replaced by Soviet-made components
	YR-PAF	DC-3-227	DGFAC	trf	25apr53	opb the 'Aurel Vlaicu Flying School for Public Transport' at Popesti-Leordeni around 1956; was used to fly newspapers to various places in the country (after it was considered unfit for passenger service); wfu 07may59 because of fatigue (intercrystalline corrosion); remained for several years roped to the ground at Baneasa; canx 30nov64 as scrapped
	YR-PAF	DC-3-227	TAROM	no	reports	bought for the non-existing Mongolian Transport Co. sep37; delivered via Fokker, delivered to Cherbourg 20sep37; carried test registration 'F-2'
1987	not known	DC-3G2-227	Soviet Air Force ?	d/d	20sep37	bought for the non-existing Mongolian Transport Co. sep37; delivered via Fokker, delivered to Cherbourg 20sep37; carried test registration 'F-2'
1988	not known	DC-3G2-227	Soviet Air Force ?	d/d	20sep37	bought for the non-existing Mongolian Transport Co. sep37; delivered via Fokker, delivered to Cherbourg 20sep37; carried test registration 'F-2'
1995	OK-XDM (2)	DC-3-229	CSA	mfd	oct37	ex NC18119, N403D and N143JR; bought by the Czech aviation museum at Kbely 07jun91 and arrived there 20jun91; was preserved in these fake markings in the museum at Kbely; preserved in front of the main office complex (N50.106881 E14.273877) of CSA at PRG from 20sep03, 1/n jun11; see c/n 19539
2023	OK-AIE	DC-3-220A	CLS	mfd	21jan38	assembled by Fokker; rgd 15feb38; d/d 28feb38; i/s 29apr38; became D-AAIE named 'Mährisch-Ostrau'; trf to Lufthansa 15aug39 and entered service 24aug39; overhauled by Swissair at ZRH 28aug42/16nov42; dbr 14aug44 by an attack of USAAF B-17s on Stuttgart-Echterdingen; struck off charge 09dec44
2024	OK-AIF	DC-3-220A	CLS	mfd	31jan38	assembled by Fokker; rgd 15feb38; d/d 05apr38; i/s 14may38; became D-AAIF named 'Brünn'; trf to Lufthansa may39 and entered service 24aug39; overhauled by Swissair at ZRH 08dec42/24feb43; destroyed by Allied bombing in 1943
2031	URSS-M136	DC-3-196A	AFL/International	d/d	19may38	bought via Northeast 02mar38; delivered via Fokker, delivered to Cherbourg 19may38; carried test registration 'F-2'; rgd 13aug38; used on the Kiev and Ashkhabat routes in 1938/39; trf to the Soviet-Chinese airline Hamiata in 1939
2032	URSS-M	DC-3-196A	Hamiata	rgd	1940	in full Aeroflot c/s; still in service by apr42; struck off charge by 01apr47
	URSS-M135	DC-3-196A	AFL/International	d/d	21may38	bought via Northeast 02mar38; delivered via Fokker, delivered to Cherbourg 21may38; carried test registration 'F-2'; rgd 13aug38; in natural metal c/s; used on the MOW-BMA route sep38/dec38 and on the Kiev and Tbilisi routes in 1938/39
	URSS-B (1)	DC-3-196A	AFL/International	rgd	05apr39	entered service 03may39; in natural metal c/s; f/n THF 09jan40, inaugurating the MOW-THF service; used on the MOW-BMA route jul40; opb 1 eskadriya MAGON GVF by 19jul41; canx aug41; see c/n 2035
2033	not known	DC-3-196A	Soviet Air Force ?	d/d	25may38	bought via Northeast 02mar38; delivered via Fokker, delivered to Cherbourg 25may38; carried test registration 'F-2'; probably opb aeon VVS
2034	not known	DC-3-196A		d/d	aug38	delivered to the Soviet Union as a knocked-down kit (without engines) as a pattern aircraft; bought via X.Cello may38, delivered to Cherbourg aug38; may have become PS-84 c/n 841 URSS-M138 (see there)
2035	URSS-B (2)	DC-3-196A	GVF/Moscow-VKO	d/d	aug38	delivered to the Soviet Union as a knocked-down kit (without engines) as a pattern aircraft; bought via X.Cello may38, delivered to Cherbourg aug38; this aircraft may have been the one which was assembled and reported ready 07nov38; history between 1938 and 1943 unknown; rgd 06mar43; opb 1 atp 1 atd GVF at Moscow-Vnukovo; w/o 24may43 on the leg from Saratov to Moscow-Vnukovo of a flight from Baku to Moscow-Vnukovo when the pilot decided to take off in the direction of rising ground as there was some side wind in the normal take-off direction, the aircraft lifted off close to the end of the runway, flew a turn at low height and low speed in order to come clear of the hill ahead, stalled, came down and collided with

2042	not known	DC-3-196A	Soviet Air Force ?	d/d	01jun38	an earth wall, 1 of the 4 crew killed and 1 crew seriously injured plus 1 crew and 1 of the 16 passengers slightly injured; see c/n 2032
2043	URSS-M137	DC-3-196A	AFL/International	d/d	03jun38	bought via Northeast 02mar38; delivered via Fokker, delivered to Cherbourg jun38 ?; carried test registration 'F-2'; probably opb aeon VVS
	URSS-N	DC-3-196A	Hamiata	rgd	1940	c/n confirmed (not 2033); bought via Northeast 02mar38; delivered via Fokker, delivered to Cherbourg 03jun38; carried test registration 'F-2'; rgd 13aug38; used on the Alma-Ata route in 1938/39; trf to the Soviet-Chinese airline Hamiata in 1939
2044	not known	DC-3-196A	Soviet Air Force ?	d/d	18jul38	in full Aeroflot c/s; w/o 09jun43 on the leg from Tihwa (now Ürümqi) to Hami (Xinjiang province of China) of a flight from Alma-Ata to Hami when encountered below-minima weather conditions, suffered from severe icing, got caught in a strong downstream while overflying Chigi-Chinze pass (20 km north-east of Yanchi on the Tihwa-Hami road) and crashed at a height of some 2,000 metres on the southern slope of the pass, all 4 crew and 28 passengers (26 of them Chinese) killed; t/t 2,289 hours; wreck found 15jun43
2045	not known	DC-3-196A	Soviet Air Force ?	d/d	20jul38	bought via Northeast 02mar38; delivered via Fokker, delivered to Cherbourg 18jul38; carried test registration 'F-2'; probably opb aeon VVS
2046	URSS-H	DC-3-196A	AFL/International	d/d	25aug38	bought via Northeast 02mar38; delivered via Fokker, delivered to Cherbourg 25aug38; carried test registration 'F-2'; in natural metal finish; rgd 21jan40; entered service on international routes jan40, used on the MOW-BMA route jan41; l/n BMA 21jun41; struck off charge 10may45 as worn out
2047	URSS-C	DC-3-196A	AFL/International	d/d	30aug38	bought via Northeast 02mar38; delivered via Fokker, delivered to Cherbourg 30aug38; carried test registration 'F-2'; rgd 21jan40; used on the MOW-BMA route jul40; w/o reportedly 25apr41 when crashed, details unknown
2095	OK-AIG	DC-3-220B	CLS	mfd	11jan39	delivered via Fokker; d/d mar39; rgd 14mar39; became D-AAIG; trf to Lufthansa may39 and entered service 24jul40; overhauled by Swissair at ZRH 26jan43/03jun43; w/o 21apr44 on a flight from Copenhagen to Oslo when an accidental shut out of a signal pistol incinerated the cockpit, the aircraft made an emergency landing near Vestevø island in Oslofjorden and sank, all 3 crew and 6 of the 17 passengers killed
2096	MT-16	DC-3-260	Mongolian Govmt.	d/d	17jan39	bought via Far East Fur Trading, Mongolia; opb Soviet Air Force; in natural metal c/s, no markings apart from registration; featured in the Soviet movie "Muzhestvo" (Courage) shot in 1939
	CCCP-L3403	DC-3-260	GVF/Soviet AF c/s	rgd	29jun39	in natural metal c/s with a Red Star in the registration instead of the dash, prefix confirmed; featured in the Soviet movie "Budni" (Everyday Life) shot in 1940
	URSS-D	DC-3-260	AFL/International	rgd	03jan40	impressed by the Soviet Air Force during the 'Winter War' against Finland in 1939/40, conducted eight leaflet dropping flight over Finland; opb 1 eskadrilya MAGON GVF by 19jul41
2097	MT-17	DC-3-260	Mongolian Govmt.	d/d	20jan39	bought via Far East Fur Trading, Mongolia; opb Soviet Air Force
	URSS-L3402	DC-3-260	Aeroflot	rgd	25jun39	
	URSS-G	DC-3-260	AFL/International	rgd	03jan40	
2098	MT-18	DC-3-260	Mongolian Govmt.	d/d	27jan39	used on the MOW-BMA route jul40; opb 1 eskadrilya MAGON GVF by 19jul41
	URSS-K	DC-3-260	AFL/International	rgd	09mar40	bought via Far East Fur Trading, Mongolia; opb Soviet Air Force in the Khalkhin-Gol campaign against Japan may39/jun39; in mottled green over grey camo c/s with grey undersides, no markings apart from the code and an unknown badge on the fin; photo exists
2099	MT-19	DC-3-260	Mongolian Govmt.	d/d	11feb39	used on the MOW-BMA route jul40; opb 1 eskadrilya MAGON GVF by 19jul41; canx aug41
2100	MT-20	DC-3-260	Mongolian Govmt.	d/d	12feb39	bought via Far East Fur Trading, Mongolia; opb Soviet Air Force
	URSS-K	DC-3-260	AFL/International	rgd	09mar40	bought via Far East Fur Trading, Mongolia; opb Soviet Air Force in the Khalkhin-Gol campaign against Japan may39/jun39; modified into an ambulance aircraft by Factory No. 84 in 1939; used for casevac duties in the 'Winter War' against Finland feb40; in mottled green over grey camo c/s with grey undersides, no markings apart from the code and an unknown badge on the fin; photo exists
2101	MT-21	DC-3-260	Mongolian Govmt.	d/d	22feb39	bought via Far East Fur Trading, Mongolia; opb Soviet Air Force; modified into an ambulance aircraft by Factory No. 84 in 1939
2112	not known	DC-3-196B	Soviet Air Force ?	d/d	01mar39	bought via Northeast 16dec38; delivered via Fokker, delivered to Cherbourg 01mar39; carried test registration 'F-6'
2113	not known	DC-3-196B	Soviet Air Force	d/d	24mar39	bought via Northeast 16dec38; delivered via Fokker, delivered to Cherbourg 24mar39; carried test registration 'F-6'
2114	URSS-L3407	DC-3-196B	AFL/International	d/d	26mar39	c/n confirmed (not 2117); bought via Northeast 16dec38; delivered via Fokker, delivered to Cherbourg 26mar39; carried test registration 'F-6'; rgd 20jan40
	CCCP-L3407	DC-3-196B	GVF/Soviet AF c/s	photo		in natural metal c/s, with a Red Star in the registration instead of the dash; used in the 'Winter War' against Finland in 1939/40; canx 03apr41, but obviously restored; struck off charge 01jun49 as worn out
2115	not known	DC-3-196B	Soviet Air Force	d/d	28mar39	bought via Northeast 16dec38; delivered via Fokker, delivered to Cherbourg 28mar39; carried test registration 'F-6'
2116	not known	DC-3-196B	Soviet Air Force ?	d/d	29mar39	bought via Northeast 16dec38; delivered via Fokker, delivered to Cherbourg 29mar39; carried test registration 'F-6'
2117	not known	DC-3-196B	Soviet Air Force ?	d/d	07apr39	bought via Northeast 16dec38; delivered via Fokker, delivered to Cherbourg 07apr39; carried test registration 'F-6'
2130	XT-5..	DC-3A-269	Centr Air Trp Corp	mfd	jun39	ex NC21715 (canx 20may48); sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8340C 19dec49 (canx 22jul53), N1789B, XB-GUI and XA-RAM
2135	41	DC-3-228B	CNAC	d/d	09aug39	export CoFA issued 12jul39; arrived in Hong Kong on board of a Norwegian ship 11sep39; test-flown at Kai Tak nov39; named 'Chiating'; damaged during a Japanese attack on Nanhsiung 08dec41, but repaired with patches over the bullet holes and a 950 hp engine; flown to Lashio in Burma, but the patches washed off in a rainstorm
	XT-BTA	DC-3-228B	CNAC	r/r	01may43	tie-up not confirmed (may have been XT-BTB)
	XT-91	DC-3-228B	CNAC	r/r	jan47	passenger version; in fleet list 27feb48
	XT-1..	DC-3-228B	CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8360C 19dec49 (canx 26mar53); scrapped at Hong Kong probably in 1953
2148	46	DC-3-294A	CNAC	mfd	20feb40	delivered via Fokker; was bought by Air France, but not delivered; sold to CNAC nov40; d/d dec40; toc jan41; named 'Ermei' (or 'Omei Shan'); carried a camo c/s by spring 1941; the right wing was destroyed when the aircraft was damaged by Japanese bombs at Suifu 20may41; repaired with a wing from a DC-2 and flown from Suifu to Hong Kong for repairs 06jul41 (became known as the 'DC-2 1/2'); w/o 13feb43 on a flight from Chungking (now Chongqing) when returned due to heavy icing, the right engine failed and caught fire and the propeller could not be feathered, the crew opted for a forced landing on a sandbar in the Yangtze river near Kiangtsing, both pilots and all 16 passengers escaped unhurt; the aircraft was to be salvaged, but the river swept it away
2183	XT-5..	DC-3A-269B	Centr Air Trp Corp	mfd	08jan40	ex NC25608; bought 15jan48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8338C 19dec49 (canx 22jul53), N1791B and T-25 (Paraguayan Air Force), w/o 1964 when crashed at Encarnación
2184	XT-5..	DC-3A-269B	Centr Air Trp Corp	mfd	jan40	ex NC25609 (canx 08apr49); d/d 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8339C 19dec49 (canx 22jul53), N1792B, N41F and N1000A
2185	XT-5..	DC-3A-269B	Centr Air Trp Corp	mfd	jan40	ex NC25610, USAAF s/n 42-56629 and NC25610; d/d 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8341C 19dec49 (canx 22jul53), N1790B (captured by Communist China but returned), N491, JA5077, H14005, JA5077 and B-313
2261	47	DC-3-268C	CNAC	mfd	25sep40	ex EI-ACB (ntu) and NC19971 (canx 19jun41); d/d 29may41; toc 07aug41; inaugurated the service from Chungking to Calcutta 23nov41, being the first aircraft to fly over the hump
	XT-BTB	DC-3-268C	CNAC	r/r	01may43	tie-up not confirmed (may have been XT-BTA)
	XT-92	DC-3-268C	CNAC	r/r	jan47	passenger version; in fleet list 27feb48
	XT-1..	DC-3-268C	CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8359C 19dec49 (canx 26mar53); scrapped at Hong Kong (not flown to Communist China 09nov49)

### **Built by Douglas at Long Beach, CA**

4214	CA11	C-47-DL	Centr Air Trp Corp	mfd	23feb42	USAAF s/n 41-7735; sold ex Karachi 12mar46; w/o 14dec46 on a flight from Peking to Shanghai when crashed in Changxing County (Zhejiang) due to bad weather, 6 occupants killed
4246	CA10	C-47-DL	Centr Air Trp Corp	mfd	18mar42	USAAF s/n 41-7759; sold 02mar46; remark 'not use the grounding'
4472	118410 ?	C-47-DL	Chinese Air Force	mfd	28jun42	USAAF s/n 41-18410; diverted 29jun43
4483	CA1	C-47-DL	Centr Air Trp Corp	mfd	14jul42	USAAF s/n 41-18421; sold 21dec45
	XT-T23	C-47-DL	Centr Air Trp Corp	r/r	jan47	canx 13nov49; fate unknown
4541	71225	C-47-DL	Yugoslav Air Force	mfd	22jul42	USAAF s/n 41-38592; ex NC22429, RX-87, HP-87, N10420, TI-1021, '38592' (French Air Force) and F-BRGF; d/d 1971 ?
4573	136	C-47-DL	CNAC	mfd	30jul42	USAAF s/n 41-18481; declared as 'condition salvage' by the USAAF 15may45
	XT-56	C-47-DL	CNAC	r/r	jan47	passenger version; in fleet list 27feb48
	XT-129	C-47-DL	CNAC	r/r	1948	passenger version (21 seats); defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8356C 19dec49 (on paper); probably later opb SKOGA and CAAC
4587	118495 ?	C-47-DL	Chinese Air Force	mfd	09aug42	USAAF s/n 41-18495; diverted 04jul43
4592	118500 ?	C-47-DL	Chinese Air Force	mfd	10aug42	USAAF s/n 41-18500; diverted 29jun43
4608	OK-WBA	C-47-DL	Svitlet	mfd	11aug42	USAAF s/n 41-18516; owned by Bat'a a.s.; d/d 06aug46; i/s 13jan47
	OK-WBA	C-47-DL	CSA	trf	1949	converted to a freighter at t/t 9,134 hours; wfu 30dec58; last flight 17feb60; sold to France in 1960, ferried to MRS 26mar60; became '118516' (French Air Force), F-SDKQ, F-BTDK and TT-LAH
4665	"540"	C-47-DL	Soviet Air Force	mfd	28aug42	USAAF s/n 41-18540; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT oct42 or nov42; in document 04jan43 as '540'; opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43; return date unknown; toc by 10th Air Force in India 14apr43; w/o 11jun43 in an mid-air collision near Jorhat (Assam, India)
4668	"543"	C-47-DL	Soviet Air Force	mfd	28aug42	USAAF s/n 41-18543; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT oct42 or nov42; in document 04jan43 as '543'; opb 4 pap from 04jan43 (commander: A.K. Vasilyev); return date unknown; toc by 10th Air Force in India 22mar43; w/o 25aug43 when crashed at Mohambari AB (India)

4669	"544"	C-47-DL	Soviet Air Force	mfd	02sep42	USAAF s/n 41-18544; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT oct42 or nov42; in document 04jan43 as '544'; opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43; return date unknown; toc by 10th Air Force in India 20feb43; condemned 23apr43
4670	"545"	C-47-DL	Soviet Air Force	mfd	30aug42	USAAF s/n 41-18545; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT oct42 or nov42; in document 04jan43 as '545'; opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43; return date unknown; toc by 10th Air Force in India 04mar43; w/o 19apr43 on a flight from Kunming to Sookkerating
4671	"546"	C-47-DL	Soviet Air Force	mfd	30aug42	USAAF s/n 41-18546; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT 20oct/07nov42 (commander: P.P. Matveyev); in document late nov42 as '1546' and 04jan43 as '546'; opb 5 pap from 04jan43; return date unknown; toc by 10th Air Force in India 17apr43; w/o 07oct44 on a flight from Kunming (India) to Chengtu (now Chengdu) when crashed near Kunming
4672	"547"	C-47-DL	Soviet Air Force	mfd	30aug42	USAAF s/n 41-18547; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT 20/30oct42 (commander: I.I. Yerenenko); in document late nov42 as '118547' and 04jan43 as '547'; opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43; return date unknown; toc by 10th Air Force in India 23feb43; w/o 10nov44 on a flight to Kunming when crashed 11 miles from Yunnanyi (China)
4673	"548"	C-47-DL	Soviet Air Force	mfd	30aug42	USAAF s/n 41-18548; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT 02/09nov42 (commander: G.K. Koshevich); in document late nov42 as '118548' and 04jan43 as '548'; opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43; return date unknown; toc by 10th Air Force in India 23feb43; sold to the Government of India 19apr46
4674	"549"	C-47-DL	Soviet Air Force	mfd	30aug42	USAAF s/n 41-18549; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT oct42 or nov42; in document 04jan43 as '549'; opb 2 pap from 04jan43 (commander: I.I. Ponomarenko); return date unknown; toc by 10th Air Force in India 08apr43; w/o 27nov43 when crashed at Sambhar near Jaipur (India)
4677	"552"	C-47-DL	Soviet Air Force	mfd	31aug42	USAAF s/n 41-18552; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT oct42 or nov42; in document 04jan43 as '552'; opb 3 pap from 04jan43 (commander: I.I. Moiseyev); return date unknown; seen Accra 04apr43; toc by 10th Air Force in India 26apr43; w/o 16dec43 when crashed at Shivpuri (India)
4681	60	C-47-DL	CNAC	mfd	02sep42	USAAF s/n 41-18556; diverted 18oct42, under Lend-Lease; the first CNAC C-47; w/o 17nov42 on a flight from Kunming to Dinjan (Assam) when encountered severe icing, turned to the south-west but crashed at a height of 13,400 feet into a steep slope on the western flank of the Cang Shan ridge (just below the summit ridge) near Tali/nov Dali (N25.649631 E100.091721), all 3 crew killed, this was the first fatal CNAC accident on the Hump; the wreck was found only in 2011
4694	118569 ?	C-47-DL	Chinese Air Force	mfd	13sep42	USAAF s/n 41-18569; diverted 28jun43
4729	61	C-47-DL	CNAC	mfd	18sep42	USAAF s/n 41-38626; diverted 26nov42, under Lend-Lease (Andersson gives the date 27nov42); severely damaged 23oct43 on take-off from Kunming when the left engine failed shortly after lift-off, the aircraft hit trees and came to rest in a swamp, the crew escaped with minor injuries and the aircraft was reportedly repaired
4730	62	C-47-DL	CNAC	mfd	20sep42	USAAF s/n 41-38627; diverted 02dec42, under Lend-Lease (Andersson gives the date 19dec42); in natural metal c/s with two thin blue cheatlines; photo at Shanghai
	XT-82	C-47-DL	CNAC	r/r	jan47	passenger version; in fleet list 27feb48
4765	not known	C-47-DL	Soviet Air Force	mfd	30sep42	USAAF s/n 41-18604; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31jan43 but probably delivered already in autumn 1942; arrived at Uelkal from Fairbanks 15jun43 (but probably not for the first time)
4768	URSS-R not known	C-47-DL	Hamiata Soviet Air Force	rgd	26aug43	
4770	not known	C-47-DL	Soviet Air Force	mfd	19oct42	USAAF s/n 41-18607; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted jan43 or feb43 but probably delivered already in autumn 1942
4771	CCCP-X361	C-47-DL	NKVD - Dalstroj	mfd	21oct42	USAAF s/n 41-18609; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 02apr43 but probably delivered already in autumn 1942; arrived at Yakutsk from Uelkal 21apr43 and left for Krasnoyarsk via Kirensk 26apr43
4781	CA2	C-47-DL	Centr Air Trp Corp	mfd	25oct42	USAAF s/n 41-18610; the NKVD acceptance commission was formed 28jan43; rgd 18mar43; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered already in late 1942; the first C-47 on the Soviet civil register; based in the Magadan region
4799	not known	C-47-DL	Soviet Air Force	mfd	30oct42	USAAF s/n 41-18620; sold 21dec45; dbr 03mar46 when crashed at Jinan (Shandong) after an engine failure, no casualties
	CCCP-L829	C-47-DL	GVF	rgd	24sep43	USAAF s/n 41-18638; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43; arrived at Uelkal 15jun43
						opb 1 atd GVF; damaged in the 4th quarter of 1943

### **Built by Douglas at Santa Monica, CA**

4852	48	C-53-DO	CNAC	mfd	28jan42	USAAF s/n 41-20082; ferried from Miami 16feb42; toc 26feb42; officially diverted 25mar42, under Lend-Lease; w/o 11aug43 on a flight from Dinjan (Assam) to Kunming when was shot down by a Japanese fighter (the left engine caught fire and broke off, followed by the left wing) and crashed in the Fort Hertz Valley (35 miles north of Sumprabum), all 3 crew killed
4853	49	C-53-DO	CNAC	mfd	28jan42	USAAF s/n 41-20083; ferried from Miami 17feb42 (with '48' on); toc 26feb42; officially diverted 25mar42, under Lend-Lease; w/o 13mar43 on a flight from Kunming to Dinjan (Assam) when encountered an extremely turbulent storm and probably crashed in the Patkai Range in Burma (probably the load of tin bars had come loose), all 3 crew killed; the wreckage was never found
4859	CA62 XT-174 XT-5..	C-53-DO C-53-DO C-53-DO	Centr Air Trp Corp Centr Air Trp Corp Centr Air Trp Corp	mfd r/r r/r	25jan42 jan47 unknown	USAAF s/n 41-20089; ex NC33325; d/d sep47
4871	50	C-53-DO	CNAC	mfd	09feb42	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8337C 19dec49 (canx 12aug53) and N1793B
	XT-90 XT-141	C-53-DO C-53-DO	CNAC CNAC	r/r r/r	jan47 1948	USAAF s/n 41-20101; diverted 12apr42, possibly under Lend-Lease; (Andersson gives the date 10apr42); photo in natural metal c/s (taken just after WWII)
4879	51	C-53-DO	CNAC	mfd	20feb42	passenger version (21 seats); canx 13nov49; impounded at Hong Kong nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8362C 19dec49 (canx 27jan53), N26H and N39DT; dbr 28jul87
4881	56	C-53-DO	CNAC	mfd	27feb42	USAAF s/n 41-20109; diverted 12may42, possibly under Lend-Lease (Andersson gives the date 10may42); w/o 24mar44 on a flight from Dinjan (Assam) to Kunming, the crew lost orientation when the radio beacons were switched off as Japanese bombers were approaching and the aircraft ran out of fuel after 11 hours 25 minutes, so the crew bailed out, 1 of the 3 injured on landing
4883	57	C-53-DO	CNAC	mfd	27feb42	USAAF s/n 41-20111; diverted 09jun42, under Lend-Lease (Andersson gives the date 07may42); w/o 30nov44 on a flight from Dinjan (Assam) to Kunming when both engines lost power and quit (apparently due to water in the fuel), the aircraft crashed into Digboi mountain in the Naga Hills (N27.249999 E96.016667) and burnt out, all 3 crew killed; wreck found only 04dec44
4902	52	C-53-DO	CNAC	mfd	30mar42	USAAF s/n 41-20113; diverted 12jun42, under Lend-Lease (Andersson gives the date 19apr42); dbr 17feb44 when crashed on take-off from Dinjan (Assam) as each of the pilots thought that the other one was flying the aircraft, it got out of control before they tried to correct the error and ploughed into the trees at the end of the runway, all 3 crew escaped
4904	53	C-53-DO	CNAC	mfd	03apr42	USAAF s/n 41-20134; diverted 12jun42, under Lend-Lease (Andersson gives the date 26may42); w/o 10oct42 during training at Balijan (a small dirt strip near Dinjan, Assam) when took off with the control locks in place, failed to become airborne and overran the runway, both wings were sheared off inside of the engines by 2 trees and the aircraft burnt, both pilots injured (another report stated that the aircraft remained intact)
4927	54 (1)	C-53-DO	CNAC	mfd	may42 ?	USAAF s/n 41-20134; diverted 25may42, under Lend-Lease (Andersson gives the date 26may42); probably initially opb the Chinese Air Force; w/o 11mar43 on a flight from Kunming to Dinjan (Assam) carrying tungsten when was caught by a down-draft and crash-landed at N26.899999 E98.409999 on Kao I Kung Shan Ridge south of Hpimaw (now Pianma) Pass on the Chinese-Myanmar border, all 3 crew killed; the wreck was rediscovered oct96, moved to Pianma during the winter 1997/98 and reconstructed with parts of other aircraft, it is preserved in the Nujiang Tuofeng Aerial Line Memorial Hall (N26.013961 E98.627781) at Pianma from 2007, seen oct08/2014, while the right wing was displayed at the Walmart in Kunming in the late 1990s and is in a private collection now
	XT-45 XT-121	C-53-DO C-53-DO	CNAC CNAC	r/r r/r	jan47 1948	USAAF s/n 42-6475; diverted 28may42, under Lend-Lease (Andersson gives the date 26may42); see c/n 9069
4929	55	C-53-DO	CNAC	mfd	05may42	passenger version (21 seats); defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8361C 19dec49 (on paper); the canx 07oct65 was just a tidying-up exercise; probably later opb SKOGA and CAAC
4952	26500 ?	C-53-DO	Chinese Air Force	mfd	15jun42	USAAF s/n 42-6477; diverted 04jun42, under Lend-Lease (Andersson gives the date 05jun42)
4953	26501 ?	C-53-DO	Chinese Air Force	mfd	18jun42	passenger version; reportedly destroyed may45, but still in fleet list 27feb48
						USAAF s/n 42-6500; diverted 29jun42, under Lend-Lease; was used to test the Shingkiang-India line shortly after delivery
						USAAF s/n 42-6501; diverted 15jul42, under Lend-Lease

### **Built by Douglas at Long Beach, CA**

6000	not known	C-47-DL	Soviet Air Force	mfd	30oct42	USAAF s/n 41-18639; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered already in autumn 1942
	CCCP-L809	C-47-DL	GVF	rgd	10nov43	



6001	118640	C-47-DL	Soviet Air Force	mfd	31oct42	USAAF s/n 41-18640; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered already in autumn 1942; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) from 05apr43
6002	CCCP-L810 not known	C-47-DL C-47-DL	GVF Soviet Air Force	rgd mfd	24sep43 30oct42	USAAF s/n 41-18641; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered already in autumn 1942
6004	CCCP-L811 not known	C-47-DL C-47-DL	GVF Soviet Air Force	rgd mfd	24sep43 31oct42	USAAF s/n 41-18643; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered already in autumn 1942
6005	URSS-P not known	C-47-DL C-47-DL	Hamiaata Soviet Air Force	rgd mfd	06aug43 31oct42	USAAF s/n 41-18644; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered already in autumn 1942
6025	CCCP-L830 118664 ?	C-47-DL C-47-DL	GVF Chinese Air Force	rgd mfd	04oct43 07nov42	USAAF s/n 41-18664; diverted 29jun43, under Lend-Lease
6034	63	C-47-DL	CNAC	mfd	12nov42	USAAF s/n 41-38651; diverted 05jan43, under Lend-Lease (Andersson gives the date 04jan43); w/o 19nov43 while making a night landing at Kunming in poor visibility (low clouds), after going around due to landing gear problems the pilot pulled-up on the wrong heading and the aircraft crashed into the mountain just west of the city, all 3 crew killed
6035	64	C-47-DL	CNAC	mfd	12nov42	USAAF s/n 41-38652; diverted 06jan43, under Lend-Lease (Andersson gives the date 04jan43); returned to the USAAF probably soon after, to Tata 21dec45
6037	65	C-47-DL	CNAC	mfd	23nov42	USAAF s/n 41-38654; diverted 10jan43, under Lend-Lease (Andersson gives the date 08jan43); returned to the USAAF already 19jan43; dbr 13mar45 when crashed on landing at Shwebo (Burma)
6038	138655 ?	C-47-DL	Chinese Air Force	mfd	16nov42	USAAF s/n 41-38655; diverted 20dec42, under Lend-Lease
6055	RA-05738	DC3C-S4C4G	privately owned	mfd	29nov42	USAAF s/n 41-38672; built as C-47-DL; ex F-BEFF, 38672 (French Air Force), F-OGFJ and N4550J; took part in the "AIsib 2015" commemorative flight from Great Falls to Moscow 20jul15/08aug15; named 'Alexei Leonov' after a Soviet cosmonaut; US registration canx 20sep16; rgd 29mar17; new CoFR issued 24jul18, now in register as YeEVs.07.0110; f/n Kubinka 24aug18
6133	CA9	C-47-DL	Centr Air Trp Corp	mfd	14dec42	USAAF s/n 41-19490; sold 02mar46; remark 'not use the grounding'
6150	66	C-47-DL	CNAC	mfd	22dec42	USAAF s/n 41-38691; diverted 10feb43, possibly under Lend-Lease (Andersson gives the date 06feb43); to Tata 21dec45, fate unknown
6151	67	C-47-DL	CNAC	mfd	18dec42	USAAF s/n 41-38692; diverted possibly 21feb43, possibly under Lend-Lease (Andersson gives the date 06feb43); in natural metal c/s with two thin blue cheatlines; damaged dec46 when its left wing hit the tail of a GCAC C-47 (photo exists)
	XT-87 XT-137	C-47-DL C-47-DL	CNAC CNAC	r/r r/r	jan47 1948	passenger version; in fleet list 27feb48
6221	68	C-47-DL	CNAC	mfd	24jan43	passenger version (21 seats); canx 13nov49; impounded at Hong Kong nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8357C 19dec49 (canx 26jan53), N75097 and 959 (Chilean Air Force); w/o 07mar74
6222	XT-88 69	C-47-DL C-47-DL	CNAC CNAC	r/r mfd	jan47 12jan43	USAAF s/n 41-38762; diverted 04mar43, under Lend-Lease (Andersson gives the date 27feb43); photo dec45 in natural metal c/s with probably blue trim and full titles
6228	CCCP-L800	C-47-DL	GVF/Moscow	mfd	19jan43	USAAF s/n 41-38763; diverted 04mar43, under Lend-Lease (Andersson gives the date 16feb43); w/o 06oct43 on take-off from Kunming when lost oil pressure on one engine, crash-landed and burnt out, all crew escaped
6229	CCCP-L801 not known	C-47-DL	GVF	mfd	19jan43	USAAF s/n 42-5640; diverted 04feb43; rgd 26mar43; the second C-47 on the Soviet civil register and the first C-47 of the GVF; see c/n 16454/33202
6230	CCCP-L817 not known	C-47-DL	GVF	rgd	24sep43	USAAF s/n 42-5641; diverted 04feb43; rgd 07apr43
6231	CCCP-L908 25644	C-47-DL	GVF	rgd	01jun44	USAAF s/n 42-5642; diverted 08feb43
6232	CCCP-L802 not known	C-47-DL	GVF	mfd	15jan43	USAAF s/n 42-5643; diverted 15feb43
6233	CCCP-L806 not known	C-47-DL	GVF	rgd	25feb44	USAAF s/n 42-5644; diverted 12feb43; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) from 05apr43; opb 8 tap 1 pad by aug43; w/o 28aug43 on a flight from Markovo to Uelkal (Chukotka) when descended through clouds over the foothills of the Zolotoi khrebet mountain range at dusk, crashed into a hill on the northern side of the Ushkanyi khrebet range (50 km from Evgekint) and burnt out, all 4 crew killed (their corpses could not be evacuated because of the heavy terrain)
6234	CCCP-L818 not known	C-47-DL	GVF	rgd	24sep43	USAAF s/n 42-5645; diverted 12feb43; h/o at Krasnoyarsk 16mar43; rgd 14apr43
6235	CCCP-L818 not known	C-47-DL	GVF	rgd	24sep43	USAAF s/n 42-5646; diverted 21mar43
6236	CCCP-L826 25649	C-47-DL	GVF	rgd	24sep43	USAAF s/n 42-5647; diverted 15feb43; h/o at Yakutsk 29mar43
6237	CCCP-L807 25657	C-47-DL C-47-DL	GVF Chinese Air Force	rgd mfd	27apr44 27jan43	USAAF s/n 42-5648; diverted 16mar43
						USAAF s/n given on Soviet register in error as 42-25648
						USAAF s/n 42-5649; diverted 20feb43; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) from 05apr43
						USAAF s/n 42-5657; ex RAF s/n FD781 (returned to the USAAF); diverted 10sep45, probably under Lend-Lease; became 25657 of the Taiwanese Air Force

### **Built by Douglas at Santa Monica, CA**

7313	CA4 XT-T21 XT-5..	C-53-DO C-53-DO C-53-DO	Centr Air Trp Corp Centr Air Trp Corp Centr Air Trp Corp	mfd r/r r/r	29jun42 jan47 unknown	USAAF s/n 42-47371; RAF s/n FJ712 ntu; diverted 21dec45 (but last entry on USAAF card 05feb46)
						canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8336C 19dec49 (canx 22jul53), N1794B, N67K, N47L, N147M and N943D

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7367	SP-LCA	C-47-DL	LOT	mfd	26jan43	USAAF s/n 42-5673; rgd 16may46; sold to Iran 28jul58; canx 05feb59; became EP-AED, 90-AED, 9Q-AED, 9T-P23 and 9T-PIF
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### **Built by Douglas at Santa Monica, CA**

7406	59	C-53-DO	CNAC	mfd	14aug42	USAAF s/n 42-15889; diverted 07oct42, under Lend-Lease (Andersson gives the date 29sep42); w/o 19nov43 on an instrument approach to Kunming in adverse weather (low clouds and rain) when flew into the ground and caught fire, 2 of the 3 crew killed and the sole survivor seriously injured
7407	58	C-53-DO	CNAC	mfd	16aug42	USAAF s/n 42-15890; diverted 18sep42, under Lend-Lease (Andersson gives the date 29aug42); w/o 07apr43 on a flight from Dinjan (Assam) to Kunming when experienced heavy icing and snow while climbing out of Dinjan, after an hour the pilot decided to return to Dinjan, while returning the pilot had to make a violently evasive manoeuvre to the right to avoid contact with a mountain of the Naga Hills ahead, the aircraft skidded over the side of the mountain and down into the steep slope of another peak where it came to rest at 14,800 feet (at N27.775881 E96.941917), 1 of the 3 crew killed and both survivors slightly injured

### **Built by Douglas at Long Beach, CA**

9013	71	C-47-DL	CNAC	mfd	03feb43	USAAF s/n 42-32787; diverted 10apr43, under Lend-Lease (Andersson gives the date 13apr43); w/o 18jun44 on a flight from Kunming to Chungking (now Chongqing) when had to divert to Kweilin due to poor weather at Chungking, but Kweilin closed as well due to poor weather before the aircraft could get there, the aircraft flew a holding pattern for 3 hours but ran out of fuel and hit a mountain, all 3 crew seriously injured and the sole passenger killed
9014	70	C-47-DL	CNAC	mfd	31jan43	USAAF s/n 42-32788; diverted 30mar43, under Lend-Lease (Andersson gives the date 29mar43); w/o 14jan45 on a food drop mission for the Chinese Y Force in the hills north of the Burma Road near the Burma-China border when the crew failed to retract the landing gear after the drop and could not pull over a mountain 1.5 miles NNW of the boundary post No. 37 (at N25.416667 E98.149999, 5 miles from Kambaiti), the aircraft hit the very top of the mountain, caught fire and burnt out, 4 of the 6 crew (among them all 3 cockpit crew) killed and both survivors seriously injured
9016	CCCP-I500 232791	C-47-DL C-47-DL	NKAP Soviet Air Force	mfd mfd	03feb43 31jan43	USAAF s/n 42-32790; diverted 03mar43; rgd 12apr43
9018	CCCP-L814 not known	C-47-DL	GVF	rgd	26jan44	USAAF s/n 42-32791; diverted 30mar43; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) from 05apr43
9019	CCCP-L815 not known	C-47-DL	GVF	mfd	30jan43	USAAF s/n 42-32792; diverted 17mar43
9020	CCCP-L819 232795	C-47-DL	GVF	rgd	12oct43	USAAF s/n 42-32793; diverted 23mar43
9021	CCCP-L816 not known	C-47-DL	GVF	mfd	31jan43	USAAF s/n 42-32794; diverted 01apr43
9022	CCCP-L821 not known	C-47-DL	GVF	rgd	24sep43	opb 1 atd GVF; w/o in the 4th quarter of 1943 when was destroyed on the ground
9023	CCCP-L821 not known	C-47-DL	GVF	mfd	31jan43	USAAF s/n 42-32795; diverted 29mar43; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) from 05apr43
						USAAF s/n 42-32796; diverted 17mar43
						opb 1 atd GVF; w/o in the 4th quarter of 1943 when was destroyed on the ground
						USAAF s/n 42-32797; diverted 17mar43

9024	not known	C-47-DL	GVF/Soviet AF c/s	mfd	31jan43	USAAF s/n 42-32798; diverted 24mar43; opb 7 pap 1 pad GVF; seconded to Polyarnaya Aviatsiya for ice-reconnaissance 10apr43 (pilot: Leopard G. Kruze); flew 8 ice-reconnaissance missions 21apr43/30may43 and 5 missions 06/29oct43
	CCCP-N329	C-47-DL	Polyarnaya Aviats.	rgd	13nov43	initially opb Moskovskaya aviagruppa; flew some 30 ice-reconnaissance missions 12mar44/03nov44; trf to Igarskaya aviagruppa 01apr45; w/o 24dec45 on a flight from Dudinka at night with an intoxicated pilot (V.V. Andreyev) at the controls when caught fire shortly after take-off, the pilot tried to return to the airport, but flew a very steep turn so that the aircraft lost height and crashed, 6 crew and 4 passengers killed
9025	232799	C-47-DL	Soviet Air Force	mfd	30jan43	USAAF s/n 42-32799; w/o 22feb43 on its delivery flight (by 1 FyS) when crashed 10 miles south of Enterprise, UT, at least 1 crew member killed
9069	54 (2)	C-47-DL	CNAC	mfd	12feb43	USAAF s/n 42-32843; trf aug43 ?; to the Indian Government 10apr46; see c/n 4927
9106	SP-LCH (1)	C-47-DL	LOT	mfd	19feb43	USAAF s/n 42-32880; w/d 20mar47; rgd 22oct47; w/o 13mar53 when crashed at Katowice (Poland); canx 24nov53; see c/n 13552
9109	73	C-47-DL	CNAC	mfd	02mar43	USAAF s/n 42-32883; diverted 13apr43, under Lend-Lease; w/o 01aug44 on take-off from Kunming when turned on course to the right without having sufficient height and collided with the top of Baldy Mountain, the front end hung on the mountainside and the rest slid down the steep mountainside to the lake, all 3 crew and the sole passenger killed (possibly the passenger, a Chinese Air Force pilot, had been at the controls)
9110	72	C-47-DL	CNAC	mfd	02mar43	USAAF s/n 42-32884; diverted 17apr43, under Lend-Lease (Andersson gives the date 07apr43); w/o 13oct43 on a flight from Kunming to Dinjan (Assam) when was shot down by Japanese fighters and crashed at N26.883333 E97.633333, all 3 crew killed
9112	not known	C-47-DL	Soviet Air Force	mfd	22feb43	USAAF s/n 42-32886; diverted 18mar43 (via Fairbanks)
9113	not known	C-47-DL	Soviet Air Force	mfd	22feb43	USAAF s/n 42-32887; diverted 15mar43
9114	not known	C-47-DL	Soviet Air Force	mfd	22feb43	USAAF s/n 42-32888; diverted 12mar43
9115	not known	C-47-DL	Soviet Air Force	mfd	23feb43	USAAF s/n 42-32889; diverted 15mar43
	CCCP-L832	C-47-DL	GVF	rgd	16oct43	opb 1 atd GVF; was involved in an incident
9116	not known	C-47-DL	Soviet Air Force	mfd	23feb43	USAAF s/n 42-32890; diverted 27mar43
	CCCP-L820	C-47-DL	GVF	rgd	24sep43	
9117	not known	C-47-DL	Soviet Air Force	mfd	23feb43	USAAF s/n 42-32891; diverted 12mar43; h/o by 7 pap 1 pad GVF at Krasnoyarsk 28mar43
9118	not known	C-47-DL	GVF/Soviet AF c/s	mfd	24feb43	USAAF s/n 42-32892; diverted 12mar43; opb 7 pap 1 pad GVF; seconded to Polyarnaya Aviatsiya for ice-reconnaissance 16apr43 (pilot: S.I. Antyushev)
	CCCP-N328	C-47-DL	Polyarnaya Aviats.	rgd	13nov43	in olive drab c/s; initially opb Moskovskaya aviagruppa; flew ice-reconnaissance missions over the Kara Sea 22oct43/10nov43 and from Amderma 30jun44/24jul44 and then returned via Arkhangelsk to Moscow; trf to Chukotskaya aviagruppa 01apr45; trf to Yeniseiskaya aviagruppa sep45; trf to GUGVF by 15dec45 (on the basis of a decree issued 04sep45)
	CCCP-L1204	C-47-DL	AFL/Krasnoyarsk	rgd	unknown	opb 26 TAO by 1947; dbr 22apr47 on the leg from Mys Kosisty to Khatanga of a flight from Mys Kosisty to Krasnoyarsk when the left engine failed 38 minutes into the flight and the crew was not able to find either Khatanga or Volochanka due to poor weather and the loss of electrical power, after a flight of 5 hours the aircraft made a forced landing in the snow-covered tundra 180 km north of Volochanka (N72.504063 E93.899753), all 5 crew and 29 passengers survived with minor injuries, but the captain and 8 other persons left the site 26apr47 to seek help and were never seen again (the body of the captain was found some 120 km south-west of the accident site oct53), the remaining 25 occupants were rescued 13may47; t/t 2,691 hours; the hulk with damaged nose sat in the tundra (the s/n was readable very well but the registration was faded and seemed to read 'H-328') and was disassembled aug16, flown underslung by a Mi-8 from the accident site to the barge "Kislovodsk" on the Pyasina river and transported by the barge via Dudinka to Krasnoyarsk; to be displayed in the future Museum of the Exploration of the Russian North at Krasnoyarsk
9119	not known	C-47-DL	Soviet Air Force	mfd	25feb43	USAAF s/n 42-32893; diverted 12mar43
	CCCP-L843	C-47-DL	GVF	rgd	30jan44	opb 1 ae 2 atp 1 atd GVF; w/o in the early hours of 30may44 on a supply flight from Zybrovka for the partisan group of V.Z. Korzh in the Starobinsk district (now Soligorsk district) of the Minsk region of Belarus when tried to land at the provisional "Korzh" airstrip in a forest south of Khorostov village at night in below-minima weather conditions (poor visibility and heavy rain), touched down late due to tail wind and bounced, the pilot decided to go around, but the aircraft collided with the trees on the southern edge of the landing strip (near Novy Dvor village), crashed, caught fire and burnt out, all 5 crew and 3 passengers killed
9120	not known	C-47-DL	Soviet Air Force	mfd	25feb43	USAAF s/n 42-32894; diverted 21mar43
9121	not known	C-47-DL	Soviet Air Force	mfd	26feb43	USAAF s/n 42-32895; diverted 28mar43
9151	OK-XDN	C-47A-DL	CSA	mfd	02mar43	USAAF s/n 42-32925; d/d 17sep47; i/s 13may48; the data about the use in Czechoslovakia are from CSA, but as 42-32925 is reported to have been shot down by friendly fire in North Africa 11jul43 a later transfer to Czechoslovakia is not very likely
9157	OK-WDR	C-47A-DL	CSA	mfd	04mar43	USAAF s/n 42-32931; d/d 22aug46; i/s 06may48; fleet No. '18'; wfu 30nov58; last flight 11mar60; sold to France in 1960, ferried to Paris 01jun60; became F-TESW, '32931' (French Air Force) and TT-EAB
9165	SP-LCG (1)	C-47A-1-DL	LOT	mfd	06mar43	USAAF s/n 42-23303; d/d 25apr47 (or 30apr47); rgd 24jul47; w/o 15nov51 when crashed near Lodz (Poland), but see Li-2P SP-LKA (same date, same place !); canx 29nov51
9199	OK-VDS	C-47A-1-DL	Poveren. dopravy	mfd	11mar43	Ministry of Transport (PD); USAAF s/n 42-23337; d/d 08oct46; i/s 09oct46; based at Bratislava; in register without rgd and canx date
	D-04	C-47A-1-DL	Czechoslovak AF	trf	1950	wfu 23may60; fate unknown
	3337	C-47A-1-DL	Czechoslovak AF	r/r	jun57	
9257	11	C-47A-5-DL	Polish Air Force	mfd	22mar43	USAAF s/n 42-23395; d/d 25apr46; opb SPL; canx 27apr55; fate unknown
9264	OK-WDW	C-47A-5-DL	CSA	mfd	24mar43	USAAF s/n 42-23402; d/d 27aug46; i/s 16jul47; fleet No. '24'; wfu 11dec58; last flight 26apr60; ferried to Paris 28may60; became '23402' (French Air Force), F-TEB3, F-WSGQ, N18257, CF-ECY and C-FECY; dbr 25sep75 at Lac Guyer, QC
9275	D-..	C-47A-5-DL	Czechoslovak AF	mfd	26mar43	USAAF s/n 42-23413; d/d 25may46; i/s 12jun46; fate unknown
9291	74	C-47A-5-DL	CNAC	mfd	27mar43	USAAF s/n 42-23429; diverted 29may43, under Lend-Lease; toc 25jun43; w/o 06jan45 on a flight from China to Dinjan (Assam) when encountered adverse weather after passing Yunnanyi and crashed in the Patkai Mountains, all 3 crew killed
9292	not known	C-47A-5-DL	Chinese Government	mfd	27mar43	USAAF s/n 42-23430; diverted 06jun43, under Lend-Lease; opb the Commission on Aviation Affairs; w/o 29oct43 on a flight from Dinjan (Assam) to Kunming
9293	not known	C-47A-5-DL	Soviet Air Force	mfd	29mar43	USAAF s/n 42-23431; diverted 28apr43
9294	not known	C-47A-5-DL	Soviet Air Force	mfd	28mar43	USAAF s/n 42-23432; diverted 28apr43
9295	not known	C-47A-5-DL	Soviet Air Force	mfd	27mar43	USAAF s/n 42-23433; diverted 21apr43; opb 8 tap 1 pad; w/o 09jun43 shortly after take-off from Magadan (13 km airfield) when started to descend rapidly after having reached an altitude of around 300 metres and crashed into the left bank of the river Dukcha, 2 of the 3 crew and 4 of the 5 passengers killed, the trimmer of the horizontal stabiliser had been connected the wrong way during the repair by the PARM-1 field workshops at Magadan before that flight
9296	not known	C-47A-5-DL	Soviet Air Force	mfd	27mar43	USAAF s/n 42-23434; diverted 29apr43
9297	not known	C-47A-5-DL	Soviet Air Force	mfd	27mar43	USAAF s/n 42-23435; diverted 23apr43
9298	223436	C-47A-5-DL	Soviet Air Force	mfd	27mar43	USAAF s/n 42-23436; diverted 28apr43; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) already from 05apr43 !
9299	not known	C-47A-5-DL	Soviet Air Force	mfd	29mar43	USAAF s/n 42-23437; diverted 28apr43
9300	not known	C-47A-5-DL	Soviet Air Force	mfd	30mar43	USAAF s/n 42-23438; diverted 29apr43
9301	not known	C-47A-5-DL	Soviet Air Force	mfd	30mar43	USAAF s/n 42-23439; diverted 29apr43
9302	not known	C-47A-5-DL	Soviet Air Force	mfd	30mar43	USAAF s/n 42-23440; diverted apr43 or may43
9327	7301	C-47A-5-DL	Yugoslav Air Force	mfd	02apr43	USAAF s/n 42-23465; condemned 27apr45; d/d 1945; w/o when crashed near Ljubovija, details unknown
9334	YU-ACD	C-47A-5-DL	JAT	mfd	05apr43	USAAF s/n 42-23472; ex ZS-AVO and XY-ACU; d/d 30aug50; rgd 31aug50; wfu 29feb68; became 4W-ABI 23jun69; w/o 16sep71 on a flight from Belgrade when suffered from icing and crashed at Rajince near PreUevo (Yugoslavia), all 2 crew and 3 passengers killed
9338	D-..	C-47A-5-DL	Czechoslovak AF	mfd	06apr43	USAAF s/n 42-23476; d/d 31may46; i/s 17jun46; withdrawn by the Avia factory
9342	OK-WDG	C-47A-5-DL	CSA	mfd	06apr43	USAAF s/n 42-23480; d/d 02dec46; i/s 17jun47; fleet No. '27'; wfu 12jun58; last flight 01apr60; sold to France in 1960, ferried to Paris 25may60; became '23480' (French Air Force), F-SCDC, F-RAJM, F-YFLY, F-YCIB, N16896 (ntu), N77777, N95AC (ntu) and N23BA; destroyed
9357	CCCP-N417 (*)	R4D-5	Polyarnaya Aviats.	mfd	08apr43	USAAF s/n 42-23495; ex BuNo 12417 of the US Navy; had been used in Operation "Skjupm II" out of Point Barrow (Alaska); damaged 27mar52 during taxiing for take-off on drifting ice when the left-hand ski landing gear hit a soft snow ridge and collapsed, causing additional damage to the left engine; abandoned because of the difficulties and cost of a repair and struck off charge 08apr52; discovered by the Soviets near the Pole of Relative Inaccessibility (10 km from the drifting polar station SP-4) 06jun54; repaired with parts from Soviet Air Force C-47 '89-13' with 'zero hours' left (was despatched to the site to be cannibalised and was burnt after that) 21/23jun54; arrived at Kresty Kolymskiy 25jun54, underwent maintenance there 26/27jun54 (including the application of the new registration); arrived at Moscow 29jun54; registration painted on as 'CCCP H417'; in unchanged US Navy c/s (white with red tail and partially undersides of wings), later with an additional 'lightning-bolt' cheatline; dbr 12oct54 on landing at the drifting polar station SP-3 at dusk in poor visibility when the landing gear struck a hummocked ice ridge and the aircraft belly-landed; the fuselage was used as a sauna until the evacuation of SP-3 20apr55; eventually sank
9367	OK-WCS OK-WAB	C-47A-5-DL C-47A-5-DL	CSA CSA	mfd r/r	12apr43 1948	USAAF s/n 42-23505; d/d 06aug46; i/s 18sep46 fleet No. '34'; w/o 26jul50 when a fire broke out on board after take-off from KoUice, the aircraft made an emergency landing in a field and the fuselage burnt out
9369	OK-WBC OK-WBC OK-WBX ?	C-47A-5-DL C-47A-5-DL C-47A-5-DL	Svitlet CSA Omnipol ?	mfd trf rgd	12apr43 1948 mar60 ?	USAAF s/n 42-23507; owned by Bat'a a.s.; d/d 27aug46; i/s 18sep46 wfu 05apr60 ferried to Paris 21may60; became '23507' (French Air Force), F-SCOA, F-SDKF ?, F-SCIH, 9U-BAB and 9U-BRZ
9371	OK-VAV	C-47A-5-DL	Min. Dopravy	mfd	13apr43	Ministry of Transport; USAAF s/n 42-23509; d/d 06sep46; rgd 28nov46
	D-05	C-47A-5-DL	Czechoslovak AF	trf	02dec50	
	OK-VAV	C-47A-5-DL	MNO	rgd	02may51	Ministry of National Defence; canx 27sep60 (clean-up of register)

	3509 OK-WBZ	C-47A-5-DL Czechoslovak AF C-47A-5-DL Omnipol ?	r/r rgd	1957 28mar60 ?	last flight 25mar60 ferried to Marseille 29mar60; became '23509' (French Air Force), F-RAJN, F-RAJR, F-TEFK, F-WSGY, N18262 and C-GWIR
9373	OK-WDH	C-47A-5-DL CSA	mfd	13apr43	USAAF s/n 42-23511; d/d 02dec46; i/s 28apr47; fleet No. '28'; fate unknown
9385	OK-WDZ	C-47A-5-DL CSA	mfd	20apr43	USAAF s/n 42-23523; d/d 27aug46; i/s 23apr47; fleet No. '30'; w/o 18jan56 when crashed near Levoca (Slovakia), 22 occupants killed
9416	75	C-47A-25DL CNAC	mfd	22apr43	USAAF s/n 42-23554; diverted 25jun43, under Lend-Lease (Andersson gives the date 27may43); damaged 17jan44 when caught fire while on the ground at Kunming and the left engine burnt out; repaired; w/o 20feb44 on a flight from Dinjan (Assam) to Kunming when turned into a dead end valley while flying at low height over a pass north of the Tengchung-Paoshan road, entered a small cloud, encountered turbulent air and crashed into a mountain, both pilots killed, wreck found only 7 months later
9417	76	C-47A-25DL CNAC	mfd	21apr43	USAAF s/n 42-23555; diverted 04jul43, under Lend-Lease (Andersson gives the date 05jul43); fate unknown
9423	not known	C-47A-25DL Soviet Air Force	mfd	22apr43	USAAF s/n 42-23561; diverted 17may43
9424	not known	C-47A-25DL Soviet Air Force	mfd	22apr43	USAAF s/n 42-23562; diverted 14may43; trf to TO Upr. VTKU 05aug43; damaged 06jan44 on landing at Yakutsk in fog when veered off the runway centreline while flaring out and approached the apron of the Yakutian aviation group, the right wing hit P-5 CCCP-N65 (which was dbr) and suffered substantial damage; trf to 8 tap 1 pad 21oct44 (while still being under repair); repair completed may45 (by ARM No. 52 at Yakutsk)
9425	not known CCCP-L831 "831"	C-47A-25DL Soviet Air Force C-47A-25DL GVF C-47A-25DL GVF/Soviet AF c/s	mfd rgd Ksv	22apr43 16oct43 27aug44	USAAF s/n 42-23563; diverted 18may43 opb 1 atd GVF; made a supply flight from Kiev-Zhulyany for partisans at target No. 25 (near Buzhora in the Zakarpate region of Ukraine) during the night 25/26aug44
9426	not known CCCP-L891	C-47A-25DL Soviet Air Force C-47A-25DL GVF	mfd rgd	23apr43 10may44	USAAF s/n 42-23564; diverted 07may43
9427	not known CCCP-L835	C-47A-25DL Soviet Air Force C-47A-25DL GVF	mfd rgd	24apr43	USAAF s/n 42-23565; diverted 07may43; rgd 29oct43; opb 1 atp 10 atd GVF; severely damaged 11nov44 on the leg from Moscow to Minsk of a flight from Moscow to Lublin when the crew encountered below-minima weather conditions (low clouds and poor visibility), failed to return, lost orientation and missed Minsk, decided to land at the disused airfield at Buliyya (19 km east of Molodechno), the aircraft came in too fast, bounced, touched down again after 600 metres, ended up in the trench of an anti-aircraft artillery position and came to rest on its nose, 1 of the 10 passengers killed and 8 slightly injured while all 5 crew escaped unhurt
9428	not known	C-47A-25DL Soviet Air Force	mfd	26apr43	USAAF s/n 42-23566; diverted 15may43
9429	not known CCCP-L924	C-47A-25DL Soviet Air Force C-47A-25DL GVF	mfd rgd	24apr43 unknown	USAAF s/n 42-23567; mfd given in Soviet accident report as 13may43; diverted 22may43 opb 2 atp 10 atd GVF at Moscow-Vnukovo; w/o 02apr46 on the leg from Tbilisi to Rostov-na-Donu of a flight from Tbilisi to Moscow-Vnukovo when the crew decided to cut the route short and overfly the main ridge of the Caucasus, the aircraft probably entered clouds, suffered from icing and crashed at a height of some 3,000 metres into the north-eastern slope of Mount Guram (N42°56' E43°28') 20 km north-west of Stur-Digora and 93 km to the right of the prescribed flight path, all 4 crew and both passengers killed; t/t 1,864 hours; wreck found only 20jul46
9430	not known	C-47A-25DL Soviet Air Force	mfd	24apr43	USAAF s/n 42-23568; diverted 22may43
9431	not known CCCP-L838	C-47A-25DL Soviet Air Force C-47A-25DL GVF	mfd rgd	24apr43 04dec43	USAAF s/n 42-23569; diverted 22may43
9432	not known	C-47A-25DL Soviet Air Force	mfd	24apr43	USAAF s/n 42-23570; diverted may43
9433	not known	C-47A-25DL Soviet Air Force	mfd	27apr43	USAAF s/n 42-23571; diverted may43
9434	not known	C-47A-25DL Soviet Air Force	mfd	27apr43	USAAF s/n 42-23572; diverted 18may43
9435	not known	C-47A-25DL Soviet Air Force	mfd	26apr43	USAAF s/n 42-23573; diverted 14may43
9436	not known CCCP-L825	C-47A-25DL Soviet Air Force C-47A-25DL GVF	mfd rgd	26apr43 24sep43	USAAF s/n 42-23574; diverted may43 opb 1 atp 1 atd GVF at Moscow-Vnukovo; w/o in the late hours of 18dec43 on a supply flight from Staraya Toropa (Zapadnaya Dvina district of the Kalinin region) for partisans in the area of lake Lubans in eastern Latvia (behind the German lines) when was not able to find the target area due to poor weather (low clouds and fog), returned to Staraya Toropa, tried to land in below-minima weather conditions (low clouds and snowfall), entered clouds on approach and crashed in a meadow 1 km south-west of Ramenye (Peno district of the Kalinin region), all 5 crew and 9 passengers killed; t/t 557 hours
9437	not known	C-47A-25DL Soviet Air Force	mfd	26apr43	USAAF s/n 42-23575; diverted 14may43
9438	not known	C-47A-25DL Soviet Air Force	mfd	26apr43	USAAF s/n 42-23576; diverted may43
9439	not known	C-47A-25DL Soviet Air Force	mfd	26apr43	USAAF s/n 42-23577; diverted 17may43
9440	not known CCCP-L822	C-47A-25DL Soviet Air Force C-47A-25DL GVF	mfd rgd	26apr43 24sep43	USAAF s/n 42-23578; diverted 18may43 opb 1 atd GVF; damaged in the 4th quarter of 1943
9441	not known CCCP-L823	C-47A-25DL Soviet Air Force C-47A-25DL GVF	mfd rgd	27apr43 24sep43	USAAF s/n 42-23579; diverted 20may43
9464	OK-WDA	C-47A-30DL CSA	mfd	01may43	USAAF s/n 42-23602; d/d 14mar46; rgd 25may46 - the first C-47 in CSA service; fleet No. '01'; first scheduled flight 27may46 (PRG-AMS); opened the PRG-BRS-LON route 08aug46; last scheduled flight 28nov58 (PRG-WAW); canx 24feb60 ?; sold to France in 1960; ferried to Marseille 22mar60; became '223602' (French Air Force), F-SEYK, F-WSGT and N118254
9488	YU-ABH 7305 YU-ABH	C-47A-30DL JAT C-47A-30DL Yugoslav Air Force C-47A-30DL JAT	mfd trf trf	05may43 1945 ? 04jul48	USAAF s/n 42-23626; ex RAF s/n FD870; d/d 1945 ? w/o 25aug62 when made a forced landing on Mount Prenj near Mostar, shortly after the emergency evacuation a fire erupted and destroyed the aircraft, all 4 crew and 28 passengers escaped
9501	OK-WDI	DC-3C CSA	mfd	10may43	USAAF s/n 42-23639; built as C-47A-30-DL; d/d 11jul46; rgd 16nov46; i/s 17nov46; fleet No. '09'; wfu 31oct59; canx 24feb60; ferried to Paris 28may60; became '23639' (French Air Force), F-RAJD (or F-RAGC), F-RAJM ?, F-BRGG, F-BTDF, N87605 (ntu), F-BRQO and ET-AGH (the right wing went to ET-AGI)
9503	OK-WDB	C-47A-30DL CSA	mfd	10may43	USAAF s/n 42-23641; d/d 14mar46; rgd 04jul46; fleet No. '02'; w/o 25jan47 while being parked at London-Croydon when was hit by out-of-control C-47A-85-DL VP-YFD (mispainted as VP-YFE) and burnt out; canx only 29feb60 (clean-up of register)
9596	77	C-47A-30DL CNAC	mfd	29may43	USAAF s/n 42-23734; diverted 15jul43, under Lend-Lease (Andersson gives the date 03jul43); w/o 06jan45 on a flight from Kunming to Tengchung when had to divert to Dinjan (Assam) due to poor weather at Tengchung, encountered severe icing and turbulence with 100 mph wind from south-west and crashed at a height of 12,034 feet into a slope WNW of Ziadum (at N27.658111 E96.973333), all 4 crew killed; the wreck was found only in 2003
9597	78	C-47A-30DL CNAC	mfd	25may43	USAAF s/n 42-23735; diverted 15jul43, under Lend-Lease (Andersson gives the date 01jul43); damaged 26oct43 on landing at one of the ATC airports in the Assam Valley (India) at dawn in heavy rain when had to go around as the gear was not down, on the second approach the reflection of the River (which ran adjacent to the runway) made the pilot mistake the runway lights on the Bramaputra river for the runway so that he touched down in the river, no casualties; the aircraft was recovered from the river and repaired, it survived WWII but its fate is not known
9598	not known CCCP-L914	C-47A-30DL Soviet Air Force C-47A-30DL GVF	mfd rgd	26may43 22jun44	USAAF s/n 42-23736; diverted 03jun43; trf to 8 TAO Upr. VTKU 07jan44
9599	not known	C-47A-30DL Soviet Air Force	mfd	27may43	opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945
9600	not known	C-47A-30DL Soviet Air Force	mfd	27may43	USAAF s/n 42-23737; diverted 05jun43; arrived at Uelkal 06jun43
9601	not known CCCP-L827	C-47A-30DL Soviet Air Force C-47A-30DL GVF	mfd rgd	26may43 06sep43	USAAF s/n 42-23738; diverted 04jun43; arrived at Uelkal 10jun43
9602	not known	C-47A-30DL Soviet Air Force	mfd	26may43	USAAF s/n 42-23739; diverted 05jun43; arrived at Markovo 05jun43 f/n PRG 04aug45 (reported with the USAAF s/n, not with the registration)
9603	not known	C-47A-30DL Soviet Air Force	mfd	27may43	USAAF s/n 42-23740; diverted 07jun43; arrived at Uelkal 12jun43; trf to TO Upr. VTKU 05aug43 (redesignated 8 TAO Upr. VTKU 07jan44); opb 8 tap 1 pad by dec44; t/t 1,756 hours by 29dec44; made a forced landing on a flight from Yakutsk to Oimyakon 24jan45 due to engine problems
9604	not known CCCP-L839	C-47A-30DL Soviet Air Force C-47A-30DL GVF	mfd rgd	29may43 06dec43	USAAF s/n 42-23741; diverted 04jun43; arrived at Uelkal 10jun43; trf to 8 TAO Upr. VTKU 07jan44; opb 8 tap 1 pad by dec44; t/t 1,785 hours by 29dec44
9605	not known	C-47A-30DL Soviet Air Force	mfd	27may43	USAAF s/n 42-23742; diverted 12jun43
9606	not known	C-47A-30DL Soviet Air Force	mfd	27may43	USAAF s/n 42-23743; diverted 04jun43; trf to TO Upr. VTKU 05aug43 (redesignated 8 TAO Upr. VTKU 07jan44); damaged 31jul43 when the cockpit emergency hatch tore off on take-off and the aircraft had to make a forced landing; opb 8 tap 1 pad by dec44; t/t 1,839 hours by 29dec44
9607	not known	C-47A-30DL Soviet Air Force	mfd	02jun43	USAAF s/n 42-23744; diverted 04jun43; arrived at Uelkal 14jun43
9608	not known	C-47A-30DL Soviet Air Force	mfd	27may43	USAAF s/n 42-23745; diverted 04jun43; arrived at Uelkal 10jun43
9609	not known	C-47A-30DL Soviet Air Force	mfd	27may43	USAAF s/n 42-23746; diverted 09jun43; arrived at Uelkal 14jun43
9610	not known	C-47A-30DL Soviet Air Force	mfd	27may43	USAAF s/n 42-23747; diverted 17jun43
9611	not known	C-47A-30DL Soviet Air Force	mfd	28may43	USAAF s/n 42-23748; diverted 07jun43
9612	not known CCCP-L824	C-47A-30DL Soviet Air Force C-47A-30DL GVF	mfd rgd	28may43 24sep43	USAAF s/n 42-23749; diverted 29jun43; arrived at Markovo 18jun43
9613	not known CCCP-L978	C-47A-30DL Soviet Air Force TS-62 AFL/Ukraine	mfd rgd	29may43 unknown	USAAF s/n 42-23750; diverted 04jun43; arrived at Uelkal 13jun43
9614	not known	C-47A-30DL Soviet Air Force	mfd	28may43	opb 1 atd GVF; damaged in the 4th quarter of 1943
	not known CCCP-L837	C-47A-30DL GVF/Yakutiya C-47A-30DL GVF	trf mfd	1946 28may43	USAAF s/n 42-23751; diverted 09jun43; arrived at Uelkal 14jun43 opb 87 ATO; canx 1955
9760	79	C-47A-35DL CNAC	mfd	24jun43	USAAF s/n 42-23752; diverted 10jun43; trf to TAO Upr. VTKU 05aug43; trf to 8 tap 1 pad 21oct44; t/t 1,426 hours by 29dec44 opb 14 TAO USAAF s/n 42-23753; diverted 10jun43; rgd 20nov43; opb 1 atd GVF; damaged during the night 12/13jan44 on a supply flight for the Sikorski partisan unit in the area of Svorny (Brest region of Belarus) when was not able to take off again from the soaked airstrip of limited size, the pilot forced the aircraft up into the air at low speed, but the left wing hit the ground and the aircraft came down, all 5 crew 13 passengers escaped unhurt; as the accident happened behind the German lines the damaged aircraft had to be abandoned
					USAAF s/n 42-23898; diverted 05jul43, under Lend-Lease; toc 12aug43; w/o 18dec43 on a flight from Dinjan (Assam) to Suifu when did not make contact on the first approach in poor visibility (as the radio station had been relocated 3 days before), went around, flew into a cliff (150 feet from the top) and exploded (10 minutes after the crash of '83'), all 3 crew killed

9761	80	C-47A-35DL	CNAC	mfd	24jun43	USAAF s/n 42-23899; diverted 05jul43, possibly under Lend-Lease; toc 13aug43; dbr 04nov44 on a flight from Kunming to Dinjan (Assam) at night when the captain committed a mistake in handling the fuel system (he had both engines on one fuel tank and forgot about it) so that both engines quit on the base leg of the approach and the aircraft came down in a rice paddy, all 3 crew escaped unhurt
9798	OK-WDU OK-WHA OK-WZB	C-47A-35DL CSA C-47A-35DL SVZÚ C-47A-35DL Omnipol ?		mfd	01jul43 late50s	USAAF s/n 42-23936; d/d 25nov46; i/s 05sep47; fleet No. '29' in natural metal c/s with thin cheatline, no titles but SVZÚ badge on nose; last flight 28mar60 ferried to Paris 27dec60; became '23936' (French Navy), F-YGGC, F-GEOM, G-OFON (ntu) and G-DAKK; stored at Lelystad (Netherlands) from sep06
9801	SP-LCJ	C-47A-35DL	LOT	mfd	01jul43	USAAF s/n 42-23939; d/d 21apr47; rgd 24feb48; canx 28dec56 as wfu
9802	OK-WCN OK-WAX	C-47A-35DL CSA C-47A-35DL CSA		mfd r/r	01jul43 1949	USAAF s/n 42-23940; d/d 14jan47; i/s 27jul47; fleet No. '26' hijacked to Munich, stored about 9 months in the open before returned to CSA; wfu 17sep58; last flight 26feb60; ferried to Paris 30may60; became '223940' (French Air Force), F-SCDM and TT-LAJ
9837	not known	C-47A-40DL	Soviet Air Force	mfd	09jul43	USAAF s/n 42-23975; diverted 12jul43
9838	not known	C-47A-40DL	Soviet Air Force	mfd	09jul43	USAAF s/n 42-23976; diverted 13jul43; trf to 8 TAO Upr. VTKU 07jan44, opb 4 pap 1 pad at Yakutsk; damaged 30sep44 on landing at Yakutsk when the left wing hit a car; opb TO Upr. VTKU by 06dec44; was for maintenance at Fairbanks, AK 29dec44
9839	not known	C-47A-40DL	Soviet Air Force	mfd	12jul43	USAAF s/n 42-23977; diverted 12jul43; trf to TO Upr. VTKU 05aug43 (redesignated 8 TAO Upr. VTKU 07jan44); opb 8 tap 1 pad by dec44; t/t 1,625 hours by 29dec44
9840	not known	C-47A-40DL	Soviet Air Force	mfd	09jul43	USAAF s/n 42-23978; diverted 13jul43
9841	not known	C-47A-40DL	Soviet Air Force	mfd	12jul43	USAAF s/n 42-23979; diverted 14jul43
9842	not known	C-47A-40DL	Soviet Air Force	mfd	09jul43	USAAF s/n 42-23980; diverted 13jul43
9843	not known	C-47A-40DL	Soviet Air Force	mfd	08jul43	USAAF s/n 42-23981; diverted 10jul43
9844	not known	C-47A-40DL	Soviet Air Force	mfd	12jul43	USAAF s/n 42-23982; diverted 13jul43
9845	not known	C-47A-40DL	Soviet Air Force	mfd	09jul43	USAAF s/n 42-23983; diverted 13jul43
9846	not known	C-47A-40DL	Soviet Air Force	mfd	10jul43	USAAF s/n 42-23984; diverted 12jul43
9847	not known	C-47A-40DL	Soviet Air Force	mfd	13jul43	USAAF s/n 42-23985; diverted 13jul43
9848	not known	C-47A-40DL	Soviet Air Force	mfd	09jul43	USAAF s/n 42-23986; diverted 13jul43; opb 8 tap; w/o in the morning of 26nov43 (according to Moscow time still 25nov43) on a flight from Uelkal to Seimchan when a short circuit in the wiring in the cockpit caused a fire, the crew was unable to extinguish it and the smoke frustrated proper navigation, the aircraft crashed in the Ushkany mountains 50-60 km west of Uelkal (Chukotka), all 3 crew and the sole passenger killed; wreck found only 29nov43
9849	not known	C-47A-40DL	Soviet Air Force	mfd	10jul43	USAAF s/n 42-23987; diverted 13jul43
9850	not known	C-47A-40DL	Soviet Air Force	mfd	09jul43	USAAF s/n 42-23988; diverted 13jul43
9851	not known	C-47A-40DL	Soviet Air Force	mfd	12jul43	USAAF s/n 42-23989; diverted 13jul43
9852	not known	C-47A-40DL	Soviet Air Force	mfd	10jul43	USAAF s/n 42-23990; diverted 13jul43
	CCCP-L836	C-47A-40DL	GfV	rgd	13nov43	
9853	not known	C-47A-40DL	Soviet Air Force	mfd	12jul43	USAAF s/n 42-23991; diverted 13jul43
9854	not known	C-47A-40DL	Soviet Air Force	mfd	12jul43	USAAF s/n 42-23992; diverted 12jul43; trf to 8 TAO Upr. VTKU 07jan44
	CCCP-L892	C-47A-40DL	GfV	rgd	15may44	opb 3 atp 10 atd at Moscow-Vnukovo; damaged 1946 when an engine failed in-flight, the aircraft made a forced landing in a field near Yelets and the right engine was ripped off - the aircraft was deemed repairworthy, but was it really repaired ?
9898	7	C-47A-40DL	Polish KBW	mfd	20jul43	USAAF s/n 42-24036; diverted 23may46; d/d 1946; Korpus Bezpieczenstwa Wewnetrznego (Internal Security Corps); opb 9 SELL KBW at Warsaw-Bielany in 1946/48; in two-tone camo c/s with white code; fate unknown
9903	SP-LCC (1)	C-47A-40DL	LOT	mfd	19jul43	USAAF s/n 42-24041; rgd 14jun46; w/o 28mar50 when crashed in Poland, details unknown; canx 29mar50; see c/n 13348
9915	OK-VAJ D-.. 4053	C-47A-40DL Min. Dopravy C-47A-40DL Czechoslovak AF C-47A-40DL Czechoslovak AF		mfd trf r/r	21jul43 1950 jun57	USAAF s/n 42-24053; d/d 23nov46; i/s 26nov46
9931	OK-WZC OK-WDJ	C-47A-40DL Omnipol ? C-47A-40DL		wfu mfd	21apr60 29jul43	ferried to Paris 21may60
9938	71234 SP-LCF	C-47A-40DL Yugoslav Air Force C-47A-40DL LOT		d/d	1971 26jul43	USAAF s/n 42-24069; d/d 15jun46; i/s 24mar48; fleet No. '10'; wfu 07aug58; last flight 03mar60; ferried to Paris 01jun60; became '24069' (French Air Force) 24may60 and F-BRGA (ntu)
9955	81	C-47A-45DL	CNAC	mfd	03aug43	USAAF s/n 42-24076; d/d 12mar46; rgd 13dec46; in olive drab c/s with light grey undersides, with 'LOT' titles; wfu 12jan59; canx 05feb59; sold to Iran 15nov59; became EP-AEG, 9Q-AEG and possibly 9T-P24
9956	82	C-47A-45DL	CNAC	mfd	03aug43	USAAF s/n 42-24093; delivered under Lend-Lease, via Miami; toc 04sep43; w/o 15jun45 on a flight from Yunnanyi to Suifu when crashed somewhere in the mountains, all 3 crew killed; the wreck was never found; according to another source w/o 20sep46 on a flight from Xichang to Kunming when collided with Lou Zi/Lochi Mountain near the village of Hsichi (30 km from Xichang) in poor visibility, all 3 crew and 28 passengers killed; wreck found only 09oct46
9962	OK-WDV	DC-3C	CSA	mfd	29jul43	USAAF s/n 42-24094; delivered under Lend-Lease, via Miami; toc 05sep43; w/o 26may44 on a flight from Calcutta to Dinjan (Assam) when encountered adverse weather with a strong tail-wind and static so severe that the crew could not get bearings on any radio station, the aircraft apparently passed east of Dinjan and flew into the Himalayas where it crashed into a 22,000-foot mountain in Tibet, both pilots and all 10 passengers (CNAC mechanics) killed
9996	OK-WCO OK-WAK	C-47A-45DL CSA C-47A-50DL CSA		mfd r/r	04aug43 1950	USAAF s/n 42-24100; built as C-47A-45-DL; diverted 17sep46; rgd 15mar47; fleet No. '23'; dbr 05aug50 on landing at KoUice when hit a railway embankment, all occupants escaped unhurt; canx 17aug50 and again 29feb60 (clean-up of register)
10002	not known	C-47A-50DL	Soviet Air Force	mfd	05aug43	USAAF s/n 42-24134; d/d 02dec46; i/s 09sep47 (09dec47 ?); fleet No. '31'
10003	not known	C-47A-50DL	Soviet Air Force	mfd	07aug43	wfu 01jul58; fate unknown
10004	not known	C-47A-50DL	Soviet Air Force	mfd	06aug43	USAAF s/n 42-24140
10005	not known	C-47A-50DL	Soviet Air Force	mfd	06aug43	USAAF s/n 42-24141
10006	not known	C-47A-50DL	Soviet Air Force	mfd	05aug43	USAAF s/n 42-24142; trf to 8 TAO Upr. VTKU 07jan44, opb 2 pap 1 pad at Uelkal; opb 8 tap 1 pad by dec44; was for maintenance at Fairbanks, AK 29dec44, t/t 1,912 hours by then
10007	CCCP-L828	C-47A-50DL	GfV	mfd	05aug43	USAAF s/n 42-24143; trf to 8 TAO Upr. VTKU 07jan44, opb 2 pap 1 pad at Uelkal; opb 8 tap by dec44; was for maintenance at Fairbanks, AK 29dec44, t/t 1,297 hours by then
10008	not known	C-47A-50DL	Soviet Air Force	mfd	11aug43	USAAF s/n 42-24144
10009	not known	C-47A-50DL	Soviet Air Force	mfd	05aug43	USAAF s/n 42-24145; rgd 24sep43
10010	not known	C-47A-50DL	Soviet Air Force	mfd	06aug43	USAAF s/n 42-24146
10011	not known	C-47A-50DL	Soviet Air Force	mfd	05aug43	USAAF s/n 42-24147
10012	not known	C-47A-50DL	GfV/Yakutiya	trf	1946	USAAF s/n 42-24148
10013	not known	C-47A-50DL	Soviet Air Force	mfd	05aug43	USAAF s/n 42-24149; trf to 8 TAO Upr. VTKU 07jan44, opb 4 pap 1 pad at Yakutsk; opb 8 tap 1 pad by dec44; t/t 1,686 hours by 29dec44
	not known	C-47A-50DL	Soviet Air Force	mfd	09aug43	opb 14 TAO
	not known	C-47A-50DL	GfV/Yakutiya	trf	1946	USAAF s/n 42-24150
10014	not known	C-47A-50DL	Soviet Air Force	mfd	06aug43	USAAF s/n 42-24151; trf to 8 TAO Upr. VTKU 07jan44, opb 2 pap 1 pad at Uelkal; opb 8 tap 1 pad by dec44; t/t 1,485 hours by 29dec44
10015	not known	C-47A-50DL	Soviet Air Force	mfd	07aug43	opb 14 TAO; detached to the Moscow-Yakutsk route 01may46
10016	not known	C-47A-50DL	Soviet Air Force	mfd	06aug43	USAAF s/n 42-24152
10035	RA-2944G	DC3-A-SC3G	privately owned	mfd	10aug43	USAAF s/n 42-24153
10044	SP-LCB (1)	C-47A-50DL	LOT	mfd	11aug43	USAAF s/n 42-24154
10158	84	C-47A-50DL	CNAC	mfd	04sep43	USAAF s/n 42-24173; built as C-47A-50-DL; ex NC28679, N264LC, N55LT and N12BA; took part in the "AISib 2015" commemorative flight from Great Falls to Moscow 20jul15/08aug15; named 'Yevgeni Loginov' after a Soviet Air Force Marshal; US registration canx 30may18; rgd 26jul18; in register as YeEVs.07.0111; the owner lives at ul. Kosygina 19 in Moscow; f/n Kubinka 24aug18
10159	83	C-47A-50DL	CNAC	mfd	04sep43	USAAF s/n 42-24182; diverted to Poland 11apr46; rgd 10jul46; dbr 10jun47 on landing at Stockholm (Sweden); canx 24may48; see c/n 12704
10229	CA7	C-47A-60DL	Centr Air Trp Corp	mfd	11sep43	USAAF s/n 42-24296; diverted 12sep43, under Lend-Lease; toc 05oct43; w/o 16oct43 on take-off from Kunming when the right engine lost power and caught fire shortly after lift-off, the aircraft made a belly landing and burnt out, both pilots escaped with minor burns and bruises
						USAAF s/n 42-24297; diverted 12sep43, under Lend-Lease; delivered via Miami; toc 03oct43; w/o 18dec43 on a flight from Dinjan (Assam) to Suifu when did not make contact on the first approach in poor visibility (as the radio station had been relocated 3 days before), went around, flew into a cliff (150 feet from the top) and exploded, all 3 crew killed (10 minutes later exactly the same happened to '79')
						USAAF s/n 42-24367; diverted 05jan46; remark 'not use demolition'

### **Built by Douglas at Santa Monica, CA**

11746	71237	DC-3A	Yugoslav Air Force	mfd	28jun43	USAAF s/n 42-68819; built as C-53D-DO; ex SE-APG, F-BEIS, '68819' (French Air Force), F-SCDJ and F-BRGI; d/d late 1972; opb 111. ppa at Zagreb (evidence for feb/oct75)
	YU-ABW	DC-3A	OCZS	rgd	02aug79	Obrazovni Centar Zravnog Saobracaja (civil training centre) at Zagreb; sold nov79; became N8071Z, 9Q-CYI and '6875' (South African Air Force); converted to a C-47-65TP; still active by nov03; stored at Ysterplaat (South Africa)

### **Built by Douglas at Oklahoma City, OK**

11813	D-..	C-47A-DK	Czechoslovak AF	mfd	09jun43	USAAF s/n 42-92055; d/d 25may46; i/s 12jun46; fate unknown
11854	OK-WDS	C-47A-1-DK	CSA	mfd	24jul43	USAAF s/n 42-92092; diverted 06aug46; i/s 10dec47 (or 10dec48); fleet No. '19'; w/o 12jan54 on a flight from Prague to Ostrava when barely climbed after take-off, hit the chimney of the Zadák factory and power-lines at Hostivice, crashed and caught fire, all 4 crew and 9 passengers killed
11866	not known	C-47A-1-DK	Soviet Air Force	mfd	24aug43	USAAF s/n 42-92103; diverted 19apr44; trf to 8 TAO Upr. VTKU 07jan44, opb 5 pap 1 pad at Kirensk; opb 8 tap 1 pad by dec44; t/t 1,266 hours by 29dec44

11879	not known	C-47A-1-DK	Soviet Air Force	mfd	aug43	USAAF s/n 42-92114; diverted 17aug43
	CCCP-L888	C-47A-1-DK	GVF	rgd	10may44	
11881	not known	C-47A-1-DK	Soviet Air Force	mfd	aug43	USAAF s/n 42-92116; diverted 17aug43
11884	not known	C-47A-1-DK	Soviet Air Force	mfd	16aug43	USAAF s/n 42-92119; diverted 17aug43; trf to 8 TAO Upr. VTKU 07jan44; opb 8 tap 1 pad by dec44; t/t 1,205 hours by 29dec44
11885	CCCP-L834	C-47A-1-DK	GVF	mfd	16aug43	USAAF s/n 42-92120; diverted 17aug43; rgd 28oct43
11886	not known	C-47A-1-DK	Soviet Air Force	mfd	19aug43	USAAF s/n 42-92121; trf to 8 TAO Upr. VTKU 07jan44, opb 3 pap 1 pad at Seimchan; damaged apr44 on a flight from Kirensk to Yakutsk when encountered severe turbulence, lost 7,000 feet and suffered some damage to the wings, some of the 26 occupants (4 pap personnel) slightly injured
11887	not known	C-47A-1-DK	Soviet Air Force	mfd	20aug43	USAAF s/n 42-92122
	CCCP-L841	C-47A-1-DK	GVF	rgd	20dec43	opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945
11889	CCCP-L833	C-47A-1-DK	GVF	mfd	19aug43	USAAF s/n 42-92123; rgd 16oct43; opb 1 atd GVF; w/o during the night 17/18may44 on the return leg of a supply flight for the "Kuibyshev" partisan unit when the pilot had the impression that the aircraft was attacked by a fighter and tried to evade the supposed attack by flying nap of the earth at night, but the wing collided with tree tops, the aircraft crashed in a forest 500 metres north of Ploskin (Brest region of Belarus), caught fire and burnt out, 3 of the 6 crew killed and all 3 survivors injured (2 of them seriously)
11890	not known	C-47A-1-DK	Soviet Air Force	mfd	19aug43	USAAF s/n 42-92124; trf to 8 TAO Upr. VTKU 07jan44, opb 5 pap 1 pad at Kirensk; opb 8 tap 1 pad by dec44; t/t 929 hours by 29dec44
11891	not known	C-47A-1-DK	Soviet Air Force	mfd	24aug43	USAAF s/n 42-92125
	CCCP-L851	C-47A-1-DK	GVF	rgd	07mar44	
11892	not known	C-47A-1-DK	Soviet Air Force	mfd	21aug43	USAAF s/n 42-92126; opb 8 tap 1 pad by dec44; t/t 1,154 hours by 29dec44
	not known	C-47A-1-DK	GVF/Yakutiya	trf	1946	opb 14 TAO
11893	not known	C-47A-1-DK	Soviet Air Force	mfd	25aug43	USAAF s/n 42-92127
	CCCP-L840 (*)	C-47A-1-DK	GVF	rgd	11dec43	
11894	not known	C-47A-1-DK	Soviet Air Force	mfd	27aug43	USAAF s/n 42-92128
11895	not known	C-47A-1-DK	Soviet Air Force	mfd	27aug43	USAAF s/n 42-92129
	CCCP-L842	C-47A-1-DK	GVF	rgd	22dec43	
11896	not known	C-47A-1-DK	Soviet Air Force	mfd	03sep43	USAAF s/n 42-92130; trf to 8 TAO Upr. VTKU 07jan44, opb 3 pap 1 pad at Seimchan; opb 8 tap 1 pad by dec44; was for maintenance at Fairbanks, AK 29dec44, t/t 1,246 hours by then
11897	not known	C-47A-1-DK	Soviet Air Force	mfd	28aug43	USAAF s/n 42-92131
11899	CCCP-L875	C-47A-1-DK	GVF	mfd	11sep43	USAAF s/n 42-92132; mfd given in Soviet accident report as 21feb43 !; opb 1 atd GVF at Moscow-Vnukovo; w/o 04mar44 on a positioning flight from Moscow-Vnukovo to Moscow-Khodynka when the crew shut down one engine for training purposes but was not able to restart it, the pilot then decided to return to Vnukovo, but the aircraft touched down late so that the pilot decided to go around, but the aircraft collided with parked P-39Q-15-BE s/n 44-2226, flew for another 85 metres, came down in a revetment and burnt out (the P-39 was a total loss as well), all 5 crew escaped unhurt ; t/t 341 hours; rgd 08apr44, more than one month after the loss
11900	not known	C-47A-1-DK	Soviet Air Force	mfd	10sep43	USAAF s/n 42-92133
11901	not known	C-47A-1-DK	Soviet Air Force	mfd	19sep43	USAAF s/n 42-92134
	CCCP-L907	C-47A-1-DK	GVF	rgd	31may44	
11902	not known	C-47A-1-DK	Soviet Air Force	mfd	18sep43	USAAF s/n 42-92135
11921	XT-825	C-47A-1-DK	Civil Air Transp.	mfd	16sep43	tie-up not confirmed; USAAF s/n 42-92152; ex RAF s/n FL560, G-AIT and VR-HDP; probably canx 13nov49; sold to Civil Air Transport Inc. at Taiwan Jan51
11929	not known	C-47A-1-DK	Soviet Air Force	mfd	27sep43	USAAF s/n 42-92159; trf to 8 TAO Upr. VTKU 07jan44, opb 4 pap 1 pad at Yakutsk; damaged 15feb44 on a flight from Kirensk to Yakutsk at night when a wrong air pressure was fed into the altimeter and the aircraft crash-landed 1.5 km from Yakutsk airport, all 21 occupants (4 pap personnel) probably survived
11930	not known	C-47A-1-DK	Soviet Air Force	mfd	25sep43	USAAF s/n 42-92160
	CCCP-L859	C-47A-1-DK	GVF	rgd	18mar44	
11934	not known	C-47A-1-DK	Soviet Air Force	mfd	27sep43	USAAF s/n 42-92164
11935	not known	C-47A-1-DK	Soviet Air Force	mfd	26sep43	USAAF s/n 42-92165; mfd confirmed by Soviet accident report
	CCCP-L860	C-47A-1-DK	GVF	rgd	18mar44	opb otel vozdushnykh soobshcheni STU i GU GVF (which operated in Iran); w/o 03aug44 on a flight from Bandar-e Pahlavi (now Bandar-e Anzali) to Tehran-Ghale Morghi when was hit on final approach by P-39Q-5-BE s/n 42-19877 of 612 of the Soviet Air Force (due to an error of the P-39 pilot and negligence of ATC), caught fire and crashed 40 metres from the railway line Tehran-Qazvin (900 metres from the airfield's perimeter) while the P-39 crashed 120 metres from the C-47, all 4 crew and 12 of the 13 passengers as well as the pilot of the P-39 killed and the sole survivor (a British officer) seriously injured; t/t 359 hours
11936	not known	C-47A-1-DK	Soviet Air Force	mfd	26sep43	USAAF s/n 42-92166; mfd given in Soviet accident report as 14dec43; trf to 8 TAO Upr. VTKU 07jan44, opb 3 pap 1 pad at Seimchan; opb 8 tap 1 pad by dec44; t/t 936 hours by 29dec44
	CCCP-L1048	C-47A-1-DK	AFL/Far East	rgd	unknown	opb 12 ATG; w/o 16may47 on a flight from Nikolayevsk-na-Amure to Khabarovsk when encountered below-minima weather conditions (low clouds and rain) on final approach and had to go around, on the second approach the left wing collided at a height of 105 metres with the mast of a radio transmitter (156 metres) and came off so that the aircraft crashed and burnt out, all 5 crew and 17 passengers killed; t/t 2,388 hours
11937	not known	C-47A-1-DK	Soviet Air Force	mfd	27sep43	USAAF s/n 42-92167
11939	CCCP-L846	C-47A-1-DK	GVF	mfd	27sep43	USAAF s/n 42-92168; rgd 09feb44; opb 1 atd GVF; w/o during the night 13/14feb44 on a flight from Kudrovo (near Leningrad) to an area behind the German lines when went missing over German-held territory, all 5 crew MIA presumed killed
11940	not known	C-47A-1-DK	Soviet Air Force	mfd	25sep43	USAAF s/n 42-92169
11941	not known	C-47A-1-DK	Soviet Air Force	mfd	30sep43	USAAF s/n 42-92170
	CCCP-L852	C-47A-1-DK	GVF/West Sib.-Ovvn	rgd	07mar44	opb 4 TO; left Novosibirsk in early 1946 for conversion to a passenger aircraft and did not return
11942	not known	C-47A-1-DK	Soviet Air Force	mfd	30sep43	USAAF s/n 42-92171; diverted 02oct43
11943	not known	C-47A-1-DK	Soviet Air Force	mfd	30sep43	USAAF s/n 42-92172; diverted 03nov43; trf to 8 TAO Upr. VTKU 07jan44; opb 8 tap 1 pad by dec44; t/t 945 hours by 29dec44
11944	not known	C-47A-1-DK	Soviet Air Force	mfd	30sep43	USAAF s/n 42-92173; diverted 03nov43
	CCCP-L868	C-47A-1-DK	GVF	rgd	08apr44	opb 1 atd GVF; was involved in an incident
	CCCP-L868	C-47A-1-DK	Aeroflot	VKO	1948	in dark green ? c/s
11945	not known	C-47A-1-DK	Soviet Air Force	mfd	28sep43	USAAF s/n 42-92174; diverted 09nov43
11946	not known	C-47A-1-DK	Soviet Air Force	mfd	06oct43	USAAF s/n 42-92175; diverted 08nov43
11947	not known	C-47A-1-DK	Soviet Air Force	mfd	28sep43	USAAF s/n 42-92176; diverted nov43; opb 8 tap by dec44; was for maintenance at Fairbanks, AK 29dec44, t/t 1,256 hours by then
	not known	C-47A-1-DK	GVF/Yakutiya	trf	1946	opb 14 TAO
11949	not known	C-47A-1-DK	Soviet Air Force	mfd	04oct43	USAAF s/n 42-92177; diverted 08nov43
11950	not known	C-47A-1-DK	Soviet Air Force	mfd	02oct43	USAAF s/n 42-92178; diverted 07nov43
	CCCP-L864	C-47A-1-DK	GVF	rgd	27mar44	
11951	not known	C-47A-1-DK	Soviet Air Force	mfd	07oct43	USAAF s/n 42-92179; diverted nov43
11952	not known	C-47A-1-DK	Soviet Air Force	mfd	09oct43	USAAF s/n 42-92180; diverted 09nov43
	CCCP-L848	C-47A-1-DK	GVF	rgd	11feb44	
11953	not known	C-47A-1-DK	Soviet Air Force	mfd	04oct43	USAAF s/n 42-92181; diverted 14nov43
11954	not known	C-47A-1-DK	Soviet Air Force	mfd	07oct43	USAAF s/n 42-92182; diverted 11nov43
11955	not known	C-47A-1-DK	Soviet Air Force	mfd	04oct43	USAAF s/n 42-92183; diverted nov43
	CCCP-L899	C-47A-1-DK	GVF	rgd	23may44	
11956	not known	C-47A-1-DK	Soviet Air Force	mfd	07oct43	USAAF s/n 42-92184; diverted nov43
11957	not known	C-47A-1-DK	Soviet Air Force	mfd	07oct43	USAAF s/n 42-92185; diverted nov43; opb 8 tap 1 pad by dec44; was for maintenance at Fairbanks, AK 29dec44, t/t 1,331 hours by then
	not known	C-47A-1-DK	GVF/Yakutiya	trf	1946	converted to a passenger aircraft; opb 14 TAO; detached to the Moscow-Yakutsk route 01may46; was possibly at Zyryanka by 23sep46 (the order of the Yakutian directorate says 42-92155, but that one was not delivered to the Soviet Union); under overhaul by 01jan47
11959	not known	C-47A-1-DK	Soviet Air Force	mfd	07oct43	USAAF s/n 42-92186; diverted nov43
	not known	C-47A-1-DK	GVF/Yakutiya	trf	1946	opb 14 TAO
11960	no code	C-47A-1-DK	Soviet Air Force	mfd	09oct43	USAAF s/n 42-92187; diverted nov43; staff aircraft of General Yevgeni F. Loginov, CO of 2 gv. korpus ADD; in olive drab c/s with light grey undersides, with large red flag (with '2 gardeiski Bryanski' titles) on fin
11961	not known	C-47A-1-DK	Soviet Air Force	mfd	09oct43	USAAF s/n 42-92188; diverted nov43
	not known	C-47A-1-DK	GVF/Yakutiya	trf	1946	opb 14 TAO
11962	not known	C-47A-1-DK	Soviet Air Force	mfd	11oct43	USAAF s/n 42-92189; diverted nov43
	CCCP-L856	C-47A-1-DK	GVF	rgd	14mar44	
11963	not known	C-47A-1-DK	Soviet Air Force	mfd	09oct43	USAAF s/n 42-92190; diverted nov43
11964	not known	C-47A-1-DK	Soviet Air Force	mfd	11oct43	USAAF s/n 42-92191; diverted 12nov43; trf to 8 TAO Upr. VTKU 07jan44; opb 8 tap 1 pad by dec44; t/t 1,129 hours by 29dec44
	not known	C-47A-1-DK	GVF/Yakutiya	trf	1946	opb 14 TAO
11965	not known	C-47A-1-DK	Soviet Air Force	mfd	09oct43	USAAF s/n 42-92192; diverted 03nov43
	292192	C-47A-1-DK	GVF/Yakutiya	no	reports	opb 14 TAO; engines exchanged at ARB-401 may45; transported flight crews from Yakutsk to Moscow sep45 for examination by the central qualification commission; ferried to ARB-401 08oct45; underwent rework by 01jan47
11966	not known	C-47A-1-DK	Soviet Air Force	mfd	12oct43	USAAF s/n 42-92193; diverted 11nov43
11969	not known	C-47A-1-DK	Soviet Air Force	mfd	11oct43	USAAF s/n 42-92195; diverted nov43
	CCCP-L874	C-47A-1-DK	GVF	rgd	08apr44	
12030	CCCP-L858	C-47A-1-DK	GVF	mfd	02nov43	opb 1 atd GVF; was involved in an incident
	not known	C-47A-1-DK	GVF	mfd	02nov43	USAAF s/n 42-92250; diverted 16dec43; rgd 14mar44; in camo c/s; seen Poreba (southern Poland) 25apr45
12031	not known	C-47A-1-DK	Soviet Air Force	mfd	02nov43	USAAF s/n 42-92251; diverted 12dec43
12032	not known	C-47A-1-DK	Soviet Air Force	mfd	06nov43	USAAF s/n 42-92252; diverted 19dec43
12033	not known	C-47A-1-DK	Soviet Air Force	mfd	04nov43	USAAF s/n 42-92253; diverted 14dec43
12034	not known	C-47A-1-DK	Soviet Air Force	mfd	06nov43	USAAF s/n 42-92254; diverted 23dec43
12046	not known	C-47A-1-DK	Soviet Air Force	mfd	06nov43	USAAF s/n 42-92265; diverted 17dec43; opb 8 tap by dec44; t/t 1,216 hours by 29dec44





13097	CCCP-L894 "894" white	C-47A-20DK GVF C-47A-20DK GVF/Soviet AF c/s	mfd Utt	24apr44 20sep44	USAAF s/n 42-93211; diverted 03may44; rgd 15may44 opt obe GVF; in olive drab c/s with light grey undersides
13098	not known	C-47A-20DK Soviet Air Force	mfd	25apr44	USAAF s/n 42-108925; diverted 06may44
13144	8	C-47A-20DK Polish Air Force	mfd	28apr44	USAAF s/n 42-93253; d/d 25apr46; opb SPL; canx 21may55; fate unknown
13146	9	C-47A-20DK Polish Air Force	mfd	28apr44	USAAF s/n 42-93255; d/d may46; opb SPL; dbr at Bydgoszcz in 1949 in natural metal c/s
13186	no serial CA8 XT-T10 XT-5..	C-47A-25DK Centr Air Trp Corp C-47A-25DK Centr Air Trp Corp C-47A-25DK Centr Air Trp Corp	mfd r/r r/r	03may44 jan47 unknown	USAAF s/n 42-93291; diverted to China Air TSP 05jan46  canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8325C 19dec49 (at least on paper); possibly remained in China and the canx 07oct65 was just a tidying-up exercise
13211	not known	C-47A-25DK Soviet Air Force	mfd	05may44	USAAF s/n 42-93313; diverted 18may44
13212	not known	C-47A-25DK Soviet Air Force	mfd	06may44	USAAF s/n 42-93314; diverted 30may44
13213	not known	C-47A-25DK Soviet Air Force	mfd	06may44	USAAF s/n 42-93315; diverted 24may44
13214	not known	C-47A-25DK Soviet Air Force	mfd	06may44	USAAF s/n 42-93316; diverted 15may44
13215	CCCP-L895 "3"	C-47A-25DK GVF C-47A-25DK GVF/Soviet AF c/s	mfd	06may44	USAAF s/n 42-93317; diverted 13may44; rgd 15may44 opb MAGON GVF; operated in Yugoslavia in 1944/45
13216	CCCP-L910	C-47A-25DK GVF C-47A-25DK GVF	mfd	06may44	USAAF s/n 42-93318; diverted 18may44; rgd 14jun44; opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945
13217	not known 10	C-47A-25DK Soviet Air Force C-47A-25DK Polish Air Force	mfd trf	09may44 25jul44	USAAF s/n 42-93319; diverted 21may44 opb SPL; still active by 01jul52; fate unknown
13218	not known	C-47A-25DK Soviet Air Force	mfd	may44	USAAF s/n 42-108937; diverted 17may44
13219	not known	C-47A-25DK Soviet Air Force	mfd	08may44	USAAF s/n 42-93320; diverted 30may44
13220	not known	C-47A-25DK Soviet Air Force	mfd	08may44	USAAF s/n 42-93321; diverted 30may44
13236	CA6	C-47A-25DK Centr Air Trp Corp	mfd	09may44	USAAF s/n 42-93336; sold 29dec45; w/o 31mar46 on a flight from Shanghai to Kunming when an engine failed and the aircraft lost height so that the crew bailed out over Hunan
13243	293342 ?	C-47A-25DK Chinese Air Force	mfd	08may44	USAAF s/n 42-93342; diverted 10sep45
13250	293348 ?	C-47A-25DK Chinese Air Force	mfd	08may44	USAAF s/n 42-93348; diverted 16sep45, probably under Lend-Lease
13254	YU-ABC 7303 YU-ABC	C-47A-25DK JAT C-47A-25DK Yugoslav Air Force C-47A-25DK JAT	mfd trf trf	10may44 1945 ? 12aug47	USAAF s/n 42-93352; d/d 1945 ?  w/o 21sep50 on a flight from Belgrade to Zagreb when crashed on landing in fog, all 4 crew and 6 of the 7 passengers killed
13264	293361 ?	C-47A-25DK Chinese Air Force	mfd	11may44	USAAF s/n 42-93361; diverted 09dec45
13267	not known	C-47A-25DK Chinese Air Lines	mfd	11may44	USAAF s/n 42-93364; diverted 08may46
13274	not known	C-47A-25DK Chinese Air Lines	mfd	11may44	USAAF s/n 42-93370; diverted 09may46
13282	293377 ?	C-47A-25DK Chinese Air Force	mfd	11may44	USAAF s/n 42-93377; diverted 16sep45, probably under Lend-Lease
13289	not known	C-47A-25DK Chinese Air Lines	mfd	12may44	USAAF s/n 42-93383; diverted 15feb46
13292	not known	C-47A-25DK China	mfd	12may44	USAAF s/n 42-93386; Foreign Liquidation Commission 20aug47
13296	CA39 XT-T31 XT-5..	C-47A-25DK Centr Air Trp Corp C-47A-25DK Centr Air Trp Corp C-47A-25DK Centr Air Trp Corp	mfd r/r r/r	12may44 jan47 unknown	USAAF s/n 42-93390; excluded 01aug46 damaged at Jinan (Shandong) 13dec47 due to pilot error; repaired canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8326C 19dec49 (canx 12aug53), N4660V, CC-CBJ, CC-CLDT and CC-CBX; preserved in Museo Nacional Aeronáutico y del Espacio (S33.486678 W70.697922) at Santiago-Los Cerros (Chile), I/n nov00
13311	YU-ABD	C-47A-25DK JAT	mfd	15may44	USAAF s/n 42-93403; ex RAF s/n KG588; d/d 19jun47; became 4W-ABH jul69 and ET-AHR; w/o dec81
13346	CCCP-L913	C-47A-25DK GVF	mfd	18may44	USAAF s/n 42-93435; diverted 14jun44; rgd 19jun44; in olive drab ? c/s; shown in the "Krylya Rossi" chronicle
13347	CCCP-L913	TS-62 Aeroflot	no	reports	USAAF s/n 42-93436; diverted 02jun44
13348	not known CCCP-L909 3 SP-LCC (2)	C-47A-25DK Soviet Air Force C-47A-25DK GVF C-47A-25DK Polish Air Force C-47A-25DK LOT	mfd mfd trf rgd	18may44 may44 25apr46 06mar58	USAAF s/n 42-108950; diverted 03jun44; rgd 08jun44 opb SPL; personal aircraft of Marshal Michal Rola-Zymierski sold to Iran 07jan59; canx 05feb59; became EP-AEE, 90-AEE, 9Q-AEE, 9Q-CKA and 9T-PKL (last one not confirmed); see c/n 9903
13349	not known 2	C-47A-25DK Soviet Air Force C-47A-25DK Polish Air Force	mfd trf	18may44 29jul44	USAAF s/n 42-93437; diverted 05jul44 opb SPL; personal aircraft of prime minister Józef Cyrankiewicz; canx 07jan56; fate unknown
13350	CCCP-L915	C-47A-25DK GVF	mfd	18may44	USAAF s/n 42-93438; diverted 29jun44; rgd 03jul44; toc 27jul44; opb 1 ae 1 atp 10 atd GVF at Insterburg (Eastern Prussia, now Chernyakhovsk) by mar45; w/o 04mar45 on a positioning flight from Wormditt (now Orneta) to Insterburg in poor visibility and snowfall, the intoxicated crew had been ordered to return to Wormditt but continued the flight towards their base, the aircraft flew so low that it touched tree tops with its right wing, the wing was ripped off and the aircraft crashed in a forest clearing 3 km north of Mulden (now Perevalovo, 27 km south-west of Insterburg) and caught fire, all 5 crew killed; t/t 793 hours; wreck found 07mar45
13351	"024"	C-47A-25DK Soviet Air Force	mfd	20may44	USAAF s/n 42-93439; diverted 03jun44; f/n PRG 1945
13352	not known	C-47A-25DK Soviet Air Force	mfd	20may44	USAAF s/n 42-93440; diverted 02jun44
13353	CCCP-L912	C-47A-25DK GVF	mfd	20may44	USAAF s/n 42-93441; diverted 01jun44; rgd 19jun44
13354	not known	C-47A-25DK Soviet Air Force	mfd	20may44	USAAF s/n 42-93442; diverted 30may44
13355	not known	C-47A-25DK Soviet Air Force	mfd	20may44	USAAF s/n 42-93443; diverted 30may44
13367	YU-ACB 7304 YU-ACB	C-47A-25DK JAT C-47A-25DK Yugoslav Air Force C-47A-25DK JAT	mfd trf trf	20may44 1945 ? 01apr50	USAAF s/n 42-93454; ex RAF s/n KG608; d/d 1945 ?  w/o 20feb65 on a training flight when crashed into the Sava River near Belgrade, all 5 crew killed; t/t in JAT service 9916.48 hours
13399	XT-823	C-47A-25DK Civil Air Transp.	mfd	24may43	USAAF s/n 42-93482; sold 23sep46; possibly canx 13nov49; trf to Civil Air Transport Inc. at Taiwan; became B-823, N6634C, CF-MCC and N14636
13406	293489 ?	C-47A-25DK Chinese Air Force	mfd	01jun44	USAAF s/n 42-93489; diverted 16sep45, probably under Lend-Lease
13410	CA5	C-47A-25DK Centr Air Trp Corp	mfd	25may44	USAAF s/n 42-93492; sold 29dec45; w/o 26jan46 when the pilot lost control in adverse weather and the aircraft crashed near Wuhan (Hubei), 3 occupants killed
13430	OK-WCR OK-WAR OK-WDT	C-47A-25DK CSA C-47A-25DK CSA C-47A-25DK CSA	mfd r/r mfd	27may44 1949 29may44	USAAF s/n 42-93510; d/d 04dec46 (or 02dec46); i/s 26apr47; fleet No. '33' wfu 29jun58; ferried to Paris 25may60; became '93510' (French Air Force), F-SEYE and 6W-SAE USAAF s/n 42-108959; d/d 18jun46; rgd 22mar47; i/s 25mar47; fleet No. '20'; wfu 12dec58; canx 24feb60; ferried to Paris 28may60; became '13438' (French Air Force), F-SKDK and 5V-MAC
13548	not known	C-47A-25DK Soviet Air Force	mfd	09jun44	USAAF s/n 42-108970; RAF s/n KG681 ntu; diverted 26jun44
13550	not known	C-47A-25DK Soviet Air Force	mfd	09jun44	USAAF s/n 42-93618; RAF s/n KG683 ntu; diverted 23jun44
13552	not known 1 SP-LCH (2) no code	C-47A-25DK Soviet Air Force C-47A-25DK Polish Air Force C-47A-25DK LOT C-47A-25DK Soviet Air Force	mfd trf rgd mfd	09jun44 25jul44 29jan59 09jun44	USAAF s/n 42-93620; RAF s/n KG685 ntu; diverted 23jun44 opb SPL; personal aircraft of president Boleslaw Bierut canx 05feb59; sold to Iran; became EP-AEI; w/o 20feb62 when crashed near Ahwaz (Iran); see c/n 9106 USAAF s/n 42-93621; RAF s/n KG686 ntu; diverted 21jun44; w/o 03nov44 when went missing on its delivery flight
13554	not known	C-47A-25DK Soviet Air Force	mfd	09jun44	USAAF s/n 42-93622; RAF s/n KG687 ntu; diverted 23jun44
13575	not known	C-47A-25DK Soviet Air Force	mfd	15jun44	USAAF s/n 42-93641 (struck off charge 29aug46); RAF s/n KG708 ntu; diverted 03jul44
13654	OK-VDZ	C-47A-25DK Poveren. dopravy	mfd	20jun44	Ministry of Transport (PD); USAAF s/n 42-93712; d/d 14jan47; rgd 24may47; based at Bratislava; no canx or trf date in register
13691	D-.. 3654 71229 not known	C-47A-25DK Czechoslovak AF C-47A-25DK Czechoslovak AF C-47A-25DK Yugoslav Air Force C-47A-25DK China ?	trf r/r d/d mfd	1950 jun57 1971 23jun44	in olive drab c/s with light blue undersides; became '13654' (French Air Force) nd F-SDKB mentioned oct74; probably scrapped USAAF s/n 42-93745; Foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (now Chongqing)
13693	293747 ?	C-47A-25DK Chinese Air Force	mfd	23jun44	USAAF s/n 42-93747; diverted 16sep45, probably under Lend-Lease
13694	293748 ?	C-47A-25DK Chinese Air Force	mfd	23jun44	USAAF s/n 42-93748; diverted 10sep45, probably under Lend-Lease
13695	293749 ?	C-47A-25DK Chinese Air Force	mfd	23jun44	USAAF s/n 42-93749; diverted 16sep45, probably under Lend-Lease
13704	not known	C-47A-25DK China	mfd	24jun44	USAAF s/n 42-93757; diverted to 'ADO' 19nov45
13710	not known	C-47A-25DK China	mfd	24jun44	USAAF s/n 42-93762; Foreign Liquidation Commission 20aug47
13711	293763 ?	C-47A-25DK Chinese Air Force	mfd	24jun44	USAAF s/n 42-93763; diverted 16sep45, probably under Lend-Lease
13713	YU-ABB 7302 YU-ABB	C-47A-25DK JAT C-47A-25DK Yugoslav Air Force C-47A-25DK JAT	mfd trf trf	25jun44 1945 ? 04mar47	USAAF s/n 42-93765; d/d 1945 ?  in white c/s; damaged 19dec67 on a flight from Sarajevo to Belgrade when encountered a severe storm and suffered substantial damage so that it had to be wfu; t/t in JAT service 17,649 hours 24 minutes; stored in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade-Surcin from apr68, seen without markings aug08, I/n sep10
13718	2108987 ?	C-47A-25DK Chinese Air Force	mfd	25jun44	USAAF s/n 42-108987; diverted 16sep45, probably under Lend-Lease

### **Built by Douglas at Long Beach, CA**

13784	XT-827	C-47A-DL Civil Air Transp.	mfd	19sep43	USAAF s/n 42-24413; excluded 22jul46; canx 13nov49; trf to Civil Air Transport Inc. at Taiwan; became B-827; w/o 11jun67 when was shot down in South Vietnam
13802	OK-XDU	C-47A-DL CSA	mfd	23sep43	USAAF s/n 43-30651; d/d 09jul46; i/s 17sep46; fleet No. '22'; w/o 13feb47 on a flight from Prague to Cakovice when crashed near Dolany u Kladna shortly after take-off, all 3 crew killed, the trimmer of the horizontal stabiliser had been connected the wrong way
18901	86	C-47A-65DL CNAC	mfd	29oct43	USAAF s/n 42-100438; diverted 06nov43, under Lend-Lease; delivered via Miami; toc 17nov43; damaged 11mar44 on a flight from Kunming to Dinjan (Assam) when the radio beacon failed (a snake had climbed into the generator and shorted it out) while the aircraft was on approach in poor visibility, being low on fuel, when the pilot spotted a river (the Manas Moras River, a branch of the Bramaputra River north-east of Dinjan) he skidded in with wheels up and the aircraft came to rest on a sand bar, all 3 crew escaped unhurt; the aircraft was recovered from the river and repaired passenger version; in fleet list 27feb48
	XT-86	C-47A-65DL CNAC	r/r	jan47	



	XT-1..	C-47A-65DL	CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8358C 19dec49; probably remained in China and the canx 07oct65 was just a tidying-up exercise
18902	85	C-47A-65DL	CNAC	mfd	13oct43	USAAF s/n 42-100439; delivered under Lend-Lease, via Miami; toc 10nov43; w/o 08jun44 on a flight from Kunming to Dinjan (Assam) when a fuel tank in the right wing exploded on approach (the jack pad had been removed from the right wing root, leaving 4 large holes directly under the fuel tanks and directly in line with the exhaust, when the pilot cut the throttles to descend the flame only went as far back as the holes, there the flames went up around the fuel tank, igniting the fumes), the wing separated and the aircraft crashed, all 3 crew and 3 reserve crew killed
18909	2100446 ?	C-47A-65DL	Chinese Air Force	mfd	09oct43	USAAF s/n 42-100446; diverted 10sep45
18912	not known	C-47A-65DL	Chinese Air Lines	mfd	15oct43	USAAF s/n 42-100449; diverted 03nov46
18947	XT-811 (1)	C-47A-65DL	Civil Air Transp.	mfd	19oct43	USAAF s/n 42-100484; ex PI-C181; leased from Trans-Asiatic Airlines; canx 13nov49; became B-811 of Air America; w/o 20oct54 when ditched in the Gulf of Thailand off Hau Hin; see c/n 19932; this c/n is also reported as XT-813
19006	OK-WDO	C-47A-65DL	CSA	mfd	28oct43	USAAF s/n 42-100543; c/n in register in error as 100542; d/d 18jun46; rgd 10sep46; i/s 12sep46; fleet No. '15'
	D-... 0543 OK-WZG	C-47A-65DL	Czechoslovak AF	trf	31dec48	canx 31jan49 and again 29feb60 (clean-up of register)
		C-47A-65DL	Czechoslovak AF	r/r	jun57	wfu 21apr60
		C-47A-65DL	Omnipol ?			ferried to Paris 23may60; became '100543' (French Air Force), F-RAJC, F-RAVG, F-BTDC, F-BRGE, F-BRGP, N87604, F-BTDJ, ET-AGI and C9-STE
19061	88	C-47A-65DL	CNAC	mfd	11nov43	USAAF s/n 42-100598; delivered under Lend-Lease; h/o at Karachi 13dec43; toc 14dec43; damaged 10jan44 on landing at Suifu when the landing gear collapsed, no casualties; repaired; w/o 09apr45 on a positioning flight from Kunming to Hsinching (now Xinjin) when encountered adverse weather and crashed at a height of some 11,000 feet into a mountain near Kiaokie (N27.916667 E102.783333), all 3 crew killed
19062	87	C-47A-65DL	CNAC	mfd	12nov43	USAAF s/n 42-100599; delivered possibly under Lend-Lease; h/o at Karachi 05dec43; toc 07dec43; initially in olive drab c/s with light grey underside; damaged at Dinjan (Assam) 20may45, no casualties; repaired
	XT-51	C-47A-65DL	CNAC	r/r	jan47	passenger version; in fleet list 27feb48
	XT-1..	C-47A-65DL	CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8355C 19dec49 (at least on paper); probably remained in China and the canx 07oct65 was just a tidying-up exercise
19102	OK-WDD	C-47A-70DL	CSA	mfd	18nov43	USAAF s/n 42-100639; d/d 29mar46; rgd 29aug46; fleet No. '04', dbr 24dec46 on a flight from Prague to Paris when had to make an emergency landing, all 5 crew and 10 passengers escaped; canx 12may47 and again 29feb60 (clean-up of register)
19256	XT-817	C-47A-70DL	Civil Air Transp.	mfd	11dec43	USAAF s/n 42-100793; Foreign Liquidation Commission 14jul47; leased from Trans-Asiatic Airlines; canx 13nov49; became B-817 16jan51 and XU-AAE; this c/n is also reported as XT-819
19258	XT-815	C-47A-70DL	Civil Air Transp.	mfd	13dec43	USAAF s/n 42-100795; Foreign Liquidation Commission 14jul47; ex PI-C183; leased from Trans-Asiatic Airlines; canx 13nov49; became B-815 16jan51; w/o 27dec63 when crashed in Thailand; this c/n is also reported as XT-817
19286	OK-WDP	C-47A-70DL	CSA	mfd	20dec43	USAAF s/n 42-100823; d/d 02jul46; i/s 05nov47; fleet No. '16'; wfu 26feb60; last flight 26feb60; ferried to Paris 30may60; became '100823' (French Air Force), F-SCDB, F-UJGU, F-WSVG, N18265 (ntu) and N15MA
19287	? 12	C-47A-70DL	Polish Air Force	mfd	17dec43	USAAF s/n 42-100824; d/d 1946; opb OSL Deblin in 1951/53; according to the Air-Britain DC-3 book, this c/n crashed at Rissstissen (Germany) 15may45 while on USAAF service ! (repaired ?)
19289	SP-LCE	C-47A-70DL	LOT	mfd	17dec43	USAAF s/n 42-100826; d/d 29sep46 ?; rgd 01oct46; wfu 22apr58 ?; canx 05feb59; became EP-AEF; w/o 17mar67 when crashed at Bandar Abbas (Iran)
19313	89	C-47A-75DL	CNAC	mfd	24dec43	USAAF s/n 42-100850; diverted 06mar44, under Lend-Lease; delivered via Miami; the toc date 21jan44 must be wrong
	XT-48	C-47A-75DL	CNAC	r/r	jan47	passenger version; in fleet list 27feb48
	XT-111	C-47A-75DL	CNAC	r/r	1948	passenger&cargo version (27 seats); canx 13nov49; impounded at Hong Kong nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8348C 19dec49 (canx 26feb53) and N4884V; sold to the Cuban Government 22jul53
19314	90	C-47A-75DL	CNAC	mfd	29dec43	USAAF s/n 42-100851; diverted 25jan44, under Lend-Lease; delivered via Miami; toc 10feb44; w/o 15may44 on a flight from Dinjan (Assam) to Kunming when encountered severe turbulence and crashed at a height of some 9,000 feet into a mountain ridge in the west of the Patkai Range (between Moran and Shingbwiayang), all 3 crew killed
19329	OK-WDQ	DC-3C	CSA	mfd	24dec43	USAAF s/n 42-100866; built as C-47A-75-DL; possibly mis-painted OK-WSQ before delivery; d/d 09aug46; rgd 25nov46; fleet No. '17'; canx 25jan49 and again 29feb60 (clean-up of register)
	D-28 0866	DC-3C	Czechoslovak AF	trf	31dec48	wfu 21apr60; fate unknown
	OK-WAA	DC-3C	Czechoslovak AF	r/r	jun57	USAAF s/n 42-100880; d/d 18jun46; rgd 12jul46; fleet No. '21'; hijacked by its pilot to Harwich in 1950; underwent trials with the SVZU at Letnany in 1953; canx 16dec55 and again 29feb60 (clean-up of register); ferried to Marseille 26mar60; became '100880' (French Air Force), F-RHRH, F-RHRC and F-BRGL (ntu)
		C-47A-75DL	Yugoslav Air Force	d/d	1971 ?	mentioned in 1974
19419	71273 OK-WDE	C-47A-75DL	CSA	mfd	10jan44	USAAF s/n 42-100956; d/d 29mar46; rgd 27jul46; fleet No. '05'; wfu 31dec59; last flight 18feb60; canx 24feb60; ferried to Marseille 22mar60; became '100956' (French Air Force) and F-RAJV
	71281	C-47A-75DL	Yugoslav Air Force	d/d	1971 ?	USAAF s/n 42-100976; d/d 15jun46; i/s 21apr48; fleet No. '35'; wfu 24feb60; fate unknown
19439	OK-WAT	C-47A-75DL	CSA	mfd	13jan44	USAAF s/n 42-100989; diverted 06mar44, under Lend-Lease; delivered via Miami; toc 15mar44; replaced '91' (1) c/n 19453
19452	91 (2)	C-47A-75DL	CNAC	mfd	20jan44	passenger version; in fleet list 27feb48
	XT-54	C-47A-75DL	CNAC	r/r	jan47	passenger&cargo version (27 seats); canx 13nov49; impounded at Hong Kong nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8352C 19dec49 (canx 26feb53) and N4883V; sold to the Cuban Government 22jul53
	XT-127	C-47A-75DL	CNAC	r/r	1948	USAAF s/n 42-100990; diverted 06mar44, under Lend-Lease; delivered via Miami; w/o 07mar44 on take-off from Camaguey (Cuba) when crashed 4 miles north-east of the airport and burnt out (the aircraft was overloaded with alcohol), probably 2 of the 4 crew killed; see c/n 19452
19453	91 (1)	C-47A-75DL	CNAC	mfd	20jan44	USAAF s/n 42-101011; d/d 14mar46; rgd 12jun46; i/s 13jun46; fleet No. '06'; opened the PRG-AMS route; trf 31dec48 (probably to the Czechoslovak Air Force); canx only 29feb60 (clean-up of register)
19474	OK-WDF	C-47A-75DL	CSA	mfd	19jan44	reported as D-21, but see c/n 15010/26455; opb ldp; w/o 30nov52 on a flight from Prague to Brno at night (transporting matrices for the "Rudé Pravo" newspaper) when entered an area of poor visibility and crashed into Mount Bradlo at Vresovice u Kyjova (Chriby mountains), all 5 crew killed
	not known	C-47A-75DL	Czechoslovak AF ?			USAAF s/n 42-101030; d/d 03jul46; fate unknown
19493	D-..	C-47A-75DL	Czechoslovak AF	mfd	24jan44	USAAF s/n 43-15033; d/d 20oct47; sold to Iran 03jan59; canx 05feb59; became OY-AIA, '315033' (French Air Force), F-UKCY, F-UKCX, F-WSGN, N18261 and C-FIAX; w/o 10dec76 when crashed on take-off from Fort George Island
19499	SP-LCD	C-47A-80DL	LOT	mfd	22jan44	USAAF s/n 43-15059; d/d 31may46; i/s 17jun46
19525	D-27 not known	C-47A-80DL	Czechoslovak AF	mfd	26jan44	opb SPL
	D-36	C-47A-80DL	Polish Air Force	d/d	08jun49	
	5059	C-47A-80DL	Czechoslovak AF	ret	30apr51	
19535	OK-XDG	C-47A-80DL	CSA	r/r	jun57	wfu 14oct60; became '15059' (French Navy), F-YGGA, F-YFGR, F-YDPK, N97BF and 5R-MMG
		C-47A-80DL	CSA	mfd	28jan44	USAAF s/n 43-15069; d/d 29mar46; rgd 26aug46; fleet No. '07'; dbr 09nov46 on a flight from Amsterdam to Prague when entered a holding pattern near Ruzyně due to bad weather, ran out of fuel after 4 missed approaches and force-landed in a field near Dobroviz, 2 of the 5 crew injured while the other 3 and all 13 passengers escaped unhurt; canx only 29feb60 (clean-up of register)
19538	OK-XBC	C-47A-80DL	Bat'a	mfd	01feb44	USAAF s/n 43-15072; d/d 02dec46; rgd 01apr47
	OK-XBC	C-47A-80DL	Svit	trf	24jan49	
	OK-XBC	C-47A-80DL	CSA	trf	01nov50	wfu 21nov59; canx 24feb60; ferried to Marseille 22mar60; became '315072' (French Air Force), F-RAUI, F-TEBK, F-WSGO and N18260 (ntu)
19539	OK-XDM (1)	C-47A-80DL	CSA	mfd	29jan44	USAAF s/n 43-15073; d/d 12jul46; i/s 15feb48 (or 15feb47 ?); fleet No. '02'; underwent trials with the VZLU in 1953; wfu 28jun58; last flight 20feb60; ferried to Marseille 26mar60; became '15073' (French Air Force), F-TEBE, F-RAUK ? and F-BTDF; see c/n 1995
	71248	C-47A-80DL	Yugoslav Air Force	d/d	11apr73 ?	probably opb 111. ppa at Zagreb; was preserved at the Rajlovac Institute in Sarajevo, used as a 'summer bar' for the Italian EUFOR soldiers stationed there, seen sep91/feb05; arrived by truck at Caen-Carpiquet (France) 06dec07; preserved in the D-Day Museum at Merville-Franceville (N49.270191 W0.197011), presented 07jun08, marked as '315073'/'9X-D' of the USAAF
19580	D-23 not known	C-47A-80DL	Czechoslovak AF	mfd	04feb44	USAAF s/n 43-15114; d/d 25may46; i/s 17jun46; in olive drab c/s with light blue undersides
	D-23	C-47A-80DL	Polish Air Force	d/d	08jun49	opb SPL
	D-23	C-47A-80DL	Czechoslovak AF	ret	unknown	underwent trials with the SVZU in 1956
19587	OK-XDH	C-47A-80DL	CSA	mfd	05feb44	USAAF s/n 43-15121; d/d 01jun46 (or 01jul46); i/s 28mar47; fleet No. '08'; fate unknown
19620	92	C-47A-80DL	CNAC	mfd	09feb44	USAAF s/n 43-15154; diverted 26feb44, under Lend-Lease (Andersson gives the date 25feb44); toc 12apr44; damaged 18may44 on landing at Dinjan (Assam) in a heavy rainstorm with one brake locked when ran head-on into General Hodge's parked B-25, all 3 crew escaped unhurt; repaired
	XT-85	C-47A-80DL	CNAC	r/r	jan47	passenger version; in fleet list 27feb48
	XT-1..	C-47A-80DL	CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8349C 19dec49 (on paper); remained in China and the canx 07oct65 was just a tidying-up exercise
19621	93	C-47A-80DL	CNAC	mfd	09feb44	USAAF s/n 43-15155; diverted 25feb44, under Lend-Lease; toc 14apr44; w/o 16jan45 on a flight from Chungking (now Chongqing) to Kunming with a load of silk when encountered adverse weather, flew past Kunming and crashed into a mountain 100 miles east of Kunming, all 3 crew killed
19718	D-..	C-47A-80DL	Czechoslovak AF	mfd	26feb44	USAAF s/n 43-15252; d/d 03jul46; fate unknown
19803	94	C-47A-80DL	CNAC	mfd	15mar44	USAAF s/n 43-15337; diverted 04apr44, under Lend-Lease; toc 03may44; w/o 09may45 on a flight from Dinjan (Assam) to China, after take-off the captain put the aircraft in climb and on automatic pilot and went to the radio operator's station in order to change the radio frequency, while there, the right engine lost power which caused the aircraft to spin in that direction, the spinning aircraft caused so much centrifugal force that the captain could not get back to the cockpit, the aircraft crashed at N27.487499 E98.258333 and burnt out, both pilots killed

19804	95	C-47A-80DL	CNAC	mfd	15mar44	USAAF s/n 43-15338; diverted 02apr44, under Lend-Lease; toc 05may44; fate unknown
19838	315372 ?	C-47A-80DL	Chinese Air Force	mfd	15mar44	USAAF s/n 43-15372; diverted 09dec45
19839	315373 ?	C-47A-80DL	Chinese Air Force	mfd	16mar44	USAAF s/n 43-15373; diverted 16sep46
19928	315462 ?	C-47A-85DL	Chinese Air Force	mfd	31may44	USAAF s/n 43-15462; diverted 24may44, under Lend-Lease
19929	no serial	C-47A-85DL	CNAC	mfd	31mar44	USAAF s/n 43-15463; diverted 14may44, under Lend-Lease; w/o 14may44 on its delivery flight from Miami when crashed 5 miles north of Miami; was probably to become '96'
19932	XT-543	C-47A-85DL	Lutheran World Fed	mfd	28mar44	Lutheran World Federation; USAAF s/n 43-15466; ex PI-C54 (rgd 13may46 and canx 31mar49); ferried from Manila to Shanghai 16mar49; Chinese CoFA issued 07may49; operated under charter as a CATC aircraft, in CATC markings; named 'St Paul II' (but the 'II' of the name was not painted on the aircraft); canx 13nov49; the agreement between the Lutheran World Federation and CATC was terminated 17nov49
	XT-811 (2)	C-47A-85DL	Lutheran World Fed	rgd	nov49	operated under charter as a Civil Air Transport aircraft now, in CAT markings; reportedly first flew under this registration 10nov49 (but that date seems to be too early as the CATC fleet was not grounded until 16nov49); last flight 08dec49 (to Chengtu); the agreement between the Lutheran World Federation and CATC was terminated 28dec49; canx 23jan50; became N8399C 13jan50 (canx 07apr50 as exported to China); the aircraft was donated by the Lutheran World Federation to William Dudding and Max Springweiler in lieu of pay 13feb50; became VR-HEX 26apr50 (canx 14dec50, backdated to 18nov50), operating in full CAT markings; became B-809 dec50; sold to Civil Air Transport Inc. 18jan55; sold to Vietnamese Air Transport (a front company of the CIA) 09jun61; w/o 01jul61 when was shot down over the Ninh Binh province of North Vietnam (the tail surface is exhibited in the Air Defence Museum at Hanoi); see c/n 18947
20090	315624 ?	C-47A-85DL	Chinese Air Force	mfd	28apr44	USAAF s/n 43-15624; h/o 27may44
20091	96	C-47A-85DL	CNAC	mfd	26apr44	USAAF s/n 43-15625; diverted 29may44, possibly under Lend-Lease; toc 13jun44; damaged 18mar45 on landing at Kunming when the right main landing gear collapsed, the right propeller touched the ground, broke away from the engine and sliced through the cockpit, both pilots escaped unhurt; possibly repaired as also reported as w/o 30nov45 on a flight from Kunming to Tjingiang
20160	CA50 XT-T36 XT-5..	C-47A-90DL Centr Air Trp Corp C-47A-90DL Centr Air Trp Corp C-47A-90DL Centr Air Trp Corp		mfd r/r r/r	28apr44 jan47 unknown	USAAF s/n 43-15694; excluded 01aug46  canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8328C 19dec49 (canx 12aug53), N1797B, ETA-101 (Argentinian Army), MR-1T, MG-1T, T-17 and TC-17 (both Argentinian Air Force); w/o 10may70
20161	not known	C-47A-90DL	Chinese Air Lines	mfd	28apr44	USAAF s/n 43-15695; diverted 15feb46
20162	not known	C-47A-90DL	China	mfd	28apr44	USAAF s/n 43-15696; Foreign Liquidation Commission 20aug47
20250	315784 ?	C-47A-90DL	Chinese Air Force	mfd	09may44	USAAF s/n 43-15784; diverted 09dec45
20252	98	C-47A-90DL	CNAC	mfd	16may44	USAAF s/n 43-15785; diverted 18jun44, under Lend-Lease; toc 03jul44; damaged 16nov44 on take-off from Yunnanji when the radio operator (flying as co-pilot) retracted the landing gear before the aircraft became airborne; repaired; fate unknown
20253	97	C-47A-90DL	CNAC	mfd	18may44	USAAF s/n 43-15787; diverted 11jun44, under Lend-Lease; toc 21jun44; w/o 31aug44 on a flight from Yunnanji to Dinjan (Assam) when both engines quit while the aircraft was flying over the Hukawng Valley in Burma, as poor weather made a forced landing at Shimbuwang impossible, the captain put the aircraft on autopilot and ordered the crew to bail out, but he was the only crew member to survive (he landed near the Ledo Road) while the other 2 crew members opened their parachutes too early and crashed with the aircraft
20256	not known	C-47A-90DL	China ?	mfd	12may44	USAAF s/n 43-15790; Foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (now Chongqing)
20257	315791 ?	C-47A-90DL	Chinese Air Force	mfd	12may44	USAAF s/n 43-15791; diverted 09dec45
20260	not known	C-47A-90DL	Chinese Air Lines	mfd	10may44	USAAF s/n 43-15794; diverted 31jan46; became 15794 and 7273 of the Taiwanese Air Force
20288	not known	C-47A-90DL	Chinese Air Lines	mfd	14may44	USAAF s/n 43-15822; diverted 15feb46
20292	not known	C-47A-90DL	Chinese Air Lines	mfd	14may44	USAAF s/n 43-15826; diverted 28feb46
20294	315828 ?	C-47A-90DL	Chinese Air Force	mfd	15may44	USAAF s/n 43-15828; Foreign Liquidation Commission 20aug47
20306	not known	C-47A-90DL	China	mfd	15may44	USAAF s/n 43-15840; Foreign Liquidation Commission 20aug47
20309	not known	C-47A-90DL	CNAC	mfd	29may44	USAAF s/n 43-15843; sold 04dec45
20310	not known	C-47A-90DL	CNAC	mfd	18may44	USAAF s/n 43-15844; diverted 15feb46
20314	15848	C-47A-90DL	Chinese Air Force	mfd	19may44	USAAF s/n 43-15848; diverted 09dec45; became 15848 and 7252 of the Taiwanese Air Force
20320	315854 ?	C-47A-90DL	Chinese Air Force	mfd	24may44	USAAF s/n 43-15854; diverted 19dec45
20321	not known	C-47A-90DL	Chinese Air Lines	mfd	20may44	USAAF s/n 43-15855; diverted 15feb46
20323	15857	C-47A-90DL	Chinese Air Force	mfd	19may44	USAAF s/n 43-15857; diverted 19nov45; became 15857 and 7243 of the Taiwanese Air Force
20324	315858 ?	C-47A-90DL	Chinese Air Force	mfd	may44	USAAF s/n 43-15858; diverted 09dec45
20325	not known	C-47A-90DL	Chinese Air Lines	mfd	24may44	USAAF s/n 43-15859; diverted 25feb46
20326	not known	C-47A-90DL	Chinese Air Lines	mfd	20may44	USAAF s/n 43-15860; diverted 25feb46
20328	not known	C-47A-90DL	Chinese Air Lines	mfd	20may44	USAAF s/n 43-15862; diverted 15feb46; became XW-TAF; dbr at VTE 24may76
20332	315866 ?	C-47A-90DL	Chinese Air Force	mfd	20may44	USAAF s/n 43-15866; diverted 19nov45
20334	not known	C-47A-90DL	China	mfd	20may44	USAAF s/n 43-15868; Foreign Liquidation Commission 20aug47
20335	315869 ?	C-47A-90DL	Chinese Air Force	mfd	23may44	USAAF s/n 43-15869; diverted 19nov45
20337	not known	C-47A-90DL	Chinese Air Lines	mfd	20may44	USAAF s/n 43-15871; diverted 28feb46
20342	not known	C-47A-90DL	China	mfd	23may44	USAAF s/n 43-15876; Foreign Liquidation Commission 20aug47
20344	not known	C-47A-90DL	Chinese Air Lines	mfd	23may44	USAAF s/n 43-15878; diverted 28sep45
20345	not known	C-47A-90DL	China	mfd	23may44	USAAF s/n 43-15879; Foreign Liquidation Commission 20aug47
20346	XT-5..	C-47A-90DL	Centr Air Trp Corp	mfd	23may44	USAAF s/n 43-15880; excluded 01aug46; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8327C 19dec49 (canx 22jul53) and N1796B; went to the Colombian Air Force in 1954; w/o 07jan67
20356	not known	C-47A-90DL	CNAC	mfd	24may44	USAAF s/n 43-15890; sold 04dec45
20360	not known	C-47B-1-DL	China	mfd	26may44	version correct; USAAF s/n 43-15894; Foreign Liquidation Commission 20aug47
20369	315903 ?	C-47A-90DL	Chinese Air Force	mfd	26may44	USAAF s/n 43-15903; diverted 09dec45
20373	315907 ?	C-47A-90DL	Chinese Air Force	mfd	26may44	USAAF s/n 43-15907; diverted 09dec45
20375	315909 ?	C-47A-90DL	Chinese Air Force	mfd	26may44	USAAF s/n 43-15909; diverted 28sep45
20376	315910 ?	C-47A-90DL	Chinese Air Force	mfd	30may44	USAAF s/n 43-15910; diverted 28sep45 ?
20384	315918 ?	C-47A-90DL	Chinese Air Force	mfd	27may44	USAAF s/n 43-15918; diverted 09dec45
20387	CA47	C-47A-90DL	Centr Air Trp Corp	mfd	27may44	USAAF s/n 43-15921
	XT-T34	C-47A-90DL	Centr Air Trp Corp	r/r	jan47	fate unknown; possibly impounded at Hong Kong nov49
20388	CA3	C-47A-90DL	Centr Air Trp Corp	mfd	27may44	USAAF s/n 43-15922; arrived at Chungking (now Chongqing) 16dec44; Anderson gives the date 21dec44, but the aircraft was with 1 CCS mar45/may45 according to Gradidge; sold 21dec45 (?) ex Karachi
	XT-T24	C-47A-90DL	Centr Air Trp Corp	r/r	jan47	
	XT-5..	C-47A-90DL	Centr Air Trp Corp	r/r	unknown	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8324C 19dec49 (canx 12aug53), N1795B, ETA-103 (Argentinian Army), ME-3T, MG-3T, T-18 and TC-18 (both Argentinian Air Force); w/o nov81
20389	315923 ?	C-47A-90DL	Chinese Air Force	mfd	27may44	USAAF s/n 43-15923; diverted 28sep45
20390	15924	C-47A-90DL	Chinese Air Force	mfd	29may44	USAAF s/n 43-15924; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00
20391	not known	C-47A-90DL	China	mfd	29may44	USAAF s/n 43-15925; Foreign Liquidation Commission 20aug47
20392	315926 ?	C-47A-90DL	Chinese Air Force	mfd	27may44	USAAF s/n 43-15926; diverted 09dec45
20394	315928 ?	C-47A-90DL	Chinese Air Force	mfd	27may44	USAAF s/n 43-15928; diverted 09dec45
20492	026	C-47A-90DL	Hungarian AF	mfd	09jun44	USAAF s/n 43-16026; had strayed into Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Pápa (Hungary) by a Soviet Air Force MiG-15bis; flown to Székesfehérvár; impressed by the Hungarian Air Force in late 1951
	HA-TSA	TS-62	MALÉV	trf	1956	re-engined with Ash-62IR engines; w/o 06aug61 when crashed on a sightseeing flight over Budapest, the pilots performed various forbidden manoeuvres and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed
20635	16169	C-47B-1-DL	Chinese Air Force	mfd	28jun44	USAAF s/n 43-16169; Foreign Liquidation Commission 20aug47; became 16169 and 7320 of the Taiwanese Air Force
20637	not known	C-47B-1-DL	Chinese Air Lines	mfd	28jun44	USAAF s/n 43-16171; diverted 16feb46
20638	316172 ?	C-47B-1-DL	Chinese Air Force	mfd	28jun44	USAAF s/n 43-16172; diverted 28sep45
20643	not known	C-47B-1-DL	China ?	mfd	28jun44	USAAF s/n 43-16177; Foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (now Chongqing)
20645	not known	C-47B-1-DL	China	mfd	28jun44	USAAF s/n 43-16179; Foreign Liquidation Commission 20aug47
20652	316186 ?	C-47B-1-DL	Chinese Air Force	mfd	30jun44	USAAF s/n 43-16186; diverted 09dec45
20653	316187 ?	C-47B-1-DL	Chinese Air Force	mfd	29jun44	USAAF s/n 43-16187; diverted feb46
20655	316189 ?	C-47B-1-DL	Chinese Air Force	mfd	03jul44	USAAF s/n 43-16189; diverted 01may46
20656	not known	C-47B-1-DL	Chinese Air Lines	mfd	30jun44	USAAF s/n 43-16190; diverted 15feb46
20659	not known	C-47B-1-DL	Chinese Air Lines	mfd	03jul44	USAAF s/n 43-16193; diverted 15feb46
20663	not known	C-47B-1-DL	Chinese Air Lines	mfd	01jul44	USAAF s/n 43-16197; diverted 15feb46; became 16197 of the Taiwanese Air Force
20681	XT-T501	C-47B-1-DL	CNRA Air Transp.	mfd	04jul44	USAAF s/n 43-16215; diverted to the UNRRA 04jan47; named 'Tientsin' aug47; registration probably not applied until oct47
	XT-801	C-47B-1-DL	Civil Air Transp.	trf	28may48	named 'Tientsin'; in natural metal c/s with blue trim; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8421C 05jan50 (canx 07mar50), XT-801, B-801, 9N-AAC and VT-DTQ
20699	not known	C-47B-1-DL	CNAC ?	mfd	10jul44	USAAF s/n 43-16233; diverted 18aug44, under Lend-Lease; serial may have been '105'
20700	not known	C-47B-1-DL	CNAC ?	mfd	10jul44	USAAF s/n 43-16234; diverted 04aug44, under Lend-Lease; toc 05sep44; serial may have been '99'; returned to the USAAF (10 CCS); w/o 13may45 when crashed at Ledo (China)
20701	not known	C-47B-1-DL	CNAC ?	mfd	22jul44	USAAF s/n 43-16235; diverted 18aug44, under Lend-Lease; serial may have been '106'
20702	not known	C-47B-1-DL	CNAC ?	mfd	12jul44	USAAF s/n 43-16236; diverted 09aug44, under Lend-Lease; toc 04nov44; serial may have been '100'
20705	XT-T502	C-47B-1-DL	CNRA Air Transp.	mfd	07jul44	USAAF s/n 43-16239; ex VH-CDG; diverted to the UNRRA 04jan47; named 'Taiyuan' aug47; registration probably not applied until oct47

	XT-805		C-47B-1-DL	Civil Air Transp.	trf	28may48	named 'Taiyuan'; w/o 08nov49 on a cargo flight from Mengtze (China) to Hai Phong (Vietnam) when an engine failed and the aircraft crashed into the sea south of Yunnan, 2 of the 3 crew killed (2 crew members bailed out but 1 was murdered by hostile tribesmen after landing by parachute)
20728	316262 ?		C-47B-1-DL	Chinese Air Force	mfd	14jul44	USAAF s/n 43-16262; Foreign Liquidation Commission 20aug47; became 16262 of the Taiwanese Air Force
20740	D-26		C-47B-1-DL	Czechoslovak AF	mfd	jul44	USAAF s/n 43-16274; d/d 02jul46; i/s 15jul46
	6274		C-47B-1-DL	Czechoslovak AF	r/r	jun57	wfu after 1957; fate unknown
20803	10.		C-47B-1-DL	CNAC	mfd	28jul44	USAAF s/n 43-16337; diverted 16aug44, under Lend-Lease; delivered via Miami; became either '102' or '101', see there
20804	99		C-47B-1-DL	CNAC	mfd	31jul44	tie-up not confirmed (this c/n may also have become '101'); USAAF s/n 43-16338; diverted 13aug44, under Lend-Lease; delivered via Miami
20805	10.		C-47B-1-DL	CNAC	mfd	31jul44	USAAF s/n 43-16339; diverted 16aug44, under Lend-Lease; delivered via Miami; became probably '101', '102' or '103', see there
20806	100		C-47B-1-DL	CNAC	mfd	31jul44	tie-up not confirmed (this c/n may also have become '104'); USAAF s/n 43-16340; diverted 16aug44, under Lend-Lease; delivered via Miami
	XT-T20		C-47B-1-DL	CNAC	r/r	jan47	cargo version; in fleet list 27feb48
	XT-119		C-47B-1-DL	CNAC	r/r	1948	air bus version (32 seats); canx 13nov49; impounded at Hong Kong nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8350C 19dec49 (canx 27jan53), N37800, N8001, N8009 and N877MG; active by 2010
20810	316344 ?		C-47B-1-DL	Chinese Air Force	mfd	31jul44	USAAF s/n 43-16344; diverted 29dec45; probably returned to the USAAF as was at Manila later and declared as 'condition salvage' by the USAAF 28aug46
20812	316346 ?		C-47B-1-DL	Chinese Air Force	mfd	01aug44	USAAF s/n 43-16346; diverted 29dec45
20815	not known		C-47B-1-DL	Chinese Air Lines	mfd	31jul44	USAAF s/n 43-16349; diverted 15feb46; became 16349 of the Taiwanese Air Force
20817	CA57		C-47B-1-DL	Centr Air Trp Corp	mfd	31jul44	USAAF s/n 43-16351; excluded 01aug46
	XT-T68		C-47B-1-DL	Centr Air Trp Corp	r/r	jan47	
	XT-5..		C-47B-1-DL	Centr Air Trp Corp	r/r	unknown	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8334C 19dec49 (canx 22jul53), N1798B, ETA-102 (Argentinian Army), ME-2T, MG-2T, AE-12E, AE-100 and LV-JIG
20867	103	(1)	C-47B-1-DL	CNAC	mfd	19aug44	tie-up not confirmed (this c/n may also have become '109'); USAAF s/n 43-16401; diverted 19sep44, under Lend-Lease; delivered via Miami
	XT-T83		C-47B-1-DL	CNAC	r/r	jan47	cargo version; in fleet list 27feb48
20868	104	(1)	C-47B-1-DL	CNAC	mfd	21aug44	tie-up not confirmed (this c/n may also have become '110'); USAAF s/n 43-16402; diverted 24sep44, under Lend-Lease; delivered via Miami; w/o 20oct45 on a flight from Shanghai to Hong Kong when crashed in a village 20 km north-east of Suichang County (Zhejiang Province), all 6 crew and 7 passengers as well as 7 villagers killed plus 4 villagers injured
20869	not known		C-47B-1-DL	CNAC ?	mfd	22aug44	USAAF s/n 43-16403; diverted 10sep44, under Lend-Lease; delivered via Miami; serial may have been '107'; returned to the USAAF, to 27 TCS at Chungking (now Chongqing) 27oct44; excluded 01aug46 (wfu or again to China ?)
20870	not known		C-47B-1-DL	CNAC ?	mfd	26aug44	USAAF s/n 43-16404; diverted 16sep44, under Lend-Lease; delivered via Morrison, arrived at Chungking (now Chongqing) 31oct44; serial may have been '108'; returned to the USAAF, to 1 CCS jan45; Foreign Liquidation Commission 20aug47; became 16404 of the Taiwanese Air Force
20882	not known		C-47B-1-DL	Chinese Air Lines	mfd	24aug44	USAAF s/n 43-16416; diverted 28feb46
20891	CA56		C-47B-1-DL	Centr Air Trp Corp	mfd	29aug44	USAAF s/n 43-16425; excluded 01aug46
	XT-T67		C-47B-1-DL	Centr Air Trp Corp	r/r	jan47	
	XT-5..		C-47B-1-DL	Centr Air Trp Corp	r/r	unknown	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8333C 19dec49 (at least on paper); possibly remained in China and the canx 07oct65 was just a tidying-up exercise
20894	CA41		C-47B-1-DL	Centr Air Trp Corp	mfd	29aug44	USAAF s/n 43-16428; registration probably initially assigned to the aircraft of the Lutheran World Federation, but not taken up, see below
	XT-T72		C-47B-1-DL	Lutheran World Fed	no	reports	Lutheran World Federation; selected at Kiangwan Airport (some 20 km west of Shanghai) 13may46 and reconditioned within 4 weeks; named 'St Paul'; first 'revenue' flight 04jul46 (a supply flight from Shanghai to Haichow); dbr 10feb49 on a flight from Chungking to Kweiyoung (Kweichow Province) when encountered below-minima weather conditions (poor visibility and low clouds) on approach, overran the runway, collided with a mound and broke up, all 3 crew escaped unhurt
20895	316429 ?		C-47B-1-DL	Chinese Air Force	mfd	30aug44	USAAF s/n 43-16429; diverted 07may46

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13849/25294	7307		C-47A-30DK	Yugoslav Air Force	mfd	08jul44	USAAF s/n 43-48033; ex RAF s/n KG750 and G-AHLY; d/d 23dec47 ?
	YU-ABF		C-47A-30DK	JAT	trf	17jun48	wfu 23mar70
13933/25378	not known		C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48117; diverted 27jul44 (via Fairbanks)
13934/25379	not known		C-47A-30DK	Soviet Air Force	mfd	18jul44	USAAF s/n 43-48118; diverted 08aug44 (via Fairbanks)
13935/25380	not known		C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48119; diverted 30jul44 (via Fairbanks)
13936/25381	not known		C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48120; diverted 30jul44 (via Fairbanks)
13937/25382	not known		C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48121; diverted 18aug44 (via Fairbanks)
13938/25383	not known		C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48122; diverted 02aug44 (via Fairbanks)
13939/25384	not known		C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48123; diverted 08aug44 (via Fairbanks)
13940/25385	not known		C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48124; diverted 10aug44 (via Fairbanks)
13941/25386	not known		C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48125; diverted 20aug44 (via Fairbanks)
13942/25387	not known		C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48126; diverted 10aug44 (via Fairbanks)
13943/25388	348127		C-47A-30DK	GVF/Far East	mfd	17jul44	USAAF s/n 43-48127; diverted 10aug44 (via Fairbanks); suffered a breakdown 19aug44 (probably on its ferry flight while being operated by a GVF ferry unit)
13944/25389	not known		C-47A-30DK	Soviet Air Force	mfd	18jul44	USAAF s/n 43-48128; diverted 31jul44 (via Fairbanks)
13945/25390	not known		C-47A-30DK	Soviet Air Force	mfd	18jul44	USAAF s/n 43-48129; diverted 02aug44 (via Fairbanks)
13946/25391	348130		C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48130; photo at Great Falls, MT, in the process of Red Stars being painted on; diverted 20aug44 (via Fairbanks)
14008/25453	CCCP-L926		C-47A-30DK	GVF	rgd	unknown	registration not on pre-1944 register
	YU-ABY		C-47A-30DK	Yugoslav Air Force	mfd	24jul44	USAAF s/n 43-48192; ex RAF s/n KG776 and G-AHLZ; d/d 23dec47 ?
	YU-ABI		C-47A-30DK	JAT	trf	20jan49	rgd 01mar49; t/t in JAT service 17,936 hours 31 minutes by 1970; wfu 1976; N94480 and N94437 ntu; stored in Muzej ratnog vazduhoplovstva at Belgrade-Surcin, seen jul08/jun11
14015/25460	71253		C-47A-30DK	Yugoslav Air Force	mfd	24jul44	USAAF s/n 43-48199; ex RAF s/n KG783, G-AJBH, '48199' (French Air Force) and F-BTDD; d/d 14apr73; opb 111. ppa at Zagreb (evidence for jun74); preserved at a partisan field at Otok pri Metliki (N45.618817 E15.290771) from 10dec80, l/n as such aug84; repainted in fake RAF c/s in 1986, colours refreshed oct10; to be preserved in the museum at Pivka
14035/25480	7308		C-47A-30DK	Yugoslav Air Force	mfd	27jul44	USAAF s/n 43-48219; ex RAF s/n KG803 and G-AHLX; d/d 23dec47 ?
	YU-ABG		C-47A-30DK	JAT	trf	07sep48	dbr on take-off from Skopje 16apr66; t/t in JAT service 9,856 hours 43 minutes; stored in Muzej ratnog vazduhoplovstva at Belgrade-Surcin from 1968
14101/25546	71254		C-47B-1-DK	Yugoslav Air Force	mfd	31jul44	USAAF s/n 43-48285; ex '348285' (French Air Force) and F-BTDE; d/d 27nov72; opb 111. ppa at Zagreb (evidence for jun74/mar75)
	YU-ABV		C-47B-1-DK	OCZS	rgd	02aug79	Obrazovni Centar Zraciono Saobraćaja (civil training centre) at Zagreb; canx 02oct79; became N80781Y, TN-ADT, '6880' (South African Air Force); converted to a DC-3-65TP aug95; became N330RD, ZS-OJL, 9U-BHL, ZS-OJM, N330RD and ZS-OJM
14144/25589	not known		C-47B-1-DK	Soviet Air Force	mfd	11aug44	USAAF s/n 43-48328; RAF s/n KJ805 ntu; diverted 22aug44
14151/25596	not known		C-47B-1-DK	Soviet Air Force	mfd	aug44	USAAF s/n 43-48335; RAF s/n KJ812 ntu; diverted 22aug44
14199/25644	D-20		C-47B-1-DK	Czechoslovak AF	mfd	17aug44	USAAF s/n 43-48383; d/d 25may46; i/s 17jun46; used call-sign OK-XAB
	8383		C-47B-1-DK	Czechoslovak AF	r/r	1957	
	OK-WZD		C-47B-1-DK	Omnipol ?	wfu	01mar60	last flight 21apr60; ferried to Paris 23may60; became '48383' (French Air Force), F-SZCD, '48383' (Mauritanian Air Force) and 5T-MAD
14208/25653	D-24		C-47B-1-DK	Czechoslovak AF	mfd	17aug44	USAAF s/n 43-48392; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides
	8392		C-47B-1-DK	Czechoslovak AF	r/r	jun57	
	OK-WZE		C-47B-1-DK	Omnipol ?	wfu	01mar60	ferried to Paris 21may60; became '48392' (French Air Force)
14222/25667	D-18		C-47B-1-DK	Czechoslovak AF	mfd	23aug44	USAAF s/n 43-48406; d/d 25may46; i/s 17jun46
	8406		C-47B-1-DK	Czechoslovak AF	r/r	jun57	in olive drab c/s with light blue undersides
	OK-WZA		C-47B-1-DK	Omnipol ?	wfu	01mar60	in all-grey c/s; sold in 1960; l/n LBG may61; became D-CABE, 4X-AOA, '48406' (French Navy), N95BF and PNC-0211; converted to a BT-67; destroyed at EOH 18feb09
14242/25687	not known		C-47B-1-DK	Soviet Air Force	mfd	22aug44	USAAF s/n 43-48426; diverted 02sep44 (via Fairbanks); probably returned to the USAAF in Iran after VJ day; became reportedly 4X-AOJ 03apr62 (or N4947V in 1954)
14243/25688	not known		C-47B-1-DK	Soviet Air Force	mfd	18aug44	USAAF s/n 43-48427; diverted 29aug44 (via Fairbanks)
14244/25689	not known		C-47B-1-DK	Soviet Air Force	mfd	18aug44	USAAF s/n 43-48428; diverted 29aug44 (via Fairbanks)
14245/25690	not known		C-47B-1-DK	Soviet Air Force	mfd	23aug44	USAAF s/n 43-48429; diverted 10sep44 (via Fairbanks)
14246/25691	not known		C-47B-1-DK	Soviet Air Force	mfd	22aug44	USAAF s/n 43-48430; diverted 10sep44 (via Fairbanks)
14247/25692	not known		C-47B-1-DK	Soviet Air Force	mfd	21aug44	USAAF s/n 43-48431; diverted 10sep44 (via Fairbanks)
14248/25693	CCCP-L936		C-47B-1-DK	Soviet Air Force	mfd	23aug44	USAAF s/n 43-48432; diverted 13sep44 (via Fairbanks); opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945
14249/25694	not known		C-47B-1-DK	Soviet Air Force	mfd	20aug44	USAAF s/n 43-48433; diverted 04sep44 (via Fairbanks)
14250/25695	not known		C-47B-1-DK	Soviet Air Force	mfd	21aug44	USAAF s/n 43-48434; diverted 08sep44 (via Fairbanks)
14251/25696	not known		C-47B-1-DK	Soviet Air Force	mfd	20aug44	USAAF s/n 43-48435; diverted 09sep44 (via Fairbanks)
14252/25697	not known		C-47B-1-DK	Soviet Air Force	mfd	18aug44	USAAF s/n 43-48436; diverted 05sep44 (via Fairbanks)
14253/25698	not known		C-47B-1-DK	Soviet Air Force	mfd	27aug44	USAAF s/n 43-48437; diverted 04sep44 (via Fairbanks)
14254/25699	not known		C-47B-1-DK	Soviet Air Force	mfd	21aug44	USAAF s/n 43-48438; diverted 02sep44 (via Fairbanks)
14255/25700	not known		C-47B-1-DK	Soviet Air Force	mfd	24aug44	USAAF s/n 43-48439; diverted 07sep44 (via Fairbanks)
14256/25701	not known		C-47B-1-DK	Soviet Air Force	mfd	22aug44	USAAF s/n 43-48440; diverted 05sep44 (via Fairbanks)
14257/25702	not known		C-47B-1-DK	Soviet Air Force	mfd	22aug44	USAAF s/n 43-48441; diverted 10sep44 (via Fairbanks)
14258/25703	not known		C-47B-1-DK	Soviet Air Force	mfd	22aug44	USAAF s/n 43-48442; diverted 05sep44 (via Fairbanks)
14259/25704	not known		C-47B-1-DK	Soviet Air Force	mfd	21aug44	USAAF s/n 43-48443; diverted 04sep44 (via Fairbanks)

14346/25791	7310	C-47B-1-DK	Yugoslav Air Force	mfd	27aug44	USAAF s/n 43-48530; ex RAF s/n KJ852; supplied under MDAP terms; d/d 20apr53 (Air-Britain gives 19aug53); wfu before the introduction of the 5-digit serial system
14388/25833	348572	C-47B-1-DL	CNRA Air Transp.	mfd	30aug44	USAAF s/n 43-48572; diverted to the UNRRA 04jan47; did probably not aspire to an XT- registration; dbr 11apr47 in a ground accident at Peking-West Field, was subsequently used for spares
14414/25859	348598 ?	C-47B-5-DK	Chinese Air Force	mfd	02sep44	USAAF s/n 43-48598; diverted 09dec45
14433/25878	348617 ?	C-47B-5-DK	Chinese Air Force	mfd	02sep44	USAAF s/n 43-48617; diverted 15feb46
14443/25888	CA59	C-47B-5-DK	Centr Air Trp Corp	mfd	05sep44	USAAF s/n 43-48627; excluded 01aug46
	XT-T70	C-47B-5-DK	Centr Air Trp Corp	r/r	jan47	
	XT-5..	C-47B-5-DK	Centr Air Trp Corp	r/r	unknown	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8335C 19dec49 (canx 22jul53), N68780, N730D, N68780, N81T, N1181T, CF-WBN, C-FWBN and HH-ABA
14446/25891	348630 ?	C-47B-5-DK	Chinese Air Force	mfd	06sep44	USAAF s/n 43-48630; diverted 16sep45
14455/25900	348639 ?	C-47B-5-DK	Chinese Air Force	mfd	05sep44	USAAF s/n 43-48639; diverted 16sep45
14458/25903	not known	C-47B-5-DK	Soviet Air Force	mfd	sep44	USAAF s/n 43-48642; diverted 19sep44
14459/25904	not known	C-47B-5-DK	Soviet Air Force	mfd	07sep44	USAAF s/n 43-48643; diverted 10oct44
14460/25905	not known	C-47B-5-DK	Soviet Air Force	mfd	06sep44	USAAF s/n 43-48644; diverted 24sep44
14461/25906	not known	C-47B-5-DK	Soviet Air Force	mfd	06sep44	USAAF s/n 43-48645; diverted 28sep44
14462/25907	not known	C-47B-5-DK	Soviet Air Force	mfd	07sep44	USAAF s/n 43-48646; diverted 06oct44
14463/25908	not known	C-47B-5-DK	Soviet Air Force	mfd	07sep44	USAAF s/n 43-48647; diverted 10oct44
14464/25909	not known	C-47B-5-DK	Soviet Air Force	mfd	13sep44	USAAF s/n 43-48648; diverted 09oct44
14465/25910	not known	C-47B-5-DK	Soviet Air Force	mfd	08sep44	USAAF s/n 43-48649; diverted 22sep44
14466/25911	not known	C-47B-5-DK	Soviet Air Force	mfd	09sep44	USAAF s/n 43-48650; diverted 10oct44
14467/25912	not known	C-47B-5-DK	Soviet Air Force	mfd	08sep44	USAAF s/n 43-48651; diverted 10oct44
14548/25993	not known	C-47B-5-DK	Chinese Air Lines	mfd	16sep44	USAAF s/n 43-48732; diverted 28feb46; became 48732 of the Taiwanese Air Force
14564/26009	not known	C-47B-5-DK	Soviet Air Force	mfd	16sep44	USAAF s/n 43-48748; diverted 15oct44
14565/26010	not known	C-47B-5-DK	Soviet Air Force	mfd	16sep44	USAAF s/n 43-48749; diverted 06oct44
14566/26011	not known	C-47B-5-DK	Soviet Air Force	mfd	16sep44	USAAF s/n 43-48750; diverted 20oct44
14567/26012	not known	C-47B-5-DK	Soviet Air Force	mfd	16sep44	USAAF s/n 43-48751; diverted 10oct44
14568/26013	not known	C-47B-5-DK	Soviet Air Force	mfd	16sep44	USAAF s/n 43-48752; seen sep44, awaiting delivery; diverted 18oct44
14569/26014	not known	C-47B-5-DK	Soviet Air Force	mfd	16sep44	USAAF s/n 43-48753; diverted 18oct44
14570/26015	not known	C-47B-5-DK	Soviet Air Force	mfd	16sep44	USAAF s/n 43-48754; diverted 26oct44
14571/26016	not known	C-47B-5-DK	Soviet Air Force	mfd	19sep44	USAAF s/n 43-48755; diverted 20oct44
14572/26017	CCCC-L946	C-47B-5-DK	GVF	mfd	16sep44	USAAF s/n 43-48756; mfd given in Soviet accident report as 25sep44; diverted 18oct44; opb 10 atd GVF at Moscow-Vnukovo; w/o 05nov46 on the leg from Riga to Moscow-Vnukovo of a flight from Berlin-Schönefeld to Moscow-Vnukovo when the airport at Vnukovo was overstreinded 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 two hours the aircraft tried to land in thick fog at night but had to go around, pulled up too steeply, stalled and crashed some 600-700 metres from the landing T; 3 of the 4 crew and 10 of the 22 passengers killed and all survivors injured; t/t 1,675 hours; see also Li-2s CCCP-L4181 and CCCP-L4207 which all crashed within 50 minutes
14573/26018	not known	C-47B-5-DK	Soviet Air Force	mfd	16sep44	USAAF s/n 43-48757; diverted 22oct44
14578/26023	348762 ?	C-47B-5-DK	Chinese Air Force	mfd	16sep44	USAAF s/n 43-48762; diverted 09dec45
14632/26077	--	C-47B-6-DK	Czechoslovak AF	mfd	24oct44	version correct; USAAF s/n 43-48816; d/d 22aug46; not taken up (but according to another source i/s 04sep46); repossessed by the USAF by 01jan48; became 348816 (South Vietnamese Air Force)
14622/26067	C-51219	C-47B-7-DK	Civil Air Transp.	mfd	26jan45	version correct; USAAF s/n 43-48806; diverted 30jun45; named 'Meiling'; used as Madame Chang's personal transport; became 219, 7219 and 48806 of the Taiwanese Air Force; preserved in the RoCAF museum at Kangshan (N22.784171 E120.272289), seen oct00/jan04
14651/26096	7312	C-47B-5-DK	Yugoslav Air Force	mfd	28sep44	USAAF s/n 43-48835; ex RAF s/n KJ926; supplied under MDAP terms; d/d 27nov53 (Air-Britain gives MDA 12jan54); opb 119. vtrp and later by 111. ppa at Zagreb (evidence for sep69)
	71203	C-47B-5-DK	Yugoslav Air Force	no	reports	opb 111. ppa at Zagreb (evidence for may70/jun70); preserved at Zadar-Zemunik (N44.100232 E15.346663), seen aug09/sep12
14735/26180	OK-VDA	DC-3C	MNO	mfd	30sep44	USAAF s/n 43-48919; built as a C-47B-10-DK; Ministry of National Defence; d/d 02may46; rgd 29jan47; canx 27sep60 (clean-up of register)
	D-16	DC-3C	Czechoslovak AF	trf	unknown	in natural metal c/s
	D-01	DC-3C	Czechoslovak AF	r/r	1951	wfu jul56; fate unknown
14780/26225	not known	C-47B-10DK	Soviet Air Force	mfd	06oct44	USAAF s/n 43-48964; diverted 20oct44
14781/26226	not known	C-47B-10DK	Soviet Air Force	mfd	07oct44	USAAF s/n 43-48965; diverted 29oct44
14782/26227	CCCC-L949	C-47B-10DK	GVF	mfd	06oct44	USAAF s/n 43-48966; diverted 24oct44; opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945
14783/26228	not known	C-47B-10DK	Soviet Air Force	mfd	07oct44	USAAF s/n 43-48967; diverted 20oct44
	CCCC-L943	TS-62	AFL/Yakutiya	trf	1949	opb 14 TAO; underwent tests with the NII GVF in early 1949
	CCCC-L943	TS-62	AFL/Ukraine	trf	unknown	opb 80 OAO; canx 1955
14784/26229	not known	C-47B-10DK	Soviet Air Force	mfd	07oct44	USAAF s/n 43-48968; diverted 22oct44
14785/26230	not known	C-47B-10DK	Soviet Air Force	mfd	07oct44	USAAF s/n 43-48969; diverted 24oct44
14786/26231	not known	C-47B-10DK	Soviet Air Force	mfd	07oct44	USAAF s/n 43-48970; diverted 20nov44
14787/26232	not known	C-47B-10DK	Soviet Air Force	mfd	10oct44	USAAF s/n 43-48971; diverted 02nov44
14788/26233	not known	C-47B-10DK	Soviet Air Force	mfd	07oct44	USAAF s/n 43-48972; diverted 30nov44
14789/26234	not known	C-47B-10DK	Soviet Air Force	mfd	13oct44	USAAF s/n 43-48973; diverted 29oct44
14811/26256	7325	C-47B-10DK	Yugoslav Air Force	mfd	09oct44	USAAF s/n 43-48995; ex RAF s/n KJ964; supplied under MDAP terms; d/d 25mar54
	71216	C-47B-10DK	Yugoslav Air Force	no	reports	opb 111. ppa at Zagreb (evidence for aug70/sep75); wfu post 11jan77; preserved at Mostar AB, i/n 1992
14860/26305	10.	C-47B-10DK	CNAC	mfd	08nov44	USAAF s/n 43-49044; diverted 15nov44, under Lend-Lease; became probably '111', '105' or '106', see there
14861/26306	10.	C-47B-10DK	CNAC	mfd	08nov44	USAAF s/n 43-49045; diverted 15nov44, under Lend-Lease; became probably '112', '105' or '106', see there
14862/26307	49046	C-47B-10DK	Chinese Air Force	mfd	08nov44	USAAF s/n 43-49046; diverted 08dec44, under Lend-Lease; became 49046 of the Taiwanese Air Force
14869/26314	not known	C-47B-10DK	Soviet Air Force	mfd	16oct44	USAAF s/n 43-49053; diverted 22nov44
14870/26315	not known	C-47B-10DK	Soviet Air Force	mfd	13oct44	USAAF s/n 43-49054; diverted 04nov44
14871/26316	not known	C-47B-10DK	Soviet Air Force	mfd	14oct44	USAAF s/n 43-49055; diverted 25nov44
14872/26317	not known	C-47B-10DK	Soviet Air Force	mfd	14oct44	USAAF s/n 43-49056; diverted 07nov44
14873/26318	not known	C-47B-10DK	Soviet Air Force	mfd	10oct44	USAAF s/n 43-49057; diverted 26nov44
14874/26319	CCCC-L952	C-47B-10DK	GVF	mfd	14oct44	USAAF s/n 43-49058; mfd given in Soviet accident report as 27oct44; diverted 05nov44
	CCCC-L952	C-47B-10DK	AFL/Georgia	no	reports	opb 18 TAO; w/o 05mar47 on a flight from Tbilisi to Moscow-Vnukovo when the crew decided to cut the route short and overfly the main ridge of the Caucasus near the spring of the Dzhdari river as they were short of time, the aircraft entered clouds, crashed at a height of some 3,300 metres to a mountain (3,460 metres) 6 km west of Mount Laila-Lekheli in the Nizhnesvanetski khrabret ridge (74 km NNW of Kutaisi) and came to rest on a slope some 600 metres below, all 4 crew and 19 passengers killed; t/t 2,236 hours; wreck found only 20jun47
14875/26320	not known	C-47B-10DK	Soviet Air Force	mfd	16oct44	USAAF s/n 43-49059; diverted 05nov44
14876/26321	not known	C-47B-10DK	Soviet Air Force	mfd	16oct44	USAAF s/n 43-49060; diverted 23nov44; opb 8 tag by dec44; t/t 158 hours by 29dec44
14877/26322	not known	C-47B-10DK	Soviet Air Force	mfd	17oct44	USAAF s/n 43-49061; diverted 30nov44
14878/26323	not known	C-47B-10DK	Soviet Air Force	mfd	16oct44	USAAF s/n 43-49062; diverted 02dec44
14882/26327	not known	C-47B-10DK	Soviet Air Force	mfd	14oct44	USAAF s/n 43-49066; diverted 25nov44
	CCCC-L966	TS-62	AFL/Northern-SCW	rgd	spr. 50	
14883/26328	not known	C-47B-10DK	Soviet Air Force	mfd	16oct44	USAAF s/n 43-49067; diverted 22nov44
14884/26329	CCCC-L950	C-47B-10DK	GVF/Urals	mfd	16oct44	USAAF s/n 43-49068; mfd given in Soviet accident report as 05nov44; diverted 07nov44; w/o 04dec45 on the leg from Krasnoyarsk to Novosibirsk of a flight from Ulan-Bator to Moscow when tried to land in below-minima weather conditions (low clouds and fog) at night, while the crew tried to find the runway the right wing collided at a height of some 50 metres with the wiring of a radio transmitter mast and came off so that the aircraft crashed, all 4 crew and 12 passengers killed; t/t 1,241 hours
14885/26330	not known	C-47B-10DK	Soviet Air Force	mfd	17oct44	USAAF s/n 43-49069; diverted 30nov44
14886/26331	not known	C-47B-10DK	Soviet Air Force	mfd	17oct44	USAAF s/n 43-49070; diverted 22nov44
14887/26332	not known	C-47B-10DK	Soviet Air Force	mfd	17oct44	USAAF s/n 43-49071; diverted 20nov44
	CCCC-L976	C-47B-10DK	GVF	ph.	27jul45	in olive drab c/s with light grey undersides, no titles; was the first Soviet aircraft to land in Switzerland when carried a Soviet delegation from Moscow to Dübendorf 27jul45 which conducted negotiations about the extradition of the some 10.500 Soviet displaced persons interned in Switzerland; in document as '976' sep46
14888/26333	not known	C-47B-10DK	Soviet Air Force	mfd	17oct44	USAAF s/n 43-49072; diverted 21nov44
14889/26334	not known	C-47B-10DK	Soviet Air Force	mfd	19oct44	USAAF s/n 43-49073; diverted 26nov44
	CCCC-L977	C-47B-10DK	GVF	WAW	1951	in olive drab c/s with light grey undersides
14890/26335	not known	C-47B-10DK	Soviet Air Force	mfd	16oct44	USAAF s/n 43-49074; diverted 20nov44
14891/26336	not known	C-47B-10DK	Soviet Air Force	mfd	16oct44	USAAF s/n 43-49075; diverted 20nov44
14922/26367	49106	C-47B-10DK	Chinese Air Force	mfd	oct44	USAAF s/n 43-49106 (NACA 106 was a different aircraft)
15002/26447	D-22	C-47B-10DK	Czechoslovak AF	mfd	14nov44	USAAF s/n 43-49186; d/d 25may46; i/s 17jun46; in olive drab c/s with light blue undersides
	D-13	C-47B-10DK	Czechoslovak AF	r/r	1951	opb 1dp; w/o 03jul56 when encountered a storm, disintegrated at 3,000 metres and crashed at Lom nad Rimavicou near Banská Bystrica (Slovakia), all 5 crew and 15 passengers killed
15007/26452	D-25	C-47B-10DK	Czechoslovak AF	mfd	28oct44	USAAF s/n 43-49191; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides; f/n MAN aug47
	9191	C-47B-10DK	Czechoslovak AF	r/r	1957	fate unknown
	OK-XAA	C-47B-10DK	not known	no	reports	c/n not confirmed
15010/26455	D-21	C-47B-10DK	Czechoslovak AF	mfd	27oct44	USAAF s/n 43-49194; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides
	9194	C-47B-10DK	Czechoslovak AF	r/r	1957	
	OK-WZF	C-47B-10DK	Omnipol ?	wfu	01mar60	ferried to Paris 23may60; became '49194' (French Air Force) and F-OGFI (ntu); nose preserved in Musée de l'Air at Le Bourget (N48.946812 E2.434827)
15045/26490	349229 ?	C-47B-10DK	Chinese Air Force	mfd	30oct44	USAAF s/n 43-49229; diverted 09dec45
15051/26496	349235 ?	C-47B-10DK	Chinese Air Force	mfd	01nov44	USAAF s/n 43-49235; Foreign Liquidation Commission 20aug47; became 49235 of the Taiwanese Air Force
15055/26500	349239 ?	C-47B-10DK	Chinese Air Force	mfd	31oct44	USAAF s/n 43-49239; Foreign Liquidation Commission 20aug47; became 49239 of the Taiwanese Air Force

15098/26543	not known	C-47B-15DK Soviet Air Force	mfd	10nov44	USAAF s/n 43-49282; diverted 27nov44
15099/26544	CCCP-L963	C-47B-15DK GVF/Azerbaijan	mfd	06nov44	USAAF s/n 43-49283; mfd given in Soviet accident report as 23nov44; diverted 30nov44; opb 9 ATO; w/o 22jan45 on the leg from Kuntorkala to Grozny of a flight from Baku to Simferopol when took off despite below-minima weather conditions and missing weather data for Grozny, the crew followed a railway line but lost orientation near Gudermes in fog and crashed at a height of 280 metres into the northern slope of the Terski khibet mountain range (4 km south of Chervlyonnaya in the Shelkovskaya district of the Grozny region), all 4 crew and both passengers killed; t/t 133 hours; wreck found only 25jan45
15100/26545	not known	C-47B-15DK Soviet Air Force	mfd	04nov44	USAAF s/n 43-49284; diverted 27nov44
15101/26546	not known	C-47B-15DK Soviet Air Force	mfd	06nov44	USAAF s/n 43-49285; diverted 03dec44
15102/26547	not known	C-47B-15DK Soviet Air Force	mfd	15nov44	USAAF s/n 43-49286; diverted 03jan45
15103/26548	not known	C-47B-15DK Soviet Air Force	mfd	04nov44	USAAF s/n 43-49287; diverted 25nov44
15104/26549	not known	C-47B-15DK Soviet Air Force	mfd	06nov44	USAAF s/n 43-49288; diverted 02dec44
15105/26550	not known	C-47B-15DK Soviet Air Force	mfd	04nov44	USAAF s/n 43-49289; diverted 26nov44
15106/26551	not known	C-47B-15DK Soviet Air Force	mfd	09nov44	USAAF s/n 43-49290; diverted 27nov44
15107/26552	not known	C-47B-15DK Soviet Air Force	mfd	09nov44	USAAF s/n 43-49291; diverted 25nov44
15112/26557	71255	C-47B-15DK Yugoslav Air Force	mfd	08nov44	USAAF s/n 43-49296; ex RAF s/n KK107, '349296' (French Air Force), F-RAFI, F-RAVA, F-BTDC (permit issued 21nov72); d/d in late 1972; opb 111. ppa at Zagreb; wfu 1976; flown to Otocac (Croatia) 08jun77; preserved near a partisan field at Otocac (N44.850591 E15.280353) from jun82, derelict by aug85, l/n aug09
15207/26652	not known	C-47B-15DK Soviet Air Force	mfd	18nov44	USAAF s/n 43-49391; diverted 09dec44 (via Fairbanks)
15208/26653	not known	C-47B-15DK Soviet Air Force	mfd	17nov44	USAAF s/n 43-49392; diverted 21dec44
15209/26654	not known	C-47B-15DK Soviet Air Force	mfd	17nov44	USAAF s/n 43-49393; diverted 09dec44
15210/26655	not known	C-47B-15DK Soviet Air Force	mfd	20nov44	USAAF s/n 43-49394; diverted 21dec44
15211/26656	not known	C-47B-15DK Soviet Air Force	mfd	21nov44	USAAF s/n 43-49395; diverted 03jan45
15212/26657	not known	C-47B-15DK Soviet Air Force	trf	1946	opb 14 TAO
15214/26659	not known	C-47B-15DK Soviet Air Force	mfd	17nov44	USAAF s/n 43-49396; diverted 09dec44
15215/26660	not known	C-47B-15DK Soviet Air Force	mfd	21nov44	USAAF s/n 43-49398; diverted 12dec44
15216/26661	not known	C-47B-15DK Soviet Air Force	mfd	18nov44	USAAF s/n 43-49399; diverted 30dec44
15217/26662	CCCP-X701	C-47B-15DK MVD - GULGMP	mfd	21nov44	opb AO Norilskogo kombinata GULGMP (Main Directorate of the Metallurgical Industry Camps) by 1947
15218/26663	not known	C-47B-15DK Soviet Air Force	mfd	21nov44	USAAF s/n 43-49400; diverted 09dec44
15219/26664	3"3"	C-47B-15DK Soviet Air Force	mfd	20nov44	USAAF s/n 43-49401; diverted 23dec44; code probably red
15220/26665	CA42	C-47B-15DK Centr Air Trp Corp	mfd	23nov44	USAAF s/n 43-49443; excluded by the USAAF 01aug46
15221/26666	XT-T32	C-47B-15DK Centr Air Trp Corp	r/r	jan47	
15222/26667	XT-5..	C-47B-15DK Centr Air Trp Corp	r/r	unknown	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8330C 19dec49 (canx 22jul53), N4661V, CC-CBI, CC-CLDS, CC-CBW, CC-PQG and CC-CBW; was preserved in the museum (N33.486491 W70.695019) at Los Cerillos (Chile), l/n before dismantling nov00
15266/26711	349450 ?	C-47B-15DK Chinese Air Force	mfd	24nov44	USAAF s/n 43-49450; diverted 09dec45
15275/26720	7311	C-47B-15DK Yugoslav Air Force	mfd	23nov44	USAAF s/n 43-49459; ex RAF s/n KK138; supplied under MDAP terms; d/d nov53; opb 111. ppa at Zagreb; l/n Surcin 11aug69
	71202	C-47B-15DK Yugoslav Air Force	r/r	jul71 ?	opb 111. ppa at Zagreb (evidence for apr75); wfu and used as a restaurant at NiU (Serbia) in the early 1980s; later sat on a dump at NiU; scrapped at Zadar AB nov95
15297/26742	7322	C-47D Yugoslav Air Force	mfd	27nov44	USAAF s/n 43-49481; built as C-47B-15-DK; ex RAF s/n KK158; converted to C-47D 22jul53; supplied under MDAP terms; d/d 23feb54; opb 111. ppa at Zagreb (evidence for mar68/aug69); wfu before the introduction of the 5-digit serial system
15371/26816	XT-813	C-47B-15DK Civil Air Transp.	mfd	06dec44	tie-up not confirmed; USAAF s/n 43-49555; ex PI-C182; leased from Trans-Asiatic Airlines; canx 13nov49; became B-813; w/o 29nov52; this c/n is also reported as XT-815
15387/26832	349571	C-47B-15DK CNRRA Air Transp.	mfd	08dec44	USAAF s/n 43-49571; diverted to the UNRRA 04jan47; did probably not aspire to an XT- registration; possibly broken up for spares in late mar47, but misreported as '404' (in error for 43-16404)
15390/26835	not known	C-47B-15DK Chinese Air Lines	mfd	12dec44	USAAF s/n 43-49574; diverted 15feb46
15394/26839	not known	C-47B-15DK Chinese Air Lines	mfd	08dec44	USAAF s/n 43-49578; diverted 15feb46
15397/26842	not known	C-47B-15DK Chinese Air Lines	mfd	09dec44	USAAF s/n 43-49581; diverted 31jan46
15399/26844	not known	C-47B-15DK Soviet Air Force	mfd	12dec44	USAAF s/n 43-49583; diverted 10jan45
15400/26845	not known	C-47B-15DK Soviet Air Force	mfd	13dec44	USAAF s/n 43-49584; diverted 14jan45
15401/26846	not known	C-47B-15DK Soviet Air Force	mfd	12dec44	USAAF s/n 43-49585; diverted 17jan45
15402/26847	not known	C-47B-15DK Soviet Air Force	mfd	14dec44	USAAF s/n 43-49586; diverted 17jan45
15403/26848	not known	C-47B-15DK Soviet Air Force	mfd	20dec44	USAAF s/n 43-49587; diverted 18jan45
15404/26849	not known	C-47B-15DK Soviet Air Force	mfd	14dec44	USAAF s/n 43-49588; diverted 03jan45
15405/26850	CCCP-L981	C-47B-15DK GVF	mfd	12dec44	USAAF s/n 43-49589; diverted 10jan45; opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945
15406/26851	not known	C-47B-15DK Soviet Air Force	mfd	12dec44	USAAF s/n 43-49590; diverted 17jan45
15407/26852	not known	C-47B-15DK Soviet Air Force	mfd	15dec44	USAAF s/n 43-49591; diverted 20jan45
15408/26853	not known	C-47B-15DK Soviet Air Force	mfd	12dec44	USAAF s/n 43-49592; diverted 18jan45
15451/26896	not known	C-47B-20DK Chinese Air Lines	mfd	21dec44	USAAF s/n 43-49635; diverted 18feb46
15453/26898	not known	C-47B-20DK Chinese Air Lines	mfd	20dec44	USAAF s/n 43-49637; diverted 15feb46
15461/26906	CA54	C-47B-20DK Centr Air Trp Corp	mfd	16jan45	USAAF s/n 43-49645; excluded by the USAAF 01aug46
	XT-T37	C-47B-20DK Centr Air Trp Corp	r/r	jan47	
	XT-5..	C-47B-20DK Centr Air Trp Corp	r/r	unknown	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8332C 19dec49 (canx 12aug53), N4662V, CC-CBH, CC-CLDR and CC-CBV
15464/26909	not known	C-47B-20DK Chinese Air Lines	mfd	19dec44	USAAF s/n 43-49648; diverted 31jan46; became 49648 of the Taiwanese Air Force
15465/26910	not known	C-47B-20DK China ?	mfd	21dec44	USAAF s/n 43-49649; Foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (now Chongqing)
15466/26911	349650 ?	C-47B-20DK Chinese Air Force	mfd	03jan45	USAAF s/n 43-49650; diverted 09dec45
15467/26912	not known	C-47B-20DK Chinese Air Lines	mfd	20dec44	USAAF s/n 43-49651; diverted 15feb46
15484/26929	not known	C-47B-20DK Soviet Air Force	mfd	19dec44	USAAF s/n 43-49668; diverted 01feb45
15485/26930	not known	C-47B-20DK Soviet Air Force	mfd	21dec44	USAAF s/n 43-49669; diverted 31jan45; f/n PRG 1945
15486/26931	not known	C-47B-20DK Soviet Air Force	mfd	23dec44	USAAF s/n 43-49670; diverted 23jan45
15487/26932	not known	C-47B-20DK Soviet Air Force	mfd	21dec44	USAAF s/n 43-49671; diverted 24jan45
15488/26933	not known	C-47B-20DK Soviet Air Force	mfd	29dec44	USAAF s/n 43-49672; diverted 04feb45
15489/26934	not known	C-47B-20DK Soviet Air Force	mfd	19dec44	USAAF s/n 43-49673; diverted 24jan45
15490/26935	not known	C-47B-20DK Soviet Air Force	mfd	29dec44	USAAF s/n 43-49674; diverted 04feb45
15491/26936	not known	C-47B-20DK Soviet Air Force	mfd	19dec44	USAAF s/n 43-49675; diverted 24jan45
15492/26937	not known	C-47B-20DK Soviet Air Force	mfd	21dec44	USAAF s/n 43-49676; diverted 21jan45
15493/26938	not known	C-47B-20DK Soviet Air Force	mfd	21dec44	USAAF s/n 43-49677; diverted 24jan45
15503/26948	349687 ?	C-47B-20DK Chinese Air Force	mfd	23dec44	USAAF s/n 43-49687; diverted 09dec45; became 49687 of the Taiwanese Air Force
15508/26953	349692 ?	C-47B-20DK Chinese Air Force	mfd	23dec44	USAAF s/n 43-49692; diverted 16jan46
15609/27054	not known	C-47B-20DK Chinese Air Lines	mfd	02jan45	USAAF s/n 43-49793; diverted 31jan45; became 49793 and 7270 of the Taiwanese Air Force
15610/27055	not known	C-47B-20DK Soviet Air Force	mfd	05jan45	USAAF s/n 43-49794; diverted 31jan45
15611/27056	not known	C-47B-20DK Soviet Air Force	mfd	06jan45	USAAF s/n 43-49795; diverted 02feb45
15612/27057	not known	C-47B-20DK Soviet Air Force	mfd	04jan45	USAAF s/n 43-49796; diverted 25jan45
	349796	C-47B-20DK GVF/Yakutiya	no	reports	opb 14 TAO; in document 05jul46
15613/27058	not known	C-47B-20DK Soviet Air Force	mfd	02jan45	USAAF s/n 43-49797; diverted 04feb45
15614/27059	not known	C-47B-20DK Soviet Air Force	mfd	03jan45	USAAF s/n 43-49798; diverted 04feb45
15615/27060	not known	C-47B-20DK Soviet Air Force	mfd	02jan45	USAAF s/n 43-49799; diverted 01feb45
15616/27061	349800	C-47B-20DK Soviet Air Force	mfd	05jan45	USAAF s/n 43-49800; diverted 31jan45; opb 8 tap 1 pad; mentioned in an incident report at Vitim 27mar45 (came in too fast on landing with strong cross-winds, bounced several times, touched down late and overran the runway)
15617/27062	not known	C-47B-20DK Soviet Air Force	mfd	05jan45	USAAF s/n 43-49801; diverted 12feb45
15619/27064	not known	C-47B-20DK Soviet Air Force	mfd	05jan45	USAAF s/n 43-49803; diverted 02feb45
15620/27065	not known	C-47B-20DK Soviet Air Force	mfd	02jan45	USAAF s/n 43-49804; diverted 02feb45
15636/27081	7314	C-47D Yugoslav Air Force	mfd	05jan45	USAAF s/n 43-49820; built as C-47B-20-DK; ex RAF s/n KN215; converted to C-47D 22may53; diverted 02feb45 under MDAP terms; d/d 06jan54; opb 111. ppa at Zagreb (evidence for dec67)
	71205	C-47D Yugoslav Air Force	no	reports	
15679/27124	349863 ?	C-47B-20DK Chinese Air Force	mfd	10jan45	USAAF s/n 43-49863; diverted 09dec45
15695/27140	71261	C-47B-20DK Yugoslav Air Force	mfd	11jan45	USAAF s/n 43-49879; ex '349879' (French Air Force) and F-BRGJ (ntu); d/d 1971 ?
15702/27147	not known	C-47B-20DK Soviet Air Force	mfd	13jan45	USAAF s/n 43-49886; diverted 04feb45
15704/27149	not known	C-47B-20DK Soviet Air Force	mfd	13jan45	USAAF s/n 43-49888; diverted 04feb45
15705/27150	not known	C-47B-20DK Soviet Air Force	mfd	15jan45	USAAF s/n 43-49889; diverted 06feb45
15706/27151	not known	C-47B-20DK Soviet Air Force	mfd	13jan45	USAAF s/n 43-49890; diverted 02feb45
15707/27152	not known	C-47B-20DK Soviet Air Force	mfd	16jan45	USAAF s/n 43-49891; diverted 06feb45
15708/27153	CCCP-N368	C-47B-20DK Polyarnaya Aviats.	mfd	23jan45	USAAF s/n 43-49892; diverted 22feb45; opb Moskovskaya aviagruppa from 27apr45 (pilot: L.G. Kruze); flew ice-reconnaissance missions 15mar46/14oct46; damaged 12dec46 on landing at Igarka when touched down too early due to pilot error and nosed over, all 5 crew and both passengers escaped unhurt; repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62
15710/27155	"1000"	C-47B-20DK Soviet Air Force	mfd	19jan45	USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945
15711/27156	not known	C-47B-20DK Soviet Air Force	mfd	15jan45	USAAF s/n 43-49895; diverted 07feb45
15712/27157	not known	C-47B-20DK Soviet Air Force	mfd	15jan45	USAAF s/n 43-49896; diverted 03feb45
15713/27158	not known	C-47B-20DK Soviet Air Force	mfd	15jan45	USAAF s/n 43-49897; diverted 03feb45
15722/27167	XT-T503	C-47B-20DK CNRRA Air Transp.	mfd	17jan45	USAAF s/n 43-49906; diverted 01jan47; named 'Peiping' (Beijing) aug47; registration probably not applied until oct47
	XT-803	C-47B-20DK Civil Air Transp.	trf	28may48	named 'Peiping'; scrapped 25oct48
15779/32527	107 ? (1)	C-47B-25DK CNAC	mfd	17jan45	USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136'
	XT-84 ?	C-47B-25DK CNAC	r/r	jan47	XT-84 was ex '107'; passenger version; in fleet list 27feb48

15782/32530	108 (1)	C-47B-25DK CNAC	mfd	07feb45	tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137'
	XT-T58/108	C-47B-25DK CNAC	r/r	jan47	tie-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48
	XT-133	C-47B-25DK CNAC	r/r	1948	passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand
15783/32531	109 ? (1)	C-47B-25DK CNAC	mfd	01feb45	USAAF s/n 44-76199; diverted 18feb45; under Lend-Lease; serial may also have been '138'; canx by 1948
15797/32545	7329	C-47D Yugoslav Air Force	mfd	26jan45	USAAF s/n 44-76213; built as C-47B-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAP terms; d/d 09jul54
15819/32567	71220	C-47D Yugoslav Air Force	no	reports	
	476235 ?	C-47B-25DK Chinese Air Force	mfd	28jan45	USAAF s/n 44-76235; diverted 18aug46
	not known	C-47B-25DK Chinese Air Lines	mfd	29jan45	USAAF s/n 44-76239; diverted 15feb46
	15823/32571	C-47B-25DK Chinese Air Lines	mfd	28jan45	USAAF s/n 44-76241; diverted 15feb46; became 76241 of the Taiwanese Air Force
	15825/32573	C-47B-25DK Centr Air Trp Corp	mfd	31jan45	USAAF s/n 44-76242; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai-Lunghwa, all 5 occupants killed
	15826/32574	C-47B-25DK Centr Air Trp Corp	mfd	31jan45	USAAF s/n 44-76246; excluded 01aug46
15830/32578	CA43	C-47B-25DK Centr Air Trp Corp	mfd	31jan45	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8331C 19dec49 (canx 22jul53) and N1799B; went to the Colombian Air Force in 1954
	XT-T33	C-47B-25DK Centr Air Trp Corp	r/r	jan47	USAAF s/n 44-76250; diverted 10sep45
	XT-5..	C-47B-25DK Centr Air Trp Corp	r/r	unknown	USAAF s/n 44-76256; excluded by the USAAF 28feb45
15834/32582	476250 ?	C-47B-25DK Chinese Air Force	mfd	29jan45	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8329C 19dec49 (canx 22jul53), N4663V and N99H
15840/32588	CA29	C-47B-25DK Centr Air Trp Corp	mfd	26mar45	USAAF s/n 44-76250; diverted 10sep45
	XT-T22	C-47B-25DK Centr Air Trp Corp	r/r	jan47	
	XT-5..	C-47B-25DK Centr Air Trp Corp	r/r	unknown	USAAF s/n 44-76256; excluded by the USAAF 28feb45
15847/32595	476263 ?	C-47B-25DK Chinese Air Force	mfd	06feb45	USAAF s/n 44-76263; diverted 09dec45
	not known	C-47B-25DK Soviet Air Force	mfd	05feb45	USAAF s/n 44-76267; diverted 16mar45
	15851/32599	C-47B-25DK Soviet Air Force	mfd	02feb45	USAAF s/n 44-76268; diverted 22feb45
	15852/32600	C-47B-25DK Soviet Air Force	mfd	02feb45	USAAF s/n 44-76270; diverted 05mar45
	15854/32602	C-47B-25DK Soviet Air Force	mfd	01feb45	USAAF s/n 44-76271; diverted 22feb45
	15855/32603	C-47B-25DK Soviet Air Force	mfd	01feb45	USAAF s/n 44-76272; diverted 14feb45
	15856/32604	C-47B-25DK Soviet Air Force	mfd	02feb45	USAAF s/n 44-76274; diverted 26feb45
	15858/32606	C-47B-25DK Soviet Air Force	mfd	02feb45	USAAF s/n 44-76275; diverted 05mar45
	15859/32607	C-47B-25DK Soviet Air Force	mfd	05feb45	USAAF s/n 44-76276; diverted 14feb45
	15860/32608	C-47B-25DK Soviet Air Force	mfd	02feb45	USAAF s/n 44-76278; diverted 21feb45
	15862/32610	C-47B-25DK Soviet Air Force	mfd	01feb45	USAAF s/n 44-76279; diverted 21feb45
	15863/32611	C-47B-25DK Soviet Air Force	mfd	24feb45	USAAF s/n 44-76365; diverted 18mar45
	15949/32697	C-47B-25DK Soviet Air Force	mfd	15feb45	USAAF s/n 44-76367; diverted 17mar45
	15951/32699	C-47B-25DK Soviet Air Force	mfd	15feb45	USAAF s/n 44-76368; diverted 18mar45
	15952/32700	C-47B-25DK Soviet Air Force	mfd	16feb45	USAAF s/n 44-76369; diverted 08mar45
	15953/32701	C-47B-25DK Soviet Air Force	mfd	15feb45	USAAF s/n 44-76371; diverted 09mar45
	15955/32703	C-47B-25DK Soviet Air Force	mfd	15feb45	USAAF s/n 44-76372; diverted 05mar45
	15956/32704	C-47B-25DK Soviet Air Force	mfd	14feb45	USAAF s/n 44-76373; diverted 12mar45
	15957/32705	C-47B-25DK Soviet Air Force	mfd	19feb45	USAAF s/n 44-76375; diverted 08mar45
	15959/32707	C-47B-25DK Soviet Air Force	mfd	19feb45	USAAF s/n 44-76376; diverted 09mar45; s/n used as code
	15960/32708	C-47B-25DK Soviet Air Force	mfd	15feb45	USAAF s/n 44-76376; diverted 09mar45; s/n used as code
	CCCP-N369	C-47B-25DK Polyarnaya Aviat.	ph.	1946	in green c/s with rudder in a different colour, polar bear badge on the nose; initially opb Moskovskaya aviagruppa; temporarily trf to Yeniseiskaya aviagruppa 27apr45; temporarily trf to Chukotskaya aviagruppa 15dec45; photo at bukhta Sv. Lavrentiya (St. Laurentius bay) in early 1946; flew ice-reconnaissance missions 15sep45/18oct45, 15mar46/30oct46, 25jul47/29sep47, 01mar48/05sep48 and 13jul49/06nov49; dropped parachutists over the North Pole 09may49; dbr 26oct50 on take-off from the limited-size ice strip of the drifting polar station SP-2 at night when was forced by the pilot (B.S. Osipov) to lift off at 80 mph at the end of the ice strip, lost speed at a high angle of attack and inclined to the left, the left wing and the left gear hit ice heaps (the gear was ripped off); the aircraft then bounced and inclined to the right and the right gear hit an ice heap as well, the aircraft came to rest 800 metres from the ice strip, 2 of the 6 crew slightly injured; canx 31jan51; fuselage used as a make-shift kitchen until the station was abandoned 11apr51; l/n drifting on ice at N75.666667 W176.083333 05jun54; eventually sank
15961/32709	CCCP-N564	C-47B-25DK Polyarnaya Aviat.	mfd	20feb45	USAAF s/n 44-76377; diverted 13mar45; canx 05jun53
	476434 ?	C-47B-25DK Chinese Air Force	mfd	03mar45	USAAF s/n 44-76434; diverted 09dec45
	16021/32769	C-47B-25DK Centr Air Trp Corp	mfd	07mar45	USAAF s/n 44-76437; excluded by the USAAF 01aug46; remark 'borrowing has been returned'
	16049/32797	C-47B-25DK Soviet Air Force	mfd	13mar45	USAAF s/n 44-76465; diverted 29mar45
	16050/32798	C-47B-25DK Soviet Air Force	mfd	07mar45	USAAF s/n 44-76466; diverted 01apr45
	16051/32799	C-47B-25DK Soviet Air Force	mfd	07mar45	USAAF s/n 44-76467; diverted 25mar45; in olive drab c/s with light grey underside; f/n PRG 08jan47
	16052/32800	C-47B-25DK Soviet Air Force	mfd	06mar45	USAAF s/n 44-76468; diverted 21mar45
	476468	C-47B-25DK MVD - Dalstroj	r/r	unknown	dbp probably in 1947, details unknown; struck off charge 06feb47
	476468	C-47B-25DK Soviet Air Force	mfd	07mar45	USAAF s/n 44-76469; diverted 25mar45
16053/32801	not known	C-47B-25DK GVF	rgd	unknown	opb 10 atd GVF; slightly damaged 18feb46
	CCCP-L1067	C-47B-25DK CNAC	mfd	10mar45	USAAF s/n 44-76471; diverted 16mar45, under Lend-Lease; serial may also have been '139'; canx by 1948
16055/32803	110 ? (1)	C-47B-25DK CNAC	mfd	08mar45	USAAF s/n 44-76472; diverted 23mar45
16056/32804	not known	C-47B-25DK Soviet Air Force	mfd	13mar45	USAAF s/n 44-76473; diverted 25mar45; in olive drab c/s with light grey underside; w/o 13oct45 when crashed into the Divč kameny rocks in the Krkonuše mountains (on the border between Czechoslovakia and Poland), all 6 crew killed; wreck extant by spring 1946
16057/32805	476473	C-47B-25DK Soviet Air Force	mfd	13mar45	USAAF s/n 44-76474; diverted 28mar45
16058/32806	not known	C-47B-25DK Soviet Air Force	mfd	07mar45	USAAF s/n 44-76475; diverted 20mar45
	16059/32807	C-47B-25DK Soviet Air Force	mfd	13mar45	USAAF s/n 44-76476; diverted 01apr45
	16060/32808	C-47B-25DK Soviet Air Force	mfd	13mar45	USAAF s/n 44-76484; ex RAF s/n KN395; supplied under MDAP terms; d/d dec53; wfu before the introduction of the 5-digit serial system
	16068/32816	C-47B-25DK Yugoslav Air Force	mfd	10mar45	USAAF s/n 44-76485; diverted 22mar45, under Lend-Lease; serial may also have been '140'
16069/32817	111 ? (1)	C-47B-25DK CNAC	mfd	15mar45	XT-T81 was ex '111'; cargo version; in fleet list 27feb48
	XT-T81 ?	C-47B-25DK CNAC	r/r	jan47	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8353C 19dec49 (at least on paper); possibly remained in China and the canx 07oct65 was just a tidying-up exercise
	XT-1..	C-47B-25DK CNAC	r/r	1948	USAAF s/n 44-76495; built as C-47B-25-DK; ex RAF s/n KN403; modified to C-47D 21may53; supplied under MDAP terms; d/d jan54 (Air-Britain gives MDA 14dec53); opb 111. ppa at Zagreb (evidence for apr68/may69)
16079/32827	7315	C-47D Yugoslav Air Force	mfd	13mar45	USAAF s/n 44-76499; ex RAF s/n KN407; F-BEIN, F-BEFT, '476499' (French Air Force) and F-BRGD (ntu); d/d 1971 ?
16083/32831	71206	C-47D Yugoslav Air Force	ZAG	20jul70	opb 111. ppa at Zagreb (evidence for jun70/aug74)
	71270	C-47B-25DK Yugoslav Air Force	mfd	15mar45	USAAF s/n 44-76515; diverted 29mar45, under Lend-Lease; serial may also have been '141'
16099/32847	112 ?	C-47B-25DK CNAC	mfd	21mar45	cargo version; in fleet list 27feb48
	XT-T52	C-47B-25DK CNAC	r/r	jan47	defected from Hong Kong to Communist China in 1949; probably canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8351C 19dec49 (on paper); the canx 07oct65 was just a tidying-up exercise; probably later opb SKOGA and CAAC
	XT-1..	C-47B-25DK CNAC	r/r	1948	USAAF s/n 44-76554; diverted 30mar45, under Lend-Lease; serial may have been '145'
16138/32886	not known	C-47B-30DK CNAC ?	mfd	22mar45	USAAF s/n 44-76568; diverted 12apr45
	16152/32900	C-47B-30DK Soviet Air Force	mfd	21mar45	USAAF s/n 44-76569; diverted 02apr45
	16153/32901	C-47B-30DK Soviet Air Force	mfd	22mar45	USAAF s/n 44-76570; diverted 03apr45
	16154/32902	C-47B-30DK Soviet Air Force	mfd	19mar45	USAAF s/n 44-76571; diverted 17apr45
	16155/32903	C-47B-30DK Soviet Air Force	mfd	19mar45	USAAF s/n 44-76572; diverted 02apr45
	16156/32904	C-47B-30DK Soviet Air Force	mfd	19mar45	USAAF s/n 44-76573; diverted 03apr45
	16157/32905	C-47B-30DK Soviet Air Force	mfd	20mar45	USAAF s/n 44-76575; diverted 12apr45
	16159/32907	C-47B-30DK Soviet Air Force	mfd	21mar45	USAAF s/n 44-76576; diverted 04apr45
	16160/32908	C-47B-30DK Soviet Air Force	mfd	19mar45	USAAF s/n 44-76577; diverted 02apr45
	16161/32909	C-47B-30DK Soviet Air Force	mfd	20mar45	USAAF s/n 44-76579; diverted 04apr45; f/n PRG 1945
	16163/32911	C-47B-30DK Soviet Air Force	mfd	22mar45	USAAF s/n 44-76583; diverted 03apr45, under Lend-Lease; serial may have been '147' (although '147' may also have been a C-46)
	16167/32915	C-47B-30DK CNAC ?	mfd	20mar45	USAAF s/n 44-76592; ex RAF s/n KN453; supplied under MDAP terms; d/d 06jan54
16176/32924	7321	C-47B-30DK Yugoslav Air Force	mfd	24mar45	opb 111. ppa at Zagreb (evidence for sep69/oct75); wfu and preserved at Bihač-Zeljava (N44.857553 E15.736288), damaged during the Civil War, l/n 2015
	71212	C-47B-30DK Yugoslav Air Force	mfd	24mar45	USAAF s/n 44-76615; diverted 08apr45, under Lend-Lease
16199/32947	476615 ?	C-47B-30DK Chinese Air Force	mfd	28mar45	USAAF s/n 44-76635; ex RAF s/n KN488; supplied under MDAP terms; d/d jul54; photo 1958; opb 111. ppa at Zagreb (evidence for oct68)
16219/32967	7318	C-47B-30DK Yugoslav Air Force	mfd	04apr45	c/n not confirmed ('7318' was also reported as having been wfu before the introduction of the 5-digit serial system)
16220/32968	not known	C-47B-30DK CNAC	mfd	31mar45	USAAF s/n 44-76636; diverted 09dec45
	not known	C-47B-30DK China ?	mfd	28mar45	USAAF s/n 44-76637; Foreign Liquidation Commission 08jan48; probably sold to China as was based at Nanking
16232/32980	not known	C-47B-30DK Chinese Air Lines	mfd	30mar45	USAAF s/n 44-76648; diverted 31jan46
	CA48	C-47B-30DK Centr Air Trp Corp	mfd	05apr45	USAAF s/n 44-76654; excluded 01aug46; w/o 25dec46 on a flight from Chungking (now Chongqing) to Shanghai at night when encountered heavy fog on final approach to Kiangwan airport's north-south landing strip and crashed into a farmhouse 3 km north of the airport, all 4 crew and 7 passengers plus 1 person on the ground killed
16239/32987	not known	C-47B-30DK Chinese Air Lines	mfd	31mar45	USAAF s/n 44-76655; diverted 31jan46
	not known	C-47B-30DK Chinese Air Lines	mfd	03apr45	USAAF s/n 44-76661; diverted 15feb46
	not known	C-47B-30DK Chinese Air Lines	mfd	30mar45	USAAF s/n 44-76662; diverted 15feb46

16256/33004	not known	C-47B-30DK Soviet Air Force	mfd	06apr45	USAAF s/n 44-76672; diverted 26apr45
16260/33008	not known	C-47B-30DK Soviet Air Force	mfd	03apr45	USAAF s/n 44-76676; diverted 21apr45
16263/33011	not known	C-47B-30DK Soviet Air Force	mfd	02apr45	USAAF s/n 44-76679; diverted 16apr45
16267/33015	not known	C-47B-30DK Soviet Air Force	mfd	03apr45	USAAF s/n 44-76683; diverted 14may45
16269/33017	not known	C-47B-30DK Soviet Air Force	mfd	05apr45	USAAF s/n 44-76685; diverted 20apr45
16274/33022	not known	C-47B-30DK Soviet Air Force	mfd	05apr45	USAAF s/n 44-76690; diverted 24apr45
16278/33026	not known	C-47B-30DK Soviet Air Force	mfd	05apr45	USAAF s/n 44-76694; diverted 01may45
16281/33029	not known	C-47B-30DK Soviet Air Force	mfd	06apr45	USAAF s/n 44-76697; diverted 17apr45
16285/33033	not known	C-47B-30DK Soviet Air Force	mfd	05apr45	USAAF s/n 44-76701; diverted 26apr45
16288/33036	not known	C-47B-30DK Soviet Air Force	mfd	06apr45	USAAF s/n 44-76704; diverted 14apr45
16292/33040	not known	C-47B-30DK Soviet Air Force	mfd	07apr45	USAAF s/n 44-76708; diverted 21apr45
16293/33041	7316	C-47D Yugoslav Air Force	mfd	07apr45	USAAF s/n 44-76709; built as C-47B-30-DK; ex RAF s/n KN508; converted to C-47D 15jul53; supplied under MDAP terms; d/d 21jan54
	71207	C-47D Yugoslav Air Force	no	reports	
16296/33044	not known	C-47B-30DK Soviet Air Force	mfd	07apr45	USAAF s/n 44-76712; diverted 21apr45
16299/33047	not known	C-47B-30DK Soviet Air Force	mfd	07apr45	USAAF s/n 44-76715; diverted 28apr45
	CCCP-L1011	C-47B-30DK Aeroflot	PRG	1945	registration not on pre-1944 register; in olive drab c/s with light grey underside, white titles washed out; photo as such at ZRH; l/n Budapest-Budaörs 13sep47
16303/33051	not known	C-47B-30DK Soviet Air Force	mfd	09apr45	USAAF s/n 44-76719; diverted 26apr45
16307/33055	not known	C-47B-30DK Soviet Air Force	mfd	10apr45	USAAF s/n 44-76723; diverted 04may45
16311/33059	not known	C-47B-30DK Soviet Air Force	mfd	11apr45	USAAF s/n 44-76727; diverted 28apr45
16312/33060	7313	C-47D Yugoslav Air Force	mfd	12apr45	USAAF s/n 44-76728; built as C-47B-30-DK; ex RAF s/n KN519; converted to C-47D 11may53; supplied under MDAP terms; d/d 12oct53
16314/33062	71204 7328	C-47D Yugoslav Air Force C-47D Yugoslav Air Force	ZAG mfd	20jul70 10apr45	opb 111. ppa at Zagreb (evidence for jan70/dec74); wfu and stored at Zadar (Croatia), l/n 1988; scrapped USAAF s/n 44-76730; built as C-47B-30-DK; ex RAF s/n KN520; converted to C-47D 06jul53; supplied under MDAP terms; d/d 10apr54
	71219	C-47D Yugoslav Air Force	ZAG	20jul70	c/n not confirmed ('7328' was also reported as having been wfu before the introduction of the 5-digit serial system)
16315/33063	not known	C-47B-30DK Soviet Air Force	mfd	13apr45	USAAF s/n 44-76731; diverted 01may45
16319/33067	not known	C-47B-30DK Soviet Air Force	mfd	13apr45	USAAF s/n 44-76735; diverted 26apr45
16322/33070	not known	C-47B-30DK Soviet Air Force	mfd	11apr45	USAAF s/n 44-76738; diverted 28apr45
16326/33074	not known	C-47B-30DK Soviet Air Force	mfd	11apr45	USAAF s/n 44-76742; diverted 26apr45
16329/33077	not known	C-47B-30DK Soviet Air Force	mfd	17apr45	USAAF s/n 44-76745; diverted 28apr45
16333/33081	not known	C-47B-30DK Soviet Air Force	mfd	19apr45	USAAF s/n 44-76749; diverted 03may45
16336/33084	not known	C-47B-30DK Soviet Air Force	mfd	14apr45	USAAF s/n 44-76752; diverted 05may45
16340/33088	not known	C-47B-30DK Soviet Air Force	mfd	14apr45	USAAF s/n 44-76756; diverted 26apr45
16343/33091	not known	C-47B-30DK Soviet Air Force	mfd	18apr45	USAAF s/n 44-76759; diverted 28apr45
16346/33094	"019"	C-47B-30DK Soviet Air Force	mfd	23apr45	USAAF s/n 44-76762; diverted 02may45; seen ORY around 1951
16350/33098	not known	C-47B-30DK Soviet Air Force	mfd	18apr45	USAAF s/n 44-76766; diverted 05may45
16353/33101	not known	C-47B-30DK Soviet Air Force	mfd	19apr45	USAAF s/n 44-76769; diverted 01may45
16356/33104	not known	C-47B-30DK Soviet Air Force	mfd	19apr45	USAAF s/n 44-76772; diverted 01may45
16360/33108	not known	C-47B-30DK Soviet Air Force	mfd	17apr45	USAAF s/n 44-76776; diverted 03may45
16363/33111	not known	C-47B-30DK Soviet Air Force	mfd	20jun45	USAAF s/n 44-76779; diverted 30jun45
16366/33114	not known	C-47B-30DK Soviet Air Force	mfd	21apr45	USAAF s/n 44-76782; diverted 06may45
16369/33117	not known	C-47B-30DK Soviet Air Force	mfd	25apr45	USAAF s/n 44-76785; diverted 13may45
16372/33120	not known	C-47B-30DK Soviet Air Force	mfd	21apr45	USAAF s/n 44-76788; diverted 04may45
16374/33122	not known	C-47B-30DK Soviet Air Force	mfd	19apr45	USAAF s/n 44-76790; diverted 02may45
16377/33125	not known	C-47B-30DK Soviet Air Force	mfd	26apr45	USAAF s/n 44-76793; diverted 06may45
16381/33129	not known	C-47B-30DK Soviet Air Force	mfd	24apr45	USAAF s/n 44-76797; diverted 04may45
16384/33132	not known	C-47B-30DK Soviet Air Force	mfd	24apr45	USAAF s/n 44-76800; diverted 12may45
16388/33136	not known	C-47B-30DK Soviet Air Force	mfd	26apr45	USAAF s/n 44-76804; diverted 06may45
16391/33139	not known	C-47B-30DK Soviet Air Force	mfd	04may45	USAAF s/n 44-76807; diverted 18may45
16394/33142	CCCP-L1017 CCCP-L1017 CCCP-L1017	C-47B-30DK GVF C-47B-30DK AFL/Northern C-47B-30DK AFL/Moscow (MUTA)	mfd no no	25apr45 reports reports	USAAF s/n 44-76810; diverted 04may45 opb 15 ATO; damaged on landing at Minsk 04dec48 when the right main gear collapsed; provisionally repaired 15/21dec48; w/o 30dec48 on the ferry flight for repair from Minsk to ARB-400 at Moscow-Vnukovo, shortly after lift-off the aircraft entered low clouds, came out of the clouds again with a right bank, came down in a field near Petrovshchina village 2 km north-west of Minsk airport, bounced twice, broke up and caught fire, 3 of the 4 crew killed and the survivor injured, the cause of the accident could not be established; t/t 3,163 hours
16397/33145	not known	C-47B-30DK Soviet Air Force	mfd	25apr45	USAAF s/n 44-76813; diverted 09may45
16400/33148	not known	C-47B-30DK Soviet Air Force	mfd	30apr45	USAAF s/n 44-76816; diverted 09may45
16403/33151	not known	C-47B-30DK Soviet Air Force	mfd	25apr45	USAAF s/n 44-76819; diverted 07may45
16406/33154	not known	C-47B-30DK Soviet Air Force	mfd	26apr45	USAAF s/n 44-76822; diverted 05may45
16410/33158	"007"	C-47B-30DK Soviet Air Force	mfd	27apr45	USAAF s/n 44-76826; diverted 12may45; f/n PRG 1945
16414/33162	not known	C-47B-30DK Soviet Air Force	mfd	27apr45	USAAF s/n 44-76830; diverted 07may45
16417/33165	7320	C-47D Yugoslav Air Force	mfd	28apr45	USAAF s/n 44-76833; built as C-47B-30-DK; ex RAF s/n KN554; converted to C-47D 05jun53; supplied under MDAP terms; d/d 06jan54
	71211	C-47D Yugoslav Air Force	no	reports	
16418/33166	not known	C-47B-30DK Soviet Air Force	mfd	28apr45	USAAF s/n 44-76834; diverted 08may45
16421/33169	"13"	C-47B-30DK Soviet Air Force	mfd	28apr45	USAAF s/n 44-76837; diverted 13may45; opb 19 otap GVF; in olive drab c/s; photo exists
16425/33173	not known	C-47B-30DK Soviet Air Force	mfd	30apr45	USAAF s/n 44-76841; diverted 08may45
16429/33177	not known	C-47B-30DK Soviet Air Force	mfd	30apr45	USAAF s/n 44-76845; diverted 13may45
16433/33181	not known	C-47B-30DK Soviet Air Force	mfd	28apr45	USAAF s/n 44-76849; diverted 07may45
16436/33184	not known	C-47B-30DK Soviet Air Force	mfd	30apr45	USAAF s/n 44-76852; diverted 08may45
16445/33193	not known	C-47B-35DK Soviet Air Force	mfd	01may45	USAAF s/n 44-76861; diverted 13may45
16447/33195	not known	C-47B-35DK Soviet Air Force	mfd	30apr45	USAAF s/n 44-76863; diverted 12may45
16450/33198	not known	C-47B-35DK Soviet Air Force	mfd	03may45	USAAF s/n 44-76866; diverted 15may45
16454/33202	"800"	C-47B-35DK GVF/Soviet AF c/s	mfd	08may45	USAAF s/n 44-76870; diverted 24may45; f/n PRG 1945; not CCCP-L800, see c/n 6228
16457/33205	not known	C-47B-35DK Soviet Air Force	mfd	05may45	USAAF s/n 44-76873; diverted 15may45
16460/33208	not known	C-47B-35DK Soviet Air Force	mfd	05may45	USAAF s/n 44-76876; diverted 16may45
16461/33209	not known	C-47B-35DK Soviet Air Force	mfd	04may45	USAAF s/n 44-76877; delivery of this aircraft to the Soviet Union cannot be confirmed but is very probable
16464/33212	not known	C-47B-35DK Soviet Air Force	mfd	28may45	USAAF s/n 44-76880; diverted 18jun45
16466/33214	not known	C-47B-35DK Soviet Air Force	mfd	03may45	USAAF s/n 44-76882; diverted 14may45
16470/33218	not known	C-47B-35DK Soviet Air Force	mfd	03may45	USAAF s/n 44-76886; diverted 15may45
16472/33220	7323	C-47D Yugoslav Air Force	mfd	05may45	USAAF s/n 44-76888; built as C-47B-35-DK; ex RAF s/n KN586; converted to C-47D 23jul53; supplied under MDAP terms; d/d 23feb54; rgd 08mar54; initially opb 119. vtp; trf to 32. bd jun55; trf to 678. trae at Mostar oct61; trf to 679. trae at Pleso jan66
	71214	C-47D Yugoslav Air Force	no	photo	opb 679. trae at Pleso; trf to 677. trae at NiU apr71; based at Batajnica later and again at NiU mar75/sep76; in camo c/s; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva (N44.818601 E20.285522) at Belgrade-Surcin from 24sep76, l/n mar12
16474/33222	not known	C-47B-35DK Soviet Air Force	mfd	08may45	USAAF s/n 44-76890; diverted 27may45; photo in the factory may45
	CCCP-L1027	C-47B-35DK Aeroflot	PRG	1945	
16481/33229	not known	C-47B-35DK Soviet Air Force	mfd	04may45	USAAF s/n 44-76897; diverted 14may45
16483/33231	not known	C-47B-35DK Soviet Air Force	mfd	08may45	USAAF s/n 44-76899; diverted 18may45
16486/33234	not known	C-47B-35DK Soviet Air Force	mfd	10may45	USAAF s/n 44-76902; diverted 24may45
16489/33237	not known	C-47B-35DK Soviet Air Force	mfd	11may45	USAAF s/n 44-76905; diverted 23may45
16492/33240	not known	C-47B-35DK Soviet Air Force	mfd	08may45	USAAF s/n 44-76908; diverted 18may45
16502/33250	7319	C-47D Yugoslav Air Force	mfd	11may45	USAAF s/n 44-76918; built as C-47B-35-DK; ex RAF s/n KN607; converted to C-47D 15jul53; supplied under MDAP terms; d/d 21jan54; wfu before the introduction of the 5-digit serial system
16506/33254	not known	C-47B-35DK Soviet Air Force	mfd	09may45	USAAF s/n 44-76922; diverted 18may45
16510/33258	not known	C-47B-35DK Soviet Air Force	mfd	11may45	USAAF s/n 44-76926; diverted 24may45
16516/33264	not known	C-47B-35DK Soviet Air Force	mfd	12may45	USAAF s/n 44-76932; diverted 27may45
16520/33268	not known	C-47B-35DK Soviet Air Force	mfd	11may45	USAAF s/n 44-76936; diverted 24may45
16523/33271	not known	C-47B-35DK Soviet Air Force	mfd	28may45	USAAF s/n 44-76939; diverted 06jun45
16526/33274	not known	C-47B-35DK Soviet Air Force	mfd	12may45	USAAF s/n 44-76942; diverted 27may45
16529/33277	YU-ABK	C-47B-35DK JAT	mfd	14may45	USAAF s/n 44-76945; ex RAF s/n KN624, VM-YCQ, H-709 (Pakistan Air Force) and AP-AFK; d/d 01apr53; dbr 08jan68 on a cargo flight from Munich to Zagreb when one engine caught fire and the aircraft lost height, the crew attempted an emergency landing at Linz-Hörsching but the aircraft did not make it and made a forced landing in a forest near Sankt Florian close to Linz, all 4 crew escaped
16532/33280	not known	C-47B-35DK Soviet Air Force	mfd	14may45	USAAF s/n 44-76948; diverted 31may45
16536/33284	not known	C-47B-35DK Soviet Air Force	mfd	16may45	USAAF s/n 44-76952; diverted 27may45
16540/33288	not known	C-47B-35DK Soviet Air Force	mfd	16may45	USAAF s/n 44-76956; diverted 31may45
16545/33293	not known	C-47B-35DK Soviet Air Force	mfd	17may45	USAAF s/n 44-76961; diverted 31may45
16548/33296	not known	C-47B-35DK Soviet Air Force	mfd	17may45	USAAF s/n 44-76964; diverted 27may45
16550/33298	not known	C-47B-35DK Soviet Air Force	mfd	17may45	USAAF s/n 44-76966; diverted 31may45
16563/33311	not known	C-47B-35DK Soviet Air Force	mfd	19may45	USAAF s/n 44-76979; diverted 31may45
16570/33318	not known	C-47B-35DK Soviet Air Force	mfd	18may45	USAAF s/n 44-76986; diverted 31may45
16571/33319	7324	C-47D Yugoslav Air Force	mfd	21may45	USAAF s/n 44-76987; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54
	71215	C-47D Yugoslav Air Force	no	reports	
16576/33324	not known	C-47B-35DK Soviet Air Force	mfd	21may45	USAAF s/n 44-76992; diverted 02jun45
16579/33327	7327	C-47D Yugoslav Air Force	mfd	22may45	USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 25mar54; opb 111. ppa at Zagreb (evidence for dec68/jul69)

	71218	C-47D	Yugoslav Air Force	no	reports	opb 111. ppa at Zagreb (evidence for sep69/sep75); trf to Obrazovni Centar Zravnog Saobracaja (civil training centre) at Zagreb; wfu and stored at Pleso, seen jul95/jun01; scrapped in 2004
16582/33330	"26"	C-47B-35DK	Soviet Air Force	mfd	21may45	USAAF s/n 44-76998; diverted 02jun45; code dark with white outline; opb 19 otap GVF; f/n Bucharest 1945
16585/33333	"7" white	C-47B-35DK	Soviet Air Force	mfd	22may45	USAAF s/n 44-77001; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45
16591/33339	not known	C-47B-35DK	Soviet Air Force	mfd	23may45	USAAF s/n 44-77007; diverted 05jun45
16594/33342	not known	C-47B-35DK	Soviet Air Force	mfd	22may45	USAAF s/n 44-77010; diverted 02jun45
16599/33347	not known	C-47B-35DK	Soviet Air Force	mfd	23may45	USAAF s/n 44-77015; diverted 10jun45
16602/33350	not known	C-47B-35DK	Soviet Air Force	mfd	30may45	USAAF s/n 44-77018; diverted 15jun45
16606/33354	not known	C-47B-35DK	Soviet Air Force	mfd	26may45	USAAF s/n 44-77022; diverted 05jun45
16607/33355	7317	C-47D	Yugoslav Air Force	mfd	25may45	USAAF s/n 44-77023; built as C-47B-35-DK; ex RAF s/n KN657; converted to C-47D 15jul53; supplied under MDAP terms; d/d 19jan54; f/n FAB 1958
	71208	C-47D	Yugoslav Air Force	no	reports	
16608/33356	not known	C-47B-35DK	Soviet Air Force	mfd	26may45	USAAF s/n 44-77024; diverted 02jun45
16613/33361	not known	C-47B-35DK	Soviet Air Force	mfd	29may45	USAAF s/n 44-77029; diverted 18jun45
16618/33366	not known	C-47B-35DK	Soviet Air Force	mfd	28may45	USAAF s/n 44-77034; diverted 05jun45
16622/33370	CCCP-L1026 ? "1026" white	C-47B-35DK GVF		mfd	28may45	never painted on; USAAF s/n 44-77038; diverted 09jun45
		C-47B-35DK GVF/Soviet AF c/s		ph.	29dec45	in olive drab c/s with light grey undersides; transported the two Soviet defectors Gennadi Kochetov and Vladimir Novikov from Dübendorf (Switzerland) to Moscow 29dec45 (Switzerland extradited them in exchange for the release of 5 Swiss diplomats which had been taken prisoner by the Soviet Army at Budapest and Elbing in early 1945)
16626/33374	not known	C-47B-35DK	Soviet Air Force	mfd	30may45	USAAF s/n 44-77042; diverted 15jun45
16629/33377	not known	C-47B-35DK	Soviet Air Force	mfd	29may45	USAAF s/n 44-77045; diverted 12jun45
16632/33380	not known	C-47B-35DK	Soviet Air Force	mfd	31may45	USAAF s/n 44-77048; diverted 11jun45
16635/33383	not known	C-47B-35DK	Soviet Air Force	mfd	30may45	USAAF s/n 44-77051; diverted 19jun45
16639/33387	"29"	C-47B-35DK	Soviet Air Force	mfd	29may45	USAAF s/n 44-77055; diverted 06jun45; photo at Mukden (now Shenyang) aug45
16643/33391	not known	C-47B-35DK	Soviet Air Force	mfd	29may45	USAAF s/n 44-77059; diverted 15jun45
16647/33395	not known	C-47B-35DK	Soviet Air Force	mfd	30may45	USAAF s/n 44-77063; diverted 20jun45
16650/33398	not known	C-47B-35DK	Soviet Air Force	mfd	31may45	USAAF s/n 44-77066; diverted 12jun45
16654/33402	not known	C-47B-35DK	Soviet Air Force	mfd	31may45	USAAF s/n 44-77070; diverted 11jun45
16657/33405	not known	C-47B-35DK	Soviet Air Force	mfd	31may45	USAAF s/n 44-77073; diverted 11jun45
16661/33409	CCCP-L1203	C-47B-35DK AFL	International	mfd	02jun45	USAAF s/n 44-77077; diverted 11jun45; opb 29 otryad OAG MVS; made an emergency landing at Kiev 20feb49
16665/33413	not known CCCP-X702	C-47B-35DK Soviet Air Force		mfd	05jun45	USAAF s/n 44-77081; diverted 17jun45
16669/33417	"085" yellow	C-47B-35DK MVD - GULGMP		mfd	31may45	opb AO Noril'skogo kombinata GULGMP (Main Directorate of the Metallurgical Industry Camps) by 1947
16672/33420	477088	C-47B-35DK GVF/Soviet AF c/s		mfd	05jun45	code is last 3 digits of USAAF s/n, so must be s/n 44-77085 as this is the only Soviet C-47 ending in '085'; diverted 11jun45; probably opb 19 otap GVF; in olive drab c/s with light grey undersides
16676/33424	not known	C-47B-35DK Soviet Air Force		mfd	12jun45	USAAF s/n 44-77092; diverted 27jun45
16679/33427	not known	C-47B-35DK Soviet Air Force		mfd	07jun45	USAAF s/n 44-77095; diverted 20jun45; probably returned to the USAAF in Iran after VJ day; reportedly became HZ-AAR in 1960
16684/33432	not known CCCP-N425	C-47B-35DK Soviet Air Force		mfd	08jun45	USAAF s/n 44-77100; diverted 18jun45
		C-47B-35DK Polyarnaya Aviats.		DKS	01jun47	registration painted on as 'CCCP-H-425'; in olive drab c/s with light grey undersides and 'Aviaarktika' titles; flew ice-reconnaissance missions 13mar47/04nov47 and 13/19mar48
	CCCP-N425	TS-62	Polyarnaya Aviats.			made a forced landing near the mouth of the river Anabar 11oct49; opb Igarskaya aviagruppa from 24jan51
16687/33435	not known	C-47B-35DK Soviet Air Force		mfd	08jun45	USAAF s/n 44-77103; diverted 22jun45
16691/33439	not known CCCP-L1201	C-47B-35DK Soviet Air Force		mfd	07jun45	USAAF s/n 44-77107; diverted 17jun45; re-engined with M-88 engines; converted to, see next line
16694/33442	not known	TS-82	Aeroflot	photo		used for tests with ASH-82FN engines by the NII GVF; in olive drab c/s
16698/33446	not known	C-47B-35DK Soviet Air Force		mfd	09jun45	USAAF s/n 44-77110; diverted 20jun45
16702/33450	not known	C-47B-35DK Soviet Air Force		mfd	12jun45	USAAF s/n 44-77114; diverted 24jun45
16706/33454	not known	C-47B-35DK Soviet Air Force		mfd	09jun45	USAAF s/n 44-77118; diverted 22jun45
16710/33458	not known	C-47B-35DK Soviet Air Force		mfd	12jun45	USAAF s/n 44-77122; diverted 23jun45
16714/33462	not known	C-47B-35DK Soviet Air Force		mfd	12jun45	USAAF s/n 44-77126; diverted 21jun45
16717/33465	not known CCCP-L1034 CCCP-L1034	C-47B-35DK Soviet Air Force		mfd	12jun45	USAAF s/n 44-77130; mfd given in Soviet accident report as 21jun45; diverted 22jun45
		C-47B-35DK AFL/Moscow		rgd	unknown	opb 27 otryad Moskovskogo upravleniya GVF by 1947
		TS-62	AFL/Moscow (MUTA)			opb 62 AO by 1953; dbr 13aug53 on a cargo flight from Kazan to Moscow-Bykovo when entered an area of fog (which had not been forecast) on final approach, touched down 170 metres to the right of the centre-line of the runway and collided during the landing run with Li-2 CCCP-L4393 which was parked on the apron, resulting in damage to the right wing of the TS-62 and the tail of the Li-2, all 4 crew escaped unhurt; t/t 7,736 hours
16721/33469	not known	C-47B-35DK Soviet Air Force		mfd	14jun45	USAAF s/n 44-77137; diverted 27jun45
16724/33472	not known	C-47B-35DK Soviet Air Force		mfd	15jun45	USAAF s/n 44-77140; diverted 07jul45
16728/33476	not known	C-47B-35DK Soviet Air Force		mfd	14jun45	USAAF s/n 44-77144; diverted 24jun45
16731/33479	not known	C-47B-35DK Soviet Air Force		mfd	13jun45	USAAF s/n 44-77147; diverted 22jun45
16735/33483	not known	C-47B-35DK Soviet Air Force		mfd	14jun45	USAAF s/n 44-77151; diverted 30jun45
16738/33486	not known	C-47B-35DK Soviet Air Force		mfd	15jun45	USAAF s/n 44-77154; diverted 24jun45
16742/33490	not known	C-47B-35DK Soviet Air Force		mfd	15jun45	USAAF s/n 44-77158; diverted 24jun45
16745/33493	not known	C-47B-35DK Soviet Air Force		mfd	20jun45	USAAF s/n 44-77161; diverted 04jul45
16749/33497	not known	C-47B-35DK Soviet Air Force		mfd	16jun45	USAAF s/n 44-77165; diverted 05jul45
16752/33500	not known	C-47B-35DK Soviet Air Force		mfd	15jun45	USAAF s/n 44-77168; diverted 27jun45
16753/33501	not known	C-47B-35DK Soviet Air Force		mfd	19jun45	USAAF s/n 44-77169; diverted 10jul45
16754/33502	not known	C-47B-35DK Soviet Air Force		mfd	20jun45	USAAF s/n 44-77170; diverted 23jul45
16755/33503	not known	C-47B-35DK Soviet Air Force		mfd	18jun45	USAAF s/n 44-77171; diverted 02jul45
16756/33504	not known	C-47B-35DK Soviet Air Force		mfd	19jun45	USAAF s/n 44-77172; diverted 04jul45
16757/33505	not known	C-47B-35DK Soviet Air Force		mfd	18jun45	USAAF s/n 44-77173; diverted 27jun45
16758/33506	not known	C-47B-35DK Soviet Air Force		mfd	20jun45	USAAF s/n 44-77174; diverted 16jul45
16759/33507	not known	C-47B-35DK Soviet Air Force		mfd	20jun45	USAAF s/n 44-77175; diverted 04jul45
16760/33508	not known	C-47B-35DK Soviet Air Force		mfd	19jun45	USAAF s/n 44-77176; diverted 07jul45
16761/33509	not known	C-47B-35DK Soviet Air Force		mfd	20jun45	USAAF s/n 44-77177; diverted 10jul45
16762/33510	not known	C-47B-35DK Soviet Air Force		mfd	18jun45	USAAF s/n 44-77178; diverted 27jun45
16763/33511	not known	C-47B-35DK Soviet Air Force		mfd	19jun45	USAAF s/n 44-77179; diverted 03jul45
16764/33512	not known	C-47B-35DK Soviet Air Force		mfd	22jun45	USAAF s/n 44-77180; diverted 03jul45
16765/33513	not known	C-47B-35DK Soviet Air Force		mfd	19jun45	USAAF s/n 44-77181; diverted 11jul45; reported as "6003"
16766/33514	not known	C-47B-35DK Soviet Air Force		mfd	20jun45	USAAF s/n 44-77182; diverted 03jul45
16767/33515	not known	C-47B-35DK Soviet Air Force		mfd	21jun45	USAAF s/n 44-77183; diverted 03jul45
16768/33516	not known	C-47B-35DK Soviet Air Force		mfd	21jun45	USAAF s/n 44-77184; diverted 07jul45
16774/33522	not known	C-47B-40DK Soviet Air Force		mfd	29jun45	USAAF s/n 44-77190; diverted 12jul45
16775/33523	not known	C-47B-40DK Soviet Air Force		mfd	28jun45	USAAF s/n 44-77191; diverted 17jul45
16776/33524	not known	C-47B-40DK Soviet Air Force		mfd	27jun45	USAAF s/n 44-77192; diverted 12jul45
16777/33525	not known	C-47B-40DK Soviet Air Force		mfd	30jun45	USAAF s/n 44-77193; diverted 10jul45
16778/33526	not known	C-47B-40DK Soviet Air Force		mfd	28jun45	USAAF s/n 44-77194; diverted 10jul45
16779/33527	not known	C-47B-40DK Soviet Air Force		mfd	23jun45	USAAF s/n 44-77195; diverted 10jul45
16780/33528	not known	C-47B-40DK Soviet Air Force		mfd	25jun45	USAAF s/n 44-77196; diverted 04jul45
16781/33529	not known	C-47B-40DK Soviet Air Force		mfd	22jun45	USAAF s/n 44-77197; diverted 10jul45
16782/33530	not known	C-47B-40DK Soviet Air Force		mfd	29jun45	USAAF s/n 44-77198; diverted 15jul45
16783/33531	not known	C-47B-40DK Soviet Air Force		mfd	25jun45	USAAF s/n 44-77199; diverted 17jul45
16865/33613	RA-2059G	DC3C-S1C3G	Yevgeni Barsov	mfd	07jul45	USAAF s/n 44-77281; built as C-47B-40-DK; ex NC53480, NC63288 and N97H (canx 14jun13 as exported to Russia); f/n with 'Barsov Aviation Museum Surgut, Yugra' titles but still as N97H LPP 18apr13; l/n as such LPP 15jun13; rgd 20jun13 (in register as YeEVS03.2315); f/n with the registration RA-2059G (but still also with N97H) LPP 02jul13; ferried from LPP to Stupino 02jul13; current on register 16feb18
16899/34156	not known	C-47B-45DK Soviet Air Force		mfd	11jul45	USAAF s/n 45-896; diverted 23jul45
16900/34157	not known	C-47B-45DK Soviet Air Force		mfd	12jul45	USAAF s/n 45-897; diverted 23jul45
16901/34158	not known	C-47B-45DK Soviet Air Force		mfd	11jul45	USAAF s/n 45-898; diverted 05aug45
16902/34159	not known	C-47B-45DK Soviet Air Force		mfd	14jul45	USAAF s/n 45-899; diverted 04aug45
16903/34160	not known	C-47B-45DK Soviet Air Force		mfd	13jul45	USAAF s/n 45-900; diverted 27jul45
16904/34161	not known	C-47B-45DK Soviet Air Force		mfd	12jul45	USAAF s/n 45-901; diverted 21jul45
16905/34162	not known	C-47B-45DK Soviet Air Force		mfd	13jul45	USAAF s/n 45-902; diverted 18jul45
16906/34163	not known	C-47B-45DK Soviet Air Force		mfd	12jul45	USAAF s/n 45-903; diverted 27jul45
16907/34164	not known	C-47B-45DK Soviet Air Force		mfd	17jul45	USAAF s/n 45-904; diverted 31jul45
16908/34165	not known	C-47B-45DK Soviet Air Force		mfd	18jul45	USAAF s/n 45-905; diverted 27jul45
16909/34166	not known	C-47B-45DK Soviet Air Force		mfd	11jul45	USAAF s/n 45-906; diverted 23jul45
16910/34167	not known	C-47B-45DK Soviet Air Force		mfd	13jul45	USAAF s/n 45-907; diverted 29jul45
16911/34169	not known	C-47B-45DK Soviet Air Force		mfd	13jul45	USAAF s/n 45-908; diverted 31jul45
16912/34170	not known	C-47B-45DK Soviet Air Force		mfd	19jul45	USAAF s/n 45-909; diverted 31jul45
16913/34171	not known	C-47B-45DK Soviet Air Force		mfd	17jul45	USAAF s/n 45-910; diverted 31jul45
16914/34172	not known	C-47B-45DK Soviet Air Force		mfd	13jul45	USAAF s/n 45-911; diverted 24jul45
16915/34173	not known	C-47B-45DK Soviet Air Force		mfd	14jul45	USAAF s/n 45-912; diverted 04aug45
16916/34174	not known	C-47B-45DK Soviet Air Force		mfd	13jul45	USAAF s/n 45-913; diverted 04aug45
16917/34175	not known	C-47B-45DK Soviet Air Force		mfd	21jul45	USAAF s/n 45-914; diverted 06aug45
16918/34176	not known	C-47B-45DK Soviet Air Force		mfd	14jul45	USAAF s/n 45-915; diverted 27jul45
16972/34232	not known	C-47B-45DK Soviet Air Force		mfd	20jul45	USAAF s/n 45-969; diverted 05aug45
16973/34233	CCCP-L1055	C-47B-45DK GVF		mfd	21jul45	USAAF s/n 45-970; diverted 05aug45



	CCCP-L1055	TS-62	AFL/Northern-SCW	no	reports	w/o 05oct52 on a flight from Leningrad-Shosseinaia (now Pulkovo) to Minsk-1 when collided in clouds with Il-12 CCCP-L1328 due to negligence of ATC, the right wings of both aircraft came down north of Skvoritsy (Gatchina district of the Leningrad region), while the TS-62 crashed on a field 250 metres to the north-east of the village and exploded, all 4 crew and 3 passengers killed; t/t 4,042 hours
16974/34235	CCCP-L1098 CCCP-L1098	C-47B-45DK TS-62	GVF AFL/Krasnoyarsk	mfd no	25jul45 reports	USAAF s/n 45-971; diverted 06aug45 opb 26 ATO; w/o 09nov50 on the leg from Turukhansk to Dudinka of a flight from Krasnoyarsk to Dudinka in below-minima weather conditions, when the crew was not able to find Dudinka they decided to return to Turukhansk, on the flight back at night the aircraft suffered from heavy icing and when the landing gear was lowered on finals the aircraft lost height and speed, stalled and crashed in open woodland 2 km north-east of Turukhansk airport, 2 of the 8 passengers killed and 3 passengers plus 1 of the 4 crew injured while the other 3 crew and 3 passengers escaped with minor injuries; t/t 3,858 hours
16975/34236	5972	C-47B-45DK	Soviet Air Force	mfd	25jul45	USAAF s/n 45-972; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF in autumn 1945; became 45-0972 (O-50972) and N4080L
16976/34237	not known	C-47B-45DK	Soviet Air Force	mfd	23jul45	USAAF s/n 45-973; diverted 11aug45
16977/34238	not known	C-47B-45DK	Soviet Air Force	mfd	21jul45	USAAF s/n 45-974; diverted 06aug45
16978/34239	not known CCCP-L1215	C-47B-45DK	Soviet Air Force AFL/East Siberia	mfd rgd	25jul45 unknown	USAAF s/n 45-975; diverted 07aug45 registration not on pre-1944 register; opb 11 ATO; w/o 21apr48 on a SAR flight from Takhtamygda (searching for Li-2 CCCP-L4279 which had force-landed near Tynda 20apr48) which should not have taken place as the weather was below minimum, when the right engine developed strong vibrations and the propeller could not be feathered the crew decided to return to Takhtamygda, but while overflying khrabet Yankan ridge 6 km north-east of Mount Krasnaya Zarya (then Chita region, now Amur region) along the former railway line the aircraft was not able to gain sufficient height, the left propeller collided with tree tops and the left stabiliser hit a telegraph pole so that the aircraft went out of control and crashed on the railway embankment, 3 of the 5 crew killed and the other 2 as well as the sole passenger seriously injured; t/t 1,621 hours
16979/34240	not known	C-47B-45DK	Soviet Air Force	mfd	25jul45	USAAF s/n 45-976; diverted 06aug45
16980/34241	not known	C-47B-45DK	Soviet Air Force	mfd	25jul45	USAAF s/n 45-977; diverted 11aug45
16981/34242	not known	C-47B-45DK	Soviet Air Force	mfd	24jul45	USAAF s/n 45-978; diverted 07aug45
16982/34243	5979	C-47B-45DK	Soviet Air Force	mfd	25jul45	USAAF s/n 45-979; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF 09oct45
16983/34244	not known	C-47B-45DK	Soviet Air Force	mfd	23jul45	USAAF s/n 45-980; diverted 04aug45
16984/34245	not known	C-47B-45DK	Soviet Air Force	mfd	27jul45	USAAF s/n 45-981; diverted 13aug45
16985/34246	not known	C-47B-45DK	Soviet Air Force	mfd	24jul45	USAAF s/n 45-982; diverted 09aug45
16986/34247	not known	C-47B-45DK	Soviet Air Force	mfd	27jul45	USAAF s/n 45-983; diverted 11aug45
16987/34248	not known	C-47B-45DK	Soviet Air Force	mfd	30jul45	USAAF s/n 45-984; diverted 09aug45
16988/34249	5985	C-47B-45DK	Soviet Air Force	mfd	25jul45	USAAF s/n 45-985; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF 09oct45; became '2089' (Brazilian Air Force)
16989/34251	not known	C-47B-45DK	Soviet Air Force	mfd	25jul45	USAAF s/n 45-986; diverted 09aug45
16990/34252	not known	C-47B-45DK	Soviet Air Force	mfd	29jul45	USAAF s/n 45-987; diverted 16aug45
17039/34304	CCCP-L1064 not known	C-47B-45DK	AFL/Krasnoyarsk	rgd	unknown	opb 26 TAO; made a forced landing near Yeniseisk 28mar46; t/t 296 hours 42 minutes
17040/34306	CCCP-L1058 51037	C-47B-45DK	Aeroflot	mfd PRG	04aug45 1945	USAAF s/n 45-1036; diverted 16aug45
17041/34307	CCCP-L1214	C-47B-45DK	AFL/International	mfd	04aug45	USAAF s/n 45-1037; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks 15aug45; diverted to USAAF 14sep45; became N7712B (ntu)
17042/34308	not known	C-47B-45DK	Soviet Air Force	mfd	02aug45	USAAF s/n 45-1038; diverted 11aug45; opb 29 otryad OAG MVS; went tech VKO 06mar49
17044/34310	not known	C-47B-45DK	Soviet Air Force	mfd	04aug45	USAAF s/n 45-1039; diverted 09aug45
17045/34311	CCCP-L1059 51042	C-47B-45DK	Aeroflot	no	reports	USAAF s/n 45-1041; diverted 21aug45 in dark green ? c/s
17046/34312	51043	C-47B-45DK	Soviet Air Force	mfd	09aug45	USAAF s/n 45-1042; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF oct45; became CP-734
17047/34313	51044	C-47B-45DK	Soviet Air Force	mfd	09aug45	USAAF s/n 45-1043; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF oct45
17048/34314	51045	C-47B-45DK	Soviet Air Force	mfd	09aug45	USAAF s/n 45-1044; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF 10oct45; became '51044' (South Vietnamese Air Force) and '51044' (Thai Navy)
17050/34316	51047	C-47B-45DK	Soviet Air Force	mfd	11aug45	USAAF s/n 45-1045; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF oct45; became N5504V
17051/34317	51048	C-47B-45DK	Soviet Air Force	mfd	08aug45	USAAF s/n 45-1047; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; photo at FAI aug45; diverted to USAAF 13oct45; probably became '51047' (South Vietnamese Air Force)
17052/34319	not known	C-47B-45DK	Soviet Air Force	mfd	08aug45	USAAF s/n 45-1048; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks 17aug45; diverted to USAAF 14sep45; w/o 03sep46 when crashed in Alaska
17053/34320	51050	C-47B-45DK	Soviet Air Force	mfd	07aug45	USAAF s/n 45-1049; diverted 14aug45 USAAF s/n 45-1050; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF oct45; became 'T-83' and '2020' (both Paraguayan Air Force)
17054/34321	not known CCCP-L1073	C-47B-45DK	Soviet Air Force	mfd	08aug45	USAAF s/n 45-1051; diverted 16aug45
17055/34322	not known CCCP-L1060	C-47B-45DK	Soviet Air Force	mfd	09aug45	opb 12 ATO; w/o 22may48 on the leg from Yelizovo to Magadan of a flight from Yelizovo to Khabarovsk when approached the 13 km airport at Magadan in weather conditions which were below the minimum (low clouds and poor visibility) while the drunk head of the airport gave unfounded orders for the approach, after the captain had descended to 500 metres without breaking through the cloud cover he decided to divert to Seimchan but the aircraft crashed into the western slope of the Marchekanskaya sopka mountain (707 metres) some 70 metres below its summit, all 4 crew and 4 of the 5 passengers killed and the sole survivor injured; t/t 1,691 hours; wreck and survivor found only 23may48
17056/34323	51053	C-47B-45DK	Aeroflot	PRG	1945	USAAF s/n 45-1052; diverted 14aug45 in olive drab c/s
17057/34324	not known CCCP-L1212(*)	C-47B-45DK	Soviet Air Force	mfd	08aug45	USAAF s/n 45-1053; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF oct45
17058/34325	51055	C-47B-50DK	Soviet Air Force	mfd	10aug45	USAAF s/n 45-1054; diverted 16aug45 in olive drab c/s
17115/34382	51112	C-47B-50DK	Soviet Air Force	mfd	20aug45	USAAF s/n 45-1055; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF; became N4788C, B-879, B-1555, '451055' and '7347' (both Taiwanese Air Force)
						USAAF s/n 45-1112; painted up in full Soviet Air Force colours, but delivery stopped at Great Falls aug45; diverted to USAAF 14sep45; w/o 03may50 when crashed in Alaska

### Aircraft with unknown construction numbers include

---	CCCP-L803 "803" white	C-47 C-47	GVF GVF/Soviet AF c/s	no Ksv	reports 1944	not on pre-1944 register opb 101 apdd; with UTK-1 dorsal turret; in olive drab c/s with light grey undersides, '2574E' on fin; seen in Slovakia 01jun44
---	CCCP-L804	C-47	GVF	no	reports	not on pre-1944 register
---	CCCP-L805	C-47	GVF	no	reports	not on pre-1944 register
---	CCCP-L808	C-47	GVF	no	reports	not on pre-1944 register
---	"808" white	C-47	GVF/Soviet AF c/s	ph.	1943	opb 62 ad dd; in three-tone camo c/s
---	CCCP-L812	C-47	GVF	no	reports	not on pre-1944 register
---	CCCP-L813	C-47	GVF	no	reports	not on pre-1944 register
---	CCCP-L900	C-47A	GVF	rgd	23may44	USAAF s/n given on Soviet register as 42-92249, but that one was not delivered to the Soviet Union
---	CCCP-L917	C-47	GVF			opb 1 atd GVF; w/o in the late hours of 25aug44 on a supply flight from Kiev-Zhulyany for partisans at target No. 25 (near Buzhora in the Zakarpatye region of Ukraine) when the parachute of the first parachutist got entangled in the empennage so that the aircraft became uncontrollable and crashed on a slope of Mount Martynski Kamen (969 metres) east of Mukachevo, all 6 crew and 10 passengers (parachutists) killed
---	CCCP-L918	TS-62	AFL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TAO
---	CCCP-L928	C-47	GVF	rgd	unknown	opb 3 atp 10 atd GVF; w/o 15nov44 on a supply mission from Polan (30 km south-east of äiauliai) to target No. 36 of the NKGB 80 km south-west of Danzig in poor weather at night when was lost in the Baltic Sea somewhere off the coast of Eastern Prussia (last contact with the aircraft was 120 km south-west of Memel), all 5 crew and both passengers (NKGB officers) killed; the wreck was never found
---	CCCP-L929	TS-62	AFL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TAO; in a document 1949
---	CCCP-L937	C-47	Aeroflot		photo	registration not on pre-1944 register; in dark green ? c/s; shown in the "Krylyya Rossii" chronicle
---	CCCP-L940	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in documents 18mar45 & jun45
---	CCCP-L970	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in document as '970' jun46
---	CCCP-L970	TS-62	AFL/Moscow	no	reports	made a forced landing due to engine problems after take-off from Bykovo 11jun53
---	CCCP-L988	C-47	Aeroflot		photo	registration not on pre-1944 register; in olive drab c/s with light grey undersides
---	CCCP-L997 (*)	C-47	Aeroflot	no	reports	registration not on pre-1944 register; w/o 18dec47 on a test flight from Vnukovo after overhaul by ARB-400 GVF when entered fog on approach to Vnukovo, hit a hill with the right wing near km 18 of the Kaluga highway (close to Tyoply Stan), collided with a high-voltage power-line and crashed upside down, 1 crew member (the captain) killed and all others injured
---	CCCP-L999	C-47	AFL/International			registration not on pre-1944 register; opb otdyelnaya aviagruppa MVS; damaged 19sep47 while being parked at Moscow-Vnukovo when B-25 CCCP-I850 which had gone out of control during an emergency landing crashed into parked Il-12P CCCP-L1332 and the left wing of the C-47 (which was parked near the crash site) caught fire and the empennage was damaged as well; probably repaired
---	CCCP-L1002	C-47	Aeroflot	ph.	oct45	registration not on pre-1944 register; in olive drab c/s with light grey undersides; l/n EVN sep48
---	CCCP-L1003	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in a document as '1003' sep46
---	CCCP-L1004	C-47	Aeroflot			registration not on pre-1944 register
---	"1004" black	C-47	GVF/Soviet AF c/s		photo	in white winter c/s; opb GVF during WWII
---	CCCP-L1004	TS-62	AFL/Northern	no	reports	opb Estonski OAO; in a document 1951
---	CCCP-L1005	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in a document as '1005' apr46

---	CCCP-L1006	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in a document as '1006' aug46
---	CCCP-L1008	C-47B	Aeroflot	Bua	1948	registration not on pre-1944 register; passenger door on the right-hand side; in olive drab c/s; in a document sep46
---	CCCP-L1013	C-47	AFL/West Sib.-Ovsn	trf	1944/45	registration not on pre-1944 register; opb 4 TO; in document apr45; left Novosibirsk in early 1946 for conversion to passenger aircraft and did not return
---	CCCP-L1015	C-47B	Aeroflot	HEL	06jun49	registration not on pre-1944 register; in olive drab c/s with light grey undersides and white titles
---	CCCP-L1019	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in a document as '1019' jan46
---	CCCP-L1020	TS-62	AFL/Yakutiya	YKS	06jul50	registration not on pre-1944 register; had to return to Yakutsk on a flight to Aldan because of bad weather 06jul50
---	CCCP-L1021	C-47	GVF/Georgia	rgd	unknown	registration not on pre-1944 register; involved in an incident in 1945
---	CCCP-L1025	C-47	Aeroflot	DEL	1947	in olive drab c/s with light grey underside
---	CCCP-L1031	C-47	GVF	no	reports	registration not on pre-1944 register; opb 3 oads GVF at Myachkovo
---	CCCP-L1040	TS-62	AFL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TAO; in a document 1949
---	CCCP-L1042	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in a document as '1042' nov45
---	CCCP-L1050	C-47	AFL/Far East	no	reports	registration not on pre-1944 register; made a forced landing 18aug46 after loss of orientation
---	"1052"	C-47 ?	GVF/Soviet AF c/s	ph.	1944	in green or olive drab c/s; type given as Li-2K in photo caption, but the code fits into the C-47 range
---	CCCP-L1052	C-47	Aeroflot	Bua	09apr46	registration not on pre-1944 register
---	CCCP-L1053(*)	C-47	Aeroflot	no	reports	registration not on pre-1944 register; was reported to be USAAF s/n 45-1038, but that one was CCCP-L1214
---	CCCP-L1054	TS-62 ?	Aeroflot	KRR	jan56	registration not on pre-1944 register
---	CCCP-L1062(*)	TS-62	AFL/Yakutiya	no	reports	registration not on pre-1944 register; opb 14 TAO; detached to 18 OTAE 21jan50
---	CCCP-L1062(*)	TS-62	AFL/Moscow (MUTA)	trf	unknown	dbf 01feb53 on the leg from Kazan to Sverdlovsk of a cargo flight from Moscow to Sverdlovsk when both engines flamed out due to fuel starvation and the aircraft crash-landed in a forest 13 km west of Revda railway station (56 km west of Sverdlovsk), 2 of the 4 crew injured
---	CCCP-L1063	C-47	AFL/Krasnoyarsk	rgd	unknown	registration not on pre-1944 register
---	CCCP-L1063	TS-62	AFL/Yakutiya	trf	1949	opb 14 TAO
---	CCCP-L1065	C-47	AFL/Kazakhstan	trf	1949	registration not on pre-1944 register; damaged 19sep47 while being parked at Moscow-Vnukovo when B-25 CCCP-I850 which had gone out of control during an emergency landing crashed into parked Il-12P CCCP-L1332 and the rudder of the C-47 (which was parked near the crash site) was hit by a wheel of the B-25; probably repaired
---	CCCP-L1069	TS-62	AFL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TAO; in a document 1949
---	CCCP-L1074	TS-82	Aeroflot	Khg	1950	registration not on pre-1944 register; re-engined with ASH-82FN engines; in dark green c/s
---	CCCP-L1100	C-47	Aeroflot	Bua	03oct48	registration not on pre-1944 register
---	CCCP-L1100	TS-62	AFL/Yakutiya	trf	1949	opb 14 TAO
---	CCCP-L1209	TS-62	AFL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TAO
---	CCCP-L1269	C-47 ?	no titles	photo	1949	registration not on pre-1944 register; in natural metal c/s with Aeroflot cheatline
---	CCCP-L1285	C-47 ?	AFL/Far East-PKC	KhI	1953	registration not on pre-1944 register; in dark green ? c/s
---	CCCP-L1289	C-47 ?	Aeroflot	photo	1946	registration not on pre-1944 register; photo in "Grazhdanskaya Aviatsiya" magazine
---	CCCP-L4286	C-47 ?	Aeroflot	VKO	1946	type not confirmed, may be a DC-3; in natural metal c/s
---	CCCP-N331	C-47	Polyarnaya Aviats.	MOW	29sep45	few ice-reconnaissance missions 31oct44/12nov44; flew non-stop Mys Chelyuskin - North Pole - Chokurdakh 02oct45 (pilot: M.A. Titlov), but this flight was not made public because the aircraft was not Soviet-built; flew further ice-reconnaissance missions 06/11oct45
---	CCCP-N349	C-47	Polyarnaya Aviats.	trf	1944	opb Chukotskaya aviagruppa in 1945
---	CCCP-N361	C-47	Polyarnaya Aviats.	trf	1944	opb Moskovskaya aviagruppa from 05dec44 (pilot: by M.A. Titlov); flew ice-reconnaissance missions 11mar/31oct45; trf to Moskovskaya aviagruppa 27apr45; trf to Chukotskaya aviagruppa in 1948
---	CCCP-N361	TS-62g	Polyarnaya Aviats.	trf	22dec48	trf to Moskovskaya aviagruppa 27apr45 (pilot: M.N. Tomilin); later opb Chukotskaya aviagruppa; f/n MOW 14nov45; left Moscow for Chukotka 14nov45; severely damaged 04dec45 on landing at Tiksi in difficult weather conditions at night when had to go around 6 times and ran out of fuel so that the pilot decided to make a forced landing on the ice of the bay 2-3 km from Tiksi airport, undercarriage, wings and fuselage damaged, all 7 crew and 16 passengers escaped unhurt; repaired; flew ice-reconnaissance missions 04oct46/06nov46 and 07jun47/29oct47; opb Moskovskaya aviagruppa by spring 1948; damaged 21mar48 on a flight from Dudinka when one engine failed on take-off and the pilot did not cope with the situation so that the aircraft suffered damage, no casualties
---	CCCP-N362	C-47	Polyarnaya Aviats.	trf	1944	opb Moskovskaya aviagruppa; in a document 06dec44
---	CCCP-N363	C-47	Polyarnaya Aviats.	trf	1944	trf to Moskovskaya aviagruppa 27apr45; dbr 18dec45 on the leg from Tiksi of a flight from Moscow to Kresty Kolymskiy when the crew committed several errors on take-off from Tiksi at night, the aircraft lost height, hit the ground, caught fire and burnt out, 2 of the 6 crew (pilot: M.G. Kaminski) and 1 passenger injured; canx 1945
---	CCCP-N367	C-47	Polyarnaya Aviats.	no	reports	opb Moskovskaya aviagruppa by 1946
---	CCCP-N420	C-47	Polyarnaya Aviats.	no	reports	opb Moskovskaya aviagruppa by 1946; damaged 25mar47 on take-off from Rogers Bay on Wrangel Island when started the take-off run from the parking position 2 km from the runway, hit a snow mound and nosed over
---	CCCP-N423	C-47	Polyarnaya Aviats.	no	reports	opb Moskovskaya aviagruppa by 1946; dbr 21nov46 on a flight from Yakutsk to Krasnoyarsk when suffered a malfunction of the hydraulic system due to an error of the flight mechanic (the landing gear lowered and one engine failed) and made a forced landing in the taiga, all 6 crew (pilot: I.M. Daksergof) escaped
---	CCCP-N424	C-47	Polyarnaya Aviats.	no	reports	opb AO Norilskogo kombinata GULGMP (Main Directorate of the Metallurgical Industry Camps); w/o 02dec49 on a flight from Nadezhda at night when tried to take off in fog and crashed, 2 crew members killed
---	CCCP-X395	TS-62	MVD - GULGMP	no	reports	not on pre-1944 register
---	CCCP-X415	TS-62	NKVD	no	reports	probably still opb NKVD; in dark green c/s
---	"X-415" white	TS-62	Soviet Air Force	photo	1947	passenger version; opb SMP AO by 1947; shocked the Magadan-Pevok route oct48; Dalstroj assigned an unknown crew to this aircraft 28jun49
---	CCCP-X516	C-47	MVD - Dalstroj	no	reports	opb SMP AO by 1947; dbr at Magadan-13 km in 1948 when was hit by an aircraft of military unit 93841; struck off charge 29dec48
---	CCCP-X539	C-47	MVD - Dalstroj	no	reports	USAAF s/n given in a Soviet document as 44-77096, but that aircraft was delivered to the RAF as KP214 and ended up in Australia (44-77095 does not seem to be an alternative either as it was probably returned to the USAAF in Iran after VJ day); opb AO Norilskogo kombinata GULGMP (Main Directorate of the Metallurgical Industry Camps) by 1947
---	CCCP-X703	C-47	MVD - GULGMP	no	reports	either c/n 2112, 2113, 2115, 2116 or 2117; used in the Khalkhin-Gol campaign against Japan may39/jun39; in mottled green over grey camo c/s with grey undersides, no markings apart from the ferry registration
---	F-6	DC-3-196B	Soviet Air Force	ph.	1939	opb the so-called Sokolov Group, flying from Bari (Italy) to Yugoslavia in support of Yugoslav partisans in summer/autumn 1944 (pilot: Trofimov)
---	"07" white	C-47	Soviet Air Force	no	reports	opb the so-called Sokolov Group, flying from Bari (Italy) to Yugoslavia in support of Yugoslav partisans in summer/autumn 1944 (pilot: Kuritsyn)
---	"09" white	C-47	Soviet Air Force	no	reports	opb the so-called Sokolov Group, flying from Bari (Italy) to Yugoslavia in support of Yugoslav partisans in summer/autumn 1944
---	"12" white	C-47	Soviet Air Force	no	reports	opb the so-called Sokolov Group, flying from Bari (Italy) to Yugoslavia in support of Yugoslav partisans in summer/autumn 1944
---	"20" yellow	DC-3	Soviet Air Force	w/o	1939/40	used in the 'Winter War' against Finland; in camo c/s
---	"42" red	C-47	Soviet Air Force	w/o	07jan50	on a flight from Kazan to Chelyabinsk when had to divert to Sverdlovsk-Koltsovo due to bad weather, four attempts to land failed because of bad visibility and tail wind, on the 5th attempt the aircraft crashed several hundred metres from the runway threshold and to the right of its centreline, all 6 crew and 13 passengers (the hockey team of the Soviet Air Force) killed
---	not known	DC-3	Soviet Air Force	no	reports	personal aircraft of Air Force Inspector Kholzunov; w/o 04oct38 during the SAR mission for ANT-37bis URSS-N037 "Rodina" which had force-landed north-west of Komsomolsk 25sep38 when hit (due to pilot error) the tail of a Soviet Air Force TB-3 which was taking part in the mission as well, entered a spin and crashed, all 3 crew (commander: Major Lisikov) and 2 passengers killed
---	not known	DC-3	Soviet Air Force	no	reports	opb 18 tap; w/o 26jul41 on a flight from Yedrovo to Andreapol when descended very low over lake Sig (Tver region) in order to evade the attack of two German fighters, a wing struck the water surface and the aircraft crashed into the lake, 7 out of 17 occupants killed and 10 rescued; the wreck was found by divers around the millennium
---	not known	C-47	Soviet Air Force	no	reports	reported in a Russian source as USAAF s/n 43-49573, but that one was NOT delivered to the Soviet Union; converted in 1945 to, see next line
---	not known	UChShLi-2	Soviet Air Force	no	reports	the first UChShLi-2 (Li-2 training version for navigators); successfully completed trials at the NII VVS in early 1946; h/o to OKB-30 as a pattern aircraft for the conversion of Li-2Ts into UChShLi-2s sep46
---	not known	C-47	Soviet Air Force	no	reports	opb 1 pap 1 pad; w/o 20may44 on final approach to Uelkal in poor visibility (low clouds) when the pilot lost spatial orientation (there was no co-pilot), the aircraft lost speed and crashed into the Bering sea, all 3 crew (pilot: 3rd LT P.P. Danilov) and the sole passenger killed
---	not known	C-47	Soviet Air Force	no	reports	opb 8 tap; w/o 30may44 when crashed into zaliv Kresta bay (Bering Sea), all 3 crew and 2 passengers killed
---	not known	C-47	Soviet Air Force	no	reports	damaged 26mar45 when collided with Il-2 c/n 307892 45092698 in the aerodrome circuit at Monino, the Il-2 crashed while the extent of damage to the C-47 is not known
---	not known	C-47	Soviet Air Force	no	reports	opb 8 tap; w/o 23aug45 when crashed 50 km north of Jilin (Russian transcription Girin) in the Chinese region of Manchuria, at least one crew member killed
---	not known	C-47	Soviet Air Force	no	reports	w/o 03dec45 when crashed on a test flight, all 4 crew killed (pilot: LTC A.A. Zhivopistsev)
---	not known	C-47	Soviet Air Force	no	reports	w/o 25dec45 when crashed near Dudinka, 10 occupants killed
---	not known	C-47	Soviet Navy	no	reports	opb 72 otae of the Northern Fleet at Vayenga; crashed 23jan49, all 6 crew and 3 passengers killed (pilot: V.G. Taran)
---	not known	TS-62	AFL/Ukraine	no	reports	w/o 24nov51 on an atmospheric sounding flight from Kiev-Zhulyany when lost speed on final approach due to pilot error, stalled and crashed 700 metres from the runway threshold, crew and passengers injured
---	CA32	C-47	Great China Avn C	no	reports	bought by the Great China Aviation Corporation (Dahua Hangkong Gongsi) in 1945/46 and was to be flown in Central Air Transport Corporation markings, but this directive was possibly ignored and the aircraft may have received a serial in the GCAC 101 to GCAC 105 range instead; the agreement between CATC and GCAC was terminated 31aug46, and 4 of the 5 GCAC C-47s were grounded at Shanghai-Lunghwa by

---	CA33	C-47	Great China Avn C	no	reports		21oct46 (later joined by the 5th one); one of the stored C-47s was dbr dec46 when its tail was hit by the left wing of C-47-DL '67' c/n 6151 of CNAC; ownership of the remaining 4 aircraft was transferred to the Chinese Government 27apr51 (neither of them being airworthy); probably scrapped in the early 1950s bought by the Great China Aviation Corporation (Dahua Hangkong Gongs) in 1945/46 and was to be flown in Central Air Transport Corporation markings; see remarks with CA32
---	CA34	C-47	Great China Avn C	no	reports		bought by the Great China Aviation Corporation (Dahua Hangkong Gongs) in 1945/46 and was to be flown in Central Air Transport Corporation markings; see remarks with CA32
---	CA35	C-47	Great China Avn C	no	reports		bought by the Great China Aviation Corporation (Dahua Hangkong Gongs) in 1945/46 and was to be flown in Central Air Transport Corporation markings; see remarks with CA32
---	CA36	C-47	Great China Avn C	no	reports		bought by the Great China Aviation Corporation (Dahua Hangkong Gongs) in 1945/46 and was to be flown in Central Air Transport Corporation markings; see remarks with CA32
---	XT-T60	C-47	CNAC	r/r	jan47		used for training; in fleet list 27feb48
---	XT-T89 ?	C-47	CNAC	r/r	jan47		w/o 27oct47 on a cargo flight from Sian to Yulin when was hit by Communist anti-aircraft fire and burst into flames on landing at Yulin, 2 of the 3 crew killed
---	XT-113	C-47	CNAC				w/o 12dec48 on a flight from Shanghai to Taipei when hit a mountain 32 miles north-east of Dan Bei (Taiwan), both pilots killed while all 8 passengers survived
---	XT-115 (1)	C-47A	CNAC	r/r	1948		passenger&cargo version (27 seats); defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (on paper); probably later opb SKOGA and CAAC
---	XT-117	C-47	CNAC	r/r	1948		air bus version (32 seats); under repair at JAMCO in 1949; canx 13nov49; impounded at Hong Kong nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-123	C-47B	CNAC	r/r	1948		passenger&cargo version (27 seats); defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (on paper); probably later opb SKOGA and CAAC
---	XT-125	C-47A-DC	CNAC	r/r	1948		passenger version (21 seats); defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (on paper); probably later opb SKOGA and CAAC
---	XT-131	C-47B	CNAC	r/r	1948		passenger&cargo version (27 seats, equipped with bucket seats and cushions); defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (on paper); probably later opb SKOGA and CAAC
---	XT-135	C-47	CNAC	r/r	1948		passenger version (21 seats); defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (on paper); probably later opb SKOGA and CAAC
---	XT-139	C-47A-DC	CNAC	r/r	1948		passenger version (21 seats); defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (on paper); probably later opb SKOGA and CAAC
---	XT-143	C-47	CNAC				type not confirmed; dbr 16aug48 on a flight from Rangoon to Mandalay (Burma), all 3 crew and all passengers survived
---	XT-501	C-47	Centr Air Trp Corp	r/r	1948		defected from Canton (now Guangzhou) to Nanking 25aug49; canx 13nov49; probably later opb SKOGA and CAAC
---	XT-503	C-47A	Centr Air Trp Corp	r/r	1948		canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-505	C-53	Centr Air Trp Corp	r/r	1948		damaged 03dec48 on landing at Yixiu (Fuzhou, Fijian) when a tyre burst and the aircraft swerved off the runway into a ditch; repaired; canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-507	DC-3	Centr Air Trp Corp	r/r	1948		defected from Hong Kong to Canton 27oct49; canx 13nov49; probably later opb SKOGA and CAAC
---	XT-509	C-47D	Centr Air Trp Corp	r/r	1948		canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-511	C-47A	Centr Air Trp Corp	r/r	1948		canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-513	C-47A	Centr Air Trp Corp	r/r	1948		canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-515	C-47B	Centr Air Trp Corp	r/r	1948		canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-517	C-47D	Centr Air Trp Corp	r/r	1948		damaged 23nov48 on landing at Sanhupa (Chongqing) when landed long and the landing gear collapsed; repaired; canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-519	C-47	Centr Air Trp Corp	r/r	1948		probably canx 13nov49
---	XT-521	C-47A	Centr Air Trp Corp	r/r	1948		canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-523	C-47B	Centr Air Trp Corp	r/r	1948		canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-525	C-47B	Centr Air Trp Corp	r/r	1948		canx 13nov49; defected from Hong Kong to Tientsin in Communist China 09nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (on paper)
---	XT-527	C-47B	Centr Air Trp Corp	r/r	1948		canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-529	C-47B	Centr Air Trp Corp	r/r	1948		canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-531	C-47	Centr Air Trp Corp	r/r	1948		canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-533	C-47	Centr Air Trp Corp	r/r	1948		canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (also reported as having defected to Communist China and remained there - the aircraft is not accounted for on any list)
---	XT-535	C-47	Centr Air Trp Corp	r/r	1948		canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-537	C-47	Centr Air Trp Corp	r/r	1948		canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-539	C-47	Centr Air Trp Corp	r/r	1948		canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-541	C-47	Centr Air Trp Corp	r/r	1948		canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-807	C-47	CNRRRA Air Transp.				diverted to the UNRRA 04jan47
---	XT-807	C-47	Civil Air Transp.	trf	28may48		probably canx 13nov49; fate unknown
---	XT-809	C-47	CNRRRA Air Transp.				diverted to the UNRRA 04jan47
---	XT-809	C-47	Civil Air Transp.	trf	28may48		probably canx 13nov49; fate unknown
---	XT-819	C-47	CNRRRA Air Transp.				probably canx 13nov49
---	XT-819	C-47	Civil Air Transp.	trf	28may48		leased; canx 13nov49; fate unknown
---	XT-821	C-47	Civil Air Transp.				reported as c/n 17033/34298, but that does not seem possible; probably canx 13nov49
---	XT-829	C-47	Civil Air Transp.				probably c/n 20803 or 20805, see there; w/o 07oct44 on a flight from Dinjan (Assam) to Suisufu when encountered a severe thunderstorm with heavy turbulence so that both wings broke off and the aircraft crashed in the jungle north of the Bramaputra River (north of Kobo and 20 miles west of Sadiya), all 3 crew killed; wreck found only 05jan45
---	101 (1)	C-47A	CNAC	d/d	1944		possibly opb SKOGA in 1950/54; ex "National Day"; canx 1964; confirmed to be the same aircraft as next line
---	101 (2)	C-47	Civ Avn Adm China	rgd	dec49		
---	XT-115 (2)	TS-62	CNAC	Chp	20nov91		a plate with '3733' can be found in the wheel well of the right main landing gear, but that is not a DC-3/C-47 c/n (Douglas c/n 3733 was DB-7B "Boston" Mk.III AL801); has got an additional cockpit window on the left-hand side (but smaller than that of the Li-2), but not on the right-hand side; in grey c/s with white cheatline; preserved in the China Aviation Museum (N40.183863 E116.360761) at Shahezhen AFB (Changping) in these fake colours, l/n sep15
---	102 (1)	C-47A	CNAC	d/d	1944		probably c/n 20803 or 20805, see there; w/o 07jan45 on a flight from Kunming to Dinjan (Assam) when one engine failed while the aircraft was flying over lake Tali (now Dali) and the aircraft crashed into a cemetery at the base of Mount Tali above the city of Tali, all 3 crew killed; wreck found only 08jan45
---	102 (2)	C-47	Civ Avn Adm China	rgd	dec49		possibly opb SKOGA in 1950/54; ex "China Youth"; based at Shanghai by 1960; wfu 1964 (or jan67)
---	102 (2)	TS-62	Civ Avn Adm China no titles	ph.	12sep14		version not confirmed; possibly a kind of calibration aircraft later in its career as it has got two gutters in the underside of the lower forward fuselage, presumably for radar equipment; preserved without engines in the Beijing Air&Space Museum (E39.980814 E116.344539), seen dismantled oct86/nov10 and assembled sep14; repainted in light grey c/s with 'Civil Aviation-101' in Chinese under the wing, 'Civil Aviation' on the left side of the fin and '02' on the right side of the fin while there are no inscriptions on the rudder, so '02' could actually be part of '102'; seen sep16 (photo proof of '102' in the museum would be welcome)
---	103 (2)	C-47	Civ Avn Adm China				possibly opb SKOGA in 1950/54
---	104 (2)	C-47	Civ Avn Adm China				possibly opb SKOGA in 1950/54; see c/n 20868
---	105 (1)	C-47B	CNAC	d/d	photo 1944		probably c/n 14860/26305 or 14861/26306; w/o 16feb45 when the captain was lighting a cigarette while holding his oxygen tube, the Zippo lighter flame caused the gasoline in the lighter to explode and the fireball set the aircraft on fire, all 3 crew bailed out successfully over the Hukawng Valley (Burma)
---	105 (2)	C-47	Civ Avn Adm China				possibly opb SKOGA in 1950/54
---	106 (1)	C-47B	Civ Avn Adm China CNAC	d/d	1944		probably c/n 14860/26305 or 14861/26306; w/o 24nov44 on a flight from Suiwu when the crew could not reach their destination due to strong head winds, diverted to Kunming but could not land there since a Japanese air raid was in progress, flew past Kunming, lost orientation in the dark and ran out of fuel, all 3 crew bailed out successfully
---	106 (2)	C-47	Civ Avn Adm China				possibly opb SKOGA in 1950/54
---	107 (2)	C-47	Civ Avn Adm China				possibly opb SKOGA in 1950/54
---	108 (2)	C-47	Civ Avn Adm China				possibly opb SKOGA in 1950/54
---	109 (2)	C-47	Civ Avn Adm China				possibly a DC-3 (a photo shows a small passenger door on the left side); possibly opb SKOGA in 1950/54; this aircraft was also reported as "China Youth" may51
---	110 (2)	C-47	Civ Avn Adm China				possibly opb SKOGA in 1950/54; this aircraft was also reported as "National Day" aug51

---	117 117 97042	C-47 C-47 TS-62	CNAC Civ Avn Adm China Chinese Air Force	rgd Chp	dec49 28nov91	canx 1966; confirmed to be the same aircraft as next line has got an additional cockpit window on the left-hand side (but smaller than that of the Li-2); with three-bladed props and yellow spinners; in white c/s with light grey undersides; preserved in the China Aviation Museum at Shahezhen AFB (Changping), I/n nov92
	4766	TS-62	US Army Air Force	Chp	28oct93	has got an additional cockpit window on the left-hand side (but smaller than that of the Li-2); with three-bladed props and yellow spinners; in dark green c/s with USAAF roundels; preserved in the China Aviation Museum at Shahezhen AFB (Changping) in these fake colours; seen mar94 parked in a display of aircraft flown-in by Chairman Mao (presumably when registered as '117'); 26oct96
	476	TS-62	Taiwan AF c/s ?	Chp	apr97	preserved in the China Aviation Museum at Shahezhen AFB (Changping) in these fake colours; in dark green c/s with what looks like a false Israeli badge ?
	4766	TS-62	Chinese Air Force	Chp	01jun01	with three-bladed props and yellow spinners; in the same c/s as above, but without the badge; preserved in the China Aviation Museum (N40.187464 E116.362541) at Shahezhen AFB (Changping), not seen 04dec02, but seen again mar04/dec08; painted up to represent USAAF C-47B s/n 44-76650 c/n 16234/32982 which was used by Chairman Mao to fly to the Chongqing negotiations 28aug45, seen as such mar11/sep15
---	138	C-47	CNAC			acquired from surplus USAAF stocks in late 1945; w/o 25jan47 on a flight from Canton (now Guangzhou) to Chungking (now Chongqing) when crashed in a mountainous area 190 km south of Chungking, all 3 crew and 16 passengers killed
---	139	C-47	CNAC			type not confirmed; acquired from surplus USAAF stocks in late 1945; w/o 18mar46 on a flight from Chungking (now Chongqing) to Shanghai when crashed near Enshi (Hubei) for unknown reasons
---	140	C-47	CNAC			acquired from surplus USAAF stocks in late 1945; w/o 25dec46 on a flight from Chongqing to Shanghai at night when diverted from Shanghai-Kiangwan to Shanghai-Lunghwa because of heavy fog, but crashed on final approach (also in heavy fog), 2 of the 3 crew and 17 of the 27 passengers killed
---	141	C-47	CNAC			type not confirmed; acquired from surplus USAAF stocks in late 1945; damaged 25apr47 on take-off from Shanghai-Lunghwa when one of the engines failed shortly after lift-off and the aircraft made a forced landing in a field, killing 3 farmers
---	405	L2D2	Chinese Air Force	PEK	18nov45	at West Field; captured from Japanese forces in 1945; in two-tone camo c/s
---	501	L2D2	Chinese Air Force	PEK	30nov45	at West Field; captured from Japanese forces in 1945; in mottled camo c/s
---	1022	C-47	Chinese Air Force			
---	1023	C-47	Chinese Air Force			
---	1024	C-47	Chinese Air Force			
---	1025	C-47	Chinese Air Force			
---	1026	C-47	Chinese Air Force			
---	6744 ?	TS-62	Chinese Air Force	ph.	09sep12	serial reported on a Chinese website, was also assumed to be 38046 and 38043; wfu 1972; t/t some 10,000 hours; donated by the Air Force to the Dongshan Park (formally the martyrs' cemetery) at Yichang in 1986 and preserved there since; initially in olive drab c/s and later in white/light grey c/s, carried an unknown logo behind the cockpit; seen in faded colours with the serial and roundels faded away sep12/apr14
	no serial	TS-62	no titles	ph.	21feb15	repainted in silver c/s with unknown Chinese titles behind the cockpit and no other markings; preserved in Dongshan Park (N30.702782 E111.300417) at Yichang, seen feb15; reportedly repainted in 2016 to represent Madame Chang's personal transport C-47B-7-DK c/n 14622/26067 (thus the serial should be painted on as C-51219 or 43-48806)
---	GCAC 101	C-47	Great China Avn C		photo	bought by the Great China Aviation Corporation (Dahua Hongkong Gongsi) in 1945/46; carried full titles and a 'flying goose' logo; the serials of the 5 GCAC C-47s may have been GCAC 101 to GCAC 105; see remarks with CA32
---	not known	DC-3	CNAC			damaged 21sep41 on landing at Hong Kong-Kai Tak when was caught by a sudden gust of wind on final approach and crashed into a building at Saikung Road just outside the airfield, all crew escaped with minor injuries (there were no passengers on board); repaired
---	not known	C-47	Chinese Air Force			w/o 17mar46 when crashed at Nanking, all 20 occupants (among them Lieutenant General Dai Li, the head of the Military Intelligence Service) killed
---	not known	C-47	CNAC ?			operator not confirmed (could be USAAF); w/o 08apr46 on a flight from Chongqing to Yan'an when crashed into a mountain on approach to Yan'an in fog, all 4 crew (US citizen) and 13 passengers (among them high-ranking dignitaries of the Communist Party of China and members of their families) killed, the Communist Party later claimed that the aircraft had been brought down by sabotage on the hands of the Kuomintang
---	not known	C-47	Centr Air Trp Corp			w/o 15dec46 when crashed near Changsing
---	HA-LIH	C-47B	MASZOVLET	Bua	sep49	fake identity for a Soviet aircraft which was used to fly to Belgrade Hungarian pilots who were to ferry 11 Li-2s of Justa from Belgrade via Hungary to the Soviet Union; in all-grey (or natural metal) c/s with Hungarian flag on fin, no other markings or titles
---	OK-WAD	C-47	CSA	no	reports	
---	OK-WCW	C-47	CSA	no	reports	
---	OK-XBE	C-47	CSA	no	reports	
---	D-02	C-47	Czechoslovak AF	no	reports	
---	D-06	C-47	Czechoslovak AF	no	reports	
---	D-07	C-47	Czechoslovak AF	no	reports	
---	D-08	C-47	Czechoslovak AF	no	reports	
---	D-09	C-47	Czechoslovak AF	no	reports	
---	D-10	C-47	Czechoslovak AF		photo	in olive drab c/s with light blue undersides
---	D-11	C-47	Czechoslovak AF	no	reports	
---	D-12	C-47	Czechoslovak AF	no	reports	
---	D-14	C-47	Czechoslovak AF	no	reports	
---	D-15	C-47	Czechoslovak AF		photo	underwent trials with the SVZÚ in 1956
---	D-17	C-47	Czechoslovak AF		photo	underwent trials with the SVZÚ in 1956; in olive drab c/s with light blue undersides
---	D-19	C-47	Czechoslovak AF		photo	VIP aircraft; in natural metal c/s with blue 'lightning-bolt' cheatline
---	DL-11	C-47	Czechoslovak AF	no	reports	in olive drab c/s; f/n MAN aug47; I/n MAN 09may51
---	DL-16	C-47	Czechoslovak AF	no	reports	
---	V-17	C-47	Czechoslovak AF	no	reports	
---	not known	DC-3	North Korean AF	no	reports	underwent trials with the SVZÚ, probably apr50
---	921	C-47	Polish Air Force	no	reports	a former South Korean airliner which had been hijacked by its pilots to North Korea in late 1969; may have been used for covert operations, possibly in its former markings
---	922/1	C-47	Polish Air Force	ph.	1945	opb Samodzielna Eskadra Transportowa (independent transport flight) PKWN 01aug44/15feb45
---	927	C-47	Polish Air Force	no	reports	opb Samodzielna Eskadra Transportowa (independent transport flight) PKWN in 1944/45 and later by naval aviation; in olive drab c/s with light grey undersides, white serial and code
---	YU-ABL	C-47	JAT	no	reports	opb 2 SESzt and 6. SETSP 01nov44/31oct45
---	not known	C-47	Yugoslav Air Force	w/o	02dec54	leased from the Yugoslav Air Force jul/aug51

The following CCCP- prefixed Aeroflot C-47s/TS-62s have been reported, but no dates and locations are known: -L1025, -L1057, -L1105, -L1108, -L1378, -L1679 and -L1783.

## Fieseler Fi 156 "Storch" in Soviet and Polish service

The Soviet Union purchased two "Störche" in Germany in 1940, while more were captured during WWII. Six of them entered service with Aeroflot in Latvia in 1946, and one of these was later tested by the NII GVF. By the end of 1946, only two of the "Störche" were airworthy, one in Latvia and the one in the NII GVF.

About 20 Fi 156s were found abandoned on now Polish territory in 1945, mostly wrecks. Four of them were rebuilt by PZL-1 at Mielec, six by OWL-5 at Poznan and one by ZSLS-3 at Poznan. While Mielec preserved the original c/n, Poznan allocated new c/ns consisting of 'P' followed by a number, thus losing the real identity of the aircraft. Five of the Polish Fi 156s were donated to the communist "Democratic Army of Greece" in 1949 for use in the civil war. The last Polish Fi 156 soldiered on until 1963.

Production of the "Storch" continued in Czechoslovakia after WWII as the Mráz K-65 "Čáp" (stork), with at least 138 having been built at Chocen by 1949. Several of them were donated to the Soviet Union. A further development of the concept was the Aero L-60 "Brigadyr" of which 273 were built between 1953 and 1960. Two of them were delivered to the Soviet Union for evaluation, but failed to attract a follow-on order.

4210	not known SP-GLD SP-GLD	Fi 156C-1 Fi 156C-1 Fi 156C-1	Polish Navy Instytut Lotnictwa CZLS	rgd trf	05jul54 10mar59	ex German Air Force; rebuilt by PZL-1 at Mielec; opb SEL MW at Gdansk-Wrzeszcz in 1948/52 used as a liaison aircraft; in dark green c/s with light blue undersides and yellow rudder Centralny Zarząd Lotnictwa Sanitarnego; used as an ambulance; in white c/s; canx 19sep63 as the last Fi 156 in Polish service
5044	not known	Fi 156	not known			ex KC+LJ of of the German Air Force which had landed in Sweden 01may45 and was flown on Soviet request to the Soviet Union via Turku (Finland) 27aug45
5172	CCCP-L556	Fi 156C-3	AFI/Baltics	mfd	mar41	built by Fieseler; ex KF+XQ of the German Air Force; captured in a hangar at Ventspils (Windau) airfield and made airworthy by German PoWs (the wooden slats were replaced by metallic slats in the process); opb Latviski OAO; w/o 27jul46 on a test flight (after the aileron Flettner tab on the right wing had been adjusted) from Ventspils when flew a tight left upward turn with such a high g-load that part of the leading edge slat of the right wing came off, the aircraft went out of control and crashed in the river harbour, pilot and both (unauthorised) passengers killed; t/t in Soviet service 63 hours 35 minutes
5323	not known	Fi 156	not known			ex PV+ZZ of 14./FI.Verb.G. 2 of the German Air Force which had landed in Sweden 01may45 and was flown on Soviet request to the Soviet Union via Turku (Finland) 27aug45

5505	R	Fi 156	Polish KBW			ex German Air Force; rebuilt by PZL-1 at Mielec; Korpus Bezpieczenstwa Wewnetrznego (Internal Security Corps); opb 9 SELL KBW at Warsaw-Bielany in 1948/49; also used the c/n as serial; donated to the communist 'Democratic Army of Greece' for use in the civil war
5776	O	Fi 156	Polish Navy			ex German Air Force; rebuilt by PZL-1 at Mielec; opb SEL MW at Gdansk-Wrzeszcz in 1948/49; donated to the communist 'Democratic Army of Greece' for use in the civil war
8176	not known	Fi 156C-3	Polish KBW			Fi 156C-3/Trop.; ex German Air Force; rebuilt by PZL-1 at Mielec; Korpus Bezpieczenstwa Wewnetrznego (Internal Security Corps); opb 9 SELL KBW at Warsaw-Bielany in 1949/51 in dark green c/s with light blue undersides and yellow rudder
	SP-ARK	Fi 156C-3	Institut Lotnictwa	rgd	22oct51	never registered with this operator; canx 19mar56 (also reported as 26jan55) as wfu
	SP-ARK	Fi 156C-3	Legia Lotnicza	trf	1954	ex German Air Force; rebuilt by OWL-5 at Poznan, with a new c/n allocated; Departament Lotnictwa Cywilnego Ministerstwa Komunikacji; rgd 28aug47 (also reported as 28ju147)
	P-4	Fi 156C-1	DLC MK	f/f	29apr47	Powszechna Organizacja "Sluzba Polsce"; named 'Zjednoczenie' (Unification) 01may49; converted to an ambulance aircraft 03jun49; in white c/s with black nose and Red Crosses
	SP-AGN	Fi 156C-1	Sluzba Polsce	trf	sep49	
	SP-AGN	Fi 156C-1	Aeroklub Poznanski	trf	21nov49	Centralny Zarzad Lotnictwa Sanitarnego; never registered with this operator; canx 04aug55 as wfu
	SP-AGN	Fi 156C-1	Legia Lotnicza	trf	03mar50	ex German Air Force; rebuilt by OWL-5 at Poznan, with a new c/n allocated; Departament Lotnictwa Cywilnego Ministerstwa Komunikacji; never registered with this operator
	SP-AGN	Fi 156C-1	CZLS	trf	1951	Powszechna Organizacja "Sluzba Polsce"; used as an ambulance; named 'Dar Mlodziezy' (Gift by the Youth) 01may49; in white c/s with black nose and Red Crosses, with titles
	SP-AGO	Fi 156D	Sluzba Polsce	rgd	17sep49	w/o during the night 03/04jan52 on a flight from Warsaw to Poznan when hit a factory chimney at Szamotuly, crashed and burnt out, both occupants killed; canx 11jan52
	SP-AGO	Fi 156D	Legia Lotnicza	trf	01mar50	ex German Air Force; rebuilt by OWL-5 at Poznan, with a new c/n allocated; Korpus Bezpieczenstwa Wewnetrznego (Internal Security Corps); opb 9 SELL KBW at Warsaw-Bielany in 1948/49; received 'ZKR' markings standing for 'Zjednoczenie Klasy Robotniczej' (Unification of the Working Class) 15dec48 on occasion of the unification of the PPR and PPS parties; donated to the communist 'Democratic Army of Greece' for use in the civil war
P-6	no serial	Fi 156	Polish KBW			ex German Air Force; rebuilt by OWL-5 at Poznan, with a new c/n allocated; Korpus Bezpieczenstwa Wewnetrznego (Internal Security Corps); opb 9 SELL KBW at Warsaw-Bielany in 1948/49; in olive drab c/s with light blue undersides; received 'ZKR' markings standing for 'Zjednoczenie Klasy Robotniczej' (Unification of the Working Class) in 1948 (probably 15dec48) on occasion of the unification of the PPR and PPS parties; donated to the communist 'Democratic Army of Greece' for use in the civil war
P-8	2	Fi 156	Polish KBW			ex German Air Force; rebuilt by OWL-5 at Poznan, with a new c/n allocated; Korpus Bezpieczenstwa Wewnetrznego (Internal Security Corps); opb 9 SELL KBW at Warsaw-Bielany in 1948/49; in olive drab c/s with light blue undersides; received 'ZKR' markings standing for 'Zjednoczenie Klasy Robotniczej' (Unification of the Working Class) in 1948 (probably 15dec48) on occasion of the unification of the PPR and PPS parties; donated to the communist 'Democratic Army of Greece' for use in the civil war
P-10	SP-AMK	Fi 156D-1	Aeroklub Slaski	f/f	1948	ex German Air Force; rebuilt by OWL-5 at Poznan, with a new c/n allocated; in dark green c/s with light blue undersides; wfu 31aug49
	SP-AMK	Fi 156D-1	Legia Lotnicza	trf	01mar50	Centralny Zarzad Lotnictwa Sanitarnego; used as an ambulance; in white c/s with black nose and Red Crosses; canx 31may59 (also given as 22may59) as wfu
	SP-AMK	Fi 156D-1	CZLS	trf	unknown	in register with c/n P-1009, but P-9 would be much more logical; ex German Air Force; rebuilt by OWL-5 at Poznan, with a new c/n allocated; Korpus Bezpieczenstwa Wewnetrznego (Internal Security Corps); opb 9 SELL KBW at Warsaw-Bielany in 1948/49; also used '1009' (derived from the c/n) as serial; donated to the communist 'Democratic Army of Greece' for use in the civil war
P-1009	37	Fi 156	Polish KBW			ferried from Germany to Moscow in summer 1945; repaired and modified for polar duty by Factory No. 477 at Krasnoyarsk in 1947
---	CCCP-N430	Fi 156	Polyarnaya Aviats.			wrong c/n in register (c/n 4463115 of the engine); ex German Air Force; rebuilt by ZSLS-3 at Poznan in 1954; in white c/s with black nose
---	SP-BAS	Fi 156D-1	WSK Swidnik	rgd	08jul54	Centralny Zarzad Lotnictwa Sanitarnego; used as an ambulance; in white c/s with Red Crosses; canx 03mar61
	SP-BAS	Fi 156D-1	Aeroklub PRL	trf	10jul58	ex D-IXWO; a gift by Reichsmarschall Hermann Göring to the Soviet government; export permit issued 05oct39; ferried to Moscow via Kaunas and Daugavpils 06oct39; underwent trials with the NII VVS and the NII GUAS
	SP-BAS	Fi 156D-1	CZLS	trf	1958	used as a pattern aircraft by Antonov (for the design of the OKA-38 "Aist")
---	not known	Fi 156	Soviet Air Force	d/d	06oct39	underwent trials with the NII VVS in 1944; in dark green c/s with light blue undersides
---	not known	Fi 156K	NKAP	d/d	1940	used as a courier aircraft by 122 iap 311 iad in Hungary in 1944/45
---	no code	Fi 156	Soviet Air Force	ph.	1944	found at the former Luftwaffe base at Sochaczew (Mazovia) jan45; used by the commissar of 812 iap (Major Timofei Pasyonok) as his personal hack
---	not known	Fi 156	Soviet Air Force			ex U2+OB of Stab 1./NAGR 5 of the German Air Force which had landed in Sweden 09may45 and was flown on Soviet request to the Soviet Union via Turku (Finland) 27aug45
---	not known	Fi 156	Soviet Air Force			ex KP+GI of the German Air Force which had landed in Sweden 09may45 and was flown on Soviet request to the Soviet Union via Turku (Finland) 27aug45
---	not known	Fi 156	Polish Air Force			captured by Armija Krajowa members at Bromberg (now Bydgoszcz) 23jan45 and received Polish markings the next day; opb Dowództwo 4. MDL at Bydgoszcz from early feb45
15 13 12	CCCP-14340	L-60	AFI/North Kavkaz	toc	1959	opb 83 LO at STW; struck off charge 20feb63 due to its poor technical condition and the impossibility of an overhaul due to the cessation of production in Czechoslovakia; t/t 219 hours
15 13 13	CCCP-14341	L-60	AFI/North Kavkaz	toc	1959	opb 83 LO at STW; struck off charge 20feb63 due to its poor technical condition and the impossibility of an overhaul due to the cessation of production in Czechoslovakia; t/t 481 hours

## Focke-Achgelis Fa 223 "Drachen" (Avia VR-3) in Soviet and Czechoslovakian service

Three almost complete production aircraft (construction numbers 22300052/S52 to 22300054/S54) of this twin-rotor helicopter were found by Soviet troops in the Weser Flugzeugbau factory at Berlin-Tempelhof on 26 April 1945. They were transported to the Soviet Union, and one of them was made airworthy by the LII in late 1946. It was then handed over to the Design Bureau of Ivan Bratukhin.

The type was also to be built by the Weser Flugzeugfabrik factory at Böhmisches Kamnitz-Rabstein (Ceská Kamenice-Rabútejn) in Bohemia, and at least assemblies have been extant there by May 1945. The Czechoslovakian MoD ordered two Fa 223s in summer 1945 which were completed by Avia Cakovice as Weser Flugzeugfabrik was liquidated in March 1946. Both helicopters flew first in 1948 and received the Czechoslovakian military designation VR-3 (helicopter type 3). Czechoslovakia offered three Fa 223s to Israel in 1948 (together with the Avia S-199s and "Spitfires"), but Israel was not interested.

2230005.	not known	Fa 223E-0	OKB Bratukhina			S5. (probably either S52, S53 or S54); made airworthy by the LII in late 1946
Fa 223.1	no reg	Fa 223.1	Avia	f/f	12mar48	from Cakovice; built from existing German Fa 223E assemblies; possibly presented to the military acceptance commission 10may48
	OK-BZX	VR-3.1	Czechoslovak MoI	ph.	23jun48	opb Letectvo Sboru národní bezpečnosti (SNB); in silver c/s with red nose; ferried to the LVÚ (flight-test centre) at Letnany 18jun48; damaged 18feb49 on a flight from Ceská Budejovice to Prague when the transmission failed and the helicopter crash-landed near Hosty u Týna nad Vitavou, both crew escaped; repaired by Avia until 28apr49 and handed back to the SNB 28jul49; arrived with Avia for repair (after an accident) 22jan50; Letectvo SNB was redesignated Letectvo MNB 23may50 and dissolved 23dec50
	V-26	VR-3.1	Czechoslovak AF	trf	early51	under repair with Avia by 12apr51, t/t 117 hours by then; repair (using parts of VR-3.2) completed probably in late 1951; opb LVÚ (flight-test centre) at Letnany; damaged 05mar52 on take-off from Praeloc when banked to the left and came to rest on the nose and the left rotor boom, 1 of the 3 crew slightly injured; not repaired as the type was considered as being outdated
Fa 223.2	no reg	Fa 223.2	Avia	f/f	05jul48	from Cakovice; fuselage built from scratch
	V-25	VR-3.2	Czechoslovak AF	PRG	04sep49	in light grey c/s; ferried to the LVÚ (flight-test centre) at Letnany 01sep48; repair by Avia (probably after an accident) completed 18may50; damaged 01jun50 when the engine failed and the helicopter forced-landed at Letnany, damaging the tail; repaired by 17jun50; dbr 18jun50 during a demonstration flight at Hradec Králové when the transmission failed at a height of 30 metres and the helicopter made a forced landing, suffering substantial damage, all 5 occupants escaped; cannibalised for the repair of VR-3.1 in 1951

## Focke-Wulf Fw 58 "Weihe" in Soviet, Polish, Czechoslovakian and Chinese service

According to the German-Soviet agreement of 11 February 1940, Germany was to supply three of these twin-engined transition trainers and multi-purpose aircraft to the Soviet Union. They were delivered in May 1940 and underwent trials with the NII VVS and the LII. One Hungarian Air Force Fw 58B-2 was captured near Voronezh in February 1943 and one Fw 58C-2 which had defected from Slovakia joined the Soviet Air Force in 1944. Finally, Finland had to hand over "Weihe" NH+OI to the Soviet Union after the armistice, it was transferred on 16 March 1945. By 1947 the NKAP had two Fw 58s, possibly captured former Luftwaffe aircraft. The last one was written off as late as 1950.

Several Fw 58s were found abandoned on now Polish territory in 1945. The one in the best condition was rebuilt by PZL Mielec and entered Polish military service before being transferred to the civil register.

Czechoslovakia had reportedly ordered two Fw 58K-9s in the late 1930s, but they were not delivered. The Slovakian airline SLS bought two Fw 58KL-1s with Hirth HM 508D engines and a fuselage modified to house eight instead of the standard six passengers in 1943, and the Slovakian Air Force took delivery of ten Fw 58C-2s in July 1943. Two of them defected to the Soviet Union in August 1944, with one of them continuing to serve in the Czechoslovakian Air Force until 1953. The Canton (Guangdong) Government ordered a single Fw 58K-3 in 1936. The aircraft was shipped from Germany to China on 16 November 1936, by that time the Canton Air Force had already been taken over by Nanking. There is no further information available, unfortunately.

1197	not known	Fw 58K-3	Chinese Air Force	d/d	1936	shipped from Germany to China 16nov36
2222	no serial	Fw 58C	Polish KBW	mfd	1943	Korpus Bezpieczenstwa Wewnetrznego (Internal Security Corps); ex German Air Force; rebuilt by PZL Mielec; h/o 1948; op 9 SEL KBW at Warsaw-Bielany; in olive drab c/s with light blue undersides; still on charge by mar52
	SP-ARP	Fw 58C	PZL Mielec	rgd	16jun54	owner in register as 'WSK' (for WSK "PZL Mielec"); rebuilt by PZL Mielec as an ambulance aircraft; probably in white c/s with thin black 'lightning-bolt' cheatline, no titles
	SP-ARP	Fw 58C	ZLS		photo	transfer to the Ministry of Health is not reflected in the register I; based at Warsaw-Goclaw and maintained by Aeroklub Warszawski; in the same c/s as above, but now with Red Crosses on fuselage and fin; canx 22may59 as a result of an inspection on 04apr59
2754	not known	Fw 58B-2	Soviet Air Force	d/d	may40	ex D-OXWR; on a photo with Red Stars and the German registration D-OXWR; ferried from Königsberg via Bialystok, Minsk and Smolensk to Moscow may40; underwent trials with the NII VVS in summer 1940 (63 flights with a t/t of 36 hours 50 minutes)
3100	CCCP-1488 OK-TRE	Fw 58B-2 Fw 58KL-1	NKAP zavod # 22 SLS	rgd f/f	29jan43 19nov36	based at Moscow-Fill built as Fw 58V13; ex D-OTRE 'Rhein'; h/o 18apr43 at Vienna-Aspern; based at Bratislava in 1943 and at Tri Duby in 1944; destroyed by the Germans on the ground at Tri Duby probably aug44
3101	OK-HLM	Fw 58KL-1	SLS	mfd	1936 ?	ex D-OHLM 'Donau'; h/o 18apr43 at Vienna-Aspern; named 'Bratislava'; based at Bratislava in 1943 and at Tri Duby in 1944; destroyed by the Germans on the ground at Tri Duby aug44
3547	not known	Fw 58C-2	Soviet Air Force	d/d	may40	ex TR-AS of the German Air Force and D-OXWS; on a photo with Red Stars and the German registration D-OXWS; ferried from Königsberg via Bialystok, Minsk and Smolensk to Moscow may40; underwent trials with the NII VVS in summer 1940 (112 flights with a t/t of 32 hours 35 minutes)
3548	not known	Fw 58C-2	Soviet Air Force	d/d	may40	ex TR-AT of the German Air Force and D-OXWT; ferried from Königsberg via Bialystok, Minsk and Smolensk to Moscow may40; underwent trials (probably with TsAGI) in summer 1940; underwent trials on skis with the NII VVS in winter 1941/42 (until mar42 when the fixation point of the undercarriage broke)
---	A	Fw 58C-2	Slovak Air Force	d/d	jul43	c/n given by CMK Kits as 58459 and by "Slovenŭti letci 1939-1945" as 32, code/former code from Jan Mace, ATM No. 8 2007 - reported as ex A1+AN of the German Air Force, but that Stammkennzeichen was used by at least 5 different He 111s so that the probability that it was used by an Fw 58 is low; opb 2. letka; used by 6 Slovakian airmen to defect from Iŭla in eastern Slovakia to the Soviet Union 31aug44, was intercepted by Soviet La-5 fighters and escorted to Kalinovo
	no code	Fw 58C-2	Soviet Air Force	ph.	1944 ?	actually Czechoslovakian Air Force, opb 1. cs. smŭŭenŭ leteckŭ divize; remained its original German camo c/s (probably dark greyish green/medium green with light grey undersides)
	BZ-7	Fw 58C-2	Czechoslovak AF	trf	1945	serial from a Slovakian website, but on drawings without serial, no photo known; type designated as D-58; opb 4. leteckŭ divize; repainted in silver grey c/s; damaged in 1953 when one engine failed and the aircraft made a belly landing, a repair was deemed not economical
---	not known	Fw 58C-2	Slovak Air Force	d/d	jul43	c/n given by "Slovenŭti letci 1939-1945" as 454; opb 2. letka; carried a delegation of the Slovakian National Council from Mokrad in central Slovakia to the Soviet Union 04aug44, was shot at from the ground while crossing the front-line but was able to land safely at Chortkov, all 5 occupants escaped; did not enter Soviet service
---	not known	Fw 58B	Soviet Navy			ex NH+OI of Seenotkommando Finnland of the German Air Force, FH-1 of the Finnish Air Force and OH-PMS; ferried to Helsinki-Malmi 24nov44 under control of the Allied Control Commission and handed over to the Soviet authorities there 16mar45; opb 4 iap BF

## Focke-Wulf Fw 200 "Condor" in Soviet service

The first "Condor" fell into Soviet hands during the battle of Stalingrad. A former Luftwaffe crew member (albeit not from KG 40) related that his crew was lured with the help of a captured German direction finder to a Soviet-held airfield east of the Stalingrad pocket. It is not clear, though, whether the aircraft in question was c/n 0034 (the known details of the capture of which differ) or another Fw 200. Two Fw 200Cs were converted to Arctic configuration by the Polar Aviation aircraft repair workshops at Leipzig-Schkeuditz in 1946, with the first one being delivered in April. A third Fw 200C was delivered to Polar Aviation and re-engined with ASH-62IR engines in 1948 and then designated MK-200. Neither of the "Condors" served very long in the Soviet Union.

Five Fw 200Kc-1 airliners (with the construction numbers 0011, 0012, 0017, 0018 and 0019) were ordered for the semi-military Manchukuo airline Manshu Koku Kabushiki Kaisha (Manchuria Aviation Company, in short MKKK) in December 1938, but could not be delivered due to the outbreak of the Second World War. The same happened to the four "Condors" for which the Chinese-German airline Eurasia had signed a preliminary contract about July 1939.

0034	no code	Fw 200C-3	Soviet Air Force		photo	Fw 200C-3/U2; ex F8+GW of I./KG 40 of the German Air Force; lost 31jan43 on a supply flight to Stalingrad (the day when the Germans surrendered) when was damaged by ground fire, force-landed at Gumrak and was abandoned; repaired by the Soviets and tested by the NII VVS 23mar/21apr43; retained its German colours (RLM 72 and 73 with undersides in RLM 65), but Red Stars painted on fuselage and wings; some equipment passed on to the Soviet aviation industry for study after the end of the trials; the aircraft ended up in the war booty exhibition in Gorki Park in Moscow which existed in 1943/48, painted again in German markings, l/n 1945; scrapped
0164	CCCP-N401	Fw 200C-4	Polyarnaya Aviats.	mfd	14feb43	ex CH+CE of III./KG 40 of the German Air Force; d/d apr46; opb Moskovskaya AGON at Zakharkovo; in orange/blue c/s with 'Polyarnaya Aviatsiya' titles; registration painted on the fuselage as 'H-401', prefix on wings only; damaged 15apr48 during the take-off run at Krasnoyarsk; used to resupply the Arctic expedition "Sever-4" in 1949; possibly converted to an MK-200 with ASH-62IR engines; technical condition assessed 22sep49 and struck off charge 12nov49 as 'for spares'
0199	CCCP-N500	MK-200	Polyarnaya Aviats.	toc	1949	ex Fw 200C-4 D-ACBD and TA+MA of Deutsche Lufthansa; captured by Soviet troops at Berlin-Tempelhof 28/29apr45; modified for Arctic duty and re-engined with ASH-62IR engines by Factory No. 23 at Moscow in 1948; opb Moskovskaya AGON at Zakharkovo; used to resupply the Arctic expedition "Sever-4" in 1949 and "Sever-5" in 1950; damaged 14feb50 during a ground-test of the landing gear at Zakharkovo when fell off the jacks, oil coolers damaged; repaired; dbr 23apr50 on landing at Yakutsk when touched down 150 metres before the landing T, veered to the left and then to the right, the brakes of the left main gear failed, the aircraft veered off the runway to the right into deep snow, the left main gear collapsed and the aircraft came to rest on its left wing, all 8 crew (pilot: F.A. Shatrov) and the sole passenger escaped unhurt; t/t 318 hours 40 minutes (of them 183 hours 23 minutes in the Soviet Union); canx 28jul50
---	CCCP-N400	Fw 200C-3	Polyarnaya Aviats.	d/d	1946	opb Moskovskaya agon at Zakharkovo by 10apr46; in orange/blue c/s with 'Polyarnaya Aviatsiya' titles and Red Stars; dbr 13dec46 on a flight from Igarka to Arkhangelsk when two engines failed and a third also developed problems, the aircraft force-landed on the ice of Baidratskaya guba bay between Ust'-Kara and Marrasale (N69.33 E67.49), all 21 occupants (pilot: Mikhail A. Titlov) escaped unhurt and were rescued by 3 Po-2s 16 days later; eventually sank; flew only some 90 hours in the Soviet Union; struck off charge 20feb47

## HAL "Chetak" (K-1) in Soviet service

The "Chetak" is an Aérospatiale SA316B "Alouette" III built under licence by Hindustan Aeronautics Ltd. at Bangalore. When the C-in-C of the Soviet Navy, Admiral S.G. Gorshkov, visited India in the early 1980s, he also rode in a "Chetak" of the Indian Navy. Gorshkov seems to have liked the agile helicopter, and as the Indians had always complained that the Soviet Union did not buy any Indian weapons while India bought a lot of Soviet ones, he decided to acquire some "Chetaks" for the Soviet Navy. The General Staff was not really in favour of this idea, but Gorshkov made his point. So the Soviet Council of Ministers allowed the import of "Chetaks" in March 1982. Two pilots and six ground-crew members went to Bangalore in April 1984 to be trained on the type. The "Chetak" was commissioned by the Soviet Navy 'in absentia' on 22 February 1984. Eight "Chetaks" arrived by sea in the Black Sea port of Ilyichovsk and were transported to Kacha on the Crimea where they were assembled and test-flown in May/June 1985. For unknown reasons, the "Chetak" received the designation K-1 in Soviet military service. Six of the helicopters were handed over to 859 UTs MA (Naval Aviation Training Centre) at Kacha, one to the Mil OKB and one to the Kamov OKB (the latter one was seen at the flight-test station of Kamov OKB in 1990). The Navy pilots were sceptical of the Indian helicopter, however. And when one of the K-1s crashed on 9 July 1985, the untimely end of the type's service with the Soviet Navy had come: Soon after that accident the remaining five K-1s were transferred to the Feodosiya branch of DOSAAF by a decree of the General Staff. After the break-up of the Soviet Union several "Chetaks" ended up in private hands. One crashed near Krasnogorsk in August 1994 and another one was seen during the "Aviasvit-21" exhibition at Kiev in 2000 (possibly the one which crashed on 8 January 2009).

AH-263	not known 01187	K-1 K-1	Soviet Navy Tropos-Avia	mfd Tus	1983 aug94	c/n also reported as 6735002 type painted on as 'K1'; in white c/s with trim in two shades of blue, photos both with and without titles exist; w/o 31aug94 on a flight from Moscow-Tushino to Vyazma when the main rotor struck the tailboom (as the spacing cables of the rotor had not been tightened properly) while the helicopter was flying at a height of some 100 metres, the helicopter went out of control, crashed in a forest near Voronki village (3 km south of Krasnogorsk, Moscow region) and was completely destroyed, pilot and all 5 passengers killed
---	"92"	K-1	Soviet Navy		1985	opb 859 UTs MA at Kacha; in white c/s with trim in two shades of blue
---	not known	K-1	Soviet Navy	Kac		opb 859 UTs MA at Kacha; w/o 09jul85 on a flight from Kacha with 3 high-ranking naval aviation officers on board when the rotor started to overspeed, the pilot shut the engine down and attempted an auto-rotation landing, unfortunately the General in the left-hand seat inadvertently touched the collective pitch control and the helicopter crashed from a height of some 8-10 metres, all 3 passengers killed and the pilot (Major V. Volkov) seriously injured

## Handley Page "Hampden" in Soviet service

32 "Hampdens" of No. 144 Squadron RAF and No. 455 Squadron RAAF left Sumburgh for the Murmansk region on 4 September 1942, as part of the air cover for the arrival of Allied convoy PQ 18 (Operation "Orator"). Only 23 of them arrived at Afrikanda, Kandalaksha and Murmashy, with the rest being lost to bad weather and German fighters (No. 144 Sqn lost six aircraft and No. 455 Sqn three). Among the "Hampdens" which did not make it to Soviet airfields were P1273 (rear fuselage and tail at Redhill), P1344 (under restoration at Cosford), AE436 (under restoration at East Kirby) and AT138. The 23 surviving "Hampdens" were concentrated at Vayenga-1 airfield (now Severomorsk-1) by 7 September and flew a single mission from there on 14 September. Operation "Orator" ended on 22 September, and it did not seem viable to ferry the aircraft back to Britain. So Coastal Command suggested on 24 September to hand the "Hampdens" over to the Soviet Union. The official request for the aircraft was made by the Soviet Government on 1 October and granted by Churchill five days later. In the meantime three of the torpedo bombers had been destroyed by a German bombing attack on Vayenga-1 (on 29 September). The 20 surviving "Hampdens" (17 of them operational) were handed over 'extra to Protocol' to the Soviet Navy on 12 October 1942, including damaged aircraft used for spares. They were fielded by the newly formed 24 mtpat (mine and torpedo aviation regiment) at Vayenga-1 which was redesignated 9 gvardii mtpat on 31 May 1943. Transition training of Soviet crews on the type started on 19 October, resulting in two crashed and two damaged aircraft. The British personnel left Russia on 22 October, and the first mission was flown by 24 mtpat on 8 November 1942, albeit without success. The "Hampden" of Captain S.I. Trunov (together with a DB-3f) sank two German transports on 18 December, marking the first battle success of the type in Soviet service. Eleven "Hampdens" remained on strength of 24 mtpat by 1 February 1943 and only seven by 1 May - twelve aircraft had been lost in combat alone by June 1943. Starting from April 1943, the unit re-equipped with Douglas A-20s. The Soviet "Hampdens" flew their last combat mission eventually on 4 July 1943. One source states that six "Hampdens" flew an attack against German shipping on 20 September 1943, but that seems more than doubtful as by that time the type had been withdrawn from use due to wear and lack of spare parts.

The serial numbers of the delivered aircraft have been taken from the book "Air Arsenal North America" by Phil Butler. The personnel loss list of 24/9 mtpat is available under <http://sk16.ru/forum/viewtopic.php?t=1084&p=4165>

### Built by Handley Page at Cricklewood

[L4038]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n L4038
[P1245]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n P1245
[P1287]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n P1287

### Built by English Electric at Samlesbury

[P2095]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n P2095
[P2122]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n P2122
[P2126]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n P2126
[P4415]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n P4415

### Built by Canadian Associated Aircraft at Saint-Hubert, QC

[P5315]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n P5315; opb 24 mtpat at Vayenga-1; dbr 21dec42 on a training flight from Vayenga-1 (its first flight in Soviet service)
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### Built by English Electric at Samlesbury

[X2976]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n X2976
[X3022]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n X3022; opb 24 mtpat at Vayenga-1; dbr 01nov42 on a training flight from Vayenga-1
[X3053]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n X3053
[X3131]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n X3131
[AD743]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AD743
[AD908]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AD908
[AD977]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AD977
[AE130]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AE130
[AE156]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AE156
[AE158]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AE158
[AE194]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AE194
[AE231]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AE231
[AE307]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AE307

### Built by Canadian Associated Aircraft at Saint-Hubert

[AN126]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AN126
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### Built by English Electric at Samlesbury

[AT145]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AT145 Aircraft with unknown construction numbers include
---	"30" white	Hampden	Soviet Navy	ph.	late 42	"Hampden" TB Mk.I; ex No. 455 Sqn RAAF; opb 2 ae 24 mtpat at Vayenga-1; w/o 01jan43 on a combat mission when caught fire and crashed into the sea, all 4 crew (commander: Captain Andrei Z. Stoyanov) killed
---	"34" white	Hampden	Soviet Navy	photo		"Hampden" TB Mk.I; opb 3 ae 24 mtpat (redesignated 9 mtpat 31may43) at Vayenga-1, commander: Junior Lieutenant Ivan F. Makrydin; in green/brown camo c/s with black undersides; as Makrydin did not return from a combat mission 01jun43 probably this aircraft was lost that day
---	"37" white	Hampden	Soviet Navy	photo		"Hampden" TB Mk.I; opb 3 ae 24 mtpat at Vayenga-1; in green/brown camo c/s with black undersides; w/o 12jan43 on a mission against Kirkenes when was shot down by German fighters, all 4 crew (commander: 1st Lieutenant Vladimir S. Golubev) killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; opb 24 mtpat at Vayenga-1; w/o 14jan43 on a mission against German shipping off the Norwegian coast when was shot down by anti-aircraft artillery, all 4 crew (commander: Captain Andrei A. Bashtyrkov) killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; opb 24 mtpat at Vayenga-1; w/o 29jan43 on a combat mission when was shot down by German anti-aircraft artillery and crashed into the sea, all 4 crew (commander: Captain Sergei I. Trunov) killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; opb 24 mtpat at Vayenga-1; w/o 29jan43 on a combat mission when was shot down by German anti-aircraft artillery and crashed into the sea, all 4 crew (commander: 1st Lieutenant Grigori Ya. Malygin) killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; opb 24 mtpat at Vayenga-1; dbr 29jan43 on a combat mission when was damaged by German anti-aircraft artillery, but managed to make a wheels-up landing on Rybachy peninsula, all crew (commander: Captain Anatoli I. Ostrovski) escaped
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; opb 24 mtpat at Vayenga-1; w/o 10apr43 on return from a mission against German shipping when was shot down by 4 Bf 110s of the German Air Force, all 4 crew (commander: Captain Viktor U. Glushkov) killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; opb 24 mtpat at Vayenga-1; w/o 10apr43 on return from a mission against German shipping when was shot down by 4 Bf 110s of the German Air Force, all 4 crew (commander: Senior Sergeant Nikolai M. Vatagin) killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; opb 3 ae 24 mtpat at Vayenga-1; w/o 25apr43 on a mission against German shipping in the Båtsfjord when was shot down by anti-aircraft artillery while launching a torpedo against the transport "Leese" (2,624 GRT) off Makkaur, all 4 crew (commander: Captain Vasili N. Kiselyov) killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; opb 3 ae 24 mtpat (redesignated 9 mtpat 31may43) at Vayenga-1; w/o 04jul43 on return from a mission against German shipping near Cape Kiberghes when was shot down by German fighters and crash-landed in the sea, crew (commander: Major Shipilov) rescued
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; opb 3 ae 24 mtpat (redesignated 9 mtpat 31may43) at Vayenga-1; w/o 04jul43 on return from a mission against German shipping near Cape Kiberghes when was shot down by German fighters and crash-landed in the sea, crew (commander: Junior Lieutenant Anatoli A. Martyanov) rescued

## Hawker "Hurricane" in civil Soviet service

3,360 "Hurricanes" were delivered to the Soviet Union (including 117 aircraft rejected by the Soviets and 399 lost in sunken ships). More than 150 of them continued to serve as unarmed weather reconnaissance aircraft after the war. These aircraft were operated by Gidrometeoslužba, the Hydrological and Meteorological Service which was subordinated to the Ministry of Interior (NKVD) at that time. Four "Hurricanes" were lost in accidents in 1946, two in 1947 and another two in 1948. By 1 October 1947, Gidrometeoslužba had 104 "Hurricanes" on strength, among them 81 operational ones. Their number decreased to 50 by 1 July 1948 and to 48 by 1 January 1949.

Mass withdrawal of the type started in early 1949, and a decree forbade their usage after 1 January 1950. By that time, only ten "Hurricanes" were extant in the Gidrometeoslužba inventory, with only five of them being airworthy. They were all cancelled by 1 April 1950, hereby ending the history of the Hawker "Hurricane" in Soviet service.

271	CCCP-M292	Hurricane	Gidrometeoslužba	no	reports	'271' may be part of the RAF serial instead (candidates are AM271, JS271, KZ271 and LF271); opb Tashkentski aviaotryad; w/o 04dec48 on an atmospheric sounding flight from Tashkent when the pilot did not pay attention to the fact that strong winds caused the aircraft to deviate from the planned flight path to the north-east by 120 km so that it ended up over the Karzhantau Range instead of flat terrain, the pilot descended through clouds and the aircraft crashed at a height of 2,600 metres in a snow-covered valley in the upper reaches of the river Ugam 51 km south-east of Chimkent (N42°06' E70°10'), pilot killed; t/t 111 hours; wreck found only 26jun49
---	CCCP-M123	Hurricane	Gidrometeoslužba	no	reports	opb Irkutski otryad GU GMS
---	CCCP-M132	Hurricane	Gidrometeoslužba	no	reports	opb Novosibirski otryad GU GMS
---	CCCP-M304	Hurricane	Gidrometeoslužba	no	reports	opb Rizhski otryad GU GMS
---	CCCP-M309	Hurricane	Gidrometeoslužba	no	reports	opb Kievski otryad; dbr 14feb48 when a piston rod broke and the aircraft force-landed, pilot escaped unhurt
---	CCCP-M324	Hurricane	Gidrometeoslužba	no	reports	equipped with a MN-26 radio compass taken from a P-63 "Kingcobra"
---	CCCP-M768	Hurricane	Gidrometeoslužba	YKS	24dec46	c/n given in the accident report as '768', probably the three digits of the former RAF serial (candidates are AP768, BD768, KW768, KX768, KZ768 and LD768), c/n of the engine 140277; opb 1 zveno 37 osao YaU GMS (1st flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service); accepted and ferried from Irkutsk to Yakutsk 09/20aug46; was the reserve aircraft of the commander of 37 osao YaU GMS; w/o 23sep47 on a weather reconnaissance flight from Yakutsk when the engine lost power on final approach, the pilot flew a steep turn in order to land as early as possible, but the aircraft lost height rapidly, crashed some 1-1.5 km south-east of the airport and caught fire, pilot killed
---	707	Hurricane	Gidrometeoslužba	YKS	24dec46	serial given as such in Soviet document, probably the three digits of the former RAF serial; opb 1 zveno 37 osao YaU GMS (1st flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service); accepted and ferried from Irkutsk to Yakutsk 09/20aug46
---	742	Hurricane	Gidrometeoslužba	YKS	24dec46	serial given as such in Soviet document, probably the three digits of the former RAF serial; opb 1 zveno 37 osao YaU GMS (1st flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service); accepted and ferried from Irkutsk to Yakutsk 09/20aug46

## Heinkel He 111 in Chinese service

Six of these twin-engined bombers were ordered by the Canton (Guangdong) Government in September 1935. The aircraft were of the first production version, the He 111A-0 (sometimes referred to under the export designation He 111K). They arrived in crates by ship in August 1936, but delivery was delayed by the Nanking take-over of the Canton Air Force. Four aircraft were eventually taken on charge by the Chinese Air Force in late October and two in late November 1936. The He 111s were assigned to the 19th Squadron (chungtui) of the 8th Air Group (tatu) which was based at Nanchang from 29 October 1936. The unit was to deploy to Hangchow (Hangzhou) on 14 August 1937 and flew its first - and last - combat mission in the war against Japan on 25 August (according to another source, in September). Of the three Heinkels which were to attack the Japanese fleet in the vicinity of Shanghai only one returned to its base, while the other two were damaged by Japanese fighters and had to make forced landings. After that disaster the Chinese refrained from flying the He 111s in combat. One more Heinkel was lost during a Japanese air raid on Hangchow airfield on 1 October 1937 when it approached the airfield too early after the raid and was shot down accidentally by a Curtiss "Hawk I" fighter of the Chinese Air Force. The remaining three He 111s were relegated to transport duties with 10th Squadron in late 1937. The last surviving aircraft was taken out of storage at Chengtu (now Chengdu) in December 1943 and flown to Kunming, where the Central Air Transport Corporation (CATC) workshops overhauled and modified it into a transport for ten passengers, fitting it with Wright R-1820 "Cyclone" engines. It crashed on a test flight with the new engines on 25 December 1944.

2215	25-32	He 111B-1	Spanish Republ. AF			version also reported as He 111B-2; ex 25-32 of K/88 of "Legion Condor"; lost orientation on a bombing mission against Teruel 17dec37 and force-landed in Republican territory in the mountains of Guadalajara; recovered by a French technical mission of the STAé in early feb38, ferried to Sabadell and painted in Spanish Republican markings (red circles on the wings, red ring around the rear fuselage and red rudder) while the Spanish Nationalist serial and the German c/s of light grey (RLM 63) were retained; test-flown by French and Spanish Republican pilots, afterwards disassembled and shipped by sea to the Soviet port of Odessa in spring 1938; assembled by Factory No. 156 in Moscow 25may38/25jun38; received the Soviet designation DB-31 and underwent trials with the NII VVS at Chkalovski jun38/nov38, still with its Spanish Nationalist serial and Spanish Republican markings; disassembled and studied by Factory No. 156 after completion of the tests (while the DB 600CG engines were handed over to TsAMI)
---	1901	He 111A-0	Chinese Air Force	toc	oct36	opb 19th Sqn/8th Air Group at Nanchang from 29oct36, probably deployed to Hangchow (Hangzhou) 14aug37
---	1902	He 111A-0	Chinese Air Force	toc	oct36	opb 19th Sqn/8th Air Group at Nanchang from 29oct36, probably deployed to Hangchow (Hangzhou) 14aug37; in olive drab c/s with light blue undersides; took part in the mission against Japanese ships in the area of Shizilin and Yuncaobin 25aug37, was the sole He 111 which survived that mission; taken out of storage at Chengtu (now Chengdu) dec43 and flown to Kunming, where the CATC workshops overhauled and modified it into a transport for 10 passengers, fitting it with Wright R-1820 "Cyclone" engines
XT-ATC		He 111A-0	Centr Air Trp Corp	trf	25jun43	'paper' date, see above; fleet number 'Chung 2'; in dark c/s with the white Chinese character 'Chung' (meaning 'Central') on a black disc; used as a transport aircraft; dbr 25dec44 on a test flight with new engines from Kunming when crashed on take-off
---	1903	He 111A-0	Chinese Air Force	toc	nov36	opb 19th Sqn/8th Air Group at Nanchang from late nov36, probably deployed to Hangchow (Hangzhou) 14aug37; w/o 25aug37 on a mission against Japanese ships in the area of Shizilin and Yuncaobin when was damaged by Japanese fighters after dropping its bombs and made a forced landing at Hongqiao airfield in Shanghai, 2 crew were killed during the aerial combat while the bomber was destroyed on the ground by Japanese fighters shortly after landing
---	1904	He 111A-0	Chinese Air Force	toc	oct36	opb 19th Sqn/8th Air Group at Nanchang from 29oct36, probably deployed to Hangchow (Hangzhou) 14aug37
---	1905	He 111A-0	Chinese Air Force	toc	oct36	opb 19th Sqn/8th Air Group at Nanchang from 29oct36, probably deployed to Hangchow (Hangzhou) 14aug37; dbr 25aug37 on a mission against Japanese ships in the area of Shizilin and Yuncaobin when was damaged by Japanese fighters after dropping its bombs and made a forced landing at Changzhou
---	1906	He 111A-0	Chinese Air Force	toc	nov36	opb 19th Sqn/8th Air Group at Nanchang from late nov36, probably deployed to Hangchow (Hangzhou) 14aug37
---	190.	He 111A-0	Chinese Air Force			w/o 01oct37 during a Japanese air raid on Hangchow airfield when approached the airfield too early after the raid and was shot down accidentally by a Curtiss "Hawk I" fighter of the Chinese Air Force, all 6 crew killed

## Henschel Hs 126 in Estonian and Soviet service

The Hs 126 was a two-seat light observation and reconnaissance aircraft. Twelve examples of the version Hs 126K-7 (as the Hs 126B-1 was designated for export) were ordered by Estonia (construction numbers 3917 to 3928), but only five of them were delivered in 1939/40, with the other seven from this order going to the German Air Force after Estonia had come under Soviet rule in June 1940. In connection with the incorporation of Estonia into the Soviet Union on 6 August 1940 the Estonian Hs 126s were taken over by the Soviet Air Force, forming the core of korpusnaya aviaeskadriya 22-go strelkovogo korpusa (Aviation Squadron of the 22nd Rifle Corps) at Jägala (Jaggowal). In early July 1941, three Hs 126s were still extant at Jägala (the Estonian personnel of the squadron had deserted in late June). One of the aircraft was made airworthy by technicians from 71 iap VVS KBF, ferried to Tallinn-Ülemiste by the commanding officer of 71 iap, Major A.V. Koronets, and used for reconnaissance flights over German-held Estonian territory. At least one destroyed Soviet Hs 126K-7 was found by German troops at Jägala in August 1941, possibly the damaged "167". The fate of the other three aircraft is not known, but they were probably destroyed at Jägala as well.

3917	163	Hs 126K-7	Estonian AF	d/d	1939/40	tie-up not confirmed; opb the Aviation Regiment of the 2nd Division at Tartu; in greyish green/dark brown/dark green German pre-war 'splinter' camo c/s with light grey undersides
3918	"163" black 164	Hs 126K-7 Hs 126K-7	Soviet Air Force Estonian AF	trf d/d	06aug40 1939/40	opb korpusnaya aviaeskadriya 22-go strelkovogo korpusa at Jägala (Estonia), on charge by 01sep40
3920	"164" black 165	Hs 126K-7 Hs 126K-7	Soviet Air Force Estonian AF	trf d/d	06aug40 1939/40	opb korpusnaya aviaeskadriya 22-go strelkovogo korpusa at Jägala (Estonia), on charge by 01sep40
3921	"165" black 166	Hs 126K-7 Hs 126K-7	Soviet Air Force Estonian AF	trf d/d	06aug40 1939/40	opb korpusnaya aviaeskadriya 22-go strelkovogo korpusa at Jägala (Estonia), on charge by 01sep40
3922	"166" black 167	Hs 126K-7 Hs 126K-7	Soviet Air Force Estonian AF	trf d/d	06aug40 1939/40	opb korpusnaya aviaeskadriya 22-go strelkovogo korpusa at Jägala (Estonia), on charge by 01sep40
	"167" black	Hs 126K-7	Soviet Air Force	trf	06aug40	tie-up not confirmed; opb the Aviation Regiment of the 2nd Division at Tartu; in greyish green/dark brown/dark green German pre-war 'splinter' camo c/s with light grey undersides

## Japanese aircraft in Soviet service



Soviet Forces captured many Japanese aircraft in Manchuria, on the Kuril Islands and on Sakhalin in August 1945. Most of them were handed over to the Chinese later, but dozens (if not more) were flown by MKKK personnel in groups of nine from Changchun and Mukden (now Shenyang) to Chita between September and November 1945. Some of the captured Japanese aircraft were tested by the NII VVS, as the Mitsubishi Ki-46-III, and only a few were operated by the Soviet Air Force, as the Mitsubishi MC-20/Ki-57, the Tachikawa KKY-2 and the Tachikawa Ki-54, and by Dalstroj NKVD, as the Kawasaki Ki-56 (see under Lockheed L-14). Among those aircraft were probably MC-20-II M-612 and Ki-54hei M-716 which were captured at Mukden resp. Changchung on 19 August 1945.

A certain number of Fokker "Super Universals" single-engine transports of the semi-military Manchukuo airline Manshu Koku Kabushiki Kaisha (Manchuria Aviation Company, in short MKKK) was captured by Soviet troops at the airfields of Mukden and Changchung on 19 August 1945 (among them was M-182 which was captured at Mukden). 13 of these "Super Universals" (most of them were certainly built by Manko or Nakajima, not by Atlantic Aircraft) had to be transferred to Mongolia on Soviet orders and were ferried from Changchung via Öndörkhaan to Ulan-Bator in September 1945.

A photo of a force-landed and wrecked aircraft published in the Soviet magazine "Vokrug Sveta" No. 8/1980 is supposed to show Fw 200 CCCP-N400, but a closer look reveals that the depicted aircraft looks rather like a Nakajima G8N. However, it is very unlikely that one of the four prototypes of this heavy bomber could have been captured by Soviet troops, so the photo is probably a fake.

---	not known	MC-20	Soviet Air Force	ph.	1946	flew to Mukden (now Shenyang), Changchung and Harbin in late 1945; opb 51 tap in the Transbaikal region in 1945/46 (commander: Captain Vsevolod V. Vinitiski); in natural metal c/s with dark nose
---	not known	MC-20	Glavrybprom	trf	1946	based at Magadan
---	not known	MC-20	Soviet Air Force	no reports		based at Chita
---	not known	KKY-2	Soviet Air Force	ph.	1946	opb 51 tap in the Transbaikal region by 1946

## Junkers G 24 and K 30 (JuG-1 & PS-5) in Soviet and Eastern European service

One G 24 was tested in the Soviet Union in the spring of 1925, but this was not followed by orders. Apart from that, one G 24 was operated by the secret German flying school and test centre at Lipetsk which was officially part of the Soviet Air Force.

The K 30 was the bomber version of the G 24. The airframes (apart from the 'military' mid-fuselage section) were built at Dessau and delivered as kits to the Swedish Junkers subsidiary AB Flygindustri at Limhamn near Malmö where the mid-fuselage section was built and the aircraft were assembled, equipped with Junkers L 5 engines and test-flown. Then the aircraft were shipped to the Soviet Junkers factory at Moscow-Fili (later Factory No. 22) where they received their armament. This complicated scheme was invented in order to circumvent Entente sanctions against the German aviation industry. A total of 23 K 30s was delivered to the Soviet Union in three batches between 1925 and 1928 (3 in 1925, 12 in 1926 and 8 in 1928). As the performance of the type was worse than specified in the contract, the Soviet side initially refused to accept the first two batches, and agreement could be reached only on 5 March 1927 (Junkers had to accept a drastic reduction of the price). The aircraft started their service life as bombers with the Soviet Air Force where they received the designation JuG-1 (probably as they were designated 'G I' in the initial contract). Most of them served with the 57 tae (heavy aviation squadron) and also the 55 tae of the 1st Aviation Brigade at Trotsk (now Gatchina), but some (equipped with floats) were operated by 60 omrae (maritime reconnaissance aviation squadron) and later by 62 mrae of the Soviet Navy. After the Tupolev TB-1 started to replace the JuG-1 in Soviet Air Force service in July 1929, the surviving aircraft were phased out between 1930 and 1933, only a single one soldiered on until 1934. The first 'civilianised' JuG-1 was ready for crew familiarisation in May 1930, and twelve aircraft were handed over to the Central Repair Workshops (TsARB) in Moscow for conversion starting in August 1930. In total, 18 aircraft seem to have been converted to passenger aircraft with nine seats between 1930 and 1934. VO GVF (formed from Dobrolyot on 1 November 1930 and became Aeroflot on 25 March 1932) received eleven in 1931, one in 1932 and a final six in 1934. Two aircraft also served with Polyarnaya Aviatsiya and one with the Leningrad Institute of Experimental Meteorology. The passenger aircraft received the designation PS-5 in 1933 in order to disguise their German origin. By October 1935, seven remained in Aeroflot service, mainly in Central Asia, but most of them were scrapped in 1936. The last of them was cancelled in February 1939.

The Polish airline Aerolot intended to purchase G 24s both in 1925 and 1926, but in both cases the aircraft made just a proving flight from Puck to Copenhagen and back and were then returned. Only one of the aircraft (c/n 841) received a Polish registration, while the other one (c/n 924) retained its Swedish registration S-504 during the short-term lease.

The Yugoslav Air Force received two aircraft of the version G 24nao (actually K 30a) in 1931. They soldiered on until the German invasion in April 1941.

835	R-RECL	G 24	Junkers LV Russld.	f/f	16mar25	Junkers Luftverkehr Russland; built as a 'G 23', but immediately converted to a G 24 (with 3 Junkers L 2 engines) at Copenhagen; ex D543; ferried from Copenhagen to Moscow 04/11apr25; underwent tests in the Soviet Union apr25/jun25, but did not enter service; rgd 12jun25; in natural metal c/s with black engine cowlings, no titles; returned to Germany and became D543 again jun25; became M-CADA and EC-ADA
841	P-PAWA	G 24W	Aerolot	f/f	21jul25	with 3 Junkers L 2 engines, on floats; ex S-AAAR; registration P-PAWA assigned, but neither taken up nor painted on; ferried to Puck 13aug25; made a proving flight from Puck to Copenhagen and back 15/18aug25; returned to Limhamn 18aug25 to be fitted with improved floats (which had been sent from Dessau); Aerolot then decided to refrain from a purchase of the aircraft and just paid for the short-term lease; became D915; scrapped dec36
844	"78" black	G 24	Soviet Air Force	f/f	jun25	with 3 Junkers L 2 engines; ex S-AAAM and D878; officially belonged to Deutsche Versuchsanstalt für Luftfahrt (DVL) as D878 but was evaluated as an auxiliary bomber by the secret German test centre at Lipetsk as "78" late jul28/mid-nov28 and again mid-jun29/probably oct29; in natural metal c/s with black engine cowlings, no markings carried apart from the code; became D878 again; scrapped in 1931
901	not known	JuG-1	Soviet Air Force	mfd	1925	K 30/1; construction of the mid-fuselage section started at Limhamn aug25; left Limhamn for Copenhagen on board of SS "Maagen" 29sep25 and was shipped on to Moscow-Fili via Stettin and Leningrad; accepted mar27; trf to GVF 10oct30
903	CCCP-L82 "4" white	PS-5 JuG-1W	GVF/Ukraine-HRK Soviet Navy	rgd f/f	28feb31 15sep25	in natural metal c/s with black engine cowlings; dbr, details unknown; scrapped 15apr32 from Dessau; K 30/2; left Limhamn for Copenhagen 19nov25 and was shipped on to Moscow-Fili via Stettin and Leningrad; accepted jun27; opb 62 mrae at Leningrad-Grebnoi port; in dark green c/s with light blue undersides, code just outlined in white; flew spare parts for the JuG-1W which participated in the Noble rescue mission to Stockholm in summer 1928; trf to GVF aug31
906	CCCP-L741 "3" (1)	PS-5 JuG-1W	GVF Soviet Navy	rgd mfd	21jan32 1925	canx 04may36 K 30/3; test registration reportedly S-AAAV; left Limhamn for Copenhagen 27nov25 and was shipped on to Moscow-Fili via Stettin and Leningrad; fitted with Flettner-type rudder tabs to the ailerons in order to reduce vibrations; accepted 15mar26; opb 1 ommae at Sevastopol-bukhta Gollandiya from apr26 (redesignated 60 omrae oct26 and relocated to Sevastopol-bukhta Nakhimova); fitted with floats and tested as a float-plane and torpedo bomber at Sevastopol 10/19apr26 (first flight with a 630 kg torpedo suspended under the fuselage 16apr26); opb 62 mrae at Leningrad-Grebnoi port from may28; trf to Aeroflot nov32; see c/ns 934 and 938
	CCCP-L990	PS-5W	AFL/East Sib.-IKT	toc	unknown	opb Lenskaya aviagruppa; in natural metal c/s; operated on the route along the Lena river to Yakutsk in 1933; operated in Yakutiya from summer 1934; opened the regular route from Yakutsk to Aldan 19aug34; rgd only 15nov34; l/n Yakutsk 08aug35; canx 28feb39
930	not known	JuG-1	Soviet Air Force	mfd	1925	the first JuG-1 with the new square fin; made test flights from Limhamn 13mar26 and 19mar26; shipped from Limhamn to Moscow-Fili 01aug26; accepted mar27; opb 57 tae at Trotsk probably from jul27 (relocated to Novgorod-Krechevitsy in autumn 1928); damaged oct27 during trials of new Soviet skis when these stood up almost vertically on landing
	"1" (1) CCCP-L718	JuG-1 PS-5	Soviet Navy GVF/Far East	trf rgd	unknown 16aug31	opb 62 mrae at Leningrad-Grebnoi port; trf to GVF 09oct30; see c/n 952 overhauled and converted into a passenger aircraft by TsARB apr31/sep31; w/o 23feb32 on the leg from Nikolayevsk-na-Amure to Nizhne-Tambovskoye of a flight from Okha to Khabarovsk with the MTOW exceeded by 562 kg, encountering turbulence while flying low due to poor weather, when the right wing broke off (due to a faulty repair of the wing spars by TsARB) at a height of some 50 metres on final approach to Nizhne-Tambovskoye and the aircraft crashed upside-down on the ice of the river Amur some 200 metres from the perimeter of the airfield, all 3 crew and 13 passengers killed; t/t 411 hours (21 hours 15 minutes after overhaul and conversion); canx 27jun32
932	not known	JuG-1	Soviet Air Force	mfd	1926	test registration S-601 (received a temporary flight permit 06jun26); shipped from Limhamn to Moscow-Fili 01aug26; accepted mar27; fate unknown
934	"3" (2)	JuG-1	Soviet Navy	mfd	1926	made test flights from Limhamn 08mar26, 16mar26 and 19mar26; shipped from Limhamn to Moscow-Fili 01aug26; underwent a complete delivery test programme; accepted mar27; underwent trials with the NII VVS; converted to a JuG-1W in 1930; opb 62 mrae at Leningrad-Grebnoi port; trf to GVF probably in summer 1931; see c/ns 906 and 938
935	CCCP-L742 not known	PS-5 JuG-1	GVF Soviet Air Force	rgd mfd	21jan32 1926	crashed 23aug34 made a test flight from Limhamn 26mar26; shipped from Limhamn to Moscow-Fili 01aug26; accepted mar27; trf to GVF 11oct30
936	CCCP-L81 not known	JuG-1 JuG-1W	GVF Soviet Navy	rgd mfd	28feb31 1926	in a document 02jun31; w/o, details unknown made a test flight from Limhamn 30mar26; shipped from Limhamn to Moscow-Fili 01aug26; accepted jun27; crashed in Soviet Navy service, details unknown; trf to Dobrolyot 14aug30, probably as a source of spare parts
938	"3" (3)	JuG-1	Soviet Navy	mfd	1926	shipped from Limhamn to Moscow-Fili 01aug26; accepted mar27; converted to a JuG-1W in 1930; trf to GVF 09oct30; see c/ns 906 and 934
940	CCCP-L743 "2" ?	PS-5 JuG-1W	GVF Soviet Navy	rgd mfd	21jan32 1926	wfu 13aug33 or "5"; made a test flight from Limhamn 03apr26; shipped from Limhamn to Moscow-Fili 19aug26; accepted jun27; opb 62 mrae at Leningrad-Grebnoi port; w/o, details unknown
942	not known	JuG-1W	Soviet Navy	mfd	1926	made a test flight from Limhamn 31mar26; shipped from Limhamn to Moscow-Fili 19aug26; accepted jun27; opb 62 mrae at Leningrad-Grebnoi port
	CCCP-N17	JuG-1W	Polyarnaya Aviats.	rgd	02aug33	bought from OSTEKHByuRO at Leningrad jul33; opb Severo-vostochnaya lyotnaya gruppa; did not manage to enter service in the Arctic in 1933 due to organisational problems
	CCCP-L1455	PS-5	AFL/Central Asia	rgd	04oct34	struck off charge 04may36

943	"2" CCCP-L710 (2) not known	JuG-1 PS-5 JuG-1	Soviet Air Force AFL/Far East-KHV Soviet Air Force	mfd rgd mfd	1926 15sep32 1926	shipped from Limhamn to Moscow-Fili 19aug26; accepted mar27; trf to GVF 09oct30 possibly canx 07oct33, but restored; in a document 20mar34; canx 1935; see c/n 959
945						shipped from Limhamn to Moscow-Fili 31aug26; accepted mar27; opb otrjad osobogo naznacheniya as the personal aircraft of the Commander-in-Chief of the Soviet Air Force; German turrets replaced by Soviet TOZ turrets aug28; trf to Dobrolyot may30
946	CCCP-L43 (*) CCCP-L43 (*) not known	PS-5 PS-5 JuG-1	GVF/Ukraine-HRK AFL/Far East-KHV Soviet Air Force	rgd mfd	20feb31 1933 1926	canx 19apr35 made test flights from Limhamn 22mar26 and 24mar26; shipped from Limhamn to Moscow-Fili 31aug26; accepted mar27; underwent trials with the NII VVS; equipped with 9 Soviet Der-6bis bomb racks and 3 Shcherbakov bomb shackles; German turrets replaced by Soviet Tur-4 turrets jul29; was the first JuG-1 to be converted to the passenger version (may30) c/n not confirmed! c/n confirmed; canx 04may36
948	CCCP-238 CCCP-L1453 not known	PS-5 PS-5 JuG-1	Dobrolyot Aeroflot Soviet Navy	toc rgd mfd	1930 27sep34 1926	shipped from Limhamn to Moscow-Fili 31aug26; accepted mar27; opb 57 tae at Trotsk probably from jul27 (relocated to Novgorod-Krechevitsy in autumn 1928); damaged 11aug27 on landing after a night reconnaissance flight when touched tree tops, all crew escaped unhurt; repaired in Moscow; trf to Dobrolyot aug30
952	CCCP-L84 CCCP-L84 "1" (2)	PS-5 PS-5 JuG-1W	GVF AFL/Far East-KHV Soviet Navy	rgd mfd	28feb31 1933 1927	canx 04aug33 test registration S-AABF (rgd 02feb27), used for demonstration flights; left Limhamn for Murmansk on board of SS "Leonid Krasin" 14jan28 and was shipped on by railway to Leningrad for assembly and final acceptance; accepted 28apr28; opb 62 mrae at Leningrad-Grebnoi port; trf to Aeroflot nov32; see c/n 930 operated a cargo service between Ashkhabad and Kara Kумы in 1933 assembled (probably as a PS-5W) by the GVF workshops at Irkutsk in 1934; opb Lenskaya aviagruppa; canx 04may36
954	CCCP-L991 ? CCCP-L991	PS-5 PS-5	AFL/Central Asia AFL/East Sib.-IKT	toc rgd	unknown 31may34	left Limhamn for Murmansk on board of SS "Leonid Krasin" 14jan28 and was shipped on by railway to Leningrad for assembly and final acceptance; accepted mar28 in a document mar36
955	CCCP-L1456 not known	PS-5 JuG-1	Aeroflot Soviet Air Force	rgd mfd	01nov34 1927	left Limhamn for Murmansk on board of SS "Leonid Krasin" 14jan28 and was shipped on by railway to Leningrad for assembly and final acceptance; accepted mar28; damaged 04sep29 when the left engine failed on take-off and the aircraft nosed over, repaired the next day; trf to GVF oct30
956	CCCP-L54 (*) not known	PS-5 JuG-1	GVF/Ukraine-HRK Soviet Navy	rgd mfd	08may31 1927	in natural metal c/s with black engine cowlings; in a document 16feb35 left Limhamn for Murmansk on board of SS "Leonid Krasin" 14jan28 and was shipped on by railway to Leningrad for assembly and final acceptance; first test flight from Komendantski aerodrome at Leningrad 24feb28; accepted mar28; converted to a JuG-1W in 1931 named "Yuga"; in dark green c/s with light blue undersides, no titles; operated on the Krasnoyarsk-Dudinka route along the river Yenisei for some time opb Severo-vostochnaya lyotnaya gruppa; took part in the Obruchev expedition to Chukotka starting jul33; evacuated 93 people from the two ships SS "Khabarovsk" and SS "Anadyr" oct33/nov33 which had been frozen in near Cape Billings; damaged in an accident and repaired only by feb34; damaged 22nov34 on a flight from Mys Shmidta to Otto Shmidta's camp; struck off charge 05jan35 as damaged and worn out; the hulk was cannibalised and abandoned on Wrangel Island
957	"6"	JuG-1W	Soviet Navy	mfd	1927	left Limhamn for Murmansk on board of SS "Leonid Krasin" 14jan28 and was shipped on by railway to Leningrad for assembly and final acceptance; underwent a complete delivery test programme; accepted mar28; opb 62 mrae at Leningrad-Grebnoi port rgd 27sep34 given in "Red Stars 6"; canx 04may36
958	CCCP-L1454 not known	PS-5 JuG-1	Aeroflot Soviet Air Force	rgd mfd	08may31 1927	left Limhamn for Murmansk on board of SS "Leonid Krasin" 14jan28 and was shipped on by railway to Leningrad for assembly and final acceptance; accepted mar28; trf to GVF oct30
959	CCCP-L83 "5" ?	PS-5 JuG-1W	GVF/Ukraine-HRK Soviet Navy	rgd mfd	28feb31 1927	in natural metal c/s with black trim; canx 13nov33 or "2"; left Limhamn for Murmansk on board of SS "Leonid Krasin" 14jan28 and was shipped on by railway to Leningrad for assembly and final acceptance; accepted mar28; opb 62 mrae at Leningrad-Grebnoi port; trf to GVF oct30
960	CCCP-L710 (1) not known	PS-5 JuG-1	GVF Soviet Air Force	rgd mfd	22jul31 1927	obviously canx before sep32; see c/n 943 left Limhamn for Murmansk on board of SS "Leonid Krasin" 14jan28 and was shipped on by railway to Leningrad for assembly and final acceptance; accepted mar28; reportedly assigned to OSTEKByuRO apr28 as a test-bed for mine and torpedo development at Kopeiskoye ozero
967	CCCP-X183 967	PS-5 G 24nao	LIEM Yugoslav Air Force	rgd mfd	27jun38 1931	Leningrad Institute of Experimental Meteorology actually a K 30a; with Gnome-Rhône "Jupiter" VI 9Ae engines; fuselage mid-section stored at Limhamn in 1930 and delivered to Dessau 29jul31; ferried to Yugoslavia with temporary registration D-4 in late oct31; h/o 09dec31; finally accepted in summer 1933; initially opb 6th Aviation Regiment at Zemun; trf to 261. vazduhoplovna grupa (redesignated 81. vazduhoplovna grupa in early 1938) at Zemun in autumn 1933; in natural metal c/s with black engine cowlings, tiny serial on the fin only opb 81. vazduhoplovna grupa at Zemun; 1 of the 2 G 24s was used as a decoy at Mostar-OrtijeU airfield and was destroyed during a German attack on that airfield 06apr41, the other one was repainted in camo c/s and trf to the Aviation Armament School at Mostar-OrtijeU mar41 and was destroyed on the ground at Mostar-Jasenica apr41
3201		G 24nao	Yugoslav Air Force	r/r	1940	opb 81. vazduhoplovna grupa at Zemun; 1 of the 2 G 24s was used as a decoy at Mostar-OrtijeU airfield and was destroyed during a German attack on that airfield 06apr41, the other one was repainted in camo c/s and trf to the Aviation Armament School at Mostar-OrtijeU mar41 and was destroyed on the ground at Mostar-Jasenica apr41
968	968	G 24nao	Yugoslav Air Force	mfd	1931	actually a K 30a; with Gnome-Rhône "Jupiter" VI 9Ae engines; fuselage mid-section stored at Limhamn in 1930 and delivered to Dessau 29jul31; ferried to Yugoslavia with temporary registration D-5 in late oct31; h/o 09dec31; finally accepted in summer 1933; initially opb 6th Aviation Regiment at Zemun; trf to 261. vazduhoplovna grupa (redesignated 81. vazduhoplovna grupa in early 1938) at Zemun in autumn 1933; in natural metal c/s with black engine cowlings, tiny serial on the fin only opb 81. vazduhoplovna grupa at Zemun; 1 of the 2 G 24s was used as a decoy at Mostar-OrtijeU airfield and was destroyed during a German attack on that airfield 06apr41, the other one was repainted in camo c/s and trf to the Aviation Armament School at Mostar-OrtijeU mar41 and was destroyed on the ground at Mostar-Jasenica apr41
3202		G 24nao	Yugoslav Air Force	r/r	1940	opb 81. vazduhoplovna grupa at Zemun; 1 of the 2 G 24s was used as a decoy at Mostar-OrtijeU airfield and was destroyed during a German attack on that airfield 06apr41, the other one was repainted in camo c/s and trf to the Aviation Armament School at Mostar-OrtijeU mar41 and was destroyed on the ground at Mostar-Jasenica apr41
---	no code	JuG-1W	Soviet Navy	photo		opb 62 mrae at Leningrad-Grebnoi port; in dark green c/s with light blue undersides; nick-named 'Krasny medved' (red bear); was based on the ice-breaker "Krasin" during the rescue operation for the Noble expedition 16jun28/04oct28 and made reconnaissance flights from the ice near Spitsbergen 10/11jul28, locating two groups of survivors from the airship "Italia"

## Junkers Ju 52/3m in Soviet and Chinese service

The first 'Tante Ju' (Auntie Ju) appeared in the Soviet Union as war booty from Spain in early 1937, and two more were requisitioned in occupied Estonia in September 1940. Ten of these tri-mots were ordered in Germany on 18 February 1941, with four of them being delivered in March and April 1941. The other six aircraft were to be modified into engine test-beds for Jumo 211 (one), DB 601 (one), BMW 801 and unspecified 2,000 hp engines (three). The first one (c/n 7205) was ready for delivery in June, but did not reach the Soviet Union because of the German invasion on 22 June 1941. All six (among them probably c/ns 7230, 7255 and 7280) were diverted to the German Air Force.

The first German war booty Ju 52/3m entered Aeroflot service in October 1942, and a large number of these sturdy transports became available to the Soviet side after the Battle of Stalingrad in early 1943, as many had been abandoned by the Germans. Quite a lot of those 'Iron Annies' were damaged beyond repair, but could still serve as a source of spares. The main Ju 52/3m repair facility was the aviation repair base ARB-405 at Alma-Ata, but ARB-401 at Novosibirsk, ARB-403 at Irkutsk and ARZ-243 at Tashkent participated in the Ju 52/3m programme as well. 15 Ju 52/3ms were on strength of Soviet civil aviation (GVF) by 1 April 1943, and another 15 were earmarked for repair in May 1943. By 25 October, Aeroflot had 31 of these tri-mots, with 23 of them being airworthy. There was always a shortage of spare parts, especially engines and tyres, so many aircraft were grounded at any time. Nevertheless, there were 30 Ju 52/3ms on strength of the GVF by 1 June 1944 and 31 by 1 January 1945. On 12 December 1944, it was decided to transfer all captured Ju 52/3ms to the GVF. In June 1945 it was reported that 37 ex-Luftwaffe aircraft and 102 BMW 132 engines had been rebuilt or repaired by the GVF. Another big influx of aircraft and spare parts came after the German capitulation. So no less than 37 Ju 52/3ms were on Aeroflot strength by 1 October 1945, among them five aircraft requisitioned in Romania. The last Junkers was handed over to Aeroflot in 1946, and the demise of the type in Soviet service began soon after. Already on 28 June 1947, the Main Directorate of Civil Aviation issued an order providing for the phasing-out of the type. 23 remained on strength by 1 December 1947, but their number was reduced to only two by May 1948 and a sole one by 1 June 1948 which was eventually withdrawn from use in 1949.

The second largest operator in the Soviet Union was the Ministry of Aircraft Industry (NKAP) which received its first Ju 52/3m in June 1941. Six were on strength by April 1947 and ten by 1 October. They were phased out starting in 1948, and only five remained by 1 January 1950. These were eventually withdrawn from use during the first quarter of 1951. The Ministry of Interior (NKVD) also operated the Ju 52/3m - two were on strength of the squadron of the Norilsk Metallurgical Combine by April 1947. Only a sole Junkers remained in NKVD service by April 1949, it was withdrawn from use in early 1950. The Fisheries Ministry had one Ju 52/3m by April 1947, and three were operated by the Sevryba Trust at Arkhangelsk in early 1949. Only one of them remained on strength by 1 April. Last not least Polar Aviation collected two Ju 52/3ms (one of them was fitted with floats) in Germany in June/August 1945 and operated them until 1949. The last Soviet Ju 52/3m was withdrawn from use in 1951.

The Sino-German airline Eurasia received a total of 10 Ju 52/3ms between 1935 and 1940. The airline was taken over by the Chinese government on 1 August 1941, following the break in diplomatic relations between China and Germany. Eurasia was made bankrupt on 26 February 1943 and formally liquidated on 1 June 1943. Another Ju 52/3m served with the Chinese Air Force.

2897	CCCP-L39	Ju 52/3m	GVF/Tajikistan	f/f	jul40	built by ATG at Leipzig; ex NI+NK of 3./KGrzBv 700 of the German Air Force; damaged by bombs at Pitomnik 24dec42 (damage reported as 100 %); abandoned by the German troops and repaired by the Soviets; rgd 05jul43; involved in an incident in 1945
2901	CCCP-L32	Ju 52/3m	Aeroflot	f/f	jul40	built by ATG at Leipzig; ex NI+NO of the German Air Force; German records do not contain any information about the loss of this aircraft; probably seized after the Battle of Stalingrad; rgd 31mar43

3092	CCCP-L49	Ju 52/3m	Aeroflot	f/f	jul41	built by ATG at Leipzig; ex KJ+MP of KGrzbV 9 of the German Air Force; damaged 10jan43 when touched the ground near Pitomnik in bad weather (damage reported as 70 %); abandoned by the German troops and repaired by the Soviets; rgd 13jun44
3244	CCCP-L56	Ju 52/3m	Aeroflot	f/f	15apr42	built by ATG at Leipzig; ex TF+KB of KGrzbV 500 of the German Air Force; damaged 09dec42 when crash-landed at Barsagino due to bad weather (damage reported as 100 %); abandoned by the German troops and repaired by the Soviets; rgd 30mar44
3286	CCCP-X472	Ju 52/3m	MVD - GULGMP	f/f	jul42 ?	built by ATG at Leipzig; Stammkennzeichen TH+UR; was opb 1./MSGR 1 (Minensuchgruppe 1) of the German Air Force for mine-clearance operations; opb AO Norilskogo kombinata GULGMP (Main Directorate of the Metallurgical Industry Camps) by 1947
3322	CCCP-1510	Ju 52/3m	NKAP zavod # 26	f/f	oct42	built by ATG at Leipzig; ex PI+BH of KGrzbV 102 of the German Air Force; damaged 11jan43 when crash-landed at Pitomnik-Basargino (damage reported as 35 %); abandoned by the German troops and repaired by the Soviets; rgd 12may43
3325	CCCP-L40	Ju 52/3m	AFL/West Sib.-Ovn	f/f	oct42	built by ATG at Leipzig; ex PI+BH of KGrzbV 102 of the German Air Force; damaged 03jan43 when crash-landed at Pitomnik due to poor weather (damage reported as 60 %); abandoned by the German troops and repaired by the Soviets; rgd 04jun43; re-engined with 2 M-25V engines instead of the BMW 132 engines on positions No. 1 and 3 by ARB-405 at Alma-Ata jul44; to be opb 4 svodny otrjad; w/o 20jul44 on the leg from Alma-Ata to Semipalatinsk of a ferry flight from Alma-Ata to Kuibyshev for undergoing state trials with the NII GVF there when deviated from the prescribed flight path to the east in order to circumvent an area of poor weather, overflew high mountains, was not able to gain sufficient height, stalled and crashed at a height of some 2,700 metres into the steep wall of a gorge near a pass over the khrebet Dzhl-Dhuta mountain range (3,050 metres) 15 km north-west of Kok-Su, all 4 crew (pilot: Sedov) and both passengers killed
4044	not known	Ju 52/3m	Chinese Air Force	d/d	apr35	Ju 52/3mge; ex D-3382 and D-ABAN; used for a propaganda flight from Germany to China, left Germany 29aug34 and arrived at Shanghai 06sep34, then undertook a tour to Canton, Nanking, Peking, Tientsin and Tsingtao; offered for sale to T.V. Soong nov34 but was not sold and remained at Shanghai; sold to the Chinese Government apr35 and used as a VIP transport for Generalissimo Chiang Kai-shek; opb National Government VIP Flight; evacuated to Ichang sep37; carried Chinese Air Force roundels and its previous German registration D-ABAN at the same time for some time (photo-proof)
4068	Eurasia XXII	Ju 52/3m	Eurasia	d/d	mar38	ex D-ABIZ; named 'Chungking'; destroyed by a Japanese air attack at Hong Kong 08dec41
4069	CCCP-L60	Ju 52/3m	Aeroflot	f/f	early35	built at Dessau; ex D-ABIK, was the personal aircraft of Marshall Hermann Göring; later opb KGrzbV 700 of the German Air Force; damaged 11jan43 when touched the ground near Barsagino in poor weather (damage reported as 60 %); abandoned by the German troops and repaired by the Soviets; rgd 16feb44
4072	Eurasia XXIV XT-AGE	Ju 52/3m Ju 52/3m	Eurasia Eurasia	d/d rgd	feb39 1940	ex D-AMIP in natural metal c/s with '24' on the top of the fin; destroyed by Japanese air attacks at Hong Kong 08dec41
4074	Eurasia XXIII	Ju 52/3m	Eurasia	d/d	sep38	Ju 52/3mge; ex D-ASIS; named 'Chiao Tung 1' (Communication 1) feb39; w/o 12mar39 on a flight from Chungking (now Chongqing) to Kunming when crashed into a mountain at Weining (west of Kweichow) in poor visibility
5087	Eurasia XXI	Ju 52/3m	Eurasia	mfd	jun36	ex D-ASEV; d/d may37; w/o 16jul38 when attempted to land in strong cross winds at Hankow and crashed
5104	Eurasia XVII	Ju 52/3m	Eurasia	d/d	oct35	ex D-AGES; named 'Lanchow'; damaged by Japanese bombs at Nanking 17aug37; repaired; again damaged 06sep38 after take-off from Hankow when was chased by 3 Japanese fighters and shot down near Wuchang, the aircraft suffered about 100 bullet holes and made a forced landing on the left bank of the Yangtze river, all 3 crew escaped unhurt; repaired within 6 months; w/o 06may39 when was strafed by Japanese fighters on the ground at Hanchung, caught fire and burnt out
5192	CCCP-L43 (*)	Ju 52/3m	Aeroflot	f/f	jan35	built at Dessau; opb KGrzbV 700 of the German Air Force; damaged 11jan43 when crashed near Pitomnik due to icing (damage reported as 80 %); abandoned by the German troops and repaired by the Soviets; rgd 13jun44
5294	Eurasia XVIII	Ju 52/3m	Eurasia	d/d	jan36	ex D-AMAK; w/o 01aug37 when developed engine trouble and crashed at Kunming
5329	Eurasia XV	Ju 52/3m	Eurasia	mfd	sep34	ex D-ANYK; arrived at Shanghai 11sep35; named 'Suchow'; damaged 05sep38 while flying over Fukiang near Hong Kong when was fired at by 3 Japanese fighters, received 10 bullet holes in fuselage and wings, but all 2 crew and 7 passengers escaped unhurt; damaged again 08apr39 during a Japanese attack on Kunming airport
5338	XT-ABE CCCP-L62	Ju 52/3m Ju 52/3m	Eurasia Aeroflot	rgd f/f	1940 19jun35	destroyed by Japanese bombing at Kweilin 11dec41 built at Dessau; ex D-AMQO; later opb KGrzbV 500 of the German Air Force; damaged 13dec42 when crash-landed south-east of Pitomnik due to bad weather (damage reported as 40 %); abandoned by the German troops and repaired by the Soviets; rgd 23feb44
5457	CCCP-L41	Ju 52/3m	GVF/Moscow	f/f	nov35	built at Dessau; ex D-AKOO; later opb KGrzbV 500 of the German Air Force; damaged by bombs at Pitomnik 03dec42 (damage reported as 100 %); abandoned by the German troops and repaired by the Soviets; rgd 16feb44; damaged 22jul44 on the leg from Saratov to Stalingrad of a flight from Kuibyshev to Grozny when the left engine caught fire on approach to Stalingrad, the aircraft lost height rapidly and made an emergency landing in an army training area 4 km north-east of Stalingrad airport, suffering substantial damage, all 4 crew and 4 passengers escaped unhurt
CCCP-L41	Ju 52/3m	GVF/Turkmenistan	trf	unknown		opb 6 ATO; dbr 15mar45 on the leg from Ashkhabad to Chardzhou (now Türkmenabat) of a positioning flight from Ashkhabad to Alma-Ata for overhaul by ARM-405 when the right engine failed near Repetek, the pilot decided to go around on landing at Chardzhou as he was not able to make out the landing T, being blinded by flying against the sun, the aircraft lost height and speed while flying a left turn, the pilot did not cope with the situation, the aircraft collided with an irrigation canal and trees 4 km from the airfield, lost its landing gear, flaps and ailerons and crash-landed, both outer engines broke off, all 4 crew (pilot: Mikhail Ivanovich Borovoi) and 3 passengers escaped unhurt; t/t in Soviet service 1,050 hours
5472	Eurasia XIX	Ju 52/3mge	Eurasia	mfd	feb36	ex D-AGEI; d/d jul36; named 'Chengtu'; damaged 13apr39 on a flight from Hanoi to Kunming when was shot at by 3 Japanese bombers immediately after it crossed the border between Indochina and Yunnan, force-landed on a mountainside at Maupingchen (one mile inside the border), one crew member injured; the aircraft was repaired on-site and an auxiliary airstrip was carved out of the mountain so that the aircraft could take off successfully 15oct39; Eurasia was declared bankrupt 26feb43 and formally liquidated 01jun43
5502	XT-ATA Eurasia XX	Ju 52/3m Ju 52/3m	Centr Air Trp Corp Eurasia	trf mfd	03mar43 apr36	fleet number 'Chung 5'; in natural metal c/s with black engines; rgd may43; w/o in 1945 ex D-ALUE; d/d mar37; severely damaged 22jan38 when was bombed by the Japanese at Chou Chia Kow (340 km north of Hankow); sent by railway to Hong Kong for repair; was out of service for more than a year; destroyed by Japanese fighters on the ground at Chengtu (now Chengdu) 30dec40
5882	CCCP-L61	Ju 52/3m	GVF/Tajikistan	f/f	sep37	built at Dessau; ex 4U+NL of KGrzbV 106 of the German Air Force; later opb KGrzbV 700 of the German Air Force; damaged 30dec42 when touched the ground near Pitomnik in bad weather (damage reported as 50 %); abandoned by the German troops and repaired by the Soviets; rgd 13jun44; involved in an incident in 1945
6014	Eurasia XXV	Ju 52/3m	Eurasia	mfd	aug38	ex D-ASFD; d/d 15oct40; dbr 26oct40 on its delivery flight to China when was attacked by 3 Japanese fighters, force-landed in a rice field near Kunming, was strafed on the ground and caught fire
6053	CCCP-L46	Ju 52/3m	AFL/Tajikistan	f/f	sep38	built at Bernburg; opb KGrzbV 172 of the German Air Force; reportedly destroyed by German troops at Pitomnik 17jan43 (damage reported as 100 %); repaired by the Soviets; rgd 07jun44; opb 8 ATO; w/o 14jan45 on a cargo flight from Stalinabad (now Dushanbe) to Kulyab (now Kulob) when the right wing caught fire some 20 minutes into the flight (probably due to a leak in a fuel pipe), the fuel tanks in the right wing started to explode, the aircraft entered a dive and crashed into rocks in the Rangon mountains south-east of Stalinabad, all 3 crew (pilot: Tamara Aleksandrovna Komissarova) killed
6422	CCCP-X716	Ju 52/3m	MVD - GULGMP	f/f	apr39 ?	built at Bernburg; Stammkennzeichen VB+PY; ex 4V+CW of II.TG 3 of the German Air Force; damaged 01mar45 on landing at Breslau when collided with Ju 52/3m c/n 640983 (damage reported as 60 %); opb AO Norilskogo kombinata GULGMP (Main Directorate of the Metallurgical Industry Camps) by 1947
6445 ?	CCCP-L35	Ju 52/3m	AFL/Turkmenistan	f/f	may39	built at Bernburg; c/n from Soviet register, but according to German records that aircraft was opb KGrzbV 101 in the Mediterranean theatre and lost at Maleme (Crete) may41 (damage reported as 100 %), so is the c/n given in the Soviet register correct ?; rgd 31mar43; opb 6 TO; used for trials of modified air filters; w/o 06sep46 on a flight from Ashkhabad to Darvaza when the left part of the horizontal stabiliser failed on final approach (due to faulty maintenance), the aircraft started to climb steeply, stalled at a height of some 70-100 metres and crashed in the desert 1 km south of Darvaza airport, all 4 crew and both passengers killed; t/t in Soviet service 3,536 hours 45 minutes
6486	CCCP-L37	Ju 52/3m	GVF/Moscow	f/f	01jun39	built at Bernburg; opb KGrzbV 50 of the German Air Force; damaged 26dec42 when was hit by anti-aircraft artillery near Pitomnik (damage reported as 30 %); abandoned by the German troops and repaired by the Soviets; rgd 05jul43; opb otrjad samolyotov Ju 52; w/o 24oct43 on the leg from Ufa to Chelyabinsk of a cargo flight from Kuibyshev to Chelyabinsk in support of Tankoprom when encountered below-minima weather conditions (low clouds, fog and rain/snow), failed to return, probably suffered from icing, struck tree-tops 12 km NNE of Asha train station (Mynar district of the Chelyabinsk region), crashed upside-down, caught fire and burnt out, all 4 crew (pilot: P.M. Nikitin) and the sole passenger killed; wreck found 30oct43
6538	CCCP-L51	Ju 52/3m	GVF/Moscow	f/f	jul39	built at Bernburg; opb KGrzbV 1 of the German Air Force; damaged 01jan43 while taxiing at Pitomnik (damage reported as 15 %); abandoned by the German troops and repaired by the Soviets; rgd 14feb44; involved in an incident in 1944
6613	ES-AUL	Ju 52/3m	AGO	f/f	04sep39	some sources give c/n 6613 as ES-AGO; built at Dessau; with BMW 132A engines, so probably a Ju 52/3mre or Ju 52/3mte; ferry registration D-AXWA; ferried Dessau-Königsberg-Reval 05oct39; AGO was nationalised by the Soviet authorities 26sep40
CCCP-L22	Ju 52/3m	AFL/Baltics	toc	sep40		rgd 20feb41; trf to eon Moskovskogo aeroporta jul41 ?
CCCP-L22	Ju 52/3m	GVF/MOW-IKT route	trf	20sep41		
CCCP-L22	Ju 52/3m	GVF/West Siberia	trf	1943		opb 4 TO at Novosibirsk-Severnny; in cargo/para-dropping configuration; suffered an engine failure 20may44; based at Tisul (Kemerovo region) in summer and autumn 1946/47 for supply flights to Semyonovka
6633	ES-AGO	Ju 52/3m	AGO	f/f	05oct39	some sources give c/n 6633 as ES-AUL; built at Dessau; with BMW 132A engines, so probably a Ju 52/3mre or Ju 52/3mte; ferry registration D-AXWB; ferried Dessau-Königsberg-Reval 20oct39; AGO was nationalised by the Soviet authorities 26sep40
CCCP-L23	Ju 52/3m	AFL/Baltics	toc	sep40		rgd 20feb41; trf to eon Moskovskogo aeroporta jul41 ?
CCCP-L23	Ju 52/3m	GVF/MOW-IKT route	trf	20sep41		equipped with skis (developed by NII GVF) oct43

6717	CCCP-L63	Ju 52/3m	Aeroflot	f/f	nov39	built at Bernburg; opb KGrzbV 900 of the German Air Force; lost 31jan43 when went missing in the Stalingrad area due to unknown reasons; repaired by the Soviets; rgd 13jun44
7082	CCCP-L55	Ju 52/3m	Aeroflot	f/f	12dec40	built at Bernburg; probably ex DD+ZA of 4./KGrzbV 900 of the German Air Force; damaged 30dec42 while parked on the ground at Pitomnik when was hit by a landing He 111 (damage reported as 60 %); abandoned by the German troops and repaired by the Soviets; rgd 30mar44
7118	not known	Ju 52/3m	not known	d/d	mar41	built at Bernburg; probably a modified Ju 52/3mg7e; ferry registration D-AXVB; tested by either NII VVS or NII GVF
7119	CCCP-1505	Ju 52/3m	NKAP LII	mfd	feb41	built at Bernburg; probably a modified Ju 52/3mg7e; ferry registration D-AXVC; accepted by a Soviet commission at Dessau 12mar41; h/o in Moscow 26mar41; tested by either NII VVS or NII GVF; rgd 07may43
7120	CCCP-1354	Ju 52/3m	NKAP zavod # 26	f/f	09feb41	built at Bernburg; probably a modified Ju 52/3mg7e; ferry registration D-AXVD; ferried for modifications to Dessau 13feb41 and reflown 07mar41; ferried Bernburg-Königsberg 21mar41, Königsberg-Bialystok 22mar41 and Bialystok-Moscow (via Minsk and Smolensk) 25mar41; h/o in Moscow 26mar41; rgd 13jun41; tested by either NII VVS or NII GVF; in dark green c/s, carried Red Stars; dbr 20may44 on a flight from Gorki (now Nizhni Novgorod) to Ufa when crash-landed
7180	CCCP-1350	Ju 52/3m	NKAP zavod # 153	mfd	apr41	built at Bernburg; probably a modified Ju 52/3mg7e, 'civil transport version'; h/o 25apr41; ferried to Moscow may41; tested by either NII VVS or NII GVF; rgd 29mar43
7189	CCCP-L45	Ju 52/3m	Aeroflot	f/f	may41	built at Bernburg; ex KC+RM of Flugschule C11 of the German Air Force; later opb TG 4 of the German Air Force; reportedly destroyed by German troops at Pitomnik 29dec42 (damage reported as 100 %); repaired by the Soviets; rgd 05jul43
7335	CCCP-L54 (*)	Ju 52/3m	AFL/East Siberia	f/f	oct41	Ju 52/3mg7e; built at Bernburg; ex BV+OJ of 1./KüFlGr 706 of the German Air Force; later opb KGrzbV 500 of the German Air Force; damaged by bombs at Pitomnik 05dec42 (damage reported as 100 %); abandoned by the German troops and repaired by the Soviets (using parts of other aircraft as well); rgd 16feb44; in cargo configuration; dbr 03feb49 on a flight from Chita to Krasnoyarsk when encountered a snow flurry and crash-landed at a height of some 1,500 metres on a mountain ridge, some 200 km from Chita, both crew (pilot: A.F. Bazanov) escaped unhurt; no c/n plate found on the wreck, one plate showed part number '35202.52/36' and another one by Weser Flugzeugbau 'Instands.Art: R, Bef.Ber.: 7033/41, Abnahme: 11.41'; the wreck was transported to Novosibirsk-Yevsino in autumn 2003; seen may05/jun09, and later to the SibNIA at Novosibirsk-Yeltsovka, seen dec15
7341	CCCP-L27	Ju 52/3m	AFL/Moscow-Irkutsk	f/f	oct41	built at Bernburg; ex BV+OP of KGrzbV 800 of the German Air Force; lost 31mar42 when went missing in the Korovyev selo/Pyeski (?) area due to unknown reasons; repaired by the Soviets; in cargo/para-dropping configuration; rgd 21oct42; toc by the Directorate of the Moscow-Irkutsk route oct42
	CCCP-L27	Ju 52/3m	GVF/West Siberia	trf	1943	opb 4 TO at Novosibirsk-Severnny; damaged 06jan44 on a flight from Khanty-Mansisk to Salekhard when could not land at Salekhard airfield because of fog but ran out of fuel and force-landed in the tundra some 30 km from Salekhard, running into bushes, landing gear, cabin floor and all 3 propellers damaged, all occupants escaped unhurt; repaired on-site within 15 days; damaged 12nov44 while being parked at Kurgan when was hit by a Po-2; repaired; w/o in late apr46 on a flight from Kazan to Moscow when one engine caught fire and a second one failed shortly afterwards, the aircraft force-landed in a wooded area near Kazan, no casualties but all crew and many passengers injured
7512	CCCP-L57	Ju 52/3m	AFL/Urals	mfd	may42	probably a Ju 52/3mg7e or Ju 52/3mg8e; ex DP+EK of KGrzbV 700 of the German Air Force; damaged by bombs in the Stalingrad area 08dec42 (damage reported as 60 %); abandoned by the German troops and repaired by the Soviets; rgd 13jun44; damaged 03aug44 when an engine caught fire on the airfield of Factory No. 320 at Cheboksary; repaired
	CCCP-L57	Ju 52/3m	AFL/Yakutiya	trf	unknown	opb 14 TAO
	CCCP-L57	Ju 52/3m	AFL/Krasnoyarsk	trf	jun46	opb 26 TAO; severely damaged 19nov46 on a flight to Sovrudnik when encountered poor weather (snowfall) and collided with a snow-covered slope of the Yenashimski Polkan mountain ridge (Severoyeniseiski district of the Krasnoyarsk region), all crew and passengers escaped unhurt and reached Viktorovski after walking 3 days; as a recovery of the aircraft from the accident site was not viable it was struck off charge
7568	CCCP-L59	Ju 52/3m	GVF/Turkmenistan	f/f	aug42	built at Bernburg; ex DG+KR of 3./KGrzbV 700 of the German Air Force; damaged by bombs at Pitomnik 24dec42 (damage reported as 100 %); abandoned by the German troops and repaired by the Soviets; rgd 30mar44; in cargo configuration; in dark green c/s with light blue undersides, small titles; f/n Ufa 1945; involved in an incident in 1945
7586	CCCP-L33	Ju 52/3m	Aeroflot	f/f	aug42	built at Bernburg; ex NB+GJ of Transportstaffel VIII. Fliegerkorps of the German Air Force; abandoned at Pitomnik 15jan43 after having suffered an engine failure (damage reported as 15 %); repaired by the Soviets; rgd 31mar43
7598	CCCP-L48	Ju 52/3m	GVF/Moscow	f/f	sep42	built at Bernburg; ex NB+GV of KGrzbV 700 of the German Air Force; damaged by bombs at Gumrak 20jan43 (damage reported as 100 %); abandoned by the German troops and repaired by the Soviets; rgd 16feb44; involved in an incident in 1944
7658	CCCP-IS11	Ju 52/3m	NKAP zavod # 26	f/f	oct42	or nov42; built at Bernburg; ex GG+FF of KGrzbV 172 of the German Air Force; damaged 30dec42 while taxiing at Pitomnik (damage reported as 80 %); abandoned by the German troops and repaired by the Soviets; rgd 12may43; based at Tyumen; w/o 07feb49 on a cargo flight from Verkhnyaya Salda to Ufa when encountered a snow flurry and all 3 engines failed as they got clogged by snow, the aircraft crash-landed in the taiga 14 km north of Mezenka (Beloyarsk district of the Sverdlovsk region), 1 of the 5 crew (pilot N.D. Svimpul) killed and all survivors injured; t/t 3,325 hours
500163	CCCP-N380	Ju 52/3m	Polyarnaya Aviats.	mfd	1943	Ju 52/3mg8e; built by ATG at Leipzig; ex DJ+RE of the German Air Force; toc in summer 1945; modified with cockpit heating and cold-weather engine cowlings by Factory No. 477 at Krasnoyarsk; repaired dec45 with parts from a Ju 52/3m from the war booty exhibition in Gorki Park in Moscow; opb Yeniseiskaya aviagruppa; trf to GUGVF 15dec45 (on the basis of a decree issued 04sep45), but probably returned to Polyarnaya Aviatsiya; damaged by a fire at Igarka 02jan47; wfu in early 1949
05210021	CCCP-L42	Ju 52/3m	GVF/Moscow	rgd	14feb44	built by Amiot in France; must be a Ju 52/3mg10e; ex NI+MT of KGrzbV 500 of the German Air Force; damaged by bombs at Pitomnik 06dec42 (damage reported as 35 %); abandoned by the German troops and repaired by the Soviets; involved in an incident in 1944
	CCCP-L42	Ju 52/3m	AFL/Yakutiya	trf	unknown	opb 14 TAO
	CCCP-L42	Ju 52/3m	AFL/Krasnoyarsk	trf	jun46	opb 4 TO at Novosibirsk-Severnny; dbr 25apr44 on the leg from Omsk to Sverdlovsk of a flight from Novosibirsk when ran out of fuel due to strong headwind so that all 3 engines flamed out and the aircraft crash-landed near Kolyutkino railway station (36 km east of Sverdlovsk-Koltsovo airport), all 4 crew injured (3 of them just slightly); t/t in Soviet service 1,203 hours; the c/ns of the engines at the time of the crash were 67501, 67504 and 69087
	CCCP-L28	Ju 52/3m	AFL/West Sib.-Ovn	trf	1943	in cargo/para-dropping configuration; opb 4 TO
	CCCP-L30	Ju 52/3m	AFL/Yakutiya	rgd	16feb43	c/n given in Soviet register as '801250', but that is the number of the drawing of some part; probably captured after the Battle of Stalingrad; opb 14 TAO; in documents 01apr44
	CCCP-L31	Ju 52/3m	Aeroflot	rgd	16feb43	c/n given in Soviet register as '808999', but that is the number of the drawing of some part; probably captured after the Battle of Stalingrad
	CCCP-L34	Ju 52/3m	Aeroflot	rgd	16feb43	c/n given in Soviet register as '809899', but that is the number of the drawing of some part; probably captured after the Battle of Stalingrad
	CCCP-L58	Ju 52/3m	Aeroflot	rgd	13jun44	c/n given in Soviet documents as '58'; converted to a regular passenger transport in 1943 (as one of a few Ju 52s only)
	CCCP-L64	Ju 52/3m	AFL/Turkmenistan	ASB	1947	Ju 52/3mg4e; in cargo configuration; in dark green c/s with light blue undersides, small titles; was used to transport sulphur from mines in Central Asia
	CCCP-L65	Ju 52/3m	GVF/Tajikistan	rgd	unknown	registration not on pre-1944 register; involved in an incident in 1945
	CCCP-L68	Ju 52/3m	AFL/Turkmenistan	no reports		equipped with air filters developed by NII GVF jun45
	CCCP-L74	Ju 52/3m	AFL/Tajikistan	rgd	unknown	registration not on pre-1944 register; in a document 1948
	not known	Ju 52/3m	AFL/Turkmenistan	dbr	15mar45	when one engine failed in-flight and the aircraft force-landed (pilot: Borovoi)
	no code	Ju 52/3m	Soviet Air Force	trf	1937	Ju 52/3mg3e, in auxiliary bomber configuration with dorsal gun turret and two windows only; had been opb the Spanish Nationalist Air Force during the Spanish Civil War; most probably ex 22-57 of 1-E-22 which was flown to Republican-held Alcalá de Henares by defecting Nationalist pilot Sargento Ananias Sanjuan Alonso 10nov36 (as opposed to a photo of the aircraft in Soviet service a photo of 22-57 after the defection shows it in camo c/s, but there is no other known candidate); shipped by sea to the Soviet Union jan37; received the Soviet designation DB-29 and underwent trials with the NII VVS at Chkalovski 28feb37/may37 (70 flights with t/t 32 hours 45 minutes, according to other sources 193 flights until 1938); in natural metal c/s with black engine nacelles, no markings apart from Red Stars on fuselage and wings; disassembled and studied by Factory No. 156 in Moscow after completion of the tests
	"51" yellow ?	Ju 52/3m	Soviet Air Force	photo		in dark green c/s with light blue undersides

## Junkers Ju 86 in Chinese service

The Chinese Air Force placed an order for 20 Ju 86K twin-engined bombers in November 1937. They were to be delivered secretly through the Hapro firm before August 1938, but all military deliveries to China were halted in May 1938 due to Japanese pressure, and the aircraft were finally seized by the German government in September 1938 and delivered to the German Air Force.

The semi-military Manchukuo airline Manshu Koku Kabushiki Kaisha (Manchuria Aviation Company, in short MKKK) operated probably 13 examples of the ten-seat passenger version Ju 86Z-2. The first one was transferred to the airline by the Japanese Navy Air Force which had evaluated the aircraft for some time after its delivery in August 1937. Twelve more arrived by ship at the port of Dairen on 7 September 1938, were transported by train to Mukden (now Shenyang) and assembled inside the Aviation Arsenal hangar at Mukden East airfield. Revenue flights started on 1 January 1939. When MKKK ran out of BMW 132Dc spare engines in January 1943, three Ju 86Z-2s received Mitsubishi "Kinsei" engines (the modification work was assigned to Manpi). It is not clear whether any Ju 86Z-2 of MKKK survived until the Soviet occupation of Manchuria in August 1945. At least no Ju 86Z-2 is visible on the photos of the airfields at Mukden and Changchun which were taken in August 1945.

---	M-211	Ju 86Z-2	MKKK	trf	1938 ?	version not confirmed; delivered to the Japanese Navy Air Force aug37 and trf to MKKK probably in 1938; named 'Horyu' (phoenix dragon); received a Japanese Hinomaru instead of the Manchukuoan roundel and flag; seen as such Mukden oct42
---	M-212	Ju 86Z-2	MKKK	d/d	07sep38	photo exists
---	M-213	Ju 86Z-2	MKKK	d/d	07sep38	photo exists; dbr 05sep40 on a flight to Canton when made an emergency landing at the Kwanti race course near Fanling (Hong Kong) and caught fire, all 3 crew injured; the wreck was shipped to Dairen aboard the cargo steamer "Heiyo Maru" and later scrapped
---	M-214	Ju 86Z-2	MKKK	d/d	07sep38	severely damaged late jan39 on landing at Mukden when crashed into the brick wall of the main workshop while taxiing and flipped over; the repair took more than one year; received a Japanese Hinomaru instead of the Manchukuoan roundel and flag; seen as such Mukden oct42
---	M-215	Ju 86Z-2	MKKK	d/d	07sep38	photo exists
---	M-216	Ju 86Z-2	MKKK	d/d	07sep38	photo exists
---	M-217	Ju 86Z-2	MKKK	d/d	07sep38	photo exists
---	M-218	Ju 86Z-2	MKKK	d/d	07sep38	photo exists
---	M-219	Ju 86Z-2	MKKK	d/d	07sep38	photo exists
---	M-220	Ju 86Z-2	MKKK	d/d	07sep38	named 'Ginryu' (silver dragon); received a Japanese Hinomaru instead of the Manchukuoan roundel and flag; seen as such Mukden oct42
---	M-221	Ju 86Z-2	MKKK	d/d	07sep38	named 'Shoryu' (ascending dragon); received a Japanese Hinomaru instead of the Manchukuoan roundel and flag; seen as such Mukden oct42
---	M-222	Ju 86Z-2	MKKK	d/d	07sep38	named 'Koryu' (yellow dragon); photo exists
---	M-223	Ju 86Z-2	MKKK	d/d	07sep38	w/o sep44 on a flight to Tokyo when both engines failed while the aircraft approached the Japanese coast and the aircraft ditched close to the shore, all 3 crew (pilot: Sugiyama) and all passengers managed to swim to the shore
---	M-2..	Ju 86Z-2	MKKK			

## Junkers Ju 88 in Soviet service

Two Ju 88s were ordered by the Soviet Union in April 1940, at a cost of 495,500 RM each. The aircraft were of the Ju 88K-1 version as the Ju 88A-1 was designated for export and were powered by Jumo 211B-1 engines. The first one was ferried to Moscow on 29 April 1940 and the second one three days later. One of the Ju 88s was assigned to the NII VVS and underwent trials from 8 to 28 May 1940 when a ground fire put an end to the tests. The other Ju 88K-1 was allotted to the Iyotny otdel (flying department) of TsAGI which became the LII in March 1941, and one of the two was later passed on to the Military Academy for Commanders and Navigators. There are reports that a Ju 88 was part of a special reconnaissance unit which was formed out of NII VVS test pilots and emigrated Spanish pilots in summer 1941 and was equipped with German aircraft which had been tested by the NII VVS. Training took place at Aramil, and the Ju 88 is reported to have crashed on take-off for a training mission, severely injuring Fyodor F. Opadchi and slightly injuring Spaniards Manuel León and José Ignacio Aguinaga. This unit was not to see action, in the end. The Ju 88 was also thoroughly studied by the Soviet aviation industry which copied some of its design features. As an example, Factory No. 213 copied the automatic dive recovery device which was then introduced on the Ar-2 and the Pe-2, and Factory No. 156 copied the de-icing equipment which was then used on the DB-3f. Several Ju 88s of more modern versions were captured by Soviet forces during WWII, but none of them underwent trials. As far as is known, a few captured aircraft have been used by Soviet front-line units for a short time.

088 5023	not known	Ju 88K-1	Soviet Air Force	d/d	29apr40	built by ATG at Leipzig (with a wing built by Siebel); powered by Jumo 211B-1 engines; ex NK+NJ and D-AXVL; ferried from Königsberg via Bialystok to Moscow 29apr40
088 5025	not known	Ju 88K-1	Soviet Air Force	d/d	02may40	built by ATG at Leipzig (with a wing built by Siebel); powered by Jumo 211B-1 engines; ex NK+NL and D-AXVM; ferried from Königsberg via Bialystok to Moscow 02may40; on a photo with Red Stars and the German registration D-AXVM; in camo c/s
---	not known	Ju 88	Soviet Navy			ex German Air Force; force-landed in the Murmansk area and was repaired by Soviet technicians; w/o 16feb43 when exploded on take-off in the Murmansk area, pilot killed

## Junkers Ju 160 in Chinese service

One of these BMW 132 powered passenger monoplanes was used by the Chinese-German airline Eurasia. Two aircraft of the type, Ju 160A-0 c/n 4205 and Ju 160D-0 c/n 4248, were transferred by the Japanese Army Air Force to the semi-military Manchukuo airline Manshu Koku Kabushiki Kaisha (Manchuria Aviation Company, in short MKKK) in 1938, but never entered regular service due to their unsatisfactory take-off and landing performance and did not receive Manchukuoan registrations.

4215	Eurasia XVI	Ju 160A	Eurasia	d/d	aug35	ex D-UVUX; toc 03oct35; severely damaged 25dec35 when crashed at Shanghai; shipped to Germany for repair and became D-UVUX again; probably trf to the German Air Force in 1941
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## Junkers Ju 290 (Letov L-290 "Orel") in Czechoslovakian service

Major assemblies of the Ju 290 four-engined transport and reconnaissance aircraft were manufactured by the Letov factory at Prague-Ruzyně during WWII, although final assembly of the type remained in Germany. After the end of the war, several of those assemblies were left at the Ruzyně factory. So it was decided to complete one Ju 290 as a 40/48 seat airliner, which was given the designation Letov L-290 "Orel" (eagle). It underwent trials, but did not find favour with either the state airline CSA or the Czechoslovakian military. So the L-290 was abandoned in 1947 after only 43 flying hours, although it was not actually scrapped until 1956.

110212	no reg	L-290	Letov	f/f	01aug46	c/n also given as 2900212; rebuild of an unfinished Ju 290A-8 with parts from a Ju 290B; in light greenish grey c/s, no markings apart from a Czechoslovakian flag on the fin; wfu in 1947 with t/t 43 hours; scrapped in 1956
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## Junkers Ju 352 (Letov D-352) in Soviet and Czechoslovakian service

The Soviet Air Force used one heavily modified Ju 352 as an engine test-bed. And one Ju 352A-1 was restored to airworthiness by the Letov factory at Prague-Ruzyně in 1945. It received the Czechoslovakian military designation D-352.

---	no code	Ju 352V ?	Soviet Air Force	photo		engine test-bed; possibly Ju 352V-0 which had been converted from Ju252V-1/1 (the fuselage had got typical Ju 252 windows and was shorter before the wing than a Ju 352 fuselage, the tail was from a Ju 352, the main gear was a Ju 252 twin-wheel instead of the single strut main gear used on the Ju 352, the engines looked more like the Jumo 211 as used on the Ju 252 than the Bramo 323R-2 as used on the Ju 352A); a Jumo 222 (also reported as a Jumo 213E) and later Soviet engines were fitted on No. 2 position; probably in dark green c/s with light blue undersides; photo in winter 1945/46
---	no code	Ju 352A-1	Soviet Air Force	PRG	22aug45	actually Czechoslovakian Air Force, opb Cvicná a dopravní skupina 1. cs smíšené letecké divize; captured at PRG and first flown by Czechoslovakian pilots 09may45; overhauled by Letov jun45/jul45 and painted in light grey c/s with blue cheatline and trim, Red Stars on fin and wings and a small Czechoslovakian roundel behind the cockpit; received these temporary Soviet markings for a flight to Moscow-Vnukovo 22aug45 to deliver a "Tatra" limousine to Josef Stalin as a gift of the Czechoslovakian government; toured several European countries afterwards
OK-JUE		Ju 352A-1	not known	no	reports	reportedly later received Czechoslovakian markings (possibly also military ones); registration from "War Prizes" by Phil Butler

## Lockheed L-10 "Electra", L-14 "Super Electra" & Kawasaki Ki-56 in Soviet service

The Soviet Union bought two "Electras" in 1937 while two more were captured in Poland in 1939. In addition, a former Polish "Super Electra" was captured in Estonia in 1940. There is a report that an aircraft similar to an "Electra" was abandoned in the taiga near Verkhoyansk and was still seen there **decades later. Unfortunately, nothing more is known about that.**

Kawasaki produced the "Super Electra" under licence and derived a military transport version in 1940, the Ki-56 (Type 1 Freight Transport). This aircraft was powered by two Mitsubishi Ha-25 radial engines and could be distinguished by the large freight-loading door on the left-hand side. 121 were built between 1941 and 1943, and at least nine of them were captured by Soviet troops in 1945 and pressed into service with the Dalstroj subsidiary of the Soviet Ministry of the Interior (NKVD/MVD).

1035	not known	L-10A-2	not known	d/d	nov37	ex NC14948; purchased from R.W. Norton of Texas by Amtorg nov37; way-bill dated 20nov37; was probably examined by the Soviet aviation industry; underwent trials with the NII GVF in 26/29jun39
	CCCP-L3451	L-10A-2	AFI/Moscow	rgd	19jul39	opb Eskadriya osobogo naznacheniya GU GVF (Special Duty Squadron of the Main Directorate of the Civil Air Fleet) by 01jan40; flew 81 hours in 1939 and 88 hours in 1940
	CCCP-L3451 CCCP-L3451	L-10A-2 L-10A-2	GVF/Azerbaijan GVF/Moscow	trf trf	unknown 02mar42	damaged on landing at Stalingrad 11apr42 and on take-off from Astrakhan 21apr42; under repair by Aviarembaza No. 401 at Novosibirsk by 01dec43; canx 1944
1065	USSR-N214	L-10E	Polyarnaya Aviats.		photo	Latin N in registration ("USSR" on fuselage and "N-214" on rudder); ex NR16059 "Daily Express"; purchased by Amtorg from B. Smith 11oct37, export licence issued 15oct37, way-bill dated only 16nov37; in natural metal c/s, no titles; ferried from Winnipeg to Edmonton (Canada) 11nov37, took part in the search for the Bolshovitinov DB-A URSS-N209 (which had disappeared during a flight across the North Pole to the USA 13aug37) 15dec37/mar38, piloted by Herbert Cannon and Sir Hubert Wilkins; shipped in dismantled state to Moscow where it arrived jun38
	CCCP-N214	L-10E	Polyarnaya Aviats.	rgd	17jun38	in natural metal c/s, no titles; opb MAGON; reflowed 04aug38; damaged on landing at Krasnoyarsk in poor visibility 17aug38 when the left main gear broke; repaired by KARZ until feb39; landing gear damaged on landing at Usta-Pura (Taimyr) 31mar39, but repaired on site; severely damaged 22may39 on a flight from Arkhangelsk to Moscow when overshot on landing at Severnoye Tushino, touched down 460 metres behind the landing T and struck a ditch, damaging landing gear, propellers, lower fuselage and empennage, but all 4 crew escaped unhurt; trf to Aeroflot as spare parts 15apr40
1089	not known	L-10A	not known	no	reports	ex SP-BGJ of LOT; abandoned at Kolomyja and captured there by Soviet troops 17sep39; either this aircraft or c/n 1090 was still in the charge of the Kiev Military District as war booty by 01may40 and ordered by a government commission to be trf to the GVF; possibly opb Eskadriya osobogo naznacheniya GU GVF (Special Duty Squadron of the Main Directorate of the Civil Air Fleet)
1090	not known	L-10A	not known	no	reports	ex SP-BGK of LOT; damaged at Horodenka 12sep39 and captured there by Soviet troops 17sep39; either this aircraft or c/n 1089 was still in the charge of the Kiev Military District as war booty by 01may40 and ordered by a government commission to be trf to the GVF; possibly opb Eskadriya osobogo naznacheniya GU GVF (Special Duty Squadron of the Main Directorate of the Civil Air Fleet)
1495	no serial	L-14H	Estonian Air Force	mfd	may39	ex SP-BPN of LOT; evacuated from Ogdorzienice to Tallinn 04sep39 and was interned there; impressed by the Estonian Air Force, received full markings but no serial; captured by Soviet troops at Jägala jun40
	not known CCCP-L3453	L-14H L-14H	Soviet Air Force GVF	trf toc	06aug40 29may41	reportedly crashed at Riga aug40, but see below c/n given in Soviet register as '12811' (the c/ns of the P&W engines were 3128 and 3129); taken over from the Soviet Air Force at Riga; rgd 30may41; opb MAGON GVF; w/o 18dec41 on a test flight from Moscow-Khodynka when the left engine failed (it had been repaired before), the aircraft stalled in a tight left turn at a height of some 90-100 metres, entered a flat spin and crashed in the Petrovki park near the Air Force Academy not far from the airport, the pilot was seriously injured while the flight mechanic and the sole passenger were killed; t/t not known; canx 24mar42
---	"6"	Ki-56	MVD - Dalstroj		photo	captured by Soviet troops in 1945 without any documents so that c/n, t/t etc. remain unknown; in Soviet documents as a Lockheed 14 "Super Electra", but photos clearly show the distinctive cargo door of the Ki-56 on the left-hand side; in Soviet Air Force c/s with non-standard Red Stars; the right engine was changed at Susuman (then Khabarovsk region, now Magadan region) early dec46, but the aircraft was not test-flown after that; w/o 07dec46 on its first flight after the engine change, a flight to deliver a mine rescue team and its equipment (oxygen cylinders) to Zyryanka, the left (sic) engine lost power during the take-off run and stopped completely when the aircraft climbed through 100-150 metres, the pilot tried to return to the airfield in a right turn, giving the right engine full power immediately and thus causing it to choke, the aircraft lost speed during the tight turn, stalled, crashed near Berelyokh (10 km from the airfield) and exploded, all 4 crew and 3 passengers killed
---	"112"	Ki-56	MVD - Dalstroj			in MVD documents as a Lockheed 14; based in the Magadan region; damaged in 1946, details unknown; struck off charge 13sep46 due to a lack of spare parts
---	"126"	Ki-56	MVD - Dalstroj			in MVD documents as a Lockheed 14; based in the Magadan region; struck off charge 06feb47 as worn out and due to a lack of spare parts
---	"147"	Ki-56	MVD - Dalstroj			in MVD documents as a Lockheed 14; based in the Magadan region; struck off charge 06feb47 as worn out and due to a lack of spare parts
---	"164"	Ki-56	MVD - Dalstroj			in MVD documents as a Lockheed 14; based in the Magadan region; struck off charge 06feb47 as worn out and due to a lack of spare parts
---	"169"	Ki-56	MVD - Dalstroj			in MVD documents as a Lockheed 14; based in the Magadan region; struck off charge 06feb47 as worn out and due to a lack of spare parts
---	"205"	Ki-56	MVD - Dalstroj			in MVD documents as a Lockheed 14; based in the Magadan region; damaged in 1946, details unknown; struck off charge 13sep46 due to a lack of spare parts
---	"514"	Ki-56	MVD - Dalstroj		photo	captured by Soviet troops in 1945 without any documents so that c/n, t/t etc. remain unknown; in Soviet documents as a Lockheed 14 "Super Electra", but photos show the distinctive cargo door of the Ki-56 on the left-hand side; the aircraft was probably not officially registered as it was in the documents as just 514 and not CCCP-X514; in Soviet Air Force c/s with Red Stars painted over the Japanese Hinomaru; dbr 28mar46 on take-off from Zyryanka for a cargo flight to Seimchan, being overloaded (1,125 kg of cargo and 1,400 kg of fuel) and covered with white frost, the right main wheel touched an unevenness on the surface of the airstrip immediately after take-off, causing the aircraft to bank left, when the pilot tried to counteract the aircraft banked right and the right wing and wheel touched the ground, causing the aircraft to crash, 1 of the 4 crew killed and the other 3 slightly injured; struck off charge 13sep46 due to a lack of spare parts
---	"519"	Ki-56	MVD - Dalstroj			in MVD documents as a Lockheed 14; based in the Magadan region; struck off charge 06feb47 as worn out and due to a lack of spare parts

## Lockheed PV-1 "Ventura" in Soviet service

A number of US Navy "Venturas" force-landed in the Soviet Far East in 1944/45 after attacking Japanese targets on the Kuril Islands and were impounded in accordance with the neutrality treaty between the Soviet Union and Japan. Some of these aircraft were repaired and impressed by the Soviet Air Force where the type became known as the B-34 (a slightly mistaken identification). By December 1944, eight "Venturas" were located on airfields on Kamchatka where 128 sad VVS DVFr (128 composite aviation division of the Air Force of the Far Eastern Front) was based. Four of them were fully airworthy, three were undergoing repairs and one was considered a write-off. By the end of WWII, the number of "Venturas" which had made (successful) forced landings on Kamchatka had risen to eleven. Seven PV-1s (five of them being airworthy) were taken on charge of 128 sad, one machine was the personal liaison aircraft of the division commander, LTC M.A. Yeryomin, and the other six served with 903 bap. 128 sad logged 62 "Ventura" missions in January/February 1945 and used the type operationally during the brief Soviet-Japanese campaign in August 1945. After the end of the hostilities, the "Venturas" quickly disappeared from the division's inventory, probably due to a lack of spares. Only one aircraft remained on strength by October 1945, the fate of the others is unclear. One PV-1 underwent state acceptance trials with NII VVS at Chkalovskaya as late as autumn 1947, the reason for that is unknown. Another "Ventura" was used by a fishery reconnaissance flight at Yuzhno-Sakhalinsk in 1947/49. Unfortunately, only one of the Soviet "Venturas" has been positively identified so far.

6324	? no code	PV-1	Soviet Air Force	ph.	27oct47	US Navy BuNo 49508; c/n was also given as 6474 but if BuNo 49508 is correct c/n 6324 must be the correct one; originally opb VB-136; force-landed at PKC 28aug44 (date also reported as 30aug44) after having been hit by Japanese fighters during an attack on the Kuril Islands; underwent state acceptance trials with NII VVS at Chkalovskaya in autumn 1947
6441	not known	PV-1	Soviet Air Force	no	reports	US Navy BuNo 49625; originally opb VB-138, FAW-4; force-landed at PKC 13aug44 after an attack on the Kuril Islands; entry into Soviet service not confirmed

## Messerschmitt Bf 108 "Taifun" in Soviet and Chinese service

Five Bf 108s were to be supplied to the Soviet Union according to an agreement signed on 26 November 1940, but eventually only two were delivered. They were handed over in Germany in March 1941 and were tested by the NII VVS and the LII NKAP, respectively. Only one of them eventually received a civil registration. It is probable that some German Bf 108s were captured by Soviet troops during WWII, and one Bf 108B with a Japanese hinomaru but without registration or serial (possibly a former MKKK aircraft) was captured by Soviet troops at Changchun airfield in Manchuria on 19 August 1945. One of the Soviet Bf 108s remained in service with the NKAP/MAP after the war and was eventually struck off charge in 1950.

At least 15 Bf 108Bs were delivered to the semi-military Manchukuo airline Manshu Koku Kabushiki Kaisha (Manchuria Aviation Company, in short MKKK) in 1937/38. Five of them had probably been ordered by the South Manchurian Railway Company (Mantetsu) initially and were passed on to MKKK as Mantetsu did not have the resources to operate the aircraft on their own. At least one (Manchukuoan or Japanese) Bf 108 survived in Manchuria until August 1945 and was captured at Changchun by Soviet troops.

2290	not known	Bf 108B	NKAP LII	d/d	04apr41	powered by an As 10C engine; h/o at the factory 27/28mar40 and delivered to Moscow 04apr41; underwent trials with the LII NKAP
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---	CCCP-I349 not known	Bf 108B Bf 108B	NKAP LII Soviet Air Force	rgd d/d	29mar43 04apr41	used as a liaison aircraft powered by an As 10C engine; h/o at the factory 27/28mar40 and delivered to Moscow 04apr41; underwent trials with the NII VVS; later used by the NII VVS as a liaison aircraft; still on charge in 1942
---	M-51	Bf 108B	MKKK			based at Harbin; t/t 159 hours by 20jun38
---	M-52	Bf 108B	MKKK			based at Harbin; t/t 197 hours by 20jun38
---	M-53	Bf 108B	MKKK			t/t 21 hours by 20jun38 (undergoing maintenance by that date)
---	M-54	Bf 108B	MKKK			based at Harbin; t/t 110 hours by 20jun38
---	M-55	Bf 108B	MKKK			based at Mukden; t/t 90 hours by 20jun38; photo exists
---	M-56	Bf 108B	MKKK			based at Mukden; t/t 70 hours by 20jun38
---	M-57	Bf 108B	MKKK			based at Harbin; t/t 29 hours by 20jun38
---	M-58	Bf 108B	MKKK			based at Changchun; t/t 90 hours by 20jun38; photo exists
---	M-59	Bf 108B	MKKK			based at Mukden; t/t 27 hours by 20jun38
---	M-60	Bf 108B	MKKK			based at Changchun; t/t 42 hours by 20jun38
---	M-61	Bf 108B	MKKK			based at Mukden; t/t 10 hours by 20jun38
---	M-62	Bf 108B	MKKK			based at Mukden; t/t 8 hours by 20jun38
---	M-63	Bf 108B	MKKK			
---	M-64	Bf 108B	MKKK			
---	M-65	Bf 108B	MKKK			
---	M-..	Bf 108B	MKKK			received a Japanese Hinomaru instead of the Manchukuoan roundel and flag; photo as such exists probably lost 28nov38 on a flight from Changchun to Hailar when the occupants lost orientation while flying over clouds, the aircraft ran out of fuel and made an emergency landing in a valley between two mountains north of Butha (Inner Mongolia), the pilot and both passengers (Kwangtung Army officers) escaped unhurt and walked two days before coming across a hunter who was able to assist them
---	not known	Bf 108B	Manchukuoan AF			probably an MKKK aircraft on temporary loan to the Manchukuoan Air Force; opf 1st Hikotai; w/o 11feb40 while taking part in the fly-past of the parade at Changchun to commemorate the 2,600th anniversary of Japanese Emperor Jimmu's accession to the throne when the engine flamed out (as the pilot had forgotten to switch the fuel tanks) while the aircraft was flying at a height of some 300 metres south of Datong Avenue, the aircraft crash-landed at the proposed site for an imperial palace on one side of Datong Avenue and broke up, pilot and all 3 passengers slightly injured
---	M-..	Bf 108B	MKKK			dbf 09jun41 on the leg from Hunchun to the Dongnin area (close to the border with the Soviet Union) of a flight from Changchun to the Dongnin area when strayed into Soviet territory, was attacked and hit by a Soviet Air Force fighter over a Soviet airfield in the Khabarovsk area and crash-landed, the pilot was killed and the flight engineer as well as both passengers (Kwangtung Army officers) were captured by Soviet troops and held for some days

## North American B-25 "Mitchell" in civil Soviet service

A total of 870 B-25s of all versions was despatched to the USSR under the Lend-Lease programme (out of 914 allocated). Of them, 861 reached their destination. They were supplemented by a certain number of B-25s that had been interned after having made forced landings in the Far East. Some of the Soviet B-25s continued their service in civil aviation after the end of the war. They were used e.g. as photo survey aircraft, and as many as 8 B-25s were used by the Hydrological and Meteorological Service (Gidrometeosluzhba) by June 1947.

108-34873	CCCP-A370	B-25J-5-NC	AFL/Northern	RVH	1940s	USAAF s/n 43-27860; converted to a photo survey aircraft; based at RVH; in dark c/s with light undersides, small titles on the nose
---	CCCP-I850	B-25	NKAP zavod # 118			w/o 19sep47 on a flight from Moscow-Fili when the left engine caught fire and the pilot opted for an emergency landing at Moscow-Vnukovo, but the aircraft went out of control shortly before touch-down and crashed into parked Il-12P CCCP-L1332, both aircraft burnt out, all 4 crew and 3 passengers of the B-25 killed
---	CCCP-I...	B-25J-5-NC	MAP zavod # 39	no	reports	opb transportny otrjad zavoda No. 39; w/o 28sep46 on the leg from Irkutsk to Krasnoyarsk of a cargo flight from Irkutsk to Ufa when the crew lost orientation while flying in clouds without radio contact to any airfield and deviated from the prescribed flight path to the north by 150 km, the aircraft ran out of fuel, crash-landed in the taiga 9 km from Chermanchet (Shitkino district of the Irkutsk region) and broke up, 4 of the 5 crew killed while the 5th one and the sole passenger were slightly injured; t/t 86 hours 30 minutes; wreck found only 03oct46
---	CCCP-L525	B-25	GVF			opb 3 oads GVF at Myachkovo
---	CCCP-L1169	B-25D	Aeroflot	UCT	1955	in olive drab c/s, probably no titles; used for geological research at Ukhta in 1955
---	CCCP-M178 ?	B-25	Gidrometeosluzhba	YKS	24dec46	opb 2 zveno 37 osao YaU GMS (2nd flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service)
---	CCCP-M178	B-25	GUGK	trf	14sep48	probably the same aircraft as above; converted to a photo survey aircraft; opb ao YaAGP GUGK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography)
---	CCCP-N336	B-25	Polyarnaya Aviats.	trf	1944	opb Moskovskaya aviagruppa; under maintenance by 10may45
---	not known	B-25	NKVD - Dalstroj	trf	jan45	opb Moskovskaya aviagruppaat Zakharkovo; was awaiting spare parts as of 10sep48; still on charge by 25sep49
---	CCCP-N366	B-25	Polyarnaya Aviats.	no	reports	based in the Magadan region; opb SMP AO by 1947; was to undergo an overhaul and receive new engines in Moscow in 1948
---	CCCP-N476	B-25	Polyarnaya Aviats.	trf	1947	damaged jan47 when made a belly-landing
---	CCCP-X543	B-25	MVD - Dalstroj	no	reports	opb Moskovskaya aviagruppa at Zakharkovo; damaged 17sep47 on landing at the soaked runway at Odemskaya Kultbaza; flew ice-reconnaissance missions in 1948; operational as of 10sep48; still on charge as of 25sep49; wfu in the first half of 1950
---	CCCP-X717	B-25	MMP - Dalstroj	no	reports	
---	CCCP-N445	B-25	Polyarnaya Aviats.	trf	1947	

## Savoia-Marchetti S.55 in Soviet service

This two-engined double-hulled flying boat became famous by the transatlantic flights of Marshall Italo Balbo. The Soviet Union ordered five aircraft of the version S.55P which had, however, many features of the more modern S.55X, as the more powerful "Asso" 750 engines. Engine cowlings were added on Soviet demand to adapt the aircraft for operations in cold climate. The first aircraft of the batch of five completed flight tests on 16 March 1933, and four of them were shipped to Odessa in spring 1933 while the fifth one was ferried by air. Four S.55Ps served with the Far Eastern Directorate of Aeroflot for some years, being employed on the summertime Khabarovsk-Sakhalin service from 1934 onwards. Four of the five flying boats were lost in accidents, among them the one which was to be used by Polar Aviation, but crashed already on its ferry flight from Sevastopol to the Arctic. The c/n of this Polar Aviation aircraft is still a problem. In the accident report it is given as 10526, but according to the Italian publication "Aeroplani SIAI 1915-1935" by Giorgio Bignozzi and Roberto Gentilli (Firenze 1982) that c/n was I-OLAO of Società Aerea Mediterranea and later Ala Littoria (registered on 7 January 1931 and destroyed in August 1936). According to the same publication, c/n 10531 was the fifth aircraft delivered to the Soviet Union.

10526	CCCP-N11	S.55P	Polyarnaya Aviats.	toc	05jun33	c/n given in the Soviet accident report as 10526, but according to "Aeroplani SIAI 1915-1935" that c/n was I-OLAO (rgd 07jan31 and destroyed aug36) and c/n 10531 was delivered to the Soviet Union; ex I-AABV; delivered by ship via Odessa to Sevastopol may33; never entered into the Soviet register; opb Severovostochnaya lyotnaya gruppa; registration not painted on, marked just "URSS" for the ferry flight; ferried from Sevastopol to ostrov Vrangelya starting 11jul33; w/o 12jul33 on the leg from Yeisk to Vol'sk of its delivery flight, while the aircraft was flying low over the river Volga near Voskresensk (20 km south-west of Vol'sk) it suddenly pitched over and crashed into the river (probably due to a cold downstream as a local atmospheric phenomenon), 2 of the 4 crew (commander: Benedikt L. Bukhngolts/Buchholz) and the sole passenger killed and both survivors seriously injured; t/t 12 hours and 15 cycles
10527	CCCP-L995	S.55P	AFL/Far East-KHV	rgd	15jun34	ex I-AABR; delivered by ship via Odessa to Khabarovsk in 1933; but assembled only in spring 1934; opb 13 TAO at Khabarovsk Harbour; required repair by apr37, but this could not be achieved; canx 17oct38 as worn out
10528	CCCP-L996	S.55P	AFL/Far East-KHV	mfd	10may33	ex I-AABS; delivered by ship via Odessa to Khabarovsk in 1933, but assembled only in spring 1934; rgd 15jun34; opb 13 TAO at Khabarovsk Harbour; dbr 21jun36 on the leg from Aleksandrovsk-Sakhalinski to Viakhtu of a flight from Aleksandrovsk-Sakhalinski to Khabarovsk when pobably hit a floating tree during the take-off run so that the bottom of both boats was destroyed, all 4 crew (pilot: I.P. Mazuruk) escaped unhurt while 1 of the 3 passengers drowned; t/t 741 hours; canx 27sep36
10529	CCCP-L997 (*)	S.55P	AFL/Far East	mfd	21may33	ex I-AABT; delivered by ship via Odessa to Khabarovsk in 1933, but assembled only by 14may34 (as the first of the S.55s); rgd 15jun34; opb 13 TAO at Khabarovsk Harbour; dbr 12sep34 on the leg from Olga bay to Tirkha (for refuelling) of a flight from Olga bay to Vladivostok when the right hull hit a floating tree during the landing run and the flying boat broke up, 2 of the 9 passengers drowned while the other 7 and all 4 crew were rescued; t/t 261 hours; the wreck was recovered by the steamer "Dvinolost"
10530	URSS	S.55P	no titles	mfd	1933	ex I-AABU; with red rudders; ferried from Sesto Calende via Brindisi, Athens and Istanbul to Odessa 08/10jul33 and on to Sevastopol 14jul33
	CCCP-L840 (*)	S.55P	AFL/Far East-KHV	rgd	15jul33	underwent check trials with the NII GVF at Sevastopol; ferried in 13 legs from Sevastopol to Vladivostok 28jul33/early aug33; made a proving flight from Vladivostok over Sakhalin to Petropavlovsk-Kamchatski 26sep33/16oct33; stored in a shed at Khabarovsk Harbour during the winter 1933/34; opb 13 TAO at Khabarovsk Harbour; w/o 26jun35 on a flight from Aleksandrovsk-Sakhalinski to Khabarovsk when encountered fog, the crew lost orientation and deviated from the planned flight path to the north and the

aircraft crashed some 80 metres below the summit into the slope of an unnamed hill in the upper reaches of the river Tym north-west of Lazarev, all 3 crew and 9 passengers killed; wreck found sep35 and again aug85

## Savoia-Marchetti SM.79 "Sparviero" in Soviet service

Six Yugoslav examples of this Italian three-engined medium bomber tried to escape to the Soviet Union during the German invasion of Yugoslavia in April 1941. Only four managed to reach the Soviet Union, with two of them landing at Beltsy on 15 April and continuing to Odessa. Three of these SM.79Ks were briefly used by the Soviet Air Force in 1941. They were taken on charge after the German invasion of the Soviet Union (none was on the inventory yet by 20 June 1941) and used as night bombers by 5 sbap 21 sad from August 1941. The aircraft were modified in September so that they could be armed with Soviet bombs.

37.. ? no code ?	SM.79K	Soviet Air Force	photo	ex Yugoslav Air Force, escaped to the Soviet Union during the German invasion of Yugoslavia apr41; opb 5 sbap 21 sad in Besarabia from aug41; in camo c/s; dbr during the evacuation of Odessa oct41 when suffered engine problems and crash-landed in a field
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## Short "Stirling" in Soviet service

One Short "Stirling" B Mk.III was delivered to the Soviet Union via Lend-Lease. The aircraft arrived at 119 MU at Shaibah (a unit primarily involved with aircraft for the USSR) on 2 March 1945 to be prepared for delivery to the Soviet Air Force. After Soviet markings had been applied the aircraft was checked, modified and then flown by Flight Lieutenant J. Weber to Meherabad airfield near Teheran for handing over on 25 March, but the Russians insisted it was flown to their air base at Qaleh Morgeh. There it suffered various snags: During taxiing tests the tail wheel was damaged and later (while stationary) the port main tyre burst and the blast blew out the wing bomb doors. Repairs were still being carried out on 30 April, but eventually the "Stirling" was accepted by the Russians on 5 May 1945.

[LK615]	no code	Stirling	Soviet Air Force	mfd	jul44	"Stirling" B Mk.III; built by Austin Motors at Longbridge, no c/n allocated; ex RAF s/n LK615; arrived at Qaleh Morgeh (Iran) 25mar45 for transfer to Soviet representatives (already with Soviet markings), but was rejected because of various defects; repaired at Habbaniya (Iraq) until 30apr45 and finally accepted at Qaleh Morgeh 05may45; evaluated by LII NKAP at Kratovo in summer 1945, but did not arise any enthusiasm; in dark earth/dark green camo c/s with black undersides, all British markings painted out
	CCCP-N415 (*)	Stirling	Polyarnaya Aviats.	trf	1946	opb Moskovskaya aviagruppa at Zakharkovo from spring 1946; used for familiarisation flights may46 (2 hours 40 minutes); was to be adapted for use in the Arctic by Factory No. 477 at Krasnoyarsk in 1947, but this did not happen (the type was not apt for use as a transport because of its aft centre-of-gravity position); considered non-airworthy from apr47; struck off charge between 10jul47 and 20aug47; rumours say the hulk is still existing and shall be recovered

## Siebel Si 204, Aero C-3 & SNCAC NC.701 "Martinet" in Soviet and Polish service

Several Si 204s were converted to Arctic configuration by the Polar Aviation aircraft repair workshops at Leipzig-Schkeuditz in 1946/47. Nine were on charge by 1 April 1947 and twelve by 1948. They were withdrawn in 1948 after several accidents had occurred. Nine of the Polar Siebels were transferred to the Hydrological and Meteorological Service (Gidrometeosluzhba) where they received registrations in the range from CCCP-M351 to CCCP-M360. They were based at Moscow, Leningrad, Alma-Ata and other cities. Five of them remained on charge by April 1950, with four of them being withdrawn from use by the summer of that year. The withdrawal date of the last Gidrometeosluzhba Si 204 is not known. Aeroflot also used several Siebels.

After the end of WWII, the production of the Si 204 continued in Czechoslovakia and France. Aero at Vodochody had built the type under licence from March 1943 to January 1945 and continued production of the Si 204D after the war as the Aero C-3, C-103 and D-44, with 179 aircraft built until 1949. Some of them were delivered to the Soviet Union, where they were referred to just as Siebels.

SNCAC at Bourges had built the type between April 1942 and August 1944 and resumed production in 1945 as the NC.701 (Si 204D) and NC.702 (similar to the Si 204A) "Martinet". Six NC.701s were delivered to the Polish airline LOT in 1947 and briefly used as photo-survey machines before being passed on to the Polish Air Force. Documents dated 1 January 1950 listed all in Air Force service.

5121	CCCP-N409	Si 204D-0	Polyarnaya Aviats.			built by Siebel Flugzeugwerke at Halle; opb Igarskaya aviagruppa; w/o 16mar47 on a flight from Dudinka to Volochanka when lost speed shortly after take-off due to pilot error, stalled at a height of some 40 metres and crashed on the right embankment of the river Yenisei 180 metres behind the runway threshold, 1 of the 3 crew (pilot V.P. Brekhov) killed and the other 2 as well as the sole passenger slightly injured; struck off charge 10jul47
251563	CCCP-N408	Si 204D-1	Polyarnaya Aviats.			ex BN+SB of the German Air Force; opb Chukotskaya aviagruppa from 19jun46, but arrived only 21aug46; flew 49 hours in 1946; dbr 02apr47 on landing at Chokurdakh when the pilot (Vyaltsev) shut off the left engine for training, but did not cope with the situation so that the aircraft lost speed while flying a turn, had to make a forced landing on the ice of the river Indigirka across the riverbed and collided with the embankment of a tributary of the river, all 3 crew and both passengers escaped; struck off charge 10jul47
251571	CCCP-N376	Si 204D-1	Polyarnaya Aviats.	CYX	1946	in dark green c/s with light blue undersides, 'Aviaarktika' titles; registration painted on fuselage as 'H-376', prefix on wings only; ferried to Moscow in summer 1945; opb MAGON as of 10jan46; h/o to Chukotskaya aviagruppa 02may46; based at Mys Shmidta jun46/jul46, later based at Krestya Kolymskiy; t/t in Polar Aviation service 59 hours 25 minutes by 01jul46; ferried to Moscow for modifications sep46; flew 127 hours in 1946; did not fly between 20may47 and 01jan48 due to low temperatures; struck off charge 03jun48 as trf to Gidrometeosluzhba
321908	CCCP-N377	Si 204D-1	Polyarnaya Aviats.			built by Aero at Prague-Vysocany; ex VR+AV of FFS(B) 37 of the German Air Force; damaged by a bombing raid at Braunschweig-Waggum 17sep44 and repaired probably at Leipzig-Schkeuditz; captured by Soviet troops at Leipzig-Schkeuditz may45; opb Moskovskaya AGON as of 29mar46
322017	CCCP-N414	Si 204D-1	Polyarnaya Aviats.			built by Aero at Prague-Vysocany; opb Moskovskaya aviagruppa; dbr 06may47 on a flight from Zakharkovo to Kramatorsk when the left engine failed 50 minutes after take-off while the aircraft was flying at a height of some 1,300 metres, the right engine overheated and lost power and the aircraft made a forced landing on a hillside near Beryozovo (Tula region), suffering substantial damage, all 4 crew and the sole passenger escaped; struck off charge 06aug47
322119	CCCP-N370	Si 204D-1	Polyarnaya Aviats.	no	reports	built by Aero at Prague-Vysocany; ex BU+PH of the German Air Force; opb Chukotskaya aviagruppa jul45/sep46; t/t in Polar Aviation service 93 hours 20 minutes by 01jul46; ferried to Moscow for modifications sep46; trf to Moskovskaya aviagruppy in 1947; struck off charge 03jun48 as trf to Gidrometeosluzhba
---	CCCP-F274	Si 204D	Selkhozaviosomka	trf	1947	ex Polyarnaya Aviatsiya; based at Orsha; wfu probably in 1951
---	CCCP-L538	Si 204	AFL/Armenia			opb Armyanski OAO; an engine failed 08mar46
---	CCCP-L540	Si 204D	AFL/Tajikistan	no	reports	opb 8 TAO; w/o 30oct47 on a flight from Stalinabad to Tashkent when the pilot tried to overfly the Turkestan ridge although it was covered in clouds, at the end of a gorge the aircraft entered the clouds and crashed at a height of 4,050 metres into the steep southern slope of the Turkestan ridge (N39.53333 E69.299999) north of the mouth of the Kolla-Khona river near Pastigov, all 4 crew and 7 passengers killed; the wreck was discovered by local residents in early nov47, but they did not inform any authorities about their find, looted the wreck and tried to destroy it, the fact was discovered by chance in 1949 only and the accident investigation commission arrived 10sep49, not much of the wreckage and no bodies were left by then
---	CCCP-L542	Si 204D	AFL/Tajikistan	rgd	unknown	in a document 1948
---	CCCP-L544	Si 204D	AFL/Tajikistan	rgd	unknown	in a document 1948
---	CCCP-M351	Si 204D	Gidrometeosluzhba	trf	03jun48	ex Polyarnaya Aviatsiya
---	CCCP-M352 ?	Si 204D	Gidrometeosluzhba	no	reports	ex Polyarnaya Aviatsiya
---	CCCP-M353 ?	Si 204D	Gidrometeosluzhba	no	reports	ex Polyarnaya Aviatsiya
---	CCCP-M354 ?	Si 204D	Gidrometeosluzhba	no	reports	ex Polyarnaya Aviatsiya
---	CCCP-M355 ?	Si 204D	Gidrometeosluzhba	no	reports	ex Polyarnaya Aviatsiya
---	CCCP-M356 ?	Si 204D	Gidrometeosluzhba	no	reports	ex Polyarnaya Aviatsiya
---	CCCP-M357 ?	Si 204D	Gidrometeosluzhba	no	reports	ex Polyarnaya Aviatsiya
---	CCCP-M358 ?	Si 204D	Gidrometeosluzhba	no	reports	ex Polyarnaya Aviatsiya
---	CCCP-M359 ?	Si 204D	Gidrometeosluzhba	no	reports	ex Polyarnaya Aviatsiya
---	CCCP-M360 ?	Si 204D	Gidrometeosluzhba	no	reports	ex Polyarnaya Aviatsiya
---	CCCP-N371	Si 204D	Polyarnaya Aviats.	no	reports	opb Chukotskaya aviagruppa in 1945; under maintenance by 10jul45; arrived at Krestya Kolymskiy from Moscow aug45; in a document 10apr46 at Krestya Kolymskiy, operational; struck off charge 03jun48 as trf to Gidrometeosluzhba
---	CCCP-N372	Si 204D	Polyarnaya Aviats.	no	reports	opb Yeniseiskaya aviagruppa from mid-1945; grounded 25sep45 due to problems with the right engine and ferried for repair to the Ossoaviakhim airfield at Krasnoyarsk, but was used for some unauthorised training



---	CCCP-N373	Si 204D	Polyarnaya Aviats.			flights 17/20oct45; dbr 20oct45 on a ferry flight from the Osoaviakhim airfield at Krasnoyarsk to the airfield on Molokov island in the river Yenissei for repair (as the repair capacities at the Osoaviakhim airfield were limited) when the right engine caught fire some 3-4 minutes into the flight, the intoxicated pilot decided to return to the Osoaviakhim airfield, but did not cope with the situation so that the aircraft lost height on final approach, touched a fence and crash-landed, the pilot was killed and the flight mechanic as well as the sole (unauthorised) passenger injured
---	CCCP-N374	Si 204D	Polyarnaya Aviats.			opb Moskovskaya AGON as of 10jan46
---	CCCP-N375	Si 204D	Polyarnaya Aviats.			opb Chukotskaya aviagruppa in 1945; struck off charge 03jun48 as trf to Gidrometeoslužbas
---	CCCP-N378	Si 204D	Polyarnaya Aviats.			opb Moskovskaya AGON as of 10jan46; was at Igarka by 10jan47; struck off charge 03jun48 as trf to Gidrometeoslužba; was still at Igarka by 10sep48
---	CCCP-N379	Si 204D	Polyarnaya Aviats.			opb Moskovskaya AGON as of 29mar46
---	CCCP-N398	Si 204D	Polyarnaya Aviats.	IAA	1947	ferried to Moscow in summer 1945; opb Chukotskaya aviagruppa; dbr 01jul46 on the leg from Zyryanka to Chokurdakh of a positioning flight from Moscow to Kresty Kolymyskiye when at first the left and later also the right engine failed, the aircraft force-landed on a foreland of the river Fedotikha near Zyryanka and ended up in the river, all 3 crew (pilot: F.K. Kukanov) and the sole passenger escaped unhurt; as the aircraft could not be evacuated from the river it was abandoned; struck off charge 15nov46
---	CCCP-N399	Si 204D	Polyarnaya Aviats.			in natural metal c/s with red cheatline and trim; registration painted on the fuselage as 'H-398', prefix on wings only
---	CCCP-N410	Si 204D	Polyarnaya Aviats.			opb Moskovskaya AGON at Zakharkovo; operational as of 10jan47; struck off charge 03jun48 as trf to Gidrometeoslužba
---	CCCP-N412	Si 204D	Polyarnaya Aviats.			opb Moskovskaya AGON at Zakharkovo; operational as of 10jan47; struck off charge 03jun48 as trf to Gidrometeoslužba
---	CCCP-N413	Si 204D	Polyarnaya Aviats.			struck off charge 03jun48 as trf to Gidrometeoslužba
---	CCCP-N415 (*)	Si 204D	Polyarnaya Aviats.	toc	aug47	struck off charge 03jun48 as trf to Gidrometeoslužba
---	CCCP-N417 (*)	Si 204D	Polyarnaya Aviats.			struck off charge 03jun48 as trf to Gidrometeoslužba
---	CCCP-N416	Si 204D	Polyarnaya Aviats.			struck off charge 03jun48 as trf to Gidrometeoslužba
---	"20" black	Si 204D	Soviet Air Force	ph.	1945	actually an Aero C-103, with tall fin; actually Czechoslovakian Air Force, opb Cvicná a dopravní skupina 1. cs. smíšené letecké divize; in all-cream c/s
---	"21" yellow	Si 204D	Soviet Air Force	ph.	1945	underwent trials with the NII VVS in 1945; in dark green c/s with light blue undersides
---	not known	Si 204D	Polyarnaya Aviats.			damaged 17jul45 on an unauthorised ferry flight from Warnemünde (Germany) to Moscow when the left engine failed 125 km west of Minsk, the aircraft lost height, the pilot (Colonel B.G. Chukhnovski) did not cope with the situation, the left wing collided with the embankment of the river Berezhina and the aircraft fell into the river, all 3 crew escaped
---	not known	Si 204D	AFL/Armenia	dbr	mar47	when one engine failed on finals and the aircraft crashed into a barn, all 3 crew (pilot: Simonyants) injured
185	SP-LFA	NC.701	LOT	rgd	13may47	ex F-BDLB; canx 15may48
	1	NC.701	Polish Air Force	trf	1948	opb 36. SPLT at Warsaw-Okiecie; still in service by 15nov51
227	SP-LFB	NC.701	LOT	rgd	04jun47	ex F-BDLE; canx 05may48
	5	NC.701	Polish Air Force	trf	1948	opb 36. SPLT at Warsaw-Okiecie; still in service by 01dec52
228	SP-LFC	NC.701	LOT	rgd	25jun47	ex F-BDLJ; canx 05may48
	3	NC.701	Polish Air Force	trf	1948	opb 36. SPLT at Warsaw-Okiecie; still in service by 15nov51
230	SP-LFD	NC.701	LOT	rgd	04jun47	ex F-BDLK; canx 05may48
	4	NC.701	Polish Air Force	trf	1948	opb 36. SPLT at Warsaw-Okiecie; still in service by 01dec52
231	SP-LFE	NC.701	LOT	rgd	11sep47	ex F-BDLL; canx 04may48
	6	NC.701	Polish Air Force	trf	1948	opb 36. SPLT at Warsaw-Okiecie; still in service by 15nov51
232	SP-LFF	NC.701	LOT	rgd	24sep47	ex F-BDLM; canx 15may48
	2	NC.701	Polish Air Force	trf	1948	opb 36. SPLT at Warsaw-Okiecie; still in service by 15nov51

## Sikorsky S-58 & H-34 "Seahorse" in Soviet service

When Soviet leader Nikita Khrushchov visited the USA in September 1959, he also rode in a "Marine One" HUS-1Z helicopter (the military VIP version of the S-58, which was re-designated VH-34D in 1962) with President Eisenhower. Khrushchov, who had not trusted helicopters before, did enjoy that flight. Eisenhower said something like "So why don't you order a few of these?", and surprisingly, Khrushchov said "Yes". The military as well as Sikorsky Aircraft were not at all enthusiastic about Eisenhower's offer, but it was too late - the President could not back out. The Soviet Council of Ministers ordered the Ministry of Foreign Trade on 18 November 1959 to buy two S-58 helicopters in VIP configuration (similar to the HUS-1Z) and two Vertol V-44 utility helicopters, and the contract for these four was signed in March 1960. The "Seahorses" were accepted by a Soviet delegation at the Stratford factory in December 1960. They were sent by sea together with the Vertols and arrived in Moscow in January/February 1961. The helicopters were handed over to the Ministry of Aviation Industry (MAP), assembled and exhibited on the premises of Factory No. 22 at Kazan and later relocated to the LII at Zhukovski where they were exhibited as well at first. Of course, the Soviet Union did not use the S-58s to transport Khrushchov, but to study state-of-the-art US technology. The VIP interior was removed, and one S-58 was used for flight tests by the LII at Zhukovski (along with one V-44), while the other one (and the second V-44) ended up with the Mil Design Bureau at Factory No. 329. The flight test campaign by the LII consisted of three stages: the first one until 31 August 1961 (handling evaluation of the helicopter and autopilot tests), the second one until 30 November (checking the flight performance of the helicopter and establishing the tensions in the system of the main rotor) and the third one until 30 December (studying the flutter of the main rotor blades and establishing the dynamic stability). Sadly, none of the S-58s tested in the Soviet Union survived to this day.

58-1241	L-27491	S-58	MAP LII Zhukovski	d/d	early61	with a large window in the cabin door; ex '5' and N74162; no titles; during test flights at Stratford in all-grey (?) c/s with both US and Soviet registration on; later with only the Soviet registration on and with a cheatline, Soviet flag on fin
	I-274FI	S-58	Sikorsky		photo	painted up in these fake markings (with a US flag on the fin) probably for a movie, registration with Latin letters; was stored with the Soviet Air Force museum at Monino, but not preserved for ideological reasons and eventually scrapped
58-1242	L-27492	S-58	MAP MVZ im. Milya	d/d	early61	with a small window in the cabin door; ex '6'; no titles; during test flights at Stratford in Sikorsky company colours; later with a cheatline, Soviet flag on fin; trf to the Moscow Aviation Institute (MAI) as an instructional airframe and disassembled there, some parts still exist there
---	not known	UH-34D	Soviet Air Force	no	reports	originally opb the US Marine Corps, captured in Vietnam and sent to the Soviet Union by the government of North Vietnam in 1965; underwent trials with the NII VVS at Chkalovski; later studied by Mil OKB and eventually scrapped

## SNCASE SE.161 "Languedoc" in Polish service

One of these four-engined transports was presented at Warsaw on 21 March 1947, and LOT ordered five SE.161/1 "Languedoc" B-2 in May 1947. They were delivered very quickly, but were found to suffer from unreliable engines, various other technical problems and a bad safety record. After the forced landing of SP-LDA due to multiple engine failure on 31 May 1948 the other three "Languedocs" were grounded by LOT and the fifth one did not even enter service. SNCASE offered to replace the unreliable Gnome-Rhône 14N68/14N69 engines by Pratt&Whitney R-1830 engines, but LOT was not interested. All Polish "Languedocs" remained on the ground and were eventually cancelled on 20 December 1950. Sadly, some LOT officials responsible for the type were accused of sabotage by the Polish authorities and sentenced to death. But actually, the type was to blame for the problems, not these LOT officials...

15	SP-LDD	SE.161/1	LOT	no	reports	ex F-BATO (ntu); no CoFR issued so cannot have been used; no photo known so probably not even delivered
18	SP-LDC	SE.161/1	LOT	rgd	23oct47	ex F-BATR (ntu); photo exists; canx 20dec50; scrapped
21	SP-LDA	SE.161/1	LOT	rgd	16jul47	took part in the Polish Aviation Day display at Bydgoszcz 07sep47; damaged on a flight from Warsaw to Paris 31may48 when 3 engines failed in-flight and the aircraft force-landed wheels-up near Reims (France), all occupants escaped unhurt; repaired and returned to Poland, but did not re-enter service; canx 20dec50; photo of the stored hulk exists; scrapped
22	SP-LDB	SE.161/1	LOT	rgd	24jul47	photo exists; grounded after the accident of SP-LDA 31may48; canx 20dec50; scrapped
44	SP-LDE	SE.161/1	LOT	rgd	15oct47	photo exists; grounded after the accident of SP-LDA 31may48; canx 20dec50; scrapped