

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

## AgustaWestland AW139 assembled in Russia

AgustaWestland and Russian Helicopters signed an agreement on a AW139 production joint venture on 6 November 2008. The "HeliVert" company was set up in September 2009, and the construction of the plant at Tomilino started on 22 June 2010, being completed in May 2012. The supply of AW139 assemblies and parts started in June 2012, and the assembly of the first two helicopters commenced. The fuselages for the Russian assembly line were built by PZL Swidnik in Poland, and the AW139s assembled at Tomilino received an own block of construction numbers in the 60000 range. The operation ran at a slow pace and finally came to an end with the extensive Western sanctions which were imposed against Russia in February 2022. 13 AW139s are known to have been completed at Tomilino (all in VIP onfiguration), the fate of another one is not clear. Possibly more kits were delivered, but not assembled. There were also plans to assemble the AW189 at Tomilino, but nothing came of this.

### At least 13 AW139 assembled by "HeliVert" at Tomilino from 2012 to 2022

60001	60001	AW139	HeliVert	r/o	18dec12	with swing cabin doors; first hovering 19dec12, first real flight 15jan13; initially in primer; l/n as such 15jan13; repainted in glossy blue/white c/s with grey trim, no titles; f/n as such Tomilino 11apr13
	"601" white	AW139	HeliVert	Tml	15may13	in glossy blue/white c/s with grey trim, no titles; l/n ZIA 30aug13
	RA-01996	AW139	RZhD	rgd	25dec13	opb Alyans-Avia for Russian Railways; in glossy blue/white c/s with grey trim, no titles; f/n Borovichi 19jan14; displayed during the "HeliRussia 2016" exhibition at the Crocus City IEC in Moscow 19/21may16 and during the "MAKS-2017" airshow at Zhukovski 18/23jul17; current on register 01aug23
60002	"602" white	AW139	HeliVert	f/f	apr13	with swing cabin doors; in blue c/s with grey and white trim, no titles; f/n Tomilino 26jun13; an AW139 "602" white in black/white/grey c/s without titles was seen at Tomilino 15dec17 - the same one ?, see the registration date below
	RA-01988	AW139	Russair	rgd	20aug13	owned by SOGAZ; based at St. Petersburg; in dark blue c/s with white trim, no titles; new CoFR issued 20mar17; displayed during the "HeliRussia 2019" and "HeliRussia 2021" exhibitions at the Crocus City IEC in Moscow 16/18may19 resp. 20/22may21; current on register 01aug23
60003	"603" black	AW139	HeliVert	f/f	nov13 ?	seen on the assembly line may13; with swing cabin doors; in primer, no markings apart from the serial; f/n Tomilino 18mar14, flying
	"603" white	AW139	RosTech	d/d	nov14	in metallic blue/silver c/s, no titles; f/n Tomilino 13nov14
	RA-01680	AW139	RosTech	rgd	30dec14	operated by RVS; in metallic blue/silver c/s with small 'RosTech' titles; displayed during the "HeliRussia 2015" exhibition at the Crocus City IEC in Moscow 21/23may15; new CoFRs issued 11apr16 and 18aug17; reportedly sold by KVZ to Rostvertol jun16; displayed during the "MAKS-2019" airshow at Zhukovski 27aug19/01sep19; l/n Tomilino 29mar22; current on register 01aug23
60004	UP-AW910	AW139	Prime Aviation	Tml	08aug18	seen under assembly may13; with sliding cabin doors; in silver/grey c/s with dark blue and red trim, no titles; seen GOJ aug18; l/n on FR24 GUV 05jul24
60005	"608" grey	AW139	HeliVert	Tml	06apr18	c/n not confirmed; with sliding cabin doors; in silver/black c/s with thin white trim, no titles
	RA-01699	AW139	SkyPro Helicopters	rgd	20jul18	c/n confirmed; seen on the assembly line dec14; with sliding cabin doors; operated for Miratorg; in silver/black c/s with thin white trim, no titles; seen at the Moscow Heliport 29jul19; current on register 01aug23
60006	RA-01696	AW139	SkyPro Helicopters	rgd	15jun18	seen on the assembly line dec14; with sliding cabin doors; h/o 22jun18 and ferried from Tomilino to Gorka the same day; in white c/s with dark blue and grey trim, no titles; based at Gorka; l/n St. Petersburg 05jun19
	RA-01696	AW139	Transneft	ZIA	12apr23	operated by SkyPro Helicopters; in white c/s with dark blue and grey trim, with titles; current on register 01aug23
60007	--	AW139	---			under assembly by 2014; with sliding cabin doors; c/n not on register 01aug23 or before
60008	"604" black	AW139	HeliVert	Tml	24dec14	the fourth AW139 assembled at Tomilino - still with swing cabin doors instead of sliding doors, that's why its assembly was brought forward; seen on the assembly line may13; f/f 29jan15; in silver/black c/s, no titles; l/n Tomilino 24feb15
	RA-01997	AW139	Moskovskoye nebo	rgd	24apr15	not operated by SkyPro Helicopters; in white c/s with glossy dark blue nose and trim, no titles; displayed during the "MAKS-2015" airshow at Zhukovski 25/30aug15; new CoFR issued 14jul16; current on register 01aug23; l/n at the Moscow Heliport 21apr24
60009	"609" black	AW139	HeliVert	Tml	02jul19	flying; with swing cabin doors; in primer; c/n not on register 01aug23 or before
61001	RA-01694	AW139	Severstal ?	rgd	13mar20	with swing cabin doors; in metallic blue/silver c/s with small 'RosTech' titles; f/n ZIA 09jul20; l/n VKO 03may21; current on register 01aug23
61002	RA-07702	AW139	Rossiia	rgd	24jun21	with swing cabin doors; in silver c/s with 'Russian flag' trim, with titles; f/n 27jul22; current on register 01aug23; l/n over Sochi 10mar24
61003	RA-07703	AW139	Rossiia	rgd	29nov21	with swing cabin doors; in silver c/s with 'Russian flag' trim, with titles; seen VKO 18may23; current on register 01aug23
61004	RA-07704	AW139	Rossiia	rgd	21jan22	with swing cabin doors; in silver c/s with 'Russian flag' trim, with titles; f/n in the Moscow region 21jul23; current on register 01aug23; l/n in the Moscow region 23sep23
61005	RA-07705	AW139	Rossiia	rgd	21jan22	with swing cabin doors; in silver c/s with 'Russian flag' trim, with titles; f/n VKO 15jun22; l/n VKO 01may23; current on register 01aug23

## 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-Lönnewitz (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 any case, an Ar 234B-2 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.

### Built by Arado at Alt-Lönnewitz

140355	no code	Ar 234B-2	Soviet Air Force	f/f	30nov44	previously operated by 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 Kubyshkin), 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 13 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 85 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 apon (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 aviapolk (reserve aviation regiment) in Azerbaijan which trained crews on imported aircraft. The type was often referred to as AL-1 in Soviet sources.

**Built by A.W. Hawksley at Brockworth**

[P1455]	P1455	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 members (pilot: Captain A.I. Kulikov) were killed
[P1477]	P1477	Albemarle	Soviet Air Force	d/d	10mar43	"Albemarle" GT Mk.I Srs.II; ex RAF s/n P1477; underwent trials with the NII VVS; a photo with Red Stars exists
[P1503]	CCCP-L406	Albemarle	GVF	rgd	05may43	operated by 3 atp 1 atd GVF (redesignated 10 atd 05nov44)
	P1503	Albemarle	Soviet Air Force			"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1503; w/o 29may43 on a training flight from Errol (before the delivery flight to the Soviet Union) when headed west towards Loch Tay, started to carry out a slow descend over the loch, passed near Fearnan and dived into the ground at Cow Park to the east of Clach an Tuirc, all 4 crew members (pilot: Captain Aleksandr Gruzdin) were killed; some of the wreckage was recovered in the 1980s and is on display in a museum in the Scottish Borders
[P1562]	P1562	Albemarle	Soviet Air Force	d/d	25apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1562
[P1567]	CCCP-L408	Albemarle	GVF	d/d	03mar43	operated by 3 atp 1 atd GVF (redesignated 10 atd 05nov44)
	P1567	Albemarle	Soviet Air Force			"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1567; left Scotland for Moscow-Vnukovo 03mar43 as the first "Albemarle" to be delivered
[P1590]	CCCP-L400	Albemarle	GVF	rgd	05may43	operated by 3 atp 1 atd GVF (redesignated 10 atd 05nov44)
	P1590	Albemarle	Soviet Air Force			"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1590
[P1595]	CCCP-L401	Albemarle	GVF	rgd	05may43	operated by 3 atp 1 atd GVF (redesignated 10 atd 05nov44)
	P1595	Albemarle	Soviet Air Force			"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1595; d/d 25apr43
[P1636]	no reg	Albemarle	GVF	mfd	15mar43	operated by 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-Isetski, all 5 crew members escaped unhurt; struck off charge due to a lack of spare parts and used as a source of spare parts; total time 27 hours
	CCCP-L409	Albemarle	GVF			not taken up due to its accident 01may43
[P1637]	P1636	Albemarle	Soviet Air Force	d/d	31mar43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1636
	CCCP-L402	Albemarle	GVF	rgd	05may43	operated by 3 atp 1 atd GVF (redesignated 10 atd 05nov44)
[P1637]	P1637	Albemarle	Soviet Air Force	d/d	31mar43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1637
	CCCP-L407	Albemarle	GVF	rgd	05may43	operated by 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 members escaped unhurt; repaired
[P1638]	not known	Albemarle	Soviet Navy	trf	unknown	operated by the naval aviation school at Bezenchuk and later at Nikolayev, still on charge as of 09may45
	P1638	Albemarle	Soviet Air Force	d/d	25apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1638
[P1640]	CCCP-L410	Albemarle	GVF	rgd	06may43	operated by 3 atp 1 atd GVF (redesignated 10 atd 05nov44)
	P1640	Albemarle	Soviet Air Force			"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1640
[P1640]	CCCP-L403	Albemarle	GVF	rgd	05may43	operated by 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 members and 3 passengers were slightly injured
	P1642	Albemarle	Soviet Air Force	d/d	12apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1642
[P1642]	CCCP-L404	Albemarle	GVF	rgd	05may43	operated by 3 atp 1 atd GVF (redesignated 10 atd 05nov44)
	not known	Albemarle	Soviet Navy			operated by the naval aviation school at Bezenchuk and later at Nikolayev, still on charge as of 09may45
[P1645]	P1645	Albemarle	Soviet Air Force	d/d	27apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1645; lost 27apr43 during the delivery flight to the Soviet Union when was probably shot down by fighters of the German Air Force, all crew members (pilot: 1st Lieutenant F.F. Ichenko) were killed, the loss was witnessed by the pilot of V1598
	P1647	Albemarle	Soviet Air Force	d/d	12apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1647; entered service 25mar43
[P1647]	CCCP-L405	Albemarle	GVF	rgd	05may43	operated by 3 atp 1 atd GVF (redesignated 10 atd 05nov44); photo in TSvMA, f. 12, op. 1, d. 1210, l. 161-165
	P1647	Albemarle	Soviet Air Force			"Albemarle" ST Mk.I Srs.III; ex RAF s/n V1598; did not enter the civil aviation register; photo in TSvMA, f. 12, op. 1, d. 1214, l. 11-13; possibly the aircraft which was operated by 25 zapasnoi aviapolk in Azerbaijan and w/o in late 1943
[V1598]	V1598	Albemarle	Soviet Air Force	d/d	27apr43	

**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 aviaeskadriya 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; operated by the Aviation Regiment of the 3rd Division at Lasnamägi; in natural metal c/s
	"158" black	Anson	Soviet Air Force	trf	06aug40	operated by korpusnaya aviaeskadriya 22-go strelkovogo korpusa at Jägala (Estonia), on charge as of 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, and the British government informed the 'Russian Liaison Group' at Whitehall Court on 28 September 1944 that "It is not our intention to salvage these aircraft" and "your authorities are free to make whatever use of them they think fit" (Cab 111-79). Based on this decision, four of the six "Lancasters" 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 in RAF service out of fuel and in poor visibility on a water meadow at Chubalo-Navolok (N64°23' E41°20') 12sep44; repaired by the VVS BVF workshops at Kegostrov; in dark earth/dark green camo c/s with black undersides, all British markings painted out; operated by 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 VJ Day; transferred to 70 otras VVS SF in 1946; transferred 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 in RAF service 12sep44 when overshot the runway on landing at Vaskovo, total time 15 hours; repaired by the VVS BVF workshops at Kegostrov; operated by 70 otras VVS SF from early 1945; later transferred to 65 apov VVS VMF at Moscow-Izmailovo; damaged on landing at Izmailovo probably in 1946 when overshot 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 government 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 rgd ret	1959 22jan62 28feb63 ?	"Britannia" 318 became G-APYY seconded from Cubana; in full c/s; cancelled 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 with own titles; cancelled 06jan99 l/n SNN jun75; wfu in 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 cancelled 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; cancelled 15may50; scrapped
5367	SP-LEC	UC-78	LOT	rgd	10aug47	USAAF s/n 43-7847; wfu probably in late 1949; cancelled 18may50; scrapped
5739	SP-LEG	UC-78	LOT	rgd	30sep47	USAAF s/n 43-31801; wfu probably in late 1949; cancelled 14may50; scrapped
5750	SP-LED	UC-78	LOT	rgd	19aug47	USAAF s/n 43-31812; wfu probably in late 1949; cancelled 07jul50; scrapped
5751	SP-LEE	UC-78	LOT	rgd	01sep47	USAAF s/n 43-31813; wfu probably in late 1949; cancelled 15may50; scrapped
5765	SP-LEM	UC-78	LOT			USAAF s/n 43-31827; no CoFR issued
	SP-GLC	UC-78	Inst. Lotnictwa	rgd	25nov52	30aug62 and stored; cancelled 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; cancelled 07may50; scrapped
5885	SP-LEF	UC-78	LOT	rgd	30sep47	USAAF s/n 43-31947; wfu probably in late 1949; cancelled 03jun50; scrapped
6011	SP-LEH	UC-78	LOT	rgd	30sep47	USAAF s/n 43-32073; wfu probably in late 1949; cancelled 06jul50; scrapped
6016	SP-LEB	UC-78	LOT	rgd	24jul47	USAAF s/n 43-32078; wfu probably in late 1949; cancelled 15may50; scrapped
6035	SP-LEA	UC-78	LOT	rgd	30jul47	USAAF s/n 43-32097; w/o 13sep47; cancelled 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	2355	B-24A-CO	Soviet Air Force			USAAAC s/n 40-2355; originally operated by 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	USAAAC s/n 41-11820; originally operated by 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 neutral 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 the UML (International Directorate) but was rarely used; trf to 1 atd GVF at Moscow-Vnukovo (in the register already with this operator) and used predominantly for training
686	123891	B-24D-10CO	Soviet Air Force			USAAAC s/n 41-23891; originally operated by 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; taken on charge 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 operated by 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 operated by 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
5001	441065	B-24J195CO	Soviet Air Force			USAAF s/n 44-41065; originally operated by 459th BG of the USAAF; force-landed at Sombor (Serbia) 08mar45; arrived at Balbasovo from Serbia 30mar45; probably operated by 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 as 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 'Ursula'; 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	USAAC 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 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 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 neutral 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 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 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 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 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 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 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 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 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 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 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 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 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 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 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 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 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 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 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
1565	294800	B-24H-20FO	Soviet Air Force	
1594	? "7" red	B-24H-20FO	Soviet Air Force	
2107	295342	B-24H-30FO	Soviet Air Force	
2627	250742	B-24J-1-FO	Soviet Air Force	
3141	251610	B-24J-5-FO	Soviet Air Force	
3449	251918	B-24J-15FO	Soviet Air Force	
3521	251990	B-24J-15FO	Soviet Air Force	
3547	252016	B-24J-15FO	Soviet Air Force	
3716	448861	B-24J-20FO	Soviet Air Force	
3819	448964	B-24J-20FO	Soviet Air Force	
3848	448993	B-24J-20FO	Soviet Air Force	
4283	449428	B-24L-5-FO	Soviet Air Force	
4319	449464	B-24L-5-FO	Soviet Air Force	
4435	449580	B-24L-10FO	Soviet Air Force	
4782	449927	B-24L-15FO	Soviet Air Force	
5118	? 450261	B-24M-1-FO	Soviet Air Force	
5237	450382	B-24M-1-FO	Soviet Air Force	
5248	450393	B-24M-1-FO	Soviet Air Force	
5269	450414	B-24M-1-FO	Soviet Air Force	
5292	450437	B-24M-1-FO	Soviet Air Force	

**Built by North American at Plant B at Dallas/Grand Prairie-Hensley Field, 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" & PBY "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 mrp, 117 drap, 289 ap and orbp; 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 and red forward part of the upper side of the wing; purchased by Amtorg from Richard Archbold for USD 230,000 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
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	CCCP	Model 28-1	Polyarnaya Aviats.	ph.	05jul38	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 (total time some 200 hours at the time) in light grey c/s with black belly and red forward part of the upper side of the wing, '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; l/n 23jul38, see rgd date below
	CCCP-N243	Model 28-1	Polyarnaya Aviats.	rgd	17jun38	in light grey c/s with black belly and red forward part of the upper side of the wing, registration carried on the wings only; opb Moskovski otryad (later Moskovskaya aviagruppa); flew an ice-reconnaissance mission from Dikson 06aug38; flew ice-reconnaissance missions in the Kara Sea and Laptev Sea 05/30aug39; under repair with KARZ by 15jun40 (received ASH-62IR engines then); f/n without the red forward part of the upper side of the wing at bukhta Kozhevnikova 30aug40; flew ice-reconnaissance missions from Naryan-Mar 15jun41/19jul41; operated on behalf of 118 orap of the Soviet Navy after the German invasion of 22jun41; reported to have become "175" and "6" of the Soviet Navy, but that seems doubtful (the aircraft officially remainedon strength of Polyarnaya Aviatsiya); w/o in the early hours of 27jul42 (date confirmed by Soviet documents) when was destroyed by shellfire from the German submarine U601 while being anchored in the bay zaliv Mollera off Malyye Karmakuly on Novaya Zemlya, 1 crew member was killed and 1 injured; part of the wreckage was still extant jul15
C-2	USSR CCCP	Model 28-2	Amtorg	f/f	dec37	with Wright R-1820-G3 "Cyclone" engines, without nose turret; in light grey 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]	02795 CCCP-N340	PBN-1 PBN-1	Soviet Navy Polyarnaya Aviats.	d/d rgd	jun44 unknown	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 a small radar; in US Navy c/s, no titles; opb Moskovskaya aviagruppa from 24jan51
	CCCP-N340 CCCP-N35	KM-2 KM-2	Polyarnaya Aviats. Polyarnaya Aviats.	rgd	1953 ?	on charge as of 01apr52 opb MAGON; took part in the Arctic expedition A-95 (strategic ice-reconnaissance) 15/29jul53 (commander: I.I. Cherevichny)
[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]	02800 CCCP-N339	PBN-1 PBN-1	Soviet Navy Polyarnaya Aviats.	mfd rgd	05aug43 unknown	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 CCCP-N34	KM-2 KM-2	Polyarnaya Aviats. Polyarnaya Aviats.	rgd	1953 ?	trf from Moskovskaya aviagruppa to Chukotskaya aviagruppa 30nov50
[02806]	02806 not known	PBN-1 PBN-1	Soviet Navy Soviet Navy	d/d	jun44	in dark c/s with light undersides; struck off charge 05apr57 as amortisation period exceeded US Navy BuNo 02806 opb 1 mrae 44 sap VVS BVF; w/o 29oct44 on the leg from Naryan-Mar to Lakhta of a positioning flight from Novaya Zemlya to Arkhangelsk when the crew (commander: 2nd Lieutenant Ivan Vetrov) cut the route short, encountered heavy fog in the Timanski kryazh 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 members were killed, the injured survivor walked 12 days through the tundra until he reached a settlement; the wreck with the clearly visible number '02806' was 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 CCCP-N422 CCCP-N422	PBN-1 PBN-1 KM-2	Soviet Navy Polyarnaya Aviats. Polyarnaya Aviats.	d/d rgd	jun44 unknown	US Navy BuNo 02813 flew ice-reconnaissance missions 01jul46/24aug46 and 17jun47/02sep47
	02814	PBN-1	Soviet Navy	d/d	jun44	opb Igarskaya aviagruppa from 24jan51; flew ice-reconnaissance missions 19aug51/08sep51; new documents issued 02jun54; CoFA expired 01oct54
[02815]	02815	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02814
[02816]	02816	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02815
[02817]	02817 CCCP-N488 CCCP-N488	PBN-1 PBN-1 KM-2	Soviet Navy Polyarnaya Aviats. Polyarnaya Aviats.	mfd trf no	23nov43 1948 ? reports	US Navy BuNo 02816 US Navy BuNo 02817; d/d jun44 flew ice-reconnaissance missions 28jun48/14sep48; trf to MAGON 28jan49
	02818	PBN-1	Soviet Navy	d/d	jun44	converted in 1949; opb MAGON; flew ice-reconnaissance missions 09may50/10jun50; 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 and the aircraft broke up and sank (only the tail remained afloat), 2 of the 5 crew members were killed and the other 3 seriously injured while the sole (unauthorised) passenger escaped unhurt; total time 1,102 hours (224 hours 50 minutes since the conversion); struck off charge 17jul50
[02819]	02819	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02818
[02820]	02820	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02819
[02822]	02822	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02820
[02823]	02823	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02822
[02824]	02824 CCCP-L785	PBN-1 PBN-1	Soviet Navy AFL/Krasnoyarsk	d/d rgd	jun44 unknown	US Navy BuNo 02823 US Navy BuNo 02824
[02825]	02825	PBN-1	Soviet Navy	d/d	jun44	struck off charge 05nov55
[02826]	02826	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02825 US Navy BuNo 02826; ferried by 65 apspn GU VVS; left Elizabeth City 25may44; written off in the early hours of 18jun44 on the leg from Reykjavik to Guba Gryaznaya 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 members (commander: Colonel Viktor N. Vasilyev) were killed
[02827]	02827	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02827; d/d jun44
[02828]	02828	PBN-1	Soviet Navy	mfd	30may44	US Navy BuNo 02828; departed Elizabeth City 04jun44, ferried by No. 45 Group RAF via Gander to Reykjavik and h/o there
	CCCP-N487 CCCP-N487	PBN-1 KM-2	Polyarnaya Aviats. Polyarnaya Aviats.	trf	25mar48	trf to MAGON 28jan49; flew ice-reconnaissance missions 06jul49/06sep49
[02829]	02829	PBN-1	Soviet Navy			opb Igarskaya aviagruppa from 24jan51; opb Chukotskaya aviagruppa 01jul52/19sep52; new documents issued 23apr55; struck off charge 05apr57 as amortisation period exceeded
[02830]	02830	PBN-1	Soviet Navy			US Navy BuNo 02829
	CCCP-L793	PBN-1	AFL/Krasnoyarsk	rgd	unknown	US Navy BuNo 02830
[02831]	02831	PBN-1	Soviet Navy			struck off charge 05nov55
[02832]	02832	PBN-1	Soviet Navy			US Navy BuNo 02831
[02833]	02833	PBN-1	Soviet Navy			US Navy BuNo 02832
[02834]	02834	PBN-1	Soviet Navy			US Navy BuNo 02833
[02835]	02835	PBN-1	Soviet Navy			US Navy BuNo 02834
[02836]	02836	PBN-1	Soviet Navy			US Navy BuNo 02835
[02837]	02837	PBN-1	Soviet Navy			US Navy BuNo 02836
[02841]	02841 not known	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02837 US Navy BuNo 02841
[02842]	02842	PBN-1	Soviet Navy			photo in TSvMA, f. 12, op. 1, d. 1207, l. 316
[02843]	02843	PBN-1	Soviet Navy			US Navy BuNo 02842
[02844]	02844	PBN-1	Soviet Navy			US Navy BuNo 02843
[02845]	02845	PBN-1	Soviet Navy			US Navy BuNo 02844
[02846]	02846	PBN-1	Soviet Navy			US Navy BuNo 02845
[02847]	02847	PBN-1	Soviet Navy			US Navy BuNo 02846
	CCCP-N338	PBN-1	Polyarnaya Aviats.	toc	jun44	US Navy BuNo 02847
	CCCP-N338	KM-2	Polyarnaya Aviats.	ph.	sep48	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 a KM-2 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 04sep48/09oct48; flew ice-reconnaissance missions 15aug49/12sep49 and 23jul50/05sep50; opb MAGON from 24jan51; flew ice-reconnaissance missions 14aug53/10sep53; new documents issued 06jul54; CoFA expired 01sep54; struck off charge 27apr55
[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 02851
[02853]	02853	PBN-1	Soviet Navy			US Navy BuNo 02852
[02854]	02854	PBN-1	Soviet Navy			US Navy BuNo 02853
[02855]	02855	PBN-1	Soviet Navy			US Navy BuNo 02854
[02856]	02856	PBN-1	Soviet Navy			US Navy BuNo 02855
[02857]	02857	PBN-1	Soviet Navy			US Navy BuNo 02856
[02858]	02858	PBN-1	Soviet Navy			US Navy BuNo 02857
[02859]	02859	PBN-1	Soviet Navy			US Navy BuNo 02858
	CCCP-L786	PBN-1	AFL/Krasnoyarsk	rgd	unknown	US Navy BuNo 02859 also carried code "1" white; struck off charge 15feb55

[02860] [02861]	02860 02861 CCCP-N482	PBN-1 PBN-1 PBN-1	Soviet Navy Soviet Navy Polyarnaya Aviats.	trf	25mar48	US Navy BuNo 02860 US Navy BuNo 02861 flew ice-reconnaissance missions 05/15sep48; trf to MAGON 28jan49; flew ice-reconnaissance missions 14aug49/16sep49 probably converted in 1950/51; opb Chukotskaya aviagruppa from 24jan51; flew ice-reconnaissance missions 23aug52/22sep52 and 27jun53/13aug53; trf from Chukotskaya aviagruppa to MAGON 31jul54; new documents issued 23apr55; struck off charge 05apr57 as amortisation period exceeded
	CCCP-N482	KM-2	Polyarnaya Aviats.			
[02862] [02863] [02864]	02862 02863 02864 CCCP-L787	PBN-1 PBN-1 PBN-1 PBN-1	Soviet Navy Soviet Navy Soviet Navy AFL/West Siberia	rgd	unknown	US Navy BuNo 02862 US Navy BuNo 02863 US Navy BuNo 02864 made a forced landing due to engine problems after take-off from Beryozovo 26jun53; struck off charge 15feb55
[02865] [02866] [02867]	02865 02866 02867 CCCP-G297	PBN-1 PBN-1 PBN-1 PBN-1	Soviet Navy Soviet Navy Soviet Navy Mingeo - VAGT	rgd	1946 ?	US Navy BuNo 02865 US Navy BuNo 02866 US Navy BuNo 02867; no US Navy Aircraft History Card survived; arrived at NAS Whidbey Island on its delivery flight 21sep43 Ministry of Geology - All-Union Aerogeological Trust; initially in US Navy c/s with the black registration 'CCCP-G297'; photo as such in the Nizhnyaya Tunguska area in the late 1940s; repainted in dark c/s with the white registration 'G-297' (without prefix on the fuselage); photo as such on lake Yessei (Krasnoyarsk region) in 1950
[02868] [02869] [02870]	CCCP-L795 02868 02869 02870 "11" white	PBN-1 PBN-1 PBN-1 PBN-1 PBN-1	AFL/Krasnoyarsk Soviet Navy Soviet Navy Soviet Navy Soviet Navy	rgd	1953 ?	in dark c/s; photo exists; struck off charge 05nov55 US Navy BuNo 02868; ferried from Elizabeth City to NAS Kodiak, AK 10/17aug44 and handed over there US Navy BuNo 02869 US Navy BuNo 02870
				ph.	aug44	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 members (commander: 2nd Lieutenant G.P. Aparinov) were killed and 1 was injured; not much of the wreckage was left by 2008
[02871] [02872] [02873] [02874] [02875] [02876] [02877]	02871 02872 02873 02874 02875 02876 02877 CCCP-N481 CCCP-M... CCCP-N481	PBN-1 PBN-1 PBN-1 PBN-1 PBN-1 PBN-1 PBN-1 PBN-1 PBN-1 PBN-1	Soviet Navy Soviet Navy Soviet Navy Soviet Navy Soviet Navy Soviet Navy Soviet Navy Polyarnaya Aviats. Gidrometeosluzhba Polyarnaya Aviats.	mfd	26jun44	US Navy BuNo 02871 US Navy BuNo 02872 US Navy BuNo 02873 US Navy BuNo 02874 US Navy BuNo 02875 US Navy BuNo 02876 US Navy BuNo 02877 ferried from the US by I.P. Mazuruk's team in 1944
				trf	19apr48	Hydrological and Meteorological Service opb MAGON from 28jan49 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 20jul48/21sep48, 18jul49/21sep49, 11jul50/21aug50 and 15aug53/20sep53; new documents issued 01jul54; struck off charge 05apr57 as amortisation period exceeded
[02878] [02879]	02878 02879 CCCP-L789	PBN-1 PBN-1 PBN-1	Soviet Navy Soviet Navy AFL/Krasnoyarsk	rgd	unknown	US Navy BuNo 02878 US Navy BuNo 02879 opb 26 TAO 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 members and 1 passenger were seriously injured; total time 523 hours
[02880] [02881] [02882] [02883] [02884] [02885] [02886] [02887]	02880 02881 02882 02883 02884 02885 02886 02887 CCCP-N483	PBN-1 PBN-1 PBN-1 PBN-1 PBN-1 PBN-1 PBN-1 PBN-1 PBN-1	Soviet Navy Soviet Navy Soviet Navy Soviet Navy Soviet Navy Soviet Navy Soviet Navy Soviet Navy Polyarnaya Aviats.	trf	25mar48	US Navy BuNo 02880 US Navy BuNo 02881 US Navy BuNo 02882 US Navy BuNo 02883 US Navy BuNo 02884 US Navy BuNo 02885; ferried from Elizabeth City to NAS Kodiak, AK 23/28aug44 and handed over there US Navy BuNo 02886 US Navy BuNo 02887 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; new documents issued 22jul55; CoFA expired 01oct55
[02888] [02889] [02890] [02891]	02888 "20" CCCP-L713 02889 02890 02891	PBN-1 PBN-1 PBN-1 PBN-1 PBN-1 PBN-1	Soviet Navy Soviet Navy Aeroflot/Far East Soviet Navy Soviet Navy Soviet Navy	rgd	22jul55	US Navy BuNo 02888 CoFA expired 31dec55; struck off charge 20sep56 as worn out US Navy BuNo 02889 US Navy BuNo 02890 US Navy BuNo 02891; departed Elizabeth City on or shortly before 29sep44, ferried via Habbaniya and Baku
[02892] [02893] [02894]	02892 CCCP-M... CCCP-N485 CCCP-N485	PBN-1 PBN-1 PBN-1 KM-2	Soviet Navy Gidrometeosluzhba Polyarnaya Aviats. Polyarnaya Aviats.	trf ph.	19apr48 1953	US Navy BuNo 02892 Hydrological and Meteorological Service flew ice-reconnaissance missions 13jun48/31aug48; opb MAGON from 28jan49 in grey c/s with red belly; opb MAGON from 24jan51; flew ice-reconnaissance missions 01jul50/30aug50, 12jun51/02oct51, 27aug52/15sep52 and 25jul53/22aug53; CoFA expired 01sep54; struck off charge 13apr55
[02895] [02896] [02897]	02893 02894 02895 02896 02897 CCCP-M... CCCP-N484 CCCP-N484	PBN-1 PBN-1 PBN-1 PBN-1 PBN-1 PBN-1 PBN-1 KM-2	Soviet Navy Soviet Navy Soviet Navy Soviet Navy Soviet Navy Gidrometeosluzhba Polyarnaya Aviats. Polyarnaya Aviats.	mfd trf	22jun44 19apr48 photo	US Navy BuNo 02893 US Navy BuNo 02894; departed Elizabeth City on or shortly before 29sep44, ferried via Habbaniya and Baku US Navy BuNo 02895 US Navy BuNo 02896 US Navy BuNo 02897 Hydrological and Meteorological Service opb MAGON from 28jan49 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; new documents issued 10aug55; struck off charge 05apr57 as amortisation period exceeded
[02898] [02899]	02898 CCCP-N342 02899 CCCP-N341	PBN-1 PBN-1 KM-2 PBN-1	Soviet Navy Polyarnaya Aviats. Polyarnaya Aviats. Polyarnaya Aviats.	rgd mfd rgd	unknown photo 19oct44 unknown	US Navy BuNo 02898 flew ice-reconnaissance missions 29jul45/25sep45, 20jul46/14sep46 and 02/15jul47; opb MAGON from 24jan51; a 1945 document of Chukotskaya aviagruppa in RGAE (f. 9570, d. 1251) mentions CCCP-N342 as a C-47, but that must have been in error flew ice-reconnaissance missions 25aug49 and 30/31aug52; new documents issued 04aug54 US Navy BuNo 02899 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) opb MAGON from 24jan51; flew ice-reconnaissance missions 17/24aug53; new documents issued 25apr54; struck off charge 05apr57 as amortisation period exceeded
[02900] [02901]	02900 CCCP-N489 CCCP-N489	PBN-1 PBN-1 KM-2	Soviet Navy Polyarnaya Aviats. Polyarnaya Aviats.	trf	25mar48	US Navy BuNo 02900 flew ice-reconnaissance missions 14/23aug48; trf to MAGON 28jan49; flew ice-reconnaissance missions 03jul49/22sep49, 18jul51/19sep51 and 23/29aug52 opb MAGON from 24jan51; flew ice-reconnaissance missions 17/30aug53; new documents issued 28jun54; CoFA expired 01sep54; the hulk sat at Zakharkovo, seen in 1959
[02902]	02901 CCCP-N343 02902 CCCP-N344	PBN-1 PBN-1 KM-2 PBN-1 PBN-1	Soviet Navy Polyarnaya Aviats. Polyarnaya Aviats. Polyarnaya Aviats.	rgd	unknown	US Navy BuNo 02901 at Provideniya; without radar; registration painted on as 'H-343'; in US Navy c/s, no titles; flew ice-reconnaissance missions 02jul45/11sep45, 05jul46/11sep46 and 03jul47; photo in 1947 opb Igarskaya aviagruppa from 24jan51; new documents issued 18oct54; CoFA expired 30jun55
	CCCP-N344	KM-2	Polyarnaya Aviats.		photo	US Navy BuNo 02902 registration painted on as 'H-344'; carried Red Stars; opb MAGON from 05dec44; flew ice-reconnaissance missions 27jun46/14sep46; modified at Krasnoyarsk jun47; flew ice-reconnaissance missions 01aug47/21sep47; modified at Krasnoyarsk sep48; flew ice-reconnaissance missions 04jul49/29sep49; trf to Chukotskaya aviagruppa 07jul49 (still as a PBN-1) without Red Stars now; mentioned in a document 01jan51; opb MAGON from 24jan51; flew ice-reconnaissance missions 09jul51/26aug51, 27aug52/21sep52 and 19jun53/13aug53; trf from MAGON to Chukotskaya aviagruppa 31jul54; new documents issued 23apr55; trf from Kresty Kolymского AO to Moskovski AO 10jun55
[02903] [02904]	02903 02904	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02903 US Navy BuNo 02904; ferried from Elizabeth City via Puerto Rico, Trinidad, Brazil, Gambia, Morocco, Tunisia and Egypt to Habbaniya (Iraq) 09dec44/09jan45; ferried onwards via Baku to Sevastopol
[02905] [02906] [02907] [02908] [02909]	02905 02906 02907 02908 02909	PBN-1 PBN-1 PBN-1 PBN-1 PBN-1	Soviet Navy Soviet Navy Soviet Navy Soviet Navy Soviet Navy			US Navy BuNo 02905 US Navy BuNo 02906 US Navy BuNo 02907 US Navy BuNo 02908 US Navy BuNo 02909

[02910]	02910 not known	PBN-1 PBN-1	Soviet Navy Soviet Navy	mfd	22nov44	US Navy BuNo 02910 opb 289 oplap 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 members were killed
[02911]	02911 CCCP-L729	PBN-1	Soviet Navy AFL/West Siberia	rgd	10aug55	US Navy BuNo 02911 CoFA expired 31dec55; struck off charge 20sep56 due to its poor technical condition
[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 Pasqotank River, 5 of the 9 crew members (4 Soviets and 1 Canadian) were killed while the pilot survived
[02916]	02916 not known	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02916 photo in TsVMA, f. 12, op. 1, d. 1253, l. 69-97
[02917]	02917	PBN-1	Soviet Navy			US Navy BuNo 02917
[02918]	02918 CCCP-L790	PBN-1 PBN-1	Soviet Navy AFL/West Siberia	rgd	unknown	US Navy BuNo 02918 struck off charge 15feb55
[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; ferried onwards via Baku to Sevastopol
[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; ferried onwards via Baku to Sevastopol
[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; no US Navy Aircraft History Card survived; ferried from Elizabeth City to Puerto Rico 27mar45; on a photo with Soviet, British and US ferry personnel; was probably taken on charge by the Black Sea Fleet
[02943]	02943	PBN-1	Soviet Navy			US Navy BuNo 02943
[02944]	02944 CCCP-M... CCCP-N486 CCCP-N486	PBN-1 PBN-1 PBN-1 KM-2	Soviet Navy Soviet Navy Gldrometeosluzhba Polyarnaya Aviats. Polyarnaya Aviats.	trf ph.	19apr48 1950	US Navy BuNo 02944 Hydrological and Meteorological Service opb MAGON from 28jan49 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 CCCP-N419	PBN-1 PBN-1	Soviet Navy Polyarnaya Aviats.	mfd	13mar45	US Navy BuNo 02945 flew ice-reconnaissance missions 19jun46/21sep46, 28jun47/04oct47, 03aug50/20sep50 and 24jun51/22sep51
	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 01jul52/19sep52; new documents issued 23apr54; trf from Chukotskaya aviagruppa to MAGON 31jul54; CoFA expired 01apr56; struck off charge 05apr57 as amortisation period exceeded
[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**

1821	no code	PBY-5A	Soviet Navy			US Navy BuNo 46457, CAC No. 1651, Sequential No. t308; ex 46457 (US Navy), FAB 11 and FAB 6510 (Brazilian Air Force) and M4582U; was preserved in the Rescue Memorial Museum at Kirtland AFB, NM; restored by American Aero Service at New Smyrna Beach, FL; in bluish grey c/s with white undersides and Red Stars; transported from Florida to Verkhnyaya Pyshma in 2020; preserved in these fake colours in the "Krylya Pobedy" (Wings of Victory) museum of UMMC at Verkhnyaya Pyshma from 05may21
2020	46656	PBY-6A	Soviet Navy			US Navy BuNo 46656, CAC No. 0078, Sequential No. t507; ferried via Alaska to the Far East
2022	46658	PBY-6A	Soviet Navy			US Navy BuNo 46658, CAC No. 0080, Sequential No. t509; ferried via Alaska to the Far East
2033	46669	PBY-6A	Soviet Navy			US Navy BuNo 46669, CAC No. 0091, Sequential No. t520; ferried via Alaska to the Far East
2034	46670	PBY-6A	Soviet Navy			US Navy BuNo 46670, CAC No. 0092, Sequential No. t521; ferried via Alaska to the Far East
2035	46671	PBY-6A	Soviet Navy			US Navy BuNo 46671, CAC No. 0093, Sequential No. t522; ferried via Alaska to the Far East
2038	46674	PBY-6A	Soviet Navy			US Navy BuNo 46674, CAC No. 0096, Sequential No. t525; ferried via Alaska to the Far East
2039	46675	PBY-6A	Soviet Navy			US Navy BuNo 46675, CAC No. 0097, Sequential No. t526; ferried via Alaska to the Far East
2040	46676	PBY-6A	Soviet Navy			US Navy BuNo 46676, CAC No. 0098, Sequential No. t527; ferried via Alaska to the Far East
2041	46677	PBY-6A	Soviet Navy			US Navy BuNo 46677, CAC No. 0099, Sequential No. t528; ferried via Alaska to the Far East
2042	46678	PBY-6A	Soviet Navy			US Navy BuNo 46678, CAC No. 0100, Sequential No. t529; ferried via Alaska to the Far East
2054	46690	PBY-6A	Soviet Navy			US Navy BuNo 46690, CAC No. 0112, Sequential No. t541; ferried via Gander, Reykjavik and Prestwick, departed Elizabeth City 23jun45
2055	46691	PBY-6A	Soviet Navy			US Navy BuNo 46691, CAC No. 0113, Sequential No. t542; ferried via Alaska to the Far East
	CCCP-L710	PBY-6A	Aeroflot/Far East	rgd	22jul55	CoFA expired 31dec55; struck off charge 20sep56 as worn out
2056	46692	PBY-6A	Soviet Navy			US Navy BuNo 46692, CAC No. 0114, Sequential No. t543; ferried via Alaska to the Far East
2057	46693	PBY-6A	Soviet Navy			US Navy BuNo 46693, CAC No. 0115, Sequential No. t544; ferried via Gander, Reykjavik and Prestwick, departed Elizabeth City 23jun45
2058	46694	PBY-6A	Soviet Navy			US Navy BuNo 46694, CAC No. 0116, Sequential No. t545; ferried via Alaska to the Far East
2059	46695	PBY-6A	Soviet Navy			US Navy BuNo 46695, CAC No. 0117, Sequential No. t546; ferried via Alaska to the Far East
2060	46696	PBY-6A	Soviet Navy			US Navy BuNo 46696, CAC No. 0118, Sequential No. t547; ferried via Alaska to the Far East
2061	46697	PBY-6A	Soviet Navy			US Navy BuNo 46697, CAC No. 0119, Sequential No. t548; ferried via Gander, Reykjavik and Prestwick, departed Elizabeth City 23jun45
2062	46698	PBY-6A	Soviet Navy			US Navy BuNo 46698, CAC No. 0120, Sequential No. t549; ferried via Gander, Reykjavik and Prestwick, departed Elizabeth City 23jun45
2063	46724	PBY-6A	Soviet Navy			US Navy BuNo 46724, CAC No. 0121; ferried via Gander, Reykjavik and Prestwick, departed Elizabeth City 23jun45
2089	64018	PBY-6A	Soviet Navy			US Navy BuNo 64018, CAC No. 0147; ferried via Gander, Reykjavik and Prestwick, departed Elizabeth City 07jul45
2090	64019	PBY-6A	Soviet Navy			US Navy BuNo 64019, CAC No. 0148; ferried via Gander, Reykjavik and Prestwick, departed Elizabeth City 01jul45
2091	64020	PBY-6A	Soviet Navy			US Navy BuNo 64020, CAC No. 0149; ferried via Gander, Reykjavik and Prestwick, departed Elizabeth City 04jul45
2092	64021	PBY-6A	Soviet Navy			US Navy BuNo 64021, CAC No. 0150; ferried via Gander, Reykjavik and Prestwick, departed Elizabeth City 18jul45
2093	64022	PBY-6A	Soviet Navy			US Navy BuNo 64022, CAC No. 0151; ferried via Gander, Reykjavik and Prestwick, departed Elizabeth City 01jul45
2094	64023	PBY-6A	Soviet Navy			US Navy BuNo 64023, CAC No. 0152; ferried via Gander, Reykjavik and Prestwick, departed Elizabeth City 04jul45
2095	64024	PBY-6A	Soviet Navy			US Navy BuNo 64024, CAC No. 0153; ferried via Gander, Reykjavik and Prestwick, departed Elizabeth City 01jul45
2096	64025	PBY-6A	Soviet Navy			US Navy BuNo 64025, CAC No. 0154; ferried via Gander, Reykjavik and Prestwick, departed Elizabeth City 18jul45
2097	64026	PBY-6A	Soviet Navy			US Navy BuNo 64026, CAC No. 0155; ferried via Gander, Reykjavik and Prestwick, departed Elizabeth City 07jul45
2098	64027	PBY-6A	Soviet Navy			US Navy BuNo 64027, CAC No. 0156; ferried via Gander, Reykjavik and Prestwick, departed Elizabeth City 04jul45
2119	64048	PBY-6A	Soviet Navy			US Navy BuNo 64048, CAC No. 0177; departed 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, CAC No. 0178; departed Elizabeth City 22aug45
2121	64050	PBY-6A	Soviet Navy			US Navy BuNo 64050, CAC No. 0179; departed Elizabeth City 22aug45
2122	64051	PBY-6A	Soviet Navy			US Navy BuNo 64051, CAC No. 0180; departed 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

2123	64052	PBY-6A	Soviet Navy			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; struck off charge 28mar52
2144	"11" white 64073 CCCP-L724	PBY-6A PBY-6A PBY-6A	Soviet Navy Soviet Navy Aeroflot/Northern	RKV	15sep45	US Navy BuNo 64052, CAC No. 0181; ferried via Gander, Reykjavik and Prestwick, departed Elizabeth City 31aug45 and passed through Gander 06sep45 and through Reykjavik 15sep45
2145	64074	PBY-6A	Soviet Navy	rgd	02aug55	US Navy BuNo 64073, CAC No. 0202; departed Elizabeth City 24aug45
2146	64075	PBY-6A	Soviet Navy			w/o when sank while being towed at sea, details unknown; struck off charge 21feb56
2147	64076	PBY-6A	Soviet Navy			US Navy BuNo 64074, CAC No. 0203; departed Elizabeth City 24aug45
2148	64077	PBY-6A	Soviet Navy			US Navy BuNo 64075, CAC No. 0204; departed Elizabeth City 24aug45
2149	64078	PBY-6A	Soviet Navy			US Navy BuNo 64076, CAC No. 0205; departed Elizabeth City 25aug45
2150	64079	PBY-6A	Soviet Navy			US Navy BuNo 64077, CAC No. 0206; departed Elizabeth City 25aug45
						US Navy BuNo 64078, CAC No. 0207; departed Elizabeth City 26aug45
						US Navy BuNo 64079, CAC No. 0208; ferried via Gander, Reykjavik and Prestwick, departed Elizabeth City 31aug45 and passed through Gander 06sep45
2151	64080	PBY-6A	Soviet Navy			US Navy BuNo 64080, CAC No. 0209; left Elizabeth City 24aug45
2152	64081	PBY-6A	Soviet Navy			US Navy BuNo 64081, CAC No. 0210; ferried from Elizabeth City via Florida, British Guyana, Brazil, Senegal and Morocco to Paris 06/18oct45
2153	64082	PBY-6A	Soviet Navy			US Navy BuNo 64082, CAC No. 0211; ferried from Elizabeth City via Florida, British Guyana, Brazil, Senegal and Morocco to Paris 06/18oct45
2154	64083	PBY-6A	Soviet Navy			US Navy BuNo 64083, CAC No. 0212; with large radar; in US Navy c/s; ferried from Elizabeth City via Florida, British Guyana, Brazil, Senegal and Morocco to Paris 06/18oct45
2155	"1" white 64084	PBY-6A PBY-6A	Soviet Navy (Soviet Navy)	photo		US Navy BuNo 64084, CAC No. 0213; probably painted up in full Soviet Navy colours; was en route to Elizabeth City when the US Chief of Naval Operations ordered an immediate stop to deliveries 06sep45; diverted to the US Navy
2156	64085	PBY-6A	Soviet Navy			US Navy BuNo 64085, CAC No. 0214; 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	"14" white 64086	PBY-6A PBY-6A	Soviet Navy Soviet Navy	photo		US Navy BuNo 64086, CAC No. 0215; ferried from Elizabeth City via Florida, British Guyana, Brazil, Senegal and Morocco to Paris 06/18oct45
2158	64087	PBY-6A	(Soviet Navy)			US Navy BuNo 64087, CAC No. 0216; probably painted up in full Soviet Navy colours; was en route to Elizabeth City when the US Chief of Naval Operations ordered an immediate stop to deliveries 06sep45; diverted to the US Navy; became N9584C and probably N7703C

### **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; in natural metal c/s with two thin cheatlines; cancelled 13nov49; was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (at least 'on paper'), but was not allocated a US registration; there is a photo at HKG in late 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
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### **Aircraft with unknown construction numbers include**

---	CCCP-G296	PBN-1	Mingeo û VAGT	rgd	jun48 ?	Ministry of Geology - All-Union Aerogeological Trust; operated by otryad No. 1 VAGT; damaged 08jul50 on a positioning flight from Krasnoyarsk to Turu when the pilot (Ivanov) lost orientation and made a precautionary landing near Bibi, but the aircraft hit an underwater rock during the landing run and the hull was damaged; was fitted with specialised equipment by Factory No. 477 at Krasnoyarsk in early 1951
---	CCCP-M202	PBN-1	Gidrometeosluzhba	ph.	1947	Hydrological and Meteorological Service; registration painted on as 'M-202'; opb Murmansk AO; probably in grey c/s, no titles; flew ice-reconnaissance missions from Murmansk 23/24aug47
---	CCCP-N429	PBN-1 ?	Polyarnaya Aviat.	trf	1946	registration not on 1950/56 register
---	"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	with a small radar; opb 118 orap VVS SF; in US Navy c/s; flew to Hågernäs north of Stockholm (Sweden) 09aug45 in order to collect Do 24 SW+BU c/n 42 which had landed at Trelleborg harbour 09may45 and left Sweden for the Soviet Union 14aug45 together with the Do 24
---	"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 members were 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 a 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 a large radar; in US Navy c/s
---	"24" white	PBY-6A	Soviet Navy			was fitted in the winter of 1953/54 with the Chita magnetometer developed by OKB-470 and underwent trials at Feodosiya in spring 1954
---	"25" red	PBN-1	Soviet Navy	photo		colour of the code not confirmed
---	"29" white	PBN-1	Soviet Navy	ph.	aug44	opb 48 mrapp 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		colour of code probably red
---	"89"	PBN-1	Soviet Navy	photo		opb Yeisk Flying School; in US Navy c/s
---	"91" white ?	PBN-1	Soviet Navy	ph.	1948	opb Northern Fleet; w/o 19jun44 when crashed on a training flight
---	not known	PBN-1	Soviet Navy			opb 289 oplap VVS TOF at Sukhodol; w/o 10aug45 on return from a reconnaissance mission to cape mys Boltina (now cape Musudan) when was attacked and damaged by Japanese fighters, the injured crew attempted an emergency landing on Tazgou (now Spokoinaya) bay near cape mys Povorotny, but the aircraft sank almost immediately, all 6 crew members (commander: Captain Ivan Frolov) were killed
---	not known	PBN-1	Soviet Navy			opb 118 rap VVS SF; w/o 10oct47 on a training flight at night when took off with the trim tab of the horizontal stabiliser in upward position so that the aircraft lifted off with a high angle of attack, pitched up, lost speed, stalled and crashed into the water, 2 of the 6 crew members drowned and 2 were injured
---	not known	PBN-1	Soviet Navy			opb 289 oplap VVS TOF; crashed 05feb48, at least 3 crew members (commander: 2nd Lieutenant Vasilii Kokovkin) were killed
---	not known	PBN-1	Soviet Navy			opb 289 oplap VVS TOF; crashed 07aug48, at least 3 crew members (commander: 1st Lieutenant Konstantin Popov) were killed
---	not known	PBN-1	Soviet Navy			opb 48 omdrap VVS TOF at Soyetskaya Gavan; dbr 30aug51 while taxiing at Soyetskaya Gavan after a training flight at night when the navigator forgot to close the window of the bombardier-gunner after establishing the drift angle so that water entered the hull, as the bulkheads were open the water soon flooded the whole hull and the flying boat sank, 2 of the 4 crew members (among them the commander, Major Boris Yakunin) were killed; the wreck was recovered from the sea floor

## ***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 imposed at 'moral 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 80th aviation squadron (80 oae) 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 mrp). 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 mrp, 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 accomodate up to 20-24 passengers and was operated by Polar Aviation (which received at least six aircraft) as well as by 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 to this day. The construction number seems to have consisted of the product or factory code 023 and a sequential number.

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

R-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, c/n given as R-1 in the Soviet register and as K-1 in a Polar Aviation document 24jan51; with Wright R-1820-G3 "Cyclone" engines; underwent trials 03nov38/20dec38
		CCCP-N275	MP-7	Polyarnaya Aviats.	rgd	01jul39	in light grey c/s with black belly, with small 'Aviaarktka' titles on the nose and a badge on the rudder; left Zakharkovo for the Arctic 04jul39; opb Moskovskaya aviagruppa from 09may40; seen Tiksi aug40; 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) 28jun44/18jul44 and 10aug44/09sep44; rescued 25 survivors from the torpedoed Soviet steamer "Maria Raskova" 18aug44 and 14 more 23/24aug44; trf to Chukotskaya aviagruppa 27apr45; flew ice-reconnaissance missions in 1948; struck off charge 28mar52
---		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; possibly became c/n 02310
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 Gidrootryad VSU GVF to Yakutskaya aviagruppa VSU GVF 01jun41, arrived at Yakutsk and toc 15jun41 with total time 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; struck off charge 28may52
023 11		not known	GST	Soviet Navy			opb 118 ap by 01jul42 (fitted with M-62IR engines c/ns 620763 and 620762 then); probably the second GST which was w/o in the early hours of 27jul42 when was destroyed by shellfire from the German submarine U601 while being anchored in the bay zaliv Mollera off Malyye Karmakuly on Novaya Zemlya, 1 crew member was seriously injured (pilot: Romanov)
023 16		not known	GST	Soviet Navy			opb 118 ap by 01jul42/01nov42 (fitted with M-62IR engines c/ns 620761 and 620748 by 01jul42 and with engines c/ns 620821 and 620832 by 01nov42)
023 17		CCCP-N307	MP-7	Polyarnaya Aviats.	rgd	09jul40	MP-7 2M-62IR; taken on charge by Moskovskaya aviagruppa 13jul40; opb 2-ya aviagruppa VVS Severnogo Flota from 09jul41; flew ice-reconnaissance missions 19/21jun41 and 06jul42/05sep42; operated by MAGON by summer 1943; assigned to ice-reconnaissance missions from Igarka 31aug43/23sep43; written off 23sep43 on a flight from Khatanga to Dudinka when tried to alighten in Dudinka harbour in a Beaufort 8 gale, went around because of the high waves, tried to alighten north of Kabatski island as the waves were not that high there, came down hard and bounced twice, dived into the water at an angle of some 60-70°, broke up and sank, 1 of the 5 crew members and 1 of the 8 passengers were killed and most other crew members and passengers were injured (pilot: V.M. Surguchov); struck off charge 10mar44
023 18		CCCP-N308	MP-7	Polyarnaya Aviats.	rgd	09jul40	MP-7 2M-62IR; already mentioned in a document 11may40; taken on charge by Moskovskaya aviagruppa 13jul40; the registration was painted on as 'CCCP-H308' by 30aug40 and later as 'H-308'; in light grey c/s with black belly, small 'Aviaarktka' titles on the nose and a 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 01apr52
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 'Aviaarktka' titles on the nose and a GUSMP logo on fin; taken on charge by Moskovskaya aviagruppa 13jul40; 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 sea floor 30jul43 and repaired until 12sep43; ferried for further repairs to Krasnoyarsk 12sep43; trf to Yeniseiskaya aviagruppa 27apr45; trf to GU GVF by 15dec45 (on the basis of a decree issued 04sep45); trf to 26 TAO at Krasnoyarsk 16apr46, was under overhaul by 29apr46; still on charge of 26 TAO as of mar48, was under repair by then
TsARB-1		CCCP-L791	MP-7	Aeroflot	toc	03nov49	by 36 TAO
		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 Polar Aviation documents 24jan51 and 01apr52 as K-1, but see CCCEP-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; last CoFA issued 09jul54; struck off charge 27apr55
---		not known HK850	GST	Soviet Navy			flown by a defector from Sevastopol to Morphou Bay on Cyprus 22nov41
---		"1"	GST	Soviet Navy			impressed for service in the Middle East but remained unused at Aboukir (Egypt) until it was blown ashore in a gale 23feb43
---		"3" red	GST	Soviet Navy			or is 1 the c/n ?; opb 4 ae 118 mrp VVS SF at Gryaznaya bay; w/o 11jul41 when was shot down by fighters of the German Air Force during an attack against German positions near Zapadnaya Litsa and crashed west of Zaozyorsk, 2 of the 5 crew members (among them the pilot, 1st Lieutenant Nikolai V. Talalikhin) were killed while the 3 survivors were taken prisoner
---		"6" black	GST	Soviet Navy	ph.	drawing aug41	opb 4 ae 118 mrp VVS SF at Gryaznaya bay
---		"14" black	GST	Soviet Navy		drawing	opb 4 ae 118 mrp VVS SF at Gryaznaya bay (commander: 1st Lieutenant L.I. Yolkina); in light grey c/s with black belly, the rudder was probably white
---		"27"	GST	Soviet Navy			assigned to ice-reconnaissance missions 10/19jul43 (commander: Syrovkasha)
---		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 member was killed and 1 injured; total time 42 minutes
---		not known	GST	Soviet Navy			opb 4 ae 118 mrp VVS SF at Gryaznaya bay; w/o 29jun41 on a bombing mission against Petsamo when was intercepted by 6 Bf 109s of the German Air Force on take-off and shot down, crashed into a hill at Tyuva and burnt out, Captain V.I. Boiko was killed while Captain Alyonov survived; the wreckage was still existing in the mid-1990s
---		not known	GST	Soviet Navy			opb 4 ae 118 mrp VVS SF at Gryaznaya bay; w/o 29jun41 on a bombing mission against Petsamo when was intercepted by 6 Bf 109s of the German Air Force 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, 1st Lieutenant V.A. Merkulov and Staff Sergeant Bogatyrenko survived
---		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 Odezhnyavir at night and damaged its hull, as the crew (commander: V.N. Vasilyev) were not able to repair the leak they blew the aircraft up and crossed the frontline by foot on their way back to their unit
---		not known	MP-7	not known			sank on on the river Lena 13aug43

**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). 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. Most of the Chinese Air Force C-46s ended up with the Kuomintang on Taiwan, but a certain 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 into 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.

### **Built by Curtiss at Louisville, KY**

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, l/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 neutral grey undersides; ferried from Fairbanks to Moscow via the ALSIB route 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 in 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 ?	C-46A-60CK	Chinese Government	mfd	20apr45	USAAF s/n 43-47298; d/d 1945 (apr45 ?), under Lend-Lease
	XT-118 ?	C-46A-60CK	CNAC	trf	1947	cancelled 13nov49; XT-118 was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8365C 19dec49 (cancelled 26jan53), 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 ?	C-46A-60CK	Chinese Government	mfd	23apr45	USAAF s/n 43-47316; d/d 1945 (may45 ?), under Lend-Lease
	XT-122	C-46A-60CK	CNAC	trf	1947	tie-up from the US CAA; named 'Air Prince'; cancelled 13nov49; was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8367C 19dec49 (cancelled 26feb53); probably transported on board of the aircraft carrier USS "Windham Bay" CVE-92 from Hong Kong to the US jan53; became N4894V, XA-MER, YV-C-LBR, YV-C-TGD and YV-143C; wfu in 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), l/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, l/n jul95
409/CK386	347338	C-46A-60CK	Chinese Air Force	mfd	11may45	USAAF s/n 43-47338; d/d 15apr46, not under Lend-Lease; wfu 1948
410/CK387	XT-1..	C-46A-60CK	CNAC	mfd	10may45	USAAF s/n 43-47339; d/d 15may46, not under Lend-Lease; the registration XT-146 would fit in here, but there is no evidence of such a registration; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8376C 19dec49 (cancelled 11jan50); probably became XT-862
411/CK388	XT-....	C-46A-60CK	CNAC	mfd	14may45	USAAF s/n 43-47340; d/d 15may46, not under Lend-Lease; wfu 1948
413/CK390	347342 ?	C-46A-60CK	Chinese Government	mfd	16may45	USAAF s/n 43-47342; d/d 1945 (may45 ?), under Lend-Lease; wfu 1947
415/CK392	123	C-46A-60CK	CNAC	mfd	19may45	USAAF s/n 43-47344; d/d jun45, under Lend-Lease; photo at Dum Dum in 1944
	XT-T53	C-46A-60CK	CNAC	r/r	jan47	cargo version; in fleet list 2feb48
	XT-148 ?	C-46A-60CK	CNAC	r/r	1948	cancelled 13nov49; XT-148 was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8377C 19dec49 (cancelled 26feb53); probably transported on board of the aircraft carrier USS "Windham Bay" CVE-92 from Hong Kong to the US jan53; became N9061N, YV-C-AMR and YV-16C; wfu in 1976
416/CK393	347345	C-46A-60CK	Chinese Government	mfd	18may45	USAAF s/n 43-47345; d/d 15apr46, not under Lend-Lease
	XT-136 ?	C-46A-60CK	CNAC	trf	1947	XT-136 was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8371C 19dec49 (cancelled 26feb53); probably transported on board of the aircraft carrier USS "Windham Bay" CVE-92 from Hong Kong to the US jan53; became N2024A; wfu in 1959
417/CK394	347346 ?	C-46A-60CK	Chinese Government	mfd	19may45	USAAF s/n 43-47346; d/d 1945 (jun45 ?), under Lend-Lease; wfu in 1947
419/CK396	347348 ?	C-46A-60CK	Chinese Government	mfd	18may45	USAAF s/n 43-47348; d/d 1945 (may45 ?), under Lend-Lease
	XT-114	C-46A-60CK	CNAC	trf	1947	cancelled 13nov49; was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8363C 19dec49 (cancelled 26feb53); probably transported on board of the aircraft carrier USS "Windham Bay" CVE-92 from Hong Kong to the US jan53; became N1381N, LV-PMA and LV-GGL; wfu in 1971
421/CK398	347350 ?	C-46A-60CK	Chinese Government	mfd	23may45	USAAF s/n 43-47350; d/d 1945 (jun45 ?), under Lend-Lease
	XT-116	C-46A-60CK	CNAC	trf	1947	cancelled 13nov49; was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8364C 19dec49 (cancelled 27jan53), 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, l/n mar06
423/CK400	347352 ?	C-46A-60CK	Chinese Government	mfd	21may45	USAAF s/n 43-47352; d/d 1945 (may45 ?), under Lend-Lease; wfu 1947
425/CK402	347354 ?	C-46A-60CK	Chinese Government	mfd	25may45	USAAF s/n 43-47354; d/d 1945 (jun45 ?), under Lend-Lease
	XT-140 ?	C-46A-60CK	CNAC	trf	1947	XT-140 was at HKG 16nov49 and subsequently impounded there; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8373C 19dec49 (cancelled 26jan53) and N1379N; wfu 1956
427/CK404	XT-138 ?	C-46A-60CK	CNAC	mfd	28may45	USAAF s/n 43-47356; d/d 1945 (jun45 ?), under Lend-Lease; cancelled 13nov49; was at Taipei nov49; loaned to Civil Air Transport Inc. nov49, but retained its CNAC insignia; became N8372C 19dec49 (cancelled 13apr50); the managing director of CNAC sent a telegram to the US CAA 07jan50 denying the claim of ownership by Civil Air Transport Inc. and reserving the right to claim ownership by Ford Kwam and Company; was on a tour with a South Korean delegation and returned to Taiwan probably 05jul50; was under the control of CATI in Taiwan as of 10jul50; became XT-848, 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
	XT-130 ?	C-46A-60CK	CNAC	trf	1947	XT-130 was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8368C 19dec49 (cancelled 26jan53); fate unknown
431/CK408	347360 ?	C-46A-60CK	Chinese Government	mfd	29may45	USAAF s/n 43-47360; d/d 1945 (jun45 ?), under Lend-Lease; wfu 1947

448/CK426	XT-120 ?	C-46A-60CK CNAC	mfd	21jun45	USAAF s/n 43-47378; d/d 16apr46, not under Lend-Lease; cancelled 13nov49; XT-120 was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8366C 19dec49 (cancelled 26mar53), N2051A, 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; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8323C 19dec49 (cancelled 18dec52); transported by ship (either the aircraft carrier USS "Cape Esperance" CVE-88 or the freighter "Flying Dragon") from Hong Kong to the US oct52; became N2050A, N1385N, XA-MEH and N11805; wfu 1973
451/CK429	XT-...	C-46A-60CK CNAC	mfd	21jun45	USAAF s/n 43-47381; d/d 15apr46, not under Lend-Lease; wfu 1949
454/CK432	347384	C-46A-60CK Chinese Air Force	mfd	22jun45	USAAF s/n 43-47384; d/d 15apr46, not under Lend-Lease; wfu 1947
456/CK434	347386	C-46A-60CK Chinese Air Force	mfd	22jun45	USAAF s/n 43-47386; d/d 15apr46, not under Lend-Lease; wfu 1947
460/CK438	XT-144	C-46A-60CK CNAC	mfd	29jun45	USAAF s/n 43-47390; d/d 15apr46, not under Lend-Lease; defected from Hong Kong to Tientsin in Communist China 09nov49; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8375C 19dec49 ('on paper'); the cancellation 07oct65 was just a tidying-up exercise; probably later operated by CAAC

### **Built by Curtiss at Buffalo, NY**

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; cancelled 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; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8407C 05jan50; trf to the 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; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8408C 05jan50 (cancelled 10may50), 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; cancelled 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; damaged beyond repair 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; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8410C 19dec49 (cancelled 10may50), B-860 and B-912; wfu 26jan72
22249/#2358	478426	C-46D-20CU Chinese Air Force	mfd	02jun45	USAAF s/n 44-78426; d/d 15apr46, not under Lend-Lease; wfu 1948
22251/#2360	478428	C-46D-20CU Chinese Air Force	mfd	02jun45	USAAF s/n 44-78428; d/d 15apr46, not under Lend-Lease; wfu 1948
22253/#2362	478430	C-46D-20CU Chinese Air Force	mfd	02jun45	USAAF s/n 44-78430; d/d 13jan46, not under Lend-Lease; wfu 1948
22254/#2363	478431	C-46D-20CU Chinese Air Force	mfd	02jun45	USAAF s/n 44-78431; d/d 15apr46, not under Lend-Lease; wfu 1948
22255/#2364	478432	C-46D-20CU Chinese Air Force	mfd	02jun45	USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948
22258/#2367	478435	C-46D-20CU Chinese Air Force	mfd	04jun45	USAAF s/n 44-78435; d/d 15apr46, not under Lend-Lease; wfu 1947
22260/#2369	478437	C-46D-20CU Chinese Air Force	mfd	04jun45	USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1947
22262/#2371	478439	C-46D-20CU Chinese Air Force	mfd	04jun45	USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948
22263/#2372	478440	C-46D-20CU Chinese Air Force	mfd	04jun45	USAAF s/n 44-78440; d/d 15apr46, not under Lend-Lease; wfu 1948
22264/#2373	478441	C-46D-20CU Chinese Air Force	mfd	04jun45	USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948
22265/#2374	XT-...	C-46D-20CU Centr Air Trp Corp	mfd	05jun45	USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8322C 19dec49 (cancelled 18dec52); transported by ship (either the aircraft carrier USS "Cape Esperance" CVE-88 or the freighter "Flying Dragon") from Hong Kong to the US oct52; became N1386N; w/o 25nov68
22266/#2375	478443	C-46D-20CU Chinese Air Force	mfd	05jun45	USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947
22269/#2378	478446	C-46D-20CU Chinese Air Force	mfd	05jun45	USAAF s/n 44-78446; d/d 15apr46, not under Lend-Lease; wfu 1947
22271/#2380	478448	C-46D-20CU Chinese Air Force	mfd	05jun45	USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947
22272/#2381	478449	C-46D-20CU Chinese Air Force	mfd	05jun45	USAAF s/n 44-78449; d/d 15apr46, not under Lend-Lease; wfu 1947
22273/#2382	478450	C-46D-20CU Chinese Air Force	mfd	06jun45	USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947
22274/#2383	478451	C-46D-20CU Chinese Air Force	mfd	06jun45	USAAF s/n 44-78451; d/d 15apr46, not under Lend-Lease; wfu 1947
22345/#2454	XT-812	C-46D-20CU Civil Air Transp.	mfd	15jun45	USAAF s/n 44-78522; d/d 1948 ?, not under Lend-Lease; cancelled 13nov49; dbr 05dec49 during a forced landing on Leizhou peninsula, all crew members 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; cancelled 13nov49; w/o 10dec49 on a flight from Chengtu (now Chengdu) to Haikou when crashed, 17 of the 40 occupants were killed
22351/#2460	XT-T511 XT-816	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp.	mfd	26jun45	USAAF s/n 44-78528; d/d 1948 ?, not under Lend-Lease in natural metal c/s with full titles; was reportedly Chennault's personal aircraft; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8412C 05jan50 (cancelled 10may50)
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; cancelled 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; cancelled 13nov49; w/o 09dec49 when crashed near Lanzhou, all 38 occupants were 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 a flight from Tsinan (now Jinan) to Tsingtao (now Qingdao) when took off with locked rudder (the crew had forgotten to check before take-off whether it was unlocked), nosed up at a height of some 100 feet, stalled, crashed and exploded, all 3 crew members and 16 passengers (Chinese soldiers) were 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; cancelled 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; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8415C 05jan50 (cancelled 10may50), 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; cancelled 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; damaged beyond repair 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; cancelled 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-54	C-46F-1-CU Civil Air Transp.	mfd	07jul45	USAAF s/n 44-78547; purchased by the Chinese government from the Foreign Liquidation Commission 17jun48 and leased to CAT; cancelled 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-30	C-46F-1-CU CNAC	mfd	07jul45	USAAF s/n 44-78556; purchased by the Chinese government from the Foreign Liquidation Commission 17jun48 and leased to CNAC; cancelled 13nov49; was at Taipei nov49; loaned to Civil Air Transport Inc. nov49, but retained its CNAC insignia; became N8388C 19dec49 (cancelled 22mar50); the managing director of CNAC sent a telegram to the US CAA 07jan50 denying the claim of ownership by Civil Air Transport Inc. and reserving the right to claim ownership by Ford Kwam and Company; became XT-30 again (in dark c/s with two thin light cheatlines and full titles) 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; cancelled 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; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8316C 19dec49 (cancelled 18dec52); transported by ship (either the aircraft carrier USS "Cape Esperance" CVE-88 or the freighter "Flying Dragon") from Hong Kong to the US oct52; became 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; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8314C 19dec49 (cancelled 18dec52); transported by ship (either the aircraft carrier USS "Cape Esperance" CVE-88 or the freighter "Flying Dragon") from Hong Kong to the US oct52; became 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; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8306C 19dec49 (cancelled 18dec52); transported by ship (either the aircraft carrier USS "Cape Esperance" CVE-88 or the freighter "Flying Dragon") from Hong Kong to the US oct52; became N4872V, CF-ILJ and N30046; w/o 06jan67
22418/#2527	478595 XT-...	C-46F-1-CU Chinese Air Force C-46F-1-CU Centr Air Trp Corp	mfd trf	13jul45 1948 ?	USAAF s/n 44-78595; d/d 15apr46, not under Lend-Lease cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8318C 19dec49 (cancelled 18dec52); transported by ship (either the aircraft carrier USS "Cape Esperance" CVE-88 or the freighter "Flying Dragon") from Hong Kong to the US oct52; became N4869V, N94591, CF-JNO, N5536A, OB-ZAB-607 and OB-R-607
22419/#2528	XT-...	C-46F-1-CU Centr Air Trp Corp	mfd	12jul45	USAAF s/n 44-78596; d/d 15may46, not under Lend-Lease; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8310C

22421/#2530	478598	C-46F-1-CU	Chinese Air Force	mfd	16jul45	19dec49 (cancelled 18dec52); transported by ship (either the aircraft carrier USS "Cape Esperance" CVE-88 or the freighter "Flying Dragon") from Hong Kong to the US oct52; became N4861V and CF-HEI; w/o 09aug61
22422/#2531	XT-...	C-46F-1-CU	Centr Air Trp Corp	mfd	16jul45	USAAF s/n 44-78598; d/d 31jan46, not under Lend-Lease; wfu 1948; presumed scrapped
22423/#2532	XT-...	C-46F-1-CU	Centr Air Trp Corp	mfd	16jul45	USAAF s/n 44-78599; d/d probably 1948, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8307C 19dec49 (canx 18dec52); transported by ship (either the aircraft carrier USS "Cape Esperance" CVE-88 or the freighter "Flying Dragon") from Hong Kong to the US oct52; became N4875V, N78V and LX-LAA; dbr 19jun58
22424/#2533	478601	C-46F-1-CU	Chinese Air Force	mfd	11jul45	USAAF s/n 44-78601; d/d 15apr46, not under Lend-Lease; wfu 1948; presumed scrapped
22428/#2537	XT-142 ?	C-46F-1-CU	CNAC	mfd	16jul45	USAAF s/n 44-78605; d/d 15may46, not under Lend-Lease; canx 13nov49; XT-142 was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8374C 19dec49 (canx 27jan53), N4863V, N617Z, N600SE, CP-1308, N600SE and CP-1319; w/o 20apr12
22429/#2538	XT-...	C-46F-1-CU	Centr Air Trp Corp	mfd	14jul45	USAAF s/n 44-78606; d/d 28feb46, not under Lend-Lease; perhaps not taken on charge as reported wfu & stored feb46; presumed scrapped
22431/#2540	XT-...	C-46F-1-CU	Centr Air Trp Corp	mfd	17jul45	USAAF s/n 44-78608; d/d 15mar46, not under Lend-Lease; perhaps not taken on charge as reported wfu & stored mar46; presumed scrapped
22432/#2541	XT-...	C-46F-1-CU	CNAC	mfd	17jul45	USAAF s/n 44-78609; d/d 15apr46, not under Lend-Lease; perhaps not taken on charge as reported wfu & stored apr46; presumed scrapped
22433/#2542	XT-2	C-46F-1-CU	CNAC	mfd	16jul45	USAAF s/n 44-78610; purchased by the Chinese government from the Foreign Liquidation Commission 17jun48 and leased to CNAC; became either XT-32 or XT-42
22435/#2544	478612 XT-...	C-46F-1-CU C-46F-1-CU	Chinese Air Force Centr Air Trp Corp	mfd trf	18jul45 1948 ?	USAAF s/n 44-78612; 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 N8312C 19dec49 (canx 18dec52); transported by ship (either the aircraft carrier USS "Cape Esperance" CVE-88 or the freighter "Flying Dragon") from Hong Kong to the US oct52; became N4876V, OB-ZAC-648 and N4976V
22436/#2545	XT-...	C-46F-1-CU	Centr Air Trp Corp	mfd	17jul45	USAAF s/n 44-78613; d/d probably 1948, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8313C 19dec49 (canx 18dec52); transported by ship (either the aircraft carrier USS "Cape Esperance" CVE-88 or the freighter "Flying Dragon") from Hong Kong to the US oct52; became N4874V, OB-ZAD-649, N4974V, CP-1025 and HK-3468; w/o 19sep92
22437/#2546	XT-...	C-46F-1-CU	CNAC	mfd	17jul45	USAAF s/n 44-78614; d/d 15mar46, not under Lend-Lease; perhaps not taken on charge as reported wfu & stored mar46; presumed scrapped
22442/#2551	XT-...	C-46F-1-CU	Centr Air Trp Corp	mfd	19jul45	USAAF s/n 44-78619; d/d probably 1948, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8309C 19dec49 (canx 18dec52); transported by ship (either the aircraft carrier USS "Cape Esperance" CVE-88 or the freighter "Flying Dragon") from Hong Kong to the US oct52; became N4877V
22443/#2552	478620	C-46F-1-CU	Chinese Air Force	mfd	20jul45	USAAF s/n 44-78620; d/d 15jan46, not under Lend-Lease; wfu 1948
22444/#2553	478621	C-46F-1-CU	Chinese Air Force	mfd	19jul45	USAAF s/n 44-78621; d/d 31jan46, not under Lend-Lease; wfu 1948
22445/#2554	XT-...	C-46F-1-CU	Centr Air Trp Corp	mfd	19jul45	USAAF s/n 44-78622; d/d probably 1948, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8308C 19dec49 (canx 18dec52); transported by ship (either the aircraft carrier USS "Cape Esperance" CVE-88 or the freighter "Flying Dragon") from Hong Kong to the US oct52; became N4878V, CF-CZN and N3914; w/o 02apr69
22447/#2556	XT-... ?	C-46F-1-CU	CNAC ?	mfd	21jul45	USAAF s/n 44-78624; d/d aug45, under Lend-Lease; wfu 1947
22449/#2558	XT-134 ?	C-46F-1-CU	CNAC	mfd	20jul45	reported as being XT-522 by "Flieger-Revue Extra" No. 25, but see c/n 449/CK427; USAAF s/n 44-78626; d/d aug45, under Lend-Lease; canx 13nov49; was at Taipei nov49; loaned to Civil Air Transport Inc. nov49, but retained its CNAC insignia; became N8370C 19dec49 (canx 10may50); the managing director of CNAC sent a telegram to the US CAA 07jan50 denying the claim of ownership by Civil Air Transport Inc. and reserving the right to claim ownership by Ford Kwam and Company; was under the control of CATI in Taiwan as of 10jul50; probably became XT-852
22450/#2559	478627	C-46F-1-CU	Chinese Air Force	mfd	21jul45	USAAF s/n 44-78627; was to be delivered aug45, under Lend-Lease; photo in full markings exists; damaged 12aug45 on the ferry flight to China while landing at Mallard Field at Dakar (Senegal); repaired, but dbr 10sep45 at Cairo (Egypt)
22451/#2560	XT-132 ?	C-46F-1-CU	CNAC	mfd	21jul45	USAAF s/n 44-78628; d/d aug45, under Lend-Lease; canx 13nov49; was at Taipei nov49; loaned to Civil Air Transport Inc. nov49, but retained its CNAC insignia; became N8369C 19dec49 (canx 10may50); the managing director of CNAC sent a telegram to the US CAA 07jan50 denying the claim of ownership by Civil Air Transport Inc. and reserving the right to claim ownership by Ford Kwam and Company; was under the control of CATI in Taiwan as of 10jul50; became XT-850, B-850, XT-524 (2), HP-316, 857 (CIA), N74811, N777AF, N18AC and N23AC
22452/#2561	XT-...	C-46F-1-CU	CNAC	mfd	21jul45	USAAF s/n 44-78629; d/d 1946, not under Lend-Lease; perhaps not taken on charge as reported wfu & stored 1946; presumed scrapped
22453/#2562	XT-526	C-46F-1-CU	Centr Air Trp Corp	mfd	20jul45	USAAF s/n 44-78630; delivered not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8311C 19dec49 (canx 18dec52); transported probably on board of the aircraft carrier USS "Cape Esperance" CVE-88 (if not, then on board of the freighter "Flying Dragon") from Hong Kong to the US oct52; became N4879V, CU-T558, N94593, CF-CZM, N802FA and C-GIXZ; dbr 31oct82
22455/#2564	XT-...	C-46F-1-CU	Centr Air Trp Corp	mfd	21jul45	USAAF s/n 44-78632; 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 N8315C 19dec49 (canx 18dec52); transported by ship (either the aircraft carrier USS "Cape Esperance" CVE-88 or the freighter "Flying Dragon") from Hong Kong to the US oct52; became N4870V and N601SE; the hulk was at Ypsilanti, MI
22459/#2568	XT-34	C-46F-1-CU	CNAC	mfd	24jul45	USAAF s/n 44-78636; purchased by the Chinese government from the Foreign Liquidation Commission 17jun48 and leased to CNAC; canx 13nov49; was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8389C 19dec49 (canx 27jan53) and N4881V (or N619Z and N602SE)
22461/#2570	XT-46 (2)	C-46F-1-CU	Civil Air Transp.	mfd	23jul45	USAAF s/n 44-78638; purchased by the Chinese government from the Foreign Liquidation Commission 17jun48 and leased to CAT; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8401C 05jan50 and B-146; see XT-46 (1) with unknown c/n
22465/#2574	XT-36	C-46F-1-CU	CNAC	mfd	23jul45	USAAF s/n 44-78642; purchased by the Chinese government from the Foreign Liquidation Commission 17jun48 and leased to CNAC; canx 13nov49; was at Taipei nov49; loaned to Civil Air Transport Inc. nov49, but retained its CNAC insignia; became N8390C 19dec49 (canx 22mar50); the managing director of CNAC sent a telegram to the US CAA 07jan50 denying the claim of ownership by Civil Air Transport Inc. and reserving the right to claim ownership by Ford Kwam and Company; became B-136; w/o 13aug61
22466/#2575	XT-52	C-46F-1-CU	Civil Air Transp.	mfd	23jul45	USAAF s/n 44-78643; purchased by the Chinese government from the Foreign Liquidation Commission 17jun48 and leased to CAT; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8404C 05jan50 (canx 22mar50), B-902 and N8404C; w/o 18apr52
22500/#2609	XT-38	C-46F-1-CU	CNAC	mfd	31jul45	USAAF s/n 44-78677; purchased by the Chinese government from the Foreign Liquidation Commission 17jun48 and leased to CNAC; canx 13nov49; was at Taipei nov49; loaned to Civil Air Transport Inc. nov49, but retained its CNAC insignia; became N8391C 19dec49 (canx 22mar50); the managing director of CNAC sent a telegram to the US CAA 07jan50 denying the claim of ownership by Civil Air Transport Inc. and reserving the right to claim ownership by Ford Kwam and Company; became B-138
22502/#2611	XT-44	C-46F-1-CU	Civil Air Transp.	mfd	03aug45	USAAF s/n 44-78679; purchased by the Chinese government from the Foreign Liquidation Commission 17jun48 and leased to CAT; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8400C 05jan50 and XT-44; w/o 08dec50 when crashed on landing at Yonpo (North Korea)
22507/#2616	XT-2	C-46F-1-CU	CNAC	mfd	03aug45	USAAF s/n 44-78684; purchased by the Chinese government from the Foreign Liquidation Commission 17jun48 and leased to CNAC; became either XT-32 or XT-42
22508/#2617	XT-40	C-46F-1-CU	CNAC	mfd	01aug45	USAAF s/n 44-78685; purchased by the Chinese government from the Foreign Liquidation Commission 17jun48 and leased to CNAC; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8392C 19dec49 (canx 27jan53) and N4882V (or N618Z and N605SE)
22510/#2619	XT-48	C-46F-1-CU	Civil Air Transp.	mfd	04aug45	USAAF s/n 44-78687; purchased by the Chinese government from the Foreign Liquidation Commission 17jun48 and leased to CAT; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8402C 05jan50 and B-148; w/o 17jul63
22526/#2635	XT-50 (2)	C-46F-1-CU	Civil Air Transp.	mfd	08aug45	USAAF s/n 44-78703; purchased by the Chinese government from the Foreign Liquidation Commission 17jun48 and leased to CAT; in natural metal c/s with two thin cheatlines and full titles; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8403C 05jan50 and B-150; w/o 05sep63; see XT-50 (1) with unknown c/n
26813/CU453	23680	C-46A-35CU	Chinese Air Force	mfd	24mar44	USAAF s/n 42-3680; d/d 1946, not under Lend-Lease; wfu 1947
26822/CU462	260947	C-46A-40CU	Chinese Air Force	mfd	03may44	USAAF s/n 42-60947; d/d 1946, not under Lend-Lease; wfu 1948
26827/CU467	260952	C-46A-40CU	Chinese Air Force	mfd	25mar44	USAAF s/n 42-60952; d/d 15apr46, not under Lend-Lease; wfu 1948
26832/CU472	260957	C-46A-40CU	Chinese Air Force	mfd	24mar44	USAAF s/n 42-60957; d/d 15apr46, not under Lend-Lease; wfu 1948
26838/CU478	260963	C-46A-40CU	Chinese Air Force	mfd	22feb44	USAAF s/n 42-60963; d/d 15apr46, not under Lend-Lease; wfu 1948
26851/CU491	260976	C-46A-40CU	Chinese Air Force	mfd	27mar44	USAAF s/n 42-60976; d/d 15apr46, not under Lend-Lease; wfu 1948
26863/CU503	260988	C-46A-40CU	Chinese Air Force	mfd	01apr44	USAAF s/n 42-60988; d/d 15apr46, not under Lend-Lease; wfu 1948
26864/CU504	260989	C-46A-40CU	Chinese Air Force	mfd	10mar44	USAAF s/n 42-60989; d/d 15apr46, not under Lend-Lease; wfu 1948
26865/CU505	260990	C-46A-40CU	Chinese Air Force	mfd	01apr44	USAAF s/n 42-60990; d/d 15apr46, not under Lend-Lease; wfu 1948

26866/CU506	260991	C-46A-40CU Chinese Air Force	mfd	01apr44	USAAF s/n 42-60991; d/d 15apr46, not under Lend-Lease; trf to the Taiwanese Air Force; became B-928 aug65
26867/CU507	260992	C-46A-40CU Chinese Air Force	mfd	31mar44	USAAF s/n 42-60992; d/d 15apr46, not under Lend-Lease; wfu 1948
26870/CU510	260995	C-46A-40CU Chinese Air Force	mfd	13mar44	USAAF s/n 42-60995; d/d 15apr46, not under Lend-Lease; wfu 1948
26874/CU514	260999	C-46A-40CU Chinese Air Force	mfd	07mar44	USAAF s/n 42-60999; d/d 15apr46, not under Lend-Lease; wfu 1948
26876/CU516	261001	C-46A-40CU Chinese Air Force	mfd	13mar44	USAAF s/n 42-61001; d/d 15apr46, not under Lend-Lease; wfu 1948
26878/CU518	261003	C-46A-40CU Chinese Air Force	mfd	13mar44	USAAF s/n 42-61003; d/d 15apr46, not under Lend-Lease; wfu 1948
26879/CU519	261004	C-46A-40CU Chinese Air Force	mfd	25mar44	USAAF s/n 42-61004; d/d 15apr46, not under Lend-Lease; wfu 1948
26888/CU528	261013	C-46A-40CU Chinese Air Force	mfd	01apr44	USAAF s/n 42-61013; d/d 15apr46, not under Lend-Lease; wfu 1948
26892/CU532	261017	C-46A-40CU Chinese Air Force	mfd	27mar44	USAAF s/n 42-61017; d/d 15apr46, not under Lend-Lease; wfu 1948
26915/CU555	261040	C-46A-40CU Chinese Air Force	mfd	13apr44	USAAF s/n 42-61040; d/d 15apr46, not under Lend-Lease; wfu 1948
26949/CU589	261074	C-46A-40CU Chinese Air Force	mfd	25apr44	USAAF s/n 42-61074; d/d 15apr46, not under Lend-Lease; wfu 1948
27009/CU649	207322	C-46A-40CU Chinese Air Force	mfd	04may44	USAAF s/n 42-107322; d/d 03mar46, not under Lend-Lease; wfu 1948
27013/CU653	207326	C-46A-40CU Chinese Air Force	mfd	05may44	USAAF s/n 42-107326; d/d 15apr46, not under Lend-Lease; wfu 1948
27025/CU665	207338	C-46A-40CU Chinese Air Force	mfd	24may44	USAAF s/n 42-107338; d/d 15apr46, not under Lend-Lease; wfu 1948
27027/CU667	207340	C-46A-40CU Chinese Air Force	mfd	20may44	USAAF s/n 42-107340; d/d 15apr46, not under Lend-Lease; wfu 1948
27030/CU670	207343	C-46A-40CU Chinese Air Force	mfd	24may44	USAAF s/n 42-107343; d/d 15apr46, not under Lend-Lease; wfu 1948
27032/CU672	207345	C-46A-40CU Chinese Air Force	mfd	24may44	USAAF s/n 42-107345; d/d 15apr46, not under Lend-Lease; trf to the Taiwanese Air Force; became XA-NUD may61 and N11806
27039/CU679	207352	C-46A-40CU Chinese Air Force	mfd	07jun44	USAAF s/n 42-107352; d/d 15apr46, not under Lend-Lease; wfu 1948
27040/CU680	207353	C-46A-40CU Chinese Air Force	mfd	29may44	USAAF s/n 42-107353; d/d 15apr46, not under Lend-Lease; wfu 1948
27043/CU683	207356	C-46A-40CU Chinese Air Force	mfd	02jun44	USAAF s/n 42-107356; d/d 15apr46, not under Lend-Lease; wfu 1948
27045/CU685	207358	C-46A-40CU Chinese Air Force	mfd	29may44	USAAF s/n 42-107358; d/d 15apr46, not under Lend-Lease; wfu 1948
27053/CU693	207366	C-46A-40CU Chinese Air Force	mfd	05jun44	USAAF s/n 42-107366; d/d 15apr46, not under Lend-Lease; trf to the Taiwanese Air Force in 1949; trf to the Japanese Air Force 13may61; became 91-1141; preserved at Gifu AB (N35.392986 E136.849751)
27056/CU696	207369	C-46A-40CU Chinese Air Force	mfd	01jun44	USAAF s/n 42-107369; d/d 15apr46, not under Lend-Lease; wfu 1946
27059/CU699	207372	C-46A-40CU Chinese Air Force	mfd	01jun44	USAAF s/n 42-107372; d/d 15apr46, not under Lend-Lease; wfu 1948
27060/CU700	207373	C-46A-40CU Chinese Air Force	mfd	30may44	USAAF s/n 42-107373; d/d 15apr46, not under Lend-Lease; wfu 1948
30196/CU732	XT-164	C-46A-45CU CNAC	mfd	03jul44	USAAF s/n 42-96534; ex NC50263; bought 15oct48; rgd oct48; canx 13nov49; was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8383C 19dec49 (canx 27jan53); N1376N and HK-391; w/o 26jun58
30222/CU758	XT-170	C-46A-45CU CNAC	mfd	04jul44	USAAF s/n 42-96560; ex NC50316; bought 18nov48; rgd dec48; canx 13nov49; was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8386C 19dec49 (canx 26feb53); probably transported on board of the aircraft carrier USS "Windham Bay" CVE-92 from Hong Kong to the US jan53; became N2023A and CF-HVJ; w/o 18jun55
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; rgd jan49; 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'); the canx 07oct65 was just a tidying-up exercise; probably later operated by CAAC
30377/CU913	XT-166	C-46A-45CU CNAC	mfd	19aug44	USAAF s/n 42-96715; ex NC51385 (canx nov48); bought 28oct48; rgd nov48; canx 13nov49; was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8384C 19dec49 (canx 26feb53); probably transported on board of the aircraft carrier USS "Windham Bay" CVE-92 from Hong Kong to the US jan53; became N1377N and HK-870
30380/CU916	XT-168	C-46A-45CU CNAC	mfd	19aug44	USAAF s/n 42-96718; ex NC51386 (canx 25nov48); bought 18nov48; rgd nov48; canx 13nov49; was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8385C 19dec49 (canx 26feb53); probably transported on board of the aircraft carrier USS "Windham Bay" CVE-92 from Hong Kong to the US jan53; became 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-1..	C-46A-50CU CNAC	mfd	25sep44	USAAF s/n 42-96804; ex N3944C; leased from William C. Wilcox of Yuma, AZ in 1948; canx 13nov49; returned to Wilcox and became N8394C 17mar50, 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 31mar46, 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-158	C-46D-10CU CNAC	mfd	09dec44	USAAF s/n 44-77554; ex NC51743; bought 25aug48; rgd sep48; canx 13nov49; was at Taipei nov49; loaned to Civil Air Transport Inc. nov49, but retained its CNAC insignia; became N8380C 19dec49 (canx 10may50); the managing director of CNAC sent a telegram to the US CAA 07jan50 denying the claim of ownership by Civil Air Transport Inc. and reserving the right to claim ownership by Ford Kwam and Company; was under the control of CATI in Taiwan as of 10jul50; became XT-856, B-856 and B-908; w/o 20jun64
32954/#1490	XT-162	C-46D-10CU CNAC	mfd	11dec44	USAAF s/n 44-77558; ex NC51786 (canx 21sep48); bought 16sep48; rgd sep48; canx 13nov49; was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8382C 19dec49 (canx 27jan53) and N1380N
32960/#1496	XT-160	C-46D-10CU CNAC	mfd	13dec44	USAAF s/n 44-77564; ex NC51802; bought 30sep48; rgd oct48; canx 13nov49; was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8381C 19dec49 (canx 26feb53); probably transported on board of the aircraft carrier USS "Windham Bay" CVE-92 from Hong Kong to the US jan53; became N4658V
33261/#1797	477865	C-46D-10CU Chinese Air Force	mfd	13feb45	USAAF s/n 44-77865; d/d 15apr46, not under Lend-Lease; wfu 1948
33263/#1799	477867	C-46D-10CU Chinese Air Force	mfd	12feb45	USAAF s/n 44-77867; d/d 15apr46, not under Lend-Lease; wfu 1948
33291/#1827	477895	C-46D-15CU Chinese Air Force	mfd	17feb45	USAAF s/n 44-77895; d/d 31mar46, not under Lend-Lease; wfu 1948
33305/#1841	477909	C-46D-15CU Chinese Air Force	mfd	19feb45	USAAF s/n 44-77909; d/d 15apr46, not under Lend-Lease; wfu 1948
33310/#1846	477914	C-46D-15CU Chinese Air Force	mfd	21feb45	USAAF s/n 44-77914; d/d 31mar46, not under Lend-Lease; wfu 1948
33312/#1848	477916	C-46D-15CU Chinese Air Force	mfd	20feb45	USAAF s/n 44-77916; d/d 15apr46, not under Lend-Lease; wfu 1948
33313/#1849	477917	C-46D-15CU Chinese Air Force	mfd	21feb45	USAAF s/n 44-77917; d/d 15apr46, not under Lend-Lease; wfu 1948
33318/#1854	477922	C-46D-15CU Chinese Air Force	mfd	21feb45	USAAF s/n 44-77922; d/d 15apr46, not under Lend-Lease; wfu 1948
33319/#1855	477923	C-46D-15CU Chinese Air Force	mfd	24feb45	USAAF s/n 44-77923; d/d 15apr46, not under Lend-Lease; wfu 1948
33371/#1907	XT-154	C-46D-15CU CNAC	mfd	05mar45	USAAF s/n 44-77975; ex NC51820 (canx 08apr48); bought 26jul48; rgd aug48; 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'); the canx 07oct65 was just a tidying-up exercise; probably later operated by CAAC
33372/#1908	XT-156	C-46D-15CU CNAC	mfd	05mar45	USAAF s/n 44-77976; ex NC51929; bought 11aug48; rgd aug48; was probably the CNAC aircraft which was seized at Don Muang in spring 1949 (as CNAC had paid a debt to the Thai airline POAS) and was still there jan50; canx 13nov49; loaned to Civil Air Transport Inc. nov49, but retained its CNAC insignia; became N8379C 19dec49 (canx 10may50); was under the control of CATI in Taiwan as of 10jul50; became XT-854, B-854, VT-DRI, B-926 and XW-DGD; wfu 22jul71; scrapped feb74
33595/#2131	XT-...	C-46D-15CU Centr Air Trp Corp	mfd	04apr45	USAAF s/n 44-78199; delivered not under Lend-Lease; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8321C 19dec49 (cancelled 18dec52); transported by ship (either the aircraft carrier USS "Cape Esperance" CVE-88 or the freighter "Flying Dragon") from Hong Kong to the US oct52; became N2049A, N1384N, CF-IQJ and N1210W; written off 23nov65
33641/#2177	XT-...	C-46D-15CU Centr Air Trp Corp	mfd	24apr45	USAAF s/n 44-78245; delivered not under Lend-Lease; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8320C 19dec49 (cancelled

33674/#2210    XT-...    C-46D-15CU Centr Air Trp Corp    mfd    03may45

(but N8394C\* to N8399C were not allocated to CAT)

18dec52); transported by ship (either the aircraft carrier USS "Cape Esperance" CVE-88 or the freighter "Flying Dragon") from Hong Kong to the US oct52; became N1383N and RP-C1461; withdrawn from use in 1982; scrapped in the mid-1980s

USAAF s/n 44-78278; delivered not under Lend-Lease; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8319C 19dec49

**C-46s with unknown construction numbers**

---	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			
---	CA66	C-46A	Centr Air Trp Corp			
---	XT-601	C-46A	Centr Air Trp Corp			fate unknown
---	XT-32	C-46F-1-CU	CNAC			either c/n 22433/CU2542 or c/n 22507/CU2616, see there; fate unknown
---	XT-42	C-46F-1-CU	CNAC			either c/n 22433/CU2542 or c/n 22507/CU2616, see there; was at HKG 16nov49 and subsequently impounded there
---	XT-124	C-46	CNAC	r/r	1948	probably cancelled 13nov49; not sold dec49 (possibly the C-46 which was hijacked to Communist China in mid-1948)
---	XT-500	C-46	Centr Air Trp Corp	r/r	1948	probably cancelled 13nov49
---	XT-502	C-46	Centr Air Trp Corp			cancelled 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 cancelled 13nov49
---	XT-506	C-46	Centr Air Trp Corp	r/r	1948	probably cancelled 13nov49
---	XT-508	C-46	Centr Air Trp Corp			cancelled 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			cancelled 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			cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; transported on board of the aircraft carrier USS "Cape Esperance" CVE-88 from Hong Kong to the US oct52
---	XT-514	C-46	Centr Air Trp Corp			cancelled 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			cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; transported on board of the aircraft carrier USS "Cape Esperance" CVE-88 from Hong Kong to the US oct52
---	XT-518	C-46	Centr Air Trp Corp			cancelled 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 cancelled 13nov49
---	XT-524 (1)	C-46	Centr Air Trp Corp			in probably natural metal c/s with thin cheatline; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; stored in dismantled condition at HKG, seen jun51; transported on board of the freighter "Flying Dragon" from Hong Kong to the US oct52; see c/n 22451/CU2560
---	XT-528	C-46	Centr Air Trp Corp			cancelled 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			cancelled 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			cancelled 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			cancelled 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			cancelled 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 cancelled 13nov49
---	XT-540	C-46	Centr Air Trp Corp			cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; transported on board of the freighter "Flying Dragon" from Hong Kong to the US oct52
---	XT-542	C-46	Centr Air Trp Corp			cancelled 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			cancelled 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 cancelled 13nov49
---	XT-832	C-46	Civil Air Transp.	photo		at Quingdao; in dark grey c/s; probably cancelled 13nov49
---	XT-836	C-46	Civil Air Transp.	photo		at CAN; in dark grey c/s; probably cancelled 13nov49
---	XT-840	C-46	Civil Air Transp.			probably cancelled 13nov49
---	XT-844	C-46	Civil Air Transp.			probably cancelled 13nov49
---	XT-846	C-46	Civil Air Transp.			probably cancelled 13nov49
---	XT-850	C-46	Civil Air Transp.			probably cancelled 13nov49
---	XT-854	C-46	Civil Air Transp.			probably cancelled 13nov49
---	XT-864	C-46	Civil Air Transp.			probably cancelled 13nov49
---	XT-T47	C-46	CNAC			in natural metal c/s with two thin cheatlines; w/o 20jan48 on an evacuation flight from Huan He airport at Mukden (now Shenyang) with the MTOW exceeded and the centre of gravity out of the envelope (too far aft) when took off in a snow storm, climbed to 60 feet, nosed down, crashed, caught fire and burnt out, all 3 crew members were injured and 3 passengers were killed with many other injured (according to another source 11 of the 54 occupants were killed)
---	103	C-46	Civ Avn Adm China	rgd	nov49	ex "Chongqing 1"; cancelled in 1957; trf to the 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"; cancelled in 1957; trf to the Chinese Air Force
---	105	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 4"; cancelled in 1957; trf to the Chinese Air Force
---	106	C-46	Civ Avn Adm China	rgd	nov49	ex "Wuhan 1"; cancelled in 1957; trf to the Chinese Air Force
---	107	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 3"; cancelled in 1957; trf to the Chinese Air Force
---	108	C-46	Civ Avn Adm China	rgd	nov49	ex "Tianjin"; opb CAAC Cargo; cancelled in 1957; trf to the Chinese Air Force
---	109	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 7"; cancelled in 1957; trf to the Chinese Air Force
---	112	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 10"; cancelled in 1957; trf to the Chinese Air Force
---	113 (1)	C-46A	CNAC	d/d	dec44	w/o 11sep45 on a flight from Luzhou to Tingjian when crashed at Sichuan (pilot: R.L. Greene)
---	113 (2)	C-46	Civ Avn Adm China	rgd	nov49	ex "Guangzhou"; opb CAAC Cargo; cancelled in 1957; trf to the Chinese Air Force
---	114 (1)	C-46A	CNAC	d/d	dec44	dbf 09aug45 on take-off from Dinjan 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 members (pilot: B. Hahn) escaped unhurt
---	114 (2)	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 5"; cancelled in 1957; trf to the Chinese Air Force
---	115 (1)	C-46A	CNAC	d/d	apr45	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 members and 30 of the 33 passengers were killed (another source gives 29 occupants killed and 7 survivors)
---	115 (2)	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 9"; cancelled in 1957; trf to the Chinese Air Force
---	116 (1)	C-46A	CNAC	d/d	apr45	in natural metal c/s; fate unknown
---	116 (2)	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 2"; cancelled in 1957; trf to the Chinese Air Force
---	117	C-46A	CNAC	d/d	apr45	in natural metal c/s; f/n HKG 1945
---	XT-13	C-46A	CNAC	r/r	jan47	cargo&passenger version; in fleet list 27feb48
---	118 (1)	C-46A	CNAC	d/d	may45	damaged 09aug45, details unknown; repaired
---	118 (2)	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 6"; cancelled in 1957; trf to the Chinese Air Force

---	119	(1)	C-46A	CNAC	d/d	may45	fate unknown
---	119	(2)	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 8"; cancelled in 1957; trf to the Chinese Air Force
---	120		C-46	CNAC	d/d	may45	
---	XT-50	(1)	C-46	CNAC	r/r	jan47	cargo&passenger version; in fleet list 27feb48; see c/n 22526/CU2635
---	121		C-46A	CNAC	d/d	may45	
---	XT-T51		C-46A	CNAC		photo	in natural metal c/s, registration and fleet number 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 members and 38 passengers were killed
---	122		C-46A	CNAC	d/d	jun45	passenger version; in fleet list 27feb48, did not have an XT-... registration by then
---	124		C-46	CNAC	d/d	jun45	fate unknown
---	125		C-46A	CNAC	d/d	jun45	
---	XT-T11		C-46A	CNAC	r/r	jan47	passenger version; in fleet list 27feb48
---	126		C-46A	CNAC	d/d	jul45	
---	XT-T12		C-46A	CNAC	r/r	jan47	cargo version; in fleet list 27feb48
---	127		C-46A	CNAC	d/d	jul45	
---	XT-T57		C-46A	CNAC	r/r	jan47	cargo version; in natural metal c/s with two thin cheatlines, registration and fleet number on fin; not in fleet list 27feb48
---	128		C-46A	CNAC	d/d	jul45	
---	XT-T08		C-46A	CNAC	r/r	jan47	cargo version; in fleet list 27feb48
---	129		C-46A	CNAC	d/d	jul45	
---	XT-T59		C-46A	CNAC	r/r	jan47	cargo version; in fleet list 27feb48
---	130		C-46A	CNAC	d/d	aug45	
---	XT-T14		C-46A	CNAC	r/r	jan47	cargo version; in fleet list 27feb48
---	131		C-46A	CNAC	d/d	aug45	
---	XT-T41		C-46A	CNAC	r/r	jan47	passenger version; in fleet list 27feb48
---	132		C-46A	CNAC	d/d	aug45	
---	XT-T42		C-46A	CNAC	r/r	jan47	cargo version; in fleet list 27feb48
---	133		C-46F	CNAC	d/d	aug45	fate unknown
---	134		C-46F	CNAC	d/d	1945	
---	XT-T15		C-46F	CNAC	r/r	jan47	cargo&passenger version; in fleet list 27feb48
---	135		C-46F	CNAC	d/d	1945	photo at Chungking
---	XT-T16		C-46F	CNAC	r/r	jan47	cargo&passenger version; in fleet list 27feb48
---	142		C-46	CNAC			
---	XT-T17		C-46	CNAC	r/r	jan47	w/o before feb48, details unknown
---	143		C-46	CNAC			
---	XT-43		C-46	CNAC	r/r	jan47	cargo&passenger version; in fleet list 27feb48
---	144		C-46	CNAC			
---	XT-T44		C-46	CNAC	r/r	jan47	cargo&passenger version; a photo as XT-T44 exists; in fleet list 27feb48
---	145		C-46	CNAC			
---	XT-T45/145		C-46	CNAC		photo	in natural metal c/s, registration and fleet number 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 Tiernmun (some 90 miles south of Hankow), all 3 crew members and 22 of the 23 passengers were killed (only a four-year old boy survived)
---	146		C-46	CNAC			
---	XT-46	(1)	C-46	CNAC	r/r	jan47	cargo&passenger version; in fleet list 27feb48; see c/n 22461/CU2570
---	148		C-46	CNAC			
---	XT-18		C-46	CNAC	r/r	jan47	cargo&passenger version; in fleet list 27feb48
---	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, serial faded (almost impossible to read, also reported as seeming to end in a 6 or 8); was preserved in the China Aviation Museum at Shahezhen AFB (Changping); trf to the CAAC museum (N40.016096 E116.530351) at Jichan Fulu (near XieDao) 01nov07, l/n sep15
---	36045		C-46	Chinese Air Force	HHa	1979	operational; in white c/s with light grey undersides; preserved with faded serial in the China Aviation Museum (N40.184208 E116.360531) at Shahezhen AFB (Changping), seen nov91/sep15
---	36047		C-46	Chinese Air Force	HHa	1979	operational; in white c/s with light grey undersides; carried another serial (1xx??) earlier; preserved with faded serial in the China Aviation Museum (N40.184208 E116.360531) at Shahezhen AFB (Changping), seen nov91/sep15
---	not known		C-46	CNAC			w/o 29jan47 when crashed at Huangtcheou, 26 occupants were killed
---	not known		C-46	CNAC			dbf in mid-jan48 when was hit by anti-aircraft fire while airdropping at Taiyuan and crash-landed
---	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), seen aug07

## 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	operated by 3 eskadrile at Ēiāuliai; in dark green c/s with aluminium dope undersides; captured by Soviet troops jun40
	not known	DH.89M	Soviet Air Force	no	reports	operated by '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, operated by FFS A/B at Libau-Grobin
6349	702	DH.89M	Lithuanian AF	mfd	17apr37	operated by 3 eskadrile at Ēiāuliai; in dark green c/s with aluminium dope undersides; captured by Soviet troops jun40
	not known	DH.89M	Soviet Air Force	no	reports	operated by '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	Aeroflot/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	Aeroflot/Moscow	trf	unknown	still on charge by dec41/nov42; damaged while taxiing at Stalingrad 07apr42, but repaired; under repair may43/dec43; cancelled 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	Aeroflot/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 IL/JG 54 of the German Air Force

## de Havilland DH.98 "Mosquito" in Soviet and Czechoslovakian service

The Soviet Union requested the delivery of "Mosquitoes" of various versions from Great Britain and Canada several times: 120 examples were requested from Canada at the time the Canadians joined the Anglo-American protocols with the USSR in 1943, and as many as 1,200 were asked for under the 4th Lend-Lease Protocol. These requests were turned down as the RAF could not spare such large numbers of "Mosquitoes". In the end, only a single aircraft in the early bomber configuration was delivered for evaluation. It was severely damaged just twenty days after its arrival in the Soviet Union and could not be repaired due to a lack of spare parts.

Czechoslovakia acquired a total of 26 "Mosquitoes" from Great Britain between December 1946 and June 1948. The 24 FB Mk.VI fighter bombers (Czech designation B-36) and two T Mk.III trainers (CB-36) were received in exchange for the B-24Js of No. 311 Squadron RAF which had been transferred to Czechoslovakia in mid-1945, but were handed back later the same year as the country had neither any use nor suitable airfields for them. Training for the Czechoslovakian crews was organised with 13 Operational Training Unit RAF at Middleton St. George. 70 air and ground crew members from Letecký pluk 24 (aviation regiment 24) were flown in Czechoslovakian Air Force Ju 52s to Britain from 10 May to 12 June 1946 and back to Prague starting on 13 July 1946. One aircraft was lost during the training course in Britain: "Mosquito" FB

Mk.VI RAF s/n TA549 dived into the ground at Brawith Hill near Thirsk (Yorkshire) on 28 June 1946, killing both crew members (Captains from LP 24). 12 Czechoslovakian ferry crews were flown to Britain in Czechoslovakian Air Force C-47s on 2 and 3 December 1946, and further such flights took place in February, May and June 1947. The Czechoslovakian "Mosquitoes" were initially on charge of Letecký pluk 24 (aviation regiment 24) at Plzen-Bory. This unit was disbanded on 10 April 1948, and its two squadrons were subordinated to Letecký pluk 25. LP 25 was initially also based at Plzen-Bory, but relocated to Trenčín on 20 July 1948 and to Prague-Kbely on 17 September 1948 before being disbanded on 31 March 1950. Its remnants (including the "Mosquitoes") formed the 4th squadron (4. letka) of Letecký pluk 41, still based at Prague-Kbely. LP 41 was redesignated Letecký zpravodajský pluk 47 (intelligence aviation regiment 47) on 1 May 1950 and 47. letecký zpravodajský pluk on 15 December 1950 (according to another source only on 8 March 1952). The "Mosquitoes" were on charge of the 1st squadron (1. letka) of this regiment, initially still carrying their IY and JX codes which were later changed to PU codes (starting with PU-10). The unit was finally redesignated 47. letecký pruzkumný pluk (47th reconnaissance aviation regiment) on 1 January 1953 and disbanded on 1 November 1954.

The UK imposed an arms embargo against Czechoslovakia after the Communist Party came to power on 25 February 1948, causing problems with the supply of spare parts and ammunition. This was partially overcome by rearming the "Mosquitoes" with MG 131 and MG 151/20 cannon from German war-time stocks. Israel asked Czechoslovakia for the delivery of ten "Mosquitoes", but the Czechoslovakian MoD declined this request (while it approved the sale of 61 "Spitfires"). There was some attrition: 23 "Mosquitoes" were on charge of the Czechoslovakian Air Force in 1949, 20 in 1950, 17 in 1951, and just 13 in 1952. The type was phased out in 1953, and all but one was destroyed. This "Mosquito" was preserved in the National Technical Museum (NTM) at Prague for some time, but was finally also broken up.

Nationalist China acquired a total of 205 surplus "Mosquitoes" from Canada in 1948 for its 1st Bomber Group, but they are not covered here as information is scarce. Most of them were FB Mk.26 fighter-bombers, but many were T Mk.27 and T Mk.29 trainers and there were also a few B Mk.25s and T Mk.22s. For 154 of the delivered aircraft (146 FB Mk.26s, 7 T Mk.29s 1 and 1 T Mk.27) their former RAF serial numbers are known (see [http://www.airhistory.org.uk/dh/\\_DH98%20prodn%20list.txt](http://www.airhistory.org.uk/dh/_DH98%20prodn%20list.txt)). Known are also 117 Chinese serial numbers including the tie-ups with their former RAF serials. The first group of 15 Chinese pilots started their conversion to the "Mosquito" at Toronto-Downsview in February 1948, but the training programme was quickly shifted to China in order to avoid any publicity. A second group of pilots began conversion training - this time already in China - in April 1948. Attrition was high during training already, and this did not change until the end of the type's short career in Nationalist government service, even though the "Mosquitoes" saw limited combat only. Some of the surviving Nationalist "Mosquitoes" were evacuated to Taiwan between August and December 1949 while five were taken over by the Kunchantang Air Force (the General Staff of the PLAAF was established on 11 November 1949). When its first squadron was commissioned at Beijing-Nanyuan on 15 August 1949, six P-51s, two "Mosquitoes" and two PT-19s were on charge. Some "Mosquitoes" took also part in the fly-past over Beijing on occasion of the foundation of the People's Republic of China on 1 October 1949. A poor-quality mock-up of a "Mosquito" FB Mk.26 is displayed in the China Aviation Museum at Shahezhzen AFB.

The "Mosquitoes" did have construction numbers, but very few are in the public domain. Hatfield construction numbers started with 98, they ran from 98001 to 98999 and then 981000 onwards. The first 80 aircraft (W4050-W4099 and DD600-DD629) had construction numbers running in sequence from 98001 to 98080, thereafter c/ns were not allocated in order. A separate construction number sequence was applied to Canadian-built aircraft, but details are not known. So for the "Mosquitoes" covered here not a single construction number is known, unfortunately.

**Built by de Havilland at Hatfield**

---	DK296	Mosquito	Soviet Air Force	mfd	1942	"Mosquito" B Mk.IV Srs.II; RAF s/n DK296; was operated by No. 105 Squadron RAF from 21jun42 to jan43, carried the code 'GB-G' according to the 105 Squadron history "Mosquito Thunder" by Stuart Scott (not 'GB-K' or 'GB-O' as reported elsewhere); in dark green/ocean grey camo c/s with medium sea grey undersides; arrived at RAF Errol sep43 and was handed over to a Soviet ferry crew for training with No. 305 Ferry Training Unit 07oct43; a first attempt to ferry the aircraft to the Soviet Union was planned for 24oct43, but the flight was delayed first by a technical problem and then by poor weather for almost half a year; finally ferried from RAF Errol to Moscow-Vnukovo during the night 19/20apr44 (pilot: 1st Lieutenant I.D. Polosukhin); underwent trials with the LII from 25apr44; severely damaged 15may44 on a ferry flight to the NII VVS at Chkalovskaya when the pilot (Major-General Aleksandr I. Kabanov) did not cope with the situation during the landing run so that the aircraft veered off the runway to the left, the landing gear collapsed on uneven ground and the belly as well as the propellers were damaged, both crew members escaped unhurt; as a repair of the aircraft was not possible due to a lack of the necessary parts it was decided to disassemble it and study the assemblies and parts
---	IY-10	Mosquito	Czechoslovakian AF	mfd	1944	"Mosquito" FB Mk.VI; RAF s/n MM416; was previously operated by No. 2 Group Support Unit RAF; total time in British service 210.05 hours; handed over 05jun47 and ferried from the UK to Czechoslovakia 07jun47 (pilot: npor. Ferdinand Kepka); in dark green/ocean grey camo c/s with medium sea grey undersides; accepted 24jun47; operated by 1. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); photo at Plzen-Bory; damaged 01aug48 on a training flight from Plzen-Bory, details unknown (no casualties); repaired; total time 236.32 hours as of 20sep49, was undergoing rearmament by then; reflown after rearmament 10feb50 and handed over to LP 25 10may50; underwent heavy maintenance with Rudý Letov 16aug50/27sep50; operated by the B-36 conversion course at Prague-Kbely 24oct51/06dec51; probably struck off charge in 1953
---	IY-7	Mosquito	Czechoslovakian AF	mfd	1944	"Mosquito" FB Mk.VI; RAF s/n MM430; was previously operated by No. 248 Squadron RAF; total time in British service 10.25 hours; handed over 18dec46 and ferried from the UK to Czechoslovakia 19dec46 (pilot: npor. Ferdinand Kepka); initially in dark green/ocean grey camo c/s with medium sea grey undersides; was on charge of Letecká základna 6 at Plzen-Bory as of 20jan47; operated by 1. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); reflown after rearmament 02sep49; total time 88.05 hours as of 20sep49, was with LP 25 then; damaged 05jan50 on landing at Prague-Kbely after a training flight when the hydraulic system failed so that the landing gear collapsed, both crew members (pilot: rt. Stanislav Áipka) escaped unhurt, total time 112.20 hours by then; repaired by Rudý Letov 21apr50/15oct50 and repainted in greyish green c/s (Avion 2036.02); accepted from repair 12/14dec50; operated by the B-36 conversion course at Prague-Kbely 24oct51/06dec51; operated by 47. lp as of 29oct52; probably struck off charge in 1953
---	IY-8	Mosquito	Czechoslovakian AF	mfd	1944	"Mosquito" FB Mk.VI; RAF s/n MM431; was previously operated by No. 248 Squadron RAF; total time in British service not known; handed over 18dec46 and ferried from the UK to Czechoslovakia 19dec46 (pilot: either kpt. Jiří Kucera or skpt. Josef Vopalecký); in dark green/ocean grey camo c/s with medium sea grey undersides; was on charge of Letecká základna 6 at Plzen-Bory as of 20jan47; operated by 1. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); damaged beyond repair 14jul49 on take-off from Plzen-Bory for the first solo flight of rt. Frantisek David when the inexperienced pilot was not able to prevent the aircraft from veering to the left, he aborted the take-off run, but the right main gear collapsed; broken up; the damage of 2,755,076.60 Czechoslovakian crowns was written off 13jul50
---	JX-9	Mosquito	Czechoslovakian AF	mfd	1944	"Mosquito" FB Mk.VI; RAF s/n N5884; was previously operated by No. 21 Squadron and No. 464 Squadron RAF; total time in British service 324.50 hours; handed over 05jun47 and ferried from the UK to Plzen-Bory 07jun47 (pilot: pplk. Vlastimil Veselý); in dark green/ocean grey camo c/s with medium sea grey undersides; operated by 2. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); total time 383.14 hours as of 20sep49, was under heavy maintenance by then; accepted 20jan50 after maintenance and rearmament by the workshops at Kbely; taken on charge again by LP 25 02feb50; operated by the B-36 conversion course at Prague-Kbely 24oct51/06dec51; struck off charge in 1952
---	JX-7	Mosquito	Czechoslovakian AF	mfd	1944	"Mosquito" FB Mk.VI; RAF s/n PZ247; was previously operated by No. 239 Squadron and No. 169 Squadron RAF; total time in British service 241.25 hours; handed over 19may47 and ferried from the UK to Czechoslovakia 21may47 (pilot: npor. Ferdinand Kepka); in dark green/ocean grey camo c/s with medium sea grey undersides; photo in 1947; operated by 2. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); total time 308.03 hours as of 20sep49, was under rearmament with Rudý Letov by then; reflown after rearmament 10nov49; was under heavy maintenance with Rudý Letov as of 10feb50; accepted after maintenance 26/28apr50; taken on charge by LP 47 07may50; damaged beyond repair 13jul50 on landing at Prague-Kbely after a training flight when the right engine lost power at a height of some 50 metres and the aircraft crash-landed, the fuselage broke, both crew members (pilot: rt. Alois Krupka) were injured; total time 323 hours 13 minutes (the right engine had only 95 hours 49 minutes); broken up (the engines were salvaged and repaired)
---	IY-2	Mosquito	Czechoslovakian AF	mfd	1944	"Mosquito" FB Mk.VI; RAF s/n PZ284; was previously operated by No. 54 Operational Training Unit RAF; total time in British service 214.00 hours; handed over 19may47 and ferried from the UK to Czechoslovakia 21may47 (pilot: kpt. Miroslav Etandera); in dark green/ocean grey camo c/s with medium sea grey undersides; accepted 29may47; operated by 1. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); seen Prague-Kbely 20sep49; total time 300.23 hours as of 20sep49, was with LP 25 then; did not undergo rearmament; struck off charge 27sep50
---	JX-12	Mosquito	Czechoslovakian AF	mfd	1947 ?	"Mosquito" T Mk.III; RAF s/n VR347; did not enter service with the RAF; total time in British service 6.15 hours; handed over 17apr48, ferried from the UK to Prague-Ruzyně the same day and ferried on to Plzen-Bory; in yellow c/s; initially operated by 2. letka LP 24 at Plzen-Bory (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); damaged 11aug48 when made a belly-landing at Trenčín (pilot: skpt. Bohumil Prokopec); repaired by Rudý Letov and accepted after repair 22mar49; total time 167.17 hours as of 20sep49, was with LP 25 then; damaged 10nov49 when made a belly-landing at Plzen-Bory, both crew members (pilot: ppor. Miroslav Krucký) escaped unhurt; reflown after repair apr50; total time 203.02 hours as of 09jun50; was under heavy maintenance with the workshops at Kbely jun50/sep50; taken on charge by LP 47 27sep50; operated by the B-36 conversion course at Prague-Kbely 24oct51/06dec51; operated by 47. lp as of apr53; struck off charge in 1953
---	IY-14	Mosquito	Czechoslovakian AF	mfd	1947 ?	"Mosquito" T Mk.III; RAF s/n VR348; did not enter service with the RAF; total time in British service 8.50 hours; handed over 23jun48, ferried from the UK to Prague-Ruzyně the same day and ferried on to Plzen-Bory; in yellow c/s; initially operated by 1. letka LP 24 at Plzen-Bory (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); total time 219.08 hours as of 20sep49, was with LP 25 then; total time 274.05 hours as of 09jun50; operated by 47. lp as of 27feb52; damaged 27feb52 on a training flight from Prague-Kbely when an engine failed on landing and the aircraft crash-landed, both crew members (pilot: por. Emil Racko) escaped unhurt; reflown after repair apr52; struck off charge in 1953



## **Built by the Standard Motor Company at Canley and assembled at RAF Ansty**

---	IY-6	Mosquito	Czechoslovakian AF	mfd	1943/44	"Mosquito" FB Mk.VI; RAF s/n HP854; was previously operated by No. 307 Squadron, No. 60 Operational Training Unit and No. 13 Operational Training Unit RAF; total time in British service 538.45 hours; ferried from the UK to Plzen-Bory 19dec46 (pilot: kpt. Haering); in British documents reportedly as handed over 23jan47 (!); initially in dark green/ocean grey camo c/s with medium sea grey undersides; was on charge of Letecká základna 6 at Plzen-Bory as of 20jan47; operated by 1. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); overhauled at Prague-Kbely 31aug49/25feb50, total time 631.43 hours by 20sep49; was to undergo rearmament with Rudý Letov in 1950; taken on charge again by LP 25 after overhaul (rearmament ?) 10may50; repainted in a light greyish blue c/s in 1950; operated by the B-36 conversion course at Prague-Kbely 24oct51/06dec51; probably struck off charge in 1953
---	JX-1	Mosquito	Czechoslovakian AF	mfd	1943/44	"Mosquito" FB Mk.VI; RAF s/n HR158; was previously operated by No. 248 Squadron and No. 54 Operational Training Unit RAF; total time in British service 205.30 hours; handed over 08feb47 and ferried from the UK to Czechoslovakia the same day (pilot: mjr. Antonín Vrchotka); initially in dark green/ocean grey camo c/s with medium sea grey undersides; operated by 2. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); underwent rearmament by Rudý Letov from 31may49 - fitted with German cannon (two MG 131 and four MG 151/20) and nine ETC 71A1 bomb racks; total time 221.22 hours by 20sep49; reflown after rearmament 19oct49; converted to a reconnaissance aircraft may50 and repainted in a light greyish blue c/s in 1950; probably operated by the B-36 conversion course at Prague-Kbely 24oct51/06dec51; probably struck off charge in 1953
---	IY-11	Mosquito	Czechoslovakian AF	mfd	1943/44	"Mosquito" FB Mk.VI; RAF s/n HR255; was previously operated by No. 151 Squadron and No. 54 Operational Training Unit RAF; total time in British service not known; handed over 05jun47 and ferried from the UK to Plzen-Bory 07jun47 (pilot: kpt. Jirí Kucera); in dark green/ocean grey camo c/s with medium sea grey undersides; accepted 24jun47; operated by 1. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); written off 11oct48 on a training flight when the pilot (npor. Vratislav Liska) performed unauthorised combat turns at a height of some 100 metres, the aircraft descended to 30-40 metres after 3-4 turns, tried to climb out, but banked to the left, stalled and crashed in a field near Rícany (Praha-východ district), both crew members were killed; total time 351.44 hours
---	JX-5	Mosquito	Czechoslovakian AF	mfd	1943/44	"Mosquito" FB Mk.VI; RAF s/n HR347; no RAF unit known; total time in British service 212.45 hours; handed over 08feb47 and ferried from the UK to Czechoslovakia 08feb47; in dark green/ocean grey camo c/s with medium sea grey undersides; taken on charge 22apr47; operated by 2. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); underwent heavy maintenance with Rudý Letov from 07apr49; total time 318.33 hours by 20sep49, was still under maintenance by then; under repair with Rudý Letov from 20apr50 after an accident and handed over to LP 47 13sep50; did not undergo rearmament; struck off charge 27sep50
---	JX-11	Mosquito	Czechoslovakian AF	mfd	1943/44	"Mosquito" FB Mk.VI; RAF s/n HR367; was previously operated by No. 248 Squadron RAF; total time in British service 155.20 hours; in British documents reportedly as handed over 24apr47; ferried from the UK to Czechoslovakia either 07jun47 or 10jun47 (pilot: npor. Alois ètanc); operated by 2. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); the installation of German cannon by Rudý Letov (as the pattern aircraft for the rearmament) was approved 03mar49; underwent firing trials with the LVÚ at Malacky 08/11mar49; modifications after these trials were completed 07jun49; underwent further trials with the LVÚ at Malacky 21/22jun49; total time 181.25 hours by 20sep49, was with the LVÚ by then; total time 216.45 hours by 09jun50 (was not overhauled); struck off charge in 1952
---	JX-10	Mosquito	Czechoslovakian AF	mfd	1943/44	"Mosquito" FB Mk.VI; RAF s/n HR490; was previously operated by No. 132 Operational Training Unit, No. 8 Operational Training Unit and again No. 132 Operational Training Unit RAF; total time in British service 215.10 hours; handed over 05jun47 and ferried from the UK to Czechoslovakia 07jun47 (pilot: plk. Josef ènajdr); in dark green/ocean grey camo c/s with medium sea grey undersides; operated by 2. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); total time 269.35 hours as of 20sep49, was with LP 25 then; under overhaul with Rudý Letov by 25apr50 and handed back to the Air Force 09jun50; taken on charge by LP 47 12jun50; operated by the B-36 conversion course at Prague-Kbely 24oct51/06dec51; operated by LP 47 as of 01aug52 and 30sep52; operated by 3. lsd as of 22apr53; struck off charge in 1953
---	IY-9	Mosquito	Czechoslovakian AF	mfd	1945	"Mosquito" FB Mk.VI; RAF s/n RF623; was previously operated by No. 248 Squadron RAF; total time in British service 195.10 hours; handed over 05jun47 and ferried from the UK to Czechoslovakia 07jun47 (pilot: npor. Vratislav Liska); in dark green/ocean grey camo c/s with medium sea grey undersides; operated by 1. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); total time 274.55 hours as of 20sep49, was with LP 25 then; overhauled by Rudý Letov (e.g. fitted with a German radio transceiver), passed the acceptance commission 05apr50; handed over to LP 25 07apr50; probably struck off charge in 1953
---	JX-2	Mosquito	Czechoslovakian AF	mfd	1945	"Mosquito" FB Mk.VI; RAF s/n RF643; was previously operated by No. 333 Squadron, No. 248 Squadron, No. 489 Squadron and No. 132 Operational Training Unit RAF; total time in British service 169.10 hours; handed over 08feb47 and ferried from the UK to Czechoslovakia probably the same day - Czechoslovakian sources say either 07feb47 or 08feb47 (pilot: plk. Josef ènajdr); in dark green/ocean grey camo c/s with medium sea grey undersides; undertook 3 acceptance flights 02may47; operated by 2. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); total time 276.38 hours as of 20sep49, was with LP 25 then; did not undergo rearmament; struck off charge 26sep50
---	IY-4	Mosquito	Czechoslovakian AF	mfd	1945	"Mosquito" FB Mk.VI; RAF s/n RF777; was previously operated by No. 404 Squadron and No. 132 Operational Training Unit RAF; total time in British service 118.35 hours; handed over 19may47 and ferried from the UK to Czechoslovakia 21may47 (pilot: skpt. Miloslav Mansfeld); in dark green/ocean grey camo c/s with medium sea grey undersides; accepted 29may47; operated by 1. letka LP 24 at Plzen-Bory as of 01jan48 (disbanded 10apr48 and subordinated to LP 25); total time 266.44 hours as of 20sep49, was with LP 25 then; was under heavy maintenance and rearmament with Rudý Letov as of 10feb50 and may50 (was also fitted with a German radio transceiver); reflown after maintenance 22may50; accepted after maintenance 25/26may50; taken on charge by LP 47 12jun50; damaged beyond repair 09oct50 on landing at Malacky after a training flight when lost speed on final approach due to pilot error and came down hard from a height of 5 metres so that the fuselage broke, both crew members (pilot: rt. Stanislav Āipka) escaped unhurt; total time 324 hours 35 minutes; broken up (the engines were salvaged and repaired)
---	IY-5	Mosquito	Czechoslovakian AF	mfd	1945	"Mosquito" FB Mk.VI; RAF s/n RF823; was previously operated by No. 235 Squadron RAF; total time in British service 93.40 hours; handed over 18dec46 and ferried from the UK to Czechoslovakia 19dec46 (pilot: either skpt. Josef Vopalecký or kpt. Jirí Kucera); in dark green/ocean grey camo c/s with medium sea grey undersides; was on charge of Letecká základna 6 at Plzen-Bory as of 20jan47; operated by 1. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); photo at Malacky jun48; reflown after rearmament 17sep49; total time 175.28 hours as of 20sep49, was with LP 25 then; reflown after repair may50; operated by the B-36 conversion course at Prague-Kbely 24oct51/06dec51; struck off charge in 1952
---	IY-12	Mosquito	Czechoslovakian AF	mfd	1945	"Mosquito" FB Mk.VI; RAF s/n RF838; was previously operated by No. 404 Squadron and No. 132 Operational Training Unit RAF; total time in British service 108.45 hours; handed over 05jun47 and ferried from the UK to Czechoslovakia 07jun47 (pilot: mjr. Antonín Vrchotka); in dark green/ocean grey camo c/s with medium sea grey undersides; accepted 24jun47; photo at Plzen-Bory in 1947; underwent the 100 hours check oct47/dec47; operated by 1. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); total time 286.03 hours as of 20sep49, was under heavy maintenance and rearmament then; reflown after maintenance 19apr50; accepted after maintenance 26/28apr50; taken on charge by LP 47 17may50; operated by the B-36 conversion course at Prague-Kbely 24oct51/06dec51; operated by 47. lp as of 16apr52; probably struck off charge in 1953
---	JX-8	Mosquito	Czechoslovakian AF	mfd	1945	"Mosquito" FB Mk.VI; RAF s/n RF844; was previously operated by No. 404 Squadron and No. 132 Operational Training Unit RAF; total time in British service 120.00 hours; handed over 19may47 and ferried from the UK to Czechoslovakia 21may47 (pilot: plk. Josef ènajdr); in dark green/ocean grey camo c/s with medium sea grey undersides; in a document 29may47 (probably the acceptance date); operated by 2. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); total time 271.31 hours as of 20sep49, was with LP 25 then; did not undergo rearmament; struck off charge 27sep50
---	JX-3	Mosquito	Czechoslovakian AF	mfd	1945	"Mosquito" FB Mk.VI; RAF s/n RF902; was previously operated by No. 8 Operational Training Unit, No. 132 Operational Training Unit and No. 1 Ferry Unit RAF; total time in British service 162.30 hours; handed over 08feb47 and ferried from the UK to Czechoslovakia the same day; in dark green/ocean grey camo c/s with medium sea grey undersides; accepted 22apr47; operated by 2. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); total time 247.45 hours as of 20sep49, was with LP 25 then; was to undergo rearmament with Rudý Letov in 1950 (and really seems to have been fitted with German cannon); was under maintenance with Rudý Letov as of mar50 (was fitted with a German radio transceiver) and ready to be reflown 15mar50; passed the acceptance commission at Rudý Letov 05apr50; taken on charge again by LP 25 07apr50; operated by the B-36 conversion course at Prague-Kbely 24oct51/06dec51; operated by 47. lp as of 29oct52; probably struck off charge in 1953
---	JX-6	Mosquito	Czechoslovakian AF	mfd	1945	"Mosquito" FB Mk.VI; RAF s/n RF912; was previously operated by No. 8 Operational Training Unit and No. 132 Operational Training Unit RAF; total time in British service not known; handed over 19may47 and ferried from the UK to Plzen-Bory 21may47 (pilot: pplk. Vlastimil Veselý); in dark green/ocean grey camo c/s with medium sea grey undersides; accepted 29may47; operated by 2. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); underwent rearmament with Rudý Letov in late summer 1949; written off 02sep49 on the test flight after rearmament from Prague-Letnany with a Letov crew at the controls when the left propeller developed problems so that the left engine had to be shut down, the pilot (Frantisek Kládek, who had never flown a "Mosquito" before) did not calculate the final approach correctly so that the aircraft came in too high and should have gone

---	JX-4	Mosquito	Czechoslovakian AF	mfd	1945
---	IY-3	Mosquito	Czechoslovakian AF	mfd	1945
---	KP-1	Mosquito	Czechoslovakian AF	mfd	1945
---	IY-1	Mosquito	Czechoslovakian AF	mfd	1945

around, but this was impossible with only one engine working so that the aircraft hit a power-line and came down in a field 400 metres south-west of the airfield's perimeter and broke up, the pilot was slightly injured while the aircraft mechanic escaped unhurt

"Mosquito" FB Mk.VI; RAF s/n RF913; was previously operated by No. 8 Operational Training Unit and No. 132 Operational Training Unit RAF; total time in British service not known; handed over 08feb47 and ferried from the UK to Czechoslovakia the same day; in dark green/ocean grey camo c/s with medium sea grey undersides; accepted 22apr47; underwent the 150 hours check by 31dec47; operated by 2. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); a photo exists; written off 04mar49 on a training flight from Prague-Kbely to the area of Havlickuv Brod and back when flew twice at very low height around the house of the aunt of the observer (skpt. Stanislav Āidlický) at Kvastov (near Sedlec-Price in the Pribram district), struck trees and crashed south-east of Kvastov, both crew members (pilot: rt. Michal Engelman) were killed

"Mosquito" FB Mk.VI; RAF s/n RF928; was previously operated by No. 8 Operational Training Unit and No. 132 Operational Training Unit RAF; total time in British service 126.50 hours; handed over 19may47 and ferried from the UK to Plzen-Bory 21may47 (pilot: kpt. Jiri Kucera); in dark green/ocean grey camo c/s with medium sea grey undersides; in a document 29may47 (probably the acceptance date); operated by 1. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); total time 300.16 hours as of 20sep49, was with LP 25 then; did not undergo rearmament; struck off charge 27sep50

"Mosquito" FB Mk.VI; RAF s/n TE603; was previously operated by the Royal Aircraft Establishment and the Station Flight at Northolt; total time in British service not known; handed over 18dec46 and ferried from the UK to Czechoslovakia 19dec46 (pilot: kpt. Miroslav ětandera); in silver dope c/s, carried the head of an American Indian as nose-art on the left side of the nose; was on charge of Letecká základna 6 at Plzen-Bory as of 20jan47; photo at Planá in 1947; operated by velitelský roj LP 24 at Plzen-Bory as of 01jan48, was the personal aircraft of the regiment's commander plpk. Vlastimil Veselý (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); damaged beyond repair 16may49 on take-off from Prage-Kbely when ran over a ground wave, lifted off and fell back to the ground, coming down so hard that the landing gear collapsed, both crew members (pilot: Jiri Hradeč) escaped unhurt; broken up; the damage of 3,043,606 Czechoslovakian crowns was unhurt; written off 13jul50

"Mosquito" FB Mk.VI; RAF s/n TE768; probably did not enter service with the RAF; total time in British service 6.15 hours; handed over 08feb47 and ferried from the UK to Czechoslovakia the same day (pilot: skpt. Miloslav Mansfeld); in dark green/ocean grey camo c/s with medium sea grey undersides; accepted 22apr47; operated by 1. letka LP 24 at Plzen-Bory as of 01jan48 (LP 24 was disbanded 10apr48 and its squadrons were subordinated to LP 25); total time 201.26 hours as of 20sep49, was under rearmament with Rudy Letov by then; reflown after rearmament and maintenance 21jan50; accepted after maintenance 27jan50; taken on charge by LP 25 02feb50; operated by the B-36 conversion course at Prague-Kbely 24oct51/06dec51; probably struck off charge in 1953

### **"Mosquitoes" with unknown serial and construction numbers**

---	PU-10	Mosquito	Czechoslovakian AF	"Mosquito" FB Mk.VI; operated by 1. letka 47. lp; reported 02jul52
---	PU-15	Mosquito	Czechoslovakian AF	"Mosquito" FB Mk.VI; operated by 1. letka 47. lp; reported 02jul52

## ***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 landed at Trelleborg harbour (Sweden) coming from Ventspils (Latvia) with 37 (!) refugees on board on 9 May 1945 and was flown by a Soviet crew 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. In the mid-1980s, the fuselage centre section (in poor condition) of a Do 24 floated ashore at the Swedish island of Gotland. When investigated by Defence Materials Administration (FMV) personnel, it was noted that the electrical wiring was in good condition, which possibly indicated post-war use. The section might have come from a Soviet Do 24, but it was sadly subsequently scrapped and it is not known whether any dataplates etc. were found in the wreckage.

### **Built by Aviolanda at Papendrecht (Netherlands)**

0086	CCCP-X662	Do 24T-3	MVD - GULGMP	mfd	jan43	built by Aviolanda 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 Khimki to Factory No. 477 at Krasnoyarsk in late jun46, repaired and modified by the factory for Arctic duty; opb AO Noril'skogo kombinata GULGMP (Main Directorate of the Metallurgical Industry Camps) as of 01jan47; carried Red Stars although civil-registered; l/n IAA 1947
	CCCP-N473	Do 24T-3	Polyarnaya Aviats.	trf	late 47	opb 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 withdrawn from use in the first half of 1950 - but there is a Do 24 in a pilot's flight log as late as 1952

## ***Dornier Do 215 in Soviet service***

Two Do 215s were ordered by the Soviet Union on 18 April 1940, at a cost of 506,720 RM each. The aircraft were designated Do 215B-3 although being identical to the Do 215B-1 (basically a Do 17Z adapted for export) and were powered by DB 601Aa engines. The first one left Berlin on 25 April, followed by the second one a day later. Both arrived via Königsberg at Moscow-Khodynka on 28 April, thus being the first aircraft of the Soviet order to be delivered. One of the Do 215s was assigned to the NII VVS on 9 May 1940 and underwent trials at Chkalovski until 20 May. The other one was allotted to the lyotny 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. After the German invasion a Do 215 became 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 among the Spanish pilots who flew the Do 215 were Antonio Arias Arias and Rodrigo Vicente Beltrán. This unit was not to see action, but the Do 215 was actually used for clandestine missions behind the German lines, piloted by Valentin P. Sokolov of 2 apdr (long-distance reconnaissance aviation regiment) who even flew with this aircraft over Berlin at least twice in late autumn 1941. Do 215B-3 c/n 2150033 was heavily modified and repainted in matt colours at Novosibirsk in autumn 1942, being fitted out with protective armour plating, four additional fuel tanks, a hatch for parachutist dropping, an OPB-1 bomb-sight and an AFA-B camera. Its take-off weight rose from 8,620 kg to 10,486 kg and the range increased from 1,200 km to 2,600 km. After having been test-flown by LII and NII pilots the converted aircraft was allotted to a special duty transport squadron and used for missions to partisans in the German hinterland. The fate of the two Soviet Do 215s is not known.

The type was also thoroughly studied by the Soviet aviation industry which copied some of its design features. As an example, Factory No. 156 copied the bomb-door mechanism of the Do 215 for use on the Grushin BB-MAI.

Some very similar Do 17s of the German Air Force were captured by Soviet forces during WWII, but did not undergo trials as the design was considered to be outdated. However, there is a report of a Do 17 (or Do 215 ?) with German black crosses and a Soviet crew having flown to the airfield of Factory No. 22 at Kazan in November 1941. Apart from that, a Do 17Z was displayed in the exhibition of captured German hardware in Gorki Park.

### **Built by Dornier at Oberpfaffenhofen**

215 0032	not known	Do 215B-3	Soviet Air Force	d/d	28apr40	powered by DB 601Aa engines; export permit issued 24apr40; left Berlin 25 or 26apr40 and arrived via Königsberg at Moscow-Khodynka 28apr40; in camo c/s; probably the one which underwent trials with TsAGI (later the LII); later was on charge of the NIPAV VVS (Scientific Test Range for Aviation Armament) powered by DB 601Aa engines; export permit issued 24apr40; left Berlin 25 or 26apr40 and arrived via Königsberg at Moscow-Khodynka 28apr40; in camo c/s; probably the one which underwent trials with the NII VVS a Chkalovski 09/20may40; may have carried the code "33"; fitted out with protective armour plating, 4 additional fuel tanks, a hatch for parachutist dropping, an OPB-1 bomb-sight and an AFA-B camera at Novosibirsk in autumn 1942 and was repainted in matt colours; operated by a special duty transport squadron and was used for missions to partisans in the German hinterland
215 0033	not known	Do 215B-3	Soviet Air Force	d/d	28apr40	

## ***Douglas C-54 "Skymaster" in Chinese service***

During WWII, China requested C-54s for use on the 'Hump' route over the Himalayas to be delivered under Lend-Lease, but all such requests were refused. In 1946, the airline China National Aviation Corporation (CNAC) ordered six C-54Bs from surplus stocks, while the Chinese government ordered one C-54D as a VIP transport for Chiang Kai-shek. All seven aircraft were converted by the Glenn L. Martin Company at Baltimore before delivery. In the end, the first C-54B for the CNAC (c/n 10529) was taken by Chiang Kai-shek in exchange for his C-54D (c/n 10748). One of the C-54s crashed during service with the CNAC and five were sold to the US in 1949, while the VIP aircraft continued to serve with the Taiwanese Air Force, so none of the C-54s ended up in the People's Republic of China.

**Built by Douglas at Chicago, IL**

10442/DC173	XT-T02	C-54B-1-DC	CNAC	mfd	13nov44	USAAF s/n 42-72337; converted to 44 passenger configuration by Martin at Baltimore; export CofA issued 18oct46; named 'Nanking'; in natural metal c/s with two thin dark blue cheatlines and full titles; in the fleet list 27feb48 as used on the Transpacific route
	XT-101	C-54B-1-DC	CNAC	r/r	1948	in natural metal c/s with two thin cheatlines and full titles; was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8343C 19dec49 (cancelled 26feb53); transported on board of the aircraft carrier USS "Windham Bay" CVE-92 from Hong Kong to the US jan53; became FAC-692 (Colombian Air Force); w/o 19feb71
10510/DC241	XT-T06	C-54B-1-DC	CNAC	mfd	02jan45	USAAF s/n 42-72405; converted to 30 passenger configuration by Martin at Baltimore; export CofA issued 20nov46; named 'Chungking'; in natural metal c/s with two thin cheatlines and full titles; in the fleet list 27feb48 as used on the Transpacific route
	XT-105	C-54B-1-DC	CNAC	r/r	1948	was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8346C 19dec49 (cancelled 26feb53); transported on board of the aircraft carrier USS "Windham Bay" CVE-92 from Hong Kong to the US jan53; became N4837V and CP-609; w/o 05feb60
10529/DC260	XT-T01	C-54B-1-DC	Chinese Government	mfd	18jan45	USAAF s/n 42-72424; converted to VIP configuration by Martin at Baltimore; d/d 1946; opb CKS and used as a VIP aircraft by Chiang Chiang Kai-shek
	C-72424	C-54B-1-DC	Chinese Air Force	r/r	1948 ?	possibly became C-54001; became B-1801 (Taiwanese Air Force) in 1949, XW-PGE and B-1801; w/o 28nov74 when was shot down near An Loc (Vietnam)
10538/DC269	XT-T04	C-54B-1-DC	CNAC	mfd	23jan45	USAAF s/n 42-72433; converted to 44 passenger configuration by Martin at Baltimore; export CofA issued 06oct46; photo at JKT 31aug47; in the fleet list 27feb48 as used on domestic routes
	XT-103	C-54B-1-DC	CNAC	r/r	1948	was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8345C 19dec49 (cancelled 26feb53); transported on board of the aircraft carrier USS "Windham Bay" CVE-92 from Hong Kong to the US jan53; became N4665V, CP-610, N538G, PH-MAE, D-ADAC, 9Q-CTD and 9T-THM
10748/DC479	XT-T07	C-54D-10DC	CNAC	mfd	05jun45	USAAF s/n 42-72643; converted to 44 passenger configuration by Martin at Baltimore; export CofA issued 13jan47; in natural metal c/s with two thin cheatlines and full titles; in the fleet list 27feb48 as used on domestic routes
	XT-106	C-54D-10DC	CNAC	r/r	1948	was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8347C 19dec49 (cancelled 26feb53); transported on board of the aircraft carrier USS "Windham Bay" CVE-92 from Hong Kong to the US jan53; became N4890V, ZP-CBP, HK-529, N529D and N122AC

**Built by Douglas at Santa Monica-Clover Field, CA**

18348/DO122	XT-T05	C-54B-5-DO	CNAC	mfd	03aug44	USAAF s/n 43-17148; converted to 44 passenger configuration by Martin at Baltimore; export CofA issued 14jan47; in the fleet list 27feb48 as used on domestic routes
	XT-104	C-54B-5-DO	CNAC	r/r	1948	w/o 21dec48 on a flight from Shanghai-Longhua to Hong Kong-Kai Tak when approached in poor weather (fog and low clouds), descended through a hole in the overcast and became trapped as the weather closed in, the pilot reversed course and tried to make it out to sea, but the aircraft impacted at a height of some 350 feet into the northern slope of Wan Tam Shan (the main peak on Basalt Island Island in the central portion of eastern Hong Kong), bounced off, carried on airborne over the ridge, impacted again on the southern slope some 130 feet from the point of initial impact and continued to slide down the southern slope before coming to a rest approximately 450 feet from the point of initial impact, all 7 crew members and 28 passengers (among them the Vice President and Director of CNAC, Quentin Roosevelt) were killed; total time 5,561 hours
18370/DO144	XT-T03	C-54B-10DO	CNAC	mfd	29sep44	USAAF s/n 43-17170; converted to 44 passenger configuration by Martin at Baltimore; export CofA issued 28oct46; photo at Tokyo 07may48; in the fleet list 27feb48 as used on domestic routes
	XT-102	C-54B-10DO	CNAC	r/r	1948	named 'The Canton'; was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8344C 19dec49 cancelled 26feb53); transported on board of the aircraft carrier USS "Windham Bay" CVE-92 from Hong Kong to the US jan53; became N4270, N100J, G-ARXJ, HP-451 and OO-FAK (not taken up)

***Douglas A-20 "Havoc" ("Boston") in Soviet civil service***

Some 3,000 aircraft of the type were delivered to the Soviet Union via Lend-Lease between 1942 and 1945. As of 1 May 1945, the Soviet Air Force had 935 A-20s (more than two thirds of them being A-20Gs), while their number in the Soviet Navy is not known. A certain number of the Soviet A-20s was reportedly returned to the USA or destroyed under American control in 1946/47, but many aircraft continued their service in civil aviation in the late 1940s. The largest number of them served with the Main Directorate of Geodesy and Cartography (GU GK), which operated no less than 76 A-20s. The first 40 of them were transferred by the Soviet Air Force on the basis of a decree by the Council of Ministers issued on 13 April 1946. 20 of them had been taken on charge by the end of 1946, the rest followed until 1 October 1947. The peak of 76 was reached in January 1949, while only 63 were left by 1 January 1950. Another important operator was the Civil Air Fleet (GVF), which received its first two A-20s already in 1943. More aircraft were taken on charge in spring 1945, and by September their number had reached 29. But as they were not really suited for transport duties, they were passed on to other civil operators, and by December 1946 not a single one was left in the GVF inventory. The meteorological service (GU GMS) operated 15 A-20s by 1 January 1947 and 23 by 1 October. But its aviation branch was disbanded soon after, and the aircraft were withdrawn from use or passed on to the GU GK. The last Soviet A-20s soldiered on until the mid-1950s, mainly as photo survey aircraft (some were operated by OVS No. 4 of the Ukrainian Aeroflot directorate as late as 1956).

5049/49	12719	A-20B-DL	Soviet Air Force	acc	16may42	USAAC s/n 41-2719; diverted to the Soviet Union 17jun42
	CCCP-M279	A-20B-DL	Gidrometeosluzhba	rgd	jun46 ?	USAAF s/n given in the accident report as '112719'; operated by Kuibyshevskii AO; damaged beyond repair 01apr47 on a test flight after maintenance from Kuibyshev-Smyshlayevka when the pilot who was inexperienced on the type forced the aircraft to lift off at low speed and made mistakes in handling the engines so that the right engine overheated and lost power, the pilot (Bystrov) failed to feather the right propeller and to retract the landing gear, the aircraft lost height and the pilot made a forced landing 100 metres from the south-western perimeter of the airfield, retracting the landing gear at the last moment, 1 of the 5 crew members was killed while the 4 others escaped unhurt; total time 199 hours
5127/127	12797	A-20B-DL	Soviet Air Force	acc	17may42	USAAF s/n 41-2797; shipped from the USA via the southern route, arrived at Abadan (Iran) 23oct42; passed on by 152 aviabaza 01nov42 (probably to 11 zap)
	CCCP-F299	A-20B-DL	GU GK	rgd	jan47 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirskii AFO Novosibirsk-Severnoy by 1947/50; in olive drab c/s with neutral grey undersides and 'GUGK Aerostromka' titles on the nose, Red Stars painted out; no longer on charge by 1951
5377/377	13047	A-20B-DL	Soviet Air Force	acc	19aug42	USAAC s/n 41-3047
	CCCP-M180	A-20B-DL	Gidrometeosluzhba	rgd	dec46 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Leningradskii AFO
5387/387	13057	A-20B-DL	Soviet Air Force	acc	23aug42	USAAF s/n 41-3057; ferried from the USA via the southern route, arrived at Abadan (Iran) 06oct42; passed on by 152 aviabaza 20oct42 (probably to 11 zap)
	CCCP-F... 13297	A-20B-DL	GU GK	rgd	jan47 ?	Main Directorate of Geodesy and Cartography; struck off charge in the 2nd quarter of 1952
5627/627	CCCP-M183	A-20B-DL	Soviet Air Force	acc	28sep42	USAAC s/n 41-3297
		A-20B-DL	Gidrometeosluzhba	rgd	dec46 ?	identity given in an inventory listing as '132397', with the 2 having been crossed out - as s/n 41-32397 was an AT-6 and A-20B s/n 41-3397 was destined for the USAAF according to the US delivery log, s/n 41-3297 seems to be the sole viable candidate
	CCCP-F...	A-20B-DL	GU GK	rgd	unknown	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by AFO aerogeodezicheskogo predpriyatiya GU GK
6712/300	233250	A-20C-10DO	Soviet Air Force	acc	02jan43	USAAF s/n 42-33250; ferried on the ALSIB route by 1 pad KVT; handed over to 15 aviabaza at Krasnoyarsk 12jul43
	CCCP-M187	A-20C-10DO	Gidrometeosluzhba	rgd	dec46 ?	operated by Lyotno-trenirovchny aerologicheskii tsentr (LTATs) GU GMS; written off 05aug47 on a training flight from Naberezhnaya (Moscow region) imitating the failure of an engine when lost speed while flying a steep left turn at a height of some 400-450 metres on approach, turned upside down, entered a dive and crashed, all 3 crew members and both (unauthorised) passengers were killed; total time 258 hours and 338 cycles
6730/318	233268	A-20C-10DO	Soviet Air Force	acc	13jan43	USAAF s/n 42-33268; in the US delivery log as destined for the USAAF, but re-diverted to the Soviet Union 18mar43; ferried from the USA via the southern route, arrived at Abadan (Iran) 02apr43; passed on by 152 aviabaza 26apr43 (probably to 11 zap)
	CCCP-L1133	A-20C-10DO	AFL/Uzbekistan	rgd	feb54 ?	converted to a photo survey aircraft without armament; latest known CofA expired 01aug54
6786/374	233324	A-20C-10DO	Soviet Air Force	acc	05feb43	USAAF s/n 42-33324 (painted on as '23324'); ferried from the USA via the southern route, arrived at Abadan (Iran) 05jun43; passed on by 152 aviabaza 22jun43 (probably to 11 zap)
	CCCP-F245	A-20C-10DO	GU GK	rgd	apr45 ?	Main Directorate of Geodesy and Cartography (Glavnoye upravleniye geodezii i kartografi); converted to a photo survey aircraft; operated by Tashkentskoye AFO; in dark c/s with light undersides and small 'Aerostromka G.U.G.K.' titles on the nose; photo at Tashkent around 1945/47

7551/62	119149	A-20C-DO	Soviet Air Force	acc	21dec41	"Boston" Mk.IIIA; USAAC s/n 41-19149; RAF s/n BZ257 not taken up; in dark green/dark earth camo c/s with sky undersides; shipped from the USA via the southern route, arrived at Abadan (Iran) 09apr42; passed on by 152 aviabaza 21oct43 (sic)
10923/54	CCCP-F372	A-20C-DO	GU GK	rgd	04jan52	Main Directorate of Geodesy and Cartography
	CCCP-F372	A-20C-DO	Aeroflot/Ukraine	trf	unknown	latest known CoFA expired 30nov52; struck off charge in 1954 as amortisation period exceeded
	253588 "19" white	A-20G-1-DO	Soviet Air Force	acc	15mar43	USAAF s/n 42-53588; h/o aug43 modified locally with an AKAB gun battery; operated by 27 ap nob dd as of 01aug44; in olive drab c/s with green blotches, neutral grey undersides and a red-outlined white 'lightning bolt' below the cockpit
10928/59	CCCP-M268	A-20G-1-DO	Gidrometeosluzhba	rgd	jun46 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Moskovski AFO
	CCCP-F...	A-20G-1-DO	GU GK	rgd	unknown	
	253593	A-20G-1-DO	Soviet Air Force	acc	15mar43	
10932/63	CCCP-F368	A-20G-1-DO	GU GK	rgd	20jun51	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; latest known CoFA expired 31may52
	253597	A-20G-1-DO	Soviet Air Force	acc	15mar43	USAAF s/n 42-53597; h/o aug43
	CCCP-M276	A-20G-1-DO	Gidrometeosluzhba	rgd	jun46 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Novosibirski AFO Novosibirskogo AGP; struck off charge in the 3rd quarter of 1949 as worn out
10938/69	CCCP-F345	A-20G-1-DO	GU GK	rgd	sep48 ?	
	253603	A-20G-1-DO	Soviet Air Force	acc	17mar43	
10983/114	CCCP-M277	A-20G-1-DO	Gidrometeosluzhba	rgd	jun46 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Moskovski AFO
	CCCP-F...	A-20G-1-DO	GU GK	rgd	unknown	
	253648	A-20G-1-DO	Soviet Air Force	acc	25mar43	
11006/137	CCCP-M278	A-20G-1-DO	Gidrometeosluzhba	rgd	jun46 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Moskovski AFO
	CCCP-F...	A-20G-1-DO	GU GK	rgd	unknown	
	253671	A-20G-1-DO	Soviet Air Force	acc	28mar43	
11019/150	CCCP-M185	A-20G-1-DO	Gidrometeosluzhba	rgd	dec46 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Moskovski AFO
	CCCP-F...	A-20G-1-DO	GU GK	rgd	unknown	
	253684	A-20G-1-DO	Soviet Air Force	acc	30mar43	
11033/164	CCCP-M272	A-20G-1-DO	Gidrometeosluzhba	rgd	jun46 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Moskovski AFO
	CCCP-F...	A-20G-1-DO	GU GK	rgd	unknown	
	253698	A-20G-1-DO	Soviet Air Force	acc	01apr43	
11040/171	CCCP-M269	A-20G-1-DO	Gidrometeosluzhba	rgd	jun46 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Moskovski AFO; struck off charge in the 3rd quarter of 1949 as worn out
	CCCP-F335	A-20G-1-DO	GU GK	rgd	jun48 ?	
	253705	A-20G-1-DO	Soviet Air Force	acc	03apr43	
11076/207	CCCP-M280	A-20G-1-DO	Gidrometeosluzhba	rgd	jun46 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Moskovski AFO
	CCCP-F...	A-20G-1-DO	GU GK	rgd	unknown	
	253741	A-20G-1-DO	Soviet Air Force	acc	12apr43	
11104/235	CCCP-M270	A-20G-1-DO	Gidrometeosluzhba	rgd	jun46 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Moskovski AFO
	CCCP-F...	A-20G-1-DO	GU GK	rgd	unknown	
	253769	A-20G-1-DO	Soviet Air Force	acc	19apr43	
11113/244	CCCP-M275 ?	A-20G-1-DO	Gidrometeosluzhba	rgd	jun46 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Moskovski AFO
	CCCP-F...	A-20G-1-DO	GU GK	rgd	unknown	
	253778	A-20G-1-DO	Soviet Air Force	acc	20apr43	
11117/248	CCCP-M275 ?	A-20G-1-DO	Gidrometeosluzhba	rgd	jun46 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Moskovski AFO
	CCCP-F...	A-20G-1-DO	GU GK	rgd	unknown	
	253782	A-20G-1-DO	Soviet Air Force	acc	23apr43	
11163/294	CCCP-M281	A-20G-1-DO	Gidrometeosluzhba	rgd	jun46 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Moskovski AFO
	CCCP-F...	A-20G-1-DO	GU GK	rgd	unknown	
	253828	A-20G-5-DO	Soviet Air Force	acc	29apr43	
11168/299	CCCP-X618	A-20G-5-DO	MPL-LIS NIEI PDS	rgd	jul46 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Moskovski AFO
	253833	A-20G-5-DO	Soviet Air Force	acc	28apr43	
	CCCP-F380	A-20G-5-DO	GU GK	rgd	30apr52	
11170/301	CCCP-F380 ?	A-20G-5-DO	AFL/West Siberia	trf	mar53	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severn from 1952
	253835	A-20G-10DO	Soviet Air Force	acc	30apr43	
	CCCP-L1129	A-20G-10DO	Aeroflot/Ukraine	rgd	jan54 ?	
11344/475	254009	A-20G-10DO	Soviet Air Force	acc	28may43	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; struck off charge in 1954 as life-time expired; the same registration was used on a B-25 at the same time
	CCCP-F374	A-20G-10DO	GU GK	rgd	11apr52	
	CCCP-A374	A-20G-10DO	GU GK	rgd	unknown	
11564/695	254229	A-20G-15DO	Soviet Air Force	acc	05jul43	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; latest known CoFA issued in 1953; struck off charge 13apr56 due to its poor technical condition
	CCCP-F249	A-20G-15DO	GU GK	rgd	apr46 ?	
	286601	A-20G-20DO	Soviet Air Force	acc	31jul43	
14002/789	CCCP-M186	A-20G-1-DO	Gidrometeosluzhba	acc	dec46 ?	USAAF s/n 42-86601 seems to be the sole viable option; Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Moskovski AFO; made a forced landing 19aug50 (pilot: N.I. Kuznetsov)
	CCCP-F333	A-20G-1-DO	GU GK	rgd	jun48 ?	
	254009	A-20G-10DO	Soviet Air Force	acc	28may43	
14093/880	286692	A-20G-20DO	Soviet Air Force	acc	22aug43	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; latest known CoFA expired 31may52
	CCCP-F369	A-20G-20DO	GU GK	rgd	22jun51	
	39150	A-20G-25DO	Soviet Air Force	acc	09oct43	
14426/1213	CCCP-L1131	A-20G-25DO	Aeroflot/Ukraine	rgd	jan54 ?	USAAF s/n 43-9150; handed over 25feb44, with total time 38 hours 55 minutes converted to a photo survey aircraft without armament; operated by OVS No. 4; latest known CoFA expired 01jun54; struck off charge 19aug55 due to its technical condition after an incident
	39507	A-20G-30DO	Soviet Air Force	acc	30nov43	
	CCCP-L1142	A-20G-30DO	Aeroflot/Northern	rgd	01apr54	
14783/1570	39519	A-20G-30DO	Soviet Air Force	acc	02dec43	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; latest known CoFA expired 31dec54; struck off charge 15feb55
	CCCP-F223	A-20G-30DO	GU GK	rgd	apr45 ?	
	39542	A-20G-30DO	Soviet Air Force	acc	07dec43	
14818/1605	CCCP-F281 ?	A-20G-30DO	GU GK	rgd	jan47 ?	USAAF s/n 43-9542 the registration CCCP-F281 is given in the same register ledger for this A-20 as well as for O-52 c/n 131 which crashed 20sep48; Main Directorate of Geodesy and Cartography; transferred in the 4th quarter of 1948; opb Leningradski AFO; written off 04oct48 when caught fire whilst being parked at an unknown airfield and burnt out
	39579	A-20G-30DO	Soviet Air Force	acc	09dec43	
	CCCP-F229	A-20G-30DO	GU GK	rgd	apr45 ?	
14855/1642	39579	A-20G-30DO	Soviet Air Force	acc	09dec43	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Yakutski AFO Yakutskogo AGP; written off 19aug52 on an aerial survey flight from Takhtamygda when the right engine caught fire (due to poor maintenance) shortly before landing and the tubes of the braking system were destroyed by the fire so that the aircraft overran the runway and the left main gear collapsed, the crew managed to leave the aircraft, but the aircraft burnt out
	CCCP-F229	A-20G-30DO	GU GK	rgd	apr45 ?	
	39579	A-20G-30DO	Soviet Air Force	acc	09dec43	
14882/1669	39606	A-20G-30DO	Soviet Air Force	acc	13dec43	USAAF s/n 43-9606 converted to a photo survey aircraft without armament; operated by OVS No. 4; latest known CoFA expired 01jun54; struck off charge 31jan56 as life-time expired; the same registration was used on a B-25 at the same time
	CCCP-L1130	A-20G-30DO	Aeroflot/Ukraine	rgd	jan54 ?	
	39606	A-20G-30DO	Soviet Air Force	acc	13dec43	
15070/1857	39794	A-20G-30DO	Soviet Air Force	mfd	03jan44	USAAF s/n 43-9794; accepted by the USAAF 06jan44
	CCCP-F375	A-20G-30DO	GU GK	rgd	12apr52	
	CCCP-F375	A-20G-30DO	Aeroflot/Ukraine	trf	unknown	
15119/1906	39843	A-20G-35DO	Soviet Air Force	mfd	03jan44	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by OVS No. 4; struck off charge 31jan56 as life-time expired
	CCCP-F291	A-20G-35DO	GU GK	rgd	jan47 ?	
	39843	A-20G-35DO	Soviet Air Force	mfd	03jan44	
15319/2106	310043	A-20G-35DO	Soviet Air Force	mfd	29jan44	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; latest known CoFA issued in 1953; struck off charge 15feb55
	CCCP-F376	A-20G-35DO	GU GK	rgd	12apr52	
	CCCP-A1098	A-20G-35DO	Aeroflot	rgd	unknown	

15352/2139	310076	A-20G-35DO Soviet Air Force	mfd	31jan44	USAAF s/n 43-10076; the date of acceptance by the USAAF was erased in the US delivery log, but should probably have been 02feb44
	CCCP-F...	A-20G-35DO GU GK	rgd	apr52 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Moskovski AFO; struck off charge 09mar53
15374/2161	310098 CCCP-L1134	A-20G-35DO Soviet Air Force A-20G-35DO AFL/Uzbekistan	mfd rgd	02feb44 feb54 ?	USAAF s/n 43-10098; accepted by the USAAF 07feb44 converted to a photo survey aircraft without armament; latest known CoFA expired 01feb54; struck off charge 15feb55
20925/2327	321278 CCCP-F377	A-20G-40DO Soviet Air Force A-20G-40DO GU GK	mfd rgd	24feb44 12apr52	USAAF s/n 43-21278; accepted by the USAAF 26feb44 Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; latest known CoFA issued in 1953; struck off charge 13apr56 due to its poor technical condition
20993/2395	321346 CCCP-F297	A-20G-40DO Soviet Air Force A-20G-40DO GU GK	mfd rgd	28feb44 jan47 ?	USAAF s/n 43-21346; accepted by the USAAF 01mar44 Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Leningradski AFO; based at Ukhta from spring 1949 to oct49; written off 21oct49 on a positioning flight from Ukhta to Leningrad when encountered below-minima weather conditions (low clouds and poor visibility), failed to return and crashed in a forest near Kotlas, all 5 crew members (pilot: Pyotr G. Petrov) were killed; total time 886 hours; the search for the wreck was called off 11nov49 and it was found only oct85
20996/2398	321349 CCCP-M266 CCCP-F346	A-20G-40DO Soviet Air Force A-20G-40DO Gidrometeoslužbha A-20G-40DO GU GK	mfd rgd rgd	28feb44 jun46 ? sep48 ?	USAAF s/n 43-21349; accepted by the USAAF 07mar44 Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Kievski OAO Ukrainskogo AGP; struck off charge in 1954
21007/2409	321360 CCCP-M267 CCCP-F351	A-20G-40DO Soviet Air Force A-20G-40DO Gidrometeoslužbha A-20G-40DO GU GK	mfd rgd rgd	01mar44 jun46 ? sep48 ?	USAAF s/n 43-21360; accepted by the USAAF 07mar44 Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Leningradski AFO; struck off charge in the 3rd quarter of 1949 as worn out
21050/2452	321403 CCCP-M184	A-20G-40DO Soviet Air Force A-20G-40DO Gidrometeoslužbha	mfd rgd	04mar44 24dec46	USAAF s/n 43-21403; accepted by the USAAF 07mar44 operated by 2 zveno razvedki Ila i transportnykh polyotov 37 osao YaU GMS (2nd ice reconnaissance and transport flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service)
	CCCP-F...	A-20G-40DO GU GK	trf	18may48	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by AFO YaAGP GU GK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography) from 20may48; struck off charge 18nov48
21058/2460	321411 CCCP-F378	A-20G-40DO Soviet Air Force A-20G-40DO GU GK	mfd rgd	06mar44 23apr52	USAAF s/n 43-21411; accepted by the USAAF 09mar44 Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severny from 1952
	CCCP-A378	A-20G-40DO AFL/West Siberia	rgd	01mar53	operated by AOVs No. 6 at Novosibirsk-Severny; latest known CoFA issued 23apr52; struck off charge 03mar54 as having been in use for a long time; scrapped
21146/2548	321499 CCCP-L1137	A-20G-40DO Soviet Air Force A-20G-40DO AFL/Uzbekistan	mfd rgd	15mar44 feb54 ?	USAAF s/n 43-21499; accepted by the USAAF 16mar44; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pap 09apr44 converted to a photo survey aircraft without armament; latest known CoFA expired 01aug54; struck off charge 15feb55
21156/2558	321509 CCCP-M265 CCCP-F...	A-20G-40DO Soviet Air Force A-20G-40DO Gidrometeoslužbha A-20G-40DO GU GK	mfd rgd rgd	15mar44 jun46 ? unknown	USAAF s/n 43-21509; accepted by the USAAF 20mar44 Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Novosibirski AFO Novosibirskogo AGP
21159/2561	321512 CCCP-F371 CCCP-A1094	A-20G-40DO Soviet Air Force A-20G-40DO GU GK A-20G-40DO GU GK	mfd rgd rgd	16mar44 28nov51 unknown	USAAF s/n 43-21512; accepted by the USAAF 17mar44 Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament latest known CoFA issued in 1953
21176/2578	321529 CCCP-M181	A-20G-40DO Soviet Air Force A-20G-40DO Gidrometeoslužbha	mfd rgd	17mar44 dec46 ?	USAAF s/n 43-21529; accepted by the USAAF 20mar44 initially operated by 37 osao YaU GMS (37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service); ferried to Krasnoyarsk 25nov46 and transferred to KU GMS (Krasnoyarsk Directorate) 14dec46
	CCCP-F...	A-20G-40DO GU GK	rgd	unknown	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; transferred in the 4th quarter of 1948; operated by Novosibirski AFO Novosibirskogo AGP
21312/2714	321665 CCCP-F373 CCCP-A1097	A-20G-40DO Soviet Air Force A-20G-40DO GU GK A-20G-40DO Aeroflot	mfd rgd rgd	31mar44 04jan52 unknown	USAAF s/n 43-21665; accepted by the USAAF 05apr44 Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament latest known CoFA issued in 1953
21316/2718	321669 CCCP-L781 ?	A-20G-40DO Soviet Air Force A-20G-40DO GVF	mfd rgd	01apr44 jan46 ?	USAAF s/n 43-21669; accepted by the USAAF 03apr44 registration correct ?, see c/n 21703; operated by 3 oads GVF at Myachkovo; made a forced landing 11jul45
21322/2724	321675 CCCP-L1132	A-20G-40DO Soviet Air Force A-20G-40DO Aeroflot/Ukraine	mfd rgd	01apr44 jan54 ?	USAAF s/n 43-21675; accepted by the USAAF 06apr44 converted to a photo survey aircraft without armament; operated by OVS No. 4; latest known CoFA expired 01jun54; struck off charge 31jan56 as life-time expired
21323/2725	321676 CCCP-M182	A-20G-40DO Soviet Air Force A-20G-40DO Gidrometeoslužbha	mfd rgd	03apr44 24dec46	USAAF s/n 43-21676; accepted by the USAAF 05apr44 operated by 2 zveno razvedki Ila i transportnykh polyotov 37 osao YaU GMS (2nd ice reconnaissance and transport flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service)
	CCCP-F...	A-20G-40DO GU GK	trf	18may48	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by AFO YaAGP GU GK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography) from 20may48; struck off charge 18nov48
21345/2747	321698 "8" CCCP-F253	A-20G-40DO Soviet Air Force A-20G-40DO Soviet Navy ? A-20G-40DO GU GK	rgd	unknown	USAAF s/n 43-21698; delivered via Abadan (Iran); ferried from Abadan to the Soviet Union 28jul44 modified locally with a navigator's station in the nose Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; probably operated by Leningradski AFO; in olive drab c/s neutral grey undersides, with several areas overpainted in a different colour; the code "8" on the fin was retained while the Red Stars were painted out; on photos at Ukhta in 1947 or 1948
21448/2850	321801 CCCP-F379	A-20G-45DO Soviet Air Force A-20G-45DO GU GK	mfd rgd	15apr44 23apr52	USAAF s/n 43-21801; accepted by the USAAF 18apr44 Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severny from 1952
	CCCP-A1099	A-20G-45DO AFL/West Siberia	rgd	01mar53	operated by AOVs No. 6 at Novosibirsk-Severny; latest known CoFA issued in 1953; struck off charge in 1954 and scrapped
21506/2908	321859 CCCP-F236	A-20J-20DO Soviet Air Force A-20J-20DO GU GK	mfd rgd	22apr44 apr45 ?	USAAF s/n 43-21859; accepted by the USAAF 25apr44 Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Leningradski AFO; damaged 15may48 when a leg of the landing gear collapsed whilst the aircraft was parked; was under repair in 1948/49; based at Ukhta from spring to oct49 (pilot: Poseletin)
21566/2968	321919 CCCP-F303	A-20G-45DO Soviet Air Force A-20G-45DO GU GK	mfd rgd	28apr44 jan47 ?	USAAF s/n 43-21919; accepted by the USAAF 01may44 not CCCP-F308; Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Kievski AFO Ukrainskogo AGP; made a forced landing 17jun49
21697/3099	322050 CCCP-L1135	A-20J-20DO Soviet Air Force A-20J-20DO AFL/Uzbekistan	mfd rgd	15may44 feb54 ?	USAAF s/n 43-22050; accepted by the USAAF 17may44 converted to a photo survey aircraft without armament; latest known CoFA expired 01aug54; struck off charge 15feb55
21703/3105	322056 CCCP-L781 ?	A-20J-20DO Soviet Air Force A-20J-20DO GVF	mfd rgd	15may44 unknown	USAAF s/n 43-22056; accepted by the USAAF 17may44 registration correct ?, see c/n 21316; operated by 3 oads GVF at Myachkovo; suffered an engine failure 14jul45
	CCCP-F222	A-20J-20DO GU GK	rgd	apr45 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Yakutski AFO YaAGP GU GK (Yakutian aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography); CoFA valid until 31dec47; damaged beyond repair 13jul47 on a positioning flight from Yakutsk to Yugoryonok when the crew was not able to find the airfield because of the smoke from forest fires and the lack of radio communications, instead of diverting to the reserve airfield the crew circled the area until the aircraft ran out of fuel and eventually force-landed on a sandbar in the river Maya 95 km east of Yugoryonok, 1 of the 4 crew members was killed (he died 17jul47) and the other 3 crew members (among them the pilot, P.I. Chernukhin) were injured while all 4 passengers escaped unhurt; total time 467 hours 32 minutes
23340/117	4117 CCCP-A1123	A-20K-11DO Soviet Air Force A-20K-11DO Aeroflot/Ukraine	mfd rgd	17jun44 30sep53	USAAF s/n 44-117; accepted by the USAAF 23jun44; ferried on the ALSIB route by 1 pad KVT; departed Fairbanks 06jul44 converted to a photo survey aircraft without armament; operated by OVS No. 4; latest known CoFA expired 31jan54; struck off charge 31jan56 due to its poor technical condition
23346/123	4123 CCCP-A1124	A-20K-11DO Soviet Air Force A-20K-11DO Aeroflot/Ukraine	mfd rgd	19jun44 30sep53	USAAF s/n 44-123; accepted by the USAAF 23jun44; ferried on the ALSIB route by 1 pad KVT; departed Fairbanks 10jul44 converted to a photo survey aircraft without armament; operated by OVS No. 4; latest known CoFA expired 31dec53; struck off charge 31jan56 due to its poor technical condition
23347/124	4124 CCCP-L1181 4130	A-20K-11DO Soviet Air Force A-20K-11DO Aeroflot/Northern A-20K-11DO Soviet Air Force	mfd rgd mfd	17jun44 09apr55 22jun44	USAAF s/n 44-124; accepted by the USAAF 23jun44; ferried on the ALSIB route by 1 pad KVT; departed Fairbanks 07jul44 converted to a photo survey aircraft without armament; latest known CoFA expired 30nov55
23353/130	CCCP-L770	A-20K-11DO GVF	rgd	jan46 ?	USAAF s/n 44-130; accepted by the USAAF 26jun44; ferried on the ALSIB route by 1 pad KVT; departed Fairbanks 11jul44; h/o to 15 aviabaza at Krasnoyarsk 10oct44, with total time 40 hours 35 minutes
23357/134	4134 CCCP-F330	A-20K-11DO Soviet Air Force A-20K-11DO GU GK	mfd rgd	19jun44 jun48 ?	operated by 3 oads GVF at Myachkovo; damaged 27oct45 on landing at Budapest when did not correctly align with the runway, veered off the runway and suffered damage; total time 509 hours USAAF s/n 44-134; in olive drab c/s with neutral grey undersides; accepted by the USAAF 24jun44; photo at Santa Monica, CA; ferried on the ALSIB route by 1 pad KVT; departed Fairbanks 06jul44 Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severny from 1951; conducted aerial surveys in the Kurgan and Tyumen areas 15jun51/10aug51; written off 10aug51 on a photo survey flight

						from Omsk-Tsentralny to Kurgan when caught fire in-flight, entered a dive at a height of 400 metres, crashed near Peterfeld (22 km north-west of Petropavlovsk-Kazakhski airport) and exploded, all 5 crew members (pilot: Vladimir I. Solovyov) were killed, probably a crew member had smoked and unintentionally incended fuel-soaked covers and clothing (they had got soaked during refuelling at Omsk); total time 518 hours
23359/136	4136	A-20K-11DO Soviet Air Force	mfd	21jun44		USAAF s/n 44-136; accepted by the USAAF 27jun44; ferried on the ALSIB route by 1 pad KVT; departed Fairbanks 10jul44; h/o to 15 aviabaza at Krasnoyarsk 01sep44, with total time 43 hours 25 minutes
	CCCP-F283	A-20K-11DO GU GK	rgd	jan47 ?		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severnny from 1948; conducted aerial surveys in the Vasyugano-Tymski and Kemerovo-Stalinski districts 25jun50/23oct50; written off 23oct50 on a photo survey flight from Novosibirsk-Severnny when the right engine failed (due to faulty overhaul) shortly after take-off and the left engine overheated, the pilot (G.N. Boyarchikov) opted for a forced landing in a forest 2 km north-west of the airport, the aircraft touched trees, the right wing collided with the edge of a ditch and the aircraft broke up and caught fire, both operators were killed and all 3 cockpit crew were injured (2 of them, among them the pilot, seriously); total time 707 hours
23365/142	4142	A-20K-11DO Soviet Air Force	mfd	23jun44		USAAF s/n 44-142; accepted by the USAAF 26jun44; ferried on the ALSIB route by 1 pad KVT; departed Fairbanks 12jul44; h/o to 15 aviabaza at Krasnoyarsk 05nov44, with total time 28 hours 25 minutes
	CCCP-L1136	A-20K-11DO AFL/Uzbekistan	rgd	feb54 ?		converted to a photo survey aircraft without armament; latest known CoFA expired 01aug54; struck off charge 25feb55
23366/143	4143	A-20K-11DO Soviet Air Force	mfd	23jun44		USAAF s/n 44-143; in olive drab c/s with neutral grey undersides; photo at the factory; accepted by the USAAF 27jun44; ferried on the ALSIB route by 1 pad KVT; departed Fairbanks 16jul44; h/o to 15 aviabaza at Krasnoyarsk 01sep44, with total time 36 hours 50 minutes
	CCCP-F284	A-20K-11DO GU GK	rgd	jan47 ?		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severnny from 1948; damaged by fire 15may48 while being parked; written off 24jun50 on a positioning flight from Podkamennaya Tunguska to Turukhansk when went missing after having passed Imbatskoye, all 5 crew members (pilot: S.G. Yurenkov) and the sole passenger (an engine mechanic) were killed; total time 345 hours
23369/146	4146	A-20K-11DO Soviet Air Force	mfd	24jun44		USAAF s/n 44-146; accepted by the USAAF 26jun44; ferried on the ALSIB route by 1 pad KVT; departed Fairbanks 10jul44
	not known CCCP-L1143	A-20K-11DO not known A-20K-11DO Aeroflot/Northern	rgd	01apr54		based at Igarka as of 1947
---	CCCP-F211	A-20K GU GK	rgd	apr45 ?		converted to a photo survey aircraft without armament; in olive drab c/s with neutral grey undersides; latest known CoFA expired 31dec54; struck off charge 21apr57 as worn out
---	CCCP-F212	A-20G GU GK	rgd	apr45 ?		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severnny by 1947; in olive drab c/s with neutral grey undersides, with 'GUGK Aerostyomka' titles on the nose; no longer on charge by 1948
---	CCCP-F213 ?	A-20 GU GK				Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severnny by 1947/50; no longer on charge by 1951
---	CCCP-F214	A-20 GU GK	rgd	apr45 ?		Main Directorate of Geodesy and Cartography; registration may have been CCCP-F215; involved in an accident in 1946
---	CCCP-F216	A-20G GU GK	rgd	apr45 ?		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by ao YaAGP GU GK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography); electric and radio equipment removed and sent to repair on the basis of an order dated 09sep46; detached to the Olyokminsk aerial survey party 15oct47 (pilot: B.E. Ille) '898' as seen on the wreck may indicate USAAF s/n 42-53898 or 43-21898; Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; in olive drab c/s with neutral grey undersides; reportedly initially operated by Moskovski AFO and transferred to Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severnny sep46; written off 03sep46 reportedly on the ferry flight from Moscow to Novosibirsk when crashed into a slope of Mount Zelyonaya (1,384 metres) in the Kuznetski Alatau range (N54.975532 E88.109574), at the border of the Tisul district and the Krapivinski district of the Kemerovo region, all 3 crew members and 4 passengers (according to another source all 5 crew members, pilot: Pyotr Parshutin) were killed; the wreck was found reportedly only in 1966 and was blown up in the early 1990s, part of the wreckage was flown by an MChS helicopter to Kemerovo sep14 and is on display in Kuznetski krayevedcheski muzei
---	CCCP-F217	A-20 GU GK	rgd	apr45 ?		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Moskovski AFO Moskovskogo AGP; written off 28sep49 while undergoing ground tests at Vitim when caught fire and burnt out, no casualties
---	CCCP-F220	A-20G-10DO GU GK	rgd	apr46 ?		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severnny by 1947/50; no longer on charge by 1951
---	CCCP-F224	A-20 GU GK	rgd	apr45 ?		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Leningradski AFO; based at Ukhta from spring to oct49 (pilot: Sladkov)
---	CCCP-F225	A-20 GU GK	rgd	apr45 ?		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severnny from 1951; damaged beyond repair 02sep51 on an aerial survey flight from Nizhneudinsk to the area of Alygdar when returned to Nizhneudinsk due to poor weather, touched down with the right main gear 48 metres before the airfield's perimeter and 128 metres before the landing T, the right main gear broke due to fatigue, the nose gear broke as well and the aircraft came to rest on fuselage and engines after some 50-60 metres, all 5 crew members escaped unhurt
---	CCCP-F227	A-20 GU GK	rgd	apr45 ?		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severnny by 1947/50; no longer on charge by 1951
---	CCCP-F231	A-20 GU GK	rgd	apr45 ?		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Moskovski AFO; damaged in 1950
---	CCCP-F237	A-20 GU GK	rgd	apr45 ?		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severnny from 1951; still on charge by 1952
---	CCCP-F237 CCCP-F248	A-20 AFL/West Siberia GU GK	trf rgd	mar53 apr46 ?		operated by 6 AOVs at Novosibirsk-Severnny; scrapped in 1953
---	CCCP-F251	A-20 GU GK	rgd	apr46 ?		Main Directorate of Geodesy and Cartography; arrived at Yakutsk from Tashkent jul47; transferred to ao YaAGP GU GK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography) 16jul47; converted to a photo survey aircraft without armament (to replace CCCP-F222) by 05aug47
---	CCCP-F251	A-20 AFL/West Siberia	trf	mar53		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severnny from 1952
---	CCCP-F256	A-20 GU GK	rgd	apr46 ?		operated by 6 AOVs at Novosibirsk-Severnny; scrapped in 1953
---	CCCP-F286	A-20 GU GK	rgd	jan47 ?		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severnny by 1947/48; no longer on charge by 1949
---	CCCP-F286 CCCP-F289	A-20 AFL/West Siberia A-20K-10DO GU GK	trf rgd	mar53 jan47 ?		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severnny from 1951; still on charge by 1952
---	CCCP-F290	A-20 GU GK	rgd	jan47 ?		operated by 6 AOVs at Novosibirsk-Severnny-Severnny; scrapped in 1953
---	CCCP-F292	A-20 GU GK	rgd	jan47 ?		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Leningradski AFO; damaged in 1950
---	CCCP-F293	A-20 GU GK	rgd	jan47 ?		Main Directorate of Geodesy and Cartography; powered by Wright "Cyclone" engines c/ns 43-85182 and 43-107387; converted to a photo survey aircraft without armament; arrived at Yakutsk from Moscow jul47; transferred to ao YaAGP GU GK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography) 16jul47; the crew (pilot: B.E. Ille) had to return from aerial survey party No. 2 to Yakutsk 28jul48
---	CCCP-F296	A-20 GU GK	rgd	jan47 ?		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severnny by 1947/50; no longer on charge by 1951
---	CCCP-F300	A-20 GU GK	rgd	jan47 ?		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Leningradski AFO; based at Vorkuta from spring to oct49 (pilot: Lukin); damaged in 1950
---	CCCP-F300 CCCP-F302	A-20 AFL/West Siberia GU GK	trf rgd	mar53 jan47 ?		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severnny by 1947; still on charge by 1952
---	CCCP-F302	A-20 AFL/West Siberia	trf	mar53		operated by 6 AOVs at Novosibirsk-Severnny; scrapped in 1953
---	CCCP-F341	A-20J-20DO GU GK	rgd	sep48 ?		Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severnny from 1951; still on charge by 1952
						operated by 6 AOVs at Novosibirsk-Severnny; scrapped in 1953
						Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severnny from 1949; in natural metal or light grey c/s; written off 11oct50 on a positioning flight from Krasnoyarsk to Novosibirsk when encountered poor weather which had not been forecast (the mountains in the area of Minino and Snezhnitsa were covered by clouds), failed to return, touched tree tops on the slope of a mountain 3.5 km south of Snezhnitsa railway station (30 km west of Krasnoyarsk) and suffered damaged to the cockpit and the right wing, the pilot tried to continue the flight, but the aircraft stalled, crashed in the forest on the summit of the mountain and exploded, all 5 crew members (pilot: Aleksandr A. Prilepko) were killed; the crash site was rediscovered 29sep14

---	CCCP-F342	A-20	GU GK	rgd	sep48 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severny from 1949; no longer on charge by 1950
---	CCCP-F344	A-20	GU GK	rgd	sep48 ?	Main Directorate of Geodesy and Cartography; converted to a photo survey aircraft without armament; operated by Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Severny from 1949; still on charge by 1952
---	CCCP-F344	A-20	AFL/West Siberia	trf	mar53	operated by 6 AOVs at Novosibirsk-Severny; scrapped in 1953
---	CCCP-L703	A-20J	GfV	rgd	aug46 ?	operated by 3 oads GfV at Myachkovo
---	CCCP-L705	A-20J	GfV	rgd	jan46 ?	operated by 3 oads GfV at Myachkovo; suffered an engine failure 11may45
---	CCCP-L706	A-20J	GfV	rgd	jan46 ?	operated by 3 oads GfV at Myachkovo; written off 19aug45 when the flight mechanic 2nd Lieutenant Bogdanov took command of the parked aircraft at Myachkovo and took off, no traces of neither aircraft nor 'pilot' were ever found (possibly Bogdanov had decided to commit suicide as he had problems with his superiors)
---	CCCP-L762	A-20J	GfV	rgd	jan46 ?	operated by 3 oads GfV at Myachkovo
---	CCCP-X578	A-20G-1-DO	Minrybprom	rgd	jun46 ?	Ministry of Fishery; operated by Sevryba at Arkhangelsk, used for spotting fish shoals
---	"14" white	A-20G-35DO	Soviet Navy			carries USAAF s/n 43-10052 on the fin, but is a different aircraft; restored from the wreckage of an unidentified machine which rested near Kochenyovo railway station (Novosibirsk region) since its delivery flight on the ALSIB route; poorly restored by TOO "Avion", the SibNIA and ARZ No. 26 at Novosibirsk in 1992/94; in olive drab c/s with neutral grey undersides; flown in an An-22 from Novosibirsk to the Moscow region sep94; preserved in the Russian Air Force museum at Monino from 16oct94, l/n aug01
	"14" yellow	A-20G-35DO	Soviet Navy			preserved in the Russian Air Force museum at Monino (in hangar No. 6B from nov14); repainted in fresh olive drab c/s with neutral grey undersides (now with a yellow code and without the USAAF serial on the fin) in 2002 and repainted again in 2013, l/n apr21

## 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 eight 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 MDAP 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 Zračnog Saobraćaja (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 millenium.

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.

Note 1: The given acceptance dates are the dates when the aircraft were officially accepted by the USAAF. Unfortunately, the US delivery log contains the manufacture dates only for aircraft which were built from January 1944. Note 2: Fiscal years then ran from 1 July of the previous calendar year to 30 June. For example, the fiscal year 1941 started on 1 July 1940 and ended on 30 June 1941 (the change to the fiscal year starting on 1 October took place only in 1976). As the USAAC was renamed USAAF on 20 June 1941, the FY 41 serial numbers are still USAAC serial numbers. Note 3: The following colours were used to camouflage C-47s: dark olive drab shade 41, medium green shade 42 and neutral gray shade 43. Note 4: For the general understanding of the situation in which these aircraft were delivered by the United States, here are some economic indicators for 1943 and 1944: Military spending made up 37.0 % resp. 37.9 % of the gross domestic product, and the budget deficit reached 30.3 % resp. 22.8 %.

### Built by Douglas at Santa Monica-Clover Field, 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 were 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; cancelled 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; operated by upravljeniye VVS PriboVO for some time; destroyed on the ground at Riga-Spilve by German fighters jun41 or jul41, a photo of the wreck exists; it is reported that another DC-2 was operated by eon GU VVS
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 the 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	CCCP-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 members and both passengers were 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; appeared in the 1937 Czechoslovakian film "Přístav vzdušného more" (Airport); trf to Lufthansa 15aug39; became D-AAIC, OH-DLB, OH-LDB and DO-3 (Finnish Air Force); wfu in 1951; the fuselage was preserved in the Finnish Aviation Museum at Helsinki-Vantaa from aug86 (l/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 Wöstswag of Urga (Mongolia); rgd 05oct37; d/d 29nov37; cancelled 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+FJ (German Air Force) and D-AAID; dbr 26jan44 when suffered engine problems and made a forced landing near Plötzitz (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 members 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 members 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
	39	DC-2-221	CNAC	i/s	may39 ?	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 members and 10 passengers) were killed by the strafing Japanese fighters and 2 were injured
1581	OK-AIA	DC-2-115K	CLS	mfd	24feb36	assembled by Fokker (30); rgd 12mar36; d/d 24mar36; in natural metal c/s; in service 20apr36; damaged beyond repair the same day on its first scheduled flight when force-landed at Elburg (Netherlands); cancelled 17sep36
1582	OK-AIB	DC-2-115K	CLS	mfd	04mar36	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); cancelled 04mar57 and scrapped
1586	40/XT-OBF	DC-2-190	CNAC	mfd	29jul36	ex NC16048 (cancelled 25apr39); bought mar39; d/d 15may39; named 'Kangting'; allotted also registration XT-OBF (or XT-DBF ?) for flights to Burma (there is a photo of a DC-2 with the registration XT-OBF 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 members were killed
1589	URSS-M132	DC-3-196	AFL/International	d/d	30nov36 ?	was fitted with an outward-opening passenger door on the right side; ex NC14995; bought via X.Cello; delivered via Fokker, delivered to Cherbourg 30nov36 (or 01dec36); studied by TsAGI in 1937; a technical description of the aircraft was published by Factory No. 156; rgd 25jun37; in natural metal c/s; was the first DC-3 which entered Aeroflot service, first revenue flight (to BMA) 27jun37; photo 29mar38
	URSS-A URSS-A	DC-3-196 DC-3-196	AFL/International GVF	rgd trf	05may39 1941	entered service 12jun39; used on the MOW-BMA route jul40 opb 1 ae MAGON GVF (formed 23jun41) by 19jul41/29oct41; operated by otday osobogo naznacheniya GU GVF from 08apr43 / on the basis of a decree issued 06apr43 (became 1 otday osobogo naznacheniya GU GVF 01jul43); struck off charge 01dec44 as worn out
1598	not known	DC-2-193	Chinese Air Force	d/d	28may36	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 Shoukouling jan37; later opb the National Government VIP Flight
	36 not known	DC-2-193 DC-2-193	CNAC Chinese Air Force	lsd	1936 ?	named 'Kwangtung'; returned to the Chinese Air Force in winter 1939 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
1600	28	DC-2-118A	CNAC	d/d	28jun36	delivered unassembled; named 'Szechwan'; w/o 25dec36 when force-landed at Chengtu (now Chengdu) and burnt out
1954	XT-5..	DST-A-207	Centr Air Trp Corp	mfd	jul37	ex NC18106, USAAF s/n 42-78026 and NC33324; d/d jul48; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8342C 19dec49 (cancelled 12aug53); transported by an ocean-going barge to Sangley Point (Philippines) in late 1952; became N1788B and N490; exported to the Philippines 06aug64
1973	OK-AIH	DC-3-220	CLS	mfd	19aug37	fitted with an outward-opening passenger door on the right side; f/n in the factory 20aug37; delivered via Fokker; rgd 30aug37; d/d 08sep37; i/s 23mar38; cancelled only 20apr40; became D-AAIH named 'Prag'; trf to Lufthansa 09aug39 and entered service 24aug39; w/o 29oct40 when crashed on take-off from Berlin-Tempelhof, 2 crew members were killed and 1 was injured
1974	not known	DC-3G2-227	Soviet Air Force ?	d/d	26aug37	bought for the non-existing Mongolian Transport Co. aug37; delivered via Fokker, delivered to Cherbourg 26aug37; carried test registration 'F-2'
1980	YU-ABM	DC-3-194C	JAT	mfd	27aug37	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
1985	YR-PIF	DC-3-227	LARES	d/d	09sep37	delivered via Fokker; toc 20sep37; first CoFA issued 26nov37; named 'Dor de duca'; the last known CoFA expired 28jun40; total time 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 (Transylvania), all 3 crew members and all were passengers killed; cancelled 31mar42
1986	YR-PAF	DC-3-227	LARES	d/d	09sep37	delivered via Fokker; toc 20sep37; first CoFA issued 26nov37; named 'Tot m'as duce'; total time 614 hours 27 minutes and 573 cycles by 01aug40; severely damaged 19jun41 on take-off from Bucharest en route to Sofia; repaired
	YR-PAF YR-PAF	DC-3-227 DC-3-227	TARS DGFAC	no trf	reports 25apr53	last CoFA issued 24mar53 Directorate of Civil Aviation; various vital components like engines, undercarriage, some instruments etc. were replaced by Soviet-made components
	YR-PAF	DC-3-227	TAROM	no	reports	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; cancelled 30nov64 as scrapped
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'	DC-3A	CSA	mfd	oct37	built as a DC-3-229; ex NC18119, N403D and N143JR; bought by the aviation museum (Letecké muzeum) at Prague-Kbely 07jun91 and arrived there 20jun91; was displayed in these fake colours in the museum at Kbely; was displayed in front of the main office complex of CSA at Prague-Ruzyně from 20sep03 until late 2016; returned to the museum at Kbely, seen oct17; repaired and repainted by VTÚLaPVO jan18/nov18; see c/n 19539
	'D-21'	DC-3A	Czechoslovak AF	Kbe	21nov18	in olive drab c/s with turquoise undersides; displayed in these fake colours in the aviation museum (Letecké muzeum) at Prague-Kbely from 21nov18, l/n nov19; see c/n 15010/26455
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
	URSS-M URSS-M135	DC-3-196A DC-3-196A	Hamiata AFL/International	rgd d/d	1940 21may38	in full Aeroflot c/s; still in service by apr42; struck off charge by 01apr47 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	in natural metal c/s; entered service 03may39; f/n THF 09jan40, inaugurating the MOW-THF service; used on the MOW-BMA route jul40; see c/n 2035
	URSS-B (1)	DC-3-196A	GVF	trf	1941	operated by 1 ae MAGON GVF (formed 23jun41) by 19jul41; w/o 02aug41 while being parked at Brovary (near Kiev) when the airfield was attacked by the German Air Force and the aircraft was hit and destroyed, the crew (pilot: Monakov) escaped unhurt; struck off charge 28aug41
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	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; operated by 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 an earth wall, 1 of the 4 crew members was killed and 1 crew member was seriously injured plus 1 crew member and 1 of the 16 passengers were slightly injured; see c/n 2032
2042	not known	DC-3-196A	Soviet Air Force ?	d/d	01jun38	bought via Northeast 02mar38; delivered via Fokker, delivered to Cherbourg jun38 ?; carried test registration 'F-2'; probably opb aeon VVS
2043	URSS-M137	DC-3-196A	AFL/International	d/d	03jun38	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
	URSS-N	DC-3-196A	Hamiata	rgd	1940	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 (low clouds and rain), 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



2044	not known	DC-3-196A	Soviet Air Force ?	d/d	18jul38	southern slope of the pass, all 4 crew members and 28 passengers (26 of them Chinese) were killed; total time 2,289 hours; the wreck was found only 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 20jul38; carried test registration 'F-2'; probably opb aeon VVS
	URSS-H	DC-3-196A	GVF	trf	1941	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
	URSS-H	DC-3-196A	AFL/West Siberia	trf	07jan42	operated by 1 ae MAGON GVF (formed 23jun41); damaged in the late hours of 21aug41 on a flight from Brovary to Mirgorod when approached the unlit airfield (which had not been informed about the flight) in the direction of radio masts the existence of which was unknown to the crew, evaded the masts at close distance, lost speed, stalled at a height of some 10-15 metres and came down, damaging the landing gear and the right wing, all 4 crew members (pilot: Valentina S. Grizodubova) and 20 passengers escaped unhurt; repaired; on charge of 1 ae MAGON GVF by 29oct41
	URSS-H	DC-3-196A	GVF	trf	unknown	operated by the Moscow-Irkutsk route
2047	URSS-C	DC-3-196A	AFL/International	d/d	30aug38	operated by 1 atp 1 atd at Moscow-Vnukovo as of 01may43, total time 3,146 hours by then; struck off charge 10may45 as worn out
2095	URSS-C OK-AIG	DC-3-196A DC-3-220B	GVF CLS	trf mfd	1941 11jan39	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
						operated by 1 ae MAGON GVF (formed 23jun41) by 29oct41
						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 shot out of a signal pistol incinerated the cockpit, the aircraft made an emergency landing near Vesterø island in Oslofjorden and sank, all 3 crew members and 6 of the 17 passengers were killed
2096	MT-16	DC-3-260	Mongolian Govmt.	d/d	17jan39	bought via Far East Fur Trading of Mongolia; opb the Soviet Air Force; in natural metal c/s, no markings apart from registration; appeared in the 1939 Soviet film "Muzhestvo" (Courage)
	CCCP-L3403	DC-3-260	GVF/Soviet AF c/s	rgd	29jun39	fitted with an outward-opening passenger door on the left side; in natural metal c/s; later with a Red Star in the registration instead of the dash, prefix confirmed; appeared in the 1940 Soviet film "Budni" (Everyday Life)
	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
	URSS-D	DC-3-260	GVF	trf	1941	operated by 1 ae MAGON GVF (formed 23jun41) by 19jul41; w/o 10oct41 on a flight from Monino to the area of Bryansk when was hit by enemy fire and exploded in mid-air, 3 of the 5 crew members were thrown out of the aircraft by the blast wave and 2 of them (among them the pilot, Vasili M. Lisikov) were taken prisoner by German troops near Navlya railway station (Oryol region) and liberated apr45; struck off charge 29oct41
2097	MT-17	DC-3-260	Mongolian Govmt.	d/d	20jan39	bought via Far East Fur Trading of Mongolia; opb the Soviet Air Force (probably also in the Khalkhin-Gol campaign against Japan may39/jun39)
	URSS-L3402 URSS-G URSS-G	DC-3-260 DC-3-260 DC-3-260	Aeroflot AFL/International GVF	rgd rgd trf	25jun39 03jan40 1941	used on the MOW-BMA route jul40
						operated by 1 ae MAGON GVF (formed 23jun41) by 19jul41; w/o jul41 on a flight to Novgorod (in order to replace destroyed DC-3-260 URSS-K) when was destroyed by enemy action near Novgorod, details unknown
2098	MT-18	DC-3-260	Mongolian Govmt.	d/d	27jan39	bought via Far East Fur Trading of Mongolia; opb the Soviet Air Force in the Khalkhin-Gol campaign against Japan may39/jun39; in mottled green over natural metal camo c/s with natural metal undersides, no markings apart from the code and Douglas logos on nose and fin; a photo exists
	URSS-K URSS-K	DC-3-260 DC-3-260	AFL/International GVF	rgd trf	09mar40 1941	used on the MOW-BMA route jul40
						operated by 1 ae MAGON GVF (formed 23jun41) by 19jul41; w/o jul41 while being parked at Novgorod when was destroyed by an air raid of the German Air Force, details unknown; struck off charge aug41
2099	MT-19	DC-3-260	Mongolian Govmt.	d/d	11feb39	bought via Far East Fur Trading of Mongolia; opb Soviet Air Force
2100	MT-20	DC-3-260	Mongolian Govmt.	d/d	12feb39	bought via Far East Fur Trading of Mongolia; opb Soviet Air Force in the Khalkhin-Gol campaign against Japan may39/jun39; in mottled green over natural metal camo c/s with natural metal undersides, no markings apart from the code and Douglas logos on nose and fin; a photo exists; modified into an ambulance aircraft by Factory No. 84 in 1939; used for casevac duties in the 'Winter War' against Finland feb40
2101	MT-21	DC-3-260	Mongolian Govmt.	d/d	22feb39	bought via Far East Fur Trading of 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	fitted with an outward-opening passenger door on the left side; 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; used by a Soviet delegation led by Captain 1st rank M.I. Moskalenko to fly to Hanko island 22mar40, in order to take over control of the island from the Finnish authorities; cancelled 03apr41, but obviously restored; opb Lyotny tsentr GVF as of 1944 and by 19 otap GVF as of 20apr45
	CCCP-L3407	DC-3-196B	AFL/Uzbekistan	trf	unknown	opb 5-y otrjad; made a forced landing at Yegoryevsk 03jul46 after an engine failure; 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 (cancelled 20may48); sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8340C 19dec49 (cancelled 22jul53); transported by an ocean-going barge to Sangley Point (Philippines) in late 1952; became 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 Nanshiung 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 XT-91 XT-1..	DC-3-228B DC-3-228B DC-3-228B	CNAC CNAC CNAC	r/r r/r r/r	01may43 jan47 1948	tie-up not confirmed (may have been XT-BTB)
2148	46	DC-3-294A	CNAC	mfd	20feb40	passenger version; in fleet list 27feb48
						cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8360C 19dec49 (cancelled 26mar53); scrapped at Hong Kong probably in 1953
						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; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8338C 19dec49 (cancelled 22jul53); transported by an ocean-going barge to Sangley Point (Philippines) in late 1952; became 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; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8339C 19dec49 (cancelled 22jul53); transported by an ocean-going barge to Sangley Point (Philippines) in late 1952; became 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; cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8341C 19dec49 (cancelled 22jul53); transported by an ocean-going barge to Sangley Point (Philippines) in late 1952; became N1790B (captured by Communist China but returned), N491, JA5077, HL4005, JA5077 and B-313
2261	47	DC-3-268C	CNAC	mfd	25sep40	ex EI-ACB (not taken up) and NC19971 (cancelled 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 XT-92 XT-1..	DC-3-268C DC-3-268C DC-3-268C	CNAC CNAC CNAC	r/r r/r r/r	01may43 jan47 1948	tie-up not confirmed (may have been XT-BTA)
						passenger version; in fleet list 27feb48
						cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8359C 19dec49 (cancelled 26mar53); scrapped at Hong Kong (not flown to Communist China 09nov49)
3291	no code	DC-3A-SC3G (Soviet Air Force)		d/d	01oct41	c/n, version and delivery date from plate; built as a DC-3A-228D; ex NC28302, YV-AVP, YV-C-AVP, N8014E, N213C, N600NA, N600JD and N600NA (cancelled 16nov16); restored and modified (different cabin windows, tail light, aerals and astrodome) by American Aero at New Smyrna Beach, FL in 2016; in olive drab c/s with neutral grey undersides and the inscription 'Uralski rabochi' (Urals Worker) below the cockpit on the right side; preserved in these fake colours in the "Krylya Pobedy" (Wings of Victory) museum of UMMC at Verkhnyaya Pyshma from 05may21, l/n oct22

## **Built by Douglas at Long Beach-Daugherty Field, CA**

4214	CA11	C-47-DL	Centr Air Trp Corp	acc	12feb42
4246	CA10	C-47-DL	Centr Air Trp Corp	acc	13mar42
4472	118410 ?	C-47-DL	Chinese Air Force	acc	28jun42
4483	CA1	C-47-DL	Centr Air Trp Corp	acc	05jul42
	XT-T23	C-47-DL	Centr Air Trp Corp	r/r	jan47
4541	71225	C-47-DL	Yugoslav Air Force	acc	22jul42
4573	136	C-47-DL	CNAC	acc	30jul42
	XT-56	C-47-DL	CNAC	r/r	jan47
	XT-129	C-47-DL	CNAC	r/r	1948
4587	118495 ?	C-47-DL	Chinese Air Force	acc	31jul42
4592	118500 ?	C-47-DL	Chinese Air Force	acc	31jul42
4608	OK-WBA	C-47-DL	Bat'a a.s.	acc	31jul42
	OK-WBA	C-47-DL	SVitlet	trf	24jan49 ?
	OK-WBA	C-47-DL	CSA	trf	01nov50 ?
4665	"540"	C-47-DL	Soviet Air Force	acc	28aug42
4668	"543"	C-47-DL	Soviet Air Force	acc	28aug42
4669	"544"	C-47-DL	Soviet Air Force	acc	28aug42
4670	"545"	C-47-DL	Soviet Air Force	acc	30aug42
4671	"546"	C-47-DL	Soviet Air Force	acc	30aug42
4672	"547"	C-47-DL	Soviet Air Force	acc	28aug42
4673	"548"	C-47-DL	Soviet Air Force	acc	28aug42
4674	"549"	C-47-DL	Soviet Air Force	acc	30aug42
4675	118550	C-47-DL	Soviet Air Force	acc	30aug42
4677	"552"	C-47-DL	Soviet Air Force	acc	30aug42
4681	60	C-47-DL	CNAC	acc	31aug42
4694	118569 ?	C-47-DL	Chinese Air Force	acc	31aug42
4729	61	C-47-DL	CNAC	acc	18sep42
4730	62	C-47-DL	CNAC	acc	18sep42
	XT-82	C-47-DL	CNAC	r/r	jan47
4765	118604	C-47-DL	Soviet Air Force	acc	30sep42
	URSS-R	C-47-DL	Hamiata	rgd	26aug43
4768	118607	C-47-DL	Soviet Air Force	acc	09oct42
4770	118609	C-47-DL	Soviet Air Force	acc	19oct42
4771	118610	C-47-DL	Soviet Air Force	acc	21oct42
	CCCP-X361	C-47-DL	NKVD - Dalstro	rgd	18mar43
4781	CA2	C-47-DL	Centr Air Trp Corp	acc	23oct42
4799	118638	C-47-DL	Soviet Air Force	acc	30oct42
	CCCP-L829	C-47-DL	GVF	rgd	24sep43

## **Built by Douglas at Santa Monica-Clover Field, CA**

4852	48	C-53-DO	CNAC	mfd	28jan42
4853	49	C-53-DO	CNAC	mfd	28jan42
4859	CA62	C-53-DO	Centr Air Trp Corp	mfd	25jan42
	XT-T74	C-53-DO	Centr Air Trp Corp	r/r	jan47
	XT-5..	C-53-DO	Centr Air Trp Corp	r/r	unknown
4871	50	C-53-DO	CNAC	mfd	09feb42
	XT-90	C-53-DO	CNAC	r/r	jan47
	XT-141	C-53-DO	CNAC	r/r	1948
4879	51	C-53-DO	CNAC	mfd	20feb42

USAAC 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 poor weather, 6 occupants were killed  
USAAC s/n 41-7759; sold 02mar46; remark 'not use the grounding'  
USAAC s/n 41-18410; diverted 29jun43  
USAAC s/n 41-18421; sold 21dec45  
cancelled 13nov49; fate unknown  
USAAC s/n 41-38592; ex NC22429, RX-87, HP-87, N10420, TI-1021, '38592' (French Air Force) and F-BRGF; d/d 1971 ?  
USAAC s/n 41-18481; declared as 'condition salvage' by the USAAF 15may45  
passenger version; in fleet list 27feb48  
passenger version with 21 seats; defected from Hong Kong to Tientsin in Communist China 09nov49; cancelled 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 SKOGO and CAAC  
USAAC s/n 41-18495; diverted 04jul43  
USAAC s/n 41-18500; diverted 29jun43  
USAAC s/n 41-18516; d/d 06aug46; i/s 13jan47; rgd 08aug47

converted to a freighter at total time 9,134 hours; wfu 30dec58; last flight 17feb60; cancelled 24feb60 as sold to France; ferried to MRS 26mar60; became '118516' (French Air Force), F-SDKQ, F-BTDK and TT-LAH  
USAAC s/n 41-18540; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT oct42 or nov42; in a document 04jan43 as '540'; opb Krasnoyarskaya vozdušnaya 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)  
USAAC s/n 41-18543; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT oct42 or nov42; in a document 04jan43 as '543'; opb 4 pap from 04jan43 (pilot: A.K. Vasilyev); return date unknown; toc by 10th Air Force in India 22mar43; w/o 25aug43 when crashed at Mohambari AB (India)  
USAAC s/n 41-18544; delivered 'on loan' and returned to the USAAF; ferried by tao KVT oct42 or nov42; in a document 04jan43 as '544'; opb Krasnoyarskaya vozdušnaya trassa (Krasnoyarsk Air Route) from 04jan43; arrived in the Soviet Union 26mar43 according to a listing of the Moscow-Uelkal route; return date unknown; toc by 10th Air Force in India 20feb43; condemned by the USAAF 23apr43  
USAAC s/n 41-18545; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT oct42 or nov42; in a document 04jan43 as '545'; opb Krasnoyarskaya vozdušnaya 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  
USAAC s/n 41-18546; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT 20oct/07nov42 (pilot: P.P. Matveyev); in a 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  
USAAC s/n 41-18547; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT 20/30oct42 (pilot: I.I. Yermenko); in a document late nov42 as '118547' and 04jan43 as '547'; opb Krasnoyarskaya vozdušnaya 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)  
USAAC s/n 41-18548; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT 02/09nov42 (pilot: G.K. Koshevich); in a document late nov42 as '118548' and 04jan43 as '548'; opb Krasnoyarskaya vozdušnaya trassa (Krasnoyarsk Air Route) from 04jan43; return date unknown; toc by 10th Air Force in India 23feb43; sold to the Government of India 19apr46  
USAAC s/n 41-18549; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT oct42 or nov42; in a document 04jan43 as '549'; opb 2 pap from 04jan43 (pilot: F.L. Ponomarenko); return date unknown; toc by 10th Air Force in India 08apr43; w/o 27nov43 when crashed at Sambhar near Jaipur (India)  
USAAC s/n 41-18550; in USAAF service to Fairbanks 24oct42; probably delivered 'on loan' and returned to the USAAF; arrived in the Soviet Union 26mar43 according to a listing of the Moscow-Uelkal route; used by Inspektsiya VVS in Moscow; condemned by the USAAF 05nov43  
USAAC s/n 41-18552; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT oct42 or nov42; in a document 04jan43 as '552'; opb 3 pap from 04jan43 (pilot: 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)  
USAAC 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/now Dali (N25.649631 E100.091721), all 3 members were crew killed, this was the first fatal CNAC accident on the Hump; the wreck was found only in 2011  
USAAC s/n 41-18569; diverted 28jun43  
USAAC 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  
USAAC 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  
passenger version; in fleet list 27feb48  
USAAC s/n 41-18604; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31jan43; h/o 26mar43, with total time 271 hours 45 minutes; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pap 15jun43  
USAAC s/n 41-18607; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted jan43 or feb43; h/o 26mar43  
USAAC s/n 41-18609; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 02apr43; h/o 21apr43; arrived at Yakutsk from Uelkal 21apr43 (ferried by 7 pap) and left for Krasnoyarsk via Kirensk 26apr43  
USAAC s/n 41-18610; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43; h/o 21apr43  
the NKVD acceptance commission was formed 28jan43; the first C-47 on the Soviet civil register; based in the Magadan region  
USAAC s/n 41-18620; sold 21dec45; dbr 03mar46 when crashed at Jinan (Shandong) after an engine failure, no casualties  
USAAC s/n 41-18638; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43; h/o 15jun43, with total time 50 hours; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pap 15jun43  
operated by 2 atp 1 atd GVF (redesignated 2 atp 10 atd 05nov44) at Moscow-Vnukovo; damaged 30dec44 on the leg from Krzewica to Lublin of a flight from Moscow to Lublin when approached Dys airfield (14 km from Lublin) in below-minima weather conditions, touched down late with tail wind, bounced and ended up with the left main gear in a ditch due to poor crew resource management, all 5 crew members escaped unhurt; total time 1,580 hours; the aircraft was to be repaired

USAAC 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 members were killed  
USAAC 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 members were killed; the wreckage was never found  
USAAC s/n 41-20089; ex NC33325; d/d sep47  
cancelled 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8337C 19dec49 (cancelled 12aug53); transported by an ocean-going barge to Sangley Point (Philippines) in late 1952; became N1793B  
USAAC 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)  
passenger version; in fleet list 27feb48  
passenger version with 21 seats; canx 13nov49; was at HKG 16nov49 and subsequently impounded there; 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  
USAAC 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 crew members was injured on landing

4881	56		C-53-DO	CNAC	mfd	27feb42	USAAC 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 members were killed; the wreck was found only 04dec44
4883	57		C-53-DO	CNAC	mfd	27feb42	USAAC 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 members escaped
4902	52		C-53-DO	CNAC	mfd	30mar42	USAAC s/n 41-20132; diverted 19may42, 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 two trees and the aircraft burnt, both pilots were injured (another report stated that the aircraft remained intact)
4904	53		C-53-DO	CNAC	mfd	03apr42	USAAC 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 members were 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 Nuijiang 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
4927	54	(1)	C-53-DO	CNAC	mfd	may42 ?	USAAF s/n 42-6475; diverted 28may42, under Lend-Lease (Andersson gives the date 26may42); see c/n 9069
	XT-45		C-53-DO	CNAC	r/r	jan47	passenger version; in fleet list 27feb48
	XT-121		C-53-DO	CNAC	r/r	1948	passenger version with 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 operated by SKOGA and CAAC
4929	55		C-53-DO	CNAC	mfd	05may42	USAAF s/n 42-6477; diverted 04jun42, under Lend-Lease (Andersson gives the date 05jun42)
	XT-55		C-53-DO	CNAC	r/r	jan47	passenger version; reportedly destroyed may45, but still in fleet list 27feb48
4952	26500 ?		C-53-DO	Chinese Air Force	mfd	15jun42	USAAF s/n 42-6500; diverted 29jun42, under Lend-Lease; was used to test the Shingkiang-India line shortly after delivery
4953	26501 ?		C-53-DO	Chinese Air Force	mfd	18jun42	USAAF s/n 42-6501; diverted 15jul42, under Lend-Lease

### **Built by Douglas at Long Beach-Daugherty Field, CA**

6000	118639		C-47-DL	Soviet Air Force	acc	30oct42	USAAC s/n 41-18639; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43; h/o 15jun43, with total time 110 hours
	CCCP-L809		C-47-DL	GVF	rgd	10nov43	operated by 1 atd GVF at Moscow-Vnukovo; flew supplies from Staraya Toropa to partisans in Estonia 08jan44 and 12jan44
6001	118640		C-47-DL	Soviet Air Force	acc	28oct42	USAAC s/n 41-18640; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43; h/o 15jun43, with total time 88 hours
	not known		C-47-DL	Soviet Air Force			operated by ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) from 05apr43, opb 8 tap 1 pad at some time
	CCCP-L810		C-47-DL	GVF	rgd	24sep43	operated by 1 atd GVF at Moscow-Vnukovo; w/o in the 4th quarter of 1943 when was shot down by a fighter of the German Air Force
6002	118641		C-47-DL	Soviet Air Force	acc	30oct42	USAAC s/n 41-18641; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43; h/o 15jun43, with total time 197 hours
	CCCP-L811		C-47-DL	GVF	rgd	24sep43	operated by 1 atd GVF at Moscow-Vnukovo; written off probably 13oct43 on a supply flight for partisans in Belarus when was lost near Vitebsk, details unknown, both pilots and the navigator were probably killed while the flight mechanic was taken prisoner by German troops near Vitebsk 13oct43 and liberated may45 and the radio operator was probably taken prisoner as well, but returned to his unit by apr44, having been demoted
6004	118643		C-47-DL	Soviet Air Force	acc	31oct42	USAAC s/n 41-18643; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43; h/o 15jun43, with total time 227 hours
	URSS-P		C-47-DL	Hamiaata	rgd	06aug43	USAAC s/n 41-18644; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43; h/o 15jun43, with total time 227 hours
	118644		C-47-DL	Soviet Air Force	acc	31oct42	operated by 1 atd GVF at Moscow-Vnukovo; damaged in the 4th quarter reconnaissance directorate (razvedupravleniye) of the 1st of 1943; detached to the Belorussian Front 01jul44
	CCCP-L830		C-47-DL	GVF	rgd	04oct43	USAAC s/n 41-18644; diverted 29jun43, under Lend-Lease
6025	118664 ?		C-47-DL	Chinese Air Force	acc	07nov42	USAAC 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 members were killed
6034	63		C-47-DL	CNAC	acc	12nov42	USAAC s/n 41-38652; diverted 06jan43, under Lend-Lease (Andersson gives the date 04jan43); returned to the USAAF probably soon after, but according to the US delivery log only 29dec45 ('paper' date); to Tata 21dec45
6035	64		C-47-DL	CNAC	acc	12nov42	USAAC s/n 41-38654; diverted 10jan43, under Lend-Lease (Andersson gives the date 08jan43); returned to the USAAF already 19jan43, but according to the US delivery log only 29dec45 ('paper' date); dbr 13mar45 when crashed on landing at Shwebo (Burma)
6037	65		C-47-DL	CNAC	acc	10nov42	USAAC s/n 41-38655; diverted 20dec42, under Lend-Lease
6038	138655 ?		C-47-DL	Chinese Air Force	acc	10nov42	USAAC s/n 41-38672; built as a 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; took part in the shooting of the Russian film "Koridor bessmertiya" (Convoy 48 - The War Train) in 2017; new CoFR issued 24jul18, now in register as YeEVS.07.01110; f/n Kubinka 24aug18; offered for sale 06sep18, with total time 31,200 hours; based at Kaluga-Oreshkovo from oct18; Sergei N. Baranov, the CEO of Rusavia, was declared bankrupt 16jun20
6055	RA-05738		DC3C-S4C4G	Sergei N. Baranov	acc	23nov42	Muzei tekhniki Vadima Zadorozhnogo in light grey c/s with Red Stars; received this fake serial (belonging to c/n 15710/27155) for the shooting of a film (perhaps back in 2017); no visible registration painted on; to be preserved in Muzei tekhniki Vadima Zadorozhnogo at Arkhangelskoye
	RA-05738 '349894'		DC3C-S4C4G	Vadim Zadorozhny	rgd	15aug22	USAAC s/n 41-19490; sold 02mar46; remark 'not use the grounding'
			DC3C-S4C4G	Vadim Zadorozhny	Vor	25nov23	USAAC s/n 41-38691; diverted 10feb43, possibly under Lend-Lease (Andersson gives the date 06feb43); returned to the USAAF 29dec45 ('paper' date); to Tata 21dec45, fate unknown
6133	CA9		C-47-DL	Centr Air Trp Corp	acc	12dec42	USAAC s/n 41-38692; diverted possibly 21feb43, possibly under Lend-Lease (Andersson gives the date 06feb43); diverted to the USAAF in 1943 according to the US delivery log ('paper' date 29dec45), but see below; 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)
6150	66		C-47-DL	CNAC	acc	19dec42	passenger version; in fleet list 27feb48
6151	67		C-47-DL	CNAC	acc	18dec42	passenger version with 21 seats; canx 13nov49; was at HKG 16nov49 and subsequently impounded there; sold to Civil Air Transport Inc. 19dec49; became N8357C 19dec49 (canx 27jan53), N75097 and 959 (Chilean Air Force); w/o 07mar74
	XT-87		C-47-DL	CNAC	r/r	jan47	USAAC 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
	XT-137		C-47-DL	CNAC	r/r	1948	passenger version; in fleet list 27feb48
6221	68		C-47-DL	CNAC	acc	07jan43	USAAC 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 members escaped
6222	XT-88		C-47-DL	CNAC	r/r	jan47	USAAF s/n 42-5640; diverted 04feb43; arrived in the Soviet Union 15feb43, with total time 94 hours
	69		C-47-DL	CNAC	acc	07jan43	the second C-47 on the Soviet civil register and the first C-47 of the GVF; opb otryad osobogo naznacheniya GU GVF from 08apr43 / on the basis of a decree issued 06apr43 (became 1 otae osobogo naznacheniya GU GVF 01jul43); see c/n 16454/33202
6228	25640		C-47-DL	Soviet Air Force	acc	06jan43	USAAF s/n 42-5641; diverted 04feb43; arrived in the Soviet Union 15feb43
	CCCP-L800		C-47-DL	GVF	rgd	26mar43	opb otryad osobogo naznacheniya GU GVF from 08apr43 / on the basis of a decree issued 06apr43 (became 1 otae osobogo naznacheniya GU GVF 01jul43)
6229	25641		C-47-DL	Soviet Air Force	acc	06jan43	USAAF s/n 42-5642; diverted 08feb43; arrived in the Soviet Union 15feb43, with total time 72 hours 25 minutes; trf to 2 don 18aug43
	CCCP-L817		C-47-DL	GVF	rgd	24sep43	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
	25643		C-47-DL	Soviet Air Force	acc	12jan43	USAAF s/n 42-5643; diverted 15feb43; arrived in the Soviet Union 15feb43, with total time 65 hours; h/o to 15 aviabaza at Krasnoyarsk
6231	25643		C-47-DL	Soviet Air Force	acc	12jan43	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
6232	CCCP-L908		C-47-DL	GVF	rgd	01jun44	USAAF s/n 42-5644; diverted 12feb43; arrived in the Soviet Union 15feb43
	25644		C-47-DL	Soviet Air Force	acc	18jan43	operated by ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) from 05apr43; opb 8 tap 1 pad by aug43; w/o 28aug43 on the leg from Markovo to Uelkal (Chukotka) of a flight from Olyokminsk to Uelkal when descended through clouds over the foothills of the Zolotoi khrebet mountain range after dusk, crashed into a hill on the northern side of the Ushkanyi khrebet range (50 km from Egvekinot) and burnt out, all 4 crew members (pilot: 1st Lieutenant Yevgeni F. Gerasimov) were killed (their corpses could not be evacuated because of the heavy terrain)
	not known		C-47-DL	Soviet Air Force			USAAF s/n 42-5645; diverted 12feb43; arrived in the Soviet Union 11mar43; h/o to the GVF at Krasnoyarsk 15mar43
6233	25645		C-47-DL	Soviet Air Force	acc	15jan43	operated by otryad osobogo naznacheniya GU GVF from 08apr43 / on the basis of a decree issued 06apr43 (became 1 otae osobogo naznacheniya GU GVF 01jul43) - in the register as gruppa osobogo naznacheniya
	CCCP-L802		C-47-DL	GVF	rgd	14apr43	

6234	CCCP-L802	C-47-DL	Aeroflot	trf	unknown	new documents issued 21dec50
	CCCP-L802	C-47-DL	Aeroflot/ARB-400			
6235	CCCP-L806	C-47-DL	GVF	rgd	25feb44	struck off charge in 1953
	25647	C-47-DL	Soviet Air Force			
6236	CCCP-L818	C-47-DL	GVF	rgd	24sep43	USAAF s/n 42-5646; arrived in the Soviet Union 15feb43, with total time 265 hours; diverted only 21mar43; trf to 1 atd GVF at Novosibirsk 05feb44
	25648	C-47-DL	Soviet Air Force			
6237	CCCP-L826	C-47-DL	GVF	rgd	24sep43	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
	25649	C-47-DL	Soviet Air Force			
6245	not known	C-47-DL	Soviet Air Force	rgd	27apr44	USAAF s/n 42-5647; diverted 15feb43; arrived in the Soviet Union 21mar43, with total time 263 hours; h/o to 15 aviabaza at Krasnoyarsk 28mar43
	CCCP-L807	C-47-DL	GVF			
6245	25657	C-47-DL	Chinese Air Force	acc	19jan43	operated by 1 atd GVF at Moscow-Vnukovo; w/o 15jun43 when did not return from a mission, details unknown

### **Built by Douglas at Santa Monica-Clover Field, CA**

7313	CA4	C-53-DO	Centr Air Trp Corp	mfd	29jun42	USAAF s/n 42-47371; RAF s/n FJ712 not taken up; diverted 21dec45 (but last entry on USAAF card 05feb46)
	XT-T21	C-53-DO	Centr Air Trp Corp			
	XT-S..	C-53-DO	Centr Air Trp Corp	r/r	jan47	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8336C 19dec49 (canx 22jul53); transported by an ocean-going barge to Sangley Point (Philippines) in late 1952; became N1794B, N67K, N47L, N147M and N943DJ

### **Built by Douglas at Long Beach-Daugherty Field, CA**

7367	SP-LCA	C-47-DL	LOT	acc	25jan43	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-Clover Field, 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 poor weather (low clouds and rain) when flew into the ground and caught fire, 2 of the 3 crew members were killed and the sole survivor was seriously injured
7407	58	C-53-DO	CNAC	mfd	16aug42	

### **Built by Douglas at Long Beach-Daugherty Field, CA**

9013	71	C-47-DL	CNAC	acc	30jan43	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 members were seriously injured and the sole passenger was killed
9014	70	C-47-DL	CNAC	acc	30jan43	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 members (among them all 3 cockpit crew) were killed and both survivors seriously injured
9016	232790	C-47-DL	Soviet Air Force	acc	02feb43	USAAF s/n 42-32790; diverted 03mar43
	CCCP-I500	C-47-DL	NKAP	rgd	12apr43	
9017	CCCP-I500	C-47-DL	MAP	trf	15mar46	operated by Lyotny otryad; struck off charge 22feb53 and canx 25dec53
	232791	C-47-DL	Soviet Air Force	acc	30jan43	
9018	CCCP-L814	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
	232792	C-47-DL	Soviet Air Force	acc	29jan43	
	not known	C-47-DL	Soviet Air Force			operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
9019	232793	C-47-DL	Soviet Air Force	acc	29jan43	USAAF s/n 42-32792; diverted 17mar43
	CCCP-L815	C-47-DL	GVF	rgd	12oct43	
9020	232794	C-47-DL	Soviet Air Force	acc	29jan43	operated by 102 ap dd as of apr44; written off during the late hours of 11apr44 on a supply mission from Novodugino to Svedasai (58 km east of PanevePys) in support of the partisan movement in Lithuania when was shot at by German forces from the ground after having reached the target, exploded and crashed 1 km east of the target, all 5 crew members (pilot: 2nd Lieutenant Vasili M. Popkov) were killed
	CCCP-L819	C-47-DL	GVF	rgd	24sep43	
9021	232795	C-47-DL	Soviet Air Force	acc	29jan43	USAAF s/n 42-32793; diverted 23mar43
	CCCP-L816	C-47-DL	GVF	rgd	05nov43	opb 1 otae osobogo naznacheniya GU GVF (became 19 otae 18oct44); flew a Soviet military mission to Yugoslavia from Moscow to Bari jan44/feb44
9022	232796	C-47-DL	Soviet Air Force	acc	29jan43	
	CCCP-L821	C-47-DL	GVF	rgd	24sep43	USAAF s/n 42-32794; diverted 01apr43
9023	232797	C-47-DL	Soviet Air Force	acc	30jan43	operated by 1 atd GVF at Moscow-Vnukovo; w/o 22oct43 when was destroyed on the ground, details unknown
9024	232798	C-47-DL	Soviet Air Force	acc	29jan43	
	232798	C-47-DL	GVF/Soviet AF c/s			USAAF s/n 42-32795; diverted 29mar43; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) from 05apr43
	CCCP-N329	C-47-DL	Polyarnaya Aviats.	rgd	13nov43	opb 1 otae osobogo naznacheniya GU GVF (became 19 otae 18oct44)
9025	232799	C-47-DL	Soviet Air Force	acc	29jan43	USAAF s/n 42-32796; diverted 17mar43
9069	54 (2)	C-47-DL	CNAC	acc	11feb43	operated by 1 atd GVF at Moscow-Vnukovo; w/o 22oct43 when was destroyed on the ground, details unknown
9106	SP-LCH (1)	C-47-DL	LOT	acc	19feb43	
9109	73	C-47-DL	CNAC	acc	20feb43	USAAF s/n 42-32797; diverted 17mar43
9110	72	C-47-DL	CNAC	acc	20feb43	USAAF s/n 42-32798; diverted 24mar43
9112	232886	C-47-DL	Soviet Air Force	acc	20feb43	operated by 7 pap 1 pad GVF at Moscow-Vnukovo; detached to Polyarnaya Aviatsiya for ice-reconnaissance 10apr43 (pilot: Leopard G. Kruze); flew 8 ice-reconnaissance missions 21apr43/30may43 and 5 missions 06/29oct43
9113	232887	C-47-DL	Soviet Air Force	acc	20feb43	
9114	232888	C-47-DL	Soviet Air Force	acc	22feb43	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 members and 4 passengers were killed
9115	232889	C-47-DL	Soviet Air Force	acc	20feb43	
	CCCP-L832	C-47-DL	GVF	rgd	16oct43	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 was killed
9116	232890	C-47-DL	Soviet Air Force	acc	22feb43	USAAF s/n 42-32843; trf aug43 ?; to the Indian Government 10apr46; see c/n 4927
	CCCP-L820	C-47-DL	GVF	rgd	24sep43	
9117	232891	C-47-DL	Soviet Air Force	acc	22feb43	USAAF s/n 42-32880; d/d 20mar47; rgd 22oct47; w/o 13mar53 when crashed at Katowice (Poland); canx 24nov53; see c/n 13552
9118	232892	C-47-DL	Soviet Air Force	acc	23feb43	
	232892	C-47-DL	GVF/Soviet AF c/s			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 members and the sole passenger were killed (possibly the passenger, a Chinese Air Force pilot, had been at the controls)
	CCCP-N328	C-47-DL	Polyarnaya Aviats.	rgd	13nov43	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°53' E97°38', all 3 crew members were killed

		CCCP-L1204	C-47-DL	AFL/Krasnoyarsk	rgd	15dec45	Moscow; transferred to Chukotskaya aviagruppa 01apr45; transferred to Yeniseiskaya aviagruppa sep45; transferred to GUGVF by 15dec45 (on the basis of a decree issued 04sep45) assigned to 26 TAO 16apr46; 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°30' E93°54'), all 5 crew members and 29 passengers survived with minor injuries, but the pilot (Maksim Tyurikov) 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; total time 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, transported by the barge via Dudinka to Krasnoyarsk and transported finally to Novosibirsk-Mochishche; was under restoration in a hangar at Novosibirsk-Mochishche by mar23; is to be displayed in the future Museum of the Exploration of the Russian North at Krasnoyarsk from about 2025
9119	232893 CCCP-L843	C-47-DL C-47-DL	Soviet Air Force GVF	acc rgd	24feb43 30jan44	USAAF s/n 42-32893; diverted 12mar43; damaged 28jun43 operated by 1 ae 2 atp 1 atd GVF at Moscow-Vnukovo; w/o in the early hours of 30may44 on a supply flight from Zyabrovka 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 members and 3 passengers were killed	
9120	232894	C-47-DL	Soviet Air Force	acc	24feb43	USAAF s/n 42-32894; diverted 21mar43	
9121	232895	C-47-DL	Soviet Air Force	acc	24feb43	USAAF s/n 42-32895; diverted 28mar43	
9151	? OK-XDN	C-47A-DL	CSA	acc	27feb43	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; the registration OK-XDN is not included in the Czechoslovakian register	
9157	OK-WDR	C-47A-DL	CSA	acc	02mar43	USAAF s/n 42-23931; d/d 22aug46; i/s 06may48; rgd 12may48; fleet No. '18'; wfu 30nov58; cancelled 24feb60 as sold to France; last flight 11mar60; ferried to Paris 01jun60; became F-TESW, '32931' (French Air Force) and TT-EAB	
9165	SP-LCG (1)	C-47A-1-DL	LOT	acc	04mar43	USAAF s/n 42-23303; d/d 25apr47 (or 30apr47); rgd 24jul47; w/o 15nov51 when crashed near Łódź (Poland), but see Li-2P SP-LKA (same date, same place !); canx 29nov51	
9199	OK-VDS	C-47A-1-DL	Poveren. dopravy	acc	11mar43	Ministry of Transport (PD); USAAF s/n 42-23337; d/d 08oct46; i/s 09oct46; based at Bratislava; in register without registration and cancellation date	
	D-10	C-47A-1-DL	Czechoslovak AF	rgd	30apr51	on the civil aviation register to the MNO (Ministry of National Defence); cancelled 27sep60 (clean-up of register)	
	3337	C-47A-1-DL	Czechoslovak AF	r/r	jun57	wfu 23may60; fate unknown	
9257	11	C-47A-5-DL	Polish Air Force	acc	20mar43	USAAF s/n 42-23395; d/d 25apr46; opb SPL; canx 27apr55; fate unknown	
9264	OK-WDU ?	C-47A-5-DL	CSA	acc	20mar43	USAAF s/n 42-23402; the registration OK-WDU is not included in the Czechoslovakian register, but it did exist and this tie-up seems to be most probable one; d/d 25nov46; i/s 05sep47; fleet No. '29'; (does this concern OK-WDU ?; last flight 26apr60; ferried to Paris 28may60); became '23402' (French Air Force), F-TEBJ, F-WSGQ, N18257, CF-ECY and C-CECY; dbr 25sep75 at Lac Guyer, QC	
						USAAF s/n 42-23413; d/d 25may46; i/s 12jun46; fate unknown	
9275	D-..	C-47A-5-DL	Czechoslovak AF	acc	24mar43	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 members were killed	
9291	74	C-47A-5-DL	CNAC	acc	26mar43	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	
9292	not known	C-47A-5-DL	Chinese Government	acc	26mar43	USAAF s/n 42-23431; diverted 28apr43; h/o 28apr43, with total time 61 hours 40 minutes	
9293	223431	C-47A-5-DL	Soviet Air Force	acc	26mar43	USAAF s/n 42-23432; diverted 28apr43; h/o 28apr43, with total time 52 hours 10 minutes	
9294	223432	C-47A-5-DL	Soviet Air Force	acc	26mar43	USAAF s/n 42-23433; diverted 21apr43; h/o 01may43 operated by 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 members and 4 of the 5 passengers were 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	
9295	223433 not known	C-47A-5-DL C-47A-5-DL	Soviet Air Force Soviet Air Force	acc acc	26mar43 26mar43	USAAF s/n 42-23434; diverted 29apr43	
9296	223434	C-47A-5-DL	Soviet Air Force	acc	26mar43	USAAF s/n 42-23435; diverted 23apr43; h/o 28apr43, with total time 231 hours 25 minutes; ferried on the ALSIB route by 1 pad KVT	
9297	223435	C-47A-5-DL	Soviet Air Force	acc	27mar43	USAAF s/n 42-23436; diverted 28apr43; h/o 28apr43, with total time 207 hours 35 minutes; ferried on the ALSIB route by 1 pad KVT	
9298	223436	C-47A-5-DL	Soviet Air Force	acc	27mar43	USAAF s/n 42-23436; diverted 28apr43; h/o 28apr43, with total time 207 hours 35 minutes; ferried on the ALSIB route by 1 pad KVT	
	not known	C-47A-5-DL	Soviet Air Force			repeatedly operated by ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) already from 05apr43	
9299	223437	C-47A-5-DL	Soviet Air Force	acc	29mar43	USAAF s/n 42-23437; diverted 28apr43; h/o 28apr43, with total time h55 ours 05 minutes	
9300	223438	C-47A-5-DL	Soviet Air Force	acc	30mar43	USAAF s/n 42-23438; diverted 29apr43; h/o 27apr43, with total time 57 hours 35 minutes	
9301	223439	C-47A-5-DL	Soviet Air Force	acc	30mar43	USAAF s/n 42-23439; diverted 29apr43	
9302	223440 not known	C-47A-5-DL C-47A-5-DL	Soviet Air Force Soviet Air Force	acc acc	30mar43 30mar43	USAAF s/n 42-23440; diverted apr43 or may43 operated by 8 tap 1 pad; w/o 29may43 on a cargo flight on Chukotka when possibly suffered from heavy icing, descended in clouds and crashed into a hill 6 km north of Redkin (near Uelkal), all 3 crew members (pilot: 1st Lieutenant Yevgeni S. Spiridonov) were killed	
9327	7301	C-47A-5-DL	Yugoslav Air Force	acc	01apr43	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	acc	02apr43	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 Presevo (Yugoslavia), both crew members and all 3 passengers were killed	
9338	D-..	C-47A-5-DL	Czechoslovak AF	acc	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	acc	06apr43	USAAF s/n 42-23480; the registration OK-WDG is not included in the Czechoslovakian register; 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 (not taken up), N77777, N95AC (not taken up) and N23BA; destroyed	
9357	CCCP-N417	R4D-5	Polyarnaya Aviats.	acc	07apr43	USAAF s/n 42-23495; ex BuNo 12417 of the US Navy; had been used in Operation "Skijump II" out of Point Barrow (Alaska); damaged 27mar52 during taxiing for take-off on drifting ice at N82°34' W145°20' (790 miles due north of Point Barrow) 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 Kolymskiye 25jun54, underwent maintenance there 26/27jun54 (including the application of the new registration); arrived at Moscow 29jun54; rgd 16aug54; 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; CoFA expired 01oct54; 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	acc rgd	12apr43 19aug50 ?	USAAF s/n 42-23505; d/d 06aug46; rgd 17aug48; i/s 18sep46; cancelled 19aug50 fleet No. '34'; written off 26jul50 when a fire broke out on board after take-off from Kosice, the aircraft made an emergency landing in a field and the fuselage burnt out; cancelled 29feb60 (clean-up of register)	
9369	OK-WBC OK-WBC	C-47A-5-DL C-47A-5-DL	Svit CSA	acc trf	12apr43 unknown	USAAF s/n 42-23507; d/d 27aug46; i/s 18sep46; rgd 06oct49 cancelled 24feb60 as exported to France; ferried to Paris 21may60; became '23507' (French Air Force), F-SCOA, F-SDKF ?, F-SCIH, 9U-BAB and 9U-BRZ	
9371	OK-VAV D-05 OK-VAV 3509 OK-WZE	C-47A-5-DL C-47A-5-DL C-47A-5-DL C-47A-5-DL C-47A-5-DL	Min. Dopravy Czechoslovak AF MNO Czechoslovak AF Omnipol	acc trf rgd r/r rgd	13apr43 02dec50 02may51 1957 30apr60	Ministry of National Defence; cancelled 27sep60 (clean-up of register) last flight 25mar60 cancelled 05may60 as sold to West Germany; 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	acc	13apr43	USAAF s/n 42-23511; the registration OK-WDH is not included in the Czechoslovakian register; d/d 02dec46; i/s 28apr47; fleet No. '28'; fate unknown	
9385	OK-WDZ	C-47A-5-DL	CSA	acc	19apr43	USAAF s/n 42-23523; d/d 27aug46; i/s 23apr47; rgd 02may47; fleet No. '30'; written off 18jan56 on a flight from Bratislava to Kosice when had to divert to Poprad due to poor weather at Kosice, deviated from the flight path to ENE due to strong winds and crashed into a slope of Mount ěkapová (1,232 metres) 12 km from Toryska, all 4 crew members and 18 passengers were killed; cancelled 29feb60 (clean-up of register)	
9416	75	C-47A-25DL	CNAC	acc	20apr43	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 were killed; the wreck was found only 7 months later	
9417	76	C-47A-25DL	CNAC	acc	20apr43	USAAF s/n 42-23555; diverted 04jul43, under Lend-Lease (Andersson gives the date 05jul43); fate unknown	
9423	223561 CCCP-L918 CCCP-L918 CCCP-L918	C-47A-25DL C-47A-25DL TS-62 TS-62	Soviet Air Force GVF Aeroflot/Yakutiya Aeroflot/Ukraine	acc rgd trf trf	21apr43 1944 1949 03oct50	USAAF s/n 42-23561; diverted 17may43 converted to a TS-62, date unknown operated by 14 TAO struck off charge 17aug53 as life-time expired	

9424	223562 not known	C-47A-25DL Soviet Air Force C-47A-25DL Soviet Air Force	acc	21apr43	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 centre-line while flaring out and approached the apron of the Yakutian aviation group, the right wing hit P-5 CCCC-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	223563 CCCC-L831 "831"	C-47A-25DL Soviet Air Force C-47A-25DL GVF C-47A-25DL GVF/Soviet AF c/s	acc rgd Ksv	21apr43 16oct43 27aug44	USAAF s/n 42-23563; diverted 18may43 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo the official identity of the aircraft was still CCCC-L831, although only the last 3 digits of the registration were painted on; operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; made a supply flight from Kiev-Zhuliany for target No. 25 (near Buzhora in the Zakarpatey region of Ukraine) partisans at uring the night 25/26aug44; converted to a TS-62, date unknown CoFA expired 31dec52; struck off charge 05jan53 due to its poor technical condition
9426	CCCC-L831 223564 CCCC-L891	TS-62 Aeroflot/Ukraine C-47A-25DL Soviet Air Force C-47A-25DL GVF	trf acc rgd	unknown 21apr43 10may44	USAAF s/n 42-23564; diverted 07may43 operated by 3 atp 10 atd at Moscow-Vnukovo; flew liberated Belgian generals who had been German PoWs from Stargard to Moscow 04may45
9427	223565 CCCC-L835	C-47A-25DL Soviet Air Force C-47A-25DL GVF	acc rgd	21apr43 29oct43	USAAF s/n 42-23565; diverted 07may43 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; 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 Buliya (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 was killed and 8 were slightly injured while all 5 crew members escaped unhurt
9428	223566	C-47A-25DL Soviet Air Force	acc	22apr43	USAAF s/n 42-23566; diverted 15may43
9429	223567 CCCC-L924	C-47A-25DL Soviet Air Force C-47A-25DL GVF	acc rgd	22apr43 unknown	USAAF s/n 42-23567; diverted 22may43 not on pre-1944 register; operated by 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 members and both passengers were killed; total time 1,864 hours; the wreck was found only 20jul46
9430	223568	C-47A-25DL Soviet Air Force	acc	23apr43	USAAF s/n 42-23568; diverted 22may43
9431	223569	C-47A-25DL Soviet Air Force	acc	23apr43	USAAF s/n 42-23569; diverted 22may43; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pad 23oct43
	CCCC-L838	C-47A-25DL GVF	rgd	04dec43	operated by 1 atd GVF at Moscow-Vnukovo; w/o in the early hours of 16oct44 on return from a mission when was reportedly attacked by a night fighter of the German Air Force, caught fire and crashed near Radomysl (12 km behind the German lines), the pilot (1st Lieutenant Sergei A. Pokrovski) was killed while the other crew members bailed out (2 of them returned to their unit) - as there is no claim by any German pilot for an aerial victory in this area the C-47 may in fact have been shot down by anti-aircraft artillery
9432	223570	C-47A-25DL Soviet Air Force	acc	23apr43	USAAF s/n 42-23570; diverted may43
9433	223571	C-47A-25DL Soviet Air Force	acc	23apr43	USAAF s/n 42-23571; diverted may43
9434	223572	C-47A-25DL Soviet Air Force	acc	24apr43	USAAF s/n 42-23572; diverted 18may43
9435	223573	C-47A-25DL Soviet Air Force	acc	24apr43	USAAF s/n 42-23573; diverted 14may43
9436	223574 CCCC-L825	C-47A-25DL Soviet Air Force C-47A-25DL GVF	acc rgd	24apr43 24sep43	USAAF s/n 42-23574; diverted may43 operated by 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 members and 9 passengers were killed; total time 557 hours
9437	223575	C-47A-25DL Soviet Air Force	acc	24apr43	USAAF s/n 42-23575; diverted 14may43
9438	223576	C-47A-25DL Soviet Air Force	acc	24apr43	USAAF s/n 42-23576; diverted may43
9439	223577	C-47A-25DL Soviet Air Force	acc	24apr43	USAAF s/n 42-23577; diverted 17may43
9440	223578	C-47A-25DL Soviet Air Force	acc	24apr43	USAAF s/n 42-23578; diverted 18may43
	CCCC-L822	C-47A-25DL GVF	rgd	24sep43	operated by 1 atd GVF at Moscow-Vnukovo; damaged in the 4th quarter of 1943
9441	223579	C-47A-25DL Soviet Air Force	acc	27apr43	USAAF s/n 42-23579; diverted 20may43
	CCCC-L823	C-47A-25DL GVF	rgd	24sep43	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
9464	OK-WDA	C-47A-30DL CSA	acc	01may43	USAAF s/n 42-23602; d/d 14mar46; rgd 25may46; i/s 27may46 - 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); cancelled 24feb60 as sold to France; ferried to Marseille 22mar60; became '223602' (French Air Force), F-SEYK, F-WSGT and N118254 USAAF s/n 42-23626; ex RAF s/n FD870; was at Detroit as of 23may43; d/d 1945 ?
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	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 members and 28 passengers escaped
9501	OK-WDI	DC-3C CSA	acc	10may43	USAAF s/n 42-23639; built as a C-47A-30-DL; d/d 11jul46; rgd 16nov46; i/s 17nov46; fleet No. '09'; wfu 31oct59; cancelled 24feb60 as sold to France; ferried to Paris 28may60; became '23639' (French Air Force), F-RAJD (or F-RAGC), F-RAJM ?, F-BRGG, F-BTDF, N87605 (not taken up), F-BRGG and ET-AGH (the right wing went to ET-AGI)
9503	OK-WDB	C-47A-30DL CSA	acc	10may43	USAAF s/n 42-23641; d/d 14mar46; rgd 04jul46; fleet No. '02'; written off 25jan47 while being parked at London-Croydon when was hit by out-of-control C-47A-85-DL VP-YFD (mispaired as VP-YFE) and burnt out; cancelled 29feb60 (clean-up of register)
9596	77	C-47A-30DL CNAC	acc	24may43	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 members were killed; the wreck was found only in 2003
9597	78	C-47A-30DL CNAC	acc	24may43	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	223736 CCCC-L914	C-47A-30DL Soviet Air Force C-47A-30DL GVF	acc rgd	26may43 22jun44	USAAF s/n 42-23736; diverted 03jun43; trf to 8 TAO Upr. VTKU 07jan44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; involved in an incident in 1945; converted to a TS-62, date unknown
9599	CCCC-L914 223737	TS-62 Aeroflot/Moscow C-47A-30DL Soviet Air Force	trf acc	unknown 27may43	struck off charge 25mar52 as worn out USAAF s/n 42-23737; diverted 05jun43; h/o at Fairbanks jun43, with total time 51 hours 50 minutes; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pad 06jun43
9600	223738	C-47A-30DL Soviet Air Force	acc	27may43	USAAF s/n 42-23738; diverted 04jun43; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pad 10jun43
9601	223739	C-47A-30DL Soviet Air Force	acc	26may43	USAAF s/n 42-23739; diverted 05jun43; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Markovo by 1 pad 05jun43
	CCCC-L827	C-47A-30DL GVF	rgd	06sep43	opb 1 otae osobogo naznacheniya GU GVF (became 19 otap GVF 18oct44); flew Moscow-Teheran-Cairo-Algiers-Italy-French Morocco-Moscow 18nov43/08feb44; operated by 19 otap GVF as of 20apr45; i/n PRG 04aug45 (reported with the USAAF s/n, not with the registration); converted to a TS-62, date unknown
9602	CCCC-L827 223740	TS-62 AFL/Turkmenistan C-47A-30DL Soviet Air Force	trf acc	unknown 26may43	struck off charge 10jun52 as worn out USAAF s/n 42-23740; diverted 07jun43; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pad 12jun43
	223740 ?	C-47A-30DL Soviet Air Force			trf to TO Upr. VTKU 05aug43 (redesignated 8 TAO Upr. VTKU 07jan44); opb 8 tap 1 pad as of 29dec44; total time 1,756 hours by 29dec44; made a forced landing on a flight from Yakutsk to Oimyakon 24jan45 due to engine problems
9603	223741	C-47A-30DL Soviet Air Force	acc	27may43	USAAF s/n 42-23741; diverted 04jun43; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pad 10jun43
	not known	C-47A-30DL Soviet Air Force			trf to 8 TAO Upr. VTKU 07jan44; opb 8 tap 1 pad as of 29dec44; total time 1,785 hours as of 29dec44; converted to a TS-62, date unknown
9604	CCCC-L1200 223742 CCCC-L839	TS-62 Aeroflot/Ukraine C-47A-30DL Soviet Air Force C-47A-30DL GVF	rgd acc rgd	apr48 29may43 06dec43	CoFA expired 31mar53; struck off charge 24apr53 as life-time expired USAAF s/n 42-23742; diverted 12jun43 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
9605	223743 not known	C-47A-30DL Soviet Air Force C-47A-30DL Soviet Air Force	acc	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 as of 29dec44; total time 1,839 hours by 29dec44
9606	223744	C-47A-30DL Soviet Air Force	acc	27may43	USAAF s/n 42-23744; diverted 04jun43; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pad 14jun43; h/o to VVS SibVO at Krasnoyarsk 19jul43
9607	223745	C-47A-30DL Soviet Air Force	acc	02jun43	USAAF s/n 42-23745; diverted 04jun43; h/o at Fairbanks jun43, with total time 45 hours 55 minutes; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pad 10jun43
9608	223746	C-47A-30DL Soviet Air Force	acc	27may43	USAAF s/n 42-23746; diverted 09jun43; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pad 14jun43
9609	223747	C-47A-30DL Soviet Air Force	acc	27may43	USAAF s/n 42-23747; diverted 17jun43
9610	223748	C-47A-30DL Soviet Air Force	acc	27may43	USAAF s/n 42-23748; diverted 07jun43
9611	223749	C-47A-30DL Soviet Air Force	acc	28may43	USAAF s/n 42-23749; diverted 29jun43 (see the ferry date below); h/o at Fairbanks jun43, with total time 59 hours; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Markovo by 1 pad 18jun43

9612	223750	C-47A-30DL	Soviet Air Force	acc	28may43	USAAF s/n 42-23750; diverted 04jun43; h/o at Fairbanks according to the acceptance document aug43 (but see the ferry date below), with total time 140 hours 30 minutes; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pap 13jun43
	CCCP-L824	C-47A-30DL	GVF	rgd	24sep43	operated by 1 atd GVF at Moscow-Vnukovo; damaged in the 4th quarter of 1943, but repaired; flew supplies from Staraya Toropa to partisans in Estonia 10jan44
9613	223751	C-47A-30DL	Soviet Air Force	acc	29may43	USAAF s/n 42-23751; diverted 09jun43; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pap 14jun43
	CCCP-L978	C-47A-30DL	GVF	rgd	1945	converted to a TS-62, date unknown
	CCCP-L978	TS-62	Aeroflot/Ukraine	trf	unknown	opb 87 ATO / Moldavski OAO; latest known CofA expired 31dec54
9614	223752	C-47A-30DL	Soviet Air Force	acc	28may43	USAAF s/n 42-23752; diverted 10jun43
	not known	C-47A-30DL	Soviet Air Force			trf to TAO Upr. VTKU 05aug43; trf to 8 tap 1 pad 21oct44; total time 1,426 hours by 29dec44
	not known	C-47A-30DL	Aeroflot/Yakutiya	trf	1946	operated by 14 TAO
9615	223753	C-47A-30DL	Soviet Air Force	acc	28may43	USAAF s/n 42-23753; diverted 10jun43
	CCCP-L837	C-47A-30DL	GVF	rgd	20nov43	operated by 1 atd GVF at Moscow-Vnukovo; damaged during the night 12/13jan44 on a supply flight for the Sikorski partisan unit in the area of Svoryn (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 members and 13 passengers escaped unhurt; as the accident happened behind the German lines the damaged aircraft had to be abandoned
9760	79	C-47A-35DL	CNAC	acc	24jun43	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 members were killed
9761	80	C-47A-35DL	CNAC	acc	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 members escaped unhurt
9798	OK-WDW OK-WHA	C-47A-35DL C-47A-5-DL	CSA VZLU	acc rgd	01jul43 unknown	USAAF s/n 42-23936; d/d 25nov46; rgd 13may47; i/s 16jul47; fleet No. '24'
	OK-WZB (2)	C-47A-35DL	Omnipol	rgd	dec60	VZLU was known as SVZU at one time; on a photo in natural metal c/s with thin cheatline and an 'SVZU' badge on the nose, no titles; last flight 28mar50; cancelled 19dec60 as sold to France
9801	SP-LCJ	C-47A-35DL	LOT	acc	01jul43	no full entry in register, the registration is just mentioned in the remarks for OK-WHA; ferried to Paris 27dec60; became '23936' (French Navy), F-YGGC, F-GEOM, G-OFON (ntu) and G-DAKK; stored at Lelystad (Netherlands) from sep06; see c/n 19006
9802	OK-WCN OK-WAX	C-47A-35DL C-47A-35DL	CSA CSA	acc rgd	01jul43 03feb49	USAAF s/n 42-23939; d/d 21apr47; rgd 24feb48; canx 28dec56 as wfu
						USAAF s/n 42-23940; d/d 14jan47; i/s 27jul47; rgd 12aug47; fleet No. '26'
9837	223975	C-47A-40DL	Soviet Air Force	acc	07jul43	was hijacked to Munich and stored about 9 months in the open before being returned to CSA; wfu 17sep58, cancelled 24feb60 as sold to France; last flight 26feb60; ferried to Paris 30may60; became '223940' (French Air Force), F-SCDM and TT-LA
9838	223976 not known	C-47A-40DL C-47A-40DL	Soviet Air Force Soviet Air Force	acc acc	07jul43 07jul43	USAAF s/n 42-23975; diverted 12jul43; h/o at Fairbanks aug43, with total time 66 hours 50 minutes
						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; converted to a TS-62, date unknown
9839	CCCP-L1094 223977	TS-62 C-47A-40DL	Aeroflot/Ukraine Soviet Air Force	rgd acc	apr48 07jul43	last CofA issued 21sep51; struck off charge 25mar52 as worn out
						USAAF s/n 42-23977; diverted 12jul43; trf to TO Upr. VTKU 05aug43 (redesignated 8 TAO Upr. VTKU 07jan44); opb 8 tap 1 pad as of dec44/jan45; total time 1,625 hours by 29dec44; had engine trouble at Yakutsk 08jan45
9840	223978	C-47A-40DL	Soviet Air Force	acc	08jul43	USAAF s/n 42-23978; diverted 13jul43; h/o at Fairbanks aug43, with total time 52 hours 40 minutes
9841	223979	C-47A-40DL	Soviet Air Force	acc	08jul43	USAAF s/n 42-23979; diverted 14jul43
	CCCP-L986	C-47A-40DL	GVF	rgd	1945	operated by 19 otap GVF as of 20apr45; converted to a TS-62, date unknown
	CCCP-L986	TS-62	Aeroflot/Yakutiya	trf	unknown	struck off charge 27mar53 as life-time expired
9842	223980	C-47A-40DL	Soviet Air Force	acc	08jul43	USAAF s/n 42-23980; diverted 13jul43; h/o at Fairbanks aug43, with total time 60 hours
9843	223981 not known	C-47A-40DL C-47A-40DL	Soviet Air Force Soviet Air Force	acc acc	08jul43 08jul43	USAAF s/n 42-23981; diverted 10jul43; h/o at Fairbanks aug43, with total time 65 hours 20 minutes
						opb 89 tap at Ostafyevo; w/o 27may44 when the aviation mechanic 2nd Lieutenant Mikhail P. Yezhkov took control of the aircraft which was parked at Ostafyevo, took off from the apron and performed dangerous manoeuvres at low height so that a propeller collided with a tree near Potapovo and the aircraft crashed, caught fire and burnt out, the 'pilot' and the sole passenger (radio operator Starshina Georgi L. Mordusevich) were killed
9844	223982	C-47A-40DL	Soviet Air Force	acc	09jul43	USAAF s/n 42-23982; diverted 13jul43
9845	223983	C-47A-40DL	Soviet Air Force	acc	09jul43	USAAF s/n 42-23983; diverted 13jul43; h/o at Fairbanks aug43, with total time 54 hours
9846	223984	C-47A-40DL	Soviet Air Force	acc	09jul43	USAAF s/n 42-23984; diverted 12jul43; h/o at Fairbanks aug43, with total time 49 hours 25 minutes
9847	223985	C-47A-40DL	Soviet Air Force	acc	09jul43	USAAF s/n 42-23985; diverted 13jul43; h/o at Fairbanks aug43, with total time 49 hours 15 minutes
9848	223986 not known	C-47A-40DL C-47A-40DL	Soviet Air Force Soviet Air Force	acc acc	09jul43 09jul43	USAAF s/n 42-23986; diverted 13jul43
						opb 8 tap 1 pad; w/o in the morning of 26nov43 (local time, 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 so that the aircraft crashed in the Ushkanyi mountains some 50-60 km west of Uelkal (Chukotka), all 3 crew members (pilot: Major Fyodor L. Ponomarenko) and the sole passenger were killed; the wreck was found 29nov43
9849	223987	C-47A-40DL	Soviet Air Force	acc	09jul43	USAAF s/n 42-23987; diverted 13jul43; h/o at Fairbanks aug43, with total time 46 hours 25 minutes
9850	223988	C-47A-40DL	Soviet Air Force	acc	09jul43	USAAF s/n 42-23988; diverted 13jul43
9851	223989	C-47A-40DL	Soviet Air Force	acc	12jul43	USAAF s/n 42-23989; diverted 13jul43
9852	223990	C-47A-40DL	Soviet Air Force	acc	10jul43	USAAF s/n 42-23990; diverted 13jul43
	CCCP-L836	C-47A-40DL	GVF	rgd	13nov43	operated by 1 otap osobogo naznacheniya GU GVF (became 19 otap GVF 18oct44) and by 19 otap GVF as of 20apr45
9853	223991	C-47A-40DL	Soviet Air Force	acc	10jul43	USAAF s/n 42-23991; diverted 13jul43; h/o at Fairbanks aug43, with total time 45 hours
9854	223992	C-47A-40DL	Soviet Air Force	acc	10jul43	USAAF s/n 42-23992; diverted 12jul43; trf to 8 TAO Upr. VTKU 07jan44
	CCCP-L892	C-47A-40DL	GVF	rgd	15may44	
	"892" white	C-47A-40DL	GVF/Soviet AF c/s		photo	
	CCCP-L892	C-47A-40DL	Aeroflot			the official identity of the aircraft was still CCCP-L892, although only the last 3 digits of the registration were painted on; operated by 3 atp 10 atd at Moscow-Vnukovo; in camo c/s with light grey underside
9898	7	C-47A-40DL	Polish KBW	acc	19jul43	damaged in 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 ?
9903	SP-LCC (1)	C-47A-40DL	LOT	acc	19jul43	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
9915	OK-VAJ 4053	C-47A-40DL	Min. Dopravy	acc	20jul43	USAAF s/n 42-24041; rgd 14jun46; w/o 28mar50 when crashed in Poland, details unknown; canx 29mar50; see c/n 13348
9931	OK-WDJ	C-47A-40DL	Czechoslovak AF	rgd	02may51	Ministry of Transport; USAAF s/n 42-24053; d/d 23nov46; i/s 26nov46; rgd 01oct47
		C-47A-40DL	CSA	acc	24jul43	on the civil aviation register to the MNO (Ministry of National Defence); cancelled 27sep60
	71234	C-47A-40DL	Yugoslav Air Force	d/d	1971	USAAF s/n 42-24069; d/d 15jun46; i/s 24mar48; rgd 31mar48; fleet No. '10'; wfu 07aug58; cancelled 24feb60 as sold to France; last flight 03mar60; ferried to Paris 01jun60; became '24069' (French Air Force) 24may60 and F-BRGA (not taken up)
9938	SP-LCF	C-47A-40DL	LOT	acc	26jul43	USAAF s/n 42-24076; d/d 12mar46; rgd 13dec46; in olive drab c/s with neutral grey undersides, with 'LOT' titles; wfu 12jan59; cancelled 05feb59; sold to Iran 15nov59; became EP-AEG, 90-AEG, 90Q-AEG and possibly 9T-P24
9955	81	C-47A-45DL	CNAC	acc	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 members were 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 members and 28 passengers were killed; the wreck was found only 09oct46
9956	82	C-47A-45DL	CNAC	acc	03aug43	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) were killed
9962	OK-WDV	DC-3C	CSA	acc	29jul43	USAAF s/n 42-24100; built as a C-47A-45-DL; diverted 17sep46; rgd 15mar47; fleet No. '23'; dbr 05aug50 on landing at Kosice when hit a railway embankment, all occupants escaped unhurt; canx 17aug50 and again 29feb60 (clean-up of register)
9996	OK-WCO OK-WAK	C-47A-45DL C-47A-50DL	CSA CSA	acc rgd	04aug43 1950	USAAF s/n 42-24134; d/d 02dec46; rgd 21apr47; i/s 09sep47 (09dec47 ?); fleet No. '31'
10002	224140 not known	C-47A-50DL C-47A-50DL	Soviet Air Force Soviet Air Force	acc acc	04aug43 04aug43	wfu 01jul58; cancelled 09jul58 as to be scrapped
						USAAF s/n 42-24140
						opb 4 BAK; w/o 16nov44 while flying low (at a height of some 75 metres) north-west of Szeged (Hungary) when was attacked by a Fw 190F of 6./SG 10 of the German Air Force (piloted by Feldwebel Erich Pilz) and caught fire, the pilot (Captain Pyotr T. Alexeyenko) managed to make a belly landing, but the aircraft burnt out, 1 of the passengers (the commander of 5 ad dd, Colonel Pavel I. Kondratyev) died in hospital later that day
10003	224141	C-47A-50DL	Soviet Air Force	acc	06aug43	USAAF s/n 42-24141
10004	224142 not known	C-47A-50DL C-47A-50DL	Soviet Air Force Soviet Air Force	acc acc	04aug43 04aug43	USAAF s/n 42-24142
						trf to 8 TAO Upr. VTKU 07jan44, opb 2 pap 1 pad at Uelkal; opb 8 tap 1 pad as of 29dec44; was for maintenance at Fairbanks, AK 29dec44, total time 1,912 hours by then; converted to a TS-62, date unknown
	CCCP-L1075	TS-62	Aeroflot/Moscow	rgd	aug46	struck off charge 23oct52 as worn out
10005	224143 not known	C-47A-50DL C-47A-50DL	Soviet Air Force Soviet Air Force	acc acc	04aug43 04aug43	USAAF s/n 42-24143
						trf to 8 TAO Upr. VTKU 07jan44, opb 2 pap 1 pad at Uelkal; opb 8 tap as of 29dec44; was for maintenance at Fairbanks, AK 29dec44, total time 1,297 hours by then
10006	224144	C-47A-50DL	Soviet Air Force	acc	04aug43	USAAF s/n 42-24144

1813	D-...	C-47A-DK	Czechoslovak AF	acc	09jun43	USAAF s/n 42-92055; d/d 25may46; i/s 12jun46; fate unknown
11854	OK-WDS	C-47A-1-DK	CSA	acc	22jul43	USAAF s/n 42-92092; diverted 06aug46; i/s 10dec47 (or 10dec48); rgd 12feb48; fleet No. '19'; written off 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 members and 9 passengers were killed; cancelled 29feb60 (clean-up of register)
11866	292103	C-47A-1-DK	Soviet Air Force	acc	29jul43	USAAF s/n 42-92103; diverted 19apr44; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pad 14nov43
	not known	C-47A-1-DK	Soviet Air Force			trf to 8 TAO Upr. VTKU 07jan44, opb 5 pap 1 pad at Kirensk; opb 8 tap 1 pad as of 29dec44; total time 1,266 hours by 29dec44
11879	292114	C-47A-1-DK	Soviet Air Force	acc	04aug43	USAAF s/n 42-92114; diverted 17aug43
	CCCP-L888	C-47A-1-DK	GVF	rgd	10may44	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
11881	292116	C-47A-1-DK	Soviet Air Force	acc	16aug43	USAAF s/n 42-92116; diverted 17aug43
11884	292119	C-47A-1-DK	Soviet Air Force	acc	14aug43	USAAF s/n 42-92119; diverted 17aug43
	not known	C-47A-1-DK	Soviet Air Force			trf to 8 TAO Upr. VTKU 07jan44; opb 8 tap 1 pad as of 29dec44; total time 1,205 hours by 29dec44
11885	292120	C-47A-1-DK	Soviet Air Force	acc	15aug43	USAAF s/n 42-92120; diverted 17aug43
	CCCP-L834	C-47A-1-DK	GVF	rgd	28oct43	operated by 1 otae osobogo naznacheniya GU GVF (became 19 otap 18oct44); flew a Soviet military mission to Yugoslavia from Moscow to Bari 17jan44/early feb44 and remained at the disposal of the mission, being based at Bari and flying frequently to the partisan airstrip at Medeno polje 7 km north-west of Bosanski Petrovac (Bosnia) until late may44; was probably the aircraft which evacuated the Yugoslav leader Josip Broz Tito and the Soviet military mission from the airstrip at Kupresko polje to Bari (Italy) during the night 03/04jun44 and returned to Moscow 15jun44; operated by 19 otap GVF as of 20apr45; converted to a TS-62, date unknown
	CCCP-L834	TS-62	AFL/Turkmenistan	trf	unknown	struck off charge 28jan53 as worn out
11886	292121	C-47A-1-DK	Soviet Air Force	acc	18aug43	USAAF s/n 42-92121; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pad 11nov43
	not known	C-47A-1-DK	Soviet Air Force			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) were slightly injured
11887	292122	C-47A-1-DK	Soviet Air Force	acc	20aug43	USAAF s/n 42-92122
	CCCP-L841	C-47A-1-DK	GVF	rgd	20dec43	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; involved in an incident in 1945
11889	292123	C-47A-1-DK	Soviet Air Force	acc	19aug43	USAAF s/n 42-92123
	CCCP-L833	C-47A-1-DK	GVF	rgd	21oct43	operated by 1 atd GVF at Moscow-Vnukovo; 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 members were killed and all 3 survivors injured (2 of them seriously)
11890	292124	C-47A-1-DK	Soviet Air Force	acc	18aug43	USAAF s/n 42-92124; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Nome by 1 pad 27nov43
	not known	C-47A-1-DK	Soviet Air Force			trf to 8 TAO Upr. VTKU 07jan44, opb 5 pap 1 pad at Kirensk; opb 8 tap 1 pad as of 29dec44; total time 929 hours by 29dec44
11891	292125	C-47A-1-DK	Soviet Air Force	acc	24aug43	USAAF s/n 42-92125; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pad 20nov43
	CCCP-L851	C-47A-1-DK	GVF	rgd	07mar44	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
11892	292126	C-47A-1-DK	Soviet Air Force	acc	21aug43	USAAF s/n 42-92126; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pad 05nov43
	not known	C-47A-1-DK	Soviet Air Force			opb 8 tap 1 pad as of 29dec44; total time 1,154 hours by 29dec44
	not known	C-47A-1-DK	Aeroflot/Yakutiya	trf	1946	operated by 14 TAO
11893	292127	C-47A-1-DK	Soviet Air Force	acc	24aug43	USAAF s/n 42-92127
	CCCP-L840	C-47A-1-DK	GVF	rgd	11dec43	operated by 1 atp 1 atd GVF (redesignated 1 atp 10 atd GVF 05nov44) at Moscow-Vnukovo; evacuated 26 sailors from a damaged submarine from Novaya Zemlya 08jan45
11894	292128	C-47A-1-DK	Soviet Air Force	acc	26aug43	USAAF s/n 42-92128
11895	292129	C-47A-1-DK	Soviet Air Force	acc	26aug43	USAAF s/n 42-92129
	CCCP-L842	C-47A-1-DK	GVF	rgd	22dec43	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
11896	292130	C-47A-1-DK	Soviet Air Force	acc	26aug43	USAAF s/n 42-92130; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pad 11nov43
	not known	C-47A-1-DK	Soviet Air Force			trf to 8 TAO Upr. VTKU 07jan44, opb 3 pap 1 pad at Seimchan; opb 8 tap 1 pad as of 29dec44; was for maintenance at Fairbanks, AK 29dec44, total time 1,246 hours by then
11897	292131	C-47A-1-DK	Soviet Air Force	acc	27aug43	USAAF s/n 42-92131; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pad 20nov43
11899	292132	C-47A-1-DK	Soviet Air Force	acc	27aug43	USAAF s/n 42-92132
	CCCP-L875	C-47A-1-DK	GVF	rgd	08apr44	operated by 1 atd GVF at Moscow-Vnukovo; w/o 04mar44 on a positioning flight from Moscow-Vnukovo to Moscow-Khodynka when the crew feathered the propeller of the right engine for training purposes but was not able to defeather 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-390-15-BE s/n 44-2226, flew for



						another 85 metres, collided with a revetment and burnt out (the P-39 was a total loss as well), all 5 crew members escaped unhurt; total time 341 hours; rgd only 08apr44, more than one month after the loss
11900	292133	C-47A-1-DK	Soviet Air Force	acc	27aug43	USAAF s/n 42-92133
11901	292134	C-47A-1-DK	Soviet Air Force	acc	28aug43	USAAF s/n 42-92134
	CCCP-L907	C-47A-1-DK	Aeroflot/NII GVF	rgd	31may44	converted to a TS-62, date unknown
	CCCP-L907	TS-62	Aeroflot/NII GVF			
	292135	TS-62	Aeroflot/Northern	trf	28feb51	struck off charge by ARB-400 15feb55
11902		C-47A-1-DK	Soviet Air Force	acc	28aug43	USAAF s/n 42-92135; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Nome by 1 pad 24nov43
11921	XT-825	C-47A-1-DK	Civil Air Transp.	acc	15sep43	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 not known	C-47A-1-DK C-47A-1-DK	Soviet Air Force Soviet Air Force	acc	25sep43	USAAF s/n 42-92159; diverted 26oct43 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	292160	C-47A-1-DK	Soviet Air Force	acc	23sep43	USAAF s/n 42-92160; diverted 26oct43
	CCCP-L859	C-47A-1-DK	GVF	rgd	18mar44	initially operated by 1 atd GVF at Moscow-Vnukovo; opb otdel vozduzhnykh soobshcheni STU i GU GVF in Iran in 1944
11933	292163	C-47A-1-DK	(Soviet Air Force)	acc	24sep43	USAAF s/n 42-92163; diverted to the Soviet Union 26oct43 according to the US delivery log, but was then re-diverted to the RAF and delivered in India 24dec43; became RAF s/n FL569; entered into the British serial register 29nov43; w/o 15apr44 when crashed into a hill at Mowdock (Burma)
11934	292164	C-47A-1-DK	Soviet Air Force	acc	24sep43	USAAF s/n 42-92164; diverted 26oct43
11935	292165	C-47A-1-DK	Soviet Air Force	acc	24sep43	USAAF s/n 42-92165; diverted 26oct43
	CCCP-L860	C-47A-1-DK	GVF	rgd	18mar44	initially operated by 1 atd GVF at Moscow-Vnukovo; later opb otdel vozduzhnykh soobshcheni STU i GU GVF in Iran; w/o 03aug44 on a flight from Bandar-e Pahlavi (now Bandar-e Anzali) to Tehran-Qaleh Morgeh when was hit on final approach by P-39Q-5-BE s/n 42-19877 of 6 piap 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 members (pilot: 1st Lieutenant Ilya F. Afanasyev) and 12 of the 13 passengers (among them 10 Iranians) as well as the pilot of the P-39 were killed and the sole survivor (a British officer) was seriously injured; total time 359 hours
11936	292166	C-47A-1-DK	Soviet Air Force	acc	24sep43	USAAF s/n 42-92166; diverted 26oct43
	not known	C-47A-1-DK	Soviet Air Force			trf to 8 TAO Upr. VTKU 07jan44, opb 3 pap 1 pad at Seimchan; opb 8 tap 1 pad as of 29dec44; total time 936 hours by 29dec44; damaged by a fire 10jan45 while parked at Tanyur
	CCCP-L1048	C-47A-1-DK	Aeroflot/Far East	rgd	unknown	opb 12 ATO; 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 members and 17 passengers were killed; total time 2,388 hours
11937	292167	C-47A-1-DK	Soviet Air Force	acc	25sep43	USAAF s/n 42-92167; diverted 26oct43
11939	292168	C-47A-1-DK	Soviet Air Force	acc	25sep43	USAAF s/n 42-92168; diverted 26oct43
	CCCP-L846	C-47A-1-DK	GVF	rgd	09feb44	operated by 1 atd GVF at Moscow-Vnukovo; 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 members were MIA presumed killed
11940	292169	C-47A-1-DK	Soviet Air Force	acc	25sep43	USAAF s/n 42-92169; diverted 26oct43
11941	292170	C-47A-1-DK	Soviet Air Force	acc	26sep43	USAAF s/n 42-92170; diverted 14oct43
	CCCP-L852	C-47A-1-DK	GVF	rgd	07mar44	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
	CCCP-L852	C-47A-1-DK	AFI/West Siberia	trf	unknown	opb 4 TO at Novosibirsk-Severn; left Novosibirsk in early 1946 for conversion to a passenger aircraft and did not return
11942	292171	C-47A-1-DK	Soviet Air Force	acc	27sep43	USAAF s/n 42-92171; diverted 02oct43
11943	292172	C-47A-1-DK	Soviet Air Force	acc	27sep43	USAAF s/n 42-92172; diverted 03nov43; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pad 02dec43
	not known	C-47A-1-DK	Soviet Air Force			trf to 8 TAO Upr. VTKU 07jan44; opb 8 tap 1 pad as of 29dec44; total time 945 hours by 29dec44; converted to a TS-62, date unknown
	CCCP-L1049	TS-62	Aeroflot/Ukraine	rgd	feb46	struck off charge 24apr54 as life-time expired
11944	292173	C-47A-1-DK	Soviet Air Force	acc	27sep43	USAAF s/n 42-92173; diverted 03nov43
	CCCP-L868	C-47A-1-DK	GVF	rgd	08apr44	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo and by 19 otap GVF as of 20apr45; was involved in an incident
	CCCP-L868	C-47A-1-DK	Aeroflot	VKO	1948	in olive drab ? c/s
11945	292174	C-47A-1-DK	Soviet Air Force	acc	25sep43	USAAF s/n 42-92174; diverted 09nov43
11946	292175	C-47A-1-DK	Soviet Air Force	acc	26sep43	USAAF s/n 42-92175; diverted 08nov43
11947	292176	C-47A-1-DK	Soviet Air Force	acc	26sep43	USAAF s/n 42-92176; diverted nov43
	not known	C-47A-1-DK	Soviet Air Force			opb 8 tap as of dec44; was for maintenance at Fairbanks, AK 29dec44, total time 1,256 hours by then
	not known	C-47A-1-DK	Aeroflot/Yakutiya	trf	1946	operated by 14 TAO
11949	292177	C-47A-1-DK	Soviet Air Force	acc	27sep43	USAAF s/n 42-92177; diverted 08nov43
11950	292178	C-47A-1-DK	Soviet Air Force	acc	28sep43	USAAF s/n 42-92178; diverted 07nov43
	CCCP-L864	C-47A-1-DK	GVF	rgd	27mar44	operated by 1 otap osobogo naznacheniya GU GVF (became 19 otap GVF 18oct44) and by 19 otap GVF as of 20apr45
11951	292179	C-47A-1-DK	Soviet Air Force	acc	28sep43	USAAF s/n 42-92179; diverted nov43
11952	292180	C-47A-1-DK	Soviet Air Force	acc	28sep43	USAAF s/n 42-92180; diverted 09nov43
	CCCP-L848	C-47A-1-DK	GVF	rgd	11feb44	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
11953	292181	C-47A-1-DK	Soviet Air Force	acc	28sep43	USAAF s/n 42-92181; diverted 14nov43
11954	292182	C-47A-1-DK	Soviet Air Force	acc	29sep43	USAAF s/n 42-92182; diverted 11nov43; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pad 28nov43
11955	292183	C-47A-1-DK	Soviet Air Force	acc	29sep43	USAAF s/n 42-92183; diverted nov43
	CCCP-L899	C-47A-1-DK	GVF	rgd	23may44	operated by 8 oap GVF (redesignated 23 oap GVF 30oct44)
11956	292184	C-47A-1-DK	Soviet Air Force	acc	29sep43	USAAF s/n 42-92184; diverted nov43
11957	292185	C-47A-1-DK	Soviet Air Force	acc	29sep43	USAAF s/n 42-92185; diverted 26oct43
	not known	C-47A-1-DK	Soviet Air Force			operated by 8 tap 1 pad as of dec44; was for maintenance at Fairbanks, AK 29dec44, total time 1,331 hours by then
	not known	C-47A-1-DK	Aeroflot/Yakutiya	trf	1946	converted to a passenger aircraft; operated by 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	292186	C-47A-1-DK	Soviet Air Force	acc	30sep43	USAAF s/n 42-92186; diverted 26oct43; operated by 6 tae 1 pap as of mar45
	not known	C-47A-1-DK	Aeroflot/Yakutiya	trf	1946	operated by 14 TAO
11960	292187	C-47A-1-DK	Soviet Air Force	acc	30sep43	USAAF s/n 42-92187; accepted by the Soviet side 09oct43; diverted 26oct43
	no code	C-47A-1-DK	Soviet Air Force			the staff aircraft of General Yevgeni F. Loginov, commanding officer of 2 gv. korpus ADD; in olive drab c/s with dark green splotches and neutral grey undersides, with a large red flag (with the inscription '2 gvardeiski Bryanski') on the fin
11961	292188	C-47A-1-DK	Soviet Air Force	acc	30sep43	USAAF s/n 42-92188; diverted nov43; operated by 6 tae 1 pap as of mar45
	not known	C-47A-1-DK	Aeroflot/Yakutiya	trf	1946	operated by 14 TAO
11962	292189	C-47A-1-DK	Soviet Air Force	acc	30sep43	USAAF s/n 42-92189; diverted nov43
	CCCP-L856	C-47A-1-DK	GVF	rgd	14mar44	
	"856" white	C-47A-1-DK	GVF/Soviet AF c/s	ph.	1945	the official identity of the aircraft was still CCCP-L856, although only the last 3 digits of the registration were painted on; operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; in camo c/s with probably black undersides and the rudder in a differen colour; converted to a TS-62, date unknown
	CCCP-L856	TS-62	AFI/Krasnoyarsk	trf	unknown	struck off charge 18nov53 as life-time expired
11963	292190	C-47A-1-DK	Soviet Air Force	acc	01oct43	USAAF s/n 42-92190; diverted nov43
11964	292191	C-47A-1-DK	Soviet Air Force	acc	01oct43	USAAF s/n 42-92191; diverted 12nov43; trf to 8 TAO Upr. VTKU 07jan44; opb 8 tap 1 pad as of 29dec44; total time 1,129 hours by 29dec44
	CCCP-L1210	C-47A-1-DK	Aeroflot/Yakutiya	trf	1946	operated by 14 TAO; converted to a TS-62, date unknown
	CCCP-L1210	TS-62	Aeroflot/Moscow	rgd	aug46	struck off charge 23oct52 as worn out
11965	292192	C-47A-1-DK	Soviet Air Force	acc	04oct43	USAAF s/n 42-92192; diverted 03nov43
	292192	C-47A-1-DK	Aeroflot/Yakutiya	trf	unknown	operated by 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 overhaul by 01jan47
11966	292193	C-47A-1-DK	Soviet Air Force	acc	06oct43	USAAF s/n 42-92193; diverted 11nov43
11969	292195	C-47A-1-DK	Soviet Air Force	acc	09oct43	USAAF s/n 42-92195; diverted nov43
	CCCP-L874	C-47A-1-DK	GVF	rgd	08apr44	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; was involved in an incident
12029	292249	C-47A-1-DK	Soviet Air Force	acc	31oct43	USAAF s/n 42-92249; diverted 02nov43; diverted to the Soviet Union according to the US delivery log and was probably also delivered there (see below), but British data state the following: became RAF s/n FL617; entered into the British serial register 31dec43; delivered via the Middle East to India 28jan44; to ACSEA may45 and to the Indian Government 30jan47
	CCCP-L900	C-47A-1-DK	GVF	rgd	23may44	USAAF s/n given on Soviet register as 42-92249; accepted or taken on charge 24jan44; operated by 3 atp 1 atd GVF at Moscow-Vnukovo as of 16jul44 (pilot: 2nd Lieutenant Andreyev); on a photo with the serial and a Red Star on the fin; not on 1950/56 register
12030	292250	C-47A-1-DK	Soviet Air Force	acc	01nov43	USAAF s/n 42-92250; diverted 16dec43
	CCCP-L858	C-47A-1-DK	GVF	rgd	15mar44	operated 1 otap osobogo naznacheniya GU GVF (became 19 otap GVF 18oct44) and by 19 otap GVF as of 20apr45; in camo c/s; seen at Poreba (southern Poland) 25apr45; converted to a TS-62, date unknown
	CCCP-L858	TS-62	Aeroflot/Northern	trf	unknown	struck off charge 02mar53 as worn out
12031	292251	C-47A-1-DK	Soviet Air Force	acc	01nov43	USAAF s/n 42-92251; diverted 12dec43
12032	292252	C-47A-1-DK	Soviet Air Force	acc	02nov43	USAAF s/n 42-92252; diverted 19dec43
12033	292253	C-47A-1-DK	Soviet Air Force	acc	02nov43	USAAF s/n 42-92253; diverted 14dec43

12034	292254	C-47A-1-DK	Soviet Air Force	acc	03nov43	USAAF s/n 42-92254; diverted 23dec43; in the US delivery log as diverted to Australia !
12046	292265	C-47A-1-DK	Soviet Air Force	acc	02nov43	USAAF s/n 42-92265; diverted 17dec43
12117	not known	C-47A-1-DK	Soviet Air Force	acc	27nov43	opb 8 tap as of 29dec44; total time 1,216 hours by 29dec44
	292329	C-47A-1-DK	Soviet Air Force	acc	27nov43	USAAF s/n 42-92329; diverted 04jan44
	CCCP-L889	C-47A-1-DK	GVF	rgd	10may44	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; converted to a TS-62, date unknown
	CCCP-L889	TS-62	AFL/Krasnoyarsk	trf	unknown	CofA expired 31dec48
12118	2108827	C-47A-1-DK	Soviet Air Force	acc	28nov43	USAAF s/n 42-108827; diverted 02jan44
12119	292330	C-47A-1-DK	Soviet Air Force	acc	28nov43	USAAF s/n 42-92330; diverted 02jan44
	CCCP-L857	C-47A-1-DK	GVF	rgd	15mar44	
	"857" white	C-47A-1-DK	GVF/Soviet AF c/s		photo	the official identity of the aircraft was still CCCP-L857, although only the last 3 digits of the registration were painted on; operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; in camo c/s with probably black undersides and a guards badge on the nose; was involved in an incident; converted to a TS-62, date unknown
	CCCP-L857	TS-62	Aeroflot/Ukraine	trf	unknown	struck off charge 07jun54 as life-time expired
12120	292331	C-47A-1-DK	Soviet Air Force	acc	28nov43	USAAF s/n 42-92331; diverted 24dec43
12121	292332	C-47A-1-DK	Soviet Air Force	acc	30nov43	USAAF s/n 42-92332; diverted 30dec43
12122	292333	C-47A-1-DK	Soviet Air Force	acc	28nov43	USAAF s/n 42-92333; diverted 30dec43; opb 8 tap by dec44; was for maintenance at Fairbanks, AK 29dec44, total time 917 hours by then
	CCCP-X516	C-47A-1-DK	MVD - Dalstroj	rgd	unknown	passenger version; opb SMP AO by 1947; served the Magadan-Pevek route oct48; Dalstroj assigned an unknown crew to this aircraft 28jun49
12123	292334	C-47A-1-DK	Soviet Air Force	acc	28nov43	USAAF s/n 42-92334; diverted 26jan44
	CCCP-L845	C-47A-1-DK	GVF	rgd	09feb44	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo and by 19 otap GVF as of 20apr45; converted to a TS-62, date unknown
	CCCP-L845	TS-62	Aeroflot/Moscow	trf	unknown	struck off charge 10jun52 as worn out
12124	292335	C-47A-1-DK	Soviet Air Force	acc	01dec43	USAAF s/n 42-92335; diverted 26jan44
12125	292336	C-47A-1-DK	Soviet Air Force	acc	30nov43	USAAF s/n 42-92336; diverted 24jan44
12126	292337	C-47A-1-DK	Soviet Air Force	acc	30nov43	USAAF s/n 42-92337; diverted 05jan44
12127	292338	C-47A-1-DK	Soviet Air Force	acc	30nov43	USAAF s/n 42-92338; diverted 05jan44
	CCCP-L890	C-47A-1-DK	GVF	rgd	10may44	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
12128	"026"	C-47A-1-DK	GVF/Soviet AF c/s			in olive drab c/s with neutral grey undersides, colour of code probably yellow; f/n Paris-Orly 1945
	2108828	C-47A-1-DK	Soviet Air Force	acc	29nov43	USAAF s/n 42-108828; diverted 30dec43; opb 8 tap 1 pad as of 06dec44; total time 927 hours by 29dec44; converted to a TS-62, date unknown
	CCCP-L1100	TS-62	Aeroflot	rgd	apr48	seen Budapest-Budaörs 03oct48
	CCCP-L1100	TS-62	Aeroflot/Yakutiya	trf	1949	operated by 14 TAO; struck off charge 31dec53 as amortisation period exceeded
12129	292339	C-47A-1-DK	Soviet Air Force	acc	01dec43	USAAF s/n 42-92339; diverted 05jan44
	CCCP-L877	C-47A-1-DK	GVF	rgd	10apr44	operated by 1 atd GVF at Moscow-Vnukovo; w/o 14apr44 while flying at a height of 180 metres south-east of Rechitsa (Gomel district of Belarus) when came close to the bridge over the river Dnepr which was protected by a Soviet anti-aircraft artillery battery, was hit and damaged by the anti-aircraft fire, made a forced landing near Uza railway station, caught fire and burnt out, 2 of the crew members were injured while the others escaped unhurt
12130	292340	C-47A-1-DK	Soviet Air Force	acc	01dec43	USAAF s/n 42-92340; diverted 04jan44
12131	292341	C-47A-1-DK	Soviet Air Force	acc	01dec43	USAAF s/n 42-92341; diverted 04jan44
	CCCP-L1089	C-47A-1-DK	Aeroflot/Yakutiya	rgd	aug46	operated by 14 TAO; converted to a TS-62, date unknown
	CCCP-L1089	TS-62	Aeroflot/Moscow	trf	unknown	struck off charge 27mar53 as life-time expired
12132	292342	C-47A-1-DK	Soviet Air Force	acc	02dec43	USAAF s/n 42-92342; diverted 02jan44
12133	292343	C-47A-1-DK	Soviet Air Force	acc	30nov43	USAAF s/n 42-92343; diverted 05jan44
	CCCP-L847	C-47A-1-DK	GVF	rgd	10feb44	operated by 1 atd GVF at Moscow-Vnukovo; w/o during the night 16/17feb44 on a flight from Kudrovo (near Leningrad) to the area of Tartu (Estonia) in order to paradrop a reconnaissance team behind the German lines when went missing near the target, all 6 crew members were MIA presumed killed
12134	292344	C-47A-1-DK	Soviet Air Force	acc	02dec43	USAAF s/n 42-92344; diverted 05jan44
	not known	C-47A-1-DK	Soviet Air Force			carried 'nose-art' of a reindeer on the fin; in a newsreel with Marshall Kirill Meretskoy (probably in Karelia)
12135	292345	C-47A-1-DK	Soviet Air Force	acc	30nov43	USAAF s/n 42-92345; diverted 13jan44
12136	292346	C-47A-1-DK	Soviet Air Force	acc	05dec43	USAAF s/n 42-92346; diverted 17jan44
	CCCP-L862	C-47A-1-DK	Aeroflot/Far East	rgd	25mar44	converted to a TS-62, date unknown
	CCCP-L862	TS-62	AFL/East Siberia	trf	unknown	operated by 11 ATO; w/o 17apr50 on the leg from Kirensk to Olyokminsk of a flight from Irkutsk to Yakutsk when the left engine caught fire, the crew made an emergency descent, but the fire reached the cabin via the heating system and the left engine broke off at an altitude of 2,000 metres, the crew managed to make a forced landing in the taiga 29 km south-west of Vitim (N59°20' E112°07'), but the fire in the cabin continued to spread and 10 of the 16 passengers (among them 4 women and 3 children) did not manage to leave the cabin and were killed while the other 6 passengers and all 4 crew (all men) survived with minor injuries; total time 3,686 hours; the survivors were evacuated from the crash site 20/21apr50
12176	OK-WDC	C-47A-1-DK	CSA	acc	31dec43	USAAF s/n 42-92382; RAF s/n FZ621 not taken up; d/d 29mar46; rgd 21sep46; i/s 23sep46; fleet No. '03'; damaged beyond repair 04dec48 on landing at Prague in poor weather when touched down off the runway, no casualties; cancelled 02feb49
12210	YU-ACA	C-47A-1-DK	JAT	acc	23dec43	USAAF s/n 42-92412; ex RAF s/n FZ651; rgd 02may47; became 4W-ABW jan74 and ET-AHP; w/o 24aug82 when crashed on take-off at Makele
12224	292425	C-47A-5-DK	Soviet Air Force	acc	31dec43	USAAF s/n 42-92425; diverted 18jan44
	CCCP-L876	C-47A-5-DK	GVF	rgd	08apr44	operated by 3 atp 1 atd GVF at Moscow-Vnukovo; w/o 13jul44 on a supply flight from Yankovtsy (50 km south-east of Vitebsk) to Kutski (65 km south-west of Molodechno) when encountered below-minima weather conditions (poor visibility and low clouds), did not find the airstrip at Kutski, failed to return, collided with trees 1.5 km north of Avgustova (25 km south-west of Molodechno in the Vileika region of Belarus) and crashed nose-down in the forest, all 6 crew members (pilot: 3rd Lieutenant Melnik) were killed; the wreck was found 16jul44
12225	292426	C-47A-5-DK	Soviet Air Force	acc	29dec43	USAAF s/n 42-92426; diverted 31jan44
	CCCP-L854	C-47A-5-DK	GVF	rgd	07mar44	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
	CCCP-L854	C-47A-5-DK	Aeroflot/Moscow	trf	unknown	operated by 15 TAO; w/o 31jan46 on a positioning flight from Bykovo to Vnukovo when the left engine failed 15 minutes into the flight and the crew did not feather the propeller, on final approach to Vnukovo the aircraft had to go around as the landing gear had not been locked down after lowering, during the initial climb the right engine overheated (as it was on automatic depletion mode) and failed as well, the aircraft lost speed, entered a spin and crashed into a forest 500 metres from Posyolok im. Michurina (6 km NNE of Vnukovo airport), 3 of the 5 crew members were killed and both survivors seriously injured; total time 1,556 hours
12226	292427	C-47A-5-DK	Soviet Air Force	acc	30dec43	USAAF s/n 42-92427; diverted 30jan44
12227	292428	C-47A-5-DK	Soviet Air Force	acc	31dec43	USAAF s/n 42-92428; diverted 01feb44
12229	292429	C-47A-5-DK	Soviet Air Force	acc	31dec43	USAAF s/n 42-92429; diverted 01feb44
12230	292430	C-47A-5-DK	Soviet Air Force	acc	31dec43	USAAF s/n 42-92430; diverted 18jan44
	CCCP-L844	C-47A-5-DK	GVF	rgd	03feb44	operated by 1 otac osobogo naznacheniya GU GVF (became 19 otap GVF 18oct44) and by 19 otap GVF as of 20apr45
12231	292431	C-47A-5-DK	Soviet Air Force	acc	31dec43	USAAF s/n 42-92431; diverted 09feb44
	CCCP-L863	C-47A-5-DK	GVF	rgd	27mar44	operated by 1 otac osobogo naznacheniya GU GVF (became 19 otap GVF 18oct44); converted to a TS-62, date unknown
	CCCP-L863	TS-62	Aeroflot/Ukraine	trf	unknown	opb 23 TO; struck off charge 24apr53 as life-time expired
12232	292432	C-47A-5-DK	Soviet Air Force	mfd	18jan44	USAAF s/n 42-92432; diverted 14feb44
12233	292433	C-47A-5-DK	Soviet Air Force	acc	31dec43	USAAF s/n 42-92433; diverted 09feb44
12234	292434	C-47A-5-DK	Soviet Air Force	mfd	17jan44	USAAF s/n 42-92434; diverted 10feb44
12235	292435	C-47A-5-DK	Soviet Air Force	acc	31dec43	USAAF s/n 42-92435; diverted 19jan44
12236	292436	C-47A-5-DK	Soviet Air Force	mfd	15jan44	USAAF s/n 42-92436; accepted by the USAAF 17jan44; diverted 09feb44
12237	292437	C-47A-5-DK	Soviet Air Force	acc	31dec43	USAAF s/n 42-92437; diverted 09feb44
	CCCP-L849	C-47A-5-DK	GVF	rgd	06mar44	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; was involved in an incident
12239	292438	C-47A-5-DK	Soviet Air Force	mfd	14jan44	USAAF s/n 42-92438; accepted by the USAAF 17jan44; diverted 18feb44
12240	292439	C-47A-5-DK	Soviet Air Force	acc	31dec43	USAAF s/n 42-92439; diverted 04feb44
12241	292440	C-47A-5-DK	Soviet Air Force	mfd	14jan44	USAAF s/n 42-92440; diverted 05feb44; operated by 6 tae 1 pap as of mar45
	not known	C-47A-5-DK	Aeroflot/Yakutiya	trf	1946	operated by 14 TAO
12242	292441	C-47A-5-DK	Soviet Air Force	mfd	14jan44	USAAF s/n 42-92441; diverted 11feb44
12243	292442	C-47A-5-DK	Soviet Air Force	mfd	18jan44	USAAF s/n 42-92442; diverted 07feb44
	CCCP-L871	C-47A-5-DK	GVF	rgd	08apr44	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
	"871"	C-47A-5-DK	GVF/Soviet AF c/s			the official identity of the aircraft was still CCCP-L871, although only the last 3 digits of the registration were painted on; operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; severely damaged 30jun44 on return from a mission when was hit by German anti-aircraft artillery near Ovrukh (Zhitomir region of Ukraine), caught fire and made a forced landing in swampy terrain (pilot: 2nd Lieutenant Maslyukov), suffering damage to the right wing; repaired on-site by a brigade from PARM
12244	292443	C-47A-5-DK	Soviet Air Force	mfd	14jan44	USAAF s/n 42-92443; diverted 04feb44
12245	292444	C-47A-5-DK	Soviet Air Force	mfd	18jan44	USAAF s/n 42-92444; diverted 24feb44
12366	YU-ABA	C-47A-5-DK	JAT	mfd	17jan44	USAAF s/n 42-92553; accepted by the USAAF 20jan44; ex RAF s/n KG357; d/d 10jun47; wfu 10jun70
12381	YU-ABE	C-47A-5-DK	JAT	mfd	18jan44	USAAF s/n 42-92566; accepted by the USAAF 24jan44; ex RAF s/n KG372; rgd 30aug47; dbr 08jun51 on a flight from Frankfurt to Munich when a fire broke out on board and the aircraft made an emergency landing at Wittelsbach (Germany), all 3 crew members and 8 passengers escaped
12390	292574	C-47A-10DK	Soviet Air Force	mfd	21jan44	USAAF s/n 42-92574; accepted by the USAAF 24jan44; diverted 22feb44
	CCCP-L850	C-47A-10DK	GVF	rgd	06mar44	operated by 3 atp 1 atd GVF at Moscow-Vnukovo; converted to a TS-62, date unknown
	CCCP-L850	TS-62	Aeroflot/Ukraine	trf	unknown	struck off charge 22jul52 due to its poor technical condition
12391	292575	C-47A-10DK	Soviet Air Force	mfd	21jan44	USAAF s/n 42-92575; accepted by the USAAF 24jan44; diverted 18feb44
12392	292576	C-47A-10DK	Soviet Air Force	mfd	26jan44	USAAF s/n 42-92576; accepted by the USAAF 31jan44; diverted 27feb44

12394	292578 CCCP-L873	C-47A-10DK Soviet Air Force C-47A-10DK GVF	mfd rgd	17jan44 08apr44	USAAF s/n 42-92578; accepted by the USAAF 05feb44; diverted 08mar44 operated by 3 atp 1 atd GVF at Moscow-Vnukovo; w/o 01may44 while being parked at Kolomyia (Ivano-Frankovsk region of Ukraine) when was destroyed by an air raid of the German Air Force, the crew escaped unhurt
12395	292579	C-47A-10DK Soviet Air Force	mfd	17jan44	USAAF s/n 42-92579; accepted by the USAAF 07feb44; diverted 27feb44
12396	292580	C-47A-10DK Soviet Air Force	mfd	26jan44	USAAF s/n 42-92580; accepted by the USAAF 27jan44; diverted 27feb44
12397	292581	C-47A-10DK Soviet Air Force	mfd	26jan44	USAAF s/n 42-92581; accepted by the USAAF 27jan44; diverted 24feb44
12398	2108855 CCCP-L865	C-47A-10DK Soviet Air Force C-47A-10DK GVF	mfd rgd	18jan44 03apr44	USAAF s/n 42-108855; accepted by the USAAF 03feb44; diverted 11mar44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; converted to a TS-62, date unknown
12399	CCCP-L865 292582	TS-62 Aeroflot/Moscow C-47A-10DK Soviet Air Force	trf mfd	unknown 26jan44	struck off charge 27apr54 as having been in use for a long time USAAF s/n 42-92582; accepted by the USAAF 28jan44; diverted 24feb44
12400	CCCP-L855 292583	C-47A-10DK GVF C-47A-10DK Soviet Air Force	rgd mfd	07mar44 22jan44	operated by 1 otav osobogo naznacheniya GU GVF (became 19 otap 18oct44) USAAF s/n 42-92583; accepted by the USAAF 27jan44; diverted 22feb44
	CCCP-L861 CCCP-L861	C-47A-10DK GVF TS-62 Aeroflot/Moscow	rgd trf	18mar44 unknown	operated by 1 atd GVF; converted to a TS-62, date unknown operated by 27 ATO; w/o 23dec48 on a positioning flight from Vnukovo to Bykovo in poor visibility when collided 5.8 km south-east of Vnukovo with Il-12 CCCP-L1731 which had changed its destination without informing ATC, the TS-62 lost its tail, entered a dive and crashed in a forest near Valuyevy, all 4 crew members and 4 passengers (a reserve crew) were killed; total time 3,164 hours
12401	292584	C-47A-10DK Soviet Air Force	mfd	22jan44	USAAF s/n 42-92584; accepted by the USAAF 28jan44; diverted 22feb44
12402	292585 CCCP-L867	C-47A-10DK Soviet Air Force C-47A-10DK GVF	mfd rgd	19jan44 04apr44	USAAF s/n 42-92585; accepted by the USAAF 29jan44; diverted 24feb44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; detached to the reconnaissance directorate (razvedupravleniye) of the 2nd Ukrainian Front 01jul44
	"867" white	C-47A-10DK GVF/Soviet AF c/s	photo		the official identity of the aircraft was still CCCP-L867, although only the last 3 digits of the registration were painted on; modified with a Soviet MV gun turret (later removed); in camo c/s with a guards badge on the nose; operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; reportedly operated by 1 otap/GC3 "Normandie-Niemen" in 1944 (but not on charge as of 25may44); converted to a TS-62, date unknown
12403	CCCP-L867 292586	TS-62 Aeroflot/Ukraine C-47A-10DK Soviet Air Force	trf mfd	unknown 18jan44	struck off charge 18nov53 as life-time expired USAAF s/n 42-92586; accepted by the USAAF 01feb44; diverted 03mar44
12404	292587	C-47A-10DK Soviet Air Force	mfd	26jan44	USAAF s/n 42-92587; accepted by the USAAF 29jan44; diverted 03mar44
12405	292588 CCCP-L872	C-47A-10DK Soviet Air Force C-47A-10DK GVF	mfd rgd	22jan44 08apr44	USAAF s/n 42-92588; accepted by the USAAF 26jan44; diverted 27feb44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
12406	292589	C-47A-10DK Soviet Air Force	mfd	26jan44	USAAF s/n 42-92589; accepted by the USAAF 28jan44; diverted 24feb44
12407	292590 CCCP-L879	C-47A-10DK Soviet Air Force C-47A-10DK GVF	mfd rgd	26jan44 19apr44	USAAF s/n 42-92590; accepted by the USAAF 28jan44; diverted 03mar44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; involved in an incident in 1945
	CCCP-L879 CCCP-L879	C-47A-10DK AFL/Georgia TS-62 AFL/Turkmenistan	trf trf	unknown unknown	converted to a TS-62, date unknown in olive drab ? c/s; shown in the "Krylya Rossii" chronicle; CofA expired 31aug51
12408	2108856	C-47A-10DK Soviet Air Force	mfd	26jan44	USAAF s/n 42-108856; accepted by the USAAF 31jan44; diverted 10mar44
12409	292591 not known not known	C-47A-10DK Soviet Air Force C-47A-10DK Soviet Air Force	mfd trf	19jan44 1946	USAAF s/n 42-92591; accepted by the USAAF 29jan44; diverted 18feb44 opb 8 tap by dec44; was for maintenance at Fairbanks, AK 29dec44, total time 668 hours by then operated by 14 TAO
12410	292592 CCCP-L853	C-47A-10DK Aeroflot/Yakutiya C-47A-10DK Soviet Air Force C-47A-10DK GVF	mfd rgd	jan44 07mar44	USAAF s/n 42-92592; accepted by the USAAF 26jan44; diverted 24feb44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; damaged 11apr44 on landing at Kolomyia (Ivano-Frankovsk region of Ukraine) when the commander of 1 atd (a Major-General) who was in the cockpit interfered and forced the crew to change the landing direction to the opposite, the aircraft touched down late, overran the runway and fell down a slope, no casualties; repaired; operated by 19 otap GVF as of 20apr45; converted to a TS-62, date unknown
12531	CCCP-L853 5	TS-62 AFL/Krasnoyarsk C-47A-10DK Polish Air Force	trf mfd	unknown 08feb44	struck off charge 05jan53 as worn out USAAF s/n 42-92701; accepted by the USAAF 13feb44; d/d 12apr46; opb SPL; reported to have carried the code '9' at the same time or later; cancelled 13sep51; fate unknown
12540	no serial	C-47A-10DK CNAC	mfd	09feb44	USAAF s/n 42-92709; accepted by the USAAF 19feb44; ex A65-41 (RAAF), VH-CUK, VH-MMF and VH-XUX; ferried from Australia via Indonesia, Malaysia, Thailand and Myanmar to Guilin (China) 15aug16/19nov16; preserved in fake colours (USAAF on the left side and CNAC on the right side) in the Flying Tiger Heritage Park at Guilin-Yangtang, seen oct17
12549	OK-WDK	C-47A-10DK CSA	mfd	16feb44	USAAF s/n 42-92717; accepted by the USAAF 16feb44; d/d 11jul46; rgd 22mar47; fleet No. '11'; written off 12dec54 on a flight transporting matrices at night when crashed near Bratislava, all 4 crew members were killed; cancelled 07mar55
12599	292762 "10" white	C-47A-15DK Soviet Air Force C-47A-15DK GVF/Soviet AF c/s	mfd	17feb44	USAAF s/n 42-92762; accepted by the USAAF 23feb44; diverted 12mar44 operated by transportnaya eskadriya AGON in support of the Yugoslav partisan movement at Bari (Italy) 10jul44/15dec44 and at Zemun (Serbia) 15/25dec44 (pilot: Pavel Mikhailov); in light grey c/s with olive drab fin; f/n Bari summer 1944; received nose-art (a bird-like pin-up girl painted by an artist from New York City) during heavy maintenance with the USAAF at Bari 01may45, but it was removed soon; reportedly still in service with Aeroflot in the 1950s, but not on the 1950/56 register
12600	292763 CCCP-L869	C-47A-15DK Soviet Air Force C-47A-15DK GVF	mfd rgd	18feb44 08apr44	USAAF s/n 42-92763; accepted by the USAAF 23feb44; diverted 10mar44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; detached to the reconnaissance directorate (razvedupravleniye) of the 1st Baltic Front 01jul44
12601	292764 CCCP-L866	C-47A-15DK Soviet Air Force C-47A-15DK GVF	mfd rgd	18feb44 04apr44	USAAF s/n 42-92764; accepted by the USAAF 23feb44; diverted 08mar44 operated by 3 atp 10 atd GVF at Moscow-Vnukovo; w/o 13jan45 on a flight from Kuibyshev to Saratov-Razboishchina (now Saratov-Sokol) when encountered below-minima weather conditions (low clouds and fog) on approach, failed to return, lost speed while flying a turn, crashed on the slope of the Korolyov Sad ravine some 4-5 km north-west of Saratov-Zavodskoi airfield, caught fire and burnt out, all 5 crew members and the sole passenger were killed; total time 1,056 hours
12602	292765 CCCP-L883	C-47A-15DK Soviet Air Force C-47A-15DK GVF	mfd rgd	18feb44 03may44	USAAF s/n 42-92765; accepted by the USAAF 23feb44; diverted 13mar44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo and by 19 otap GVF as of 20apr45
12603	USSR-883 CCCP-L883	C-47A-15DK GVF TS-62 Aeroflot/Moscow	trf	unknown	mentioned in a document jun45; converted to a TS-62, date unknown
12604	292766	C-47A-15DK Soviet Air Force	mfd	18feb44	struck off charge 24mar53 as life-time expired USAAF s/n 42-92766; accepted by the USAAF 24feb44; diverted 23mar44
12605	292767 292768 CCCP-L1069 CCCP-L1069	C-47A-15DK Soviet Air Force C-47A-15DK Soviet Air Force C-47A-15DK Soviet Air Force C-47A-15DK Aeroflot	mfd mfd rgd	18feb44 18feb44 mar46	USAAF s/n 42-92767; accepted by the USAAF 24feb44; diverted 16mar44 USAAF s/n 42-92768; accepted by the USAAF 24feb44; diverted 18mar44 converted to a TS-62, date unknown
12606	292769	TS-62 Aeroflot/Yakutiya	trf	1949	operated by 14 TAO; in a document in 1949; struck off charge 27mar53 as life-time expired
12607	292770	C-47A-15DK Soviet Air Force	mfd	18feb44	USAAF s/n 42-92769; accepted by the USAAF 24feb44; diverted 18mar44
12608	2108876	C-47A-15DK Soviet Air Force	mfd	19feb44	USAAF s/n 42-108876; accepted by the USAAF 24feb44; diverted 16mar44
12617	D-32	DC-3C Czechoslovak AF	mfd	20feb44	USAAF s/n 42-92779; built as a C-47A-15-DK; accepted by the USAAF 26feb44; d/d 31may46; rgd 18mar47 on the civil aviation register to the MNO (Ministry of National Defence); cancelled 27sep60 (clean-up of register); fate unknown
12698	2108885	C-47A-15DK Soviet Air Force	mfd	02mar44	USAAF s/n 42-108885; accepted by the USAAF 07mar44; diverted 22mar44
12699	292852	C-47A-15DK Soviet Air Force	mfd	02mar44	USAAF s/n 42-92852; accepted by the USAAF 07mar44; diverted 21mar44
12700	292853	C-47A-15DK Soviet Air Force	mfd	02mar44	USAAF s/n 42-92853; accepted by the USAAF 07mar44; diverted 30mar44
12701	292854	C-47A-15DK Soviet Air Force	mfd	02mar44	USAAF s/n 42-92854; accepted by the USAAF 07mar44; diverted 20apr44
12702	292855	C-47A-15DK Soviet Air Force	mfd	02mar44	USAAF s/n 42-92855; accepted by the USAAF 08mar44; diverted 05apr44
12703	292856 CCCP-L884	C-47A-15DK Soviet Air Force C-47A-15DK GVF	mfd rgd	02mar44 03may44	USAAF s/n 42-92856; accepted by the USAAF 07mar44; diverted 28mar44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo and by 19 otap GVF as of 20apr45
12704	292857 04 SP-LCB (2)	C-47A-15DK Soviet Air Force C-47A-15DK Polish Air Force C-47A-15DK LOT	mfd trf trf	02mar44 19jul44 15sep46 ?	USAAF s/n 42-92857; accepted by the USAAF 07mar44; diverted 30mar44 opb SET (independent transport flight) PKWN from 01aug44; later opb SPL (in a document 03sep49) rgd 14oct57 (or 14oct58 ?); cancelled 05feb59; sold 12nov59; became OY-AIC, '92857' (French Air Force) and F-BRGM; see c/n 10044
	71241 YU-ABU	C-47A-15DK Yugoslav Air Force C-47A-15DK OCZS	trf rgd	late 72 02aug79	opb 111. ppa at Zagreb (evidence for aug74/jul75) Obrazovni Centar Zracionog Saobracaja (civil training centre) at Zagreb; sold 05nov79; became N8071X, TN-ADS and '6887' (South African Air Force); converted to a C-47-65TP 01aug95; displayed at Ysterplaat
12705	292858 CCCP-L1070 CCCP-L1070	C-47A-15DK Soviet Air Force C-47A-15DK Aeroflot TS-62 Aeroflot/Moscow	mfd rgd trf	03mar44 mar46 unknown	USAAF s/n 42-92858; accepted by the USAAF 08mar44; diverted 30mar44 converted to a TS-62, date unknown struck off charge 27mar53 as life-time expired
12706	292859	C-47A-15DK Soviet Air Force	mfd	03mar44	USAAF s/n 42-92859; accepted by the USAAF 08mar44; diverted 06apr44
12707	292860 CCCP-L870	C-47A-15DK Soviet Air Force C-47A-15DK GVF	mfd rgd	03mar44 08apr44	USAAF s/n 42-92860; accepted by the USAAF 08mar44; diverted 28mar44 operated by 1 atp 1 atd GVF (redesignated 1 atp 10 atd GVF 05nov44) at Moscow-Vnukovo; w/o 21dec44 on a supply mission from Rzeszów for Polish partisans in the area of Nowy Targ when was probably shot down by fighters of the German Air Force on the return leg and crashed somewhere between Nowy Targ and Rzeszów, all 6 crew members were killed; the wreck was never found
12721	OK-WCP	C-47A-15DK CSA	mfd	05mar44	USAAF s/n 42-92872; accepted by the USAAF 10mar44; d/d 14jan47; rgd 26jun47; i/s 26jun47; fleet No. '32'
	OK-WAP	C-47A-15DK CSA	rgd	25jan49 ?	wfu 18mar58; last flight 17feb60; cancelled 24feb60 as sold to France; ferried to Paris 25may60; became '92872' (French Air Force); scrapped oct69
12725	OK-WDY	C-47A-15DK CSA	mfd	05mar44	USAAF s/n 42-92876; accepted by the USAAF 10mar44; d/d 22aug46; rgd 10dec47; i/s 11dec47; fleet No. '25'; written off 27feb50 on a flight from Ostrava to Prague when crashed upside down on a snow-covered slope of Petrovy kameny mountain (1,446 metres) in the Jeseníky range, 3 of the 4 crew members and 3 of the 21 passengers were killed; cancelled 24apr50 and again 29feb16 (clean-up of register)
12730	OK-WDL	DC-3C CSA	mfd	06mar44	USAAF s/n 42-92880; built as a C-47A-15-DK; accepted by the USAAF 11mar44; d/d 22aug46; rgd 22nov46; fleet No. '12'; wfu 03feb59; cancelled 24feb60 as sold to France; ferried to Marseille 29mar60; became '92880' (French Air Force) and F-BRGK (not taken up)

12774	712456	DC-3C C-47A-15DK	Yugoslav Air Force Polish Air Force	d/d mfd	1971 ? 11mar44	wfu and preserved at Batajnica AB in the 1970s; sat dismantled at Vidikovac scrapyard later, 1/n aug08 USAAF s/n 42-92920; accepted by the USAAF 16mar44; d/d 25apr46; opb SPL; in olive drab c/s with neutral grey undersides and white code canx 05feb59; sold to Iran; became EP-AEH
12796	SP-LCG (2) 292940 CCCP-X700	C-47A-15DK LOT C-47A-20DK Soviet Air Force C-47A-20DK MVD - GULGMP		rgd mfd rgd	08jan59 14mar44 unknown	USAAF s/n 42-92940; accepted by the USAAF 18mar44; diverted 08apr44 opb AO Norilskogo kombinata GULGMP (Main Directorate of the Metallurgical Industry Camps) by 1947
12797	292941 CCCP-L878	C-47A-20DK Soviet Air Force C-47A-20DK GVF		mfd rgd	14mar44 17apr44	USAAF s/n 42-92941; accepted by the USAAF 18mar44; diverted 08apr44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
12799	292942	C-47A-20DK Soviet Air Force		mfd	15mar44	USAAF s/n 42-92942; accepted by the USAAF 18mar44; diverted 07apr44
12800	292943	C-47A-20DK Soviet Air Force		mfd	15mar44	USAAF s/n 42-92943; accepted by the USAAF 18mar44; diverted 09apr44
12801	292944	C-47A-20DK Soviet Air Force		mfd	15mar44	USAAF s/n 42-92944; accepted by the USAAF 18mar44; dbr 27mar44 on its delivery flight (ferried by 91 FyS) when crashed at Buckley Field at Denver, CO
12802	292945 CCCP-L880 CCCP-L880 CCCP-L880	C-47A-20DK Soviet Air Force C-47A-20DK GVF C-47A-20DK Aeroflot/Armenia TS-62 Aeroflot/Ukraine		mfd rgd trf trf	15mar44 25apr44 unknown unknown	USAAF s/n 42-92945; accepted by the USAAF 20mar44; diverted 18apr44 operated by 1 otac osobogo naznacheniya GU GVF (became 19 otap 18oct44) operated by Armyanski AO; an engine failed 18feb46; converted to a TS-62, date unknown struck off charge 25mar52 as life-time expired
12803	292946	C-47A-20DK Soviet Air Force		mfd	15mar44	USAAF s/n 42-92946; accepted by the USAAF 18mar44; diverted 06apr44
12804	292947	C-47A-20DK Soviet Air Force		mfd	15mar44	USAAF s/n 42-92947; accepted by the USAAF 20mar44; diverted 06apr44
12805	292948	C-47A-20DK Soviet Air Force		mfd	15mar44	USAAF s/n 42-92948; accepted by the USAAF 18mar44; diverted 14apr44
12806	292949	C-47A-20DK Soviet Air Force		mfd	16mar44	USAAF s/n 42-92949; accepted by the USAAF 20mar44; diverted 08apr44
12823	YU-ABJ 7306 YU-ABJ	C-47A-20DK JAT C-47A-20DK Yugoslav Air Force C-47A-20DK JAT		mfd trf trf	17mar44 1945 ? 15dec48	USAAF s/n 42-92964; accepted by the USAAF 26mar44; ex RAF s/n KG501; d/d 1945 ?
12830	71288	C-47A-20DK Yugoslav Air Force		mfd	18mar44	in natural metal c/s with long titles; wfu 1968 and used as a ground instructional airframe at Belgrade-Surcin; became 4W-ABR 27jan70; w/o 13dec73 when crashed at Taiz USAAF s/n 42-92970; accepted by the USAAF 23mar44; ex N57779, N5108, N51080, N622NU and N62DN; d/d 1976; used as calibration aircraft; sold feb91; became TC-ALI; preserved in the Rahmi M. Koc Museum (N41.041824 E28.948414) at the Golden Horn in Istanbul
12870	D-...	C-47A-20DK Czechoslovak AF		mfd	23mar44	USAAF s/n 42-93006; accepted by the USAAF 27mar44; d/d 11jun45 ?; fate unknown
12881	293016	C-47A-20DK Soviet Air Force		mfd	26mar44	USAAF s/n 42-93016; accepted by the USAAF 03apr44; diverted 16apr44; h/o 16apr44, with total time 58 hours 00 minutes; h/o to long-range aviation at Krasnoyarsk 21apr44
12882	293017	C-47A-20DK Soviet Air Force		mfd	26mar44	USAAF s/n 42-93017; accepted by the USAAF 02apr44; diverted 16apr44; h/o 16apr44, with total time 53 hours 10 minutes; h/o to long-range aviation at Krasnoyarsk 24apr44
12883	293018 CCCP-L896	C-47A-20DK Soviet Air Force C-47A-20DK GVF		mfd rgd	26mar44 17may44	USAAF s/n 42-93018; accepted by the USAAF 30mar44; diverted 16apr44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
12884	293019 CCCP-L882	C-47A-20DK Soviet Air Force C-47A-20DK GVF		mfd rgd	26mar44 30apr44	USAAF s/n 42-93019; accepted by the USAAF 30mar44; diverted 14apr44 operated by 3 atp 1 atd GVF at Moscow-Vnukovo; w/o in the early hours of 27jun44 on a supply flight from Smolensk for partisans in the area of lake Palik (Borisov district of the Minsk region) when the suspension lines of a cargo parachute got entangled in the empennage, the aircraft could be recovered from the ensuing dive, but the cargo of the parachute got entangled in trees and the aircraft crashed in a swamp, 2 of the 5 crew members (among them the pilot, Captain Bautin) were killed and the other 3 injured (1 of them seriously)
12885	293020	C-47A-20DK Soviet Air Force		mfd	26mar44	USAAF s/n 42-93020; accepted by the USAAF 30mar44; diverted 13apr44
12886	293021	C-47A-20DK Soviet Air Force		mfd	26mar44	USAAF s/n 42-93021; accepted by the USAAF 28mar44; diverted 14apr44
12887	293022	C-47A-20DK Soviet Air Force		mfd	26mar44	USAAF s/n 42-93022; accepted by the USAAF 29mar44; diverted 10apr44
12888	2108904	C-47A-20DK Soviet Air Force		mfd	26mar44	USAAF s/n 42-108904; accepted by the USAAF 30mar44; diverted 14apr44
12889	293023	C-47A-20DK Soviet Air Force		mfd	26mar44	USAAF s/n 42-93023; accepted by the USAAF 29mar44; diverted 14apr44
12890	293024 CCCP-L901	C-47A-20DK Soviet Air Force C-47A-20DK GVF		mfd rgd	26mar44 25may44	USAAF s/n 42-93024; accepted by the USAAF 29mar44; diverted 16apr44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; w/o 22jan45 on the leg from Minsk to Kaunas of a cargo flight from Moscow-Vnukovo to Eilaui when the right engine failed some 12-15 minutes after take-off, the crew decided to return to Minsk, but had to go around twice during the approach, eventually the left engine failed as well, the aircraft collided with a pole and with the roof of a house and came down in a garden, 1 of the 5 crew members and 1 passenger were injured
12894	OK-WDN	C-47A-20DL CSA		mfd	26mar44	USAAF s/n 42-93028; accepted by the USAAF 28mar44; d/d 15jun46; i/s 14apr47; rgd 22apr47; fleet No. '14'; written off 21dec48 on a flight from Rome to Athens when lost its orientation due to the cloudy weather and flew circles over Kalamata (south-western Peloponnesos) instead of Athens, when the pilot fired a flare this was treated as a threat as military operations were going on in that area so the aircraft was fired upon from the ground and crashed in the Taigetos mountains near Pilos, all 5 crew members and 19 passengers were killed; cancelled 03feb49
12948	D-03	DC-3C Czechoslovak AF		mfd	02apr44	USAAF s/n 42-108910; built as C-47A-20-DK; accepted by the USAAF 05apr44; d/d 25may46; rgd 18mar47 on the civil aviation register to the MNO (Ministry of National Defence); operated by ldp; written off 25sep51 on take-off from Brno when a propeller came off and the aircraft crashed between Babice nad Svitavou and Blovice u Brna (N49.266889 E16.664083), all 5 crew members were killed; cancelled 27sep60 (clean-up of register)
12974	OK-WCT	C-47A-20DK CSA		mfd	05apr44	USAAF s/n 42-93100; accepted by the USAAF 10apr44; the registration OK-WCT is not included in the Czechoslovakian register (OK-WCT is also quoted as c/n 12611, while c/n 12974 is also quoted as OK-XDY); d/d 14jan47; i/s 05aug47; fate unknown
12993	293117	C-47A-20DK Soviet Air Force		mfd	07apr44	USAAF s/n 42-93117; accepted by the USAAF 12apr44; diverted 21apr44; was probably converted to a passenger or VIP aircraft (the cargo door seems to have been fixed so that only the passengers door in it was still openable)
12994	293118 CCCP-L885 "11"	C-47A-20DK Soviet Air Force C-47A-20DK GVF C-47A-20DK GVF/Soviet AF c/s		mfd rgd	07apr44 06may44	USAAF s/n 42-93118; accepted by the USAAF 11apr44; diverted 27apr44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo operated by transportnaya eskadriya AGON in support of the Yugoslav partisan movement at Bari (Italy) 10jul44/15dec44 and at Zemun (Serbia) 15/25dec44
12995	293119	C-47A-20DK Soviet Air Force		mfd	07apr44	USAAF s/n 42-93119; accepted by the USAAF 12apr44; diverted 23apr44
12996	293120 CCCP-L881 "881" white	C-47A-20DK Soviet Air Force C-47A-20DK GVF C-47A-20DK GVF/Soviet AF c/s		mfd rgd	07apr44 27apr44	USAAF s/n 42-93120; accepted by the USAAF 11apr44; diverted 23apr44
12997	293121 CCCP-L886 "7"	C-47A-20DK Soviet Air Force C-47A-20DK GVF C-47A-20DK GVF/Soviet AF c/s		mfd rgd	07apr44 08may44	the official identity of the aircraft was still CCCP-L881, although only the last 3 digits of the registration were painted on; modified with a UTK-1 gun turret; operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; in olive drab c/s with green blotches and neutral grey undersides; was involved in an incident USAAF s/n 42-93121; accepted by the USAAF 14apr44; diverted 02may44; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pap 02may44
12998	CCCP-L886 2108915 CCCP-L897 "897" white	TS-62 AFL/Turkmenistan C-47A-20DK Soviet Air Force C-47A-20DK GVF C-47A-20DK GVF/Soviet AF c/s		trf mfd rgd	unknown 07apr44 19may44	operated by 3 atp 1 atd GVF (redesignated 3 atp 10 atd GVF 05nov44) at Moscow-Vnukovo operated by transportnaya eskadriya AGON in support of the Yugoslav partisan movement at Bari (Italy) 10jul44/15dec44 and at Zemun (Serbia) 15/25dec44; converted to a TS-62, date unknown struck off charge 24mar53 as worn out USAAF s/n 42-108915; accepted by the USAAF 12apr44; diverted 10may44 operated by 1 otac osobogo naznacheniya GU GVF (became 19 otap GVF 18oct44) and by 19 otap GVF as of 20apr45
12999	293122	C-47A-20DK Soviet Air Force		mfd	07apr44	the official identity of the aircraft was still CCCP-L807, although only the last 3 digits of the registration were painted on
13000	293123 CCCP-L887 "4"	C-47A-20DK Soviet Air Force C-47A-20DK GVF C-47A-20DK GVF/Soviet AF c/s		mfd rgd	08apr44 08may44	USAAF s/n 42-93122; accepted by the USAAF 13apr44; diverted 25apr44 USAAF s/n 42-93123; accepted by the USAAF 12apr44; diverted 26apr44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo operated by transportnaya eskadriya AGON in support of the Yugoslav partisan movement at Bari (Italy) 10jul44/15dec44 and at Zemun (Serbia) 15/25dec44
13001	293124 CCCP-L902	C-47A-20DK Soviet Air Force C-47A-20DK GVF		mfd rgd	08apr44 25may44	USAAF s/n 42-93124; accepted by the USAAF 12apr44; diverted 28apr44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; in a document 30nov44 as '902'; in camo c/s with full registration; seen as such Königsberg-Devau 31aug46; converted to a TS-62, date unknown
13002	CCCP-L902 293125 CCCP-L898 "5"	TS-62 Aeroflot/NII GVF C-47A-20DK Soviet Air Force C-47A-20DK GVF C-47A-20DK GVF/Soviet AF c/s		trf mfd rgd	unknown 08apr44 23may44	struck off charge 27mar53 as life-time expired USAAF s/n 42-93125; accepted by the USAAF 12apr44; diverted 11may44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo operated by transportnaya eskadriya AGON in support of the Yugoslav partisan movement at Bari (Italy) 10jul44/15dec44 and at Zemun (Serbia) 15/25dec44
13014	CCCP-L898 CCCP-L898 YU-ACC	C-47A-20DK AFL/International TS-62 Aeroflot/Ukraine C-47A-20DK JAT		trf mfd	unknown 10apr44	operated by OAG MVS; converted to a TS-62, date unknown made an emergency landing at Kiev 11dec48; struck off charge 30jun53 as life-time expired USAAF s/n 42-93136; accepted by the USAAF 14apr44; ex RAF s/n KG531 and ZS-BCY; bought 30aug50; d/d 26apr51; w/o 24oct51 (or 22oct51) on a flight from Belgrade to Skopje when crashed near Skopje and burnt out, 12 occupants were killed; total time in Yugoslav service 662.46 hours
13089	293203 CCCP-L903	C-47A-20DK Soviet Air Force C-47A-20DK GVF		mfd rgd	18apr44 26may44	USAAF s/n 42-93203; accepted by the USAAF 23apr44; diverted 03may44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; detached to the reconnaissance directorate (razvedupravleniye) of the 3rd Belorussian Front 01jul44
13090	293204 CCCP-L904 "12"	C-47A-20DK Soviet Air Force C-47A-20DK GVF C-47A-20DK GVF/Soviet AF c/s		mfd rgd	18apr44 26may44	USAAF s/n 42-93204; accepted by the USAAF 23apr44; diverted 05may44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo operated by transportnaya eskadriya AGON in support of the Yugoslav partisan movement at Bari (Italy) 10jul44/15dec44 and at Zemun (Serbia) 15/25dec44
13091	293205 CCCP-L905 "5"	C-47A-20DK Soviet Air Force C-47A-20DK GVF C-47A-20DK GVF/Soviet AF c/s		mfd rgd	19apr44 25may44	USAAF s/n 42-93205; accepted by the USAAF 23apr44; diverted 03may44 operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo operated by transportnaya eskadriya AGON in support of the Yugoslav partisan movement at Bari (Italy) 10jul44/15dec44 and at Zemun (Serbia) 15/25dec44; converted to a TS-62, date unknown
13092	CCCP-L905 293206 not known	TS-62 Aeroflot/Yakutiya C-47A-20DK Soviet Air Force C-47A-20DK Soviet Air Force		trf mfd	unknown 19apr44	operated by 14 TAO; in a document 1949; struck off charge 23jan53 as worn out USAAF s/n 42-93206; accepted by the USAAF 23apr44; diverted 03may44 opb 8 tap by dec44; was for maintenance at Fairbanks, AK 29dec44, total time 686 hours by then

	293206	C-47A-1-DK	Aeroflot/Yakutiya	no	reports	operated by 14 TAO; w/o at an unknown date when suffered an accident and burnt out; struck off charge 17aug46
13093	293207	C-47A-20DK	Soviet Air Force	mfd	19apr44	USAAF s/n 42-93207; accepted by the USAAF 23apr44; diverted 06may44
	CCCP-L911	C-47A-20DK	GVF	rgd	16jun44	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
13094	293208	C-47A-20DK	Soviet Air Force	mfd	19apr44	USAAF s/n 42-93208; accepted by the USAAF 24apr44; diverted 06may44; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pap 06may44
	CCCP-L906	C-47A-20DK	Aeroflot/Ukraine	rgd	01jun44	converted to a TS-62, date unknown
	CCCP-L906	TS-62	Aeroflot/Moscow	trf	unknown	struck off charge 27mar53 as life-time expired
13095	293209	C-47A-20DK	Soviet Air Force	mfd	19apr44	USAAF s/n 42-93209; accepted by the USAAF 23apr44; diverted 05may44
13096	293210	C-47A-20DK	Soviet Air Force	mfd	19apr44	USAAF s/n 42-93210; accepted by the USAAF 23apr44; diverted 09may44
	CCCP-L893	C-47A-20DK	GVF	rgd	15may44	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
	USSR-893	C-47A-20DK	GVF	no	reports	in a document 06nov44
	CCCP-L893	C-47A-20DK	GVF	no	reports	operated by 1 atp 10 atd GVF at Moscow-Vnukovo; w/o 22mar46 on the leg from Moscow-Vnukovo to Minsk of a cargo flight from Moscow-Vnukovo to Berlin when crashed on the wooded slope of a hill on the right bank of the river Setun 800 metres south-east of Bakovka (Kuntsevo district of the Moscow region), all 5 crew members were killed, the cause of the accident could not be established, but probably icing played a role; total time 1,581 hours
13097	293211	C-47A-20DK	Soviet Air Force	mfd	19apr44	USAAF s/n 42-93211; accepted by the USAAF 24apr44; diverted 03may44; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Uelkal by 1 pap 05may44
	CCCP-L894	C-47A-20DK	GVF	rgd	15may44	operated by 19 otap GVF as of 20apr45
	"894" white	C-47A-20DK	GVF/Soviet AF c/s	Utt	20sep44	the official identity of the aircraft was still CCCP-L894, although only the last 3 digits of the registration were painted on; operated by 1 otap GVF as of 20apr45
13098	2108925	C-47A-20DK	Soviet Air Force	mfd	19apr44	USAAF s/n 42-108925; accepted by the USAAF 25apr44; diverted 06may44
13144	8	C-47A-20DK	Polish Air Force	mfd	24apr44	USAAF s/n 42-93253; accepted by the USAAF 28apr44; d/d 25apr46; opb SPL; canx 21may55; fate unknown
13146	9	C-47A-20DK	Polish Air Force	mfd	24apr44	USAAF s/n 42-93255; accepted by the USAAF 28apr44; d/d may46; opb SPL; dbr at Bydgoszcz in 1949
	no serial	C-47A-20DK	Polish Air Force	photo		in natural metal c/s
13186	CA8	C-47A-25DK	Centr Air Trp Corp	mfd	28apr44	USAAF s/n 42-93291; accepted by the USAAF 03may44; diverted to China Air at TSP 05jan46
	XT-T10	C-47A-25DK	Centr Air Trp Corp	r/r	jan47	
	XT-5..	C-47A-25DK	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 N8325C 19dec49 (at least 'on paper'); possibly remained in China and the canx 07oct65 was just a tying-up exercise
13211	293313	C-47A-25DK	Soviet Air Force	mfd	01may44	USAAF s/n 42-93313; accepted by the USAAF 05may44; diverted 18may44
13212	293314	C-47A-25DK	Soviet Air Force	mfd	01may44	USAAF s/n 42-93314; accepted by the USAAF 06may44; diverted 30may44; 293(3)14 (with the second 3 difficult to read) was struck off charge as lost during the ferry flight 30may44 so was probably the aircraft which the following applies to: opb 8 tap; w/o 30may44 when crashed into zaliv Kresta bay (Bering Sea), all 3 crew members and both passengers were killed
13213	293315	C-47A-25DK	Soviet Air Force	mfd	01may44	USAAF s/n 42-93315; accepted by the USAAF 06may44; diverted 24may44; ferried on the ALSIB route by 1 pad KVT; ferried from Fairbanks to Yakutsk by 1 pap starting 26may44
	"8"	C-47A-20DK	GVF/Soviet AF c/s			operated by transportnaya eskadriya AGON in support of the Yugoslav partisan movement at Bari (Italy) 10jul44/15dec44 and at Zemun (Serbia) 15/25dec44
	CCCP-L1040	C-47A-25DK	GVF	rgd	aug45	converted to a TS-62, date unknown
	CCCP-L1040	TS-62	Aeroflot/Yakutiya	trf	1949	operated by 14 TAO; in a document in 1949; latest known CoFA expired 31oct50
13214	293316	C-47A-25DK	Soviet Air Force	mfd	01may44	USAAF s/n 42-93316; accepted by the USAAF 06may44; diverted 15may44
13215	293317	C-47A-25DK	Soviet Air Force	mfd	03may44	USAAF s/n 42-93317; accepted by the USAAF 06may44; diverted 13may44
	CCCP-L895	C-47A-25DK	GVF	rgd	15may44	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
	"3"	C-47A-25DK	GVF/Soviet AF c/s	photo		operated by transportnaya eskadriya AGON in support of the Yugoslav partisan movement at Bari (Italy) 10jul44/15dec44 and at Zemun (Serbia) 15/25dec44
13216	293318	C-47A-25DK	Soviet Air Force	mfd	03may44	USAAF s/n 42-93318; accepted by the USAAF 06may44; diverted 18may44
	CCCP-L910	C-47A-25DK	GVF	rgd	14jun44	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; involved in an incident in 1945
13217	293319	C-47A-25DK	Soviet Air Force	mfd	03may44	USAAF s/n 42-93319; accepted by the USAAF 09may44; diverted 21may44
	10	C-47A-25DK	Polish Air Force	trf	25jul44	opb SPL; still active by 01jul52; fate unknown
13218	2108937	C-47A-25DK	Soviet Air Force	mfd	03may44	USAAF s/n 42-108937; accepted by the USAAF 06may44; diverted 17may44
13219	293320	C-47A-25DK	Soviet Air Force	mfd	03may44	USAAF s/n 42-93320; accepted by the USAAF 08may44; diverted 30may44
13220	293321	C-47A-25DK	Soviet Air Force	mfd	03may44	USAAF s/n 42-93321; accepted by the USAAF 08may44; diverted 30may44
13236	CA6	C-47A-25DK	Centr Air Trp Corp	mfd	04may44	USAAF s/n 42-93336; accepted by the USAAF 09may44; 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	04may44	USAAF s/n 42-93342; accepted by the USAAF 08may44; diverted 10sep45
13250	293348 ?	C-47A-25DK	Chinese Air Force	mfd	05may44	USAAF s/n 42-93348; accepted by the USAAF 08may44; diverted 16sep45, probably under Lend-Lease
13254	YU-ABC	C-47A-25DK	JAT	mfd	05may44	USAAF s/n 42-93352; accepted by the USAAF 10may44; d/d 1945 ?
	7303	C-47A-25DK	Yugoslav Air Force	trf	1945 ?	
	YU-ABC	C-47A-25DK	JAT	trf	12aug47	w/o 21sep50 on a flight from Belgrade to Zagreb when crashed on landing in fog, all 4 crew members and 6 of the 7 passengers were killed
13264	293361 ?	C-47A-25DK	Chinese Air Force	mfd	06may44	USAAF s/n 42-93361; accepted by the USAAF 11may44; diverted 09dec45
13267	293364 ?	C-47A-25DK	Chinese Air Lines	mfd	08may44	USAAF s/n 42-93364; accepted by the USAAF 11may44; diverted 08may46
13274	293370 ?	C-47A-25DK	Chinese Air Lines	mfd	08may44	USAAF s/n 42-93370; accepted by the USAAF 11may44; diverted 09may46
13282	293377 ?	C-47A-25DK	Chinese Air Force	mfd	08may44	USAAF s/n 42-93377; accepted by the USAAF 11may44; diverted 16sep45, probably under Lend-Lease
13289	293383 ?	C-47A-25DK	Chinese Air Lines	mfd	09may44	USAAF s/n 42-93383; accepted by the USAAF 12may44; diverted 15feb46
13292	not known	C-47A-25DK	China	mfd	09may44	USAAF s/n 42-93386; accepted by the USAAF 12may44; Foreign Liquidation Commission 20aug47
13296	CA39	C-47A-25DK	Centr Air Trp Corp	mfd	10may44	USAAF s/n 42-93390; accepted by the USAAF 12may44; excluded 01aug46
	XT-T31	C-47A-25DK	Centr Air Trp Corp	r/r	jan47	damaged at Jinan (Shandong) 13dec47 due to pilot error; repaired
	XT-S..	C-47A-25DK	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 N8326C 19dec49 (canx 12aug53); transported by an ocean-going barge to Sangley Point (Philippines) in late 1952; became N4660V, CC-CBJ, CC-CLDT and CC-CBX; preserved in Museo Nacional Aeronáutico y del Espacio (S33.486678 W70.697922) at Santiago-Los Cerillos (Chile), l/n oct12
13311	YU-ABD	C-47A-25DK	JAT	mfd	11may44	USAAF s/n 42-93403; accepted by the USAAF 15may44; ex RAF s/n KG588; d/d 19jun47; became 4W-ABH jul69 and ET-AHR; w/o dec81
13346	293435	C-47A-25DK	Soviet Air Force	mfd	15may44	USAAF s/n 42-93435; accepted by the USAAF 18may44; diverted 14jun44
	CCCP-L913	C-47A-25DK	GVF	rgd	19jun44	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; in olive drab ? c/s; shown in the "Krylya Rossii" chronicle; converted to a TS-62, date unknown
13347	CCCP-L913	TS-62	Aeroflot			not on the 1950/56 register
	293436	C-47A-25DK	Soviet Air Force	mfd	15may44	USAAF s/n 42-93436; accepted by the USAAF 18may44; diverted 02jun44
	"9"	C-47A-25DK	GVF/Soviet AF c/s			operated by transportnaya eskadriya AGON in support of the Yugoslav partisan movement at Bari (Italy) 10jul44/15dec44 and at Zemun (Serbia) 15/25dec44
13348	2108950	C-47A-25DK	Soviet Air Force	mfd	15may44	USAAF s/n 42-108950; accepted by the USAAF 18may44; diverted 03jun44
	CCCP-L909	C-47A-25DK	GVF	rgd	08jun44	operated by 5 oap GVF (redesignated 52 oap GVF 30oct44)
	3	C-47A-25DK	Polish Air Force	trf	25apr46	operated by SPL; the personal aircraft of Marshal Michal Rola-Zymierski
	SP-LCC (2)	C-47A-25DK	LOT	rgd	06mar58	sold to Iran 07jan59; canx 05feb59; became EP-AEE, 9Q-AEE, 9Q-CKA and 9T-PKL (last one not confirmed); see c/n 9903
13349	293437	C-47A-25DK	Soviet Air Force	mfd	15may44	USAAF s/n 42-93437; accepted by the USAAF 18may44; diverted 05jul44
	2	C-47A-25DK	Polish Air Force	trf	29jul44	operated by SPL; was the personal aircraft of prime minister Józef Cyrankiewicz; canx 07jan56; fate unknown
13350	293438	C-47A-25DK	Polish Air Force	mfd	15may44	USAAF s/n 42-93438; accepted by the USAAF 18may44; diverted 29jun44
	CCCP-L915	C-47A-25DK	GVF	rgd	03jul44	toc 27jul44; operated by 1 ae 1 atp 1 atd GVF (redesignated 1 ae 1 atp 10 atd GVF 05nov44) at Moscow-Vnukovo; based 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 members were killed; total time 793 hours; the wreck was found 07mar45
13351	293439	C-47A-25DK	Soviet Air Force	mfd	15may44	USAAF s/n 42-93439; accepted by the USAAF 20may44; diverted 03jun44
	"024"	C-47A-25DK	Soviet Air Force	PRG	1945	
13352	293440	C-47A-25DK	Soviet Air Force	mfd	15may44	USAAF s/n 42-93440; accepted by the USAAF 20may44; diverted 02jun44
13353	293441	C-47A-25DK	Soviet Air Force	mfd	16may44	USAAF s/n 42-93441; accepted by the USAAF 20may44; diverted 01jun44
	CCCP-L912	C-47A-25DK	GVF	rgd	19jun44	operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo
13354	293442	C-47A-25DK	Soviet Air Force	mfd	16may44	USAAF s/n 42-93442; accepted by the USAAF 20may44; diverted 30may44
13355	293443	C-47A-25DK	Soviet Air Force	mfd	16may44	USAAF s/n 42-93443; accepted by the USAAF 20may44; diverted 30may44
13367	YU-ACB	C-47A-25DK	JAT	mfd	17may44	USAAF s/n 42-93454; accepted by the USAAF 20may44; ex RAF s/n KG608; d/d 1945 ?
	7304	C-47A-25DK	Yugoslav Air Force	trf	1945 ?	
	YU-ACB	C-47A-25DK	JAT	trf	01apr50	w/o 20feb65 on a training flight when crashed into the Sava River near Belgrade, all 5 crew members were killed; total time in JAT service 9916.48 hours
13399	XT-823	C-47A-25DK	Civil Air Transp.	mfd	20may43	USAAF s/n 42-93482; accepted by the USAAF 24may44; 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	22may44	USAAF s/n 42-93489; accepted by the USAAF 01jun44; diverted 16sep45, probably under Lend-Lease
13410	CA5	C-47A-25DK	Centr Air Trp Corp	mfd	25may44	USAAF s/n 42-93492; accepted by the USAAF 25may44; sold 29dec45; w/o 26jan46 when the pilot lost control in adverse weather and the aircraft crashed near Wuhan (Hubei), 3 occupants were killed
13430	OK-WCR	C-47A-25DK	CSA	mfd	25may44	USAAF s/n 42-93510; accepted by the USAAF 27may44; d/d 04dec46 (or 02dec46); rgd 25apr47; i/s 26apr47; fleet No. '33'

	OK-WAR		C-47A-25DK CSA	r/r	1949	damaged by Mi-4 D-55 11jun57 whilst being parked at Prague-Ruzyně; repaired; wfu 29jun58; cancelled 24feb60 as sold to France; ferried to Paris 25may60; became '93510' (French Air Force), F-SEYE and 6W-SAE
13438	OK-WDT		C-47A-25DK CSA	mfd	25may44	USAAF s/n 42-108959; accepted by the USAAF 29may44; d/d 18jun46; rgd 22mar47; i/s 25mar47; fleet No. '20'; wfu 12dec58; cancelled 24feb60 as sold to France; ferried to Paris 28may60; became '13438' (French Air Force), F-SKDK and 5V-MAC
13548	2108970		C-47A-25DK Soviet Air Force	mfd	06jun44	USAAF s/n 42-108970; accepted by the USAAF 09jun44; RAF s/n KG681 not taken up (no remark against this serial in the British serial register); diverted to the Soviet Union 26jun44
13550	293618		C-47A-25DK Soviet Air Force	mfd	06jun44	USAAF s/n 42-93618; accepted by the USAAF 09jun44; RAF s/n KG683 not taken up (no remark against this serial in the British serial register); diverted to the Soviet Union 23jun44
13552	293620		C-47A-25DK Soviet Air Force	mfd	06jun44	USAAF s/n 42-93620; accepted by the USAAF 09jun44; RAF s/n KG685 not taken up (no remark against this serial in the British serial register); diverted to the Soviet Union 23jun44
	1 SP-LCH (2)		C-47A-25DK Polish Air Force	trf	25jul44	opb SPL; was the personal aircraft of president Boleslaw Bierut
	293621		C-47A-25DK LOT	rgd	29jan59	canx 05feb59; sold to Iran; became EP-AEI; w/o 20feb62 when crashed near Ahwaz (Iran); see c/n 9106
13553	293621		C-47A-25DK Soviet Air Force	mfd	06jun44	USAAF s/n 42-93621; accepted by the USAAF 09jun44; RAF s/n KG686 not taken up (no remark against this serial in the British serial register); diverted to the Soviet Union 21jun44; w/o 03nov44 when went missing on its delivery flight
13554	293622		C-47A-25DK Soviet Air Force	mfd	06jun44	USAAF s/n 42-93622; accepted by the USAAF 09jun44; RAF s/n KG687 not taken up (no remark against this serial in the British serial register); diverted to the Soviet Union 23jun44
13575	293641		C-47A-25DK Soviet Air Force	mfd	09jun44	USAAF s/n 42-93641, accepted by the USAAF 15jun44; RAF s/n KG708 not taken up (no remark against this serial in the British serial register); diverted to the Soviet Union 03jul44; struck off charge by the USAAF 29aug46
13654	OK-VDZ		C-47A-25DK Poveren. dopravy	mfd	17jun44	Ministry of Transport (PD); USAAF s/n 42-93712; accepted by the USAAF 20jun44; d/d 14jan47; rgd 24may47; based at Bratislava; no cancellation or transfer date given in register
	D-37		C-47A-25DK Czechoslovak AF	rgd	30apr51	on the civil aviation register to the MNO (Ministry of National Defence); no cancellation date in register
	3654		C-47A-25DK Czechoslovak AF	r/r	jun57	in olive drab c/s with light blue undersides; became '13654' (French Air Force) and F-SDKB
	OK-WZC		C-47A-25DK Omnipol	rgd	11may60	cancelled as sold to West Germany, but no date given (but certainly may60); ferried to Paris 21may60
	71229		C-47A-25DK Yugoslav Air Force	d/d	1971	mentioned oct74; probably scrapped
13691	not known		C-47A-25DK China ?	mfd	21jun44	USAAF s/n 42-93745; accepted by the USAAF 23jun44; Foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (now Chongqing)
13693	293747 ?		C-47A-25DK Chinese Air Force	mfd	21jun44	USAAF s/n 42-93747; accepted by the USAAF 23jun44; diverted 16sep45, probably under Lend-Lease
13694	293748 ?		C-47A-25DK Chinese Air Force	mfd	21jun44	USAAF s/n 42-93748; accepted by the USAAF 23jun44; diverted 10sep45, probably under Lend-Lease
13695	293749 ?		C-47A-25DK Chinese Air Force	mfd	21jun44	USAAF s/n 42-93749; accepted by the USAAF 23jun44; diverted 16sep45, probably under Lend-Lease
13704	293757 ?		C-47A-25DK China	mfd	22jun44	USAAF s/n 42-93757; accepted by the USAAF 24jun44; diverted to 'ADO' 19nov45
13710	293762 ?		C-47A-25DK China	mfd	22jun44	USAAF s/n 42-93762; accepted by the USAAF 24jun44; Foreign Liquidation Commission 20aug47
13711	293763 ?		C-47A-25DK Chinese Air Force	mfd	22jun44	USAAF s/n 42-93763; accepted by the USAAF 24jun44; diverted 16sep45, probably under Lend-Lease
13713	YU-ABB		C-47A-25DK JAT	mfd	23jun44	USAAF s/n 42-93765; accepted by the USAAF 25jun44; d/d 1945 ?
	7302		C-47A-25DK Yugoslav Air Force	trf	1945 ?	
	YU-ABB		C-47A-25DK JAT	trf	04mar47	
13718	2108987 ?		C-47A-25DK Chinese Air Force	mfd	23jun44	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; total time in JAT service 17,649 hours 24 minutes; stored in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade-Surcin from apr68, seen without markings aug08, /n nov16
						USAAF s/n 42-108987; accepted by the USAAF 25jun44; diverted 16sep45, probably under Lend-Lease

### **Built by Douglas at Long Beach-Daugherty Field, CA**

13784	XT-827		C-47A-DL Civil Air Transp.	acc	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	acc	23sep43	USAAF s/n 43-30651; the registration OK-XDU is not included in the Czechoslovakian register; d/d 09jul46; i/s 17sep46; fleet No. '22'; written off 13feb47 on a flight from Prague to Cakovice when crashed near Dolany u Kladna shortly after take-off as the trimmer of the horizontal stabiliser had been connected the wrong way, all 3 crew members were killed
18901	86		C-47A-65DL CNAC	acc	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 members escaped unhurt; the aircraft was recovered from the river and repaired
	XT-86		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 N8358C 19dec49; probably remained in China and the canx 07oct65 was just a tidying-up exercise
18902	85		C-47A-65DL CNAC	acc	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 members were killed
18909	2100446 ?		C-47A-65DL Chinese Air Force	acc	09oct43	USAAF s/n 42-100446; diverted 10sep45
18912	not known		C-47A-65DL Chinese Air Lines	acc	15oct43	USAAF s/n 42-100449; diverted 03nov46
18947	XT-811 (1)		C-47A-65DL Civil Air Transp.	acc	18oct43	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	acc	28oct43	USAAF s/n 42-100543; c/n (s/n) in register in error as 100542; d/d 18jun46; rgd 10sep46; i/s 12sep46; fleet No. '15'; was hijacked by its pilot (Stanislav Hunáček) 06apr48 on a flight from Prague to Bratislava and landed at Neubiberg (Bavaria); cancelled 31jan49 and again 29feb60 (clean-up of register)
	D-..		C-47A-65DL Czechoslovak AF	trf	31dec48	on the civil aviation register to the MNO (Ministry of National Defence); cancelled 27sep60 (clean-up of register)
	D-34		C-47A-65DL Czechoslovak AF	rgd	30apr51	wfu 21apr60
	0543		C-47A-65DL Czechoslovak AF	r/r	jun57	and cancelled the same day as sold; 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; see c/n 9798
	OK-WZB (1)		C-47A-65DL Omnipol	rgd	28mar60	USAAF s/n 42-100598; delivered under Lend-Lease; h/o at Karachi 13dec43; toc 14dec43; damaged 10jan44 on landing at Sulfu 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 members were killed
19061	88		C-47A-65DL CNAC	acc	11nov43	USAAF s/n 42-100599; delivered possibly under Lend-Lease; h/o at Karachi 05dec43; toc 07dec43; initially in olive drab c/s with neutral grey undersides; damaged at Dinjan (Assam) 20may45, no casualties; repaired
19062	87		C-47A-65DL CNAC	acc	12nov43	passenger version; in fleet list 27feb48
	XT-51		C-47A-65DL CNAC	r/r	jan47	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
	XT-1..		C-47A-65DL CNAC	r/r	1948	USAAF s/n 42-100639; d/d 29mar46; rgd 29aug46; fleet No. '04', damaged beyond repair 24dec46 on a flight from Prague to Paris when had to make an emergency landing, all 5 crew members and 10 passengers escaped; cancelled 12may47 and again 29feb60 (clean-up of register)
19102	OK-WDD		C-47A-70DL CSA	acc	18nov43	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
19256	XT-817		C-47A-70DL Civil Air Transp.	acc	11dec43	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
19258	XT-815		C-47A-70DL Civil Air Transp.	acc	13dec43	USAAF s/n 42-100823; d/d 02jul46; rgd 04nov47; i/s 05nov47; fleet No. '16'; cancelled 24feb60 as sold to France; last flight 26feb60; ferried to Paris 30may60; became '100823' (French Air Force), F-SCDB, F-UJGU, F-WSGV, N18265 (not taken up) and N15MA
19286	OK-WDP		C-47A-70DL CSA	acc	20dec43	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 Risttissen (Germany) 15may45 while on USAAF service ! (repaired ?)
19287	? 12		C-47A-70DL Polish Air Force	acc	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)
19289	SP-LCE		C-47A-70DL LOT	acc	17dec43	USAAF s/n 42-100850; diverted 06mar44, under Lend-Lease; delivered via Miami; the toc date 21jan44 must be wrong
19313	89		C-47A-75DL CNAC	acc	24dec43	passenger version; in fleet list 27feb48
	XT-48		C-47A-75DL CNAC	r/r	jan47	passenger&cargo version with 27 seats; canx 13nov49; was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8348C 19dec49 (canx 26feb53); probably transported on board of the aircraft carrier USS "Windham Bay" CVE-92 from Hong Kong to the US Jan53; became N4884V; sold to the Cuban Government 22jul53
	XT-111		C-47A-75DL CNAC	r/r	1948	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 Shingbuiyang), all 3 crew killed
19314	90		C-47A-75DL CNAC	acc	29dec43	USAAF s/n 42-100866; built as a C-47A-75-DL; possibly mis-painted OK-WSQ before delivery; d/d 09aug46; rgd 25nov46; fleet No. '17'; cancelled 25jan49 and again 29feb60 (clean-up of register)
19329	OK-WDQ		DC-3C CSA	acc	24dec43	
	D-28		DC-3C Czechoslovak AF	trf	31dec48	

	D-16	DC-3C	Czechoslovak AF	rgd	30apr51	on the civil aviation register to the MNO (Ministry of National Defence); in natural metal c/s; cancelled 27sep60 (clean-up of register)
19343	0866 OK-WAA	DC-3C DC-3C	Czechoslovak AF CSA	r/r acc	jun57 29dec43	wfu 21apr60; fate unknown USAAF s/n 42-100880; built as a C-47A-75-DL; d/d 18jun46; rgd 12jul46; fleet No. '21'; hijacked by its pilot to Harwich in 1950; underwent trials with the SVZÚ at Letnany in 1953; cancelled 16dec55 and again 29feb60 (clean-up of register)
	OK-WCT OK-WAT	DC-3C DC-3C	CSA CSA	rgd rgd	21apr48 unknown	cancelled 24feb60 as sold to France; ferried to Marseille 26mar60; became '100880' (French Air Force), F-RHRH, F-RHRC and F-BRGL (not taken up)
19419	71273 OK-WDE	DC-3C C-47A-75DL	Yugoslav Air Force CSA	d/d mfd	1971 ? 06jan44	mentioned in 1974 USAAF s/n 42-100956; accepted by the USAAF 10jan44; d/d 29mar46; rgd 27jul46; fleet No. '05'; wfu 31dec59; last flight 18feb60; cancelled 24feb60 as sold to France; ferried to Marseille 22mar60; became '100956' (French Air Force) and F-RAJV
19439	71281 OK-WAT ?	C-47A-75DL C-47A-75DL	Yugoslav Air Force CSA	d/d mfd	1971 ? 10jan44	USAAF s/n 42-100976; accepted by the USAAF 13jan44; the registration OK-WAT is not included in the Czechoslovakian register; d/d 15jun46; i/s 21apr48; fleet No. '35'; wfu 24feb60; fate unknown
19452	91 (2)	C-47A-75DL	CNAC	mfd	11jan44	USAAF s/n 42-100989; accepted by the USAAF 20jan44; diverted 06mar44, under Lend-Lease; delivered via Miami; toc 15mar44; replaced '91' (1) c/n 19453
	XT-54 XT-127	C-47A-75DL C-47A-75DL	CNAC CNAC	r/r r/r	jan47 1948	passenger version; in fleet list 27feb48 passenger&cargo version with 27 seats; canx 13nov49; was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8352C 19dec49 (canx 26feb53); probably transported on board of the aircraft carrier USS "Windham Bay" CVE-92 from Hong Kong to the US jan53; became N4883V; sold to the Cuban Government 22jul53
19453	91 (1)	C-47A-75DL (CNAC)		mfd	11jan44	USAAF s/n 42-100990; accepted by the USAAF 20jan44; diverted 06mar44, under Lend-Lease; delivered via Miami; w/o 07mar44 on take-off from Camagüey (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 members were killed; see c/n 19452
19474	OK-WDF	C-47A-75DL	CSA	mfd	15jan44	USAAF s/n 42-101011; accepted by the USAAF 19jan44; d/d 14mar46; rgd 12jun46; i/s 13jun46; fleet No. '06'; opened the PRG-AMS route; cancelled 31jan49 and again 29feb60 (clean-up of register)
	D-... D-30	C-47A-75DL C-47A-75DL	Czechoslovak AF Czechoslovak AF	trf rgd	31dec48 30apr51	on the civil aviation register to the MNO (Ministry of National Defence); operated by ldp; written off 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 (Chrby mountains); all 5 crew members were killed; no cancellation date in register
19493	D-...	C-47A-75DL	Czechoslovak AF	mfd	18jan44	USAAF s/n 42-101030; accepted by the USAAF 24jan44; d/d 03jul46; fate unknown
19499	SP-LCD	C-47A-80DL	LOT	mfd	21jan44	USAAF s/n 43-15033; accepted by the USAAF 22jan44; 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 10dec67 when crashed ontake-off from Fort George Island
19525	D-27 not known	C-47A-80DL C-47A-80DL	Czechoslovak AF Polish Air Force	mfd d/d	24jan44 08jun49	USAAF s/n 43-15059; accepted by the USAAF 26jan44; d/d 31may46; i/s 17jun46
	D-36 5059	C-47A-80DL C-47A-80DL	Czechoslovak AF Czechoslovak AF	rgd r/r	30apr51 jun57	operated by SPL
19535	OK-XDG	C-47A-80DL	CSA	mfd	25jan44	on the civil aviation register to the MNO (Ministry of National Defence); no cancellation date in register wfu 14oct60; became '15059' (French Navy), F-YGGA, F-YFGR, F-YDPK, N97BF and SR-MMG
	OK-XBC OK-XBC OK-XBC	C-47A-80DL C-47A-80DL C-47A-80DL	Bat'a Svit CSA	mfd trf trf	26jan44 24jan49 01nov50	USAAF s/n 43-15069; accepted by the USAAF 28jan44; d/d 29mar46; rgd 26aug46; fleet No. '07'; damaged beyond repair 09nov46 on a flight from Amsterdam to Prague when entered a holding pattern near Ruzyne due to poor weather, ran out of fuel after 4 missed approaches and force-landed in a field near Dobroviz, 2 of the 5 crew members were injured while the other 3 and all 13 passengers escaped unhurt; canx 29feb60 (clean-up of register)
19538	OK-XBC OK-XBC OK-XBC	C-47A-80DL C-47A-80DL C-47A-80DL	Bat'a Svit CSA	mfd trf trf	26jan44 24jan49 01nov50	USAAF s/n 43-15072; accepted by the USAAF 01feb44; d/d 02dec46; rgd 01apr47
19539	OK-XDM	C-47A-80DL	CSA	mfd	26jan44	damaged by Mi-4 D-55 11jun57 whilst being parked at Prague-Ruzyne; repaired; wfu 21nov59; cancelled 24feb60 as sold to France; ferried to Marseille 22mar60; became '315072' (French Air Force), F-RAUI, F-TEBK, F-WSGO and N18260 (not taken up)
	71248	C-47A-80DL	Yugoslav Air Force	d/d	11apr73 ?	USAAF s/n 43-15073; accepted by the USAAF 29jan44; the registration OK-XDM is not included in the Czechoslovakian register; d/d 12jul46; i/s 15feb48 (or 15feb47 ?); fleet No. '02'; underwent trials with he 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
19580	D-23	C-47A-80DL	Czechoslovak AF	mfd	02feb44	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
	not known D-23	C-47A-80DL C-47A-80DL	Polish Air Force Czechoslovak AF	d/d ret	08jun49 unknown	USAAF s/n 43-15114; accepted by the USAAF 04feb44; d/d 25may46; i/s 17jun46; in olive drab c/s with neutral grey undersides
19587	OK-XDH	C-47A-80DL C-47A-80DL	Polish Air Force Czechoslovak AF	mfd	03feb44	operated by SPL
19620	92	C-47A-80DL	CNAC	mfd	08feb44	underwent trials with the SVZÚ in 1956 USAAF s/n 43-15121; accepted by the USAAF 05feb44; d/d 01jun46 (or 01jul46); i/s 28mar47; rgd 12apr47; fleet No. '08'; cancelled 09jun58; fate unknown
	XT-85 XT-1..	C-47A-80DL C-47A-80DL	CNAC CNAC	r/r r/r	jan47 1948	USAAF s/n 43-15154; accepted by the USAAF 09feb44; diverted 26feb44, under Lend-Lease (Andersson gives the date 25feb44); toc 12apr44; in olive drab c/s with neutral grey undersides; 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 members escaped unhurt; repaired
19621	93	C-47A-80DL	CNAC	mfd	08feb44	passenger version; in fleet list 27feb48 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
19718	D-...	C-47A-80DL	Czechoslovak AF	mfd	23feb44	USAAF s/n 43-15155; accepted by the USAAF 09feb44; 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 members were killed
19803	94	C-47A-80DL C-47A-80DL	Czechoslovak AF CNAC	mfd mfd	07mar44	USAAF s/n 43-15252; accepted by the USAAF 26feb44; d/d 03jul46; fate unknown
19804	95	C-47A-80DL	CNAC	mfd	07mar44	USAAF s/n 43-15337; accepted by the USAAF 15feb44; 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 so that the aircraft crashed at N27.487499 E98.258333 and burnt out, both pilots were killed
19838	315372 ?	C-47A-80DL	Chinese Air Force	mfd	11mar44	USAAF s/n 43-15338; accepted by the USAAF 15mar44; diverted 02apr44, under Lend-Lease; toc 05may44; fate unknown
19839	315373 ?	C-47A-80DL	Chinese Air Force	mfd	13mar44	USAAF s/n 43-15372; accepted by the USAAF 15mar44; diverted 09dec45
19928	315462 ?	C-47A-85DL	Chinese Air Force	mfd	24may44	USAAF s/n 43-15462; accepted by the USAAF 31mar44; diverted 24may44, under Lend-Lease
19929	no serial	C-47A-85DL	CNAC	mfd	24mar44	USAAF s/n 43-15463; accepted by the USAAF 31mar44; 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	25mar44	Lutheran World Federation; USAAF s/n 43-15466; accepted by the USAAF 28mar44; 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 CAT 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 Springweiller 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	15apr44	USAAF s/n 43-15624; accepted by the USAAF 28apr44; h/o 27may44
20091	96	C-47A-85DL	CNAC	mfd	15apr44	USAAF s/n 43-15625; accepted by the USAAF 26apr44; 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 Tinjiang
20160	CA50 XT-T36 XT-5..	C-47A-90DL C-47A-90DL C-47A-90DL	Centr Air Trp Corp Centr Air Trp Corp Centr Air Trp Corp	mfd r/r r/r	25apr44 jan47 unknown	USAAF s/n 43-15694; accepted by the USAAF 28apr44; 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); transported by an ocean-going barge to Sangley Point (Philippines) in late 1952; became N1797B, ETA-101 (Argentinian Army), MR-1T, MG-1T, T-17 and TC-17 (both Argentinian Air Force); w/o 10may70
20161	315695 ?	C-47A-90DL	Chinese Air Lines	mfd	25apr44	USAAF s/n 43-15695; accepted by the USAAF 28apr44; diverted 15feb46
20162	315696 ?	C-47A-90DL	China	mfd	26apr44	USAAF s/n 43-15696; accepted by the USAAF 28apr44; Foreign Liquidation Commission 20aug47
20250	315784 ?	C-47A-90DL	Chinese Air Force	mfd	06may44	USAAF s/n 43-15784; accepted by the USAAF 09may44; diverted 09dec45

20252	98	C-47A-90DL	CNAC	mfd	06may44	USAAF s/n 43-15786; accepted by the USAAF 16may44; diverted 18jun44, under Lend-Lease; toc 03jul44; damaged 16nov44 on take-off from Yunnanyi 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	06may44	USAAF s/n 43-15787; accepted by the USAAF 18may44; diverted 11jun44, under Lend-Lease; toc 21jun44; w/o 31aug44 on a flight from Yunnanyi 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 Shimbawang 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	315790 ?	C-47A-90DL	China ?	mfd	08may44	USAAF s/n 43-15790; accepted by the USAAF 12may44; Foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (now Chongqing)
20257	315791 ?	C-47A-90DL	Chinese Air Force	mfd	08may44	USAAF s/n 43-15791; accepted by the USAAF 12may44; diverted 09dec45
20260	315794 ?	C-47A-90DL	Chinese Air Lines	mfd	08may44	USAAF s/n 43-15794; accepted by the USAAF 10may44; diverted 31jan46; became 15794 and 7273 of the Taiwanese Air Force
20288	315822 ?	C-47A-90DL	Chinese Air Lines	mfd	12may44	USAAF s/n 43-15822; accepted by the USAAF 14may44; diverted 15feb46
20292	315826 ?	C-47A-90DL	Chinese Air Lines	mfd	12may44	USAAF s/n 43-15826; accepted by the USAAF 14may44; diverted 28feb46
20294	315828 ?	C-47A-90DL	Chinese Air Force	mfd	12may44	USAAF s/n 43-15828; accepted by the USAAF 15may44; Foreign Liquidation Commission 20aug47
20306	315840 ?	C-47A-90DL	China	mfd	14may44	USAAF s/n 43-15840; accepted by the USAAF 18may44; Foreign Liquidation Commission 20aug47
20309	315843 ?	C-47A-90DL	CNAC	mfd	15may44	USAAF s/n 43-15843; accepted by the USAAF 29may44; sold 04dec45
20310	315844 ?	C-47A-90DL	CNAC	mfd	15may44	USAAF s/n 43-15844; accepted by the USAAF 18may44; diverted 15feb46
20314	15848	C-47A-90DL	Chinese Air Force	mfd	15may44	USAAF s/n 43-15848; accepted by the USAAF 19may44; diverted 09dec45; became 15848 and 7252 of the Taiwanese Air Force
20320	315854 ?	C-47A-90DL	Chinese Air Force	mfd	16may44	USAAF s/n 43-15854; accepted by the USAAF 24may44; diverted 19dec45
20321	315855 ?	C-47A-90DL	Chinese Air Lines	mfd	16may44	USAAF s/n 43-15855; accepted by the USAAF 20may44; diverted 15feb46
20323	15857	C-47A-90DL	Chinese Air Force	mfd	18may44	USAAF s/n 43-15857; accepted by the USAAF 19may44; diverted 19nov45; became 15857 and 7243 of the Taiwanese Air Force
20324	315858 ?	C-47A-90DL	Chinese Air Force	mfd	18may44	USAAF s/n 43-15858; accepted by the USAAF 19may44; diverted 09dec45
20325	315859 ?	C-47A-90DL	Chinese Air Lines	mfd	18may44	USAAF s/n 43-15859; accepted by the USAAF 24may44; diverted 28feb46
20326	315860 ?	C-47A-90DL	Chinese Air Lines	mfd	19may44	USAAF s/n 43-15860; accepted by the USAAF 20may44; diverted 25feb46
20328	315862 ?	C-47A-90DL	Chinese Air Lines	mfd	19may44	USAAF s/n 43-15862; accepted by the USAAF 20may44; diverted 15feb46; became XW-TAF; dbr at VTE 24may76
20332	315866 ?	C-47A-90DL	Chinese Air Force	mfd	19may44	USAAF s/n 43-15866; accepted by the USAAF 20may44; diverted 19nov45
20334	315869 ?	C-47A-90DL	China	mfd	19may44	USAAF s/n 43-15868; accepted by the USAAF 20may44; Foreign Liquidation Commission 20aug47
20335	315869 ?	C-47A-90DL	Chinese Air Force	mfd	19may44	USAAF s/n 43-15869; accepted by the USAAF 23may44; diverted 19nov45
20337	315871 ?	C-47A-90DL	Chinese Air Lines	mfd	19may44	USAAF s/n 43-15871; accepted by the USAAF 20may44; diverted 28feb46
20342	315876 ?	C-47A-90DL	China	mfd	19may44	USAAF s/n 43-15876; accepted by the USAAF 23may44; Foreign Liquidation Commission 20aug47
20344	315878 ?	C-47A-90DL	Chinese Air Lines	mfd	19may44	USAAF s/n 43-15878; accepted by the USAAF 23may44; diverted 28sep45
20345	315879 ?	C-47A-90DL	China	mfd	19may44	USAAF s/n 43-15879; accepted by the USAAF 23may44; Foreign Liquidation Commission 20aug47
20346	XT-5..	C-47A-90DL	Centr Air Trp Corp	mfd	19may44	USAAF s/n 43-15880; accepted by the USAAF 23may44; 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); transported by an ocean-going barge to Sangley Point (Philippines) in late 1952; became N1796B; went to the Colombian Air Force in 1954; w/o 07jan67
20356	not known	C-47A-90DL	CNAC	mfd	20may44	USAAF s/n 43-15890; accepted by the USAAF 24may44; sold 04dec45
20360	315894 ?	C-47B-1-DL	China	mfd	20may44	version given as such in Gradidge's DC-3 book, but as C-47A-90-DL in the US delivery log; USAAF s/n 43-15894; accepted by the USAAF 26may44; Foreign Liquidation Commission 20aug47
20369	315903 ?	C-47A-90DL	Chinese Air Force	mfd	23may44	USAAF s/n 43-15903; accepted by the USAAF 26may44; diverted 09dec45
20373	315907 ?	C-47A-90DL	Chinese Air Force	mfd	23may44	USAAF s/n 43-15907; accepted by the USAAF 26may44; diverted 09dec45
20375	315909 ?	C-47A-90DL	Chinese Air Force	mfd	24may44	USAAF s/n 43-15909; accepted by the USAAF 26may44; diverted 28sep45
20376	315910 ?	C-47A-90DL	Chinese Air Force	mfd	24may44	USAAF s/n 43-15910; accepted by the USAAF 30may44; diverted 28sep45 ?
20384	315918 ?	C-47A-90DL	Chinese Air Force	mfd	25may44	USAAF s/n 43-15918; accepted by the USAAF 27may44; diverted 09dec45
20387	CA47	C-47A-90DL	Centr Air Trp Corp	mfd	26may44	USAAF s/n 43-15921; accepted by the USAAF 27may44
20388	XT-T34 CA3	C-47A-90DL	Centr Air Trp Corp	r/r	jan47	fate unknown
				mfd	26may44	USAAF s/n 43-15922; accepted by the USAAF 27may44; arrived at Chungking (now Chongqing) 16dec44; Andersson gives the date 21dec44, but the aircraft was with 1 CCS mar45/may45 according to Gradidge's DC-3 book; sold 21dec45 (?) ex Karachi
	XT-T24 XT-5..	C-47A-90DL	Centr Air Trp Corp	r/r	jan47	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8324C 19dec49 (canx 12aug53); transported by an ocean-going barge to Sangley Point (Philippines) in late 1952; became 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	26may44	USAAF s/n 43-15923; accepted by the USAAF 27may44; diverted 28sep45
20390	15924	C-47A-90DL	Chinese Air Force	mfd	26may44	USAAF s/n 43-15924; accepted by the USAAF 29may44; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved in the RoCAF museum at Kangshan (N25.064467 E121.559721), seen aug00
20391	315925 ?	C-47A-90DL	China	mfd	26may44	USAAF s/n 43-15925; accepted by the USAAF 29may44; Foreign Liquidation Commission 20aug47
20392	315926 ?	C-47A-90DL	Chinese Air Force	mfd	26may44	USAAF s/n 43-15926; accepted by the USAAF 27may44; diverted 09dec45
20394	315928 ?	C-47A-90DL	Chinese Air Force	mfd	26may44	USAAF s/n 43-15928; accepted by the USAAF 27may44; diverted 09dec45
20492	026	C-47A-90DL	Hungarian AF	mfd	06jun44	USAAF s/n 43-16026; accepted by the USAAF 09jun44; 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 MiG-15bis (pilot: 1st Lieutenant A.A. Kalugin) of 5 iap of the Soviet Air Force; aircraft and crew were handed over by the Soviet military to the Hungarian authorities 03dec51; flown to Székesfehérvár; impressed by the Hungarian Air Force in late 1951
	HA-TSA	TS-62	MALÉV	rgd	06sep56	re-engined with ASH-62IR engines by the MALÉV workshops in 1956; in natural metal c/s with a 'lightning-bolt' cheatline; 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 members and 23 passengers plus 3 people on the ground were killed
20635	16169	C-47B-1-DL	Chinese Air Force	mfd	26jun44	USAAF s/n 43-16169; accepted by the USAAF 28jun44; Foreign Liquidation Commission 20aug47; became 16169 and 7320 of the Taiwanese Air Force
20637	316171 ?	C-47B-1-DL	Chinese Air Lines	mfd	26jun44	USAAF s/n 43-16171; accepted by the USAAF 28jun44; diverted 16feb46
20638	316172 ?	C-47B-1-DL	Chinese Air Force	mfd	24jun44	USAAF s/n 43-16172; accepted by the USAAF 28jun44; diverted 28sep45
20643	316177 ?	C-47B-1-DL	China ?	mfd	26jun44	USAAF s/n 43-16177; accepted by the USAAF 28jun44; Foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (now Chongqing)
20645	316179 ?	C-47B-1-DL	China	mfd	26jun44	USAAF s/n 43-16179; accepted by the USAAF 28jun44; Foreign Liquidation Commission 20aug47
20652	316186 ?	C-47B-1-DL	Chinese Air Force	mfd	26jun44	USAAF s/n 43-16186; accepted by the USAAF 30jun44; diverted 09dec45 (according to the US delivery log 08jul46)
20653	316187 ?	C-47B-1-DL	Chinese Air Force	mfd	26jun44	USAAF s/n 43-16187; accepted by the USAAF 29jun44; diverted feb46
20655	316189 ?	C-47B-1-DL	Chinese Air Force	mfd	27jun44	USAAF s/n 43-16189; accepted by the USAAF 03jul44; diverted 01may46
20656	316190 ?	C-47B-1-DL	Chinese Air Lines	mfd	27jun44	USAAF s/n 43-16190; accepted by the USAAF 30jun44; diverted 15feb46
20659	316193 ?	C-47B-1-DL	Chinese Air Lines	mfd	28jun44	USAAF s/n 43-16193; accepted by the USAAF 03jul44; diverted 15feb46
20663	316197 ?	C-47B-1-DL	Chinese Air Lines	mfd	28jun44	USAAF s/n 43-16197; accepted by the USAAF 01jul44; diverted 15feb46; became 16197 of the Taiwanese Air Force
20681	XT-T501	C-47B-1-DL	CNRRRA Air Transp.	mfd	30jun44	USAAF s/n 43-16215; accepted by the USAAF 04jul44; 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	04jul44	USAAF s/n 43-16233; accepted by the USAAF 10jul44; diverted 18aug44, under Lend-Lease; the serial may have been '105'
20700	not known	C-47B-1-DL	CNAC ?	mfd	04jul44	USAAF s/n 43-16234; accepted by the USAAF 10jul44; diverted 04aug44, under Lend-Lease; toc 05sep44; the serial may have been '99'; returned to the USAAF (10 CCS); w/o 13may45 when crashed at Ledo (China) - in the US delivery log as having been diverted to the USAAF
20701	not known	C-47B-1-DL	CNAC ?	mfd	04jul44	USAAF s/n 43-16235; accepted by the USAAF 22jul44; diverted 18aug44, under Lend-Lease; the serial may have been '106'
20702	not known	C-47B-1-DL	CNAC ?	mfd	04jul44	USAAF s/n 43-16236; accepted by the USAAF 12jul44; diverted 09aug44, under Lend-Lease; toc 04nov44; the serial may have been '100' - in the US delivery log as having been diverted to the USAAF
20705	XT-T502	C-47B-1-DL	CNRRRA Air Transp.	mfd	05jul44	USAAF s/n 43-16239; accepted by the USAAF 07jul44; 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 Haiphong (Vietnam) when an engine failed and the aircraft crashed into the sea south of Yunnan, 2 of the 3 crew members were 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	10jul44	USAAF s/n 43-16262; accepted by the USAAF 14jul44; Foreign Liquidation Commission 20aug47; became 16262 of the Taiwanese Air Force
20740	D-26 D-15	C-47B-1-DL	Czechoslovak AF	mfd	10jul44	USAAF s/n 43-16274; accepted by the USAAF 14jul44; d/d 02jul46; i/s 15jul46
		C-47B-1-DL	Czechoslovak AF	rgd	30apr51	on the civil aviation register to the MNO (Ministry of National Defence); in olive drab c/s with light blue undersides; underwent trials with the SVZU in 1956; cancelled 27sep60 (clean-up of register)
	6274	C-47B-1-DL	Czechoslovak AF	r/r	jun57	wfu after 1957; fate unknown
20803	10.	C-47B-1-DL	CNAC	mfd	22jul44	USAAF s/n 43-16337; accepted by the USAAF 28jul44; diverted 16aug44, under Lend-Lease; delivered via Miami; became either '102' or '101', see there
20804	99	C-47B-1-DL	CNAC	mfd	22jul44	tie-up not confirmed (this c/n may also have become '101'); USAAF s/n 43-16338; accepted by the USAAF 31jul44; diverted 13aug44, under Lend-Lease; delivered via Miami
20805	10.	C-47B-1-DL	CNAC	mfd	22jul44	USAAF s/n 43-16339; accepted by the USAAF 31jul44; diverted 16aug44, under Lend-Lease; delivered via Miami; became probably '101', '102' or '103', see there
20806	100	C-47B-1-DL	CNAC	mfd	22jul44	tie-up not confirmed (this c/n may also have become '104'); USAAF s/n 43-16340; accepted by the USAAF 31jul44; diverted 16aug44, under Lend-Lease; delivered via Miami



	XT-T20 XT-119	C-47B-1-DL CNAC C-47B-1-DL CNAC	r/r r/r	jan47 1948	cargo version; in fleet list 27feb48 'air bus' version with 32 seats; canx 13nov49; was at HKG 16nov49 and subsequently impounded there; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8350C 19dec49 (canx 27jan53), N37800, N800J, N8009 and N877MG; active by 2010 USAAF s/n 43-16344; accepted by the USAAF 31jul44; diverted 29dec45; probably returned to the USAAF as was at Manila later and declared as 'condition salvage' by the USAAF 28aug46 USAAF s/n 43-16345; accepted by the USAAF 31jul44; diverted 29dec45; became PI-C99 21dec46, PI-C138 and RP-C138 USAAF s/n 43-16346; accepted by the USAAF 01aug44; diverted 29dec45 USAAF s/n 43-16349; accepted by the USAAF 31jul44; diverted 15feb46; became 16349 of the Taiwanese Air Force USAAF s/n 43-16351; accepted by the USAAF 01aug44; excluded 01aug46
20810	316344 ?	C-47B-1-DL Chinese Air Force	mfd	25jul44	
20811	316345 ?	C-47B-1-DL Chinese Air Force	mfd	25jul44	
20812	316346 ?	C-47B-1-DL Chinese Air Force	mfd	25jul44	
20815	316349 ?	C-47B-1-DL Chinese Air Lines	mfd	25jul44	
20817	CA57 XT-T68 XT-5..	C-47B-1-DL Centr Air Trp Corp C-47B-1-DL Centr Air Trp Corp C-47B-1-DL Centr Air Trp Corp	mfd r/r r/r	27jul44 jan47 unknown	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8334C 19dec49 (canx 22jul53); transported by an ocean-going barge to Sangley Point (Philippines) in late 1952; became N1798B, ETA-102 (Argentinian Army), ME-2T, MG-2T, AE-12E, AE-100 and LV-JIG tie-up not confirmed (this c/n may also have become '109'); USAAF s/n 43-16401; accepted by the USAAF 19aug44; diverted 19sep44, under Lend-Lease; delivered via Miami; see '103' (2) with unknown c/n cargo version; in fleet list 27feb48
20867	103 (1)	C-47B-1-DL CNAC	mfd	17aug44	tie-up not confirmed (this c/n may also have become '110'); USAAF s/n 43-16402; accepted by the USAAF 21aug44; 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 members and 7 passengers as well as 7 villagers were killed plus 4 villagers were injured; see '104' (2) with unknown c/n
20868	XT-T83 104 (1)	C-47B-1-DL CNAC C-47B-1-DL CNAC	r/r mfd	jan47 17aug44	USAAF s/n 43-16403; accepted by the USAAF 22aug44; diverted 10sep44, under Lend-Lease; delivered via Miami; the serial may have been '107'; returned to the USAAF at Chungking (now Chongqing) 31oct44; excluded 01aug46 (wfu or again to China ?)
20869	not known	C-47B-1-DL CNAC ?	mfd	12aug44	USAAF s/n 43-16404; accepted by the USAAF 26aug44; diverted 16sep44, under Lend-Lease; delivered via Morrison; the serial may have been '108'; returned to the USAAF at Chungking (now Chongqing) 31oct44; Foreign Liquidation Commission 20aug47; became 16404 of the Taiwanese Air Force
20870	not known	C-47B-1-DL CNAC ?	mfd	14aug44	USAAF s/n 43-16416; accepted by the USAAF 26aug44; diverted 28feb46 USAAF s/n 43-16425; accepted by the USAAF 29aug44; excluded 01aug46
20882	316416 ?	C-47B-1-DL Chinese Air Lines	mfd	18aug44	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
20891	CA56 XT-T67 XT-5..	C-47B-1-DL Centr Air Trp Corp C-47B-1-DL Centr Air Trp Corp C-47B-1-DL Centr Air Trp Corp	mfd mfd r/r r/r	22aug44 jan47 unknown	USAAF s/n 43-16428; accepted by the USAAF 29aug44; the registration was probably initially assigned to the aircraft of the Lutheran World Federation, but not taken up, see below 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 Kweiyang (Kweichow Province) when encountered below-minima weather conditions (poor visibility and low clouds) on approach, overran the runway, collided with a mount and broke up, all 3 crew escaped members unhurt USAAF s/n 43-16429; accepted by the USAAF 30aug44; diverted 07may46
20894	CA41 XT-T72	C-47B-1-DL Centr Air Trp Corp C-47B-1-DL Lutheran World Fed	mfd no	23aug44 reports	
20895	316429 ?	C-47B-1-DL Chinese Air Force	mfd	23aug44	

### Built by Douglas at Oklahoma City, OK

13849/25294	7307 YU-ABF	C-47A-30DK Yugoslav Air Force C-47A-30DK JAT	mfd trf	07jul44 17jun48	USAAF s/n 43-48033; accepted by the USAAF 08jul44; ex RAF s/n KG750 and G-AHLY; d/d 23dec47 ? wfu 23mar70
13933/25378	348117	C-47A-30DK Soviet Air Force	mfd	14jul44	USAAF s/n 43-48117; accepted by the USAAF 17jul44; diverted 27jul44 (via Fairbanks)
13934/25379	348118	C-47A-30DK Soviet Air Force	mfd	14jul44	USAAF s/n 43-48118; accepted by the USAAF 18jul44; diverted 08aug44 (via Fairbanks)
13935/25380	348119	C-47A-30DK Soviet Air Force	mfd	14jul44	USAAF s/n 43-48119; accepted by the USAAF 17jul44; diverted 30jul44 (via Fairbanks)
13936/25381	348120	C-47A-30DK Soviet Air Force	mfd	14jul44	USAAF s/n 43-48120; accepted by the USAAF 17jul44; diverted 30jul44 (via Fairbanks)
13937/25382	348121	C-47A-30DK Soviet Air Force	mfd	14jul44	USAAF s/n 43-48121; accepted by the USAAF 17jul44; diverted 18aug44 (via Fairbanks)
13938/25383	348122	C-47A-30DK Soviet Air Force	mfd	14jul44	USAAF s/n 43-48122; accepted by the USAAF 17jul44; diverted 02aug44 (via Fairbanks)
13939/25384	348123	C-47A-30DK Soviet Air Force	mfd	14jul44	USAAF s/n 43-48123; accepted by the USAAF 17jul44; diverted 08aug44 (via Fairbanks)
13940/25385	348124 CCCP-L925	C-47A-30DK Soviet Air Force C-47A-30DK GVF	mfd rgd	14jul44 1944	USAAF s/n 43-48124; accepted by the USAAF 17jul44; diverted 10aug44 (via Fairbanks) operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) at Moscow-Vnukovo; flew captured members of the German, Italian and Swiss military missions in Bulgaria (who had tried to escape to Turkey) from Khaskovo to Dobrich 19sep44; converted to a TS-62, date unknown struck off charge 31dec52 as amortisation period exceeded
13941/25386	CCCP-L925 348125	TS-62 Aeroflot/Ukraine C-47A-30DK Soviet Air Force	trf mfd	03oct50 15jul44	USAAF s/n 43-48125; accepted by the USAAF 17jul44; diverted 20aug44 (via Fairbanks)
13942/25387	348126	C-47A-30DK Soviet Air Force	mfd	15jul44	USAAF s/n 43-48126; accepted by the USAAF 17jul44; diverted 10aug44 (via Fairbanks)
13943/25388	348127	C-47A-30DK AFL/Far East	mfd	15jul44	USAAF s/n 43-48127; accepted by the USAAF 17jul44; diverted 10aug44 (via Fairbanks); suffered a breakdown 19aug44 (probably on its ferry flight while being operated by a GVF ferry unit) registration not on pre-1944 register; converted to a TS-62, date unknown operated by 14 TAO; in a document 1949; struck off charge 10jun52 as worn out
13944/25389	CCCP-L929 CCCP-L929	C-47A-30DK GVF TS-62 Aeroflot/Yakutiya	rgd trf	1944 1949	USAAF s/n 43-48128; accepted by the USAAF 18jul44; diverted 31jul44 (via Fairbanks)
13945/25390	348128	C-47A-30DK Soviet Air Force	mfd	15jul44	USAAF s/n 43-48129; accepted by the USAAF 18jul44; diverted 02aug44 (via Fairbanks)
13946/25391	348129 348130	C-47A-30DK Soviet Air Force C-47A-30DK Soviet Air Force	mfd mfd	15jul44 15jul44	USAAF s/n 43-48130; accepted by the USAAF 17jul44; photo at Great Falls, MT, in the process of Red Stars being painted on; diverted 20aug44 (via Fairbanks) registration not on pre-1944 register the official identity of the aircraft was still CCCP-L926, although only the last 3 digits of the registration were painted on; converted to a TS-62, date unknown struck off charge 27mar53 as life-time expired
14008/25453	CCCP-L926 7309 YU-ABI	TS-62 AFL/East Siberia C-47A-30DK Yugoslav Air Force C-47A-30DK JAT	trf mfd trf	unknown 20jul44 20jan49	USAAF s/n 43-48192; accepted by the USAAF 24jul44; ex RAF s/n KG776 and G-AHLZ; d/d 23dec47 ? USAAF s/n 43-48199; accepted by the USAAF 24jul44; 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, the colours were refreshed oct10; to be preserved in the museum at Pivka
14015/25460	71253	C-47A-30DK Yugoslav Air Force	mfd	21jul44	USAAF s/n 43-48219; accepted by the USAAF 27jul44; ex RAF s/n KG803 and G-AHLX; d/d 23dec47 ? dbr on take-off from Skopje 16apr66; total time in JAT service 9,856 hours 43 minutes; stored in Muzej ratnog vazduhoplovstva at Belgrade-Surcin from 1968
14035/25480	7308 YU-ABG	C-47A-30DK Yugoslav Air Force C-47A-30DK JAT	mfd trf	24jul44 07sep48	USAAF s/n 43-48285; accepted by the USAAF 31jul44; ex '348285' (French Air Force) and F-BTDE; d/d 27nov72; opb 111. ppa at Zagreb (evidence for jun74/mar75) Obrazovni Centar Zravnog Saobracaja (civil training centre) at Zagreb; canx 02oct79; became N80871Y, 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
14101/25546	71254 YU-ABV	C-47B-1-DK Yugoslav Air Force C-47B-1-DK OCZS	mfd rgd	29jul44 02aug79	USAAF s/n 43-48328; accepted by the USAAF 05aug44; RAF s/n KJ805; entered into the British serial register 16aug44 as having been taken on charge by the RAF; diverted to the Soviet Union 22aug44 (in the US delivery log as Soviet Union straight away)
14144/25589	348328	C-47B-1-DK Soviet Air Force	mfd	02aug44	USAAF s/n 43-48335; accepted by the USAAF 05aug44; RAF s/n KJ812 not taken up (no remark against this serial in the British serial register); diverted to the Soviet Union 22aug44 (in the US delivery log as Soviet Union straight away)
14151/25596	348335	C-47B-1-DK Soviet Air Force	mfd	03aug44	USAAF s/n 43-48383; accepted by the USAAF 09aug44; d/d 25may46; i/s 17jun46 on the civil aviation register to the MNO (Ministry of National Defence); no cancellation date given in register Ministry of National Defence; no cancellation date given in register
14199/25644	D-20 D-12	C-47B-1-DK Czechoslovak AF C-47B-1-DK Czechoslovak AF	mfd rgd	08aug44 14may47	last flight 21apr60; ferried to Paris 23may60; cancelled 24may60 as sold to France; became '48383' (French Air Force), F-SZCD, '48383' (Mauritanian Air Force) and 5T-MAD USAAF s/n 43-48392; accepted by the USAAF 10aug44; d/d 02jul46; i/s 15jul46; in olive drab c/s with neutral grey undersides on the civil aviation register to the MNO (Ministry of National Defence); underwent trials with the SVZÚ in 1956; no cancellation date given in register
14208/25653	D-24	C-47B-1-DK Czechoslovak AF	mfd	09aug44	ferried to Paris 21may60; cancelled 24may60 as sold to France; became '48392' (French Air Force)
14222/25667	8392 OK-WZF D-18 D-31	C-47B-1-DK Czechoslovak AF C-47B-1-DK Omnipol C-47B-1-DK Czechoslovak AF C-47B-1-DK Czechoslovak AF	r/r r/r mfd rgd	jun57 21may60 10aug44 30apr51	USAAF s/n 43-48406; accepted by the USAAF 13aug44; d/d 25may46; i/s 17jun46 on the civil aviation register to the MNO (Ministry of National Defence); no cancellation date given in register
14242/25687	8406 OK-WZA	C-47B-1-DK Czechoslovak AF C-47B-1-DK Omnipol	r/r rgd	jun57 26feb60	in olive drab c/s with neutral grey undersides and cancelled the same day as sold to West Germany; in grey c/s; 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
14243/25688	348427	C-47B-1-DK Soviet Air Force	mfd	11aug44	USAAF s/n 43-48426; accepted by the USAAF 15aug44; diverted 02sep44 (via Fairbanks); probably returned to the USAAF in Iran after VJ day; became reportedly 4X-AOJ 03apr62 (or N4947V in 1954)
14244/25689	348428	C-47B-1-DK Soviet Air Force	mfd	13aug44	USAAF s/n 43-48427; accepted by the USAAF 14aug44; diverted 29aug44 (via Fairbanks)
14245/25690	348429	C-47B-1-DK Soviet Air Force	mfd	13aug44	USAAF s/n 43-48428; accepted by the USAAF 14aug44; diverted 29aug44 (via Fairbanks)
14246/25691	CCCP-1971 348430	C-47B-1-DK MOP zavod # 39 C-47B-1-DK Soviet Air Force	rgd mfd	unknown 13aug44	USAAF s/n 43-48429; accepted by the USAAF 15aug44; diverted 15sep44 (via Fairbanks) CoFA issued in 1948
14247/25692	348431	C-47B-1-DK Soviet Air Force	mfd	13aug44	USAAF s/n 43-48430; accepted by the USAAF 14aug44; diverted 10sep44 (via Fairbanks) USAAF s/n 43-48431; accepted by the USAAF 14aug44; diverted 10sep44 (via Fairbanks)

14248/25693	CCCP-L935	C-47B-1-DK	GVF	rgd	1944	registration not on pre-1944 register; converted to a TS-62, date unknown struck off charge 03mar54 as having been in use for a long time
	CCCP-L935	TS-62	Aeroflot/Moscow	trf	unknown	
	348432	C-47B-1-DK	Soviet Air Force	mfd	13aug44	
	CCCP-L936	C-47B-1-DK	GVF	rgd	1944	
14249/25694	348433	C-47B-1-DK	Soviet Air Force	mfd	13aug44	USAAF s/n 43-48433; accepted by the USAAF 15aug44; diverted 04sep44 (via Fairbanks)
14250/25695	348434	C-47B-1-DK	Soviet Air Force	mfd	13aug44	USAAF s/n 43-48434; accepted by the USAAF 17aug44; diverted 08sep44 (via Fairbanks)
	CCCP-L932	C-47B-1-DK	GVF	rgd	1944	registration not on pre-1944 register; converted to a TS-62, date unknown
	CCCP-L932	TS-62	Aeroflot/Moscow	trf	unknown	struck off charge 27apr54 as having been in use for a long time
14251/25696	348435	C-47B-1-DK	Soviet Air Force	mfd	13aug44	USAAF s/n 43-48435; accepted by the USAAF 15aug44; diverted 09sep44 (via Fairbanks)
14252/25697	348436	C-47B-1-DK	Soviet Air Force	mfd	13aug44	USAAF s/n 43-48436; accepted by the USAAF 15aug44; diverted 05sep44 (via Fairbanks)
14253/25698	348437	C-47B-1-DK	Soviet Air Force	mfd	13aug44	USAAF s/n 43-48437; accepted by the USAAF 15aug44; diverted 04sep44 (via Fairbanks)
14254/25699	348438	C-47B-1-DK	Soviet Air Force	mfd	13aug44	USAAF s/n 43-48438; accepted by the USAAF 15aug44; diverted 02sep44 (via Fairbanks)
14255/25700	348439	C-47B-1-DK	Soviet Air Force	mfd	13aug44	USAAF s/n 43-48439; accepted by the USAAF 18aug44; diverted 04sep44 (via Fairbanks)
	CCCP-L933	C-47B-1-DK	GVF	rgd	1944	registration not on pre-1944 register; converted to a TS-62, date unknown
	CCCP-L933	TS-62	Aeroflot/Yakutiya	trf	unknown	CofA expired 31mar54
14256/25701	348440	C-47B-1-DK	Soviet Air Force	mfd	13aug44	USAAF s/n 43-48440; accepted by the USAAF 15aug44; diverted 05sep44 (via Fairbanks)
14257/25702	348441	C-47B-1-DK	Soviet Air Force	mfd	13aug44	USAAF s/n 43-48441; accepted by the USAAF 16aug44; diverted 10sep44 (via Fairbanks)
14258/25703	348442	C-47B-1-DK	Soviet Air Force	mfd	14aug44	USAAF s/n 43-48442; accepted by the USAAF 16aug44; diverted 05sep44 (via Fairbanks)
14259/25704	348443	C-47B-1-DK	Soviet Air Force	mfd	14aug44	USAAF s/n 43-48443; accepted by the USAAF 16aug44; diverted 04sep44 (via Fairbanks)
14346/25791	7310	C-47B-1-DK	Yugoslav Air Force	mfd	22aug44	USAAF s/n 43-48530; accepted by the USAAF 23aug44; 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	25aug44	USAAF s/n 43-48572; accepted by the USAAF 28aug44; 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	28aug44	USAAF s/n 43-48598; accepted by the USAAF 31aug44; diverted 09dec45
14433/25878	348617 ?	C-47B-5-DK	Chinese Air Force	mfd	30aug44	USAAF s/n 43-48617; accepted by the USAAF 01sep44; diverted 15feb46
14443/25888	CA59	C-47B-5-DK	Centr Air Trp Corp	mfd	30aug44	USAAF s/n 43-48627; accepted by the USAAF 02sep44; excluded 01aug46
	XT-170	C-47B-5-DK	Centr Air Trp Corp	r/r	jan47	
	XT-5..	C-47B-5-DK	Centr Air Trp Corp	r/r	unknown	
14446/25891	348630 ?	C-47B-5-DK	Chinese Air Force	mfd	31aug44	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8335C 19dec49 (canx 22jul53); transported by an ocean-going barge to Sangley Point (Philippines) in late 1952; became N68780, N730D, N68780, N81T, N1181T, CF-WBN, C-FWBN and HH-ABA
14455/25900	348639 ?	C-47B-5-DK	Chinese Air Force	mfd	31aug44	USAAF s/n 43-48630; accepted by the USAAF 02sep44; diverted 16sep45
14458/25903	348642	C-47B-5-DK	Soviet Air Force	mfd	01sep44	USAAF s/n 43-48639; accepted by the USAAF 04sep44; diverted 16sep45
	CCCP-L934	C-47B-5-DK	GVF	rgd	1944	USAAF s/n 43-48642; accepted by the USAAF 04sep44; diverted 19sep44
	CCCP-L934	TS-62	AFL/Krasnoyarsk	trf	unknown	registration not on pre-1944 register; converted to a TS-62, date unknown
14459/25904	348643	C-47B-5-DK	Soviet Air Force	mfd	01sep44	struck off charge 13apr54 as life-time expired
14460/25905	348644	C-47B-5-DK	Soviet Air Force	mfd	01sep44	USAAF s/n 43-48643; accepted by the USAAF 04sep44; diverted 10oct44
14461/25906	348645	C-47B-5-DK	Soviet Air Force	mfd	01sep44	USAAF s/n 43-48644; accepted by the USAAF 04sep44; diverted 24sep44
14462/25907	348646	C-47B-5-DK	Soviet Air Force	mfd	01sep44	USAAF s/n 43-48645; accepted by the USAAF 04sep44; diverted 28sep44
14463/25908	348647	C-47B-5-DK	Soviet Air Force	mfd	01sep44	USAAF s/n 43-48646; accepted by the USAAF 05sep44; diverted 06oct44
14464/25909	348648	C-47B-5-DK	Soviet Air Force	mfd	01sep44	USAAF s/n 43-48647; accepted by the USAAF 05sep44; diverted 10oct44
14465/25910	348649	C-47B-5-DK	Soviet Air Force	mfd	01sep44	USAAF s/n 43-48648; accepted by the USAAF 06sep44; diverted 09oct44
14466/25911	348650	C-47B-5-DK	Soviet Air Force	mfd	01sep44	USAAF s/n 43-48649; accepted by the USAAF 06sep44; diverted 22sep44
	CCCP-L945	C-47B-5-DK	GVF	rgd	1944	USAAF s/n 43-48650; accepted by the USAAF 06sep44; diverted 10oct44
	CCCP-L945	TS-62	Aeroflot/Ukraine	trf	unknown	registration not on pre-1944 register; converted to a TS-62, date unknown
14467/25912	348651	C-47B-5-DK	Soviet Air Force	mfd	01sep44	struck off charge 28jan53 as worn out
14548/25993	348732 ?	C-47B-5-DK	Chinese Air Lines	mfd	01sep44	USAAF s/n 43-48732; accepted by the USAAF 13sep44; diverted 28feb46; became 48732 of the Taiwanese Air Force
14564/26009	348748	C-47B-5-DK	Soviet Air Force	mfd	12sep44	USAAF s/n 43-48748; accepted by the USAAF 13sep44; diverted 15oct44
14565/26010	348749	C-47B-5-DK	Soviet Air Force	mfd	12sep44	USAAF s/n 43-48749; accepted by the USAAF 13sep44; diverted 06oct44
	CCCP-L937	C-47B-5-DK	GVF	rgd	1944	registration not on pre-1944 register; was fitted with a passenger door (as used on early PS-84s) on the right side; in olive drab ? c/s; shown in the "Krylya Rossii" chronicle; converted to a TS-62, date unknown
14566/26011	348750	TS-62	Aeroflot/Moscow	trf	unknown	struck off charge 05jan53 as worn out
	CCCP-L947	C-47B-5-DK	Soviet Air Force	mfd	12sep44	USAAF s/n 43-48750; accepted by the USAAF 13sep44; diverted 20oct44
	CCCP-L947	C-47B-5-DK	GVF	rgd	1944	registration not on pre-1944 register; converted to a TS-62, date unknown
	CCCP-L947	TS-62	Aeroflot/Moscow	trf	unknown	
	CCCP-L947	TS-62	Aeroflot/Moscow	rgd	unknown	last CofA expired 31dec53
14567/26012	348751	C-47B-5-DK	Soviet Air Force	mfd	12sep44	USAAF s/n 43-48751; accepted by the USAAF 13sep44; diverted 10oct44
14568/26013	348752	C-47B-5-DK	Soviet Air Force	mfd	12sep44	USAAF s/n 43-48752; accepted by the USAAF 14sep44; seen sep44, awaiting delivery; diverted 18oct44; converted to a TS-62, date unknown
14569/26014	348753	TS-62	Aeroflot/Northern	rgd	feb49	struck off charge 03mar54 as life-time expired
14570/26015	348754	C-47B-5-DK	Soviet Air Force	mfd	12sep44	USAAF s/n 43-48753; accepted by the USAAF 14sep44; diverted 18oct44
	CCCP-L944	C-47B-5-DK	Soviet Air Force	mfd	12sep44	USAAF s/n 43-48754; accepted by the USAAF 14sep44; diverted 26oct44
	CCCP-L944	C-47B-5-DK	GVF	rgd	1944	registration not on pre-1944 register; converted to a TS-62, date unknown
	CCCP-L944	TS-62	Aeroflot/Ukraine	trf	unknown	struck off charge 17aug53 as life-time expired
14571/26016	348755	C-47B-5-DK	Soviet Air Force	mfd	12sep44	USAAF s/n 43-48755; accepted by the USAAF 14sep44; diverted 20oct44
14572/26017	348756	C-47B-5-DK	Soviet Air Force	mfd	12sep44	USAAF s/n 43-48756; accepted by the USAAF 14sep44; diverted 18oct44
	CCCP-L946	C-47B-5-DK	GVF	rgd	unknown	registration not on pre-1944 register; operated by 1 atd GVF (redesignated 10 atd GVF 05nov44) 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 overstrained due to poor weather and the forthcoming anniversary of the October Revolution (17 aircraft were in the airport zone at the same time), after being in a holding pattern for 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 members and 10 of the 22 passengers were killed and all survivors injured; total time 1,675 hours; see also Li-2s CCCP-L4181 and CCCP-L4207 which all crashed within 50 minutes
14573/26018	348757	C-47B-5-DK	Soviet Air Force	mfd	12sep44	USAAF s/n 43-48757; accepted by the USAAF 14sep44; diverted 22oct44
14578/26023	348762 ?	C-47B-5-DK	Chinese Air Force	mfd	12sep44	USAAF s/n 43-48762; accepted by the USAAF 14sep44; diverted 09dec45
14622/26067	C-51219	C-47B-7-DK	Civil Air Transp.	mfd	16sep44	USAAF s/n 43-48806; accepted by the USAAF 09jan45; 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 seen oct00/jan04; see Li-2 c/n 18440204
14632/26077	not known	C-47B-6-DK	Czechoslovak AF	mfd	18sep44	USAAF s/n 43-48816; accepted by the USAAF 16oct44; 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)
14651/26096	7312	C-47B-5-DK	Yugoslav Air Force	mfd	19sep44	USAAF s/n 43-48835; accepted by the USAAF 25sep44; 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	27sep44	USAAF s/n 43-48919; built as a C-47B-10-DK; accepted by the USAAF 29sep44; d/d 02may46; rgd 29jan47 to the Ministry of National Defence (MNO); cancelled 27sep60 (clean-up of register)
	D-01	DC-3C	Czechoslovak AF	r/r	1951	wfu jul56
	8919	DC-3C	Czechoslovak AF			as such in the register; fate unknown
14780/26225	348964	C-47B-10DK	Soviet Air Force	mfd	02oct44	USAAF s/n 43-48964; accepted by the USAAF 04oct44; diverted 20oct44
	CCCP-L948	C-47B-10DK	GVF	rgd	1944	registration not on pre-1944 register
	CCCP-L948	C-47B-10DK	Aeroflot/Moscow	trf	unknown	converted to a TS-62, date unknown
	CCCP-L948	TS-62	Aeroflot/Moscow			struck off charge, date unknown
14781/26226	348965	C-47B-10DK	Soviet Air Force	mfd	02oct44	USAAF s/n 43-48965; accepted by the USAAF 04oct44; diverted 29oct44
	CCCP-X965	C-47B-10DK	MOP - NII-88	rgd	unknown	p/ya 989; latest known CofA issued 24mar54; struck off charge 10jan56
14782/26227	348966	C-47B-10DK	Soviet Air Force	mfd	02oct44	USAAF s/n 43-48966; accepted by the USAAF 04oct44; diverted 24oct44
	CCCP-L949	C-47B-10DK	GVF	rgd	1944	operated by 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945
	CCCP-L949	C-47B-10DK	Aeroflot/Ukraine	trf	unknown	converted to a TS-62, date unknown
	CCCP-L949	TS-62	Aeroflot/Ukraine			latest known CofA expired 31dec52; struck off charge 23jan53 as worn out
14783/26228	348967	C-47B-10DK	Soviet Air Force	mfd	02oct44	USAAF s/n 43-48967; accepted by the USAAF 04oct44; diverted 20oct44
	CCCP-L943	C-47B-10DK	GVF	rgd	1944	operated by 3 atp 10 atd at Moscow-Vnukovo; flew 5 missions at night from Thorn to the area of Berlin 22/27feb45, dropping reconnaissance teams; flew liberated Belgian generals who had been German PoWs from Stargard to Moscow 04may45; flew a captured German Fi 103 specialist from Graudenz to Moscow 10may45; converted to a TS-62, date unknown
14784/26229	348968	TS-62	Aeroflot/Yakutiya	trf	1949	transport version; operated by 14 TAO; underwent tests with the NII GVF in early 1949
14785/26230	348969	TS-62	Aeroflot/Ukraine	trf	unknown	operated ?? 80 AO; CofA expired 31dec54; struck off charge in 1955
14786/26231	348970	C-47B-10DK	Soviet Air Force	mfd	02oct44	USAAF s/n 43-48968; accepted by the USAAF 04oct44; diverted 22oct44
		C-47B-10DK	Soviet Air Force	mfd	02oct44	USAAF s/n 43-48969; accepted by the USAAF 04oct44; diverted 24oct44
		C-47B-10DK	Soviet Air Force	mfd	02oct44	USAAF s/n 43-48970; accepted by the USAAF 04oct44; diverted 20nov44; converted to a TS-62, date unknown
	CCCP-X894	TS-62	MVD - GULLP	rgd	dec44 ?	Main Directorate of the Forest Industry Camps
	CCCP-X894	TS-62	MMP	trf	unknown	Ministry of Metallurgical Industry; struck off charge 10aug53
14787/26232	348971	C-47B-10DK	Soviet Air Force	mfd	02oct44	USAAF s/n 43-48971; accepted by the USAAF 06oct44; diverted 02nov44
14788/26233	348972	C-47B-10DK	Soviet Air Force	mfd	02oct44	USAAF s/n 43-48972; accepted by the USAAF 05oct44; diverted 30nov44
	CCCP-L967	C-47B-10DK	GVF	rgd	1944	operated by 19 otap GVF as of 20apr45
14789/26234	348973	C-47B-10DK	Soviet Air Force	mfd	02oct44	USAAF s/n 43-48973; accepted by the USAAF 11oct44; diverted 29oct44
14811/26256	7325	C-47B-10DK	Yugoslav Air Force	mfd	04oct44	USAAF s/n 43-48995; accepted by the USAAF 06oct44; 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; was preserved at Mostar AB, I/n 1992
14860/26305	10.	C-47B-10DK CNAC	mfd	09oct44	USAAF s/n 43-49044; accepted by the USAAF 28oct44; diverted 15nov44, under Lend-Lease; became probably '111', '105' or '106', see there
14861/26306	10.	C-47B-10DK CNAC	mfd	09oct44	USAAF s/n 43-49045; accepted by the USAAF 28oct44; diverted 15nov44, under Lend-Lease; became probably '112', '105' or '106', see there
14862/26307	49046	C-47B-10DK Chinese Air Force	mfd	09oct44	USAAF s/n 43-49046; accepted by the USAAF 26oct44; diverted 08dec44, under Lend-Lease; became 49046 of the Taiwanese Air Force
14869/26314	349053 CCCP-L964	C-47B-10DK Soviet Air Force C-47B-10DK GVF	mfd rgd	10oct44 1944	USAAF s/n 43-49053; accepted by the USAAF 12oct44; diverted 22nov44 registration not on pre-1944 register; operated by 19 otap GVF as of 20apr45; converted to a TS-62, date unknown
14870/26315	CCCP-L964 349054 CCCP-L951 CCCP-L951 349055 14871/26316 14872/26317	TS-62 Aeroflot/Moscow C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK AFL/Krasnoyarsk C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK Aeroflot/Ukraine TS-62 Aeroflot/Ukraine C-47B-10DK Soviet Air Force C-47B-10DK GVF	trf mfd rgd trf mfd mfd rgd trf	unknown 10oct44 nov44 ? unknown 10oct44 10oct44 1944 unknown	latest known CoFA expired 31may51 USAAF s/n 43-49054; accepted by the USAAF 12oct44; diverted 04nov44
14873/26318	CCCP-L956 CCCP-L956 CCCP-L956 349057 CCCP-L956	TS-62 Aeroflot/Moldova TS-62 Aeroflot/Ukraine TS-62 AFL/Turkmenistan C-47B-10DK Soviet Air Force C-47B-10DK GVF	trf trf trf mfd	unknown unknown 26aug50 10oct44 1944	USAAF s/n 43-49057; accepted by the USAAF 12oct44; diverted 26nov44 registration not on pre-1944 register; operated by otdel vozdushnykh soobshcheni STU i GU GVF in Iran in 1944; converted to a TS-62, date unknown transport version; operated by Moldavski OAO
14874/26319	CCCP-L956 CCCP-L956 CCCP-L956 349058 CCCP-L952 CCCP-L952	TS-62 Aeroflot/Moldova TS-62 Aeroflot/Ukraine TS-62 AFL/Turkmenistan C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK Aeroflot/Georgia	trf trf trf mfd rgd trf	unknown unknown 26aug50 10oct44 1944 unknown	CoFA expired 31aug51 USAAF s/n 43-49058; accepted by the USAAF 12oct44; diverted 05nov44 registration not on pre-1944 register operated by 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 Dzudari river as they were short of time, the aircraft entered clouds, crashed at a height of some 3,300 metres into a mountain (3,460 metres) 6 km west of Mount Laila-Lekheli in the Nizhnesvanetski khrebet ridge (74 km NNW of Kutaisi) and came to rest on a slope some 600 metres below, all 4 crew members and 19 passengers were killed; total time 2,236 hours; the wreck was found only 20Jun47
14875/26320	349059 CCCP-L957 CCCP-L957 CCCP-L957	C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK AFL/Uzbekistan C-47B-10DK GVF	mfd rgd trf	10oct44 dec44 ? unknown	USAAF s/n 43-49059; accepted by the USAAF 13oct44; diverted 05nov44 operated by 19 otap GVF as of 20apr45 converted to a TS-62, date unknown struck off charge 15jan53 due to its poor technical condition
14876/26321	349060 not known CCCP-L1077	C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force TS-62 Aeroflot/Moscow	mfd	10oct44	USAAF s/n 43-49060; accepted by the USAAF 13oct44; diverted 23nov44; opb 8 tap as of 29dec44; total time 158 hours by 29dec44; converted to a TS-62, date unknown struck off charge 17aug53 as life-time expired
14877/26322	349061	C-47B-10DK Soviet Air Force	mfd	11oct44	USAAF s/n 43-49061; accepted by the USAAF 14oct44; diverted 30nov44
14878/26323	349062	C-47B-10DK Soviet Air Force	mfd	11oct44	USAAF s/n 43-49062; accepted by the USAAF 13oct44; diverted 02dec44
14882/26327	349066 CCCP-L966 CCCP-L966 CCCP-L966 CCCP-L966	C-47B-10DK Soviet Air Force C-47B-10DK GVF TS-62g AFL/Syktvykar TS-62g AFL/East Siberia TS-62g Aeroflot/Ukraine	mfd rgd rgd trf trf	11oct44 1944 03feb50 04may51 unknown	USAAF s/n 43-49066; accepted by the USAAF 12oct44; diverted 25nov44 registration not on pre-1944 register; converted to a TS-62g, date unknown cargo version; operated by Syktvykarski AO new documents issued 19jun53
14883/26328	349067 CCCP-L958 CCCP-L958	C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK Aeroflot	mfd rgd trf	11oct44 1944 unknown	USAAF s/n 43-49067; accepted by the USAAF 13oct44; diverted 22nov44 registration not on pre-1944 register was fitted with a passenger door (as used on early PS-84s) on the right side; in olive drab c/s with neutral grey undersides, with small titles on the nose; seen at Budaörs in 1948; converted to a TS-62, date unknown
14884/26329	CCCP-L958 349068 CCCP-L950	TS-62 Aeroflot/Moscow C-47B-10DK Soviet Air Force C-47B-10DK Aeroflot/Urals	trf mfd rgd	unknown 11oct44 1944	struck off charge 03mar54 as life-time expired USAAF s/n 43-49068; accepted by the USAAF 13oct44; diverted 07nov44 registration not on pre-1944 register; 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 members and 12 passengers were killed; total time 1,241 hours
14885/26330	349069	C-47B-10DK Soviet Air Force	mfd	11oct44	USAAF s/n 43-49069; accepted by the USAAF 13oct44; diverted 30nov44
14886/26331	349070 CCCP-L959	C-47B-10DK Soviet Air Force C-47B-10DK GVF	mfd rgd	11oct44 1944	USAAF s/n 43-49070; accepted by the USAAF 14oct44; diverted 22nov44 registration not on pre-1944 register; operated by 3 atp 10 add at Moscow-Vnukovo; flew liberated Belgian generals who had been German PoWs from Stargard to Moscow 04may45; converted to a TS-62, date unknown
14887/26332	CCCP-L959 4349071 CCCP-L976	TS-62 Aeroflot/Ukraine C-47B-10DK Soviet Air Force C-47B-10DK GVF	trf mfd rgd	unknown 11oct44 dec44 ?	struck off charge 03mar54 as life-time expired USAAF s/n 43-49071; accepted by the USAAF 14oct44; diverted 20nov44 registration not on pre-1944 register; in olive drab c/s with neutral grey undersides, no titles; was fitted with a passenger door (as used on early PS-84s) on the right side; operated by 19 otap GVF as of 20apr45; 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 a document as '976' sep46
14888/26333	349072	C-47B-10DK Soviet Air Force	mfd	11oct44	USAAF s/n 43-49072; accepted by the USAAF 14oct44; diverted 21nov44
14889/26334	349073 CCCP-L977	C-47B-10DK Soviet Air Force C-47B-10DK GVF	mfd rgd	12oct44 dec44 ?	USAAF s/n 43-49073; accepted by the USAAF 17oct44; diverted 26nov44 operated by 19 otap GVF as of 20apr45; in olive drab c/s with light grey undersides; f/n WAW 1951
14890/26335	349074 CCCP-L983	C-47B-10DK Soviet Air Force C-47B-10DK GVF	mfd rgd	12oct44 1944 ?	USAAF s/n 43-49074; accepted by the USAAF 13oct44; diverted 20nov44 registration not on pre-1944 register; photo at an Moscow airport mar46
14891/26336	349075 CCCP-L960	C-47B-10DK Soviet Air Force C-47B-10DK GVF	mfd rgd	12oct44 dec44 ?	USAAF s/n 43-49075; accepted by the USAAF 13oct44; diverted 20nov44 operated by 19 otap GVF as of 20apr45; in olive drab c/s with light grey undersides, no titles; carried a Soviet delegation from Moscow to Dübendorf 28jul45 which conducted negotiations about the extradition of the some 10.500 Soviet displaced persons interned in Switzerland converted to a TS-62, date unknown
14922/26367	CCCP-L960 CCCP-L960 49106	C-47B-10DK Aeroflot/Ukraine TS-62 Aeroflot/Ukraine C-47B-10DK Chinese Air Force	trf mfd	unknown 14oct44	struck off charge 27apr54 as having been in use for a long time USAAF s/n 43-49106 (NACA 106 was a different aircraft); accepted by the USAAF 28oct44
15002/26447	D-22	DC-3C Czechoslovak AF	mfd	23oct44	USAAF s/n 43-49186; built as a C-47B-10-DK; accepted by the USAAF 24oct44; d/d 25may46; i/s 17jun46; in olive drab c/s with neutral grey undersides on the civil aviation register to the MNO (Ministry of National Defence); cancelled 27sep60 (clean-up of register)
	D-33	DC-3C Czechoslovak AF	rgd	23apr47	
	D-13	DC-3C Czechoslovak AF	rgd	30apr51	on the civil aviation register to the MNO (Ministry of National Defence); operated by ldp; written off 03jul56 when encountered a storm, disintegrated at 3,000 metres and crashed at Lom nad Rimavicou near Banská Bystrica (Slovakia), all 5 crew members and 15 passengers were killed; cancelled 27sep60 (clean-up of register)
15007/26452	D-25	C-47B-10DK Czechoslovak AF	mfd	23oct44	USAAF s/n 43-49191; accepted by the USAAF 25oct44; d/d 02jul46; i/s 15jul46; in olive drab c/s with neutral grey undersides; f/n MAN aug47
	D-35	C-47B-1-DK Czechoslovak AF	rgd	15may47	on the civil aviation register to the MNO (Ministry of National Defence); cancelled 27sep60 (clean-up of register)
15010/26455	OK-XAA 9191 D-21	C-47B-10DK MNO C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF	rgd r/r mfd	10sep48 1957 23oct44	Ministry of National Defence; no cancellation date given in register fate unknown USAAF s/n 43-49194; accepted by the USAAF 25oct44; d/d 02jul46; i/s 15jul46; in olive drab c/s with neutral grey undersides; see c/n 1995
	D-11	C-47B-1-DK Czechoslovak AF	rgd	15may47	on the civil aviation register to the MNO (Ministry of National Defence); no cancellation date given in register
	9194 OK-WZG	C-47B-10DK Czechoslovak AF C-47B-10DK Omnipol	r/r rgd	1957 21may60	ferried to Paris 23may60; cancelled 24may60 as sold to France; became '49194' (French Air Force) and F-OGFI (not taken up); the nose is preserved in Musée de l'Air at Le Bourget (N48.946812 E2.434827)
15045/26490	349229 ?	C-47B-10DK Chinese Air Force	mfd	26oct44	USAAF s/n 43-49229; accepted by the USAAF 28oct44; diverted 09dec45
15051/26496	349235 ?	C-47B-10DK Chinese Air Force	mfd	27oct44	USAAF s/n 43-49235; accepted by the USAAF 30oct44; Foreign Liquidation Commission 20aug47; became 49235 of the Taiwanese Air Force
15055/26500	349239 ?	C-47B-10DK Chinese Air Force	mfd	27oct44	USAAF s/n 43-49239; accepted by the USAAF 30oct44; Foreign Liquidation Commission 20aug47; became 49239 of the Taiwanese Air Force
15098/26543	349282	C-47B-15DK Soviet Air Force	mfd	01nov44	USAAF s/n 43-49282; accepted by the USAAF 02nov44; diverted 27nov44
15099/26544	349283 CCCP-L963	C-47B-15DK Soviet Air Force C-47B-15DK AFL/Azerbaijan	mfd rgd	01nov44 1944/45	USAAF s/n 43-49283; accepted by the USAAF 02nov44; diverted 30nov44 registration not on pre-1944 register; operated by 9 ATO; w/o 22jan45 on the leg from Kumtorkala 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 khrebet mountain range (4 km south of Chervlyonnaya in the Shelkovskaya district of the Grozny region), all 4 crew members and both passengers were killed; total time 133 hours; the wreck was found only 25jan45
15100/26545	349284 CCCP-L961 CCCP-L961	C-47B-15DK Soviet Air Force C-47B-15DK GVF TS-62 Aeroflot/Ukraine	mfd rgd	01nov44 dec44 ?	USAAF s/n 43-49284; accepted by the USAAF 02nov44; diverted 27nov44 operated by 19 otap GVF as of 20apr45; converted to a TS-62, date unknown operated by UTO-8 at Kiev-Zhulyany; written off 24nov51 on an atmospheric sounding flight from Kiev-Zhulyany at night in poor weather when tried to land in poor visibility (clouds down to 30 metres), had to go around, lost speed on the second approach as the pilots tried to establish visual contact with the ground, stalled at a height of some 25-30 metres and crashed 700 metres before the runway, the crew and the 2 passengers (aerologists) were injured

15101/26546	349285 CCCP-L974 CCCP-L974	C-47B-15DK Soviet Air Force C-47B-15DK GVF TS-62 Aeroflot/Ukraine	mfd rgd	01nov44 1944/45	USAAF s/n 43-49285; accepted by the USAAF 02nov44; diverted 03dec44 registration not on pre-1944 register; converted to a TS-62, date unknown struck off charge 31dec53 as life-time expired
15102/26547	349286	C-47B-15DK Soviet Air Force	mfd	01nov44	USAAF s/n 43-49286; accepted by the USAAF 02nov44; diverted 03jan45
15103/26548	349287	C-47B-15DK Soviet Air Force	mfd	01nov44	USAAF s/n 43-49287; accepted by the USAAF 02nov44; diverted 25nov44
15104/26549	349288	C-47B-15DK Soviet Air Force	mfd	01nov44	USAAF s/n 43-49288; accepted by the USAAF 02nov44; diverted 02dec44
15105/26550	349289	C-47B-15DK Soviet Air Force	mfd	01nov44	USAAF s/n 43-49289; accepted by the USAAF 03nov44; diverted 26nov44
15106/26551	349290	C-47B-15DK Soviet Air Force	mfd	01nov44	USAAF s/n 43-49290; accepted by the USAAF 03nov44; diverted 27nov44
15107/26552	349291	C-47B-15DK Soviet Air Force	mfd	01nov44	USAAF s/n 43-49291; accepted by the USAAF 04nov44; diverted 25nov44
15112/26557	71255	C-47B-15DK Yugoslav Air Force	mfd	02nov44	USAAF s/n 43-49296; accepted by the USAAF 03nov44; 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	349391 CCCP-N362	C-47B-15DK Soviet Air Force C-47B-15DK Polyarnaya Aviats.	mfd rgd	11nov44 1944	USAAF s/n 43-49391; accepted by the USAAF 14nov44; diverted 09dec44 (via Fairbanks), see date below registration not on pre-1944 or 1950/56 register; assigned to Moskovskaya aviagruppa 05dec44 (pilot: M.A. Titlov); left Moscow for Chukotka 14nov45 and officially trf to Chukotskaya aviagruppa 27nov45; 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 were damaged, all 7 crew members (pilot: Mikhail Tomilin) and 16 passengers escaped unhurt; repaired; trf to Moskovskaya aviagruppa 24jun46; flew ice-reconnaissance missions 04oct46/06nov46 and 07jun47/29oct47; damaged 21mar48 on a flight from Dudinka when one engine failed on take-off and the pilot (Aleksandrov) did not cope with the situation so that the aircraft suffered damage, no casualties; was in Moscow 13sep48, 'awaiting modification' (probably to a TS-62)
15208/26653	349392 CCCP-L980 "980"	C-47B-15DK Soviet Air Force C-47B-15DK GVF C-47B-15DK GVF/Soviet AF c/s	mfd rgd	11nov44 1945	USAAF s/n 43-49392; accepted by the USAAF 14nov44; diverted 21dec44 the official identity of the aircraft was still CCCP-L980, although only the last 3 digits of the registration were painted on; converted to a TS-62, date unknown
15209/26654	CCCP-L980 349393 CCCP-L970	TS-62 Aeroflot/Ukraine C-47B-15DK Soviet Air Force C-47B-15DK GVF	trf mfd rgd	unknown 11nov44 dec44 ?	struck off charge 18nov53 as life-time expired USAAF s/n 43-49393; accepted by the USAAF 14nov44; diverted 09dec44 operated by 19 otap GVF as of 20apr45; in a document as '970' jun46; converted to a TS-62, date unknown
15210/26655	349394	C-47B-15DK Soviet Air Force	mfd	11nov44	made a forced landing due to engine problems after take-off from Bykovo 11jun53; struck off charge 24mar54 as life-time expired
15211/26656	349395	C-47B-15DK Soviet Air Force	mfd	11nov44	USAAF s/n 43-49394; accepted by the USAAF 14nov44; diverted 21dec44 USAAF s/n 43-49395; accepted by the USAAF 14nov44; diverted 03jan45; operated by 6 tae 1 pap as of mar45
15212/26657	CCCP-L1208 CCCP-L1208 CCCP-L1208	C-47B-15DK Aeroflot/Yakutiya TS-62 AFL/Turkmenistan TS-62 AFL/North Kavkaz	rgd trf trf	aug46 unknown unknown	operated by 14 TAO; converted to a TS-62, date unknown struck off charge 14jul54 as life-time expired
15214/26659	349396 349398 CCCP-L995	C-47B-15DK Soviet Air Force C-47B-15DK Soviet Air Force C-47B-15DK GVF	mfd mfd rgd	11nov44 11nov44 mar45 ?	USAAF s/n 43-49396; accepted by the USAAF 14nov44; diverted 09dec44 USAAF s/n 43-49398; accepted by the USAAF 14nov44; diverted 12dec44 operated by MAGON
15215/26660	349399 CCCP-X701	C-47B-15DK Soviet Air Force C-47B-15DK MVD - GULGMP	mfd rgd	11nov44 unknown	USAAF s/n 43-49399; accepted by the USAAF 14nov44; diverted 30dec44 opb AO Norilskogo kombinata GULGMP (Main Directorate of the Metallurgical Industry Camps) by 1947; converted to a TS-62, date unknown
15216/26661	CCCP-X701 349400	TS-62 MVD - GULGMP C-47B-15DK Soviet Air Force	mfd	14nov44	opb AO Norilskogo kombinata GULGMP; struck off charge 25apr58
15217/26662	349401 "3"	C-47B-15DK Soviet Air Force C-47B-15DK Soviet Air Force	mfd	14nov44	USAAF s/n 43-49400; accepted by the USAAF 18nov44; diverted 09dec44 USAAF s/n 43-49401; accepted by the USAAF 18nov44; diverted 23dec44 code probably red
15259/26704	CA42 XT-T32 XT-5..	C-47B-15DK Centr Air Trp Corp C-47B-15DK Centr Air Trp Corp C-47B-15DK Centr Air Trp Corp	mfd r/r r/r	16nov44 jan47 unknown	USAAF s/n 43-49443; accepted by the USAAF 17nov44; excluded by the USAAF 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8330C 19dec49 (canx 22jul53); transported by an ocean-going barge to Sangley Point (Philippines) in late 1952; became 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	17nov44	USAAF s/n 43-49450; accepted by the USAAF 18nov44; diverted 09dec45
15275/26720	7311	C-47B-15DK Yugoslav Air Force	mfd	18nov44	USAAF s/n 43-49459; accepted by the USAAF 20nov44; ex RAF s/n KK138; supplied under MDAP terms; d/d nov53; opb 111. ppa at Zagreb; l/n Surcin 11aug69
15297/26742	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 Nis (Serbia) in the early 1980s; later sat on a dump at Nis; scrapped at Zadar AB nov95
15371/26816	XT-813	C-47B-15DK Civil Air Transp.	mfd	29nov44	USAAF s/n 43-49481; built as a C-47B-15-DK; accepted by the USAAF 23nov44; ex RAF s/n KK158; converted to a 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
15387/26832	349571	C-47B-15DK CNRRA Air Transp.	mfd	30nov44	tie-up not confirmed; USAAF s/n 43-49555; accepted by the USAAF 30nov44; 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 USAAF s/n 43-49571; accepted by the USAAF 02dec44; 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	349574 ?	C-47B-15DK Chinese Air Lines	mfd	30nov44	USAAF s/n 43-49574; accepted by the USAAF 04dec44; diverted 15feb46
15394/26839	349578 ?	C-47B-15DK Chinese Air Lines	mfd	01dec44	USAAF s/n 43-49578; accepted by the USAAF 04dec44; diverted 15feb46
15397/26842	349581 ?	C-47B-15DK Chinese Air Lines	mfd	01dec44	USAAF s/n 43-49581; accepted by the USAAF 04dec44; diverted 31jan46
15399/26844	349583	C-47B-15DK Soviet Air Force	mfd	01dec44	USAAF s/n 43-49583; accepted by the USAAF 04dec44; diverted 10jan45
15400/26845	349584	C-47B-15DK Soviet Air Force	mfd	02dec44	USAAF s/n 43-49584; accepted by the USAAF 04dec44; diverted 14jan45
15401/26846	349585 CCCP-L982 CCCP-L982	C-47B-15DK Soviet Air Force C-47B-15DK GVF TS-62 Aeroflot/Ukraine	rgd rgd trf	02dec44 1945 unknown	USAAF s/n 43-49585; accepted by the USAAF 05dec44; diverted 17jan45 converted to a TS-62, date unknown struck off charge 05jan53 as the structural integrity having been compromised
15402/26847	349586	C-47B-15DK Soviet Air Force	mfd	02dec44	USAAF s/n 43-49586; accepted by the USAAF 05dec44; diverted 17jan45
15403/26848	349587	C-47B-15DK Soviet Air Force	mfd	02dec44	USAAF s/n 43-49587; accepted by the USAAF 09dec44; diverted 18jan45
15404/26849	349588	C-47B-15DK Soviet Air Force	mfd	02dec44	USAAF s/n 43-49588; accepted by the USAAF 09dec44; diverted 03jan45
15405/26850	349589 CCCP-L981	C-47B-15DK Soviet Air Force C-47B-15DK GVF	mfd rgd	02dec44 1945	USAAF s/n 43-49589; accepted by the USAAF 05dec44; diverted 10jan45 operated by 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945; converted to a TS-62, date unknown
15406/26851	349590	TS-62 Aeroflot/Ukraine	trf	unknown	struck off charge 14jul54 as life-time expired
15407/26852	349591	C-47B-15DK Soviet Air Force	mfd	02dec44	USAAF s/n 43-49590; accepted by the USAAF 05dec44; diverted 17jan45
15408/26853	349592	C-47B-15DK Soviet Air Force	mfd	02dec44	USAAF s/n 43-49591; accepted by the USAAF 08dec44; diverted 20jan45
15451/26896	349635	C-47B-20DK Chinese Air Lines	mfd	07dec44	USAAF s/n 43-49592; accepted by the USAAF 04dec44; diverted 18jan45
15453/26898	349637	C-47B-20DK Chinese Air Lines	mfd	07dec44	USAAF s/n 43-49635; accepted by the USAAF 11dec44; diverted 18feb46
15461/26906	CA54 XT-T37 XT-5..	C-47B-20DK Centr Air Trp Corp C-47B-20DK Centr Air Trp Corp C-47B-20DK Centr Air Trp Corp	mfd r/r r/r	08dec44 jan47 unknown	USAAF s/n 43-49637; accepted by the USAAF 12dec44; diverted 15feb46 USAAF s/n 43-49645; accepted by the USAAF 16dec44; excluded by the USAAF 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8332C 19dec49 (canx 12aug53); transported by an ocean-going barge to Sangley Point (Philippines) in late 1952; became N4662V, CC-CBH, CC-CLDR and CC-CBV
15464/26909	349648 ?	C-47B-20DK Chinese Air Lines	mfd	08dec44	USAAF s/n 43-49648; accepted by the USAAF 11dec44; diverted 31jan46; became 49648 of the Taiwanese Air Force
15465/26910	not known	C-47B-20DK China ?	mfd	08dec44	USAAF s/n 43-49649; accepted by the USAAF 12dec44; 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	08dec44	USAAF s/n 43-49650; accepted by the USAAF 20dec44; diverted 09dec45 (according to the US delivery log 08jul46)
15467/26912	349651 ?	C-47B-20DK Chinese Air Lines	mfd	08dec44	USAAF s/n 43-49651; accepted by the USAAF 13dec44; diverted 15feb46
15484/26929	349668 CCCR-L987 ?	C-47B-20DK Soviet Air Force C-47B-20DK GVF	mfd rgd	11dec44 mar45 ?	USAAF s/n 43-49668; accepted by the USAAF 14dec44; diverted 01feb45 photo at Yuzhno-Sakhalinsk 26oct46, but the registration is difficult to read on the photo
15485/26930	349669 "4"	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force	mfd PRG	11dec44 1945	USAAF s/n 43-49669; accepted by the USAAF 14dec44; diverted 31jan45
15486/26931	349670	C-47B-20DK Soviet Air Force	mfd	11dec44	USAAF s/n 43-49670; accepted by the USAAF 15dec44; diverted 23jan45
15487/26932	349671	C-47B-20DK Soviet Air Force	mfd	12dec44	USAAF s/n 43-49671; accepted by the USAAF 13dec44; diverted 24jan45
15488/26933	CCCP-L1092 349672	C-47B-20DK AFL/Krasnoyarsk C-47B-20DK Soviet Air Force	rgd mfd	jun46 ? 12dec44	assigned to 26 TAO 16apr46, was on charge as of 29apr46 and mar48 USAAF s/n 43-49672; accepted by the USAAF 14dec44; diverted 04feb45
15489/26934	CCCP-L985 CCCP-L985	C-47B-20DK GVF TS-62 Aeroflot/Moscow	rgd trf	1945 unknown	converted to a TS-62, date unknown struck off charge in 1953
15490/26935	349673	C-47B-20DK Soviet Air Force	mfd	12dec44	USAAF s/n 43-49673; accepted by the USAAF 14dec44; diverted 24jan45
15491/26936	349674	C-47B-20DK Soviet Air Force	mfd	11dec44	USAAF s/n 43-49674; accepted by the USAAF 21dec44; diverted 04feb45
15492/26937	349675	C-47B-20DK Soviet Air Force	mfd	12dec44	USAAF s/n 43-49675; accepted by the USAAF 13dec44; diverted 24jan45
15493/26938	349676	C-47B-20DK Soviet Air Force	mfd	13dec44	USAAF s/n 43-49676; accepted by the USAAF 16dec44; diverted 21jan45
15503/26948	349677 349687 ?	C-47B-20DK Soviet Air Force C-47B-20DK Chinese Air Force	mfd mfd	12dec44 13dec44	USAAF s/n 43-49677; accepted by the USAAF 13dec44; diverted 24jan45 USAAF s/n 43-49687; accepted by the USAAF 14dec44; diverted 09dec45; became 49687 of the Taiwanese Air Force
15508/26953	349692 ?	C-47B-20DK Chinese Air Force	mfd	13dec44	USAAF s/n 43-49692; accepted by the USAAF 15dec44; diverted 16jan46
15609/27054	349793 ?	C-47B-20DK Chinese Air Lines	mfd	27dec44	USAAF s/n 43-49793; accepted by the USAAF 30dec44; diverted 31jan45; became 49793 and 7270 of the Taiwanese Air Force
15610/27055	349794 CCCP-L1206 CCCP-L1206	C-47B-20DK Soviet Air Force C-47B-20DK Aeroflot/Moscow TS-62 AFL/North Kavkaz	mfd rgd trf	27dec44 aug46 unknown	USAAF s/n 43-49794; accepted by the USAAF 30dec44; diverted 31jan45 converted to a TS-62, date unknown

15611/27056	CCCP-L1206	TS-62	AFL/Uzbekistan	trf	28feb51	latest known CofA expired 30jun53
349795		C-47B-20DK	Soviet Air Force	mfd	27dec44	USAAF s/n 43-49795; accepted by the USAAF 02jan45; diverted 02feb45
15612/27057	349796	C-47B-20DK	Soviet Air Force	mfd	27dec44	USAAF s/n 43-49796; accepted by the USAAF 01jan45; diverted 25jan45
349796		C-47B-20DK	Aeroflot/Yakutiya	trf	unknown	operated by 14 TAO; in a document 05jul46
15613/27058	349797	C-47B-20DK	Soviet Air Force	mfd	27dec44	USAAF s/n 43-49797; accepted by the USAAF 29dec44; diverted 04feb45
15614/27059	349798	C-47B-20DK	Soviet Air Force	mfd	27dec44	USAAF s/n 43-49798; accepted by the USAAF 29dec44; diverted 04feb45
15615/27060	349799	C-47B-20DK	Soviet Air Force	mfd	27dec44	USAAF s/n 43-49799; accepted by the USAAF 30dec44; diverted 01feb45
15616/27061	349800	C-47B-20DK	Soviet Air Force	mfd	27dec44	USAAF s/n 43-49800; accepted by the USAAF 29dec44; 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); converted to a TS-62, date unknown
15617/27062	CCCP-L1097	TS-62	Aeroflot/Ukraine	rgd	jun46	latest known CofA expired 30jun51
349801		C-47B-20DK	Soviet Air Force	mfd	27dec44	USAAF s/n 43-49801; accepted by the USAAF 30dec44; diverted 12feb45
15619/27064	349803	C-47B-20DK	Soviet Air Force	mfd	28dec44	USAAF s/n 43-49803; accepted by the USAAF 29dec44; diverted 02feb45
15620/27065	349804	C-47B-20DK	Soviet Air Force	mfd	28dec44	USAAF s/n 43-49804; accepted by the USAAF 30dec44; diverted 02feb45; converted to a TS-62, date unknown
15636/27081	CCCP-L1045	TS-62	Aeroflot/Ukraine	rgd	aug49	opb Moldavski OAO; mentioned in a document 17jul52; CofA expired 30jun53; struck off charge 07jun54 as time between overhauls exceeded
7314	CCCP-L1045	TS-62	Aeroflot/Moldova	trf	unknown	USAAF s/n 43-49820; built as a C-47B-20-DK; accepted by the USAAF 01jan45; ex RAF s/n KN215; converted to a C-47D 22may53; supplied under MDAP terms; d/d 06jan54; opb 111. ppa at Zagreb (evidence for dec67)
15679/27124	71205	C-47D	Yugoslav Air Force	no	reports	USAAF s/n 43-49863; accepted by the USAAF 06jan45; diverted 09dec45
15695/27140	349863 ?	C-47B-20DK	Chinese Air Force	mfd	04jan45	USAAF s/n 43-49879; accepted by the USAAF 09jan45; ex '349879' (French Air Force) and F-BRGJ (not taken up); d/d 1971 ?
15702/27147	71261	C-47B-20DK	Yugoslav Air Force	mfd	06jan45	USAAF s/n 43-49886; accepted by the USAAF 09jan45; diverted 04feb45
15704/27149	349886	C-47B-20DK	Soviet Air Force	mfd	08jan45	USAAF s/n 43-49886; accepted by the USAAF 10jan45; diverted 04feb45
15705/27150	349888	C-47B-20DK	Soviet Air Force	mfd	08jan45	USAAF s/n 43-49888; accepted by the USAAF 10jan45; diverted 04feb45
15706/27151	349889	C-47B-20DK	Soviet Air Force	mfd	08jan45	USAAF s/n 43-49889; accepted by the USAAF 10jan45; diverted 04feb45
15707/27152	349890	C-47B-20DK	Soviet Air Force	mfd	08jan45	USAAF s/n 43-49890; accepted by the USAAF 10jan45; diverted 02feb45
15708/27153	349891	C-47B-20DK	Soviet Air Force	mfd	08jan45	USAAF s/n 43-49891; accepted by the USAAF 10jan45; diverted 06feb45
CCCP-N368	349892	C-47B-20DK	Soviet Air Force	mfd	08jan45	USAAF s/n 43-49892; accepted by the USAAF 10jan45; diverted 22feb45
		C-47B-20DK	Polyarnaya Aviats.	rgd	1945	opb Moskovskaya aviagruppa from 27apr45 (pilot: L.G. Kruze); flew ice-reconnaissance missions 15mar46/14oct46; damaged 12dec46 on a flight from Dudinka to Igarka when touched down in deep snow 200 metres before the runway threshold due to pilot error and nosed over, all 5 crew members 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	349894	C-47B-20DK	Soviet Air Force	mfd	09jan45	USAAF s/n 43-49894; accepted by the USAAF 12jan45; diverted 21feb45; see c/n 6055
CCCP-L1000	"1000"	C-47B-20DK	GfV	rgd	apr45 ?	operated by 19 otap GfV as of 20apr45
		C-47B-20DK	GfV/Soviet AF c/s			the official identity of the aircraft was still CCCP-L1000, although only the last 4 digits of the registration were painted on; the code was probably white; seen in London and PRG in 1945; converted to a TS-62, date unknown
15711/27156	CCCP-L1000	TS-62	Aeroflot/Ukraine	trf	unknown	struck off charge 07jun54 as life-time expired
15712/27157	349895	C-47B-20DK	Soviet Air Force	mfd	09jan45	USAAF s/n 43-49895; accepted by the USAAF 10jan45; diverted 07feb45
15713/27158	349896	C-47B-20DK	Soviet Air Force	mfd	09jan45	USAAF s/n 43-49896; accepted by the USAAF 12jan45; diverted 03feb45
15722/27167	XT-7503	C-47B-20DK	CNRR Air Transp.	mfd	09jan45	USAAF s/n 43-49897; accepted by the USAAF 11jan45; diverted 03feb45
		C-47B-20DK	CNRR Air Transp.	mfd	09jan45	USAAF s/n 43-49906; accepted by the USAAF 12jan45; diverted 01jan47; named 'Peiping' (Beijing) aug47; registration probably not applied until oct47
15779/32527	XT-803	C-47B-20DK	Civil Air Transp.	trf	28may48	named 'Peiping'; scrapped 25oct48
107 ? (1)		C-47B-25DK	CNAC	mfd	31dec44	USAAF s/n 44-76195; accepted by the USAAF 12jan45; diverted 28jan45, under Lend-Lease; the serial may also have been '136'; see '107' (2) with unknown c/n
15782/32530	XT-84 ?	C-47B-25DK	CNAC	r/r	jan47	XT-84 was ex '107'; passenger version; in fleet list 27feb48
108 (1)		C-47B-25DK	CNAC	mfd	13jan45	tie-up not confirmed; USAAF s/n 44-76198; accepted by the USAAF 19jan45; delivered under Lend-Lease; h/o at Karachi 18feb45; the 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 with 27 seats; under conversion in 1949; canx 13nov49; sold 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	16jan45	USAAF s/n 44-76199; accepted by the USAAF 26jan45; diverted 18feb45, under Lend-Lease; the serial may also have been '138'; canx by 1948; see '109' (2) with unknown c/n
15797/32545	7329	C-47D	Yugoslav Air Force	mfd	19jan45	USAAF s/n 44-76213; built as a C-47B-25-DK; accepted by the USAAF 22jan45; ex RAF s/n KN295; converted to a C-47D 19may53; supplied under MDAP terms; d/d 09jul54
15819/32567	71220	C-47D	Yugoslav Air Force			USAAF s/n 44-76235; accepted by the USAAF 24jan45; diverted 28jan45 according to the US delivery log (according to Gradidge's DC-3 book only 18aug46)
	476235 ?	C-47B-25DK	Chinese Air Force	mfd	23jan45	USAAF s/n 44-76239; accepted by the USAAF 25jan45; diverted 15feb46
15823/32571	476239 ?	C-47B-25DK	Chinese Air Lines	mfd	23jan45	USAAF s/n 44-76241; accepted by the USAAF 25jan45; diverted 15feb46; became 76241 of the Taiwanese Air Force
15825/32573	476241 ?	C-47B-25DK	Chinese Air Lines	mfd	23jan45	USAAF s/n 44-76242; accepted by the USAAF 26jan45; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai-Lunghwa, all 5 occupants were killed
15826/32574	CA31	C-47B-25DK	Centr Air Trp Corp	mfd	23jan45	USAAF s/n 44-76246; accepted by the USAAF 27jan45; excluded by the USAAF 01aug46
15830/32578	CA43	C-47B-25DK	Centr Air Trp Corp	mfd	24jan45	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8331C 19dec49 (canx 22jul53); transported by an ocean-going barge to Sangley Point (Philippines) in late 1952; became 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; accepted by the USAAF 26jan45; diverted 10sep45
	XT-S..	C-47B-25DK	Centr Air Trp Corp	r/r	unknown	USAAF s/n 44-76256; accepted by the USAAF 27jan45; excluded by the sUSAAF 28feb45
15834/32582	476250 ?	C-47B-25DK	Chinese Air Force	mfd	24jan45	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8329C 19dec49 (canx 22jul53); transported by an ocean-going barge to Sangley Point (Philippines) in late 1952; became N4663V and N99H
15840/32588	CA29	C-47B-25DK	Centr Air Trp Corp	mfd	25mar45	USAAF s/n 44-76263; accepted by the USAAF 31jan45; diverted 09dec45
	XT-T22	C-47B-25DK	Centr Air Trp Corp	r/r	jan47	USAAF s/n 44-76267; accepted by the USAAF 29jan45; diverted 16mar45
	XT-S..	C-47B-25DK	Centr Air Trp Corp	r/r	unknown	USAAF s/n 44-76268; accepted by the USAAF 29jan45; diverted 22feb45
15847/32595	476263 ?	C-47B-25DK	Chinese Air Force	mfd	26jan45	USAAF s/n 44-76270; accepted by the USAAF 30jan45; diverted 05mar45
15851/32599	476267	C-47B-25DK	Soviet Air Force	mfd	26jan45	USAAF s/n 44-76271; accepted by the USAAF 29jan45; diverted 22feb45
15852/32600	476268	C-47B-25DK	Soviet Air Force	mfd	26jan45	USAAF s/n 44-76272; accepted by the USAAF 30jan45; diverted 14feb45
15854/32602	476270	C-47B-25DK	Soviet Air Force	mfd	26jan45	USAAF s/n 44-76274; accepted by the USAAF 30jan45; diverted 26feb45
15855/32603	476271	C-47B-25DK	Soviet Air Force	mfd	27jan45	USAAF s/n 44-76275; accepted by the USAAF 02feb45; diverted 05mar45
15856/32604	476272	C-47B-25DK	Soviet Air Force	mfd	27jan45	converted to a TS-62, date unknown
15858/32606	476274	C-47B-25DK	Soviet Air Force	mfd	27jan45	training version; struck off charge 05jan53 due to its poor technical condition
15859/32607	476275	C-47B-25DK	Soviet Air Force	mfd	27jan45	USAAF s/n 44-76276; accepted by the USAAF 31jan45; diverted 14feb45
	CCCP-L998	C-47B-25DK	GfV	rgd	apr45	USAAF s/n 44-76278; accepted by the USAAF 02feb45; diverted 21feb45
	CCCP-T998	TS-62	Aeroflot/Moscow	rgd	unknown	USAAF s/n 44-76279; accepted by the USAAF 30jan45; diverted 21feb45
15860/32608	476276	C-47B-25DK	Soviet Air Force	mfd	27jan45	USAAF s/n 44-76365; accepted by the USAAF 12feb45; diverted 18mar45
15862/32610	476278	C-47B-25DK	Soviet Air Force	mfd	27jan45	USAAF s/n 44-76367; accepted by the USAAF 13feb45; diverted 17mar45
15863/32611	476279	C-47B-25DK	Soviet Air Force	mfd	27jan45	USAAF s/n 44-76368; accepted by the USAAF 13feb45; diverted 18mar45
15949/32697	476365	C-47B-25DK	Soviet Air Force	mfd	08feb45	USAAF s/n 44-76369; accepted by the USAAF 14feb45; diverted 08mar45
15951/32699	476367	C-47B-25DK	Soviet Air Force	mfd	09feb45	USAAF s/n 44-76371; accepted by the USAAF 13feb45; diverted 09mar45
15952/32700	476368	C-47B-25DK	Soviet Air Force	mfd	09feb45	in a document as '1003' sep46; converted to a TS-62, date unknown
15953/32701	476369	C-47B-25DK	Soviet Air Force	mfd	09feb45	struck off charge 17aug53 as life-time expired
15955/32703	476371	C-47B-25DK	Soviet Air Force	mfd	09feb45	USAAF s/n 44-76372; accepted by the USAAF 13feb45; diverted 05mar45
	CCCP-L1003	C-47B-25DK	GfV	rgd	apr45	USAAF s/n 44-76373; accepted by the USAAF 13feb45; diverted 12mar45
	CCCP-L1003	TS-62	Aeroflot/Georgia	trf	unknown	USAAF s/n 44-76375; accepted by the USAAF 16feb45; diverted 08mar45
15956/32704	476372	C-47B-25DK	Soviet Air Force	mfd	09feb45	USAAF s/n 44-76376; accepted by the USAAF 14feb45; diverted 09mar45; in olive drab c/s with neutral grey undersides and the rudder in a different colour
15957/32705	476373	C-47B-25DK	Soviet Air Force	mfd	09feb45	in olive drab c/s with the rudder in a different colour and a polar bear badge on the nose; initially operated by 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 banked to the left, the left wing and the left gear hit ice heaps (the gear was ripped off), the aircraft then bounced and banked 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 members were slightly injured; canx 31jan51; the fuselage was used as a make-shift kitchen until the station was abandoned 11apr51; l/n drifting on ice at N75°40' W176°05' 05jun54; eventually sank
15960/32708	476376	C-47B-25DK	Soviet Air Force	mfd	10feb45	USAAF s/n 44-76377; accepted by the USAAF 15feb45; diverted 13mar45
	CCCP-N369	C-47B-25DK	Polyarnaya Aviats.	rgd	1945	struck off charge 05jun53
15961/32709	476377	C-47B-25DK	Soviet Air Force	mfd	10feb45	USAAF s/n 44-76434; accepted by the USAAF 24feb45; diverted 09dec45
	CCCP-N564	C-47B-25DK	Polyarnaya Aviats.	rgd	23apr51	USAAF s/n 44-76437; accepted by the USAAF 26feb45; excluded by the USAAF 01aug46; remark 'borrowing has been returned'
16018/32766	476434 ?	C-47B-25DK	Chinese Air Force	mfd	19feb45	USAAF s/n 44-76463; accepted by the USAAF 07mar45; diverted 29mar45; converted to a TS-62, date unknown
16021/32769	CA38	C-47B-25DK	Centr Air Trp Corp	mfd	19feb45	
16049/32797	476465	C-47B-25DK	Soviet Air Force	mfd	23feb45	

	CCCP-L1066 CCCP-L1066 CCCP-L1066 476466 476467 CCCP-L1002 "1002"	C-47B-25DK Aeroflot/Moscow TS-62 Aeroflot/Ukraine TS-62 Aeroflot/Moldova C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force C-47B-25DK GVF C-47B-25DK GVF/Soviet AF c/s	rgd trf trf mfd mfd rgd PRG	mar46 unknown unknown 23feb45 23feb45 apr45 ? 08jan47	converted to a TS-62, date unknown  opb Moldavski OAO; struck off charge 19may55 USAAF s/n 44-76466; accepted by the USAAF 01mar45; diverted 01apr45 USAAF s/n 44-76467; accepted by the USAAF 28feb45; diverted 25mar45 c/n not confirmed; operated by 19 otap GVF as of 20apr45; on a photo oct45 the official identity of the aircraft was still CCCP-L1002, although only the last 4 digits of the registration were painted on; in olive drab c/s with neutral grey undersides c/n not confirmed; in olive drab c/s with neutral grey undersides; was fitted with a passenger door (as used on early PS-84s) on the right side USAAF s/n 44-76468; accepted by the USAAF 28feb45; diverted 21mar45 dbr probably in 1947; details unknown; struck off charge 06feb47 USAAF s/n 44-76469; accepted by the USAAF 28feb45; diverted 25mar45; in camo c/s, carried a 'relief-type' Red Star on the rudder and an unknown badge on the fin operated by 10 atd GVF at Moscow-Vnukovo; slightly damaged 18feb46 assigned to 26 TAO 16apr46 USAAF s/n 44-76471; accepted by the USAAF 01mar45; diverted 16mar45, under Lend-Lease; the serial may also have been '139'; canx by 1948; see '110' (2) with unknown c/n USAAF s/n 44-76472; accepted by the USAAF 02mar45; diverted 23mar45 USAAF s/n 44-76473; accepted by the USAAF 02mar45; diverted 25mar45 opb 105 ogaendr 2 adon at Monino; in olive drab c/s with neutral grey undersides; w/o 04oct45 (not 13oct45) on a flight from Strausberg (Germany) to Vienna when encountered poor weather (strong winds, low clouds and snowfall) in the area of the Sudetes, deviated from the prescribed flight path to the left by 40 km and crashed at a height of some 1,350 metres into Mount Divci kameny (1,414 metres) in the Krkonose mountains (on the border between Czechoslovakia and Poland), all 6 crew members (pilot: 2nd Lieutenant Nikolai N. Shishkov) were killed; the wreck was found only 08oct45; the tail was extant by spring 1946 USAAF s/n 44-76474; accepted by the USAAF 02mar45; diverted 28mar45 USAAF s/n 44-76475; accepted by the USAAF 02mar45; diverted 20mar45 in a document as '1006' aug46; converted to a TS-62, date unknown struck off charge 14jul54 as amortisation period exceeded USAAF s/n 44-76476; accepted by the USAAF 05mar45; diverted 01apr45 USAAF s/n 44-76484; accepted by the USAAF 05mar45; ex RAF s/n KN395; supplied under MDAF terms; d/d dec53; wfu before the introduction of the 5-digit serial system USAAF s/n 44-76485; accepted by the USAAF 07mar45; diverted 22mar45, under Lend-Lease; the serial may also have been '140' XT-T81 was ex '111'; cargo version; in fleet list 27feb48 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 USAAF s/n 44-76495; built as a C-47B-25-DK; accepted by the USAAF 05mar45; ex RAF s/n KN403; modified to a C-47D 21may53; supplied under MDAF terms; d/d jan54 (Air-Britain gives MDA 14dec53); opb 111. ppa at Zagreb (evidence for apr68/may69) opb 111. ppa at Zagreb (evidence for jun70/aug74) USAAF s/n 44-76499; accepted by the USAAF 06mar45; ex RAF s/n KN407; F-BEIN, F-BEFT, '476499' (French Air Force) and F-BRGD (not taken up); d/d 1971 ? USAAF s/n 44-76515; accepted by the USAAF 09mar45; diverted 29mar45, under Lend-Lease; the serial may also have been '141' cargo version; in fleet list 27feb48 with fleet number '112' 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 USAAF s/n 44-76554; accepted by the USAAF 14mar45; diverted 30mar45, under Lend-Lease; the serial may have been '145' USAAF s/n 44-76568; accepted by the USAAF 17mar45; diverted 12apr45 USAAF s/n 44-76569; accepted by the USAAF 14mar45; diverted 02apr45 USAAF s/n 44-76570; accepted by the USAAF 19mar45; diverted 03apr45; damaged at Vnukovo 24apr45 USAAF s/n 44-76571; accepted by the USAAF 15mar45; diverted 17apr45 USAAF s/n 44-76572; accepted by the USAAF 16mar45; diverted 02apr45 USAAF s/n 44-76573; accepted by the USAAF 16mar45; diverted 03apr45 USAAF s/n 44-76575; accepted by the USAAF 16mar45; diverted 12apr45 USAAF s/n 44-76576; accepted by the USAAF 17mar45; diverted 04apr45  the official identity of the aircraft was still CCCP-L1004, although only the last 4 digits of the registration were painted on; in white winter c/s; converted to a TS-62, date unknown operated by Estonski OAO operated by 47 TAO; latest known CofA expired 30jun51 USAAF s/n 44-76577; accepted by the USAAF 17mar45; diverted 02apr45 USAAF s/n 44-76579; accepted by the USAAF 17mar45; diverted 04apr45  USAAF s/n 44-76583; accepted by the USAAF 19mar45; diverted 03apr45, under Lend-Lease; the serial may have been '147' (although '147' may also have been a C-46) USAAF s/n 44-76592; accepted by the USAAF 20mar45; ex RAF s/n KN453; supplied under MDAF terms; d/d 06jan54 opb 111. ppa at Zagreb (evidence for sep69/oct75); wfu and preserved at Bihac-Äeljava (N44.857553 E15.736288), damaged during the Civil War, l/n in 2015 USAAF s/n 44-76615; accepted by the USAAF 23mar45; diverted 08apr45, under Lend-Lease USAAF s/n 44-76635; accepted by the USAAF 02apr45; ex RAF s/n KN488; supplied under MDAF terms; d/d jul54; photo 1958; opb 111. ppa at Zagreb (evidence for oct68) c/n not confirmed ('7318' was also reported as having been wfu before the introduction of the 5-digit serial system) USAAF s/n 44-76636; accepted by the USAAF 29mar45; diverted 09dec45 USAAF s/n 44-76637; accepted by the USAAF 26mar45; Foreign Liquidation Commission 08jan48; probably sold to China as was based at Nanking USAAF s/n 44-76648; accepted by the USAAF 28mar45; diverted 31jan46 USAAF s/n 44-76654; accepted by the USAAF 31mar45; 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 members and 7 passengers plus 1 person on the ground were killed USAAF s/n 44-76655; accepted by the USAAF 29mar45; diverted 31jan46 USAAF s/n 44-76661; accepted by the USAAF 02apr45; diverted 15feb46 USAAF s/n 44-76662; accepted by the USAAF 29mar45; diverted 15feb46 USAAF s/n 44-76672; accepted by the USAAF 05apr45; diverted 26apr45 USAAF s/n 44-76676; accepted by the USAAF 02apr45; diverted 21apr45 operated by 19 otap GVF as of oct45; in a document sep46 as '1008' was fitted with a passenger door (as used on early PS-84s) on the right side; in olive drab c/s; on a photo at Budaörs in 1947 USAAF s/n 44-76679; accepted by the USAAF 31mar45; diverted 16apr45 USAAF s/n 44-76683; accepted by the USAAF 02apr45; diverted 14may45 USAAF s/n 44-76685; accepted by the USAAF 02apr45; diverted 20apr45 USAAF s/n 44-76690; accepted by the USAAF 04apr45; diverted 24apr45 USAAF s/n 44-76694; accepted by the USAAF 04apr45; diverted 01may45 USAAF s/n 44-76697; accepted by the USAAF 05apr45; diverted 17apr45 USAAF s/n 44-76701; accepted by the USAAF 05apr45; diverted 26apr45 USAAF s/n 44-76704; accepted by the USAAF 06apr45; diverted 14apr45 USAAF s/n 44-76708; accepted by the USAAF 06apr45; diverted 21apr45 USAAF s/n 44-76709; built as a C-47B-30-DK; accepted by the USAAF 06apr45; ex RAF s/n KN508; converted to a C-47D 15jul53; supplied under MDAF terms; d/d 21jan54  USAAF s/n 44-76712; accepted by the USAAF 06apr45; diverted 21apr45 USAAF s/n 44-76715; accepted by the USAAF 06apr45; diverted 28apr45 was obviously fitted with a passenger door (as used on early PS-84s) on the right side (the cargo door on the left side was permanently closed); operated by 19 otap GVF as of may45; in olive drab c/s with neutral grey undersides, white titles washed out; 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; l/n Budapest-Budaörs 13sep47; converted to a TS-62, date unknown struck off charge 14jul54 as amortisation period exceeded USAAF s/n 44-76719; accepted by the USAAF 07apr45; diverted 26apr45 USAAF s/n 44-76723; accepted by the USAAF 09apr45; diverted 04may45 USAAF s/n 44-76727; accepted by the USAAF 10apr45; diverted 28apr45 opb 4 TO; already in a document apr45; left Novosibirsk in early 1946 for conversion to a passenger aircraft and did not return; converted to a TS-62, date unknown latest known CofA expired 27jul54
16050/32798 16051/32799					
	CCCP-L1002	C-47B-25DK Aeroflot	EVN	sep48	
16052/32800	476468 476468	C-47B-25DK Soviet Air Force C-47B-25DK MVD - Dalstroi	mfd	23feb45	
16053/32801	476469	C-47B-25DK Soviet Air Force	mfd	23feb45	
	CCCP-L1067 CCCP-L1067 110 ? (1)	C-47B-25DK GVF CCCP-L1067 C-47B-25DK CNAC	rgd trf mfd	1945 ? 1946 ? 24feb45	
16056/32804 16057/32805	476472 476473 not known	C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force	mfd mfd	24feb45 24feb45	
16058/32806 16059/32807	476474 476475 CCCP-L1006 CCCP-L1006	C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force C-47B-25DK GVF TS-62 Aeroflot/Ukraine	mfd mfd rgd trf	24feb45 24feb45 apr45 unknown	
16060/32808 16068/32816	476476 7326	C-47B-25DK Soviet Air Force C-47B-25DK Yugoslav Air Force	mfd mfd	24feb45 26feb45	
16069/32817	111 ? (1) XT-T81 ? XT-1..	C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC	mfd r/r r/r	26feb45 jan47 1948	
16079/32827	7315	C-47D Yugoslav Air Force	mfd	28feb45	
16083/32831	71206 71270	C-47D Yugoslav Air Force C-47B-25DK Yugoslav Air Force	ZAG mfd	20jul70 28feb45	
16099/32847	112 ? XT-T52 XT-1..	C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC	mfd r/r r/r	03mar45 jan47 1948	
16138/32886	not known	C-47B-30DK CNAC ?	mfd	08mar45	
16152/32900 16153/32901 16154/32902 16155/32903 16156/32904 16157/32905 16159/32907 16160/32908	476568 476569 476570 476571 476572 476573 476575 476576 CCCP-L1004 "1004" black	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK GVF C-47B-30DK GVF/Soviet AF c/s	mfd mfd mfd mfd mfd mfd mfd mfd rgd	10mar45 10mar45 10mar45 10mar45 10mar45 12mar45 12mar45 12mar45 apr45	
16161/32909 16163/32911 16167/32915	CCCP-L1004 CCCP-L1004 476577 476579 "033" not known	TS-62 Aeroflot/Northern TS-62 Aeroflot/Ukraine C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK CNAC ?	trf trf mfd mfd PRG mfd	unknown 24dec50 12mar45 12mar45 1945 13mar45	
16176/32924	7321 71212	C-47B-30DK Yugoslav Air Force C-47B-30DK Yugoslav Air Force	mfd	14mar45	
16199/32947 16219/32967	476615 ? 7318	C-47B-30DK Chinese Air Force C-47B-30DK Yugoslav Air Force	mfd mfd	17mar45 21mar45	
16220/32968 16221/32969	not known not known	C-47B-30DK CNAC C-47B-30DK China ?	mfd mfd	21mar45 21mar45	
16232/32980 16238/32986	476648 ? CA48	C-47B-30DK Chinese Air Lines C-47B-30DK Centr Air Trp Corp	mfd mfd	22mar45 23mar45	
16239/32987 16245/32993 16246/32994 16256/33004 16260/33008	476655 ? 476661 ? 476662 ? 476672 476676 CCCP-L1008 CCCP-L1008	C-47B-30DK Chinese Air Lines C-47B-30DK Chinese Air Lines C-47B-30DK Chinese Air Lines C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK GVF C-47B-30DK Aeroflot	mfd mfd mfd mfd mfd rgd trf	23mar45 24mar45 24mar45 26mar45 27mar45 apr45 ? unknown	
16263/33011 16267/33015 16269/33017 16274/33022 16278/33026 16281/33029 16285/33033 16288/33036 16292/33040 16293/33041	476679 476683 476685 476690 476694 476697 476701 476704 476708 7316	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47D Yugoslav Air Force	mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	27mar45 28mar45 28mar45 29mar45 29mar45 30mar45 30mar45 31mar45 31mar45 31mar45	
16296/33044 16299/33047	71207 476712 476715 CCCP-L1011	C-47D Yugoslav Air Force C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK GVF	no mfd mfd rgd	reports 02apr45 02apr45 may45	
16303/33051 16307/33055 16311/33059	CCCP-L1011 476719 476723 476727 CCCP-L1013	TS-62 Aeroflot/Ukraine C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK AFL/West Siberia	trf mfd mfd mfd rgd	unknown 02apr45 03apr45 04apr45 may45	
	CCCP-L1013	TS-62 Aeroflot/Ukraine	trf	unknown	

16312/33060	7313	C-47D	Yugoslav Air Force	mfd	04apr45	USAAF s/n 44-76728; built as a C-47B-30-DK; accepted by the USAAF 11apr45; ex RAF s/n KN519; converted to a C-47D 11may53; supplied under MDAP terms; d/d 12oct53
16314/33062	71204	C-47D	Yugoslav Air Force	ZAG	20jul70	opb 111. ppa at Zagreb (evidence for jan70/dec74); sat wfu at Zadar (Croatia), l/n 1988; scrapped
	7328	C-47D	Yugoslav Air Force	mfd	04apr45	USAAF s/n 44-76730; built as a C-47B-30-DK; accepted by the USAAF 10apr45; ex RAF s/n KN520; converted to a 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	476731	C-47B-30DK	Soviet Air Force	mfd	04apr45	USAAF s/n 44-76731; accepted by the USAAF 13apr45; diverted 01may45
16319/33067	476735	C-47B-30DK	Soviet Air Force	mfd	05apr45	USAAF s/n 44-76735; accepted by the USAAF 11apr45; diverted 26apr45
16322/33070	476738	C-47B-30DK	Soviet Air Force	mfd	05apr45	USAAF s/n 44-76738; accepted by the USAAF 11apr45; diverted 28apr45
16326/33074	476742	C-47B-30DK	Soviet Air Force	mfd	06apr45	USAAF s/n 44-76742; accepted by the USAAF 11apr45; diverted 26apr45
16329/33077	476745	C-47B-30DK	Soviet Air Force	mfd	06apr45	USAAF s/n 44-76745; accepted by the USAAF 13apr45; diverted 28apr45
16333/33081	476749	C-47B-30DK	Soviet Air Force	mfd	07apr45	USAAF s/n 44-76749; accepted by the USAAF 13apr45; diverted 03may45
16336/33084	476752	C-47B-30DK	Soviet Air Force	mfd	07apr45	USAAF s/n 44-76752; accepted by the USAAF 13apr45; diverted 05may45
16340/33088	476756	C-47B-30DK	Soviet Air Force	mfd	07apr45	USAAF s/n 44-76756; accepted by the USAAF 13apr45; diverted 26apr45
16343/33091	476759	C-47B-30DK	Soviet Air Force	mfd	09apr45	USAAF s/n 44-76759; accepted by the USAAF 16apr45; diverted 28apr45
16346/33094	476762	C-47B-30DK	Soviet Air Force	mfd	09apr45	USAAF s/n 44-76762; accepted by the USAAF 16apr45; diverted 02may45
	"019"	C-47B-30DK	Soviet Air Force	ORY	ca 1951	
16350/33098	476766	C-47B-30DK	Soviet Air Force	mfd	10apr45	USAAF s/n 44-76766; accepted by the USAAF 17apr45; diverted 05may45
16353/33101	476769	C-47B-30DK	Soviet Air Force	mfd	10apr45	USAAF s/n 44-76769; accepted by the USAAF 16apr45; diverted 01may45
	CCCP-L1050	C-47B-30DK	Aeroflot/Far East	rgd	feb46	made a forced landing 18aug46 after loss of orientation; converted to a TS-62, date unknown
	CCCP-L1050	TS-62	Aeroflot/Ukraine	trf	unknown	struck off charge 13apr54 as having been in use for a long time
16356/33104	476772	C-47B-30DK	Soviet Air Force	mfd	11apr45	USAAF s/n 44-76772; accepted by the USAAF 19apr45; diverted 01may45
16374/33108	476776	C-47B-30DK	Soviet Air Force	mfd	11apr45	USAAF s/n 44-76776; accepted by the USAAF 14apr45; diverted 03may45
16363/33111	476779	C-47B-30DK	Soviet Air Force	mfd	13jun45	USAAF s/n 44-76779; accepted by the USAAF 19jun45; diverted 30jun45
16366/33114	476782	C-47B-30DK	Soviet Air Force	mfd	13apr45	USAAF s/n 44-76782; accepted by the USAAF 16apr45; diverted 06may45
16369/33117	476785	C-47B-30DK	Soviet Air Force	mfd	13apr45	USAAF s/n 44-76785; accepted by the USAAF 23apr45; diverted 13may45
	CCCP-L1016	C-47B-30DK	GfV	rgd	may45	converted to a TS-62, date unknown
	CCCP-L1016	TS-62	AFL/East Siberia	trf	unknown	
	CCCP-L1016	TS-62	Aeroflot/Moscow	trf	unknown	struck off charge 27apr54 as having been in use for a long time
16372/33120	476788	C-47B-30DK	Soviet Air Force	mfd	13apr45	USAAF s/n 44-76788; accepted by the USAAF 19apr45; diverted 04may45
16374/33122	476790	C-47B-30DK	Soviet Air Force	mfd	13apr45	USAAF s/n 44-76790; accepted by the USAAF 18apr45; diverted 02may45
16377/33125	476793	C-47B-30DK	Soviet Air Force	mfd	13apr45	USAAF s/n 44-76793; accepted by the USAAF 24apr45; diverted 06may45
16381/33129	476797	C-47B-30DK	Soviet Air Force	mfd	14apr45	USAAF s/n 44-76797; accepted by the USAAF 20apr45; diverted 04may45
	CCCP-L1014	C-47B-30DK	Aeroflot	rgd	unknown	c/n not confirmed (USAAF s/n reported by British agents at Kabul as 478797, but 44-78797 was part of a cancelled C-46F contract); registration not on pre-1944 or 1950/56 register; f/n KBL nov46; l/n KBL apr47
16384/33132	476800	C-47B-30DK	Soviet Air Force	mfd	14apr45	USAAF s/n 44-76800; accepted by the USAAF 20apr45; diverted 12may45
16388/33136	476804	C-47B-30DK	Soviet Air Force	mfd	16apr45	USAAF s/n 44-76804; accepted by the USAAF 24apr45; diverted 06may45
16391/33139	476807	C-47B-30DK	Soviet Air Force	mfd	16apr45	USAAF s/n 44-76807; accepted by the USAAF 30apr45; diverted 18may45
	CCCP-L1021	C-47B-30DK	Aeroflot/Georgia	rgd	may45	involved in an incident in 1945; converted to a TS-62, date unknown
	CCCP-L1021	TS-62	Aeroflot/Ukraine	trf	unknown	struck off charge 14jul54 as life-time expired
16394/33142	476810	C-47B-30DK	Soviet Air Force	mfd	17apr45	USAAF s/n 44-76810; accepted by the USAAF 21apr45; diverted 04may45
	CCCP-L1017	C-47B-30DK	GfV	rgd	unknown	not on 1950/56 register
	CCCP-L1017	C-47B-30DK	Aeroflot/Northern	trf	unknown	converted to a TS-62, date unknown
	CCCP-L1017	TS-62	Aeroflot/Moscow	trf	unknown	operated by 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 members were killed and the sole survivor was injured, the cause of the accident could not be established; total time 3,163 hours
16397/33145	476813	C-47B-30DK	Soviet Air Force	mfd	17apr45	USAAF s/n 44-76813; accepted by the USAAF 21apr45; diverted 09may45
	CCCP-L1029	C-47B-30DK	GfV	rgd	jul45	converted to a TS-62, date unknown
	CCCP-L1029	TS-62	AFL/Turkmenistan	trf	unknown	struck off charge 10jun52 as amortisation period exceeded
16400/33148	476816	C-47B-30DK	Soviet Air Force	mfd	18apr45	USAAF s/n 44-76816; accepted by the USAAF 28apr45; diverted 09may45
16403/33151	476819	C-47B-30DK	Soviet Air Force	mfd	18apr45	USAAF s/n 44-76819; accepted by the USAAF 23apr45; diverted 07may45
16406/33154	476822	C-47B-30DK	Soviet Air Force	mfd	18apr45	USAAF s/n 44-76822; accepted by the USAAF 23apr45; diverted 05may45
16410/33158	476826	C-47B-30DK	Soviet Air Force	mfd	19apr45	USAAF s/n 44-76826; accepted by the USAAF 25apr45; diverted 12may45
	"007"	C-47B-30DK	Soviet Air Force	PRG	1945	
16414/33162	476830	C-47B-30DK	Soviet Air Force	mfd	19apr45	USAAF s/n 44-76830; accepted by the USAAF 25apr45; diverted 07may45
16417/33165	7320	C-47D	Yugoslav Air Force	mfd	20apr45	USAAF s/n 44-76833; built as a C-47B-30-DK; accepted by the USAAF 25apr45; ex RAF s/n KN554; converted to a C-47D 05jun53; supplied under MDAP terms; d/d 06jan54
	71211	C-47D	Yugoslav Air Force			
16418/33166	476834	C-47B-30DK	Soviet Air Force	mfd	20apr45	USAAF s/n 44-76834; accepted by the USAAF 26apr45; diverted 08may45
16421/33169	476837	C-47B-30DK	Soviet Air Force	mfd	20apr45	USAAF s/n 44-76837; accepted by the USAAF 26apr45; diverted 13may45
	"13"	C-47B-30DK	GfV/Soviet AF c/s			operated by 19 otap GfV; in olive drab c/s; photo exists
16425/33173	476841	C-47B-30DK	Soviet Air Force	mfd	21apr45	USAAF s/n 44-76841; accepted by the USAAF 26apr45; diverted 08may45
16429/33177	476845	C-47B-30DK	Soviet Air Force	mfd	23apr45	USAAF s/n 44-76845; accepted by the USAAF 26apr45; diverted 13may45
16433/33181	476849	C-47B-30DK	Soviet Air Force	mfd	23apr45	USAAF s/n 44-76849; accepted by the USAAF 27apr45; diverted 07may45
16436/33184	476852	C-47B-30DK	Soviet Air Force	mfd	23apr45	USAAF s/n 44-76852; accepted by the USAAF 28apr45; diverted 08may45
16445/33193	476861	C-47B-35DK	Soviet Air Force	mfd	24apr45	USAAF s/n 44-76861; accepted by the USAAF 30apr45; diverted 13may45
16447/33195	476863	C-47B-35DK	Soviet Air Force	mfd	24apr45	USAAF s/n 44-76863; accepted by the USAAF 27apr45; diverted 12may45
	CCCP-L1019	C-47B-35DK	Aeroflot/Moscow	rgd	may45	in a document as '1019' jan46; converted to a TS-62, date unknown
	CCCP-L1019	TS-62	Aeroflot/Northern	trf	unknown	struck off charge 15feb55
16450/33198	476866	C-47B-35DK	Soviet Air Force	mfd	25apr45	USAAF s/n 44-76866; accepted by the USAAF 30apr45; diverted 15may45
	"011" blue	C-47B-35DK	Soviet Air Force		photo	modified with a passenger door instead of the cargo door; opb 2 odon; in olive drab c/s with neutral grey undersides and a red fin tip (with white outline), carried a 'relief-type' Red Star on the rudder
16454/33202	476870	C-47B-35DK	Soviet Air Force	mfd	27apr45	USAAF s/n 44-76870; accepted by the USAAF 04may45; diverted 24apr45
	"800"	C-47B-35DK	GfV/Soviet AF c/s	PRG	1945	see c/n 6228
	CCCP-L1025	C-47B-35DK	AFL/Turkmenistan	rgd	jun45	in olive drab c/s with neutral grey undersides; f/n DEL 1947; converted to a TS-62, date unknown
	CCCP-L1025	TS-62	Aeroflot/Moscow	trf	unknown	struck off charge 27apr54 as having been in use for a long time
16457/33205	476873	C-47B-35DK	Soviet Air Force	mfd	25apr45	USAAF s/n 44-76873; accepted by the USAAF 02may45; diverted 15may45
16460/33208	476876	C-47B-35DK	Soviet Air Force	mfd	26apr45	USAAF s/n 44-76876; accepted by the USAAF 03may45; diverted 16may45
16464/33212	476880	C-47B-35DK	Soviet Air Force	mfd	26apr45	USAAF s/n 44-76880; accepted by the USAAF 23may45; diverted 18jun45
16466/33214	476882	C-47B-35DK	Soviet Air Force	mfd	27apr45	USAAF s/n 44-76882; accepted by the USAAF 02may45; diverted 14may45
	CCCP-L1020	C-47B-35DK	GfV	rgd	may45	converted to a TS-62, date unknown
	CCCP-L1020	TS-62	Aeroflot/Yakutiya	trf	unknown	had to return to Yakutsk on a flight to Aldan because of poor weather 06jul50; struck off charge 17aug53 as life-time expired
16470/33218	476886	C-47B-35DK	Soviet Air Force	mfd	27apr45	USAAF s/n 44-76886; accepted by the USAAF 01may45; diverted 15may45
	not known	C-47B-35DK	Soviet Air Force			identity given as '6886'; opb 5 oae 2 adon; w/o 06dec45 when crashed in the mountains north of Sochi (at N43.9362 E39.6875), all 5 crew members (pilot: Major Anatoli A. Babich) were killed
16472/33220	7323	C-47D	Yugoslav Air Force	mfd	28apr45	USAAF s/n 44-76888; built as a C-47B-35-DK; accepted by the USAAF 02may45; ex RAF s/n KN586; converted to a 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		photo	opb 679. trae at Pleso; trf to 677. trae at Nis apr71; based at Batajnica later and again at Nis 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	476890	C-47B-35DK	Soviet Air Force	mfd	28apr45	USAAF s/n 44-76890; accepted by the USAAF 03may45; on a photo in the factory may45; diverted 27may45
	CCCP-L1027	C-47B-35DK	Aeroflot	rgd	jul45 ?	on photos at ARB-400 at Vnukovo in 1945 and at Prague in 1945
	CCCP-L1027	C-47B-35DK	AFL/Krasnoyarsk	trf	unknown	operated by 26 TAO as of mar48 and apr48
16481/33229	476897	C-47B-35DK	Soviet Air Force	mfd	30apr45	USAAF s/n 44-76897; accepted by the USAAF 02may45; diverted 14may45
16483/33231	476899	C-47B-35DK	Soviet Air Force	mfd	30apr45	USAAF s/n 44-76899; accepted by the USAAF 05may45; diverted 18may45
16486/33234	476902	C-47B-35DK	Soviet Air Force	mfd	30apr45	USAAF s/n 44-76902; accepted by the USAAF 05may45; diverted 24may45
16489/33237	476905	C-47B-35DK	Soviet Air Force	mfd	01may45	USAAF s/n 44-76905; accepted by the USAAF 05may45; diverted 23may45
16492/33240	476908	C-47B-35DK	Soviet Air Force	mfd	01may45	USAAF s/n 44-76908; accepted by the USAAF 07may45; diverted 18may45
16502/33250	7319	C-47D	Yugoslav Air Force	mfd	02may45	USAAF s/n 44-76918; built as a C-47B-35-DK; accepted by the USAAF 08may45; ex RAF s/n KN607; converted to a C-47D 15jul53; supplied under MDAP terms; d/d 21jan54; wfu before the introduction of the 5-digit serial system
16506/33254	476922	C-47B-35DK	Soviet Air Force	mfd	03may45	USAAF s/n 44-76922; accepted by the USAAF 07may45; diverted 18may45
16510/33258	476926	C-47B-35DK	Soviet Air Force	mfd	03may45	USAAF s/n 44-76926; accepted by the USAAF 08may45; diverted 24may45
16516/33264	476932	C-47B-35DK	Soviet Air Force	mfd	04may45	USAAF s/n 44-76932; accepted by the USAAF 09may45; diverted 27may45
16520/33268	476936	C-47B-35DK	Soviet Air Force	mfd	05may45	USAAF s/n 44-76936; accepted by the USAAF 10may45; diverted 24may45
	CCCP-L1023	C-47B-35DK	GfV	rgd	jun45	converted to a TS-62, date unknown
	CCCP-L1023	TS-62	Aeroflot/Yakutiya	trf	unknown	struck off charge 28jan53 as requiring major repair
16523/33271	476939	C-47B-35DK	Soviet Air Force	mfd	05may45	USAAF s/n 44-76939; accepted by the USAAF 24may45; diverted 06jun45
16526/33274	476942	C-47B-35DK	Soviet Air Force	mfd	07may45	USAAF s/n 44-76942; accepted by the USAAF 10may45; diverted 27may45
16529/33277	YU-ABK	C-47B-35DK	JAT	mfd	07may45	USAAF s/n 44-76945; accepted by the USAAF 11may45; ex RAF s/n KN624, VM-YCQ, H-709 (Pakistan Air Force) and AP-AFK; d/dr 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 members escaped
16532/33280	476948	C-47B-35DK	Soviet Air Force	mfd	07may45	USAAF s/n 44-76948; accepted by the USAAF 10may45; diverted 31may45
16536/33284	476952	C-47B-35DK	Soviet Air Force	mfd	08may45	USAAF s/n 44-76952; accepted by the USAAF 11may45; diverted 27may45
16540/33288	476956	C-47B-35DK	Soviet Air Force	mfd	09may45	USAAF s/n 44-76956; accepted by the USAAF 14may45; diverted 31may45

	"952" yellow ?	C-47B-35DK	Soviet Air Force		photo	code on the rudder difficult to read; in olive drab c/s with green blotches and neutral grey undersides; the rudder may have come from a different aircraft as it was in different colours
16545/33293	476961	C-47B-35DK	Soviet Air Force	mfd	09may45	USAAF s/n 44-76961; accepted by the USAAF 14may45; diverted 31may45
16548/33296	476964	C-47B-35DK	Soviet Air Force	mfd	10may45	USAAF s/n 44-76964; accepted by the USAAF 15may45; diverted 27may45
16550/33298	476966	C-47B-35DK	Soviet Air Force	mfd	10may45	USAAF s/n 44-76966; accepted by the USAAF 14may45; diverted 31may45
16563/33311	476979	C-47B-35DK	Soviet Air Force	mfd	12may45	USAAF s/n 44-76979; accepted by the USAAF 15may45; diverted 31may45
16570/33318	476986	C-47B-35DK	Soviet Air Force	mfd	12may45	USAAF s/n 44-76986; accepted by the USAAF 16may45; diverted 31may45
16571/33319	7324	C-47D	Yugoslav Air Force	mfd	14may45	USAAF s/n 44-76987; built as a C-47B-35-DK; accepted by the USAAF 17may45; ex RAF s/n KN634; converted to a C-47D 16jul53; supplied under MDAF terms; d/d 23feb54
	71215	C-47D	Yugoslav Air Force	no	reports	
16576/33324	476992	C-47B-35DK	Soviet Air Force	mfd	14may45	USAAF s/n 44-76992; accepted by the USAAF 17may45; diverted 02jun45
16579/33327	7327	C-47D	Yugoslav Air Force	mfd	15may45	USAAF s/n 44-76995; built as a C-47B-35-DK; accepted by the USAAF 17may45; ex RAF s/n KN640; converted to a C-47D 18jun53; supplied under MDAF 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	476998	C-47B-35DK	Soviet Air Force	mfd	15may45	USAAF s/n 44-76998; accepted by the USAAF 18may45; diverted 02jun45
	"26" blue	C-47B-35DK	GVF/Soviet AF c/s	OTP	1945	operated by 19 otap GVF; in olive drab c/s with neutral grey undersides and a red fin tip (with white outline)
16585/33333	477001	C-47B-35DK	Soviet Air Force	mfd	15may45	USAAF s/n 44-77001; accepted by the USAAF 18may45; diverted 02jun45
	"7" white	C-47B-35DK	GVF/Soviet AF c/s	LBG	20jun45	operated by 19 otap GVF; in olive drab c/s
16591/33339	477007	C-47B-35DK	Soviet Air Force	mfd	16may45	USAAF s/n 44-77007; accepted by the USAAF 19may45; diverted 05jun45
16594/33342	477010	C-47B-35DK	Soviet Air Force	mfd	17may45	USAAF s/n 44-77010; accepted by the USAAF 19may45; diverted 02jun45
16599/33347	477015	C-47B-35DK	Soviet Air Force	mfd	17may45	USAAF s/n 44-77015; accepted by the USAAF 19may45; diverted 10jun45; chips in the oil were detected 21jun45
	CCCP-L1209	C-47B-35DK	Aeroflot	rgd	aug46	converted to a TS-62, date unknown
	CCCP-L1209	TS-62	Aeroflot/Yakutiya	trf	1949	operated by 14 TAO
	CCCP-L1209	TS-62	AFI/Turkmenistan	trf	unknown	struck off charge 14oct53 as life-time expired
16602/33350	477018	C-47B-35DK	Soviet Air Force	mfd	18may45	USAAF s/n 44-77018; accepted by the USAAF 22may45; diverted 15jun45
16606/33354	477022	C-47B-35DK	Soviet Air Force	mfd	18may45	USAAF s/n 44-77022; accepted by the USAAF 21may45; diverted 05jun45
16607/33355	7317	C-47D	Yugoslav Air Force	mfd	18may45	USAAF s/n 44-77023; built as a C-47B-35-DK; accepted by the USAAF 23may45; ex RAF s/n KN657; converted to a C-47D 15jul53; supplied under MDAF terms; d/d 19jan54; f/n FAB 1958
	71208	C-47D	Yugoslav Air Force			
16608/33356	477024	C-47B-35DK	Soviet Air Force	mfd	19may45	USAAF s/n 44-77024; accepted by the USAAF 24may45; diverted 02jun45
16613/33361	477029	C-47B-35DK	Soviet Air Force	mfd	19may45	USAAF s/n 44-77029; accepted by the USAAF 23may45; diverted 18jun45
16618/33366	477034	C-47B-35DK	Soviet Air Force	mfd	21may45	USAAF s/n 44-77034; accepted by the USAAF 23may45; diverted 05jun45
16622/33370	477038	C-47B-35DK	Soviet Air Force	mfd	21may45	USAAF s/n 44-77038; accepted by the USAAF 24may45; diverted 09jun45
	CCCP-L1026 ?	C-47B-35DK	GVF	rgd	1945 ?	not on 1950/56 register
	"1026" white	C-47B-35DK	GVF/Soviet AF c/s	ph.	29dec45	the official identity of the aircraft was probably CCCP-L1026, with only the last 4 digits of the registration painted on; in olive drab c/s with neutral 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	477042	C-47B-35DK	Soviet Air Force	mfd	22may45	USAAF s/n 44-77042; accepted by the USAAF 26may45; diverted 15jun45
16629/33377	477045	C-47B-35DK	Soviet Air Force	mfd	22may45	USAAF s/n 44-77045; accepted by the USAAF 25may45; diverted 12jun45
16632/33380	477048	C-47B-35DK	Soviet Air Force	mfd	23may45	USAAF s/n 44-77048; accepted by the USAAF 26may45; diverted 11jun45
16635/33383	477051	C-47B-35DK	Soviet Air Force	mfd	23may45	USAAF s/n 44-77051; accepted by the USAAF 28may45; diverted 19jun45
	CCCP-L1032	C-47B-35DK	GVF	rgd	jul45	converted to a TS-62, date unknown
	CCCP-L1032	TS-62	AFI/Krasnoyarsk	trf	unknown	operated by 26 TAO as of dec48 and nov49; in olive drab or dark green c/s with neutral grey or light blue undersides and small titles below the cockpit; on a photo at Boguchany in 1954; struck off charge 25apr55
16639/33387	477055	C-47B-35DK	Soviet Air Force	mfd	24may45	USAAF s/n 44-77055; accepted by the USAAF 26may45; diverted 06jun45
	"29"	C-47B-35DK	Soviet Air Force			photo at Mukden (now Shenyang) aug45
16643/33391	477059	C-47B-35DK	Soviet Air Force	mfd	24may45	USAAF s/n 44-77059; accepted by the USAAF 28may45; diverted 15jun45; chips in the oil were detected 21jun45
16647/33395	477063	C-47B-35DK	Soviet Air Force	mfd	25may45	USAAF s/n 44-77063; accepted by the USAAF 29may45; diverted 20jun45
	CCCP-L1038	C-47B-35DK	GVF	rgd	jul45 ?	was obviously fitted with a passenger door (as used on early PS-84s) on the right side (the cargo door on the left side was permanently closed); on a photo at ARB-400 at Vnukovo in 1945; on another photo reportedly in 1958
16650/33398	477066	C-47B-35DK	Soviet Air Force	mfd	25may45	USAAF s/n 44-77066; accepted by the USAAF 29may45; diverted 12jun45
16654/33402	477070	C-47B-35DK	Soviet Air Force	mfd	26may45	USAAF s/n 44-77070; accepted by the USAAF 30may45; diverted 11jun45
16657/33405	477073	C-47B-35DK	Soviet Air Force	mfd	26may45	USAAF s/n 44-77073; accepted by the USAAF 30may45; diverted 11jun45
	CCCP-L1028	C-47B-35DK	GVF	rgd	jul45	converted to a TS-62, date unknown
	CCCP-L1028	TS-62	Aeroflot/Moscow	trf	unknown	
	CCCP-L1028	TS-62	Aeroflot/Ukraine	trf	unknown	latest known CoFA issued in 1953
16661/33409	477077	C-47B-35DK	Soviet Air Force	mfd	28may45	USAAF s/n 44-77077; accepted by the USAAF 31may45; diverted 11jun45
	CCCP-L1203	C-47B-35DK	AFI/International	rgd	unknown	opb 29 otrjad OAG MVS; converted to a TS-62, date unknown
	CCCP-L1203	TS-62	Aeroflot/Ukraine	trf	mar48	made an emergency landing at Kiev 20feb49; new CoFR issued 29mar54; CoFA expired 31dec54; struck off charge 15feb55
16665/33413	477081	C-47B-35DK	Soviet Air Force	mfd	28may45	USAAF s/n 44-77081; accepted by the USAAF 01jun45; diverted 17jun45
	CCCP-X702	C-47B-35DK	MVD - GULGMP			opb AO Norilskogo kombinata GULGMP (Main Directorate of the Metallurgical Industry Camps) by 1947
16669/33417	477085	C-47B-35DK	Soviet Air Force	mfd	28may45	USAAF s/n 44-77085; accepted by the USAAF 30may45; diverted 11jun45
	"002" yellow	C-47B-35DK	Soviet Air Force	ORY	1951	in olive drab c/s with neutral grey undersides and a 'relief-type' Red Star on the rudder
	"085" yellow	C-47B-35DK	Soviet Air Force		photo	the code consists of the last 3 digits of USAAF s/n, so must be s/n 44-77085 as this was the only Soviet C-47 ending in '085'; modified with a passenger door instead of the cargo door; operated by 19 otap GVF; repainted in dark green c/s with light blue undersides and a red fin tip (with white outline)
16672/33420	477088	C-47B-35DK	Soviet Air Force	mfd	29may45	USAAF s/n 44-77088; accepted by the USAAF 01jun45; diverted 15jun45
	not known	C-47B-35DK	GVF/Soviet AF c/s			operated by 62 oap GVF by 1946
16676/33424	477092	C-47B-35DK	Soviet Air Force	mfd	30may45	USAAF s/n 44-77092; accepted by the USAAF 07jun45; diverted 27jun45
16679/33427	477095	C-47B-35DK	Soviet Air Force	mfd	30may45	USAAF s/n 44-77095; accepted by the USAAF 02jun45; diverted 20jun45
	CCCP-X703	C-47B-35DK	MVD - GULGMP	rgd	unknown	opb AO Norilskogo kombinata GULGMP (Main Directorate of the Metallurgical Industry Camps) by 1947; converted to a TS-62, date unknown
	CCCP-X703	TS-62	MVD - GULGMP			opb AO Norilskogo kombinata GULGMP; damaged at Mys Vkhodnoi 13may50; struck off charge 25apr58
16684/33432	477100	C-47B-35DK	Soviet Air Force	mfd	31may45	USAAF s/n 44-77100; accepted by the USAAF 02jun45; diverted 18jun45
	CCCP-N425	C-47B-35DK	Polyarnaya Aviats.	DKS	01jun47	registration painted on as 'CCCP-H-425'; in olive drab c/s with neutral grey undersides and 'Aviaarktika' titles; flew ice-reconnaissance missions 13mar47/04nov47 and 13/19mar48; converted to a TS-62, date unknown
	CCCP-N425	TS-62	Polyarnaya Aviats.			made a forced landing near the mouth of the river Anabar 11oct49; opb Igarskaya aviagruppa from 24jan51; struck off charge 28may52
16687/33435	477103	C-47B-35DK	Soviet Air Force	mfd	31may45	USAAF s/n 44-77103; accepted by the USAAF 04jun45; diverted 22jun45; converted to a TS-62, date unknown
	CCCP-X897	TS-62	MUP	rgd	jul45 ?	Ministry of Coal Industry
	CCCP-X897	TS-62	Aeroflot	trf	unknown	struck off charge 06jun55; trf to D-33/11
16691/33439	477107	C-47B-35DK	Soviet Air Force	mfd	31may45	USAAF s/n 44-77107; accepted by the USAAF 04jun45; diverted 17jun45; re-engined with M-88 engines; later converted to a TS-82
	CCCP-L1201	TS-82	Aeroflot		photo	used for tests with ASH-82FN engines by the NII GVF; in olive drab c/s
	CCCP-L1201	TS-82	AFI/Tajikistan	rgd	jun48	
16694/33442	477110	C-47B-35DK	Soviet Air Force	mfd	01jun45	USAAF s/n 44-77110; accepted by the USAAF 05jun45; diverted 20jun45
16698/33446	477114	C-47B-35DK	Soviet Air Force	mfd	01jun45	USAAF s/n 44-77114; accepted by the USAAF 05jun45; diverted 24jun45
16702/33450	477118	C-47B-35DK	Soviet Air Force	mfd	02jun45	USAAF s/n 44-77118; accepted by the USAAF 05jun45; diverted 22jun45
16706/33454	477122	C-47B-35DK	Soviet Air Force	mfd	02jun45	USAAF s/n 44-77122; accepted by the USAAF 07jun45; diverted 23jun45
16710/33458	477126	C-47B-35DK	Soviet Air Force	mfd	04jun45	USAAF s/n 44-77126; accepted by the USAAF 07jun45; diverted 21jun45; converted to a TS-62, date unknown
	CCCP-L1078	TS-62	Aeroflot/Moscow	rgd	apr46	latest known CoFA expired 31mar51
16714/33462	477130	C-47B-35DK	Soviet Air Force	mfd	04jun45	USAAF s/n 44-77130; accepted by the USAAF 07jun45; diverted 24jun45
	CCCP-L1033	C-47B-35DK	GVF	rgd	jul45	
	CCCP-L1033	C-47B-35DK	Aeroflot/Moscow	trf	unknown	struck off charge 05jan53 as worn out
16717/33465	477133	C-47B-35DK	Soviet Air Force	mfd	05jun45	USAAF s/n 44-77133; accepted by the USAAF 07jun45; diverted 22jun45
	CCCP-L1034	C-47B-35DK	GVF	rgd	jul45	
	CCCP-L1034	C-47B-35DK	Aeroflot/Moscow	trf	unknown	operated by 27 otrjad Moskovskogo upravleniya GVF by 1947; converted to a TS-62, date unknown
	CCCP-L1034	TS-62	Aeroflot/Moscow			operated by 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 members escaped unhurt; total time 7,736 hours
16721/33469	477137	C-47B-35DK	Soviet Air Force	mfd	05jun45	USAAF s/n 44-77137; accepted by the USAAF 08jun45; diverted 27jun45
16724/33472	477140	C-47B-35DK	Soviet Air Force	mfd	06jun45	USAAF s/n 44-77140; accepted by the USAAF 09jun45; diverted 07jul45
16728/33476	477144	C-47B-35DK	Soviet Air Force	mfd	06jun45	USAAF s/n 44-77144; accepted by the USAAF 08jun45; diverted 24jun45
16731/33479	477147	C-47B-35DK	Soviet Air Force	mfd	07jun45	USAAF s/n 44-77147; accepted by the USAAF 11jun45; diverted 22jun45
16735/33483	477151	C-47B-35DK	Soviet Air Force	mfd	07jun45	USAAF s/n 44-77151; accepted by the USAAF 11jun45; diverted 30jun45
	CCCP-L1030	C-47B-35DK	GVF	rgd	jul45	operated by 10 atd GVF
	CCCP-L1030	C-47B-35DK	AFI/Krasnoyarsk	trf	unknown	assigned to 26 TAO 09mar46; converted to a TS-62, date unknown
	CCCP-L1030	TS-62	AFI/Turkmenistan	trf	unknown	struck off charge 10jun52 as worn out
16738/33486	477154	C-47B-35DK	Soviet Air Force	mfd	08jun45	USAAF s/n 44-77154; accepted by the USAAF 12jun45; diverted 24jun45
16742/33490	477158	C-47B-35DK	Soviet Air Force	mfd	08jun45	USAAF s/n 44-77158; accepted by the USAAF 11jun45; diverted 24jun45
16745/33493	477161	C-47B-35DK	Soviet Air Force	mfd	09jun45	USAAF s/n 44-77161; accepted by the USAAF 19jun45; diverted 04jul45



16749/33497	477165	C-47B-35DK Soviet Air Force	mfd	09jun45	USAAF s/n 44-77165; accepted by the USAAF 14jun45; diverted 05jul45
16752/33500	477168	C-47B-35DK Soviet Air Force	mfd	11jun45	USAAF s/n 44-77168; accepted by the USAAF 13jun45; diverted 27jun45
	CCCP-L1036	C-47B-35DK GVF	rgd	jul45	
	CCCP-L1036	C-47B-35DK AFL/Krasnoyarsk	trf	unknown	was on charge of 26 TAO as of mar48/apr48, but was operated by Norilstroj; converted to a TS-62, date unknown
	CCCP-L1036	TS-62 Aeroflot/Yakutiya	trf	unknown	
	CCCP-L1036	TS-62 Aeroflot/Georgia	trf	12mar51	struck off charge 22mar54 as having been in use for a long time
16753/33501	477169	C-47B-35DK Soviet Air Force	mfd	11jun45	USAAF s/n 44-77169; accepted by the USAAF 18jun45; diverted 10jul45
16754/33502	477170	C-47B-35DK Soviet Air Force	mfd	11jun45	USAAF s/n 44-77170; accepted by the USAAF 19jun45; diverted 23jul45
16755/33503	477171	C-47B-35DK Soviet Air Force	mfd	11jun45	USAAF s/n 44-77171; accepted by the USAAF 15jun45; diverted 02jul45
16756/33504	477172	C-47B-35DK Soviet Air Force	mfd	11jun45	USAAF s/n 44-77172; accepted by the USAAF 18jun45; diverted 04jul45
16757/33505	477173	C-47B-35DK Soviet Air Force	mfd	11jun45	USAAF s/n 44-77173; accepted by the USAAF 16jun45; diverted 27jun45
16758/33506	477174	C-47B-35DK Soviet Air Force	mfd	12jun45	USAAF s/n 44-77174; accepted by the USAAF 20jun45; diverted 16jul45; converted to a TS-62, date unknown
	CCCP-Zh83	TS-62 MVD - GULZhDS	rgd	unknown	operated by Zheldorproekt; mentioned in a document in 1952
16759/33507	477175	C-47B-35DK Soviet Air Force	mfd	12jun45	USAAF s/n 44-77175; accepted by the USAAF 20jun45; diverted 04jul45
16760/33508	477176	C-47B-35DK Soviet Air Force	mfd	12jun45	USAAF s/n 44-77176; accepted by the USAAF 18jun45; diverted 07jul45
16761/33509	477177	C-47B-35DK Soviet Air Force	mfd	12jun45	USAAF s/n 44-77177; accepted by the USAAF 19jun45; diverted 10jul45
16762/33510	477178	C-47B-35DK Soviet Air Force	mfd	12jun45	USAAF s/n 44-77178; accepted by the USAAF 16jun45; diverted 27jun45
	CCCP-L1046	C-47B-35DK GVF	rgd	oct45	converted to a TS-62, date unknown
	CCCP-L1046	TS-62 Aeroflot/Ukraine	trf	unknown	struck off charge 27apr54 as having been in use for a long time
16763/33511	477179	C-47B-35DK Soviet Air Force	mfd	12jun45	USAAF s/n 44-77179; accepted by the USAAF 16jun45; diverted 03jul45
16764/33512	477180	C-47B-35DK Soviet Air Force	mfd	13jun45	USAAF s/n 44-77180; accepted by the USAAF 21jun45; diverted 03jul45
16765/33513	477181	C-47B-35DK Soviet Air Force	mfd	13jun45	USAAF s/n 44-77181; accepted by the USAAF 18jun45; diverted 11jul45
	"6003"	C-47B-35DK Soviet Air Force			confirmation welcome
16766/33514	477182	C-47B-35DK Soviet Air Force	mfd	13jun45	USAAF s/n 44-77182; accepted by the USAAF 19jun45; diverted 03jul45
16767/33515	477183	C-47B-35DK Soviet Air Force	mfd	13jun45	USAAF s/n 44-77183; accepted by the USAAF 20jun45; diverted 03jul45
	CCCP-L1037	C-47B-35DK GVF	rgd	jul45	converted to a TS-62, date unknown
	CCCP-L1037	TS-62 Aeroflot/Ukraine	trf	unknown	struck off charge 23oct52 as worn out
16768/33516	477184	C-47B-35DK Soviet Air Force	mfd	13jun45	USAAF s/n 44-77184; accepted by the USAAF 20jun45; diverted 07jul45
16774/33522	477190	C-47B-40DK Soviet Air Force	mfd	13jun45	USAAF s/n 44-77190; accepted by the USAAF 27jun45; diverted 12jul45
16775/33523	477191	C-47B-40DK Soviet Air Force	mfd	13jun45	USAAF s/n 44-77191; accepted by the USAAF 28jun45; diverted 17jul45
16776/33524	477192	C-47B-40DK Soviet Air Force	mfd	14jun45	USAAF s/n 44-77192; accepted by the USAAF 26jun45; diverted 12jul45
16777/33525	477193	C-47B-40DK Soviet Air Force	mfd	14jun45	USAAF s/n 44-77193; accepted by the USAAF 29jun45; diverted 10jul45
	not known	C-47B-40DK Soviet Air Force			opb 1 tap 2 adon; ferried from Moscow to the Far East for use by the commander of the 9th Air Army and arrived at Popovka (Khorol district of the Primorye region) 30aug45; w/o in the late hours of 30aug45 when the intoxicated pilot (2nd Lieutenant Dmitri A. Krasilov, who had been denied to fly to Khabarovsk on private business) took control of the aircraft (on board were the aviation mechanic and the radio operator) and took off straight from the apron without warming up the engines, the aircraft stalled at a height of some 250-300 metres while flying the second turn, crashed, caught fire and burnt out, all 3 crew members were killed
16778/33526	477194	C-47B-40DK Soviet Air Force	mfd	14jun45	USAAF s/n 44-77194; accepted by the USAAF 28jun45; diverted 10jul45
16779/33527	477195	C-47B-40DK Soviet Air Force	mfd	14jun45	USAAF s/n 44-77195; accepted by the USAAF 22jun45; diverted 10jul45
16780/33528	477196	C-47B-40DK Soviet Air Force	mfd	14jun45	USAAF s/n 44-77196; accepted by the USAAF 23jun45; diverted 04jul45
16781/33529	477197	C-47B-40DK Soviet Air Force	mfd	15jun45	USAAF s/n 44-77197; accepted by the USAAF 22jun45; diverted 10jul45; in olive drab c/s with neutral grey undersides
16782/33530	477198	C-47B-40DK Soviet Air Force	mfd	15jun45	USAAF s/n 44-77198; accepted by the USAAF 28jun45; diverted 15jul45
16783/33531	477199	C-47B-40DK Soviet Air Force	mfd	15jun45	USAAF s/n 44-77199; accepted by the USAAF 25jun45; diverted 17jul45
16865/33613	RA-2059G	DC3C-S1C3G Yevgeni Barsov	mfd	27jun45	USAAF s/n 44-77281; built as a C-47B-40-DK; accepted by the USAAF 06jul45; ex NC53480, NC63288 and N97H (cancelled 14jun13 as exported to Russia); f/n with 'Barsov Aviation Museum Surgut, Yugra' titles but still as N97H LPP 18apr13; i/n as such NPP 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; based at Borovaya; current on register 01aug23
16899/34156	5896	C-47B-45DK Soviet Air Force	mfd	03jul45	USAAF s/n 45-896; accepted by the USAAF 10jul45; diverted 23jul45
16900/34157	5897	C-47B-45DK Soviet Air Force	mfd	03jul45	USAAF s/n 45-897; accepted by the USAAF 11jul45; diverted 23jul45
16901/34158	5898	C-47B-45DK Soviet Air Force	mfd	03jul45	USAAF s/n 45-898; accepted by the USAAF 10jul45; diverted 05aug45
16902/34159	5899	C-47B-45DK Soviet Air Force	mfd	04jul45	USAAF s/n 45-899; accepted by the USAAF 13jul45; diverted 04aug45
	"1052"	C-47B-45DK GVF/Soviet AF c/s	ph.	1944	the official identity of the aircraft was CCCP-L1052, although only the last 4 digits of the registration were painted on; in olive drab c/s
	CCCP-L1052	C-47B-45DK Aeroflot	rgd	mar46	f/n Budapest-Budaörs 09apr46; converted to a TS-62, date unknown
	CCCP-L1052	TS-62 Aeroflot/Moscow	trf	unknown	struck off charge 24apr54
16903/34160	5900	C-47B-45DK Soviet Air Force	mfd	04jul45	USAAF s/n 45-900; accepted by the USAAF 11jul45; diverted 27jul45; damaged 24aug45 while overflying the Verkhoyanski khrebet range
	CCCP-L1062	C-47B-45DK AFL/Krasnoyarsk	rgd	jan46	assigned to 26 TAO 16apr46, was on charge as of 29apr46; the right wing suffered deformation when the aircraft entered a thunderstorm and was thrown into a dive, details unknown; repaired by Yakutskiy ARM, but the aircraft was deemed unsafe to operate and was sent to NII GVF where it remained from may46 to early jun46; was again assigned to 26 TAO 18jan47
	CCCP-L1062	C-47B-45DK Aeroflot/Yakutiya	trf	unknown	operated by 14 TAO; detached to 18 OTAE 21jan50; converted to a TS-62, date unknown
	CCCP-L1062	TS-62 Aeroflot/Moscow	trf	unknown	operated by 61 ATO; damaged beyond repair 01feb53 on the leg from Kazan to Sverdlovsk at night of a cargo flight from Moscow to Sverdlovsk when the crew lost orientation (mistaking Revda for Sverdlovsk) and descended in order to land as the aircraft was low on fuel (due to strong headwind en-route and increased fuel consumption of the engines), the aircraft touched tree tops on a hill 13 km west of Revda railway station (68 km west of Koltsovo airport) and crash-landed in a forest, 2 of the 4 crew members were slightly injured; struck off charge 27mar53
16904/34161	5901	C-47B-45DK Soviet Air Force	mfd	04jul45	USAAF s/n 45-901; accepted by the USAAF 11jul45; diverted 21jul45
16905/34162	5902	C-47B-45DK Soviet Air Force	mfd	04jul45	USAAF s/n 45-902; accepted by the USAAF 12jul45; diverted 18jul45
16906/34163	5903	C-47B-45DK Soviet Air Force	mfd	04jul45	USAAF s/n 45-903; accepted by the USAAF 11jul45; diverted 27jul45
16907/34164	5904	C-47B-45DK Soviet Air Force	mfd	04jul45	USAAF s/n 45-904; accepted by the USAAF 16jul45; diverted 31jul45
16908/34165	5905	C-47B-45DK Soviet Air Force	mfd	04jul45	USAAF s/n 45-905; accepted by the USAAF 12jul45; diverted 23jul45
16909/34166	5906	C-47B-45DK Soviet Air Force	mfd	04jul45	USAAF s/n 45-906; accepted by the USAAF 10jul45; diverted 23jul45
16910/34167	5907	C-47B-45DK Soviet Air Force	mfd	05jul45	USAAF s/n 45-907; accepted by the USAAF 12jul45; diverted 29jul45
16911/34169	5908	C-47B-45DK Soviet Air Force	mfd	05jul45	USAAF s/n 45-908; accepted by the USAAF 12jul45; diverted 31jul45
16912/34170	5909	C-47B-45DK Soviet Air Force	mfd	05jul45	USAAF s/n 45-909; accepted by the USAAF 13jul45; diverted 31jul45
16913/34171	5910	C-47B-45DK Soviet Air Force	mfd	05jul45	USAAF s/n 45-910; accepted by the USAAF 13jul45; diverted 31jul45
	CCCP-L1074	C-47B-45DK GVF	rgd	mar46	
	CCCP-L1074	TS-82 AFL/Tajikistan	trf	unknown	re-engined with ASH-82FN engines; in olive drab or dark green c/s; photo 1949; seen Khorog 1950; latest known CoFA expired 31mar50
16914/34172	5911	C-47B-45DK Soviet Air Force	mfd	05jul45	USAAF s/n 45-911; accepted by the USAAF 12jul45; diverted 24jul45
16915/34173	5912	C-47B-45DK Soviet Air Force	mfd	05jul45	USAAF s/n 45-912; accepted by the USAAF 13jul45; diverted 04aug45
	CCCP-1909	C-47B-45DK MAP	rgd	1945 ?	
	CCCP-I1126	C-47B-45DK MAP	rgd	unknown	opb lyotny otriyad; struck off charge 26mar55
16916/34174	5913	C-47B-45DK Soviet Air Force	mfd	05jul45	USAAF s/n 45-913; accepted by the USAAF 12jul45; diverted 04aug45
16917/34175	5914	C-47B-45DK Soviet Air Force	mfd	06jul45	USAAF s/n 45-914; accepted by the USAAF 18jul45; diverted 06aug45
16918/34176	5915	C-47B-45DK Soviet Air Force	mfd	06jul45	USAAF s/n 45-915; accepted by the USAAF 13jul45; diverted 27jul45
16972/34232	5969	C-47B-45DK Soviet Air Force	mfd	14jul45	USAAF s/n 45-969; accepted by the USAAF 19jul45; diverted 05aug45
16973/34233	5970	C-47B-45DK Soviet Air Force	mfd	14jul45	USAAF s/n 45-970; accepted by the USAAF 20jul45; diverted 05aug45
	CCCP-L1055	C-47B-45DK GVF	rgd	mar46	
	CCCP-L1055	C-47B-45DK Aeroflot		photo	
	CCCP-L1055	TS-62 Aeroflot/Northern	no	reports	in olive drab c/s with neutral grey undersides and large titles; converted to a TS-62, date unknown
16974/34235	5971	C-47B-45DK Soviet Air Force	mfd	14jul45	operated by Syktyvkarski AO; w/o 05oct52 on a flight from Leningrad-Shosseinaaya (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 in a field 250 metres to the north-east of the village and exploded, all 4 crew members and 3 passengers were killed; total time 4,042 hours; struck off charge 28jan53
	CCCP-L1098	TS-62 AFL/Krasnoyarsk	rgd	jul46	USAAF s/n 45-971; accepted by the USAAF 24jul45; diverted 06aug45; converted to a TS-62, date unknown
16975/34236	5972	C-47B-45DK (Soviet Air Force)	mfd	16jul45	operated by 26 TAO; 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 were killed and 3 passengers plus 1 of the 4 crew members were injured while the other 3 crew and 3 passengers escaped with minor injuries; total time 3,858 hours
16976/34237	5973	C-47B-45DK Soviet Air Force	mfd	16jul45	USAAF s/n 45-972; accepted by the USAAF 23jul45; painted up in full Soviet Air Force colours; arrived at Fairbanks 13aug45, but the delivery was stopped there; diverted to the USAAF 14sep45; became 45-0972 (0-50972) and N4080L
16977/34238	5974	C-47B-45DK Soviet Air Force	mfd	16jul45	USAAF s/n 45-973; accepted by the USAAF 21jul45; diverted 11aug45
16978/34239	5975	C-47B-45DK Soviet Air Force	mfd	16jul45	USAAF s/n 45-974; accepted by the USAAF 20jul45; diverted 06aug45
	CCCP-L1215	C-47B-45DK AFL/East Siberia	rgd	unknown	USAAF s/n 45-975; accepted by the USAAF 24jul45; diverted 07aug45
					operated by 11 ATO; w/o 21apr48 on an 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 the khrebet 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

16979/34240	5976	C-47B-45DK	Soviet Air Force	mfd	16jul45	crew members were killed and the other 2 as well as the sole passenger were seriously injured; total time 1,621 hours
16980/34241	5977	C-47B-45DK	Soviet Air Force	mfd	16jul45	USAAF s/n 45-976; accepted by the USAAF 24jul45; diverted 06aug45
16981/34242	5978	C-47B-45DK	Soviet Air Force	mfd	16jul45	USAAF s/n 45-977; accepted by the USAAF 24jul45; diverted 11aug45
16982/34243	5979	C-47B-45DK	(Soviet Air Force)	mfd	17jul45	USAAF s/n 45-978; accepted by the USAAF 23jul45; diverted 07aug45
16983/34244	5980	C-47B-45DK	Soviet Air Force	mfd	17jul45	USAAF s/n 45-979; accepted by the USAAF 24jul45; painted up in full Soviet Air Force colours; arrived at Fairbanks 05aug45, but the delivery was stopped there; diverted to the USAAF 14sep45
16984/34245	5981	C-47B-45DK	Soviet Air Force	mfd	17jul45	USAAF s/n 45-980; accepted by the USAAF 21jul45; diverted 04aug45
	CCCP-L1063	C-47B-45DK	AFL/Krasnoyarsk	rgd	jan46	USAAF s/n 45-981; accepted by the USAAF 23jul45; diverted 13aug45
						assigned to 26 TAO 16apr46, was on charge as of 29apr46, but under repair during the whole 2nd quarter of 1946; again assigned to 26 TAO 18jan47, was on charge as of mar48 (was again under repair) and 15apr48; converted to a TS-62, date unknown
16985/34246	5982	C-47B-45DK	Soviet Air Force	mfd	17jul45	operated by 14 TAO; latest known CofA expired 31aug50
16986/34247	5983	C-47B-45DK	Soviet Air Force	mfd	17jul45	USAAF s/n 45-982; accepted by the USAAF 23jul45; diverted 09aug45
16987/34248	5984	C-47B-45DK	Soviet Air Force	mfd	18jul45	USAAF s/n 45-983; accepted by the USAAF 25jul45; diverted 11aug45
16988/34249	5985	C-47B-45DK	(Soviet Air Force)	mfd	18jul45	USAAF s/n 45-984; accepted by the USAAF 26jul45; diverted 09aug45
						USAAF s/n 45-985; accepted by the USAAF 24jul45; painted up in full Soviet Air Force colours; arrived at Fairbanks 05aug45, but the delivery was stopped there; diverted to the USAAF 14sep45; became '2089' (Brazilian Air Force)
16989/34251	5986	C-47B-45DK	Soviet Air Force	mfd	18jul45	USAAF s/n 45-986; accepted by the USAAF 24jul45; diverted 09aug45
16990/34252	5987	C-47B-45DK	Soviet Air Force	mfd	18jul45	USAAF s/n 45-987; accepted by the USAAF 23jul45; diverted 16aug45
	CCCP-L1064	C-47B-45DK	AFL/Krasnoyarsk	rgd	jan46	made a forced landing near Yeniseisk 28mar46; total time 296 hours 42 minutes; assigned to 26 TAO 16apr46, but was awaiting repair during the whole 2nd quarter of 1946; converted to a TS-62, date unknown
16991/34253	5988	C-47B-45DK	(Soviet Air Force)	mfd	18jul45	latest known CofA expired 30apr52
17039/34304	51036	C-47B-45DK	Soviet Air Force	mfd	27jul45	USAAF s/n 45-988; accepted by the USAAF 30jul45; painted up in full Soviet Air Force colours; arrived at Fairbanks 15aug45, but the delivery was stopped there; diverted to the USAAF 14sep45
	CCCP-L1058	C-47B-45DK	Aeroflot	rgd	1945	USAAF s/n 45-1036; accepted by the USAAF 01aug45; diverted 16aug45
17040/34306	51037	C-47B-45DK	(Soviet Air Force)	mfd	27jul45	f/n PRG 1945; in a document as '1058' jul46
						USAAF s/n 45-1037; accepted by the USAAF 04aug45; diverted 15aug45; painted up in full Soviet Air Force colours, but the delivery was stopped at Fairbanks aug45; diverted to the USAAF 14sep45; became N7712B
17041/34307	51038	C-47B-45DK	Soviet Air Force	mfd	27jul45	USAAF s/n 45-1038; accepted by the USAAF 03aug45; diverted 11aug45
	CCCP-L1214	C-47B-45DK	AFL/International	rgd	unknown	opb 29 otryad OAG MVS; went tech at VKO 06mar49
17042/34308	51039	C-47B-45DK	Soviet Air Force	mfd	28jul45	USAAF s/n 45-1039; accepted by the USAAF 02aug45; diverted 09aug45
17043/34309	51040	C-47B-45DK	(Soviet Air Force)	mfd	28jul45	USAAF s/n 45-1040; accepted by the USAAF 09aug45; painted up in full Soviet Air Force colours; arrived at Fairbanks 16aug45, but the delivery was stopped there; diverted to the USAAF
17044/34310	51041	C-47B-45DK	Soviet Air Force	mfd	28jul45	USAAF s/n 45-1041; accepted by the USAAF 03aug45; diverted 21aug45
	CCCP-L1059	C-47B-45DK	Aeroflot	rgd	unknown	in olive drab ? c/s
17045/34311	51042	C-47B-45DK	(Soviet Air Force)	mfd	28jul45	USAAF s/n 45-1042; accepted by the USAAF 09aug45; painted up in full Soviet Air Force colours; arrived at Fairbanks 09aug45, but the delivery was stopped there; diverted to the USAAF oct45; became CP-734
17046/34312	51043	C-47B-45DK	(Soviet Air Force)	mfd	28jul45	USAAF s/n 45-1043; accepted by the USAAF 04aug45; painted up in full Soviet Air Force colours; arrived at Fairbanks 09aug45, but the delivery was stopped there; diverted to the USAAF oct45
17047/34313	51044	C-47B-45DK	(Soviet Air Force)	mfd	28jul45	USAAF s/n 45-1044; accepted by the USAAF 09aug45; painted up in full Soviet Air Force colours; arrived at Fairbanks 09aug45, but the delivery was stopped there; diverted to the USAAF 10oct45; became '51044' (South Vietnamese Air Force) and '51044' (Thai Navy)
17048/34314	51045	C-47B-45DK	(Soviet Air Force)	mfd	30jul45	USAAF s/n 45-1045; accepted by the USAAF 09aug45; painted up in full Soviet Air Force colours; arrived at Fairbanks 09aug45, but the delivery was stopped there; diverted to the USAAF oct45; became N5504V
17049/34315	51046	C-47B-45DK	(Soviet Air Force)	mfd	30jul45	USAAF s/n 45-1046; accepted by the USAAF 07aug45; painted up in full Soviet Air Force colours; arrived at Fairbanks 09aug45, but the delivery was stopped there; diverted to the USAAF oct45; became '51046' (South Vietnamese Air Force)
17050/34316	51047	C-47B-45DK	(Soviet Air Force)	mfd	30jul45	USAAF s/n 45-1047; accepted by the USAAF 10aug45; painted up in full Soviet Air Force colours; arrived at Fairbanks 11aug45, but the delivery was stopped there; photo at Fairbanks aug45; diverted to the USAAF oct45; probably became '51047' (South Vietnamese Air Force)
17051/34317	51048	C-47B-45DK	(Soviet Air Force)	mfd	30jul45	USAAF s/n 45-1048; accepted by the USAAF 04aug45; diverted 17aug45; painted up in full Soviet Air Force colours, but the delivery was stopped at Fairbanks aug45; diverted to the USAAF 14sep45; w/o 03sep46 when crashed in Alaska
17052/34319	51049	C-47B-45DK	Soviet Air Force	mfd	30jul45	USAAF s/n 45-1049; accepted by the USAAF 07aug45; diverted 14aug45
17053/34320	51050	C-47B-45DK	(Soviet Air Force)	mfd	30jul45	USAAF s/n 45-1050; accepted by the USAAF 04aug45; painted up in full Soviet Air Force colours; arrived at Fairbanks 07aug45, but the delivery was stopped there; diverted to the USAAF oct45; became 'T-83' and '2020' (both Paraguayan Air Force)
17054/34321	51051	C-47B-45DK	Soviet Air Force	mfd	31jul45	USAAF s/n 45-1051; accepted by the USAAF 07aug45; diverted 16aug45
	CCCP-L1073	C-47B-45DK	Aeroflot/Far East	rgd	unknown	operated by 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 members and 4 of the 5 passengers were killed and the sole survivor was injured; total time 1,691 hours; the wreck and the survivor were found only 23may48
17055/34322	51052	C-47B-45DK	Soviet Air Force	mfd	31jul45	USAAF s/n 45-1052; accepted by the USAAF 07aug45; diverted 14aug45
	CCCP-L1060	C-47B-45DK	Aeroflot	rgd	mar46	in olive drab c/s; f/n PRG 1945; converted to a TS-62, date unknown
	CCCP-L1060	TS-62	Aeroflot/Moscow	trf	unknown	latest known CofA expired 01may55
17056/34323	51053	C-47B-45DK	(Soviet Air Force)	mfd	31jul45	USAAF s/n 45-1053; accepted by the USAAF 09aug45; painted up in full Soviet Air Force colours; arrived at Fairbanks 09aug45, but the delivery was stopped there; diverted to the USAAF oct45
17057/34324	51054	C-47B-45DK	Soviet Air Force	mfd	31jul45	USAAF s/n 45-1054; accepted by the USAAF 07aug45; diverted 16aug45; converted to a TS-62, date unknown
	CCCP-L1212	TS-62	AFL/International	rgd	nov46	had the passenger door on the right side; operated by OAG MVS; in olive drab c/s; f/n MOW 12jul47
17058/34325	51055	C-47B-45DK	(Soviet Air Force)	mfd	31jul45	USAAF s/n 45-1055; accepted by the USAAF 09aug45; painted up in full Soviet Air Force colours; arrived at Fairbanks 10aug45, but the delivery was stopped there; diverted to the USAAF probably oct45; became N4788C, B-879, B-1555, '451055' and '7347' (both Taiwanese Air Force)
17115/34382	51112	C-47B-50DK	(Soviet Air Force)	mfd	10aug45	USAAF s/n 45-1112; accepted by the USAAF 20aug45; painted up in full Soviet Air Force colours, but the delivery was stopped at Great Falls, MT aug45; diverted to the USAAF 14sep45; w/o 03may50 when crashed in Alaska

### **Aircraft with unknown construction numbers include**

---	CCCP-Zh84	C-47	MVD - GULZhDS	rgd	mar46 ?
---	CCCP-I941	C-47	MAP	rgd	jun47 ?
---	not known	C-47	Soviet Air Force	trf	3Q 1949
---	CCCP-L916	C-47	AFL/International	rgd	1944
---	CCCP-L917	C-47	GVF	rgd	1944
---	CCCP-L921	C-47	GVF	rgd	1944
---	CCCP-L928	C-47	GVF	rgd	1944
---	CCCP-L931	C-47	GVF		
---	CCCP-L939	C-47	GVF		
---	CCCP-L940	C-47	GVF	rgd	dec44 ?
---	CCCP-L954	C-47	GVF	rgd	dec44 ?
---	CCCP-L965	C-47	GVF	rgd	dec44 ?
---	CCCP-L968	C-47	GVF	rgd	dec44 ?
---	CCCP-L969	C-47	GVF	rgd	dec44 ?
---	CCCP-L969	TS-62	AFL/Turkmenistan	trf	unknown

operated by Obski aviaotryad of Zheldorproekt at Salekhard; made a forced landing 16apr49

registration not on pre-1944 register; opb OAG MVS GVF; w/o 12aug47 on a flight from Baku to Tehran-Mehrabad when the locking gap of the right forward fuel tank was ripped off on landing, leading to an explosion after some 150-200 metres of the landing run, the right centre-wing section caught fire and the aircraft burnt out, no casualties

not on pre-1944 register; operated by 1 atd GVF at Moscow-Vnukovo; w/o in the late hours of 25aug44 on a supply flight from Kiev-Zhuliany for partisans at target No. 25 (near Buzhora in the Zakarpatey region of Ukraine) when the parachute of the first parachutist got entangled in the pennage so that the aircraft became uncontrollable and crashed on a slope of Mount Martynski Kamen (969 metres) east of Mukachevo, all 6 crew members and 10 passengers (parachutists) were killed

operated by MAGON; appeared in the documentary "Krasnyye krylya - Amerikanets v Rossii" registration not on pre-1944 register; operated by 3 atp 1 atd GVF (redesignated 3 atp 10 atd GVF 05nov44) at Moscow-Vnukovo; w/o in the late hours of 15nov44 on a supply mission from Polan (30 km south-east of èlaulial) 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 members (pilot: 2nd Lieutenant Maslennikov) and both passengers (NKGB officers) were killed; the wreck was never found

registration not on pre-1944 or 1950/56 register; opb otdel vozdushnykh soobshcheni STU i GU GVF in Iran in 1944

registration not on pre-1944 or 1950/56 register; opb 10 atd GVF; based at Bromberg in late 1944 (pilot: 3rd Lieutenant Lunev)

operated by 19 otap GVF as of 20apr45; in documents as '940' 18mar45 and as 'L940' jun45

operated by 105 oavp GVF as of jan45 (TsA MO, f. 311, op. 0004495, d. 0275), so probably transferred to Aeroflot/Belarus sep45

operated by 19 otap GVF as of 20apr45

operated by 19 otap GVF as of 20apr45

operated by 19 otap GVF as of 20apr45

operated by 6 ATO; damaged beyond repair 15jan50 on the leg from Chardzhou (now Turkmenabat) to Tashkent of a cargo flight from Ashkhabad to Alma-Ata when suffered from severe icing while flying through clouds so that the cockpit windows were covered by ice (their de-icing mechanism was switched on much too late), the crew opened the lateral right cockpit window and tried to land in poor weather (low clouds and snowfall) on the poorly marked airfield, but the aircraft descended too early, touched down 400 metres before the landing T and bounced, the landing gear collided with a snow-covered 3 metres high earth wall which was situated 230 metres from the perimeter of the airfield and the aircraft suffered substantial damage, the crew was slightly injured

---	CCCP-L984 "984" white	C-47 C-47	GVF GVF/Soviet AF c/s	rgd	1944 photo	operated by 19 otap GVF as of 20apr45 the official identity of the aircraft was still CCCP-L984, although only the last 3 digits of the registration were painted on; in camo c/s; written off when crashed in a forest, details unknown
---	CCCP-L988	C-47	Aeroflot	rgd	photo 1945	registration not on pre-1944 or 1950/56 register; in olive drab c/s with neutral grey undersides
---	CCCP-L990	C-47	Aeroflot/Moscow			operated by 15 ATO; w/o 10sep46 on a cargo flight from Moscow-Bykovo to Voronezh when the left engine developed problems 1 hour 30 minutes into the flight and had to be shut down, the captain opted for a precautionary landing at Lebedyan (Ryazan region), but the aircraft lost height due to poor crew resource management (both pilots acted in an uncoordinated way), became unstable, crashed, caught fire and burnt out, 1 of the 4 crew members was slightly injured
---	CCCP-L993	C-47	GVF	rgd	mar45 ?	operated by 19 otap GVF as of 20apr45
---	CCCP-L993	C-47	AFL/Krasnoyarsk	trf	unknown	operated by 26 TAO; assigned to the crew of Tutakov 15apr48
---	CCCP-L997 "997"	C-47 C-47	GVF GVF/Soviet AF c/s	rgd	apr45 ? photo	operated by 19 otap GVF as of 20apr45 the official identity of the aircraft was still CCCP-L997, although only the last 3 digits of the registration were painted on
---	CCCP-L997	C-47	Aeroflot			written off 18dec47 on a test flight from Moscow-Vnukovo in poor weather after overhaul by ARB-400 GVF when entered fog on approach to Vnukovo and flew very low, the right wing hit a snow-covered hill near km 18 of the Kaluga highway (close to Topylo Stan), the aircraft soared up, collided with a high-voltage power-line and crashed upside-down, 1 crew member (the pilot) was killed and all others were 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-L1001	C-47	Aeroflot/Moldova			or TS-62; registration not on pre-1944 or 1950/56 register; opb Moldavski OAO; mentioned in a document 17jul52
---	CCCP-L1005 CCCP-L1005	C-47 C-47	GVF Aeroflot/Yakutiya	rgd trf	apr45 ? unknown	operated by 19 otap GVF as of may45; in a document apr46 as '1005' operated by 14 ATO; damaged 16jan49 on a flight from Zhigansk to Yakutsk when the right engine (which had been fitted with a carburettor from a Wright "Cyclone" engine during repair) developed problems during a pre-flight check run on the the ground at Zhigansk, but the crew decided to take off anyway, the right engine developed less power than the left one during the take-off run so that the aircraft veered to the right, the pilot forced the aircraft to lift off at low speed in order to prevent it from veering off the runway, the aircraft fell back to the ground and lifted off again after 15 metres and the right engine lost power at a height of 5 metres so that the aircraft turned right and lost speed, the left wing collided with a mast and the aircraft came to rest in a forest, all crew members and all 15 passengers escaped unhurt; the aircraft was repairable, but could not be transported from the accident site to a repair facility so it was struck off charge
---	CCCP-L1010	C-47	Aeroflot	KBL	photo nov46	as 'DOOR-D1010' of 'FVF-FIR-LINES', posing as a foreign aircraft in a Soviet film
---	CCCP-L1014	C-47	Aeroflot			registration not on pre-1944 or 1950/56 register; USAAF s/n reported by British agents at Kabul as 478797, but 44-78797 was part of a cancelled C-46F contract; l/n KBL apr47
---	CCCP-L1015	C-47B	Aeroflot	HEL	06jun49	registration not on pre-1944 or 1950/56 register; was fitted with a passenger door (as used on early PS-84s) on the right side; in olive drab c/s with neutral grey undersides, the tail in a different colour and white titles
---	CCCP-L1031	C-47	GVF	rgd	aug45 ? photo 1949	registration not on pre-1944 or 1950/56 register; opb 3 oads GVF at Myachkovko
---	CCCP-L1042	C-47	GVF			in a document as '1042' nov45; converted to a TS-62, date unknown
---	CCCP-L1042	TS-62	Aeroflot	Bua	photo 1949	at Stalingrad in 1947; registration not on 1950/56 register
---	CCCP-L1053	C-47	Aeroflot			registration not on pre-1944 or 1950/56 register; was reported to be USAAF s/n 45-1038, but that one was CCCP-L1214; in olive drab c/s with neutral grey undersides
---	CCCP-L1054	TS-62 ?	Aeroflot	KRR	jan56	registration not on pre-1944 or 1950/56 register
---	CCCP-L1057	C-47	Aeroflot	rgd	oct45 ?	registration not on 1950/56 register; a photo shows the arrival of the Hungarian "Vasas" football team at Budapest with this aircraft from Moscow in 1949
---	CCCP-L1061	C-47	Aeroflot	rgd	apr46 ?	registration not on pre-1944 or 1950/56 register; in a document as '1061' oct46
---	CCCP-L1065	C-47	AFL/Kazakhstan			was fitted with a passenger door (as used on early PS-84s) on the right side; on a photo at Kirensk (possibly before service with the Kazakh directorate); 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 accident site) was hit by a wheel of the B-25
---	CCCP-L1071	C-47	Aeroflot/Moscow			registration not on pre-1944 register; opb 1-ya Moskovskaya aviagruppa GVF; damaged 28jan47 on the leg from Khabarovsk of a flight from Khabarovsk to Moscow when took off from the poorly prepared ice airstrip (1,000 x 80 metres) at the water aerodrome and veered 20-25° to the left after running 150 metres, the pilot failed to abort the take-off and forced the aircraft to lift off at low speed in order to avoid a collision with ice hummocks, but the aircraft touched a sand spit 325 metres after lift-off and came down in snow-covered terrain, 1 of the 5 crew members was seriously injured while the other 4 and all 22 passengers escaped unhurt; the aircraft was deemed repairable
---	CCCP-L1105	C-47	Aeroflot			registration not on pre-1944 or 1950/56 register; the aircraft has been reported, but no date or location are known
---	CCCP-L1108	C-47	Aeroflot			registration not on pre-1944 or 1950/56 register; the aircraft has been reported, but no date or location are known
---	CCCP-L1205	C-47	Aeroflot/Yakutiya			registration not on pre-1944 register; operated by 14 ATO; overhauled by ARM-52 at Yakutsk 12sep48/21jan49; dbr 21jan49 on a flight from Yakutsk to Nyurba when the left engine developed problems at a height of some 30-50 metres shortly after lift-off as the aircraft had been refuelled with low-quality avgas (having a rating of only 85.5 octane instead of the required 95 octane), the pilot decided to return to the airport, but the flight mechanic failed to feather the left propeller and extended the landing gear without being told to do so by the pilot and the right engine failed as well so that the aircraft did not make it, colliding with the mast of a telegraph line and with the slope of a ravine 300 metres from the perimeter of the airport, one crew member was injured while the others escaped unhurt; the aircraft was repairable, but could not be transported from the accident site to a repair facility so it was struck off charge
---	CCCP-N331	C-47	Polyarnaya Aviats.	MOW	29sep45	registration not on pre-1944 or 1950/56 register; flew ice-reconnaissance missions 31oct44/12nov44; flew non-stop from Mys Chelyuskin via the North Pole to 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	registration not on pre-1944 or 1950/56 register; opb Chukotskaya aviagruppa in 1945
---	CCCP-N361	C-47B-15DK	Polyarnaya Aviats.			registration not on pre-1944 or 1950/56 register; assigned to Moskovskaya aviagruppa 05dec44 (pilot: by M.A. Titlov); flew ice-reconnaissance missions 11mar45/31oct45; damaged 27nov45 on a flight from Dudinka to the site of the forced landing of C-47B-15-DK CCCP-N362 at night when took off with crosswinds and was forced by the pilot to lift off at a speed of 60 knots when it was about to veer off the runway to the left, came down again after 22 metres, bounced several times and collided with the bank slope of a lake, all 5 crew members (pilot: by M.A. Titlov) and passengers escaped unhurt; repaired; trf to Chukotskaya aviagruppa in 1948
---	CCCP-N361	TS-62g	Polyarnaya Aviats.	trf	22dec48	registration not on pre-1944 or 1950/56 register; opb Moskovskaya aviagruppa as of 06dec44
---	CCCP-X...	TS-62g	Soviet MVD			registration not on pre-1944 register; trf to Moskovskaya aviagruppa 27apr45; damaged beyond repair 18dec45 on the leg from Tiksi of a flight from Moscow to Kresty Kolymskiy when the crew committed several mistakes on take-off from Tiksi at night, the aircraft lost height, hit the ground, caught fire and burnt out, 2 of the 6 crew members (pilot: M.G. Kaminski) and 1 passenger were injured; struck off charge in 1945
---	CCCP-N363	C-47	Polyarnaya Aviats.	trf	1944	could also be a Li-2; transported 15 passengers and 300 kg of cargo to polar stations 06apr46 (pilot: Kotyrev)
---	CCCP-N367	C-47	Polyarnaya Aviats.			registration not on pre-1944 or 1950/56 register; opb Moskovskaya aviagruppa by 1946
---	CCCP-N397	C-47 ?	Polyarnaya Aviats.			registration not on pre-1944 or 1950/56 register; 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-N420	C-47	Polyarnaya Aviats.			registration not on pre-1944 register; opb Moskovskaya aviagruppa by 1946; dbr 21nov46 on a flight from Yakutsk to Krasnoyarsk with a malfunctioning hydraulic system and a defective propeller feathering system when the left engine failed while the aircraft was flying at a height of some 700 metres, the propeller did not feather and the flight mechanic failed to handle the right engine correctly and to switch the hydraulic system to the hydraulic pump of the right engine so that the landing gear (which had failed to lock after take-off) lowered unintentionally, the aircraft lost height rapidly and made a forced landing in the taiga near Yakutsk, suffering substantial damage, all 6 crew members (pilot: I.M. Daksergof) and 13 passengers escaped basically unhurt
---	CCCP-N423	C-47	Polyarnaya Aviats.			registration not on pre-1944 or 1950/56 register; 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 were killed
---	CCCP-N424	C-47	Polyarnaya Aviats.			registration not on pre-1944 or 1950/56 register
---	CCCP-X395	TS-62	MVD - GULGMP			probably still opb NKVD; in dark green c/s
---	CCCP-X415	TS-62	NKVD	photo		registration not on pre-1944 register; cargo version; 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
---	"X-415" white	TS-62	Soviet Air Force			either c/n 2112, 2113, 2115, 2116 or 2117; used by the Soviet Air Force in the Khalkhin-Gol campaign against Japan may39/jun39; in mottled green over natural metal camo c/s with natural metal undersides, no markings apart from the ferry registration and Douglas logos on nose and fin
---	CCCP-X539	C-47	MVD - Dalstro			either c/n 2112, 2113, 2115, 2116 or 2117; used by the Soviet Air Force during the 'Winter War' against Finland in 1939/40; in metal c/s with Red Stars and Douglas logos on nose and fin; flew a Soviet delegation to Hanko (Finland) 22mar40
---	F-6 (1)	DC-3-196B	Soviet Air Force	ph.	1939	in two Soviet documents with USAAF s/n 42-93014, but that aircraft was delivered to the US Marine Corps I (a mix-up with s/n 42-93314 is unlikely as that one was mfd only 06may44); h/o 18apr44; h/o to long-range aviation at Krasnoyarsk 24apr44
---	F-6 (2)	DC-3-196B	Soviet Air Force	ph.	22mar40	
---	293014 ?	C-47A	Soviet Air Force			

---	"5"	C-47	GVF ?			probably opb transportnaya eskadriya AGON; damaged 02sep44 on landing at the Glina airstrip behind the German lines, but was repaired on-site by 05sep44
---	"07" white	C-47	Soviet Air Force			opb the so-called Sokolov Group, flying from Bari (Italy) to Yugoslavia in support of Yugoslav partisans in summer/autumn 1944 (pilot: Trofimov)
---	"09" white	C-47	Soviet Air Force			opb the so-called Sokolov Group, flying from Bari (Italy) to Yugoslavia in support of Yugoslav partisans in summer/autumn 1944 (pilot: Kuritsyn)
---	"12" white	C-47	Soviet Air Force			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		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 members and 13 passengers (the hockey team of the Soviet Air Force) were killed
---	"803" white	C-47	GVF/Soviet AF c/s	Ksv	1944	modified locally with a Soviet UTK-1 dorsal turret; operated by 101 ap dd; in olive drab c/s with neutral grey undersides, '2574E' on the fin; seen in Slovakia 01jun44
---	"808" white	C-47	Soviet Air Force	ph.	1943	modified locally with a Soviet UTK-1 dorsal turret; operated by 62 ad dd; in three-tone camo c/s; as the code was on the fin and not on the fuselage this should not have been a GVF aircraft
---	not known	DC-3	Soviet Air Force			the 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-na-Amure 25sep38 when hit (due to pilot error) the tail and right wing of a Soviet Air Force TB-3 which was taking part in the mission as well, entered a spin and crashed in the taiga near Duki, all 3 crew members (pilot: Major Usikov) and both passengers were killed; the empennage was recovered from the taiga in 1990, restored by KNAAPO and placed as a monument in front of house No. 49 at Komsomolsk-na-Amure
---	not known	C-47	Soviet Air Force			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			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-2s into UCHShLi-2s sep46
---	not known	C-47	Soviet Air Force			operated by 8 tap 1 pad GVF; w/o 25may43 when crashed near Krasnoyarsk
---	not known	C-47	Soviet Air Force			ferried by 1. pap 1 pad GVF; w/o 28may43 on a flight over Kamchatka when descended in clouds and crashed into the summit of a hill (660 metres) some 8-10 km from the coast about 20 km west of Neran (150 km east of Uelkal), all 3 crew members were killed; the wreck was found only aug43
---	not known	C-47	Soviet Air Force			opb 12 ap dd w/o during the night 06/07oct43 on a supply flight for partisans in the area of Mogilyov when was shot down by a night fighter of the German Air Force, all 5 crew members (pilot: Aleksandr Tsygankov) were killed
---	not known	C-47	Soviet Air Force			USAAF s/n given in a Soviet document as 42-23534, but that aircraft was not delivered to the Soviet Union; opb transportny aviatoryad 152 aviabazy at Abadan; w/o 09feb44 on a flight from Tehran to Abadan when crashed at a height of 3,300 metres into a mountain between Aba-Handor and Siramigun (105 km south-west of Isfahan); all 4 crew members (pilot: Major Fyodor A. Khurtski) and 3 passengers were killed; the wreck was found only 26mar44
---	not known	C-47	Soviet Air Force			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 Lieutenant P.P. Danilov) and the sole passenger killed
---	not known	C-47	Soviet Air Force			opb 89 tap at Ostafeyvo; w/o 26aug44 on a flight from Bryansk when caught fire shortly after take-off and crashed into a forest 2 km from Bryansk, all 4 crew (pilot: 2nd Lieutenant Aleksei S. Alekseyenko) killed
---	not known	C-47	Soviet Air Force			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			opb 89 tap at Ostafeyvo; w/o 09jun45, at least one crew member (the pilot, Captain Pavel I. Zhuk) killed
---	not known	C-47	Soviet Air Force			opb 8 tap; w/o 23aug45 when crashed 50 km north of Jilin (Russian transcription Gírn) in the Chinese region of Manchuria, at least one crew member killed
---	not known	C-47	Soviet Air Force			operated by 104 avp 73 vsp ad ADD at Ostafeyvo; w/o 12oct45 when crashed into a mountain slope of the Kuznetski Alatau range near Pezas (Krapinvinski district of the Kemerovo region), all 4 crew members (pilot: 2nd Lieutenant Dmitri F. Shatalov rather than Captain Sergei K. Korostelyov) and 18 passengers were killed
---	not known	C-47	Soviet Air Force			w/o 03dec45 when crashed on a test flight, all 4 crew members (pilot: Lieutenant Colonel A.A. Zhivopistsev) were killed
---	not known	C-47	Soviet Air Force			opb 5 oae on 2 adon; w/o 06dec45 on a flight from Sochi-Adler to Krasnodar when entered clouds and crashed 100 metres below the summit into Mount Autl in the Main Caucasian Ridge, all 5 crew members were killed
---	not known	C-47	Soviet Air Force			w/o 25dec45 when crashed near Dudinka, 10 occupants killed
---	not known	C-47	Soviet Navy			opb 72 otae of the Northern Fleet at Vayenga; crashed 23jan49, all 6 crew and 3 passengers were killed (pilot: V.G. Taran)
---	not known	TS-62	Aeroflot/Ukraine			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 Gongs) 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 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
---	CA33	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
---	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	C-47A	CNAC	r/r	1948	passenger&cargo version with 27 seats; defected from Hong Kong to Tientsin in Communist China 09nov49; cancelled 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 with 32 seats; under repair at JAMCO in 1949; cancelled 13nov49; was at HKG 16nov49 and subsequently impounded there; 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 with 27 seats; defected from Hong Kong to Tientsin in Communist China 09nov49; cancelled 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 with 21 seats; defected from Hong Kong to Tientsin in Communist China 09nov49; cancelled 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 with 27 seats (equipped with bucket seats and cushions); defected from Hong Kong to Tientsin in Communist China 09nov49; cancelled 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	cancelled 13nov49; not sold dec49
---	XT-139	C-47A-DC	CNAC	r/r	1948	passenger version with 21 seats; defected from Hong Kong to Tientsin in Communist China 09nov49; cancelled 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; damaged beyond repair 16aug48 on a flight from Rangoon to Mandalay (Burma), all 3 crew members and all passengers survived
---	XT-501	C-47	Centr Air Trp Corp	r/r	1948	defected from Canton (now Guangzhou) to Nanking 25aug49; cancelled 13nov49; probably later opb SKOGA and CAAC
---	XT-503	C-47A	Centr Air Trp Corp	r/r	1948	cancelled 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; cancelled 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; cancelled 13nov49; probably later opb SKOGA and CAAC
---	XT-509	C-47D	Centr Air Trp Corp	r/r	1948	cancelled 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	cancelled 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	cancelled 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	cancelled 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; cancelled 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 cancelled 13nov49

---	XT-521	C-47A	Centr Air Trp Corp	r/r	1948	cancelled 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	cancelled 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	cancelled 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	cancelled 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	cancelled 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	cancelled 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	cancelled 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	cancelled 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	cancelled 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	cancelled 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	cancelled 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 cancelled 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 cancelled 13nov49; fate unknown
---	XT-819	C-47	CNRRRA Air Transp.			
---	XT-819	C-47	Civil Air Transp.	trf	28may48	probably cancelled 13nov49
---	XT-821	C-47	Civil Air Transp.			leased; cancelled 13nov49; fate unknown
---	XT-829	C-47	Civil Air Transp.			reported as c/n 17033/34298, but that does not seem possible; probably cancelled 13nov49
---	101 (1)	C-47A	CNAC	d/d	1944	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 (2)	C-47	Civ Avn Adm China	rgd	dec49	possibly opb SKOGA in 1950/54; ex "National Day"; cancelled in 1964; confirmed to be the same aircraft as next line
	'XT-115'	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 Tai 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 1949/54; ex "China Youth"; based at Shanghai by 1960; wfu 1964 (or jan67)
---	102 (2)	TS-62	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 Aviation Institute (which became the Beijing University of Aeronautics and Astronautics and finally the Beihang University), seen dismantled oct86/nov10 and assembled in the Beijing Air and Space Museum of the Beihang University (E39.980814 E116.344539) 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; see c/n 20867
---	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	CNAC	d/d	1944	probably c/n 14860/26305 or 14861/26306; w/o 24nov44 on a flight from Suifu 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; see c/n 15779/32527
---	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; see c/n 15783/32531
---	110 (2)	C-47	Civ Avn Adm China			possibly opb SKOGA in 1950/54; this aircraft was also reported as "National Day" aug51; see c/n 16055/32803
---	117	C-47	CNAC			cancelled in 1966; confirmed to be the same aircraft as next line
---	117	C-47	Civ Avn Adm China	rgd	dec49	has got an additional cockpit window on the left-hand side (but smaller than that of the Li-2); with three-bladed propellers; in white c/s with light grey undersides and yellow spinners; preserved in the China Aviation Museum at Shahezhen, seen nov91/nov92
---	97042	TS-62	Chinese Air Force	Chp	28nov91	has got an additional cockpit window on the left-hand side (but smaller than that of the Li-2); with three-bladed propellers; in olive drab c/s with yellow spinners and USAAF roundels; 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; preserved in these fake colours in the China Aviation Museum at Shahezhen, seen parked in a display of aircraft flown-in by Chairman Mao mar94/oct96
	'4766'	TS-62	US Army Air Force	Chp	28oct93	in olive drab c/s with Nationalist roundels; preserved in these fake colours in the China Aviation Museum at Shahezhen
	'476'	TS-62	Chinese Air Force	Chp	apr97	with three-bladed propeller; in olive drab c/s with yellow spinners, but without roundels now; preserved in the China Aviation Museum (N40.187464 E116.362541) at Shahezhen, not seen 04dec02, but seen again mar04, l/n sep15
	'4766'	TS-62	Chinese Air Force	Chp	01jun01	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 members and 16 passengers were killed
---	138	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
---	139	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, ran low on fuel and crashed on final approach (also in heavy fog), 2 of the 3 crew members and 17 of the 27 passengers were 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 (probably mottled white over grey) camo c/s
---	501	L2D2	Chinese Air Force	PEK	30nov45	at West Field; captured from Japanese forces in 1945; in mottled (probably white over grey) 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; total time 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 Hangkong 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 members 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) were 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 members (US citizen) and 13 passengers (among

---	not known	C-47	Centr Air Trp Corp			them high-ranking dignitaries of the Communist Party of China and members of their families) were 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	Chinese Air Force			w/o 15dec46 when crashed near Changsing
---	HA-LIH	C-47B	MASZOVLET	Bua	sep49	w/o 06feb47 on a flight from Xian to Chongqing when crashed due to icing near Chongqing, 9 of the 11 occupants were killed and both survivors seriously injured
---	OK-WAD	C-47	CSA	no	reports	fake identity for a Soviet aircraft which was used to fly from Budaörs to Belgrade (captain: Alexei) 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 a Hungarian flag on the fin, no other markings or titles
---	OK-WCW	C-47	CSA	no	reports	the registration OK-WAD is not included in the Czechoslovakian register
---	OK-XBE	C-47	CSA	no	reports	the registration OK-WCW is not included in the Czechoslovakian register
---	D-02	C-47	Czechoslovak AF	no	reports	the registration OK-XBE is not included in the Czechoslovakian register
---	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-17	C-47	Czechoslovak AF		photo	VIP aircraft; in natural metal c/s with blue 'lightning-bolt' cheatline
---	D-19	C-47	Czechoslovak AF		photo	in olive drab c/s; f/n MAN aug47; l/n MAN 09may51
---	DL-11	C-47	Czechoslovak AF	no	reports	
---	DL-16	C-47	Czechoslovak AF	no	reports	
---	V-17	C-47	Czechoslovak AF	no	reports	
---	not known	DC-3	North Korean AF			underwent trials with the SVZÚ, probably apr50
---	921	C-47	Polish Air Force			ex HL-06 "Chang Rang" of Korean National Airlines which had been hijacked by Kim Taek Seon on a flight from Pusan to Seoul 16feb58 and landed at Pyongyang; 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			opb Samodzielna Eskadra Transportowa (independent transport flight) PKWN in 1944/45 and later by naval aviation; in olive drab c/s with neutral grey undersides, white serial and code
---	YU-ABL	C-47	JAT			opb 2. SESzt and 6. SETSP 01nov44/31oct45
---	not known	C-47	Yugoslav Air Force			leased from the Yugoslav Air Force jul51/aug51
						written off 02dec54

## Douglas DF in Soviet service

The designation DF stands for 'Douglas Flying Boat', as DC stands for 'Douglas Commercial' and DB stands for 'Douglas Bomber'. Only four of these aircraft were built as US airlines did not show interest in the type. Two of the flying boats were delivered to Japan under the designation DF-151, while the other two were purchased by the US-based Soviet foreign trade company Amtorg in 1937, for service with Polar Aviation on the Siberian rivers. Unfortunately, there are problems with both the construction numbers and the version of the two Soviet DFs. The construction numbers are given as '2' resp. '3' in the Soviet civil aviation register as well as in various Polar Aviation documents, but these are probably the numbers under which the aircraft were included in the Amtorg purchase contract for three aircraft, one Vultee V-1A and the two DFs. The Douglas construction numbers probably lie in the range between 1569 and 1579, but that is just an educated guess. Polar Aviation documents from 1940 onwards give the version as DF-195, and Western sources agree with that, but an inventory listing of the Lena Aviation Group of Polar Aviation dated July 1939 gives the version as DF-151 which is kind of a riddle. Both aircraft were transferred to the Civil Air Fleet (GVF) in May 1941, and CCCP-N205 was lost in an accident one month later, while CCCP-N206 soldiered on until summer 1946.

### Built by Douglas at Santa Monica-Clover Field, CA

2	CCCP-N205	DF-195	Polyarnaya Aviats.	rgd	08oct37	the 3rd DF built (c/n given as '2' in the register as well as in various Polar Aviation documents, but this cannot be the real Douglas c/n, see the remark in the introduction story); version given as DF-151 in an inventory listing of Lenskaya aviagruppa dated jul39, but as DF-195 in documents from 1940 on; in dark blue c/s with red wings and rudder and a Polar Aviation pennant on the fin, no titles; transported by ship to Leningrad in disassembled state in spring 1937; photo 01apr37; ferried from Leningrad to Sevastopol may37 for trials with the NII GVF; opb Morskoi otryad Yeniseiskoi aviagruppy probably from aug37; damaged 21sep37 on take-off from the river Yenisei at Krasnoyarsk when the right wing float was ripped off; opb Lenskaya aviagruppa from 09jul39 and again from 09may40; was under repair with KARZ at Krasnoyarsk as of 09may40; started operations again 11jul40; damaged 14jul40 on landing on the river Lena at Yakutsk after sunset when touched down hard; was not operational as of 01dec40
	CCCP-N205	DF-195	Aeroflot	trf	01may41	with total time 696 hours, was under repair with KARZ by then; opb Yakutskaya aviagruppa; w/o jun41 on landing at the hydroport of Yakutsk; struck off charge 29aug41
3	CCCP-N206	DF-195	Polyarnaya Aviats.	rgd	09aug37	the 4th DF built (c/n given as '3' in the register as well as in various Polar Aviation documents, but this cannot be the real Douglas c/n, see the remark in the introduction story); version given as DF-151 in an inventory listing of Lenskaya aviagruppa dated jul39, but as DF-195 in documents from 1940 on; in dark blue c/s with red wings and rudder and a Polar Aviation pennant on the fin, no titles; transported by ship to Leningrad in disassembled state in spring 1937; ferried from Leningrad to Sevastopol may37 for trials with the NII GVF; opb Morskoi otryad Yeniseiskoi aviagruppy from jul37; left Moscow for Dikson island 14aug37; took part in the search for the Bolkhovitinov DB-A URSS-N209 (which had disappeared during a flight across the North Pole to the USA 13aug37) from 15aug37; opb Lenskaya aviagruppa from 09jul39 and again from 09may40; was under repair with KARZ at Krasnoyarsk as of 09may40 and 15jun40; left Yakutsk for overhaul 15sep40; was not operational as of 01dec40
	CCCP-N206	DF-195	Aeroflot	trf	01may41	with total time 837 hours, was under repair with KARZ by then; opb Yakutskaya aviagruppa; later operated in support of the ALSIB operation; operated by 14 TAO from mar46; made its last flight to lake Byeloye ozero near Yakutsk airport in summer 1946; struck off charge 01aug46; the fuselage was used as a shed until 1961

## Eurocopter AS350 & AS355 "Écureuil" in Russian and North Korean military service

Russian Defence Minister Anatoli Serdyukov, who was in office from 2007 to 2012, conducted a policy of reorganising and modernising the Russian Armed Forces. Part of this policy was the procurement of certain equipment - which the Russian industry was not able to supply - from producers in Western Europe. Among such equipment were light helicopters, and so the Russian military trade company OAO "Voyentorg" (which reports to the Russian MoD) acquired three AS30s and two AS355s in June 2012 and 'donated' them to the Russian MoD two months later. All five "Écureuils" were taken on charge by 800 aviabaza at Chkalovski which is responsible, among other things, for VIP transportation. Some of the helicopters are supposed to have undergone trials with the GLITs until late 2012. As of mid-2012, there were plans to buy up to 200 helicopters from Eurocopter for the Russian military, but nothing came of this after the dismissal of Serdyukov in November 2012. A tender for the maintenance of the five "Écureuils" was published on 11 July 2013, being the last available official information on the service of the type with the Russian Air Force. None of them was seen flying after 2015, and they were certainly grounded as a result of the sanctions which were imposed by the West on Russia starting in 2014. The fate of the five Russian Air Force "Écureuils" is not known.

Actually, the first - in this case paramilitary - state operator of the "Écureuil" in Russia was the Ministry of the Interior (MVD). Two AS355s were acquired second-hand probably in 2007 and put into service with the "Yastreb" special purpose flight. One of them was lost in an accident in 2016, while the other one was last noted flying in 2019.

The North Korean Air Force used at least one AS350B (probably an AS350B2), which was obviously acquired second-hand, for VIP flights. Unfortunately, there is nothing more known.

### Built by Eurocopter France at Marignane

5567	RF-29010	AS355N	Russian MVD	mfd	1994	ex N6097U, N54HG and N54HQ (canx 06jul05 as exported to Russia); opb Tsentri aviatcii MVD Rossii (became aasn "Yastreb" jun11) at Chkalovski; initially in medium blue c/s with a Russian MVD coat-of-arms, no titles; f/n BKA 10jun08; l/n in its old colours VOG 22nov10; tender for repainting issued 18nov10; repainted in medium grey c/s without titles and named 'Aleksandr Kalabushkin' after a pilot of the unit who was killed during the fighting in Chechnya; f/n as such ZIA 06oct12; l/n ZIA 30aug19, flying ex 3A-MRG and F-GJSN (canx only 03jul12); opb Tsentri aviatcii MVD Rossii (became aasn "Yastreb" jun11) at Chkalovski; in white/dark blue c/s, initially carried 'Militsiya' titles; f/n GOJ 17mar07; l/n as such GOJ 20jul10; titles changed to 'Politsiya'; f/n as such SVO 24apr11; w/o 04mar16 on a patrol flight from Ivanovo to Chkalovski to prevent illegal deforestation when encountered heavy fog, touched trees near Varvarino (Yuryev-Polski district of the Vladimir region) and came down in a forest, 2 of the 4 occupants (I. Karpenko and P. Solomatn) were killed and both survivors were injured
5701	RF-29011	AS355N	Russian MVD	mfd	2002	ex F-WWPE; acquired by Voyentorg jun12 and donated to the Russian MoD 10aug12; probably never carried the registration; canx 09oct12
5788	RA-.....	AS355NP	Voyentorg	rgd	2012	opb 800 AvB at Chkalovski; in silver c/s with black tailboom and trim, no external markings visible; f/n CKL 17aug12; landed on the floating DBR-481 helipad on the river Moskva in front of the Russian MoD 15feb15
	RF-92553	AS355NP	Russian Air Force	h/o	10aug12	

5790	RA-.....	AS355NP	Voyentorg	rgd	2012	acquired by Voyentorg jun12 and donated to the Russian MoD 10aug12; probably never carried the registration; canx 09oct12
	RF-92560	AS355NP	Russian Air Force	h/o	10aug12	opb 800 AvB at Chkalovski; in a camo c/s of two shades of olive drab, no external markings visible; f/n CKL 17aug12
7312	RA-.....	AS350B3e	Voyentorg	rgd	2012	acquired by Voyentorg jun12 and donated to the Russian MoD 10aug12; probably never carried the registration; canx 09oct12
	RF-92484	AS350B3e	Russian Air Force	h/o	10aug12	opb 800 AvB at Chkalovski; in a camo c/s of two shades of olive drab, no external markings visible; f/n CKL 17aug12; l/n CKL 15jul14, flying
7318	RA-.....	AS350B3e	Voyentorg	rgd	2012	acquired by Voyentorg jun12 and donated to the Russian MoD 10aug12; probably never carried the registration; canx 09oct12
	RF-92486	AS350B3e	Russian Air Force	h/o	10aug12	opb 800 AvB at Chkalovski; f/n CKL 17aug12; either the one in metallic grey c/s with dark blue belly and tailboom and medium blue and light red trim or the one in white c/s with purple and blue trim, no external markings were visible on either of the two
7322	RA-.....	AS350B3e	Voyentorg	rgd	2012	acquired by Voyentorg jun12 and donated to the Russian MoD 10aug12; probably never carried the registration; canx 09oct12
	RF-92485	AS350B3e	Russian Air Force	h/o	10aug12	opb 800 AvB at Chkalovski; f/n CKL 17aug12; either the one in metallic grey c/s with dark blue belly and tailboom and medium blue and light red trim or the one in white c/s with purple and blue trim, no external markings were visible on either of the two
---	414	AS350B2	North Korean AF	ph.	18jul17	version not confirmed; used for VIP flights; in all-white c/s with roundels and black code; used by the Commander-in-Chief of the North Korean Navy, Admiral Ri Yong-Ju, to travel to Ryonpho 18jul17

## 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 (e.g., one with a 'B' as the second letter of the Stammkennzeichen at Kalach on 23 November 1942). 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 a '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; cancelled 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	Aeroflot/Baltics	mfd	mar41	built by Fieseler; ex KF+XQ of the German Air Force; captured in a hangar at Windau (now Ventspils) airfield and made airworthy by German PoWs (the wooden slats were replaced by metallic slats in the process); opb Latviski AO; w/o 27jun46 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, the pilot (Sidorov) and both (unauthorised) passengers were killed; total time in Soviet service 63 hours 35 minutes; probably registered only aug45, after its loss
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 Bezpieczeństwa Wewnetrznego (Internal Security Corps); opb 9 SELL KBW at Warsaw-Bielany in 1948/49; also used the c/n as a 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 Bezpieczeństwa Wewnetrznego (Internal Security Corps); opb 9 SELL KBW at Warsaw-Bielany in 1949/51
P-4	SP-ARK SP-ARK SP-AGN	Fi 156C-3 Fi 156C-3 Fi 156C-1	Instytut Lotnictwa Legia Lotnicza DLC MK	rgd trf f/f	22oct51 1954 29apr47	in dark green c/s with light blue undersides and yellow rudder never registered with this operator; cancelled 19mar56 (also reported as 26jan55) as withdrawn from use 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 28jul47)
	SP-AGN	Fi 156C-1	Sluzba Polsce	trf	sep49	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 SP-AGN SP-AGN	Fi 156C-1 Fi 156C-1 Fi 156C-1	Aeroklub Poznanski Legia Lotnicza CZLS	trf trf trf	21nov49 03mar50 1951	Centralny Zarząd Lotnictwa Sanitarnego; never registered with this operator; cancelled 04aug55 as withdrawn from use
P-5	SP-AGO	Fi 156D	DLC MK	f/f	1947	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-AGO	Fi 156D	Sluzba Polsce	rgd	17sep49	Powszechna Organizacja "Sluzba Polsce"; used as an ambulance; named 'Dar Młodzieży' (Gift by the Youth) 01may49; in white c/s with black nose and Red Crosses, with titles
	SP-AGO	Fi 156D	Legia Lotnicza	trf	01mar50	written off during the night 03/04jan52 on a flight from Warsaw to Poznan when hit a factory chimney at Szamoty, crashed and burnt out, both occupants were killed; cancelled 11jan52
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 Bezpieczeństwa 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-8	2	Fi 156	Polish KBW			ex German Air Force; rebuilt by OWL-5 at Poznan, with a new c/n allocated; Korpus Bezpieczeństwa 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
P-1009	SP-AMK SP-AMK SP-AMK	Fi 156D-1 Fi 156D-1 Fi 156D-1	Legia Lotnicza CZLS	trf trf	01mar50 unknown	Centralny Zarząd Lotnictwa Sanitarnego; used as an ambulance; in white c/s with black nose and Red Crosses; cancelled 31may59 (also given as 22may59) as withdrawn from use
	37	Fi 156	Polish KBW			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 Bezpieczeństwa Wewnetrznego (Internal Security Corps); opb 9 SELL KBW at Warsaw-Bielany in 1948/49; also used '1009' (derived from the c/n) as a serial; donated to the communist 'Democratic Army of Greece' for use in the civil war
	---	CCCP-N430	Fi 156	Polyarnaya Aviats.	rgd	10jul45 ?
---	SP-BAS	Fi 156D-1	WSK Swidnik	rgd	08jul54	with a wrong c/n (c/n 4463115 of the engine) in the register; ex German Air Force; rebuilt by ZSLs-3 at Poznan in 1954; in white c/s with black nose
---	SP-BAS SP-BAS SP-BAS	Fi 156D-1 Fi 156D-1 Fi 156D-1	Aeroklub PRL CZLS	trf trf	10jul58 1958	Centralny Zarząd Lotnictwa Sanitarnego; used as an ambulance; in white c/s with Red Crosses; cancelled 03mar61
	not known	Fi 156	Soviet Air Force	d/d	06oct39	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
	---	not known	Fi 156	Soviet Air Force	d/d	1940
---	not known	Fi 156	Soviet Air Force	ph.	1944	underwent trials with the NII VVS in 1944; in dark green c/s with light blue undersides
---	not known	Fi 156	Soviet Air Force			used as a courier aircraft by 122 iap 311 iad in Hungary in 1944/45
---	not known	Fi 156	Soviet Air Force			found at the former Luftwaffe base at Sochaczew (Mazovia) jan45; used by the commissar of 812 iap (Major Timofei Pasynok) as his personal hack
---	not known	Fi 156	not known			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	not known			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 CCCP-14340	L-60 L-60	GosNII GVF AFL/North Kavkaz	rgd trf	08sep59 1959 ?	opb 83 AO at Stavropol-Shpakovskoye; struck off charge 20feb63 due to its poor technical condition and

## Focke-Achgelis Fa 223 "Drache" (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 Böhmisch Kamnitz-Rabstein (Ceská Kamenice-Rabstejn) 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. Fa 223.1	not known no reg	Fa 223E-0 Fa 223.1	OKB Bratukhina Avia	f/f	12mar48	S5. (probably either S52, S53 or S54); made airworthy by the LII in late 1946 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 České Budejovice to Prague when the transmission failed and the helicopter crash-landed near Hostý u Týna nad Vltavou, both crew members 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, total time 117 hours by then; repair (using parts of VR-3.2) completed probably in late 1951; opb the LVÚ (flight-test centre) at Letnany; damaged 05mar52 on take-off from Prelouc when banked to the left and came to rest on the nose and the left rotor boom, 1 of the 3 crew members was slightly injured; not repaired as the type was considered as being outdated
Fa 223.2	no reg V-25	Fa 223.2 VR-3.2	Avia Czechoslovak AF	f/f PRG	05jul48 04sep49	from Cakovice; fuselage built from scratch 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 2222	not known no serial	Fw 58K-3 Fw 58C	Chinese Air Force Polish KBW	d/d mfd	1936 1943	shipped from Germany to China 16nov36
	SP-ARP	Fw 58C	PZL Mielec	rgd	16jun54	Korpus Bezpieczeństwa Wewnętrznego (Internal Security Corps); ex German Air Force; rebuilt by PZL Mielec; h/o 1948; opb 9 SEL KBW at Warsaw-Bielany; in olive drab c/s with light blue undersides; still on charge by mar52
	SP-ARP	Fw 58C	ZLS	photo		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
2754	not known	Fw 58B-2	Soviet Air Force	d/d	may40	transfer to the Ministry of Health is not reflected in the register !; 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; cancelled 22may59 as a result of an inspection on 04apr59
3100	CCCP-I488 OK-TRE	Fw 58B-2 Fw 58KL-1	NKAP zavod # 22 SLS	rgd f/f	29jan43 19nov36	ex D-OWWR; on a photo with Red Stars and the German registration D-OWWR; ferried from Königsberg via Bialystok, Minsk and Smolensk to Moscow may40; underwent trials with the NII VVS in summer 1940 (63 flights with a total time of 36 hours 50 minutes)
3101	OK-HLM	Fw 58KL-1	SLS	mfd	1936 ?	based at Moscow-Filii
3547	not known	Fw 58C-2	Soviet Air Force	d/d	may40	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
3548	CCCP-1794 not known	Fw 58C-2 Fw 58C-2	NKAP Soviet Air Force	rgd d/d	unknown may40	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
---	A	Fw 58C-2	Slovak Air Force	d/d	jul43	ex TR+AS of the German Air Force and D-OWWS; on a photo with Red Stars and the German registration D-OWWS; ferried from Königsberg via Bialystok, Minsk and Smolensk to Moscow may40; underwent trials with the NII VVS in summer 1940 (112 flights with a total time of 32 hours 35 minutes)
	no code	Fw 58C-2	Soviet Air Force	ph.	1944 ?	struck off charge in the 1st quarter of 1949 as no longer airworthy
	BZ-7	Fw 58C-2	Czechoslovak AF	trf	1945	ex TR+AT of the German Air Force and D-OWWT; 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)
---	not known	Fw 58C-2	Slovak Air Force	d/d	jul43	c/n given by CMK Kits as 58459 and by "Slovenští 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 Isla in eastern Slovakia to the Soviet Union 31aug44, was intercepted by Soviet La-5 fighters and escorted to Kalinovo
---	not known	Fw 58B	Soviet Navy			actually Czechoslovakian Air Force, opb 1. cs. smíšená letecká divize; remained in its original German camo c/s (probably dark greyish green/medium green with light grey undersides)

## 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 23mar43/21apr43; retained its German colours (RLM 72 and 73 with undersides in RLM 65) and the nose-art, but Red Stars were painted on fuselage and wings; some equipment was 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 22jun43/01oct48, 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; modified for Arctic duty at Leipzig-Schkeuditz; toc dec46; opb Moskovskaya AGON at Zakharkovo; in orange c/s with blue nose, cheatline and trim and small 'Polyarnaya Aviatsiya' titles on the nose; registration painted on the fuselage as 'H-401', prefix on the wings only; not airworthy at Zakharkovo as of 10jan47; rgd apr48 ?; the right main gear and the right wing tip were damaged 15apr48 during the take-off run for a test flight at Krasnoyarsk; repaired; used to resupply the Arctic expedition "Sever-4" in 1949; technical condition assessed 22sep49 and struck off charge 12nov49 as 'for spares'
0199	CCCP-N500	Fw 200C-4	Polyarnaya Aviats.	rgd	dec47 ?	ex D-ACBD and TA+MA of Deutsche Lufthansa; captured by Soviet troops at Berlin-Tempelhof 28/29apr45; probably modified for Arctic duty at Leipzig-Schkeuditz
	CCCP-N500	MK-200	Polyarnaya Aviats.			re-engined with ASH-62IR engines by Factory No. 23 in Moscow-Fili in 1948; opb Moskovskaya AGON at Zakharkovo; in orange c/s with blue nose, cheatline and trim and small 'Polyarnaya Aviatsiya' titles on the nose; registration painted on the fuselage as 'H-500', prefix on the wings only; 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, the oil coolers were damaged; repaired; dbr 23apr50 on a flight to Yakutsk when landed in cross-winds, 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 members (pilot: Captain F.A. Shatrov) and the sole passenger escaped unhurt; total time 318 hours 40 minutes (of them 183 hours 23 minutes in the Soviet Union); struck off charge 28jul50
---	no reg	Fw 200C-4	Polyarnaya Aviats.	d/d	apr46	could be c/n 0142 ex D-ASVY or c/n 0190 ex D-ASVQ; modified for Arctic duty at Leipzig-Schkeuditz; in orange c/s with blue nose, cheatline and trim and Red Stars on the fuselage; ferried from Leipzig-Schkeuditz to Khimki apr46
	CCCP-N400	Fw 200C-4	Polyarnaya Aviats.			was at Khimki as of 10apr46; opb Moskovskaya AGON at Zakharkovo; in orange c/s with blue nose, cheatline and trim and small 'Polyarnaya Aviatsiya' titles on the nose; registration painted on the fuselage as 'H-400', prefix on the wings only; dbr 13dec46 on the leg from Igarka to Arkhangelsk of a flight from Khatanga to Moscow when engines Nos. 4 and 3 failed near Tazovskaya guba and engine No. 2 also lost power some time later so that the pilot had to perform a forced landing wheels-up on the ice of Baidaratskaya guba bay between Ust'-Kara and Marrasale (N69°20' E67°30'), 4 of the 21 occupants were injured while the others (among them the pilot, Mikhail A. Titlov) escaped unhurt and all were rescued by 3 Po-2s 16 days later; flew only some 90 hours in the Soviet Union; the wreck eventually sank; 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	Kac	1985	opb 859 UTs MA at Kacha; in white c/s with trim in two shades of blue
---	not known	K-1	Soviet Navy			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
---	GL-0389	Chetak	privately owned	no	reports	opb "Aeromaster" aero club; w/o 08jan09 on an illegal flight when collided with a high-voltage power-line and crashed near Makeyevka (Ukraine), pilot killed

## 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 mtap (mine and torpedo aviation regiment) at Vayenga-1 which was redesignated 9 gvardii mtap 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 mtap 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 mtap 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 mtap 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 not known	Hampden Hampden	Soviet Navy Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n P5315 modified into a training aircraft; opb 24 mtap at Vayenga-1; photo in TsVMA, f. 12, op. 1, d. 1128, l. 115-117; damaged beyond repair 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; photo in TsVMA, f. 12, op. 1, d. 1155, l. 194, 195
[X3022]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n X3022; opb 24 mtap at Vayenga-1; written off 01nov42 on a training flight from Vayenga-1 when both engines failed and the aircraft crash-landed, caught fire and burnt out, the crew survived; photo of the wreck in TsVMA, f. 12, op. 1, d. 1118, l. 325-329
[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 (was operated by No. 455 Sqn RAAF); photo in TsVMA, f. 12, op. 1, d. 1118, l. 321-323
[AD908]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AD908 (was operated by No. 455 Sqn RAAF)
[AD977]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AD977 (was operated by No. 455 Sqn RAAF)
[AE130]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AE130 (was operated by No. 144 Sqn RAF; damaged by fighters of the Soviet Navy 04sep42 and made a forced landing near Afrikanda)
[AE156]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AE156 (was operated by No. 455 Sqn RAAF)
[AE158]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AE158 (was operated by No. 144 Sqn RAF)
[AE194]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AE194 (was operated by No. 455 Sqn RAAF)
[AE231]	"37" white	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AE231 (was operated by No. 455 Sqn RAAF); operated by 3 ae 24 mtap at Vayenga-1; in dark green/dark earth camo c/s with black undersides; a photo exists; w/o 11jan43 (not 12jan43) on a mission against Kirkenes when was shot down by German fighters and crashed in the tundra near a road 7 km north-west of MezhduRechye (Kola district of the Murmansk region), all 4 crew members (pilot: 1st Lieutenant Vladimir S. Golubev) were killed; some wreckage was still extant in 2019
[AE307]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AE307 (was operated by No. 455 Sqn RAAF)

**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 (was operated by No. 144 Sqn RAF)
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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 (was operated by No. 455 Sqn RAAF)
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**Aircraft with unknown construction numbers include**

---	"30" white	Hampden	Soviet Navy	ph.	late 42	"Hampden" TB Mk.I; ex No. 455 Sqn RAAF; operated by 2 ae 24 mtap at Vayenga-1; w/o 01jan43 on a combat mission when caught fire and crashed into the sea, all 4 crew members (pilot: Captain Andrei Z. Stoyanov) were killed
---	"34" white	Hampden	Soviet Navy		photo	"Hampden" TB Mk.I; operated by 3 ae 24 mtap (redesignated 9 mtap 31may43) at Vayenga-1, pilot: 3rd Lieutenant Ivan F. Makrydin; in dark green/dark earth camo c/s with black undersides; as Makrydin did not return from a combat mission 01jun43 probably this aircraft was lost that day
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; operated by 24 mtap at Vayenga-1; damaged beyond repair 25oct42 on landing at Vayenga-1
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; operated by 24 mtap at Vayenga-1; w/o 18nov42 on a training flight at night when lost speed, banked and crashed close to the airfield, all crew members (pilot: Captain I.Ya. Garbuz) were killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; operated by 24 mtap 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 members (pilot: Captain Andrei A. Bashtyrkov) were killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; operated by 24 mtap at Vayenga-1; w/o 29jan43 on a torpedo mission against a German convoy when was shot down by the anti-aircraft artillery of the ships and crashed into the sea, all 4 crew members (pilot: Captain Sergei I. Trunov) were killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; operated by 24 mtap at Vayenga-1; w/o 29jan43 on a torpedo mission against a German convoy when was shot down by the anti-aircraft artillery of the ships and crashed into the sea, all 4 crew members (pilot: 1st Lieutenant Grigori Ya. Malygin) were killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; operated by 24 mtap at Vayenga-1; dbr 29jan43 on a torpedo mission against a German convoy when was damaged by the anti-aircraft artillery of the ships, but managed to make a wheels-up landing on Rybachy peninsula, all crew members (pilot: Captain Anatoli I. Ostrovski) escaped
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; operated by 24 mtap at Vayenga-1; w/o 10apr43 on return from a mission against a German convoy near Tanafjord (Finnmark county of Norway) when was shot down by 4 Bf 110 fighters of the German Air Force, all 4 crew members (pilot: Captain Viktor U. Glushkov) were killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; operated by 24 mtap at Vayenga-1; w/o 10apr43 on return from a mission against German shipping when was shot down by 4 Bf 110 fighters of the German Air Force, all 4 crew members (pilot: Senior Sergeant Nikolai M. Vatagin) were killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; operated by 3 ae 24 mtap 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 "Leesee" (2,624 GRT) off Makkaur, all 4 crew members (pilot: Captain Vasili N. Kiselyov) were killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; operated by 24 mtap at Vayenga-1; w/o 01may43 on a torpedo mission against a German convoy in Varangerfjord when was shot down by Bf 110 fighters of the German Air Force
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; operated by 24 mtap (redesignated 9 mtap 31may43) at Vayenga-1; w/o 23jun43 on a combat mission when was shot down by fighters of the German Air Force and crash-landed in the sea, the crew was rescued
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; operated by 3 ae 24 mtap (redesignated 9 mtap 31may43) at Vayenga-1; w/o 04jul43 on return from a mission against German shipping near Cape Kibergnes when was shot down by Bf 109 fighters of JG 5 of the German Air Force and crash-landed in the sea, the crew (pilot: Major F.G. Shipilov) was rescued
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; operated by 3 ae 24 mtap (redesignated 9 mtap 31may43) at Vayenga-1; w/o 04jul43 on return from a mission against German shipping near Cape Kibergnes when was shot down by Bf 109 fighters of JG 5 of the German Air Force and crash-landed in the sea, the crew (pilot: 3rd Lieutenant Anatoli A. Martynov or Martyanov) was 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 Gidrometeosluzhba (GU GMS), 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, Gidrometeosluzhba 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 Gidrometeosluzhba inventory, with only five of them being airworthy. They were all struck off charge by 1 April 1950, hereby ending the history of the Hawker "Hurricane" in Soviet service.

---	CCCP-M114	Hurricane	Gidrometeosluzhba	rgd	apr46 ?	opb Irkutski otryad GU GMS
---	CCCP-M116	Hurricane	Gidrometeosluzhba	rgd	apr46 ?	opb Kazanskoye aviazveno GU GMS; damaged 21oct48
---	CCCP-M123	Hurricane	Gidrometeosluzhba	rgd	apr46 ?	opb Rizhski aviaotryad GU GMS; damaged 29oct48
---	CCCP-M124	Hurricane	Gidrometeosluzhba	rgd	apr46 ?	opb Irkutski aviaotryad GU GMS; damaged 27sep48
---	CCCP-M132	Hurricane	Gidrometeosluzhba	rgd	apr46 ?	opb Novosibirski otryad GU GMS
---	CCCP-M138	Hurricane	Gidrometeosluzhba	rgd	apr46 ?	opb Sverdlovski aviaotryad GU GMS; made a forced landing 05oct48
---	CCCP-M170	Hurricane	Gidrometeosluzhba	rgd	jun46 ?	opb Leningradski aviaotryad GU GMS; damaged 05aug48
---	CCCP-M171	Hurricane	Gidrometeosluzhba	rgd	jun46 ?	opb Leningradski aviaotryad GU GMS; damaged 04may49 and 28aug49
---	CCCP-M292	Hurricane	Gidrometeosluzhba	rgd	jun46 ?	c/n given in the accident report as 271, probably the three digits of the former RAF serial (candidates are AN271, 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'), the pilot (Motrechko) was killed; total time 111 hours; the wreck was found only 26jun49
---	CCCP-M294	Hurricane	Gidrometeosluzhba	rgd	jun46 ?	opb Bakinskoye aviazveno GU GMS; damaged 16jul49
---	CCCP-M304	Hurricane	Gidrometeosluzhba	rgd	jun46 ?	c/n given in a Soviet document as 182, probably the three digits of the former RAF serial; opb Rizhski aviaotryad GU GMS and at a different time by LTATs GU GMS; damaged 24mar49
---	CCCP-M309	Hurricane	Gidrometeosluzhba	rgd	jun46 ?	c/n given in the accident report as 896, probably the three digits of the former RAF serial; opb Kievski aviaotryad GU GMS; damaged beyond repair 14feb48 when a piston rod broke and the aircraft force-landed, the pilot (A.G. Olkhovenko) escaped unhurt
---	CCCP-M313	Hurricane	Gidrometeosluzhba	rgd	jun46 ?	opb LTATs GU GMS; made a forced landing 10dec48; damaged 25feb49
---	CCCP-M314	Hurricane	Gidrometeosluzhba	rgd	jun46 ?	opb LTATs GU GMS; made a forced landing 10dec48
---	CCCP-M316	Hurricane	Gidrometeosluzhba	rgd	jun46 ?	converted to a 2-seat training aircraft; opb LTATs GU GMS; made a forced landing 07oct48; damaged 02jul49

---	CCCP-M324	Hurricane	Gidrometeosluzhba	rgd	jun46 ?	equipped with a MN-26 radio compass taken from a P-63 "Kingcobra"; opb LTATs GU GMS; made a forced landing 13jul48
---	CCCP-M768	Hurricane	Gidrometeosluzhba	rgd	jan46 ?	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; seen YKS 24dec46; written off 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, the pilot was killed
---	CCCP-M...	Hurricane	Gidrometeosluzhba	rgd	may45 ?	c/n given in a Soviet document as 707, 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; seen YKS 24dec46
---	CCCP-M...	Hurricane	Gidrometeosluzhba	rgd	may45 ?	c/n given in a Soviet document as 742, 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; seen YKS 24dec46
---	CCCP-M...	Hurricane	Gidrometeosluzhba	rgd	may45 ?	c/n given in the accident report as 814, probably the three digits of the former RAF serial; operated by Krasnoyarskoye UGMS; damaged beyond repair 11mar46 on landing at Krasnoyarsk when the right wing collided with a tractor during the landing run, 1 of the 2 soldiers on the tractor was killed and the other one seriously injured while the pilot (2nd Lieutenant F.B. Varfomolev) escaped unhurt

## 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	a '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 Divison at Tartu; in greyish green/dark brown/dark green German pre-war 'splinter' camo c/s with light grey undersides
	"163" black	Hs 126K-7	Soviet Air Force	trf	06aug40	opb korpusnaya aviaeskadriya 22-go strelkovogo korpusa at Jägala (Estonia), on charge by 01sep40
3918	164	Hs 126K-7	Estonian AF	d/d	1939/40	tie-up not confirmed; opb the Aviation Regiment of the 2nd Divison at Tartu; in greyish green/dark brown/dark green German pre-war 'splinter' camo c/s with light grey undersides
	"164" black	Hs 126K-7	Soviet Air Force	trf	06aug40	opb korpusnaya aviaeskadriya 22-go strelkovogo korpusa at Jägala (Estonia), on charge by 01sep40
3920	165	Hs 126K-7	Estonian AF	d/d	1939/40	tie-up not confirmed; opb the Aviation Regiment of the 2nd Divison at Tartu; in greyish green/dark brown/dark green German pre-war 'splinter' camo c/s with light grey undersides
	"165" black	Hs 126K-7	Soviet Air Force	trf	06aug40	opb korpusnaya aviaeskadriya 22-go strelkovogo korpusa at Jägala (Estonia), on charge by 01sep40
3921	166	Hs 126K-7	Estonian AF	d/d	1939/40	tie-up not confirmed; opb the Aviation Regiment of the 2nd Divison at Tartu; in greyish green/dark brown/dark green German pre-war 'splinter' camo c/s with light grey undersides
	"166" black	Hs 126K-7	Soviet Air Force	trf	06aug40	opb korpusnaya aviaeskadriya 22-go strelkovogo korpusa at Jägala (Estonia), on charge by 01sep40
3922	167	Hs 126K-7	Estonian AF	d/d	1939/40	tie-up not confirmed; opb the Aviation Regiment of the 2nd Divison at Tartu; in greyish green/dark brown/dark green German pre-war 'splinter' camo c/s with light grey undersides
	"167" black	Hs 126K-7	Soviet Air Force	trf	06aug40	opb korpusnaya aviaeskadriya 22-go strelkovogo korpusa at Jägala (Estonia), on charge by 01sep40; damaged on landing at Jägala 16may41 (propeller and landing gear damaged), no casualties

## Hughes 369 (Hughes 500) in North Korean service

In the first half of the 1980s, North Korea managed to circumvent US export restrictions and covertly purchase 86 Hughes 369 (commercial designation Hughes 500) helicopters plus one Hughes 269 (Hughes 300C) via a clandestine scheme. First talks between North Korean and Western representatives were held in the North Korean Embassy in East Berlin in 1981/82. As it turned out later, the CIA had been aware of the smuggling operation right from the start as they had eavesdropped the embassy, but they did not inform the FBI or other US authorities because they did not want to reveal that they had bugged the embassy.

The schmeme was devised as follows: The rotorcraft were ordered from Hughes Helicopters by the company Associated Industries of North Hollywood which was owned by the two brothers Ronald Semler and Monte Barry Semler. Associated Industries sold the helicopters on to Hughes Helicopters' Western Europe distributor Delta Avia Fluggeräte GmbH of Ochtendung (West Germany), a company which was co-owned by the two Semler brothers and Kurt Behrens of West Germany. Delta Avia then sold

the helicopters to North Korea. It is not really clear who was the driving force behind the deal and who did know what. When the Semlers were indicted in early 1987 they blamed the North Korean sales on Behrens, saying he made the transactions without their knowledge. Behrens on his part testified that the Semlers were fully informed of the North Korean deal, but during defence cross-examination it was revealed that he had told others earlier that he had concealed the helicopters' destination from the brothers. Anyway, both Semler brothers were sentenced to prison (for three years respectively one year) for the deal in February 1988.

The first batch sold by Delta Avia to North Korea was 'for demonstration purposes' and consisted of only two helicopters, among them one Hughes 269C. These two were shipped from Los Angeles to Japan in early 1983, and from there a freighter transferred them to a North Korean merchant ship in Hong Kong which eventually unloaded them in a North Korean port. Several months later, in August 1983, a contract for 100 more Hughes 369s was negotiated with the commercial attaché at the North Korean Embassy in East Berlin. These helicopters were sold at a price of nearly \$ 400,000 apiece, and the contract included several million dollars worth of spare parts and special tools. In April 1984 two Delta Avia employees went to Pyongyang to assemble the two demonstrators and train North Korean mechanics and pilots. 85 crated helicopters plus spare parts (labelled 'machinery') were shipped in five batches from Los Angeles-Long Beach harbours to Rotterdam in the Netherlands, their further routing being unclear (some were supposedly destined for Nigeria). The latest batch, involving 15 Hughes 369s and spare parts, was shipped from Los Angeles on a Panamanian-flag vessel, the "Westwood Merchant". The helicopters were unloaded in Antwerp (Belgium), ostensibly for special fitting, trucked 120 km north to Rotterdam and loaded on the Soviet merchant ship "Khudozhnik Prorokov". The ship was ostensibly bound for Hong Kong, but apparently went instead to North Korea. Apart from that, \$ 500,000 of helicopter spare parts were transferred from Delta Avia to the company Killewald Expotrans GmbH of West Berlin and then flown from Berlin-Schönefeld airport to North Korea. Ultimately, 87 Hughes helicopters made it to North Korea between November 1983 and January 1985 - one Hughes 269C (300C), 20 Hughes 369D (500D) and 66 Hughes 369E (500E). The final 15 were prevented from leaving Los Angeles when federal investigators learned of the scheme.

The helicopters were delivered in civil colours (early photos in North Korea show a white helicopter with brown trim) and were later repainted in a camouflage colour scheme. The majority of the Hughes 369s were converted to the anti-tank role immediately after their arrival, being fitted with up to four "Susong-Po" wire-guided anti-tank missiles (locally produced derivatives of the Soviet 9M14 "Malyutka" ATGM). Other armament options are the "Bulsae-2" ATGM (a reverse-engineered Soviet 9M111 "Fagot") and a 30 mm automatic grenade launcher. The main base of the North Korean Hughes 369s seems to be Pukchang. As the Hongdu Aviation Industry (Group) Corporation in China is involved in the manufacturing of the MD 500E this company may be a possible source of spare parts - North Korea is experienced in circumventing sanctions. For decades, the country made efforts to conceal that its armed forces had got the Hughes helicopters, as they were also intended to conduct covert or deceptive operations against South Korea (such as incursions past the border). Their existence was officially revealed only on 27 July 2013 when four of them took part in the annual Victory Parade held in Pyongyang to commemorate the 60th anniversary of the end of the Korean War in 1953. Four Hughes 369Es took part in the "Wonsan International Friendship Air Festival" in September 2016, but since then not much has been seen of them.

### **Built by Hughes Helicopters at Culver City, CA**

1080D	not known	H369D	North Korean AF		
1119D	not known	H369D	North Korean AF		
1126D	not known	H369D	North Korean AF		
1132D	not known	H369D	North Korean AF		
1133D	not known	H369D	North Korean AF		
1134D	not known	H369D	North Korean AF		
1139D	not known	H369D	North Korean AF		
1140D	not known	H369D	North Korean AF		
1141D	not known	H369D	North Korean AF		
1178D	not known	H369D	North Korean AF		
1179D	not known	H369D	North Korean AF		
1180D	not known	H369D	North Korean AF		
1195D	not known	H369D	North Korean AF		
1196D	not known	H369D	North Korean AF		
1197D	not known	H369D	North Korean AF		
1202D	not known	H369D	North Korean AF		
1203D	not known	H369D	North Korean AF		
1204D	not known	H369D	North Korean AF		
0017E	not known	H369E	North Korean AF		
0023E	not known	H369E	North Korean AF		
0024E	not known	H369E	North Korean AF		
0026E	not known	H369E	North Korean AF		
0027E	not known	H369E	North Korean AF		
0031E	not known	H369E	North Korean AF	possibly became 231	
0032E	not known	H369E	North Korean AF		
0034E	not known	H369E	North Korean AF	possibly became 234	
0035E	not known	H369E	North Korean AF		
0036E	not known	H369E	North Korean AF		
0038E	not known	H369E	North Korean AF		
0040E	not known	H369E	North Korean AF	possibly became 240	
0041E	not known	H369E	North Korean AF		
0042E	not known	H369E	North Korean AF		
0043E	not known	H369E	North Korean AF		
0044E	not known	H369E	North Korean AF		
0045E	not known	H369E	North Korean AF		
0046E	not known	H369E	North Korean AF		
0047E	not known	H369E	North Korean AF		
0048E	not known	H369E	North Korean AF	possibly became 248	
0049E	not known	H369E	North Korean AF		
0050E	not known	H369E	North Korean AF		
0053E	not known	H369E	North Korean AF		
0054E	not known	H369E	North Korean AF		
0055E	not known	H369E	North Korean AF	possibly became 255	
0056E	not known	H369E	North Korean AF		
0057E	not known	H369E	North Korean AF		
0060E	not known	H369E	North Korean AF		
0061E	not known	H369E	North Korean AF		
0062E	not known	H369E	North Korean AF		
0063E	not known	H369E	North Korean AF		
0064E	not known	H369E	North Korean AF		
0065E	not known	H369E	North Korean AF		
0066E	not known	H369E	North Korean AF		
0067E	not known	H369E	North Korean AF		
0068E	not known	H369E	North Korean AF		
0069E	not known	H369E	North Korean AF		
0072E	not known	H369E	North Korean AF		
0073E	not known	H369E	North Korean AF		
0074E	not known	H369E	North Korean AF		
0075E	not known	H369E	North Korean AF		
0076E	not known	H369E	North Korean AF		
0077E	not known	H369E	North Korean AF		
0078E	not known	H369E	North Korean AF		
0079E	not known	H369E	North Korean AF		
0080E	not known	H369E	North Korean AF		
0087E	not known	H369E	North Korean AF		
0088E	not known	H369E	North Korean AF		
0089E	not known	H369E	North Korean AF		
0090E	not known	H369E	North Korean AF		
0091E	not known	H369E	North Korean AF		
0092E	492	H369E	North Korean AF	WOS 25sep16	probably based at Pukchang; in medium green/dark green/ochre camo c/s with light blue belly, red code outlined in white; on a drawing armed with a "Susong-Po" ATGM on a pylon and probably a 30 mm automatic grenade launcher under the fuselage
0093E	not known	H369E	North Korean AF		
0096E	not known	H369E	North Korean AF		
0097E	not known	H369E	North Korean AF		
0098E	not known	H369E	North Korean AF		
0099E	not known	H369E	North Korean AF		
0100E	not known	H369E	North Korean AF		
0101E	not known	H369E	North Korean AF		
0108E	not known	H369E	North Korean AF		
0109E	not known	H369E	North Korean AF		
0116E	not known	H369E	North Korean AF		
---	not known	H269C	North Korean AF		was probably never used; preserved in the People's Army Museum of Weapons and Equipment at a Pyongyang
---	231	H369E	North Korean AF		possibly c/n 0031E
---	234	H369E	North Korean AF	WOS 25sep16	possibly c/n 0034E; probably based at Pukchang; in medium green/dark green/ochre camo c/s with light blue belly, red code outlined in white
---	240	H369E	North Korean AF	WOS 25sep16	possibly c/n 0040E; probably based at Pukchang; in medium green/dark green/ochre camo c/s with light blue belly, red code outlined in white
---	248	H369E	North Korean AF		possibly c/n 0048E

---	255	H369E	North Korean AF	WOS	25sep16	possibly c/n 0055E; probably based at Pukchang; in medium green/dark green/ochre camo c/s with light blue belly, red code outlined in white
---	379	H369E	North Korean AF			possibly c/n 0079E

Possibly the Hughes 369 helicopters with the construction numbers 811046D, 911085D, 1149D, 0030E, 0058E, 0059E, 0070E and 0071E were delivered to North Korea as well.

## Japanese aircraft in Soviet and North Korean 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 Ki-54 and the Tachikawa KKY-2, and by Dalstroï 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 Universal" 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 200C 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.

The fledgling North Korean Air Force also took use of abandoned Japanese aircraft which were in serviceable condition. As far as is known, they fielded five Ki-54s, two Ki-57s and one KKY-2.

---	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 Transbaikai 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			based at Chita
---	no reg	MC-20	Minvostrybprom			Ministerstvo rybnoi promyshlennosti vostochnykh regionov; opb Glavamurrybprom; w/o 26nov46 on the leg from Komsomolsk-na-Amure to Nikolayevsk-na-Amure of a flight from Khabarovsk to Nikolayevsk-na-Amure when the pilot lost orientation after dusk (the aircraft should not have taken off that late), flew circles near Novoilynovka (Komsomolsk district of the Khabarovsk region) and did not notice that the aircraft lost speed so that the aircraft stalled and crashed on the ice of the river Amur, all 4 crew members and 3 passengers were killed
---	no code	Ki-54c	North Korean AF	ph.	oct50	1 of the 5 which were captured at Heijo (later Pyongyang-Main or K-23); opb the composite aviation regiment (number designation unknown) at Pyongyang-Main; in olive drab c/s with light grey undersides, probably the logo of the IJAAF's Heijo Air Arsenal (a squirrel and an acorn on a thick tree branch) on the fin and the entire rudder in Korean colours; abandoned at Pyongyang-Main during the hurried withdrawal of the North Korean forces 19oct50
---	not known	KKY-2	Soviet Air Force	ph.	1946	opb 51 tap in the Transbaikai region by 1946
---	no code	KKY-2	North Korean AF	photo		with simplified early national markings (just Red Stars)

## 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	cancelled 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 Siberia	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; cancelled 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)	JuG-1	Soviet Navy	trf	unknown	opb 62 mrae at Leningrad-Grebnoi port; trf to GVF 09oct30; see c/n 952

	CCCP-L718	PS-5	GVF/Far East	rgd	16aug31	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; total time 411 hours (21 hours 15 minutes after overhaul and conversion); cancelled 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
936	CCCP-L81 not known	JuG-1 JuG-1W	GVF Soviet Navy	rgd mfd	28feb31 1926	made a test flight from Limhamn 26mar26; shipped from Limhamn to Moscow-Fili 01aug26; accepted mar27; trf to GVF 11oct30
938	"3" (3)	JuG-1	Soviet Navy	mfd	1926	in a document 02jun31; w/o, details unknown
940	CCCP-L743 "2" ?	PS-5 JuG-1W	GVF Soviet Navy	rgd mfd	21jan32 1926	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
942	not known	JuG-1W	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
	CCCP-N17	JuG-1W	Polyarnaya Aviats.	rgd	02aug33	wfu 13aug33
943	CCCP-L1455 "2" CCCP-L710 (2)	PS-5 JuG-1 PS-5	AFL/Central Asia Soviet Air Force Aeroflot/Far East	rgd mfd rgd	04oct34 1926 15sep32	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
945	not known	JuG-1	Soviet Air Force	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
946	CCCP-L43 CCCP-L43 not known	PS-5 PS-5 JuG-1	GVF/Ukraine-HRK Aeroflot/Far East Soviet Air Force	rgd mfd	20feb31 1933 1926	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
948	CCCP-238 CCCP-L1453 not known	PS-5 PS-5 JuG-1	Dobrolyot Aeroflot Soviet Navy	toc rgd mfd	1930 27sep34 1926	struck off charge 04may36
952	CCCP-L84 CCCP-L84 "1" (2)	PS-5 PS-5 JuG-1W	GVF Aeroflot/Far East Soviet Navy	rgd mfd	28feb31 1933 1927	shipped from Limhamn to Moscow-Fili 19aug26; accepted mar27; trf to GVF 09oct30 possibly cancelled 07oct33, but restored; in a document 20mar34; based at KHV; cancelled in 1935; see c/n 959
954	CCCP-L991 ? CCCP-L991	PS-5 PS-5	AFL/Central Asia AFL/East Siberia	toc rgd	unknown 31may34	shipped from Limhamn to Moscow-Fili 31aug26; accepted mar27; opb otryad 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
955	CCCP-L1456 not known	PS-5 JuG-1	Aeroflot Soviet Air Force	rgd mfd	01nov34 1927	based at KHV; cancelled 19apr35
956	CCCP-L54 not known	PS-5 JuG-1	GVF/Ukraine-HRK Soviet Navy	rgd mfd	08may31 1927	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-gbis 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)
	CCCP-N4	JuG-1W	Komseverput'	rgd	05mar32	c/n not confirmed !
	CCCP-N4	JuG-1W	Polyarnaya Aviats.	rgd	22apr33	c/n confirmed; cancelled 04may36
957	"6"	JuG-1W	Soviet Navy	mfd	1927	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
958	CCCP-L1454 not known	PS-5 JuG-1	Aeroflot Soviet Air Force	rgd mfd	08may31 1927	based at KHV; cancelled 04aug33
959	CCCP-L83 "5" ?	PS-5 JuG-1W	GVF/Ukraine-HRK Soviet Navy	rgd mfd	28feb31 1927	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
960	CCCP-L710 (1) not known	PS-5 JuG-1	GVF Soviet Air Force	rgd mfd	22jul31 1927	operated a cargo service between Ashkhabad and Kara Kumy in 1933
967	CCCP-X183 967	PS-5 G 24nao	LIEM Yugoslav Air Force	rgd mfd	27jun38 1931	assembled (probably as a PS-5W) by the GVF workshops at Irkutsk in 1934; opb Lenskaya aviagruppa; cancelled 04may36
3201		G 24nao	Yugoslav Air Force	r/r	1940	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
968	968	G 24nao	Yugoslav Air Force	mfd	1931	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
3202		G 24nao	Yugoslav Air Force	r/r	1940	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 55 tae at Novgorod-Krechevitsy probably from nov28; damaged 04sep29 when the left engine failed on take-off and the aircraft nosed over, repaired the next day; trf to GVF oct30
---	no code	JuG-1W	Soviet Navy	photo		in natural metal c/s with black engine cowlings; in a document 16feb35

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

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.

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. Poland operated just a single Ju 52/3m which was delivered to the airline LOT in 1936 and ended up in Romania in 1939.

### **Built by Junkers at Dessau**

4044	not known	Ju 52/3mge	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 52/3mge	Eurasia	d/d	14mar38	ex D-ABIZ 'Erich Albrecht'; named 'Chungking'; destroyed by a Japanese air raid at Hong Kong 08dec41
4069	CCCP-L60	Ju 52/3m	Aeroflot/Moscow	f/f	early35	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 52/3mge Ju 52/3mge	Eurasia Eurasia	d/d rgd	25feb39 1940	ex D-AMIP 'Fritz Erb'; named 'Hami' when chartered by Hamiata in natural metal c/s with black engine cowlings; carried '24' on the top of the fin; destroyed by Japanese air raids at Hong Kong 08dec41
4074	Eurasia XXIII	Ju 52/3mge	Eurasia	d/d	06sep38	ex D-ASIS 'Wilhelm Cuno'; named 'Chiao T'ung 1' (Communication 1) feb39 when leased by the Ministry of Communications; 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 52/3mge	Eurasia	mfd	jun36	ex D-ASEV 'Volkmar von Arnim'; d/d 27may37; w/o 16jul38 when attempted to land in strong cross winds at Hankow and crashed
5104	Eurasia XVII	Ju 52/3mge	Eurasia	d/d	24oct35	ex D-AGES 'Otto Kissenberth'; 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/Urals	f/f	jan35	opb KGrzBV 700 of the German Air Force; damaged 11jan43 when crashed near Stalingrad-Pitomnik due to icing (damage reported as 80 %); abandoned by the German troops and repaired by the Soviets; rgd 13jun44
5294	Eurasia XVIII	Ju 52/3mge	Eurasia	d/d	29dec35	ex D-AMAK 'Volkmar von Arnim'; in natural metal c/s with black engine cowlings; written off 01aug37 when developed engine trouble and crashed at Kunming
5329	Eurasia XV	Ju 52/3mge	Eurasia	mfd	sep34	ex D-ANYK 'Wilhelm Schmidt'; 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 air raid on Kunming airport
5338	XT-ABE CCCP-L62	Ju 52/3m Ju 52/3m	Eurasia NKAP zavod # 19	rgd f/f	1940 19jun35	destroyed by Japanese bombing at Kweilin 11dec41
5457	CCCP-L41	Ju 52/3m	Aeroflot/Moscow	f/f	nov35	ex D-AMOO; later opb KGrzBV 500 of the German Air Force; damaged 13dec42 when crash-landed south-east of Stalingrad-Pitomnik due to poor weather (damage reported as 40 %); abandoned by the German troops and repaired by the Soviets; rgd 23feb44, in register with this operator and prefix
	CCCP-L41	Ju 52/3m	AFL/Turkmenistan	trf	unknown	ex D-AKOO; later opb KGrzBV 500 of the German Air Force; damaged by bombs at Stalingrad-Pitomnik 03dec42 (damage reported as 100 %); the German troops and repaired by the Soviets; rgd 16feb44; damaged abandoned by 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 members and 4 passengers escaped unhurt
5472	Eurasia XIX	Ju 52/3mge	Eurasia	mfd	feb36	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 members (pilot: Mikhail Ivanovich Borovoi) and 3 passengers escaped unhurt; total time in Soviet service 1,050 hours
5502	XT-ATA Eurasia XX	Ju 52/3m Ju 52/3mge	Centr Air Trp Corp Eurasia	trf mfd	03mar43 apr36	ex D-AGEI 'Karl Almenröder'; d/d 19jul36; 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
5588	SP-AKX	Ju 52/3m	LOT	f/f	23sep36	fleet number 'Chung 5'; in natural metal c/s with black engine cowlings; rgd may43; wfu in 1945
	YR-ALK	Ju 52/3m	LARES	rgd	29apr42	ex D-ALUE 'Joachim von Schröder'; d/d 11mar37; 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	Aeroflot/Moscow	f/f	sep37	with Bristol "Pegasus" VI engines; in 15 passenger configuration; rgd 12nov36; delivered to Poland 16nov36; in natural metal c/s with black engine cowlings and full titles; started revenue flights in early 1937; inaugurated the Warsaw-Budapest-Belgrade service 15may38; photo at Warsaw 17apt39; escaped from Zabczyce (near Pinsk) to Bucharest 12sep39; was intended to come to the UK and registered G-AGAE for Imperial Airways 07nov39, but stored in Romania as property of the Romanian government
		Ju 52/3m	AFL/Tajikistan	trf	unknown	opb Grupul Aerotransport at Baneasa; sold to the Transnistrian Governorate at Odessa 30nov43; absorbed by Escadrila 105 of the Romanian Air Force after the loss of Transnistria in 1944; the fuselage (still with YR-ALK painted on) was used for parachute ground training in Romania after WWII
		Ju 52/3m		f/f		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 Stalingrad-Pitomnik in poor weather (damage reported as 50 %); abandoned by the German troops and repaired by the Soviets; rgd 13jun44
						involved in an incident in 1945

### **Built by Junkers at Bernburg**

6014	Eurasia XXV	Ju 52/3mte	Eurasia	mfd	aug38	ex D-ASFD 'Heinrich Mathy'; d/d 15oct40; w/o 26oct40 on its delivery flight to China when was attacked by 3 Japanese fighters, force-landed in a rice paddy near Kunming, was strafed on the ground and caught fire
6053	CCCP-L46	Ju 52/3m	AFL/Tajikistan	f/f	sep38	opb KGrzBV 172 of the German Air Force; reportedly destroyed by German troops at Stalingrad-Pitomnik 17jan43 (damage reported as 100 %); repaired by the Soviets; rgd 07jun44; operated by 8 ATO; written off 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 members (pilot: Tamara Aleksandrovna Komissarova) were killed
6422	CCCP-X716	Ju 52/3m	MVD - GULGMP	f/f	apr39 ?	Stammkennzeichen VB+PY; ex 4V+CW of IL/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) as of 01jan47
6445	? CCCP-L35	Ju 52/3m	Aeroflot/Moscow	f/f	may39	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
	CCCP-L35	Ju 52/3m	AFL/Turkmenistan	trf	unknown	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 members and both passengers were killed; total time in Soviet service 3,536 hours 45 minutes
6486	CCCP-L37	Ju 52/3m	Aeroflot/Moscow	f/f	01jun39	opb KGrzBV 50 of the German Air Force; damaged 26dec42 when was hit by anti-aircraft artillery near Stalingrad-Pitomnik (damage reported as 30 %); was abandoned by the German troops and repaired by

						the Soviets; rgd 05jul43; opb otryad 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 railway station (Minyar district of the Chelyabinsk region), crashed upside-down, caught fire and burnt out, all 4 crew members (pilot: P.M. Nikitin) and the sole passenger were killed; the wreck was found 30oct43
6538	CCCP-L51	Ju 52/3m	Aeroflot/Moscow	f/f	jul39	opb KGrzbV 1 of the German Air Force; damaged 01jan43 while taxiing at Stalingrad-Pitomnik (damage reported as 15 %); was abandoned by the German troops and repaired by the Soviets; rgd 14feb44; involved in an incident in 1944
	CCCP-1786	Ju 52/3m	NKAP	rgd	unknown	struck off charge in the 1st quarter of 1949 as no longer airworthy

### **Built by Junkers at Dessau**

6613	ES-AGO	Ju 52/3m	AGO	f/f	05oct39	with BMW 132A engines, so probably a Ju 52/3mre or Ju 52/3mte; in 14 passenger configuration; ferry registration D-AXWA; the registration ES-ALK was reserved, but not taken up; ferried from Dessau via Königsberg to Reval 05oct39; in natural metal c/s with black engine cowlings, no titles; AGO was nationalised by the Soviet authorities 26sep40 and subordinated to the Aviation Department of the People's Commissariat for Municipal Economy
	CCCP-L22	Ju 52/3m	Aeroflot/Baltics	rgd	20feb41	trf to eon Moskovskogo aeroporta jul41 ?
	CCCP-L22	Ju 52/3m	AFL/West Siberia	trf	20sep41	initially opb the Moscow-Irkutsk route; trf to 4 TO at Novosibirsk-Severyn in 1943; 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-AUL	Ju 52/3m	AGO	f/f	04sep39	with BMW 132A engines, so probably a Ju 52/3mre or Ju 52/3mte; in 12 passenger configuration (with a bar and a seat for a stewardess); ferry registration D-AXWB; ferried from Dessau via Königsberg to Reval 19oct39; in natural metal c/s with black engine cowlings, no titles; inaugurated the Tallinn-Helsinki route 02apr40; AGO was nationalised by the Soviet authorities 26sep40 and subordinated to the Aviation Department of the People's Commissariat for Municipal Economy
	CCCP-L23	Ju 52/3m	Aeroflot/Baltics	rgd	20feb41	trf to eon Moskovskogo aeroporta jul41 ?
	CCCP-L23	Ju 52/3m	AFL/West Siberia	trf	20sep41	opb the Moscow-Irkutsk route; equipped with skis (developed by NII GVF) oct43

### **Built by Junkers at Bernburg**

6717	CCCP-L63	Ju 52/3m	Aeroflot/Moscow	f/f	nov39	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/Moscow	f/f	12dec40	probably ex DD+ZA of 4./KGrzbV 900 of the German Air Force; damaged 30dec42 while parked on the ground at Stalingrad-Pitomnik when was hit by a landing He 111 (damage reported as 60 %); was abandoned by the German troops and repaired by the Soviets; rgd 30mar44
7118	not known	Ju 52/3m	not known	d/d	mar41	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	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	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	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/Moscow	f/f	may41	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 Stalingrad-Pitomnik 29dec42 (damage reported as 100 %); repaired by the Soviets; rgd 05jul43
7335	CCCP-L54	Ju 52/3m	Aeroflot/Moscow	f/f	oct41	Ju 52/3mg7e; 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 Stalingrad-Pitomnik 05dec42 (damage reported as 100 %) ; was abandoned by the German troops and repaired by the Soviets (using parts of other aircraft as well); rgd 16feb44
	CCCP-L54	Ju 52/3m	AFL/Krasnoyarsk	trf	unknown	in cargo configuration; dbr 03feb48 on the leg from Chita to Irkutsk of a positioning flight from Chita to Krasnoyarsk when flew at a height of 1,200 metres as the engines did not allow to climb higher, approached Mount Khunduk-Sagan (some 200 km from Chita) with a surplus height of some 150-200 metres in a snow flurry, was caught by a strong downstream and lost height so that the right wing collided with several trees and the aircraft crash-landed on the slope of the mountain, all crew members (pilot: A.F. Bazanov) and both passengers escaped unhurt; no c/n plate could be 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/West Siberia	f/f	oct41	ex BV+OP of KGrzbV 800 of the German Air Force; lost 31mar42 when went missing in the Korovye selo/Pyeski (?) area due to unknown reasons; repaired by the Soviets; in cargo/para-dropping configuration; rgd 21oct42; toc by the Moscow-Irkutsk route oct42; trf to 4 TO at Novosibirsk-Severyn in 1943; 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, the landing gear, the cabin floor and all 3 propellers were 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 members and many passengers were injured
7512	CCCP-L57	Ju 52/3m	Aeroflot/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	Aeroflot/Yakutiya	trf	unknown	operated by 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 members 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	Aeroflot/Moscow	f/f	aug42	ex DG+KR of 3./KGrzbV 700 of the German Air Force; damaged by bombs at Stalingrad-Pitomnik 24dec42 (damage reported as 100 %); was abandoned by the German troops and repaired by the Soviets; rgd 30mar44; in cargo configuration; in dark green c/s with light blue undersides and small titles; f/n Ufa 1945; was involved in an incident in 1945
7586	CCCP-L33	Ju 52/3m	AFL/Turkmenistan	trf	unknown	
		Ju 52/3m	Aeroflot/Moscow	f/f	aug42	ex NB+GJ of Transportstaffel VIII. Fliegerkorps of the German Air Force; abandoned at Stalingrad-Pitomnik 15jan43 after having suffered an engine failure (damage reported as 15 %); repaired by the Soviets; rgd 31mar43
7598	CCCP-L48	Ju 52/3m	Aeroflot/Moscow	f/f	sep42	ex NB+GV of KGrzbV 700 of the German Air Force; damaged by bombs at Stalingrad-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-1511	Ju 52/3m	NKAP zavod # 26	f/f	oct42	or nov42; ex GG+FF of KGrzbV 172 of the German Air Force; damaged 30dec42 while taxiing at Stalingrad-Pitomnik (damage reported as 80 %); was 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 members (the pilot, N.D. Svimpul) was killed and all survivors were injured; total time 3,325 hours

### **Built by Junkers at Bernburg**

131484	S-1	Ju 52/3m	Slovak Air Force	h/o	may44	equipped as a paratrooper trainer; in standard German camo c/s (RLM 70/71/65) with yellow quick identification markings; initially opb Letecká dopravní skupina (LDS) at Vajnory; opb Kombinovaná letka at Tri Duby during the Slovakian National Uprising (SNP) from late aug44; destroyed on the ground at Tri Duby by an air raid of Ju 88s of the German Air Force 10sep44
131485	not known	Ju 52/3m	Slovak Air Force	f/f	14apr44	the last Ju 52/3m built by Junkers; converted to a personal transport for Slovakian President Jozef Tiso by the DLH workshops; in natural metal c/s; h/o aug44 (or late jul44); initially opb Letecká dopravní skupina (LDS) at Vajnory; opb Kombinovaná letka at Tri Duby during the Slovakian National Uprising (SNP) from 30aug44; destroyed on the ground at Tri Duby by an air raid of Ju 88s of the German Air Force 10sep44

### **Built by ATG at Leipzig-Mockau**

2897	CCCP-L39	Ju 52/3m	Aeroflot/Moscow	f/f	jul40	ex NI+NK of 3./KGrzbV 700 of the German Air Force; damaged by bombs at Stalingrad-Pitomnik 24dec42 (damage reported as 100 %); was abandoned by the German troops and repaired by the Soviets; rgd 05jul43
2901	CCCP-L39	Ju 52/3m	AFL/Tajikistan	trf	unknown	involved in an incident in 1945
	CCCP-L32	Ju 52/3m	Aeroflot/Moscow	f/f	jul40	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/Moscow	f/f	jul41	ex KJ+MP of KGrzbV 9 of the German Air Force; damaged 10jan43 when touched the ground near Stalingrad-Pitomnik in poor weather (damage reported as 70 %); was abandoned by the German troops and repaired by the Soviets; rgd 13jun44
3244	CCCP-L56	Ju 52/3m	Aeroflot/Moscow	f/f	15apr42	ex TF+KB of KGrzbV 500 of the German Air Force; damaged 09dec42 when crash-landed at Barsagino due to poor 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 ?	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) as of 01jan47
3322	CCCP-I510	Ju 52/3m	NKAP zavod # 26	f/f	oct42	ex PI+BE 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; struck off charge in the 1st quarter of 1949 as no longer airworthy
3325	CCCP-L40	Ju 52/3m	AFL/West Siberia	f/f	oct42	ex PI+BH of KGrzbV 102 of the German Air Force; damaged 03jan43 when crash-landed at Stalingrad-Pitomnik due to poor weather (damage reported as 60 %); was 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; was to be operated by 4 svodny otrjad; written off 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 Dzhi-Dhuta mountain range (3,050 metres) 15 km north-west of Kok-Su, all 4 crew members (pilot: Sedov) and both passengers were killed

### **Built by ATG at Leipzig-Mockau**

500163	CCCP-N380	Ju 52/3m	Polyarnaya Aviats.	mfd	1943	Ju 52/3mg8e; 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 GU GVF 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
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### **Built by Société d'emboutissage et de constructions mécaniques (SECM) at Colombes**

05210021	CCCP-L42	Ju 52/3m	Aeroflot/Moscow	rgd	14feb44	must be a Ju 52/3mg10e; ex NI+MT of KGrzbV 500 of the German Air Force; damaged by bombs at Stalingrad-Pitomnik 06dec42 (damage reported as 35 %); was abandoned by the German troops and repaired by the Soviets; was involved in an incident in 1944 operated by 14 TAO
	CCCP-L42 CCCP-L42	Ju 52/3m Ju 52/3m	Aeroflot/Yakutiya AFL/Krasnoyarsk	trf trf	unknown jun46	

### **Aircraft with unknown construction numbers include**

---	CCCP-L26	Ju 52/3m	Aeroflot	mfd	1935	registration not on pre-1944 register; in cargo/para-dropping configuration; possibly trf to the Moscow-Irkutsk route oct42
	CCCP-L26	Ju 52/3m	AFL/West Siberia	trf	1943	opb 4 TO at Novosibirsk-Severnoy; 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 members were injured (3 of them just slightly); total time 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 Siberia	trf	1943	registration not on pre-1944 register; in cargo/para-dropping configuration; opb 4 TO at Novosibirsk-Severnoy
---	CCCP-L30	Ju 52/3m	Aeroflot/Moscow	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; in documents 01apr44
---	CCCP-L31	Ju 52/3m Ju 52/3m	Aeroflot/Yakutiya Aeroflot/Moscow	trf rgd	unknown 16feb43	operated by 14 TAO 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/Moscow	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	AFL/Kazakhstan	rgd	13jun44	c/n given in Soviet register 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 and small titles; was used to transport sulphur from mines in Central Asia
---	CCCP-L65	Ju 52/3m	AFL/Tajikistan	rgd	unknown	registration not on pre-1944 register; involved in an incident in 1945
---	CCCP-L68	Ju 52/3m	AFL/Turkmenistan	no	reports	registration not on pre-1944 register; 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 in 1948
---	not known	Ju 52/3m	NKAP LII	w/o	22oct41	on a flight from Ramenskoye to Kazan when crashed near Kazan, all 6 crew members (pilot: voyeninzhenер 2 rangа Fyodor I. Yezhov) were killed
---	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 operated by 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 10nov36 by defecting Nationalist pilot Sargento Ananias Sanjuan Alonso (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 a total time of 32 hours 45 minutes, according to other sources 193 flights until 1938); in natural metal c/s with black engine cowling, no markings apart from Red Stars on fuselage and wings; disassembled and studied by Factory No. 156 in Moscow after completion of the tests in dark green c/s with light blue undersides
---	"51" yellow ?	Ju 52/3m	Soviet Air Force	photo		

## ***Junkers Ju 86 in Chinese and Czechoslovakian 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 and were almost completed when 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 handed over to the German Air Force.

The semi-military Manchukuo airline Manshu Koku Kabushiki Kaisha (Manchuria Aviation Company, in short MKKK) received 14 examples of the ten-seat passenger version Ju 86Z-2 which seem to have carried the serials M-211 to M-224. They were built in three batches of five, five and seven aircraft, but of the last batch only four were delivered (construction numbers 0502 to 0504 were kept back and finally handed over to Lufthansa resp. the German Air Ministry in 1941). The first batch of five arrived by ship at the port of Dairen on 7 September 1938, was 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. One early Ju 86 with Jumo 205 engines (c/n 0017, first flight on 13 March 1937) was shipped to Japan in May 1937 and evaluated by the Japanese Navy Air Force as LXJ-2 from August that year. Some sources state that it was passed on to MKKK in 1938, but that is unlikely.

One former Lufthansa Ju 86 was captured by Czechoslovakia at Rague-Ruzyne in May 1945 and was used for a short time only before being damaged by an accident. Unfortunately, the identity of this aircraft could not yet be established. Czech sources claim that it was Ju 86C-1 c/n 0947, formerly D-ASOE 'Hesselberg' of Lufthansa. But that aircraft was powered by Jumo 207C engines while the photos of the Czechoslovakian Ju 86 clearly show Jumo 205 engine cowlings (as it seems, c/n 0947 was captured as TS+NB of the German Air Force by US forces at the Junkers factory in Dessau in late April 1945). According to a German source, Ju 86V25/B07 c/n 0016, formerly D-ANUV 'Wasserkuppe' of Lufthansa, was the sole Ju 86 which was at Prague at the end of WWII, but that aircraft was a Ju 86B with short tail while the photos show a Ju 86C with long tail. Of the six Ju 86Cs of Lufthansa, construction numbers 0972 to 0975 can be ruled out as their fate is known or they had different engines. So only two candidates remain, which may have been under repair with the Lufthansa workshops at Prag-Rusin: Construction number 0976 which was damaged by 30 % at Reval (now Tallinn) on 5 June 1943 and is not accounted for after that or c/n 0977 which was last noted at Berlin-Tempelhof in October 1943.

### **Built by Junkers at Dessau**

0480	M-211	Ju 86Z-2	MKKK	f/f	1938	tie-up not confirmed; d/d 07sep38 ?; named 'Horyu' (Phoenix Dragon); received a Japanese Hinomaru instead of the Manchukuoan roundel and flag; seen as such at Mukden oct42
0481	M-212	Ju 86Z-2	MKKK	f/f	11jul38	tie-up not confirmed; d/d 07sep38; a photo exists
0482	M-213	Ju 86Z-2	MKKK	f/f	18jul38	tie-up not confirmed; d/d 07sep38; a photo exists; damaged beyond repair 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 members (pilot: Toda Akio) were injured; the wreck was shipped to Dairen aboard the cargo steamer "Heiyo Maru" and later scrapped
0483	M-214	Ju 86Z-2	MKKK			first flight before 25jul38; tie-up not confirmed; 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

0484	M-215	Ju 86Z-2	MKKK			took more than one year; received a Japanese Hinomaru instead of the Manchukuoan roundel and flag; seen as such at Mukden oct42
0491	M-216 ?	Ju 86Z-2	MKKK			first flight before aug38; tie-up not confirmed; d/d 07sep38; a photo exists
0492	M-217 ?	Ju 86Z-2	MKKK			first flight before 18nov38; tie-up not confirmed
0493	M-218 ?	Ju 86Z-2	MKKK	f/f	11jan39	first flight before 30nov38; tie-up not confirmed
0494	M-219 ?	Ju 86Z-2	MKKK			tie-up not confirmed
0495	M-220	Ju 86Z-2	MKKK			first flight before 10jan39; tie-up not confirmed
0505	M-221 ?	Ju 86Z-2	MKKK	f/f	28aug39	first flight before 06jan39; tie-up not confirmed; named 'Ginryu' (silver dragon); received a Japanese Hinomaru instead of the Manchukuoan roundel and flag; seen as such at Mukden oct42
0506	M-222	Ju 86Z-2	MKKK			tie-up not confirmed
0507	M-223	Ju 86Z-2	MKKK			first flight before 23aug39; tie-up not confirmed; named 'Shoryu' (ascending dragon); received a Japanese Hinomaru instead of the Manchukuoan roundel and flag; seen as such at Mukden oct42
0508	M-224 ?	Ju 86Z-2	MKKK	f/f	11aug39	first flight before 18aug39; tie-up not confirmed; named 'Koryu' (yellow dragon); in light grey c/s with dark blue engine nacelles; a photo exists
097. ?	no code	Ju 86C-1	Czechoslovak AF			tie-up not confirmed
---	M-2..	Ju 86Z-2	MKKK			possibly c/n 0976 or 0977 - see the story above for further information about the possible identity of this aircraft; captured at Prague-Ruzyně may45; in grey c/s; the roundels on the fins were initially large and in non-standard orientation; photo as such at Prague-Ruzyně may45; later with smaller and standard-orientation roundels on the fins and a small Red Star in front of them (there is a photo as such), so the aircraft was possibly operated by Cvicná a dopravní skupina 1. cs. smíšené letecké divize for some time; damaged when the right main gear collapsed, details unknown (possibly aug45); probably not repaired, but scrapped
						written off 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 members (pilot: Sugiyama) and all passengers managed to swim to the shore

## 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-Khodynka 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 Iyotnyy 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-Khodynka 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-Khodynka 02may40; in camo c/s; on a photo with Red Stars and the German registration D-AXVM
---	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, the pilot was 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 suffered from engine problems and 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 and transported to the National Technical Museum at Prague-Letná in 1950.

290 0212	no reg	L-290	Letov	f/f	01aug46	c/n also given as 110212; rebuild of an unfinished Ju 290A-8 with parts for the Ju 290B prototype; in light greenish grey c/s, no markings apart from a Czechoslovakian flag on the fin; was present at Mezinárodní letecký den at PRG 15sep46; wfu in 1947 with total time 43 hours; transported on a low loader to the National Technical Museum at Prague-Letná in 1950; reportedly 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-7a and later 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			captured at Prague-Ruzyně and first flown by Czechoslovakian pilots 09may45; overhauled by Letov jun45/jul45; actually Czechoslovakian Air Force; operated by Cvicná a dopravní skupina 1. cs. smíšené letecké divize
	no code	Ju 352A-1	Czechoslovak AF	trf	20jul45	operated by Cvicná a dopravní skupina 1. cs. smíšené letecké divize (redesignated 4. letecká divize 01aug45); was also assigned the registration OK-JUE (used as a call-sign only, not painted on and not in register); in beige c/s with blue engine cowlings and cheatline; initially still with Red Stars on the fin and wings and a small Czechoslovakian roundel behind the cockpit; photo at Prague-Ruzyně 22aug45; flew Moscow-Vnukovo 22aug45 to deliver a Tatra 87 limousine to Josef Stalin as a gift of the Tatra factory; returned to Prague-Ruzyně 28aug45; the Soviet markings were replaced by Czechoslovakian ones after that, with a roundel on the rear fuselage and not on the fin as usual; toured several European countries; the nose was reportedly damaged by fire, details unknown

## 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	Aeroflot/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	L-10A-2	AFL/Azerbaijan	trf	unknown	
	CCCP-L3451	L-10A-2	Aeroflot/Moscow	trf	02mar42	damaged on landing at Stalingrad 11apr42 and on take-off from Astrakhan 21apr42; under repair by Aviarem baza No. 401 at Novosibirsk by 01dec43; cancelled in 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; reflown 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 overshoot 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 Ogdzience to Tallinn 04sep39 and was interned there; impressed by the Estonian Air Force, received full markings but no serial; captured by Soviet troops at Järgala jun40
	not known	L-14H	Soviet Air Force	trf	06aug40	reportedly crashed at Riga aug40, but see below
	CCCP-L3453	L-14H	Aeroflot	toc	29may41	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 EON GVF
	CCCP-L3453	L-14H	GVF	trf	1941	opb MAGON GVF (formed 23jun41); 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 Petrovski 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; total time not known; cancelled 24mar42
---	"6"	Ki-56	MVD - Dalstroj		photo	captured by Soviet troops in 1945 without any documents so that c/n, total time 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 members and 3 passengers were killed
---	"112"	Ki-56	MVD - Dalstroj			in MVD documents as a Lockheed 14; based in the Magadan region; damaged in 1946, details unknown;
---	"126"	Ki-56	MVD - Dalstroj			struck off charge 13sep46 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;
---	"514"	Ki-56	MVD - Dalstroj		photo	struck off charge 13sep46 due to a lack of spare parts
						captured by Soviet troops in 1945 without any documents so that c/n, total time 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 Hinomarus; 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, Lieutenant Colonel 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" (CCCP-X820) was used by a fishery reconnaissance flight at Yuzhno-Sakhalinsk in 1947/49. Unfortunately, only two of the Soviet "Venturas" have been positively identified so far. Possible candidates for some of the others are BuNos 48909, 48928, 48930 and 49525.

237-6146	CCCP-X820	PV-1	Minrybprom	rgd	unknown	US Navy BuNo 48910 (the number is given in the document f. 9527, op. 2, d. 384 in RGAE as 48919, but the last digit was corrected from 9 to 0); originally operated by VB-135 of the US Navy; force-landed in the Soviet Far East 16jun44 after a bombing mission from Attu on the Kuril Islands (the crew was interned); Ministry of Fishery; operated by a fishery reconnaissance flight at Yuzhno-Sakhalinsk in 1947/49; struck off charge in the 3rd quarter of 1949 on the basis of an assessment of its technical condition by the Far Eastern directorate of Aeroflot
237-6324	? no code	PV-1	Soviet Air Force	ph.	27oct47	US Navy BuNo 49508; the c/n was also given as 6474 but if BuNo 49508 is correct c/n 6324 must be the correct one; originally operated by VB-136 of the US Navy; force-landed at PKC 28aug44 (date also reported as 30aug44) after having been hit by cannon fire from Japanese fighters during an attack on the Kuril Islands, the flaps failed to deploy on landing; underwent state acceptance trials with the NII VVS at Chkalovskaya in autumn 1947
237-6441	not known	PV-1	Soviet Air Force	no	reports	US Navy BuNo 49625; originally operated by VB-138, FAW-4 of the US Navy; 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
	CCCP-I349	Bf 108B	NKAP LII	rgd	29mar43	used as a liaison aircraft
---	not known	Bf 108B	Soviet Air Force	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 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; total time 159 hours by 20jun38
---	M-52	Bf 108B	MKKK			based at Harbin; total time 197 hours by 20jun38
---	M-53	Bf 108B	MKKK			total time 21 hours by 20jun38 (undergoing maintenance by that date)
---	M-54	Bf 108B	MKKK			based at Harbin; total time 110 hours by 20jun38
---	M-55	Bf 108B	MKKK			based at Mukden; total time 90 hours by 20jun38; a photo exists
---	M-56	Bf 108B	MKKK			based at Mukden; total time 70 hours by 20jun38
---	M-57	Bf 108B	MKKK			based at Harbin; total time 29 hours by 20jun38
---	M-58	Bf 108B	MKKK			based at Changchun; in light grey c/s; total time 90 hours by 20jun38; a photo exists
---	M-59	Bf 108B	MKKK			based at Mukden; total time 27 hours by 20jun38
---	M-60	Bf 108B	MKKK			based at Changchun; total time 42 hours by 20jun38
---	M-61	Bf 108B	MKKK			based at Mukden; total time 10 hours by 20jun38
---	M-62	Bf 108B	MKKK			based at Mukden; total time 8 hours by 20jun38
---	M-63	Bf 108B	MKKK			
---	M-64	Bf 108B	MKKK			
---	M-65	Bf 108B	MKKK			
---	M-..	Bf 108B	MKKK			
---	not known	Bf 108B	Manchukuoan AF			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
---	M-..	Bf 108B	MKKK			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
						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.

82-5183	112548	B-25C-NA	Soviet Air Force	acc	23feb42	USAAC s/n 41-12548; ferried from the USA via the southern route, arrived at Abadan (Iran) in spring 1942; passed on by 152 aviabaza 16may42
	CCCP-M345	B-25C-NA	GU GMS	rgd	jun46 ?	was to be operated by Leningradski otryad GU GMS at Koltushi; written off 06sep47 on the delivery flight from Naberezhnaya (near Shcholkovo) to Koltushi after transfer from the Soviet Air Force when the left engine caught fire shortly after take-off, the pilot opted for an emergency landing at Klyazma, but the aircraft lost height and speed and the crew was incapacitated by smoke in the cockpit so that the aircraft crashed into the house ul. Pushkina 93 at Klyazma (200 metres from the airport's perimeter), caught fire and burnt out, 3 of the 4 crew members and 1 of the 2 passengers plus 1 person in the house were killed and both survivors as well as 1 person in the house were seriously injured; total time 460 hours
82-5229	112594	B-25C-NA	Soviet Air Force	acc	06mar42	USAAC s/n 41-12594; ferried from the USA via the southern route, arrived at Abadan (Iran) in spring 1942; passed on by 152 aviabaza 18may42
	CCCP-X717	B-25C-NA	MVD - GULGMP	rgd	dec46 ?	operated by AO Norilskogo kombinata GULGMP (Main Directorate of the Metallurgical Industry Camps) as of 01jan47; damaged jan47 when made a belly-landing; repaired and taken over by Polyarnaya Aviatstva photo survey aircraft; operated by Moskovskaya aviagruppa at Zakharkovo; damaged 17sep47 on landing at the soaked runway at Odenskaya Kultbaza; flew ice-reconnaissance missions in 1948; operational as of 10sep48; still on charge as of 25sep49; withdrawn from use in the first half of 1950 (30apr50 ?)
	CCCP-N445	B-25C-NA	Polyarnaya Aviatsts.	rgd	jan47 ?	USAAC s/n 41-12708
82-5343	112708	B-25C-NA	Soviet Air Force	acc	13apr42	USAAC s/n 41-12708
	CCCP-X718	B-25C-NA	MVD - GULGMP	rgd	dec46 ?	operated by AO Norilskogo kombinata GULGMP (Main Directorate of the Metallurgical Industry Camps) as of 01jan47
87-8972	130807	B-25D-20NC	Soviet Air Force	acc	30jun43	USAAC s/n 41-30807; delivered 10jun43 (?), with total time 136 hours (was powered by engines s/ns 43-28891 and 43-37642 at that time); see s/n 44-30807 c/n 108-34082
	CCCP-X868	B-25D-20NC	MEP	rgd	aug48 ?	Ministry of the Electronics Industry; operated by the flying group of TsNII-108 (military unit 51011), the Central Scientific Research Institute for Radiolocation; latest known CoFA issued in 1948; damaged 17dec48 (was powered by engines s/ns 28891 and 30916 at that time), details unknown; returned by the Air Force ? as struck off charge in 1956 (was powered by engines s/ns 30916 and 728891 at that time)
100-20733	287240	B-25D-25NC	Soviet Air Force	acc	30jul43	USAAC s/n 42-87240
	CCCP-G353	B-25D-25NC	Mingeo	rgd	16may50	Ministry of Geology; photo survey aircraft; received from military unit 30177 in the 2nd quarter of 1950; operated by trest "Aerogeologiya"; new CoFA issued 28may52 (expired 30apr53); struck off charge 25oct52 as life-time expired
100-20743	287250	B-25D-25NC	Soviet Air Force	acc	30jul43	USAAC s/n 42-87250
	CCCP-M175	B-25D-25NC	Gidrometeosluzhba	rgd	may46 ?	transferred to the GU GK in the 4th quarter of 1948
	CCCP-F350	B-25D-25NC	GU GK	rgd	sep48 ?	Main Directorate of Geodesy and Cartography; photo survey aircraft; operated by Moskovski AFO; damaged 14apr49, details unknown; transferred to GU GVF mar53
100-23673	33347	B-25D-30NC	Soviet Air Force	acc	26oct43	USAAC s/n 43-3347
	CCCP-G351	B-25D-30NC	Mingeo	rgd	19apr50	Ministry of Geology; received from military unit 30177 in the 2nd quarter of 1950; operated by trest "Aerogeologiya"; new CoFA issued 28may52 (expired 30apr53); struck off charge 25oct52 as life-time expired
100-24051	33725	B-25D-35NC	Soviet Air Force	acc	04jan44	USAAC s/n 43-3725
	CCCP-G352	B-25D-35NC	Mingeo	rgd	22may50	Ministry of Geology; photo survey aircraft; received from military unit 30177 in the 2nd quarter of 1950; operated by trest "Aerogeologiya"; new CoFA issued 28may52 (expired 30apr53); struck off charge 25oct52 as life-time expired
108-32252	428977	B-25J-15NC	Soviet Air Force	mfd	02aug44	USAAC s/n 44-28977; accepted by the USAAF 16aug44; ferried on the ALSIB route; h/o sep44
	CCCP-L1141	B-25J-15NC	Aeroflot/Northern	rgd	01apr54	photo survey aircraft; CoFA expired 31dec54; struck off charge 13apr56 due to its poor technical condition
108-32270	428995	B-25J-15NC	Soviet Air Force	mfd	02aug44	USAAC s/n 44-28995; accepted by the USAAF 19aug44; ferried on the ALSIB route; h/o sep44
	CCCP-X834	B-25J-15NC	VM	rgd	apr48 ?	Voyennoye Ministerstvo (Military Ministry); operated by the flying group of TsNII-108 (military unit 51011), the Central Scientific Research Institute for Radiolocation; damaged 16oct48, details unknown; CoFA issued in 1952
108-32593	429318	B-25J-20NC	Soviet Air Force	mfd	08sep44	USAAC s/n 44-29318; accepted by the USAAF 19sep44; ferried on the ALSIB route; h/o oct44
	CCCP-M174	B-25J-20NC	Gidrometeosluzhba	rgd	may46 ?	transferred to the MEP in 1948
	CCCP-X906	B-25J-20NC	MEP	rgd	jan49 ?	Ministry of the Electronics Industry; operated by the flying group of TsNII-108 (military unit 51011), the Central Scientific Research Institute for Radiolocation; CoFA issued in 1949
108-32679	429404	B-25J-20NC	Soviet Air Force	mfd	15sep44	USAAC s/n 44-29404; accepted by the USAAF 26sep44; ferried on the ALSIB route; h/o nov44
	CCCP-L1284	B-25J-20NC	Aeroflot/Far East	rgd	aug46	latest known CoFA expired 31may51
108-32686	429411	B-25J-20NC	Soviet Air Force	mfd	18sep44	USAAC s/n 44-29411; accepted by the USAAF 06oct44; ferried on the ALSIB route; h/o nov44

108-32713	CCCP-L1165	B-25J-20NC	Aeroflot/Northern	rgd	05jan55	converted to a photo survey aircraft; CofA expired 01nov55 USAAF s/n 44-29438; accepted by the USAAF 02oct44; ferried on the ALSIB route; h/o nov44 photo survey aircraft; CofA expired 31dec54; struck off charge 13apr56 due to its poor technical condition USAAF s/n 44-29563; accepted by the USAAF 13oct44; ferried on the ALSIB route; h/o nov44 converted to a photo survey aircraft; CofA expired 10feb54; struck off charge 26dec55 due to its poor technical condition USAAF s/n 44-29990; accepted by the USAAF 29nov44; ferried on the ALSIB route; h/o dec44 photo survey aircraft; in olive drab c/s, probably no titles; used for geological research at Ukhta in 1955; CofA expired 01nov55 USAAF s/n 44-30017; accepted by the USAAF 05dec44; ferried on the ALSIB route; h/o jan45 photo survey aircraft; operated by Otryad aerofotogrammeticheskikh vozdushnykh syomok; CofA expired 01apr54; struck off charge 31jan56 as life-time expired and due to its poor technical condition; the same registration was used on an A-20 at the same time USAAF s/n 44-30041; accepted by the USAAF 12dec44; in camo c/s with black undersides; ferried on the ALSIB route; h/o jan45; used as a test-bed for the D-5 pulse-jet engine taken on charge in 1948, as such in a document dated 02feb49; received from the flight test station of Factory No. 51 USAAF s/n 44-30806; accepted by the USAAF 23feb45 the same registration was used on an A-20 at the same time registration corrected in register manually to CCCP-L1153; photo survey aircraft; operated by Otryad aerofotogrammeticheskikh vozdushnykh syomok; CofA expired 25dec55; struck off charge 31jan56 as life-time expired and due to its poor technical condition USAAF s/n 44-30818; accepted by the USAAF 26feb45 operated by 2 zveno 37 osao YaU GMS (2nd flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service) as of 24dec46; transferred to the GU GK in the 4th quarter of 1948 Main Directorate of Geodesy and Cartography; photo survey aircraft; operated initially by ao YaAGP GU GK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography) and later by Moskovskii AFO; transferred to Novosibirskoye AGP 04feb53; transferred to GU GVF mar53 USAAF s/n 43-27623; accepted by the USAAF 28mar44 photo survey aircraft; CofA expired 12feb54; struck off charge 15feb55 USAAF s/n 43-27801; accepted by the USAAF 19apr44; handed over 01aug44 Main Directorate of Geodesy and Cartography; photo survey aircraft; operated initially by Moskovskii AFO; transferred to Novosibirskoye AGP 04feb53 USAAF s/n 43-27860; accepted by the USAAF 25apr44 converted to a photo survey aircraft; based at Rzhnevka; in dark c/s with light undersides and small titles on the nose; photo at Rzhnevka in the mid-1940s operated by transportny otryad zavoda No. 39; written off 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 members (among them the pilot, Major Pavel I. Tikhonov) were killed while the 5th one and the sole passenger who had gone to the tail were slightly injured; total time 86 hours 30 minutes; the wreck was found only 03oct46 USAAF s/n 44-31162; in olive drab/dark olive drab/medium grey camo c/s with black undersides; accepted by the USAAF 16apr45; ferried on the ALSIB route by 1 pad KVT; departed Fairbanks 12may45 photo survey aircraft; CofA expired 01nov55 USAAF s/n 44-31413; accepted by the USAAF 28may45 Voennoye Ministerstvo (Military Ministry); operated by the flying group of TsNII-108 (military unit 51011), the Central Scientific Research Institute for Radiolocation; CofA issued in 1950 in a document 11jul56; photo in AIK 2/2009 photo in 1958 (in book by G.F. Petrov) written off 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 members and 3 passengers of the B-25 were killed operated by 3 oads GVF at Myachkovo damaged beyond repair 04sep47 on a training flight from Naberezhnaya when the worn-out tyres of the nose gear were destroyed during the landing run and the aircraft nosed over, no casualties written off in 1947, details unknown operated by Moskovskaya aviagruppa at Zakharkovo; was under maintenance by 10may45 operated by Moskovskaya aviagruppa at Zakharkovo; was awaiting spare parts as of 10sep48; still on charge by 25sep49 used as a cargo aircraft, based in the Magadan region; operated by SMP AO by 1947; was to undergo an overhaul and receive new engines in Moscow in 1948 Ministry of Fishery of the Eastern Regions; operated by Moskovskii aviatryad; damaged 19feb48, details unknown; made a forced landing 30sep48 carries USAAF s/n 43-3355 on the fin, but is a different aircraft; poorly restored by TOO "Avion" at Novosibirsk in the early 1990s from the wreckage of a machine (or several machines) which had crashed in the taiga during its/their ferry flight on the ALSIB route; in olive drab c/s with neutral grey undersides; preserved in the Russian Air Force museum at Monino from 07mar96, l/n may02 preserved in the Russian Air Force museum at Monino (in hangar No. 6B from 14nov19); repainted in fresh olive drab c/s with neutral grey undersides (now with a yellow code) in summer 2002 and again in summer 2012 (in both cases without the USAAF serial on the fin), seen aug02/apr21
	429438	B-25J-20NC	Soviet Air Force	mfd	20sep44	
	CCCP-L1140	B-25J-20NC	Aeroflot/Northern	rgd	01apr54	
108-32838	429563	B-25J-20NC	Soviet Air Force	mfd	02oct44	converted to a photo survey aircraft; CofA expired 10feb54; struck off charge 26dec55 due to its poor technical condition
	CCCP-L1128	B-25J-20NC	AFL/West Siberia	rgd	26dec53	
108-33265	429990	B-25J-25NC	Soviet Air Force	mfd	16nov44	USAAF s/n 44-29990; accepted by the USAAF 29nov44; ferried on the ALSIB route; h/o dec44 photo survey aircraft; in olive drab c/s, probably no titles; used for geological research at Ukhta in 1955; CofA expired 01nov55
	CCCP-L1169	B-25J-25NC	Aeroflot/Northern	rgd	05jan55	
108-33292	430017	B-25J-25NC	Soviet Air Force	mfd	20nov44	USAAF s/n 44-30017; accepted by the USAAF 05dec44; ferried on the ALSIB route; h/o jan45 photo survey aircraft; operated by Otryad aerofotogrammeticheskikh vozdushnykh syomok; CofA expired 01apr54; struck off charge 31jan56 as life-time expired and due to its poor technical condition; the same registration was used on an A-20 at the same time
	CCCP-L1129	B-25J-25NC	Aeroflot	rgd	29dec53	
108-33316	430041	B-25J-25NC	Soviet Air Force	mfd	22nov44	USAAF s/n 44-30041; accepted by the USAAF 12dec44; in camo c/s with black undersides; ferried on the ALSIB route; h/o jan45; used as a test-bed for the D-5 pulse-jet engine taken on charge in 1948, as such in a document dated 02feb49; received from the flight test station of Factory No. 51
	CCCP-1996	B-25J-25NC	MAP	rgd	dec48 ?	
108-34081	430806	B-25J-25NC	Soviet Air Force	mfd	16feb45	USAAF s/n 44-30806; accepted by the USAAF 23feb45 the same registration was used on an A-20 at the same time registration corrected in register manually to CCCP-L1153; photo survey aircraft; operated by Otryad aerofotogrammeticheskikh vozdushnykh syomok; CofA expired 25dec55; struck off charge 31jan56 as life-time expired and due to its poor technical condition USAAF s/n 44-30818; accepted by the USAAF 26feb45 operated by 2 zveno 37 osao YaU GMS (2nd flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service) as of 24dec46; transferred to the GU GK in the 4th quarter of 1948 Main Directorate of Geodesy and Cartography; photo survey aircraft; operated initially by ao YaAGP GU GK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography) and later by Moskovskii AFO; transferred to Novosibirskoye AGP 04feb53; transferred to GU GVF mar53 USAAF s/n 43-27623; accepted by the USAAF 28mar44 photo survey aircraft; CofA expired 12feb54; struck off charge 15feb55 USAAF s/n 43-27801; accepted by the USAAF 19apr44; handed over 01aug44 Main Directorate of Geodesy and Cartography; photo survey aircraft; operated initially by Moskovskii AFO; transferred to Novosibirskoye AGP 04feb53 USAAF s/n 43-27860; accepted by the USAAF 25apr44 converted to a photo survey aircraft; based at Rzhnevka; in dark c/s with light undersides and small titles on the nose; photo at Rzhnevka in the mid-1940s operated by transportny otryad zavoda No. 39; written off 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 members (among them the pilot, Major Pavel I. Tikhonov) were killed while the 5th one and the sole passenger who had gone to the tail were slightly injured; total time 86 hours 30 minutes; the wreck was found only 03oct46 USAAF s/n 44-31162; in olive drab/dark olive drab/medium grey camo c/s with black undersides; accepted by the USAAF 16apr45; ferried on the ALSIB route by 1 pad KVT; departed Fairbanks 12may45 photo survey aircraft; CofA expired 01nov55 USAAF s/n 44-31413; accepted by the USAAF 28may45 Voennoye Ministerstvo (Military Ministry); operated by the flying group of TsNII-108 (military unit 51011), the Central Scientific Research Institute for Radiolocation; CofA issued in 1950 in a document 11jul56; photo in AIK 2/2009 photo in 1958 (in book by G.F. Petrov) written off 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 members and 3 passengers of the B-25 were killed operated by 3 oads GVF at Myachkovo damaged beyond repair 04sep47 on a training flight from Naberezhnaya when the worn-out tyres of the nose gear were destroyed during the landing run and the aircraft nosed over, no casualties written off in 1947, details unknown operated by Moskovskaya aviagruppa at Zakharkovo; was under maintenance by 10may45 operated by Moskovskaya aviagruppa at Zakharkovo; was awaiting spare parts as of 10sep48; still on charge by 25sep49 used as a cargo aircraft, based in the Magadan region; operated by SMP AO by 1947; was to undergo an overhaul and receive new engines in Moscow in 1948 Ministry of Fishery of the Eastern Regions; operated by Moskovskii aviatryad; damaged 19feb48, details unknown; made a forced landing 30sep48 carries USAAF s/n 43-3355 on the fin, but is a different aircraft; poorly restored by TOO "Avion" at Novosibirsk in the early 1990s from the wreckage of a machine (or several machines) which had crashed in the taiga during its/their ferry flight on the ALSIB route; in olive drab c/s with neutral grey undersides; preserved in the Russian Air Force museum at Monino from 07mar96, l/n may02 preserved in the Russian Air Force museum at Monino (in hangar No. 6B from 14nov19); repainted in fresh olive drab c/s with neutral grey undersides (now with a yellow code) in summer 2002 and again in summer 2012 (in both cases without the USAAF serial on the fin), seen aug02/apr21
	CCCP-L1130	B-25J-25NC	Aeroflot	rgd	29dec53	
	CCCP-L1153	B-25J-25NC	Aeroflot	rgd	29dec53	
108-34093	430818	B-25J-25NC	Soviet Air Force	mfd	19feb45	USAAF s/n 44-30818; accepted by the USAAF 26feb45 operated by 2 zveno 37 osao YaU GMS (2nd flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service) as of 24dec46; transferred to the GU GK in the 4th quarter of 1948 Main Directorate of Geodesy and Cartography; photo survey aircraft; operated initially by ao YaAGP GU GK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography) and later by Moskovskii AFO; transferred to Novosibirskoye AGP 04feb53; transferred to GU GVF mar53 USAAF s/n 43-27623; accepted by the USAAF 28mar44 photo survey aircraft; CofA expired 12feb54; struck off charge 15feb55 USAAF s/n 43-27801; accepted by the USAAF 19apr44; handed over 01aug44 Main Directorate of Geodesy and Cartography; photo survey aircraft; operated initially by Moskovskii AFO; transferred to Novosibirskoye AGP 04feb53 USAAF s/n 43-27860; accepted by the USAAF 25apr44 converted to a photo survey aircraft; based at Rzhnevka; in dark c/s with light undersides and small titles on the nose; photo at Rzhnevka in the mid-1940s operated by transportny otryad zavoda No. 39; written off 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 members (among them the pilot, Major Pavel I. Tikhonov) were killed while the 5th one and the sole passenger who had gone to the tail were slightly injured; total time 86 hours 30 minutes; the wreck was found only 03oct46 USAAF s/n 44-31162; in olive drab/dark olive drab/medium grey camo c/s with black undersides; accepted by the USAAF 16apr45; ferried on the ALSIB route by 1 pad KVT; departed Fairbanks 12may45 photo survey aircraft; CofA expired 01nov55 USAAF s/n 44-31413; accepted by the USAAF 28may45 Voennoye Ministerstvo (Military Ministry); operated by the flying group of TsNII-108 (military unit 51011), the Central Scientific Research Institute for Radiolocation; CofA issued in 1950 in a document 11jul56; photo in AIK 2/2009 photo in 1958 (in book by G.F. Petrov) written off 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 members and 3 passengers of the B-25 were killed operated by 3 oads GVF at Myachkovo damaged beyond repair 04sep47 on a training flight from Naberezhnaya when the worn-out tyres of the nose gear were destroyed during the landing run and the aircraft nosed over, no casualties written off in 1947, details unknown operated by Moskovskaya aviagruppa at Zakharkovo; was under maintenance by 10may45 operated by Moskovskaya aviagruppa at Zakharkovo; was awaiting spare parts as of 10sep48; still on charge by 25sep49 used as a cargo aircraft, based in the Magadan region; operated by SMP AO by 1947; was to undergo an overhaul and receive new engines in Moscow in 1948 Ministry of Fishery of the Eastern Regions; operated by Moskovskii aviatryad; damaged 19feb48, details unknown; made a forced landing 30sep48 carries USAAF s/n 43-3355 on the fin, but is a different aircraft; poorly restored by TOO "Avion" at Novosibirsk in the early 1990s from the wreckage of a machine (or several machines) which had crashed in the taiga during its/their ferry flight on the ALSIB route; in olive drab c/s with neutral grey undersides; preserved in the Russian Air Force museum at Monino from 07mar96, l/n may02 preserved in the Russian Air Force museum at Monino (in hangar No. 6B from 14nov19); repainted in fresh olive drab c/s with neutral grey undersides (now with a yellow code) in summer 2002 and again in summer 2012 (in both cases without the USAAF serial on the fin), seen aug02/apr21
	CCCP-M178	B-25J-25NC	Gidrometeosluzhba	rgd	may46 ?	
	CCCP-F348	B-25J-25NC	GU GK	trf	14sep48	USAAF s/n 43-27623; accepted by the USAAF 28mar44 photo survey aircraft; CofA expired 12feb54; struck off charge 15feb55 USAAF s/n 43-27801; accepted by the USAAF 19apr44; handed over 01aug44 Main Directorate of Geodesy and Cartography; photo survey aircraft; operated initially by Moskovskii AFO; transferred to Novosibirskoye AGP 04feb53 USAAF s/n 43-27860; accepted by the USAAF 25apr44 converted to a photo survey aircraft; based at Rzhnevka; in dark c/s with light undersides and small titles on the nose; photo at Rzhnevka in the mid-1940s operated by transportny otryad zavoda No. 39; written off 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 members (among them the pilot, Major Pavel I. Tikhonov) were killed while the 5th one and the sole passenger who had gone to the tail were slightly injured; total time 86 hours 30 minutes; the wreck was found only 03oct46 USAAF s/n 44-31162; in olive drab/dark olive drab/medium grey camo c/s with black undersides; accepted by the USAAF 16apr45; ferried on the ALSIB route by 1 pad KVT; departed Fairbanks 12may45 photo survey aircraft; CofA expired 01nov55 USAAF s/n 44-31413; accepted by the USAAF 28may45 Voennoye Ministerstvo (Military Ministry); operated by the flying group of TsNII-108 (military unit 51011), the Central Scientific Research Institute for Radiolocation; CofA issued in 1950 in a document 11jul56; photo in AIK 2/2009 photo in 1958 (in book by G.F. Petrov) written off 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 members and 3 passengers of the B-25 were killed operated by 3 oads GVF at Myachkovo damaged beyond repair 04sep47 on a training flight from Naberezhnaya when the worn-out tyres of the nose gear were destroyed during the landing run and the aircraft nosed over, no casualties written off in 1947, details unknown operated by Moskovskaya aviagruppa at Zakharkovo; was under maintenance by 10may45 operated by Moskovskaya aviagruppa at Zakharkovo; was awaiting spare parts as of 10sep48; still on charge by 25sep49 used as a cargo aircraft, based in the Magadan region; operated by SMP AO by 1947; was to undergo an overhaul and receive new engines in Moscow in 1948 Ministry of Fishery of the Eastern Regions; operated by Moskovskii aviatryad; damaged 19feb48, details unknown; made a forced landing 30sep48 carries USAAF s/n 43-3355 on the fin, but is a different aircraft; poorly restored by TOO "Avion" at Novosibirsk in the early 1990s from the wreckage of a machine (or several machines) which had crashed in the taiga during its/their ferry flight on the ALSIB route; in olive drab c/s with neutral grey undersides; preserved in the Russian Air Force museum at Monino from 07mar96, l/n may02 preserved in the Russian Air Force museum at Monino (in hangar No. 6B from 14nov19); repainted in fresh olive drab c/s with neutral grey undersides (now with a yellow code) in summer 2002 and again in summer 2012 (in both cases without the USAAF serial on the fin), seen aug02/apr21
	CCCP-L1168	B-25J-30NC	Aeroflot/Northern	rgd	05jan55	
108-37488	431413	B-25J-30NC	Soviet Air Force	mfd	21may45	USAAF s/n 44-31413; accepted by the USAAF 28may45 Voennoye Ministerstvo (Military Ministry); operated by the flying group of TsNII-108 (military unit 51011), the Central Scientific Research Institute for Radiolocation; CofA issued in 1950 in a document 11jul56; photo in AIK 2/2009 photo in 1958 (in book by G.F. Petrov) written off 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 members and 3 passengers of the B-25 were killed operated by 3 oads GVF at Myachkovo damaged beyond repair 04sep47 on a training flight from Naberezhnaya when the worn-out tyres of the nose gear were destroyed during the landing run and the aircraft nosed over, no casualties written off in 1947, details unknown operated by Moskovskaya aviagruppa at Zakharkovo; was under maintenance by 10may45 operated by Moskovskaya aviagruppa at Zakharkovo; was awaiting spare parts as of 10sep48; still on charge by 25sep49 used as a cargo aircraft, based in the Magadan region; operated by SMP AO by 1947; was to undergo an overhaul and receive new engines in Moscow in 1948 Ministry of Fishery of the Eastern Regions; operated by Moskovskii aviatryad; damaged 19feb48, details unknown; made a forced landing 30sep48 carries USAAF s/n 43-3355 on the fin, but is a different aircraft; poorly restored by TOO "Avion" at Novosibirsk in the early 1990s from the wreckage of a machine (or several machines) which had crashed in the taiga during its/their ferry flight on the ALSIB route; in olive drab c/s with neutral grey undersides; preserved in the Russian Air Force museum at Monino from 07mar96, l/n may02 preserved in the Russian Air Force museum at Monino (in hangar No. 6B from 14nov19); repainted in fresh olive drab c/s with neutral grey undersides (now with a yellow code) in summer 2002 and again in summer 2012 (in both cases without the USAAF serial on the fin), seen aug02/apr21
	CCCP-X805	B-25J-30NC	VM	rgd	jan48 ?	
---	CCCP-A374	B-25J-5-NC	Aeroflot	rgd	jun46 ?	USAAF s/n 43-3355 on the fin, but is a different aircraft; poorly restored by TOO "Avion" at Novosibirsk in the early 1990s from the wreckage of a machine (or several machines) which had crashed in the taiga during its/their ferry flight on the ALSIB route; in olive drab c/s with neutral grey undersides; preserved in the Russian Air Force museum at Monino from 07mar96, l/n may02 preserved in the Russian Air Force museum at Monino (in hangar No. 6B from 14nov19); repainted in fresh olive drab c/s with neutral grey undersides (now with a yellow code) in summer 2002 and again in summer 2012 (in both cases without the USAAF serial on the fin), seen aug02/apr21
	CCCP-A376	B-25	Aeroflot	rgd	jun46 ?	
---	CCCP-1850	B-25	NKAP zavod # 118	rgd	jan46 ?	USAAF s/n 43-3355 on the fin, but is a different aircraft; poorly restored by TOO "Avion" at Novosibirsk in the early 1990s from the wreckage of a machine (or several machines) which had crashed in the taiga during its/their ferry flight on the ALSIB route; in olive drab c/s with neutral grey undersides; preserved in the Russian Air Force museum at Monino from 07mar96, l/n may02 preserved in the Russian Air Force museum at Monino (in hangar No. 6B from 14nov19); repainted in fresh olive drab c/s with neutral grey undersides (now with a yellow code) in summer 2002 and again in summer 2012 (in both cases without the USAAF serial on the fin), seen aug02/apr21
---	CCCP-L525	B-25	GVF	rgd	unknown	
---	CCCP-M179	B-25	Gidrometeosluzhba	rgd	may46 ?	USAAF s/n 43-3355 on the fin, but is a different aircraft; poorly restored by TOO "Avion" at Novosibirsk in the early 1990s from the wreckage of a machine (or several machines) which had crashed in the taiga during its/their ferry flight on the ALSIB route; in olive drab c/s with neutral grey undersides; preserved in the Russian Air Force museum at Monino from 07mar96, l/n may02 preserved in the Russian Air Force museum at Monino (in hangar No. 6B from 14nov19); repainted in fresh olive drab c/s with neutral grey undersides (now with a yellow code) in summer 2002 and again in summer 2012 (in both cases without the USAAF serial on the fin), seen aug02/apr21
---	CCCP-M...	B-25	Gidrometeosluzhba	rgd	unknown	
---	CCCP-N366	B-25	Polyarnaya Aviats.	rgd	10dec44	USAAF s/n 43-3355 on the fin, but is a different aircraft; poorly restored by TOO "Avion" at Novosibirsk in the early 1990s from the wreckage of a machine (or several machines) which had crashed in the taiga during its/their ferry flight on the ALSIB route; in olive drab c/s with neutral grey undersides; preserved in the Russian Air Force museum at Monino from 07mar96, l/n may02 preserved in the Russian Air Force museum at Monino (in hangar No. 6B from 14nov19); repainted in fresh olive drab c/s with neutral grey undersides (now with a yellow code) in summer 2002 and again in summer 2012 (in both cases without the USAAF serial on the fin), seen aug02/apr21
---	CCCP-N476	B-25	Polyarnaya Aviats.	rgd	feb47 ?	
---	CCCP-X543	B-25	MVD - Dalstro	rgd	apr46 ?	USAAF s/n 43-3355 on the fin, but is a different aircraft; poorly restored by TOO "Avion" at Novosibirsk in the early 1990s from the wreckage of a machine (or several machines) which had crashed in the taiga during its/their ferry flight on the ALSIB route; in olive drab c/s with neutral grey undersides; preserved in the Russian Air Force museum at Monino from 07mar96, l/n may02 preserved in the Russian Air Force museum at Monino (in hangar No. 6B from 14nov19); repainted in fresh olive drab c/s with neutral grey undersides (now with a yellow code) in summer 2002 and again in summer 2012 (in both cases without the USAAF serial on the fin), seen aug02/apr21
---	CCCP-X686	B-25	Minrybprom	rgd	jun46 ?	
---	"50" white	B-25D	Soviet Air Force	ph.	apr96	USAAF s/n 43-3355 on the fin, but is a different aircraft; poorly restored by TOO "Avion" at Novosibirsk in the early 1990s from the wreckage of a machine (or several machines) which had crashed in the taiga during its/their ferry flight on the ALSIB route; in olive drab c/s with neutral grey undersides; preserved in the Russian Air Force museum at Monino from 07mar96, l/n may02 preserved in the Russian Air Force museum at Monino (in hangar No. 6B from 14nov19); repainted in fresh olive drab c/s with neutral grey undersides (now with a yellow code) in summer 2002 and again in summer 2012 (in both cases without the USAAF serial on the fin), seen aug02/apr21
---	"50" yellow	B-25D	Soviet Air Force	ph.	25aug02	

## North American AT-6 "Texan" in Soviet service

A total of 84 of these advanced trainers were delivered to the Soviet Union. The first batch of 30 AT-6Cs was supplied in 1943, with eight aircraft being shipped on the northern route via Britain to either Arkhangelsk or Murmansk (both locations can be found in Soviet documents) - five in convoy 53 and three in convoys 54 and 55. These may be identical with convoys JW 53, JW 54 and JW 55, but in one Soviet document convoy 53 is also called convoy 22 which creates some confusion. For reference - convoy JW 53 departed Loch Ewe on 15 February 1943 and arrived in Kola Bay on 27 February, JW 54 departed Loch Ewe on 15 November 1943 and arrived in Kola Bay on 24 November, JW 54B departed Loch Ewe on 22 November 1943 and arrived in Kola Bay on 3 December, JW 55A departed Loch Ewe on 12 December 1943 and arrived in Kola Bay on 22 December and JW 55B departed Loch Ewe on 20 December 1943 and arrived in Kola Bay on 30 December. All eight AT-6Cs which were delivered via the northern route were sent to Ivanovo in three batches (of 4, 1 resp. 3 aircraft) and reassembled there by the 6th reserve aviation brigade (6 zab). The other 22 "Texans" of the first batch were shipped on the southern route to Abadan, reassembled there by the 18th Depot Repair Squadron, 82nd Air Depot Group of the USAAF and then ferried to Tehran-Qaleh Morgeh where they were handed over to Soviet representatives. Two of the trainers crashed after reassembly in Iran (one under US control and one under Soviet control), one was sent to Krasnovodsk in unassembled state and one remained at Abadan as a "pattern aircraft", so only 26 AT-6Cs were flown to the Soviet Union. One of the AT-6Cs underwent state trials with the NII VVS from 21 May to 6 June 1943, and was used later for filming test flights of various aircraft, with a camera operator in the back seat.

A second batch of "Texans" was delivered via the ALSIB route in late spring and summer 1945. Initially, 225 AT-6F aircraft were intended to be sent to the Soviet Union (in response to a request for 600), and 66 were marked in the US delivery log as 'Russia'. Of these, 54 were actually delivered before Lend-Lease was terminated. Three of them suffered accidents during their ferry flights to Alaska and were repaired - while two of them continued their way to Siberia after their repair, the third one was re-diverted to the USAAF and replaced by another AT-6F out of those 66 which had been earmarked for delivery.

The "Texans" were used by the Soviet Air Force mainly as conversion trainers for the combat aircraft (fighters as well as bombers) which had been supplied by the US. Most of them were operated by reserve aviation brigades and regiments (among them 4 zab and 6 zab) and by flying schools while a few others served with diverse units, and several fighter aviation regiments were assigned one AT-6 each. Six aircraft had already been lost by 1 May 1945. Because of the small amount supplied and the late delivery schedule only a limited number of Soviet pilots received training on the type. Accidents and a lack of spare parts soon reduced the number of operational AT-6s, and so the "Texan" was phased out early in Soviet service. Not a single example has survived - the AT-6D in the "Krylya Pobedy" (Wings of Victory) museum of UMMC at Verkhnyaya Pyshma and the SNJ-4 of Vadim Zadorozhny do not have a Soviet history.

### Built by North American at Plant A at Dallas/Grand Prairie-Hensley Field, TX

88-10853	132618	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32618; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; ferried to Tehran-Qaleh Morgeh and handed over there
88-10854	132619	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32619; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; ferried to Tehran-Qaleh Morgeh and handed over there
88-10855	132620	AT-6C-NT	(Soviet Air Force)	acc	16nov42	USAAC s/n 41-32620; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; written off at an unknown date on a test flight in Iran
88-10856	132621	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32621; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; ferried to Tehran-Qaleh Morgeh and handed over there

88-10857	132622	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32622; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; ferried to Tehran-Qaleh Morgeh and handed over there
88-10858	132623	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32623; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; ferried to Tehran-Qaleh Morgeh and handed over there
88-10859	132624	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32624; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; ferried to Tehran-Qaleh Morgeh and handed over there
88-10860	132625	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32625; crated and shipped via Britain to Arkhangelsk or Murmansk in 1943; re-assembled by 6 zab at Ivanovo
88-10861	132626	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32626; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; ferried to Tehran-Qaleh Morgeh and handed over there
88-10862	132627	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32627; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; ferried to Tehran-Qaleh Morgeh and handed over there
88-10863	132628	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32628; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; ferried to Tehran-Qaleh Morgeh and handed over there
88-10864	132629	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32629; crated and shipped via Britain to Arkhangelsk or Murmansk in 1943; re-assembled by 6 zab at Ivanovo
88-10865	132630	AT-6C-NT	(Soviet Air Force)	acc	16nov42	USAAC s/n 41-32630; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; did not leave Abadan and was still there feb45 (possibly without engine), being designated a 'pattern aircraft' - probably served as a pattern for reassembling the other AT-6Cs
88-10866	132631	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32631; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; ferried to Tehran-Qaleh Morgeh and handed over there
88-10867	132632	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32632; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; was obviously shipped in disassembled state from Iran via the Caspian Sea to Krasnovodsk (Turkmenistan); was sent from Krasnovodsk to Depot No. 13 (location unknown, possibly in Central Asia) in disassembled state in mid-June 1944 (without having been flown before)
88-10868	132633	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32633; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; ferried to Tehran-Qaleh Morgeh and handed over there
88-10869	132634	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32634; crated and shipped via Britain to Arkhangelsk or Murmansk in 1943; re-assembled by 6 zab at Ivanovo
88-10870	132635	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32635; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; ferried to Tehran-Qaleh Morgeh and handed over there
88-10871	132636	AT-6C-NT	(Soviet Air Force)	acc	16nov42	USAAC s/n 41-32636; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; written off at an unknown date on a test flight in Iran
88-10872	132637	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32637; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; ferried to Tehran-Qaleh Morgeh and handed over there
88-10873	132638	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32638; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; ferried to Tehran-Qaleh Morgeh and handed over there
88-10874	132639	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32639; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; ferried to Tehran-Qaleh Morgeh and handed over there
88-10875	132640	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32640; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; ferried to Tehran-Qaleh Morgeh and handed over there
88-10876	132641	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32641; crated and shipped via Britain to Arkhangelsk or Murmansk in 1943; re-assembled by 6 zab at Ivanovo
88-10877	132642	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32642; crated and shipped via Britain to Arkhangelsk or Murmansk in 1943; re-assembled by 6 zab at Ivanovo
88-10878	132643	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32643; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; ferried to Tehran-Qaleh Morgeh and handed over there
88-10879	132644	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32644; crated and shipped via Britain to Arkhangelsk or Murmansk in 1943; re-assembled by 6 zab at Ivanovo
88-10880	132645	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32645; flown to New York, dismantled and packed and shipped from Newark, NJ on the southern route in 1943; assembled by the 18th Depot Repair Squadron, 82nd Air Depot Group at Abadan; ferried to Tehran-Qaleh Morgeh and handed over there
88-10881	132646	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32646; crated and shipped via Britain to Arkhangelsk or Murmansk in 1943; re-assembled by 6 zab at Ivanovo
88-10882	132647	AT-6C-NT	Soviet Air Force	acc	16nov42	USAAC s/n 41-32647; crated and shipped via Britain to Arkhangelsk or Murmansk in 1943; re-assembled by 6 zab at Ivanovo
88-11798	RA-2232G	SNJ-4-NT	Vadim Zadorozhny	mfd	1943	Muzei tekhniki Vadima Zadorozhnogo; US Navy BuNo 26939; remanufactured to T-6D standard in 1952; ex NC79918, NX79918, N79918, '7647' (South African Air Force), N647YJ, N50BZ and N43NA (cancelled 14aug13 as exported to Russia); rgd 24apr14; in register as YeEVS.03.2602; in full US Navy c/s (sea blue/intermediate blue with white undersides); reassembled at Myachkovo Jul15/aug15 and reflown 22aug15; appeared in the 2021 Russian film "Lyotchik" (The Pilot); current on register 01aug23; l/n Vorotynsk 06jul24
88-17181	N65555	AT-6D-NT	no markings			USAAF s/n 42-85400; ex NC65555, N65555, N6075C and N65555 (cancelled 19may16 as exported to Russia); in natural metal/silver c/s, no markings apart from the former US registration; preserved in the "Krylya Pobedy" (Wings of Victory) museum of UMMC at Verkhnyaya Pyshma, seen oct22/jul23
121-42877	482155	AT-6F-NT	Soviet Air Force	mfd	26apr45	USAAF s/n 44-82155; accepted by the USAAF 07may45; ferried from Great Falls, MT via Canada to Fairbanks-Ladd Field, AK by the Air Transport Command of the USAAF; in the Soviet delivery certificate No. K/263 dated 22jul45 as having been passed on to 15 aviabaza at Krasnoyarsk, with total time 57 hours
121-42878	482156	AT-6F-NT	Soviet Air Force	mfd	03may45	USAAF s/n 44-82156; accepted by the USAAF 07may45; ferried from Great Falls, MT via Canada to Fairbanks-Ladd Field, AK by the Air Transport Command of the USAAF; in the Soviet delivery certificate No. K/264 dated 03aug45 as having been passed on to 15 aviabaza at Krasnoyarsk, with total time 52 hours 40 minutes
121-42879	482157	AT-6F-NT	Soviet Air Force	mfd	04may45	USAAF s/n 44-82157; accepted by the USAAF 08may45; ferried from Great Falls, MT via Canada to Fairbanks-Ladd Field, AK by the Air Transport Command of the USAAF; in the Soviet delivery certificate No. K/264 dated 03aug45 as having been passed on to 15 aviabaza at Krasnoyarsk, with total time 44 hours
121-42880	482158	AT-6F-NT	Soviet Air Force	mfd	04may45	USAAF s/n 44-82158; accepted by the USAAF 09may45; ferried from Great Falls, MT via Canada to Fairbanks-Ladd Field, AK by the Air Transport Command of the USAAF; in the Soviet delivery certificate No. K/264 dated 03aug45 as having been passed on to 15 aviabaza at Krasnoyarsk, with total time 48 hours 30 minutes
121-42881	482159	AT-6F-NT	Soviet Air Force	mfd	04may45	USAAF s/n 44-82159; accepted by the USAAF 09may45; ferried from Great Falls, MT via Canada to Alaska by the Air Transport Command of the USAAF; damaged 24may45 while being ferried on the leg to Ladd Field when ground-looped 3.5 miles south-east of Fairbanks; repaired; in the Soviet delivery certificate No. K/266 dated 12nov45 as having been passed on to 15 aviabaza at Krasnoyarsk, with total time 40 hours 30 minutes
121-42882	482160	AT-6F-NT	Soviet Air Force	mfd	04may45	USAAF s/n 44-82160; accepted by the USAAF 09may45; ferried from Great Falls, MT via Canada to Alaska by the Air Transport Command of the USAAF; damaged 26may45 when ground-looped at Tanacross AAB (Station # 16), AK; repaired; in the Soviet delivery certificate No. K/266 dated 12nov45 as having been passed on to 15 aviabaza at Krasnoyarsk, with total time 43 hours 30 minutes
121-42883	482161	AT-6F-NT	Soviet Air Force	mfd	04may45	USAAF s/n 44-82161; accepted by the USAAF 09may45; in natural metal c/s; ferried from Great Falls, MT via Canada to Fairbanks-Ladd Field, AK by the Air Transport Command of the USAAF; in the Soviet delivery certificate No. K/264 dated 03aug45 as having been passed on to 15 aviabaza at Krasnoyarsk, with total time 44 hours
121-42884	482162	AT-6F-NT	Soviet Air Force	mfd	04may45	USAAF s/n 44-82162; accepted by the USAAF 08may45; ferried from Great Falls, MT via Canada to Fairbanks-Ladd Field, AK by the Air Transport Command of the USAAF; in the Soviet delivery certificate No. K/263 dated 22jul45 as having been passed on to 15 aviabaza at Krasnoyarsk, with total time 41 hours
121-42885	482163	AT-6F-NT	Soviet Air Force	mfd	04may45	USAAF s/n 44-82163; accepted by the USAAF 08may45; ferried from Great Falls, MT via Canada to Fairbanks-Ladd Field, AK by the Air Transport Command of the USAAF; in the Soviet delivery certificate No. K/264 dated 03aug45 as having been passed on to 15 aviabaza at Krasnoyarsk, with total time 49 hours
121-42886	482164	AT-6F-NT	Soviet Air Force	mfd	04may45	USAAF s/n 44-82164; accepted by the USAAF 14may45; ferried from Great Falls, MT via Canada to Fairbanks-Ladd Field, AK by the Air Transport Command of the USAAF; in the Soviet delivery certificate No. K/263 dated 22jul45 as having been passed on to 15 aviabaza at Krasnoyarsk, with total time 47 hours
121-42887	482165	AT-6F-NT	Soviet Air Force	mfd	07may45	USAAF s/n 44-82165; accepted by the USAAF 10may45; ferried from Great Falls, MT via Canada to Fairbanks-Ladd Field, AK by the Air Transport Command of the USAAF; in the Soviet delivery certificate No. K/263 dated 22jul45 as having been passed on to 15 aviabaza at Krasnoyarsk, with total time 43 hours
121-42888	482166	AT-6F-NT	Soviet Air Force	mfd	07may45	USAAF s/n 44-82166; accepted by the USAAF 10may45; ferried from Great Falls, MT via Canada to Fairbanks-Ladd Field, AK by the Air Transport Command of the USAAF; in the Soviet delivery certificate No. K/263 dated 22jul45 as having been passed on to 15 aviabaza at Krasnoyarsk, with total time 44 hours

[illegible]

121-42928	482206	AT-6F-NT	Soviet Air Force	mfd	14may45	USAAF s/n 44-82206; accepted by the USAAF 18may45; ferried from Great Falls, MT via Canada to Fairbanks-Ladd Field, AK by the Air Transport Command of the USAAF; in the Soviet delivery certificate No. K/264 dated 03aug45 as having been passed on to 15 aviabaza at Krasnoyarsk, with total time 54 hours
121-42930	482208	AT-6F-NT	Soviet Air Force	mfd	14may45	USAAF s/n 44-82208; accepted by the USAAF 17may45; ferried from Great Falls, MT via Canada to Fairbanks-Ladd Field, AK by the Air Transport Command of the USAAF; in the Soviet delivery certificate No. K/264 dated 03aug45 as having been passed on to 15 aviabaza at Krasnoyarsk, with total time 44 hours
121-42931	482209	AT-6F-NT	(Soviet Air Force)	mfd	14may45	USAAF s/n 44-82209; accepted by the USAAF 25may45; in the US delivery log as diverted to the Soviet Union, but was re-diverted to the US Navy and became SNJ-6 BuNo 112102
121-42932	482210	AT-6F-NT	Soviet Air Force	mfd	14may45	USAAF s/n 44-82210; accepted by the USAAF 18may45; ferried from Great Falls, MT via Canada to Fairbanks-Ladd Field, AK by the Air Transport Command of the USAAF; in the Soviet delivery certificate No. K/263 dated 22jul45 as having been passed on to 15 aviabaza at Krasnoyarsk, with total time 49 hours
121-42933	482211	AT-6F-NT	Soviet Air Force	mfd	14may45	USAAF s/n 44-82211; accepted by the USAAF 18may45; ferried from Great Falls, MT via Canada to Fairbanks-Ladd Field, AK by the Air Transport Command of the USAAF; in the Soviet delivery certificate No. K/266 dated 12nov45 as having been passed on to 15 aviabaza at Krasnoyarsk, with total time 46 hours - the identity was given in the certificate in error as 482221, but that one was delivered to the US Navy and became SNJ-6 BuNo 112111
121-42935	482213	AT-6F-NT	(Soviet Air Force)	mfd	14may45	USAAF s/n 44-82213; accepted by the USAAF 25may45; in the US delivery log as diverted to the Soviet Union, but was re-diverted to the US Navy and became SNJ-6 BuNo 112104
121-42936	482214	AT-6F-NT	(Soviet Air Force)	mfd	15may45	USAAF s/n 44-82214; accepted by the USAAF 25may45; in the US delivery log as diverted to the Soviet Union, but was re-diverted to the US Navy and became SNJ-6 BuNo 112105
121-42937	482215	AT-6F-NT	(Soviet Air Force)	mfd	15may45	USAAF s/n 44-82215; accepted by the USAAF 28may45; in the US delivery log as diverted to the Soviet Union, but was re-diverted to the US Navy and became SNJ-6 BuNo 112106
121-42939	482217	AT-6F-NT	Soviet Air Force	mfd	15may45	USAAF s/n 44-82217; accepted by the USAAF 18may45; ferried from Great Falls, MT via Canada to Fairbanks-Ladd Field, AK by the Air Transport Command of the USAAF; in the Soviet delivery certificate No. K/263 dated 22jul45 as having been passed on to 15 aviabaza at Krasnoyarsk, with total time 44 hours
121-42940	482218	AT-6F-NT	(Soviet Air Force)	mfd	15may45	USAAF s/n 44-82218; accepted by the USAAF 25may45; in the US delivery log as diverted to the Soviet Union, but was re-diverted to the US Navy and became SNJ-6 BuNo 112108
121-42949	482227	AT-6F-NT	Soviet Air Force	mfd	16may45	USAAF s/n 44-82227; accepted by the USAAF 21may45; ferried from Great Falls, MT via Canada to Fairbanks-Ladd Field, AK by the Air Transport Command of the USAAF; in the Soviet delivery certificate No. K/264 dated 03aug45 as having been passed on to 15 aviabaza at Krasnoyarsk, with total time 44 hours
121-42951	482229	AT-6F-NT	(Soviet Air Force)	mfd	17may45	USAAF s/n 44-82229; accepted by the USAAF 28may45; in the US delivery log as diverted to the Soviet Union, but was re-diverted to the US Navy and became SNJ-6 BuNo 112118
121-42953	482231	AT-6F-NT	(Soviet Air Force)	mfd	17may45	USAAF s/n 44-82231; accepted by the USAAF 25may45; in the US delivery log as diverted to the Soviet Union, but was re-diverted to the US Navy and became SNJ-6 BuNo 112120
121-42954	482232	AT-6F-NT	(Soviet Air Force)	mfd	17may45	USAAF s/n 44-82232; accepted by the USAAF 28may45; in the US delivery log as diverted to the Soviet Union, but was re-diverted to the US Navy and became SNJ-6 BuNo 112121
121-42955	482233	AT-6F-NT	(Soviet Air Force)	mfd	17may45	USAAF s/n 44-82233; accepted by the USAAF 31may45; in the US delivery log from the start as US Navy, but was painted in Soviet Air Force colours at the factory (there is a photo as such on the production line); became SNJ-6 BuNo 112122
121-42959	482237	AT-6F-NT	(Soviet Air Force)	mfd	18may45	USAAF s/n 44-82237; accepted by the USAAF 25may45; in the US delivery log as diverted to the Soviet Union, but was re-diverted to the US Navy and became SNJ-6 BuNo 112126
---	not known	AT-6	Soviet Air Force			opb 4e ae 396 oap on at Moscow-Khodynka; damaged beyond repair in 1945

## 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 Gentili (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 Aviat.	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 Severo-vostochnaya 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 Volsk of its delivery flight, while the aircraft was flying low over the river Volga near Voskresensk (20 km south-west of Volsk) 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 members (commander: Benedikt L. Bukhgoits/Buchholz) and the sole passenger were killed and both survivors were seriously injured; total time 12 hours and 15 cycles 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; cancelled 17oct38 as worn out
10527	CCCP-L995	S.55P	Aeroflot/Far East	rgd	15jun34	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 members (pilot: I.P. Mazuruk) escaped unhurt while 1 of the 3 passengers drowned; total time 741 hours; cancelled 27sep36
10528	CCCP-L996	S.55P	Aeroflot/Far East	mfd	10may33	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; damaged beyond repair 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 members were rescued; total time 261 hours; the wreck was recovered by the steamer "Dvinoles"
10529	CCCP-L997	S.55P	Aeroflot/Far East	mfd	21may33	ex I-AABU; with red rudders; ferried from Sesto Calende via Brindisi, Athens and Istanbul to Odessa 08/10jul33 and on to Sevastopol 14jul33
10530	URSS	S.55P	no titles	mfd	1933	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 members and 9 passengers were killed; the wreck was found sep35 and again aug85
	CCCP-L840	S.55P	Aeroflot/Far East	rgd	15jul33	

## 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
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 zveno upravleniya 21 sad; received black stripes over its original mottled olive drab and brown over ochre camo c/s with light grey undersides

## Short "Stirling" in Soviet service

One Short "Stirling" B Mk.III was delivered to the Soviet Union via Lend-Lease. LK618 was earmarked for this in November 1944, but as that aircraft was severely damaged on take-off from Talbenny (South Wales) on 14 January 1945, LK615 was selected instead on 21 January. This "Stirling" left Melton Mowray on 27 February 1945 following an inspection by a Soviet delegation and arrived with 119 Maintenance Unit (a unit primarily involved with aircraft for the USSR) at Shaibah on 3 March 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 Mehrabad airfield near Teheran for handing over on 25 March, but the Soviet side insisted it was flown to their air base at Tehran-Qaleh Morgeh. There it suffered various snags: During taxiing tests the tail wheel was damaged and later (while stationary) the left 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 Soviet representatives 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 Tehran-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 may 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.

Built by Siebel Flugzeugwerke at Halle

5121	CCCP-N409	Si 204D-0	Polyarnaya Aviats.	rgd	jun46 ?	operated by Igarskaya aviagruppa; written off 16mar47 on a flight from Dudinka to Volochanka when lost speed shortly after lift-off as the pilot pulled up steeply, stalled at a height of 40 metres and crashed on the right embankment of the river Yenisei 180 metres behind the runway threshold, 1 of the 3 crew members (the pilot, V.P. Brekhov) was killed and the other 2 as well as the sole passenger were slightly injured; struck off charge 10jul47
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Built by Böhmischemährische Maschinenfabrik/Ceskomoravské strojírný at Prague-Karolinenthal/Karlín

221487	CCCP-N... CCCP-M356	Si 204D-1 Si 204D	Polyarnaya Aviats. Gidrometeosluzhba	rgd	nov48 ?	opb Moskovskaya AGON at Zakharkovo taken on charge in the 4th quarter of 1948; operated by Leningradski aviaotryad; damaged 12jan49
251555	CCCP-N... CCCP-M354	Si 204D-1 Si 204D-1	Polyarnaya Aviats. Gidrometeosluzhba	rgd	nov48 ?	taken on charge in the 4th quarter of 1948; operated by UGMS Uzbekskei SSR; struck off charge in the 3rd quarter of 1950 as worn out
251563	CCCP-N408	Si 204D-1	Polyarnaya Aviats.	rgd	jun46 ?	ex BN+SB of the German Air Force; operated by Chukotskaya aviagruppa from 19jun46, but arrived only 21aug46; flew 49 hours in 1946; damaged beyond repair 02apr47 on a flight from Kresty Kolymskiy to Chokurdakh when the pilot (Vyaltsev) feathered the left propeller for training on approach to Chokurdakh and decided to fly a left turn over the settlement before landing on the ice of the river Indigirka, but did not cope with the situation so that the aircraft lost height and speed, had to make a forced landing on the ice across the riverbed and collided with the snow-covered embankment of a tributary of the river, all 3 crew members and both passengers escaped; struck off charge 10jul47
251571	CCCP-N376	Si 204D-1	Polyarnaya Aviats.	rgd	09oct45	in dark green c/s with light blue undersides and 'Aviaarktika' titles; registration painted on the fuselage as 'H-376', prefix on the wings only; ferried to Moscow in summer 1945; operated by MAGON as of 10jan46; h/o to Chukotskaya aviagruppa 02may46; based at Mys Shmidta jun46/jul46, later based at Kresty Kolymskiy; total time 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
251720	CCCP-I845	Si 204D-1	NKAP	rgd	jan46 ?	in white c/s with Red Stars, registration painted on as 'I-845'; on a photo at the Ilyushin OKB apron at Khodynka in 1946; struck off charge in 1948 as worn out
251746	CCCP-N... CCCP-M358	Si 204D-1 Si 204D-1	Polyarnaya Aviats. Gidrometeosluzhba	rgd	nov48 ?	operated by MAGON taken on charge in the 4th quarter of 1948

Built by Aero at Prague-Vysocany

321555	CCCP-1860	Si 204D-1	NKAP	rgd	jan46 ?	struck off charge in 1948 as worn out
321759	CCCP-N... CCCP-M353	Si 204D-1 Si 204D-1	Polyarnaya Aviats. Gidrometeosluzhba	rgd	nov48 ?	opb Moskovskaya AGON at Zakharkovo taken on charge in the 4th quarter of 1948; operated by LTATs; made a forced landing 28sep48
321894	CCCP-N... CCCP-M355	Si 204D-1 Si 204D-1	Polyarnaya Aviats. Gidrometeosluzhba	rgd	nov48 ?	opb Moskovskaya AGON at Zakharkovo taken on charge in the 4th quarter of 1948; operated by Alma-Atinski aviaotryad of UGMS Kazakhskoi SSR; damaged 23oct48; made a forced landing 24aug49; struck off charge in the 3rd quarter of 1950 as worn out
321908	CCCP-N377	Si 204D-1	Polyarnaya Aviats.	rgd	oct45 ?	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; operated by MAGON as of 29mar46
322003	CCCP-N... CCCP-M352	Si 204D-1 Si 204D-1	Polyarnaya Aviats. Gidrometeosluzhba	trf	1948	operated by MAGON
322017	CCCP-N414	Si 204D-1	Polyarnaya Aviats.	rgd	jun46 ?	opb Moskovskaya AGON at Zakharkovo; 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 wheels-up landing on a hillside near Beryozovo (400 km west of Tula), suffering substantial damage, all 4 crew members and the sole passenger escaped; struck off charge 06aug47
322117	CCCP-N... CCCP-M360	Si 204D-1 Si 204D-1	Polyarnaya Aviats. Gidrometeosluzhba	rgd	nov48 ?	was based at Krasnoyarsk taken on charge in the 4th quarter of 1948; operated by Glavnaya geofizicheskaya laboratoriya; struck off charge in the 3rd quarter of 1950 as worn out
322119	CCCP-N370	Si 204D-1	Polyarnaya Aviats.	rgd	10jul45	ex BU+PH of the German Air Force; operated by Chukotskaya aviagruppa jul45/sep46; total time in Polar Aviation service 93 hours 20 minutes by 01jul46; ferried to Moscow for modifications sep46; transferred to MAGON in 1947; struck off charge 03jun48 as transferred to Gidrometeosluzhba
331614	CCCP-M351 CCCP-1964	Si 204D-1 Si 204D-1	Gidrometeosluzhba MAP	trf rgd	1948 may47 ?	damaged beyond repair in 1948, details unknown

Built by SNCAC at Bourges

185	SP-LFA	NC.701	LOT	rgd	13may47	ex F-BDLB; cancelled 15may48
227	1	NC.701	Polish Air Force	trf	1948	opb 36. SPLT at Warsaw-Okiece; still in service by 15nov51
	SP-LFB	NC.701	LOT	rgd	04jun47	ex F-BDLE; cancelled 05may48
	5	NC.701	Polish Air Force	trf	1948	opb 36. SPLT at Warsaw-Okiece; still in service by 01dec52
228	SP-LFC	NC.701	LOT	rgd	25jun47	ex F-BDLJ; cancelled 05may48
	3	NC.701	Polish Air Force	trf	1948	opb 36. SPLT at Warsaw-Okiece; still in service by 15nov51
230	SP-LFD	NC.701	LOT	rgd	04jun47	ex F-BDLK; cancelled 05may48
	4	NC.701	Polish Air Force	trf	1948	opb 36. SPLT at Warsaw-Okiece; still in service by 01dec52
231	SP-LFE	NC.701	LOT	rgd	11sep47	ex F-BDLL; cancelled 04may48
	6	NC.701	Polish Air Force	trf	1948	opb 36. SPLT at Warsaw-Okiece; still in service by 15nov51
232	SP-LFF	NC.701	LOT	rgd	24sep47	ex F-BDLM; cancelled 15may48
	2	NC.701	Polish Air Force	trf	1948	opb 36. SPLT at Warsaw-Okiece; still in service by 15nov51

Aircraft with unknown construction numbers include

131350	CCCP-N... CCCP-M357	Si 204D Si 204D	Polyarnaya Aviats. Gidrometeosluzhba	rgd	nov48 ?	opb Moskovskaya AGON at Zakharkovo taken on charge in the 4th quarter of 1948; the nose was modified
---	CCCP-F274	Si 204D	Selkhozaerosyomka	trf	1947	ex Polyarnaya Aviatziya; based at Orsha; wfu probably in 1951

---	CCCP-I939 CCCP-L538	Si 204D Si 204	MAP zavod # 82 Aeroflot/Armenia	rgd	may47 ?	made a forced landing 17dec48 opb Armyanski AO; an engine failed 08mar46; w/o 29mar47 on a cargo flight from Yerevan to Sisian when the left engine developed problems at a height of some 60-80 metres after take-off so that the pilot decided to return to the airport (the same had happened during a flight earlier that day, but the reason of the problem had not been found), the right main gear did not lower and the pilot decided to make a belly landing, but the left engine failed completely at a height of some 100-150 metres and the pilot did not feather the propeller so that the aircraft lost height rapidly and collided with a barn of a collective farm, all 3 crew slightly injured
---	CCCP-L540	Si 204D	AFL/Tajikistan	rgd	aug46 ?	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 (at N39°32' E69°18') north of the mouth of the Kolla-Khona river near Pastigov, all 4 crew members and 7 passengers were 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 CCCP-L544 CCCP-M359 CCCP-N371	Si 204D Si 204D Si 204D Si 204D	AFL/Tajikistan AFL/Tajikistan Gidrometeosluzhba Polyarnaya Aviats.	rgd rgd rgd rgd	aug46 ? aug46 ? jun46 ? 10jul45	in a document 1948 in a document 1948 ex Polyarnaya Aviatziya opb Chukotskaya aviagruppa in 1945; under maintenance by 10jul45; arrived at Kresty Kolymskiy from Moscow aug45; in a document 10apr46 at Kresty Kolymskiy, operational; struck off charge 03jun48 as trf to Gidrometeosluzhba
---	CCCP-N372	Si 204D	Polyarnaya Aviats.	rgd	10jul45	opb Yeniseiskaya aviagruppa from mid-1945; grounded 25sep45 due to problems with the right engine and ferried for repair to the Osoaviakhim airfield at Krasnoyarsk, but was used for some unauthorised training flights 17/20oct45; damaged beyond repair 20oct45 on a ferry flight from the Osoaviakhim airfield at Krasnoyarsk to the airfield on Molokov island in the river Yenisei 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 were injured
---	CCCP-N373 CCCP-N374 CCCP-N375	Si 204D Si 204D Si 204D	Polyarnaya Aviats. Polyarnaya Aviats. Polyarnaya Aviats.	rgd rgd rgd	10jul45 10jul45 10jul45	opb Moskovskaya AGON as of 10jan46 opb Chukotskaya aviagruppa in 1945; struck off charge 03jun48 as trf to Gidrometeosluzhbas opb Moskovskaya AGON as of 10jan46; was at Igarka by 10jan47; struck off charge 03jun48 as trf to Gidrometeosluzhba; was still at Igarka by 10sep48
---	CCCP-N378 CCCP-N379	Si 204D Si 204D	Polyarnaya Aviats. Polyarnaya Aviats.	rgd rgd	oct45 ? oct45 ?	opb Moskovskaya AGON as of 29mar46 ferried to Moscow in summer 1945; opb Chukotskaya aviagruppa; damaged beyond repair 01jul46 on the leg from Zyryanka to Chokurdakh of a positioning flight from Moscow to Kresty Kolymskiy 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 members (pilot: F.K. Kukanov) and the sole passenger escaped unhurt; as the aircraft could not be recovered from the river it was abandoned and struck off charge 15nov46
---	CCCP-N398	Si 204D	Polyarnaya Aviats.	rgd	dec45 ?	in natural metal c/s with red cheatline and trim; registration painted on the fuselage as 'H-398', prefix on wings only
---	CCCP-N399	Si 204D	Polyarnaya Aviats.	rgd	dec45 ?	opb Moskovskaya AGON at Zakharkovo; operational as of 10jan47; struck off charge 03jun48 as trf to Gidrometeosluzhba
---	CCCP-N410	Si 204D	Polyarnaya Aviats.	rgd	jun46 ?	opb Moskovskaya AGON at Zakharkovo; operational as of 10jan47; struck off charge 03jun48 as trf to Gidrometeosluzhba
---	CCCP-N411 CCCP-N412 CCCP-N413 CCCP-N415 CCCP-N416 CCCP-N417 "20" black	Si 204D Si 204D Si 204D Si 204D Si 204D Si 204D C-103	Polyarnaya Aviats. Polyarnaya Aviats. Polyarnaya Aviats. Polyarnaya Aviats. Polyarnaya Aviats. Polyarnaya Aviats. Soviet Air Force	rgd rgd rgd rgd rgd rgd ph.	jun46 ? jun46 ? jun46 ? jun46 ? jun46 ? jun46 ? 1945	opb Moskovskaya AGON at Zakharkovo struck off charge 03jun48 as trf to Gidrometeosluzhba struck off charge 03jun48 as trf to Gidrometeosluzhba struck off charge 03jun48 as trf to Gidrometeosluzhba struck off charge 03jun48 as trf to Gidrometeosluzhba struck off charge 03jun48 as trf to Gidrometeosluzhba struck off charge 03jun48 as trf to Gidrometeosluzhba with tall fin; actually Czechoslovakian Air Force, opb Cvicná a dopravní skupina 1. cs. smíšené letecké divize; in all-cream c/s
---	"21" yellow not known	Si 204D Si 204D	Soviet Air Force Polyarnaya Aviats.	ph.	1945	underwent trials with the NII VVS in 1945; in dark green c/s with light blue undersides 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 members escaped
---	not known	Si 204D	Aeroflot/Armenia	dbr	mar47	when one engine failed on finals and the aircraft crashed into a barn, all 3 crew members (pilot: Simonyants) were injured

## 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, but negotiations took some time. The contract for these four helicopters was finally signed on 9 March 1960 and was approved by the Department of State and the Department of Defense one day later. 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.

### Built by Sikorsky at Stratford, CT

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 grey (?) c/s with both US and Soviet registration on; later with only the Soviet registration on and with a dark blue cheatline, with a Soviet flag on the fin
	'I-274FI'	S-58	Sikorsky		photo	in white c/s with dark blue cheatline and trim, 'Sikorsky' titles, a US flag on the fin and a 'registration' with Latin letters; painted up in these fake markings for the 1974 Soviet film "Yesli khochesh byt' shchastlivym" (If you Want to Be Happy); was stored with the Soviet Air Force museum at Monino (behind hangar No. 8), but not preserved for ideological reasons, decayed over the years and was eventually scrapped in the late 1980s
58-1242	L-27492	S-58	MAP Zavod No. 329	d/d	early61	with a small window in the cabin door; ex '6' and N74163; no titles; during test flights at Stratford in Sikorsky company colours; later with a dark blue cheatline and a Soviet flag on the fin; transferred 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 poor 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 (not taken up); no CoFR issued so cannot have been used; no photo known so was probably not even delivered
18	SP-LDC	SE.161/1	LOT	rgd	23oct47	ex F-BATR (not taken up); a photo exists; cancelled 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; cancelled 20dec50; a photo of the stored hulk exists; scrapped

22	SP-LDB	SE.161/1	LOT	rgd	24jul47	a photo exists; grounded after the accident of SP-LDA 31may48; cancelled 20dec50; scrapped
44	SP-LDE	SE.161/1	LOT	rgd	15oct47	a photo exists; grounded after the accident of SP-LDA 31may48; cancelled 20dec50; scrapped

## ***Waco CG-4 "Haig" in Czechoslovakian service***

Czechoslovakia bought five CG-4A cargo gliders (which are better known under their British designation "Hadrian") from US surplus stocks in 1947/48. These had been built in 1945 and were delivered in disassembled state. Their USAAF serial numbers are not known, unfortunately. The gliders were assembled, checked and test-flown at Letnany and received the designation NK-4 in Czechoslovakian service. They retained their original olive drab/neutral grey colours and probably received the serials NK4-1 to NK4-5. The first flight of a Czechoslovakian CG-4A (towed by a C-47) took place on 6 August 1948, the pilot was Bohumír Firt-Fürst. A pilot training course on the type was conducted at Letnany from June to October 1949. From 1 May 1952, the NK-4s were on charge of 4. kluzáková letka 1. ldp at Prague-Kbely. They were probably replaced by the Tsybin Ts-25 (NK-25) soon after.

---	NK4-2	CG-4A	Czechoslovakian AF	photo	in olive drab c/s with neutral grey undersides and a small serial behind the cockpit; probably operated by 4. kluzáková letka 1. ldp at Prague-Kbely from 01may52
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