## This production list is presented to you by the editorial team of "Soviet Transports" - current to the beginning of January 2025. Additions and corrections are welcome at sovtransresearch@vahoo.com

# Ilyushin Il-12

By an order from the Kremlin that a passenger transport be designed and built to replace the Lisunov Li-2 (the licence-built Douglas DC-3) dates from 1943. It fell to the Ilyushin design bureau to produce such a machine and thus was the II-12 that was born. It made its first flight on 15 August 1945, but by this time it had already been decided that many modifications were needed and the 'new' version took to the skies for the first time on 9 January 1946. It was displayed to the public for the first time at Tushino on 18 August 1946 and almost exactly one year later, on 22 August 1947, the type entered service with Aeroflot.

Aeroflot operated at least 338, with others being delivered to non-airline operators. They were used on a large number of domestic routes throughout the late 1940s and the 1950s, some of which were quite remarkable in their length and duration, an example being Moscow-Vladivostok, with a total of nine stops on the way and a flying time of 33 hours. The II-12 had the distinction of being the first Soviet type to operate scheduled international services to the West when in 1954 it was introduced on services linking Moscow with Stockholm and Paris.

Limited exports were achieved, at that time, of course, only to 'friendly' countries, and both Poland and Czechoslovakia took delivery of small fleets for their national airlines starting in 1949. The Romanian government also purchased an II-12 which eventually saw out its days with Tarom. China was another customer and kept the type in service longer than any other country. Whilst Aeroflot is believed to have withdrawn the type in 1965, the Chinese state airline CAAC was found to be still flying one in 1985, and a group of enthusiasts visiting China in 1987 made the amazing discovery of over twenty military examples stored in a walled compound at Yichang.

Production was centred on Factory No. 30 at Moscow-Khodynka (named "Znamya Truda", Banner of Labour). The total number built is 663, which comprised five test aircraft and 658 production models; 183 built (45 II-12T) in 1947, 258 (213 II-12T) in 1948 and 217 (91 II-12T/D) in 1949. Those II-12s not destined for Aeroflot or export almost certainly saw service with the Soviet Air Force. The II-12D assault version which was equipped with 37 canvas seats rather than the normal 27 airline seats. This version could also be equipped to take a 3 tonne load or 16 stretcher cases.

There are to extant flying II-12s. Museum and preserved exhibits can be found at Monino in Russia, Lugansk and near Donetsk in Ukraine and in the China Aviation Museum at Shahezhen AFB (near Beijing). An instructional airframe can also still be found at the Tianjin Technical School.

Of the first aircraft built, the five-figure construction number probably indicates the factory number (30) and the sequence number of the aircraft. In 1948, this system was

changed to the more common construction number system we know, showing year of manufacture, factory number (30), the batch number and number in the batch. Later in 1948 it seems the system was again changed, showing year of manufacture, factory number (30), additionally an internal product code on the later built versions (izdeliye 1 for the II-12B and izdeliye 3 for the II-12D) followed by the batch number and number in the batch. In some cases with both II-12 and II-14 the construction number was painted on the leading edge of the wing(s).

#### 2 Il-12 prototypes built by Zavod No. 240 MAP at Moscow-Khodynka in 1945

1 ?	no reg	II-12	Ilyushin OKB	f/f	15aug45	first prototype; powered by two ACh-31 diesel engines; ground trials started 08jun45, taxi trials started 12jul45; received two ASh-82FN engines in late 1945, f/f with them 09jan46; underwent state trials with AFL/GosNII GVF 01iu/16sev46 (64 hours and 52 cvcles)
1t	CCCP-N561	II-12D	Polyarnaya Aviats.	mfd	1953	c/n and mfd as such in register, so the first prototype ? (the mfd could be a modification date), but c/n as 'DT' in a Polar Aviation inventory listing 01apr52; cargo version; in natural metal c/s; opb MAGON from 24jan51; took part in the 3rd and 4th Soviet Antarctic expeditions (KAE) in 1957/59; f/n aboard the research vessel M/V "Ob" 27sep57; damaged 16jan58 while taxing when the nose gear hit a pot-hole and collapsed; repaired; photo at ice station Komsomolskava (Antarctica) nov59
2 ?	CCCP-04251	II-12D II-12	AFL/Polar Ilyushin OKB	trf mfd	10feb60 1945	took part in the 5th and 6th Soviet Antarctic expeditions in 1959/61; soc 31aug61 as worn-out static test airframe

### 663 II-12 built by MMZ No. 30 "Znamya Truda" ('Banner of Labour') at Moscow-Khodynka from 1947 to 1949

30 001	CCCP-1963	II-12	MAP	rgd	feb47 ?	probably took part in the air parade above Moscow's Red Square 01may47; canx in 1948, trf to the GVF
30 002	CCCP-I151	II-12	MAP zavod # 39	rgd	may48 ?	still on charge as of 01jan54 (pilot: Aleksandr I. Voronin)
30 003	CCCP-I931	II-12	MAP	rgd	feb47 ?	probably took part in the air parade above Moscow's Red Square 01may47; canx in 1948, trf to the GVF
30 004	CCCP-I930	II-12	Ilyushin OKB	rgd	feb47 ?	probably took part in the air parade above Moscow's Red Square 01may47; canx in 1948, trf to the GVF
30 005	not known	II-12	MAP ?	mfd	1947	
30 006	CCCP-L1300	II-12P	AFL/Georgia-TBS	rgd	1947	
	CCCP-L1300	II-12P	AFL/Ukraine	trf	15jun51	
	CCCP-L1300	II-12P	AFL/West SibOvn	trf	unknown	new documents issued 28may55; soc 07aug56 as worn out
30 007	CCCP-L1301	II-12P	Aeroflot	rgd	1947	photo exists; soc 07jun54 as worn out; trf to the Kiev Aviation Institute (KAI) as a ground instructional
						airframe
30 008	CCCP-L1302	II-12P	AFL/Georgia-TBS	rgd	1947	f/n Khodynka 07jul47
	CCCP-L1302	II-12P	AFL/West SibOvn	trf	10jun51	
20.000	CCCP-L1302	II-12P	AFL/Aktyubinsk FS	trf	13feb58	soc the same day as 'for display'
30 009	CCCP-L1303	II-12P II-12P	AFL/West SibOvn	rgd	1947	
30 010	CCCP-L3908 CCCP-L1304	II-12P II-12P	AFL/West SibOvn AFL/West SibOvn	rgd	31dec54 1947	soc O6jan59 as worn out soc 29jul58 as worn out
30 010	CCCP-L1304 CCCP-L1305	II-12P	AFL/West SibOvn	rgd rgd	1947	photo sep59
30 011	CCCP-L1305	II-12P	AFL/Urals-SVX	trf	22dec59	photo sepsa
	CCCP-01305	II-12P	AFL/Urals-SVX	trf	1958/59	photo exists, flying over Sochi; trf from 120 ATO to 4 UTO by decree dated 12jan60 for training; soc
	CCCF-01505	11-121	ALCOLDS-SVA	ui	1930/39	12jul60 as worn out
30 012	CCCP-L1306	II-12P	AFL/Georgia-TBS	rgd	1947	
50 012	CCCP-L1306	II-12P	AFL/West SibOvn	trf	1948	
	CCCP-L1306	II-12P	AFL/Ukraine-IEV	trf	1949	soc 06jan59 as worn out
30 013	CCCP-L1307	II-12P	AFL/Northern-LED	toc	21aug47	opb 1 LOAO; undertook test flights with SibNIA in 1948; trf to SibNIA 20sep57 (probably for fatigue trials);
						soc 29jul58 as worn out
30 014	CCCP-L1308	II-12P	AFL/Moscow	mfd	12mar47	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1308	II-12P	AFL/East SibIKT	trf	1948	opb 59 ATO; w/o 05apr52 on the leg from Magdagachi to Khabarovsk at night of a cargo flight from Irkutsk
						to Khabarovsk when took off from Magdagachi without the screw clamp on the left aileron having being
						removed, banked to the right at a height of some 30-40 metres and crashed in a field 922 metres to the
						right of the runway and 800 metres after the runway threshold, all 6 crew killed; t/t 1,890 hours; soc
						12may52
30 015	CCCP-L1309	II-12P	AFL/Moscow	mfd	28feb47	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1309	II-12P	AFL/East Siberia	trf	apr47	opb 134 ATO at Irkutsk; w/o 18dec57 on the leg from Khabarovsk to Magdagachi of a flight from
						Khabarovsk to Moscow when the rudder was damaged by strong winds after the aircraft was loaded and
						taxiing to the runway at Khabarovsk, the rudder failed half an hour after take-off so that the aircraft went
						out of control, entered a dive, crashed into the wooded north-western slope of Mt. Poktoi 30 km west of
						Birobidzhan and burnt out, all 5 crew members and 22 passengers were killed; t/t 10,436 hours; the wreck was found only 15jun58 (some wreckage was extent in 2023); soc 10may58
30 016	CCCP-L1310	II-12P	AFL/Ukraine	rgd	1947	was found only 15jun56 (some wieckage was extend in 2025), soc 10may56
50 010	CCCP-L1310	II-12P	AFL/West SibOvn	Ovn	27sep54	reported in the accident report of II-12 CCCP-L1365
	CCCP-L1310	II-12P	AFL/TurkmenisASB	trf	14jul59	reported in the accident report of II-12 CCCF-L1505
	CCCP-01310	II-12P	AFL/TurkmenisASB	rgd	1958/59	soc 19oct61 as worn out
30 017	CCCP-L1311	II-12P	Aeroflot/UShVLP	rgd	1947	Ulyanovsk Advanced Flying Training College
	CCCP-L1311	II-12P	AFL/TurkmenisASB	trf	12dec50	
	CCCP-L1311	II-12P	AFL/East SibIKT	trf	1953	probably opb 134 ATO
	CCCP-01311	II-12P	AFL/East SibIKT	rgd	1958/59	soc 02dec59 as worn out
30 018	CCCP-L1312	II-12P	AFL/West SibOvn	mfd	14mar47	opb 55 ATO; w/o 25apr52 on a training flight from Novosibirsk-Severny with 2 crews when the crew
						imitated a failure of the left engine while flying in clouds, but did not cope with the situation so that the
						aircraft lost speed, entered a flat spin and crashed in a field near Karmanovo, 8 of the 9 crew killed and the
						sole survivor seriously injured; t/t 1,923 hours; soc 22jul52 (confirmed 04sep52)
30 019	CCCP-L1313	II-12P	AFL/Moscow	mfd	03apr47	opb 1-ya OAG GVF; overhauled by ARB-400 at Moscow-Vnukovo 09/29mar51; w/o 29mar51 on the test
						flight after overhaul from Moscow-Vnukovo (in below-minima weather conditions for test flights) when it
						turned out that the radio compass was not working, the crew temporarily lost orientation, then tried to
						land at Vnukovo in fog but had to go around, was diverted by ATC to Klin, but lost orientation again, did
						not find Klin and ended up near Kalinin, returned to Vnukovo and tried to land there in fog at night while
						being low on fuel and dropped below the glide path so that the aircraft collided with a radio mast (15 metres) 1,275 metres before the runway threshold and came down in a forest, 3 of the 4 crew killed and
						the 4th one as well as all 4 passengers slightly injured; t/t 1,278 hours; soc 14apr51
30 020	CCCP-L1314	II-12P	AFL/Azerbaijan-BAK	rgd	1947	
50 020	CCCP-L1314	II-12P	AFL/West SibOvn	trf	01sep51	
	CCCP-L3924	II-12P	AFL/West SibOvn	rgd	31mar55	
	CCCP-01363	II-12P	AFL/West SibOVB	trf	1958	
	CCCP-01363	II-12P	AFL/Urals-SVX	trf	22dec59	soc 12sep60 as worn out
30 021	CCCP-L1315	II-12P	AFL/Azerbaijan	rgd	1947	opb 107 ATO; dbr 09may54 on the leg from Baku to Astrakhan of a flight from Baku to Moscow when both
				-		engines flamed out (due to a defective fuel level gauge and a mistake of the crew in handling the fuel
						system) some 7-8 minutes after take-off while the aircraft was flying at a height of 400 metres, the crew

						did not manage to restart the openings and the aircraft made a forced landing whole up is rough terrain 17
30 022	CCCP-L1316	II-12P	AFL/Far East-KHV	rgd	1947	did not manage to restart the engines and the aircraft made a forced landing wheels-up in rough terrain 17 km from Baku airport, all crew and 21 passengers escaped unhurt; soc 29may54 new documents issued 05nov54
30 023	CCCP-01316 CCCP-L1317(1)	II-12P II-12P	AFL/Far East-KHV AFL/Moscow	rgd mfd	1958/59 03apr47	soc 03jan61 as worn out opb 40 AO 1-oi Moskovskoi aviagruppy; w/o 01jul47 on the leg from Moscow-Vnukovo to Kharkov of a
						cargo flight from Moscow to Tbilisi when the left engine failed shortly after take-off (probably due to faulty maintenance), the pilot tried to return to Vnukovo, but the aircraft lost height, touched tree tops and the
						roof of a house on the western outskirts of Pykhtino and crashed into another house, 4 of the 5 crew killed and the 5th one as well as the sole passenger injured; t/t 73 hours and 68 cycles; soc 01jul47; see c/n
30 024	CCCP-L1318	II-12P	AFL/Kazakhstan-ALA	rgd	1947	new documents issued 14aug54
30 024	CCCP-01318 CCCP-L1319	II-12P	AFL/Kazakhstan-ALA	rgd	1958/59 1947	soc 11jun59 as worn out
30 025	CCCP-L1319	II-12P	AFL/West SibOvn	rgd	1947	opb 56 ATO; dbr 13mar51 on the leg from Kazan to Sverdlovsk-Koltsovo of a flight from Moscow to Novosibirsk when suffered from poor crew resource management on approach to Koltsovo at night in different them each the sub-the sub
						difficult weather conditions, the cockpit windows were covered by a layer of ice (as the crew had switched on the de-icing system too late), the crew did not watch the instruments properly and lowered the landing
						gear too late, when engine power was reduced the aircraft lost height and came down 2 km before the airport's perimeter, all crew members and 18 passengers survived; soc 23may51
30 026	CCCP-L1320	II-12P	AFL/Kazakhstan	rgd	1947	opb 151 AO; w/o 05dec54 on the leg from Alma-Ata to Karaganda of a flight from Alma-Ata to Moscow when the left engine developed a malfunction (due to bad maintenance) during the initial climb at a height
						of some 100 metres, as the aircraft lost height and speed the captain decided to make an emergency landing at the military airfield at Pervomaiski (4.5 km north-west of Alma-Ata airport), but the aircraft hit a
						building, several trees and two telegraph poles on final approach, crash-landed wheels-up and ran into another building, 1 of the 5 crew killed and the other 4 crew plus 2 of the 14 passengers injured; t/t 4,645
30 027	CCCP-L1321	II-12P	AFL/West Siberia	rgd	1947	hours; soc 10jan55
30 028	CCCP-L1321 CCCP-L1322	II-12P II-12P	AFL/Ukraine-DOK AFL/Moscow	trf rgd	sep59 1947	soc 08jan58 as worn out opb 1-ya Moskovskaya aviagruppa
	CCCP-L1322 CCCP-L1322	II-12P II-12P	AFL/NII GVF AFL/West SibOvn	trf trf	feb51 1954	
30 029	CCCP-01322 CCCP-L1323	II-12P II-12P	AFL/West SibOvn AFL/Moscow	rgd rgd	aug58 1947	soc 25oct60 as worn out opb 1-ya Moskovskaya aviagruppa
30 030	CCCP-L1323 CCCP-L1324	II-12P II-12P	AFL/East Siberia AFL/Moscow	trf rgd	unknown 1947	probably opb 134 ATO; f/n GDG jun56; t/t 9,616 hours by 01sep57; soc 17sep57 as worn out opb 1-ya Moskovskaya aviagruppa
30 031	CCCP-L1324 CCCP-L1325	II-12P II-12P	AFL/Moscow (MUTA) AFL/Moscow	trf rgd	sep52 1947	op 1 ya Nosiki ya Magama ya Katala ya Ka
50 051	CCCP-L1325 CCCP-01325	II-12P	AFL/East SibIKT	trf	11oct51 27sep58	soc 18nov59 as worn out
30 032	CCCP-L1326	II-12P II-12P	AFL/Ukraine AFL/Moscow	trf rgd	1947	opb 1-ya Moskovskaya aviagruppa
30 033	CCCP-L1326 CCCP-L1327	II-12P II-12P	AFL/East SibIKT AFL/West SibOvn	trf rgd	1949 1947	soc 08mar58 as worn out
30 034	CCCP-01327 not known	II-12P II-12	AFL/West SibOVB Soviet Air Force	rgd f/f	1958/59 01jul47	latest known CofA expired 11jun54; soc 30oct (year not given in MGA document) as worn out military transport prototype, converted on the basis of a government decree issued 11mar47; in cargo
30 035	CCCP-L1329	II-12P	AFL/Far East-KHV	rgd	1947	configuration, equipped with a crane; underwent state trials 30jul/29sep47, which it did not pass soc 08sep58 as worn out
30 036	CCCP-N438	II-12P	Polyarnaya Aviats.	toc	20may47	in natural metal c/s, no titles; flew ice-reconnaissance missions 22mar50/14may50 and 22mar53/11nov53; opb MAGON from 24jan51; used to re-supply the Arctic expedition "Sever-6" in 1954
	CCCP-04247	II-12P	Polyarnaya Aviats.	rgd	1958/59	and the drifting polar station SP-4 in 1954/55; f/n 07may54; l/n 12apr55 opb MAGON; soc 13jan60 as amortisation period expired and repair not economically viable; cannibalised
30 037	CCCP-L1331	II-12P	AFL/Far East-KHV	rgd	1947	and scrapped
30 038	CCCP-01331 CCCP-L1332(1)	II-12P II-12P	AFL/Far East-KHV AFL/Moscow	rgd rgd	1958/59 1947	soc 21dec59 as worn out opb 31 otryad 1-oi Moskovskoi aviagruppy GVF; w/o 19sep47 while being parked at Moscow-Vnukovo
						when B-25 CCCP-I850 which had gone out of control during an emergency landing crashed into the II-12 and both aircraft burnt out; see c/n 93033803
30 039	CCCP-L1333 CCCP-L1333	II-12P II-12P	AFL/International AFL/Moscow (MUTA)	rgd trf	1947 unknown	opb AOG MVS soc 26dec55 due its technical condition and as 'for display'
30 040 30 041	CCCP-L1334 CCCP-L1335	II-12P II-12P	AFL/West SibOvn AFL/Far East-KHV	rgd rgd	1947 1947	dbr, details unknown; soc 24jun57 new documents issued 13jul54; soc 31jul59 as worn out
30 042	CCCP-L1336 CCCP-01336	II-12P II-12P	AFL/West SibOvn AFL/West SibOvn	rgd rgd	1947 1958/59	
30 043	CCCP-01336 CCCP-L1337	II-12P II-12P	AFL/TurkmenisASB AFL/West SibOvn	trf rgd	12aug59 1947	soc 28oct59 as life-time expired soc 05apr58 as worn out
30 044	CCCP-L1338 CCCP-01338	II-12P II-12P	AFL/West SibOvn AFL/West SibOvn	rgd	1947 1958/59	new documents issued 26mar55 soc 06jan59 as worn out
30 045	CCCP-L1339 CCCP-L1339	II-12P II-12P II-12P	Aeroflot/UShVLP AFL/West Siberia	rgd mfd trf	may47 unknown	rgd 1947; Ulyanovsk Advanced Flying Training College opb 114 ATO; involved in an incident when the flight mechanic Vladimir Polyakov (a former Li-2 pilot)
	CCCF-21555	11-121	AL West Siberia	ui	unknown	decided to commit suicide due to marital problems, took command of the parked aircraft at Novosibirsk-
						Severny in the early hours of 15aug53, took off and tried to direct the aircraft into the flat where his wife was living, but had problems to find the flat in the dark and flew many approaches towards the house, 2 before early the flat and the second s
						fighters were sent out from Tolmachovo, but Polyakov declined to follow them to Tolmachovo and they did not want to risk shooting him down over Severny and the adjacent living quarters, in the end Polyakov
	CCCD 01220	11 1 2 0	AEL (March Cile avia		1050/50	landed at Novosibirsk-Severny after 3 hours and 18 minutes (he was initially sentenced to death but eventually served only 3 years in prison before being released)
20.046	CCCP-01339 CCCP-01339	II-12P II-12P	AFL/West Siberia AFL/Ukraine	rgd trf	1958/59 01aug59	soc 29oct60 as life-time expired
30 046	CCCP-L1340	II-12P	AFL/Georgia-TBS	mfd	06jun47	opb 18 TAO; w/o 19jul50 on a training flight from Tbilisi-Alekseyevka at night with 6 unauthorised passengers on board when the trainee pilot deviated from approach pattern and glide path so that the
						aircraft touched the top of a hill (175 metres but not indicated on the flight map) 4.8 km north-west of the airport, broke up, came to rest on the slope of the hill and caught fire, 3 of the 4 crew and 1 of the 6
30 047	CCCP-N439	II-12P	Polyarnaya Aviats.	toc	24jun47	passengers killed and all survivors slightly injured; t/t 485 hours; soc 19aug50 opb MAGON; dbr 01dec47 on an unauthorised positioning flight from Kimry-Borki to Moscow-Zakharkovo
						when the left engine (which had not been checked after installation) lost oil and power, the aircraft lost height and speed due to crew error and came down in a forest near Taldom (27 km south of Borki airfield),
30 048	CCCP-N440 (1)	II-12P	Polyarnaya Aviats.	toc	22jul47	all 5 crew slightly injured; soc 22apr49 not fitted with skis; opb MAGON (in documents as such in 1948 and 24jan51); in natural metal c/s; used to
						re-supply the Arctic expedition "Sever-5" mar50/may50; flew ice-reconnaissance missions 06may51/07oct51 and 05may53/06nov53; used to re-supply the Arctic expedition "Sever-6"
						mar54/may54 and sep54/oct54; opb 2 AE of Moskovski OAO by 08jun56; used to re-supply the Arctic expedition "Sever-9" in 1957; see c/n 93033719
	not known	II-12P	Soviet Air Force	trf	1957 ?	probably exchanged for c/n 93033719 which also received the registration CCCP-N440 (operations in Antarctica required an II-12D)
30 049	CCCP-L1343	II-12P	AFL/Moscow	mfd	20jun47	opb 45 otryad 1-oi Moskovskoi aviagruppy; w/o 18dec47 on the leg from Krasnoyarsk-Severny to Novosibirsk of a flight from Krasnoyarsk to Moscow when the oil pressure of the left engine dropped some
						10-12 minutes into the flight, the crew shut the engine down and returned to the airport, on final approach they were too fast and the landing gear had not lowered completely so that they decided to go around, but
						while climbing out the aircraft stalled at a height of some 40-50 metres and crashed close to some houses at Pokrovka, the fuselage broke into two parts and both engines came off, 4 of the 5 crew and 3 of the 20
30 050	CCCP-L1344	II-12P	AFL/West SibOvn	rgd	1947	passengers killed plus the navigator and 8 passengers seriously injured; t/t 166 hours photo at VKO 1951
30 051	CCCP-01344 CCCP-L1330	II-12P II-12P	AFL/West SibOvn AFL/Far East-KHV	rgd rgd	1958/59 1947	photo oct60; soc 29jul60 as worn out made an emergency landing at VKO 01dec48; new documents issued 05nov54; I/n KHV 18dec57
30 052	CCCP-01330 CCCP-L1341	II-12P II-12P	AFL/Far East-KHV AFL/Uzbekistan-TAS	rgd rgd	1958/59 1947	soc 08dec60 as worn out
	CCCP-L1341 CCCP-01341	II-12P II-12P	AFL/East SibIKT AFL/East SibIKT	trf rgd	1948 1958/59	soc 22sep61 as life-time expired
30 053	CCCP-L1342 CCCP-L1342	II-12P II-12P	AFL/Azerbaijan-BAK AFL/East SibIKT	rgd trf	1947 1950	soc 08mar58 as worn out
30 054	CCCP-L1328	II-12P	AFL/Northern-LED	mfd	30jun47	(30jun45 from crash report); opb 67 ATO; w/o 05oct52 on a flight from Minsk-1 to Leningrad-Shosseinaya (now Pulkovo) when collided in clouds with TS-62 CCCP-L1055 due to negligence of ATC, the right wings of
						both aircraft came down north of Skvoritsy (Gatchina district of the Leningrad region) while the II-12 crashed on the fringe of a wood north-east of the village (1.2 km NNE of the crash site of the TS-62) and
30 055	CCCP-L1345	II-12P	AFL/Northern-LED	rgd	1947	exploded, all 5 crew and 19 passengers killed; t/t 2,283 hours; soc 28jan53
20 033	CCCP-L1345 CCCP-L1345 CCCP-01345	II-12P II-12P II-12P	AFL/Northern-LED AFL/East SibIKT AFL/East SibIKT	trf	1950	opb 134 ATO; dbr 30jan59 on a flight to Vitim when touched down 135 metres before the runway
	CCCr -01343	11-125	ALL LOST DIDIKI	rgd	22may58	opp 134 AIO; dor 30jan59 on a hight to vitim when touched down 135 metres before the runway threshold, the landing gear hit a snow mound and was ripped off and the aircraft came to rest on its belly, suffering structural damage, no casualties; t/t 11,639 hours; soc 09may59
30 056	CCCP-L1346	II-12P	AFL/Far East-KHV	rgd	1947	suffering structural damage, no casualities; (r 11,639 nours; soc 09mays9 f/n KHV 18dec57; flew on the KHV-OHO route 19sep58; photo exists in natural metal c/s with twin cheatline
30 057	CCCP-01346 CCCP-L1347	II-12P II-12P	AFL/Far East-KHV AFL/Moscow	rgd	1958/59 1947	f/n KHV 09apr60; in document jun60; photo exists UUS; soc 27jul62
20.02/	CCCP-L1347 CCCP-L1347 CCCP-01347	II-12P II-12P II-12P	AFL/Moscow AFL/East SibIKT AFL/East SibIKT	rgd trf rad	1947 1950 1958/59	opb 1-ya Moskovskaya aviagruppa soc 29nov61 as life-time expired
30 058	CCCP-01347 CCCP-L1348	II-12P II-12P	AFL/East SIDIKT AFL/TurkmenisASB	rgd rgd	1958/59 1947	soc 29nov61 as life-time expired photo in natural metal c/s; the first II-12 repaired by VARZ-400; soc 12sep59 as life-time expired

30 059	CCCP-N441	II-12P	Polyarnaya Aviats.	toc	17jul47	photo, in 'Aviation and Time 5/2000' and 'Engineering and Armanent 11/2001', with photo of the c/n visible; in natural metal c/s; reported involved in an accident 19mar49; soc 1949 due to the inexpediency
30 060	CCCP-N442	II-12P	Polyarnaya Aviats.	toc	12jul47	opb MAGON from 24jan51; photo 1947; in natural metal c/s; flew ice reconnaissance missions 22mar/10aug50; took part in the 2nd Soviet Antarctic Expedition (KAE) in 1956/57; used to re-supply the drifting polar stations SP-6 and SP-7 in 1957; w/o 27oct57 on a cargo flight from Mys Chelyuskin to SP-7
						(which drifted around N87°) when flew too low on final approach in difficult weather conditions (low clouds and poor visibility) during the polar night, the left wing collided with ice hummocks 3 km from the runway and the aircraft crash-landed, suffering substantial damage, 1 of the 6 crew killed (he died 5 days after the crash), 3 seriously and 2 slightly injured, the crew was rescued by a Mi-4 21 hours later; soc 28dec57
30 061	CCCP-N443	II-12P	Polyarnaya Aviats.	mfd	1947	to a 5/, 3 serious and 2 signify injury in the term was rescued by a fine 21 noise fact, so could be a fine fact and the fact in the fact and
	CCCP-04248 CCCP-04248	II-12P II-12P	Polyarnaya Aviats. AFL/Polar	rgd trf	1958/59 10feb60	opb Moskovski OAO opb Moskovski OAO; in natural metal c/s with red cheatline and trim; in a document 19sep60; soc 07oct61 as worn out
30 062	CCCP-I1150 CCCP-03539	Il-12 Il-12	MAP MAP	rgd rgd	11jul54 1958/59	
30 063	CCCP-L1350	II-12P	AFL/Uzbekistan-TAS	rgd	1947	new documents issued 18aug54
30 064	CCCP-01350 not known	II-12P II-12	AFL/Uzbekistan-TAS Soviet Air Force	rgd	1958/59	soc 27aug60 as life-time expired military transport prototype, converted on the basis of a government decree issued 11mar47; equipped for transporting 18 paratroopers and towing Yak-14 and Ts-25 cargo gliders; also used for trials as an auxiliary bomber
30 065	CCCP-L1351	II-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1351 CCCP-L1351	Il-12P Il-12P	AFL/Moscow (MUTA) AFL/Far East-KHV	trf trf	sep52 apr57	
30 066	CCCP-01351 CCCP-L1352	II-12P II-12P	AFL/Far East-KHV AFL/Far East	rgd rgd	1958/59 1947	soc 05may61 as life-time expired opb 12 ATO; dbr 29mar50 on the leg from Moscow-Khodynka to Moscow-Vnukovo of a positioning flight
50 000		11-121		igu	1347	from Moscow to Khabarovsk (after overhaul by Factory No. 30) when the position indication of the landing gear failed and the right engine lost power (due to a problem with the carburettor) on final approach at a height of some 80-100 metres, the crew did not feather the propeller and did not use the trim tab of the rudder so that the aircraft veered to the right and started to lose speed and height rapidly, the landing gear was retracted and the aircraft made a forced landing in gardens, no casualties; soc 21jan51 (confirmed 29jan51)
30 067	CCCP-L1353	II-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1353 CCCP-L1353	II-12P II-12P	AFL/West SibOvn AFL/Uzbekistan-TAS	trf trf	1948 sep52	
30 068	CCCP-01353 CCCP-L1354	II-12P II-12P	AFL/Uzbekistan-TAS AFL/Uzbekistan	rgd rgd	1958/59 1947	soc 24jul60 as life-time expired new documents issued 23apr55
	CCCP-L1354	II-12P	AFL/Uzbekistan-TAS	trf	sep52	territorial reorganisation
30 069	CCCP-01354 CCCP-L1355	II-12P II-12P	AFL/Uzbekistan-TAS AFL/West SibOvn	trf rgd	1958/59 1947	soc 31mar60 as worn out new documents issued 22dec55
30 070	CCCP-01355 CCCP-L1356(1)	II-12P II-12P	AFL/West SibOVB AFL/Moscow	trf mfd	1958 30jul47	soc as worn out, date not given opb 49 otryad 1-oi Moskovskoi aviagruppy GVF; dbr 24nov47 on the leg from Sverdlovsk of a flight from
						Sverdlovsk to Moscow with the MTOW exceeded by 330 kg when tried to take off without having been properly de-iced, was not able to lift off, overran the runway, collided with bushes, ran into a hole and broke up, all 6 crew injured (there were no passengers on board); t/t 165 hours; soc 31dec47; see c/n 93033805
30 071	CCCP-L1357	II-12P	AFL/Northern-LED	rgd	1947	
	CCCP-L1357 CCCP-01357	Il-12P Il-12P	AFL/West SibOvn AFL/West SibOVB	trf rgd	unknown 1958/59	soc 09may59 as worn out
30 073	CCCP-L1358 CCCP-L3904	II-12P II-12P	AFL/Far East AFL/Far East-GDX	mfd rgd	05aug47 17nov54	opb 185 AO Magadanskoi OAG; w/o 19sep58 on the leg from Okhotsk to Khabarovsk of a flight from
		11 121		igu	17110434	Magadan to Khabarovsk when lost orientation at night in difficult weather conditions (ATC failed to determine the position of the aircraft), ran out of fuel and crashed at a height of 850 metres into the wooded slope of a 1,050 metres high mountain in the Lazo district ((N47.567 E136.425) 145 km south-east
30 074	CCCP-L1359	II-12P	AFL/West SibOvn	mfd	13aug47	of Khabarovsk, all 4 crew and 24 passengers killed; t/t 7,834 hours; soc 08dec58 rgd 1947; opb 115 AO; w/o 15sep55 on the leg from Krasnoyarsk to Irkutsk of a flight from Moscow to
			,			Khabarovsk when encountered a heavy thunderstorm (which the crew had not been informed about),
						broke up in mid-air due to severe turbulence and crashed upside down in a field near Komarovo, Kansk district of the Krasnoyarsk region (N56.180556 E95.031944), all 4 crew and 3 passengers killed; t/t 5,734
30 075	CCCP-L1349	II-12P	AFL/West SibOvn	rgd	1947	hours; soc 04oct55 soc 03sep57 as worn out
30 076	CCCP-L1360 CCCP-L1360	II-12P II-12P	AFL/Yakutiya-YKS AFL/Far East-KHV	rgd trf	1947 jun571	toc 1947 w/o 14nov51 on the leg from Nikolayevsk-na-Amure to Seimchan of a flight from Khabarovsk to Magadan
	CCCF-L1500	11-121		ui	Junovi	when took off with moist snow on the airframe which had accumulated during taxiing and engine tests, lifted off late and at low speed, the resulting vibrations tempted the flight mechanic to overfuel the left engine so that the engine lost power and the aircraft came down again, broke up, caught fire and burnt
30 077	CCCP-L1361	II-12P	AFL/Moscow	rgd	1947	out, all 4 crew slightly injured and 2 of the 15 passengers injured (1 of them seriously); soc 13dec51 opb 1-ya Moskovskaya aviagruppa
	CCCP-L1361 CCCP-01361	II-12P II-12P	AFL/East SibIKT AFL/East SibIKT	trf rgd	1950 1958/59	
20.070	CCCP-01361	II-12P	AFL/TurkmenisASB	trf	09may59	soc 29nov60 as worn out
30 079 30 081	CCCP-L1362 CCCP-L1363	II-12P II-12P	AFL/West SibOvn AFL/Ukraine	rgd rgd	1947 1947	soc 29jul58 as worn out new documents issued 21jun55
30 082	CCCP-L1363 CCCP-L1364	II-12P II-12P	AFL/West SibOvn AFL/Moscow	rgd rgd	1947 1947	soc 13feb58 as worn out opb 1-ya Moskovskaya aviagruppa
	CCCP-L1364	II-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1364	II-12P	AFL/Far East-KHV	trf	apr57	w/o 09jun58 on a flight from Khabarovsk to Magadan when approached Magadan in bad visibility (rain and heavy clouds) and crashed into a hill 18 km from Magadan, all 4 crew and 16 passengers killed; soc 02jul58
30 086	CCCP-L1365 CCCP-L1365	II-12P II-12P	AFL/Yakutiya-YKS AFL/West SibOvn	rgd trf	1947 23jul51	toc 1947 opb 115 TAO Novosibirskoi aviagruppy; w/o 27sep54 on the leg from Krasnoyarsk to Novosibirsk-Severny
	CCCF-L1303	11-127	Art/ West 310001	ui	23)0131	of a flight from Yushion-Sakhalinsk to Moscow when tried to land a night in below-minima weather conditions (fog), had to go around, dropped below the glide path on the second approach, hit trees and crashed, all 5 crew and 24 passengers killed; soc 244ec54
30 088 30 090	CCCP-L1366 CCCP-L1367	II-12P II-12P	AFL/Northern-LED AFL/Moscow	rgd mfd	1947 31aug47	dbr, date unknown; soc 23may51 rgd 1947; opb 1-ya Moskovskaya aviagruppa
50 050	CCCP-L1367	II-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1367	II-12P	AFL/East SibIKT	trf	unknown	opb 134 ATO; w/o 04nov53 on the leg from Chita to Magdagachi of a mail flight from Irkutsk to Khabarovsk when a wrong pressure had been fed into the left altimeter so that it showed a height 55 metres above the real one, on finals to Magdagachi at night the aircraft touched trees 5,620 metres from the airport, lost its left wing, crashed upside down 358 metres after first touching trees and burnt out, all 5
30 091	CCCP-L1368	II-12P	AFL/Far East-KHV	m f J	1947	crew killed; t/t 4,204 hours; soc 12dec53 rgd 1947; dbr in the first quarter of 1956 on landing at an unknown airfield when touched down on a 'part
				mfd		which had not been cleared' (probably from snow); soc 11may56
30 093	CCCP-L1369 CCCP-L1369	II-12P II-12P	AFL/International AFL/Moscow (MUTA)	rgd trf	1947 sep52	opb AOG MVS photo BUD 1953
	CCCP-L1369 CCCP-01369	II-12P II-12P	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	trf rgd	unknown 1958/59	soc 17dec59 as life-time expired
30 094	CCCP-L1370 CCCP-L1370	II-12P II-12P	AFL/Georgia AFL/Armenia	rgd trf	1947 unknown	
	CCCP-01370 CCCP-01370	II-12P II-12P	AFL/Armenia AFL/Urals-SVX	rgd trf	1958/59 15nov60	soc 23dec61 as life-time expired
30 095	CCCP-L1371	II-12P	AFL/West SibOvn	rgd	1947	
	CCCP-L1371 CCCP-01371	Il-12P Il-12P	AFL/Urals-SVX AFL/Urals-SVX	trf rgd	01sep57 1958/59	in document may58 soc 20nov59 as worn out
30 096	CCCP-L1372 CCCP-L1372	II-12P II-12P	AFL/TurkmenisASB AFL/Uzbekistan-TAS	rgd trf	1947 sep52	
20.000	CCCP-01372	II-12P	AFL/Uzbekistan-TAS	rgd	1958/59	soc 08mar60 as worn out
30 097	CCCP-L1373 CCCP-L1373	II-12P II-12P	AFL/Moscow AFL/East SibIKT	rgd trf	1947 1950	opb 1-ya Moskovskaya aviagruppa
	CCCP-01373 CCCP-01373	II-12P II-12P	AFL/East SibIKT AFL/Omskoye ATU	rgd trf	1958/59 01aug61	Omskoye aviatsionno-tekhnicheskoye uchilishche (Omsk Technical Aviation College); soc 04aug66 as worn
30 000						out
30 098	CCCP-L1374 CCCP-L3925	II-12P II-12P	AFL/uzbekistan-TAS AFL/Uzbekistan-TAS	rgd rgd	1947 13apr55	
	CCCP-L3925 CCCP-73989	Il-12P Il-12P	AFL/Central Asia AFL/Uzbekistan-TAS	trf rgd	unknown 1958/59	territorial reorganisation; photo at VKO 1958 soc 27aug60 as life-time expired
				-	-	

30 099	CCCP-N474	II-12	Polyarnaya Aviats.	toc	02oct47	photo 1954; equipped with radar and additional fuel tanks; in natural metal c/s with hi-viz rudder; opb
						MAGON from 24jan51; used to re-supply the drifting polar station SP-3 in 1954 and took part in the Arctic expedition A-95 (ice-reconnaissance) in 1957/58
	CCCP-04249	II-12L	Polyarnaya Aviats.	rgd	1958/59	the sole II-12 equipped with a ski landing gear; in natural metal c/s, thin blue cheatlines above and below the windows; was to take part in the 4th Soviet Antarctic expedition (KAE) in 1959; dbr jan59 on its first flight after re-assembly in Antarctica when hit ice ridges close to the threshold of the only partially prepared ice landing strip near Mirny ice station and collapsed the landing gear, suffering structural
30 100	CCCP-N475	II-12P	Polyarnaya Aviats.	mfd	1947	deformation, no casualties toc 02oct47; registration painted on 'CCCP H-475'; in natural metal c/s; in a document 07dec50; opb MAGON from 24jan51; damaged on a forced landing at Mys Kamenny 21jan52; repainted in natural metal c/s with thin blue stripes above and below the windows, registration painted on 'CCCP-H475'; took part in the polar expedition "Sever" in spring 1954; used to re-supply the drifting polar station SP-6 in 1958/59;
	CCCP-04250 CCCP-04250	II-12P II-12P	Polyarnaya Aviats. AFL/Polar	rgd trf	22may58 10feb60	see rgd below on a photo with 'Polyarnaya Aviatsiya' titles soc 17apr65 as time between overhauls exceeded (according to another document wfu 24jul65); was reportedly preserved on a playground in Kiev
30 103 30 104	CCCP-L1375 CCCP-L1376	II-12P II-12P	AFL/Georgia-TBS AFL/Moscow	rgd rgd	1947 1947	w/o 14jun53; soc 26jun53 opb 1-ya Moskovskaya aviagruppa
	CCCP-L1376 CCCP-L1376	II-12P II-12P	AFL/TurkmenisASB AFL/East SibIKT	trf trf	12dec50 1955	
30 105	CCCP-01376 CCCP-L1377	II-12P II-12P	AFL/East SibIKT AFL/West SibOvn	rgd rgd	1958/59 1947	soc 27jan60 as worn out new documents issued 02feb56; soc 10jul57 as worn out
30 106	CCCP-L1378 CCCP-L1378	II-12P II-12P	AFL/International AFL/Moscow (MUTA)	rgd trf	1947 unknown	opb AOG MVS
	CCCP-L1378 CCCP-01378(1)	II-12P II-12P	AFL/Urals-SVX AFL/Urals-SVX	trf rgd	sep52 jul58	opb Uralskaya aviagruppa by 01sep57 soc 13dec60as worn out, see c/n 8302709
30 107	CCCP-L1379 CCCP-L3903	II-12P II-12P	AFL/Moldova AFL/TurkmenisASB	rgd rgd	1947 15nov54	
	CCCP-L3903	II-12P	AFL/Central Asia	trf	unknown	territorial reorganisation; under overhaul by AERB-243 nov58; soc 30nov58 as worn out (confirmed by MGA 06jan59)
30 108	CCCP-L1380 CCCP-L1380	II-12P II-12P	AFL/Ukraine-IEV AFL/Moscow (MUTA)	rgd trf	1947 1951	photo LŴO 1948; I/n LWO in 1950s photo SXF 1951
	CCCP-L1380 CCCP-01380	Il-12P Il-12P	AFL/Armenia AFL/Armenia	trf rgd	1956 1958/59	soc 25may60 as amortisation period expired
30 109	CCCP-L1381	II-12P	AFL/Moscow-VKO	mfd	01oct47	opb 42 TO 1 OAG GVF; w/o 19jan49 on the leg from Stalino (now Donetsk) to Kiev of a flight from Stalino to Moscow when the right propeller oversped shortly after take-off and the left engine lost power soon after that, the aircraft lost height, hit the mast of a power-line and crashed into a house at ul. Krupskaya d. 105, 3 of the 4 crew and all 5 passengers plus 2 persons on the ground killed; t/t 709 hours; soc nov49
30 111	CCCP-L1382 CCCP-L1382	II-12P II-12P	AFL/Georgia-TBS AFL/Ukraine-IEV	rgd trf	1947 1950	f/n IKT 15sep55
	CCCP-L1382 CCCP-12589	Il-12P Il-12P	AFL/Far East-KHV AFL/Far East-KHV	trf rgd	1955 1958/59	soc 27dec60 as worn out
30 116	CCCP-L1383 CCCP-L1383	II-12P II-12P	AFL/Uzbekistan-TAS AFL/East SibIKT	rgd trf	1947 1950	
	CCCP-01383 CCCP-01383	II-12P II-12P	AFL/East SibIKT AFL/TurkmenisASB	rgd trf	1958/59 09may59	in document 14may60; soc 12sep60 as life-time expired
30 117 30 119	CCCP-L1384 CCCP-L1385	II-12P II-12P	AFL/TurkmenisASB AFL/Uzbekistan-TAS	rgd rgd	1947 1947	soc 26may58 as worn out f/n 1948; new documents issued 13aug55
	CCCP-L1385 CCCP-01385	II-12P II-12P	AFL/Central Asia AFL/Uzbekistan-TAS	trf rgd	unknown 1958/59	territorial reorganisation; overhauled by AERB-243 nov58 soc 27jan60 as worn out
30 120	CCCP-L1386 CCCP-L3930	II-12P II-12P	AFL/West SibOvn AFL/Ukraine-ODS	rgd rgd	1947 16may55	soc 29jul58 as worn out
30 121 30 122	CCCP-L1387 CCCP-L1388	II-12P II-12P	AFL/Azerbaijan AFL/NII GVF	rgd rgd	1947 1947	soc 30 (month and year impossible to read in MGA document) as life-time expired
50 122	CCCP-L1388 CCCP-L1388	II-12P II-12P	AFL/Northern-LED AFL/East Siberia	trf trf	1948 1949	
	CCCP-L1388 CCCP-01388	II-12P II-12P II-12P	Aeroflot/UShVLP	trf	1955	Ulyanovsk Advanced Flying Training College; f/n VKO 1955
	CCCP-01388	II-12P	AFL/Buguruslan FS AFL/Kazakhstan-ALA	trf trf	dec58 28may59	year difficult to read in document; in document 24oct59
30 123	CCCP-01388 CCCP-L1389 CCCP-L1389	II-12P II-12P II-12P	AFL/Urals-SVX AFL/Moscow AFL/Moscow (MUTA)	trf mfd trf	30apr61 21oct47 sep52	soc 03jul63 rgd 1947; opb 1-ya Moskovskaya aviagruppa
20.124	CCCP-L1389	II-12P	AFL/East SibIKT	trf	1955	opb 134 ATO; w/o 01oct57 (local time, according to Moscow time still 30sep57) on the leg from Irkutsk to Chita at night of a flight from Moscow to Khabarovsk when the crew deviated from the prescribed flight path to the right, lost orientation and was not able to find Chita airport, the crew attempted to regain orientation and ATC did not help, when the aircraft ran short of fuel the crew attempted to make an emergency landing near a settlement, but on the fourth attempt to land the aircraft hit trees at a height of 900 metres on the slope of a 1,000 metres high hill 3 km south-east of Aksha (190 km south of Chita) and came to rest upside down at a height of 850 metres on the opposite slope of the hill (340 metres from the first impact), all 5 crew and 22 of the 23 passengers killed and the sole survivor seriously injured; t/t 9,996 hours; soc 16dec57
30 124	CCCP-L1390 CCCP-L1390	II-12P II-12P	AFL/Moscow AFL/West SibOvn	rgd trf	1947 1949	opb 1-ya Moskovskaya aviagruppa; f/n VKO 02jun48
20.125	CCCP-L1390 CCCP-01390	II-12P II-12P	AFL/Far East-KHV AFL/Far East-KHV	trf rgd	aug57 1958/59	flew on the KHV-OHO route 19sep58; I/n KHV 1960 soc 27sep61 as life-time expired
30 125	CCCP-L1391 CCCP-01391	II-12P II-12P	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd rgd	1947 1958/59	new documents issued 03feb55; under overhaul with AERB-243 nov58 soc 24mar59 as worn out
30 126	CCCP-L1392 CCCP-L1392	II-12P II-12P	AFL/Azerbaijan-BAK AFL/Uzbekistan-TAS	rgd trf	1947 unknown	Ultransiel Advanced Elving Training College
	CCCP-L1392 CCCP-L1392	II-12P II-12P	Aeroflot/UShVLP AFL/Buguruslan FS AFL/Kazakhstan	trf trf	1951 18sep58	Ulyanovsk Advanced Flying Training College
30 127	CCCP-01392 CCCP-L1393	II-12P II-12P	AFL/Uzbekistan-TAS	trf rgd	10may59 1947	soc 05feb60 due to its technical condition
20.120	CCCP-L1393 CCCP-01393	II-12P II-12P	AFL/East SibIKT AFL/East SibIKT	trf rgd	28aug54 1958/59	new documents issued 28aug54 soc 29aug60 as life-time expired
30 128	CCCP-L1394 CCCP-L1394	II-12P II-12P	AFL/Uzbekistan-TAS AFL/Ukraine	rgd trf	1947 22feb58	
30 129	CCCP-01394 CCCP-L1395	II-12P II-12P	AFL/Ukraine AFL/Northern	rgd rgd	1958/59 1947	soc 22mar61 as life-time expired
30 130	CCCP-L3905 CCCP-L1396	II-12P II-12P	AFL/Northern AFL/Moscow	rgd rgd	08dec54 1947	soc 26dec55 as worn out opb 1-ya Moskovskaya aviagruppa beta guide ia peter gida telega at IKT, guedegulad by AEDR 243 pay 50
20.424	CCCP-L1396 CCCP-01396	II-12P II-12P	AFL/East SibIKT AFL/East SibIKT	trf rgd	21sep51 01dec58	photo exists in natural metal c/s, taken at IKT; overhauled by AERB-243 nov58 soc 01aug61 as worn out
30 131	CCCP-L1397 CCCP-L1397	II-12P II-12P	AFL/Kazakhstan AFL/East SibIKT	rgd trf	1947 17jun54	photo in natural metal c/s; new documents issued 17jun54
	CCCP-L1397 CCCP-01397	II-12P II-12P	AFL/TurkmenisASB AFL/TurkmenisASB	trf rgd	1956 1958/59	soc 30may59 as life-time expired
30 132	CCCP-L1398 CCCP-01398	II-12P II-12P	AFL/Northern-LED AFL/Ukraine	mfd trf	oct47 30oct58	rgd 1947; f/n KIV 1957 soc 29oct60 as life-time expired
30 134	CCCP-L1399 CCCP-L1399	II-12P II-12P	AFL/Kazakhstan AFL/West SibOvn	rgd trf	1947 unknown	new documents issued 24sep54 soc 08dec58 as worn out
30 146	CCCP-L1401 CCCP-L1401	II-12P II-12P	AFL/Ukraine AFL/West SibOvn	rgd trf	1947 unknown	new documents issued 05nov55; soc 05apr58 as worn out
30 147	CCCP-L1402 CCCP-L1402	II-12P II-12P	AFL/Azerbaijan-BAK AFL/West SibOvn	rgd trf	1947 unknown	photo Baku 1947, in natural metal c/s and small titles by the nose soc 31oct57 as worn out
30 148	CCCP-L1403 CCCP-L1403	II-12P II-12P	AFL/Uzbekistan-TAS AFL/Central Asia	rgd trf	1947 unknown	f/n VKO 25may48; new documents issued 30dec54 territorial reorganisation
	CCCP-L1403 CCCP-01403	II-12P II-12P	AFL/Ukraine-IEV AFL/Ukraine-IEV	trf rgd	22feb58 1958/59	soc 16feb60 as life-time expired
30 149	CCCP-L1404 CCCP-L1404	II-12P II-12P	AFL/Northern-LED AFL/East SibIKT	rgd trf	1947 1950	
	CCCP-L1404 CCCP-01387	Il-12P Il-12P	AFL/TurkmenisASB AFL/TurkmenisASB	trf rgd	05mar58 1958/59	soc 11oct60 as life-time expired
30 150 30 151	CCCP-L1405 CCCP-L1406(1)	II-12P II-12P	AFL/Northern-LED AFL/Azerbaijan	rgd rgd	1947 1947	soc 04feb58 as worn out
		II-12P	AFL/Mosk. AG SPiVS	trf	unknown	soc 31mar52 as trf to the Yegoryevsk Technical Aviation College, probably used as a ground instructional
	CCCP-L1406(1)					airframe there; see c/n 93033804
30 155	CCCP-L1406(1) CCCP-L1407 CCCP-L3921	Il-12P Il-12P	AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd rgd	1947 28mar55	
30 155 30 157	CCCP-L1406(1) CCCP-L1407 CCCP-L3921 CCCP-01300 CCCP-L1408	II-12P II-12P II-12P II-12P	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan	rgd rgd rgd	28mar55 1958/59 1947	overhauled by AERB-243 nov58; soc 26may59 as life-time expired
	CCCP-L1406(1) CCCP-L1407 CCCP-L3921 CCCP-01300 CCCP-L1408 CCCP-01408 CCCP-01408	II-12P II-12P II-12P II-12P II-12P II-12P II-12P	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd rgd rgd rgd rgd	28mar55 1958/59 1947 1958/59 1947	
30 157	CCCP-L1406(1) CCCP-L1407 CCCP-L3921 CCCP-01300 CCCP-L1408 CCCP-01408	II-12P II-12P II-12P II-12P II-12P	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd rgd rgd rgd	28mar55 1958/59 1947 1958/59	overhauled by AERB-243 nov58; soc 26may59 as life-time expired

30 161	CCCP-L1410(1) CCCP-L1410(1)	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1948 sep52	opb 1-ya Moskovskaya aviagruppa; see also CCCP-L1410(2) with unknown c/n
20.167	CCCP-L1410(1)	II-12P	AFL/East Siberia	trf	unknown	soc 10jul57 as worn out
30 167	CCCP-L1411 CCCP-L1411	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	mfd trf	15dec47 sep52	rgd 1947; opb 1-ya Moskovskaya aviagruppa photo at VKO; new documents issued 04aug54
	CCCP-L1411 CCCP-01411	II-12P II-12P	AFL/Ukraine AFL/Ukraine	trf rgd	10jun58 1958/59	soc 19mar60 as life-time expired
30 169	CCCP-L1412 CCCP-L1412	II-12P II-12P	AFL/Azerbaijan-BAK AFL/East SibIKT	mfd trf	29dec47 1950	rgd 1948
	CCCP-L1412	II-12P	AFL/Ukraine-ODS	trf	21mar58	in document may58
30 171	CCCP-01449 CCCP-L1413	II-12P II-12P	AFL/Ukraine-ODS AFL/Uzbekistan	rgd rgd	1958/59 1948	soc 18nov59 as worn out video exists
	CCCP-L1413 CCCP-L1413	II-12P II-12P	AFL/Georgia-TBS AFL/Ukraine-HRK	trf trf	1953 1955	
20 172	CCCP-01413(1)	II-12P	AFL/Ukraine-HRK	rgd	1958/59	destroyed by fire, date unknown; soc 04feb59; see c/n 8302607
30 172	not known	II-12	Soviet Air Force	mfd	30dec47	the third II-12 in military transport configuration, with astrodome but without gun turret; underwent state trials with the GK NII VVS apr/may48; towed Yak-14 c/n 4640101 for trials
30 173	CCCP-L1414	II-12P	AFL/Georgia	rgd	jan48 ?	opb 112 ATO at TBS; in natural metal c/s with small titles on the nose, no cheatline; appeared in the 1948 Soviet film "Sud chesti" (The Court of Honour)
	CCCP-L1414	II-12P	AFL/Transcaucasia	trf	1956	opb 35 AE of Armyanskaya aviagruppa; damaged 31aug56 when landed-wheels up, suffering damage to
	CCCP-L1414	II-12P	AFL/Armenia	trf	19mar57	the central wing section and the fuselage, no casualties; t/t 8,212 hours by then; was not repaired 'on paper'; was on charge of Armyanskaya OAG GVF; soc 24jun57 as worn out
30 174 30 175	not known CCCP-L1415	II-12T II-12P	Soviet Air Force AFL/Azerbaijan	rgd	1948	the fourth II-12 in military transport configuration, with gun turret; used for Yak-14 cargo glider trials soc 18nov58 as worn out
30 177	CCCP-L1416 CCCP-01416	II-12P II-12P	AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd	1948 1958/59	new documents issued 22aug54; overhauled by AERB-243 nov58 soc 23sep59 as worn out
30 179	CCCP-01416 CCCP-L1417	II-12P II-12P	Ilyushin OKB	rgd	1920/29	started factory trials of a new stabiliser and a new hydraulics system 23mar48 and factory trials of a new
	CCCP-L1417	II-12P	AFL/West SibOvn	rgd	1950	fin and the new AV-9-91 propellers 26may48 f/n Novosibirsk-Severny 17nov51; soc 31mar57 as worn out
30 182 30 184	CCCP-N477 CCCP-L1418	II-12T II-12P	Polyarnaya Aviats. AFL/Moscow	rgd	photo 1948	with a cropped tailcone for towing gliders; opb MAGON from 24jan51 opb 1-ya Moskovskaya aviagruppa
50 104	CCCP-L1418	II-12P	AFL/Northern	-	photo	with cargo doors, so rather an II-12T ?
30 185	not known CCCP-L1419	II-12 II-12P	Soviet Air Force AFL/Far East	trf rgd	06nov50 1948	opb long-range aviation
30 186	not known CCCP-L1420	II-12 II-12P	Soviet Air Force AFL/Moscow	trf rgd	06nov50 1948	opb long-range aviation opb 1-ya Moskovskaya aviagruppa
50 100	CCCP-L1420	II-12P	AFL/Azerbaijan-BAK	trf	unknown	
30 187	not known CCCP-L1421	Il-12 Il-12	Soviet Air Force Aeroflot/UShVLP	trf rgd	06nov50 1949	opb long-range aviation Ulyanovsk Advanced Flying Training College; trf to China 07nov50
30 188 30 189	CCCP-L1422(1) CCCP-N478	II-12 II-12	Aeroflot/UShVLP Polyarnaya Aviats.	rgd	1949 photo	Ulyanovsk Advanced Flying Training College; trf to China 07nov50; see c/n 93033612 opb Moskovskaya aviagruppa; in natural metal c/s; included in an inventory listing 10sep48; flew ice-
					P	reconnaissance missions 12/25mar49 and 25/29sep49; dbr, details unknown; soc in 1949
30 191 30 198	not known "39"	II-12 II-12T	Ilyushin OKB Soviet Air Force	ph.	ca.1955	started factory trials of a new de-icing system 19feb48 either at Teikovo or Tula; code probably red; tailcone removed for glider towing hook
30 201 30 204	not known not known	II-12 II-12	Soviet Air Force not known			military transport version, the first II-12 with embrasures in the windows quoted in test reports, probably military transport version
30 218	"10" red	II-12T	Soviet Air Force	Mon	apr91	c/n from Monino book; preserved in the Russian Air Force museum at Monino (N55.832590 E38.181117),
30 236	CCCP-N479	II-12T	Polyarnaya Aviats.	mfd	27mar48	l/n oct21 opb MAGON from 24jan51; flew ice-reconnaissance missions in the Arctic starting 05apr48; departed from
						Moscow for Pevek 24feb55 with only 80 hours of life-time for the airframe and 50 hours for the engines remaining; CofA expired 02mar55; maintenance was neglected during the last flights and an incumbent 25
						hours inspection was not conducted; w/o 04mar55 on the leg from Amderma to Arkhangelsk of the return flight from Pevek to Moscow when a fuel pipe in the nacelle of the left engine behind the fire-wall leaked (it
						had been in use for more than 2 years instead of 1 year as designated), the fuel was incinerated by hot
						exhaust gases, the fire spread rapidly and compromised the structural integrity of the wing, the left engine broke off after 2-3 minutes, the crew initiated an emergency descent and tried to make an emergency
						landing on a meadow in a forest near lake Poltozero in the Pinega district of the Arkhangelsk region (115
						km NNE of Arkhangelsk), but the aircraft did not make it and came down in the forest, the nose section was destroyed completely, 4 of the 6 crew and 1 of the 25 passengers killed, 1 passenger seriously injured
						and 1 crew member and 5 passengers slightly injured, the survivors were rescued the next day; t/t 2,630 hours; soc 02apr55; wreck still extant 2016
30 237	CCCP-N480	II-12	Polyarnaya Aviats.			in a document 07dec50; opb MAGON from 24jan51; opb Diksonski OAO by 1955; used to re-supply the Arctic expedition "Sever-7" in 1955; dbr 02jul55 on an ice-reconnaissance flight from Dikson to
						Nagurskaya (Franz Josef Land archipelago) when the captain tried to land at Nagurskaya in below-minima
						weather conditions (thick fog) although there was enough fuel to divert to another airfield and had to go around 3 times, the aircraft touched down on a part of the runway which had not been cleared from snow,
30 243	not known	Il-12	Soviet Air Force ?			the left main gear broke off and the aircraft suffered structural damage, no casualties
						crashed on the bank of the river Kotui close to the mouth of the river Tukalan (N69.022556 E103.660711) reportedly in 1951 or 1956; wreck extant by jul12
30 250 30 254	not known CCCP-Sh1423	II-12 II-12	not known Aeroflot/UShVLP	mfd	1948	the first of three II-12s overhauled by ARZ-410 Ulyanovsk Advanced Flying Training College
	CCCP-Sh1423	II-12	AFL/Buguruslan FS AFL/Mosk. AG SPiVS	trf	23sep58	
30 255	CCCP-01362 CCCP-L1424	II-12 II-12	Aeroflot/UShVLP	trf rgd	17may59 1948	soc 27may64 as worn out Ulyanovsk Advanced Flying Training College
	CCCP-L1424 CCCP-01424	Il-12 Il-12	AFL/Belarus AFL/Ukraine-HRK	trf trf	1949 19jun59	registration assumed as incomplete in MGA document; soc 14nov64 as amortisation period expired
30 256	CCCP-Sh1425 CCCP-01425	II-12 II-12	Aeroflot/UShVLP AFL/Ukraine	mfd trf	1948 unknown	Ulyanovsk Advanced Flying Training College soc 24aug62 as life-time expired
30 257	CCCP-L1426	II-12	AFL/Moscow	rgd	1948	rgd 1948, opb 1-ya Moskovskaya aviagruppa
	CCCP-L1426 CCCP-01426	Il-12 Il-12	AFL/Moscow (MUTA) AFL/East SibIKT	trf trf	sep52 08dec58	new documents issued 19jan55 opb 134 ATO; w/o 29nov59 on the leg from Kirensk to Irkutsk of a cargo flight from Mama to Irkutsk when
						tried to land in below-minima weather conditions (fog had appeared suddenly), deviated from the extended centre-line of the runway to the right and touched down on the grass, on touch-down the captain realised
						the mistake and tried to turn left but the left wing touched the ground, the aircraft hit two trenches and the
30 258	CCCP-L1427	II-12	Aeroflot/BShVLP	mfd	10apr48	cockpit was destroyed, all 4 crew killed; t/t 9,169 hours; soc 24dec59 Buguruslan Advanced Flying Training College; w/o 09sep48 on a training flight from Buguruslan-Baimakovo
						when the captain decided to practice flying with one engine shut off but feathered the left propeller immediately after take-off at a height of some 70-100 metres (with the flaps still deployed by 17 degrees)
						and flew a turn with a bank angle of 30 degrees, the aircraft lost speed and became difficult to control, the
						captain reacted by trying to unfeather the left propeller but this created additional drag so that the aircraft continued to lose speed, entered a dive and crashed near the airfield, all 4 crew killed; t/t 245 hours; soc
30 259	CCCP-L1429	II-12	AFL/Far East	rgd	1948	01oct48
30 260	CCCP-L1429 CCCP-L1428	Il-12 Il-12	AFL/Northern Aeroflot/UShVLP	trf	unknown 1948	new documents issued 05nov54; soc 20sep56 Ulyanovsk Advanced Flying Training College
30 200	CCCP-L1428	II-12	AFL/Belarus	rgd trf	07sep54	opb 1 OUAE (otdelnaya uchebnaya aviaeskadrilya); new documents issued 07sep54
30 261	CCCP-L1428 CCCP-L1430	II-12 II-12	AFL/Ukraine AFL/Moscow	trf rgd	19jun59 1948	soc 23sep59 opb 1-ya Moskovskaya aviagruppa
	CCCP-L1430 CCCP-01430	Il-12 Il-12	AFL/Moscow (MUTA) AFL/East SibIKT	trf trf	sep52 07dec58	soc 24sep63 as amortisation period expired
30 262	CCCP-L1431	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1431 CCCP-01431	Il-12 Il-12	AFL/West SibOvn AFL/West SibOvn	trf rgd	unknown 1958/59	new documents issued 28feb55 soc 11dec62 as life-time expired
30 264	CCCP-L1432 CCCP-L1432	Il-12 Il-12	AFL/Far East AFL/Armenia	rgd trf	1948 unknown	went tech at KJA 16dec48
20.205	CCCP-01432	II-12	AFL/Armenia	rgd	1958/59	soc 08mar60 as worn out
30 265	CCCP-L1433 CCCP-L1433	II-12 II-12	AFL/Georgia AFL/Belarus	rgd trf	1948 1949	
	CCCP-01433 CCCP-01433	Il-12 Il-12	AFL/Buguruslan FS AFL/TurkmenisASB	trf trf	28mar59 07aug59	soc 08jun61 as worn out
30 266	CCCP-L1434	II-12	AFL/Georgia-TBS	mfd	26apr48	rgd 1948; opb 18 TAO; w/o 20aug49 on the leg from Kharkov to Moscow of a flight from Tbilisi to Moscow when encountered severe thunderstorms near Belgorod (the meteorological service had not appropriately
						warned of them) and instead of returning to Kharkov the crew tried to slip through between two storm
						centres, flying at heights between 300 and 570 metres, near Oboyan the aircraft entered an area of severe turbulence and heavy rain, got caught in a strong downwind, lost height, crashed in a field near
						Polukotelnikovo (12 km north-east of Oboyan, Kursk region), broke up and came to rest 390 metres after the first impact, 3 of the 5 crew and 5 of the 6 passengers killed and all survivors seriously injured; t/t 553
20.267	CCC0 11425	11 1 20	AEL/LIShaldates TAC		34may 40	hours
30 267	CCCP-L1435 CCCP-L1435	II-12P II-12P	AFL/Uzbekistan-TAS AFL/West SibOvn	mfd trf	24may48 sep52	rgd 1948 opb 112 ATO; w/o 23jan53 on the leg from Kazan to Moscow of a cargo flight from Novosibirsk to Moscow,
						shortly after take-off at night in bad visibility the aircraft collided in clouds at a height of 150 metres with Li-2 CCCP-L4582 due to ATC error, the empennage of the II-12 was hit by the left engine of the Li-2 and
						came off, both aircraft crashed in a snow-covered field south-west of Voznesenskoye (3 km south-west of the airport), all 6 crew killed; t/t 1,288 hours; soc 27mar53
30 268	CCCP-L1436(1)	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa; see c/n 93033705
30 268	CCCP-L1436(1)	Il-12	AFL/Moscow	rgd	1948	

	CCCP-L1436(1)	II-12	AFL/Mosk. AG SPiVS	trf	unknown	
30 269	not known CCCP-L1437	II-12 II-12 II-12	Soviet Air Force AFL/Moscow	trf mfd	06nov50	red 1040, 27 new configurations, and 1 ve Medicuclosus aviantumes, where at AED is summer 1040
50 209	CCCP-L1437	II-12	AFL/Belarus-MHP	trf	30apr48 unknown	rgd 1948; 27 pax configuration; opb 1-ya Moskovskaya aviagruppa; photo at AER in summer 1949
	CCCP-L1437 CCCP-L1437	II-12 II-12	Aeroflot/UShVLP AFL/Ukraine-HRK	trf trf	25nov50 16may59	Ulyanovsk Advanced Flying Training College
30 270	CCCP-01437 CCCP-L1701	Il-12 Il-12	AFL/Ukraine-HRK AFL/International	rgd POZ	may59 24apr48	soc 24jun64 as life-time expired presented during the Poznan Trade Fair 24apr/09may48 (first foreign presentation of the II-12)
30 274	CCCP-L1703	II-12P	MVD - Dalstroi	rgd	1948	opb SMP AO from 25aug48; served the Magadan-Khabarovsk route oct48; Dalstroi assigned the crew of M.G. Marchenko to this aircraft 28jun49
	CCCP-L1703 CCCP-01375	II-12P II-12P	AFL/Far East-KHV AFL/Far East-KHV	trf rgd	1952 1958/59	first CofA issued 19jun52
30 275	CCCP-01375	II-12P II-12T	AFL/Urals-SVX Chinese Air Force	trf YIH	23nov60 13mar87	soc 19mar63 as life-time expired I/n YIH 12oct88; c/n reported as '275'; preserved in the China Aviation Museum at Shahezhen
	'35141'	II-12T	Chinese Air Force		sep90	(Changping), f/n jan90 preserved in the China Aviation Museum at Shahezhen (Changping, N40.182892 E116.36111) with this
						fake serial, seen sep90/aug23; in white c/s with blue 'lightning-bolt' cheatline, grey undersides; see II-12 35141 with unknown c/n
30 276	CCCP-L1700 CCCP-L1700	II-12P II-12P	AFL/Moscow AFL/East SibIKT	rgd trf	1948 1953	opb 1-ya Moskovskaya aviagruppa; underwent trials with the NII GVF 25may/10jun48
20.277	CCCP-01401	II-12P	AFL/East SibIKT	rgd	1958/59	soc 15jun60 as worn out
30 277	CCCP-X837	II-12	MVD - Dalstroi	mfd	30apr48	opb SMP AO from 06jul48; served the Magadan-Khabarovsk route oct48; Dalstroi assigned the crew of O.S. Grigoryev to this aircraft 28jun49; operated until 10jun52; t/t 1,191 hours by 10jun52
	CCCP-L1488	Il-12	AFL/Far East-KHV	trf	10jun52	opb 12 ATO; severely damaged 23aug52 on the leg from Nikolayevsk-na-Amure to Okhotsk of a flight from Khabarovsk to Magadan when part of a blade of the right propeller came off (the blades had been repaired
						by welding twice), punctured the fuselage, destroyed hydraulic lines, engine control cables and electrical cables, ricocheted, seriously injured both legs of the flight mechanic who was in the cargo bay and got
						stuck in the upper wing of Po-2 CCCP-T743 which was being transported in the cargo bay, the engine developed severe vibrations, but could not be shut down and the propeller could not be feathered as the
						control cables had been destroyed, as the aircraft lost height the crew opted for an emergency landing in the valley of the lakes Oryol and Chlya and the aircraft landed wheels-up in a field near Chlya, 1 of the 5
						crew killed (the flight mechanic died due to massive blood loss 2 hours after the landing) while the other 4 crew and all 11 passengers escaped unhurt; t/t 1,286 hours by 23aug52; repaired; new documents issued
	CCCP-73953	II-12	AFL/Far East-KHV	rgd	1959	OSjan55 soc 03jul63 as life-time expired
8 30 23 11	CCCP-L1438	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1438 CCCP-L1438	II-12 II-12	AFL/Belarus-MHP AFL/Northern-LED	trf trf	nov50 07sep54	opb 1 OUAE (otdelnaya uchebnaya aviaeskadrilya) opb 67 ATO; new documents issued 30sep55
	CCCP-01438	Il-12	AFL/Northern-LED	rgd	13may58	opb 67 ATO; dbr 07jan60 on a cargo flight from Moscow-Vnukovo to Leningrad-Shosseinaya at night when approached in poor visibility (low clouds and snowfall) and had to land at the reserve (grass) runway as
						the main runway was being cleared from snow, the pilot had difficulty to identify that runway as its markings were covered by snow and levelled out at a height of some 3-4 metres (as he was used to fly an
						II-14) so that the aircraft lost speed, the nose pitched and the aircraft suffered substantial damage, all 5 crew members escaped unhurt; soc 05mar60
8 30 23 12	CCCP-L1439 CCCP-L1439	II-12 II-12	AFL/Far East-KHV AFL/Belarus	rgd trf	1948 30mar51	new documents issued 07sep54 opb 1 OUAE (otdelnaya uchebnaya aviaeskadrilya)
0 20 22 12	CCCP-01439	II-12	AFL/Ukraine-HRK	trf	17may59	soc 03jul63 as life-time expired
8 30 23 13	CCCP-L1440 CCCP-L1440	II-12 II-12	AFL/Moscow AFL/Kazakhstan	rgd trf	1948 unknown	opb 1-ya Moskovskaya aviagruppa soc 25apr55; trf 'for display' to the Troitsk Technical Aviation College
8 30 23 14	CCCP-L1441(1) CCCP-L1441(1)	Il-12 Il-12	Aeroflot/ShVLP AFL/Mosk. AG SPiVS	rgd trf	1948 unknown	Advanced Flying Training College; see c/n 93033716
8 30 23 15	not known CCCP-L1442	Il-12 Il-12	Soviet Air Force AFL/Moscow	trf rgd	04nov50 1948	opb long-range aviation opb 1-ya Moskovskaya aviagruppa
	CCCP-L1442 CCCP-01442	Il-12 Il-12	AFL/West SibOvn AFL/West SibOVB	trf rgd	26jan51 seo59	soc 21oct61 as life-time expired
8 30 23 16	CCCP-L1443 CCCP-L1443	II-12 II-12	AFL/Kazakhstan AFL/East Siberia	rgd trf	1948 unknown	
8 30 23 17	CCCP-01443 CCCP-L1444	II-12 II-12	AFL/East Siberia AFL/Kazakhstan	rgd rgd	1958/59 1948	soc 25apr62 as life-time expired
0 50 25 17	CCCP-L1444 CCCP-L1444	II-12 II-12 II-12	AFL/East Siberia AFL/Moscow	trf trf	unknown unknown	opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56
8 30 23 18	CCCP-L1445 CCCP-L1445	II-12 II-12 II-12	AFL/Georgia-TBS AFL/West SibOvn	rgd trf	1948 1953	new documents issued 31aug54
0 20 22 10	CCCP-01445	II-12	AFL/West SibOvn	trf	unknown	soc 05mar62 as life-time expired
8 30 23 19	CCCP-A1446 CCCP-A1446	II-12 II-12	AFL/Uzbekistan GUGK	rgd trf	1948 unknown	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); on charge
	CCCP-L1446	II-12	AFL/Mosk. AG SPiVS	trf	unknown	during the 2nd quarter of 1952 used as a photo survey aircraft; new documents issued 09may56
8 30 23 20	CCCP-01446 CCCP-L1447	Il-12 Il-12	AFL/Mosk. AG SPiVS AFL/Far East-GDX	rgd rgd	1958 ? 1948	soc 19apr63 as worn out opb Magadanskaya aviagruppa; new documents issued 09may56
	CCCP-01447 CCCP-01447	II-12 II-12	AFL/Far East-GDX AFL/Urals-SVX	rgd trf	1958/59 29nov60	soc 31oct63 as life-time expired
8 30 23 25	not known	II-12T	Soviet Air Force		photo	without dorsal turret; fitted out for icing research with sensors on forward fuselage sides and flight-deck roof; with 'lightning-bolt' cheatline and 'winged star' emblem on the nose-cone
	no code CCCP-I884	Il-12D Il-12D	Soviet Air Force MOP zavod # 47	rgd	photo unknown	with a UTK-1 dorsal turret now; in natural metal c/s canx 06mar58
8 30 24 06	CCCP-27215 2406	II-12D II-12T	MOMS Orenburg MSZ Czechoslovak AF	rgd	06dec65 reports	canx 20dec65
8 30 24 00	D-40	II-12T	Czechoslovak AF	no toc	1951	c/n not confirmed; type was previously reported as an II-14 c/n not confirmed; opb 1st Air Transport Regiment; became see next line (/ not confirmed; opb 1st Air Transport Regiment; became see next line
	2407	II-12T	Czechoslovak AF	r/r	1957	c/n not confirmed; soc feb59; in natural metal c/s; fuselage used as a ground instructional airframe at Prostejov (N49.456090, E17.131165), f/n 08sep90; l/n may10 and gone since
8 30 24 16 8 30 24 17	"53" blue CCCP-L1471	II-12T II-12	Soviet Air Force AFL/Moscow	rgd	photo 1948	at Borisoglebsk-3 in winter 1962; opb 478 uap opb 1-ya Moskovskaya aviagruppa
8 30 24 18	CCCP-L1471 CCCP-L1464	Il-12 Il-12	AFL/Belarus AFL/Moscow	rgd rgd	1951 1948	soc 19dec58 as worn out opb 1-ya Moskovskaya aviagruppa
	CCCP-L1464 CCCP-01435	Il-12 Il-12	AFL/Moscow (MUTA) AFL/East SibIKT	trf rgd	sep52 1958/59	soc 03jul63 as life-time expired
8 30 24 19	CCCP-L1463 CCCP-L1463	II-12 II-12	AFL/Moscow AFL/Northern	rgd trf	1948 unknown	opb 1-ya Moskovskaya aviagruppa
8 30 24 20	not known CCCP-L1468	II-12 II-12 II-12	Soviet Air Force AFL/Moscow	trf rgd	07nov50 1948	opb long-range aviation opb 1-ya Moskovskaya aviagruppa
5 50 ZT ZU	CCCP-L1468 CCCP-L1468 CCCP-73993	II-12 II-12 II-12	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	trf rgd	unknown 1958/59	on charge as of 01oct50 soc 15apr66 as life-time expired
8 30 24 21	CCCP-L1465	II-12 II-12	AFL/Moscow	mfd	07aug48	opb 40 AO 1-oi Moskovskoi aviagruppy; w/o 02sep48 (local time, according to Moscow time still 01sep48)
						on the leg from Novosibirsk-Severny to Omsk at night of a flight from Khabarovsk to Moscow when the flight mechanic reduced power (without having been ordered to do so) after the landing gear had been
						retracted, the aircraft lost speed and height, crash-landed and broke up, 1 of the 15 passengers was killed by a propeller blade which had come off and 5 passengers were injured while all 5 crew escaped unhurt;
8 30 24 22	CCCP-L1466	II-12	AFL/Azerbaijan-BAK	toc	01jun49	soc 01dec48 opb 107 LO; dbr in spring 1954 on a cargo flight from Krasnovodsk to Baku-Bina when the right engine
						caught fire shortly after take-off while the aircraft was flying at a height of some 300 metres over the Krasnovodski zaliv bay, as the fire could not be extinguished the crew opted for a forced landing in the
						shallow waters of the bay, all 5 crew escaped unhurt; the wreck did not even submerge and remained at the accident site for many years
8 30 24 23	CCCP-L1469 CCCP-L1469	Il-12 Il-12	AFL/Northern AFL/Far East	rgd trf	1948 unknown	new documents issued 22jul54; soc 14dec55 and trf to the Irkutsk Aviation College 'for display'
8 30 24 24	CCCP-L1470	II-12	AFL/Moscow	mfd	07jul48	rgd 1948; opb 1-ya Moskovskaya aviagruppa
0.00 0.00	CCCP-L1470 CCCP-01395	II-12 II-12	AFL/West Siberia AFL/Ukraine	trf trf	unknown 25jul58	on charge as of 01apr51; new documents issued 15sep54 soc 03jul63 as life-time expired
8 30 24 25	CCCP-L1472 CCCP-01402	II-12 II-12	AFL/Georgia AFL/Ukraine	rgd trf	1948 15aug58	in another document 18nov61 as AFL/Urals-SVX; soc 20jun63 as calendar life-time expired
8 30 25 04	CCCP-L1467 CCCP-L1467	II-12 II-12	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1948 sep52	opb 1-ya Moskovskaya aviagruppa new CofR issued 28sep54
	CCCP-L1467	II-12	AFL/Urals-SVX	trf	05aug58	opb 120 ATO Uralskoi OAG GVF; t/t 8,836 hours by 01nov58; dbr 15dec58 on the leg to Cherepovets of a cargo flight from Leningrad to Sverdlovsk when landed long due to pilot error, overran the runway and
8 30 25 05	35140	II-12T	Chinese Air Force	Chp	jan90	ended up in a ditch, suffering substantial damage; soc 16may59 preserved in the China Aviation Museum at Shahezhen (Changping), I/n oct05
5 50 23 05	'5116'	II-121 II-12T	Chinese Air Force	Chp	oct06	preserved in these fake markings in the China Aviation Museum at Shahezhen Changping (N40.184239
8 30 25 07	CCCP-L1473	II-12	AFL/Far East-KHV	rgd	1948	E116.36098), I/n may24; see II-12 5116 with unknown c/n flew on the KHV-OHO route 19sep58 cee 17awer2 are americation and available
8 30 25 11	CCCP-12580 CCCP-L1474	II-12 II-12	AFL/Far East-KHV AFL/Northern-LED	rgd rgd	1958/59 1948	soc 17aug63 as amortisation period expired
	CCCP-Sh1474 CCCP-L1474	II-12 II-12	Aeroflot/UShVLP AFL/Ukraine-IEV	trf trf	1955 1957	Ulyanovsk Advanced Flying Training College; new documents issued 25apr57
	CCCP-01400	II-12	AFL/Ukraine-IEV	rgd	1958/59	soc 20jun63 as worn out

8 30 25 12	CCCP-L1475	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
8 30 25 13	not known CCCP-L1476	Il-12 Il-12	Soviet Air Force AFL/Moscow	trf rgd	06oct50 1948	opb 1-ya Moskovskaya aviagruppa; soc 31mar52 due to structural damage; trf to the RKVIAVU (Riga Higher Military Technical Aviation School), probably for use as a ground instructional airframe
8 30 25 14	CCCP-L1477 CCCP-L1477	II-12 II-12	AFL/Moscow AFL/Moscow (MUTA)	mfd trf	30aug48 sep52	rigit 1948; opb 1-ya Moskovskaya aviagruppa new documents issued 07sep54
8 30 25 15	CCCP-12590 CCCP-L1448	II-12 II-12	AFL/Ukraine AFL/Uzbekistan	rgd rgd	1958/59 1948	trf 05aug58; soc 18oct62 as life-time expired
	CCCP-L1448 CCCP-01448	II-12 II-12	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	trf rgd	sep59 1958/59	new documents issued 11oct55 soc 21feb66 as worn out
8 30 25 16	CCCP-L1449 CCCP-L1449	II-12 II-12	AFL/Far East AFL/Moscow (MUTA)	rgd trf	1948 sep52	soc 08jan58 as worn out
8 30 25 17	CCCP-L1450	II-12	AFL/Uzbekistan	mfd	26aug48	opb 5 TAO; w/o 12oct48 on the leg from Baku to Tbilisi of a flight from Tashkent to Sochi in adverse weather when airport staff, ATC and crew committed a number of mistakes, the aircraft deviated from the prescribed flight path and crashed in the mountains of the Northern Caucasus near Yevlakh, all 6 crew and 4 passengers killed; t/t 274 hours; the wreck was not found for a long time (possibly never found)
8 30 25 18 8 30 25 19	CCCP-L1451 CCCP-L1452 CCCP-L1452 CCCP-L1452	II-12 II-12 II-12 II-12	AFL/Far East-KHV AFL/Uzbekistan AFL/OAGrVS AFL/West SibOvn	rgd rgd trf trf	1948 1948 unknown 31dec53	soc 29jul58 as worn out otdelnaya aviagruppa vozdushnykh syomok (independent photo survey aviation group)
8 30 25 20	CCCP-L1452 CCCP-73969 CCCP-L1453 CCCP-L1453 CCCP-L1453	II-12 II-12 II-12 II-12 II-12 II-12	AFL/Mosk. AG SPiVS AFL/Mosk. AG SPiVS AFL/Moscow AFL/Far East AFL/Moscow (MUTA)	trf rgd rgd trf trf	unknown 1958/59 1948 1949 sep52	sox 27may64 as worn out opb 1-ya Moskovskaya aviagruppa
	CCCP-L1453 CCCP-01427	II-12 II-12	AFL/Urals-SVX AFL/Urals-SVX	trf rgd	04aug58 dec58	soc 08aug62 as worn out
8 30 25 21	CCCP-L1454 CCCP-L1454	II-12 II-12 II-12	AFL/Moscow AFL/Northern-LED	rgd trf	1948 unknown	opb 1-ya Moskovskaya aviagruppa new documents issued 05nov57; soc 22mar58 as worn out
8 30 25 22	CCCP-L1455 not known	II-12 II-12	AFL/Northern Soviet Air Force	rgd trf	1948 04nov50	opb long-range aviation
8 30 25 23	CCCP-L1456 CCCP-Sh1456	II-12 II-12	AFL/Northern Aeroflot/UShVLP	rgd trf	1948 1950	Ulyanovsk Advanced Flying Training College
	CCCP-L1456 CCCP-12592	II-12 II-12	AFL/TurkmenisASB AFL/TurkmenisASB	trf rgd	03mar58 1958 ?	opb 165 TAO; dbr 03mar59 on the leg from Mineralnyye Vody to Ashkhabad of a positioning flight from
8 30 25 24	CCCP-L1457	II-12T	AFL/Far East-KHV	rgd	1948	Kiev to Ashkhabad after overhaul by ARB-410 when the left engine failed (due to fatigue), caught fire and finally broke off at a height of 1,800 metres, the aircraft managed to land safely at Dzhebel (40 km further on), but suffered substantial damage, all 5 crew escaped unhurt; soc 22jun59
0 30 23 24	CCCP-Sh1457 CCCP-Sh1457 CCCP-Sh1457	II-12T II-12T II-12T	Aeroflot/UShVLP AFL/Buguruslan FS	trf trf	1948 1954 23oct58	Ulyanovsk Advanced Flying Training College; new documents issued 02jul54
	CCCP-73951	II-12T	AFL/Ukraine-DNK	trf	16may59	soc 24jun64 as life-time expired; preserved in a pioneers' camp at Komsomolskoye in the Donetsk region (N47.691581 E38.082144), adorned with blue and yellow 'Ukrainian' trim, seen 2009/sep12
8 30 25 25	CCCP-L1458	II-12T	AFL/Kazakhstan	rgd	1948	photo in a Putnam book; equipped with blisters; opb 151 AO; new CofR issued 21aug54; overhauled by AFRB-243 nov58; dbr 24dec58 on the leg from Uralsk of a flight from Moscow to Aktyubinsk without passengers when suffered from poor crew resource management during take-off, touched the ground again after being airborne for 605 metres and collided with a railway embankment and a telegraph pole, all 5
8 30 26 01	CCCP-73955 CCCP-L1459	II-12T II-12	AFL/Kazakhstan AFL/Kazakhstan	rgd	13may58 1948	crew injured; t/t 7,652 hours not painted on before the accident 24dec58; soc 16feb59 new documparts include 14cen55
8 30 20 01	CCCP-L1459 CCCP-L1459 CCCP-73954	II-12 II-12 II-12	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd trf rgd	jun56 1958/59	new documents issued 14sep55 f/n KOV nov59
8 30 26 02	CCCP-73954 CCCP-73954 CCCP-L1460	II-12 II-12 II-12T	AFL/East SibIKT AFL/Far East-KHV	trf rgd	27nov61 1948	soc 18dec64 as life-time expired
8 30 20 02	CCCP-Sh1460	II-12T	Aeroflot/UShVLP	mfd	1948	Ulyanovsk Advanced Flying Training College; was equipped with an astrodome on top of the fuselage while used for training
	CCCP-Sh1460 CCCP-73975	II-12T II-12T	AFL/Buguruslan FS AFL/Ukraine-HRK	trf trf	19sep58 16may59	had a large cargo door on the left side, without astrodome now; in natural metal c/s; soc 21sep64 as life- time expired; used as a ground instructional airframe by the Kharkov Aviation Institute (KhAI); transported to Slavyansk for restoration by the technical aviation school (Slavyanskoye ATU GA) and seen there partially disassembled 13jul88 (received some parts of Av-14(M) CCCP-41827); was to be preserved in the museum of Civil Aviation at Ulyanovsk, but nothing came of this; was preserved at Slavyansk, seen jun96/apr99; later preserved in the museum of the Aircraft Overhaul Plant at Lugansk-Ostraya Mogila (M48.527216 E39.384045), seen jun06/nov13; probably damaged or destroyed during the Civil War in
8 30 26 03	CCCP-L1461	II-12	AFL/Azerbaijan-BAK	rgd	1948	2014
8 30 26 04	CCCP-01404 CCCP-L1462	II-12 II-12	AFL/Urals-SVX AFL/Kazakhstan	trf mfd	26dec59 aug48	opb Uralskaya aviagruppa; soc 12dec55 as life-time expired opb 25 TAO; w/o 20sep49 on the leg from Lyubertsy to Sverdlovsk at night of a cargo flight from Lyubertsy to Karaganda when the left engine lost oil and failed due to faulty maintenance (one hour before the crew had neglected signs indicating that the engine would fail and decided to continue the flight), the crew decided to make an emergency landing at Gorki but the propeller could not be feathered as there was no oil pressure, the aircraft rapidly lost height and jettisoning the cargo did not help so that the aircraft touched trees on a hill 12 km north of Savasleika and 22 km east of Murom, crashed and broke up, 3 of the d courd.
8 30 26 05	CCCP-L1478 CCCP-L1478 CCCP-01419	Il-12 Il-12 Il-12	AFL/Far East AFL/Moscow (MUTA) AFL/Ukraine	rgd trf trf	1948 sep52 20nov58	the 4 crew killed; t/t 550 hours (t/t of the left engine 334 hours); soc 29sep49 soc 24auq62 as life-time expired
8 30 26 06	CCCP-L1479 not known	II-12 II-12	AFL/Moscow Soviet Air Force	rgd trf	1948 06oct50	opb 1-ya Moskovskaya aviagruppa
8 30 26 07	CCCP-L1480 CCCP-01413(2)	II-12 II-12	AFL/Far East-KHV AFL/Far East-KHV	rgd rgd	1948 1958/59	flew on the KHV-OHO route 19sep58 soc 11jan62 as life-time expired; see c/n 30171
8 30 26 08 8 30 26 09	CCCP-L1481 CCCP-L1482	II-12 II-12	AFL/Turkmenistan AFL/Moscow	rgd rgd	1948 1948	new documents issued 02jun54; soc 13aug55 due to corrosion opb 1-va Moskovskaya aviagruppa
	CCCP-L1482 CCCP-01434	II-12 II-12	AFL/Moscow (MUTA) AFL/West SibOvn	trf trf	sep52 28feb59	soc 19mar63 as life-time expired
8 30 26 10	CCCP-L1483 CCCP-L1483	II-12 II-12	AFL/Uzbekistan AFL/Central Asia	rgd trf	21jun52 unknown	territorial reorganisation; new documents issued 09feb56
8 30 26 12	CCCP-73994 CCCP-L1484	II-12 II-12	AFL/Uzbekistan-TAS Aeroflot/UShVLP	rgd rgd	1958/59 1948	soc 26apr62 as life-time expired Ulyanovsk Advanced Flying Training College
8 30 26 13	not known CCCP-L1485	II-12 II-12	Soviet Air Force AFL/Kazakhstan	trf rgd	04nov50 1948	opb long-range aviation
	CCCP-L1485 CCCP-01349	II-12 II-12	AFL/West SibOvn AFL/West SibOVB	trf rgd	14may51 1959	soc 23oct62 as life-time expired
8 30 26 14	CCCP-L1486 CCCP-L1486	II-12 II-12	AFL/Moscow AFL/Far East	rgd trf	1948 1949	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1486 CCCP-L1486	Il-12 Il-12	AFL/West SibOvn AFL/Urals-SVX	trf trf	1950 1956	opb Uralskaya aviagruppa by 01sep57
8 30 26 15	CCCP-01340 CCCP-L1487	II-12 II-12	AFL/Urals-SVX AFL/Far East-KHV	rgd rgd	oct58 1948	in document 26sep62; soc 22oct63 as amortisation period expired
	CCCP-Sh1487 CCCP-73968(1) CCCP-73968(1)	II-12 II-12 II-12	Aeroflot/UShVLP AFL/Buguruslan FS AFL/Belarus	trf trf trf	1950 18sep58 jan59	Ulyanovsk Advanced Flying Training College see c/n 83012903 opb 1 OUAE; dbr in the early hours of 13mar59 on a training flight (with cargo on board) from Moscow- Vnukovo to Minsk at night with an overtired crew at the controls when the instructor pilot lost spatial orientation in a layer of ground fog shortly after lift-off and attempted a forced landing, but the slow-flying aircraft banked from one side to the other so that a wing touched the ground 1,500 metres from the beginning of the runway and the aircraft crashed, all 8 crew and the sole passenger were slightly injured; soc 30mar59
8 30 26 16	CCCP-I1023 CCCP-03528	II-12 II-12	MOP - NISO MOP - NISO	no no	reports reports	
8 30 27 03	not known CCCP-X910	Il-12 Il-12	Soviet Air Force MLP - NIEI PDS	mfd trf	1948 1949	military unit 78684 (600th Transport Aviation Regiment, 4th ADON DTA, Tver-Migalovo) Ministry of Light Industry - Parachute Equipment Research Institute, Kirzhach; taken on charge in the 1st quarter of 1949
	CCCP-X910 CCCP-L1851	II-12 II-12	AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS	trf	1951 15mar53	in an overhaul document, t/t 275 hours; new documents issued 24oct55
8 30 27 09	CCCP-73970 CCCP-01378(2)	II-12 II-12	AFL/Mosk. AG SPiVS AFL/West SibOVB	rgd trf	17may58 20jun61	dbr, details unknown; soc 18apr62 probably ex Soviet Air Force; soc 12jan66; see c/n 30106

An improved version went into production during 1948. The main external difference to earlier aircraft was a new dorsal fin as well as incorporating other internal refinements. Export aircraft were known as the II-12B.

8 301 28 01	CCCP-L1704	II-12P	AFL/NII GVF	rgd	1949	in natural
	CCCP-L1704	II-12P	AFL/Moscow	trf	1950	opb 1-ya l
	CCCP-L1704	II-12P	AFL/Moscow (MUTA)	trf	sep52	

in natural metal, Aeroflot c/s; made test flights in 1949 opb 1-ya Moskovskaya aviagruppa

	CCCP-L1704	II-12P	AFL/West SibOvn	trf	1951	
8 301 28 02	CCCP-L1704 CCCP-01386 CCCP-L1705 CCCP-L1705	Il-12P Il-12P Il-12P Il-12P Il-12P	AFL/Urals-SVX AFL/Urals-SVX AFL/Moscow AFL/Moscow (MUTA)	trf rgd mfd trf	1956 oct58 12oct48 sep52	opb Uralskaya aviagruppa by 01sep57 soc 12sep66 as amortisation period expired rgd 1948; opb 1-ya Moskovskaya aviagruppa
8 301 28 03	CCCP-73996 CCCP-L1706	II-12P II-12P	AFL/Ukraine AFL/Moscow-VKO	trf mfd	15may59 oct48	soc 16may61 as worn out opb 45 ATO 1-oi Moskovskoi aviagruppy; dbr 11aug50 on the leg from Omsk to Sverdlovsk of a flight from Khabarovsk to Moscow when tried to land at Sverdlovsk-Koltsovo in fog at night, dropped below the glide
						path due to pilot error, touched tree tops 900 metres behind the outer marker and 160 metres to the right of the runway's extended centreline and crashed in a meadow 220 metres further on (3,100 metres from the perimeter of the airfield), 2 of the 5 crew killed plus 2 as well as 1 of the 22 passengers seriously injured and all survivors slightly injured; t/t 906 hours; soc 05oct50
8 301 28 04 8 301 28 05	CCCP-L1707 CCCP-L1707 CCCP-L1708	II-12P II-12P II-12P	AFL/Moscow AFL/East Siberia AFL/Moscow	rgd trf rgd	1948 unknown 1950	opb 1-ya Moskovskaya aviagruppa soc 29jul58 as worn out opb 1-ya Moskovskaya aviagruppa
	CCCP-L1708 CCCP-L3900 CCCP-L3900 CCCP-73964	Il-12P Il-12P Il-12P Il-12P	AFL/Moscow (MUTA) AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	trf rgd trf rgd	sep52 21oct54 jun57 1958/59	soc 26may59 as life-time expired
8 301 28 06	CCCP-L1709 CCCP-L1709 CCCP-L1709	II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Far East-KHV	rgd trf trf	1948 sep52 1953	opb 1-ya Moskovskaya aviagruppa
8 301 28 07	CCCP-12583 CCCP-L1710 CCCP-L1710 CCCP-L1710	II-12P II-12P II-12P II-12P	AFL/Far East-KHV AFL/Moscow AFL/Moscow (MUTA) AFL/West SibOvn	rgd rgd trf trf	1958/59 1948 sep52 1951	soc 18jul61 as life-time expired opb 1-ya Moskovskaya aviagruppa; photo in natural metal c/s new documents issued 07sep54
8 301 28 08	CCCP-L1710 CCCP-01333 CCCP-L1711	II-12P II-12P II-12P II-12P	AFL/Urals-SVX AFL/Urals-SVX AFL/Moscow	trf rgd mfd	1951 1956 dec58 jun48	opb Uralskaya aviagruppa by 01sep57 soc 31mar60 as worn out rgd 1948; opb 1-ya Moskovskaya aviagruppa
8 301 28 09	CCCP-L1711 CCCP-73982 CCCP-L1712	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine AFL/Georgia-TBS	trf trf rgd	sep52 22may58 1948	soc 28jun60 as life-time expired; photo at an unknown location 1963
8 301 28 10	CCCP-L1712 CCCP-73976 CCCP-L1713 CCCP-01301	II-12P II-12P II-12P II-12P	AFL/Ukraine-IEV AFL/Ukraine-IEV AFL/Far East-KHV AFL/Far East-KHV	trf rgd rgd rgd	1951 1958/59 1948 1958/59	soc 22mar61 as life-time expired soc 08mar60 as worn out
8 301 28 11	CCCP-L1714	II-12P	AFL/Moscow	mfd	28nov48	opb 31 AO 1-oi Moskovskoi aviagruppy; w/o 21jul49 on the leg from Krasnoyarsk to Irkutsk of a flight from Moscow to Khabarovsk when the left engine lost oil and caught fire (due to a design fault), the fire could be extinguished by an emergency descent, but the aircraft was not able to continue on one engine although
						part of the cargo was jettisoned, while approaching a field for a forced landing the left wing hit a tree on a hill (640 metres) near Marga (5 km south-east of Shebert railway station in the Nizhneudinsk district of the Irkutsk region), the left wing came off, soon followed by the right one, the fuselage came down in the forest, caught fire and burnt out, 5 of the 6 crew and all 8 passengers killed; t/t of the left engine 467
8 301 28 12	CCCP-L1715 CCCP-12585	II-12P II-12P	AFL/Far East-KHV AFL/Far East-KHV	rgd rgd	1948 1958/59	hours; soc 01nov49 soc 10oct60 as worn out
8 301 28 13	CCCP-L1716 CCCP-L1716 CCCP-L3902	II-12 II-12 II-12	AFL/Moscow AFL/Moscow (MUTA) AFL/YeAU	rgd trf trf	1948 sep52 unknown	opb 1-ya Moskovskaya aviagruppa new documents issued 01nov54 Yegoryevskoye aviatsionnoye uchilishche (Yegoryevsk Aviation School); soc 12feb57 as life-time expired and 'for display'
8 301 28 14	CCCP-L1717 CCCP-L1717 CCCP-L3906	Il-12P Il-12P Il-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/West SibOvn	rgd trf trf	1948 sep52 1949	in do uspray opb 1-ya Moskovskaya aviagruppa in document 1949
8 301 28 15 8 301 28 16	CCCP-L3906 CCCP-L1718 CCCP-L1719 CCCP-L1719	Il-12P Il-12P Il-12P Il-12P	AFL/Urals-SVX AFL/East Siberia AFL/International AFL/Moscow (MUTA)	trf rgd mfd trf	dec56 1948 28jan48 sep52	opb Uralskaya aviagruppa by 01sep57 burnt out during take-off, details unknown; soc 02dec53 possibly 28nov48 instead ?; rgd 1948; opb OAT MVS photo exists
	CCCP-L1719	II-12P II-12P	AFL/Ukraine-ODS	trf	jul57	priore exists opb 90 AO; dbr 12feb58 on a flight from Moscow-Vnukovo to Kiev-Zhulyany and back in order to drop matrices for newspaper printing at Kiev-Zhulyany (without landing there) when approached Kiev-Zhulyany in poor weather (low clouds and fog) and tried to land there anyway, but came in too low, failed to go
8 301 28 17	CCCP-L1720	II-12P	AFL/International	mfd	28nov48	around and collided with trees and with a house, all 6 crew and all tenants of the house escaped unhurt; t/t 9,507 hours; soc 26may58 rgd 1948; opb OAG MVS
8 301 28 18	CCCP-L1720 CCCP-01328 CCCP-L1721 CCCP-L1721	Il-12P Il-12P Il-12P Il-12P Il-12P	AFL/Moscow (MUTA) AFL/Ukraine-ODS AFL/Moscow AFL/Moscow (MUTA)	trf trf rgd trf	sep52 31may58 1948 sep52	f/n VKO 1956 soc 24jul61 as life-time expired opb 1-ya Moskovskaya aviagruppa photo BID 19dec50; new documents issued 07aug54
8 301 28 19	CCCP-L1721 CCCP-L1721 CCCP-L1722	II-12P II-12P II-12P	AFL/West SibSVX AFL/Urals-SVX AFL/International	trf trf rgd	may57 22jul57 1948	opb Uralskaya aviagruppa by 01sep57; soc 10may58 as worn out opb OAG MVS
8 301 28 20	CCCP-L1722 CCCP-L1722 CCCP-73992 CCCP-L1723	II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Urals-SVX AFL/Urals-SVX AFL/International	trf trf rgd rgd	sep52 may57 oct58 1948	f/n BUD 1955; in natural metal c/s with two thin blue cheatlines; l/n VNO 1956 opb Uralskaya aviagruppa by 01sep57; l/n apr58 soc 20nov59 opb OAG MVS
	CCCP-L1723 CCCP-L1723 CCCP-73980	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine-DOK AFL/Ukraine-DOK	trf trf rgd	sep52 apr57 1958/59	f/n VKO 1955; l/n 1956 soc 11jun59 as worn out
8 301 29 01 8 301 29 02	CCCP-L1724 CCCP-L1724 CCCP-73990 CCCP-L1725	II-12P II-12P II-12P II-12P	AFL/Uzbekistan AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Moscow	rgd trf rgd rgd	1948 sep52 1958/59 1949	overhauled by AERB-243 nov58 soc 27aug60 as worn out rgd 1949; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1725 CCCP-01405	II-12P II-12P	AFL/East Siberia AFL/Ukraine	trf trf	unknown 20sep58	opb 88 ATO; w/o 21jul60 on the leg from Minsk to Lviv of a flight from Leningrad to Lviv when was not able to accelerate duly on the rain-soaked grass runway, lifted off below minimum take-off speed and with
						a high angle of attack, bouncing four times, banked to the left, hit a power-line and a lamp pole and crashed on the territory of a motor depot, breaking up while colliding with several trucks and a fence, all 4 crew and 3 of the 24 passengers (2 of the passengers were without seat) killed as well as 1 person on the ground during the rescue operation; t/t 13,706 hours; soc 26jul60
8 301 29 03	CCCP-L1726 CCCP-L1726 CCCP-73968(2)	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Northern-LED AFL/Northern-LED	rgd trf rgd	unknown unknown 1958/59	new documents issued 05nov54 photo 1957; featured in the Soviet movie "Nepovtorimaya vesna" (Unrepeatable Spring) shot in 1957 soc 29jul58 as worn out; see c/n 8302615
8 301 29 04 8 301 29 05	OK-CBA CCCP-L1728 CCCP-L1728 CCCP-L1728	Il-12B Il-12P Il-12P Il-12P	CSA AFL/Moscow AFL/Moscow (MUTA) AFL/Ukraine-HRK	d/d mfd trf trf	11mar49 06dec48 sep52 oct57	rgd 09jun49; i/s 17jun49; fleet # '70'; f/n Northolt 12sep49; wfu 03jan59; soc 29feb60 rgd 1948; opb 1-ya Moskovskaya aviagruppa
8 301 29 06	CCCP-73978 CCCP-L1729 CCCP-L1729	II-12P II-12P II-12P	AFL/Ukraine-HRK AFL/Moscow AFL/Moscow (MUTA)	rgd rgd trf	1958/59 1948 sep52	soc 14jul60 as life-time expired opb 1-ya Moskovskaya aviagruppa
	CCCP-L3926 CCCP-L3926 CCCP-L3926 CCCP-73965	Il-12P Il-12P Il-12P Il-12P Il-12P	AFL/Moscow (MUTA) AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd trf trf rgd	02jul54 16apr56 jun57 1958/59	new documents issued 18apr55 soc 29nov58 as amortisation period expired
8 301 29 07	CCCP-L1730 CCCP-L1730 CCCP-L1730	II-12P II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) SibNIA	rgd trf trf	1950/59 1948 sep52 dec57	soc 10may58; tested to destruction
8 301 29 08	CCCP-L1731	II-12P	AFL/Uzbekistan	mfd	20dec48	opb 5 TAO; w/o 23dec48 when the factory-fresh aircraft was to be handed over at Khodynka to a crew from the Georgian directorate and ferried to Tbilisi via VKO, as that crew did not turn up in time the aircraft instead was handed over to a crew from the Uzbek directorate who was present at Khodynka to collect an II-12 and intended to ferry their aircraft to Tashkent via Lyubertsy instead of VKO, but nobody informed
						ATC about the change of the flight plan, the II-12 collided 5.8 km south-east of VKO in bad visibility with TS-62 CCCP-L861, lost both engines, entered a flat spin and crashed at the edge of a wood 500-700 metres from Valuyevo, all 4 crew killed; soc 24jan49
8 301 29 09 8 301 29 10	CCCP-L1732 CCCP-L1733 CCCP-L1733	II-12P II-12P II-12P	AFL/Uzbekistan-TAS AFL/Georgia-TBS AFL/West SibOvn	rgd rgd trf	1949 1949 15jun56	f/n VKO 1956; soc 24mar59 as worn out soc 10oct58 as worn out
8 301 29 12 8 301 29 13	CCCP-L1735 CCCP-L1735 CCCP-L1736 CCCP-L1736	II-12P II-12P II-12P II-12P	AFL/Azerbaijan AFL/Buguruslan FS AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd trf mfd trf	1949 04dec58 1949 jun57	soc 06jan59 as 'for display' overhauled by AERB-243 nov58
8 301 29 14	CCCP-L1736 CCCP-73956 CCCP-L1737 CCCP-L1737	II-12P II-12P II-12P	AFL/Kazakistan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd rgd trf	1958/59 1949 jun56	soc 29oct59 as worn out new documents issued 29dec54 new documents issued 29dec54
8 301 29 15	CCCP-73957 CCCP-L1738 CCCP-L1738	II-12P II-12P II-12P	AFL/Kazakhstan-ALA AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd rgd trf	1958/59 1949 jun57	f/n VKO jun59; soc 04jul59 as worn out new documents issued 21aug54 new documents issued 21aug54

8 301 29 16	CCCP-73959 OK-CBF	II-12P II-12B	AFL/Kazakhstan-ALA CSA	rgd d/d	1958/59 11mar49	f/n KOV nov59; soc 28jan60 as life-time expired photo proof of the c/n on the leading edge of the wing; rgd 04may49; i/s 17jun49; fleet # '71'; severely damaged 08dec51 when collided with an obstacle whilst taxiing at PRG (was initially to be repaired, but nothing came of this); soc 05jan54 and again 29feb60 (clean-up of register)
8 301 29 17	CCCP-L1740 CCCP-L1740	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 sep52	opb 1-ya Moskovskaya aviagruppa
9 201 20 19	CCCP-L1740 CCCP-01342	II-12P II-12P	AFL/Far East AFL/Magadan	trf rgd	unknown 1958/59	photo; soc 06jul60 as worn out opb OAG MVS; photo 1951
8 301 29 18	CCCP-L1741 CCCP-L1741 CCCP-01352	II-12P II-12P II-12P	AFL/International AFL/Moscow (MUTA) AFL/Ukraine	rgd trf trf	1949 sep52 10may58	soc 22nov61 as life-time expired
8 301 29 19	CCCP-L1742 CCCP-L1742	Il-12P Il-12P	AFL/International AFL/Moscow (MUTA)	rgd trf	1949 sep52	opb OAG MVS new documents issued 28sep54; f/n IEV 17aug57
	CCCP-L1742	Il-12P	AFL/Ukraine-ODS	trf	sep57	involved in an incident on a flight from Moscow via Lviv to Budapest-Budaörs in the spring of 1950 when lost orientation due to a navigation problem, fortunately arrived over Kecskemét airport and received new and correct directions, landing safely at Budaörs with an absolute minimum of fuel (some 50 litres); registration still in document oct58
8 301 29 20	CCCP-73979 CCCP-L1743	II-12P II-12P	AFL/Ukraine-ODS AFL/International	rgd rgd	1958/59 1949	opb 90 OAO; soc 16may61 as life-time expired opb OAG MVS
	CCCP-L1743 CCCP-L1743	II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East-KHV	trf trf	sep52 apr57	reported as an Il-12T; photo exists
8 301 30 01	CCCP-12587 CCCP-L1744	II-12P II-12P	AFL/Far East-KHV AFL/Moscow	rgd rgd	1958/59 1949	flew on the KHV-OHO route 19sep58; f/n KHV 01feb61; soc 24jun61 as worn out c/n as such in MGA document, but as 93013001 in register; opb 1-ya Moskovskaya aviagruppa
8 201 20 02	CCCP-L1744 CCCP-L1744	II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine-ODS	trf trf	sep52 apr57 jan49	new documents issued 07sep54 soc 05apr58 as worn out
8 301 30 02	CCCP-L1745 CCCP-L1745 CCCP-01381	II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Ukraine	mfd trf trf	sep52 23may58	rgd 1949; opb 1-ya Moskovskaya aviagruppa; in natural metal c/s; photo exists new documents issued 20sep54 opb 79 OAO; soc 24aug60 as life-time expired
8 301 30 03 8 301 30 04	CCCP-L1746 CCCP-L1747	II-12P II-12P	AFL/West SibOvn AFL/Georgia	rgd mfd	jan49 13jan49	soc 19decs as wom out rgd 1949
	CCCP-L1747 CCCP-01308	II-12P II-12P	Aeroflot/UShVLP AFL/Buguruslan FS	trf trf	1950 23sep58	Ulyanovsk Advanced Flying Training College
8 301 30 05	CCCP-01308 CCCP-L1748	II-12P II-12P	AFL/Ukraine AFL/Moscow	trf rgd	16may59 1949	opb 90 OAO; soc 02jun61 as life-time expired opb 1-ya Moskovskaya aviagruppa
	CCCP-L1748 CCCP-L1748	II-12P II-12P	AFL/Moscow (MUTA) AFL/Kazakhstan-ALA	trf trf	sep52 jun57	
8 301 30 06	CCCP-01360 CCCP-L1749	II-12P II-12P	AFL/Kazakhstan-ALA AFL/Moscow	rgd rgd	1958/59 1949	soc 05feb59 as life-time expired opb 1-ya Moskovskaya aviagruppa
8 301 30 07	CCCP-L1749 CCCP-L1750	II-12P II-12P II-12P	AFL/East Siberia AFL/Moscow AFL/Moscow (MUTA)	trf mfd trf	14nov51 10oct48 ? sep52	soc 29aug60 as life-time expired rgd 1949; opb 1-ya Moskovskaya aviagruppa
8 301 30 08	CCCP-L1750 CCCP-73995 CCCP-L1751	II-12P II-12P II-12P	AFL/Moscow (MOTA) AFL/Ukraine AFL/Moscow	trf rgd	05jul58 1949	opb 79 OAO; soc 29nov60 as life-time expired c/n as such in MGA document, but as 93013008 in register; opb 1-ya Moskovskaya aviagruppa
8 301 30 09	CCCP-L1751 CCCP-L1752	II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East-KHV	trf rgd	sep52 1949	new documents issued 07jun54; soc 03jun58 as amortisation period expired c/n as such in MGA document, but as 93013009 in register; new documents issued 17jun54
9 301 30 10	CCCP-12586 CCCP-L1753	II-12P II-12P	AFL/Far East-KHV AFL/Moscow	rgd rgd	1958/59 1949	flew on the KHV-OHO route 19sep58; soc 13apr60 as life-time expired opb 1-ya Moskovskaya aviagruppa
	CCCP-L1753 CCCP-L1753	II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East-KHV	trf trf	sep52 1953	new documents issued 02jul54
0 201 20 11	CCCP-L1753 CCCP-01326	II-12P II-12P	AFL/Magadan-GDX AFL/Magadan-GDX	trf rgd	01oct57 1958/59	soc 16jul60 as amortisation period expired
9 301 30 11	CCCP-L1754 CCCP-L1754 CCCP-L1754	II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Ukraine-IEV	rgd trf trf	1949 sep52 oct57	opb 1-ya Moskovskaya aviagruppa
9 301 30 12	CCCP-73983 CCCP-L1755	II-12P II-12P II-12P	AFL/Ukraine-IEV AFL/Ukraine-IEV AFL/Moscow	rgd rgd	1959 1949	opb 79 OAO; soc 22mar61 as life-time expired opb 1-ya Moskovskaya aviagruppa
5 501 50 12	CCCP-L1755 CCCP-L1755	II-12P II-12P	AFL/Moscow (MUTA) AFL/West SibOvn	trf trf	sep52 1953	
9 301 30 13	CCCP-L1755 CCCP-L1756	II-12P II-12P	AFL/Urals-SVX AFL/Moscow	trf mfd	1956 jan49	opb Uralskaya aviagruppa by 01sep57; soc 08mar58 as worn out rgd 1949; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1756 CCCP-01364	II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine-IEV	trf trf	sep52 30may58	opb 86 OAO; soc 12sep60 as life-time expired
9 301 30 14	CCCP-L1757 CCCP-L1757	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/West SibSVX	rgd trf	1949 sep52	opb 1-ya Moskovskaya aviagruppa new documents issued 07jun54
9 301 30 16	CCCP-L3928 CCCP-L3928 CCCP-L1759	II-12P II-12P II-12P	AFL/West SibSVX AFL/Urals-SVX AFL/Far East-KHV	rgd trf rgd	27apr55 1956 1949	opb Uralskaya aviagruppa by 01sep57; under overhaul with AERB-243 nov58; soc 30nov58 as worn out new documents issued 08jul54
5 501 50 10	CCCP-L1759 CCCP-01337	II-12P II-12P	AFL/Magadan-GDX AFL/Magadan-GDX	trf rgd	jul57 1958/59	
9 301 30 17	CCCP-01337 CCCP-L1760	II-12P II-12P	AFL/Urals-SVX AFL/Moscow	trf rgd	07dec59 1949	soc 17nov60 as life-time expired opb 1-ya Moskovskaya aviagruppa
	CCCP-L1760 CCCP-L1760	II-12P II-12P	AFL/Moscow (MUTA) AFL/Belarus	trf trf	sep52 may58	
9 301 30 18	CCCP-L1760 CCCP-L1761	II-12P II-12P	AFL/Buguruslan FS AFL/Moscow	trf rgd	16oct58 1949	soc O6jan59 as 'for display' opb 1-ya Moskovskaya aviagruppa
	CCCP-L1761 CCCP-L1761 CCCP-12581	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/East SibIKT AFL/TurkmenisASB	trf trf trf	sep52 mar57 05mar58	soc 15nov60 as life-time expired
9 301 30 19	CCCP-12581 CCCP-L1762 CCCP-12588	II-12P II-12P II-12P	AFL/Far East-KHV AFL/Far East-KHV	rgd rgd	1949 1958/59	soc 29mar61 as worn out
9 301 30 20	CCCP-L1763 CCCP-01315	II-12P II-12P	AFL/Azerbaijan-BAK AFL/West SibOVB	rgd rgd	1949 1958/59	soc 27jan60 as worn out
9 301 31 01	CCCP-L1764 CCCP-L1764	II-12P II-12P	AFL/Uzbekistan AFL/East Siberia	rgd trf	1949 unknown	
9 301 31 02	CCCP-01359 CCCP-L1765	II-12P II-12P	AFL/Ukraine AFL/Far East	trf mfd	25sep58 31dec49	opb 86 OAO; soc 29nov60 as life-time expired rgd 1949; opb 141 ATO; w/o 27oct53 on the leg from Magadan to Okhotsk of a flight from Magadan to
						Khabarovsk when was not de-iced before take-off, lost speed during the initial climb, banked at first to the left and then to the right and eventually crashed from a height of 50-70 metres 6 km from the '13 km' airport 2 minutes after take-off, all 5 crew and 17 of the 27 passengers killed and all 10 survivors injured;
9 301 31 03	CCCP-L1766	II-12P	AFL/Moscow	rgd	1949	t/t 4,271 hours; soc 12dec53 opb 1-ya Moskovskaya aviagruppa
	CCCP-L1766 CCCP-L3929	II-12P II-12P	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	trf rgd	sep52 28may54	new documents issued 22apr55; soc 29jul58 as worn out
9 301 31 04	CCCP-L1767 CCCP-L1767	II-12P II-12P	AFL/NII GVF AFL/Moscow	rgd trf	1949 unknown	test flights in 1949 opb 1-ya Moskovskaya aviagruppa
0 201 21 25	CCCP-L1767 CCCP-L3901	II-12P II-12P	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	trf rgd	sep52 15nov54	photo exists; soc 04feb58 as worn out
9 301 31 05	CCCP-L1768 CCCP-L1768 CCCP-L1768	II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Kazakhstan-ALA	rgd trf trf	1949 sep52 jun56	opb 1-ya Moskovskaya aviagruppa; f/n VKO oct49
9 301 31 06	CCCP-01303(1) CCCP-L1769	II-12P II-12P II-12P	AFL/Kazakhstan AFL/Kazakhstan AFL/Moscow	rgd rgd	1958/59 1949	possibly not taken up as already soc 29sep58 as life-time expired; see c/n 93013211 opb 1-ya Moskovskaya aviagruppa
5 501 51 00	CCCP-L1769 CCCP-L3922	II-12P II-12P	AFL/Moscow (MUTA) AFL/Aktyubinsk FS	trf rgd	sep52 27jul54	new documents issued 28mar55; soc 13feb58 as 'for display'
9 301 31 07	CCCP-L1770 CCCP-L1770	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	mfd trf	feb49 sep52	rgd 1949; opb 1-ya Moskovskaya aviagruppa photo exists
	CCCP-L3907 CCCP-L3907	II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine	rgd trf	29dec54 may57	opb 90 OAO; soc 08jan58 as worn out
9 301 31 08	CCCP-L1771	II-12P	Aeroflot	rgd	1949	in natural metal c/s; flew ice-reconnaissance missions 20apr/14jul49; used to re-supply the Arctic expedition "Sever-5" in spring 1950, photo proof of registration
	CCCP-N525	II-12P	Polyarnaya Aviats.	rgd	03jun50	opb MAGON from 24jan51; in natural metal c/s; flew ice-reconnaissance missions 13/20jun51, 11sep/17oct52 and 15feb/13oct53; equipped with a "Kobalt" radar in 1952; photo 31dec54; used to re- supply the drifting polar stations SP-3 in 1954 and SP-4 in 1956 plus the Arctic expedition "Sever-7" in 1955; dbr 08sep56 on the leg to Dikson of a flight from Moscow to the drifting polar station SP-4 when approached too low, the main landing gear hit the threshold of the security strip 100 metres before the runway threshold and broke off, the aircraft continued to fly for 180 metres, came down on the runway and suffered considerable damage, all crew (captain: I.P. Mazuruk) and passengers escaped unhurt; hulk removed from the runway by bulldozers
9 301 31 09	CCCP-L1772 CCCP-N526	II-12P II-12P	Aeroflot Polyarnaya Aviats.	no ph.	reports 22apr55	c/n and registration just surmised, not in 1950s MGA document with dorsal fin; opb MAGON from 24jan51; in natural metal c/s
9 301 31 10	CCCP-L1773 CCCP-L1773	II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Kazakhstap	rgd trf trf	1949 sep52	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1773 CCCP-L1773 CCCP-73961	II-12P II-12P II-12P	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	trf trf rgd	unknown jun57 1958/59	soc 27dec58 as life-time expired
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9 301 31 11	CCCP-L1774	Il-12P	AFL/Moscow	mfd	19feb49	rgd 1949; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1774 CCCP-01389(2)	II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine-DOK	trf trf	sep52 23may58	new documents issued 27jul54 opb 86 OAO; soc 03jun60 as life-time expired; see c/n 93013218
9 301 31 12	CCCP-L1775	II-12P	AFL/Moscow	mfd	21feb49	rgd 1949; opb 1-ya Moskovskaya aviagruppa; w/o 17nov51 on the leg from Novosibirsk to Omsk of a flight from Novosibirsk to Moscow when took off with up to 15 mm of ice on tail and wings, lost speed due to the
						icing, stalled when the flaps were retracted, crashed near the Mochishche open-cast mine 3,100 metres behind the runway (missing a house by 12 metres) and caught fire, all 4 crew and 19 passengers killed; $t/t$
9 301 31 13	CCCP-L1776	II-12P	AFL/Moscow	rgd	1949	2,007 hours; soc 23oct52 opb 1-ya Moskovskaya aviagruppa
	CCCP-L1776 CCCP-L3923	II-12P II-12P	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	trf rgd	sep52 31mar55	photo on a Sverdlovsk postcard printed in 1958; soc 21jan58 as 'for display' and trf to the Troitsk Technical
9 301 31 14	CCCP-L1777	II-12P	AFL/Moscow	mfd	24mar49	Aviation College (TATU) rgd 1949; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1777	II-12P	AFL/Moscow (MUTA)	trf	sep52	opb 65 AO; w/o 30apr53 on the leg from Moscow to Kazan of a flight from Moscow to Novosibirsk when suffered from multiple birdstrikes while approaching at a height of 300 metres over the river Volga at
						night, one duck hit the upper part of the cockpit leading to a deformation of the skin, a stringer and the upper switch plate, this caused the magnetos of both engines to switch off, the propellers could not be
						feathered so that the aircraft lost height rapidly, alighted on the river Volga near the river port of Kazan, sank and came to rest at a depth of 18 metres, all 5 crew and 18 passengers were able to leave the
						aircraft safely but one passenger drowned before rescue arrived; the wreck was recovered from the river 16may53; soc 26may53
9 301 31 15	CCCP-L1778 CCCP-L1778	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 sep52	opb 1-ya Moskovskaya aviagruppa
9 301 31 16	CCCP-L1778 CCCP-L1779	II-12P II-12P	AFL/Urals-SVX AFL/Moscow	trf rgd	dec57 1949	opb Uralskaya aviagruppa by 01sep57; soc 27may59 as life-time expired opb 1-ya Moskovskaya aviagruppa; photo exists
	CCCP-L1779 CCCP-L1779	Il-12P Il-12P	AFL/Moscow (MUTA) AFL/IATU	trf trf	sep52 unknown	Irkutsk Technical Aviation College; f/n Novosibirsk-Severny 1957; dbr 30may57, details unknown; soc
9 301 31 17	CCCP-L1780	II-12P II-12P	AFL/Moscow	rgd	1949	13feb58 opb 1-ya Moskovskaya aviagruppa
	CCCP-L1780 CCCP-L1780	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/West SibOvn	trf trf trf	sep52 1954 1956	anh Urakkaya ayingguna hy OleanE7, cor 11canE0
9 301 31 18	CCCP-L1780 CCCP-L1781 CCCP-L1781	Il-12P Il-12P Il-12P	AFL/Urals-SVX AFL/NII GVF AFL/West SibOvn	rgd trf	1930 1949 1951	opb Uralskaya aviagruppa by 01sep57; soc 11sep59
9 301 31 19	CCCP-01420 CCCP-L1782	II-12P II-12P II-12P	AFL/West SibOvn AFL/West SibOvn AFL/Moscow	rgd	1951 1958/59 1949	soc 18jun62 as life-time expired opb 1 OAG GVF; dbr 31jul49 on the leg from Irkutsk of a flight from Khabarovsk to Moscow when the right
9 301 31 19	CCCF-L1782	11-124	AFL/ MOSCOW	igu	1949	brake valve deployed (due to faulty maintenance) during the take-off run shortly before lift-off, the crew aborted the take-off, but the aircraft overran the runway, the left wing collided with a mast of the night
						fight equipment and 34 passengers escaped unhurt; soc 01nov49
9 301 31 20	CCCP-L1783 CCCP-L1783	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 sep52	opb 1-ya Moskovskaya aviagruppa
	CCCP-L3909 CCCP-L3909	II-12P II-12P	AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd trf	14jan55 jun56	
9 301 32 01	CCCP-73977 CCCP-L1784	II-12P II-12P	AFL/Kazakhstan AFL/NII GVF	rgd mfd	1958/59 28feb49	soc 29oct58 as amortisation period expired rgd 1949; conducted test flights in 1949; new documents issued 21dec54
9 301 32 02	CCCP-73950 CCCP-L1785	II-12P II-12P	AFL/Ukraine-DOK AFL/Moscow	trf rgd	28mar59 1949	opb 89 OAO; soc 05feb65 as life-time expired opb 1-ya Moskovskaya aviagruppa
	CCCP-L1785 CCCP-L1785	II-12P II-12P	AFL/Moscow (MUTA) AFL/Kazakhstan	trf trf	sep52 1955	
	CCCP-L1785 CCCP-73962	II-12P II-12P	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	trf rgd	jun57 1958/59	overhauled by AERB-243 nov58 soc 05aug59 as life-time expired; seen ALA dec59 ?
9 301 32 03	CCCP-L1786 CCCP-L1786	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 sep52	opb 1-ya Moskovskaya aviagruppa new documents issued 27jul54
	CCCP-L1786 CCCP-L1786	II-12P II-12P	AFL/West SibSVX AFL/Urals-SVX	trf trf	1955 1956	opb Uralskaya aviagruppa by 01sep57
9 301 32 04	CCCP-73958 CCCP-L1787	II-12P II-12P	AFL/Urals-SVX AFL/Moscow	rgd rgd	oct58 1949	soc 16oct61 as life-time expired opb 1-ya Moskovskaya aviagruppa
	CCCP-L1787 CCCP-L1787	II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine-IEV	trf trf	sep52 unknown	new documents issued 07jun54
9 301 32 05	CCCP-73984 CCCP-L1788	II-12P II-12P	AFL/Ukraine-IEV AFL/International	rgd rgd	1958/59 1949	opb 79 OAO; soc 24dec59 as life-time expired opb OAG MVS
	CCCP-L1788 CCCP-L1788	II-12P II-12P	AFL/Moscow (MUTA) AFL/West SibOvn	trf trf	sep52 1958	mentioned in one document as AFL/Moscow-VKO mar57
9 301 32 06	CCCP-01307 CCCP-L1789	II-12P II-12P	AFL/West SibOvn AFL/Moscow	rgd rgd	1958/59 1949	soc 12sep60 as worn out opb 1-ya Moskovskaya aviagruppa orb 2-e (4.4.5) - 20-25 far the las form Identified to Konstanting far flight form Identified to Management
	CCCP-L1789	Il-12P	AFL/Moscow (MUTA)	trf	sep52	opb 2 ae 64 AO; w/o 28oct54 on the leg from Irkutsk to Krasnoyarsk of a flight from Irkutsk to Moscow when a strong north-westerly wind (up to 130 km/h) was neither forecast nor identified by the crew so that the size deviated from the provided fiber path encoder with the court has the court of the crew for the court of the crew so that
						the aircraft deviated from the prescribed flight path considerably to the south and the crew finally lost orientation at night in bad visibility, ATC allowed the crew to descend to 1.500 metres while entering the Krasnoyarsk control zone from the east (instead of 2,100 metres according to the instruction) and the
						aircraft crashed at N54°30'25" E94°41'10" (resp. N54.507 E94.686) at a height of 1,725 metres into the steep eastern slope of Sivukha mountain (1,807 metres) 30 km from the Yuryevski priisk mine on the
						upper reaches of the Mana river which is 132 km south of the prescribed flight path, all 6 crew and 13 passengers (among them 9 foreigners, e.g. 4 Poles from the UN mission in Vietnam) killed; wreck found
9 301 32 07	CCCP-L1790	II-12P	AFL/Moscow	rgd	1949	only jun55; soc 19aug55 opb 1-ya Moskovskaya aviagruppa
	CCCP-L1790 CCCP-L1790	II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine-ODS	trf trf	sep52 1954	
9 301 32 08	CCCP-73985 CCCP-L1791	II-12P II-12P	AFL/Ukraine-ODS AFL/Moscow	rgd mfd	1958/59 14mar49	opb 90 OAO; soc 03jun60 as life-time expired rgd 1949; opb 1-ya Moskovskaya aviagruppa; w/o 13may49 on the leg from Omsk to Novosibirsk of a
						flight from Moscow to Krasnoyarsk when entered a heavy thunderstorm (which had not been forecast) on approach to Novosibirsk-Severny, the 2nd pilot and the radio operator were disabled by a lightning strike
						(with the body of the unconscious 2nd pilot blocking the controls), the captain tried to leave the cloud but entered a zone of heavy rainfall with hail and squall (visibility 100-200 metres) and seemed to have lost
						control during the descent, the aircraft crashed into a mound 12 km from the airport and caught fire, all 5 crew and 20 passengers killed; t/t 51 hours; soc 01jun49
9 301 32 09	CCCP-L1792 CCCP-L1792	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 sep52	opb 1-ya Moskovskaya aviagruppa new documents issued 27jul54
0 201 22 10	CCCP-01382 CCCP-01382 CCCP-L1793	II-12P II-12P	AFL/Ukraine AFL/GosNII GVF	trf trf	31may58 12dec58	opb 90 OAO soc 16may61 as life-time expired oob 151 ATO: new documents issued 01nov54: f/n BXH 21dec55
9 301 32 10 9 301 32 11	CCCP-01324 CCCP-L1794	II-12P II-12P II-12P	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Azerbaiian	rgd rgd	1949 1958/59 1949	in documents 24oct59 and may60; soc 19may61 as worn out
9 301 32 11	CCCP-01303(2) CCCP-L1795	II-12P II-12P II-12P	AFL/Azerbaijan AFL/Azerbaijan AFL/Kazakhstan	rgd trf rgd	unknown 1949	soc 31mar60 as worn out; see c/n 93013105
5 501 52 12	CCCP-L1795 CCCP-73963	II-12P II-12P	AFL/Kazakhstan-ALA AFL/Kazakhstan	trf rgd	jun57 1958/59	soc 26may59 as life-time expired
9 301 32 13	CCCP-L1796 CCCP-L1796	II-12P II-12P	AFL/International AFL/Moscow (MUTA)	rgd trf	1949 unknown	opb OAG MVS
	CCCP-L1796 CCCP-L1796	II-12P II-12P	AFL/West SibOvn AFL/Urals-SVX	trf trf	unknown unknown	opb Uralskaya aviagruppa by 01sep57
9 301 32 14	CCCP-73981 CCCP-L1797	II-12P II-12P	AFL/Urals-SVX AFL/Moscow	rgd rgd	dec58 1949	soc 21dec59 as worn out opb 1-ya Moskovskaya aviagruppa
9 301 32 15	CCCP-L1797 CCCP-L1798	II-12P II-12P	AFL/NII GVF AFL/International	trf rgd	unknown 1949	new documents 17sep54; soc 08sep58 due to a lack of spare parts for the ASh-82T engines opb OAG MVS
	CCCP-L1798 CCCP-L1798	II-12P II-12P	AFL/Moscow (MUTA) AFL/West SibSVX	trf trf	sep52 may57	
	CCCP-L1798 CCCP-01323	II-12P II-12P	AFL/Urals-SVX AFL/Urals-SVX	trf rgd	22jul57 1958/59	opb Uralskaya aviagruppa by 01sep57 in document 20feb60; soc 29nov60 as life-time expired
9 301 32 16	CCCP-L1799 CCCP-01366	Il-12P Il-12P	AFL/Uzbekistan AFL/Uzbekistan-TAS	rgd rgd	1949 jun58	dbr on 23jul58, en route from Tashkent (Yuzhny) to Sverdlovsk (Koltsovo) when landing at the alternate
						airfield at Chelkar (Kazakh SSR) due to weather conditions (the presence of thunderstorms on the Chelkar - Aktobe route), as a result of landing at high speed and poor runway maintenance at Chelkar, the front wheal with a find near of the piner by an interference of the second se
9 301 32 17	CCCP-L1727	II-12P	AFL/East Siberia	mfd	31mar49	wheel with a fork came off the aircraft; soc 10oct58 rgd 1949; opb 134 ATO; w/o 14oct53 on the leg from Irkutsk to Chita of a flight from Moscow to Yuzhno- Sakhalinsk when the pilot mistook the lights on the masts of the inner marker for an aircraft head-on
						Sakhalinsk when the plot mistook the lights on the masts of the inner marker for an aircraft head-on shortly after take-off at night and banked sharply to the right at low altitude (100-120 metres) to avoid a collision, the aircraft stalled and crashed 2.5 km behind the runway threshold and 500 metres to the right
						of the runway's extended centreline, 4 of the 6 crew killed, 1 seriously and 1 slightly injured plus 2 of the 22 passengers seriously and 13 slightly injured; t/t 3,429 hours; soc 20oct53
9 301 32 18	CCCP-L1739 CCCP-01389(1)	Il-12P Il-12P	AFL/Ukraine AFL/Ukraine	mfd rgd	19feb49 1958/59	opb 86 OAO; soc 29jul58 as worn out; see c/n 93013111
9 301 32 19	CCCP-L1800 CCCP-L1800	II-12P II-12P	AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd trf	1949 jun57	new documents issued 29dec54

	CCCP-73966	II-12P	AFL/Kazakhstan-ALA	اممد	1958/59	f/n V//O iumEOu neo 20iumEO ne unam aut
9 301 32 20	CCCP-L1801 CCCP-L1801	II-12P II-12P II-12P	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Ukraine-IEV	rgd mfd trf	28mar49 24feb58	f/n VKO jun59; soc 26jun59 as worn-out rgd 1949
9 301 33 01	CCCP-01367 CCCP-L1802 CCCP-L1802	II-12P II-12P II-12P II-12P	AFL/Ukraine-IEV AFL/International AFL/Moscow (MUTA)	rgd rgd trf	1958/59 1949 sep52	opb 86 OAO; soc 27jun62 as life-time expired opb OAG MVS; photo BUD 20jul50; I/n BBS 19dec55, diversion from LHR due to fog; I/n LHR 30dec55
9 301 33 02	CCCP-01343 CCCP-L1803	II-12P II-12P	AFL/Ukraine AFL/Kazakhstan-ALA	trf mfd	10may58 31mar49	opb 86 OAO; soc 01dec60 as worn out rgd 1949; opb 25 TAO; w/o 30jul50 on a flight from Alma-Ata to Moscow when the left engine failed
9 301 33 03 9 301 33 04	CCCP-L1804 CCCP-L1805	Il-12P Il-12P	AFL/Far East AFL/International	rgd mfd	1949 06mar49	shortly after take-off from Karaganda (after a refuelling stop), the pilot tried to return to the airport but the aircraft lost speed on finals when the pilot turned left (in the direction of the non-working engine) while simultaneously lowering the landing gear, the aircraft went out of control, spiralled down from a height of some 50-70 metres and exploded, all 6 crew and 19 passengers killed (the left engine had already failed during taxiing before an after-maintenance test flight 29jul50, but the crew hid this fact and nothing was done to find out the reason for that failure); <i>t</i> /t 953 hours; soc 07sep56 soc 24sep55 due its technical condition and trf to the Kiev Aviation Institute (KAI) rad 1949; opb OAG MVS
5 301 33 04	CCCP-L1805 CCCP-L1805	II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine-IEV	trf trf	sep52 oct57	
9 301 33 05	CCCP-73986 CCCP-L1806 CCCP-L1806	II-12P II-12P II-12P	AFL/Ukraine-IEV AFL/Moscow AFL/Moscow (MUTA)	rgd rgd trf	1958/59 1949 sep52	opb 86 OAO; soc 29nov60 as life-time expired opb 1-ya Moskovskaya aviagruppa; f/n 1949
	CCCP-L1806 CCCP-L1806	II-12P II-12P	AFL/East SibIKT AFL/Ukraine	trf trf	aug57 11oct58	
9 301 33 06	CCCP-01415 CCCP-L1807	II-12P II-12P	AFL/Ukraine AFL/Moscow	rgd rgd	1959 ? 1949	opb 89 OAO; soc 18nov59 as worn out opb 1-ya Moskovskaya aviagruppa
	CCCP-L1807 CCCP-L1807	Il-12P Il-12P	AFL/Moscow (MUTA) AFL/West SibSVX	trf trf	sep52 feb57	new documents issued 26jun54 opb 120 ATO Sverdlovskoi aviagruppy; dbr 30mar57 on the leg from Moscow-Vnukovo to Kazan of a cargo flight from Moscow-Vnukovo to Sverdlovsk when encountered poor visibility on final approach at night, dropped below the glide slope due to crew and ATC error, came down hard 537 metres short of the runway threshold and suffered substantial damage, 2 of the 5 crew members were slightly injured; t/t 8,961 hours; soc by the West Siberian Directorate 03apr57 (soc confirmed by GU GVF 31mav57)
9 301 33 07	CCCP-L1808 CCCP-L1808	Il-12P Il-12P	AFL/Moscow AFL/Far East-KHV	rgd trf	1949 31jan55	crashed 17jan57 due to an engine failure on take off from Khabarovsk and poor crew management in the
9 301 33 08	CCCP-L1809	II-12P	AFL/International	rgd	1949	following actions; soc 31mar57 opb OAG MVS
	CCCP-L1809 CCCP-L1809	II-12P II-12P	AFL/Moscow (MUTA) AFL/Armenia	trf trf	unknown unknown	
9 301 33 09	CCCP-01321 CCCP-01321 CCCP-L1810	II-12P II-12P II-12P	AFL/Armenia AFL/Urals-SVX AFL/International	rgd trf rgd	1958/59 29oct60 1949	soc 06jan62 as life-time expired opb OAG MVS; photo in Putnam book
9 301 33 09	CCCP-L1810 CCCP-01358	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine	trf trf	sep52 09may58	photo BUD 1953; new documents issued 07aug54 soc 23sep59 as repair not economically viable
9 301 33 10	CCCP-L1811 CCCP-L1811	Il-12P Il-12P	AFL/Moscow AFL/Moscow (MUTA)	mfd trf	27apr49 sep52	orgd 1949; opb 1-ya Moskovskaya aviagruppa opb 45 ATO 1 OAG GVF; w/o 09jan51 on the leg from Krasnodar to Sochi of a flight from Moscow to Sochi
						when entered a cloud on approach to Sochi at a height of 900 metres and was hit by a lightning, the left rear tank exploded, the aircraft caught fire, went out of control and crashed into the Black Sea 1.5-2 km
						off Tuapse, all 6 crew and 2 passengers killed; t/t 1,346 hours; soc 19feb51; a major part of the wreckage was recovered from a depth of 55 metres
9 301 33 11	CCCP-L1812 CCCP-L1812 CCCP-L1812	II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Ukraine-HRK	mfd rgd trf	24apr49 sep52 jul57	rgd 1949; opb 1-ya Moskovskaya aviagruppa photo BUD 20apr56
9 301 33 12	CCCP-01368 CCCP-01368 CCCP-L1813	II-12P II-12P II-12P	AFL/Ukraine-HRK AFL/Ukraine-HRK AFL/Moscow	rgd mfd	1958/59 1949	opb 87 OAO; soc 29nov60 as life-time expired opb 1-7 a Moskovskaya aviagruppa
5 501 55 12	CCCP-L1813 CCCP-L1813	II-12P II-12P	AFL/Moscow (MUTA) AFL/Kazakhstan-ALA	trf trf	sep52 jun57	new documents issued 31aug54
9 301 33 13	CCCP-73967 CCCP-L1814	Il-12P Il-12P	AFL/Kazakhstan AFL/Moscow	rgd rgd	1958/59 1949	soc 05feb59 as life-time expired opb 1-ya Moskovskaya aviagruppa
	CCCP-L1814 CCCP-L3927	II-12P II-12P	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	trf rgd	sep52 22apr55	new documents issued 31aug54
9 301 33 14	CCCP-L3927 CCCP-L1815 CCCP-L1815	II-12P II-12P II-12P	AFL/West SibOvn AFL/International AFL/Moscow (MUTA)	trf mfd trf	1956 27apr49 sep52	soc 08dec58 as worn out rgd 1949; opb OAG MVS; f/n VKO oct49; photo exists with non-standard large 'Aeroflot' titles
9 301 33 15	CCCP-01444 CCCP-L1816	II-12P II-12P II-12P	AFL/Indice (INDIA) AFL/Ukraine AFL/International	trf rgd	29may58 1949	opb 87 OAO; soc 21sep61 as life-time expired opb OAG MVS; photo, carried non-standard large 'Aeroflot' titles
5 301 35 15	CCCP-L1816 CCCP-L1816	II-12P II-12P	AFL/Moscow (MUTA) AFL/West SibOvn	trf trf	sep52 15mar58	
9 301 33 17	CCCP-01309 CCCP-L1817	II-12P II-12P	AFL/West SibOvn AFL/International	rgd rgd	1959 1949	soc 04nov61 as life-time expired opb OAG MVS; photo exists
	CCCP-L1817 CCCP-L1817	II-12P II-12P	AFL/Moscow (MUTA) AFL/West SibSVX	trf trf	sep52 mar57	new documents issued 31aug54
0 201 22 10	CCCP-L1817 CCCP-73997	II-12P II-12P II-12P	AFL/Urals-SVX AFL/Urals-SVX AFL/Moscow (MUTA)	trf rgd	22jul57 dec58 1949	opb Uralskaya aviagruppa by 01sep57; in document sep58 soc 27feb62 as life-time expired
9 301 33 18 9 301 33 19	CCCP-L1818 not known CCCP-L1819	II-12P II-12P II-12P	Soviet Air Force AFL/International	rgd trf rgd	20jul49 1949	opb mil. unit 23413 opb OAG MVS; I/n HEL apr56
	CCCP-L1819 CCCP-L1819	II-12P II-12P	AFL/Moscow (MUTA) AFL/Urals-SVX	trf trf	unknown 1956	opb Uralskaya aviagruppa by 01sep57; in document sep58
9 301 33 20	CCCP-73998 CCCP-L1820	II-12P II-12P	AFL/Urals-SVX AFL/International	rgd rgd	1958/59 1949	soc 27jan60 as worn out opb OAG MVS
9 301 34 01	CCCP-L1820 CCCP-01450 CCCP-L1821	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine-DOK AFL/NII GVF	trf trf	sep52 24may58 1949	opb 89 OAO; soc 25jan61 as worn out new documents issued 05jan56
9 301 34 01	CCCP-L1821 CCCP-L1821 CCCP-73971	II-12P II-12P II-12P	AFL/Mosk. AG SPiVS AFL/Mosk. AG SPiVS	rgd trf rgd	unknown 1958/59	dbr, details unknown; soc 29jan64
9 301 34 02	CCCP-L1822 CCCP-L1822	Il-12P Il-12P	AFL/International AFL/Moscow (MUTA)	mfd trf	27apr49 sep52	rgd 1949; opb OAG MVS; photo, with small Aeroflot' titles by nose new documents issued 19jul54
	CCCP-L1822 CCCP-01422	Il-12P Il-12P	AFL/Ukraine-ODS AFL/Ukraine-ODS	trf rgd	31mar58 1959	photo at VKO may58 with non-standard large 'Aeroflot' titles soc 06sep61 as life-time expired
9 301 34 03	CCCP-L1823 CCCP-L1823	II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA)	rgd trf	1949 sep52	opb 1-ya Moskovskaya aviagruppa; f/n 1949
9 301 34 13	CCCP-L1823 CCCP-L1823 CCCP-L1826	II-12P II-12P II-12P	AFL/West SibSVX AFL/Urals-SVX AFL/International	trf trf rgd	may57 22jul57 1949	opb Uralskaya aviagruppa by 01sep57; soc 29jul59 as life-time expired opb OAG MVS
	CCCP-L1826 CCCP-L1826	II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine-IEV	trf trf	sep52 jun57	photo at VOG; photo BUD 1955
0 201 2	CCCP-73974	II-12P	AFL/Ukraine-IEV	rgd	1958/59	opb 86 OAO; soc by Ukrainian Directorate 28apr60 as life-time expired (canx confirmed by GU GVF 15jun60)
9 301 34 14	CCCP-L1827 CCCP-L1827 CCCP-01407	II-12P II-12P II-12P	AFL/International AFL/Moscow (MUTA) AFL/Ukraine-DOK	rgd trf trf	1949 sep52 19may58	opb OAG MVS opb 89 OAO; soc 21sep61 as life-time expired
9 301 34 15	CCCP-L1828 CCCP-L1828	II-12P II-12P	AFL/International AFL/Moscow (MUTA)	mfd trf	24may49 unknown	rgd 1949; opb OAG MVS
9 301 34 16	CCCP-L1828 CCCP-L1829	II-12P II-12P	AFL/Far East-KHV AFL/International	trf	1953 1949	opb 198 AO; w/o 07aug57 on the leg from Irkutsk to Magdagachi of a flight from Irkutsk to Khabarovsk, on approach to Magdagachi at night in adverse weather (rain and strong winds) the aircraft deviated from the approach path due to the strong winds, came in too high and descended too fast, the crew failed to go around so that the nose wheel hit the mast of a landing light 500 metres beyond the inner marker and 5 more masts were destroyed by the cockpit and the wings, eventually the aircraft came to rest in a field before the runway threshold, 1 of the 5 crew killed and 1 seriously injured while the other 3 and all 12 passengers escaped unhurt; t/t 8,489 hours; soc 31oct57 opb OAG MVS; made an emergency landing at VKO 08jun49
5 301 34 10	CCCP-L1829 CCCP-L1829 CCCP-L1829	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East-KHV	rgd trf trf	unknown apr57	overhauled by AERB-243 nov58
9 301 35 01	CCCP-12584 CCCP-L1831	II-12P II-12P	AFL/Far East-KHV AFL/International	rgd mfd	1958/59 may49	soc 22dec60 as worn out rgd 1949; opb OAG MVS; the first aircraft with revised engine components made of Aluminium instead of
						Magnesium alloy as standard, after an engine fire due to oil starvation was determined to have been the likely cause of a previous crash; photo BUD 16jun50 and at BMA in late 1950s
	CCCP-L1831 CCCP-01374	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/East SibIKT AFL/Ukraine-IEV	trf trf	sep52 jun57	anh 86 0401 nhata filving aver Sachi- see 20ean50 as were aut
9 301 35 02	CCCP-01374 CCCP-L1832 CCCP-L1832	II-12P II-12P II-12P	AFL/Ukraine-IEV AFL/International AFL/Moscow (MUTA)	trf rgd trf	13oct58 1949 1953	opb 86 OAO; photo flying over Sochi; soc 29sep60 as worn out opb OAG MVS
	CCCP-L1832 CCCP-01334	Il-12P Il-12P	AFL/Armenia AFL/Armenia	trf rgd	1956 1958/59	soc 31mar60 as worn out
9 301 35 03	CCCP-L1833 CCCP-L1833	II-12P II-12P	AFL/International AFL/Moscow (MUTA)	rgd trf	1949 sep52	opb OAG MVS; in natural metal c/s with two thin blue cheatlines; f/n BUD 1955

9 301 35 04	CCCP-01320 CCCP-L1834	II-12P II-12P	AFL/Mosk. AG SPiVS AFL/International	trf rgd	1959 1949	soc 03jul63 as life-time expired opb OAG MVS
9 301 35 05	CCCP-L1834 CCCP-L1834 CCCP-73987 CCCP-L1835	Il-12P Il-12P Il-12P Il-12P Il-12P	AFL/Moscow (MUTA) AFL/Ukraine-IEV AFL/Ukraine-IEV AFL/International	trf trf rgd mfd	sep52 jun57 1958/59 may49	seen VKO 1957 I/n may58 opb 86 OAO; soc 17apr61 as worn out; photo at an unknown location in 1963 rgd 1949; opb OAG MVS; on 18aug55 it flew the German Football Team from SXF to VKO
9 301 35 06	CCCP-L1835 CCCP-L1835 CCCP-01410 CCCP-L1836	II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine-DOK AFL/International	trf trf rgd	sep52 22may58 1949	photo may 58 opb 89 OAO; soc 24jul61 as life-time expired
5 301 33 00	CCCP-L1836 CCCP-L1836 CCCP-L1836	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/West SibSVX AFL/Urals-SVX	trf trf trf	unknown sep52 22jul57	new documents issued 31aug54 opb Uralskaya avlagruppa by 01sep57
9 301 35 07	CCCP-73999 CCCP-L1837 CCCP-L1837	II-12P II-12P II-12P II-12P	AFL/Urals-SVX AFL/International AFL/Moscow (MUTA)	rgd rgd trf	dec58 1949 sep52	opc 20aug62 as life-time expired opb OAG MVS; f/n VKO oct49; photo exists new documents issued 31aug54
9 301 35 10	CCCP-L1837 CCCP-01423 CCCP-L1840	II-12P II-12P II-12P	AFL/East SibIKT AFL/East SibIKT AFL/International	trf rgd rgd	jun57 1958/59 jun49 ?	soc 22sep61 as life-time expired opb OAG MVS
0 201 25 12	CCCP-L1840 CCCP-01417 CCCP-01417	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Ukraine	trf rgd trf	sep52 09may58 03jun58	opb 64 AO as of 01feb57 (the unit was disbanded that day) opb 90 AO at DDS; soc 08jul60 as life-time expired
9 301 35 12	CCCP-L1842 CCCP-L1842 CCCP-01421	Il-12P Il-12P Il-12P	AFL/International AFL/Moscow (MUTA) AFL/Moscow (MUTA)	mfd trf rgd	07jun49 sep52 09may58	rgd jun49 ?; opb OAG MVS photo at BUD 01apr55; new documents issued 18apr55; opb 65 AO as of 01feb57 registration given in the GU GVF document which allocated the new registration numbers 09may58 as CCCP-01421, obviously in error
9 301 35 13 9 301 35 14	CCCP-01313 OK-DBB CCCP-L1844	Il-12P Il-12B Il-12P	AFL/Ukraine CSA AFL/International	trf rgd mfd	23may58 19jul50 27jun49	Still as CCCP-L1842 7; opb 90 Ao at ODS; soc 24jul61 as life-time expired fleet # '72'; wfu 19nov59; canx 29feb60 opb 29 otryad; w/o 25aug49 on the leg from Krasnoyarsk to Chita of a flight from Alma-Ata to Chita (and
			,			probably on to Beijing) with several leaders of the self-proclaimed East Turkestan Republic on board, the aircraft descended from 2,400 metres to 1,200 metres while flying over the valley of the Kabanya river (possibly due to icing), while trying to fly a right turn the aircraft hit trees on the eastern slope of Mt. Kabanya (1,479 metres) 31 km south of Kabansk (Buryatia), broke up and came to rest upside down at a height of some 1,400 metres, all 5 crew and 9 passengers killed; t/t 29 hours; wreck found 29aug49; soc
9 301 35 15	OK-DBD SP-LHF	II-12B II-12B	CSA LOT	rgd rgd	30nov49 03jul52	01sep49 i/s 31may50; fleet # '74' c/n given as such in hand written and typed official Polish register documents; returned to CSA 25nov52;
9 301 35 16	OK-DBD OK-DBG	II-12B II-12B	CSA CSA	ret rgd	26nov52 13oct50	canx 08mar53 photo at LHR 01aug57; wfu 13jun60; canx 14mar62 i/s 18oct50; fleet # '75'; later used as a cargo aircraft; undertook tests for the VZLU during may53; dbr
9 301 35 17	OK-DBN	II-12B	CSA	rgd	15dec50	20jan60; canx 29feb60; removed to Prostejov and used as a ground instructional airframe i/s 23dec50; fleet # '76'; photo at ORY 27may57; wfu 30jun60; canx jun60 and again 14mar62 (clean-up of register); sold to AMK Hostivice; a black and white photo taken aug60 shows the aircraft being
						transported, with the registration removed; was used as a club-house at Hostivice, later scrapped; sections of the fuselage were transported from Plzen to Zruc Air Park and displayed there with an II-14 nose cone marked '3159' attached to the cockpit section, seen as such jun99/sep15
9 301 35 18	OK-DBP	II-12B	CSA	i/s	07feb51	rgd 27feb51; fleet # '77'; w/o 24nov56 on a flight from Zurich to Prague when the right engine caught fire shortly after take-off, the crew tried to return to the airport, but the aircraft crashed in a field near Eglisau (14 km from the airport) and exploded, all 5 crew and 18 passengers killed; canx 25nov56
9 301 35 19 9 301 35 20	OK-DBU OK-DBW OK-DBW	II-12B II-12B II-12B	CSA CSA CSSDL	rgd rgd trf	24feb51 17mar51 23may59	i/s 27feb51; fleet # '78'; later used as a cargo aircraft; wfu 28nov59; canx 29feb60 i/s 25mar51; fleet # '79'; wfu 20mar59 converted to a navigation-aids calibration aircraft; canx 21mar60; scrapped at Prague later; nose sections
9 301 36 01	OK-DBC	II-12B	CSA	rgd	09aug50	remained, I/n mar07 the same last 4 digits of the c/n are reported for CCCP-X952, but probably in error; fleet # '73'; wfu 19nov59; canx 29feb60
An improved vers	sion of the Il-12T v	vent into proc	luction in 1949. It incorpo	rated th	e dorsal tail	fin and retained the double doors on the left-hand side. Known as the II-12D, it was built for the military to undertake a number of different roles. A few were later transferred and used as cargo aircraft in Aeroflot
9 303 36 01 ? 9 303 36 03	CCCP-X952 not known	II-12 II-12D	TsNII-108 Soviet Air Force	rgd ph.	unknown 28nov71	service and with various factories. the same last 4 digits of the c/n are reported for OK-DBC, so the given c/n is probably not correct in natural metal c/s; opb 666 uap of the Balashov Flying School at Rtishchevo by 1960; opb 478 uap at Borisoglebsk until 1968 (was possibly the last flying II-12 of the Soviet Air Force); used as a ground instructional airframe by the ShMAS technical aviation school at Cheboksary (on the territory of the current Chuvashian State University) from 1968, I/n nov71; moved to Park im. 500-letiya Cheboksar (500 years of
9 303 36 12	CCCP-L1422(2) CCCP-01440	II-12D II-12D	AFL/Mosk. AG SPiVS AFL/Mosk. AG SPiVS	rgd TIP	unknown apr61	Cheboksary Park) in the early 1980s; scrapped see c/n 30188 in natural metal/white c/s with two blue cheatlines; soc 07mar64 as worn out; photo exists at Kirsanov
9 303 36 14	CCCP-L1495 CCCP-L1495	Il-12 Il-12	AFL/Tajikistan-DYU AFL/Uzbekistan-TAS	mfd trf	1949 17apr59	ATU with the tail missing converted to cargo version, probably during rework; given in a 1950s MGA document as having been trf from AFL/Tajikistan, but this was either in error or in an attempt to disguise the previous operator as being
9 303 37 05	CCCP-73952 CCCP-L1436(2)	Il-12 Il-12	AFL/Uzbekistan-TAS AFL/Mosk. AG SPiVS	rgd rgd	1958/59 unknown	the Soviet Air Force the Soviet Air Force f/n TMJ 08apr61; //n TAS 06mar63; soc 15jun64 due to corrosion of the centre-wing section converted to cargo version; see c/n 30268
9 303 37 11	CCCP-01436 CCCP-48971	Il-12 Il-12D	AFL/Mosk. AG SPiVS MRP Solntsevo	rgd rgd	1958/59 16may66	soc 16jan65 as worn out canx 12jan67
9 303 37 12 9 303 37 16	"3" CCCP-L1441(2) CCCP-01441	II-12D II-12 II-12	Soviet Air Force AFL/Mosk. AG SPiVS AFL/Mosk. AG SPiVS	mfd rgd	1949 unknown unknown	was received in the military unit 55001 (Central Research Institute-108 of the Ministry of Defence, Moscow converted to cargo version; see c/n 8302314 soc 12dec63 as worn out
9 303 37 19	not known CCCP-N440 (2)	II-12D II-12D II-12D	Soviet Air Force Polyarnaya Aviats.	rgd rgd rgd	1949 08aug57	was the first Soviet aircraft to reach the South Pole 24oct58; in natural metal c/s; shipped to Antarctica
						aboard the research vessel "Ob" in 1957; took part in the 3rd and 4th Soviet Antarctic expeditions (KAE) in 1957/59; photo at Banger Oasis in 1957; damaged at Mirny ice station 16jan58; repaired; took part in the 5th and 6th Soviet Antarctic expeditions in 1959/61; soc 05jul61 as worn out; the hulk was abandoned
	CCCP-04252 CCCP-04252	Il-12D Il-12D	Polyarnaya Aviats. AFL/Polar	rgd trf	31mar58 10feb60	in Antarctica, with the Red Star on the fin becoming visible again; see c/n 30048 registration never painted on soc 05jul61 as worn out
9 303 38 01	not known CCCP-F359	II-12D II-12D	Soviet Air Force GUGK	mfd rgd	31aug49 17jul50	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); converted to a photo survey aircraft (2 AFA) by Factory No. 30 28mar50; opb Moskovski AFO
	CCCP-A359	II-12D	GUGK	rgd	unknown	photo survey aircraft; this registration was linked in the MGA listing with CCCP-L1483 (a remark on an additional line said '1483 instead of A359'), but this was obviously in error for CCCP-L1489
9 303 38 02	CCCP-L1489 CCCP-73972 not known	II-12D II-12D II-12D	AFL/Mosk. AG SPiVS AFL/Mosk. AG SPiVS Soviet Air Force	rgd rgd mfd	06aug55 17may58 28aug49	converted to cargo version; opb 1 AOVS at Myachkovo as of 01jan57 opb 1 AOVS (became 229 LO AFS of Myachkovski OAO in 1962); soc 14apr65 as life-time expired
	CCCP-F360 CCCP-A1317	II-12D II-12D	GUGK AFL/Mosk. AG SPiVS	rgd rgd	17jul50 unknown	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); converted to a photo survey aircraft 31jul50; opb Moskovski AFO photo survey aircraft; opb 1 AOVS at Myachkovo; was detached to Gornaya ekspeditsiya GUGK (Mountain
	CCCP-L1317(2) CCCP-01317	II-12D II-12D	AFL/Mosk. AG SPiVS AFL/Mosk. AG SPiVS	rgd	17may58	Expedition) as of 01jan57 converted to cargo version; opb 1 AOVS; see c/n 30023 opb 1 AOVS (became 229 LO AFS of Myachkovski OAO in 1962); in natural metal c/s with two thin blue cheatlines; soc 23jun65 as worn out; was preserved in front of the Dvorets kultury (Culture Palace) at
9 303 38 03	not known CCCP-F361	II-12D II-12D	Soviet Air Force GUGK	mfd rgd	29aug49 17jul50	Lyubertsy and used as a children's cinema for some 5 years, photo in 1968; scrapped Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); converted to a
	CCCP-A361 CCCP-L1332(2)	II-12D II-12D	AFL/Mosk. AG SPiVS AFL/Mosk. AG SPiVS	trf rgd	unknown unknown	photo survey aircraft by zavod No. 30 MAP 31mar50; opb Moskovski AFO photo survey aircraft; opb 1 AOVS at Myachkovo converted to cargo version; opb 1 AOVS as of 01jan57; see c/n 30038
9 303 38 04	CCCP-01332	Il-12D Il-12D	AFL/Mosk. AG SPiVS Soviet Air Force	rgd mfd	17may58 30aug49	opb 1 AOVS (became 229 LO AFS of Myachkovski OAO in 1962); soc 15apr65 as worn out and amortisation period expired
	CCCP-F362 CCCP-A362	II-12D II-12D	GUGK AFL/Mosk. AG SPiVS	rgd trf	17jul50 unknown	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); converted to a photo survey aircraft by zavol No. 30 MAP 31aug50; opb Moskovski AFO photo survey aircraft; opb 2 AOVS at Myachkovo
	CCCP-L1406(2) CCCP-01406	II-12D II-12D	AFL/Mosk. AG SPiVS AFL/Mosk. AG SPiVS	rgd rgd	unknown 17may58	converted to cargo version; opb 2 AOVS as of 01jan57 (was under repair with ARB-410 by then); see c/n 30151 opb 2 AOVS (became 229 LO AFS of Myachkovski OAO in 1962); soc 14apr65 as life-time expired
9 303 38 05	not known CCCP-F363	II-12D II-12D	Soviet Air Force GUGK	mfd rgd	31aug49 17jul50	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); converted to a photo survey aircraft by zavod No. 30 MAP 31mar50; opb Moskovski AFO
	CCCP-A363 CCCP-L1356(2) CCCP-01356	Il-12D Il-12D Il-12D	AFL/Mosk. AG SPiVS AFL/Mosk. AG SPiVS AFL/Mosk. AG SPiVS	trf rgd rgd	unknown unknown 1958	photo survey aircraft; opt 1 AOVS at Myachkovo converted to cargo version; opt 1 AOVS at Myachkovo not included in the GU GVF document which allocated the new registration numbers 17may58; opt 1 AOVS (became 229 LO AFS of Myachkovski OAO in 1962); soc 14apr65 as life-time expired
9 303 38 06	CCCP-X1096	II-12D	MPLP-LIS NIEI PDS	rgd	unknown	(became 229 CD ArS of Myachkovski OAO in 1952); soc 14apros as ine-time expired Ministry of Food and Light Industry - Flight Test Station of the Parachute Equipment Research Institute, Kirzhach; received on the basis of a decree by the Council of Ministers dated 20mar52
	CCCP-06112	Il-12D	MPLP-LIS NIEI PDS	rgd	1958 ?	

9 303 38 16       001       II-12D       Polish Air Force       toc       08jul50       operated initially by 36. SPLT at Warsaw-Okiece and later by 19. LEH at Slupsk; in natural metal with dark (red ?) rudder with serial in white on it; still in service by 01ot64         9 303 38 19       CCCP-41807       II-12D       AFL/Polar       ph.       05feb64       in document 05nov60 as taken over from the Soviet Air Force; assigned to the 6th Soviet Antarctic Expedition 30ocf60; l/n active at ice station "Vostek" (Antarctica) 05feb64; auxologic; hulk sat on its tail at ice station "Mirry" (Antarctica), seen jan89         9 303 39 02       002       II-12D       Polish Air Force       toc       08jul50       operated initially by 36. SPLT at Warsaw-Okiece and later by 19. LEH at Slupsk; in natural metal with dark (red ?) rudder with serial in white on it; damaged 02aug60 when force-landed in a field close to Wynkowc near Slupsk, photo exists sitting on its belly with bent propellers; quickly repaired and flown out; remained in service until at least 1965         9 303 39 03       CCCP-Sh1846       II-12       Aeroflot/UShVLP       rgd       1949       Ulyanovsk Advanced Flying Training College; damaged 21feb52 on a training flight from Ulyanovsk Advanced Flying Training College; damaged 21feb52 on a training flight from Ulyanovsk Advanced Flying Training College; damaged 21feb52 on a training flight from Ulyanovsk Advanced Flying Training College; damaged 21feb52 on a training flight from Ulyanovsk Advanced Flying Training College; damaged 21feb52 on a training flight from Ulyanovsk Advanced Flying Training College; damaged 21feb52 on a training flight from Ulyanovsk Advanced Flying Training Colleg	9 303 38 13	CCCP-L1845	II-12	Aeroflot/UShVLP	rgd	1949	Ulyanovsk Advanced Flying Training College
9 303 38 16       001       II-12D       Polish Air Force       toc       08jul50       operated initially by 36. SPLT at Warsaw-Okiece and later by 19. LEH at Slupsk; in natural metal with dark (red 7) rudder with serial in white on it; still in service by 01oct64         9 303 38 19       CCCP-41807       II-12D       AFL/Polar       ph.       05feb64       in document 05nov60 as taken over from the Soviet Air Force; assigned to the 6th Soviet Antarctica)         9 303 39 02       002       II-12D       Polish Air Force       toc       08jul50       operated initially by 36. SPLT at Warsaw-Okiece and later by 19. LEH at Slupsk; in natural metal with dark (red 7) rudder with serial in white on it; damaged 02aug60 when force-landed in a field close to Wlynkowc near Slupsk, photo exists sitting on its belly with bent propellers; quickly repaired and flown out; remained in service until at least 1965         9 303 39 03       CCCP-Sh1846       II-12       Aeroflot/UShVLP       rgd       1949         9 303 39 08       CCCP-L1849       II-12       AFL/Mosk. AG SPIVS       trf       apr58         9 303 39 09       CCCP-L1849       II-12       AFL/Mosk. AG SPIVS       trf       unknown         CCCP-L1849       II-12       AFL/Mosk. AG SPIVS       trf       unknown       converted to cargo version         9 303 39 09       CCCP-Sh1847       II-12       AFL/Mosk. AG SPIVS       trf       unknown       converted to cargo v		CCCP-Sh1845	II-12	Aeroflot/UShVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; converted to cargo version; soc 15feb55 and trf to the Kiev
9 303 38 19       CCCP-41807       II-12D       AFL/Polar       ph.       05feb64       in do/ument 05nov60 as taken over from the Soviet Air Force; assigned to the 6th Soviet Antarctic Expedition 30oct60; I/n active at ice station "Vostok" (Antarctica) 05feb64; canx 10aug66; hulk sat on its tail at ice station "Mirry" (Antarctica), seen jan89         9 303 39 02       002       II-12D       Polish Air Force       toc       08jul50       operated initially by 36. SPLT at Warsaw-Okiece and later by 19. LEH at Slupsk; in natural metal with dark (red ?) rudder with serial in white on it; damaged 02aug60 when force-landed in a field close to Wynkowc near Slupsk, photo exists sitting on its belly with bent propellers; quickly repaired and flown out; remained in service until at least 1965         9 303 39 03       CCCP-Sh1846       II-12       Aeroflot/UShVLP       rgd       1949         9 303 39 08       CCCP-L1849       II-12       AFL/Mosk. AG SPIVS       trf       apr58         9 303 39 09       CCCP-L1849       II-12       AFL/Mosk. AG SPIVS       trf       unknown         CCCP-L1849       II-12       AFL/Mosk. AG SPIVS       trf       unknown       converted to cargo version         9 303 39 09       CCCP-Sh1847       II-12       AFL/Mosk. AG SPIVS       trf       unknown       converted to cargo version       converted to cargo version         0 3 39 09       CCCP-Sh1847       II-12       AFL/Mosk. AG SPIVS       trf <td>9 303 38 16</td> <td>001</td> <td>Il-12D</td> <td>Polish Air Force</td> <td>toc</td> <td>08jul50</td> <td>operated initially by 36. SPLT at Warsaw-Okiece and later by 19. LEH at Slupsk; in natural metal with dark</td>	9 303 38 16	001	Il-12D	Polish Air Force	toc	08jul50	operated initially by 36. SPLT at Warsaw-Okiece and later by 19. LEH at Slupsk; in natural metal with dark
9 303 39 02       002       II-12D       Polish Air Force       toc       08jul50       operated initially by 36. SPLT at Warsaw-Okice and later by 19. LEH at Slupsk; in natural metal with dark (red ?) rudder with serial in white on it; damaged 02aug60 when force-landed in a field close to Wlynkowc near Slupsk, photo exists sitting on its belly with bent propellers; quickly repaired and flown out; remained in a field close to Wlynkowc near Slupsk, photo exists sitting on its belly with bent propellers; quickly repaired and flown out; remained in a field close to Wlynkowc near Slupsk, photo exists sitting on its belly with bent propellers; quickly repaired and flown out; remained in a field close to Wlynkowc near Slupsk, photo exists sitting on its belly with bent propellers; quickly repaired and flown out; remained in a field close to Wlynkowc near Slupsk, photo exists sitting on its belly with bent propellers; quickly repaired and flown out; remained in a field close to Wlynkowc near Slupsk, photo exists sitting on its belly with bent propellers; quickly repaired and flown out; remained in a field close to Wlynkowc near Slupsk, photo exists sitting on its belly with bent propellers; quickly repaired and flown out; remained in a field close to Wlynkowc near Slupsk, photo exists sitting on its belly with bent propellers; quickly repaired and flown out; remained in a field close to Wlynkowc near Slupsk, photo exists sitting on its belly with bent propellers; quickly repaired and flown out; remained with the centre of gravity being very far forward lost height shorty after lift-off due to pilot error and crash-landed, a blade of the left propeller came off, puncture the fuselage, killed 1 of the 10 crew and seriously injured 1 of the 8 passengers; t/t 1,216 hours by 21feb52; repaired         9 303 39 09       CCCP-L1849       II-12       AFL/Mosk. AG SPIVS       rrf <td>9 303 38 19</td> <td>CCCP-41807</td> <td>Il-12D</td> <td>AFL/Polar</td> <td>ph.</td> <td>05feb64</td> <td>in document 05nov60 as taken over from the Soviet Air Force; assigned to the 6th Soviet Antarctic Expedition 30oct60; I/n active at ice station "Vostok" (Antarctica) 05feb64; canx 10aug66; hulk sat on its</td>	9 303 38 19	CCCP-41807	Il-12D	AFL/Polar	ph.	05feb64	in document 05nov60 as taken over from the Soviet Air Force; assigned to the 6th Soviet Antarctic Expedition 30oct60; I/n active at ice station "Vostok" (Antarctica) 05feb64; canx 10aug66; hulk sat on its
CCCP-01314       II-12       AFL/Ukraine-DOK       trf       apr58       converted to cargo version         9 303 39 08       CCCP-L1849       II-12       Aeroflot/UShVLP       mfd       30nov49       Ujanovsk Advanced Flying Training College; damaged 21feb52 on a training flight from Ulyanovsk-Baratayevka to Moscow-Vnukovo when took off at night with the centre of gravity being very far forward. lost height shortly after lift-off due to pilot error and crash-landed, a blade of the left propeller came off punctured the fuselage, killed 1 of the 10 crew and seriously injured 1 of the 8 passengers; t/t 1,216 hours by 21feb52; repaired         CCCP-L1849       II-12       AFL/Mosk. AG SPIVS       trf       unknown       converted to cargo version         CCCP-73973       II-12       AFL/Mosk. AG SPIVS       trf       unknown       converted to cargo version         9 303 39 09       CCCP-Sh1847       II-12       Aeroflot/UShVLP       mfd       1949       Ulyanovsk Advanced Flying Training College; converted to cargo version         9 303 39 12       CCCP-Sh1847       II-12       AFL/Mosk       mfd       1948       Ulyanovsk Advanced Flying Training College; converted to cargo version         9 303 39 18       CCCP-N476       II-12       AFL/Ukraine-DOK       trf       20jan58       soc 05may65 as life-time expired         9 303 39 18       CCCP-N476       II-12D       Polyarnaya Aviats.       rgd       24oct5	9 303 39 02	002	II-12D	Polish Air Force	toc	08jul50	operated initially by 36. SPLT at Warsaw-Okiece and later by 19. LEH at Slupsk; in natural metal with dark (red ?) rudder with serial in white on it; damaged 02aug60 when force-landed in a field close to Wlynkowo near Slupsk, photo exists sitting on its belly with bent propellers; quickly repaired and flown out; remained
9 303 39 08       CCCP-L1849       II-12       Aeroflot/UShVLP       mfd       30nov49       Ulyanovsk. Advarced Flying Training College; damaged 21feb52 on a training flight from Ulyanovsk. Baratayevka to Moscow-Vnukovo when took off at night with the centre of gravity being very far forward, lost height shortly after lift-off due to pilot error and crash-landed, a blade of the left propeller came off punctured the fuselage, killed 1 of the 10 crew and seriously injured 1 of the 8 passengers; t/t 1,216 hours by 21feb52; repaired         CCCP-11849       II-12       AFL/Mosk. AG SPIVS       trg       unknown       converted to cargo version         CCCP-5N1847       II-12       AFL/Mosk. AG SPIVS       trg       1958/59       soc 30sep64 as worn out         9 303 39 09       CCCP-5N1847       II-12       Aeroflot/UShVLP       mfd       1958/59       soc 30sep64 as worn out         9 303 39 12       CCCP-5N1848       II-12       AFL/Buguruslan FS       trf       1958       converted to cargo version         9 303 39 18       CCCP-N476       II-12       AFL/Ukraine-DOK       trf       20jan58       soc 05may65 as life-time expired         9 303 39 18       CCCP-N476       II-12       Polyarnaya Aviats.       rgd       24oct5       participated in the 1st and 2nd Soviet Antarctic Expeditions (KAE) in 1956/57; photo aboard the research verses ell/W "Lena"; "few Mirny-Mawson-Mirny 06feb57	9 303 39 03	CCCP-Sh1846	II-12	Aeroflot/UShVLP	rgd	1949	Ulyanovsk Advanced Flying Training College
Baratayevka to Moscow-Vnukovo when took off at night with the centre of gravity being very far forward, lost height shortly after lift-off due to pilot error and crash-landed, a blade of the left propeller came off punctured the fuselage, killed 1 of the 10 crew and seriously injured 1 of the 8 passengers; t/t 1,216 hours by 21feb52; repaired CCCP-73973 II-12 AFL/Mosk. AG SPIVS trf unknown converted to cargo version CCCP-73973 II-12 AFL/Mosk. AG SPIVS rgd 1958/59 soc 30sep64 as wom out 9 303 39 09 CCCP-Sh1847 II-12 AFL/Mosk II-12 AFL/Buguruslan FS trf 1958 0 303 39 12 CCCP-5N1847 II-12 AFL/Buguruslan FS trf 1958 9 303 39 12 CCCP-5N1848 II-12 AFL/Ukraine-DOK trf 20jan58 soc 05may65 as life-time expired 9 303 39 18 CCCP-N476 II-12D Polyarnaya Aviats. rgd 24oct5 participated in the 1st and 2nd Soviet Antarctic Expeditions (KAE) in 1956/57; photo aboard the research versiel MV "Lema"; flew Mirry-Mawson-Mirry 06feb57		CCCP-01314	II-12	AFL/Ukraine-DOK	trf	apr58	converted to cargo version
CCCP-73973       II-12       AFL/Mosk. AG SPIVS       rgd       1958/59       soc 30sep64 as wom out         9 303 39 09       CCCP-Sh1847       II-12       Aeroflot/UShVLP       mfd       1949       Ulyanovsk Advanced Flying Training College         9 303 39 12       CCCP-Sh1847       II-12       Aeroflot/UShVLP       mfd       1948       Ulyanovsk Advanced Flying Training College         9 303 39 12       CCCP-Sh1848       II-12       Aeroflot/UShVLP       mfd       1948       Ulyanovsk Advanced Flying Training College; converted to cargo version         9 303 39 12       CCCP-73988       II-12       AFL/Ukraine-DOK       trf       20jan58       soc 05may65 as life-time expired         9 303 39 18       CCCP-N476       II-12D       Polyarnaya Aviats.       rgd       24oct5       participated in the 1st and 2nd Soviet Antarctic Expeditions (KAE) in 1956/57; photo aboard the research versel MV/V "Lena"; flew Mirry-Mawson-Mirry 06feb57	9 303 39 08	CCCP-L1849	II-12	Aeroflot/UShVLP	mfd	30nov49	Ulyanovsk Advanced Flying Training College; damaged 21feb52 on a training flight from Ulyanovsk- Baratayevka to Moscow-Ynukovo when took off at night with the centre of gravity being very far forward, lost height shortly after lift-off due to pilot error and crash-landed, a blade of the left propeller came off, punctured the fuselage, killed 1 of the 10 crew and seriously injured 1 of the 8 passengers; t/t 1,216 hours by 21feb52; repaired
9 303 39 09       CCCP-Sh1847       II-12       Aeroflot/UShVLP       mfd       1949       Ulyanovsk Advanced Flying Training College         CCCP-Sh1847       II-12       AFL/Buguruslan FS       trf       1958       converted to cargo version         9 303 39 12       CCCP-Sh1848       II-12       AFL/UshVLP       mfd       1948       Ulyanovsk Advanced Flying Training College; converted to cargo version         9 303 39 12       CCCP-73988       II-12       AFL/Ukraine-DOK       trf       20jan58       soc 05may65 as life-time expired         9 303 39 18       CCCP-N476       II-12D       Polyarnaya Aviats.       rgd       24oct5       participated in the 1st and 2nd Soviet Antarctic Expeditions (KAE) in 1956/57; photo aboard the research versiend							
CCCP-Sh1847       II-12       AFL/Buguruslan FS       trf       1958       converted to cargo version         9 303 39 12       CCCP-Sh1848       II-12       Aeroflot/UShVLP       mfd       1948       Ulyanovsk Advanced Flying Training College; converted to cargo version         CCCP-73988       II-12       AFL/Ukraine-DOK       trf       20jan58       soc 05may65 as life-time expired         9 303 39 18       CCCP-N476       II-12D       Polyarnaya Aviats.       rgd       24oct55       participated in the 1st and 2nd Soviet Antarctic Expeditions (KAE) in 1956/57; photo aboard the research versel M/V "Lena"; flew Mirry-Mawson-Mirry 06feb57							
9 303 39 12       CCCP-Sh1848       II-12       Aeroflot/UShVLP       mfd       1948       Ulyanovsk Advanced Flying Training College; converted to cargo version         9 303 39 12       CCCP-73988       II-12       AFL/Ukraine-DOK       trf       20jan58       soc 05may65 as life-time expired         9 303 39 18       CCCP-N476       II-12D       Polyarnaya Aviats.       rgd       24oct55       participated in the 1st and 2nd Soviet Antarctic Expeditions (KAE) in 1956/57; photo aboard the research vessel M/V "Lena"; flew Mirry-Mawson-Mirry 06feb57	9 303 39 09						
CCCP-73988 II-12 AFL/Ukraine-DOK trf 20jan58 soc 05may65 as life-time expired 9 303 39 18 CCCP-N476 II-12D Polyarnaya Aviats. rgd 24oct55 participated in the 1st and 2nd Soviet Antarctic Expeditions (KAE) in 1956/57; photo aboard the research vessel M/V "Lena"; flew Mirny-Mawson-Mirny 06feb57							
9 303 39 18 CCCP-N476 II-12D Polyarnaya Aviats. rgd 24oct55 participated in the 1st and 2nd Soviet Antarctic Expeditions (KAE) in 1956/57; photo aboard the research vessel M/V "Lena"; flew Mirny-Mawson-Mirny 06feb57	9 303 39 12						
vessel M/V "Lena"; flew Mirny-Mawson-Mirny 06feb57					trf		
9 303 39 19 CCCP-27201 II-12D MAP Voronezh rgd 27nov65 in Aeroflot bare metal c/s; canx 20may68; fuselage used as a shed at Voronezh-Pridacha; l/n jun07/jun14	9 303 39 18	CCCP-N476	II-12D	Polyarnaya Aviats.	rgd	24oct55	participated in the 1st and 2nd Soviet Antarctic Expeditions (KAE) in 1956/57; photo aboard the research vessel M/V "Lena"; flew Mirny-Mawson-Mirny 06feb57
	9 303 39 19	CCCP-27201	II-12D	MAP Voronezh	rgd	27nov65	in Aeroflot bare metal c/s; canx 20may68; fuselage used as a shed at Voronezh-Pridacha; l/n jun07/jun14

### The following Il-12Bs are assumed to be just 'Export numbers' built by MMZ No. 30 "Znamya Truda" at Moscow-Khodynka

From our data there are potentially 19 airframes which would have been built by this time, for which we have no details and some will be applicable to these below, with the last four of the c/ns ending as follows: 2911, 3015, 3316, 3404/3412, 3417/3420, 3508/3509 and 3511

01	SP-LHA	II-12B	LOT	rgd	07sep49	c/n given as such in hand written and typed official Polish register documents; canx 06nov59, trf to the Polish Air Force
02	SP-LHB	II-12B	LOT	d/d	17jul49	application request 18aug49; rgd 24aug49; c/n given as such in hand written and typed official Polish register documents; initially used for training; canx 06nov59, trf to the Polish Air Force
3 ?	YR-PCC	II-12-11	Romanian Governmt.	rgd	29sep49	VIP aircraft; c/n not confirmed; 'PCC' stands for 'Party Central Committee'; photo BUD 17jun56; canx 06jan57
	YR-ILX	II-12	TAROM	rgd	28feb57	c/n not confirmed; canx 15oct64
4	SP-LHD	II-12B	LOT	rgd	04nov49	application request 27oct49; c/n given as such in hand written and typed official Polish register documents; canx 06nov59, trf to the Polish Air Force
5	SP-LHE	II-12B	LOT	rgd	24nov49	application request 17nov49; c/n given as such in hand written and typed official Polish register documents; damaged in 1950 during a forced landing following an engine fire; stored for two years awaiting repair, returned to Factory No. 30 for repair; canx 07oct52
6	SP-LHC	II-12B	LOT	rgd	17dec49	application request 14dec49; c/n given as such in hand written and typed official Polish register documents; dbr 23dec52 on landing at Warsaw; canx 27dec52 (also given as 28dec53 in another official document)

## Il-12s with unknown c/ns

 CCCP-L1410(2)	II-12	AFL/Urals-SVX	no	reports	not c/n 30161; in document 24sep58
 CCCP-L1860	II-12	Aeroflot		photo	with dorsal fin, c/n should be in the 8301/9301xxxx range
 CCCP-03571	II-12	MAP zavod # 64	trf	15nov58	from the Soviet Air Force
			ui		for the soviet Air Force
CCCP-46561	II-12	AFL/Urals-SVX		apr60	
 "04"	II-12D	Soviet Air Force	ph.	aug19	in natural metal c/s, the code was probably red; probably made a forced landing at N71.800152
					E128.617805 by the side of lake Ladannakh-Kyuele which is known locally by its Russian translation 'Ozero
					ForeInoye' (Trout Lake); in derelict condition by aug 19
 "09"	II-12D	Soviet Air Force	ph.	1980s	was probably based at Vitebsk; in civilian c/s; was preserved in a park at Gorki (Mogilyov region of
05	1. 120		p	19000	Belarus) from around 1984; scrapped in 1990
 "12"	II-12T	Soviet Air Force			belards) non around 1904, scrapped in 1990
 "27" black	II-12D	Soviet Air Force			
 "40"	II-12T	Soviet Air Force		photo	code probably red; tail-cone removed for glider towing hook; another photo exists with tail-cone, the same
					aircraft ?
 "57"	II-12T	Soviet Air Force	ph.	feb65	at Borisoglebsk, opb 478 uap; colour of code probably blue
 not known	II-12	Soviet Navy			opb 593 otap VVS TOF at Yuzhnaya Uglovaya; w/o 27jul53 (a few hours before the Korean Armistice
Hoc Khowh	11 12	Soviet Navy			Agreement was signed) on a flight from Port Artur-Tuchendzy to Yuzhnaya Uglovaya with Soviet military
					personnel on board when was intercepted by 4 F-86s of the 335th FIS of the USAF over the Chinese
					province of Jilin, shot down by F-86F-30 s/n 51-12959 (piloted by Captain Ralph S. Parr), exploded in mid-
					air and crashed on the slope of a hill 4 km from Maoeroshan, all 6 crew members (pilot: Captain Dmitri
					Glinyany) and 14 passengers were killed; the wreck was found only in autumn 1953
 502	II-12	Civ Avn Adm China	rgd	1948	scrapped at Tianjin 1987
 503	II-12T	Civ Avn Adm China	rgd	1948	wfu 06oct86; preserved in technical school at Tianjin (N39.111630 E117.35028), I/n apr21
 505	II-12	Civ Avn Adm China		1948	scraped at Tianin mar86
			rgd		
 505	II-12T	Civ Avn Adm China	rgd	1948	f/n SIA 27sep85 operational this date; wfu 27oct85; scrapped at CTU
 506	II-12	Civ Avn Adm China	no	reports	mentioned in documents, opb 13 division from 01jun74 until end of may78, along with Il-12s 507/508,
					undertook 493 sorties totalling 1,535 hours from 28 locations, supporting the exploration of the coastal
					shelf for oil and other mineral resources along the Yellow Sea, East China Sea and South China Sea
 507	II-12	Civ Avn Adm China	no	reports	mentioned in documents, opb 13 division from 01jun74 until end of may78, along with II-12s 506/508,
507	11 12	CIV AVII Adiii Ciniid	110	reports	undertook 493 sorties totalling 1,535 hours from 28 locations, supporting the exploration of the coastal
					shelf for oil and other mineral resources along the Yellow Sea, East China Sea and South China Sea
 508	II-12	Civ Avn Adm China	no	reports	mentioned in documents, opb 13 division from 01jun74 until end of may78, along with II-12s 506/507,
					undertook 493 sorties totalling 1,535 hours from 28 locations, supporting the exploration of the coastal
					shelf for oil and other mineral resources along the Yellow Sea, East China Sea and South China Sea
 4208	II-12	Chinese Air Force		photo	at Harbin (in 1989 book "China Today: Aviation Industry")
 5105	II-12T	Chinese Air Force		photo	in natural metal c/s; flew Peking to Lhasa may56
 5110	II-12T	Chinese Air Force		photo	in natural metal c/s
 5116	II-12T	Chinese Air Force		29may56	opb 4th Regiment; flew from Yushu (Qinghai) to Tibet completing trials 29may56 for the Beijing-Lhasa
					route; see c/n 8302505
 15503	II-12	Chinese Air Force	no	reports	mentioned in documents, was involved in the first Chinese nuclear tests at Lop Nor 19oct64, flying into the
					mushroom cloud to undertake sampling tests
 35041	II-12	Chinese Air Force	YIH	1979	photo; in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n YIH 12oct88
 35043	II-12T	Chinese Air Force		mar78	photo; in natural metal c/s
 35045	II-12T	Chinese Air Force	YIH	13mar87	in white c/s with blue 'lightning-bolt' cheatline, grey undersides; I/n YIH 12oct88
 35046	II-12T	Chinese Air Force	YIH	13mar87	see serial 35240 c/n unknown, which also wears this fake serial in the China Aviation Museum at
					Shahezhen (Changping)
 35049	II-12	Chinese Air Force	YIH	13mar87	I/n YIH 12oct88
 35141	II-12	Chinese Air Force	YIH	13mar87	I/n YIH 12oct88; see 35048 c/n 30275 ?, which also wears this fake serial in the China Aviation Museum at
					Shahezhen (Changping)
 35142	II-12T	Chinese Air Force	YIH	13mar87	in natural metal c/s; I/n YIH 12oct88
 35143	II-121 II-12	Chinese Air Force	YIH	13mar87	In Yih 12oct88
				13mar87	
35144	II-12T	Chinese Air Force	YIH		in white c/s with blue 'lightning-bolt' cheatline, grey undersides; I/n YIH 12oct88
 35145	II-12	Chinese Air Force	YIH	13mar87	I/n YIH 12oct88
 35146	II-12T	Chinese Air Force	YIH	13mar87	I/n YIH 12oct88
 35147	II-12T	Chinese Air Force	YIH	1979	photo; in white c/s with blue 'lightning-bolt' cheatline, grey undersides; seen YIH 23mar85; l/n YIH
					12oct88
 35148	II-12T	Chinese Air Force	YIH	13mar87	in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n YIH 12oct88
 35140	II-12	Chinese Air Force	YIH	13mar87	in white c/s with blue 'lightning-bolt' cheatline, grey undersides; I/n TIT 120ct88
 35240	II-12	Chinese Air Force	YIH	1979	photo; in natural metal c/s; preserved in the China Aviation Museum at Shahezhen, Changping, f/n
					28oct93, in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n may99/oct99 but serial not
					read off as it was painted over
'35046'	II-12	Chinese Air Force		apr00	preserved in the China Aviation Museum at Shahezhen, Changping, (N40.182822 E116.36074), repainted
					and now wearing this fake serial, in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n
					may24
25241	11.1.2	Chinago Air Forg	VTU	1070	
 35241	II-12	Chinese Air Force	YIH	1979	photo; in natural metal c/s; seen YIH 13mar87; l/n YIH 12oct88
 35243	II-12	Chinese Air Force	YIH	13mar87	in white c/s with blue 'lightning-bolt' cheatline, grey undersides; I/n YIH 12oct88
 35244	II-12	Chinese Air Force	YIH	13mar87	I/n YIH 12oct88
 35245	II-12T	Chinese Air Force	YIH	12oct88	in white c/s with blue 'lightning-bolt' cheatline, grey undersides
 35246	II-12	Chinese Air Force	YIH	23mar85	I/n YIH 12oct88
 35247	II-12T	Chinese Air Force	YIH	23mar85	in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n YIH 12oct88
		2		_5	

  35248 35249 35340	II-12T II-12 II-12T	Chinese Air Force Chinese Air Force Chinese Air Force	YIH YIH YIH	23mar85 23mar85 1979
 3410 ?	II-12T	Chinese Air Force	ph.	2008
 D-39	II-12T	Czechoslovak AF		

I/n YIH 12oct88 (/n Y1H 120Ct88 photo; seen Y1H 120Ct88; converted in 1954 to an ECM aircraft, with long nosed di-electric radome, in natural metal c/s preserved in a Park at Pengzhou, Chengdu (N30.989484 E103.92746) from at least 2002 (from Google Earth image), next to 11-18 '240' (which subsequently moved jul03); I/n may13, serial very worn possibly became 2406 in 1957, see c/n 8342406

## Ilyushin Il-14 and Avia Av-14

l/n YIH 12oct88

The Ilyushin 14 was a natural development from the Il-12, the Ilyushin Design Bureau taking the opportunity to improve on various deficiencies in the latter's design and performance. The fuselage remained basically identical but the wings were redesigned although the most obvious change was the shape of the tail with the Il-14's being squared off at the top as opposed to the more rounded features of the Il-12.

The prototype II-14 first flew on 13 July 1950 with the second following in October the same year. Production in the former Soviet Union was centred on two factories, at the Chkalov Plant in Tashkent from 1954 through to 1957 and at the Moscow Machinery Plant No. 30 from 1954 through to 1958. According to sources, 1065 aircraft were produced in the USSR. Of these 378 were reported built at Tashkent and 687 built in Moscow.

Analysis of the construction numbers suggest that Tashkent built 40 batches with five aircraft in the first two batches and ten in subsequent batches. It is reported that 28 were built/delivered in 1954, 52 in 1955, 125 in 1956, 143 in 1957 and 30 in 1958. Moscow production from batch 8 to batch 19 consisted of 50 aircraft with the earlier

batches consisting of between 2 and 15 aircraft. It is reported that 272 aircraft were built/delivered in 1956, 344 in 1957 and 71 in 1958. In Czechoslovakia, known as the Avia-14, a total of 203 were produced between 1956 and 1960, whilst in East Germany production as the FWD II-14 was more modest with 80 being built between 1955 and 1959. Production in China (as the "Peace-401" or Y6) had been planned as well, but was not achieved in the end. The type entered service with Aeroflot on 30 November 1954 as an 18-seater version, the II-14P. A slightly lengthened version, the 24-seater II-14M (modified) first flew 01 November 1955 and went into production in 1956. Major upgrade programs to increase seating for Aeroflot operations were undertaken from mid 1957 onwards and

again in early 1960, resulting in the 32-seater for the shorter fuselage aircraft (now known as II-14M-32) and 36-seater for the lengthened version (II-14M-36). It quickly became a major type in operation and in 1957 was in use in 20 of Aeroflot's directorates. All the 'friendly' East European airlines and air forces put the type into service; 119 Soviet-built II-14s were exported to 31 countries, including China, India, Indonesia and Egypt.

Reference to the table at the end of the production list will show just how many airframes remain unidentified; it seems this situation will sadly remain with the confirmation from the two major overhaul plants at Vnukovo and Minsk that their records have long since been destroyed. However we have received much information on

the aircraft operated in the former Soviet Union by Aeroflot during the mid- and late 1950s together with their fates. By 1961 112 cities across the Soviet Union were being served by the II-14 with it also seeing service in the inhospitable polar regions. The arrival of the jet age and the Tu-104 saw its gradual demise and by the end of the 1960s very few were left in Aeroflot service. In the early seventies many Eastern Bloc countries began replacing their fleets and as a result many were transferred back to the Soviet Union. However, very few appeared within the Soviet Registers suggesting that they either were used subsequently by the military or perhaps more likely were used just for spares as the An-26 was by this time being produced in considerable numbers. Others soldiered on until well into the 1990s, notably with the Polish Air Force at Kraków, and a few privately owned examples are maintained in flying condition in Russia. With regards to the re-registration of II-14s from the old CCCP-L.... to the newer five digits, in many cases the last four of the registration are the same in both systems,

but this is not always the case. There are some aircraft that are known not to have had a CCCP-L registration, having been imported from other countries many years after the old CCCP-L.... system had been replaced in 1958 or subsequently registered after initial service with the Air Force. Some of these have been the second use of marks as an II-14, the original aircraft possibly having been written off, re-registered, transferred to the Air Force or MAP, sold abroad or alternatively the registration was not previously allocated for some reason. With (Soviet) military aircraft the construction number was in most cases painted on the tail. With some aircraft from the Khodynka productions and all aircraft from the

Dresden production the construction number plate is to be found on the left hand side on the nose. In some cases with both II-12 and II-14 the construction number was painted on the leading edge of the wing(s)

#### 2 Il-14 prototypes built by Factory No. 240 MAP at Moscow-Khodynka in 1950

 not known	II-14	Ilyushin OKB	f/f		
 no code	II-14P	Ilyushin OKB	f/f	01oct50	second prototype; powered by two ASh-82T engines; a black and white photo exists in Soviet Air Force c/s
					with Red star on tail, without code

#### 687 II-14 built by MMZ No. 30 "Znamya Truda" ('Banner of Labour') at Moscow-Khodynka from 1956 to 1958

The construction number is straightforward commencing with 14, being the in-house product code, (izdeliye 14) followed by a single digit representing the year of manufacture (1956/1958) followed by 00 (double zero) being the factory code (number 30). Of the final four digits the first two give the batch number and the last two the number in the batch.

Batch 00 consisted of 2 aircraft, batch 01 consisted of 3 aircraft, batch 02 consisted of 5 aircraft, batches 03 to 04 consisted of 10 aircraft each, batch 05 consisted of 12 aircraft each, batch 06 consisted of 15 aircraft, batch 07 consisted of 30 aircraft, batches 08 to 19 consisted of 50 aircraft each and finally batch 20 consisted of 2 aircraft. However, adding these up would suggest the total produced amounts to 689 aircraft, excluding the two prototype aircraft.

14600 00 01	CCCP-L1701	II-14P	Aeroflot/UShVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61701	II-14P	Aeroflot/UShVLP	rgd	1958/59	
	CCCP-61701	II-14P	AFL/Kirsanov ATU	trf	05may61	soc 15may62; used as a ground instructional airframe; broken up 1965 ?
14600 00 02	CCCP-L1702	II-14P	Aeroflot/UShVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61702	II-14P	Aeroflot/UShVLP	rgd	jun58	Ulyanovsk Advanced Flying Training College
	CCCP-61702	II-14P	Aeroflot/KShVLP	trf	10jan62	Kirovograd Advanced Flying Training College; soc 24jan73 as life-time expired
14600 01 01	CCCP-L1706	II-14P	AFL/West Siberia	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-61706	II-14M	AFL/Syktyvkar-SCW	trf	22jul58	opb Syktyvkarskaya otdelnaya aviagruppa; in document 01apr59 with new registration
	CCCP-61706	II-14M	AFL/Komi-SCW	trf	15feb66	soc 29jun71 as worn out; I/n SCW 1973
14600 01 02	CCCP-L1708	II-14P	Aeroflot/UShVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61708	II-14P	Aeroflot/UShVLP	rgd	jul58	Ulyanovsk Advanced Flying Training College
	CCCP-61708	II-14P	AFL/Belarus-MHP	trf	07dec59	f/n MHP 1967
	CCCP-61708	II-14P	AFL/East Siberia	trf	03mar75	soc 29jul77 as allocated number of cycles used up
14600 01 03	CCCP-L1716	II-14P	Aeroflot/UShVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61716	II-14P	Aeroflot/UShVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College
	CCCP-61716	II-14P	Aeroflot/KShVLP	trf	29sep61	Kirovograd Advanced Flying Training College
	CCCP-61716	II-14P	Aeroflot/KRAUSS	trf	26jun74	Krivorozhskoye aviatsionnoye uchilishche spetsialnykh sluzhb (Krivoi Rog Special Aviation College); soc
						13aug74 as life-time expired; preserved at Kryvy Rih Aeronautical School (N47.934827 E33.321084) f/n 05jul96, l/n 22jun99, broken up by may02
14600 02 01	CCCP-L1717	II-14P	AFL/Moscow (MUTA)	mfd	1956	
	CCCP-L1717	II-14P	Aeroflot/TATU	trf	1958	Troitsk Technical Aviation College; in document 20dec57 as II-14P, 18 pax configuration; photo exists at
						Troitsk; soc 21jan58 as for display
14600 02 02	CCCP-L1718	II-14P	AFL/Moscow (MUTA)	mfd	14apr56	toc 18apr56; opb 65 ATO; w/o 22apr56 on its second revenue flight (on the leg from Sukhumi to Kutaisi of
						a mail flight from Vnukovo to Tbilisi) when started to descend from a height of some 60 metres shortly
						after take-off from Sukhumi at night and crashed into the Black Sea after flying 2.9 km, all 5 crew and the
						sole passenger (who was very drunk) killed; t/t 18 hours and 12 cycles; most parts of the wreck and all
						bodies were recovered from a depth of 15-17 metres, but the cause of the crash could never be
14600 00 00	CCCD   1707	II-14P	AFL/Moscow (MUTA)			established; soc 20sep56
14600 02 03	CCCP-L1727				unknown	
	and the second			rgd		and an iteration is a second and an iteration
14600.02.04	not known	II-14P	Soviet Air Force	no	reports	opb aviadiviziya osobogo naznacheniya
14600 02 04	not known CCCP-L1729				reports 24jul56	l/n LHR 17aug56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II-
14600 02 04	CCCP-L1729	II-14P II-14P	Soviet Air Force AFL/Moscow (MUTA)	no LHR	24jul56	I/n LHR 17aug56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II- 14P, 18 pax configuration
14600 02 04	CCCP-L1729 CCCP-L1729	II-14P II-14P II-14P	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP	no LHR trf	24jul56 1960	I/n LHR 17aug56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II- 14P, 18 pax configuration Ulyanovsk Advanced Flying Training College;
14600 02 04	CCCP-L1729	II-14P II-14P	Soviet Air Force AFL/Moscow (MUTA)	no LHR	24jul56	I/n LHR 17aug56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II- 14P, 18 pax configuration
14600 02 04 14600 02 05	CCCP-L1729 CCCP-L1729	II-14P II-14P II-14P	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP	no LHR trf	24jul56 1960	I/n LHR 17aug56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II- 14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc
	CCCP-L1729 CCCP-L1729 CCCP-61729	II-14P II-14P II-14P II-14P	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP Aeroflot/UShVLP	no LHR trf rgd	24jul56 1960 1958/59	I/n LHR 17auj56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II- 14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired
	CCCP-L1729 CCCP-L1729 CCCP-61729 CCCP-L1731	II-14P II-14P II-14P II-14P II-14P	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP Aeroflot/UShVLP AFL/Moscow (MUTA)	no LHR trf rgd mfd	24jul56 1960 1958/59 17apr56	I/n LHR 17aug56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II- 14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired in a document 20dec57 as an II-14P, 18 pax configuration; converted to an II-14M, date unknown
	CCCP-L1729 CCCP-L1729 CCCP-61729 CCCP-L1731 CCCP-61731	II-14P II-14P II-14P II-14P II-14P II-14M	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP Aeroflot/UShVLP AFL/Moscow (MUTA) AFL/Magadan-GDX	no LHR trf rgd mfd rgd	24jul56 1960 1958/59 17apr56 1959	I/n LHR 17aug56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired in a document 20dec57 as an II-14P, 18 pax configuration; converted to an II-14M, date unknown on charge as of 01feb62; opb 150 LO Anadyrskogo OAO; w/o 01sep69 on a flight from Anadyr to Egvekinot (Zaliv Kresta) when approached Zaliv Kresta airport in poor visibility, drifted to the right during the descent towards land (as
	CCCP-L1729 CCCP-L1729 CCCP-61729 CCCP-L1731 CCCP-61731	II-14P II-14P II-14P II-14P II-14P II-14M	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP Aeroflot/UShVLP AFL/Moscow (MUTA) AFL/Magadan-GDX	no LHR trf rgd mfd rgd	24jul56 1960 1958/59 17apr56 1959	I/n LHR 17auj56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired in a document 20dec57 as an II-14P, 18 pax configuration; converted to an II-14M, date unknown on charge as of 01feb62; opb 150 LO Anadyrskogo OAO; w/o 01sep69 on a flight from Anadyr to Egvekinot (Zaliv Kresta) when approached Zaliv Kresta airport in poor visibility, drifted to the right during the descent towards land (as the main radio beacon was out of order and the reserve beacon had a deviation), descended too early.
	CCCP-L1729 CCCP-L1729 CCCP-61729 CCCP-L1731 CCCP-61731	II-14P II-14P II-14P II-14P II-14P II-14M	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP Aeroflot/UShVLP AFL/Moscow (MUTA) AFL/Magadan-GDX	no LHR trf rgd mfd rgd	24jul56 1960 1958/59 17apr56 1959	I/n LHR 17aug56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II- 14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired in a document 20dec57 as an II-14P, 18 pax configuration; converted to an II-14M, date unknown on charge as of 01feb62; opb 150 LO Anadyrskogo OAO; w/o 01sep69 on a flight from Anadyr to Egvekinot (Zaliv Kresta) when approached Zaliv Kresta airport in poor visibility, drifted to the right during the descent towards land (as the main radio beacon was out of order and the reserve beacon had a deviation), descended too early, collided at a height of 235 metres with the slope of Mount Durnka (250 metres) 24 km south-west of Zaliv
	CCCP-L1729 CCCP-L1729 CCCP-61729 CCCP-L1731 CCCP-61731	II-14P II-14P II-14P II-14P II-14P II-14M	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP Aeroflot/UShVLP AFL/Moscow (MUTA) AFL/Magadan-GDX	no LHR trf rgd mfd rgd	24jul56 1960 1958/59 17apr56 1959	I/n LHR 17auj56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired in a document 20dec57 as an II-14P, 18 pax configuration; converted to an II-14M, date unknown on charge as of 01feb62; opb 150 LO Anadyrskogo OAO; w/o 01sep69 on a flight from Anadyr to Egvekinot (Zaliv Kresta) when approached Zaliv Kresta airport in poor visibility, drifted to the right during the descent towards land (as the main radio beacon was out of order and the reserve beacon had a deviation), descended to early, collided at a height of 235 metres with the slope of Mount Dumka (250 metres) 24 km south-west of Zaliv Kresta airport, went over the top and slid down the opposite slope down to an elevation of 170 metres, all
	CCCP-L1729 CCCP-L1729 CCCP-61729 CCCP-L1731 CCCP-61731	II-14P II-14P II-14P II-14P II-14P II-14M	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP Aeroflot/UShVLP AFL/Moscow (MUTA) AFL/Magadan-GDX	no LHR trf rgd mfd rgd	24jul56 1960 1958/59 17apr56 1959	I/n LHR 17aug56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II- 14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired in a document 20dec57 as an II-14P, 18 pax configuration; converted to an II-14M, date unknown on charge as of 01feb62; opb 150 L0 Anadyrskogo OAO; w/o 01sep69 on a flight from Anadyr to Egvekinot (Zaliv Kresta) when approached Zaliv Kresta airport in poor visibility, drifted to the right during the descent towards land (as the main radio beacon was out of order and the reserve beacon had a deviation), descended too early, collided at a height of 235 metres with the slope of Mount Dumka (250 metres) 24 km south-west of Zaliv Kresta airport, went over the top and sild down the opposite slope down to an elevation of 170 metres, all 5 crew and 17 of the 22 passengers killed and all 5 survivors injured; t/t 22,964 hours and 14,20 cycles;
14600 02 05	CCCP-L1729 CCCP-L1729 CCCP-61729 CCCP-L1731 CCCP-61731 CCCP-61731	II-14P II-14P II-14P II-14P II-14P II-14M II-14M	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP Aeroflot/UShVLP AFL/Moscow (MUTA) AFL/Magadan-GDX AFL/Magadan-DYR	no LHR trf rgd mfd rgd trf	24jul56 1960 1958/59 17apr56 1959 1967	I/n LHR 17aug56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired in a document 20dec57 as an II-14P, 18 pax configuration; converted to an II-14M, date unknown on charge as of 01feb62; opb 150 LO Anadyrskogo OAO; w/o 01sep69 on a flight from Anadyr to Egvekinot (Zaliv Kresta) when approached Zaliv Kresta airport in poor visibility, drifted to the right during the descent towards land (as the main radio beacon was out of order and the reserve beacon had a deviation), descended too early, collided at a height of 235 metres with the slope of Mount Dumka (250 metres) 24 km south-west of Zaliv Kresta airport, went over the top and slid down the opposite slope down to an elevation of 170 metres, all 5 crew and 17 of the 22 passengers killed and all 5 survivors injured; t/t 22,964 hours and 14,302 cycles; wreck and survivors found 02sep69; soc 22dec69
	CCCP-L1729 CCCP-L1729 CCCP-61729 CCCP-61731 CCCP-61731 CCCP-61731	II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP Aeroflot/UShVLP AFL/Moscow (MUTA) AFL/Magadan-GDX AFL/Magadan-DYR	no LHR trf rgd mfd trf	24jul56 1960 1958/59 17apr56 1959 1967 1967	I/n LHR 17auj56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired in a document 20dec57 as an II-14P, 18 pax configuration; converted to an II-14M, date unknown on charge as of 01feb62; opb 150 LO Anadyrskogo OAO; w/o 01sep69 on a flight from Anadyr to Egvekinot (Zaliv Kresta) when approached Zaliv Kresta airport in poor visibility, drifted to the right during the descent towards land (as the main radio beacon was out of order and the reserve beacon had a deviation), descended too early, collided at a height of 235 metres with the slope of Mount Dumka (250 metres) 24 km south-west of Zaliv Kresta airport, went over the top and sild down the opposite slope down to an elevation of 170 metres, all 5 crew and 17 of the 22 passengers killed and all 5 survivors injured; t/t 22,964 hours and 14,302 cycles; wreck and survivors found 02sep69; soc 22dec69 in document 20dec57 as II-14P, 18 pax configuration
14600 02 05	CCCP-L1729 CCCP-L1729 CCCP-61729 CCCP-61731 CCCP-61731 CCCP-61731	Il-14P Il-14P Il-14P Il-14P Il-14M Il-14M Il-14M Il-14P Il-14P	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP AFL/Moscow (MUTA) AFL/Magadan-GDX AFL/Magadan-DYR AFL/Moscow (MUTA) Aeroflot/UShVLP	no LHR trf rgd rgd trf mfd trf	24jul56 1960 1958/59 17apr56 1959 1967 1967	I/n LHR 17aug56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II- 14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired in a document 20dec57 as an II-14P, 18 pax configuration; converted to an II-14M, date unknown on charge as of Olfeb62; opb 150 LO Anadyrskogo OAO; w/o 01sep69 on a flight from Anadyr to Egvekinot (Zaliv Kresta) when approached Zaliv Kresta airport in poor visibility, drifted to the right during the descent towards land (as the main radio beacon was out of order and the reserve beacon had a deviation), descended to early, collided at a height of 235 metres with the slope of Mount Dumka (250 metres) 24 km south-west of Zaliv Kresta airport, went over the top and slid down the opposite slope down to an elevation of 170 metres, all 5 crew and 17 of the 22 passengers killed and all 5 survivors injured; t/t 22,964 hours and 14,302 cycles; wreck and survivors found 02sep69; soc 22dec69 in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Hying Training College
14600 02 05 14600 03 01	CCCP-L1729 CCCP-L1729 CCCP-61729 CCCP-61731 CCCP-61731 CCCP-61731	II-14P II-14P II-14P II-14P II-14M II-14M II-14M	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP AFL/Moscow (MUTA) AFL/Magadan-GDX AFL/Magadan-DYR AFL/Magadan-DYR AFL/Moscow (MUTA) Aeroflot/UShVLP Aeroflot/UShVLP	no LHR trf rgd rgd trf mfd trf	24jul56 1960 1958/59 17apr56 1959 1967 1956 21feb58 jul58	I/n LHR 17auj56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired in a document 20dec57 as an II-14P, 18 pax configuration; converted to an II-14M, date unknown on charge as of 01feb62; opb 150 LO Anadyrskogo OAO; w/o 01sep69 on a flight from Anadyr to Egvekinot (Zaliv Kresta) when approached Zaliv Kresta airport in poor visibility, drifted to the right during the descent towards land (as the main radio beacon was out of order and the reserve beacon had a deviation), descended too early, collided at a height of 235 metres with the slope of Mount Dumka (250 metres) 24 km south-west of Zaliv Kresta airport, went over the top and sild down the opposite slope down to an elevation of 170 metres, all 5 crew and 17 of the 22 passengers killed and all 5 survivors injured; t/t 22,964 hours and 14,302 cycles; wreck and survivors found 02sep69; soc 22dec69 in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Soc 03jul73 as life-time expired
14600 02 05	CCCP-L1729 CCCP-L1729 CCCP-61729 CCCP-61731 CCCP-61731 CCCP-61731 CCCP-L1734 CCCP-L1734 CCCP-L1734 CCCP-L1734	II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14P II-14P II-14P II-14P	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP AFL/Moscow (MUTA) AFL/Magadan-GDX AFL/Magadan-DYR AFL/Magadan-DYR	no LHR trf rgd rgd trf mfd trf rgd mfd	24jul56 1960 1958/59 17apr56 1959 1967 1956 21feb58 21feb58 jul58 25aug56	I/n LHR 17aug56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired in a document 20dec57 as an II-14P, 18 pax configuration; converted to an II-14M, date unknown on charge as of 01feb62; opb 150 LO Anadyrskogo OAO; w/o 01sep69 on a flight from Anadyr to Egvekinot (Zaliv Kresta) when approached Zaliv Kresta airport in poor visibility, drifted to the right during the descent towards land (as the main radio beacon was out of order and the reserve beacon had a deviation), descended too early, collided at a height of 235 metres with the slope of Mount Dumka (250 metres) 24 km south-west of Zaliv Kresta airport, went over the top and sild down the opposite slope down to an elevation of 170 metres, all 5 crew and 17 of the 22 passengers killed and all 5 survivors injured; t/t 22,964 hours and 14,302 cycles; wreck and survivors found 02sep69; soc 22dec69 in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; to 03jul73 as life-time expired Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration
14600 02 05 14600 03 01	CCCP-L1729 CCCP-L1729 CCCP-61729 CCCP-61731 CCCP-61731 CCCP-61731 CCCP-L1734 CCCP-L1734 CCCP-L1734 CCCP-L1734	II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP AFL/Moscow (MUTA) AFL/Magadan-GDX AFL/Magadan-DYR AFL/Moscow (MUTA) Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP	no LHR trf rgd mfd trf rgd trf rgd mfd trf rgd	24jul56 1960 1958/59 17apr56 1959 1967 1956 21feb58 jul58 25aug56 unknown	I/n LHR 17aug56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired in a document 20dec57 as an II-14P, 18 pax configuration; converted to an II-14M, date unknown on charge as of 01feb62; opb 150 LO Anadyrskogo OAO; w/o 01sep69 on a flight from Anadyr to Egvekinot (Zaliv Kresta) when approached Zaliv Kresta airport in poor visibility, drifted to the right during the descent towards land (as the main radio beacon was out of order and the reserve beacon had a deviation), descended too early, collided at a height of 235 metres with the slope of Mount Dumka (250 metres) 24 km south-west of Zaliv Kresta airport, went over the top and slid down the opposite slope down to an elevation of 170 metres, all 5 crew and 17 of the 22 passengers killed and all 5 survivors injured; t/t 22,964 hours and 14,302 cycles; wreck and survivors found 02sep69; soc 22dec69 in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; soc 03jul73 as life-time expired Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; covverted to II-14M date unknown
14600 02 05 14600 03 01	CCCP-L1729 CCCP-L1729 CCCP-61729 CCCP-61731 CCCP-61731 CCCP-61731 CCCP-61734 CCCP-61734 CCCP-61734 CCCP-61734 CCCP-61734	II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP AFL/Moscow (MUTA) AFL/Magadan-GDX AFL/Magadan-DYR AFL/Magadan-DYR AFL/Moscow (MUTA) Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP	no LHR trf rgd mfd trf rgd trf rgd rgd trf	24jul56 1960 1958/59 17apr56 1959 1967 1967 1967 1956 21feb58 jul58 25aug56 unknown 14jan62	I/n LHR 17auj56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired in a document 20dec57 as an II-14P, 18 pax configuration; converted to an II-14M, date unknown on charge as of 01feb62; opb 150 LO Anadyrskogo OAO; w/o 01sep69 on a flight from Anadyr to Egvekinot (Zaliv Kresta) when approached Zaliv Kresta airport in poor visibility, drifted to the right during the descent towards land (as the main radio beacon was out of order and the reserve beacon had a deviation), descended too early, collided at a height of 235 metres with the slope of Mount Dumka (250 metres) 24 km south-west of Zaliv Kresta airport, went over the top and slid down the opposite slope down to an elevation of 170 metres, all 5 crew and 17 of the 22 passengers killed and all 5 survivors injured; t/t 22,964 hours and 14,302 cycles; wreck and survivors found 02sep69; soc 22dec69 in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; soc 03jul73 as life-time expired Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline
14600 02 05 14600 03 01 14600 03 02	CCCP-L1729 CCCP-L1729 CCCP-61729 CCCP-61731 CCCP-61731 CCCP-61731 CCCP-61731 CCCP-11734 CCCP-11734 CCCP-11714 CCCP-61714 CCCP-61714	II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14M	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP Aeroflot/UShVLP AFL/Moscow (MUTA) AFL/Magadan-GDX AFL/Magadan-DYR AFL/Moscow (MUTA) Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP AErOflot/UShVLP	no LHR trf rgd mfd trf mfd trf rgd rgd trf	24jul56 1960 1958/59 17apr56 1959 1967 1967 21feb58 jul58 25aug56 unknown 14jan62 19jan71	I/n LHR 17aug56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Diyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired in a document 20dec57 as an II-14P, 18 pax configuration; converted to an II-14M, date unknown on charge as of Olfeb62; opb 150 LO Anadyrskogo OAO; w/o 01sep69 on a flight from Anadyr to Egvekinot (Zaliv Kresta) when approached Zaliv Kresta airport in poor visibility, drifted to the right during the descent towards land (as the main radio beacon was out of order and the reserve beacon had a deviation), descended to early, collided at a height of 235 metres with the slope of Mount Dumka (250 metres) 24 km south-west of Zaliv Kresta airport, went over the top and slid down the opposite slope down to an elevation of 170 metres, all 5 crew and 17 of the 22 passengers killed and all 5 survivors injured; t/t 22,964 hours and 14,302 cycles; wreck and survivors found 02sep69; soc 22dec69 in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; converted to II-14M date unknown Kirovograd Advanced Flying Training College; converted to II-14M date unknown Kirovograd Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline soc 26mar73 as life-time expired; f/n DVU 25aug75
14600 02 05 14600 03 01	CCCP-L1729 CCCP-L1729 CCCP-61729 CCCP-61731 CCCP-61731 CCCP-61731 CCCP-61734 CCCP-11734 CCCP-61734 CCCP-61734 CCCP-61734 CCCP-61734 CCCP-61734 CCCP-61734	II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14M II-14M II-14M	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP AFL/Moscow (MUTA) AFL/Magadan-GDX AFL/Magadan-DYR AFL/Magadan-DYR AFL/Moscow (MUTA) Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP AEROFUSH	no LHR trf rgd mfd trf rgd trf rgd trf rgd trf rgd trf	24jul56 1960 1958/59 17apr56 1959 1967 1959 1967 1956 21feb58 jul58 25aug56 unknown 14jan62 19jan71 unknown	I/n LHR 17auj56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired in a document 20dec57 as an II-14P, 18 pax configuration; converted to an II-14M, date unknown on charge as of 01feb62; opb 150 LO Anadyrskogo OAO; w/o 01sep69 on a flight from Anadyr to Egvekinot (Zaliv Kresta) when approached Zaliv Kresta airport in poor visibility, drifted to the right during the descent towards land (as the main radio beacon was out of order and the reserve beacon had a deviation), descended too early, collided at a height of 235 metres with the slope of Mount Dumka (250 metres) 24 km south-west of Zaliv Kresta airport, went over the top and sild down the opposite slope down to an elevation of 170 metres, all 5 crew and 17 of the 22 passengers killed and all 5 survivors injured; t/t 22,964 hours and 14,302 cycles; wreck and survivors found 02sep69; soc 22dec69 in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; soc 03jul73 as life-time expired Ulyanovsk Advanced Flying Training College; soc 03jul73 as life-time expired Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline soc 26mar73 as life-time expired; f/n DYU 25aug75 in document 20dec57 as II-14P, 18 pax configuration
14600 02 05 14600 03 01 14600 03 02 14600 03 03	CCCP-L1729 CCCP-L1729 CCCP-61729 CCCP-61731 CCCP-61731 CCCP-61731 CCCP-61734 CCCP-L1734 CCCP-L1734 CCCP-L1714 CCCP-61714 CCCP-61714 CCCP-61714 CCCP-61714	II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14P II-14P	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP Aeroflot/UShVLP AFL/Moscow (MUTA) AFL/Magadan-GDX AFL/Magadan-DYR AFL/Magadan-DYR AFL/Moscow (MUTA) Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP AEL/Yakutiya-YKS AFL/Georgia-TBS	no LHR trf rgd mfd trf rgd trf rgd trf rgd trf rgd rgd rgd	24jul56 1960 1958/59 17apr56 1959 1967 1967 21feb58 21feb58 21feb58 25au56 unknown 14jan62 19jan71 unknown 1958/59	I/n LHR 17aug56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Diyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired in a document 20dec57 as an II-14P, 18 pax configuration; converted to an II-14M, date unknown on charge as of 01feb62; opb 150 LO Anadyrskogo OAO; w/o 01sep69 on a flight from Anadyr to Egvekinot (Zaliv Kresta) when approached Zaliv Kresta airport in poor visibility, drifted to the right during the descent towards land (as the main radio beacon was out of order and the reserve beacon had a deviation), descended too early, collided at a height of 235 metres with the slope of Mount Dumka (250 metres) 24 km south-west of Zaliv Kresta airport, went over the top and sild down the opposite slope down to an elevation of 170 metres, all 5 crew and 17 of the 22 passengers killed and all 5 survivors injured; t/t 22,964 hours and 14,302 cycles; wreck and survivors found 02sep69; soc 22dec69 in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; on 03jul73 as life-time expired Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline soc 26mar73 as life-time expired; f/n DYU 25aug75 in document 20dec57 as II-14P, 18 pax configuration; mentioned again in document 18sep58 in document tjun59; soc 29apr75 as alloc2ted number of cycles used up
14600 02 05 14600 03 01 14600 03 02	CCCP-L1729 CCCP-L1729 CCCP-61729 CCCP-61731 CCCP-61731 CCCP-61731 CCCP-61734 CCCP-11734 CCCP-61734 CCCP-61734 CCCP-61734 CCCP-61734 CCCP-61734 CCCP-61734	II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14M II-14M II-14M	Soviet Air Force AFL/Moscow (MUTA) Aeroflot/UShVLP AFL/Moscow (MUTA) AFL/Magadan-GDX AFL/Magadan-DYR AFL/Magadan-DYR AFL/Moscow (MUTA) Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/UShVLP AEROFUSH	no LHR trf rgd mfd trf rgd trf rgd trf rgd trf rgd trf	24jul56 1960 1958/59 17apr56 1959 1967 1959 1967 1956 21feb58 jul58 25aug56 unknown 14jan62 19jan71 unknown	I/n LHR 17auj56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired in a document 20dec57 as an II-14P, 18 pax configuration; converted to an II-14M, date unknown on charge as of 01feb62; opb 150 LO Anadyrskogo OAO; w/o 01sep69 on a flight from Anadyr to Egvekinot (Zaliv Kresta) when approached Zaliv Kresta airport in poor visibility, drifted to the right during the descent towards land (as the main radio beacon was out of order and the reserve beacon had a deviation), descended too early, collided at a height of 235 metres with the slope of Mount Dumka (250 metres) 24 km south-west of Zaliv Kresta airport, went over the top and sild down the opposite slope down to an elevation of 170 metres, all 5 crew and 17 of the 22 passengers killed and all 5 survivors injured; t/t 22,964 hours and 14,302 cycles; wreck and survivors found 02sep69; soc 22dec69 in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College; soc 03jul73 as life-time expired Ulyanovsk Advanced Flying Training College; soc 03jul73 as life-time expired Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline soc 26mar73 as life-time expired; f/n DYU 25aug75 in document 20dec57 as II-14P, 18 pax configuration

14600 03 05	CCCP-L1765	II-14P	AFL/East SibIKT	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-L1765 CCCP-61765	Il-14P Il-14P	AFL/Yakutiya-YKS AFL/Yakutiya-YKS	trf rgd	25feb58 1958/59	
	CCCP-61765 CCCP-61765	II-14P II-14P	AFL/Yakutiya-Nyu AFL/Yakutiya-Mirny	rgd rgd	1967 1958/59	in Mirny oao documents 05feb72; soc 30apr76 as life-time expired
14600 03 06	CCCP-L1767 CCCP-L1767	II-14P II-14P	AFL/Moscow (MUTA) Aeroflot/UShVLP	mfd trf	1956 1958	in document 20dec57 as II-14P, 18 pax configuration and mentioned again in document 1958 Ulyanovsk Advanced Flying Training College
	CCCP-61767	II-14P	Aeroflot/UShVLP	rgd	jun58	Ulyanovsk Advanced Flying Training College
	CCCP-61767 CCCP-61767	II-14P II-14P	Aeroflot/KShVLP AFL/Yakutiya-MJZ	trf trf	10jan62 19jan71	Kirovograd Advanced Flying Training College in Mirny oao documents 05feb72; soc 07sep73 as life-time expired
14600 03 07	CCCP-L1769 CCCP-L1769	II-14P II-14P	AFL/Moscow (MUTA) Aeroflot/UShVLP	mfd trf	1956 1958	in document 20dec57 as Il-14P, 18 pax configuration and mentioned again in document 1958 Ulyanovsk Advanced Flying Training College
	CCCP-61769 CCCP-61769	II-14P II-14P	Aeroflot/UShVLP Aeroflot/KShVLP	rgd trf	jul58 14jan62	Ulyanovsk Advanced Flying Training College Kirovograd Advanced Flying Training College; soc 26sep73 as worn out
14600 03 08	CCCP-L1770	II-14P	AFL/Moscow (MUTA)	mfd	1956	in document 20dec57 as II-14P, 18 pax configuration; f/n VKO 1959
	CCCP-61770 CCCP-61770	II-14P II-14P	AFL/Moscow (MUTA) AFL/Moldova	rgd trf	1958/59 21apr60	
	CCCP-61770 CCCP-61770	II-14P II-14P	AFL/Moscow (MUTA) AFL/Mosk. AG SPiVS	trf trf	21may60 11apr63	soc 30apr76 as life-time expired
14600 03 09	CCCP-L1771 CCCP-L1771	II-14P II-14P	AFL/Moscow (MUTA) Aeroflot/UShVLP	mfd trf	1956 1958	in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College
	CCCP-61771	II-14P	Aeroflot/UShVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College
	CCCP-61771 CCCP-61771	Il-14P Il-14P	Aeroflot/KShVLP AFL/VAU	trf trf	06jan62 11feb71	(year not given in MGA document), Kirovograd Advanced Flying Training College Higher Aviation College
14600 03 10	CCCP-61771 CCCP-L1772	II-14P II-14P	Aeroflot/UShVLP AFL/Azerbaijan-BAK	trf mfd	05oct72 19may56	Ulyanovsk Advanced Flying Training College; soc 25jul74 as life-time expired in a document 20dec57 as an II-14P, 18 pax configuration; photo in 1958
	CCCP-61772	II-14P	AFL/Azerbaijan-BAK	rgd	1958/59	opb 107 LO Bakinskogo OAO; w/o 23apr66 on the leg from Baku-Bina to Makhachkala of a flight from Baku to Saratov in stormy and rainy weather when both engines started to work irregularly some 12 minutes
						after take-off, the crew tried to return to the airport but did not find it due to poor visibility and flew out
						over the Caspian Sea again, 5 minutes after the first report about the engine problems the temperature of both engines fell and the aircraft crashed into the stormy sea some 18-20 km south of Nargen island 4
						minutes later, all 5 crew and 28 passengers killed; wreck found at a depth of 23 metres 13may66 and recovered by a floating crane later; t/t 16,257 hours; soc 18jul66
14600 04 01	CCCP-L1870	II-14M	AFL/Moscow (MUTA)	rgd	unknown	in MGA document as II-14M; photo in Putnam book as such; an exhaust pipe burst in-flight due to a manufacturing error
	CCCP-41870	II-14M	AFL/Moscow (MUTA)	rgd	1959	
	CCCP-41870 CCCP-41870	II-14M II-14M	AFL/Moscow SPIMVL AFL/Mosk. AG SPIVS	trf trf	31jul63 24oct81	soc 19apr83 as life-time expired; fuselage only seen at Pevek (N69.790361 E170.60948)
14600 04 02	CCCP-L1776	II-14P	AFL/Northern-LED	ph.	23aug56	16aug12/02nov21 in document 20dec57 as II-14P, 18 pax configuration and mentioned again in document jun58; first II-14
	CCCP-L1776	II-14M	AFL/Northern-ARH	trf	1957	at LED and first II-14 received at ARZ-407 for work in dec56; converted to II-14M date unknown
	CCCP-L1776	II-14M	AFL/Northern-ARH	rgd	1958/59	
14600 04 03	CCCP-61776 CCCP-L1871	II-14M II-14M	AFL/ArkhangelARH AFL/Moscow (MUTA)	trf rgd	01jan73 unknown	f/n DME 14aug78; soc 24jan79 as life-time expired VKO based; in MGA document as Il-14M; in document jan59
	CCCP-41871 CCCP-41871	II-14M II-14M	AFL/Moscow (MUTA) AFL/Privolzhsk-KZN	rgd trf	1958/59 01jan60	in document feb59 soc 22nov73 as life-time expired
14600 04 04	CCCP-L1775 CCCP-61775	II-14P II-14M	AFL/West SibOvn AFL/Far East	rgd trf	unknown 15apr59	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-61775	II-14M	AFL/Magadan-GDX	trf	20mar61	
14600 04 05	CCCP-61775 CCCP-L1872	II-14M II-14M	AFL/Kazakhstan AFL/Moscow (MUTA)	trf rgd	30jan73 unknown	soc 23mar79 as life-time expired in MGA document as Il-14M; photo as Il-14M taken on the assembly line with Il-14P CCCP-L1844
	CCCP-41872 CCCP-41872	II-14M II-14M	AFL/Moscow (MUTA) AFL/Privolzhsk-KZN	rgd trf	1958/59 01jan60	soc 13feb74 as worn out
14600 04 06	CCCP-L1777 CCCP-61777	II-14P II-14M	AFL/West SibOvn AFL/KrasnoyarKJA	rgd trf	unknown 17apr59	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown; photo exists
	CCCP-61777	II-14M	AFL/Magadan-GDX	trf	13apr61	ees 74 is 70 so life time surjust
14600 04 07	CCCP-61777 CCCP-L1873	II-14M II-14M	AFL/Kazakhstan AFL/Moscow (MUTA)	trf rgd	24feb73 unknown	soc 24jan79 as life-time expired in document may56; in MGA document as Il-14M; see c/n 6341407
	CCCP-41873 CCCP-41873	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow SPiMVL	rgd trf	1959 31jul63	soc 19may84 due to lack of spare parts
14600 04 08	CCCP-L1757 CCCP-61757	II-14M II-14M	AFL/Moscow (MUTA) AFL/Belarus-MHP	rgd trf	unknown 15apr59	in MGA document as Il-14M in document jan59; f/n DME 09jul67; photo MHP 1973
14600.04.10	CCCP-61757	II-14M	AFL/East SibIKT	trf	04mar75	soc 30apr76 as life-time expired; reported wfu Irkutsk 1978
14600 04 10	CCCP-L1782 CCCP-61782(1)	II-14P II-14P	Aeroflot/UShVLP Aeroflot/KShVLP	rgd trf	unknown 28dec61	Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Kirovograd Advanced Flying Training College
	CCCP-61782(1)	II-14P	Aeroflot/UShVLP	trf	17mar72	year not clear in MGA document; Ulyanovsk Advanced Flying Training College; soc 03jul73 as life-time expired; see c/n 147001607
14600 05 01	CCCP-L1783 CCCP-61783(1)	II-14P II-14P	Aeroflot/UShVLP Aeroflot/KShVLP	rgd trf	unknown 28dec61	Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Kirovograd Advanced Flying Training College; soc 12jun73 as life-time expired; see c/n 147001715
14600 05 02	CCCP-L1789	II-14P	AFL/Yakutiya	rgd	1956	in a document 20dec57 as an II-14P in 18 passenger configuration; opb 1 AE 139 ATO Yakutskoi OAG GVF as of 01sep57; converted and in documents 1958 and mar59 as II-14M
	CCCP-61789(1)	II-14M	AFL/Yakutiya	rgd	17may58	opb 139 ATO Yakutskoi OAG GVF as of 01dec62 (became 139 LO Yakutskogo OAO in 1963), in 32
						passenger configuration by then; trf to 192 LO Mirninskogo OAO in 1967 (initially being based at Nyurba); dropped warm clothing for the crew of force-landed Mi-6 CCCP-11294 07feb71; trf to 248 LO Kolymo-
						Indigirskogo OAO may72; repainted in 'polar' c/s during overhaul by ARZ-407 in 1973; soc 28mar77 as life-time expired; the fuselage sat at Olenyok, seen mar05; see c/n 4340609
14600 05 03	CCCP-L1791	II-14P	Aeroflot/UShVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration; not mentioned in MGA document as converted to II-14M
	CCCP-61791 CCCP-61791	II-14M	Aeroflot/UShVLP Aeroflot/KShVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College;
	CCCP-61791	II-14M II-14M	AFL/Yakutiya-YKS	trf trf	06jan62 28aug73	Kirovograd Advanced Flying Training College soc 17oct74 as life-time expired
14600 05 04	CCCP-L1804	II-14P	AFL/Far East-KHV	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; flew KHV-OHO route 19sep58; converted to II-14M date unknown
14600 05 05	CCCP-41801(1) CCCP-L1811	II-14M II-14P	AFL/Far East-KHV AFL/Northern-ARH	rgd mfd	1958/59 1956	soc 27oct72 as worn out; see c/n 147001302 in document 20dec57 as II-14P, 18 pax configuration and mentioned again in document feb58; converted
	CCCP-41811	II-14M	AFL/Northern-ARH		1958/59	to II-14M date unknown
14600.05.05	CCCP-41811	II-14M	AFL/Northern-ARH AFL/ArkhangelARH AFL/Ukraine-LWO	rgd trf	01jan73	soc 04apr75 as life-time expired mentioned in document LWO 30auq57
14600 05 06	CCCP-L1814 CCCP-L1814	II-14P II-14P	AFL/Ukraine-LWO AFL/Azerbaijan-BAK	mfd trf	22jun56 unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M according to MGA document
	CCCP-61687	II-14M	AFL/Azerbaijan-BAK	rgd	1958/59	(retained the II-14P shorter fuselage)
14600 05 07	CCCP-61687 CCCP-L1825	II-14M II-14P	AFL/Yakutiya-YKS AFL/West SibOvn	trf rgd	26jan63 unknown	black and white photo exists with titles below the cockpit; soc 18nov76 as life-time expired in documents may57; in document 20dec57 as II-14P, 18 pax configuration
14000 05 07	CCCP-L1825	II-14P	AFL/N.Kavkaz-ROV	trf	31jul58	converted to II-14M date unknown; in document 26sep59; damaged during hard landing Nalchik 10dec59;
14600 05 08	CCCP-L1852	II-14P	Aeroflot/UShVLP	rgd	unknown	repaired 03may60; soc 29sep60; see c/n 147001747 Ulyanovsk Advanced Flying Training College; in a document 20dec57 as an Il-14P, in 18 passenger
	CCCP-41852	II-14P	Aeroflot/KShVLP	trf	06jan	configuration Kirovograd Advanced Flying Training College; the year of the trf is not given in the MGA document, but is
					-	probably 1959; opb 1 AE; dbr 04apr62 on a training flight from Shchastlivoye when the left flap did not extend on final approach (due to fatigue of a bolt) so that the aircraft went out of control, banked and
						turned to the left and crashed, all 4 crew members were injured; soc 17may6. (the last digit of the year is
14600 05 09	CCCP-L1838	II-14P	AFL/West SibOvn	rgd	unknown	missing in the MGA document, but the date is most probably 17may62) in a document 20dec57 as an Il-14P in 18 passenger configuration; opb 114 ATO
	CCCP-41838(1)	II-14P	AFL/West SibOVB	rgd	09may58	opb 114 ATO; severely damaged 17jun59 on the leg from Bratsk to Irkutsk of a flight from Novosibirsk to Irkutsk when approached in poor visibility (with low clouds and rain), deviated from the glide slope,
						dropped out of the clouds at a height of 50 metres, already being over the runway, failed to go around, touched down at high speed 600 metres before the end of the runway, overran into an area where
						construction work was going on and collided with an earth wall, all 6 crew members and 22 passengers
	0000					escaped; t/t 3,444 hours; soc 23sep59 as a repair was deemed not being economically viable; see c/n 147001141
14600 05 10	CCCP-L1839 CCCP-L1839	II-14P II-14P	AFL/East Siberia AFL/Yakutiya-YKS	rgd trf	unknown 22mar57	opb 133 ATO opb 139 OAO; in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-41839 CCCP-41839	II-14M II-14M	AFL/Yakutiya-YKS AFL/Yakutiya-MJZ	rgd trf	1958/59 1967	in document mar59; photo exists in old 'polar' c/s (natural metal/red c/s) soc 21nov75 as life-time expired
14600 05 11	CCCP-L1841	II-14P II-14P	AFL/West SibOvn	rgd	unknown	in MGA documents as II-14M; in document jan59
14600 05 12	CCCP-L1841 CCCP-L1843	II-14P	AFL/Troitsk ATU Aeroflot/UShVLP	trf mfd	09jan59 30may56	as for 'display'; soc 25mar61 Ulyanovsk Advanced Flying Training College
	CCCP-41843	II-14P	Aeroflot/UShVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College, opb 2 otryad 2 AE; w/o 15dec58 on an IFR training flight at night from Ulyanovsk-Baratayevka when the trainee made a mistake during final approac and the
						instructor (who was on his 10th flight that day) failed to correct it, the aircraft crash-landed in a field 400 metres short of the runway threshold and caught fire, 4 of the 7 crew killed and the other 3 injured; t/t
						2,057 hours 48 minutes; soc 30dec58

14600 06 01	CCCP-L1844	II-14P	AFL/Ukraine-IEV	mfd	28jun56	photo on the assembly line, together with II-14M CCCP-L1872; rgd unknown; in document 20dec57 as II-
	CCCP-41844	II-14P	AFL/Ukraine-IEV	rgd	1958/59	14P, 18 pax configuration; photo also exists dec57
14600 06 02	CCCP-41844 CCCP-L1845 CCCP-L1845	II-14P II-14P II-14P	AFL/Ukraine-DNK AFL/East Siberia AFL/Yakutiya-YKS	trf rgd rgd	1961 unknown 1958/59	f/n MRV 09mar65; soc 30nov74 as life-time expired opb 133 ATO opb 139 OAO; trf given as 01may57 from MGA document; in document 20dec57 as II-14P, 18 pax
14600 06 03	CCCP-41845	II-14M II-14P	AFL/Yakutiya-Mirny	trf	1967	configuration; converted to II-14M date unknown in document of Mirny OAO 05feb72; soc 20jul76 as life-time expired in a document 20dec57 as an II-14P, in 18 pax configuration; converted to an II-14M, date unknown; no
14000 00 03	CCCP-L1854 CCCP-61717	II-14P	AFL/Georgia-TBS AFL/Georgia-TBS	rgd rgd	unknown 1958/59	new registration assigned yet as of 16jul58 probably based at TBS; in documents oct59/29mar67; soc 17oct74 as having suffered a technical
14600 06 04	CCCP-L1855	II-14P	AFL/Azerbaijan-BAK	rgd	unknown	breakdown in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-41855 CCCP-41855 CCCP-41855	II-14M II-14M II-14M	AFL/Azerbaijan-BAK AFL/N.Kavkaz-ASF AFL/Kazakhstan	rgd trf trf	1958/59 22dec67 04jun73	f/n MRV 21feb67 soc 30jun77 as life-time expired
14600 06 05	CCCP-L1857	II-14P	AFL/East SibIKT	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; mentioned again in document 1958; see c/n 6341505
14600 06 07	CCCP-41857 CCCP-L1874	Il-14P Il-14P	AFL/East SibIKT AFL/Moscow (MUTA)	rgd rgd	jul58 unknown	opb AFL/East Siberia-IKT 31may70; soc 31dec76 as life-time expired; f/n IKT 1977, derelict f/n may56; converted to an II-14M, date unknown; opb 63 AO; w/o 15aug57 on the leg from Riga to Copenhagen of a flight from Moscow-Vnukovo to Copenhagen when the right wing struck the chimney of Ørsted power station (6,700 metres from the runway) on a VFR approach in a layer of fog, the wing detached and fell onto the roof of the power station while the aircraft crashed into Sydhavnen canal and came to rest at a depth of 5 metres, all 5 crew and 18 passengers were killed; t/t 1,402 hours; soc 31oct57
14600 06 08	CCCP-L1859 CCCP-41859	II-14P II-14P	AFL/West SibOvn AFL/West SibOVB	rgd rgd	unknown aug58	in document 20dec57 as II-14P, 18 pax configuration in natural metal c/s with two blue cheatlines; soc 21nov75 as life-time expired; broken up at Novosibirsk-
14600 06 09	CCCP-L1875 CCCP-41875	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd	may56 1958/59	Severny mfd 31jul56 !; based VKO; in MGA document as Il-14M; photo BUD 15may57 based VKO; f/n 11apr59
	CCCP-41875 CCCP-41875	II-14M II-14M	AFL/Moscow SPiMVL AFL/Centr.RegMya	trf trf	31jul63 unknown	first reported VVO 23oct87 in an incident report; soc 01feb88 as life-time expired; f/n Myachkovo 26sep91,
14600 06 10	CCCP-L1860	II-14P	AFL/Northern-ARH	mfd	1956	partly broken up this date; no longer present by aug92 in document 20dec57 as II-14P, 18 pax configuration; in MGA document as converted to II-14M (retained the II-14P shorter fuselaqe)
	CCCP-41860 CCCP-41860	II-14M II-14M	AFL/Northern-ARH AFL/ArkhangelARH	rgd trf	1958/59 01jan73	f/n LED 01jun61 was preserved in the Soviet Air Force museum at Monino from 15aug74; soc 17oct74; photo aug75; l/n
14600 06 11	CCCP-L1876 CCCP-41876	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd	unknown 1958/59	apr92; destroyed by arson in 1992, wreckage was still present years later in document may56; in MGA document as II-14M in document 11apr59; soc 22jun60
14600 06 12	not known CCCP-L1861	II-14M II-14P	Iraq AFL/West SibOvn	trf rgd	05jan61 unknown	opb Baghdad Flying Training Centre in document 20dec57 as II-14P, 18 pax configuration; mentioned again in document 1958
14600 06 13	CCCP-41861 CCCP-L1877	II-14P II-14M	AFL/West SibOVB AFL/Moscow (MUTA)	rgd rgd	jul58 unknown	in natural metal c/s with two blue cheatlines; soc 21nov75 as life-time expired; broken up at Novosibirsk- Severny photo with just '0613' visible, taped on nose; in document may56; in MGA document as II-14M
14600 06 14	CCCP-41877 not known CCCP-L1862	II-14M II-14M II-14P	AFL/Moscow (MUTA) Iraq AFL/Far East-KHV	rgd trf rgd	1958/59 05jan61 unknown	soc 22jun60 opb Baghdad Flying Training Centre in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
14600 06 15	CCCP-41862 CCCP-L1878	II-14M II-14M	AFL/Magadan-GDX AFL/Moscow (MUTA)	trf rgd	25mar58 unknown	photo Nikolayevsk-na-Amure aug63, in natural metal c/s with two blue cheatlines; soc 16aug79 as life- time expired based VKC; in document may56; in MGA document as II-14M; photo exists
14000 00 15	CCCP-41878 CCCP-41878	II-14M II-14M	AFL/Moscow (MUTA) AFL/Yakutiya	rgd trf	1958/59 11apr59	based VKO Yakutiya-Kolyma-Indigirka; directorate not mentioned in MGA document; f/n BMA 1961
14600 07 01	CCCP-41878 CCCP-41878 CCCP-L1863	II-14M II-14M II-14P	AFL/Moscow SPiMVL AFL/Yakutiya-CYX AFL/Azerbaijan-BAK	trf trf mfd	29dec63 17jan64 28jun56	opb 248 LO; soc 22sep78 as life-time expired; fuselage sat near the boiler house at CYX in document 20dec57 as II-14P, 18 pax configuration
	CCCP-41863(1)	II-14P	AFL/Azerbaijan-BAK	rgd	1958/59	opb 107 LO; w/o 18jan59 on the leg from Voronezh to Stalingrad of a flight from Moscow-Vnukovo to Baku when crashed on finals to Stalingrad-Gumrak at night, all 5 crew and 20 passengers (among them an illegal one) killed; the reason for the accident was never officially stated, but 5 builet holes of 10 and 35 mm diameter were found in the cockpit area while a cylindrical piece of metal 11x5 mm and small metal fragments were found in the tockpit area while a cylindrical piece of metal 11x5 mm and small metal fragments were found in the hip of the captain, a Soviet Army training range was situated directly under the glide path and there was live firing at the range during the time of the crash; t/t 3,922 hours; soc 28jan59; see CCCP-41863 (2) c/n 14803028
14600 07 02	CCCP-L1864 CCCP-L1864 CCCP-41864	II-14P II-14P II-14P	AFL/West SibOvn Aeroflot/UShVLP Aeroflot/UShVLP	rgd trf rgd	unknown 14may58 1958/59	in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College; soc 04jul72 as life-time expired
14600 07 03	CCCP-L1865	II-14P II-14M	AFL/Georgia-TBS	rgd	unknown 1958/59	in document 20dec57 as II-14P, 18 pax configuration and again in document oct58; converted to II-14M according to MGA document, (retained the II-14P shorter fuselage)
	CCCP-41865 CCCP-41865	II-14M II-14M	AFL/Azerbaijan-BAK AFL/Northern-LED	trf trf	01may59 09sep73	on charge as of 01may59; f/n jan69 with t/t 28,534 hours; trf date given as 24sep73 in MGA document; f/n LED 21nov76; considered not being worthy for rework by ARZ-407 at Minsk; soc 22jun78; flown to Chirkovichi village near Svetlogorsk (Belarus) and transported to the town for preservation
	no reg	II-14M	no titles	ph.	24apr11	in basic blue Aerofiot c/s without any markings; initially used as a children's cinema in Park kultury at Svetlogorsk; later moved to ul. Oktyabrskaya (near the fire station) at Svetlogorsk; dismantled apr11 (l/n 24apr11), arrived on two trailers in the museum at Minsk-Borovaya 29apr11, assembled by 18aug11
14600 07 04	CCCP-41865 CCCP-L1866	II-14M II-14M	Aeroflot AFL/West SibOvn	Msb mfd	10aug12 21jul56	in standard Aeroflot c/s; preserved in the museum at Minsk-Borovaya; l/n nov24 in MGA document as II-14M
	CCCP-41866 CCCP-41866	II-14M II-14M	AFL/N.Kavkaz-ROV AFL/Belarus	trf trf	18jul58 09feb60	opb 104 OAO by 1960; dbr 26sep60 on a flight from Minsk to Brest when the right engine failed and the propeller had to be feathered, on finals to Brest in rain, the captain had problems in handling the aircraft due to the asymmetric power, the aircraft touched down 390 metres beyond the threshold, overran the wet grass runway, hit a booth and ended up in a fire water pond, 1 of the 6 crew killed and the other 5
14600 07 05	CCCP-L1867 CCCP-41867	II-14P II-14P	AFL/West SibOVB AFL/N.Kavkaz-ROV	rgd trf	unknown 18jul58	severely injured, all 21 passengers injured as well; t/t 6,363 hours; soc 24nov60
14600 07 06	CCCP-41867 CCCP-41867 CCCP-L1868	II-14P II-14P II-14P	AFL/N.Kavkaz-VOG AFL/Krasnoyarsk AFL/East SibYKS	trf trf mfd	jul59 22apr73 30may56	f/n MRV 19oct61; //n MRV 15jun68 soc 28feb75 as life-time expired opb 133 ATO
14000 07 00	CCCP-L1808 CCCP-L1868 CCCP-41874	II-14P II-14P II-14M	AFL/Yakutiya-YKS AFL/Yakutiya-YKS	trf rgd	mar57 1958/59	opb 130 OAO; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown differing last two digits confirmed; photo exists YKS; flew Ust <sup>-</sup> Nerpa-Zyryanka 28nov70 and was trf to AFL/Yakutia-Aldan 13nov73 according to documents of the Yakutian directorate; soc 31dec70 according to
14600 07 07	CCCP-L1882	II-14P	AFL/Northern-LED	rgd	unknown	MGA document in document 20dec57 as II-14P, 18 pax configuration
	CCCP-41882 CCCP-41882 CCCP-41882	II-14P II-14P II-14P	AFL/Northern-LED AFL/Northern-ARH AFL/ArkhangelARH	rgd trf trf	1958/59 1959 01jan73	soc 30dec74 as life-time expired
14600 07 08	CCCP-L1883	II-14P	AFL/Georgia-TBS	mfd	10jan56	in document 20dec57 as II-14P, 18 pax configuration; mentioned again in documents feb58/sep58; converted to II-14M date unknown
	CCCP-41883	II-14M	AFL/Georgia-TBS		sep59	opb 112 LO; w/o 28nov64 on a flight from Tbilisi to Kutaisi when the crew did not navigate properly in adverse weather conditions (low clouds and snow) and was some 37 kilometres behind its assumed position due to strong headwind, ATC did not control the position of the aircraft and allowed it to descend, the aircraft hit tree tops and crashed at a height of 980 metres onto a slope of the Surami range (10 km south-west of Ali in the Khashuri district), the cockpit was destroyed and the fuselage broke into two parts, 3 of the 4 crew and 4 of the 11 passengers killed and all others severely injured; wreck and survivors
14600 07 09	CCCP-06132	II-14P	MRP Gorki NII	mfd	01jun56	found 29nov64; t/t 14,861 hours; soc 23dec64 rgd 17oct83; canx 20sep88; preserved in Museum of Civil Aviation at Ulyanovsk since 1984 (N54.291448 E48.232786); photo 1986 in white c/s, grey undersides with brown lightning-bolt cheatline with Aerofiot
14600 07 12	5012 B-4217	II-14P II-14P	Chinese Air Force Shanxi Air Lines	mfd rgd	04jul56 mar88	titles; f/n oct87; repainted with red cheatline and still with Aeroflot titles by 1993; l/n aug24 f/n TYN 07oct88; wfu 1991; seen TYN sep94/sep00 for sale; t/t 7,203 hours 50 minutes and 17,452 cycles; preserved as a memorial to Premier Zhou Enlai, Luxi County, Pingxiang City in Jiangxi Province
14600 07 14	CCCP-L1890 CCCP-L1890	II-14P II-14P	AFL/Moscow (MUTA) AFL/Kyrgyzstan-FRU	mfd trf	04jul56 1958	from sep04; the owner went bankrupt and now reported as broken up VIP version (salon-lyuks); based VKO; in document jul56; f/n LHR 16aug56 VIP version (salon-lyuks)
14600 07 15	CCCP-41890 CCCP-L1891	II-14P II-14P	AFL/Kyrgyzstan-FRU AFL/Moscow (MUTA)	rgd mfd	jul58 09jul56	VIP version (salon-lyuks); photo FRU 1968; soc 29jul77 as life-time expired VIP version (salon-lyuks); based VKO; f/n LHR 09nov57, photo as per standard Il-14P externally
	CCCP-41891 CCCP-41891 CCCP-41891	II-14P II-14P II-14P	Soviet Gvt/AFL c/s AFL/Ukraine-HRK AFL/Yakutiya-YKS	trf trf trf	26aug59 01oct59 31jan64	VIP version (salon-lyuks) VIP version (salon-lyuks) VIP version (salon-lyuks); still current in early 1970s; soc 22may78 as life-time expired
14600 07 16	CCCP-L1892 CCCP-41892 CCCP-41892	II-14P II-14P II-14P	AFL/Moscow (MUTA) AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	rgd rgd trf	unknown 1958/59 26aug59	VIP version (salon-lyuks) VIP version (salon-lyuks) VIP version (salon-lyuks) VIP version (salon-lyuks) on charge as of 01oct59; opb 235 OAO
	CCCP-41892 CCCP-41892 CCCP-41892	II-14P II-14P II-14P	AFL/Uzbekistan-TAS AFL/ArkhangelARH	trf trf	26aug59 04jun63 20jan76	VIP version (salon-lyuks); //n 09/u75 VIP version (salon-lyuks); //n 09/u75 VIP version (salon-lyuks); soc 29oct86 as life-time expired

14600 07 18 14600 07 19 14600 07 20	not known 620 626	II-14P II-14P II-14P	Civ Avn Adm China Civ Avn Adm China	f/f rgd rgd	20sep56 1956 1956	converted to II-14FK aerial survey version; underwent joint trials 22/30oct56 (48 hours, 21 cycles) f/n Hanoi-Gia Lam 17nov56; I/n SHA 23apr79; fate unknown used in conjunction with Zhou Enlai's visit to Vietnam, Cambodia and Burma 17nov56-08feb57; damaged 30jan80 when it overran the wet runway at Enshi on a flight from Wuhan and struck the perimeter wall of the airport, all seven crew and eighteen passengers were uninjured; presumably repaired as reported
14600 07 23	CCCP-L1893 CCCP-L1893 CCCP-41893	II-14P II-14P II-14P	AFL/Moscow (MUTA) AFL/Kazakhstan-AKX AFL/Kazakhstan-AKX	rgd trf rgd	unknown 08oct57 1958/59	operational at Guangzhou until the mid 1980s VIP version (salon-lyuks) VIP version (salon-lyuks) VIP version (salon-lyuks); based at Balkhash; f/n 02mar61; seen MRV 04jan66; soc 26sep73 as life-time
14600 07 24	CCCP-L1879	II-14M	AFL/Moscow (MUTA)	rgd	unknown	expired; I/n AKX 25apr93, derelict photo 1957, featured in the Soviet movie "Nepovtorimaya vesna" (Unrepeatable Spring) shot in 1957; I/n
	CCCP-41879	II-14M	AFL/Moscow (MUTA)	rgd	1958/59	jan59; in MGA document as II-14M in document feb59
14600 07 25	CCCP-41879 CCCP-L1884 CCCP-41884	II-14M II-14M II-14M	AFL/Privolzhsk-GOJ AFL/East SibIKT	trf rgd	01jan60 unknown 1959	soc 17oct74 as life-time expired in MGA document as II-14M
	CCCP-41884 CCCP-41884	II-14M II-14M	AFL/East SibIKT AFL/Belarus-MHP	rgd trf	14sep67	directorate not mentioned in MGA document; black and white photos exist, with dark blue tail and two blue
14600 07 26	CCCP-L1885	II-14M	AFL/East SibIKT	rgd	unknown	cheatlines and with 'll-14' on the tail; version given as Il-14SI (VIP version) in book "Samolet Il-14"; soc 28may75 as life-time expired in MGA document as Il-14M
14600 07 20	CCCP-41885 CCCP-L1886	II-14M II-14P	AFL/East SibIKT AFL/Moscow (MUTA)	rgd rgd	1959 unknown	photo exists Sarotov-Yuzhny mid60s; soc 30may74 as life-time expired
14000 07 27	CCCP-L1886	II-14P	AFL/West Siberia	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; directorate not mentioned in MGA document; converted to II-14M date unknown
14600 07 28	CCCP-41886 CCCP-L1887	II-14M II-14M	AFL/Mosk. AG SPiVS AFL/East SibIKT	trf toc	01jan60 01oct56	soc 27oct75 as life-time expired version given in the MGA document as an II-14M and in the accident report as II-14P; in 24 passenger
						configuration; opb 133 ATO; in a document 01oct56; dbr 14feb58 on the leg from Krasnoyarsk to Novosibirsk of a flight from Irkutsk to Novosibirsk when approached in poor visibility, dropped below the glide slope and came down about 1 km before the inner marker, suffering substantial damage, some of the
14600 07 29	CCCP-L1687	II-14	MOP OKB-1			19 passengers were slightly injured while all crew members escaped unhurt; t/t 1,891 hours; soc 10may58 the missile and spacecraft design bureau (headed by Sergei Korolyov) of the Ministry of Defence Industry
	CCCP-06105 CCCP-48113	II-14 II-14P	MOP OKB-1 MOMS Moscow	rgd rgd	15may58 22jan66	'salon' aircraft, used by Sergei Korolyov 'salon' aircraft; in Aeroflot c/s; trf to TsSKB at Kuibyshev around 1966 and used there by "Soyuz" chief
	CCCP-48113	II-14P	MAP Kuibyshev	trf	unknown	designer Dmitri Kozlov 'salon' aircraft; in Aeroflot c/s; soc 22apr84; was used as a ground instructional airframe by the Kuibyshev
14600 07 30	CCCP-L1888	II-14M	AFL/West SibOvn	rgd	unknown	Aviation Institute (later Samara Aerospace University), f/n jun90; reportedly scrapped 18oct03 in MGA document as II-14M
	CCCP-41888	II-14M	AFL/West SibOVB	rgd	1958/59	in document feb60; in natural metal c/s with two blue cheatlines; repainted in 1976 at ARZ-407 in standard Aeroflot 'blue' c/s, photo exists; soc 23sep82 as life-time expired; broken up at Novosibirsk-
14600 08 01	CCCP-L1889	II-14M	AFL/Moscow (MUTA)	rgd	unknown	Severny based VKO; in document jul56; in MGA document as II-14M based VKO, which PUD is FOLV(+ UD 1000072 and ODI 200072
	CCCP-41889 CCCP-41889	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow SPiMVL	rgd trf	jun58 04jan64	based VKO; photo BUD jan59; l/n LHR 16apr63 and CPH 26aug63
14600 08 02	CCCP-41889 CCCP-L1894	II-14M II-14P	AFL/Centr.RegMya AFL/Moscow (MUTA)	trf rgd	1970 unknown	soc 30jun77 as life-time expired VIP version (salon-lyuks)
14600 08 04	CCCP-41894 630	II-14P II-14P	Aeroflot/UShVLP Civ Avn Adm China	trf rgd	27jun59 1956	Ulyanovsk Advanced Flying Training College; VIP version (salon-lyuks); soc 21apr64 f/n URC 07mar87; fate unknown
14600 08 06 14600 08 10	"01" CCCP-L1818	II-14 II-14M	Soviet Air Force AFL/Moscow-VKO	ph. rgd	jul73 unknown	staff (VIP) aircraft of Leningrad military district command in documents jul56/1958; in MGA document as II-14M
	CCCP-41818 CCCP-41818	II-14M II-14M	AFL/Moscow-VKO AFL/Moscow SPiMVL	rgd trf	jul58 29nov62	
	CCCP-41818	II-14M	AFL/Centr.RegMya	trf	1970	f/n jan71; still in service 20sep86; soc 28feb89 as amortisation period expired; seen Myachkovo 26sep91, partly dismantled; gone by aug92, moved to Nikitino Airfield, (N56.807486 E37.686431); still present in
14600 08 11	CCCP-L1830 CCCP-41830(1)	II-14M II-14M	AFL/East SibIKT AFL/East SibIKT	rgd rgd	unknown 1959	2009 but reported broken up by 2010 in MGA document as II-14M; f/n IKT 20oct60 photo exists Bodaibo in the 1960s, in natural metal c/s with two blue cheatlines, had either overran the end of the runway or made a runway excursion, ending up in the middle of a housing estate, with no evident damage; soc 04apr75 as worn out; see c/n 14803068
14600 08 12	CCCP-L1856 CCCP-41856	II-14M II-14M	AFL/East SibIKT AFL/East SibIKT	rgd rgd	unknown 1959	in MGA document as II-14M photo science, because of the second science of the second sci
14600 08 16	CCCP-L1896 CCCP-L1896	II-14P II-14P	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	rgd trf	unknown 26aug59	VIP version (salon-lyuks) VIP version (salon-lyuks); on charge as of 01oct59; photo late50s in Yemen; used by Harold MacMillan on
	CCCP-41896	II-14P	AFL/Uzbekistan-TAS	trf	- 18jan60	his official visit to the Soviet Union in feb59; opb 235 OAO at VKO until 18jan60 VIP version (salon-lyuks)
	CCCP-41896 CCCP-41896	II-14P II-14P	AFL/Kazakhstan AFL/Far East-KHV	trf trf	31mar75 27jul78	VIP version (salon-lyuks) VIP version (salon-lyuks); converted to Il-14LIK-2; still in service in 1986; soc 25aug88 as life-time
14600 08 20	CCCP-L1897	II-14P	AFL/Tajikistan-DYU	toc	1956	expired VIP version (salon-lyuks); brought Janos Kadar, the new Hungarian leader after the defeat of the uprising,
	CCCP-41897	II-14P	AFL/Tajikistan-DYU	rgd	1958/59	from Moscow to Budapest mar57 VIP version (salon-lyuks); f/n jan62; soc 28feb75 as life-time expired
14600 08 23	CCCP-L1898 CCCP-L1898	II-14P II-14P	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	mfd trf	10aug56 26aug59	VIP version (salon-lyuks); photo exists VIP version (salon-lyuks); on charge as of 01oct59; opb 235 OAO at VKO until 07jun60
	CCCP-41898 CCCP-41898	II-14P II-14P	AFL/Moscow (MUTA) AFL/Yakutiya-YKS	trf trf	07jun60 16jan62	VIP version (salon-lyuks) VIP version (salon-lyuks)
14600 08 24	CCCP-41898 CCCP-79169	II-14P II-14P	AFL/Yakutiya-ADH MAP Moskovski OAO	trf rgd	11jan74 12feb80	VIP version (salon-lyuks); soc 30nov78 as life-time expired canx 30jan89
14600 08 26	CCCP-L1899 CCCP-41899	II-14P II-14P	AFL/Ukraine-IEV AFL/Ukraine-IEV	mfd rgd	31aug56 1958/59	VIP Version (salon) VIP Version (salon)
	CCCP-41899	II-14P	AFL/Ukraine-DNK	trf	1960	VIP Version (salon); soc 23aug78 as life-time expired; photo exists preserved Bocharova Street, Zaporozhye, in use as a Children's Cinema from 1979 until 1993 ?
14600 08 27	"01"	II-14T	Soviet Air Force		photo	black and white photo, in white c/s with natural metal undersides and Red star on the fin, preserved Kurgan region
14600 08 29	CCCP-L1895 CCCP-L1895	II-14P II-14P	AFL/Moscow (MUTA) AFL/Kazakhstan-ALA	rgd trf	unknown 21sep59	VIP version (salon); in natural metal c/s with two thin cheatlines; was the personal aircraft of Marshal Nikolai Bulganin until 1958; appeared in the 1958 Soviet film "Nash korrespondent" (Our Correspondent) VIP version (salon)
	CCCP-L1895	II-14P II-14P II-14P	Soviet Gvt/AFL c/s	trf	26aug59 20jun60	VIP version (salon); opb 235 OAO at VKO until 20jun60 opb Astrakhanski OAO
	CCCP-41895 CCCP-41895 CCCP-41895	II-14P	AFL/Azerbaijan-ASF AFL/N.Kavkaz-ASF	trf	22dec67	opb Astrakhanski OAO
14600 08 31	CCCP-41895 CCCP-41895 DM-SBM	II-14P II-14P	AFL/Uzbekistan AFL/East Siberia Deutsche Lufthansa	trf trf	13may73 07may77	soc 16nov79 as life-time expired executive aircraft; rgd 21sep56
14000 08 31	470	II-14P(S) II-14P(S)	East German AF	d/d trf	21sep56 10jul57	opb RFS (later renamed STFS); with black code
	DM-VAA DM-SAR (2)	II-14P(S) II-14P(S)	East German AF EGAF/IFL c/s, n/t	rgd	28aug58	call-sign only, not painted on aircraft temporary use of registration only; canx 17may77 converted to transport aircraft; to TFS-27 (later renamed TS-24) 18sep64; in dark green/light brown
14600 08 33	470 005	II-14P II-14P	East German AF Polish Air Force	d/d	26sep56	converted to transport aircrart; to ir5-27 (later renamed i5-24) issepo4; in dark green/light brown camouflage c/s with black code; wfu 01dec80; to FWD 05feb81; broken up at DRS toc 18oct56; f/n WAW 08aug73; photo exists, in natural metal c/s
14000 00 55	0833	II-14P	Polish Air Force	u/u	2036050	soc 31dec87; last flight in early 1988 to Speyer; flown to Sinsheim by German Army CH-53G; preserved at Auto & Technik Museum Sinsheim (N49.239533 E8.8965812) since mar88; repainted in fake Soviet Air Force markings, I/n as such sep02; repainted in fake Bulgarian Air Transport markings without registration,
14600 08 38	628	II-14P	Civ Avn Adm China	rgd	1956	f/n as such 09feb03, l/n nov23 photo 04jul68; f/n CAN 25apr79; l/n CAN 01feb83; fate unknown
14600 08 40	CCCP-L1869 CCCP-41869	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow-VKO	rgd rgd	unknown jul58	based VKO; in MGA document as II-14M; in documents may56/1958; photo LHR 02nov56; reported as trf to AFL/Yakutiya 22mar57; repaired at ARZ-400 jun58/jul58 f/n BMA 1961
	CCCP-41869 CCCP-41869 CCCP-41869	II-14M II-14M II-14M	AFL/Moscow SPiMVL AFL/Privolzhsk-KUF	trf trf	02apr63 08feb64	directorate not mentioned in MGA document
14600 08 41	CCCP-41869 CCCP-41869 CCCP-L1880	II-14M II-14M II-14M	AFL/Far East AFL/Moscow (MUTA)	trf rgd	02dec81 unknown	soc 23sep82 due to lack of spares based VKO; in document jul56; in MGA document as II-14M
1.000 00 11	CCCP-41880 CCCP-41880 CCCP-41880	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow SPiMVL	rgd trf	1958/59 02apr63	based VKO; in document 11apr59 trf Kirsanov Technical Aviation College 29sep70; soc 30apr76 as worn out; f/n 18aug99 as ground
14600 08 42	CCCP-L1881	II-14M	AFL/Moscow (MUTA)	rgd	unknown	instructional aircraft (N52.645052 E42.770434), l/n jan22 in MGA document as II-14M
	CCCP-41881 CCCP-41881	II-14M II-14M	AFL/Kazakhstan-ALA AFL/Privolzhsk-KZN	rgd trf	1958/59 01jan60	in document jul59; directorate not mentioned in MGA document in document 1969; f/n jan75; soc 28feb75 as life-time expired
14600 08 43	CCCP-L1601 CCCP-91601	II-14M II-14M	AFL/West SibOvn AFL/Ukraine-SIP	rgd trf	unknown 02jul58	in MGA document as II-14M f/n MRV 24nov61; photo exists, in natural metal c/s with two blue cheatlines; soc 12jun73 as life-time
14600 08 44	CCCP-L1605	II-14M	AFL/Moscow (MUTA)	rgd	unknown	expired version confirmed; in a document jun56; f/n LHR 02nov56; photo exists
	CCCP-61605 CCCP-61605	II-14M II-14M	AFL/Moscow (MUTA) AFL/KrasnoyarKJA	rgd trf	09may58 15nov58	in a document oct59 still as CCCP-L1605, so the new registration had probably not yet been painted on by
						then; first mentioned in a document as CCCP-61605 02oct60; dbr 31aug63 on a positioning flight from Krasnoyarsk to Kyzyl when dropped below the glide slope on final approach due to pilot error, touched down with bidh yorking aread below the glide slope on final approach due to pilot error, touched
						down with high vertical speed, bounced and came down again very hard on the nose-wheel which collapsed, all 5 crew escaped; soc 28dec63

House participant of the second part of the sec	14600 08 45 14600 08 46	CCCP-L1606 CCCP-61606 CCCP-L1623	II-14M II-14M II-14M	AFL/East SibIKT AFL/East SibIKT AFL/East SibIKT	rgd rgd rgd	unknown 1959 unknown	in documents jun56/apr59; in MGA document as II-14M in documents oct59/10jul68; f/n in a film; soc 20jul76 as life-time expired in MGA document as II-14M; photos exist BTK 1957 in natural metal c/s; overhauled at ARZ-400
Market Biol         Construction         Lange A         Apply and A	14600 08 47	CCCP-L1624 CCCP-L1624 CCCP-61624	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Northern-LED AFL/Privolzhsk-KUF	rgd trf trf	unknown unknown 01jan60	until 10jul68; soc 28feb75 as life-time expired in MGA document as II-14M in documents jul56/19may58; directorate not mentioned in MGA document; photo exists
14000 Des         14-14         Sever Ar Protect         2000 Des		CCCP-61624 YR-ILB DM-SBG	II-14M II-14P II-14P	AFL/Privolzhsk-GOJ TAROM Deutsche Lufthansa	trf	21may71 04dec56	first CofA issued this date; crashed near Sibiu 09oct64 not on the East German register, ever taken on charge ? opb Barnaulskoye VVAU; in white/light grey c/s with red 'lightning-bolt' cheatline; ferried from Barnaul to Barabinsk probably in 1986 and towed by a K-700 tractor 15 km to Kuibyshev (Novosibirsk region); preserved in a small park in the centre of Kuibyshev (N55.444721 E78.313007) and was used as the children's café "Ilyusha" from autumn 1987 until winter 1988; I/n oct16; moved to a new location off Volodarsky street (N55.442363, E78.315334) with wheels mounted on poles, f/n aug20, in natural metal
14600 06 15         of twome         15.4         Sourd AF force         mpl         process	14600 09 07	DM-SBH	II-14P	Deutsche Lufthansa	rgd		preserved in housing area Stupino; broken up before aug03 not in official East German register canx 30jan89; seen Myachkovo 26sep91, partly broken up this date and read as CCCP-79118; gone by
1460 D 5 0         0000 D 5 0         11-10 D 5 0000000000000000000000000000000000	14600 09 15						opb military unit 25966-B used as a flying test-bed for navaids calibration equipment; ownership trf to the LII officially in 1973
1460 00 19         648         11.49         Ch. An All China         196         196         Long To The Symposition (Fight Transmission (Fight Transmissin (Fight Transmission (Fight Transmission (Fight Trans	14600 09 16						toc 18oct56 soc 05mar91; seen preserved Lodz (N51.720551 E19.411366) may92/jul15 with faded serial; moved to
1460 09 24         UK         UK         11-99         CA-A Addr. There of the second seco	14600 09 19	648	II-14P	Civ Avn Adm China	rgd	1956	undertook night trials from Peking to Zhengzhou, Wuhan, Changsha and Guangzhou 12sep56; f/n KMG 16apr79; l/n TYN 07oct88; seen 2020/2021 being assembled preserved with this in the Jiaxing National Defence Science and Culture Museum in the Miko Military Brigade Park south-west of Jiaxing (N30.6090
922         II-149         Resumm Ar force         Bits         Data (Second Particle Partinter Particle Partinter Particle Particle Particle		YR-ILZ (1) 922	II-14P II-14P	Rom Gvt/TAROM c/s Romanian Air Force	rgd	19feb58	f/n TYN oct87; fate unknown canx 16jun59; see c/n 148002001
White         II-149         Remain CM/RAGM         OF         1957/10         Sector 201		922	II-14P	Romanian Air Force	BBU	aug77	I/n BBU 09sep78 wfu; trf to Grupul Scolar de Aeronautica Henri Coanda at Baneasa; photo summer 1991; I/n jun92; was set on fire by vandals in the summer of 1993; remains still present oct93
CCCP-1635         11-64         Sourd Synth         Tr         2 Sourd Synth         On charge as of 10 Getty: Control to 1-1/LI-1 dat uninovm           CCCP-1635         11-64         ATL/Est Sinth         Tr         Total Synth         Total Synth         Total Synth           CCCP-1635         11-64         ATL/Est Sinth         Total Synth         Total Synth         Total Synth         Total Synth           14000 07 37         CCCP-1635         11-64         ATL/Est Sinth         Total Synth	14600 09 24						equipped with radar at the end of 1967 and with VOR and ILS calibration equipment from 1968; photo Banaesa, date unknown with large 'Comandamentul Aviatiei Civile TAROM' titles and a CAA badge on the
ccccP = 16.25         11-44         AF//KE2341521 (WK 220)75 (mpcd = 20)           1460 09 72         CCCP = 16.25         11-44         AF//KE2341521 (WK 220)75 (mpcd = 20)           1460 09 78         CCCP = 16.25         11-44         AF//KE2341521 (WK 220)75 (mpcd = 20)           1460 09 78         CCCP = 16.25         11-44         AF//KE2341521 (WK 220)75 (mpcd = 20)           1460 09 78         CCCP = 16.25         11-44         AF//KE2341521 (WK 220)75 (mpcd = 20)           1460 09 78         CCCP = 16.25         11-44         AF//ME2301 (WK 220)75 (mpcd = 20)           1460 09 78         CCCP = 16.25         11-44         AF//ME2301 (WK 220)75 (mpcd = 20)           1460 09 71         CCCP = 16.25         11-44         AF//ME2301 (WK 220)75 (mpcd = 20)           1460 09 71         CCCP = 16.25         11-44         AF//ME2301 (WK 220)75 (mpcd = 20)           1460 09 71         CCCP = 16.25         11-44         AF//ME2301 (WK 220)75 (mpcd = 20)           1460 09 71         CCCP = 16.25         11-44         AF//ME2301 (WK 220)75 (mpcd = 20)           1460 09 71         CCCP = 16.25         11-44         AF//ME2301 (WK 220)75 (mpcd = 20)           1460 09 71         CCCP = 16.25         11-44         AF//ME2301 (WK 20) (WK 20)           14600 09 71         CCCP = 16.25         11-44         <	14600 09 25	CCCP-61625 CCCP-61625	II-14M II-14M	Soviet Gvt/AFL c/s AFL/East Siberia	trf trf	26aug56 unknown	on charge as of 01oct59; opb 235 OAO at VKO
CCCP-4126         II-144         AL/NLKAVAS-VGG         rpd         1958/09         in deammets möjk/0/deta2           14600         07.2         CCCP-4127         II-144         AL/NLKAVAS-VGG         II-144         AL/NLKAVAS-VGG         II-144         AL/NLKAVAS-VGG         II-144         AL/NLKAVAS-VGG         III-144         AL/NLKAVAS-VGG         IIII-144         AL/NLKAVAS-VGG         IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII		CCCP-61625 YR-ILA CCCP-L1626	II-14M II-14P II-14M	AFL/Kazakhstan-UKK TAROM AFL/Moscow (MUTA)	rgd	07dec77 26nov56 unknown	
CCCP-16127         II-144         AI//Mescew (MUTA)         ph.         series of 104621; bit decides to colored to the physical colored to	14600 09 28	CCCP-61626 CCCP-61626	II-14M II-14M	AFL/N.Kavkaz-VOG AFL/Moscow SPIMVL	rgd trf	1958/59 31jul63	in documents may60/02feb62 soc 18may76 as life-time expired
CCCP-1628         II-14M         AFL/Magadan-GDX         thr         31055         cols 185.01         11 Augustanscop 0.00, 19 Augustanscop 0.		CCCP-61627 CCCP-61627	II-14M II-14M	AFL/Moscow (MUTA) AFL/Magadan-GDX	pĥ. trf	sep75 unknown	in document jan59 on charge as of 01feb63; photo exists; soc 20oct80 as life-time expired
14600 09 30       CCCP-1632       II-144       AFL/Moscow (MUTA) CCCP-1632       rpd II-144       AFL/Moscow (MUTA) FW       rpd Uminom       option in the MCA document 65:es66 (sic) ctill as CCCP-1632, so the new registrat new registration of the particle on by them cannot be applied on the moscow (MUTA) registration of the particle on the moscow (MUTA) registration of the moscow (MUTA) CCCP-1633       II-144       AFL/Moscow (MUTA) registration of the moscow registration of the mosco	11000 05 25						opb 185 LO 1 Magadanskogo OAO; w/o 18sep62 on the leg from Nizhniye Kresty (now Cherski) to Bilibino of a flight from Magadan to Bilibino (delayed by bad weather by 4 days) when deviated from the prescribed flight path near the Byelaya Strelka mountain range, entered low clouds, crashed at a height of 800 metres into the slope of a 975 metres high mountain 46 km SSE of Nizhniye Kresty and partially burnt out, all 5
14600 09 31         051         II-14P         Bulgarian AF         V/s         Zesp67         Core Liss         Carrend Liss <td>14600 09 30</td> <td>CCCP-L1632</td> <td>II-14M</td> <td>AFL/Moscow (MUTA)</td> <td>rgd</td> <td>09may58</td> <td>version given in the MGA document as II-14M opb 77 ATO at ROV; in a document 05sep60 (sic) still as CCCP-L1632, so the new registration had probably not yet been painted on by then; first mentioned in a document as CCCP-61632 dec60; dbr 28jan62 while</td>	14600 09 30	CCCP-L1632	II-14M	AFL/Moscow (MUTA)	rgd	09may58	version given in the MGA document as II-14M opb 77 ATO at ROV; in a document 05sep60 (sic) still as CCCP-L1632, so the new registration had probably not yet been painted on by then; first mentioned in a document as CCCP-61632 dec60; dbr 28jan62 while
14600 09 32       634       II-14P       CV Am Adm China       rgd       1956         14600 09 32       CCCP-1633       II-14M       AFL/Moscow (NUTA)       rgd       1956         14600 09 34       CCCP-1633       II-14M       AFL/Moscow (NUTA)       rgd       1958/59         CCCP-16133       II-14M       AFL/Moscow (NUTA)       rgd       1958/59         CCCP-16134       II-14M       AFL/Moscow (NUTA)       rgd       1958/59         CCCP-16133       II-14M       AFL/Moscow (NUTA)       rgd       1958/59         CCCP-16134       II-14M       AFL/Moscow (NUTA)       rgd       1958/59         14600 09 35       CCCP-16135       II-14M       AFL/Moscow (NUTA)       rgd       1957/59         14600 09 36       CCCP-16135       II-14M       AFL/Moscow (NUTA)       rgd       1958/59         14600 09 37       CCCP-16135       II-14M       AFL/Moscow (NUTA)       rgd       1958/59         14600 09 38       CCCP-16136       II-14M       AFL/Moscow (NUTA)       rgd       1958/59         14600 09 38       CCCP-16137       II-14M       AFL/Moscow (NUTA)       rgd       1958/59         14600 09 38       CCCP-16137       II-14M       AFL/Moscow (NUTA)       rgd<	14600 09 31	051	II-14P	Bulgarian AF	i/s	26sep56	during the landing run; soc 23mar62 crashed on 26apr57 close to the Vinitsa village (a neighbourhood of Varna in present days) killing all six
CCCP-61633         II-14M         AFL/Moscow (MUTA)         rgf         11aph63         soc 23sep82 as ifter-line expired           14600 09.34         CCCP-61633         II-14M         AFL/Moscow (MUTA)         rgf         1958,05           14600 09.35         CCCP-61633         II-14M         AFL/Moscow (MUTA)         rgf         1958,05           14600 09.35         CCCP-61633         II-14M         AFL/Moscow (MUTA)         rgf         1958,05           14600 09.36         CCCP-11636         II-14M         AFL/Moscow (MUTA)         rgf         1958,05           14600 09.36         CCCP-11636         II-14M         AFL/Moscow (MUTA)         rgf         1958,05           14600 09.36         CCCP-11636         II-14M         AFL/Moscow (MUTA)         rgf         1958,05           14600 09.37         CCCP-16133         II-14M         AFL/Moscow (MUTA)         rgf         113pr33           14600 09.38         CCCP-16137         II-14M         AFL/Moscow (MUTA)         rgf         123pr33           14600 09.38         CCCP-16137         II-14M         AFL/Moscow (MUTA)         rgf         123pr35           14600 09.38         CCCP-16137         II-14M         AFL/Moscow (MUTA)         rgf         123pr35           14600 09.3		CCCP-L1633	II-14M	AFL/Moscow (MUTA)	rgd	unknown	f/n in photo at unknown location in 1979; I/n CTU 06dec82; fate unknown
14600 09 35       CCCP-11635       II-14M       AFL/Moscow (MUTA) CCCP-61636       rgd       unknown         14600 09 36       CCCP-11636       II-14M       AFL/Moscow (MUTA) CCCP-61636       rgd       unknown       rmdGA document as II-14M; in document jan59         14600 09 36       CCCP-61636       II-14M       AFL/Moscow (MUTA) CCCP-61636       rgd       unknown       rmdGA document as II-14M; based VKO; in document 1958         14600 09 37       CCCP-61636       II-14M       AFL/Moscow (MUTA) CCCP-61636       rgd       unknown       rmdGA document as II-14M; based VKO; in document 1958         14600 09 37       CCCP-61637       II-14M       AFL/Moscow (MUTA) CCCP-61637       rgd       unknown       rmdGA document as II-14M; based VKO; in document 1958         14600 09 38       CCCP-11633       II-14M       AFL/Moscow (MUTA) CCCP-41803       rgd       unknown       rmdGA document as II-14M; braelage only in AGA document as II-14M; braelage only in AGA document as II-14M; braelage only in a forest 1,350 metres behind the runway threshold and 310 metres to the right extended centreline, all 50 contrast as altitude was too low, and the in a forest 1,350 metres behind the runway threshold and 310 metres to the right extended centreline, all 50 corts as altitude was too low, and the in a forest 1,350 metres behind the runway threshold and 310 metres to the right extended centreline, all 15 corts Midle; osc 25mar70         14600 09 38       CCCP-11803       II-14M       AFL/Moscow (MUTA) runway	14600 09 34	CCCP-61633 CCCP-L1634 CCCP-61634 CCCP-61634	II-14M II-14M II-14M II-14M	AFL/Moscow SPIMVL AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL	trf rgd rgd	11apr63 unknown 1958/59 31jul63	
CCCP-61635II-14MAFL/Mescow (MUTA) rgdrdf31/u63soc 118mr33 as life-time expired14600 09 36CCCP-61636II-14MAFL/Mescow (MUTA) rgdrgdunknown rgdJuns514600 09 37CCCP-61636II-14MAFL/Mescow (MUTA) rgdrgdrgdnbSA vanknown14600 09 37CCCP-61637II-14MAFL/Mescow (MUTA) rgdrgdrgdnbSA vanknown14600 09 38CCCP-61637II-14MAFL/Makutya-YKSrf23/an5414600 09 38CCCP-11803II-14MAFL/Makutya-YKSrf23/an5414600 09 38CCCP-11803II-14MAFL/Makutya-YKSrf31/an58/s14600 09 38CCCP-11803II-14MAFL/Mescow (MUTA) rgdrgdrgd270ccts14600 09 38CCCP-11803II-14MAFL/Mescow (MUTA) rgdrgdrgdrgd25ms/av7014600 09 39CCCP-11803II-14MAFL/Mescow (MUTA) rgdrgdrgdrgdrgd14600 09 30CCCP-11803II-14MAFL/Mescow (MUTA) rgdrgdrgdrgdrgd14600 09 40CCCP-11853II-14MAFL/Kasx/sbi-1KT rgdrgdrgdunknown rgdrgdrgd14600 09 41CCCP-11858II-14MAFL/Kasx/sbi-0K rgdrgdunknown rgdrgdrgdrgd14600 09 42CCCP-11858II-14MAFL/Kasx/sbi-0K rgdrgdunknown rgdrgdrgdrgd14600 09 42	14600 09 35				rgd	-	apr91/may96 derelict; used in an anti-terrorist exercise and photo shows with mid-fuselage burnt; gone by apr97
CCCP-61635II-14MAFL/Moscow (MUTA) AFL/Moscow (MUTA) CCCP-61637in-14MAFL/Moscow (MUTA) AFL/Moscow (MUTA) rdrigdjun58 photo in the Krasnoyarsk region 15apr77 sor.0jan87 as life-time expired; seen 1AA 11jun94, fuselage only in MGA document as an II-14M14600 09 37CCCP-61637II-14MAFL/Mascow (MUTA) AFL/Makutya-YKStrf21366314600 09 38CCCP-11803II-14MAFL/Mascow (MUTA) rdktrf23366314600 09 38CCCP-11803II-14MAFL/Mascow (MUTA) AFL/Mascow (MUTA) CCCP-41803trf23366314600 09 38CCCP-11803II-14MAFL/Mascow (MUTA) AFL/Mascow (MUTA) CCCP-41803trf13958/59 rdk14600 09 39CCCP-11803II-14MAFL/Mascow (MUTA) AFL/Mascow (MUTA) CCCP-41803trf13958/59 rdk14600 09 30CCCP-11803II-14MAFL/Mascow (MUTA) AFL/Mascow (MUTA) CCCP-41803trf14598/59 rdk14600 09 40CCCP-11853II-14MAFL/East SibIKT AFL/East SibIKT CCCP-41858rgdunknown rdk14600 09 41CCCP-11858II-14MAFL/East SibIKT AFL/Kasvkaz-VOG rddrgdunknown rdk14600 09 41CCCP-11858II-14MAFL/West SibOVB AFL/Kasvkaz-VOGrgdunknown rd290C5414600 09 41CCCP-11600II-14MAFL/West SibOVB AFL/Kasvkaz-VOGrgdunknown rd290C5414600 09 42CCCP-11600II-14MAFL/West SibOVB AFL/Kasvkaz-VOGrgdunknown rd290C545 <td>14600 09 36</td> <td>CCCP-61635</td> <td>II-14M</td> <td>AFL/Moscow SPIMVL</td> <td>rgd trf</td> <td>31jul63</td> <td>based VKO; in document feb59; f/n ARN 1961 soc 18mar83 as life-time expired</td>	14600 09 36	CCCP-61635	II-14M	AFL/Moscow SPIMVL	rgd trf	31jul63	based VKO; in document feb59; f/n ARN 1961 soc 18mar83 as life-time expired
CCCP-61637       II-14M       AFL/Maccow (MUTA)       rgd       1958/59         V/0 25feb70 on a positioning flight from Ust-Maya to Yakutsk at night with the centre of the envelope (too far forward) when the right propeller entered reverse pitch (due to shorty after take-off, the crew was not able to contrest as altitude was too low, and the interest take-off the crew was not able to contrest as altitude was too low, and the textended centreline, all 5 crew killed; so c25may70         14600 09 38       CCCP-11803       II-14M       AFL/Moscow (MUTA)       rgd       1758/59         CCCP-41803       II-14M       AFL/Moscow (MUTA)       rgd       1758/59         CCCP-41803       II-14M       AFL/Moscow (MUTA)       rgd       1058/59         14600 09 39       CCCP-11853       II-14M       AFL/Centr.RegMya       trf       115sep6         14600 09 40       CCCP-11853       II-14M       AFL/Kest SibIKT       rgd       unknown       mGA document as II-14M       in GA document as II-14M         14600 09 40       CCCP-11858       II-14M       AFL/West SibOwn       rgd       unknown       mGA document as II-14M       in MGA document as II-14M         14600 09 41       CCCP-11602       II-14M       AFL/West SibOWB       rgd       unknown       mGA document as II-14M       in Gaumata shipht from Stalingrad-Gumrak at night when simulated an enginf alown in a snow-covered field 2,100 metres behing im do		CCCP-61636 CCCP-61636	II-14M II-14M	AFL/Moscow SPiMVL AFL/KrasnoyarIAA	rgd trf trf	11apr63 14mar81	photo in the Krasnoyarsk region 15apr77 soc 30jan87 as life-time expired; seen IAA 11jun94, fuselage only
14600 09 38       CCCP-L1803       II-14M       AFL/Moscow (MUTA)       mfd       27057         CCCP-41803       II-14M       AFL/Moscow (MUTA)       mfd       27057         CCCP-41803       II-14M       AFL/Moscow (SPINVL       trf       31jul63         14600 09 39       CCCP-L1853       II-14M       AFL/Centr.RegMya       trf       15sep64       converted to polar version sep/oct89 II-14LIK-1; photo exists in 'polar' c/s; dbr 353 km         14600 09 39       CCCP-L1853       II-14M       AFL/East SibIKT       rgd       unknown       in GGA document as II-14M       ScCP-41853       in 4 M       AFL/West SibOV       mfd       290ct56       in GGA document as II-14M       in GGA document as II-14M         14600 09 40       CCCP-L1858       II-14M       AFL/West SibOV       rgd       1958/59       in GGA document as II-14M         14600 09 41       CCCP-L1858       II-14M       AFL/West SibOV       rgd       1958/59       in GGA document as II-14M         14600 09 41       CCCP-L1600       II-14M       AFL/West SibOV       rgd       unknown       in MGA document as II-14M       in MGA document)         14600 09 44       CCCP-L1600       II-14M       AFL/Magadan-GDX       trf       18may59       in document)       in MGA document)       in MGA doc	14600 09 37	CCCP-61637	II-14M	AFL/Moscow (MUTA)	rgd	1958/59	w/o 25feb70 on a positioning flight from Ust'-Maya to Yakutsk at night with the centre of gravity being out of the envelope (too far forward) when the right propeller entered reverse pitch (due to a malfunction) shortly after take-off, the crew was not able to counteract as altitude was too low, and the aircraft crashed in a forest 1,350 metres behind the runway threshold and 310 metres to the right of the runway's
14600 09 39CCCP-L1853II-14MAFL/East SibIKT AFL/West SibOVn rgdrgd upst 1959und GA document as II-14M soc 17oc74 as life-time expired14600 09 40CCCP-L1858II-14MAFL/West SibOVn AFL/N.kavkaz-VOGrgd rgd1959in MGA document as II-14M soc 17oc74 as life-time expired14600 09 40CCCP-L1858II-14MAFL/N.kavkaz-VOG AFL/N.kavkaz-VOGrgd rgd1958/59in MGA document as II-14M cocument as II-14M after take-off at a height of some 20-30 metres with rew beforehand (such a simulation was allowed only during the daytime and at a height rew beforehand (such a simulation was allowed only during the daytime and at a height rew beforehand (such a simulation was allowed only during the daytime and at a height rew beforehand (such a simulation was allowed only during the daytime and at a height rew beforehand (such a simulation was allowed only during the daytime and at a height rew beforehand (such a simulation was allowed only during the daytime and at a height rew beforehand (such a simulation was allowed only during the daytime and at a height rew beforehand (such a simulation was allowed only during the daytime and at a height rew beforehand (such a simulation was allowed only during the daytime and at a height rew beforehand (such a simulation was allowed only during the daytime and at a height rew beforehand (such a simulation was allowed only during the daytime and at a height rew beforehand (such a simulation was allowed only during the daytime and at a height rew before take-off run and broke up, 1 of the 4 crew killed and 2 seriously injured; t/t 6,940 hou (year not clear in MGA document) in MGA document as II-14M14600 09 41CCCP-11600II-14MAFL/West SibOVBrgd	14600 09 38	CCCP-41803 CCCP-41803	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow SPiMVL	rgd trf	1958/59 31jul63	based at VKO; in MGA document as II-14M; I/n feb59 still in service in 1986; soc 30nov88 as amortisation period expired, see next line converted to polar version sep/oct89 II-14LIK-1; photo exists in 'polar' c/s; dbr 353 km from Ice Station
14600 09 40       CCCP-L1858       II-14M       AFL/West SibOvn       mfd       290ct56       in MGA document as II-14M         CCCP-L1858       II-14M       AFL/N.Kavkaz-VOG       trf       18jul58       in document as II-14M         CCCP-L1858       II-14M       AFL/N.Kavkaz-VOG       trf       1958/59       opb 231 OAO; w/o 30jan61 on a check flight from Stalingrad-Gumrak at night when simulated an engine failure shortly after take-off at a height of some 20-30 metres with when simulated an engine failure shortly after take-off at a height daytime and a height metres), the aircraft lost height, came down in a snow-covered field 2,100 metres behind take-off run and broke up, 1 of the 4 crew killed and 2 seriously injured; t/t 6,940 hou (year not clear in MGA document)         14600 09 41       CCCP-1600       II-14M       AFL/Mest Sib-OVB       rgd       unknown       in MGA document as II-14M         14600 09 42       CCCP-1600       II-14M       AFL/Mest Sib-OVB       rgd       unknown       in MGA document as II-14M         14600 09 44       CCCP-1602       II-14M       AFL/West Sib-OVB       rgd       unknown       in MGA document as II-14M         14600 09 44       CCCP-11602       II-14M       AFL/West Sib-OVB       rgd       unknown       in MGA document as II-14M         14600 09 44       CCCP-11602       II-14M       AFL/West Sib-OVB       rgd       unknown       in MGA document as I	14600 09 39						belly-landing on glacier, t/t 32,985 hours and 13,353 cycles in MGA document as II-14M
14600 09 41       CCCP-11600       II-14M       AFL/West SibOVB       rd       unknown       in MGA document as II-14M         14600 09 41       CCCP-91600       II-14M       AFL/East Siberia       trf       18may59       photo DYR 1959, in natural metal c/s with two blue cheatlines; I/n LED 22apr72         14600 09 42       CCCP-15658       II-14       AFL/East Siberia       trf       200000       2000077 as life-time expired         14600 09 42       CCCP-15658       II-14       AFL/East Sib-IKT       mfd       02oct56       h/o to the crew by Factory No. 30 17nov56; opb 64 ATO; dbr 18nov56 on the leg for Irkutsk of the delivery flight from Moscow to Irkutsk, on approach to Irkutsk at night in crew did not properly follow the glide path, the aircraft touched down hard some 2.5 runway, damaging its left main and nose landing gear, left wing and both engines, and eva a wooden fence, 1 of the 4 crew killed while the other 3 and the sole passenger were injur canibalised for spares         14600 09 44       CCCP-11602       II-14M       AFL/West SibOVB       rgd       unknown       in MGA document as II-14M         14600 09 46       CCCP-11607       II-14M       AFL/West SibOVB       rgd       unknown       in MGA document as II-14M         14600 09 46       CCCP-11607       II-14M       AFL/Moscow (MUTA)       rgd       unknown       in MGA document as II-14M         14600 09 46       CCCP-11607       II-14M </td <td>14600 09 40</td> <td>CCCP-L1858 CCCP-L1858</td> <td>II-14M II-14M</td> <td>AFL/West SibOvn AFL/N.Kavkaz-VOG</td> <td>mfd trf</td> <td>29oct56 18jul58</td> <td>in MGA document as II-14M in document 18Jun59 opb 231 OAO; w/o 30jan61 on a check flight from Stalingrad-Gumrak at night when the check pilot simulated an engine failure shortly after take-off at a height of some 20-30 metres without warning the crew beforehand (such a simulation was allowed only during the daytime and at a height of at least 1,000 metres), the aircraft lost height, came down in a snow-covered field 2,100 metres behind the start of the take-off run and broke up, 1 of the 4 crew killed and 2 seriously injured; t/t 6,940 hours; soc Ofmar61</td>	14600 09 40	CCCP-L1858 CCCP-L1858	II-14M II-14M	AFL/West SibOvn AFL/N.Kavkaz-VOG	mfd trf	29oct56 18jul58	in MGA document as II-14M in document 18Jun59 opb 231 OAO; w/o 30jan61 on a check flight from Stalingrad-Gumrak at night when the check pilot simulated an engine failure shortly after take-off at a height of some 20-30 metres without warning the crew beforehand (such a simulation was allowed only during the daytime and at a height of at least 1,000 metres), the aircraft lost height, came down in a snow-covered field 2,100 metres behind the start of the take-off run and broke up, 1 of the 4 crew killed and 2 seriously injured; t/t 6,940 hours; soc Ofmar61
14600 09 42       CCCP-L5658       II-14       AFL/East SibIKT       mfd       02oct56       h/o to the crew by Factory No. 30 17nov56; opb 64 ATO; dbr 18nov56 on the leg fror         14600 09 42       CCCP-L5658       II-14       AFL/East SibIKT       mfd       02oct56       h/o to the crew by Factory No. 30 17nov56; opb 64 ATO; dbr 18nov56 on the leg fror         14600 09 44       CCCP-L1602       II-14M       AFL/West SibOvn       rgd       unknown       in MGA document as II-14M       a wooden fence, 1 of the 4 crew killed while the other 3 and the sole passenger were injur cannibalised for spares         14600 09 46       CCCP-11602       II-14M       AFL/West SibOVN       rgd       unknown       in MGA document as II-14M         14600 09 46       CCCP-11607       II-14M       AFL/Moscow (MUTA)       rgd       unknown       in MGA document as II-14M         14600 09 46       CCCP-1607       II-14M       AFL/Moscow (MUTA)       rgd       unknown       in MGA document as II-14M         14600 09 46       CCCP-1607       II-14M       AFL/Moscow (MUTA)       rgd       unknown       in MGA document as II-14M	14600 09 41	CCCP-91600	II-14M	AFL/Magadan-GDX	trf	18may59	in MGA document as II-14M photo DYR 1959, in natural metal c/s with two blue cheatlines; I/n LED 22apr72
14600 09 44       CCCP-L1602       II-14M       AFL/West SibOVn       rgd       unknown       in MGA document as II-14M         CCCP-91602       II-14M       AFL/West SibOVB       rgd       1958/59       f/n OVB 10feb65; in document as II-14M         14600 09 46       CCCP-11607       II-14M       AFL/Moscow (MUTA)       rgd       unknown       in MGA document as II-14M         14600 09 46       CCCP-11607       II-14M       AFL/Moscow (MUTA)       rgd       unknown       in MGA document as II-14M         14600 09 46       CCCP-1607       II-14M       AFL/Moscow (MUTA)       rgd       unknown       in MGA document as II-14M	14600 09 42						h/o to the crew by Factory' No. 30 17nov56; opb 64 ATO; dbr 18nov56 on the leg from Novosibirsk to Irkutsk of the delivery flight from Moscow to Irkutsk, on approach to Irkutsk at night in bad visibility the crew did not properly follow the glide path, the aircraft touched down hard some 2.5 km short of the runway, damaging its left main and nose landing gear, left wing and both engines, and eventually ran into a wooden fence, 1 of the 4 crew killed while the other 3 and the sole passenger were injured; it 29 hours,
14600 09 46 CCCP-L1607 II-14M AFL/Moscow (MUTA) rgd unknown in MGA document as II-14M CCCP-61607 II-14M AFL/Moscow (MUTA) rgd 1958/59	14600 09 44						in MGA document as II-14M f/n OVB 10feb65; in documents jan59/15jul70; photo exists; seen OVB 26mar72 in natural metal c/s with two blue cheatlines; repainted in 1976 at ARZ-407 in standard Aeroflot 'blue' c/s; soc 29jun82 as could not
CCCP-61607 II-14M AFL/Moscow SPiMVL trf 11apr63 f/n BKA 1966	14600 09 46	CCCP-61607	II-14M	AFL/Moscow (MUTA)	rgd	1958/59	in MGA document as II-14M

	CCCD (1(07	1. 1.4.4	AEL/Control Design	<b>bf</b>	1070	
14600 09 48	CCCP-61607 CCCP-L1620	II-14M II-14M	AFL/Central Region AFL/Far East	trf rgd	1970 unknown	soc 03jul73 as life-time expired in MGA document as II-14M; photo UUS 1967,
	CCCP-61620	II-14M	AFL/Far East-UUS	rgd	unknown	photo UUS 1967, in natural metal c/s with two blue cheatlines; converted to II-14s 'salon' 28jan71; later converted to II-14RR; soc 30nov78 as life-time expired
14600 09 50	"21" red	II-14LIK-1	Soviet Air Force		photo	in white c/s with 'lightning-bolt' cheatline, natural metal undersides
14600 10 01	CCCP-L1621 CCCP-61621	II-14M II-14M	AFL/East SibIKT AFL/East SibIKT	rgd rgd	unknown 1959	in MGA document as Il-14M soc 28feb75 as life-time expired
14600 10 03	CCCP-L1622	II-14M	AFL/West SibOvn	rgd	unknown	in MGA document as II-14M; in documents jul56/oct58
	CCCP-61622	II-14M	AFL/West SibOVB	rgd	aug58	in documents jun59/oct66; photo exists in natural metal c/s with two blue cheatlines; soc 24dec75 as life- time expired; broken up at Novosibirsk-Severny
14600 10 05	CCCP-L1629(2)	II-14P	AFL/Ukraine-IEV	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration; see c/n 4340506; photo TAS jun58
	CCCP-61629	II-14P	AFL/Ukraine-IEV	rgd	1958/59	fishery reconnaissance aircraft; f/n MRV 18jun66; reported Sochi 08feb87 in an incident report; soc details not given in MGA document
14600 10 08	CCCP-L1630	II-14M	AFL/West SibOVB	rgd	unknown	in MGA document as II-14M
	CCCP-L1630 CCCP-61630	II-14M II-14M	AFL/Syktyvkar-SCW AFL/Syktyvkar-SCW	trf rgd	26feb58 1958/59	opb Syktyvkarskaya otdelnaya aviagruppa opb Syktyvkarskaya otdelnaya aviagruppa; in document 01apr59; soc 09jul62 after accident
14600 10 09	1105/SU-AJI	II-14P	Egyptian Air Force			photo pre 1972 in natural metal c/s with Egyptian flag; subsequent photo in white c/s with grey undersides
	1105	II-14P	Egyptian Air Force	Cal	06nov83	and three cheatline with Egyptian Air Force titles and 'Eagle' in the flag (post 1972) photo exists in white VIP c/s with titles
14600 10 10	YR-PCC	II-14P	Romanian Governmt.	f/f	27nov56	rgd 07jan57; VIP aircraft, 'PCC' means 'Party Central Committee'; w/o 04nov57 on the leg from Kiev to Moscow-Vnukovo of a flight from Bucharest to Moscow with a delegation of the Romanian state and party
						leadership (among them the later Romanian dictator Nicolae Ceaucescu) aboard when came in too low in
						fog at night, hit tree tops 80 metres behind the inner marker and crashed into a forest 120 metres on (500 metres before the runway threshold and 130 metres to the left of its extended centre-line), 3 of the 6 crew
						(all Soviet citizens) and 1 of the 10 passengers killed, all surviving crew seriously injured and all surviving
14600 10 15	CCCP-61747	II-14M	AFL/Privolzhsk-KZN	trf	01feb63	passengers slightly injured; registration was previously used by Il-12 c/n 93013503 in MGA document as Il-14M
	CCCP-61747	II-14M	AFL/West SibOVB	trf	09jan72	
14600 10 18	CCCP-61747 CCCP-L1631	II-14M II-14M	AFL/Kazakhstan-UKK AFL/Moscow (MUTA)	trf rgd	19mar75 unknown	still in service 20sep86; converted to Il-14LIK-1; soc 30jan89 in MGA document as Il-14M
	CCCP-61631	II-14M	AFL/Privolzhsk-GOJ ARZ-407	trf	01jan60	on charge as of 01oct72;
	CCCP-61631 CCCP-61631	II-14M II-14M	AFL/Privolzhsk-GOJ	trf trf	unknown 01may74	a black and white photo exists, date and location unknown, with a dark blue tail and two blue cheatlines
14600 10 20	CCCP-L1638	II-14M	AFL/Moscow (MUTA)	rgd	unknown	with 'II-14' on the tail; soc 27sep77 as life-time expired in document aug56; in MGA document as II-14M, photo as such
11000 10 20	CCCP-61638	II-14M	AFL/Belarus-MHP	trf	17may59	photo as such
	CCCP-61638 CCCP-61638	II-14M II-14M	AFL/Moscow SPiMVL AFL/Centr.RegMya	trf trf	03jul62 1970	still in service 20sep86; soc 23may88 as life-time expired
14600 10 21	"02"	II-14P	Soviet Air Force	ph.	30apr06	preserved in the AvtoVAZ technical museum at Togliatti (N53.551589 E49.251051) in all-grey c/s, no
14600 10 22	CCCP-L1640	II-14M	AFL/Far East-KHV	toc	13dec56	markings, code just visible under the paint; I/n oct24 in MGA document as II-14M
	CCCP-61640	II-14M	AFL/Far East-KHV	rgd	1958/59	soc 30apr77 as life-time expired; seen UUS 1979; in natural metal c/s with dayglo trim
14600 10 23	CCCP-L1641 CCCP-61641	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd	unknown 1958/59	in MGA document as II-14M in document jan59
	CCCP-61641	II-14M	AFL/Moscow SPiMVL	trf	11apr63	Troitsk Aviation School; soc 23jul82 as worn out
14600 10 24	CCCP-61641 CCCP-L1648	II-14M II-14M	AFL/TATU AFL/Moscow (MUTA)	trf rgd	01aug70 unknown	in MGA document as II-14M
	CCCP-61648 CCCP-61648	II-14M II-14M	AFL/Syktyvkar-SCW AFL/Komi-SCW	rgd trf	1958/59 15feb66	opb Syktyvkarskaya otdelnaya aviagruppa; in document 01apr59; photo exists Vorkuta 1960 soc 28may75 as life-time expired
14600 10 25	CCCP-L1653	II-14M	AFL/West SibOvn	rgd	unknown	in MGA document as Il-14M; in documents aug56/jan59
14600 10 26	CCCP-61653 CCCP-L1654	II-14M II-14M	AFL/West SibOVB AFL/Far East-KHV	rgd toc	1958/59 13dec56	in document 08oct60; trf oct61 to Cuba in MGA document as II-14M
	CCCP-61654	II-14M	AFL/Far East-KHV	rgd	1958/59	photo GDX aug63, in natural metal c/s with two blue cheatlines; soc 28may75 as life-time expired
14600 10 27	CCCP-L1657	II-14M	AFL/Moscow (MUTA)	ph.	15nov57	at BUD; in MGA document as II-14M; w/o 02dec57, crashed at Helsinki in poor visibility, overshot the runway on landing, ran over an embankment and came to rest on a road, all 16 passengers and 5 crew
14600 10 29	CCCP-L1658	II-14M	AFL/Northern-LED	rad	unknown	survived; photo exists, with damage to front of the fuselage and engines; soc 08jan58
14600 10 28	CCCP-L1658	II-14M II-14M	AFL/Moscow (MUTA)	rgd trf	jan59	in documents sep56/14may58; in MGA document as II-14M
	CCCP-61658 CCCP-61658	II-14M II-14M	AFL/Moscow (MUTA) AFL/Lithuania-VNO	rgd trf	1959 17nov59	in document feb59
	CCCP-61658	II-14M	AFL/ArkhangelARH	trf	06sep73	soc 18may76
14600 10 29	CCCP-L1659 CCCP-61659	II-14M II-14M	AFL/West SibOvn AFL/West SibOVB	mfd rgd	dec56 aug58	f/n KJA 01nov62; in MGA document as II-14M photo exists in natural metal c/s with two blue cheatlines; repainted dec76 at ARZ-407 in standard Aeroflot
				. 9=	9	'blue' c/s; damaged after landing at Novosibirsk-Severny 27jan76, repaired; damaged again at Kambala
						19oct77, the port undercarriage and propeller struck concrete slabs on the apron, sustaining significant damage; soc 22sep78
14600 10 30	CCCP-L1664	II-14M	AFL/West SibOvn	rgd	unknown	in MGA document as II-14M
	CCCP-61664(1) CCCP-61664(1)	II-14M II-14M	AFL/Yakutiya-YKS AFL/Yakutiya	trf trf	22oct58 15mar72	opb Kolymo-Indigirski OAO; soc 30jul75 as life-time expired; see c/n 807104
14600 10 31 14600 10 34	638 CCCP-L1671	II-14P II-14M	Civ Avn Adm China AFL/West SibOvn	rgd rgd	1956 unknown	photo apr57 and again sep87; fate unknown in the MGA document as an II-14M; operated in photo survey configuration; opb 6 AOVS
14000 10 34	CCCP-61671	II-14M	AFL/West SibOVB	rgd	09may58	operated in photo survey, passenger and cargo configuration; opb 6 AOVS (became 6 LO Novosibirskogo
						OAO in 06jan64); repainted in natural metal c/s with two thin blue cheatlines during overhaul by ARZ-407 in 1965; photo at HRK jul74; repainted in standard 'blue' c/s during overhaul by ARZ-407 in 1976; soc
						18jan82 as life-time expired
14700 10 35	CCCP-L1696 CCCP-L1696	II-14M II-14M	AFL/GosNII GVF AFL/Syktyvkar-SCW	mfd trf	01mar57 07ian58	in the MGA document as an Il-14M; opb Syktyvkarskaya OAG GVF
	CCCP-61696	II-14M	AFL/Syktyvkar-SCW	rgd	13may58	opb 75 AO; w/o 20jul60 on the leg from Cherepovets to Syktyvkar of a flight from Leningrad to Syktyvkar
						when encountered heavy turbulence in a thunderstorm (due to poor performance of the meteorological service and ATC), the right wing broke off due to the high g-loads and the aircraft crashed in a forest 9 km
						south of lake Kenozero in the Vilegodsk district of the Arkhangelsk region (N61°20' E49°18') and exploded,
14600 10 36	YR-ILD	II-14P	TAROM	rgd	25may57	all 4 crew and 19 passengers were killed; the wreck was found only 31jul60; t/t 5,505 hours; soc 07aug60 seen wfu OTP 1979; still not canx by 29may97 !
14600 10 37	CCCP-41868 CCCP-L1695	II-14P II-14P	AFL/East Siberia AFL/Northern-LED	rgd rgd	01aug78 unknown	in document sep79; on charge as of 01oct78; soc 31dec86 as amortisation period expired in document 20dec57, 18 pax configuration
14000 10 57	CCCP-61695	II-14P	AFL/Northern-ARH	rgd	1958/59	in document 15jun59
14600 10 39	CCCP-61695 CCCP-L1676	II-14P II-14M	AFL/ArkhangelARH AFL/Moscow (MUTA)	trf rgd	01jan73 unknown	soc 17oct74 as life-time expired in MGA document as II-14M
	CCCP-61676	II-14M	AFL/Ukraine-IEV	trf	30mar60	f/n ARN 1961; in document 13oct62; soc 10may73 as life-time expired
14600 10 41	DM-SBP LZ-ILK	II-14P II-14P	Deutsche Lufthansa TABSO/Balkan	rgd rgd	1956 10dec56	canx unknown f/n SOF 10sep66; was operated as a VIP aircraft (1966-1968?) in special c/s; repainted into standard
				-		Balkan c/s; seen SOF feb71; canx 15aug74; preserved at Vidin from 1973 as a Cafe, later destroyed by arson
14600 10 42	"01" red	II-14M	DOSAAF	mfd	24dec56	VIP version (salon); was the personal aircraft of WW2 fighter ace and later DOSAAF head Alexander
						Pokryshkin; wfu around 1982 and preserved at Moscow-Tushino, seen there in 1986; restored at Moscow- Tushino and reflown 15apr93; I/n Kubinka 29may93
	RA-01301	II-14M	no titles	Kub	14may94	in basic 'polar' Aeroflot c/s; l/n Myachkovo 19aug02
	CCCP-01301	II-14M	Avion	DME	aug02	registration without hyphen; in basic 'polar' Aeroflot c/s with the small URL 'www.avion.ru' behind the nose; I/n flying DME aug02; later stored at SVO, seen jul03; made airworthy again nov06 and reflown
						24jul07; based at OSF; appeared in the 2009 film "Chudo" (Miracle) which was shot in 2008; stored at
	no reg	II-14M	Avion	OSF	29may21	OSF, seen oct11/aug18 missing the rudder; freshly repainted in basic 'polar' Aeroflot c/s (but with an additional thin red line above
					· · ,	the cheatline), no markings whatsoever; disassembled and transported to the "Krylya Pobedy" (Wings of
						Victory) museum of UMMC at Verkhnyaya Pyshma, seen in the process of being unloaded 06feb23; seen assembled 11mar23 (missing the rudder) and 23may23 (now complete with rudder)
	"01" red	II-14M	Soviet Air Force	ph.	02jul23	in basic 'polar' Aeroflot c/s (but with an additional thin red line above the cheatline) with Red Stars; preserved in the "Krylya Pobedy" (Wings of Victory) museum of UMMC at Verkhnyaya Pyshma, seen
						jul23/apr24
14600 10 43	CCCP-X1021 CCCP-06106	II-14 II-14	MOP OKB-1 MOP OKB-1	rgd	15may58	the missile and spacecraft design bureau (headed by Sergei Korolyov) of the Ministry of Defence Industry
	CCCP-93915	II-14	MOM Moscow	rgd	07jan66	
	CCCP-93915 CCCP-93915	II-14 II-14	MOM "Progress" PO "Polyot"	trf trf	04jul69 28feb78	based at Kuibyshev canx 21jan85
14600 10 44	"60" red	II-14M	Soviet Air Force	Lev	1970s	VIP version (salon); photo, in natural metal finish with 'lightning bolt' cheatline, opb 46 otap
14600 10 45	CCCP-L1679 CCCP-61679	II-14M II-14M	AFL/West SibOvn AFL/Armenia	rgd trf	unknown 19may59	in MGA document as II-14M soc oct61 to Cuba
14600 10 46	LZ-ILA	II-14M	TABSO/Balkan	rgd	20nov56	photo 1956 in natural metal c/s; seen ZRH 02feb68; I/n SOF 02sep72; w/o 04nov72 on a flight from
						Burgas to Sofia when the crew elected to divert to Plovdiv due to thick fog at Sofia and the aircraft crashed into a hill at Tsryncha while on approach to Plovdiv, all 4 crew and 31 passengers killed; was canx the
14600 10 49		TI-14M	AFL/West Sib OVD	med	2000/56	same day as crashed
14600 10 48	CCCP-L1682 CCCP-61682	II-14M II-14M	AFL/West SibOVB AFL/Yakutiya-YKS	mfd trf	29nov56 28jun58	in MGA document as II-14M black and white photo exists, in natural metal c/s with small titles below the cockpit, without Soviet flag on
						the tails are 20 and 20 and 10 times availand
14600 10 49	650	II-14M	Civ Avn Adm China	rad	1956	the tail; soc 28sep76 as life-time expired f/n CTU 04nov86: fate unknown
14600 10 49 14600 10 50	650 CCCP-L1683	II-14M II-14M	Civ Avn Adm China AFL/West SibOvn	rgd rgd	1956 unknown	fn CTU Ohnov86; fate unknown in document jan59; in MGA document as II-14M

	CCCP-61683 TZ-ABG CCCP-61683	II-14M II-14M II-14M	AFL/West SibOvb Air Mali AFL/Moscow SPiMVL	rgd DKR ret	1958/59 28feb63 01nov67	trf oct61 to Mali I/n MLW 03/04mar67 toc 01nov67; destroyed by fire on a ship 31oct79 off the Danish coast; soc 17nov80
14600 11 02	652	II-14M	Civ Avn Adm China	rgd	1956	transferred to the CAAC 2nd Civil Aviaton Group in 1974; based at Shanghai and grounded in 1986 as end of life reached; f/n PEK 1979; l/n SHA 14apr86; donated in sep87 to the Shanghai InstitutE of Aeronautics and Astronautics; preserved in the Shanghai Aviation Enthusiast Centre (N31.138825 E121.40141) f/n nov91, l/n 14sep24
14600 11 03	LZ-ILB	II-14M	TABSO/Balkan	rgd	10dec56	seen AMS 24mar64; still operational SOF 21apr73; canx 02jul74; seen SOF aug77 parked near the tower;
14600 11 04	CCCP-L1684	II-14M	AFL/Far East-UUS	toc	13dec56	broken up, near hangar area SOF 1986 flew KHV-OHO route 19sep58; in MGA document as Il-14M
	CCCP-61684 CCCP-61684	II-14M II-14M	AFL/Far East-UUS AFL/Magadan	rgd trf	unknown 27aug67	photo exists in old 'polar' c/s (natural metal/red c/s); soc 25oct82 as life-time expired
14600 11 06	not known CCCP-06146	Il-14M Il-14M	Soviet Air Force MAP Perm Motors	mfd rgd	27dec56 23oct81	trf to MAP (date unknown); registered as, see next line No. 1, Perm Engine Manufacturing Production Association; ex-Air Force VIP c/s with white top, blue under- surfaces and dark blue 'lightning bolt' cheatline; damaged Myachkovo 06jun83, undershot on landing and hit sandbank, collapsing the starboard main gear, repaired but canx 27feb84 !
14600 11 07	"03"	II-14M	Soviet Air Force	Mtp	1979	salon; photo on the internet quoting this c/n, opb military unit 51077; in white c/s with 'lightning-bolt' cheatline, natural metal undersides; I/n Melitopol 1982
14600 11 10	CCCP-L1685	II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd	unknown	in MGA document as II-14M
	CCCP-61685 CCCP-61685 CCCP-61685	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow SPiMVL AFL/Centr.RegMya	rgd trf trf	1958/59 11apr63 1974	photo 1982 aboard ship A.V Poddubny on return from Antarctica f/n MOW may85; converted for infrared monitoring duties (detecting leaks in hot water pipelines etc) II- 14FK, 1973-standard polar c/s; soc 25mar87 as amortisation period expired; seen Myachkovo sep91/jul94, partly broken up and still in 'polar' c/s, gone by aug95
14600 11 13	CCCP-L1688	II-14M	AFL/Moscow (MUTA)	rgd	unknown	in MGA document as II-14M
14600 11 14	CCCP-61688 CCCP-L1691	II-14M II-14M	AFL/Privolzhsk-RTW AFL/Far East-KHV	trf toc	24jul58 26dec56	soc 30nov74 as life-time expired in the MGA document as an II-14M; in natural metal c/s with two thin cheatlines; there is a photo at UUS
14600 11 15	CCCP-61691 CCCP-L1693	II-14M II-14M	AFL/Far East-UUS AFL/West SibOVB	rgd rgd	20jun58 unknown	converted to an II-14RR; soc 17dec79 as life-time expired in MGA document as II-14M
14600 11 16	CCCP-61693 YR-ILF	II-14M II-14M	AFL/Latvia-RSC TAROM	trf rgd	17jun59 unknown	soc 26sep73 as life-time expired first CofA issued 07feb57; f/n CPH nov57; l/n BBU apr74; canx 07dec75; was preserved in the Cartierul "Balta Alba-Titan" neighbourhood of Bucharest in the late 1970s (was probably used as a restaurant), depicted on a postcard
14600 11 17 14600 11 18	YR-ILE 654	II-14M II-14M	TAROM Civ Avn Adm China	rgd rgd	04jan57 1956	photo ATH mar62; canx 07dec75 as wfu/scrapped f/n RGN 05jun57; transferred to the CAAC 2nd Civil Aviaton Group in 1974; l/n active apr86, location
14600 11 19	YR-ILG	II-14M	TAROM	rgd	15may57	unknown; fate unknown I/n BBU apr74; canx 07dec75 and wfu/scrapped
14600 11 19	YU-ADE	II-14M	JAT	d/d	28jan57	canx 1963
	7402 71302	II-14M II-14M	Yugoslav Air Force Yugoslav Air Force	trf r/r	1963 ca.1970	
	CCCP-52008(2)	II-14M	AFL/Ukraine-SIP	toc	11jan72	converted to weather research aircraft with "Groza-40" weather radar and various external sensors; damaged 05feb83 when the flight engineer retracted the landing gear on the ground at Simferopol by mistake, repaired; accident report gives this c/n; last reported Kerch 29apr87 in an incident report; soc 23feb89 as life-time expired; see CCCP-52008 with unknown c/n
14600 11 22	CCCP-L1674 CCCP-61674	II-14M II-14M	AFL/Far East-KHV AFL/Far East-KHV	toc rgd	30dec56 20jun58	version given as II-14M in an MGA document dbr 12feb63 on a flight from Nikolayevsk-na-Amure to Khabarovsk at night when the pilot lost spatial orientation so that the aircraft entered a dive at a height of 2,100 metres, the pilot managed to recover
						from the dive at a height of 600 metres, but the airframe received structural damage due to the high g- loads, no casualties; t/t 11,126 hours; soc 19apr63
14700 11 23	CCCP-L1698 CCCP-61698	II-14M II-14M	AFL/Northern-LED AFL/Northern-LED	rgd rgd	unknown 1958/59	in document mar57, worked from Amderma; in MGA document as II-14M reported seen at Amderma, date unknown; trf oct61 to Cuba
14700 11 25	CCCP-L1502 CCCP-91502	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd	unknown 1958/59	in MGA document as II-14M
	CCCP-91502	II-14M	AFL/Privolzhsk-GOJ	trf	01jan60	soc 21nov75 as life-time expired; photo 24jul76, was preserved in a park at Neftyekamsk from jul76, used as children's cinema "Sokol" (falcon)
14700 11 26	CCCP-L1504	II-14M	AFL/Moscow (MUTA)	rgd	unknown	mentioned in the incident report of Tu-104A CCCP-42362 as flying in Chuvashiya 17oct58; in MGA document as II-14M
	CCCP-91504	II-14M	AFL/Moscow (MUTA)	rgd	1958/59	
14600 11 28	CCCP-91504 not known	II-14M II-14	AFL/Moscow SPIMVL ex Soviet AF c/s	trf OMS	11apr63 12jun94	f/n SVX 1963; soc 22dec72 as amortisation period expired in white ex-Air Force c/s; no markings
14600 11 30 14600 11 31 ?	CCCP-33683 1131	Il-14 Il-14	Soviet AF/AFL c/s Yemen Air Force	rgd ADE	29dec73 07aug93	CofA canx 12mar80 seen wfu this date
14700 11 34	CCCP-L1516 CCCP-91516	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd	unknown jul58	based VKO; overhauled at ARZ-400 jun58/jul58; in MGA document as II-14M based VKO
	CCCP-91516 CCCP-91516	II-14M II-14M	AFL/Moscow SPiMVL AFL/Centr.RegBKA	trf trf	11apr63 1970	
	CCCP-91516	II-14M	AFL/Centr.RegMya	trf	1972	f/n LED 11sep87, converted II-14FK to geophysical survey aircraft, photo exists; soc 31oct88 as life-time expired
14700 11 35	CCCP-L1517 CCCP-91517	II-14M	AFL/Moscow (MUTA)	mfd trf	19jan57	in MGA document and accident report as an II-14M; based at VKO; f/n MRV 17jun60
	CCCP-91517	II-14M II-14M	AFL/Latvia-RSC AFL/Magadan-PWE	trf	16aug59 21jan65	equipped with a "Groza-40" weather radar; a photo shows small 'Magadan' titles by the nose; w/o 01aug81 on a patrol flight over the Sea of Okhotsk from Magadan to Nikolayevsk-na-Amure when entered an area of poor visibility in the region of the Shantar Islands (the crew had not received a weather forecast for the second part of the flight), the decision to return was taken too late and the aircraft crashed at a height of 140 metres into a cliff (152 metres) on Utichi Island (next to Bolshoi Shantar Island), all 7 crew and 4 arearcaster littled the 20 ddT keys and 20 metres and 20 metres (target) and the aircraft crashed at a flow and 4
14700 11 37	CCCP-L1518	II-14M	AFL/Far East-KHV	rgd	unknown	passengers killed, t/t 32,047 hours 33 minutes and 27,710 cycles; soc 14sep81 flew on KHV-OHO route 19sep58; in MGA document as II-14M
14600 11 39	CCCP-91518 CCCP-40310	II-14M II-14	AFL/Far East-KHV Soviet AF/AFL c/s	rgd rgd	1958/59 29dec73	photo exists Oxe 1960; soc 24dec75 as life-time expired CofA canx 12mar80
14700 11 40	CCCP-L1520 CCCP-91520	II-14M II-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	rgd rgd	unknown 1958/59	in documents 01sep57/jun59; in MGA document as II-14M photo; in documents jun59/1963; converted to II-14LR with ventral Initsiativa radar, photo in Aeroflot brochure, in pre-1973 natural metal/dayglo orange polar c/s
	CCCP-91520 CCCP-91520	II-14M II-14LR	AFL/N.Kavkaz-MRV AFL/Krasnoyarsk	trf trf	jan67 28apr73	soc 28feb75 as life-time expired
14700 11 41	YU-ADF 7403	II-14M II-14M	JAT Yugoslav Air Force	mfd trf	19jan57 1963	d/d 28jan57; canx 1963
	71303 CCCP-41838(2)	II-14M II-14M	Yugoslav Air Force AFL/Georgia-TBS	r/r toc	ca.1970 unknown	on charge as of 01jul71; see c/n 146000509
	CCCP-41838(2)	II-14M	AFL/East SibUUD	trf	04nov76	opb 138 LO; w/o 14jun81 on the leg from Severomuisk to Ust-Barguzin of a flight from Severomuisk to Ulan-Ude when neither crew nor ATC checked the real position of the aircraft which differed from the planned one as wind conditions were different from those forecast, on approach to Ust'-Barguzin the aircraft entered clouds and crashed at a height of 1,250 metres into the wooded slope of a 1,877 metres high mountain on Svyatoi Nos peninsula (NS.617 E108.733), all 4 crew and 44 passengers killed; t/t
14700 11 42	CCCP-L1522 CCCP-91522 CCCP-91522	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Ukraine-DNK	rgd rgd trf	unknown 1959 29mar60	16,185 hours and 18,427 cycles; soc 15jul81 f/n BMA 1958; in MGA document as II-14M in document 03jun64; still in service 20sep86; soc 30jan87 as life-time expired
14700 11 45	CCCP-91522 CCCP-L1524 CCCP-91524	II-14M II-14M II-14M	AFL/UKraine-DNK AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF	trf rgd rgd	29mar60 unknown 1958/59	in document U3Juno4; still in service 20sepbb; soc 30Jano7 as ille-time expired in MGA document as II-14M
	CCCP-91524	II-14M	AFL/Northern-LED	trf	unknown	on charge as of 01aug64
	CCCP-91524 CCCP-91524	II-14M II-14M	AFL/Leningrad-LED AFL/Leningrad-RVH	LED trf	22apr72 05jan82	opb 1 LOAO; converted to II-14FKM by ARZ-407 in 1971 opb 2 LOAO; still in service by 20sep86; soc 21nov88 as life-time expired; scrapped at Rzhevka, remains
14700 11 46	CCCP-L1528	II-14M	AFL/Magadan-GDX	rgd	unknown	(fuselage and wings) seen 07apr91 in MGA document as II-14M; photo exists as such, with nose undercarriage collapsed, possibly near Magadan in 1958, subsequently repaired; c/n from MGA document, but see CCCP-41824 with same given
	CCCP-91528	II-14M	AFL/Magadan-GDX	rgd	jun58	c/n converted to II-14LR ice-reconnaissance, photo as such; soc 19may82 as life-time expired
14600 11 46	CCCP-41824(2)	II-14M	Soviet AF/AFL c/s	rgd	29dec73	opb 223rd Flight unit; CofA canx 12mar80; c/n from Soviet register, but see CCCP-L1528/91528 with the same given c/n; see also c/n 4340305
14600 11 47	CCCP-66826	II-14M	Soviet Air Force	rgd	29dec73	CofA canx 12mar80; photo ex-military aircraft in white/grey c/s with small red lightning-bolt cheatline and Soviet flag
14700 11 48	CCCP-L1532 CCCP-91532	II-14M II-14M	AFL/KrasnoyarKJA AFL/KrasnoyarKJA	rgd	unknown 1958/59	in documents mar57/may59; in MGA document as II-14M in documents may59/29aug67; photo ABA 1964; soc 25feb77 as life-time expired
14700 11 49	CCCP-L1533	II-14M	AFL/Moscow (MUTA)	rgd rgd	unknown	in MGA document as II-14M; in document feb59
14700 11 50	CCCP-91533 CCCP-L1534	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd mfd	1958/59 21jan57	trf oct61 to Cuba in MGA document as II-14M
	CCCP-L1534 CCCP-91534	II-14M II-14M	AFL/Far East-KHV AFL/Far East-KHV	trf	unknown 1959	in documents mar57/1959
	CCCP-91534 CCCP-91534	II-14M II-14M	AFL/Magadan-GDX AFL/Far East-UUS	trf trf	unknown 30aug67	on charge as of 01feb62 opb 147 LO; w/o 04jul73 on the leg from Yuzhno-Sakhalinsk to Shakhtyorsk of a flight from Yuzhno-
					-	Sakhalinsk to Okha when descended 15-20 km too early in clouds and the error was not corrected by ATC, the aircraft flew at a height of 950 metres into the southern slope of Mt. Krasnova (1,093 metres) 53 km south of Shakhtyorsk and was completely destroyed, all 5 crew and 13 passengers killed; t/t 26,509 hours and 12,772 cycles; soc 26sep73
14700 12 01	CCCP-L1535	II-14M	AFL/Moscow (MUTA)	rgd	jul58	based VKO; in MGA document as II-14M

	CCCP-91535 CCCP-91535	II-14M II-14M	AFL/Moscow SPiMVL AFL/Northern-ARH	trf trf	11apr63 16sep63	w/o 07feb71 on landing at Kirov when landed short of the runway; soc 31aug71
14700 12 02	CCCP-L1537 CCCP-91537	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd	unknown 1958/59	in documents apr57/1959; in MGA document as II-14M f/n YKS apr59
	CCCP-91537 CCCP-91537	II-14M II-14M	Soviet Gvt/AFL c/s AFL/Yakutiya-Aldan	trf trf	26aug59 13jan65	on charge as of 01oct59; opb 235 OAO at VKO until 13jan65 w/o 04aug72 on a flight from Aldan to Chulman when the right engine failed shortly after lift-off at a speed
	0001 91957	11 1 1 1 1		cri	15,0105	of 160 km/h, because of the difficult terrain the crew decided to force-land on the slope of a hill at Vtoroi
						Orochen settlement 6 km from Aldan, the right wing touched a barn, the aircraft turned to the right by 90 degrees and the rear fuselage destroyed the roof of a house, the aircraft was destroyed by fire, but all crew
14700 12 03	CCCP-L1538	II-14M	AFL/Uzbekistan-TAS	rgd	unknown	and passengers escaped; soc 27dec72 in documents apr57/sep59; in MGA document as II-14M
	CCCP-91538 CCCP-91538	II-14M II-14M	AFL/Uzbekistan-TAS AFL/Kazakhstan	trf	sep59 06feb70	photo FEG 1961, in natural metal c/s with two blue cheatlines I/n TAS 29oct79; soc 25mar87 as amortisation period expired
14700 12 04	CCCP-L1540 CCCP-91540	II-14M II-14M	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd rgd	unknown 1958/59	in documents may57/sep59; in MGA document as II-14M in documents jan60/dec61; soc 20jul70 as trf to SibNIA (postal code G-4736) for testing
14700 12 05	CCCP-L1541 CCCP-91541	II-14M II-14M	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd rgd	unknown 1958/59	in documents may57/jan60; in MGA document as Il-14M in documents jan60/04mar63
	CCCP-91541 CCCP-91541	II-14M II-14M	AFL/Uzbekistan-UGC AFL/Kazakhstan	trf trf	unknown 06feb70	f/n mar78
14700 12 06	CCCP-91541 CCCP-L1542	II-14M II-14M	AFL/Arkhangelsk AFL/Northern-LED	trf rgd	21jan83 unknown	soc 30jan87 as life-time expired in documents may57/may59; in MGA document as II-14M
	CCCP-91542 CCCP-91542	II-14M II-14M	AFL/Northern-ARH AFL/RKIIGA	rgd trf	may59 ? 08dec84	photo exists; in documents may59/1961; Riga Aviation Institute (RKIIGA) 08dec64 for use as a ground instructional airframe; soc 11may66;
14700 12 07	CCCP-L1543	II-14M	AFL/Uzbekistan-TAS	mfd	1957	scrapped version given as II-14M in an MGA document; opb 160 AO
14/00 12 0/	CCCP-91543 CCCP-91543	II-14M II-14M	AFL/Uzbekistan-TAS AFL/Lithuania	rgd trf	17may58 1959	opb 160 AO opb Litovskaya OAG GVF; dbr 13nov61 on the leg from Kiev-Zhulyany to Minsk at night of a flight from
	CCCF-91545	11-1414		ui	1939	Simferopol to Vilnius when entered a layer of fog at a height of 10-15 metres shortly after lift-off, the pilot
						was irritated by the reflection of the landing lights, got distracted from aviating and lost control so that the aircraft started to descend, the right propeller touched the ground and the aircraft crashed in an orchard
	0000 14544					400 metres behind the runway threshold, all 5 crew were slightly injured while 6 passengers escaped unhurt; soc 04dec61
14700 12 08	CCCP-L1544 CCCP-91544	II-14M II-14M	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd rgd	apr57 1958/59	in MGA document as II-14M; in documents feb57; directorate not mentioned in MGA document in documents sep59/dec59; directorate again not mentioned in MGA document; soc 14dec73 as
14700 12 09	CCCP-L1545	II-14M	AFL/Northern-LED	mfd	1957	amortisation period expired in documents feb57/dec59; in MGA document as Il-14M
	CCCP-91545 CCCP-91545	II-14M II-14M	AFL/Northern-LED AFL/KrasnoyarKJA	rgd trf	1958/59 11jan59	in documents oct59/dec59 see line above; soc 24dec75 as life-time expired
14700 12 10	CCCP-L1546	II-14M	AFL/KrasnoyarKJA	rgd	unknown	version given as II-14M in the MGA document; in 36 passenger configuration; opb 126 AO; included in the request of the Krasnoyarsk directorate for new registration numbers dated 18apr58
	CCCP-91546	II-14M	AFL/KrasnoyarKJA	rgd	1958/59	not included in the GU GVF document which allocated the new registration numbers 09may58; opb 126 AO (became 126 LO Krasnoyarskogo OAO in 1963); carried additional 'Polyarnaya Aviatsiya' titles, as such on
14700 12 11	CCCP-L1547	II-14M	AFL/Northern-LED	rad	unknown	à photo at Sovrudnik (now Severoyeniseisk) in 1968; soc 18nov76 as life-time expired
14700 12 11	CCCP-91547	II-14M	AFL/Northern-LED	rgd rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; in MGA document as II-14M photo may64; opb 1 LOAO from 1970
14700 12 12	CCCP-91547 CCCP-L1548	II-14M II-14M	AFL/Leningrad-RVH AFL/Moscow (MUTA)	trf mfd	05jan82 1957	opb 2 LOAO; soc 25mar87 as amortisation period expired; I/n RVH 03jul90 in MGA document as II-14M
	CCCP-91548 CCCP-91548	II-14M II-14M	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	rgd trf	1958/59 unknown	on charge as of 01oct59; opb 235 OAO at VKO until 30jun65; photo exists
	CCCP-91548	II-14M	AFL/West Siberia	trf	30jun65	in natural metal c/s with two blue cheatlines, photo exists taken at OVB; repainted in 1977 at ARZ-407 in standard Aeroflot 'blue' c/s; soc 25mar87 as life-time expired; broken up at Novosibirsk-Severny
14700 12 13	CCCP-L1549 CCCP-91549	II-14M II-14M	AFL/Far East-KHV AFL/Far East-KHV	mfd rgd	28jan57 jun58	in document 1958; in MGA document as II-14M
14700 12 14	CCCP-91549 CCCP-L1550	II-14M II-14M	AFL/Ukraine-SIP AFL/Far East-KHV	trf rgd	07aug60 unknown	photo 21aug65; in Ukrainian CAD document as operating from Kerch; soc 18jan80 as life-time expired in MGA document as II-14M
14700 12 14	CCCP-91550 CCCP-91550	II-14M	AFL/Syktyvkar-SCW AFL/Komi-SCW	trf	19aug59 15feb66	opb Syktyvkarskaya otdelnaya aviagruppa; in documents dec59
14700 12 15	CCCP-L1551	II-14M II-14M	AFL/Moscow (MUTA)	rgd	unknown	in document jun76; soc 20jul76 as life-time expired in MGA document as II-14M
	CCCP-91551 CCCP-91551	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow SPiMVL	rgd trf	unknown 01jan60	on pax flight VOZ-ODS 19sep69
14700 12 16	CCCP-91551 CCCP-L1554	II-14M II-14M	AFL/Centr.RegVOZ AFL/Uzbekistan	trf mfd	unknown 31jan57	soc 28feb75 as life-time expired in document mar59; in MGA document as II-14M
	CCCP-91554	II-14M	AFL/Uzbekistan-TAS	rgd	unknown	opb 160 ATO; w/o 06jul62 on a flight from Bukhara to Tashkent when the right engine failed (due to a design fault of the engine), the aircraft continued its flight on one engine for 1 hour 39 minutes but the
						flight engineer set the working engine below nominal power so that the aircraft lost height and speed, when the crew tried to restart the right engine at a height of 100 metres the propeller left the feathered
						position and created additional drag so that the aircraft stalled and crashed on a cotton field of the "Engels" kolkhoz at Yangiyul (Tashkent region), the fuselage broke into 3 parts, 11 of the 33 passengers killed and
14700 12 21	B-4216	II-14P	Civ Avn Adm China	rgd	jun86	the others and all 5 crew severely injured; t/t 11,030 hours; soc 28jul62 survey aircraft; f/n HRB 05oct88; fate unknown
14700 12 22 14700 12 22 14700 12 25	CCCP-61875	II-14	Soviet AF/AFL c/s	rgd	29dec73 1971	CofA canx 12mar80 originally delivered to China; with 'lightning bolt' cheatline; wfu by 1992 at TIA; dbr by rebels TIA mar97;
14700 12 23	12-25	II-14P	Albanian Air Force	d/d	1971	still present TIA oct02, serial not visible as rudder had decayed away; broken up by apr03, sent to Elbasan
14700 12 29	603	II-14FK II-14FK	Civ Avn Adm China	rgd	1957 ?	metallurgic furnace to be melted down f/n CTU 1983; I/n TYN 30oct86; photo XIY 1988 direkted site of the state of the state and some by 1999
14700 12 30 ?	603 9 not known	II-14FK II-14T	China General Avn Soviet Air Force	trf	mar89 aug10	displayed in a park in Taiyuan in the mid 1990s, status unknown by 1999 at Burevestnik, Kuril Islands; derelict fuselage only in very faded c/s (N44.925810 E147.604032), the
						batch number of the c/n is difficult to read on the tail, the last digit of the code is probably a 6/8 or 0; l/n 26aug11; still visible on Google Earth by sep12 but gone since
14700 12 31	B-4203	II-14FK	Zhongyuan Airlines	rgd	may86	undertook pollution monitoring tasks late 87/early 88; used in the filming of the TV series 'Soul of the Yellow River' early oct92, before grounding of all II-14s in China dec92; fate unknown
14700 12 32	CCCP-L1300 CCCP-91483	II-14FK II-14FK	AFL/Moscow SPIMVL AFL/Moscow SPIMVL	mfd rgd	17apr57 unknown	
	CCCP-91483	II-14FK	AFL/Centr.RegMya	trf	unknown	geophysical survey aircraft with towed magnetic anomaly detector 'bird'; damaged 70 km east of Bratsk 02oct82 when hit trees and belly-landed during survey flight, repaired; later converted to aero-chemical
						survey aircraft and based Myachkovo 1984; photo BTS oct87; retired in 1988; soc 23may88 as life-time expired; seen wfu Myachkovo 26sep91, broken up by aug92
14700 12 33	CCCP-L1555 CCCP-91555	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	BMA rgd	jun58 unknown	in MGA document as Il-14M, photo as such in document jan59
	CCCP-91555 CCCP-91555	II-14M II-14M	AFL/Privolzhsk-KZN AFL/West SibOVB	trf trf	01jan60 01dec65	- in natural metal c/s with two blue cheatlines; soc 27mar78 as worn out; broken up at Novosibirsk-Severny
14700 12 34	CCCP-L1556 CCCP-91556	II-14M II-14M	AFL/Northern-LED AFL/KrasnoyarKJA	rgd trf	unknown 20apr59	in MGA document as II-14M converted to a geophysical scientific survey aircraft with RPSN-2 Emblema weather radar, photo exists;
			,,.			later de-converted; photo Aban 1973, painted in 'polar' c/s (natural metal with red cheatline and trim, with additional small 'Krasnoyarskoye upravleniye' titles on the nose); soc 14jan77 as life-time expired
14700 12 35	CCCP-L1557 CCCP-91557	II-14M II-14M	AFL/Northern-LED AFL/Northern-LED	mfd rgd	1957 1958/59	in MGA document as II-14M
14700 12 36	CCCP-91557 CCCP-L1558	II-14M II-14M	SibNia AFL/East SibIKT	trf rgd	28may63 unknown	soc 16may65 in MGA document as II-14M
14700 12 50	CCCP-91558	II-14M II-14M	AFL/East SibIKT	rgd trf	1958/59 unknown	
	CCCP-91558		AFL/Moscow SPIMVL			on charge as of 01nov62; photo; soc 30apr87 as amortisation period expired; f/n Myachkovo 26sep91, seen partly broken up this date, gone by aug92
14700 12 37	CCCP-L1559 CCCP-L1559	II-14M II-14M	AFL/Moscow (MUTA) AFL/Privolzhsk-RTW	rgd trf	unknown 26jul58	in document jun57; in MGA document as II-14M in document nov59
	CCCP-91559	II-14M	AFL/Privolzhsk-RTW	rgd	1958/59	in documents dec60/aug65; photo exists, in natural metal c/s with two blue cheatlines; soc 29jul77 as life- time expired
14700 12 38	CCCP-L1560 CCCP-91560	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd	unknown unknown	in document feb59; in MGA document as II-14M
	CCCP-91560 CCCP-91560	II-14M II-14M	AFL/Moscow SPIMVL AFL/Yakutiya-YKS	trf trf	11apr63 23jan64	
	CCCP-91560 CCCP-91560	II-14M II-14M	AFL/Yakutiya-Nyu AFL/Yakutiya-Mirny	trf trf	1966 12apr71	in documents of Mirny oao 05feb72; soc 30jul75 as life-time expired
14700 12 39	CCCP-L1561 CCCP-91561	II-14M II-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF	rgd rgd	unknown unknown	in MGA document as II-14M trf oct61 to Cuba
	CU-T816	II-14M	Cubana	5-	jan81	preserved Santiago de Cuba (N19.972273 W75.838849) mar88/jul90; seen mar01/feb02 with 'Club Juvenil' titles; l/n oct03/dec11, in all-white c/s; photos exist 24feb12 being dismantled; a GE in 2013
						image shows it dismantled at (N19.973093 WDS.837212), but not visible on an image dated 13dec13; was transported as scrap metal by trucks to an aluminium smelter
14700 12 40	CCCP-L1562 CCCP-91562	II-14M II-14M	AFL/Far East-UUS AFL/Far East-UUS	rgd rgd	unknown 1958/59	in MGA document as II-14M f/n UUS 1977, in old 'polar' c/s (natural metal c/s with dayglo trim); was preserved near the airport
14700 12 41	EP-HMI	II-14P	Iranian Government	d/d	mar57	terminal at UUS in 1977/79; soc 20oct80 as life-time expired probably re-registered to, see next line
	5-55	II-14P	Iranian Air Force	u, u	photo	VIP Version (salon); a photo exists (early 1960s?) with white top, two thin blue cheatlines and natural metal undersides, 'I.I.A.F' below the cheatline on the forward fuselage; was involved in a hard landing at
						Noushahr airport in 1963 or 1964, subsequently repaired; seen THR 19jun69; I/n THR mar71, in slightly

						revised c/s with a blue cheatline replacing the two thin cheatlines; preserved Doshan Tappeh near Tehran
14700 12 43	CCCP-61751	II-14P	AFL/Moscow (MUTA)	rgd	unknown	(N35.704424 E51.481208); I/n on Google Earth apr24 VIP Version (salon)
	CCCP-61751 CCCP-61751 CCCP-61751	II-14P II-14P II-14P	Soviet Gvt/AFL c/s AFL/Far East AFL/Yakutiya-Aldan	trf trf trf	unknown 11apr64 25may67	VIP Version (salon); on charge as of 01oct59; photo exists; opb 235 OAO at VKO until 25may67, see next line VIP Version (salon); from MGA document, see previous line VIP Version (salon)
	CCCP-61751 CCCP-61751	II-14P II-14LIK-1	AFL/Yakutiya-MJZ	trf	unknown 01mar75	VIP Version (salon); in Mirny OAO documents 05feb72; trf to UTO-17 08apr74; converted to II-14LIK-1 during rework by ARZ-407
14700 12 44	CCCP-61751 CCCP-61773 CCCP-61773	II-14LIK-1 II-14P II-14P	AFL/Kazakhstan-UKK AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	trf rgd trf	02jun78 unknown unknown	still in service by 20sep86; soc 10nov87 as life-time expired VIP Version (salon) VIP Version (salon); on charge as of 01oct59; f/n BUD 22aug61; opb 235 OAO at VKO; seen in a
	CCCP-61773 CCCP-61773	II-14P II-14P	AFL/Georgia-TBS AFL/Ukraine	trf trf	29may66 01mar75	documentary film, carried Yuri Gagarin for visit to Hungary in 1961 f/n 30jun66; converted to II-14LIK-2; still in service by 20sep86; soc 24oct88
14700 12 45	CCCP-61755 CCCP-61755	II-14P II-14P	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	mfd trf	28feb57 unknown	VIP Version (salon); toc 01jul59 VIP Version (salon); on charge as of 01oct59; was the personal aircraft of Soviet leader Nikita Khrushchov; a photo shows Khrushchov in front of this aircraft; photo BUD 1960; seen KRT nov61; opb 235 OAO at VKO
	CCCP-61755	II-14P	AFL/Yakutiya	trf	14jan65	until 14jan65; version reported as II-14SI VIP Version (salon); photo 12mar67; took part in the search for II-14P CCCP-61657 which had crashed 86 km from Yakutsk 12mar67; used to resupply the drifting polar stations SP-22 and SP-23 in the late 1970s; wfu in 2nd half of 1980s; soc 28may87 as amortisation period expired; seen CYX jul92/sep03, partly
14700 12 46	CCCP-61753	II-14P	AFL/Moscow (MUTA)	rgd	unknown	broken up; I/n sep20 VIP Version (salon); last digit of c/n difficult to read in MGA document, previously reported as c/n
	CCCP-61753	II-14P	Soviet Gvt/AFL c/s	trf	unknown	147001249 VIP Version (salon); on charge as of 01oct59; opb 235 OAO at VKO; photo with Nikita Khrushchov and
	CCCP-61753 CCCP-61753	II-14P II-14P	AFL/Kazakhstan	trf trf	unknown 10oct66	Todor Zhivkov by rear exit door; photo KTM 03feb60; also see CCCP-52091(2) VIP Version (salon); on charge as of 01jul66 VIP Version (salon); opb 235 OAO at VKO until 01may67
	CCCP-61753 CCCP-61753 CCCP-61753	II-14P II-14P II-14P	Soviet Gvt/AFL c/s AFL/Turkmenistan AFL/Yakutiya	trf trf	may67 25may67	VIP Version (salon) VIP Version (salon) VIP Version (salon)
	CCCP-61753 CCCP-61753 CCCP-61753	II-14P II-14LIK-1	AFL/West Siberia AFL/Kazakhstan	trf	unknown 28mar75	converted to II-14LIK-1; in 'polar' c/s; directorate not mentioned in MGA document
14700 12 47	CCCP-61753 CCCP-61752	II-14LIK-1 II-14P	AFL/Far East AFL/Moscow (MUTA)	trf mfd	14jun76 29mar57	mentioned in an incident report at Kolpashevo 18dec86; l/n LBD 1988; soc 29dec88 VIP Version (salon); toc 01auq59
14700 12 47	CCCP-61752 CCCP-61752 CCCP-61752	II-14P II-14P II-14SI	Soviet Gvt/AFL c/s AFL/Far East-UUS	trf trf	01oct59 11apr64	VIP Version (salon); oc 01aug99 VIP Version (salon); on charge as of 01oct59; opb 235 OAO at VKO VIP Version (salon); damaged 06nov75 on a training flight from UUS when the landing gear was retracted by mistake while the aircraft was taxiing from the runway; repaired and converted by ARZ-407 at Minsk
	CCCP-61752	II-14RR	AFL/Far East-UUS			30mar76 to, see next line fishery reconnaissance version (with "Groza-40" weather radar); opb 147 LO; in 'polar' c/s; w/o 18dec76
						on an ice-reconnaissance flight from Petropavlovsk-Kamchatski to Yuzhno-Sakhalinsk when deviated from the prescribed approach pattern to UUS, entered clouds over mountainous terrain and crashed at a height
						of 910 metres into the snow-covered southern slope of Mt. Ostraya (the name means 'sharp') 12.5 km east of the airport (N46°54'10" E142°52'50"), all 6 crew and 3 of the 5 passengers killed and the 2 survivors seriously injured; wreck found only 21dec76; t/t 6,627 hours 25 minutes and 4,927 cycles; soc O7feb77;
14700 12 48	CCCP-61754	II-14P	AFL/Moscow (MUTA)	rgd	unknown	tail of the wreck still extant by 2012/jul17 VIP Version (salon)
	CCCP-61754 CCCP-61754	II-14P II-14P	Soviet Gvt/AFL c/s AFL/Yakutiya	trf trf	unknown 01feb70 ?	VIP Version (salon); on charge as of 01oct59; opb 235 OAO at VKO until 1965 VIP Version (salon)
	CCCP-61754 CCCP-61754	II-14P II-14P	AFL/Belarus AFL/Ukraine	trf trf	13oct 14apr75	VIP Version (salon); unable to read year in MGA document seen PRG date ?; converted to II-14LIK-2 research aircraft; still in service by 20sep86; soc 28may87 as converted a paried eveloped.
14700 12 49	CCCP-52091(2)	II-14M	Soviet AF/AFL c/s	rgd	29dec73	amortisation period expired c/n from Soviet Register; CofA canx 12mar80; 223rd Flight unit; see CCCP-52091(1) c/n 7342905; also see CCCP-61753 c/n 147001246
14700 12 50	not known CCCP-61756	II-14S II-14S	Soviet Air Force AFL/Moscow (MUTA)	no mfd	reports 30mar57	VIP Version (salon) VIP Version (salon)
	CCCP-61756 CCCP-61756	II-14S II-14LIK-1	AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ	trf trf	23oct59 jan64	VIP Version (salon); converted to, see next line navaids calibration aircraft (LIK = lyotno-izmeritelny kompleks - flight measurement suite); w/o 24mar76 on a calibration flight from Ashkhabad when turned to the left after take-off instead of to the right, entered
						clouds and crashed at N38.154549 E57.778992 at a height of 990 metres into the slope of Mt. Uldepe (1,631 metres) in the Kopet-Dag range, all 6 crew killed; t/t 16,199 hours 03 minutes; soc 22jun75
14700 13 01	CCCP-29119	II-14	MAP Moskovski OAO	rgd	28feb78	according to the MGA document, in error for 1976 ? soc 30jan89
14700 13 02	not known CCCP-41801(2)	Il-14 Il-14	Soviet Air Force AFL/Magadan	no toc	reports 16sep82	soc 25mar87 as amortisation period expired; see c/n 146000504
14700 13 03	CCCP-L1563 CCCP-91563	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd	unknown 1958/59	in MGA document as II-14M
	CCCP-91563 CCCP-91563	II-14M II-14M	AFL/Moscow SPiMVL AFL/Central Region	trf MRV		still in service 20sep86; soc 05feb88 as amortisation period expired; f/n DME 30aug88, derelict
14700 13 04	CCCP-L1564 CCCP-91564	II-14M II-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF	rgd rgd	unknown unknown	in MGA document as II-14M
	CCCP-91564 CCCP-91564 CCCP-91564	II-14M II-14M II-14M	AFL/Moscow SPiMVL AFL/Krasnoyarsk AFL/Centr.RegMya	trf trf trf	10sep62 07dec78 25mar81	f/n BHK 26apr84; still in service 20sep86; soc 28feb89 as amortisation period expired; seen Myachkovo
						26sep91, partly broken up, gone by aug92; seen preserved Borki/Kletino 10sep95, but not present by aug03 and probably broken up
14700 13 05	CCCP-L1565 CCCP-91565 01305	II-14M II-14M II-14M	AFL/Azerbaijan-BAK AFL/Azerbaijan-BAK Cambodian AF	rgd rgd d/d	unknown 1958/59 1963	in MGA document as II-14M trf oct61 to Cambodia opb 1st Transport Group; photo Paya Lebar sep63; in white c/s with red cheatline, natural metal
	305	II-14M	Cambodian AF	u, u	photo	undersides and Cambodian flag on fin opb 1st Transport Group; in white c/s with red cheatline, natural metal undersides and Cambodian flag on
14700 13 06	CCCP-L1568	II-14M	AFL/Moscow (MUTA)	rgd	unknown	fin; dbr 1968 in a night landing accident; a photo exists, lying on its belly, with visible damage to the underside of the fuselage by the nose, outer wings and props removed
	CCCP-L1568 CCCP-91568	II-14M II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	trf rgd	17oct58 1958/59	in documents jun57/apr59; in MGA document as II-14M
14700 13 07	CCCP-91568 CCCP-L1569 CCCP-91569	II-14M II-14M II-14M	AFL/Kazakhstan-BXJ AFL/Northern-LED AFL/Northern-LED	trf rgd rgd	jan64 unknown 1958/59	in documents apr59/28oct64; soc 12jun73 as life-time expired in MGA document as II-14M
14700 12 00	CCCP-91569	II-14M	AFL/Magadan-GDX	trf	unknown	on charge as of 01feb61; photo exksts in 'polar' c/s; converted to II-14LR ice-reconnaissance; soc 19jan8 as life-time expired
14700 13 08	CCCP-L1574 CCCP-91574 CCCP-91574	II-14M II-14M II-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KZN	rgd rgd trf	unknown 1958/59 1961	in MGA document as II-14M in document jun65; soc 20jul73 as worn out
14700 13 09	CCCP-91574 CCCP-L1580 CCCP-91580	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	mfd rgd	25feb57 unknown	in MGA document as II-14M
	CCCP-91580 CCCP-91580 CCCP-91580	II-14M II-14FKM	AFL/Moscow SPiMVL AFL/West Siberia	trf trf	11apr63 unknown	directorate not mentioned in MGA document; converted to II-14FKM in 1964 at ARZ-407; photo MHP 1973
	CCCP-91580	II-14FKM	AFL/ArkhangelARH	trf	22feb78	(21feb78 in MGA document); reconfigured to passenger lay-out 08dec81; converted back to II- 14FKM/geophysical survey aircraft with towed MAD 'bird' 17jun82; damaged near Arkhangelsk-Talagi 02aug82 when starboard engine lost power, belly-landed short of runway but repaired; soc 30apr87 as
14700 13 10	CCCP-L1581 CCCP-91581	II-14M II-14M	AFL/Far East-KHV AFL/Far East-KHV	rgd rgd	unknown 1958/59	amortisation period expired in MGA document as II-14M trf to Mali, date unknown
	TZ-ABF CCCP-91581	II-14M II-14M	Air Mali AFL/Moscow SPiMVL	lsd trf	oct60 14mar68	f/n DKR 17mar63
14700 13 11	CCCP-91581 CCCP-L1582	II-14M II-14M	AFL/Krasnoyarsk AFL/Northern-LED	trf rgd	07dec81 unknown	soc 30apr87 as amortisation period expired in MGA document as II-14M
	CCCP-L1582 CCCP-91582	II-14M II-14M	AFL/Ukraine-IEV AFL/Estonia-TLL	trf trf	unknown 29may59	in documents jun57/may58; directorate not mentioned in MGA document date difficult to read in MGA document
	CCCP-91582 CCCP-91582	II-14M II-14M	AFL/Northern AFL/Leningrad	trf trf	09sep73 30apr75	with t/t 28,666 hours soc 30dec76 as life-time expired
14700 13 12	CCCP-N625 CCCP-04194	II-14M II-14M	Polyarnaya Aviats. Polyarnaya Aviats.	rgd rgd	unknown 31mar58	in old 'polar' c/s (natural metal c/s with red cheatline and trim) 24 pax configuration
	CCCP-04194 not known	II-14M II-14M	AFL/Polar Soviet Air Force	trf trf	10feb60 27jun61	in documents 12mar60/15aug61 opb military unit 15565
14700 13 13	CCCP-N626 CCCP-04195	II-14M II-14M II-14M	Polyarnaya Aviats. Polyarnaya Aviats.	rgd rgd trf	1957 1959 10feb60	first CofA was valid until 22mar58 24 pax configuration on batvad 254 UBA CVE: flew 209 hours 35 min for ice reconnaissance in the Eastern sector of the Soviet
	CCCP-04195 CCCP-04195	II-14M II-14M	AFL/Polar AFL/Centr.RegMya	trf trf	10feb60 21oct70	opb otryad 254 UPA GVF; flew 209 hours 35 min for ice reconnaissance in the Eastern sector of the Soviet Arctic 13sep/23oct63
	CCCP-04195	II-14M	AFL/KrasnoyarHTG	trf	01mar74	w/o 27oct77 near Cape Chelyuskin airport when deviated from the approach pattern and flew into the ground; soc 28feb78
14700 13 14	CCCP-L1301	Il-14FK	AFL/Mosk. AG SPiVS	rgd	unknown	

	CCCP-91482	Il-14FK	AFL/Mosk. AG SPiVS	rgd	unknown	soc 30jun87 as amortisation period expired; f/n Myachkovo 26sep91, seen partly broken up this date, gone
14700 13 15	CCCP-L1576 CCCP-91576	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd	unknown unknown	by aug92 in MGA document as II-14M; photo as such BMA late50s trf 18jul61 to Cambodia
	01315	Il-14M	Cambodian AF	d/d	1963	opb 1st Transport Group; photo Paya Lebar sep63; in white c/s with red cheatline, natural metal undersides and Cambodian flag on fin
14700 13 16	315 CCCP-N627	II-14M II-14M	Cambodian AF Polyarnaya Aviats.	toc	photo 1957	opb 1st Transport Group; in white c/s with red cheatline, natural metal undersides and Cambodian flag on fin; photo Bien Hoa Air Base, Vietnam jun70 the first CofA was valid until 22mar58
	CCCP-04196	II-14M	Polyarnaya Aviats.	rgd	unknown	opb 2-ya AE Moskovskogo OAO; w/o 30dec58 on the leg from Mys Kosisty to Khatanga of a flight from Pevek to Moscow during the polar night when deviated from the prescribed flight path to the left by 38 km, descended too early, buched the slope of a hill (340 metres) 55 km from Khatanga airport, came to rest upside down after some 400 metres and caught fire, all 5 crew and 11 of the 12 passengers killed; wreck found 31dec58; soc 24apr59
14700 13 17	YU-ADG 7404	Il-14M Il-14M	JAT Yugoslav Air Force	d/d trf	28jun57 1963	d/d was also reported as jan57 which is too early for this c/n; photo VIE 1958; canx 1963 photo at SVO
	71304 CCCP-52024(2) CCCP-52024(2)	II-14M II-14M II-14M	Yugoslav Air Force AFL/Ukraine AFL/KrasnoyarIAA	r/r trf trf	ca.1970 unknown	on charge as of 01jan72, with '71304' also mentioned in the MGA document in 'polar' c/s; soc 02mar87 as amortisation period expired; seen IAA 11jun94, derelict; l/n IAA 23sep04
14700 13 18	YU-ADH	II-14M	JAT	mfd	20apr85 25jun57	and broken up 2005; see Avia-14 c/n 704115 d/d 28jun57; photo PRG 29dec58; canx 1963
	7405 71305	II-14M II-14M	Yugoslav Air Force Yugoslav Air Force	trf r/r	1963 ca.1970	f/n BEG 18aug63
	CCCP-29106 CCCP-29106	Il-14LIK-2 Il-14LIK-2	MAP"Sverdlov" Perm MAP Moscow MSZ	rgd rgd	21jul71 17may74	navaids calibration aircraft; mfd given as 25jun57 in canx document later trf to MAP MSZ Sukhoi; reportedly based at Khodynka until around 1985/86 and then at Chkalovskaya; last overhaul completed 12jun84; canx 03nov87; t/t 15,310 hours and 7,542 cycles; broken
14700 13 19	YU-ADI 7406	II-14M II-14M	JAT Yugoslav Air Force	d/d trf	28jun57 1963	up canx 1963
	71306 no serial	Il-14M Il-14M	Yugoslav Air Force MAKO	r/r ph.	ca.1970 aug73	probably it is this airframe that was preserved at Negotino (now part of Macedonia) near to the highway
						that leads to Greece, as the fate of all other Yugoslav II-14s are known; in ex Yugoslav Air Force c/s with a replacement fin similar to the Caravelle, 'M - Organizacija Aranzmani' logo on the fin and fuselage, was in use as a Restaurant and later as a Disco; I/n 1975; subsequently broken up
14700 13 20	YU-ADJ 7407	Il-14M Il-14M	JAT Yugoslav Air Force	d/d trf	28jun57 1963	canx 1963 f/n SXF 03aug67
14700 13 21	71307 CCCP-26199 660	II-14M II-14M II-14M	Yugoslav Air Force MAP Taganrog MSZ Civ Avn Adm China	r/r rgd rad	ca.1970 27oct71 1957	canx 20sep88 f/n CAN 20dec80; seen WUH 1984; l/n WUH sep87, wfu; broken up 1988
14700 13 21 14700 13 22 14700 13 24	656 658	II-14M II-14M II-14M	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China	rgd rgd rgd	1957 1957 1957	operational at Guangzhou until mid 1980s; fate unknown transferred to the CAAC 2nd Civil Aviaton Group in 1974; f/n PEK oct85; l/n SIA sep87; fate unknown
14700 13 25	HA-MAA	Il-14M	MALÉV	d∕d	10apr57	in natural metal c/s without markings, photo exists; CofA issued 29apr57; photos in natural metal c/s with serial and Hungarian flag on the tail, later repainted into full MALÉV c/s; named 'Aladár' (a Hungarian given name, but not worn); converted 09jul60 from 24 seats to 32 seats with an additional emergency passenger
						window installed (left and right) at the aft section; converted 31may61 from 32 seats to 36 seats; seen AMS 08oct63; wfu may70 and flown to the Soviet Union 01jun70, the same date as the registration was cancelled
	CCCP-41841 CCCP-41841	II-14M II-14M	AFL/Polar AFL/KrasnoyarIAA	toc trf	23oct70 04dec76	photo exists year not clear in MGA document; still in service 20sep86; soc 10may88 as amortisation period expired;
14700 13 26	CCCP-N624 CCCP-04197	II-14M II-14M	Polyarnaya Aviats. Polyarnaya Aviats.	mfd rgd	29mar57 1959	seen IAA 11jun94 in 'polar' (>; wreck still present IAA 20apr05 rgd 24may57; photo exists 24 pax configuration
	CCCP-04197	II-14M	AFL/Polar	trf	10feb60	corp 254 AO UPA GVF; flew 179 hours 45 min for ice-reconnaissance in the Eastern sector of the Soviet Arctic 02jul/01sep63; w/o 20oct63 on an ice-reconnaissance flight from Nagurskaya to Graham Bell Island (Franz Josef Land Archipelago) in difficult weather conditions during the polar night when the crew lost orientation over Morgan Sound and the aircraft crashed at a height of 150 metres into the smooth slope of
						a glacier (which had not been visible on the radar due to design deficiencies) on Graham Bell Island (facing the central part of Morgan Sound) and burnt out, all 5 crew and 2 passengers (hydrologists) killed; t/t 805 heavy uncel for a constraint of the central part of Morgan Sound) and burnt out, all 5 crew and 2 passengers (hydrologists) killed; t/t
14700 13 27	CCCP-N628	II-14M	Polyarnaya Aviats.	mfd	30mar57	8,051 hours; wreck found 23oct63; soc 27nov63 in 24 passenger configuration; rgd 24may57; opb Moskovski AO; in natural metal c/s with thin stripes above and below the windows, with 'Polyarnaya Aviatsiya' titles; slightly damaged on landing at Zakharkovo 18jul57
	CCCP-04198	II-14M	Polyarnaya Aviats.	rgd	22may58	confirmed in register 04aug59; in natural metal c/s with thin stripes above and below the windows, with 'Polyamaya Aviatsiya' titles
	CCCP-04198	II-14M	AFL/Polar	trf	10feb60	initially opb 254 AO at SVO; used to re-supply the drifting polar stations SP-9 in 1960/61 and SP-11 in 1962/63; still with 'Polyarnaya Aviatsiya' titles then; assigned to an Antarctic expedition 24sep62 (but
	CCCP-04198	II-14LR	AFL/Polar			obviously did not go there); trf to 248 AO at Nizhniye Kresty 04oct62 converted to an ice-reconnaissance aircraft; flew ice-reconnaissance missions in the Eastern sector of the Arctic 24may63/01jul63 and 11aug63/04sep63 (197 hours 25 minutes); damaged 23jan64 on landing at Pevek when overran the runway and collided with a snow mound, the nose gear collapsed (pilot: Yu.F.
	CCCP-04198	II-14LR	AFL/Yakutiya	trf	01oct70	Nekhonov); flew ice-reconnaissance missions in the Eastern sector of the Arctic in summer 1965 opb 248 LO of Niznekolymski OAO (became 248 LO of Kolymo-Indigirski OAO 15mar72); took part in trials of the "Omega" long-range navigation system in 1979; //n mar80; soc 18aug83 as life-time expired; sat
14700 13 28	CCCP-N629 CCCP-04199	II-14M II-14M	Polyarnaya Aviats. Polyarnaya Aviats.	rgd rgd	24may57 1959	derelict at CYX, seen sep03 in document 28may58 24 pax configuration
	CCCP-04199 CCCP-04199	II-14M II-14M	AFL/Polar AFL/Yakutiya	trf trf	10feb60 01oct70	soc 15feb85 as life-time expired; seen CYX 05jul92 in 'polar' c/s, derelict, partly broken up by sep03; parts
14700 13 29	CCCP-L1510 CCCP-91510	II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd	unknown unknown	still extant 11sep20 in MGA document as Il-14M; in document 1957; photo BUD 1958
14700 13 33	CCCP-91510 CCCP-11333	II-14M II-14G	AFL/KrasnoyarKJA	trf	09dec60 04iun57	year unclear in MGA document; in documents aug60/01aug62; photo exists KJA date unknown, after an emergency landing and lying on its belly; soc 28feb78 as life-time expired cargo version
14700 13 33	CCCP-61703	II-14G	AFL/Moscow (MUTA)	rgd	1958 ?	cargo version; opb 61 AO; f/n BMA 1959; w/o 02feb60 on the leg from Kazan to Moscow at night of a cargo flight from Chelyabinsk to Moscow when the cargo which had not been duly strapped shifted to the
						rear during the take-off run so that the centre of gravity went out of the envelope, the aircraft pitched up immediately after lift-off, lost speed, stalled at a height of some 30-40 metres and crashed on the runway 840 metres from the point where the take-off run had started, all 5 crew seriously injured; soc 15feb60
14700 13 34	CCCP-L1324 CCCP-61786(1)	Il-14G Il-14G	AFL/West Siberia AFL/West Siberia	rgd rgd	unknown jun58	cargo version; in document 1958 cargo version; soc 29may61; see c/n 147001722
14700 13 35	not known CCCP-L1328 CCCP-61707	Il-14G Il-14G Il-14G	Soviet Air Force AFL/Moscow (MUTA) AFL/Moscow (MUTA)	trf rgd rgd	1961 unknown unknown	opb mil. unit 78478 at Balashov cargo version cargo version
	CCCP-61707 CCCP-61707	II-14G II-14G	AFL/Moscow SPIMVL AFL/Magadan	trf trf	11apr63 21jan64	cargo version cargo version; soc 16oct81 as life-time expired
14700 13 36	CCCP-L1340 CCCP-91493	II-14G II-14G	AFL/Northern-LED AFL/Northern-LED	rgd rgd	unknown unknown	cargo version cargo version; soc 17may61 carbo with 70120 of Balankar
14700 13 37	not known "06" CCCP-61764	II-14G II-14P II-14M	Soviet Air Force Soviet Air Force AFL/Ukraine-IEV	trf no toc	1961 reports 17aug59	opb mil. unit 78478 at Balashov serial mentioned in MGA document converted to II-14M
	CCCP-61764 CCCP-61764	II-14M II-14M	AFL/Krasnoyarsk AFL/Magadan-GDX	trf trf	07mar73 11may83	photo exists Cape Schmidt in polar c/s, with radar nose; reported Pevek 29dec87 in incident report when
14700 13 39	CCCP-61774 CCCP-61774	II-14P II-14P	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	toc trf	aug58 oct59	struck by taxying II-14 CCCP-61774 c/n 147001339, both aircraft suffering minor damage; soc 14dec88 VIP Version (salon) VIP Version (salon); on charge as of 01oct59; opb 235 OAO at VKO probably until 1965
	CCCP-61774 CCCP-61774	II-14P II-14P	AFL/Ukraine-IEV AFL/Magadan	trf trf	1961 15may83	VIP Version (salon); f/n IEV 20jul67 VIP Version (salon); damaged at Pevek 29dec87 after hitting II-14 CCCP-61764 c/n 147001337; soc date
14700 13 41	9N-RF1	II-14P	Nepal Government	rgd	11dec58	unknown VIP version (salon); CofA date 25aug59; photo KTM 07oct60 and KTM nov68 and in poor condition KTM aug69
14700 13 42	535	II-14P	Chosonminhang	d/d	08sep58	VIP version (salon); a photo taken in 1959 of a visit by Kim II Sung to Moscow suggests the serial ended in '1' for this particular aircraft; photo 18jun63 as '535', probably somewhere in China; wfu 1989; seen FNJ 14apr12/jun13 in excellent condition with 'Chosonminhang' titles; t/t 5,013 hours; '1342' found on plate may13; seen mid sep13, dismantled awaiting shipment to Myohyang where it will be displayed at the
14700 13 43	CCCP-83964	II-14	MAP Tbilisi APO	rgd	03mar69	International Friendship Exhibition, f/n 19sep14; l/n 19nov19 c/n just as 1343 on Soviet register; reported Veli, Georgia, 09aug87 in incident report; canx 18may90
14700 13 46 14700 13 47	CCCP-61857 CCCP-L1303 CCCP-91481	II-14 II-14FK II-14FK	Soviet AF/AFL c/s AFL/Northern-LED AFL/Moscow SPiMVL	rgd rgd rgd	29dec73 unknown unknown	CofA canx 12mar80 f/n LBV feb76; soc 19dec84 as life-time expired
14700 13 48	CCCP-L1308 CCCP-91494	Il-14FK Il-14FK	AFL/Northern-LED AFL/Northern-LED	rgd rgd	unknown unknown	
14700 13 49	CCCP-91494 CCCP-L1313	Il-14FK Il-14FK	AFL/Moscow SPiMVL AFL/West SibOVB	trf rgd	15dec60 unknown	f/n KRT jan71; soc 30jun87 as amortisation period expired photo exists

	CCCP-61787	II-14FK	AFL/West SibOVB	rgd	1958/59	in natural metal c/s with two blue cheatlines, photo exists; repainted in 1977 at ARZ-407 in standard Aeroflot 'blue' c/s; soc 31dec86; broken up at Novosibirsk-Severny
14700 13 50	CCCP-L1314 CCCP-91480 CCCP-91480	II-14FK II-14FK II-14FK	AFL/Moscow SPiMVL AFL/Moscow SPiMVL AFL/Centr.RegMya	rgd rgd trf	unknown unknown unknown	f/n IBA apr72; research aircraft; converted to geophysical survey aircraft with a towed MAD "bird"; photo in "Sovyetski Soyuz" (Soviet Union) magazine No. 130/1966; soc 25mar87 as amortisation period expired
14700 14 02 14700 14 06	"01" CCCP-L1519	II-14M II-14M	Soviet Air Force AFL/Moscow (MUTA)	mfd	03apr57	in the MGA document as an II-14M; in passenger configuration; included in the request of MUTA for new
	CCCP-91519 CCCP-91519	II-14M II-14M	AFL/Moscow (MUTA) AFL/KrasnoyarKJA	rgd trf	1958/59 16apr59	registration numbers dated 09apr58 not included in the GU GVF document which allocated the new registration numbers 09may58 opb 126 AO (became 126 LO Krasnoyarskogo OAO sep64); painted in 'polar' c/s (natural metal with red cheatline and trim, with additional small 'Krasnoyarskoye upravleniye' titles on the nose) by ARZ-407 in 1973; the tail cone was damaged 22feb77 while the aircraft was undergoing maintenance near a hangar at Krasnoyarsk-Severny when it was hit by the right wing of II-18V CCCP-75557 which was towed, t/t 33,814 by then; soc 30nov77 as life-time expired; probably trf to DOSAAF and used by the DOSAAF aeroklub at Krasnoyarsk-Ustanovo for parachute training (the transfer of an II-14 of Krasnoyarski OAO to DOSAAF is known while the identity of the aircraft is not); the hulk - still in full Aeroflot c/s including titles - sat at the dump at the DOSAAF airfield at Krasnoyarsk-Ustanovo, seen (and c/n checked) dec88/jun93 and gone by
14700 14 07	CCCP-L1526 CCCP-91526 CCCP-91526	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPiMVL	rgd rgd trf	unknown unknown 31jul63	jun01 in MGA document as II-14M soc 25mar87 as amortisation period expired; f/n Myachkovo 26sep91, seen partly broken up this date, gone by aug92
14700 14 08	CCCP-L1529 CCCP-91529	II-14M II-14M	AFL/Krasnoyarsk AFL/Krasnoyarsk	rgd rgd	unknown 1958/59	in MGA document as II-14M soc 14jan77 as life-time expired
14700 14 09	CCCP-L1531 CCCP-L1531	II-14M II-14M	AFL/Moscow (MUTA) AFL/N.Kavkaz-KRR	rgd trf	unknown 24feb58	photo; in documents 22dec58/sep59; in MGA document as II-14M
14700 14 10	CCCP-91531 CCCP-91531 CCCP-L1536	II-14M II-14M II-14M	AFL/N.Kavkaz-KRR NII ? AFL/Lithuania	rgd trf rgd	unknown 06may60 unknown	soc 28dec (year not visible in MGA document) version confirmed; opb Litovskaya OAG GVF
10001110	CCCP-91536	II-14M	AFL/Lithuania	rgd	14may58	opb Litovskaya OAG GVF; dbr 13jun62 on the leg fro Kiev to Odessa of a flight from Vilnius to Simferopol when was to land on the reserve runway as the main runway was under maintenance, but landed on the grass as ATC had given misleading commands, touched down late, bounced twice due to the uneven terrain and collided with an earth wall after 730 metres so that the landing gear collapsed, all 3 crew and 32 passengers were slightly injured; soc 09jul62
14700 14 11	CCCP-L1552 CCCP-L1552	II-14M II-14M	AFL/Moscow (MUTA) AFL/KrasnoyarKJA	rgd trf	unknown 20apr59	in MGA document as JI-14M in documents jun57/oct59
14700 14 12	CCCP-91552 CCCP-L1501	II-14M II-14M	AFL/KrasnoyarKJA AFL/Kazakhstan	rgd rgd	1958/59 unknown	in documents nov59/12mar61; trf to Cuba date unknown
	CCCP-L1501 CCCP-91501 CCCP-91501	II-14M II-14M II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ	trf rgd trf	jun57 1958/59 jan64	in MGA document as II-14M dbr, details unknown; soc 29sep71
14700 14 13	CCCP-L1512 CCCP-L1512	II-14M II-14M	AFL/Moscow (MUTA) AFL/Privolzhsk-KUF	rgd trf	unknown 01jan60	in document 1957; reported in the accident report of II-14 CCCP-52025 f/n PEZ 30oct60; in MGA document as II-14M, photo exists as such
	CCCP-91512 CCCP-91512 CCCP-91512	II-14M II-14M II-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-CSY AFL/Privolzhsk-GOJ	rgd trf trf	oct60 jan64 unknown	based at KUF until jan64 probably in early 1970s; soc 08sep75 as life-time expired
14700 14 14	CCCP-L1513 CCCP-91513	II-14M II-14M	AFL/Northern-LED AFL/Northern-LED	rgd rgd	unknown 1958/59	in MGA document as II-14M
14700 14 15	CCCP-91513 CCCP-L1514	II-14M II-14M	AFL/KrasnoyarKJA AFL/Moscow (MUTA)	trf mfd	02jan59 20may57	soc 28sep76 as life-time expired in MGA document as II-14M
	CCCP-91514 CCCP-91514	II-14M II-14M	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	rgd trf	unknown unknown	on charge as of 01oct59; opb 235 OAO at VKO until 02mar65; f/n KRT nov61, black and white photo exists with Soviet flag on the fin and Aeroflot logo by the nose
14700 14 16	CCCP-91514 CCCP-L1577 CCCP-91577	II-14M II-14M II-14M	AFL/Yakutiya-YKS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	trf mfd rgd	02mar65 17may57 1958/59	soc 15dec81 as worn out in MGA document as II-14M opb 160 ATO: w/o 13dec59 on the leg from Termez to Tashkent of a flight from Kabul to Tashkent when the crew left the prescribed flight-path and did not navigate properly, the aircraft veered off course by 40- 50 km to the right, overflew the Baisun-Tau range the summits of which were covered by clouds and crashed at a height of some 3,700 metres into the south-eastern slope of mount Kushtang (27 km north-
						east of Baisun, Surkhondaryo region), all 5 crew and 25 passengers killed; wreck found only 02jun60; t/t 3,029 hours; soc 19jul60
14700 14 17	CCCP-L1583 CCCP-91583	II-14M II-14M	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd rgd	unknown 1958/59	in MGA document as II-14M trf oct61 to Cuba 24 pax configuration
14700 14 18	CCCP-N630 CCCP-04200 CCCP-04200	II-14M II-14M II-14M	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	mfd rgd trf	17may57 1958/59 10feb60	probably 31mar58 opb 247 AO; w/o 02sep60 on the leg from Arkhangelsk to Cherepovets of a flight from Pevek to Moscow in below-minima weather conditions (low clouds and rain) when flew very low, hit trees on the northern slope of cloud-covered Byelaya hill (225 metres) east of lake Porzhenskoye, lost its left wing, crashed 250 metres further on (at N61.917 E38.167) on the southern slope, caught fire and burnt out, all 5 crew and 13 passengers (polar researchers from the Soviet military) killed; t/t 3,580 hours; wreck found 03sep60; soc 04oct60
14700 14 19	CCCP-N631 CCCP-04201	II-14M II-14M	Polyarnaya Aviats. Polyarnaya Aviats.	rgd rgd	05jun57 31mar58	24 pax configuration initially opb Moskovski OAO; trf to Chukotski OAO 20oct58
	CCCP-04201 CCCP-04201	II-14M II-14M	AFL/Polar AFL/Yakutiya-Niy	trf trf	10feb60 01oct70	opb 248 AO; in natural metal c/s with red cheatline and tail, with small 'Aeroflot' and 'Polyamaya Aviatsiya' titles on the nose opb Kolymo-Indigirski OAO; soc 18jan82 as life-time expired; seen partly broken up CYX 05jul92/sep03
14700 14 20	CCCP-N632 CCCP-04202 CCCP-04202	II-14M II-14M II-14M	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	rgd rgd trf	05jun57 22may58 10feb60	version confirmed; made a forced landing feb58 in 24 passenger configuration damaged shortly before 28jun63 whilst taxiing at SVO when the tail hit the wing of An-10 CCCP-11196; in a document in 1964
	CCCP-04202 CCCP-04202	II-14M II-14M	AFL/Centr.RegMya AFL/KrasnoyarIAA	trf trf	21oct70 14dec76	opb 251 LO Igarskogo OAO; last flight 31may84 (from IAA to KJA); seen being disassembled on the apron 05jun84; soc 16jul84 as life-time expired; was preserved in front of the terminal at Krasnoyarsk-Yemelyanovo from jun84, f/n 13jun84; damaged by fire by 1988, repainted before the visit of Mikhail Gorbachov to Krasnoyarsk I2sep88, I/n jul90 and gone before the end of 1990; reportedly transported to the duma of Krasnoyarsk I2sep88.
14700 14 21	CCCP-04203 CCCP-04203	II-14M II-14M	AFL/Polar AFL/Centr.RegMya	rgd trf	unknown 21oct70	the dump at Krasnoyarsk-Ustanovo 24 pax configuration; toc 10feb60; in fleet list 15aug61/1964
14700 14 22	CCCP-04203 CCCP-04203 LZ-750	II-14M II-14M II-14M	AFL/Magadan AFL/Centr.RegMya Bulgarian AF	trf trf CPH	02jul82 28oct82 21may63	soc 26nov86 as life-time expired
14700 14 22	LZ-750 LZ-ILP	II-14M II-14M	TABSO	VAR	23sep66	I/n GVA 06jul63 as such rgd 10dec56; was operated as a VIP aircraft (1966/68?); photo with Bulgarian Air Transport titles and TABSO on tail
	LZ-ILP LZ-ILP	II-14M II-14M	Bulair Balkan c/s	lsd SOF	68-72 may72	l/n SOF 21apr73, operational; canx 27dec73; seen in a playground at Varna-Aksakovo (Bulgaria) 26jun93;
14700 14 23	HA-MAB	II-14M	MALÉV	d/d	08jul57	gone by aug02 CofA issued 09jul57; made a route proving flight to AMS 17feb58; named 'Béla' (a Hungarian given name, but not worn); seen AMS 15jul60; converted 08sep60 from 24 seats to 32 seats with an additional emergency passenger window installed (left and right); converted 25jan65 from 32 seats to 36 seats; suffered severe damage in a heavy storm, managed to land safely, but had to be wfu, date and details
14700 14 24	HA-MAC	II-14M	MALÉV	mfd	27may57	unknown; used for training of the fire brigades at Ferihegy and burnt in a fire practice in 1972 d/d 08jul57; CofA issued 09jul57; named 'Cccll' (a Hungarian given name, but not worn); converted 08sep60 from 24 seats to 32 seats with an additional emergency passenger window installed (left and right); seen LHR 16mar62; converted 08jun64 from 32 seats to 36 seats; wfu may70 and flew to the Soviet Union 30may70, the same date as the registration was cancelled
14700 14 25	CCCP-41851 CCCP-41851 CCCP-41851	II-14M II-14M II-14LR	AFL/Polar AFL/KrasnoyarIAA AFL/KrasnoyarIAA	toc trf ph.	29oct70 04dec76 jan81	year not clear in MGA document ice-reconnaissance aircraft with "Initisativa" radar under wing centre section (LR = ledovy razvedchik); damaged on Graham Bell Island (Franz Josef Land Archipelago) 08jun82 when lost speed and belly-landed on glacier in white-out conditions during an ice-reconnaissance mission, repaired; still in service in 1986; soc 29feb88 as amortisation period expired; seen stored at Igarka 11jun94; wreck still present IAA 20apr05, white top, grey undersides with titles
14700 14 25	CCCP-L1515 CCCP-L1515 CCCP-91515 CCCP-91515 CCCP-91515	II-14M II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Yakutiya-YKS AFL/Ukraine	mfd rgd rgd trf trf	08jun57 unknown 1958/59 14mar65 06feb73	in MGA document as II-14M on charge as of 01oct59; opb 235 OAO at VKO until 14mar65 still in Yakutsk OAO documents in early 1970s opb UTO-8 at IEV; used call-sign CCCP-52577 at some time; converted to a navaids calibration aircraft; w/o 14nov74 on a positioning flight from Kiev-Zhulyany via Donetsk to Voroshilovgrad when a fuel pipe in the nacelle of the right engine fractured shortly after take-off, causing a fire in the wheel well which remained unnoticed by the crew as there was no fire signalisation in the wheel well the fire resulting in catastrophic failure of the right wing and the aircraft crashed at Zhukov-ostrov (10.8 km south-east of
14700 14 26	CCCP-L1455 CCCP-61722	II-14M II-14M	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd rgd	unknown 1958/59	Klev-Zhulyany airport), all 6 crew killed; t/t 19,892 hours 45 minutes and 16,481 cycles; soc 24dec74 in MGA document as II-14M f/n SKD 25aug75; photo exists

14700 14 27	CCCP-61722 CCCP-L1343 CCCP-61709	II-14M II-14G II-14G	AFL/East Siberia AFL/Krasnoyarsk AFL/KrasnoyarKJA	trf rgd rgd	15jan77 1957 09may58	soc 22jul87 as life-time expired cargo version; not yet on charge as of 01apr57; opb 126 ATO cargo version; filew on the KHV-OHO route 19sep58; seen KJA 17nov61; opb 126 ATO as of 01dec63 (became 126 LO Krasnoyarskogo OAO in 1964); soc 26jun79 as life-time expired
14700 14 28 14700 14 29	CCCP-L5050(2) CCCP-L1352	Il-14 Il-14G	SibNIA AFL/Yakutiya-YKS	rgd mfd	unknown 23may57	static test-bed 1957; see c/n 4340102 cargo version
14700 14 30	CCCP-61715 CCCP-L1358	II-14G II-14G	AFL/Yakutiya-YKS AFL/Moscow (MUTA)	rgd rgd	1958/59 unknown	cargo version; soc 31may77 as life-time expired cargo version; based VKO; in document 1958
	CCCP-61704 CCCP-61704 CCCP-61704 CCCP-61704	Il-14G Il-14G Il-14G Il-14G	AFL/Moscow (MUTA) AFL/Moscow SPiMVL AFL/Magadan AFL/Magadan-Sym	rgd trf trf trf	jul58 11apr63 17jan64 unknown	cargo version; based VKO cargo version; f/n LHR 26nov63 cargo version cargo version; l/n Seimchan 1974; photo in old 'polar' c/s (natural metal/red c/s) pre oct82 at Anadyr; soc
14700 14 31	CCCP-L1359	Il-14G	AFL/East SibIKT	rgd	unknown	17jan83 as life-time expired cargo version
	CCCP-61732	Il-14G	AFL/East SibIKT	rgd	1958/59	cargo version; opb 134 ATO; w/o 05jun61 local time (according to Moscow time still 04jun61) on the leg from Irkutsk to Chita of a cargo flight from Irkutsk to Khabarovsk when descended too early on approach to Chita in bad visibility at night (ATC had transmitted incorrect meteo data), hit trees on the western slope of khrebet Cherskogo mountain (170 metres below its summit and 430 metres above the level of the
14700 14 32	CCCP-L1360(1)	Il-14G	AFL/Ukraine-IEV	mfd	may57	airport) 11 km from the airport and caught fire, all 5 crew killed; t/t 4,698 hours; soc 02jul61 cargo; opb 86 0A0; w/o 17aug57 on a training flight from Kiev-Zhulyany when collided on approach with II-14M CCCP-L2071 due to ATC error, the right wing was hit by the right propeller of CCCP-L2071 at an altitude of some 250-300 metres, the fuel tank exploded and the wing severed, the wreck fell on two houses (the larger one of them being # 27) at Sovskaya street and the right wing on a shed, all 4 crew killed plus 6 persons on the ground killed and 23 injured (11 of them severely); t/t 157 hours 34 minutes; soc 31oct57; see c/n 148001844
14700 14 33	CCCP-L1366 CCCP-41814 CCCP-41814 CCCP-41814	Il-14G Il-14G Il-14G Il-14G	AFL/Armenia AFL/Armenia AFL/Armenia-EVN AFL/West SibOVB	rgd rgd trf trf	unknown 1958/59 sep65 19jan73	cargo version cargo version cargo version cargo version; in natural metal c/s with two blue cheatlines; repainted in 1976 at ARZ-407 in standard
14700 14 34	CCCP-L1367 CCCP-61788(1)	Il-14G Il-14G	AFL/West SibOVB AFL/West SibOVB	rgd rgd	unknown 1958/59	Aeroflot 'blue' c/s; soc 23mar79 as life-time expired; broken up at Novosibirsk-Severny cargo version cargo version; in document apr60; photo exists, in natural metal c/s with two blue cheatlines; soc 26oct76
14700 14 35	CCCP-L1368	Il-14G	AFL/KrasnoyarKJA	rgd	unknown	as life-time expired; see c/n 8343901 cargo version
	CCCP-61710 not known CCCP-13353	Il-14G Il-14G Il-14G	AFL/KrasnoyarKJA Soviet Air Force MAP Perm Motors	rgd no rgd	1958/59 reports 20jun63	cargo version; soc 26jun61 cargo version; probably opb mil. unit 78474 or 78478, but last two digits missing in MGA document in Aeroflot c/s; canx 30oct86; seen Perm-Froly aug99/aug01; forward fuselage seen in aviation museum of Mikhail Pavlov at V. Muly near Perm (NS7.957278 E56.125258) dec09/jul21
14700 14 36	CCCP-L1375 CCCP-L1375	Il-14G Il-14G	AFL/Northern-LED AFL/Northern-LED	rgd rgd	unknown 1958/59	cargo version
14700 14 37	CCCP-91492 CCCP-58641	II-14G II-14P	AFL/Komi-VKT MRP Solntsevo	trf rgd	1960 16may66	cargo version; f/n SCW 1977; soc 29aug77 as life-time expired converted to II-14IRE, avionics test-bed; photo with 'Aeroflot' titles and suspended avionics pod beneath
14700 14 38	CCCP-L1381 CCCP-L1381	Il-14G Il-14G	AFL/West SibOVB AFL/Moscow (MUTA)	mfd trf	jun57 28jul58	the fuselage; canx 01oct86 cargo version cargo version
	CCCP-61725 not known	II-14G II-14G II-14G	AFL/Moscow (MUTA) AFL/Moscow (MUTA) Soviet Air Force	rgd no	1958/59 reports	cargo version; soc 27jun61 cargo version; opb mil. unit 78474 at Balashov
14700 14 44	CCCP-06147 1126	II-14G II-14T	MAP Perm Motors Syrian Air Force	rgd SXF	25jan82 1967	canx 13sep84 roundel with three stars (the Egyptian roundel had two stars); in natural metal c/s; reportedly flew from
14700 14 40	1126	Il-14T Il-14G	Egyptian Air Force	trf	unknown	SXF to Cairo stored at Cairo-Almaza, I/n 06nov83/30oct84
14700 14 49	CCCP-L1386 CCCP-61705 CCCP-61705	II-14G II-14G II-14G	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Magadan-GDX	rgd rgd trf	1958/59 1958/59 01feb63	cargo version; f/n RGN 1960 cargo version on charge as of 01feb63
14700 14 50	CCCP-61705 CCCP-L1395	II-14G II-14G	AFL/Tyumen AFL/Azerbaijan-BAK	trf rgd	12nov75 unknown	cargo version; soc 25oct78 as life-time expired cargo version
	CCCP-41809 CCCP-41809	II-14G II-14G	AFL/Azerbaijan-BAK AFL/ArkhangelARH	rgd trf	1958/59 24apr75	cargo version cargo version; soc 17nov80 as worn out
14700 15 01	CCCP-L1400 CCCP-91490	Il-14G Il-14G	AFL/Northern-LED AFL/Northern-LED	mfd rgd	1957 1958/59	cargo version cargo version; photo exists with Severnoye upravleniye titles by nose
	CCCP-91490 CCCP-91490	Il-14G Il-14G	AFL/N.Kavkaz-VOG AFL/Leningrad-LED	LED trf	11jul70 unknown	in documents mar60/1961; directorate not mentioned in MGA document opb 1 LOAO; in passenger configuration; soc 29jul77 as life-time expired; converted to II-14FK by ARZ-407
14700 15 02	CCCP-91490 CCCP-L1407 CCCP-91491	II-14FK II-14G II-14G	AFL/Leningrad-RVH AFL/Northern-LED AFL/Northern-LED	trf mfd rgd	05jan82 1957 1958/59	in 1979 opb 2 LOAO; reported broken up 1983 cargo version f/n LED 18aug60; seen LHR 16apr65; l/n ARN nov70; in fleet, cargo configuration; soc 14jan77 as life-time
14700 15 03	CCCP-L1418 CCCP-91488	Il-14G Il-14G	AFL/Privolzhsk-KUF	rgd	unknown	expired cargo version
14700 15 04	CCCP-91488 CCCP-91488 CCCP-L1419	II-14G II-14G II-14G	AFL/Privolzhsk-KUF AFL/Magadan AFL/Georgia-TBS	rgd trf mfd	unknown unknown 26jun57	cargo version cargo version; on charge as of 01feb64; f/n nov74; soc 17jan83 as life-time expired cargo version; in documents 1957/jul57, was a training aircraft
	CCCP-41840	Il-14G	AFL/Georgia-TBS	trf	unknown	cargo version; in document may55; in accident report as 'CCCP-41840 under the index 52744'; opb 112 LO; w/o 09mar68 on a cargo flight from Tbilisi to Yerevan with an inexperienced crew, on approach to Yerevan from the direction of lake Sevan the aircraft entered clouds and crashed into the slope of Mt. Getantag impacting the slope with the left wing at 2,265 metres and crashed 130 metres higher up, all 5 crew killed; /t 13,441 hours 48 minutes; soc 15apr68
14700 15 05	CCCP-L1420 CCCP-61733	II-14G II-14G	AFL/East SibIKT AFL/East SibIKT	rgd rgd	unknown 1958/59	cargo version cargo version; soc 30mar76 as life-time expired
14700 15 06	CCCP-L1421 CCCP-61723	II-14G II-14G	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd rgd	unknown 1958/59	cargo version cargo version; in document mar59
14700 15 09	CCCP-61723 09	Il-14G Il-14P	AFL/East SibIKT Albanian Air Force	trf d/d	31jan77 21jun57	cargo version; soc 25oct82 as life-time expired VIP version (salon); Presidential Aircraft with red 'lightning bolt' cheatline and roundel on fuselage; f/n Rome 21 ian62
	15-09	II-14P	Albanian Air Force	r/r		VIP version (salon); seen Bari 09jan77, call-sign ZA-TBK; photos exist with blue 'lightning bolt' cheatline and later again with red 'lightning bolt' cheatline; wfu by 1992 at TIA; dbr by rebels TIA mar97; still present TIA oct02, serial not visible as rudder had decayed away; broken up by apr03, sent to Elbasan
14700 15 10	not known CCCP-93921	IL-14P Il-14P	Soviet Air Force MAP Myachkovo	mfd rgd	1957 06nov65	metallurgic furnace to be melted down
14700 15 11 14700 15 12	CCCP-93921 CCCP-41826 HA-MAG	II-14P II-14 II-14P	MAP Moskovski OAO Soviet Gvt/AFL c/s Hungarian Gvt	trf toc d/d	17nov77 03may61 25may57	in Aeroflot c/s; canx 30jan89; seen Myachkovo sep91/sep94 in good condition; gone by aug95 opb 235 OAO at VKO probably until 1965 VIP version (salon); was a gift from the Soviet Union; built in the autumn of 1956 and delivered late due to the Hunqarian uprising; used '41512' as flight plan; in white c/s with grey undersides and thin red
	512	II-14P	Hungarian AF	r/r	1959	'lightning-bolt' cheatline, Hungarian flag on the fin; CofA 21apr58 VIP version (salon); c/n confirmed in official document; f/n PRG 28jun68; in white c/s with grey undersides and thin red 'lightning-bolt' cheatline, Hungarian roundel on the fin; to Minsk for maintenance aug76 with
14700 15 13	CCCP-61780 no serial 600	II-14P II-14P II-14P	AFL/East Siberia Civ Avn Adm China Civ Avn Adm China	toc d/d rgd	01oct76 01aug57 aug57	t/t 3,846 hours and 3,208 cycles; sold 31aug76 f/n mar80; soc 30jun87 as amortisation period expired to Xijiao Airport; h/o 02aug57, was a gift from the Soviet Union VIP version (salon); photo exists and in film, but according to CAAC this registration never existed;
	678	II-14P	Civ Avn Adm China	. 9-	9-1	personal aircraft of Zhou Enlai and confirmed later became 678 VIP version (salon); personal aircraft of Zhou Enlai from late 1950s; transferred to the CAAC 2nd Civil
	678	II-14P	China General Avn	trf	jul89	Aviaton Group in 1974 to undertake aerial photography; seen PEK sep78 VIP version (salon); f/n TYN 10nov93 in CAAC c/s; displayed in all-white and full colours since 1996
14700 15 14	678 101	II-14P II-14P	Civ Avn Adm China MIAT Mongolia	rst mfd	1998 31oct57	VIP version (salon); moved to Tianjin city and displayed there in the new Zhou Enlai memorial museum since 14aug98 (N39.092021 E117.15902); l/n nov21; see also 602 with unknown c/n late mfd; photo taken at ULN, with c/n visible on the tail; Salon aircraft; the prefix MONGOL was initially
100 13 14	MONGOL-101	II-14P	MIAT Mongolia	iniu	photo	only worn on the wings taken at Minsk-2 (late 1960s/early 1970s)
	CCCP-61748	II-14P	AFL/Krasnoyarsk	trf	21mar76	the rudder was damaged by taxiing An-12 CCCP-12957 at Igarka 28dec77; photo exists in old 'polar' c/s (natural metal c/s with dayglo trim); mentioned in an incident report 14aug87 at Igarka with c/n given as 147001614 and version as II-14M; soc 13nov87 as amortisation expired; I/n IAA 11jun94 in standard
14700 15 15 14700 15 16	CCCP-69306 CCCP-L1427	Il-14 Il-14G	MRP Solntsevo AFL/Ukraine-IEV	rgd rgd	16may66 unknown	'polar' (/s, derelict canx 30jul87 cargo version; in documents 1957/1960
	CCCP-91605 not known	Il-14G Il-14G	AFL/Ukraine-IEV Soviet Air Force	rgd trf	1958/59 1961	cargo version; soc 27may61 opb mil. unit 78478 at Balashov
14700 15 17	CCCP-L1429 CCCP-61724	II-14G II-14G	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd	nov58 1958/59	cargo version; overhauled at AERB-243 cargo version; soc 26jun61
14700 15 18	not known CCCP-L1434	II-14G II-14G	Soviet Air Force AFL/Kazakhstan-ALA	trf	1961 nov58	opb mil. unit 78478 at Balashov cargo version; overhauled at AERB-243
14700 15 19	CCCP-91498 not known CCCP-L1435	Il-14G Il-14G Il-14G	AFL/Kazakhstan-ALA Soviet Air Force AFL/Moscow (MUTA)	rgd trf LHR	1958/59 1961 09nov57	cargo version; soc 04jun61 opb mil. unit 78478 at Balashov cargo version
17,00 13 13	CCC1-F1433	11-140	ALL MUSCOW (MUTA)	LITK	09110437	cargo version

	CCCP-61778(1)	II-14G	AFL/Syktyvkar-SCW	trf	17nov58	cargo version; in document 01apr59; dbr 08dec59 on landing at Vorkuta in difficult weather conditions
14700 15 20	CCCP-L1440	II-14G	AFL/Ukraine-LWO	mfd	15jul57	when the air pressure at Vorkuta had not been fed into the altimeter and the aircraft touched down before reaching the runway, no casualties; soc 14may60; see c/n 14803066 opb 88 AO; w/o 30aug57 on the leg from Lviv to Kiev of a cargo flight from Lviv to Moscow when
			·			proceeded according to VFR while the actual weather conditions did not allow for this, the crew followed a road but missed a crossing while flying through a cloud, while trying to return to the road the aircraft crashed into a wooded hill near Slovita village (Hlynyany district of the Lviv region), all 5 crew and 2
14700 15 21	CCCP-L1444 CCCP-91499	II-14G II-14G	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd	unknown 1958/69	passengers killed; t/t 122 hours; soc 31oct57 cargo version; in document 1958 cargo version
14700 15 22	CCCP-91499 CCCP-L1450	Il-14G Il-14P	AFL/Magadan-GDX AFL/KrasnoyarKJA	rgd trf rgd	20apr63 unknown	cargo version; seen Seimchan 1974; soc 22jun81 as life-time expired cargo version
14700 15 41	CCCP-61711 BL554	II-14P II-14	AFL/KrasnoyarKJA Indian Air Force	rgd	1958/59 early64	cargo version; repainted in 1974 at ARZ-407 in 'polar' c/s; soc 27oct77 as life-time expired; broken up at Novosibirsk-Severny at Khormaksar; seen BOM 13nov66 and DEL 07oct67 c/n checked, previously reported as c/n 1540; l/n
14700 13 41	DLJJ4	11-14	Indian All Force		earry04	DEL aug07/eb09, in poor condition with no external serial visible with faded IAAI (International Airport Authority of India) titles, having been in use by the Fire department as a trainer; call-sign "VNJ" in cockpit with serial; removed at the beginning of may09, wings and tail were hacked off and the fuselage loaded onto a low-loader
14700 15 46 14700 15 48	BL548 CCCP-41802	II-14 II-14T	Indian Air Force AFL/Moscow SPiMVL	DEL toc	21jun66 unknown	cargo version; on charge as of 01feb60; converted to II-14LIK-1; soc 19nov87 as amortisation period expired; seen Myachkovo 26sep91 partly broken up, present jul95 but gone by aug95; was a navaids calibration aircraft
14700 16 01 14700 16 03	BL561 CCCP-41816 CCCP-41816	II-14 II-14G II-14G	Indian Air Force AFL/Moscow (MUTA) AFL/Moscow SPiMVL	mfd trf	30aug57 31jul63	cargo version; based at VKO; in document 1959; toc 07oct60 cargo version
	CCCP-41816 CCCP-41816	II-14G II-14G	AFL/Magadan AFL/Centr.RegMya	trf trf	21jan64 15jul76	cargo version converted to polar version (in accident report as an Il-14M, though); photo exists in 'polar' c/s; opb 229 LO
						Antarkticheskogo AO; w/o 17feb86 on a positioning flight from Ice Station Molodyozhnaya to Ice Station Mirny (distance 2,020 km) when unexpectedly strong headwinds (140 km/h) and severe icing caused the aircraft to run out of fuel after more than 10 hours, the crew attempted an emergency landing on the Filippi glacier 240 km west of Ice Station Mirny (at S66.833 E88.00) in white-out conditions, but the aircraft rashed into thesurface of the glacier and was completely destroyed, all 5 crew and the sole passenger (an aircraft mechanic) killed; t/t 32,094 hours 22 minutes and 18,078 cycles; wreck found some days later; soc 31dec86
14700 16 05	CCCP-93917 CCCP-93917	II-14 II-14	MSP Komsom-na-Amu MSP Komsom-na-Amu	rgd rgd	27oct80 17feb81	canx 30dec87
14700 16 06	CCCP-93932	II-14T	Minsudprom	rgd	17feb81	opb Amurski sudostroitelny zavod im. Leninskogo Komsomola at Komsomolsk-na-Amure; in standard 'blue' Aeroflot c/s; canx 30feb87; was towed on the road from Komsomolsk-na-Amure to Khurba and preserved near the airport; I/n sep91; scrapped
14700 16 07 14700 16 11	CCCP-61782(2) BL558	II-14LR II-14	AFL/Far East-UUS	toc SHJ	19jun80	f/n UUS 07dec82; l/n UUS 1984; still in service 20sep86; t/t 14,235 hours 5,113 cycles as of 20aug87; soc 06oct87 as amortisation period expired; scrapped at UUS in 1987; see c/n 146000410
14700 16 11 14700 16 14 14700 16 17	CCCP-06143 not known	II-14 II-14 II-14T	Indian Air Force MAP Moskovski OAO Soviet Air Force	mfd no	03jan68 aug57 reports	and DEL 11jan69 rgd 13may81; canx 30jan89
	CCCP-61784(2)	II-14T	AFL/Yakutiya	toc	09oct80	in 'polar' c/s; still in service 20sep86; seen CYX 05ju92, wfu; soc date not given in MGA document; seen stored at the factory airfield at Arsenyev aug11, awaiting the opening of the Far Eastern Aviation Museum; preserved in the Far Eastern Aviation Museum (N44.150670, E133.267302) which officially opened
14700 16 18	BL555	II-14	Indian Air Force	DEL	20mar68	10sep21; l/n sep22; see c/n 7343109 l/n DEL 16may77, wfu
14700 16 21	"15" red	II-14T	Soviet Air Force	mfd	18oct57	preserved inside Ivanovo Air Base (N57.042505 E40.992899) at the 610th Combat & Conversion Training Centre museum since oct84 to commemorate the service life of the 259 II-14Ts serving in the Soviet Air Force between 1958 and 1967; I/n aug23
14700 16 23 14700 16 24	CCCP-79168 CCCP-61795 CCCP-61795	II-14T II-14T II-14T	MAP Ufa Motors AFL/Kazakhstan AFL/Yakutiya	mfd mfd trf	27aug57 10sep57 20apr85	rgd 06dec65; reported BKA 04jan87 in an incident report; canx 14nov88 toc 31jul64 mentioned in incident report at CYX 01mar87; soc 14mar89 as amortisation period expired; seen CYX 05jul92 in 'polar' c/s, partly broken up, l/n sep03
14700 16 25 14700 16 29	BL550 CCCP-64453 CCCP-21510	II-14 II-14 II-14	Indian Air Force MAP Moskovski OAO	DEL rgd	21oct67 01aug75	canx 30jan89
14700 16 30 14700 16 31 14700 16 32	BL552 BL553	II-14 II-14 II-14	MAP Moskovski OAO Indian Air Force Indian Air Force	rgd DEL DEL	25oct78 11dec66 13aug67	canx 30jan89 coded 'H'
14700 16 33 14700 16 34	not known BL556	II-14 II-14	Soviet Navy Indian Air Force	no	jun65 reports	converted to flying laboratory on behalf of Central Scientific Institute named after A.I. Krylov, two radomes housing radars at bottom of fuselage; further research equipment installed aug74
14700 16 40	"23" red	II-14T	Soviet Navy	mfd	sep57	was a test-bed in 1974; decommissioned in 1984; f/n Siverski 26oct94, in natural metal c/s; ferried from Siverski via Novgorod to Zhukovski nov94; seen ZIA 05jul95; l/n ZIA aug97
	FLARF01114 RA-1114K	II-14T II-14T	Myachkovo Fl. Club Andrei Ivanov	Mya Mya	17aug01 27jun04	c/n confirmed; rgd 09dec00 to Oleg Nikolaevich Motuz as 'RA-1114K'; in white c/s with grey undersides and 'ASK' titles on the fin, registration painted as '01114 FLA RF'; I/n Myachkovo 15may04 in fake Polyamaya Aviatsiya c/s, no titles; seen under restoration at Myachkovo 27jun04; conducted an
	'CCCP-91612'	II-14T	Andrei Ivanov	Mya	01oct12	engine run of both engines 08may12; l/n Myachkovo sep12 in fake Polyarnaya Aviatsiya c/s with fake registration; ferried from Myachkovo to Stupino 01oct12; l/n
						without titles and name Orlovka 27aug16; received 'Okrug' titles and named 'Mikhail Farikh' after a Russian businessman and private helicopter pilot who died in a crash 18apr16; f/n as such Orlovka 19aug17; l/n Kaluga-Oreshkovo sep22/jul24; see II-14FK CCCP-91612 c/n 148001945
14700 16 41 14700 16 42	BL549 CU-T322	II-14T II-14	Indian Air Force Cubana	ADE w/o	14dec66 13may80	coded 'C'; I/n DEL 23feb69 on a training flight from Varadero when the crew practiced stalls, the aircraft entered a left spin and the crew was unable to recover it so that the aircraft crashed into the sea some 0.5 km off Varadero Beach, all 3 crew members were killed
14700 16 45	not known CCCP-93912	II-14T II-14T	Soviet Air Force MAP Kazan APO	rgd rgd	unknown 18dec65	repainted in post-1973 standard 'blue' Aeroflot c/s; f/n as such SVO 28apr78; sat dismantled at Kazan- Borisoglebskoye (N55.866215 E49.120485), seen jun09/aug14; moved to the dump by nov19
14700 16 46 14700 16 47	BL547 "06" blue	II-14 II-14T	Indian Air Force Soviet Air Force	DEL mfd	13aug67 oct57	and dec74 was based at Kapustin-Yar and Vinnitsa; f/n OSF 20may93; flew to Moscow-Tushino in 1994 and still
	FLARF01707	II-14T	Fed of Light Avn	Tno	17jun00	present 25sep94/aug99 c/n confirmed; in grey military c/s with 'FLA Rossii' titles; code "18" white was applied on the port side around aug05 for a brief appearance in the TV series "Moskovskaya Saga"; sat derelict at various places of
						Moscow-Tushino airfield; under restoration from dec10, right engine started up for the first time 29jan12; //n aug14; fiew 25sep14, the first time in over twenty years, after three and half years of restoration and landed at Orlovka Tverskaya; seen Orlovka Tverskaya 26jun18 without registration; I/n Kaluga-Oreshkovo mar21, as such and there still 03jun22 being painted
14700 17 01 14700 17 03 14700 17 04	BL569 CCCP-29107 BL551	II-14T II-14 II-14	Indian Air Force MAP Moscow MSZ Indian Air Force	d/d rgd no	22dec66 25nov70 reports	previously reported as c/n 147001704, see this c/n canx 30jan89
14700 17 08 14700 17 11	BL557 CCCP-93926	II-14 II-14T	Indian Air Force MOM Omsk Motors	DEL rgd	13aug67 16jun76	canx 16apr89; seen preserved in Aeroflot c/s OMS jun93/jun94
14700 17 15	not known CCCP-61783(2)	II-14 II-14	Soviet Air Force AFL/Far East	no toc	reports 17jul80	cargo version; f/n UUS 1984; mentioned in incident report, date unknown; soc 19nov87 as amortisation period expired; scrapped at UUS in 1987; see c/n 146000501
14700 17 22	not known CCCP-61786(2)	II-14T II-14LR	Soviet Air Force AFL/Yakutiya	no toc	reports 24oct80	converted to II-14LR date unknown; f/n 20sep86 at Polar station SP-26 and again spring 1988 at NP-30; photo in 'polar' c/s; canx date unknown to VNII PANKh at Krasnodar and later to AON (General Aviation) museum; I/n 1996; see c/n 147001334
14700 17 25 14700 17 26	BL560 BL546	II-14 II-14	Indian Air Force Indian Air Force	DEL	photo 21jun66	in white/grey c/s
14700 17 27	CCCP CCCP-93933	II-14T II-14T	MAP MSZ Sukhoi	mfd rgd	30nov57 02feb81	i/s nov57 reportedly based at Khodynka until around 1985/86 and then at Chkalovskaya; photo exists; last overhaul completed 10may84; canx 03nov87; t/t 10,920 hours and 6,863 cycles; broken up
14700 17 29 14700 17 30	"01" blue BL563	II-14T II-14	Soviet Air Force Indian Air Force	PKC DEL	08jul94 13auq67	in all-grey c/s, derelict; l/n PKC 25aug02; still visible on GE image dated 20aug03, but not on next image dated 24may05
14700 17 32 14700 17 36	"15" blue CCCP-66750	II-14 II-14	Soviet Air Force MAP "Znamya Truda"	NSK mfd	13may95 nov57	derelict rgd 16mar66; based at Moscow-Khodynka Factory No. 30
14700 17 38	not known CCCP-29109 CCCP-29109	II-14 II-14 II-14	Soviet Air Force MAP Myachkovo MAP Zhukovski	mfd rgd trf	1957 06nov65 unknown	version is either an Il-14G or Il-14T; f/n Moscow apr79; photo KJA 1970, in incident report Djezkazgan 30jan87; canx 18apr89
14700 17 40 14700 17 42	BL562 CCCP-06144	II-14 II-14	Indian Air Force MAP Moskovski OAO	DEL mfd	05dec67 nov57	rgd 13may81; canx 30jan89
14700 17 47 14700 17 50	CCCP-41825(2) "48" red	II-14P II-14T	Soviet AF/AFL c/s Soviet Air Force	rgd d/d	29dec73 1957	CofA canx 12mar80; 223rd Flight Unit; see c/n 146000507 calibration aircraft; opb 201 osae at Tököl; in white/natural metal c/s with red cheatline; wfu 1983; h/o as a gift to the Hungarian Transport Museum at Ferihegy 21feb84, but remained in storage at Tököl and broken up there in 1988 due to its condition, only some engine parts, instrument panel and a propeller found its way to the museum
14700 18 01 14700 18 05	BL568 BL564	II-14 II-14	Indian Air Force Indian Air Force	DEL DEL	08nov67 11jan69	seen wfu DEL 1977

14700 18 06 14700 18 10	CCCP-41817 CCCP-41817 CCCP-41817 not known	II-14G II-14G II-14G II-14	AFL/Moscow (MUTA) AFL/Moscow SPiMVL AFL/Krasnoyarsk Soviet Navy	toc trf trf	10sep60 31jul63 02mar73 1976	cargo version; the MGA document gives this date in brackets as well as 12jul61 cargo version; t/n LHR 26nov63 cargo version; soc 27dec78 as life-time expired converted to flying laboratory installing electronic equipment and so called two "dielectric lenses" at the nose and tail of fuselage; the aircraft was intended for missions performed over sea for the purpose of ship personnel to be trained as radar operators; using installed electronic equipment, II-14 could model any
14700 18 15	BL565	II-14T	Indian Air Force	DEL	24dec67	aircraft and its individual effective reflective capability in white c/s with grey undersides; seen BOM feb73; //n Jodhpur 1974; preserved at the CE R & D complex in Timarpur district, Delhi since at least 2000 (N28.705654 E77.217316); //n jan23
14700 18 16 14700 18 17	BL566 BL567	II-14 II-14	Indian Air Force Indian Air Force	DEL	21jan68	
14700 18 21	"04" red	II-14T	Soviet Air Force	rgd	unknown	opb 226 osap at Sperenberg; f/n Sperenberg 1976; wfu 1981 and stored at Mirgorod; performed a test flight 23nov87 and ferried Mirgorod-Starokostantinov (for refuelling)-Lvov (for customs clearance)- Kunmadaras-Tököl 24/25nov87; ferried to Ferihegy 08dec87; t/t 5,928 hours by 26nov87; h/o as a gift to the Hungarian Transport Museum at Ferihegy 23feb89, initially stored and finally displayed in the museum from 20oct91, I/n aug09; repainted in fake MALEV colours starting sep09
14700 18 22	'HA-MAL' 204	II-14T II-14T	MALÉV Afghan Air Force	BUD	29jun10	preserved in these fake colours in the Aircraft Memorial Park at Ferihegy (N47.427967 E19.261343) the Airport was renamed Ferenc Liszt from 25may11; starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; the museum was renamed Aeropark in nov14; the starboard engine is in serviceable condition; I/n aug24 factory drawings of this c/n as serial '204', probably Afghan, exist
14700 18 23	"05" red	II-14T	Soviet Air Force	rgd	unknown	opb 226 osap at Sperenberg; dbr 1987 during landing at Sperenberg and dumped, f/n 14jan93, partly broken up, l/n may95
14700 18 24	not known CCCP-41835(2)	II-14T II-14T	Soviet Air Force AFL/ArkhangelARH	mfd trf	24dec57 17may80	converted to patrol version with "Groza-40" weather radar; in 'polar' c/s; still in service in 1986; soc 13jun88; seen Arkhangelsk jun/jul94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280) since 18aug95, l/n oct23; see c/n 6341806
14700 18 25 14700 18 32	CCCP-93930 CCCP-64455	II-14 II-14T	MAP Kom-na-Amu APO MAP Ufa Motors	rgd rgd	25dec80 06dec65	canx 27may88 canx 20sep88; became a memorial 28jun88 in Krasnaya Gorka, Bashkiria
14800 18 40 14800 18 43	"09" red CCCP-L1323 CCCP-61727	II-14T II-14T II-14T	Soviet Air Force Aeroflot/UShVLP Aeroflot/UShVLP	OSF mfd rgd	06sep93 29jan58 1958/59	broken up, wreck still present 16apr97 Ulyanovsk Advanced Flying Training College; toc 15feb58 Ulyanovsk Advanced Flying Training College; soc 18may61
	"08" blue CCCP-06142	II-14T II-14T	Soviet Air Force MAP Moskovski OAO	trf rgd	18may61 07may81	opb mil. unit 78474 at Balashov in grey Air Force (/s with blue cheatline added, no titles; dbr 10jan85 when had to divert to Uralsk
14800 18 44	CCCP-L1360(2)	II-14T	Aeroflot/UShVLP	toc	15feb58	(Kazakhstan), deviated from the glide path on approach at night in difficult weather conditions, failed to go around and hit the ground 1,340 metres before the runway threshold, all 4 crew and 1 of the 2 passengers injured; t/t 11,007 hours 17 minutes; canx 1985 Ulyanovsk Advanced Flying Training College; see c/n 147001432
	CCCP-61740 CCCP-61740	II-14T II-14T	Aeroflot/UShVLP AFL/Yakutiya	rgd trf	unknown 18jan73	Ulyanovsk Advanced Flying Training College photo mid-70s; soc 28mar77 as life-time expired; seen CYX 05jul92 fuselage in sections, in original polar c/s; l/n sep03
14800 19 01	CCCP-N341 CCCP-04176	II-14T II-14T	Polyarnaya Aviats. Polyarnaya Aviats.	rgd rgd	unknown unknown	in document 18mar58 as just delivered
	CCCP-04176 CCCP-04176	II-14T II-14T	AFL/Polar AFL/Central Region	trf trf	10feb60 21oct70	cargo version; f/n LED mar60; re-equipped with ROZ-1 nose radar instead of RBP-3 system 25aug66 I/n nov74; dbr, details unknown, soc 28sep76
14800 19 02	CCCP-N344 CCCP-04177	II-14T II-14T	Polyarnaya Aviats. Polyarnaya Aviats.	mfd rgd	21feb58 unknown	in fleet list 18mar58 as just delivered
	CCCP-04177 CCCP-04177 CCCP-04177	II-14T II-14T II-14T	AFL/Polar AFL/Central Region AFL/KrasnoyarIAA	trf trf trf	10feb60 21oct70 10mar79	photo; in fleet list mar65 converted to II-14LR by ARZ-407 27jun84; damaged 30mar86 on take-off from Graham Bell Island (Franz
14800 19 03	CCCP-N363	II-14T	Polyarnaya Aviats.	rgd	unknown	Josef Land archipelago) when swung to starboard after rotation, take-off was aborted but overran, collapsing the nose gear; photo as such; repaired, still in service by 20sep86; soc 29jan88 as amortisation period expired; remains seen at Igarka 11jun94, still in 'polar' c/s in a document 18mar58 as just delivered
	CCCP-04178	II-14T	Polyarnaya Aviats.	rgd	31mar58	in natural metal c/s; assigned to the 5th Antarctic expedition (SAE) 14oct59 and loaded onto the research vessel M/V "Ob'" 12nov59
	CCCP-04178 CCCP-04178 CCCP-04178	II-14T II-14T II-14T	AFL/Polar AFL/Central Region AFL/KrasnoyarIAA	trf trf trf	10feb60 21oct70 16nov73	photo at DKS in 1970 equipped with special searchlights for ice-reconnaissance at night in 1980; in 'polar' c/s; still in service by
14800 19 04	CCCP-N388 CCCP-04179	II-14T II-14T	Polyarnaya Aviats. Polyarnaya Aviats.	mfd rgd	18mar58 22may58	20sep86; soc 13mar89 as life-time expired; the fuselage sat at Igarka, seen 11jun94 rgd 04apr58; opb Moskovski AO opb Moskovski AO; in natural metal c/s with thin stripes above and below the windows, with 'Polyarnaya
	CCCP-04179	II-14T	AFL/Polar	trf	10feb60	Aviatsiya' titles on the nose initially opb 247 AO; trf to 254 AO based on a decree issued 12dec60; in natural metal c/s with thin stripes
						above and below the windows, still with 'Polyamaya Aviatsiya' titles; on a photo at Mys Shmidta 28mar60; used to re-supply the drifting polar station SP-9 in 1960/61 and the Arctic expedition "Sever-14" in 1962, still with 'Polyamaya Aviatsiya' titles then
14800 19 05	CCCP-04179 CCCP-N389 CCCP-04180	II-14T II-14T	AFL/Central Region Polyarnaya Aviats.	trf rgd	21oct70 unknown	opb 229 LO of Myachkovski OAO; damaged beyond repair, details unknown; soc 10may73 in document 18mar58 as just delivered
	CCCP-04180 CCCP-04180 CCCP-04180	II-14T II-14T II-14T	Polyarnaya Aviats. AFL/Polar AFL/Central Region	rgd trf trf	unknown 10feb60 21oct70	cargo version; in document 12mar60; in 'polar' c/s with red fin, penguin badge on fin photo oct79; dbr on an unknown date on take-off from the polar station Komsomolskaya (Antarctica) when
14800 19 06	CCCP-N446	II-14T	Polyarnaya Aviats.	rgd	unknown	the engines failed to develop take-off power; soc 20aug87 as amortisation period expired; used for spares, forward fuselage detached from the wreck and used to repair II-14FKM CCCP-41834 c/n 8343903 which had been damaged 07nov87 (story in "Pravda" daily newspaper 25mar90) photo; in fleet list 18mar58 as just delivered
14000 19 00	CCCP-04181 CCCP-04181	II-14T II-14T	Polyarnaya Aviats. AFL/Polar	rgd trf	1958/59 10feb60	in fleet list 28may58 converted to II-14LR with 'Initsiativa' radar, as such in fleet list 04apr60; assigned to an Antarctic
	CCCP-04181	II-14LR	AFL/Central Region	trf	21oct70	expedition 24sep62 used call-sign CCCP-30863; f/n LED aug78; mentioned in incident report at Murmansk-Murmashi 27mar87;
14800 19 08	"08" red	II-14T	Soviet Air Force	Kho	26apr93	soc 03oct88 as life-time expired opb 326 tbad at Tartu; in white/light grey VIP c/s; h/o to the museum at Khodynka by the division commander of 326 tbad (Dzhokhar Dudayev, who later became the president of Chechnya) in 1992, ferried to Khodynka by an Aeroflot crew; was preserved in the museum at Khodynka (N55.78774 E37.53640), seen apr3/sep08; destroyed by arson 20aug09, wreck l/n oct11; scrapped around 09jan12, only the centre wing section remained by mar12, some parts were to be used for the restoration of Il-14T c/n 147001647; parts of the wreckage were transported to "Muzei avtomobilei i ekipazhel" at Lyublino and
14800 10 00		11.147			nhata	were seen there as installation and (together with parts of An-2T c/n IG236-35 and II-18V c-n 184007501) nov14/dec15 details from Czech CAA. c/n in document as '1909', presumably delivery regionly: in all-grey c/s
14800 19 09 14800 19 10 14800 19 11	PK-MZA PK-MZB PK-MZC	II-14T II-14T II-14T	Indonesian AF Indonesian AF Indonesian AF	no no	photo reports reports	details from Czech CAA, c/n in document as '1909', presumably delivery reg only details from Czech CAA, c/n in document as '1911', presumably delivery reg only
14800 19 12 14800 19 13	PK-MZD CCCP-N447	II-14T II-14T	Indonesian AF Polyarnaya Aviats.	no rgd	reports unknown	details from Czech CAA, c/n in document as '1912', presumably delivery reg only in fleet list 18mar58 as just delivered
	CCCP-04174 CCCP-04174	II-14T II-14T	Polyarnaya Aviats. AFL/Polar	rgd trf	unknown 10feb60	photo; in fleet list 28jan60 photo apr60
	CCCP-04174 CCCP-04174	II-14T II-14T	AFL/Centr.RegMya AFL/Krasnoyarsk	trf trf	21oct70 28dec73	damaged 08aug78 on a flight from Murmansk to Dikson, after an emergency landing was made due to low fuel reserves on the coastline of the uninhabited island of Neupokoeva (120 km from Dikson), sustaining
						some damage to the wings; was later airlifted without outer wings and engines by Mi-6 for repair at Dikson; soc 27aug85 as life-time expired
14800 19 14	CCCP-N448 CCCP-04182 CCCP-04182	II-14T II-14T II-14T	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	rgd rgd trf	unknown 1959 10feb60	in fleet list 18mar58 as just delivered in document 03apr59 opb otryad 248 UPA GVF; in document 15aug61; flew ice reconnaissance in the Eastern sector of the
	CCCP-04182	II-14T	AFL/Yakutiya	trf	01oct70	Soviet Arctic 18jun/04sep63; trf to AFL/Yakutiya-Kolyma-Indigirka soc 19feb81 as life-time expired; f/n jun82; l/n CYX 04jul92, partly broken up
14800 19 15	CCCP-N449 CCCP-04183 CCCP-04183	II-14T II-14T II-14T	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	rgd rgd trf	unknown unknown 10feb60	in fleet list 18mar58 as just delivered photo; in fleet list 26jun59; damaged 19dec60 on landing at the ice airstrip of drifting polar station SP-8;
	not known	II-14T	Soviet Air Force	trf	28jun61	repaired; still in fleet list 28mar/15aug61 opb mil. unit 78684
14800 19 16	CCCP-N450 CCCP-04175	II-14T II-14T	Polyarnaya Aviats. Polyarnaya Aviats.	rgd rgd	unknown unknown	in fleet list 18mar58 as just delivered
14000 45	CCCP-04175 CCCP-04175	II-14T II-14T	AFL/Polar AFL/Yakutiya	trf trf	10feb60 01oct70	photo; cargo version; in natural metal c/s without 'dayglo' red elements; soc 18jul80 as life-time expired
14800 19 17 14800 19 18 14800 19 19	PK-MZE PK-MZF PK-MZG	II-14T II-14T II-14T	Indonesian AF Indonesian AF Indonesian AF	no no no	reports reports reports	details from Czech CAA, c/n in document as '1917', presumably delivery reg only details from Czech CAA, c/n in document as '1918', presumably delivery reg only details from Czech CAA, c/n in document as '1919', presumably delivery reg only
14800 19 19 14800 19 20 14800 19 21	PK-MZG PK-MZH PK-MZI	II-141 II-14T II-14T	Indonesian AF Indonesian AF Indonesian AF	no no	reports	details from Czech CAA, c/n in document as '1919', presumably delivery reg only details from Czech CAA, c/n in document as '1920', presumably delivery reg only
14800 19 22 14800 19 25	PK-MZJ CCCP-48098	II-14T II-14T	Indonesian AF MAP "Znamya Truda"	no mfd	reports apr58	details from Czech CAA, c/n in document as '1922', presumably delivery reg only rgd 11dec65; based at Khodynka Factory No. 30; canx 18apr89; seen wfu at Lukhovitsy-Tretyakovo
14800 19 34	CCCP-29112	II-14T	MOM'Sverdlov.'Perm	rgd	29nov65	18sep97 seen Perm-Froly (N57.899101 E56.243214) aug99/may23, preserved in Aeroflot c/s; was canx 13dec88
14800 19 35	CCCP-66756	II-14T	MOMS Kuibyshev	rgd	08dec65	f/n VKO 06apr72 in Aeroflot c/s; canx 08jul88

14800 19 36	1142	II-14T	Egyptian Air Force		photo	in Northern Congo, late 1960; in all-grey c/s with an overpainted SU- (probably SU-BAH) registration just visible on the fin; overshot the landing strip at Lisala, Congo, most likely oct60; photo after the mishap shows c/n '1936' painted on the fin
14800 19 40	"10"	II-14T	Soviet Air Force	rgd	unknown	colour of code probably red or blue; opb Urals military district; tailcone removed for glider towing work; in white/light grey c/s with thin red or blue cheatline; wfu in mid-1970s and h/o to the "Sintez" pharmaceutical factory at Kurgan, displayed in the "Kosmos" pioneers' camp; transferred to the aviation museum at Kurgan apr92 and restored, repainted in white/light grey c/s with standard red cheatline and tail, no markings whatsoever; preserved in the aviation museum at Kurgan (N55.461407 E65.411363), f/n auq03, c/n painted on fin in errors as '14700194' in 2006, l/n on GE jul22
14800 19 41	611	II-14T	Civ Avn Adm China	rgd	1958/59	Cryptic fabr3; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91; stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and still present nov10/mar21
14800 19 42	613	II-14T	Civ Avn Adm China	rgd	1958/59	based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory No. 103, t/t 21,259 hours 48 minutes and 28,116 landings
14800 19 43	CCCP-91610	II-14FK	AFL/Northern-LED	mfd	27may58	toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseinaya when the instructor imitated a failure of the right engine while the aircraft was flying between two layers of clouds (the lower layer went down to 200 metres), the crew lost spatial orientation, the aircraft entered a dive and crossed the lower cloud layer, when it came out of the clouds at a height of 200 metres there was not enough time and height left to recover from the dive and the aircraft crashed on the banks of a rivulet 125 metres from Dachnoye settlement, all 7 crew (among them 4 trainees) and 2 (illegal) passengers killed; t/t 1,709 hours; soc 26dec60
14800 19 44	CCCP-91611	II-14FK	AFL/Moscow SPiMVL	mfd	31may58	toc 03jun58
	CCCP-91611	II-14FK	AFL/Northern-LED	trf	06apr61	opb 1 LOAO; f/n LED aug78; l/n LED 04sep81
	CCCP-91611	Il-14FK	AFL/Leningrad-RVH	trf	05jan82	opb 2 LOAO; w/o 16sep84 on a maritime research flight from Rzhevka when the right engine lost power (possibly due to icing), the aircraft lost speed and height, ditched in the Irben Strait south of Saaremaa island (Estonia) and sank after 12 minutes, all 6 crew and 4 passengers were able to leave the aircraft and were rescued by a patrol boat; t/t 19,341 hours 35 minutes and 5,904 cycles; soc 19jul85
14800 19 45	CCCP-91612	II-14FK	AFL/GosNII GVF	toc	05jun58	see Il-14T c/n 147001640
	CCCP-91612	II-14FK	AFL/West SibOvn	trf	24may79	featured in the Soviet movie "Razreshitye vzlyot" (Request take-off) shot in 1971; still in service in 1986; soc 25dec87 due to no replacement engines available; I/n SVO 03jun88
14800 19 46	CCCP-91613	II-14FK	AFL/Kazakhstan-BXJ	toc	07jun58	f/n TAS 29oct77
	CCCP-91613	II-14FK	AFL/Kazakhstan-UKK	trf	1965	last passenger Aeroflot II-14; still in service 20sep86; reported wfu Ust-Kamenogorsk 1989; soc 05jul89 as amortisation period expired
14800 19 47	CCCP-91614	II-14FK	AFL/Ukraine-IEV	toc	09jun58	photo exists, in natural metal c/s with two blue cheatlines; f/n CAI 13jan75
14800 19 48	CCCP-91614 CCCP-91615	II-14FK II-14FK	AFL/Ukraine-KHC AFL/West SibOVB	trf toc	1976 16jun58	I/n ACC 10nov77; soc 18jul88 as life-time expired in natural metal c/s with two blue cheatlines; photo exists; repainted in 1977 at ARZ-407 in standard
						Aeroflot 'blue' c/s; f/n VOG 14sep87; soc 28mar88 as life-time expired; broken up at Novosibirsk-Severny
14800 19 49	615	II-14T	Civ Avn Adm China	rgd	1958/59	f/n PEK sep81; I/n PEK aug83; photo exists of an II-14 aug24, location unknown, with '615' on the top of the starboard wing, a Chinese roundel is also visible on the rear fuselage, suggesting it may not perhaps be this aircraft
14800 19 50	617	II-14T	Civ Avn Adm China	rgd	1958/59	f/n PEK 28oct86; l/n PEK 31oct87 operational; fate unknown
14800 20 01	YR-ILZ (2)	II-14P	Rom Gvt/TAROM c/s	rgd	16jun59	VIP version (salon); photo LBG 19jun59; see c/n 146000922
	2001	II-14P	Romanian Air Force	ph.	1964	VIP version (salon); with General Leontin Salajan boarding the aircraft (who died 28aug66)
	YR-ILZ (2) 2001	Il-14P Il-14P	Rom Gvt/TAROM c/s Romanian Air Force	BBU	mid60s photo	VIP version (salon); photo with revised titles; canx 17nov76 flown from Bucharest-Otopeni to Caransebes and then transported by truck to Resita, preserved at Pioneer camp Ateneul Tineretului at Resita from 1978; caught fire circa 1983/84 as a result of a person smoking inside the aircraft
14800 20 02	YR-ILW	II-14P	Rom Gvt/TAROM c/s	rgd	01nov61	VIP version (salon); first CofA issued 31oct61; canx 17nov76
	2002	II-14P	Romanian Air Force	Bob	jul91	VIP version (salon); seen Boboc jul91/sep03, derelict; scrapped by jul06

### 378 Il-14s built by Factory No. 84 at Tashkent-Tuzel from 1954 to 1958

The construction number for the Tashkent II-14s is explained as with most other Tashkent built aircraft. The first digit represents the year built followed by the number 34 indicating the factory number (84 !), then the two-digit batch number, the last two digits being the number in the batch. Batches 01 to 02 seem to have consisted of 5 aircraft each, batches 03 to 39 consisted of 10 aircraft each and batch 40 of at least 4 aircraft. However, adding these up would suggest the total produced amounts to 384 aircraft, excluding the benchmark aircraft.

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	CCCP-I1850	II-14P	MAP	f/f	14mar54	the benchmark aircraft, did not have a c/n according to the register
	CCCP-L1850	II-14P	AFL/GosNII GVF	rgd	25aug54	on a photo with small 'Aeroflot' titles behind the nose; new documents issued 16jul55
	CCCP-03534	II-14P	MAP NII-17	rgd	1958 ?	
4 34 01 01	CCCP-L5051	II-14P	AFL/YeAU	mfd	1954	Yegoryevskoye aviatsionnoye uchilishche; first serial production Il-14 from Tashkent; photo in natural
						metal c/s with thin blue cheatlines; featured in the Soviet movie "Ispytanie vernosti" (Test of Loyalty) shot
4 34 01 02	CCCP-L5050(1)	II-14P				in 1954; in document 20dec57 as 18 pax configuration; soc 05apr58 as worn out
4 34 01 02	CCCP-L5050(1) CCCP	II-14P II-14P	AFL/Moscow (MUTA)	rgd mfd	unknown 07jun54	soc 20sep56; see c/n 147001428 i/s jun54
4 34 01 05	CCCP-58648	II-14P II-14P	MAP Moscow MSZ	rgd	22nov65	later trf to MAP MSZ Sukhoi; reportedly based at Khodynka; last overhaul completed 16mar82; canx
	CCCF-38048	11-14F	MAP MOSCOW M32	igu	22110/03	11mar86; t/t 27,205 hours and 21,105 cycles; broken up
4 34 02 02	CCCP-N816	II-14P	Polyarnaya Aviats.	mfd	1954	in 18 passenger configuration; new documents issued 15mar56
	CCCP-04184	II-14P	Polyarnaya Aviats.	rgd	22may58	
	CCCP-04184	II-14P	AFL/Polar	trf	10feb60	opb 247 AO; dbr 04dec61 on the leg from Khatanga to Dikson at night of a flight from Pevek to Moscow
						with be inexperienced 2nd pilot in control when touched down hard before the runway, the landing gear hit
						the runway threshold and broke off and the aircraft suffered substantial damage, all 6 crew and 19
4 24 02 02	"012" red	II-14P	Coviet Air Fores	LHR	23feb55	passengers escaped unhurt; soc 21mar62
4 34 02 03	012 red	11-14P	Soviet Air Force	LUK	2316035	VIP version (salon-lyuks); with the Soviet Deputy Foreign Minister; I/n LHR 24jul56, photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail
	CCCP-69311	II-14P	MRP NIIRZ-Leninets	rgd	30aug68	canx 31jan76
4 34 02 04	CCCP-L5063(1)	II-14P	Aeroflot	igu	Jourgoo	completed service trials 11nov54; see c/n 5340801
	"010" black	II-14P	Soviet Air Force		photo	VIP version (salon-lyuks); photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail;
						see c/n 4340304
4 34 03 01	"005" black	II-14P	Soviet Air Force		feb55	VIP version (salon-lyuks); at Paris
	"017" blue	II-14P	Soviet Air Force	LHR	16apr56	VIP version (salon-lyuks); photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail;
					44.100	I/n LHR 21apr56
4 34 03 02	no code "008" black	II-14P II-14P	Soviet Air Force Soviet Air Force	OMS	11jul93	wfu; l/n OMS 12jun94 VIP version (salon-lyuks); became see next line; see also "008" black with unknown c/n
4 34 03 02	"016" black	II-14P II-14P	Soviet Air Force	LHR	20apr56	VIP version (salon-lyuks); photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail;
	010 DIACK	11-141	Soviet All Torce	LINX	2080130	In LHR 21apr56
4 34 03 03	"006" black	II-14P	Soviet Air Force	LHR	17mar56	VIP version (salon-lyuks); photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail
4 34 03 04	"007" red	II-14P	Soviet Air Force	ph.	10nov55	VIP version (salon-lyuks); in natural metal c/s with 1930s type Red Star on rudder and c/n on tail, arrival
						of Marshal G.K. Zhukov to the Armavir flight school this date
	"010"	II-14P	Soviet Air Force	LHR	21aug56	VIP version (salon-lyuks); photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail;
						see c/n 4340204
4 34 03 05	"002" blue	II-14P	Soviet Air Force	VKO	jul55	VIP version (salon-lyuks); based at VKO; in natural metal c/s with 1930s type Red Star on rudder;
	"035" blue	II-14P	Soviet Air Force	ph.	1956	featured in the Soviet newsreel "Novosti dnya" # 41 released jul55 VIP version (salon-lyuks); during Khrushchov's visit to India; based at VKO; in natural metal c/s with
	055 blue	11-141	Soviet All Torce	pn.	1950	1930s type Red Star on rudder
	CCCP-L1824	II-14P	AFL/Moscow-VKO	LHR	15auq56	VIP version (salon-lyuks); 1/n LHR 22aug56
	CCCP-L1824	II-14P	Aeroflot/UShVLP	trf	21may58	Ulyanovsk Advanced Flying Training College; photo exists in Aeroflot c/s with twin cheatline and the c/n
						still painted on the tail
	CCCP-41824(1)	II-14P	Aeroflot/UShVLP	rgd	jun58	Ulyanovsk Advanced Flying Training College; soc 25mar61; see c/n 146001146
4 34 03 06	"001" blue	II-14P	Soviet Air Force	KBL	15dec55	VIP version (salon-lyuks); during Khrushchov's visit; in natural metal c/s with 1930s type Red Star on
	"01" red	II-14P	Coviet Air Ferres		nhata	rudder and c/n on tail; the controls of the left engine failed in-flight due to a manufacturing defect VIP version (salon-lyuks)
4 34 03 08	"007"	II-14P II-14P	Soviet Air Force Soviet Air Force	BEG	photo iun55	VIP version (salon-lyuks); in natural metal c/s with 1930s type Red Star on rudder and c/n on tail
4 34 03 10	CCCP-L5053	II-14P	NII GVF	toc	unknown	18 pax configuration; the first II-14P molfied to 24 pax configuration (II-14M but retained the II-14P
1010010	2001 20000				unition	shorter fuselage) at ARZ-400 by mid 1957; undertook test flights 1957; photo exists with the c/n painted
						on the tail
	CCCP-L5053	II-14M	AFL/N.Kavkaz-ROV	trf	1957	on charge by 20dec57
	CCCP-61736	II-14M	AFL/N.Kavkaz-ROV	rgd	1958/59	
	CCCP-61736	II-14M	AFL/N.Kavkaz-VOG	trf	1964	f/n MRV 01mar61; seen MRV 21dec67; l/n AER 08jun71; soc 30sep75 as worn out
4 34 04 01	CCCP-L5054	II-14P	AFL/Moscow (MUTA)	mfd	29aug54	first passenger aircraft for Aeroflot oct54; in document 20dec57, 18 pax configuration; converted to II-14M date unknown
	CCCP-41849	II-14M	AFL/Moscow (MUTA)	rgd	unknown	
	CCCP-41849	II-14M	AFL/Mosk. AG SPiVS	trf	01jan60	
	CCCP-41849	II-14M	AFL/Moscow	trf	14mar68	
	CCCP-41849	II-14M	AFL/Centr.RegBKA	trf	14jun75	converted to II-14LIK-2 date unknown
4 34 04 03	CCCP-41849 "003" black	II-14LIK-2 II-14P	AFL/Ukraine-KHC Soviet Air Force	trf	07mar79	soc 16nov79 as amortisation period expired VIP version (salon-lyuks); carried Austrian government delegation from Vöslau to Moscow 11apr55; in
4 34 04 03	UUS DIACK	11-14P	Soviet Air Force			natural metal c/s with 1930s type Red Star on rudder and c/n on tail
	"018" black	II-14P	Soviet Air Force	LHR	13aug56	VIP version (salon-lyuks); in natural metal c/s with 1930s type Red Star on rudder and c/n on tail
4 34 04 05	"004" blue	II-14P	Soviet Air Force	ph.	07jun55	VIP version (salon); during the state visit by Indian President Nehru to Moscow; based at VKO; in natural
				•		metal c/s with 1930s type Red Star on rudder; l/n SKD 19nov64

4 34 04 06	"021" black	II-14P	Soviet Air Force	LHR	24aug56	VIP version (salon); in natural metal c/s with 1930s type Red Star on rudder; the photo is slightly distorted and the last digit was not 100% clear and was thought to possibley be a '5', but confirmed sightings exist
4 34 04 07	CCCP-L5061	II-14P	AFL/Aktyubinsk FS	rgd	unknown	of c/n 4340405 before and after as "004" blue in document 20dec57 as II-14P, 18 pax configuration; soc 13feb58 as for 'display'
4 34 04 08	CCCP-L5057	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	opb 65 ATO; w/o 06aug55 on a flight from Stalingrad (now Volgograd) to Moscow-Vnukovo when the right engine ran out of oil and caught fire, the crew diverted to Voronezh for an emergency landing, but the right wing was destroyed by the fire and detached, the aircraft crashed in a field 4 km north-east of the runway and exploded, all 5 crew and 20 passengers (among them a delegation of 10 women from Norway) killed; t/t 824 hours (the engine had a t/t of 250 hours only, but already suffered from a fatigue crack which
4 34 04 09	CCCP-L5058	II-14P	AFL/East Siberia	rgd	unknown	caused the accident); soc 06sep55 in document 20dec57, 18 pax configuration
	CCCP-41832(1) CCCP-41832(1)	II-14P II-14P	AFL/Magadan-GDX AFL/East Siberia	trf trf	12jun58 01dec75	flew on KHV-OHO route 19sep58; see c/n 14803070 date difficult to read in MGA document; soc 30nov77 as life-time expired
4 34 04 10	CCCP-L5056	II-14P	AFL/Moscow (MUTA)	rgd	15dec54	in an MGA document 20dec57 as an II-14P, in 18 passenger configuration; trf to the MAP for trials, date unknown (but before 1960)
	CCCP-L5056	II-14P	Aeroflot/KAI	trf	unknown	Kiev Aviation Institute; soc 25mar61 as for 'display'; used as a ground instructional airframe by the Kiev Institute of Civil Aviation Engineers (KII GA), seen oct76/1977
4 34 05 01	CCCP-L5055	II-14P	AFL/VNESh ?	rgd	unknown	photo 1957; featured in the Soviet movie "Nepovtorimaya vesna" (Unrepeatable Spring) shot in 1957; in document 20dec57 as II-14P, 18 pax configuration, in use by a technical school; soc 10may58 as for 'display'
4 34 05 03	CCCP-L5059 CCCP-L5059 CCCP-L5059	II-14P II-14P II-14P	AFL/Moscow (MUTA) AFL/East Siberia AFL/Yakutiya	mfd trf trf	25apr55 unknown 22mar57	rgd 28may55; opb 133 ATO after 1955; opb 133 ATO opb 139 AO Yakutskoi OAG GVF; in a document 20dec57 as an II-14P, in 18 passenger configuration;
	CCCP-61712	II-14M	AFL/Yakutiya	rgd	17may58	converted to an II-14M, date unknown opb 139 AO Yakutskoi OAG GVF; w/o 31oct61 on a cargo flight (carrying apples) from Yakutsk to Sangar when the crew mistook the lights of Smorodichny for the lights of Sangar on approach at night and in haze (Sangar had an electricity black-out, but the crew had not been informed about that) and flew at a height of 160 metres into the wooded south-western slope of Mount Vaatala Khayata 8 km south-east of the airport, the right wing was ripped off at first, then the aircraft turned over, came to a rest after 200 metres and cavetb first.
4 34 05 04	CCCP-L5060	II-14P	Aeroflot/IATU	rgd	unknown	and caught fire, all 5 crew were killed; t/t 7,954 hours; soc 06dec61 Irkutsk Technical Aviation College; photo exists at VKO in natural metal c/s with two blue cheatlines; soc 25mar61 as for 'display'; I/n Irkutsk mid-1972, wfu
4 34 05 05 4 34 05 06	CCCP-93923 CCCP-L1629(1)	II-14P II-14P	MSM Moscow Metalw. AFL/GosNII GVF	rgd rgd	11sep67 unknown	trf to the Soviet Air Force around 1980 c/n given as 0506, but not mentioned in the MGA document; converted to 24 pax configuration and
	CCCP-L1629(1) CCCP-L5062	II-14M II-14M	AFL/GosNII GVF AFL/Mosk. AG SPiVS	h/o trf	dec55 unknown	became the II-14M prototype with lengthened fuselage; f/f 01nov55; see c/n 146001005 for state trials, underwent check trials with GK NII VVS 14/23apr56; photo exists as II-14M c/n and registration from MGA document, version not mentioned; f/n WAW 19oct56 during Khrushchov's
	CCCP-L5062 CCCP-L5062	II-14M II-14M	AFL/GosNII GVF AFL/Mosk. AG SPiVS	trf trf	14may58 27sep58	visit photo in "Grazhdanskaya Aviatsiya" magazine # 9/1959
	CCCP-91484 CCCP-91484	II-14M II-14M	AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS AFL/Central Region	rgd	unknown photo	based most of the time at Voronezh and later at Myachkovo; soc 18jul80 as life-time expired; was
		11 1 1 1 1	A Ly central Region		photo	preserved in standard 'blue' c/s in front one tier through the standard' blue' c/s in front one tier through the standard' blue' c/s in front of the terminal at Bysevo (N55.622818 E38.063824) from 09sep80, I/n in its original c/s may10, repainted in all-grey c/s by aug11; broken up apr12, only scrap metal remained by 18apr12
4 34 05 07	V-17	II-14P	Czechoslovak AF	d/d	1954	supplied as a pattern aircraft to Avia at Prague-Letnany; undertook tests and performance flights with the VZLU from oct55
	0507	II-14P	Czechoslovak AF	PRG	1958	converted to a laboratory aircraft (RTZ bypass navaids aircraft) in 1965; seen at PRG feb77 active, in natural metal c/s; soc 1986; f/n preserved at Zbraslavice aug91, l/n oct96; f/n preserved at Zruc Airpark (N49.805518 E13.415111) oct96, l/n sep24
4 34 05 08	not known	II-14P	Czechoslovak AF	d/d	30apr55	probably had a serial consisting of a letter with two numbers initially, as the system relating to c/n and serial was not introduced until 1957
	OK-BYQ (1) 0508	II-14P II-14P	CS-Gvt (LSFMV) Czechoslovak AF	rgd	06aug56	canx 29dec59; see c/n 911109 converted to II-14FG in 1967/1968; scrapped at Hradec Kralove in 1979
4 34 05 09	SP-LNC CCCP-52065(2)	II-14P II-14P	LOT AFL/Yakutiya	rgd toc	09jul55 20feb73	canx 20apr73 see canx date above; soc 13aug80 as amortisation period expired; see CCCP-52065 with unknown c/n
4 34 05 10	SP-LNB SP-LNB	II-14P II-14P	LOT Aeropol	rgd rgd	04jul55 22aug74	f/n AMS 04oct61; converted for photo-survey work in 1967 used for photo-survey work; f/n WAW 10jun77
	SP-LNB	II-14P	ZRLIĽK	trf	25nov82	Air Traffic and Communication Aerodromes Directorate; equipped for calibration flights; in white/natural metal c/s with red cheatline and trim, with 'Zarzad Ruchu Lotniczego i Lotnisk Komunikacyjnych' titles; rgd only 29dec83; equipped with an Aviation Systems ASI model 2300 Portable Flight Inspection Package (AVI) in 1985; repainted in slightly changed colours (with black nose) at about the same time; ZRLILK was replaced by PPL 23oct87, but the titles were not changed; wfu 14apr89; canx 24oct89; sat wfu at WAW, each single colours (with black nose) by PDL 23oct87, but the titles were not changed; wfu 14apr89; canx 24oct89; sat wfu at WAW,
4 34 06 01	0601	II-14P	Czechoslovak AF		photo	seen jul90/aug95, very derelict by mid-1996 and only the fuselage was left by may00, I/n jan21 according to Czech magazine; probably had a serial consisting of a letter with two numbers initially, as the system relating to c/n and serial was not introduced until 1957; converted to II-14R7, opb by 46.bold at Prerova in 15jul59 and opb 47.pzlp at Hradec Králové in 1969; photo exists Pardubice aug83 in natural metal c/s, wfu and stripped of mission equipemnt just prior to being btoken up
4 34 06 02 4 34 06 03	0602 not known	II-14P II-14P	Czechoslovak AF Czechoslovak AF	d/d	29apr55	according to Czech magazine; probably had a serial consisting of a letter with two numbers initially, as the system relating to c/n and serial was not introduced until 1957 probably had a serial consisting of a letter with two numbers initially, as the system relating to c/n and
4 54 00 05	OK-BYT	Il-14P	CS-Gvt (LSFMV)	rgd	13mar56	vip obdy had a serial consisting of a leader with two humbers initiality, as the system relating to c/n and serial constraints not introduced until 1957 VIP configuration; photo BUD oct62; canx 22oct64
	0603	Il-14P	Czechoslovak AF	trf	22oct64	converted to II-14FG 1967/1968; arrived at Kbely museum 24nov76; preserved in poor condition and very faded c/s, serial worn away; wings and tail dismantled by aug12; moved by road 15apr13 to Olomouc museum (due to open 04may13); seen 25may13/sep13, dismantled; seen 21jun14, now re-assembled; I/n sep16; seen 29sep19 at Letecke Museum, Konesin; I/n aug24
4 34 06 04 4 34 06 05	604 608	II-14P II-14P	Civ Avn Adm China Civ Avn Adm China	rgd rgd	1954 1954	f/n PEK 20apr79; wfu 1987; I/n CTU oct87; broken up at CTU conversion started in Shanghai jan74 to become a combi aircraft, with work completed 19mar74; fate unknown
4 34 06 06	003	II-14P	Polish Air Force	d/d	17jun55	VIP version (salon); photo VKO 1959; leased by LOT (Polskie Linie Lotnicze) in Air Force marks, three times between 23jul65/08apr66, 11may70/24oct70 and 16oct74/12apr75
	0606 N606RR	II-14P II-14P	Polish Air Force Aviation Classics	r/r MUC	1975 ? 11aug88	soc 31dec87; ferried to MUC aug88, see next line serial applied at Munich-Riem and Polish markings crudely overpainted in blue, before ferry flight to the USA; CofR issued 19aug94; seen Reno-Stead 14may89; moved to Santa Rosa aug93 and seen in Soviet AF c/s, by 05nov94; owned by Pacific Coast Air Museum, still present apr98 and current on register mar04 but never received a CofA; by apr00 painted in original Polish Air Force colours, wearing serial '0606' and without American registration; I/n as such Santa Rosa (N38.506780 W122.80028) apr12/sep24; canx 04jun13 due to CofR expiry
4 34 06 07	SP-LNA CCCP-52081	II-14P II-14P	LOT AFL/Northern-LED	rgd toc	20jun55 25feb73	f/n CPH 17jul61; seen AMS 04aug62; was hi-jacked to Bornhom 19aug70; canx 21jul72 h/o by ARZ-407, with t/t 14,998 hours; soc 18jul80 with t/t 18,293 hours and 7,736 cycles
4 34 06 08	004 0608	II-14P II-14P	Polish Air Force Polish Air Force	d/d r/r	17jun55 1975 ?	leased by LOT (Polskie Linie Lotnicze) in Air Force marks, twice between 17jul63/1964 and 20nov70/17jun71; in natural metal c/s; seen WAW 17aug73 soc 31dec87, fate unknown
4 34 06 09	not known CCCP-61789(2)	II-14P II-14P	Soviet Air Force AFL/ArkhangelARH	no toc	reports 01oct81	soc 19jul85 as amortisation period expired; see c/n 146000502
4 34 06 10	not known	II-14P	Czechoslovak AF	d/d	06jul55	probably had a serial consisting of a letter with two numbers initially, as the system relating to c/n and serial was not introduced until 1957
5 34 07 01	0610 CCCP-N810	II-14P II-14P	Czechoslovak AF Polyarnaya Aviats.	Hrd mfd	aug68 1955	during the Soviet occupation; converted to II-14FG 1967/1968; destroyed at Kbely by the fire brigade during training in 1975; canx 1975 18 pax configuration; rgd 19oct55; opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56; in natural
	CCCP-04185	II-14P	Polyarnaya Aviats.	rgd	unknown	metal c/s with two thin cheatlines; rear fuselage damaged 13jul56 when the aircraft fell on its tail during loading at Khatanga; photo on Dikson Island in 1956
	CCCP-04185	II-14P	AFL/Polar	trf	10feb60	in natural metal c/s with red trim on the nose and two thin cheatlines; appeared in the Soviet movie "Pri ispolnenii sluzhebnykh obyazannostei" (In Discharge of Duty) which was shot in 1960 and premiered in 1963; soc 19aug60 as worn out
5 34 07 02 5 34 07 03	OK-BYZ 606	II-14P II-14P	CS-Gvt (LSFMV) Civ Avn Adm China	rgd rgd	10jun56 1955	VIP version (salon); photo SXF 1959; canx 11oct63 f/n RGN 20apr62; operational at Guangzhou until mid 1980s; not c/n 146000606 as reported before !; fate
5 34 07 04	610	II-14P	Civ Avn Adm China	rgd	1955	unknown f/n SHA apr80; not c/n 146000610 as reported before !; first CAAC II-14 to be converted to 32 seats, work started 30jun81 in Shanghai; engines nearly out of hours by late 1984 having been based/operational in
5 34 07 06	"04" red	II-14P	Soviet Air Force	ph.	05jul98	Shanghai, flown to Beijing dec84 as a gift for the Aviation Institute preserved in the Vladimir area; in all-white c/s with brown 'lightning-bolt' cheatline, grey undersides and Red Star on the tail
5 34 07 07	CCCP-L5052 CCCP-61718	II-14P II-14M	AFL/Uzbekistan-TAS AFL/Kazakhstan-AKX	rgd trf	unknown 22jul58	Red Star on the tail in document 20dec57, 18 pax configuration; converted to II-14M date unknown
	CCCP-61718 CCCP-61718 CCCP-61718	II-14M II-14M II-14M	AFL/Kazakhstan-Sym AFL/Kazakhstan-UKK	trf	25jan64 26jan73	photo 1970s at Seimchan painted in 'polar' c/s at ARZ-407 in 1973; soc 18may76 as life-time expired
5 34 07 09	DDR-ABA	II-14P	Deutsche Lufthansa	d/d	30jul55	paintee in point (Js & AC-40/ in 1973, soc formary 18 bits and the spired of a single spired of a spired of the sp
	DM-SBA DM-SBA not known	II-14P II-14P II-14P	Deutsche Lufthansa Interflug Egyptian Air Force	r/r trf sld	21jun56 1959/62 31dec64	18 pax configuration; converted to 26 pax configuration in 1956 photo in ex-Deutsche Lufthansa c/s; canx 31dec64 fate unknown

5 34 07 10	no serial	II-14P	Afghan Air Force	KBL	15dec55	in natural metal c/s, no markings apart from Afghan flag on rudder and roundels on wings; officially h/o
	YA-AAF T002	Il-14P Il-14P	Afghan Government Afghan Air Force	d/d	1955	30jan56 also reported as YA-AAE !; c/n not confirmed c/n not confirmed; f/n dumped near the Olympic Stadium in Kabul (N34.516472 E69.198723) as a broken hulk, in white c/s with two red cheatlines above and below the windows, grey undersided; f/n jun02, l/n
5 34 08 01	CCCP-L5063(2)	II-14P	AFL/Uzbekistan-TAS	rgd	unknown	may04; no longer visible on GE image dated 20nov09 see c/n 4340204
	CCCP-L5063(2) CCCP-61719	II-14P II-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	trf rgd	29may58 1958/59	converted to II-14M date unknown f/n SCO early 1960s
5 34 08 02	CCCP-61719 CCCP-L5064	II-14M II-14P	AFL/N.Kavkaz-VOG Aeroflot/UShVLP	trf rgd	jul67 unknown	soc 26sep77 (last digit difficult to read) as life-time expired Ulyanovsk Advanced Flying Training College; in document 20dec57, 18 pax configuration
	CCCP-L5064 CCCP-52055	II-14P II-14P	AFL/VAU AFL/VAU	trf	25jan58 unknown	Higher Aviation College Higher Aviation College; in document mar59
	CCCP-52055	II-14P	Aeroflot/UShVLP	rgd trf	08jan60	Ulyanovsk Advanced Flying Training College; trf 05may69 to SibNIA (postal code G-4736); soc 14jul69
5 34 08 03	DDR-ABZ	II-14P	Deutsche Lufthansa	d/d	30nov55	(last digit assumed) rgd 30nov55; 18 pax configuration
	DM-SBB DM-SBZ	II-14P II-14P	Deutsche Lufthansa Deutsche Lufthansa	r/r	1956 21jun56	registration probably used for ferry flight converted to 26 pax configuration in 1956; photo exists
	434	II-14P	East German AF	trf	16jan61	according to other sources already dec59; opb STFS, oct63 to TFG-17 (later renamed TFS-27 and TS-24); in natural metal c/s with black code; wfu 08nov79; to FWD 29sep80; broken up at DRS
5 34 08 04	DDR-ABX DM-SBX	II-14P II-14P	Deutsche Lufthansa Deutsche Lufthansa	rgd rgd	17nov55 21iun56	already reported seen SXF 13nov55; 18 pax configuration; converted to 26 pax configuration in 1956 canx 31dec64
6 34 08 05	not known DM-SBC	II-14P II-14P	Egyptian Air Force Deutsche Lufthansa	sld rgd	31dec64 1956	fate unknown canx date unknown; transferred to Interflug, date unknown
6 34 08 07 5 34 08 08	DM-SBD not known	II-14P II-14P	Deutsche Lufthansa Soviet Air Force	rgd mfd	1956 1955	canx date unknown; transferred to Interflug, date unknown
5 54 08 08	CCCP-66752	II-14P	MAP Tashkent APO	rgd	15dec65	20/22/00
5 34 08 09	CCCP-66752 DDR-ABF	II-14P II-14P	MAP Moskovski OAO Deutsche Lufthansa	trf rgd	01oct79 17nov55	canx 30jan89 already reported seen SXF 13nov55; 18 pax configuration converted to 26 pax configuration in 1956
	DM-SBF DM-SBF	II-14P II-14P	Deutsche Lufthansa Interflug	rgd trf	21jun56 '59/'63	photo in Deutsche Lufthansa new c/s in 1962; canx 31dec64
5 34 09 07	not known not known	II-14P II-14P	Egyptian Air Force Soviet Air Force ?	sld	31dec64	fate unknown VIP version (salon); an exhaust pipe burst in-flight after a t/t of 240 hours due to a manufacturing defect
5 34 10 03	not known CCCP-06145	II-14P II-14P	MAP Kazan	mfd rgd	dec55 10aug81	canx 30dec87
5 34 10 04	not known	II-14P	Soviet Air Force	. 9-	j	VIP version (salon); opb AKDON, was the personal aircraft of the Soviet Minister of Defence, Marshall Georgi Zhukov; had to make a forced landing with Zhukov on board in late spring or early summer 1956
	CCCP-06197	II-14P	MAP Rybinsk Motors	rgd	12dec78	when an engine failed in-flight due to a manufacturing defect photo Rybinsk 1981, in white c/s with red 'lightning-bolt' cheatline and natural metal undersides, no titles or Soviet flag; canx 1982
6 34 10 10	4202	II-14P	Chinese Air Force	ph.	oct82	VIP version (salon); active at Shahezhen 08apr86; preserved in the China Aviation Museum at Shahezhen AFB, Changping (N40.181773 E116.35774) nov92/jul13; c/n confirmed in official documents; 4202 was
6 34 11 02	HA-VLG	II-14P	Hungarian Gvt	mfd	09mar56	<ul> <li>Chairman Mao's aircraft and used between 19mar57 and 10sep58; I/n 27jul24</li> <li>VIP version (salon); d/d 08may56; in natural metal c/s with blue 'lightning-bolt' cheatline and Hungarian</li> </ul>
	HA-MAK	II-14P	MALÉV	trf	jul60	flag, also carried '102' on the rudder below the flag; photo SGN 05aug57 CofA issued 02jul60 valid until 31mar61, c/n from official documents; converted jul60 from VIP version to
						32 seats with an additional emergency passenger window (left and right) at the aft section in full MALÉV c/s, named 'Károly' (a Hungarian given name, but not worn)
	102	II-14P	Hungarian AF	trf	oct61	VIP version (salon); f/n BUD 05nov64; in white c/s with grey undersides and thin red cheatlines, Hungarian roundel on the fin; I/n SXF 06sep75; to Minsk for maintenance aug76 with t/t 4,935 hours and 4,119 cycles
6 34 12 06	CCCP-61763 DDR-ABL	II-14P II-14P	AFL/East Siberia Deutsche Lufthansa	toc rgd	01oct76 1956	photo; canx 17apr86 as amortisation period expired f/n BUD 16may56
6 34 12 08	DM-SBL DDR-AVI	II-14P II-14P	Deutsche Lufthansa FW Dresden, n/t	rgd d/d	10dec57 1956	26 pax version; w/o 28feb63 when crashed near Königsbrück pattern aircraft for licence production by Flugzeugwerke Dresden; canx aug56
	DM-ZZA 461	II-14P II-14P	FW Dresden, n/t East German AF	rgd trf	24apr56 dec61	used as test aircraft; canx 01jul61 opb TFG-17 (later renamed TFS-27); with black code; damaged 27aug61 while taxiing at Dessau, but
	101		Last German / a		40001	repaired; wfu 01apr64; still seen DRS 25may64 and 04sep64, see next line; to Kdo. LSK/LV mar66 (paper date)
6 34 12 09	not known CCCP-N812	Il-14P Il-14P	Egyptian Air Force Polyarnaya Aviats.	sld rgd	01apr64 14apr56	fate unknown in 18 passenger configuration; opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56; in a document
	CCCP-04186	II-14P	Polyarnaya Aviats.	rgd	22may58	18mar58
	CCCP-04186	II-14P	AFL/Polar	trf	10feb60	opb 254 AO; dbr 03nov61 on a flight to Mys Shmidta when tried to land in below-minima weather conditions and dropped below the glide slope, one wing hit the ice 1,500 metres before the inner marker and the aircraft crashed, no casualties; t/t 5,429 hours; soc 16feb62
6 34 12 10	CCCP-N CCCP-04187	II-14P II-14P	Polyarnaya Aviats. Polyarnaya Aviats.	mfd rgd	1956 unknown	18 pax configuration; in fleet list 19jun58
	CCCP-04187 CCCP-04187	II-14P II-14P	AFL/Polar AFL/KrasnoyarKJA	trf trf	unknown 15apr60	on charge as of 01jan60; in MGA document as such
6 34 13 01	CCCP-04187 CCCP-N819	II-14P II-14P	AFL/Kazakhstan-AKX Polyarnaya Aviats.	trf mfd	29apr60 17apr56	soc 03jul73 as life-time expired converted to polar version; rgd 06jun56; opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56
0 54 15 01	CCCP-04188 CCCP-04188	II-14P II-14P	Polyarnaya Aviats. AFL/Polar	rgd trf	31mar58 10feb60	in a document 28mar61; underwent trials with the GosNII GA in 1963
6 24 12 02	CCCP-04188	II-14P	AFL/Central Region	trf	21oct70	opb 229 LO Myachkovskogo OAO; in 'polar' c/s; dbr 12feb81 on the leg from Sredni Island to Krenkel polar station on Hayes Island (Franz Josef Land archipelago) of a flight from Myachkovo to Krenkel, on approach at dusk (with the max. landing weight exceeded by 700 kg) the crew twice lost visual contact with the runway lighting but failed to go around, the aircraft touched down in deep snow 32 metres left of the runway's centre-line, the nose gear collapsed, the lower part of the nose was damaged and the long-range fuel tanks in the cabin broke loose, 5 of the 6 crew injured and 2 of the 7 passengers killed (by fuel tanks and cargo) plus 4 injured; t/t 27,926 hours and 11,225 cycles; soc 10apr81; the version is given as II-14T in the crash report, but photos show it does not have the double cargo doors on the port side; the hulk was still present near the Krenkel station (N80.625531 E58.029324) apr17
6 34 13 02	CCCP-N820 CCCP-04189	II-14P II-14P	Polyarnaya Aviats. Polyarnaya Aviats.	mfd rgd	29apr56 22mar58	or rather II-14T ?; rgd 17may56; opb 2 AE of Moskovski OAO at Zakharkovo as of 08jun56 confirmed in register 07jun58; opb Moskovski AO; in natural metal c/s with thin stripes above and below
	CCCP-04189	II-14P	AFL/Polar	trf	10feb60	the windows, with 'Polyarnaya Aviatsiya' titles initially opb 247 AO; trf to 254 AO based on a decree issued 12dec60; used to re-supply the drifting polar station SP-9 in 1960/61; still with 'Polyarnaya Aviatsiya' titles then; underwent trials on experimental skis
	CCCP-04189	Il-14LIK-2		trf	21oct70	with the GosNII GA in 1965; f/n SVO 1968; converted to an Il-14LIK-2 opb 229 LO of Myachkovski OAO
	CCCP-04189	Il-14LIK-2	AFL/Ukraine	trf	21jun78	opb Kerchenskaya SPAE; mentioned in an incident report at Kerch 29apr87; soc 11may89 as life-time expired
6 34 13 03	CCCP-N821 CCCP-04190	II-14P II-14P	Polyarnaya Aviats. Polyarnaya Aviats.	rgd rgd	unknown 31mar58	opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56
	CCCP-04190	II-14P	AFL/Polar	trf	10feb60	initially opb 254 ATO; in natural metal c/s with red cheatline and trim, with 'Aeroflot Polyamaya Aviatsiya' titles; underwent trials with the GosNII GA in 1962; assigned to an Antartcic expedition 24sep62 and trf to Antartkicheski otryad 04oct62; operated at Mirny (Antartcica); seen with Red Stars under the wings at
	CCCP-04190	II-14P	AFL/Centr.RegMya	trf	21oct70	Mirry 01nov67; converted to an II-14LIK-2 arrived again at Antarctica on board of M/V "Ob" in 1970 or 1971; equipped as a geophysical survey
	CCCP-04190	II-14P	AFL/Far East	trf	25jun77	laboratory by PGO "Sevmorgeo" in the early 1970s (the prototype of this type of laboratory) soc 31jul86 as life-time expired
6 34 13 04	CCCP-N822 CCCP-04191	II-14P II-14LR	Polyarnaya Aviats. Polyarnaya Aviats.	rgd rgd	unknown unknown	in fleet list 18mar58 ice-reconnaissance aircraft; in fleet list 08jul58
	CCCP-04191 CCCP-04191	II-14LR II-14LR	AFL/Polar AFL/Yakutiya-Niy	trf trf	10feb60 01oct70	soc 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03
6 34 13 05	614	II-14P	Civ Avn Adm China	rgd	1956	photo IKT 1959; seen SIA sep77; seen wfu Xian-Xiguan 05oct91/16mar94; moved to Lanzhou for fire training apr95; broken up 1996
6 34 13 06	7401	Il-14P	Yugoslav Air Force	mfd	26apr56	VIP version (salon); c/n from museum website; donated by Soviet leader Nikita khrushchov to Yugoslav leader Josip Broz Tito; h/o 03jul56; photo exists in natural metal c/s without serial; used for crew training at Pula 07jul/15aug56; toc 20jul57 after being used for training!; f/n SPU 20sep69; photos exist with just
	71301	II-14P	Yugoslav Air Force	r/r	ca.1970	'401' on the tail and '7401' VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surein (M4 819266 E20 266112) since 04 pr 72 soon 1095 (08 pr 74
6 34 13 08	CCCP-L5065	II-14P	AFL/Uzbekistan-TAS	rgd	unknown	Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/08apr24 in document 20dec57 as II-14P, 18 pax configuration encounted to II 14M the unknown patter by ICC in 10CC in a pattern match of with two blue shortlines
	CCCP-L5065 CCCP-61737 CCCP-61737	Il-14P Il-14M Il-14M	AFL/N.Kavkaz-VOG AFL/Tajikistan-DYU AFL/Uzbekistan-TAS	trf trf trf	24feb58 16jan64 22jan66	converted to II-14M date unknown; photo at VOG in 1960s, in natural metal c/s with two blue cheatlines soc 31jul72 as life-time expired, having reportedly sustained damage whilst parked on the ramp, location
6 34 13 09	CCCP-L5066 CCCP-41842	II-14P II-14P	AFL/Uzbekistan-TAS AFL/Privolzhsk	rgd trf	unknown	unknown in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-41842 CCCP-41842 CCCP-41842	II-14P II-14P II-14P	AFL/Privoiznsk AFL/North Kavkaz AFL/N.Kavkaz-MRV	trf trf	07jun58 14apr62	
	CCCP-41842 CCCP-41842 CCCP-41842	II-14P II-14P II-14P	AFL/N.Kavkaz-MRV AFL/Uzbekistan AFL/ArkhangelARH	trf trf	jan67 24feb73 17may75	soc 18sep76 as life-time expired
		11 - 1 - T - T	ALL/ALKHOUYEL-AKT	ci i		
6 34 14 01	CCCP-L5067	II-14P	AFL/Tajikistan-DYU	rgd	1956	in document 20dec57 as II-14P, 18 pax configuration

	CCCP-41804	11.140	AEL/Tajikistan DVII	nad	iul F0	
	CCCP-41804 CCCP-41804	II-14P II-14P	AFL/Tajikistan-DYU AFL/Northern-LED	rgd trf	jul58 14jan72	with t/t 22,322 hours
	CCCP-41804 CCCP-41804	II-14P II-14P	AFL/Centr.RegBKA AFL/Kazakhstan-UKK	trf trf	26may75 27apr79	converted to II-14LIK-2; photo exists at RWN mar80, in 'polar' c/s as such
	CCCP-41804	II-14LIK-2	AFL/Ukraine-KHC	trf	30jan84	soc 31jul86 as amortisation period expired
6 34 14 02	CCCP-L5068 CCCP-41819	II-14P II-14M	AFL/Tajikistan-DYU AFL/Tajikistan-DYU	rgd rgd	1956 1958/59	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in document 01jan72
	CCCP-41819	II-14M	AFL/Northern-ARH	trf	14jan72	-
	CCCP-41819 CCCP-41819	II-14M II-14M	AFL/Northern-LED AFL/Leningrad-RVH	trf trf	05may72 05jan82	opb 1 LOAO; photo exists, date unknown in post 1973 'polar' c/s with observation blister opb 2 LOAO; soc 31jul86 as amortisation period expired; f/n RVH 03jul90/07jan91; scrapped at Rzhevka,
6 24 14 02					-	remains seen 07apr91
6 34 14 03	DM-SBR DM-SBR	II-14P II-14P	Deutsche Lufthansa Interflug	rgd trf	21jun56 '59/'63	26 pax configuration converted to 32 pax configuration in 1964; canx 31dec66
6 34 14 04	not known SP-LND	II-14P II-14P	Egyptian Air Force LOT	sld rgd	31dec66 09jun56	fate unknown f/n AMS 10may60; canx 21jul72
	CCCP-83967	II-14P	MAP "Znamya Truda"	rgd	17apr73	based at Moscow-Khodynka Factory No. 30
	CCCP-83967	II-14P	MAP Ulan-Ude	trf	24sep78	canx 27jul88; photos exist, being towed into position and preserved near the cultural centre "Start" at Lukhovitsy; dismantled in the 1990s
6 34 14 06	B-4218	II-14P	Shanxi Air Lines	rgd	mar88	photo 04jun88; crashed immediately after take-off from Linfen 07oct88 hitting buildings including a hotel due to suspected fatigue/failure of the port engine, killing all but 4 of the 44 passengers/4 crew on board,
						2 people on the ground were killed
6 34 14 07	CCCP-L5069	II-14P	AFL/Kazakhstan-ALA	trf	jun57	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown; the MGA document also gave CCCP-L1873 for this c/n, presumably in error as the registration and directorate werre
	CCCD 41810	TI 14M		nad	1050/50	subsequently crossed out; see c/n 146000407
	CCCP-41810 CCCP-41810	II-14M II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-UKK	rgd trf	1958/59 1966	soc 24jan73 as life-time expired
6 34 14 08	CCCP-L5070 CCCP-41820	II-14P II-14M	AFL/Tajikistan-DYU AFL/Tajikistan-DYU	rgd rgd	1956 unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown in document mar60; soc 31may77 as life-time expired
6 34 15 01	CCCP-L5080	II-14P	Aeroflot/UShVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration;
	CCCP-41846	II-14M	Aeroflot/UShVLP	rgd	1958/59	converted to II-14M date unknown Ulyanovsk Advanced Flying Training College
	CCCP-41846	II-14M	AFL/Azerbaijan-BAK	trf	01jul59	in document 1967
6 34 15 02	CCCP-41846 624	II-14M II-14P	AFL/TurkmenisASB Civ Avn Adm China	trf rgd	19jan73 1956	soc 30sep75 as life-time expired f/n CAN 25apr79; operational at Guangzhou until mid 1980s; l/n SIA 27sep85; broken up Lanzhou 1989
6 34 15 03	622	II-14P	Civ Avn Adm China	rgd	1956	f/n RGN 18mar61; operational at Guangzhou until mid 1980s; seen CAN oct87 in derelict condition; dismantled in 1988; assemblies seen CAN apr00/may01 and in Guangzhou Technical School mar03/nov06;
						moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun, f/n
6 34 15 04	4208	II-14P	Chinese Air Force	mfd	1956	oct07, I/n nov10, dismantled VIP version (salon); a gift from the Soviet Union; mentioned in a document that the aircraft was used by
0 54 15 04	4200	11 1 11	chinese Air Force	mu	1950	Zhou Enlai; also flew Chairman Mao Beijing-Jinan-Nanjing-Hangzhou 21/23oct57 and Beijing-Nanjing
	B-4208	II-14P	Zhongyuan Airlines	f/f	23jan86	08dec57; 4208 was a backup aircraft for 4202 c/n 6341010, photo exists; see next line for the airline; rgd given as may86 from the Chinese register Book by C. Ballantine; wfu dec92; seen
	5 1200		Lindigy daily in intes	.,.	Lojanoo	preserved near the Zhongyuan Airlines office Zhengzhou may01/dec06; donated to the CAAC museum at
						Jichan Fulu near Xie Dao 13dec06; mentioned in media reports that this aircraft '4208' had been verified by a panel of experts and confirmed as one of Chairman Mao's special aircraft (see previous line); moved by
						road to Beijing jan07 (now located inside the museum building N40.016826 N116.53268), f/n may08; l/n
6 34 15 05	CCCP-L5071	II-14P	AFL/Tajikistan-DYU	rgd	1956	sep15; seen 26mar17, now with CAAC titles and logo, painted as just '4208'; I/n 05may24 in document 20dec57 as II-14P, 18 pax configuration; the MGA document also gave CCCP-L1857 for this
						c/n, presumably in error as the registration and directorate werre subsequently crossed out; see c/n 146000605
	CCCP-41821	II-14P	AFL/Tajikistan-DYU		nov59	
	CCCP-41821 CCCP-41821	II-14P II-14M	AFL/Uzbekistan-TAS AFL/N.Kavkaz-MRV	trf trf	10mar60 28mar68	was converted to II-14M by oct63 photo in 1970s; soc 27dec73 as life-time expired
6 34 15 06	CCCP-L5072	II-14P	AFL/Kazakhstan	rgd	unknown	
	CCCP-L5072 CCCP-41847	II-14P II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	trf rgd	jun57 unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in document may59
6 34 15 07	CCCP-41847 DM-SBW	II-14M II-14P	AFL/GosNII GA Deutsche Lufthansa	trf rgd	1968 07dec57	soc 18jan68; reported b/u OVB date unknown
0 54 15 07	DM-SBW	II-14P	Interflug	trf	'59/'63	canx 01jul64
6 34 15 08	not known DM-SBS	II-14P II-14P	Egyptian Air Force Deutsche Lufthansa	sld d/d	01jul64 12jul56	fate unknown rgd 12jul56; 26 pax configuration
0011000	471	II-14P	East German AF	trf	24may57	i/s 24jul57; opb RFS (later renamed STFS); with red cheatline and black code
	DM-VAB DM-SAR (1)	II-14P II-14P	East German AF EGAF/IFL c/s, n/t	rgd rgd	28aug58 17may65	call-sign only, not painted on aircraft registration used temporarily only; canx 17may77
	471	II-14P	East German AF	.9-		opb TFS-27 since 18oct64 (later renamed TS-24); with black code; wfu 10mar80; to FWD 04aug80;
6 34 15 09	DM-SBU	II-14P	Deutsche Lufthansa	rgd	18jul56	broken up at DRS 26 pax configuration; photo as such, date unknown
	DM-SBU not known	II-14P II-14P	Interflug Egyptian Air Force	trf sld	'59/'63 01jul64	canx 01jul64 fate unknown
6 34 15 10	DM-SBV	II-14P	Deutsche Lufthansa	rgd	18jul56	26 pax configuration
	DM-SBV not known	II-14P II-14P	Interflug Egyptian Air Force	trf sld	'59/'63 31dec66	converted to 32 pax configuration in 1964; canx 31dec66 fate unknown
6 34 16 01	DM-SBI	II-14P	Deutsche Lufthansa	rgd	27aug56	26 pax configuration
	DM-SBI not known	II-14P II-14P	Interflug Egyptian Air Force	trf sld	'59/'63 31dec66	converted to 32 pax configuration in 1964; canx 31dec66 fate unknown
6 34 16 02	SP-LNE SP-LNE	II-14P II-14P	LOT Aeropol	rgd trf	08sep56 22aug74	f/n LBG jul59; seen AMS 07sep59; converted for photo-survey work in 1967 used for photo-survey work; in basic LOT c/s with 'Aeropol' titles; f/n WAW 22feb76; trf to ZRLiLK (Air
	ST ENE	11 1 11	Actopol	cri	2200974	Traffic and Communication Aerodromes Directorate) in 1982 as a source of spare parts; canx 14apr87;
						used by the Airport Fire Department for training; sat wfu at WAW (N52.164925 E20.952625), seen 1992/feb24, in a poor state
6 34 16 03	CCCP-L5073 CCCP-61721	II-14P	AFL/Uzbekistan-TAS	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; overhauled at AERB-243 nov58
6 34 16 04	CCCP-61721 CCCP-L5075	II-14P II-14P	AFL/TurkmenisASB AFL/Tajikistan-DYU	trf rgd	18apr59 1956	f/n ASB 12jun62; soc 30dec74 as amortisation period expired in document 20dec57 as II-14P, 18 pax configuration; overhauled at AERB-243 nov58; converted to II-14M
	CCCP-41822	II-14M	AFL/Tajikistan-DYU		1958/59	date unknown f/n LED 1972; operated until 03mar75
	CCCP-41822	II-14M	AFL/Kazakhstan-UKK	rgd trf	03mar75	converted to II-14LIK-2 and was some sort of test-bed later
6 34 16 05	CCCP-41822 CCCP-L5074	II-14LIK-2 II-14P	AFL/Ukraine-KHC AFL/Kyrgyzstan-FRU	trf rgd	30jan84 unknown	still in service in 1986; I/n LED 13sep87; soc 27may88 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-91486	II-14M	AFL/Kyrgyzstan-FRU	rgd	1958/59	soc 30apr77 as life-time expired
6 34 16 06	CCCP-L5076 CCCP-41812	II-14P II-14P	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd rgd	unknown jul58	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-41812 CCCP-41812	II-14P II-14P	AFL/Tajikistan-DYU AFL/Yakutiya	trf trf	19mar64 jun66	operated until jun66 on charge as of 01jul66; soc 26sep73 as life-time expired
6 34 16 07	SP-LNF	II-14P	LOT	rgd	21sep56	w/o 14jun57 when crashed near Moscow-Vnukovo; canx 20dec57
6 34 16 08	CCCP-L5077 CCCP-41850	II-14P II-14P	AFL/TurkmenisASB AFL/TurkmenisASB	rgd rgd	unknown 1958/59	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-41850	II-14P	AFL/Kazakhstan-ALA	trf	21may60	in document jan63
6 34 16 09	CCCP-41850 CCCP-L5078	II-14P II-14P	AFL/Tajikistan-DYU Aeroflot/UShVLP	trf rgd	16mar64 unknown	soc 16jun76 as life-time expired Ulyanovsk Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-61779 CCCP-61779	II-14P II-14P	Aeroflot/UShVLP Aeroflot/KShVLP	rgd trf	jul58 06jan	Ulyanovsk Advanced Flying Training College Kirovograd Advanced Flying Training College
	CCCP-61779	II-14P	Aeroflot/UShVLP	trf	28mar66	Ulyanovsk Advanced Flying Training College; soc 31jul72 as life-time expired
6 34 16 10	CCCP-L5079 CCCP-L5079	Il-14P Il-14P	AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd trf	unknown jun57	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-41813	II-14M	AFL/Kazakhstan-ALA	rgd	unknown	in documents jun59/jan60
6 34 17 01	CCCP-41813 CCCP-L5081	II-14M II-14P	AFL/Kazakhstan-BXJ AFL/Kyrgyzstan-FRU	trf rgd	jan64 unknown	soc 29jul77 as life-time expired photo 1958; in document 20dec57 as Il-14P, 18 pax configuration
6 34 17 02	CCCP-91485 DM-SBE	II-14P II-14P	AFL/Kyrgyzstan-FRU Deutsche Lufthansa	rgd rgd	jul58 18dec57	soc 18nov76 as life-time expired 26 pax configuration
0 07 1/ 02	DM-SBE	II-14P	Interflug	trf	'59/'63	canx 31dec64
6 34 17 04	not known DM-SBY	II-14P II-14P	Egyptian Air Force Deutsche Lufthansa	sld rgd	31dec64 13nov56	fate unknown 26 pax configuration
	DM-SBY	II-14P	Interflug	trf	'59/'63	canx 31dec64
6 34 17 05	not known CCCP-L5083	II-14P II-14P	Egyptian Air Force AFL/Ukraine-LWO	sld rgd	31dec64 unknown	fate unknown in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-91479 CCCP-91479	II-14M II-14M	AFL/Ukraine-LWO AFL/Yakutiya-YKS	rgd trf	1958/59 11jan64	photo may72; soc 30may74 as life-time expired
6 34 17 06	CCCP-L5082	II-14M II-14P	AFL/Ukraine-IEV	mfd	jul56	in a document 20dec57 as an II-14P, in 18 passenger configuration; converted to an II-14M, date
	CCCP-41848	II-14M	AFL/Ukraine-IEV	rgd	1958/59	unknown; included in the request of the Ukrainian directorate for new registration numbers dated 01apr58 version still given as II-14P in the accident report; not included in the GU GVF document which allocated
				5-	, ==	the new registration numbers 17may58; opb 86 AO at Kiev; photo exists; w/o 08jul61 on the leg from
						Kazan to Sverdlovsk (now Yekaterinburg) of a flight from Kiev to Sverdlovsk when ran out of fuel 120 km west of Sverdlovsk (1,108 kg of fuel were on board which was 550 kg less than required including
						reserve), crashed into a wood near Sosnovy Bor village (Nizhniye Sergi district of the Sverdlovsk region),

						country fire and hurst out all E crow and 4 of the 21 paragraphic wave killed and the remaining 17
6 34 17 07	CCCP-L5084 CCCP-91487	II-14P II-14M	AFL/Kyrgyzstan AFL/Kyrgyzstan	rgd rgd	unknown 1958/59	caught fire and burnt out, all 5 crew and 4 of the 21 passengers were killed and the remaining 17 passengers injured; t/t 9,100 hours; the wreck and the survivors were found 09jul61; soc 27jul61 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
6 34 17 08	CCCP-91487 CCCP-91487 CCCP-L5085 CCCP-41805	II-14M II-14M II-14P II-14M	AFL/Moldova-KIV AFL/Far East-KHV AFL/Azerbaijan-ASF AFL/Azerbaijan-ASF	trf trf rgd rgd	23apr60 11jan62 unknown 1958/59	soc 31jan75 as life-time expired in documentation; converted to II-14M date unknown
	CCCP-41805 CCCP-41805	II-14M II-14M	AFL/N.Kavkaz-ASF AFL/West SibOVB	trf trf	22dec67 11apr73	in natural metal c/s with two blue cheatlines; soc 30nov74 as life-time expired; broken up at Novosibirsk-
6 34 17 09	CCCP-L5086	II-14P	AFL/Azerbaijan-BAK	mfd	31aug56	Severny photo; in document 20dec57 as Il-14P, 18 pax configuration; opb 107 LO; converted to Il-14M date
	CCCP-41806	II-14M	AFL/Azerbaijan-BAK	rgd	1958/59	unknown opb 107 LO; w/o 23oct59 on the leg from Stalingrad to Moscow- Vnukovo of a flight from Baku to Moscow
				2		when deviated from the glide path on approach to Vnukovo in bad visibility (clouds down to 50-60 metres) at night, touched tree tops 1,400 metres short of the runway threshold, crashed into a forest 410 metres short of the YO beacon and caught fire, all 5 crew and 23 of the 24 passengers (among them the composer Sergei Agababov) killed and the sole survivor severely injured, the crew had already had a working day of 13 hours 50 minutes (flying time 5 hours 53 minutes) at take-off from Stalingrad; t/t 4,945 hours; soc 01feb60
6 34 17 10	CCCP-L5087 CCCP-L5087	Il-14P Il-14P	AFL/Privolzhsk-KUF AFL/Belarus-MHP	rgd trf	unknown 07mar58	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-41815 CCCP-41815	II-14P II-14P	AFL/Belarus-MHP AFL/East Siberia	rgd trf	unknown 04mar75	in document 20may64; photo exists MHP, in natural metal c/s with two blue cheatlines soc 27oct77 as life-time expired
6 34 18 01	CCCP-L5088 CCCP-61657	II-14P II-14P	AFL/Georgia-TBS AFL/Georgia-TBS	rgd rgd	unknown 1958/59	in document 20dec57 as II-14P, 18 pax configuration; mentioned again in document mar58
6 24 19 02	CCCP-61657	II-14P	AFL/Yakutiya-YKS	trf	14apr66	opb 271 LO; w/o 12mar67 on the leg from Olyokminsk to Yakutsk of a flight from Irkutsk to Yakutsk when the right engine caught fire due to a leak in the fuel system, as the fire could not be extinguished and it was not possible to reach Pokrovsk airfield for an emergency landing the crew tried to make a forced landing in the taiga 35 km from Pokrovsk (86 km from Yakutsk), but darkness and snowfall prevented a successful outcome, the aircraft collided with the trees and crashed, all 4 crew and 11 of the 16 passengers killed plus 3 passengers injured (the last words of the captain were 'It looks like it is time to say goodbye'); soc 26apr67
6 34 18 02	DM-SBO DM-SBO	II-14P II-14P	Interflug	rgd trf	'59/'63	26 pax configuration; converted to 32 pax configuration 1964; canx 13nov66
6 34 18 03	not known CCCP-L5089	II-14P II-14P	Egyptian Air Force AFL/West SibOVB	sld rgd	31dec66 unknown	fate unknown in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-41833(1) CCCP-41833(1)	II-14M II-14M	AFL/West SibOVB AFL/Armenia	rgd trf	1958/59 08may60	see c/n 14803074
6 34 18 04	CCCP-41833(1) CCCP-L5090	II-14M II-14P	AFL/Armenia-EVN AFL/West SibOVB	trf rgd	sep56 unknown	mentioned in an incident report; soc date unknown as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
6 34 18 05	CCCP-41834(1) CCCP-L5092	II-14M II-14P	AFL/Far East-KHV AFL/Far East-KHV	trf rgd	10may59 unknown	soc 31jan75 as life-time expired; see c/n 8343903 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
6 34 18 06	CCCP-61749 CCCP-L5091	II-14M II-14P	AFL/Far East-KHV AFL/West SibOVB	rgd rgd	1958/59 unknown	soc 30mar75 as life-time expired in document 20dec57 as II-14P, 18 pax configuration
	CCCP-L5091 CCCP-41835(1)	II-14P II-14P	Aeroflot/UShVLP AFL/Belarus	trf trf	29may58 04jun59	Ulyanovsk Advanced Flying Training College see c/n 147001824
6 34 18 07	CCCP-41835(1) CCCP-L5093	II-14P II-14P	AFL/Magadan-GDX AFL/West SibOVB	trf rgd	12oct60 unknown	soc 12jun73 as worn out in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-41836 CCCP-41836 CCCP-41836	II-14M II-14M II-14M	AFL/West SibOVB AFL/Kazakhstan-TSE AFL/Kazakhstan-ALA	rgd trf trf	1958/59 30apr60 1963	in document feb61
6 34 18 08	CCCP-41836 CCCP-41836 CCCP-L5094	II-14M II-14P	AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU	trf rgd	jan64 unknown	soc 27oct72 as life-time expired in a document 20dec57 as an Il-14P in 18 pax configuration; opb 186 AO Tadzhikskoi OAG GVF; converted
0 54 10 00	CCCP-41823	II-14M	AFL/Tajikistan-DYU	rgd	1958 ?	to an II-14M, date unknown opb 186 AO Tadzhikskoi OAG GVF; w/o 17aug62 when a disgruntled intoxicated pilot decided to commit
				-		suicide, took command of the aircraft which was prepared for take-off at Dushanbe, took off alone, pulled up steeply immediately after lift-off and pulled down after reaching a height of some 20-30 metres so that the aircraft came down on the runway 2,080 metres from its threshold, bounced, came down again some 30 metres later, skidded on the runway, came to a stop after 387 metres, caught fire and burnt out, the pilot was killed; soc 105ep62
6 34 18 09	CCCP-L5095 CCCP-41837	II-14P II-14P	AFL/West SibOVB AFL/West SibOVB	rgd rgd	unknown 1958/59	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-41837 CCCP-41837	II-14P II-14P	Aeroflot/KShVLP AFL/Yakutiya	trf trf	28dec61 10sep73	Kirovograd Advanced Flying Training College soc 01jul74 as life-time expired
6 34 18 10	CCCP-L1603 CCCP-L1603	II-14P II-14P	AFL/West SibOVB Aeroflot/UShVLP	rgd trf	unknown 29may58	in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College
	CCCP-91603 CCCP-91603	II-14P II-14P	AFL/Belarus AFL/Armenia	trf trf	19may59 17oct60	f/n EVN 21nov64
	CCCP-91603 CCCP-91603	II-14P II-14P	AFL/Armenia-EVN AFL/Uzbekistan-TAS	trf trf	sep65 04jan73	
6 34 19 01	CCCP-91603 CCCP-L1619	II-14P II-14P II-14M	AFL/East Siberia AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	trf rgd	15jan77 unknown unknown	soc 19feb81 as life-time expired in document 20dec57 as II-14P, 18 pax configuration was converted to II. All the acticle for TAC Operation
6 34 19 02	CCCP-61619 CCCP-L1608 CCCP-61608	II-14P II-14P	AFL/Far East-KHV AFL/Far East	rgd rgd rgd	unknown 1958/59	was converted to II-14M by oct63; f/n TAS 01apr68; soc 03jul73 as life-time expired in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61608	II-14P	AFL/Far East-KHV	trf	1974	converted to II-14M (not mentioned in MGA document) and later converted to II-14LIK-2; photo exists in old 'polar' c/s (natural metal/red c/s); photo KHV 1983, in standard 'polar' c/s; still in service 20sep86; soc 25dec87 as amortisation period expired
6 34 19 03	CCCP-L1604 CCCP-91604	II-14P II-14P	AFL/Far East-KHV AFL/Far East-KHV	mfd rgd	28sep56 1958/59	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-91604 CCCP-91604	II-14P II-14P	AFL/Yakutiya-YKS AFL/Yakutiya-Zhg	trf trf	02jan64 10apr74	in Yakutsk oao documents in early 1970s soc 18nov76 as life-time expired; photos exist taken at Olenek (N68.514947 E112.47526) 19aug10 of just
6 34 19 04	CCCP-L1639	II-14P	AFL/Tajikistan-DYU	rgd	1956	the fuselage without wings and the tail section in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-61639 CCCP-61639	II-14M II-14M	AFL/Tajikistan-DYU AFL/West SibOVB	rgd trf	1958/59 08jun68	operated until 08jun68 in natural metal c/s with two blue cheatlines; soc 26oct76 as life-time expired; broken up at Novosibirsk- caucerus
6 34 19 05	CCCP-L1642 CCCP-61642	II-14P II-14P	AFL/Uzbekistan-TAS AFL/TurkmenisASB	rgd trf	unknown 17apr59	Severny in document 20dec57 as II-14P, 18 pax configuration in document apr59/jan60
	CCCP-61642 CCCP-61642 CCCP-61642	II-14P II-14P II-14P	AFL/Armenia-EVN AFL/West SibOVB	trf	14jul60 19jan73	in natural metal c/s with two blue cheatlines; repainted in 1976 at ARZ-407 in standard Aeroflot 'blue' c/s;
		=	,			photo exists, date unknown after an accident, lying on its nose; soc 20sep79 as life-time expired; broken up at Novosibirsk-Severny
6 34 19 06	CCCP-L1644 CCCP-61644	II-14P II-14P	AFL/Uzbekistan-TAS AFL/N.Kavkaz-ROV	rgd trf	unknown 31may58	in document 20dec57 as II-14P, 18 pax configuration f/n MRV 25mar66; photo also at SVO, date unknown
	CCCP-61644 CCCP-61644	II-14P II-14P	AFL/N.Kavkaz-VOG Aeroflot/TATU	trf trf	feb67 05may72	Troitsk Technical Aviation College; soc 23jul82 as worn out
6 34 19 07	CCCP-L1643 CCCP-61643	II-14P II-14P	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd rgd	unknown 1958/59	in document 20dec57 as II-14P, 18 pax configuration was converted to II-14M by oct63; in documents apr60/may68; f/n MRV 23feb63; l/n TAS 01apr68; soc
6 34 19 08	CCCP-L1649	II-14P	AFL/Uzbekistan-TAS	rgd	unknown	30mar76 as life-time expired photo; in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; photo exists in natural metal c/s with twin cheatline
6 <b>6</b> 6 6 7 7 7	CCCP-61649	II-14P	AFL/Uzbekistan-TAS	rgd	1958/59	was converted to II-14M by oct63; soc 20jul70 as life-time expired, last digit difficult to read in MGA document
6 34 19 09	CCCP-L1645 CCCP-61645	II-14P II-14P	AFL/Kyrgyzstan-FRU AFL/Kyrgyzstan-FRU	rgd rgd	unknown jun58	in document 20dec57 as II-14P, 18 pax configuration
6 34 19 10	CCCP-61645 CCCP-L1651	II-14P II-14P II-14P	AFL/Kazakhstan-UKK AFL/Uzbekistan-TAS	trf rgd trf	04apr75 unknown 1958/59	converted to II-14LIK-2; soc 19may82 as life-time expired; f/n UKK 22apr93, burnt remains only in documents aug56 in document 20de57 as II-14P, 18 pay configuration; converted to II-14M date unknown
	CCCP-L1651 CCCP-61651	II-14P II-14M	AFL/Kyrgyzstan-FRU AFL/Uzbekistan-TAS	trf rgd	1958/59 1958/59	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in documents apr60/jan75; directorate not mentioned in MGA document; f/n TAS 21aug75; soc 30apr77 as life-time expired
6 34 20 01	CCCP-L1650 CCCP-61650(1)	II-14P II-14M	AFL/Ukraine-IEV AFL/Ukraine-IEV	rgd rgd	unknown 1958/59	ine-cume expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown trf 16jan59 to Krivoi Rog Special Aviation College; soc 25mar61 as for 'display'; see c/n 14803030
6 34 20 02	CCCP-61650(1) CCCP-L1655 CCCP-61655	II-14M II-14M II-14M	AFL/West SibOvn AFL/West SibOVB	rga rgd rgd	unknown 1958/59	in document sep56; in MGA document as II-14M in documents nov60/09jun66; in natural metal c/s with two blue cheatlines; repainted in 1977 at ARZ-407
	000. 01000	11 1 T T T T	, a c, mest old0vb	igu	1,30,39	in standard Aeroflot 'blue' c/s, photo exists; soc 23feb82 as life-time expired; broken up at Novosibirsk- Severny
6 34 20 03	CCCP-L1660	II-14P	AFL/TurkmenisASB	rgd	unknown	in document oct56 and in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown (retains the shorter fuselage)
	CCCP-61660	II-14M	AFL/TurkmenisASB	rgd	1958/59	in documents may60/jul65; photo shows it damaged, probably at Krasnovodsk, right main gear retracted with no damage to the propeller; soc 30sep73 as life-time expired
6 34 20 04	CCCP-L1652 CCCP-61652	Il-14P Il-14M	AFL/KrasnoyarKJA AFL/KrasnoyarKJA	rgd rgd	unknown 09may58	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown soc 27sep77 as life-time expired
6 34 20 05	CCCP-L1656	II-14P	Aeroflot/UShVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration

	CCCP-61656	II-14P	Aeroflot/UShVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College
6 34 20 06	CCCP-61656 CCCP-L1661	II-14P II-14P	Aeroflot/KShvLP AFL/Far East-UUS	trf rgd	28dec61 unknown	Kirovograd Advanced Flying Training College; soc 26sep73 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
6 34 20 07	CCCP-61661 CCCP-L1663	II-14M II-14P	AFL/Far East-UUS AFL/Uzbekistan-TAS	rgd rgd	1958/59 unknown	soc 08sep75 as life-time expired converted to II-14M date unknown
	CCCP-61663(1)	II-14M	AFL/Uzbekistan-TAS	rgd	1958/59	opb 160 ATO; w/o 23dec58 on the leg from Ashkhabad to Tashkent of a flight from Mineralnyye Vody to Tashkent when approached in below minima conditions (night, bad visibility, snow fall), had to go around,
						lost speed in the process, stalled at a height of some 100-150 metres and crashed in a field, all 6 crew and 15 passengers killed; t/t 3,295 hours; soc 13jan59; see c/n 14803029
6 34 20 08	CCCP-L1662 CCCP-L1662	II-14P II-14P	AFL/Western-MHP AFL/Belarus-MHP	rgd trf	unknown 19mar57	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61662 CCCP-61662	II-14P II-14M	AFL/Belarus-MHP AFL/Magadan-GDX	rgd trf	1958/59 12feb65	converted to II-14M date unknown (not mentioned in the MGA document, retains the shorter fuselage) photo exists in old 'polar' c/s (natural metal/red c/s) with additional small 'Magadan' titles; converted to II-
	CCCP-61662	II-14M	AFL/Far East-KHV	trf	26feb75	photo exists; soc 18jun84 as life-time expired
6 34 20 09	CCCP-L1666 CCCP-L1666	II-14P II-14P	AFL/Western-MHP AFL/Belarus-MHP	rgd trf	unknown 19mar57	f/n IEV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration;
	CCCP-61666	II-14M	AFL/Belarus-MHP	rgd	1958/59	in documents jan60/20jul66; soc 03jul73 as worn out
6 34 20 10	CCCP-L1667 CCCP-61667	II-14P II-14P	AFL/Tajikistan-DYU AFL/Tajikistan-DYU	rgd	1956/59 1958/59	in document 20dec57 as II-14P, 18 pax configuration f/n MRV 17nov60; operated until 25may60
	CCCP-61667	II-14P	AFL/Armenia	rgd trf	25may60	
6 34 21 01	CCCP-61667 CCCP-L1646	II-14P II-14P	AFL/Yakutiya-YKS AFL/Belarus-MHP	trf rgd	09jan62 unknown	soc 25jul74 as life-time expired in document aug56 Ukrasović dovraced Civics Tableiga Celleges in document 20da677 oc U-140-18 pay configuration
	CCCP-L1646 CCCP-61646 CCCP-61646	II-14P II-14P II-14P	Aeroflot/UShVLP Aeroflot/UShVLP AFL/Belarus-MHP	trf rgd	1958 02feb59	Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College distribution and machine dis MCA documents in documents art 0/cmc6 and 20mm/66
6 24 21 02	CCCP-61646	II-14P	Aeroflot/UShVLP	trf trf	1958/59 10jan73	directorate not mentioned in MGA document; in documents apr59/apr60 and 20may66 Ulyanovsk Advanced Flying Training College; soc 25jul74 as life-time expired
6 34 21 02	CCCP-L1670 CCCP-61670	II-14M II-14M	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd	oct56 1958/59	overhauled at AERB-243, nov58; in MGA document as II-14M was converted to II-14M by oct63
6 34 21 03	CCCP-61670 CCCP-L1647	II-14M II-14P	AFL/GosNII GA AFL/Kazakhstan-ALA	trf rgd	21mar69 unknown	soc 14jul69, trf for tests in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M
	CCCP-61647	II-14M	AFL/Kazakhstan-ALA	rgd	1958/59	date unknown in documents jun59/dec61
6 34 21 04	CCCP-61647 CCCP-L1665	II-14M II-14P	AFL/Kazakhstan-BXJ AFL/Privolzhsk-KUF	trf rgd	jan64 unknown	soc 24jan72 as life-time expired; f/n RSC early93 being broken up, remains only left by sep93 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
6 34 21 06	CCCP-61665 CCCP-L1675	II-14M II-14M	AFL/Privolzhsk-KUF AFL/West SibOvn	rgd mfd	1958/59 09jan57	soc 28sep86 as life-time expired in MGA document as an II-14M; still as such by jan59
	CCCP-61675	II-14M	AFL/West SibOVB	rgd	1958/59	in natural metal c/s with two blue cheatlines; converted to an II-14FKM; repainted in 1977 at ARZ-407 in standard Aeroflot 'blue' c/s; opb 6 LO Novosibirskogo OAO from 08jun66; w/o 05apr77 on a training flight
						from Novosibirsk-Severny when the crew simulated a failure of the left engine and gave maximum right rudder, leading to aerodynamic overbalancing and a resulting side-slip (it was impossible to return the
						rudder to the neutral position in this situation), the aircraft went out of control and crashed in snow- covered swampy bush-land near Penyok village (91 km from Tolmachovo airport, in the Chulym district of
6 34 21 07	CCCP-L1668	II-14P	AFL/Kazakhstan	rgd	unknown	the Novosibirsk region), all 6 crew killed; t/t 29,251 hours 39 minutes and 21,779 cycles; soc 11jul77 in document 20dec57 as II-14P, 18 pax configuration; converted
	CCCP-L1668 CCCP-61668	II-14P II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-AKX	trf rgd	jun57 1958/59	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown soc 27oct72 as life-time expired
6 34 21 08	"03" blue	II-14P	KGB/Border Guards	AER	1982	equipped with radome for Groza-40 weather radar; in basic 'blue' Aeroflot c/s with red stripe on fin, no titles; with observation blister on the port side; I/n AER 24mar84
6 34 21 10	CCCP-L1677 CCCP-61677	II-14M II-14M	AFL/West SibOVB AFL/KrasnoyarKJA	rgd trf	unknown 09may58	in document nov56; in MGA document as II-14M photo in original polar c/s NSK mar77 with 'Aeroflot Krasnoyarskoye Upravleniya' titles on the nose; soc
6 34 22 01	CCCP-L1669	II-14P	AFL/Ukraine-LWO	rgd	unknown	26jun79 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-61669 CCCP-61669	II-14M II-14M	AFL/Ukraine-LWO AFL/Ukraine-DNK	rgd trf	1958/59 1963	in document mar59; first II-14 overhauled by ARZ-410 03jun64; soc 26jan76 as life-time expired
6 34 22 02	CCCP-L1672 CCCP-61672	II-14P II-14P	AFL/Northern-ARH AFL/Northern-ARH	rgd rgd	unknown 1958/59	in document 20dec57 as II-14P, 18 pax configuration f/n LED 27may70
6 34 22 03	CCCP-61672 CCCP-L1673	II-14P II-14P	AFL/ArkhangelARH Aeroflot/UShVLP	trf rgd	01jan73 unknown	Soc 27oct75 as life-time expired Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration
0 54 22 05	CCCP-61673 CCCP-61673	II-14P II-14P	Aeroflot/UShVLP Aeroflot/KShVLP	rgd trf	1958/59 12dec61	Ulyanovsk Advanced Flying Training College Kirovograd Advanced Flying Training College
6 34 22 06	CCCP-L1678 CCCP-61678	II-14P II-14P	AFL/Mosk. AG SPiVS AFL/Mosk. AG SPiVS	rgd	unknown 1958/59	18 pax configuration; in document 20dec57 converted in 1966 to II-14LIK-2, patrol version, with "Groza-40" weather radar
6 24 22 08	CCCP-61678 CCCP-61678 CCCP-L1680	II-14P II-14P II-14M	AFL/MOSK. AG SPIVS AFL/Ukraine-SIP AFL/Ukraine-IEV	trf	26mar79 unknown	soc 02mar87 as life-time expired
6 34 22 08	CCCP-61680	II-14M	AFL/Ukraine-IEV	rgd rgd	1958/59	in MGA document as II-14M; photo as such
6 34 22 09	CCCP-61680 CCCP-L1681	II-14M II-14M	Kharkov Avia. AFL/N.Kavkaz-ROV	trf rgd	25dec59 unknown	trf 25dec59 to the Kharkov Aviation Institute in document nov56; in MGA document as II-14M
	CCCP-L1681 CCCP-61681	II-14M II-14RR	AFL/Far East-KHV AFL/Far East-UUS	trf rgd	16jan57 1958/59	ocean fishery reconnaissance aircraft by 27jul70; soc 18jul80 as life-time expired
7 34 23 01	CCCP-L1686 CCCP-61686	II-14P II-14P	AFL/Kyrgyzstan AFL/Kyrgyzstan	rgd rgd	unknown 1959	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61686 CCCP-61686	II-14P II-14P	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV	trf trf	13apr60 dec67	f/n MRV 07nov62
	CCCP-61686	II-14P	AFL/West SibOVB	trf	22feb73	in natural metal c/s with two blue cheatlines; soc 21nov75 as life-time expired; broken up at Novosibirsk- Severny
7 34 23 02	CCCP-L1689 CCCP-L1689	II-14M II-14M	AFL/Uzbekistan-TAS AFL/Tajikistan-DYU	rgd trf	unknown 21jul58	in MGA document as II-14M
7 34 23 03	CCCP-L1689 CCCP-L1690	II-14M II-14M	Aeroflot/TATU AFL/Kazakhstan	trf rgd	27jan59 unknown	Troitsk Technical Aviation College; photo exists at Troitsk; soc 25mar61 as for 'display' in MGA document as II-14M
	CCCP-L1690 CCCP-61690	II-14M II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	trf rgd	jun57 1958/59	
	CCCP-61690 CCCP-61690	II-14M II-14M	AFL/Kazakhstan-BXJ AFL/West SibOMS	trf OMS	jan64 late77	
	CCCP-61690	II-14LR	AFL/Far East-UUS	trf	01jan80	f/n UUS 1984; t/t 34,779 hours 15,343 cycles as of 10feb87; soc 25mar87 as amortisation period expired; scrapped at UUS in 1987
7 34 23 04	CCCP-L1692	II-14P	AFL/Kyrgyzstan	mfd	18jan57	opb 153 OAO; w/o 07sep58 on the leg from Aktyubinsk of a flight from Frunze (now Bishkek) to Moscow when was hit by a lightning which burnt through the actuating rod of the left aileron and probably disabled
						the crew, the aircraft went out of control, crashed 4 km SSE of Konstantinovski (Martuk district of the Aktyubinsk region of Kazakhstan) and exploded, all 5 crew and 22 passengers killed; t/t 2,564 hours; soc
7 34 23 05	CCCP-L1694	II-14P	AFL/Azerbaijan-BAK	rgd	unknown	27oct58 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown
	CCCP-61694 CCCP-61694	II-14M II-14M	AFL/Azerbaijan-BAK AFL/Lithuania-VNO	rgd trf	1958/59 unknown	on charge as of 01aug61; f/n MRV 26jul62; l/n LED 29jul70
7 34 23 06	CCCP-61694 CCCP-L1697	II-14M II-14M	AFL/Kazakhstan AFL/Kazakhstan	trf rgd	28dec74 unknown	soc 26oct76 as life-time expired in MGA document as II-14M
	CCCP-L1697 CCCP-61697	II-14M II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	trf rgd	jun56 1958/59	in document 1959
	CCCP-61697 CCCP-61697	Il-14RR Il-14RR	AFL/Kazakhstan-BXJ AFL/Far East-UUS	trf trf	jan64 22may79	converted to II-14RR soc 31dec86 as life-time expired; reported scrapped at UUS 1986
7 34 23 07	CCCP-L1588 CCCP-L1588	II-14M II-14M	AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd trf	unknown jun57	in MGA document as II-14M
	CCCP-91588 CCCP-91588	II-14M II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd trf	1958/59 jan64	photo; operated jul59/1964 soc 23nov83 as life-time expired; possibly this is the aircraft which was preserved at the "Lesnaya byl"
	91000				Jano-1	pioneer's camp in the Ulyanovsk region in the 1980s (I/n there in 1988 in good condition) and transported to Ulyanovsk in 1989 or 1990, suffering severe damage by vandals in the process; preserved in the
7 34 23 08	CCCP-L1699	II-14P	Aeroflot/UShVLP	rgd	unknown	Museum of Civil Aviation at Ulyanovsk (N54.291215 E48.236469), since 1991, in 'polar' (>s; I/n aug24 Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration; under
/ JH 23 UO				-		repair at ARZ-400 jun58
	CCCP-61699 CCCP-61699 CCCP-61699	II-14P II-14P	Aeroflot/UShVLP Aeroflot/KShVLP	rgd trf	1958/59 06jan62	Ulyanovsk Advanced Flying Training College Kirovograd Advanced Flying Training College
7 34 23 09	CCCP-61699 CCCP-L1585 CCCP-L1585	II-14P II-14M II-14M	AFL/Yakutiya AFL/Kazakhstan AFL/Kazakhstan-ALA	trf rgd trf	17jan71 unknown	soc 07sep73 as life-time expired in MGA document as II-14M
	CCCP-91585	II-14M II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	trf rgd	jun56 1958/59	nhata SVV 1054, cas 20may 74 as life time availand
7 34 23 10	CCCP-91585 CCCP-L1586	II-14M II-14M	AFL/Kazakhstan-BXJ AFL/Kazakhstan	trf rgd	jan64 unknown	photo SVX 1964; soc 30may74 as life-time expired in MGA document as II-14M; overhauled at AERB-243 nov58
	CCCP-L1586 CCCP-91586	II-14M II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	trf rgd	jun57 1958/59	and DeputZ as life time surjust
7 34 24 01	CCCP-91586 CCCP-L1587	II-14M II-14M	AFL/Kazakhstan-BXJ AFL/Ukraine-IEV	trf rgd	jan64 unknown	soc 22nov73 as life-time expired in MGA document as II-14M
	CCCP-L1587 CCCP-91587	II-14M II-14M	AFL/Syktyvkar-SCW AFL/Syktyvkar-SCW	trf rgd	03mar58 1958/59	in MGA document as 03mar88 ! in documents 01apr59/jul59; photo, with Stag emblem on tail
	CCCP-91587	II-14M	AFL/Komi-SCW	trf	15feb66	soc 31oct73 as worn out

7 34 24 02	CCCP-L1590	II-14P	AFL/Georgia-TBS	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-91590 CCCP-91590 CCCP-91590	II-14M II-14M II-14M	AFL/Georgia-TBS AFL/Azerbaijan-BAK AFL/Azerbaijan-ASF	rgd trf trf	1958/59 15feb59 1962	month difficult to read in MGA document month difficult to read in MGA document
7 34 24 03	CCCP-91590 CCCP-91590 CCCP-L1591	II-14M II-14M	AFL/ArkhangelARH AFL/TurkmenisASB	trf rgd	06oct73 unknown	in MGA document as II-14M
7 34 24 04	CCCP-91591 CCCP-L1592	II-14M II-14M	AFL/TurkmenisASB AFL/KrasnoyarKJA	rgd rgd	1958/59 unknown	in documents dec59/dec63; soc 28mar7. (exact year unknown) in document 1958; in MGA document as II-14M
7 34 24 05	CCCP-91592 CCCP-L1593	II-14M II-14M	AFL/KrasnoyarKJA AFL/N.Kavkaz-ROV	rgd rgd	jul58 unknown	until 31jul76; soc 08feb78 as life-time expired in documents may58/sep59; in MGA document as Il-14M
, , , , , , , , , , , , , , , , , , , ,	CCCP-91593 CCCP-91593	II-14M II-14M	AFL/N.Kavkaz-ROV AFL/West SibOVB	rgd trf	1958/59 06nov65	in documents 10sep59/15apr64 in natural metal c/s with two blue cheatlines; operated both passenger and cargo flights; repainted in 1977
						at ARZ-407 in standard Aeroflot 'blue' c/s, photo exists; soc 11feb83 as life-time expired; broken up at Novosibirsk-Severny
7 34 24 06	CCCP-L1594 CCCP-91594	II-14P II-14M	AFL/Georgia-TBS AFL/Georgia-TBS	rgd rgd	unknown 1958/59	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-91594 CCCP-91594	II-14M II-14M	AFL/East Siberia AFL/Georgia-TBS	trf trf	20nov61 08may62	soc 30sep75 as life-time expired
7 34 24 07	CCCP-L1599 CCCP-L1599	II-14M II-14M	AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd trf	unknown jun57	in MGA document as II-14M
	CCCP-91599 CCCP-91599	II-14M II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ	rgd trf	1958/59 jan64	in document 22apr60 soc 31oct75 as life-time expired
7 34 24 08	CCCP-L2071	II-14M	AFL/Ukraine-IEV	mfd	11feb57	opb 86 OAO; w/o 17aug57 on a cargo flight from Sofia to Kiev-Zhulyany when collided on approach with II- 14G CCCP-L1360 due to ATC error, the right propeller hit the right wing of CCCP-L1360 at an altitude of
						some 250-300 metres, the engine detached, hit the fuselage and cut off the cockpit, the wreck fell on two houses 300 metres from where CCCP-L1360 crashed, all 5 crew killed plus 6 persons on the ground killed
7 34 24 09	CCCP-L1595	II-14M	AFL/East SibIKT	rgd	unknown	and 23 injured (11 of them severely); t/t 832 hours 50 minutes; soc 31oct57 in MGA document as II-14M and c/n given as 7342409
7 34 24 10	CCCP-91595 CCCP-L2074	II-14M II-14P	AFL/Yakutiya-YKS AFL/TurkmenisASB	trf rgd	20jan59 unknown	c/n in document mar59 as 6342409; soc 24dec75 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M and in document apr58 as such;
7 24 25 01	CCCP-52074	II-14M	AFL/TurkmenisASB	rgd	1958/59	f/n MRV 01aug60 in documents jan60/dec64; soc 27oct7. (year not available in MGA document)
7 34 25 01	CCCP-L1596 CCCP-91596 TZ-ABH	II-14M II-14M II-14M	AFL/Latvia AFL/Latvia Air Mali	rgd rgd i/s	unknown unknown	in MGA document as II-14M trf oct61 to Mali f/n DKR 16apr63; photo MRS jun64; crashed 05nov66 at night in bad weather into Col de la Cayolle
	IZ-ADD	11-1414	Alf Mali	1/5	03oct61	mountain pass, French Alps (2,440 metres above sea level) on a flight from Zagreb to Marseille after overhaul at Minsk with final destination Bamako, killing all 5 crew and 2 technicians; t/t 3,920 hours 40
7 34 25 02	CCCP-L2067	II-14M	AFL/KrasnoyarKJA	rgd	unknown	in MGA document as II-14M
7 34 25 02	CCCP-52067	II-14M	AFL/KrasnoyarKJA	rgd	unknown	in document 29jul67; soc 30jan78 as life-time expired
	CCCP-L2068 CCCP-52068	II-14M II-14M	AFL/East SibIKT AFL/East SibIKT	rgd rgd	unknown 1958/59	in MGA document as II-14M soc 30nov74 as life-time expired
7 34 25 04	CCCP-L2077 CCCP-L2077	II-14M II-14M	AFL/Uzbekistan-TAS AFL/Kazakhstan-ALA	rgd trf	unknown 22jul58	in document apr58; in MGA document as Il-14M in document mav59
7 34 25 05	CCCP-52077 CCCP-52077	II-14M II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-UKK	rgd trf	1958/59 unknown	in document jan66; soc 24dec74 as life-time expired
7 34 25 05	CCCP-79162 CCCP-79162	II-14P II-14P	MAP Tashkent APO MAP Moscow	mfd trf	17may57 27mar79	rgd 15dec65 damaged Djezkazgan 20dec83 but repaired; canx 30jan89; seen Myachkovo sep91/sep94 in good condition; gone by aug95
7 34 25 06	CCCP-L2092 CCCP-L2092	II-14M II-14M	AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd trf	unknown jun57	in MGA document as II-14M in document sep57
	CCCP-52092 CCCP-52092	II-14M II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ	rgd trf	1958/59 jan64	photo; in documents jul59/dec67; soc 18jan85 as life-time expired
7 34 25 07	CCCP-L2023 CCCP-52023	II-14M II-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF	rgd rgd	unknown 1958/59	in MGA document as II-14M
	CCCP-52023	II-14M	AFL/West SibOVB	trf	21jan68	in natural metal c/s with two blue cheatlines; repainted in 1977 at ARZ-407 in standard Aeroflot 'blue' c/s; soc 17apr80 as life-time expired; broken up at Novosibirsk-Severny
7 34 25 08	CCCP-L2006 CCCP-52006	II-14M II-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF	rgd rgd	unknown 1958/59	in documents mar59/apr59; in MGA document as II-14M in document 28mar62; soc 30sep75 as life-time expired
7 34 25 09	CCCP-L2083 CCCP-52083	II-14M II-14M	AFL/Syktyvkar-SCW AFL/Syktyvkar-SCW	rgd rgd	unknown 1958/59	in MGA document as II-14M; photo exists Nadezhda, in natural metal c/s with two blue cheatlines in document 01apr59; photo exists, in natural metal c/s with two blue cheatlines NSK 18aug61
7 34 25 10	CCCP-52083 CCCP-L2085	II-14M II-14M	AFL/Komi-SCW AFL/KrasnoyarKJA	trf rgd	15sep66 unknown	soc 08sep75 in MGA document as II-14M
7 34 26 01	CCCP-52085 CCCP-L2087	II-14M II-14M	AFL/KrasnoyarKJA AFL/N.Kavkaz-ROV	rgd mfd	1958/59 22mar57	soc 29aug77 as life-time expired toc sep57; in MGA document as II-14M
	CCCP-52087 CCCP-52087	II-14M II-14M	AFL/N.Kavkaz-ROV AFL/Yakutiya-YKS	r/r trf	01aug59 07jan62	soc 18may76 as life-time expired
7 34 26 02	CCCP-L2093	II-14M	AFL/East SibIKT	rgd	unknown	in MGA document as II-14M in document 20sep68; soc 30jul75 as life-time expired
	CCCP-52093					
7 34 26 03 7 34 26 04	CCCP-52093 CCCP-L2008 CCCP-L2012	II-14M II-14M II-14M II-14M	AFL/East SibIKT AFL/TurkmenisASB	rgd rgd	1958/59 unknown	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58
	CCCP-L2008 CCCP-L2012 CCCP-L2012	II-14M II-14M II-14M II-14M	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA	rgd rgd rgd trf	1958/59 unknown unknown 21oct58	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in document jan59
7 34 26 04	CCCP-L2008 CCCP-L2012 CCCP-L2012 CCCP-52012 CCCP-52012	II-14M II-14M II-14M II-14M II-14M II-14M	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ	rgd rgd rgd trf rgd trf	1958/59 unknown unknown 21oct58 1958/59 jan64	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in document jan59 in documents oct59/dec61 in documents oct59/dec61; soc 28may66 as life-time expired
	CCCP-L2008 CCCP-L2012 CCCP-L2012 CCCP-52012 CCCP-52012 CCCP-L2014 CCCP-52014	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Tajikistan-DYU AFL/Tajikistan-DYU	rgd rgd rgd trf rgd trf rgd rgd	1958/59 unknown 21oct58 1958/59 jan64 unknown unknown	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in document jan59 in documents oct59/dec61
7 34 26 04	CCCP-L2008 CCCP-L2012 CCCP-52012 CCCP-52012 CCCP-52012 CCCP-52014 CCCP-52014 CCCP-52014 CCCP-52014	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/ArkhangelARH AFL/ArkhangelARH	rgd rgd trf rgd trf rgd trf rgd trf rgd	1958/59 unknown 21oct58 1958/59 jan64 unknown unknown 1958/59 unknown	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in document jan59 in documents oct59/dec61 in documents oct59/dec61; soc 28may66 as life-time expired in MGA document as II-14M in document 21.dec71 soc 28mar77 as life-time expired
7 34 26 04 7 34 26 05	CCCP-L2008 CCCP-L2012 CCCP-L2012 CCCP-52012 CCCP-52014 CCCP-52014 CCCP-52014 CCCP-52014 CCCP-52030 CCCP-52030	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14P II-14P	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/ArkhangelARH AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG	rgd rgd trf rgd trf rgd trf rgd trf rgd trf	1958/59 unknown 21oct58 1958/59 jan64 unknown unknown 1958/59 unknown 1958/59 feb67	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in document jan59 in documents oct59/dec61 in documents oct59/dec61; soc 28may66 as life-time expired in MGA document as II-14M in document 21dec71
7 34 26 04 7 34 26 05	CCCP-L2008 CCCP-L2012 CCCP-L2012 CCCP-52012 CCCP-52012 CCCP-52014 CCCP-52014 CCCP-52030 CCCP-52030 CCCP-52030 CCCP-52030	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P	AFL/East Sib1KT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/ArkhangelARH AFL/N.kavkaz-ROV AFL/N.Kavkaz-NOV AFL/N.Kavkaz-WOY AFL/N.Kavkaz-WRV AFL/N.Kavkaz-MRV AFL/Uzbekistan-TAS	rgd rgd trf rgd trf rgd trf rgd trf trf trf	1958/59 unknown 21oct58 1958/59 jan64 unknown unknown 1958/59 feb67 mar67 14may68	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in document jan59 in documents oct59/dec61 in documents oct59/dec61; soc 28may66 as life-time expired in MGA document as II-14M in document 21dec71 soc 28mar77 as life-time expired in documents feb59/13jan63
7 34 26 04 7 34 26 05	CCCP-L2008 CCCP-L2012 CCCP-52012 CCCP-52012 CCCP-52012 CCCP-52014 CCCP-52014 CCCP-52030 CCCP-52030 CCCP-52030 CCCP-52030 CCCP-52030 CCCP-52030 CCCP-52030 CCCP-52030	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajlikistan-DYU AFL/Tajlikistan-DYU AFL/Tajlikistan-DYU AFL/ArkhangelARH AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-NOG AFL/N.Kavkaz-WO AFL/N.Kavkaz-NRV AFL/N.Kavkata-TAS AFL/Kazakhstan AFL/Tajlikistan-DYU	rgd rgd tff rgd trf rgd trf rgd trf trf trf trf trf	1958/59 unknown 21oct58 1958/59 jan64 unknown unknown 1958/59 unknown 1958/59 feb67 mar67 14may68 06feb70 unknown	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in documents oct59/dec61 in documents oct59/dec61; soc 28may66 as life-time expired in MGA document as II-14M in document 21dec71 soc 28mar77 as life-time expired in documents feb59/13jan63 soc 17sep84 as life-time expired toc 1957; also reported as AFL/Lithuania-VNO, but not mentioned as such in MGA document
7 34 26 04 7 34 26 05 7 34 26 06	CCCP-L2008 CCCP-L2012 CCCP-S2012 CCCP-S2012 CCCP-S2012 CCCP-S2014 CCCP-S2014 CCCP-S2014 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2031 CCCP-S2031	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/ArkhangelARH AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG AFL/N.Kavkaz-VOG AFL/N.Kavkaz-MRV AFL/Uzbekistan-TAS AFL/Kazakhstan AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU	rgd rgd trf rgd trf rgd trf rgd trf trf trf trf trf trf trf trf	1958/59 unknown 21oct58 1958/59 jan64 unknown unknown 1958/59 unknown 1958/59 feb67 nar67 14may68 06feb70 unknown 1958/59 28feb61	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in document jan59 in documents oct59/dec61 in documents oct59/dec61; soc 28may66 as life-time expired in MGA document as II-14M in document 21dec71 soc 28mar77 as life-time expired in documents feb59/13jan63
7 34 26 04 7 34 26 05 7 34 26 06	CCCP-L2008 CCCP-L2012 CCCP-S2012 CCCP-S2012 CCCP-S2012 CCCP-S2014 CCCP-S2014 CCCP-S2014 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2031 CCCP-S2031 CCCP-S2031	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/ArkhangelARH AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/N.Kavkaz-MRV AFL/Uzbekistan-TAS AFL/Kazakhstan AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Estonia AFL/Estonia AFL/Estonia-TLL AFL/Estonia-TLL	rgd rgd trf rgd trf rgd trf rgd trf trf trf trf trf trf trf trf trf trf	1958/59 unknown unknown 21oct58 1958/59 jan64 unknown 1958/59 unknown 1958/59 feb67 mar67 14may68 06feb70 unknown 1958/59 28feb61 feb66 feb66 12jul73	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in document jan59 in documents oct59/dec61 in MGA document as II-14M in document 21dec71 soc 28mar77 as life-time expired in documents feb59/13jan63 soc 17sep84 as life-time expired toc 1957; also reported as AFL/Lithuania-VNO, but not mentioned as such in MGA document operated pax flight DYU-MRV 21mar60
7 34 26 04 7 34 26 05 7 34 26 06	CCCP-L2008 CCCP-L2012 CCCP-L2012 CCCP-S2012 CCCP-S2012 CCCP-S2014 CCCP-S2014 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031	I-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/ArkhangelARH AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-WOG AFL/N.Kavkaz-WOG AFL/N.Kavkaz-WOG AFL/N.Kavkaz-WOG AFL/N.Kavkaz-WOG AFL/N.Kavkaz-WOG AFL/N.Kavkaz-MRV AFL/Uzbekistan-TAS AFL/Kazakhstan AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Fastonia-TLL AFL/Eastonia-TLL AFL/Fastonia-TLL AFL/Fastonia-TLA	rgd rgdd rgd tff rgd tff rgd tff rgd tff tff tff tff tff tff tff tff tff tf	1958/59 unknown 210ct58 1958/59 jan64 unknown unknown 1958/59 unknown 1958/59 14may68 06feb70 unknown 1958/59 28feb61 feb66 12jul73 27feb76 unknown	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in documents oct59/dec61 in documents oct59/dec61; soc 28may66 as life-time expired in MGA document as II-14M in document 21dec71 soc 28mar77 as life-time expired in documents feb59/13jan63 soc 17sep84 as life-time expired toc 1957; also reported as AFL/Lithuania-VNO, but not mentioned as such in MGA document
7 34 26 04 7 34 26 05 7 34 26 06 7 34 26 07	CCCP-L2008 CCCP-L2012 CCCP-S2012 CCCP-S2012 CCCP-S2012 CCCP-S2014 CCCP-S2014 CCCP-S2014 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2031 CCCP-S2033 CCCP-S2033 CCCP-S2033	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/ArkhangelARH AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/Uzbekistan-TAS AFL/Kazakhstan AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Estonia TLL AFL/Estonia-TLL AFL/East Siberia AFL/KrasnoyarKJA AFL/Uzbekistan-TAS	rgd rgd rgd tf gd trgd trgd tf tf tf rgd tff tff tff tff tff tff tff gd d tff tff gd tff gd tfgd tf	1958/59 unknown 21oct58 1958/59 jan64 unknown 1958/59 unknown 1958/59 feb67 mar67 14may68 06feb70 unknown 1958/59 28feb61 feb66 12ju173 27feb76 unknown 1958/59 unknown 1958/59	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in documents oct59/dec61 in documents oct59/dec61; soc 28may66 as life-time expired in MGA document as II-14M in document 21dec71 soc 28mar77 as life-time expired in documents feb59/13jan63 soc 17sep84 as life-time expired toc 1957; also reported as AFL/Lithuania-VNO, but not mentioned as such in MGA document operated pax flight DYU-MRV 21mar60 soc 27oct77 soc 16aug77 as life-time expired
7 34 26 04 7 34 26 05 7 34 26 06 7 34 26 07 7 34 26 07 7 34 26 08	CCCP-L2008 CCCP-L2012 CCCP-L2012 CCCP-52012 CCCP-52012 CCCP-52014 CCCP-52014 CCCP-52030 CCCP-52030 CCCP-52030 CCCP-52030 CCCP-52031 CCCP-52031 CCCP-52031 CCCP-52031 CCCP-52031 CCCP-52031 CCCP-52031 CCCP-52031 CCCP-52031 CCCP-52031 CCCP-52031 CCCP-52031 CCCP-52031 CCCP-52031 CCCP-52033 CCCP-52033 CCCP-52033	I-14M I-14M I-14M I-14M I-14M I-14M I-14M I-14M I-14P I-14P I-14P I-14P I-14P I-14P I-14P I-14P I-14P I-14P I-14P I-14P I-14P I-14P I-14P I-14P	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-NOG AFL/N.Kavkaz-NOG AFL/N.Kavkaz-NOG AFL/N.Kavkaz-NOG AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/LEstonia AFL/Estonia AFL/KasnoyarKJA AFL/KrasnoyarKJA AFL/KrasnoyarKJA	rgd rgd tf d tf rgd tf rgd tf tf tf d d tf tf tf rgd tf tf tf tf d d d tf tf tf tf d d d tf tf tf tf d d tf tf t	1958/59 unknown ulknown 210ct58 1958/59 jan64 unknown 1958/59 unknown 1958/59 unknown 1958/59 28feb61 feb66 12jul73 28feb61 1958/59 28feb61 1958/59 28feb61 unknown 1958/59 unknown	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in document jan59 in documents oct59/dec61; soc 28may66 as life-time expired in MGA document as II-14M in document 21dec71 soc 28mar77 as life-time expired in documents feb59/13jan63 soc 17sep84 as life-time expired toc 1957; also reported as AFL/Lithuania-VNO, but not mentioned as such in MGA document operated pax flight DYU-MRV 21mar60 soc 27oct77
7 34 26 04 7 34 26 05 7 34 26 06 7 34 26 07 7 34 26 08 7 34 26 08 7 34 26 09	CCCP-L2008 CCCP-L2012 CCCP-S2012 CCCP-S2012 CCCP-S2012 CCCP-S2014 CCCP-S2014 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2031 CCCP-S2032 CCCP-S2042	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/ArkhangelARH AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG AFL/N.Kavkaz-VOG AFL/N.Kavkaz-VOG AFL/N.Kavkaz-VOG AFL/N.Kavkaz-WRV AFL/Uzbekistan-TAS AFL/Kazakhstan AFL/Tajikistan-DYU AFL/Estonia AFL/Estonia AFL/Estonia AFL/East Siberia AFL/KrasnoyarKJA AFL/KrasnoyarKJA AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd rgd rgd tf gd trgd trgd tf tf tf rgd tff tff tff tff tff tff tff gd d tff tff gd tff gd tfgd tf	1958/59 unknown 21oct58 1958/59 jan64 unknown 1958/59 unknown 1958/59 feb67 mar67 14may68 06feb70 unknown 1958/59 28feb61 feb66 12jul73 27feb76 unknown 1958/59 unknown	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in documents oct59/dec61 in documents oct59/dec61; soc 28may66 as life-time expired in MGA document as II-14M in document 21dec71 soc 28mar77 as life-time expired in documents feb59/13jan63 soc 17sep84 as life-time expired toc 1957; also reported as AFL/Lithuania-VNO, but not mentioned as such in MGA document operated pax flight DYU-MRV 21mar60 soc 27oct77 soc 16aug77 as life-time expired
7 34 26 04 7 34 26 05 7 34 26 06 7 34 26 07 7 34 26 07 7 34 26 08 7 34 26 09 7 34 26 10	CCCP-L2008 CCCP-L2012 CCCP-S2012 CCCP-S2012 CCCP-S2012 CCCP-S2014 CCCP-S2014 CCCP-S2014 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2031 CCCP-S2032 CCCP-S2049 CCCP-S2049 CCCP-S2052	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/ArkhangelARH AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/Uzbekistan-TAS AFL/KasnoyarKJA AFL/Vashistan-DYU AFL/East Siberia AFL/KrasnoyarKJA AFL/Uzbekistan-TAS AFL/Wascow SPiMVL AFL/Krasnoyarsk	rød rød frød frød frød frød frød frød fr	1958/59 unknown 21oct58 1958/59 jan64 unknown 1958/59 feb67 unknown 1958/59 feb67 dmar67 14may68 06feb70 unknown 1958/59 28feb61 feb66 12jul73 27feb76 unknown 1958/59 01mar69 unknown 1958/59	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in documents oct59/dec61 in documents oct59/dec61; soc 28may66 as life-time expired in MGA document as II-14M in document 21dec71 soc 28mar77 as life-time expired in documents feb59/13jan63 soc 17sep84 as life-time expired toc 1957; also reported as AFL/Lithuania-VNO, but not mentioned as such in MGA document operated pax flight DYU-MRV 21mar60 soc 27oct77 soc 16aug77 as life-time expired soc 16oct81 as worn out trf oct61 to Cuba
7 34 26 04 7 34 26 05 7 34 26 06 7 34 26 07 7 34 26 07 7 34 26 08 7 34 26 09 7 34 26 10	CCCP-L2008 CCCP-L2012 CCCP-S2012 CCCP-S2012 CCCP-S2012 CCCP-S2014 CCCP-S2014 CCCP-S2014 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2031 CCCP-S2049 CCCP-S2049 CCCP-S2059	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/ArkhangelARH AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/Uzbekistan-TAS AFL/Kazakhstan AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Estonia TLL AFL/Estonia TLL AFL/Estonia-TLL AFL/Estonia-TLL AFL/Estonia-TLA AFL/Vzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Varanoyarsk AFL/Krasnoyarsk AFL/Varanoyarsk AFL/Varanoyarsk AFL/Varanoyarsk AFL/Varanoyarsk AFL/Varanoyarsk AFL/Varanoyarsk AFL/Varanoyarsk AFL/Varanoyarsk AFL/Varanoyarsk AFL/Varano-IEV	rødd rødd frød tif dd frød tif frødd frift frødd frift frødd frift frødd frift frødd frift frødd frift frødd frift frødd frift frødd frødd frift frødd frift frift frødd frift frift frødd frift frift frødd frift frift frødd frift frift frødd frift frift frødd frift	1958/59 unknown 21oct58 1958/59 jan64 unknown 1958/59 unknown 1958/59 feb67 mar67 14may68 06feb70 unknown 1958/59 28feb61 feb66 12ju173 27feb76 unknown 1958/59 unknown 1958/59 unknown 1958/59 unknown	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in documents oct59/dec61 in documents oct59/dec61; soc 28may66 as life-time expired in MGA document as II-14M in document 21dec71 soc 28mar77 as life-time expired in documents feb59/13jan63 soc 17sep84 as life-time expired toc 1957; also reported as AFL/Lithuania-VNO, but not mentioned as such in MGA document operated pax flight DYU-MRV 21mar60 soc 27oct77 soc 16aug77 as life-time expired soc 16oct81 as worn out trf oct61 to Cuba version not mentioned as II-14M in MGA document, see next line still in service in 1986; f/n SIP (N45.021944 E33.992686) 20sep94 in standard blue c/s, wfu; seen
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7 34 26 04 7 34 26 05 7 34 26 06 7 34 26 07 7 34 26 07 7 34 26 08 7 34 26 09 7 34 26 10	CCCP-L2008 CCCP-L2012 CCCP-S012 CCCP-S012 CCCP-S012 CCCP-S012 CCCP-S014 CCCP-S014 CCCP-S014 CCCP-S014 CCCP-S003 CCCP	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/ArkhangelARH AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-NOG AFL/N.Kavkaz-NOG AFL/N.Kavkaz-NOG AFL/N.Kavkaz-NOG AFL/N.Kavkaz-NOG AFL/Lakakaz-NOV AFL/Likikistan-TAS AFL/Kazakhstan AFL/Fast Siberia AFL/East Siberia AFL/KrasnoyarKJA AFL/KrasnoyarKJA AFL/Krasnoyarsk AFL/Krasnoyarsk AFL/Krasnoyarsk AFL/Krasnoyarsk AFL/Krasnoyarsk AFL/Krasnoyarsk AFL/Krasnoyarsk AFL/Krasnoyarsk AFL/Krasnoyarsk AFL/Ukraine-IEV AFL/Ukraine-SIP AFL/Ukraine-SIP AFL/Ukraine-GDX AFL/Magadan-GDX	rgd rgd trf rgd trf rgd trf rgd trf trf trf trf rgd trf rgd trf rgd trf trf trf rgd trf trf trf trf rgd trf trf trf rgd trf trf rgd trf trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf trgd trf rgd trf trgd trf trgd trf trgd trf trgd trf trgd trf trf rgd trf trf trgd trf trf rgd trf trf trgd trf trgd trf trgd trf trgd trf trgd trf trgd trf trgd trf trgd trf trf trgd trf trgd trf trgd trf trgd trf trgd trf trgd trf trgd trf trgd trg trgd trf trgd trf trgd trf trgd trgd trf trgd trgd trgd trgd trgd trgd trg trgd trf trgd trgd trg trgd trg trgd trg trgd trg trgd trg trgd trg trg trgd trg trgd trg trg trg trg trg trg trg trg trg trg	1958/59 unknown 210ct58 1958/59 jan64 unknown 1958/59 unknown 1958/59 28feb61 feb66 fof mar67 14may68 06feb70 unknown 1958/59 28feb61 feb66 fi2ju173 27feb76 unknown 1958/59 unknown 1958/59 unknown 1958/59 1960 27ju164 1976	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in document jan59 in documents oct59/dec61; soc 28may66 as life-time expired in MGA document as II-14M in document 21dec71 soc 28mar77 as life-time expired in documents feb59/13jan63 soc 17sep84 as life-time expired toc 1957; also reported as AFL/Lithuania-VNO, but not mentioned as such in MGA document operated pax flight DYU-MRV 21mar60 soc 27oct77 soc 16aug77 as life-time expired soc 16oct81 as worn out trf oct61 to Cuba version not mentioned as II-14M in MGA document, see next line still in service in 1986; f/n SIP (N45.021944 E33.992686) 20sep94 in standard blue c/s, wfu; seen may05/jun07 with additional 'Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, I/n sep09/15mar16; soc details not given in MGA document in MGA document as II-14M
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7 34 26 04 7 34 26 05 7 34 26 06 7 34 26 07 7 34 26 07 7 34 26 08 7 34 26 09 7 34 26 10 7 34 27 01 7 34 27 02 7 34 27 03	CCCP-L2008 CCCP-L2012 CCCP-S2012 CCCP-S2012 CCCP-S2014 CCCP-S2014 CCCP-S2014 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2031 CCCP-S2032 CCCP-S2032 CCCP-S2032 CCCP-S2032 CCCP-S2032 CCCP-S2032 CCCP-S2032	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M II-14M II-14M II-14M II-14M	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Favkarka AFL/Kashor AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Latvia-RIX AFL/Latvia-RIX AFL/KasnoyarKJA AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Ukraine-IEV AFL/Ukraine-IEV AFL/Ukraine-SIP AFL/Ukraine-SIP AFL/Ukraine-SCW AFL/Syktyvkar-SCW AFL/Syktyvkar-SCW AFL/Syktyvkar-SCW	rgd rgd trf rgd trf rgd trf trf trf trf trf trf trf trf trf trf	1958/59 unknown ulknown 210ct58 1958/59 jan64 unknown 1958/59 unknown 1958/59 unknown 1958/59 28feb61 feb66 12jul73 27feb76 unknown 1958/59 28feb61 12jul73 27feb76 unknown 1958/59 unknown 1958/59 unknown 1958/59 unknown 1958/59 unknown 1958/59 unknown 1958/59 unknown 1958/59 unknown 1958/59 1960 27jul64 1976	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in documents oct59/dec61; mocuments oct59/dec61; soc 28may66 as life-time expired in MGA document as II-14M in document 21dec71 soc 28mar77 as life-time expired toc 1957; also reported as AFL/Lithuania-VNO, but not mentioned as such in MGA document operated pax flight DYU-MRV 21mar60 soc 17sep84 as life-time expired soc 16aug77 as life-time expired sill as the time expired set life time expired set life time expired set life the set life time expired set life time expired in MGA document set life time expired in MGA document; soc 28may87 as amortisation period expired; was preserved in the suburbs of Almaty and seen apr93, identity confirmed from a photo taken whils overflying in a Mi-8 in MGA document as II-14M in document 01augr59 f/n SCW 31dec73; soc 13aug74 as life-time expired
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7 34 26 04 7 34 26 05 7 34 26 06 7 34 26 07 7 34 26 08 7 34 26 09 7 34 26 09 7 34 26 10 7 34 27 01 7 34 27 02 7 34 27 03 7 34 27 04	CCCP-L2008 CCCP-L2012 CCCP-S2012 CCCP-S2012 CCCP-S2012 CCCP-S2014 CCCP-S2014 CCCP-S2014 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2031 CCCP-S2032 CCCP-S2052 CCCP-S2052 CCCP-S2052 CCCP-S2072	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/ArkhangelARH AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-NOG AFL/N.Kavkaz-NOV AFL/N.Kavkaz-NOV AFL/Laskakaz AFL/Kazakhstan AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/East Siberia AFL/East Siberia AFL/KrasnoyarKJA AFL/KrasnoyarKJA AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Ukraine-IEV AFL/Ukraine-IEV AFL/Ukraine-SIP AFL/Ukraine-SIP AFL/Ukraine-SDN AFL/Magadan-GDX AFL/Kazakhstan	rgd rgd trf rgd trf rgd trf rgd trf trf trf trf trf rgd trf trf rgd trf trf rgd trf trf rgd trf trf rgd trf trf trf rgd trf trf rgd trf trf rgd trf trg trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf rgd trf trf rgd trf trf rgd trf trf rgd trf trf rgd trf trf rgd trf trf rgd trf trf rgd trf trf rgd trf trf trf rgd trf trf trf rgd trf trf trf rgd trf trf trf rgd trf trf trf rgd trf trf trf rgd trf trf trf trf rgd trf trf trf rgd trf trf trf rgd trf trf trf rgd trf trf trf trf trf rgd trf trf trf trf trf trf trf trf trf trf	1958/59 unknown 21oct58 1958/59 jan64 unknown 1958/59 unknown 1958/59 28feb61 feb66 70 unknown 1958/59 28feb61 feb66 12ju173 27feb76 unknown 1958/59 unknown 1958/59 unknown 1958/59 1960 27ju164 1976 unknown 1958/59 1960 27ju164 1976 unknown 1958/59 1960 27ju164 1976	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in documents act59/dec61 in documents oct59/dec61; soc 28may66 as life-time expired in MGA document as II-14M in document 21dec71 soc 28mar77 as life-time expired in documents feb59/13jan63 soc 17sep84 as life-time expired toc 1957; also reported as AFL/Lithuania-VNO, but not mentioned as such in MGA document operated pax flight DYU-MRV 21mar60 soc 27oct77 soc 16aug77 as life-time expired soc 16oct81 as worn out trf oct61 to Cuba version not mentioned as II-14M in MGA document, see next line still in service in 1986; f/n SIP (N45.021944 E33.992686) 20sep94 in standard blue c/s, wfu; seen may05/jun07 with additional 'Uchebny' (trainig) titles; registration and 'Aeroflot' titles removed by sep08, l/n sep09/15mar16; soc details not given in MGA document in MGA document; soc 28may87 as amortisation period expired, soc reserved in the suburbs of Almaty and seen apr33, identity confirmed from a photo taken whilst overflying in a Mi-8 in MGA document as II-14M in GCW and MGA document; soc 14may and seen apr33, identity confirmed from a photo taken whilst overflying in a Mi-8 in MGA document 01apr59 f/n SCW 31dec73; soc 13aug74 as life-time expired in SCW 31dec73; soc 13aug74 as life-time expired
7 34 26 04 7 34 26 05 7 34 26 06 7 34 26 07 7 34 26 08 7 34 26 09 7 34 26 09 7 34 26 10 7 34 27 01 7 34 27 02 7 34 27 03 7 34 27 04 7 34 27 05	CCCP-L2008 CCCP-L2012 CCCP-S2012 CCCP-S2012 CCCP-S2012 CCCP-S2014 CCCP-S2014 CCCP-S2014 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2031 CCCP-S2032	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/ArkhangelARH AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-WRV AFL/N.Kavkaz-WRV AFL/Lzbekistan-TAS AFL/Kazakhstan AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/East Siberia AFL/KasnoyarKJA AFL/KrasnoyarKJA AFL/Krasnoyarsk AFL/Krasnoyarsk AFL/Krasnoyarsk AFL/Krasnoyarsk AFL/Krasnoyarsk AFL/Uzbekistan-TAS AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan	rgd rgd trf rgd trf rgd trf rgd trf trf trf rgd trf trf rgd trf trf rgd trf trf rgd trf trf trf rgd trf trf trf trf trf trf trf trf trf trf	1958/59 unknown 210ct58 1958/59 jan64 unknown 1958/59 unknown 1958/59 unknown 1958/59 28feb61 feb66 12ju173 27feb76 unknown 1958/59 28feb61 dunknown 1958/59 unknown 1958/59 1960 27ju164 1976 unknown 1958/59 01mar69 unknown 1958/59 01mar73 unknown 1958/59 1960 27ju164 1976 Unknown 1958/59 1960 27ju164 1976 Unknown	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in document jan59 in document jan59 in document soct59/dec61; soc 28may66 as life-time expired in MGA document as II-14M in document 21dec71 soc 28ma77 as life-time expired in documents feb59/13jan63 soc 17sep84 as life-time expired toc 1957; also reported as AFL/Lithuania-VNO, but not mentioned as such in MGA document operated pax flight DYU-MRV 21mar60 soc 27oct77 soc 16aug77 as life-time expired soc 16oct81 as worn out trf oct61 to Cuba version not mentioned as II-14M in MGA document, see next line still in service in 1986; f/n SIP (N45.021944 E33.992686) 20sep94 in standard blue c/s, wfu; seen may05/jun07 with additional 'Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, l/n sep09(5)fun07 with additional 'Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, l/n sep09(5)fun07 with additional 'Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, l/n sep09(5)fun07 with additional 'Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, l/n sep09(5)fun07 with additional vertige in m MGA document in MGA document as II-14M flew on KHV-OHO route 19sep58 converted to II-14FKN' (fn TAS 28apr84; directorate not mentioned in MGA document; soc 28may87 as amortisation period expired; was preserved in the suburbs of Almaty and seen apr93, identity confirmed from a photo taken whils overflying in a MI-8 in MGA document as II-14M in document 01apr59 f/n SCW 31dec73; soc 13aug74 as life-time expired in 18 passenger configuration; opb 66 AO opb 66 AO dbr 30dec71 on landing at Baranikha (Chukotka) when overran the runway and suffered substantial damage, no casualties; soc 30may72 soc 30mar76 as life-time expired
7 34 26 04 7 34 26 05 7 34 26 06 7 34 26 07 7 34 26 08 7 34 26 09 7 34 26 09 7 34 26 10 7 34 27 01 7 34 27 02 7 34 27 03 7 34 27 04	CCCP-L2008 CCCP-L2012 CCCP-L2012 CCCP-S2012 CCCP-S2014 CCCP-S2014 CCCP-S2014 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2031 CCCP-S2032 CCCP-S2072	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/ArkhangelARH AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-WO AFL/N.Kavkaz-WO AFL/N.Kavkaz-WO AFL/Latvia-RIX AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Fastonia-TLL AFL/East Siberia AFL/KrasnoyarKJA AFL/Krasnoyarsk AFL/Krasnoyarsk AFL/Krasnoyarsk AFL/Kraine-IEV AFL/Ukraine-SIP AFL/Ukraine-SIP AFL/Ukraine-SIP AFL/Ukraine-SIP AFL/Ukraine-SDX AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan AFL/Kazakhstan	rgd grgd trf gd trf gd grgd trf gd trf gd grgd trf gd trf gd grgd trf gd trf grgd tr	1958/59 unknown 210ct58 1958/59 jan64 unknown 1958/59 unknown 1958/59 unknown 1958/59 28feb61 feb66 12jul73 27feb76 unknown 1958/59 28feb61 dunknown 1958/59 01mar69 unknown 1958/59 01mar69 unknown 1958/59 01mar73 unknown 1958/59 01mar73 unknown 1958/59 01mar73	<pre>in MGA document as II-14W; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in document jan59 in document as II-14M in document as II-14M in document as II-14M in document 21dec71 soc 28mar77 as life-time expired in document 21dec71 soc 28mar77 as life-time expired to 1957; also reported as AFL/Lifthuania-VNO, but not mentioned as such in MGA document operated pax flight DYU-MRV 21mar60 soc 17sep84 as life-time expired soc 16oct81 as worn out trf oct61 to Cuba version not mentioned as II-14M in MGA document, see next line still in service in 1986; f/n SIP (N45.021944 E33.992686) 20sep94 in standard blue c/s, wfu; seen may05/jun07 with additional 'Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, //n sep09/15mar16; soc details not given in MGA document in MGA document as II-14M flew on KHV-OHO rute 19sep58 converted to 11-14FKK; if TAS 228apr84; directorate not mentioned in MGA document; soc 28may87 as amortisation period expired; was preserved in the suburbs of Almaty and seen apr93, identity confirmed from a photo taken whils overflying in a Mi-8 in MGA document as II-14M flew on KHV-OHO rute 19sep58 converted to 11-14FKK; if TAS 228apr84; directorate not mentioned in MGA document; soc 28may87 as amortisation period expired; was preserved in the suburbs of Almaty and seen apr93, identity confirmed in document 01apr59 f/n SCW 31dec73; soc 13aug74 as life-time expired in 18 passenger configuration; opb 66 AO odbr 30dec71 on landing at Baranikha (Chukotka) when overran the runway and suffered substantial damage, on casualties; soc 30mar72 soc 30mar76 as life-time expired in document igen60 </pre>
7 34 26 04 7 34 26 05 7 34 26 06 7 34 26 07 7 34 26 08 7 34 26 09 7 34 26 09 7 34 26 10 7 34 27 01 7 34 27 02 7 34 27 03 7 34 27 04 7 34 27 05	CCCP-L2008 CCCP-L2012 CCCP-S2012 CCCP-S2012 CCCP-S2012 CCCP-S2014 CCCP-S2014 CCCP-S2014 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2031 CCCP-S2032	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M III-14M	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/ArkhangelARH AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/Lajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/East Siberia AFL/East Siberia AFL/East Siberia AFL/KrasnoyarKJA AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Ukraine-IEV AFL/Ukraine-IEV AFL/Ukraine-SDN AFL/Wagadan-GDX AFL/Kazakhstan AFL/Kazakhstan AFL/Favkar-SCW AFL/AVkar-SCC AFL/Latvia-RSC AFL/Latvia-RSC AFL/Latvia-RSC AFL/Latvia-RSC AFL/Latvia-RSC AFL/Latvia-RSC	rgd rgd trf rgd trf rgd trf rgd trf trf trf trf trf trgd trf trg trgd trf trf trg trgd trf trf trf trg trf trg trf trf trg trf trf trg trf trf trf trf trg trf trf trf trf trgd trf trf trf trg trf trf trf trg trf trf trf trf trg trf trf trf trg trf trf trf trf trf trf trf trf trf trf	1958/59 unknown ulnknown 210ct58 1958/59 jan64 unknown 1958/59 unknown 1958/59 unknown 1958/59 28feb61 feb66 12jul73 27feb76 unknown 1958/59 28feb61 dunknown 1958/59 unknown 1958/59 unknown 1958/59 unknown 1958/59 unknown 1958/59 unknown 1958/59 unknown 1958/59 unknown 1958/59 1976 unknown 1958/59 1976 27jul64 1976 27jul64 1976 27jul64 1976 27jul64 1976	in MGA document as II-14W; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in document jan59 in document soct59/dec61; soc 28may66 as life-time expired in MGA document as II-14M in document 21dec71 soc 28mar77 as life-time expired to 1957; also reported as AFL/Lifthuania-VNO, but not mentioned as such in MGA document operated pax flight DYU-MRV 21mar60 soc 17sep84 as life-time expired soc 16aug77 as life-time expired tri of Cuba version not mentioned as II-14M in MGA document, see next line still in service in 1986; f/n SIP (N45.021944 E33.992686) 20sep94 in standard blue c/s, wfu; seen may05/jun07 with additional 'Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, l/n sep0915mar16; soc details not given in MGA document in MGA document as II-14M flew on KHV-OHO rute 19sep58 converted to II-14FKW, if TAS 23apr84; directorate not mentioned in MGA document; soc 28may87 as amortisation period expired; was preserved in the suburbs of Almaty and seen apr93, identity confirmed from a phot taken while toverflying in a Mi-8 in MGA document as II-14M in document 10apr59 /f nSCW 31dec73; soc 13aug74 as life-time expired in 16 passenger configuration; opb 66 AO opb 66 AO dbr 30dec71 on landing at Baranikha (Chukotka) when
7 34 26 04 7 34 26 05 7 34 26 06 7 34 26 07 7 34 26 08 7 34 26 09 7 34 26 09 7 34 26 10 7 34 27 01 7 34 27 02 7 34 27 03 7 34 27 04 7 34 27 05	CCCP-L2008 CCCP-L2012 CCCP-S2012 CCCP-S2012 CCCP-S2012 CCCP-S2014 CCCP-S2014 CCCP-S2014 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2030 CCCP-S2031 CCCP-S2032	I-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14M	AFL/East SibIKT AFL/TurkmenisASB AFL/Latvia-RSC AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/LastSiberia AFL/Estonia-TLL AFL/Latvia-RIX AFL/East Siberia AFL/KrasnoyarKJA AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Ukraine-IEV AFL/Ukraine-IEV AFL/Ukraine-SIP AFL/Ukraine-SIP AFL/Ukraine-SIP AFL/Ukraine-SCW AFL/Syktyvkar-SCW AFL/Syktyvkar-SCW AFL/Syktyvkar-SCW AFL/Privolzhsk-KUF AFL/Magadan-GDX AFL/Asakaz-ROV AFL/Navkaz-ROV AFL/Navkaz-ROV AFL/Navkaz-ROV AFL/Northern-RVH AFL/Ukraine-IEV	rgd grgd trf gd grgd grgd trf gd grgd trf gd grgd trf gd grgd trf gd grgd trf grgd grgd grgd grgd grgd grgd grgd gr	1958/59 unknown 210ct58 1958/59 jan64 unknown 1958/59 unknown 1958/59 unknown 1958/59 28feb61 feb66 12jul73 27feb76 unknown 1958/59 28feb61 feb66 12jul73 27feb76 unknown 1958/59 01mar69 unknown 1958/59 1960 27jul64 1976 unknown 1958/59 unknown 1958/59 01mar73 unknown 1958/59 01mar73 unknown 1958/59 01mar73 unknown 1958/59 01feb64 01nov57 1959/59 1957 1957	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58 photo RSC 1957, in natural metal c/s with two blue cheatlines in document jan59 in document soct59/dec61 in document soct59/dec61 in document 21dec71 soc 28mar77 as life-time expired in document set59/13jan63 soc 17sep84 as life-time expired toc 1957; also reported as AFL/LIthuania-VNO, but not mentioned as such in MGA document operated pax flight DYU-MRV 21mar60 soc 27oct77 soc 16aug77 as life-time expired toc 1957; also reported as AFL/LIthuania-VNO, but not mentioned as such in MGA document operated pax flight DYU-MRV 21mar60 soc 27oct77 soc 16aug77 as life-time expired soc 16oct81 as worn out trf oct61 to Cuba version not mentioned as II-14M in MGA document, see next line still in service in 1986; f/n SIP (N45.021944 E33.992686) 20sep94 in standard blue c/s, wfu; seen may05/jun07 with additional 'Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, // n sep09/Jion70 with additional 'Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, // n sep09/Jion70 with additional 'Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, // n sep09/Jion70 with additional 'Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, // n sep09/Jion70 with additional 'Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, // n sep09/Jion70 with additional 'Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, // n sep09/Jion70 with additional 'Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, // n sep09/Jion70 with additional 'Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, // n sep09/Jion70 with additional 'Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, // n sep09/Jion70 with additional 'Uchebny' (training) titles; registration and 'Aeroflot' titles removed by sep08, // n sep09/Jion70 with additional 'Uche
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7 34 27 08	CCCP-91573 CCCP-L1578	II-14M II-14M	AFL/Ukraine-IEV AFL/East SibIKT	trf rgd	1970 unknown	soc 28jun83 as overhaul was not possible due to lack of spares in MGA document as II-14M
7 34 27 09	CCCP-91578 CCCP-L1579	II-14M II-14M	AFL/East SibIKT AFL/East SibIKT	rgd rgd	1959 unknown	f/n NMA 1960 and Irkutsk apr61; soc 31jan75 as life-time expired in MGA document as II-14M; photo exists ULN, in natural metal c/s with two blue cheatlines
7 34 27 10	CCCP-91579 CCCP-L1584	II-14M II-14M	AFL/East SibIKT AFL/East SibIKT	rgd rgd	1959 unknown	soc 14jan77 as life-time expired in MGA document as II-14M
7 34 28 01	CCCP-91584 CCCP-L1597	II-14M II-14M	AFL/East SibIKT AFL/N.Kavkaz-ROV	rgd rgd	1959 unknown 1958/59	photo Vakurov 1975; soc 28mar76 as life-time expired in document may58; in MGA document as II-14M; f/n MRV 03feb60
7 34 28 02	CCCP-91597 CCCP-91597 CCCP-91597 CCCP-L1598	II-14M II-14M II-14FKM II-14M	AFL/N.Kavkaz-ROV AFL/Northern-LED AFL/Leningrad-RVH AFL/KrasnoyarKJA	rgd trf trf rgd	1958/59 unknown 05jan82 unknown	on charge as of 01jan68; f/n LED 22apr72; opb 1 LOAO; converted to II-14FKM by ARZ-407 in 1971 opb 2 LOAO; soc 30jun87 as amortisation period expired under repair at ARZ-400 jun58/jul58; in MGA document as II-14M
	CCCP-91598 CCCP-91598	II-14M II-14M	AFL/KrasnoyarKJA AFL/Ukraine	rgd trf	jul58 23jan76	converted to II-14LIK-1 soc 16oct84 as overhaul was not possible due to lack of spares
7 34 28 03	CCCP-L2054 CCCP-52054	II-14M II-14M	AFL/Lithuania AFL/Lithuania	rgd rgd	unknown unknown	in MGA document as II-14M in document nov74
7 34 28 04	CCCP-52054 CCCP-L2056	II-14M II-14M	AFL/Kazakhstan AFL/Ukraine-IEV	trf mfd	12dec74 21may57	soc 18may76 as life-time expired in document feb58; in MGA document as II-14M ash 2.10.1. Longeraddeago. QAQ: used call sign CCCD E2827; used as a geophysical scientific supray.
7 34 28 05	CCCP-52056 CCCP-L2061	II-14M II-14M	AFL/Northern-LED AFL/Privolzhsk-KUF	trf rgd	04sep59 1957	opb 3 LO 1 Leningradskogo OAO; used call-sign CCCP-52827; used as a geophysical scientific survey aircraft on behalf of Leningrad's Main Geophysical Observatory (GGO) from 1970; retrofitted with RPSN-2 radar; w/o 09aug75 on a flight from Chita to Bagdarin (near Ulan-Ude) when deviated from the approach pattern in difficult weather conditions (low clouds and rain), crashed into the slope of a mountain near the Chinakan River (28 km from Bagdarin airport) and burnt out, all 5 crew and 6 passengers (3 of them illegal) killed; t/t 16,396 hours 20 minutes and 9,689 cycles; soc 08sep75 in the MGA document as an II-14W; opb 66 AO as of 05mayS8; mentioned in documents jan58/mar59
7 54 20 05	CCCP-52061 CCCP-52061 CCCP-52061 CCCP-52061	II-14M II-14M II-14LIK-1 II-14M	AFL/Privolzhsk-RTW AFL/Privolzhsk-RTW AFL/Privolzhsk-KZN	rgd	14may58	opb 66 A0 converted 01apr59 obviously deconverted; opb Kazanski OAO; leased to the KamAZ truck factory apr71/nov73 (based on a decree dated 15mar71), being based at Begishevo; in natural metal c/s with two thin cheatlines
7 34 28 06	CCCP-52061 CCCP-L2069 CCCP-52069	II-14M II-14M II-14M	AFL/Central Region AFL/West SibOvn AFL/West SibOVB	trf rgd rgd	18jun75 unknown 1959	soc 27oct75 as worn out in MGA document as II-14M in document 15jul70; in natural metal c/s with two blue cheatlines; repainted in 1977 at ARZ-407 in
7 34 28 07	CCCP-L2070 CCCP-52070 CCCP-52070	II-14M II-14M II-14M	AFL/Ukraine AFL/Ukraine AFL/Mosk. AG SPiVS	rgd rgd trf	unknown unknown unknown	standard Aeroflot 'blue' c/s; soc 17jan83 as life-time expired; broken up at Novosibirsk-Severny in MGA document as II-14M on charge as of 01sep59 directorate not mentioned in MGA document; soc 21jul87 as amortisation period expired; seen Myachkovo
7 34 28 08	CCCP-52070 CCCP-L2095	II-14M II-14M	AFL/Central Region AFL/TurkmenisASB	BKA rgd	early78 unknown	26sep91, partly broken up, gone by aug92 in documents sep57/apr58; in MGA document as II-14M
	CCCP-52095	II-14M	AFL/TurkmenisASB	rgd	1958/59	in documents jan60/dec61; photo ASB 1974 in natural metal c/s with two blue cheatlines; soc 18nov76 as life-time expired
7 34 28 09	CCCP-L2073 CCCP-52073 CCCP-52073	II-14M II-14M II-14M	AFL/Yakutiya-YKS AFL/Yakutiya-Nyu AFL/Yakutiya-Mirny	rgd trf trf	unknown 1966 12apr71	in MGA document as II-14M in Mirny oao documents 05feb72; soc 28feb78 as life-time expired
7 34 28 10	CCCP-L2075 CCCP-52075	II-14M II-14M	AFL/Northern-LED AFL/Northern-LED	rgd rgd	unknown unknown	in MGA document as II-14M f/n LFR 16apr65; in AFL/Northern-LED fleet 1971-1976; photo exists; soc 30dec76 as life-time expired; a later photo exists, taken in 1977, with dark blue tail and two blue cheatlines with 'II-14' on the tail, preserved at Skorohodova street, Leningrad; wings were removed and was later used as a children's classroom; gone by circa 1982
7 34 29 01 7 34 29 02	CCCP-L2076 CCCP-52076 CCCP-L2080	II-14M II-14M II-14M	AFL/TurkmenisASB AFL/TurkmenisASB AFL/Tajikistan-DYU	rgd rgd	unknown 1958/59 1957	in document apr58; in MGA document as II-14M in documents jan60/dec64; soc 29apr73 as worn out
7 34 29 02	CCCP-52080 CCCP-52080 CCCP-52080	II-14M II-14M II-14M	AFL/Tajikistan-DYU AFL/Tajikistan-DYU AFL/Uzbekistan-TAS	rgd rgd trf	1958/59 10mar60	in MGA document as II-14M
	CCCP-52080 CCCP-52080	II-14M II-14M	AFL/Tajikistan-DYU AFL/ArkhangelARH	trf trf	30dec65 01jul74	soc 27oct75 as life-time expired
7 34 29 03	CCCP-L2088 CCCP-52088	II-14M II-14M	AFL/Tajikistan-DYU AFL/Tajikistan-DYU	rgd rgd	1957 1958/59	in MGA document as II-14M
	CCCP-52088 CCCP-52088	II-14M II-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV	toc trf	20apr60 17jun66	in document 31jan62 photo exists, taken at ODS
7 34 29 04	CCCP-52088 CCCP-L2090 CCCP-52090	II-14M II-14M II-14M	AFL/East Siberia AFL/TurkmenisASB	trf rgd	08mar73 unknown 1958/59	soc 26jan76 as life-time expired in document mar59; in MGA document as II-14M f/n MRV 02jul75; soc 30apr76 as life-time expired
7 34 29 05	CCCP-L2091 CCCP-52091(1)	II-14M II-14M II-14M	AFL/TurkmenisASB AFL/Syktyvkar-SCW AFL/Syktyvkar-SCW	rgd mfd rgd	12jul57 1959	opb Syktyvkarskaya otdelnaya aviagruppa; in MGA document as II-14M opb Syktyvkarskaya otdelnaya aviagruppa; in document 01apr59; photo, in natural metal c/s with two blue
				5		cheatlines; opb 75 AO; w/o 04dec60 on the leg from Gorki to Kirov (at night) of a flight from Moscow to Norilsk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergency landing the right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers
7 34 29 06	CCCP-L2094	II-14M	AFL/Northern-LED	rgd	unknown	Norlisk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergency landing the right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers killed; t/t 6,163 hours; soc 31dec60; see also c/n 147001249 in MGA document as II-14M
	CCCP-52094 CCCP-52094	II-14M II-14M II-14M	AFL/Northern-LED AFL/Northern-LED AFL/Mosk. AG SPiVS	rgd rgd trf	1958/59 unknown	Norlisk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergency landing the right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers killed; t/t 6,163 hours; soc 31dec60; see also c/n 147001249 in MGA document as II-14M f/n MRV 20apr61 on charge as of 01aug65; soc 09apr74 as amortisation period expired
7 34 29 06 7 34 29 07	CCCP-52094	II-14M II-14M	AFL/Northern-LED AFL/Northern-LED	rgd rgd	1958/59	Norlisk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergency landing the right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers killed; t/t 6,163 hours; soc 31dec60; see also c/n 147001249 in MGA document as II-14M f/n MRV 20apr61 on charge as of 01aug65; soc 09apr74 as amortisation period expired in MGA document as II-14M opb 231 OAO; w/o 07dec58 on a flight from Voronezh to Stalingrad when the captain made two approachs in conditions (night, fog, snow fall) which were below his personal minima, on the second approach the right wing hit trees and the aircraft crashed in a field, 1 of the 6 crew killed and the other 5
	CCCP-52094 CCCP-52094 CCCP-L2096 CCCP-L2096 CCCP-L2097	II-14M II-14M II-14M II-14M II-14M II-14M	AFL/Northern-LED AFL/Northern-LED AFL/Mosk. AG SPIVS AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG AFL/Privolzhsk-KUF	rgd rgd trf mfd trf	1958/59 unknown 21jun57 1958 unknown	Norlisk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergency landing the right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers killed; t/t 6,163 hours; soc 31dec60; see also c/n 147001249 in MGA document as II-14M f/n MRV 20apr61 on charge as of 01aug65; soc 09apr74 as amortisation period expired in MGA document as II-14M opb 231 OAO; w/o 07dec58 on a flight from Voronezh to Stalingrad when the captain made two approaches in conditions (night, fog, snow fall) which were below his personal minima, on the second approach the right wing hit trees and the aircraft crashed in a field, 1 of the 6 crew killed and the other 5 injured while all 19 passengers escaped unhurt; t/t 2,336 hour; soc 25dec58 in MGA document as II-14M
7 34 29 07	CCCP-52094 CCCP-12096 CCCP-12096 CCCP-12096 CCCP-12097 CCCP-52097 CCCP-12098	II-14M II-14M II-14M II-14M II-14M II-14M II-14M	AFL/Northern-LED AFL/Northern-LED AFL/Mosk. AG SPIVS AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Latvia	rgd rgd trf mfd trf rgd rgd toc	1958/59 unknown 21jun57 1958 unknown 1958/59 01nov57	Norlisk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergency landing the right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers killed; t/t 6,163 hours; soc 31dec50; see also c/n 147001249 in MGA document as II-14M f/n MRV 20apr61 on charge as of 01aug65; soc 09apr74 as amortisation period expired in MGA document as II-14M opb 231 OAO; w/o 07dec58 on a flight from Voronezh to Stalingrad when the captain made two approaches in conditions (night, fog, snow fall) which were below his personal minima, on the second approach the right wing hit trees and the aircraft crashed in a field, 1 of the 6 crew killed and the other 5 injured while all 19 passengers escaped unhurt; t/t 2,336 hour; soc 25dec58 in MGA document as II-14M f/n MRV 08dec60; in documents jan65/jan73; l/n feb73; soc 28feb75 as life-time expired f/n MRV 08dec60; in MGA document as II-14M
7 34 29 07 7 34 29 08	CCCP-52094 CCCP-52094 CCCP-L2096 CCCP-L2096 CCCP-L2097 CCCP-L2097	II-14M II-14M II-14M II-14M II-14M II-14M	AFL/Northern-LED AFL/Northern-LED AFL/Mosk. AG SPIVS AFL/N.Kavkaz-VOG AFL/N.Kavkaz-VOG AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Latvia AFL/Latvia AFL/Latvia AFL/Moscow SPIMVL AFL/N.Kavkaz-ROV	rgd rgd trf mfd trf rgd	1958/59 unknown 21jun57 1958 unknown 1958/59 01nov57 1959 20may65 1957	Norlisk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergency landing the right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers killed; t/t 6,163 hours; soc 31 dec60; see also c/n 147001249 in MGA document as II-14M f/n MRV 20apr61 on charge as of 01aug65; soc 09apr74 as amortisation period expired in MGA document as II-14M opb 231 OAO; w/o 07dec58 on a flight from Voronezh to Stalingrad when the captain made two approaches in conditions (night, fog, snow fall) which were below his personal minima, on the second approach the right wing hit trees and the aircraft crashed in a field. 1 of the 6 crew killed and the other 5 injured while all 19 passengers escaped unhurt; t/t 2,336 hour; soc 25dec58 in MGA document as II-14M f/n MRV 08dec60; in documents jan65/jan73; l/n feb73; soc 28feb75 as life-time expired
7 34 29 07 7 34 29 08 7 34 29 09	CCCP-52094 CCCP-12096 CCCP-12096 CCCP-12096 CCCP-12097 CCCP-52097 CCCP-52098 CCCP-52098 CCCP-52098 CCCP-52099 CCCP-52099	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M	AFL/Northern-LED AFL/Northern-LED AFL/Mosk. AG SPIVS AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Latvia AFL/Latvia AFL/Latvia AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG	rgd trf mfd trf rgd toc rgd trf mfd trf	1958/59 unknown 21jun57 1958 01nov57 01nov57 1959 20may65 1957 1958/59 jul62	Norlisk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergency landing the right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers killed; t/t 6,163 hours; soc 31 dec60; see also c/n 147001249 in MGA document as II-14M f/n MRV 20apr61 on charge as of 01aug65; soc 09apr74 as amortisation period expired in MGA document as II-14M opb 231 0AO; w/o 07dec58 on a flight from Voronezh to Stalingrad when the captain made two approaches in conditions (night, fog, snow fall) which were below his personal minima, on the second approach the right wing hit trees and the aircraft crashed in a field, 1 of the 6 crew killed and the other 5 injured while all 19 passengers escaped unhurt; t/t 2,336 hour; soc 25dec58 in MGA document as II-14M f/n MRV 08dec60; in documents jan65/jan73; J/n feb73; soc 28feb75 as life-time expired f/n MRV 06jul60; in MGA document as II-14M photo RSC, in natural metal c/s with two blue cheatlines soc 22feb74 as life-time expired
7 34 29 07 7 34 29 08 7 34 29 09 7 34 29 10	CCCP-52094 CCCP-12096 CCCP-12096 CCCP-12096 CCCP-12097 CCCP-52097 CCCP-52097 CCCP-52098 CCCP-52098 CCCP-52098 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M	AFL/Northern-LED AFL/Nosk. AG SPIVS AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Latvia AFL/Moscow SPIMVL AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-WRV AFL/N.Kavkaz-MRV AFL/N.Kavkaz-MRV AFL/N.Kavkaz-MRV	rgd trf mfd trf rgd tcc rgd trf mfd trf trf	1958/59 unknown 21jun57 1958 unknown 1958/59 01nov57 1959 20may65 1957 1958/59 jul62 31jan73 08mar73	Norlisk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergency landing the right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers killed; t/t 6,163 hours; soc 31 dec60; see also c/n 147001249 in MGA document as II-14M f/n MRV 20apr61 on charge as of 01 aug65; soc 09apr74 as amortisation period expired in MGA document as II-14M opb 231 OAO; w/o 07dec58 on a flight from Voronezh to Stalingrad when the captain made two approaches in conditions (night, fog, snow fall) which were below his personal minima, on the second approach the right wing hit trees and the aircraft crashed in a field, 1 of the 6 crew killed and the other 5 injured while all 19 passengers escaped unhurt; t/t 2,336 hour; soc 25dec58 in MGA document as II-14M f/n MRV 06jul60; in MGA document as II-14M photo RSC, in natural metal c/s with two blue cheatlines soc 22feb74 as IIfe-time expired in documents msy60/14feb64 photo Penza 1967, in natural metal c/s with two blue cheatlines soc 28feb75 as life-time expired
7 34 29 07 7 34 29 08 7 34 29 09 7 34 29 10 7 34 30 01	CCCP-52094 CCCP-52094 CCCP-12096 CCCP-12096 CCCP-52097 CCCP-52098 CCCP-52098 CCCP-52098 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-51500 CCCP-51500	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14FKM	AFL/Northern-LED AFL/Northern-LED AFL/Mosk. AG SPIVS AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/Privolzhsk-KUF AFL/Latvia AFL/Latvia AFL/Latvia AFL/Moscow SPIMVL AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-NOF AFL/N.Kavkaz-NOF AFL/N.Kavkaz-NOF AFL/N.Kavkaz-NOF AFL/N.Kavkaz-NOF AFL/N.Kavkaz-NOF AFL/N.Kavkaz-NOF AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Leningrad-RVH	rgd rgd trf mfd trf rgd trf rgd trf trf trf trf trf	1958/59 unknown 21jun57 1958 01nov57 1959 20may65 1957 1958/59 jul62 31jan73 08mar73 08mar73 19557 1958/59 05jan82	Norlisk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergency landing the right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers killed; t/t 6,163 hours; soc 31 dec60; see also c/n 147001249 in MGA document as II-14M f/n MRV 20apr61 on charge as of 01aug65; soc 09apr74 as amortisation period expired in MGA document as II-14M, opb 231 OAO; w/o 07dec58 on a flight from Voronezh to Stalingrad when the captain made two approaches in conditions (night, fog, snow fall) which were below his personal minima, on the second approach the right wing hit trees and the aircraft crashed in a field, 1 of the 6 crew killed and the other 5 in/Ured while all 19 passengers escaped unhurt; t/t 2,336 hour; soc 25dec58 in MGA document as II-14M f/n MRV 08dec60; in documents jan65/jan73; l/n feb73; soc 28feb75 as life-time expired f/n MRV 08dec60; in MGA document as II-14M f/n MRV 08dec60; in MGA document as II-14M in documents sep57/jan60; in MGA document as II-14M f/n KV 014feb64 photo Penza 1967, in natural metal c/s with two blue cheatlines soc 28feb75 as life-time expired in MGA document as II-14M f/n RVH 1959; converted to II-14FKM by ARZ-407 in 1979 opb 2 LOA0; soc 26nov86 as amortisation period expired; scrapped at Rzhevka, remains (fuselage) in i polar (c/s seen 07apr91)
7 34 29 07 7 34 29 08 7 34 29 09 7 34 29 10	CCCP-52094 CCCP-52094 CCCP-12096 CCCP-12096 CCCP-12097 CCCP-52097 CCCP-52098 CCCP-52098 CCCP-52098 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-51500 CCCP-91500	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14FKM II-14M	AFL/Northern-LED AFL/Northern-LED AFL/Mosk. AG SPIVS AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG AFL/N.Kavkaz-VOG AFL/Privolzhsk-KUF AFL/Latvia AFL/Latvia AFL/Moscow SPIMVL AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/N.Kavkaz-MRV AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF	rgd rgd trf mfd trf rgd tcc rgd trf trf trf rgd trf rgd trf rgd rgd rgd	1958/59 unknown 21jun57 1958 01nov57 1958/59 20may65 1957 1958/59 jul62 31jan73 08mar73 1957 1958/59 05jan82 unknown 1958/59	Norlisk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergency landing the right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers killed; t/t 6,163 hours; soc 31 dec50; see also c/n 147001249 in MGA document as II-14M f/n MRV 20apr61 on charge as of 01 aug65; soc 09apr74 as amortisation period expired in MGA document as II-14M, opb 231 OAO; w/o 07 dec58 on a flight from Voronezh to Stalingrad when the captain made two approaches in conditions (night, fog, snow fall) which were below his personal minima, on the second approach the right wing hit trees and the aircraft crashed in a field, 1 of the 6 crew killed and the other 5 injured while all 19 passengers escaped unhurt; t/t 2,336 hour; soc 25dec58 in MGA document as II-14M f/n MRV 08dec60; in documents jan65/jan73; l/n feb73; soc 28feb75 as life-time expired f/n MRV 08dec60; in MGA document as II-14M photo RSC, in natural metal c/s with two blue cheatlines soc 22feb74 as life-time expired in documents sep57/jan60; in MGA document as II-14M in document sep57/jan60; in MGA document as II-14M in document as life-time expired in MGA document as II-14M f/n RV 0959; converted to II-14FKM by ARZ-407 in 1979 opb 2 LOAO; soc 26nov86 as amortisation period expired; scrapped at Rzhevka, remains (fuselage) in
7 34 29 07 7 34 29 08 7 34 29 09 7 34 29 10 7 34 30 01	CCCP-52094 CCCP-12096 CCCP-12096 CCCP-12096 CCCP-12097 CCCP-52097 CCCP-52097 CCCP-52098 CCCP-52098 CCCP-52099 CCCP-52097 CCCP-12096 CCCP-12096 CCCP-12096 CCCP-12096 CCCP-12098 CCCP-12098 CCCP-52097 CCCP-12098 CCCP-52097 CCCP-12098 CCCP-52097 CCCP-12098 CCCP-52097 CCCP-12098 CCCP-52097 CCCP-12098 CCCP-52097 CCCP-12098 CCCP-52098 CCCP-52099 CCCP-52097 CCCP-52099 CCCP-52099 CCCP-52097 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52090 CCCP-5209 CCCP-5200 CCCP-5200 CCCP-5209 CCCP-5209 CCC	II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14M II-14FKM II-14M	AFL/Northern-LED AFL/Nosk. AG SPIVS AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Latvia AFL/Noscow SPIMVL AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Leningrad-RVH	rgd trf mfd trf rgd toc rgd trf mfd trf trf trf trf rgd trf	1958/59 unknown 21jun57 1958 unknown 1958/59 01nov57 1958/59 jul62 31jan73 08mar73 1957 1958/59 05jan82 unknown	Norlisk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergency landing the right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers killed; t/t 6,163 hours; soc 31 dec60; see also c/n 147001249 in MGA document as II-14M f/n MRV 20apr61 on charge as of 01 aug65; soc 09apr74 as amortisation period expired in MGA document as II-14M opb 231 OAO; w/o 07 dec58 on a flight from Voronezh to Stalingrad when the captain made two approaches in conditions (night, fog, snow fall) which were below his personal minima, on the second approach the right wing hit trees and the aircraft crashed in a field, 1 of the 6 crew killed and the other 5 inJured while all 19 passengers escaped unhurt; t/t 2,336 hour; soc 25dec58 in MGA document as II-14M f/n MRV 06glu60; in MGA documents as II-14M photo RSC, in natural metal c/s with two blue cheatlines soc 22feb74 as life-time expired in documents smy60/14feb64 photo Penza 1967, in natural metal c/s with two blue cheatlines soc 28feb75 as life-time expired in MGA document as II-14M f/n RV H 1959; converted to II-14FKM by ARZ-407 in 1979 opb 2 LOAO; soc 26nov86 as amortisation period expired; scrapped at Rzhevka, remains (fuselage) in 'polar' c/s seen 07apr91 in documents 1957/jot60; in MGA document as II-14M in documents 1957/jot60; an MGA document as
7 34 29 07 7 34 29 08 7 34 29 09 7 34 29 10 7 34 30 01 7 34 30 02	CCCP-52094 CCCP-12096 CCCP-12096 CCCP-12096 CCCP-12097 CCCP-52097 CCCP-52097 CCCP-52097 CCCP-52098 CCCP-52098 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-51503 CCCP-91503 CCCP-91503 CCCP-91503 CCCP-91503 CCCP-91503	II-14M II-14M	AFL/Northern-LED AFL/Northern-LED AFL/Mosk. AG SPIVS AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Latvia AFL/Latvia AFL/Moscow SPIMVL AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/Ncolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-ULV AFL/West SibOVB AFL/N.Kavkaz-ROV	rgd rgd trf mfd trf rgd toc rgd trf trf trf rgd trf trf trf rgd trf trf rgd trf rgd trf trf trf rgd trf rgd trf trf trf trf trf trf trf trf trf trf	1958/59 unknown 21jun57 1958 unknown 1958/59 01nov57 1958/59 20may65 1957 1958/59 05jan82 unknown 1958/59 05jan65 16apr65 07jan79 unknown 1958/59	Norlisk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergency landing the right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers killed; t/t 6,163 hours; soc 31 dec60; see also c/n 147001249 in MGA document as 11-14M f/n MRV 20apr61 on charge as of 01 aug65; soc 09apr74 as amortisation period expired in MGA document as 11-14M opb 231 OAO; w/o 07dec58 on a flight from Voronezh to Stalingrad when the captain made two approaches in conditions (night, fog, snow fall) which were below his personal minima, on the second approach the right wing hit trees and the aircraft crashed in a field, 1 of the 6 crew killed and the other 5 injured while all 19 passengers escaped unhurt; t/t 2,336 hour; soc 25dec58 in MGA document as 11-14M f/n MRV 08dec60; in MGA document as 11-14M photo RSC, in natural metal c/s with two blue cheatlines soc 22feb74 as life-time expired in documents aps67/jan60; in MGA document as 11-14M in documents aps67/jan60; in MGA document as 11-14M in documents may60/14feb64 photo Penza 1967, in natural metal c/s with two blue cheatlines soc 28feb75 as life-time expired in MGA document as 11-14FM f/n RVI 1959; converted to 11-14FKM by ARZ-407 in 1979 opb 2 LOAO; soc 26nov86 as amortisation period expired; scrapped at Rzhevka, remains (fuselage) in 'polar' (c/s seen 07apr91 in documents oct60/dec64 in natural metal c/s with two blue cheatlines in 527/oct60; in MGA document as 11-14M in documents oct60/dec64
7 34 29 07 7 34 29 08 7 34 29 09 7 34 29 10 7 34 30 01 7 34 30 02	CCCP-52094 CCCP-12096 CCCP-12096 CCCP-12096 CCCP-12096 CCCP-12097 CCCP-52097 CCCP-52098 CCCP-52098 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-51500 CCCP-91500 CCCP-91500 CCCP-91503 CCCP-91503 CCCP-91505 CCCP-91505 CCCP-91505 CCCP-91505 CCCP-91505 CCCP-91505	II-14M II-14M	AFL/Northern-LED AFL/Northern-LED AFL/Mosk. AG SPIVS AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Latvia AFL/Noscow SPIMVL AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/NKavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/VL/bekistan-TAS AFL/NOThern-LED	rgdd trf df rgd trf trf rgd trf rgd trf trf rgd trf trf rgd trf trf rgd trf trf rgd trf trf rgd trf trf rgd trf trf trf trf trf trf trf trf trf trf	1958/59 unknown 21jun57 1958 01nov57 1958/59 01nov57 1958/59 20may65 1957 1958/59 jul62 31jan73 08mar73 1958/59 05jan82 unknown 1958/59 jan65 16apr65 07jan79 unknown 1958/59 jan65	Norlisk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergency landing the right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers killed; t/t 6,163 hours; soc 31 dec50; see also c/n 147001249 in MGA document as II-14M f/n MRV 20apr61 on charge as of 01 aug65; soc 09apr74 as amortisation period expired in MGA document as II-14M opb 231 OAO; w/o 07 dec58 on a flight from Voronezh to Stalingrad when the captain made two approaches in conditions (night, fog, snow fall) which were below his personal minima, on the second approach the right wing hit trees and the aircraft crashed in a field, 1 of the 6 crew killed and the other 5 injured while all 19 passengers escaped unhurt; t/t 2,336 hour; soc 25dec58 in MGA document as II-14M f/n MRV 06jul60; in MGA document as II-14M in MRV 06jul60; in MGA document as II-14M photo RSC, in natural metal c/s with two blue cheatlines soc 22feb75 as life-time expired in documents smg40/14feb64 photo Penza 1967, in natural metal c/s with two blue cheatlines soc 28feb75 as life-time expired in MGA document as II-14K by ARZ-407 in 1979 opb 2 LOAO; soc 26nov86 as amortisation period expired; scrapped at Rzhevka, remains (fuselage) in 'polar' c/s seen 07apr91 in documents 1957/joct60; in MGA document as II-14M in documents 1957/joct60; in MGA document as II-14M in documents 1957/jost60; in MGA document as II-14M; in natural metal c/s with two blue cheatlines; repainted in 1976 at ARZ-407 in standard Aeroflot 'blue' c/s photo Svetlogorsk 1985; soc 20aug87 as amortisation period expired; l/n IAA 11jun94, derelict in documents 1957/jost60; in MGA
7 34 29 07 7 34 29 08 7 34 29 09 7 34 29 10 7 34 30 01 7 34 30 02 7 34 30 03	CCCP-52094 CCCP-52094 CCCP-12096 CCCP-12096 CCCP-12096 CCCP-52097 CCCP-52098 CCCP-52098 CCCP-52098 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-51500 CCCP-91500 CCCP-91500 CCCP-91503 CCCP-91503 CCCP-91503 CCCP-91503 CCCP-91505 CCCP-91505 CCCP-91505 CCCP-91506 CCCP-91506 CCCP-91506	II-14M II-14M	AFL/Northern-LED AFL/Northern-LED AFL/Mosk. AG SPIVS AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-RUF AFL/Privolzhsk-KUF AFL/Latvia AFL/Latvia AFL/Moscow SPIMVL AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-RV AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Nsavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/N.Kavkaz-MRV AFL/N.Kavkaz-MRV	rgd rgd trf mfd trf rgd toc rgd trf trf rgd trf rgd trf trf trf trf trf trf trf trf trf trf	1958/59 unknown 21jun57 1958 01n0v57 1958/59 01n0v57 1958/59 20may65 1957 1958/59 jul62 31jan73 08mar73 1957 1958/59 05jan82 unknown 1958/59 jan65 16apr65 07jan79 unknown 1958/59 jan65 16apr65 16apr65 07jan79 unknown	Norlisk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergoncy landing the right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers killed; t/t 6,163 hours; soc 31 dec60; see also c/n 147001249 in MGA document as II-14M f/n MRV 20apr61 on charge as of 01 aug65; soc 09apr74 as amortisation period expired in MGA document as II-14M opb 231 OAO; w/o 07dec58 on a flight from Voronezh to Stalingrad when the captain made two approach the right wing hit trees and the aircraft crashed in a field, 1 of the 6 crew killed and the other 5 injured while all 19 passengers escaped unhurt; t/t 2,336 hour; soc 25dec58 in MGA document as II-14M f/n MRV 08dec60; in documents jan65/jan73; l/n feb73; soc 28feb75 as life-time expired f/n MRV 08dec60; in document as II-14M photo RSC, in natural metal c/s with two blue cheatlines soc 28feb75 as life-time expired in documents may60/14feb64 photo Penza 1967, in natural metal c/s with two blue cheatlines soc 28feb75 as life-time expired in MGA document as II-14FM in MGA document as II-14FKM by ARZ-407 in 1979 opb 2 LOAO; soc 26nov86 as amortisation period expired; scrapped at Rzhevka, remains (fuselage) in 'polar' (/s seen 07apr91) in documents 1957/oct60; in MGA document as II-14M in documents 1957/oct60; in MGA document as II-14M in documents 1957/oct60; in MGA document as II-14M in documents 1957/jan60; in MGA document as II-14M in documents 1957/oct60; in MGA document as II-14M in documents 1957/oct60; in MGA document as II-14M in documents 1957/jan60; in MGA document as II-14M; mentioned in the accident report of Li-2T CCCP- 16139 15nv63 if/n MRV 14feb64; i/n MRV 27jul66 soc 26jan76 as life-time expired
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<ul> <li>7 34 29 07</li> <li>7 34 29 08</li> <li>7 34 29 09</li> <li>7 34 29 10</li> <li>7 34 30 01</li> <li>7 34 30 02</li> <li>7 34 30 03</li> <li>7 34 30 04</li> <li>7 34 30 05</li> <li>7 34 30 06</li> <li>7 34 30 07</li> <li>7 34 30 08</li> </ul>	CCCP-52094 CCCP-52094 CCCP-12096 CCCP-12096 CCCP-12096 CCCP-12097 CCCP-52098 CCCP-52098 CCCP-52098 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-51500 CCCP-91500 CCCP-91500 CCCP-91503 CCCP-91503 CCCP-91503 CCCP-91505 CCCP-91505 CCCP-91505 CCCP-91505 CCCP-91505 CCCP-91506 CCCP-91506 CCCP-91506 CCCP-91507 CCCP-91507 CCCP-91508 CCCP-91508 CCCP-91511 CCCP-91511 CCCP-91511 CCCP-91511 CCCP-91509 CCCP-91509	II-14M II-14M	AFL/Northern-LED AFL/Northern-LED AFL/Nothern-LED AFL/Nosk. AG SPIVS AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/Privolzhsk-KUF AFL/Latvia AFL/Latvia AFL/Moscow SPIMVL AFL/N.Kavkaz-ROV AFL/NCSD/SID-OVB AFL/Kazakhstan-AKX AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Mos	rgdd trf fd rgd cgd trf fd fr gd fr gd fr fd gd fr gd gd fr rgd rgd fr gd fr gd fr gd fr fr gd fr fr gd fr gd fr rgd fr gd fr rgd fr gd fr fr gd fr rgd fr fr gd fr fr gd fr fr gd fr fr fr fr gd fr fr fr gd fr fr fr gd fr fr fr gd fr fr fr fr fr fr gd fr fr fr fr gd fr fr fr fr gd fr fr fr fr fr fr gd fr fr fr fr gd fr fr fr fr gd fr fr fr fr fr fr gd fr fr fr fr gd fr fr fr fr gd fr fr fr fr fr fr gd fr fr fr fr fr gd fr fr fr fr fr fr gd fr fr fr fr fr fr fr gd fr	1958/59 unknown 21jun57 1958 01nov57 1958/59 20may65 1957 1958/59 20may65 1957 1958/59 05jan82 unknown 1958/59 jan65 16apr65 07jan79 unknown 1958/59 jan67 24feb73 1957 1958/59 jan67 24feb73 1957 1958/59 jan67 24geb73 1957 1958/59 jan67 24geb73 1957 1958/59 jan67 24geb73 1957 1958/59 jan67 24geb73 1957 1958/59 jan67 24geb73 1958/59 jan67 24geb73 1958/59 jan67 24geb73 1958/59 jan67 24geb73 1958/59 jan67 24geb73 1958/59 jan67 24geb73 1958/59 jan67 24geb73 1958/59 1958/59 1958/59 1500/57 1500/57 1500/57 1500/57 1500/57 1500/57 1500/57 1500/57 1500/57 1500/57 1500/57 1500/57 1500/57 1500/57 1500/57 1500/57 1500/57 1500/57 1958/59 1500/57 1958/59 1500/57 1958/59 1958/59 1957 1958/59 1957 1958/59 1957 1958/59 1957 1958/59 1957 1958/59 1958/59 1958/59 1958/59 1957 1958/59 1958/59 1957 1958/59 1959/59 1950/50 1958/59 1950/50 1959/50 1950/50 1960/50 195	Norlisk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergency landing the right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers killed; t/t 6, 163 hours; soc 31 dec50; see also c/n 147001249 in MGA document as II-14M ( <i>fn</i> MRV 2040r61 and MGA document as II-14M opb 231 OAD; w/o 07dec58 on a flight from Voronezh to Stalingrad when the captain made two approaches in conditions (night, fog, snow fall) which were below his personal minima, on the second approach the right wing hit trees and the aircraft crashed in a field 1 of the 6 crew killed and the other 5 injured while all 19 passengers escaped unhurt; t/t 2,336 hour; soc 25dec58 in MGA document as II-14M ( <i>fn</i> MRV 08dec60; in document as II-14M in MGA document as II-14M in MKV 08dec60; in document as II-14M in MGA document as II-14M in document as 1I-14M in document as II-14M in document as 940/14/E664 in MGA document as II-14M in document as 1I-14M in document as 1I-14M in MGA document as II-14M in document as 1I-14M in docume
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<ul> <li>7 34 29 07</li> <li>7 34 29 08</li> <li>7 34 29 09</li> <li>7 34 29 10</li> <li>7 34 30 01</li> <li>7 34 30 02</li> <li>7 34 30 03</li> <li>7 34 30 04</li> <li>7 34 30 05</li> <li>7 34 30 06</li> <li>7 34 30 07</li> <li>7 34 30 08</li> </ul>	CCCP-52094 CCCP-12096 CCCP-12096 CCCP-12096 CCCP-12096 CCCP-12098 CCCP-52097 CCCP-52099 CCCP-5509	II-14M II-14M	AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-KUF AFL/Latvia AFL/Latvia AFL/Moscow SPIMVL AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Nisarsoyar-IAA AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Northern-LED AFL/Northern-LD AFL/Vazakhstan-ALX AFL/West SibOVB AFL/West SibOVB	rgdd rgdd trf ffr gdd crad trf ffridd gal ffr gdd ffr gd gd ffr gd graf ffr gd gd ffr gd graf graf ffr gd graf ffr gd graf graf graf graf graf graf graf graf	1958/59 unknown 21jun57 1958 01nov57 1958/59 01nov57 1958/59 20may65 1957 1958/59 jul62 31jan73 08mar73 1957 1958/59 05jan82 unknown 1958/59 20fapr65 16apr65 07jan79 unknown 1958/59 22aug65 unknown 1958/59 22aug65 unknown 1958/59	Norlisk when the right engine caught fire in-flight (due to a design fault of the engine), on pulling out of the dive for an attempted emergency landing the right wing broke off and the aircraft crashed in a field 500 metres east of Chernovo village (Voskresensk district of the Gorki region), all 5 crew and 9 passengers killed; tY 6, 163 hours; soc 31 dec60; see also c/n 147001249 in MGA document as 11-14M (// MRV 2040761 as amortisation period expired in MGA document as 11-14M apb 231 OAO; w/o 07dec58 on a flight from Voronezh to Stalingrad when the captain made two approaches in conditions (night, fog, snow fall) which were below his personal minima, on the second approach the right wing hit trees and the aircraft crashed in a field, 1 of the 6 crew killed and the other 5 injured while all 19 passengers escaped unhurt; t/t 2,336 hour; soc 25dec58 in MGA document as 11-14M (// MRV 03dec60; in document as 11-14M in document; self-14M photo RSC, in natural metal c/s with two blue cheatlines soc 22feb75 as life-time expired in document as may60/14feb64 photo Penza 1967, in natural metal c/s with two blue cheatlines soc 28feb75 as life-time expired in document as 11-14M for RVH 1959; converted to 11-14FKM by ARZ-407 in 1979 opt 2 LOAO; soc 26nov66 as amortisation period expired; scrapped at Rzhevka, remains (fuselage) in 'polar' c/s seen 07apr91 in MGA document as 11-14M in documents 1957/ot60; in MGA document as 11-14M in document s 1957/ot60; in MGA document as 11-14M in documents 1957/ot60; in MGA document as 11-14M in document 1957/ot70; in MGA document as 11-14M in MGA document 1957/ot70; in MGA document as 11-14M in MGA

7 34 31 01	CCCP-61790 CCCP-61790 CCCP-L1463 CCCP-61728 CCCP-61728 CCCP-61728	Il-14G Il-14G Il-14G Il-14G Il-14G Il-14G Il-14G	AFL/Moscow (MUTA) AFL/Moscow SPiMVL AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Magadan-GDX AFL/TurkmenisASB	trf trf rgd rgd trf trf	27jul58 31jul63 unknown unknown 29jan63 dec75	cargo version cargo version; soc 12jun73 as life-time expired cargo version; overhauled at AERB-243 nov58 cargo version cargo version; reported Anadyr 23may74 in incident report cargo version
7 34 31 02	CCCP-61728 CCCP-L1465 CCCP-L1465 CCCP-L1465	II-14G II-14G II-14G II-14G	AFL/ArkhangelARH AFL/GosNII GVF AFL/Moscow SPiMVL AFL/GosNII GVF	trf rgd trf trf	01feb78 unknown 12feb58 may58	cargo version; soc 22jun81 as worn out; wreck still present Anadyr 12jul01, in 'polar' c/s cargo version cargo version cargo version
	CCCP-41808	Il-14G	AFL/International	trf	01jun70	cargo version; f/n SVO 26jun70; converted to II-14LIK-2; assigned to the Antarctic squadron; undertook a medevac flight to the polar station 'Vostok' (3,488 m ASL) at a record temperature of -62 degrees Celsius 17mar82
7 34 31 03	CCCP-41808 CCCP-L1525	II-14LIK-2 II-14M	AFL/Centr.RegBKA AFL/East SibIKT	trf rgd	06jun75 unknown	later sat wfu at "Druzhnaya" polar station until wrecked by a hurricane; soc date not mentioned in MGA document in MGA document as II-14M
7 34 31 04	CCCP-91525 CCCP-L1527 CCCP-91527	II-14M II-14M II-14M	AFL/East SibIKT AFL/Magadan-GDX AFL/Magadan-GDX	rgd mfd rgd	1959 22jul57 unknown	soc 30nov74 as life-time expired in MGA document as II-14M opb 185 L0 1 Magadanskogo OAO; converted to an ice-reconnaissance aircraft, but used for cargo flights
				. 9-		in summer; w/o 26jun69 on the leg from Magadan-56 km to Seimchan of a cargo flight from Magadan to Pevek when a fire broke out in the cargo bay shortly after take-off (the source of the fire could not be established), the crew tried an emergency landing in a field in the valley of the river Khasyn (10.5 km north-west of the airport), but most crew members lost consciousness due to the toxic black smoke, the aircraft hit tree tops, came down in the forest and burnt out, 3 of the 5 crew killed and the other 2 seriously injured (the flight lasted 7 minutes and 24 seconds); t/t 18,872 hours and 9,299 cycles; soc 06feb70
7 34 31 05	CCCP-L1530 CCCP-91530 CCCP-91530	II-14M II-14M II-14M	AFL/Syktyvkar-SCW AFL/Syktyvkar-SCW AFL/Komi-SCW	trf rgd trf	unknown jul58 15feb66	in document 1958; in MGA document as II-14M soc 24dec74 as life-time expired
7 34 31 06	CCCP-L1553 CCCP-91553 CCCP-91553	II-14M II-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Pagadan-GDX	rgd rgd	unknown unknown	in MGA document as II-14M converted to II-14RR date unknown
7 34 31 07	CCCP-91553 CCCP-L1571	II-14RR II-14RR II-14M	AFL/Krasnoyarsk AFL/N.Kavkaz-ROV	trf trf mfd	unknown 01apr75 07aug57	on charge as of 01feb64 soc 21aug84 as life-time expired operated until 21dec59; in MGA document as II-14M
	CCCP-L1571 CCCP-91571	II-14M II-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	trf rgd	06apr60 1958/59	opb 77 ATO at ROV by 10jun60 when crashed 10jun60 on the leg from Sochi to Kutaisi of a flight from Rostov-na-Donu to Tbilisi (the first flight of an aircraft of this directorate on this route) when deviated from the prescribed flight path to the north by 17 km, crashed at a height of 1,200 metres into a wooded slope of cloud-covered Mount Rech (1,436 metres) near Tkvarcheli (51 km east of Sukhumi-Babushery airport) and burnt out, all 6 crew and 25 passengers killed; wreck found 11jun60; t/t 5,423 hours; soc 30jun60
7 34 31 09	CCCP-L1466 CCCP-61784(1)	Il-14G Il-14G	AFL/West SibOVB AFL/West SibOVB	rgd rgd	unknown 1959	cargo version cargo version; in natural metal c/s with two blue cheatlines; soc 28may75 as life-time expired; broken up at Novosibirsk-Severny; see c/n 147001617
7 34 31 10	CCCP-L1589 CCCP-91589	II-14M II-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF	rgd rgd	unknown 1958/59	in MGA document as II-14M
7 34 32 01	CCCP-91589 CCCP-91589 CCCP-L1539	II-14M II-14M II-14M	AFL/Privolzhsk-RTW AFL/Privolzhsk-PEZ AFL/Kazakhstan-ALA	trf trf rgd	1961 unknown unknown	in document jan64; soc 28feb75 as life-time expired in documents may57/jun59; in MGA document as Il-14M
	CCCP-91539 CCCP-91539 CCCP-91539	II-14M II-14M II-14M	AFL/Kazakhstan-ALA AFL/Magadan AFL/ArkhangelARH	rgd trf trf	1958/59 15jan64 15mar75	in document jul59 soc 22sep78 as life-time expired
7 34 32 02	CCCP-L1523 CCCP-91523 CCCP-91523	II-14M II-14M II-14M	AFL/N.Kavkaz-ROV AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ	mfd rgd trf	03aug57 1958/59 jan64	in documents 09jan57/oct59; in MGA document as II-14M soc 01jun73 to Cuba
	CU-F925 CU-T925	II-14M II-14FKM	Cubana Aerocaribbean	SCU HAV	26mar82 sep84	converted to II-14FKM; I/n SCU 1983, active with Groza-40 radar (nose cone housing from a Yak-40), seen SCU sep89 as such; initially with dark brown cheatline, orange tail logo; later repainted with red cheatline/blue trim and red tail logo; seen HAV sep91; I/n HAV 14dec93; repainted by dec95 in all-white c/s with orange tail logo; seen SCU 25jul99 operational; I/n SCU oct99, stored; fate ?
7 34 32 03 7 34 32 05	CCCP-L2009 CCCP-52009 CCCP-L2013	II-14M II-14M II-14M	AFL/Yakutiya AFL/Yakutiya AFL/Armenia	mfd rgd rgd	12aug57 unknown unknown	in MGA document as Ìl-14M photo exists at Ust-Nera; soc 29jul77 as life-time expired in MGA document as Il-14M
	CCCP-52013 CCCP-52013	II-14M II-14M	AFL/Armenia AFL/Far East-KHV	rgd trf	1958/59 31mar62	
7 34 32 06	CCCP-52013 CCCP-L1469 CCCP-61739	II-14M II-14G II-14G	AFL/N.Kavkaz-KRR AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	trf toc rgd	unknown 09oct57 1958/59	in document may64; directorate not mentioned in MGA document; soc 30apr77 cargo version; in documents 1957/may59 cargo version
7 34 32 07	CCCP-61739 CCCP-61739 CCCP-L2015	II-14G II-14G II-14M	AFL/Ukraine-SIP AFL/Ukraine-KHC AFL/Kazakhstan-ALA	trf trf rgd	28mar75 1976 unknown	cargo version cargo version; f/n MRV 17nov76; converted to Il-14LIK-2; soc 25mar87 as life-time expired in document jan59; in MGA document as Il-14M
7 34 32 08	CCCP-52015 CCCP-52015 CCCP-L2018	II-14M II-14M II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Ukraine-SIP	rgd trf mfd	1958/59 jan64 18mar57	in document 22apr60; soc 20may71, trf to AFL/GosNII in MGA document and accident report as an II-14M; possibly toc 22aug57
	CCCP-52018	II-14M	AFL/Ukraine-SIP	rgd	1958/59	photo exists, in natural metal c/s with two blue cheatlines; opb 84 LO Simferopolskogo OAO; w/o 23jun69 on the leg from Moscow-Bykovo to Chernigov of a flight from Moscow-Bykovo to Simferopol when the crew left the prescribed altitude of 2,700 metres due to heavy turbulence (despite ATC's denial of this request) and climbed to some 2,900 metres, collided with An-12 c/n 402503 of the Soviet Air Force and crashed on the outskirts of Troitsa village (Yukhnov district of the Kaluga region), all 5 crew and 19 passengers killed; t/t 24,653 hours; soc 22dec69
7 34 32 09	CCCP-L2020 CCCP-52020 CCCP-52020	II-14M II-14M II-14M	AFL/Ukraine-HRK AFL/Ukraine-HRK AFL/Ukraine-IEV	toc rgd trf	unknown 1958/59 1962	on charge as of 01oct57; in MGA document as II-14M in document 18nov64; converted to II-14LIK-1; photo exists; soc 28jun83 as life-time expired
7 34 32 10	CCCP-L2029 CCCP-52029	II-14M II-14M	AFL/Northern-LED AFL/Northern-LED	mfd trf	1957 1958/59	in MGA document as II-14M; directorate not mentioned in MGA document photo; opb 1 LOAO; converted to II-14FKM prototype by ARZ-407 in 1971 opb 2 LOAO; converted to geophysical survey aircraft with "Groza-40" weather radar and operated for the State Geophysical Observatory (GGO) named after A.I. Voyeikov (replaced II-14 CCCP-52056 which had crashed); mentioned in an incident report at LED 16dec87; soc 25dec87 as amorisation period expired
7 34 33 01	CCCP-L1475 CCCP-61785(1)	Il-14G Il-14G	AFL/West SibOVB AFL/West SibOVB	toc rgd	15oct57 1959	cargo version cargo version; in natural metal c/s with two blue cheatlines; soc 31jan75 as life-time expired; broken up at Novosibirsk-Severny; see c/n 8343805
7 34 33 02	CCCP-L2034 CCCP-52034 CCCP-52034	Il-14M Il-14M Il-14M	AFL/Magadan-GDX AFL/Magadan-GDX AFL/Polar	toc rgd trf	28sep57 1958/59 17jul67	in MGA document as II-14M
7 34 33 03	CCCP-52034 CCCP-52034 CCCP-L2037	II-14LR II-14LR II-14M	AFL/Yakutiya-Niy AFL/Yakutiya-Niy AFL/Lithuania-VNO	trf trf rgd	01oct70 01oct70 unknown	ice-reconnaissance aircraft; soc 19jan81 as life-time expired ice-reconnaissance aircraft; soc 19jan81 as life-time expired in MGA document as II-14M
	CCCP-52037 CCCP-52037	II-14M II-14M	AFL/Lithuania-VNO AFL/Kazakhstan	rgd trf	1959 14dec74	soc 20jul76 as life-time expired
7 34 33 04	CCCP-L2039 CCCP-52039 CCCP-52039	II-14M II-14M II-14M	AFL/Armenia AFL/Armenia AFL/N.Kavkaz-ROV	rgd rgd trf	unknown 1958/59 28mar64	in MGA document as Il-14M; f/n MRV 27jun60
7 34 33 05	CCCP-52039 CCCP-52039 CCCP-L2040	II-14M II-14M II-14M	AFL/Uzbekistan-TAS AFL/East Siberia AFL/Latvia-RSC	trf trf toc	06jan73 31jan77 01nov57	soc 20oct80 as life-time expired in MGA document as II-14M; photo RSC apr58, in natural metal c/s with two blue cheatlines
7 34 33 06	CCCP-52040 CCCP-52040 CCCP-L1476	II-14M II-14M II-14G	AFL/Latvia-RSC AFL/Moscow SPiMVL AFL/Kazakhstan	rgd trf mfd	1959 17oct65 10oct57	soc 29mar68 as worn out cargo version; toc 16oct57
	CCCP-91495 CCCP-91495	Il-14G Il-14G	AFL/Kazakhstan AFL/Kyrgyzstan-FRU	rgd trf	1958/59 31oct58	cargo version f/n TAS 1965; opb 250 LO; w/o 28jun69 on a flight from Talas to Frunze when the crew intentionally left the prescribed flight path shortly after take-off, entered clouds and deviated from the flight path by 8.7 km to the left, the aircraft crashed at a height of 3,150 metres into the smooth slope of a mountain near Engels village (N42.626269 E72.746464) 39 km north-east of Talas, 14 minutes after take-off, all 5 crew and 35 passengers killed; t/t 16,598 hours and 14,162 cycles; soc 14aug72; the wreck in natural metal c/s with two blue cheatlines was still present in 1983
7 34 33 08 7 34 33 09	CCCP-L2044 CCCP-52044 "03" red	II-14M II-14M II-14M	AFL/Armenia AFL/Armenia Soviet Air Force	toc rgd SXF	31dec57 unknown 1969	in MGA document as II-14M trf oct61 to Cuba in white/natural metal c/s with 'lightning-bolt' cheatline; later dumped at Falkenberg, l/n 06jun93, c/n
7 34 34 04	CCCP-L1479	Il-14G	AFL/Magadan-GDX	toc	18nov57	reported as 3309 cargo version
7 34 34 06	CCCP-61735 CCCP-06150	II-14G II-14M	AFL/Magadan-GDX MAP Kuibyshev	rgd rgd	1958/59 06may82	cargo version; photo exists in 'polar' c/s; soc 19jul85 as life-time expired navaids calibration aircraft; equipped with a non-standard high performance de-icing system so was probably based in the Far North before; in standard blue Aeroflot c/s; f/n Gostomel 20aug88; canx 13dec88; preserved at the Kuibyshev Aviation Institute (later Samara State Aerospace University, N53.239926 E50.361887), seen apr3joct23
7 34 34 07	CCCP-N444	II-14M	Polyarnaya Aviats.	rgd	20nov57	in a document 18mar58

	CCCP-04192 CCCP-04192	Il-14M Il-14M	Polyarnaya Aviats. AFL/Polar	rgd trf	22may58 10feb60	confirmed in register 02oct58 initially opb 247 AO at SVO; trf to 248 AO at Nizhniye Kresty 14nov61 (became 248 LO of Niznekolymski
	CCCP-04192	II-14M	AFL/Yakutiya	trf	01oct70	OAO in 1963) opb 248 LO of Niznekolymski OAO (became 248 LO of Kolymo-Indigirski OAO 15mar72); in natural metal
						c/s with bright red or orange trim; converted to an ice-reconnaissance aircraft; flew 1,230 hours feb72/dec72 and 273 hours jan73/11mar73; w/o 11mar73 on an ice-reconnaissance flight in the Arctic when landed at Zhokhov Island (De Long Islands) for refuelling from barrels, but the exhaust of an ODV-300 engine (powering a GSN-300 generator) was located too close to the shell of the cargo bay, causing a fire which spread rapidly, the additional fuel tanks in the cargo bay exploded and the aircraft burnt out completely use carguidation of the decay of 201472; the additional fuel tanks in the cargo bay exploded and the aircraft burnt out completely use carguidation of the decay of 201472; the additional fuel tanks in the cargo bay exploded and the aircraft burnt out completely use carguidations.
7 34 34 08	"21" red	II-14T	Soviet Air Force	rgd	unknown	completely, no casualties; struck off charge 03jul73; the right wing was still extant nov20 in dark green/light blue c/s; wfu 30mar91, t/t in Air Force service 9,148 hours 15 min, 8,272 cycles; f/n Myachkovo 26sep91; I/n Myachkovo 13apr92
	01146	II-14T	Rossiya	Муа	03jun92	on the register as FLA-01146; marked '41085' in cockpit, probably the call-sign; I/n at Myachkovo 28aug95; ferried to Zhukovski in early 1996; seen stored at Zhukovski may96/aug01; repaired for ferry flight to Switzerland, test-flown O'Zapr05
	EX-1146K	II-14T	Rossiya	rgd	may05	was granted a temporary CofA for the ferry flight from Zhukovski to ZRH 25/26jun05; last flight 26jun05 to ZRH; t/t 9,160 hours and 8,279 cycles; canx about 01jul05
	01146	II-14T	Rossiya			reverted to its old registration for display; became a restaurant "Runway 34" at ZRH (N47.440128 E8.5578639); I/n may23
7 34 34 09	CCCP-61760	II-14M	AFL/Far East-KHV	mfd	28oct57	on charge as of 01jul76; damaged Nikolayevsk-na-Amure/Bogorodskoye 31mar8 when port main gear unit collapsed on landing, repaired; soc 25dec87 as amortisation period expired
7 34 34 10	CCCP-L1481 CCCP-91496 CCCP-91496	Il-14G Il-14G Il-14G	AFL/Kazakhstan AFL/Latvia AFL/Magadan-GDX	mfd trf trf	01nov57 23oct58 unknown	cargo version; toc 06nov57 cargo version cargo version; on charge as of 01feb63
7 34 35 04	CCCP-91496 CCCP-L1484	II-14G II-14G	AFL/East Siberia AFL/Kazakhstan-ALA	trf toc	24dec75 15nov57	cargo version; photo exists in 'polar' c/s, operated by the Magadan CAD; damaged Kirensk 24mar81 when force-landed after engine failure collapsing the nose gear; repaired !; soc 17apr84 cargo version
	CCCP-91497 CCCP-91497	Il-14G Il-14G	AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ	rgd trf	1958/59 jan64	cargo version cargo version; soc 27aug85 as life-time expired; f/n BXJ 23apr93, derelict, still present oct94
7 34 35 06	CCCP-N445 CCCP-04193	II-14M II-14M	Polyarnaya Aviats. Polyarnaya Aviats.	mfd rgd	15nov57 1958/59	in fleet list 18mar58 24 pax configuration
	CCCP-04193 CCCP-04193	II-14M II-14M	AFL/Polar AFL/Central Region	trf trf	10feb60 21oct70	photo may72, converted to II-14FKM; opb 229 LO Antarkticheskogo AO; in natural metal c/s with red
						cheatline and trim, 'Aeroflot Polyarnaya Aviatsiya' titles; carried '22 SAE' (22nd Soviet Antarctic Expedition) titles and a penguin on the fin while being based in Antarctica, I/n as such 02jan79; w/o 02jan79 (while working for the 24th SAE in Antarctica) on a flight from Ice Station Molodyozhnaya to Ice Station Mawson when stalled on take-off due to wind shear at a height of 70-80 metres, crashed on a glacier 1,000 metres behind the runway threshold and broke up, 4 of the 5 crew killed and all 9 passengers (including 24th SAE chief S.Ye. Korotkevich) seriously injured; the first fatal accident in Soviet Antarctic aviation; t/t 19,494 hours 8 minutes and 12,705 cycles; soc 27sep79
7 34 35 08	CCCP-L1490 CCCP-61730 CCCP-61730	Il-14G Il-14G Il-14G	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Tajikistan-DYU	toc rgd trf	06dec57 1958/59 29apr59	cargo version cargo version; registration already in document mar59 cargo version; f/n Sperenberg 07feb76
7 34 35 09	CCCP-61730 "02" red	II-14G II-14G II-14M	AFL/East Siberia Soviet Air Force	trf rgd	29apr79 unknown	cargo version; soc 19nov87 as life-time expired opb BVVAUL at Balashov; in white c/s with thin red (faded to brown) cheatline and grey undersides, colour
7 34 35 09	not known	II-14M	Soviet Air Force	rga	1963	of code completely faded; ferried from Balashov to a field near Ivankovo-Lenino (Alatyr district of Chuvashia) 12aug86 and preserved in the settlement (N54.720546 E46.685669) since, I/n on GE may24 converted to flying laboratory; last four only of c/n confirmed
7 34 36 03	CCCP-L1491 CCCP-61750	Il-14G Il-14G	AFL/Far East AFL/Far East-KHV	toc rgd	11jan58 1958/59	cargo version; in document jan59; I/n KHV 11apr73, photo exists; soc 30nov77 as life-time expired
7 34 36 04	CCCP-61738	II-14RR	AFL/Far East-KHV	mfd	30dec57	toc 03jun80; f/n UUS 1984; t/t 14,259 hours 3.504 cycles as of 26nov86; scrapped at UUS in 1987; soc 25dec87
7 34 36 06 7 34 36 08	CCCP-27210 CCCP-L1492	Il-14 Il-14G	MAP Gorki APO AFL/Privolzhsk-RTW	rgd toc	29nov65 10jan58	f/n IEV sep76 just small 'Aeroflot' titles on the nose; canx 1979 cargo version
	CCCP-91489 CCCP-91489	Il-14G Il-14G	AFL/Privolzhsk-RTW AFL/ArkhangelARH	rgd trf	1958/59 27feb78	cargo version cargo version; soc 18jan82
7 34 36 09	CCCP-L2058 CCCP-52058	II-14M II-14M	AFL/Syktyvkar-SCW AFL/Syktyvkar-SCW	mfd rgd	30nov57 1958/59	opb Syktyvkarskaya otdelnaya aviagruppa; toc 12dec57; in MGA document as II-14M opb Syktyvkarskaya otdelnaya aviagruppa; opb 75 LO; in document 01apr59; w/o 16feb66 on a flight from
				-		Vorkuta to Syktyvkar when the right engine failed (due to a design fault of the engine) one hour into the flight and caught fire, the crew tried an emergency landing but the fire spread rapidly and the engine separated from the wing at a height of some 100 metres, the aircraft went out of control, dived into a frozen swamp near the Bolshaya Vyatkina river 40 km north of Pechora and burnt out, all 8 crew and 18 passengers killed; rtl 71,517 hours; soc 01apr66
7 34 36 10	CCCP-L2059 CCCP-52059 CCCP-L1493	II-14M II-14M	AFL/Armenia AFL/Armenia	toc rgd	07jan58 1958/59	in MGA document as II-14M trf oct61 to Cuba
7 34 37 01	CCCP-91477	Il-14G Il-14G	AFL/Ukraine-DNK AFL/Ukraine-DNK	toc rgd	11jan58 1959	cargo version cargo version; in document mar59 cargo de feo astrol version by the ATR at Velutely ine 73; where evicts is old lealed of with chargesting
	CCCP-91477 CCCP-91477	II-14G II-14G	AFL/Yakutiya-YKS	trf	06feb73 01mar74	converted to fire patrol version by the ATB at Yakutsk jun73; photo exists in old 'polar' c/s with observation blister starboard side (as per II-14T) probably trf to AFL/East Siberia-IKT, date unknown; f/n UKX nov77; soc 11sep80 as life-time expired
7 34 37 02	CCCP-L1494 CCCP-61726	II-14G II-14G II-14G	AFL/Yakutiya-ADH Aeroflot/UShVLP Aeroflot/UShVLP	trf toc rgd	25jan58 1958/59	cargo version; Ulyanovsk Advanced Flying Training College
	CCCP-61726	II-14G	AFL/Far East-KHV	trf	09jun59	cargo version; soc 19mar80 as life-time expired; photo OHH 1960s in natural metal c/s with two blue cheatlines, //n UUS 1984
8 34 37 03	CCCP-61761	II-14	AFL/Far East	toc	unknown	on charge as of 01jul76; c/n in Soviet register and MGA document as such; soc 02feb88 as life-time expired; f/n UKK 30aug90
7 34 37 04	CCCP-61762	Il-14P	AFL/Yakutiya	toc	19apr76	still in service 20sep86; photo 1989 in 'polar' c/s; soc 14mar89 as amortisaton period expired; was preserved at a square at Mys Shmidta from 1989, but destroyed by arson during the same year
8 34 37 08 8 34 38 05	CCCP-61768 not known	Il-14 Il-14	AFL/Far East Soviet Air Force	toc no	02jul80 reports	soc 15dec81 as no spares available for overhaul
8 34 38 07	CCCP-61785(2) "07" yellow	II-14 II-14T	AFL/Magadan Soviet Air Force	toc Vla	10oct80 aug86	still in service 20sep86; soc 21jul87 as life-time expired; see c/n 7343301 photo; c/n checked OSF 09jul00; was reportedly to be restored to flying condition in 2000; still present
						aug12/aug24, wfu in poor condition; photo sep24, dismantled with wings and tail detached, later seen on the back on a low loader on the Moscow Central Ring Road
8 34 38 08 3	"06"	II-14T	Soviet Air Force	ph.	1971	opb 203 ae (military unit 55115) at Kurchatov-Plankton; in natural metal c/s, code may have been blue (or red); c/n difficult to read on the black and white photo
8 34 38 09	CCCP-06103 CCCP-06103	Il-14 Il-14	MAP Kirzhach MAP Moskovski OAO	rgd trf	27may58 15nov77	served with various MAP factories canx 30jan89
8 34 39 01	not known CCCP-61788(2)	II-14T II-14T	Soviet Air Force AFL/West Siberia	mfd toc	05apr58 apr60	not in the MGA document as such
	CCCP-61788(2)	II-14T	AFL/Yakutiya	trf	16oct80	opb Kolymo-Indigirski OAO; photo in 'polar' c/s; was the last II-14 overhauled by ARZ-407 at Minsk; later repainted into standard c/s; dbr 06jul89 on an ice-reconnaissance mission from Mys Shmidta over the Sea of Chukotka when both engines failed successively 4 minutes after take-off while the aircraft was flying at a height of some 100 metres, the aircraft made a forced landing in Akatan Lagoon and came to rest 200 metres from the shore in 0.5 metres of water, all 5 crew and 4 passengers escaped basically unhurt; t/t 17,992 hours and 6,989 cycles; soc 29dec89; after this accident the investigation board recommended withdrawing all II-14s from use; see c/n 147001434
8 34 39 03	not known CCCP-41834(2) CCCP-41834(2)	II-14T II-14T II-14T	Soviet Air Force AFL/ArkhangelARH AFL/Central Region	mfd toc trf	31oct58 17may80 20aug86	see c/n 6341804 converted to II-14FK; in 'polar' c/s; damaged at Molodyozhnaya polar station (Antarctica) 07nov87 when ran off the runway while taxiing out for take-off, collapsing its nose gear and crushing its fuselage nose; repaired with the forward fuselage of II-14T CCCP-04180 (see comment there); I/n on board M/V "Kapitan
8 34 39 05	2 104	II-14M	MIAT Mongolia		photo	Myshevski" in Antwerp harbour 14may88; soc 27dec90 as amortisation period expired taken at ULN with the c/n visible but not 100% clear on the tail; the prefix MONGOL was initially only worn and the visible of the control of the c
	MONGOL-104	II-14M	MIAT Mongolia	ULN	jul71	on the wings; initially with 6 cabin windows, later converted with 8 cabin windows and additional seating seen preserved Ulan Bator (N47-K853783 EII06.755780) jun79/sep10; seen apr14/may17 parked in front of the MIAT Cargo building (landside), fuselage in good condition but with some dents and broken windows;
8 34 39 06	"06"	II-14T	Soviet Air Force	ph.	1974	l/n 16jul19 in better condition; still present on GE jun23 at ARZ-407 as Flying laboratory with two radomes at bottom of fuselage, the nature of trials is unknown
8 34 40 01	not known CCCP-48106	II-14T II-14T	Soviet Air Force MOMS Nizhni Tagil	mfd rgd	apr58 20nov69	belonged to a test centre and was an avionics test-bed with radar nose; converted to II-14SLL; wfu 1985,
	RA-02299 FLARF02299	Il-14T Il-14T	Yuzhny Ekspress Yuzhny Ekspress	KRR VKO	15jul94 14mar96	t/t 3,500 hours; stored at Nizhni Tagil restoration has started 1993 and was first flown again may94 still present 16apr97 and flying at Zhukovski aug97 with various sponsor titles; I/n Pushkin 2dmpu00/05auc01.pasted to 20.002 convectus respire respirated intro3.
	FLARF02299	II-14T	white c/s, n/t	Муа	11aug02	24may99/05aug01 parked at 20 ARZ rework; repair completed jun02 in excellent condition with VIP interior, leather seats and TV/Video; SVO based; seen Myachkovo (N55.563477 E37.975100) may12/jul15, stored; seen Novosibirsk-Mochishche jul16, dismantled, reported
8 34 40 02	CCCP	Il-14		mfd	25may58	to be restored to flying condition; photo 2017, forward fuselage stripped of paint; I/n may23 as such i/s 29may58; was possibly a flying laboratory
	CCCP-29120 CCCP-29120	II-14 II-14	MAP Irkutsk MSZ MAP MSZ Sukhoi	rgd trf	19nov65 unknown	canx 10dec82 reportedly based at Khodynka until around 1985/86 and then at Chkalovskaya; last overhaul completed
8 34 40 03	CCCP-64456	Il-14	MAP Tbilisi APO	mfd	1958	31oct86; canx 30jan89; t/t 28,318 hours and 4,500 ? cycles; broken up rgd 25nov65; w/o 11aug71 on the leg from Krasnodar to Moscow of a cargo flight from Tbilisi to
						Myachkovo, the centre of gravity was too far aft and the cargo (1.8 t) was lashed insufficiently, the details of the accident are unknown but the aircraft entered a steep dive, the stabiliser and the outer wings broke

off during recovery from the dive and the aircraft crashed in a field 3 km south-west of Nashchekino (Anna district of the Voronezh region), all 5 crew and the sole passenger killed (all crew members apart from the captain were slightly intoxicated); t/t 13,169 hours 16 minutes without observation blister; the last II-14 built ?; canz 20sep88; preserved at the Tashkent Factory No. 34 museum since 05may90; l/n dec19; relocated by apr20 (N41.29815 E69.33029); l/n jul24

8 34 40 04 CCCP-27212 II-14T MAP Tashkent APO rgd 15dec65

### 80 II-14Ps built by VEB Flugzeugwerke Dresden (Factory No. 803) at Dresden from 1955 to 1959

The construction number gives the type (14), the factory code (803) and the production sequence number. The construction number plate is on the outside of the aircraft, on the port side of the nose. The Dresden-built II-14s only have the shorter 21.31 m fuselage.

on the port sid	le of the nose.	The Dresder	n-built Il-14s only hav	e the sh	orter 21.3	31 m fuselage.
14 803 001	DDR-AVF not known	Il-14P Il-14P	FW Dresden, n/t FW Dresden, n/t	rgd	10oct55 photo	first II-14 from German production; 18 pax configuration; f/f 11oct55 displayed at Leipzig Trade Fair 1957 (or 1958) without any markings apart from German flag and 'DDR' on fin
	DM-ZZB	II-14P	FW Dresden, n/t	rgd	26jun56	used to test the stabilizer of the Baade 152 jetliner; carried '3. Parteikonferenz' titles 11oct56; see c/n 14803026
	DM-SAZ	II-14P	Interflug	rgd	06jul61	converted to calibration aircraft in late 1962; photo exists in full Deutsche Lufthansa c/s with red nose; wfu 28feb67; canx 28feb67; was preserved as restaurant 'Waldperle' at Langenbernsdorf since 1969
	DDR-SAZ DM-ZZB	Il-14P Il-14P	Interflug Deutsche Lufthansa	f/n	1996 jul99	still preserved at Langenbernsdorf with this fake prefix, //n may98 preserved at the Banath Opel dealer at Heinersdorfergrund near Reichenbach (N50.599727 E12.326033 near Autobahn A72) since nov99; in new c/s from 2000; //n 17jun22
14 803 002	DM-ZZC 411	Il-14P Il-14P	FW Dresden, n/t East German AF	f/f toc	24aug56 29apr57	rgd 23aug56, test-flight reg; 18 pax configuration d/d 02may57 to Preschen; rgd 21nov58 with call-sign DM-VAF, converted to aerial photography II-14PF in 1962; canx 24mar77; soc 01jan83; broken up DRS 07jan83
14 803 003	DM-ZZD DM-UAA	Il-14P Il-14P	FW Dresden, n/t East German AF	rgd toc	28sep56 20dec56	test-flight reg; f/f 29sep56; 18 pax configuration rgd 22dec56; delivered initially to Preschen and later to Dessau; carried '3. Parteikonferenz' titles; canx 11mar57
	437 not known	II-14P II-14P	East German AF Egyptian Air Force	rgd sld	11mar57 1965	with call-sign DM-VAG from 03jan57 and canx 24mar57; soc oct63 fate unknown
14 803 004	DM-ZZG	II-14P(T)	FW Dresden, n/t	rgd	22nov56	test-flight reg; f/f 27dec56; 18 pax configuration; Il-14P(T) cargo interior without large cargo door
	DM-UAB 400	II-14P(T) II-14P(T)	East German AF East German AF	rgd rgd	22dec56 11mar57	toc 07feb57; d/d 11mar57 to Dessau; canx 11mar57 with call-sign DM-VAH; in natural metal c/s; damaged 22apr58 when gear was retracted after landing at Dessau, but repaired; w/o 22jul60 when crashed into a chimney of Vockerode power station, all 7 crew killed; canx 09nov60
14 803 005	DM-SFK	II-14P II-14P	Deutsche Lufthansa	rgd	07mar57	rgd for Leipzig Trade Fair
	DM-SAA DM-SAA	II-14P	Deutsche Lufthansa Interflug	rgd trf	04jul57 dec58	canx 21jan61
	491 not known	II-14P II-14P(T)	East German AF Egyptian Air Force	rgd sld	21jan61 1965	converted to II-14P(T) in 1963 shot down on delivery to Egypt by friendly fire
14 803 006	no reg 421	II-14P(T) II-14P(T)	FW Dresden, n/t East German AF	f/f toc	16may57 07jun57	d/d 07jun57 to Dessau; 18 pax configuration; II-14P(T) cargo interior without large cargo door rgd 21nov58 with call-sign DM-VAI; converted to cargo II-14P(T) 1963; photo SXF 1970, in bare metal/silver c/s; canx 24mar77; soc 04apr80; broken up at DRS
14 803 007	no reg 445	Il-14P Il-14P	FW Dresden, n/t East German AF	f/f i/s	16jul57 08jun57	d/d 09aug57 to Dessau; 18 pax configuration rgd 21nov58 with call-sign DM-VAJ; converted in 1959 to a training aircraft for navigators and radio operators; canx 24mar77
	1151	II-14P	Egyptian Air Force	sld	1966	c/n not confirmed, but likely; photo in camouflage c/s with astrodome and two antennas on top of rear fuselage before the tail
14 803 008	DM-SAB DM-SAB	II-14P II-14P	Deutsche Lufthansa Interflug	rgd trf	26aug57 '59/'63	26 pax configuration configuration; nose gear damaged 05oct70 at Barth; wfu with t/t around 17,000
14 802 000	DM CAC	TL 14D	Deutsche Lufthansa	nad	1700057	hours; transported by road from Barth to Cämmerswalde within 17 days, arrived 18may73; preserved as a restaurant at Cämmerswalde (N50.703297 E13.497333), I/n jan23 26 pax configuration
14 803 009	DM-SAC DM-SAC	II-14P II-14P	Interflug	rgd trf	17sep57 '59/'63	converted to 32 pax configuration 1964; wfu 1965; canx 19jan66; sold to Syrian AF, serial unknown
14 803 010	SP-LNG	Il-14P	LOT	r/o	09sep57	batch 4; was the first FWD-built II-14 to be exported; initially in 26 passenger configuration; in white/natural metal c/s with blue cheatline and full titles; f/f 14sep57; made a photo flight 02oct57; h/o probably 04oct57; rgd 08oct57; converted to 32 passenger configuration in 1964
	SP-LNG	II-14P	ZRLILK	trf	1970	Air Traffic and Communication Aerodromes Directorate; equipped for calibration flights, but still had a passenger compartment with 12 seats in the rear; in white/natural metal c/s with red cheatline and trim, with 'Zarzad Ruchu Lotniczego i Lotnisk Komunikacyjnych' titles; f/n RZE sep71; equipped with a Sierra Research TFIS model 7701 in 1977; repainted in slightly changed colours; f/n as such GDN 13aug81; repainted again in slightly changed colours in the mid-1980s; ZRLiLK was replaced by PPL 23oct87; wfu in late summer or early autumn 1989; I/n WAW sep89, stored
	SP-FNM	II-14P	Inst. Lotnictwa	WAW	11jul90	still with 'Zarzad Ruchu Lotniczego i Lotnisk Komunikacyjnych' titles; was reported to have been transferred to Instytut Lotnictwa 15aug90, but the registration was never entered into the register with this owner; stored at WAW
	SP-FNM	II-14P	Avia Mark	rgd	03sep91	no titles; based at Lódz; CofA expired 03oct91; sat wfu at WAW, seen in 1991/92; canx only 27aug98; was preserved in the Wystawa Sprzetu Lotniczego i Wojskowego museum at Lódz, seen summer 1994/mar00; later owned by Mr. J. Guzek and preserved with faded registration at a restaurant complex south of Rzeszów (N49.994688 E21.957591), seen oct04/aug11; transported to Finow, f/n sep12 (still dismantled);
	'DM-SAD'	II-14P	Interflug	ph.	feb18	offered for sale 23nov12, for € 35,700; transported by road to Grimmen nov17 was preserved in these fake colours at Technikpark-MV at Grimmen until 04feb21; moved to Prora and preserved in Eisenbahn & Technik Museum Rügen (renamed Oldtimer Museum Rügen), seen nov21/jul23; see c/n 14803011
14 803 011	DM-SAD DM-SAD	II-14P II-14P	Deutsche Lufthansa Interflug	rgd trf	03oct57 1959/63	26 pax configuration; converted to 32 pax configuration in 1964; see c/n 14803010 photo; canx 31dec64
14 803 012	not known SP-LNH	Il-14P Il-14P	Egyptian Air Force LOT	sld d/d	31dec64 02nov57	fate unknown 26 pax configuration; rgd 09nov57; converted to 32 pax configuration in 1964; f/n AMS 01oct62, in new c/s; l/n PRG aug67; canx 21jul72
	CCCP-52082 CCCP-52082	II-14P	AFL/ArkhangelARH	toc trf	unknown 29may	on charge as of 01jan73; still in service in 1986
14 803 013	SP-LNI CCCP-52063	II-14P II-14P II-14P	AFL/Central Region LOT AFL/West Siberia	d/d toc	09nov57 14jan73	year not clear in MGA document possibly 1988; soc 31may90 26 pax configuration; rgd 14nov57; converted to 32 pax configuration in 1964; canx 20apr73 see canx date above; in natural metal c/s with two blue cheatlines; repainted in 1976 at ARZ-407 in
	CCCP-52063	II-14P	AFL/Krasnoyarsk	trf	29dec78	standard Aeroflot 'blue' c/s repainted in 1981 at ARZ-407 in 'polar' c/s; still in service 20sep86; soc 28sep89 as life-time expired;
14 803 014	SP-LNK	II-14P	LOT	d/d	21nov57	photo Igarka late 1980s in 'polar' c/s; remains seen Igarka 11jun94 26 pax configuration; rgd 26nov57; f/n DRS 06mar61; l/n AMS 05oct63; converted to 32 pax configuration in 1964; canx 21jul72
14 803 015	CCCP-13321 DM-SAE	II-14P II-14P	MAP Tbilisi APO Deutsche Lufthansa	rgd d/d	21mar73 21nov57	canx 26feb85 rgd 23nov57; photo exists in natural metal c/s with cheatline, titles and tail logo
14 803 016	DM-SAE DM-SAF	II-14P II-14P	Interflug Deutsche Lufthansa	trf f/f	'59/'63 26nov57	converted to 32 pax configuration in 1964; canx 19jan66; transferred to Syrian Air Force, serial unknown batch 6; in 26 passenger configuration; rgd 10dec57; h/o 18dec57; photo exists in new c/s
14 803 010	DM-SAF	II-14P	Interflug	trf	'59/'63	converted to 32 passenger configuration in 1964; dbr 17nov67 on an emergency landing at Leipzig; canx 17nov67; was preserved near the Ice Stadium on Peissnitzinsel island at Halle in 1968/91; transported to Pulspforde (near Zerbst) in summer 1991, seen there may95; arrived at Technikmuseum "Hugo Junkers"
	DM-SAF	II-14P	Deutsche Lufthansa	ph.	24apr00	at Dessau-Alten 10sep99 rebuilt by and preserved in Technikmuseum "Hugo Junkers" at Dessau-Alten (N51.836078 E12.208696), f/n on display 24apr00, //n oct22
14 803 017	SP-LNL CCCP-52084 CCCP-52084	II-14P II-14P II-14P	LOT AFL/ArkhangelARH AFL/Ukraine-KHC	d/d toc trf	17dec57 10jan73 04may75	26 par configuration; rgd 19dec57; converted to 32 par configuration in 1964; canx 21jul72 converted to II-14LIK-1; in an incident report at Belgorod 05may87; I/n DNK 07jan88; soc 29mar88 as
14 803 018	SP-LNM	II-14P	LOT	d/d	18dec57	life-time expired 26 pax configuration; rgd 27dec57; converted to 32 pax configuration in 1964; canx 21jul72
14 803 019	CCCP-52079 DM-SAG	II-14P II-14P	MAP Gorki TsKB Deutsche Lufthansa	rgd d/d	20feb73 30dec57	soc but date unknown; possibly second use of this registration as an II-14 26 pax configuration; rgd 31dec57
14 803 020	DM-SAG DM-SAH	II-14P II-14P	Interflug Deutsche Lufthansa	trf rgd	jun60 31dec57	canx 19jan66; transferred to Syrian Air Force, serial unknown 26 pax configuration; d/d 20jan58
14 803 021	DM-SAH no reg	II-14P II-14P	Interflug FW Dresden, n/t	trf d/d	'59/'63 06feb58	canx 05oct69 or '70 and preserved in Dessau Zoo, scrapped 1988 to Dessau; according to CofA issued by FWD, the wings were built by Avia !; 24/28 pax configuration, II-
11005021	401	II-14P	East German AF	i/s	06feb58	14P(T) cargo interior without large cargo door rgd 21nov58 with call-sign DM-VAK; in natural metal c/s; collided on the ground with II-14P '444' at Dessau-Alten 27jun61; wfu dec64
14 803 022	not known 403	II-14P II-14P(T)	Egyptian Air Force East German AF	sld mfd	1965 28dec57	fate unknown d/d 18mar58 to Dessau; 24/28 pax configuration, II-14P(T) cargo interior without large cargo door
14 003 022	426	Il-14P(T)	East German AF	rgd	21nov58	with call-sign DM-VAL; in natural metal c/s; damaged 27aug69 when landed wheels-up at SXF, but repaired; canx 24mar77; flew Ferihegy to Szolnok 01dec80 in camouflage c/s, see next line
14 803 023	426 DM-SAI	II-14P(T) II-14P	Hungarian AF Deutsche Lufthansa	d/d rgd	01dec80 11feb58	was a gift to the Hungarian Air Force museum, preserved at Szolnok (N47.130408 E20.219348) in these fake colours, l/n sep22, with its future uncertain; still visible on GE image feb24 26 pax configuration; d/d 12feb58
	DM-SAI	II-14P	Interflug	trf	'59/'63	converted to 34 pax configuration in 1964; dbr and burned out during emergency training SXF oct68; canx 24oct68; used by SXF fire brigade and destroyed in a promotion for the fire-brigade in 1972
14 803 024	DM-SAK DM-SAK	II-14P II-14P	Deutsche Lufthansa Interflug	d/d trf	18mar58 1959	rgd 10oct58 in DLH c/s, small 'Interflug' titles on nose only; converted to 34 pax configuration in 1964; canx 27dec65; transferred to Syrian Air Force, serial unknown

14 803 025						
	475	II-14P	East German AF	i/s	14mar58	pax/salon; rgd 28aug58 call-sign DM-VAC; in natural metal c/s; opb STS-29 at Marxwalde; trf 31mar65, opb TFS-27 at Dresden; repainted in dark green/light brown camouflage c/s; canx 19oct81; broken up at
						DRS oct81
14 803 026	DM-SAL DM-SAL	II-14P II-14P	Deutsche Lufthansa Interflug	rgd LEJ	04mar58 1963	26 pax configuration; d/d 26mar58 i/s 1963; in basic DLH c/s with small 'Interflug' titles on nose only; converted to 34 pax configuration in
	DDR-SAL	II-14P	Interflug	rgd	29apr81	1964 converted to navaids calibration aircraft; last service 06mar84; last flight 15mar84 (to Dresden), as last
	'DM-ZZB'		-	-		active II-14P in Germany; preserved at Flugzeugwerft Dresden
		II-14P	3. Parteikonferenz	DRS	17sep90	preserved at Elbe-Flugzeugwerke Dresden in these fake markings, I/n as such may97; subsequently restored to original colours; see c/n 14803001
14 803 027	DM-SAL 485	II-14P II-14P	Deutsche Lufthansa East German AF	DRS rgd	may00 28aug58	preserved at Elbe-Flugzeugwerke Dresden (N51.130162 E13.773077) in original colours, I/n 28feb18 with call-sign DM-VAE; d/d 24oct58, Salon; i/s 27oct58; red cheatline
	DM-SAT 485	II-14P II-14P	EGAF/IFL c/s, n/t East German AF	rgd ret	20aug65 13may77	converted to 34 pax configuration in 1965 photo SXF aug78, in dark green/light brown camouflage; canx 01dec80; broken up at DRS 27feb81
14 803 028	HA-MAD	Il-14P	MALÉV	d/d	08apr58	26 pax configuration; CofA issued 28mar58; named Dénes' (a Hungarian given name, but not worn);
						converted 07jul59 to 28 seats and 14mar60 to 32 seats, the last passenger window (left and right) replaced with emergency windows; converted 20may61 to 36 seats; seen LHR 14mar62 and LPL 08mar66;
						offered for sale 29mar68 with t/t 8,405 hours; photo exists at Budapest without titles, probably just before delivery to the Soviet Union; sold to the Soviet Union may70; flown to the Soviet Union 03jun70, the same
	CCCD 410(2/2)	11.140				day as the registration was cancelled
	CCCP-41863(2) CCCP-41863(2)	II-14P II-14P	AFL/Uzbekistan AFL/Kazakhstan	toc trf	unknown 20jan72	on charge as of 01jan71; see c/n 146000701
	CCCP-41863(2) CCCP-41863(2)	II-14P II-14P	AFL/West SibTOF AFL/Yakutiya	trf trf	unknown 14may85	f/n Novosibirsk-Severny 31mar75 on a passenger flight Novosibirsk-Severny-TOF still in service in 1986; soc 12nov90 as life-time expired; f/n Cherski 05jul92, derelict; wings transported
			, .		,	to Yakutsk in 2005, to be displayed as a composite aircraft with the fuselage of CCCP-61663(2) c/n 14803029; l/n mar12/sep20, fuselage only
14 803 029	HA-MAE	II-14P	MALÉV	mfd	01apr58	26 pax configuration; CofA issued 28mar58; d/d 08apr58; named 'Elemér' (a Hungarian given name, but
						not worn); converted 10feb61 to 28 seats and 20may61 to 32 seats, the last passenger window (left and right) replaced with emergency windows; made a Parachuting record 05may62 of 8070 metres; converted
						28apr64 to 36 seats; converted to II-14P(T) 18mar66 at Dresden; seen LGW 22jul66; wfu may70; sold to the Soviet Union may70 and flown there 05jun70, the same day as the registration was cancelled
	CCCP-61663(2) CCCP-61663(2)	II-14P(T) II-14LR	AFL/Yakutiya-Niy AFL/Yakutiya-YKS	toc	11sep70 1971	converted to II-14LR ice-reconnaissance aircraft in Yakutsk oao documents in early 1970s
	CCCP-61663(2)	II-14LR II-14LR	AFL/Yakutiya-MJZ	trf trf	unknown	in Mirny oao documents 05feb72; in 'polar' c/s; soc 30dec88 as amortisation period expired; seen CYX
						jul92/sep03, partly broken up; fuselage transported to Yakutsk in 2005 and assembled with the wings of CCCP-41863(2), with a view to being displayed as a composite aircraft, seen as such YKS 15jun06/jun08;
14 803 030	HA-MAF	II-14P	MALÉV	d/d	21apr58	seen jun09 dismantled and I/n may20 (N62.09988 E129.76458) and in poor condition 26 pax configuration; CofA issued 23apr58; named 'Ferenc' (a Hungarian given name, but not worn);
14 005 050		11-141	MALLY	u/u	2180130	converted 06jul59 to 28 seats and 10may60 to 32 seats, the last passenger window (left and right)
						replaced with emergency windows; converted 20may64 ro 36 seats; put up for sale by 29mar68 with 8,132 hours; sold to the Soviet Union may70 and flown there 25may70, the same day as the registration
	CCCP-61650(2)	II-14P	AFL/Uzbekistan	toc	29oct70	was cancelled see c/n 6342001
	CCCP-61650(2)	II-14P	AFL/Kazakhstan	trf	25jan72	500 QH 0542001
	CCCP-61650(2) CCCP-61650(2)	II-14P II-14P	AFL/Krasnoyarsk AFL/Centr.RegMya	trf trf	09feb83 30jun86	photo; converted to a Geophysical Survey aircraft in 'polar' c/s; f/n 1990 in Antarctica; soc 27dec90 as
14 803 031	433	II-14P	East German AF	i/s	13jun58	amortisation period expired 24/28 pax configuration; II-14P(T) cargo interior without large cargo door; rgd 21nov58 with call-sign DM-
14 803 032	444	II-14P			26jun58	VAM canx 24mar77; converted to II-14P(T) in 1963; soc 29feb80; broken up DRS 23jun80
14 803 032	444	11-146	East German AF	i/s	20ju1130	24/28 pax configuration; II-14P(T) cargo interior without large cargo door; rgd 21nov58 with call-sign DM- VAN; in dark green c/s; collided on the ground with II-14P '401' at Dessau-Alten 27jun61; canx 24mar77;
14 803 033	HA-MAH	II-14P	MALÉV	d/d	30may58	aircraft soc 08nov79; broken up DRS 05may80 26 pax configuration; CofA issued 30may58; named 'Helén' (a Hungarian given name, but not worn);
						converted 25apr59 to 28 seats and 30may59 to 32 seats, the last passenger window (left and right) replaced with emergency windows; converted 23may61 to 36 seats; dbr when burned out in hangar fire at
14 002 024		11.1.40	MAL ÉV			Ferihegy 17feb64; t/t 4,680 hrs
14 803 034	HA-MAI	II-14P	MALÉV	mfd	mar58	d/d 15may58; 26 pax configuration; CofA issued 16may58; named 'Ilona' (a Hungarian given name, but not worn); photo Croydon 04oct58; converted 08aug59 to 28 seats and 24jan61 to 32 seats, the last
						passenger window (leftand right) replaced with emergency windows; converted 20may61 to 36 seats; put up for sale by 29mar68; sold to the Soviet Union may70 with t/t 7,584 hours and flown there 29may70;
	CCCP-61689	TI 14D	AEL /N. Kaykaz KRR	d/d	29may70	canx 29may70
	CCCP-61689	II-14P II-14P	AFL/N.Kavkaz-KRR AFL/Yakutiya-YKS	d/d trf	05nov70	c/n from Aeroflot maintenance document, mfd given there as 01oct61, which is not correct c/n as such in MGA document
	CCCP-61689 CCCP-61689	II-14P II-14P	AFL/Yakutiya AFL/Yakutiya-YKS	trf trf	1980 unknown	carried out the last regular II-14 flight in the Soviet Union in spring 1991
	RA-02254	II-14P	Aeroflot	KRR	15jul94	registration was also worn by An-2 c/n 1G238-31 from 1990 onwards; in 'polar' c/s with Aeroflot titles, Russian flag; stored at KRR (N45.036991 E39.183841); l/n may16/nov21, in very faded colours, with
						rudder in poor condition and previous registration CCCP-61689 bleeding through and by nov21 with no
					03jul58	registration visible at all rgd 28aug58 with call-sign DM-VAD canx 07jan83; to Bautzen 15dec82; seen preserved Finow
14 803 035	482	II-14S	East German AF	i/s		(NE2 922907 E12 676200) marGE, have motal $c/c$ since $con07$ , $l/n$ $iun24$
14 803 035 14 803 036	482 007	II-14S II-14P	East German AF Polish Air Force		26jul58	(N52.832807 E13.676390) mar95; bare metal c/s since sep07; l/n jun24 26 pax configuration; seen WAW 08aug73
14 803 036	007 3036	II-14P II-14P	Polish Air Force Polish Air Force	d/d f/f	26jul58 1982 26jul58	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00
	007 3036 008 SP-LNZ	II-14P II-14P II-14P II-14P	Polish Air Force Polish Air Force Polish Air Force LOT	d/d f/f d/d rgd	1982 26jul58 14mar61	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00 26 pax configuration; II-14S canx 25sep62 as returned to Polish Air Force
14 803 036	007 3036 008	Il-14P Il-14P Il-14P	Polish Air Force Polish Air Force Polish Air Force	d/d f/f d/d	1982 26jul58	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00 26 pax configuration; II-145
14 803 036	007 3036 008 SP-LNZ	II-14P II-14P II-14P II-14P	Polish Air Force Polish Air Force Polish Air Force LOT	d/d f/f d/d rgd	1982 26jul58 14mar61	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00 26 pax configuration; 11-45 canx 25sep62 as returned to Polish Air Force f/n KRK 20jun89; soc 07apr92; I/n KRK apr98; bare fuselage only seen in poor condition at a private site at Krzczonów (Lutcza) 15aug04; bare fuselage seen at Torun, I/n may05/jan09; photo 29may09, dismantled on the back of a lorry at Tomiczki; seen aug14 at Buk, a private collection; I/n mar16; fuselage
14 803 036	007 3036 008 SP-LNZ	II-14P II-14P II-14P II-14P	Polish Air Force Polish Air Force Polish Air Force LOT	d/d f/f d/d rgd	1982 26jul58 14mar61	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00 26 pax configuration; II-145 canx 25sep62 as returned to Polish Air Force f/n KRK 20jun89; soc 07apr92; I/n KRK apr98; bare fuselage only seen in poor condition at a private site at Krzczonów (Lutcza) 15aug04; bare fuselage seen at Torun, I/n may05/jan09; photo 29may09, dismantled on the back of a lorry at Tomiczki; seen aug14 at Buk, a private collection; I/n mar16; fuselage seen jul17 in the centre of Warsaw at the junction ul. Marszalkowska / ul. Swietokrzynska, initially unmarked in all-white c/s; seen 16jul17 with red/orange stripes and Polish Coat of Arms (Eagle insignia),
14 803 036	007 3036 008 SP-LNZ	II-14P II-14P II-14P II-14P	Polish Air Force Polish Air Force Polish Air Force LOT	d/d f/f d/d rgd	1982 26jul58 14mar61	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00 26 pax configuration; II-145 canx 25sep62 as returned to Polish Air Force f/n KRK 20jun89; soc 07apr92; I/n KRK apr98; bare fuselage only seen in poor condition at a private site at Krzczonów (Lutcza) 15aug04; bare fuselage seen at Torun, I/n may05/jan09; photo 29may09, dismantled on the back of a lorry at Tomiczki; seen aug14 at Buk, a private collection; I/n mar16; fuselage seen jul17 in the centre of Warsaw at the junction ul. Marszalkowska / ul. Swietokrzynska, initially unmarked in all-white c/s; seen 16jul17 with red/orange stripes and Polish Coat of Arms (Eagle insignia), to become a bar/restaurant; I/n 22jul17 and LGW 05oct64; 2 6 pax configuration; I/n SOF 21apr73 operational; ferried to Kyustendil, landed in a
14 803 036 14 803 037	007 3036 008 SP-LNZ 3037	II-14P II-14P II-14P II-14P II-14P II-14P	Polish Air Force Polish Air Force Polish Air Force LOT Polish Air Force	d/d f/f d/d rgd r/r	1982 26jul58 14mar61 1982 26nov63	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00 26 pax configuration; II-145 canx 25sep62 as returned to Polish Air Force f/n KRK 20jun89; soc 07apr92; I/n KRK apr98; bare fuselage only seen in poor condition at a private site at Krzczonów (Lutcza) 15aug04; bare fuselage seen at Torun, I/n may05/jan09; photo 29may09, dismantled on the back of a lorry at Tomiczki; seen aug14 at Buk, a private collection; I/n mar16; fuselage seen jul17 in the centre of Warsaw at the junction ul. Marszalkowska / ul. Swietokrzynska, initially unmarked in all-white C/s; seen 16jul17 with red/orange stripes and Polish Coat of Arms (Eagle insignia), to become a bar/restaurant; I/n 22jul17 and LGW 05oct64; 26 pax configuration; I/n SOF 21apr73 operational; ferried to Kyustendil, landed in a field and preserved as cafe; burnt out and scrapped 1983 ?
14 803 036 14 803 037 14 803 038	007 3036 008 SP-LNZ 3037 LZ-ILC LZ-ILD	II-14P II-14P II-14P II-14P II-14P II-14P II-14P	Polish Air Force Polish Air Force LOT Polish Air Force TABSO/Balkan	d/d f/f d/d rgd r/r AMS d/d	1982 26jul58 14mar61 1982 26nov63 23jul58	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00 26 pax configuration; II-145 canx 25sep52 as returned to Polish Air Force f/n KRK 20jun89; soc 07apr92; J/n KRK apr98; bare fuselage only seen in poor condition at a private site at Krzczonów (Lutcza) 15aug04; bare fuselage seen at Torun, I/n may05/jan09; photo 29may09, dismantled on the back of a lorry at Tomiczki; seen aug14 at Buk, a private collection; I/n mar16; fuselage seen jul17 in the centre of Warsaw at the junction ul. Marszalkowska / ul. Swietokrzynska, initially unmarked in all-white c/s; seen 16jul17 with red/orange stripes and Polish Coat of Arms (Eagle insignia), to become a bar/restaurant; I/n 22jul17 and LGW 05oct64; 26 pax configuration; I/n SOF 21apr73 operational; ferried to Kyustendil, landed in a field and preserved as a cafe; burnt out and scrapped 1983 ? 26 pax configuration; seen BUD 12aug65; I/n SOF 21apr73 operational; canx 15nov74 and transferred to Bulgarian Air Force
14 803 036 14 803 037 14 803 038	007 3036 008 SP-LNZ 3037 LZ-ILC	II-14P II-14P II-14P II-14P II-14P II-14P	Polish Air Force Polish Air Force Polish Air Force LOT Polish Air Force TABSO/Balkan	d/d f/f d/d rgd r/r	1982 26jul58 14mar61 1982 26nov63	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00 26 pax configuration; II-145 canx 25sep52 as returned to Polish Air Force f/n KRK 20jun89; soc 07apr92; I/n KRK apr98; bare fuselage only seen in poor condition at a private site at Krzczonów (Lutcza) 15aug04; bare fuselage seen at Torun, I/n may05/jan09; photo 29may09, dismantled on the back of a lorry at Tomiczki; seen aug14 at Buk, a private collection; I/n mar16; fuselage seen jul17 in the centre of Warsaw at the junction ul. Marszalkowska / ul. Swietokrzynska, initially ummarked in all-white c/s; seen 16jul17 with red/orange stripes and Polish Coat of Arms (Eagle insignia), to become a bar/restaurant; I/n 22jul17 and LGW 05oct64; 26 pax configuration; I/n SOF 21apr73 operational; ferried to Kyustendil, landed in a field and preserved as a cafe; burnt out and scrapped 1983 ? 26 pax configuration; seen BUD 12aug65; I/n SOF 21apr73 operational; canx 15nov74 and transferred to Bulgarian Air Force c/n not configuration; seen LGW 25apr60; I/n SOF 22may72; canx 15oct75; preserved at Burgas
14 803 036 14 803 037 14 803 038 14 803 039	007 3036 008 SP-LNZ 3037 LZ-ILC LZ-ILC LZ-ILD 094	II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	Polish Air Force Polish Air Force Dolish Air Force LOT Polish Air Force TABSO/Balkan TABSO/Balkan Bulgarian AF	d/d f/f rgd r/r AMS d/d SOF	1982 26jul58 14mar61 1982 26nov63 23jul58 04may83	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00 26 pax configuration; II-145 canx 25sep62 as returned to Polish Air Force f/n KRK 20jun89; soc 07apr92; I/n KRK apr98; bare fuselage only seen in poor condition at a private site at Krzczonów (Lutcza) 15aug04; bare fuselage seen at Torun, I/n may05/jan09; photo 29may09, dismantled on the back of a lorry at Tomiczki; seen aug14 at Buk, a private collection; I/n mar16; fuselage seen jul17 in the centre of Warsaw at the junction ul. Marszalkowska / ul. Swietokrzynska, initially ummarked in all-white c/s; seen 16jul17 with red/orange stripes and Polish Coat of Arms (Eagle insignia), to become a bar/restaurant; I/n 22jul17 and LGW 05oct64; 26 pax configuration; I/n SOF 21apr73 operational; ferried to Kyustendil, landed in a field and preserved as a cafe; burnt out and scrapped 1983 ? 26 pax configuration; seen BUD 12aug65; I/n SOF 21apr73 operational; canx 15nov74 and transferred to Bulgarian Air Force c/n not confirmed 26 pax configuration; seen LGW 25apr60; I/n SOF 22may72; canx 15oct75; preserved at Burgas (N42.564191 E27.516821), I/n sep19/aug24, in good condition batch 9; version 11/E06; in 24/28 passenger configuration; East German rhombi painted on by 28aug58;
14 803 036 14 803 037 14 803 038 14 803 039 14 803 040	007 3036 008 SP-LNZ 3037 LZ-ILC LZ-ILD 094 LZ-ILE	II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	Polish Air Force Polish Air Force LOT Polish Air Force TABSO/Balkan TABSO/Balkan Bulgarian AF TABSO/Balkan	d/d f/f d/d rgd r/r AMS d/d SOF d/d f/f	1982 26jul58 14mar61 1982 26nov63 23jul58 04may83 07aug58 07aug58	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00 26 pax configuration; II-145 canx 25sep52 as returned to Polish Air Force f/n KRK 20jun89; soc 07apr92; I/n KRK apr98; bare fuselage only seen in poor condition at a private site at Krzczonów (Lutcza) 15aug04; bare fuselage seen at Torun, I/n may05/jan09; photo 29may09, dismantled on the back of a lorry at Tomiczki; seen aug14 at Buk, a private collection; I/n mar16; fuselage seen jul17 in the centre of Warsaw at the junction ul. Marszalkowska / ul. Swietokrzynska, initially ummarked in all-white c/s; seen 16jul17 with red/orange stripes and Polish Coat of Arms (Eagle insignia), to become a bar/restaurant; I/n 22jul17 and LGW 05oct64; 26 pax configuration; I/n SOF 21apr73 operational; ferried to Kyustendil, landed in a field and preserved as a cafe; burnt out and scrapped 1983 ? 26 pax configuration; seen BUD 12aug65; I/n SOF 21apr73 operational; canx 15nov74 and transferred to Bulgarian Air Force c/n not confirmed 26 pax configuration; seen LGW 25apr60; I/n SOF 22may72; canx 15oct75; preserved at Burgas (N42.564191 E27.516821), I/n sep19/aug24, in good condition batch 9; version II/E06; in 24/28 passenger configuration; East German rhombi painted on by 28aug58; I/n 028aug58 and ferried from DRS to Dessau the same day; opb Transportfliegerschule at Dessau
14 803 036 14 803 037 14 803 038 14 803 039 14 803 040	007 3036 008 SP-LNZ 3037 LZ-ILC LZ-ILD 094 LZ-ILE 904	II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	Polish Air Force Polish Air Force LOT Polish Air Force TABSO/Balkan TABSO/Balkan Bulgarian AF TABSO/Balkan East German AF	d/d f/f rgd r/r AMS d/d SOF d/d	1982 26jul58 14mar61 1982 26nov63 23jul58 04may83 07aug58	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00 26 pax configuration; II-145 canx 25sep52 as returned to Polish Air Force {/n KRK 20jun89; soc 07apr92; I/n KRK apr98; bare fuselage only seen in poor condition at a private site at Krzczonów (Lutcza) 15aug04; bare fuselage seen at Torun, I/n may05/jan09; photo 29may09, dismantied on the back of a lorry at Tomiczki; seen aug14 at Buk, a private collection; I/n mar16; fuselage seen jul17 in the centre of Warsaw at the junction ul. Marszalkowska / ul. Swietokrzynska, initially ummarked in all-white c/s; seen 16jul17 with red/orange stripes and Polish Coat of Arms (Eagle insignia), to become a bar/restaurant; I/n 22jul17 and LGW 05oct64; 26 pax configuration; I/n SOF 21apr73 operational; ferried to Kyustendil, landed in a field and preserved as a cafe; burnt out and scrapped 1983 ? 26 pax configuration; seen BUD 12aug65; I/n SOF 21apr73 operational; canx 15nov74 and transferred to Bulgarian Air Force c/n not configuration; Seen LGW 25apr60; I/n SOF 22may72; canx 15oct75; preserved at Burgas (N42.564191 E27.516821), I/n sep19/aug24, in good condition batch 9; version II/E06; in 24/28 passenger configuration; East German rhombi painted on by 28aug58; h/o 28aug58 and ferried from DRS to Dessau the same day; opb Transportfliegerschule at Dessau just a call-sign, never painted on; canx unknown initially opb Transportfliegerschule at Dessau; trf to T5-24 at DRS 18sep64; soc 15apr81; scrapped at DRS
14 803 036 14 803 037 14 803 038 14 803 039 14 803 040	007 3036 008 SP-LNZ 3037 LZ-ILC LZ-ILD 094 LZ-ILE 904 DM-VAS	II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	Polish Air Force Polish Air Force LOT Polish Air Force TABSO/Balkan TABSO/Balkan Bulgarian AF TABSO/Balkan East German AF East German AF	d/d f/f d/d rgd r/r AMS d/d SOF d/d f/f rgd	1982 26jul58 14mar61 1982 26nov63 23jul58 04may83 07aug58 07aug58 21nov58	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00 26 pax configuration; II-145 canx 25sep62 as returned to Polish Air Force f/n KRK 20jun89; soc 07apr92; I/n KRK apr98; bare fuselage only seen in poor condition at a private site at Krzczonów (Lutcza) 15aug04; bare fuselage seen at Torun, I/n may05/jan09; photo 29may09, dismantied on the back of a lorry at Tomiczki; seen aug14 at Buk, a private collection; I/n mar16; fuselage seen jul17 in the centre of Warsaw at the junction ul. Marszalkowska / ul. Swietokrzynska, initially ummarked in all-white c/s; seen 16jul17 with red/orange stripes and Polish Coat of Arms (Eagle insignia), to become a bar/restaurant; I/n 22jul17 and LGW 05oct64; 26 pax configuration; I/n SOF 21apr73 operational; ferried to Kyustendil, landed in a field and preserved as a cafe; burnt out and scrapped 1983 ? 26 pax configuration; seen BUD 12aug65; I/n SOF 21apr73 operational; canx 15nov74 and transferred to Bulgarian Air Force c/n not confirmed 26 pax configuration; seen LGW 25apr60; I/n SOF 22may72; canx 15oct75; preserved at Burgas (N42.564191 E27.516821), I/n sep19/aug24, in good condition batch 9; version II/E06; in 24/28 passenger configuration; East German rhombi painted on by 28aug58; h/o 28aug58 and ferried from DRS to Dessau the same day; opb Transportfliegerschule at Dessau just a call-sign, never painted on; canx unknown initially opb Transportfliegerschule at Dessau; trf to TS-24 at DRS 18sep64; soc 15apr81; scrapped at DRS 28apr81 batch 9; version II; in 24/28 passenger configuration; East German rhombi painted on by 02sep58; h/o
14 803 036 14 803 037 14 803 038 14 803 039 14 803 040 14 803 041	007 3036 008 SP-LNZ 3037 LZ-ILC LZ-ILD 094 LZ-ILE 904 DM-VAS 488	II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	Polish Air Force Polish Air Force LOT Polish Air Force LOT Polish Air Force TABSO/Balkan TABSO/Balkan Bulgarian AF TABSO/Balkan East German AF East German AF East German AF	d/d f/f d/d rgd r/r AMS d/d SOF d/d f/f rgd r/r	1982 26jul58 14mar61 1982 26nov63 23jul58 04may83 07aug58 07aug58 21nov58 unknown	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00 26 pax configuration; II-14S canx 25sep62 as returned to Polish Air Force f/n KRK 20jun89; soc 07apr92; I/n KRK apr98; bare fuselage only seen in poor condition at a private site at Krzczonów (Lutcza) 15aug04; bare fuselage seen at Torun, I/n may05/jan09; photo 29may09, dismantled on the back of a lorry at Tomiczki; seen aug14 at Buk, a private collection; I/n mar16; fuselage seen jul17 in the centre of Warsaw at the junction ul. Marszalkowska / ul. Swietokrzynska, initially unmarked in all-white c/s; seen 16jul17 with red/orange stripes and Polish Coat of Arms (Eagle insignia), to become a bar/restaurant; I/n 22jul17 and LGW 05oct64; 26 pax configuration; I/n SOF 21apr73 operational; ferried to Kyustendil, landed in a field and preserved as cafe; burnt out and scrapped 1983 ? 26 pax configuration; seen BUD 12aug65; I/n SOF 21apr73 operational; canx 15nov74 and transferred to Bulgarian Air Force c/n not confirmed 26 pax configuration; seen LGW 25apr60; I/n SOF 22may72; canx 15oct75; preserved at Burgas (N42.564191 E27.516821), I/n sep19/aug24, in good condition batch 9; version II/E06; in 24/28 passenger configuration; East German rhombi painted on by 28aug58; h/o 28aug58 and ferried from DRS to Dessau the same day; opb Transportfliegerschule at Dessau just a call-sign, never painted on; canx unknown initially opb Transportfliegerschule at Dessau; trf to TS-24 at DRS 18sep64; soc 15apr81; scrapped at DRS 28apr81
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14 803 036 14 803 037 14 803 038 14 803 039 14 803 040 14 803 041	007 3036 008 SP-LNZ 3037 LZ-ILC LZ-ILD 094 LZ-ILE 904 DM-VAS 488 909 DM-VAO	II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	Polish Air Force Polish Air Force LOT Polish Air Force LT TABSO/Balkan TABSO/Balkan Bulgarian AF TABSO/Balkan East German AF East German AF East German AF East German AF East German AF	d/d f/f d/d rgd r/r AMS d/d SOF d/d f/f rgd r/r f/f rgd	1982 26jul58 14mar61 1982 26nov63 23jul58 04may83 07aug58 07aug58 21nov58 unknown 11aug58 21nov58	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00 26 pax configuration; II-145 canx 25sep62 as returned to Polish Air Force f/n KRK 20jun89; soc 07apr92; I/n KRK apr98; bare fuselage only seen in poor condition at a private site at Krzczonów (Lutcza) 15aug04; bare fuselage seen at Torun, I/n may05/jan09; photo 29may09, dismantled on the back of a lorry at Tomiczki; seen aug14 at Buk, a private collection; I/n mar16; fuselage seen jul17 in the centre of Warsaw at the junction ul. Marszalkowska / ul. Swietokrzynska, initially ummarked in all-white c/s; seen 16jul17 with red/orange stripes and Polish Coat of Arms (Eagle insignia), to become a bar/restaurant; I/n 22jul17 and LGW 05oct64; 26 pax configuration; I/n SOF 21apr73 operational; ferried to Kyustendil, landed in a field and preserved as a cafe; burnt out and scrapped 1983 ? 26 pax configuration; seen BUD 12aug65; I/n SOF 21apr73 operational; canx 15nov74 and transferred to Bulgarian Air Force c/n not confirmed 26 pax configuration; seen LGW 25apr60; I/n SOF 22may72; canx 15oct75; preserved at Burgas (N42.564191 E27.516821), I/n sep19/aug24, in good condition batch 9; version II;f06; in 24/28 passenger configuration; East German rhombi painted on by 28aug58; h/o 28aug58 and ferried from DRS to Dessau the same day; opb Transportfliegerschule at Dessau just a call-sign, never painted on; canx unknown initially opb Transportfliegerschule at Dessau; trf to TS-24 at DRS 18sep64; soc 15apr81; scrapped at DRS 28apr81 batch 9; version II; in 24/28 passenger configuration; East German rhombi painted on by 02sep58; h/o 03sep58 and ferried from DRS to Dessau the same day; opb Transportfliegerschule at Dessau just a call-sign, never painted on; canx 24mar77 initially opb Transportfliegerschule at Dessau; in natural metal c/s; trf to TS-24 in 1963 (relocated to DRS oct63); last flight 04may81; soc 25may81; scrapped at DRS 20stD 9; version II; in 24/28 passenger configuration; East German rhombi painted on by 05sep58; h/o 03sep5
14 803 036 14 803 037 14 803 038 14 803 039 14 803 040 14 803 041 14 803 042	007 3036 008 SP-LNZ 3037 LZ-ILC LZ-ILD 094 LZ-ILE 904 DM-VAS 488 909 DM-VAO 409 915 DM-VAP	II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	Polish Air Force Polish Air Force LOT Polish Air Force LOT Polish Air Force TABSO/Balkan Bulgarian AF TABSO/Balkan East German AF East German AF	d/d f/f d/d rgd r/r AMS d/d SOF d/d f/f rgd r/r f/f rgd r/r f/f rgd	1982 26jul58 14mar61 1982 26nov63 23jul58 07aug58 07aug58 07aug58 21nov58 unknown 11aug58 21nov58 unknown 21aug58 21nov58	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00 26 pax configuration; II-14S canx 25sep62 as returned to Polish Air Force f/n KRK 20jun89; soc 07apr92; I/n KRK apr98; bare fuselage only seen in poor condition at a private site at Krzczonów (Lutcza) 15aug04; bare fuselage seen at Torun, I/n may05/jan09; photo 29may09, dismantled on the back of a lorry at Tomiczki; seen aug14 at Buk, a private collection; I/n mar16; fuselage seen jul17 in the centre of Warsaw at the junction ul. Marszalkowska / ul. Swietokrzynska, initially ummarked in ali-white c/s; seen 16jul17 with red/orange stripes and Polish Coat of Arms (Eagle insignia), to become a bar/restaurant; I/n 22jul17 and LGW 05oct64; 26 pax configuration; I/n SOF 21apr73 operational; ferried to Kyustendil, landed in a field and preserved as a cafe; burnt out and scrapped 1983 ? 26 pax configuration; seen BUD 12aug65; I/n SOF 21apr73 operational; canx 15nov74 and transferred to Bulgarian Air Force c/n not confirmed 26 pax configuration; seen LGW 25apr60; I/n SOF 22may72; canx 15oct75; preserved at Burgas (N42.564191 E27.516821), I/n sep19/aug24, in good condition batch 9; version II/E06; in 24/28 passenger configuration; East German rhombi painted on by 28aug58; h/o 28aug58 and ferried from DRS to Deesau the same day; opb Transportfilegerschule at Deesau just a call-sign, never painted on; canx unknown initially opb Transportfilegerschule at Deesau; trf to TS-24 at DRS 18sep64; soc 15apr81; scrapped at DRS 28apr81 batch 9; version II; in 24/28 passenger configuration; East German rhombi painted on by 02sep58; h/o 03sep58 and ferried from DRS to Deesau the same day; opb Transportfilegerschule at Deesau just a call-sign, never painted on; canx 24mar77 initially opb Transportfilegerschule at Deesau; in natural metal c/s; trf to TS-24 in 1963 (relocated to DRS oct63); last flight O4mav81; soc 25may81; scrapped at DRS may81 batch 9; version II; in 24/28 passenger configuration; East German rhombi painted on by 05sep58; h/o
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14 803 036 14 803 037 14 803 038 14 803 039 14 803 040 14 803 041 14 803 042 14 803 043	007 3036 008 SP-LNZ 3037 LZ-ILC LZ-ILD 094 LZ-ILE 904 DM-VAS 488 909 DM-VAS 488 909 DM-VAO 405 DM-VAO 405 DM-VAP 405 A05 DM-VAP 405 DM-VAP 405 A05 DM-VAP 405 DM-VAP 416 416 921 DM-VAR	II-14P II-14P	Polish Air Force Polish Air Force Dolish Air Force Dor Polish Air Force TABSO/Balkan TABSO/Balkan Bulgarian AF TABSO/Balkan East German AF East German AF	d/d f/f d/d rgd r/r AMS d/d SOF d/d f/f rgd r/r f/f rgd r/r f/f rgd r/r f/f rgd r/r	1982 26jul58 14mar61 1982 26nov63 23jul58 04may83 07aug58 21nov58 unknown 21aug58 21nov58 unknown 21aug55 21nov58 unknown 03sep58 21nov58 unknown 07jan66	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lecznica-Wielka 1988/jun00 26 pax configuration; II-14S canx 25sep62 as returned to Polish Air Force f/n KRK 20jun89; soc 07apr52; l/n KRK apr98; bare fuselage only seen in poor condition at a private site at Krzczonów (Lutcza) 15aug04; bare fuselage seen at Torun, l/n may05;jan09; photo 29may09, dismantled on the back of a lorry at Tomiczki; seen aug14 at Buk, a private collection; l/n marL6; fuselage seen jul17 in the centre of Warsaw at the junction ul. Marszalkowska / ul. Swietokrzynska, initially unmarked in all-white c/s; seen 16jul17 with red/orange stripes and Polish Coat of Arms (Eagle insignia), to become a bar/restaurant; l/n 22jul17 and LGW 05oct64; 26 pax configuration; l/n SOF 21apr73 operational; ferried to Kyustendil, landed in a field and preserved as a cafe; burnt out and scrapped 1983 ? 26 pax configuration; seen BUD 12aug65; l/n SOF 21apr73 operational; canx 15nov74 and transferred to Bulgarian Air Force c/n not confirmed 26 pax configuration; seen LGW 25apr60; l/n SOF 22may72; canx 15oct75; preserved at Burgas (N42.564191 E27.516821), l/n sep19/aug24, in good condition batch 9; version II/E06; in 24/28 passenger configuration; East German rhombi painted on by 28aug58; h/o 28aug58 and ferried from DRS to Dessau the same day; opb Transportfilegerschule at Dessau just a call-sign, never painted on; canx unknown initially opb Transportfilegerschule at Dessau; in natural metal c/s; trf to TS-24 in 1963 (relocated to DRS 203sep58 and ferried from DRS to Dessau the same day; opb Transportfilegerschule at Dessau just a call-sign, never painted on; canx 24mar77 initially opb Transportfilegerschule at Dessau; in natural metal c/s; trf to TS-24 in 1963 (relocated to DRS oct63); last flight 04may81; soc 25may81; scrapped at DRS may81 batch 9; version II; in 24/28 passenger configuration; East German rhombi painted on by 05sep58; h/o 05sep58 and ferried from DRS to Dessau the same day; opb Transportfilegerschule at Dessau just a call-sig
14 803 036 14 803 037 14 803 038 14 803 039 14 803 040 14 803 041 14 803 042 14 803 043	007 3036 008 SP-LNZ 3037 LZ-ILC LZ-ILD 094 LZ-ILE 904 DM-VAS 488 909 DM-VAS 405 DM-VAP 405 405 DM-VAP 405 DM-VAP 416 917 DM-VAQ 416 921 DM-VAR	II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P(T) II-14P(T) II-14P(T) II-14P(T) II-14P II-14P II-14P II-14P II-14P	Polish Air Force Polish Air Force Polish Air Force LOT Polish Air Force TABSO/Balkan TABSO/Balkan Bulgarian AF TABSO/Balkan East German AF East German AF	d/d f/f d/d rgd r/r f/f rgd r/r f/f rgd r/r rgd r/r rgd r/r f/f f/f f/f f/f f/f f/f f/f f/f f/f	1982 26jul58 14mar61 1982 23jul58 04may83 07aug58 07aug58 21nov58 unknown 11aug58 21nov58 unknown 21aug58 21nov58 unknown 20aug65 unknown 07jan6 21nov58 unknown 07jan6	26 pax configuration; seem V&W 08aug73 soc 11dec89; seep reserved Lezcia-Wielka 1988/jun00 26 pax configuration; II-145 canx 25sep62 as returned to Polish Air Force f/n KRK 20jun89; soc 07apr92; l/n KRK apr98; bare fuselage end t Torun, l/n may05/jan09; photo 29may09, dismantled on the back of a lorry at Tomiczki; seen aug14 at Buk, a private collection; l/n mar16; fuselage seen jul17 in the centre of Warsaw at the junction ul. Marszalkowska / ul. Switeknrzynska, initially umarked in all-white (cs); seen 16jul17 with red/orange stripes and Polish Coat of Arms (Eagle insignia), to become a bar/restaurant; l/n 22jul17 and LGW 05oct64; 26 pax configuration; l/n SOF 21apr73 operational; ferried to Kyustendil, landed in a field and preserved as a cafe; burnt out and scrapped 1983 ? 26 pax configuration; seen BUD 12aug65; l/n SOF 21apr73 operational; canx 15nov74 and transferred to Bulgarian Air Force c/n not configuratio; seen LGW 25apr60; l/n SOF 21apr73 operational; canx 15nov74 and transferred to Bulgarian Air Force c/n not configuratio; seen LGW 25apr60; l/n SOF 22may72; canx 15oct75; preserved at Burgas (N42.564191 E27.516821), l/n sep19/aug24, in good condition batch 9; version II/E06; in 24/28 passenger configuration; East German rhombi painted on by 28aug58; h/o 28aug58 and ferried from DRS to Dessau the same day; opb Transportfliegerschule at Dessau just a call-sign, never painted on; canx unknown initially opb Transportfliegerschule at Dessau; in natural metal c/s; trf to TS-24 in 1963 (relocated to DRS 03sep58 and ferried from DRS to Dessau the same day; opb Transportfliegerschule at Dessau just a call-sign, never painted on; canx 24mar77 initially opb Transportfliegerschule at Dessau; in natural metal c/s; trf to TS-24 in 1963 (relocated to DRS oct63); last flight 04may81; soc 25may81; scrapped at DRS may81 batch 9; version II; in 24/28 passenger configuration; East German rhombi painted on by 05sep58; h/o 03sep58 and ferried from DRS to Dessau the same day; opb Transportfliegerschule at Dessau just a ca
14 803 036 14 803 037 14 803 038 14 803 039 14 803 040 14 803 041 14 803 042 14 803 043	007 3036 008 SP-LNZ 3037 LZ-ILC LZ-ILD 094 LZ-ILE 904 DM-VAS 488 909 DM-VAS 405 DM-VAO 405 DM-VAO 405 DM-VAP 405 405 DM-VAP 405 405 DM-VAP 416 416 921 DM-VAR 422 422	II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P(T) II-14P(T) II-14P(T) II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P II-14P	Polish Air Force Polish Air Force Polish Air Force Dorr Polish Air Force TABSO/Balkan TABSO/Balkan Bulgarian AF TABSO/Balkan East German AF East German AF	d/d f/f d/d rg/ d/d SOF d/d f/f rgd r/r f/f rgd r/r f/f rgd r/r r/r f/f rf f/f rgd r/r r f/f rf r/r	1982 26jul58 14mar61 1982 23jul58 04may83 07aug58 21nov58 unknown 21aug58 21nov58 unknown 22aug55 unknown 03sep58 21nov58 unknown 07jan66 17sep58 21nov58	26 pax configuration; seen WAW 08aug73 soc 11dec89; seen preserved Lezcinca-Wielka 1988/jun00 26 pax configuration; II-145 canx 25sep62 as returned to Polish Air Force (/n KRK 20Jun89; soc 07apr32; /ln KRK apr98; bare fuselage only seen in poor condition at a private site at Krzczonów (Lutcza) 15aug04; bare fuselage seen at Torun, I/n mayotj;0n90; photo 29may09, dismantled on the back of a lorry at Torniczki; seen aug14 at Buk, a private collection; /ln mar16; fuselage seen jul17 in the centre of Warsaw at the junction ul. Marszalkowska / ul. Swietokrzynska, initially umarked in all-white c/s; seen 16jul17 with red/orange stripes and Polish Coat of Arms (Eagle insignia), to become a bar/restaurant; /ln 22jul17 and LGW 05oct64; 26 pax configuration; /ln SOF 21apr73 operational; ferried to Kyustendil, landed in a field and preserved as a cafe; burnt out and scrapped 1983 ? 26 pax configuration; seen BUD 12aug65; /ln SOF 21apr73 operational; canx 15nov74 and transferred to Bulgarian Air Force c/n not confirmed 26 pax configuration; seen LGW 25apr60; /ln SOF 22may72; canx 15oct75; preserved at Burgas (N42.564191 E27.516821), /ln sep19/aug24, in good condition batch 9; version II/Eof6; in 24/28 passenger configuration; East German rhombi painted on by 28aug58; h/o 28aug58 and ferried from DRS to Dessau the same day; opb Transportfliegerschule at Dessau just a call-sign, never painted on; canx 24mar77 initially opb Transportfliegerschule at Dessau; th to TS-24 at DRS 18sep64; soc 15apr81; scrapped at DRS 28apr81 batch 9; version II; in 24/28 passenger configuration; East German rhombi painted on by 02sep58; h/o 03sep58 and ferried from DRS to Dessau the same day; opb Transportfliegerschule at Dessau just a call-sign, never painted on; canx 24mar77 initially opb Transportfliegerschule at Dessau; th fto TS-24 in 1963 (relocated to DRS oct63); last flight 04may81; soc 25may81; scrapped at DRS 04y81 batch 9; version II; in 24/28 passenger configuration; East German rhombi painted on by 05sep58; h/o 03sep58 and ferried fr

Used by MIS and MdL for anti-terrorist training until 1990; still present in Conorbuna C/S JUN91/JUN92 without registration; was partly destroyed by hooligans during 1992/93; transported to Gatow, reported as DDR-FAN, but no sightings as such; passed on to Deutsches Technikmuseum for restoration; stored at Gatow, seen 1994/jan01 (as DDR-SAM); moved to Berlin-Tempelhof by 2004 and stored in a dismantled state (still in 'Chlorbuna' c/s), seen in natural metal c/s myo8/2019; photo 30jul22, in natural metal c/s without registration, now assembled with engines, but missing the rudder; seen complete and on display may23 in natural metal c/s without registration; see c/n 14803075; l/n jun24

14 803 046	DM-ZZX	II-14P	FW Dresden	f/f	08sep58	batch 9; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; ferried from DRS via SXF, VKO, SVX, OVB and IKT to PEK 04/10nov58; h/o at PEK
	662	II-14P	Civ Avn Adm China	toc	1958	14nov58; rgd only 14nov58 based at Shanghai by 1960 and by 1986; f/n SHA 23apr79; grounded in 1986 as life-time expired;
14 803 047	DM-ZZY	II-14P	FW Dresden	f/f	11sep58	scrapped at Shanghai batch 9; version 1/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; ferried from DRS via SXF, VKO, SVX, OVB and IKT to PEK 04/10nov58; h/o at PEK
14 803 048	664 DM-ZZZ	Il-14P Il-14P	Civ Avn Adm China FW Dresden	toc rgd	1958 31jul58	14nov58; rgd only 14nov58 f/n SHA 23apr79; based at Shanghai; grounded in 1986 as life-time expired; broken up at Shanghai batch 9; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; f/f 29sep58; stored at DRS oct58/jul59; ferried from DRS via SXF, VKO, SVX, OVB,
	672	II-14P	Civ Avn Adm China	toc	1959	IKT, ULN to PEK 31jul59/07aug59; h/o at PEK 08aug59 f/n RGN 16feb62; l/n CAN 01feb83; nearly out of hours by sep84, having been operational/based in
14 803 049	DM-ZZU	II-14P	FW Dresden	rgd	26jan58	Shanghai, and flown to Hunan as a gift for the Hunan Institute of Aviation; fate unknown batch 9; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; in natural metal c/s; f/f 06oct58; stored at DRS nov58/dec58; ferried from DRS via SXF, VKO, SVX, OVB, IKT, ULN, PEK and WUH to HAN starting 26jan59; h/o at HAN 12feb59; probably opb
14 803 050	670 DM-ZZV	II-14P II-14P	Civ Avn Adm China FW Dresden	rgd	20jul58	Hang Khong Vietnam; fate unknown was ordered by China but delivered to North Vietnam instead batch 9; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; f/f 09oct58; stored at DRS nov58/jul59; ferried from DRS via SXF, VKO, SVX, OVB, VKT, WI, W. SYK 200(c) 100, but provide the DKK 2000 but provide
	666	II-14P	Civ Avn Adm China	rgd	1958/59	IKT, ULN to PEK 20/26jul59; h/o at PEK 27jul59 in natural metal c/s with two thin blue cheatlines; f/n SIA jun71; still in fleet list in 1982; was preserved in the Beijing Aeronautical Institute (renamed Beihang University in 2002), seen oct86/apr09 (dismantled by nov10), moved to the new Beijing Air and Space Museum (opened in 2012) within the university campus and displayed there without outer wings, seen may13/may23
14 803 051	DM-ZZW	II-14P	FW Dresden	rgd	20jul58	batch 10; version 1/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; in natural metal (2;; f/f 21oct58; stored at DRS nov58/jul59; ferried from DRS via SXF, VKO, SVX, OVB, IKT to PEK 20/26jul59; h/o at PEK 27jul59
14 803 052	668 DM-ZZR	Il-14P Il-14P	Civ Avn Adm China FW Dresden	rgd rgd	1958/59 31jul58	f/n KMG 16apr79; I/n TYN 31oct86; broken up at Taiyuan in 1992 batch 10; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; in natural metal c/s; f/f 01nov58; stored at DRS nov58/jun59; ferried from DRS via
	674	II-14P	Civ Avn Adm China	rgd	1958/59	SXF, VNO, VKO, SVX, OVB and IKT to PEK 31juI59/07aug59; h/o at PEK 08aug59 fn CAN mar85; based at Shanghai and grounded in 1986 as life-time expired; donated for training purposes jan87; was displayed in a square within the city limits of Shanghai, photo 06feb93; sat wfu at Shanghai-Longhua, seen oct99/apr00; repainted in basic China Eastern c/s, marked 'SVS-002' (SVS means Shanghai Vocational School) and preserved at N31.173625 E121.45307, seen jun05/sep11
14 803 053	DM-ZZS 676	II-14P	FW Dresden	rgd	31jul58	batch 10; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; in natural metal c/s; f/f 13nov58; stored at DRS novdec58/jun59; ferried from DRS via SXF, VKO, SVX, OVB and IKT to PEK 31jul59/07aug59; h/o at PEK 08aug59
14 803 054	DM-ZZL	II-14P II-14P(T)	Civ Avn Adm China FW Dresden	rgd rgd	1958/59 nov58	f/n PEK sep78; still in fleet list in 1982; probably wfu in 1988; preserved at the Chengdu Guanghan College (N30.946628 E104.32603), seen sep99/may18, in poor condition batch 10; version III/1; in 26 passenger/24 stretcher configuration; test-flight registration; f/f 27nov58;
110000001	009	II-14P(T)	Polish Air Force	DRS	15jan59	test-flown 03dec58 test-flown 15jan59; h/o 24feb59 and ferried from DRS to WAW the same day; opb 36. SPLT at WAW
	SP-LNR (2) 009	II-14P(T) II-14P(T)	LOT Polish Air Force	rgd ret	19jun62 25sep62	canx 25sep62 as returned to the Polish Air Force; see c/ns 14803055 and 14803069 opb 36. SPLT at WAW
	47 3054	II-14P(T) II-14P(T)	Polish Air Force Polish Air Force	rgd r/r	jul63 1982	opb 13. PLT at KRK; seen KRK 10aug73 opb 13. PLT at KRK; l/n KRK 20jun89; soc 30oct89; preserved in "Muzeum Orla Bialego" at Skarzysko-
14 803 055	010	II-14P(T)	Polish Air Force	f/f	10dec58	Kamienna (N51.087230 E20.850527), seen apr92/jun24 batch 10; version III/1; in 26 passenger/24 stretcher configuration; test-flight registration; did probably
14 803 055						not carry Polish checkerboards; test-flown 15jan59
	021 SP-LNR (3)	II-14P(T) II-14P(T)	Polish Air Force LOT	DRS rgd	22jan59 05jun63	test-flown 22jan59; h/o 24feb59 and ferried from DRS to WAW the same day; opb 36. SPLT at WAW see c/ns 14803054 and 14803069
	46 SP-LNW	II-14P(T) II-14P(T)	Polish Air Force LOT	ret rgd	30jul63 04jun66	opb 13. PLT at KRK
	46 SP-LNW	II-14P(T) II-14P(T)	Polish Air Force LOT	ret rgd	15jul66 10jun67	opb 13. PLT at KRK
	46 SP-LNW	Il-14P(T) Il-14P(T)	Polish Air Force LOT	ret rgd	17jul67 06jun68	opb 13. PLT at KRK
	46 3055	II-14P(T) II-14P(T)	Polish Air Force Polish Air Force	ret	12jul68 1976	opb 13. PLT at KRK; f/n KRK 24feb76 opb 13. PLT at KRK; soc 22oct84; probably scrapped
14 803 056	DM-ZZT	II-14P(1) II-14P	FW Dresden	r/r rgd	nov58	batch 10; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; f/f 18nov58; stored at DRS dec58/aug59; ferried from DRS via SXF, VKO, SVX, OVB, IKT, PEK, CGO, WUH and NNG to HAN 15/24sep59; h/o at HAN 26sep59; fate in North Vietnam
14 803 057	DM-ZZN	II-14P	FW Dresden	rgd	nov58	unknown batch 10; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; f/f 04dec58; stored at DRS dec58/aug59; ferried from DRS via SXF, VKO, SVX, OVB, IKT, PEK, CGO, WUH and NNG to HAN 15/24sep59; h/o at HAN 26sep59; fate in North Vietnam unknown
14 803 058	DM-ZZO 4217	Il-14P Il-14P	FW Dresden Chinese Air Force	f/f DRS	11dec58 28dec59	batch 10; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight registration; stored at DRS dec58/oct59; test-flown 14dec59; rgd only 28dec59 test-flown 28dec59 and h/o the same day; ferried from DRS via VNO to VKO 02jan60 (by 8 crew members,
14 803 059	DM-ZZP	II-14P	FW Dresden	f/f	22dec58	among them 2 Germans and 6 Chinese), the Chinese crew continued the ferry flight to China without the Germans then batch 10; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; stored at DRS jan59/oct59; test-flown at DRS 30oct59 and 15dec59; rgd only
	4219	II-14P	Chinese Air Force	DRS	24dec59	28dec59 test-flown 24dec59; h/o 28dec59; ferried from DRS via VNO to SVO 02jan60 (by 7 crew members, among them 1 German and 6 Chinese), the Chinese crew continued the ferry flight to China without the German
	30-59	II-14P	Albanian Air Force	trf	1971	then opb Regiment 7594 at Tirana-Rinas; with red 'lightning bolt' cheatline; wfu by 1992 and stored at TIA, severely damaged by rebels mar97 and I/n oct02, serial not visible as the rudder had decayed away;
14 803 060	DM-ZZQ	II-14P	FW Dresden	f/f	22jan59	broken up by apr03 and sent to the metallurgical plant at Elbasan to be melted down batch 10; version I/4; in 26/32 passenger configuration; test-flight registration; stored at DRS feb59/dec59; rqd only 31dec59
	YR-ILN	II-14P	TAROM	DRS	14dec59	test-flown 14dec59; h/o at DRS 27feb60, but undertook more VOR/ILS test flights 29feb60/04mar60; ferried from DRS to OTP 07mar60; first CofA issued 31mar60; f/n AMS 28jul61; canx 18jul78
	CCCP-41831(2)	II-14P	AFL/Arkhangelsk	toc	27sep78	opb Arkhangelski OAO; dbr 15sep80 on a flight to Bereznik (Arkhangelsk region) at night when the controls of the left engine broke on final approach, causing asymmetric power, the pilot attempted to go around, but the aircraft lost speed and height and crashed into trees near the airport, all 4 crew members and 4 of the 16 passengers were injured; t/t 18,003 hours 3 minutes and 17,977 cycles; soc 08jan81; see c/n 062 705105
14 803 061	DM-ZXA	II-14P	FW Dresden	f/f	22jan59	batch 11; version I/4; in 26/32 passenger configuration; test-flight registration; stored at DRS feb59/dec59; rad only 31dec59
	YR-ILO	II-14P	TAROM	DRS	22dec59	test-flown 22dec59; i/o at DRS 03feb60, but undertook more VOR/ILS test flights 04/08feb60; ferried from DRS to OTP 10feb60; rgd 30apr60; photos at SCV jun65 and at VIE aug67; I/n BBU apr74; w/o 01mar76 when crashed on approach to Siblu; canx 28jul77
14 803 062	DM-ZZM	II-14P	FW Dresden	f/f	28jan59	batch 11; version I/4; in 26/32 passenger configuration; test-flight registration; stored at DRS feb59/dec59; rgd only 31dec59; canx 02feb60
	YR-ILP	II-14P	TAROM	DRS	28dec59	test-flown 28dec59; h/o at DRS 02feb60; ferried from DRS to OTP 04feb60; rgd 04feb60; photo at CPH 26sep61; l/n BBU apr74; wfu 13nov75; canx 28jul77; scrapped
14 803 063	022 SP-LNO (1)	II-14P(T) II-14P(T)	Polish Air Force	f/f rgd	20feb59 05jun61	batch 11; version III/1; in 18 passenger/24 stretcher configuration; was reportedly assigned the test-flight registration DM-ZXB, but never flew with it; Polish checkerboards were applied by 25mar59; h/o 26mar59 and ferried from DRS to WAW the same day; opb 36. SPLT at WAW see c/n 14803065
	022 SP-LNP (2)	II-14P(T) II-14P(T)	Polish Air Force LOT	ret	30nov61 18jun62	opb 36. SPLT at WAW see c/n 14803069 and 14803073
	022	II-14P(T)	Polish Air Force	rgd ret	25sep62	opb 36. SPLT at WAW
	SP-LNT 022	II-14P(T) II-14P(T)	LOT Polish Air Force	rgd ret	04jun66 15jul66	opb 36. SPLT at WAW; reportedly received the serial '010' in 1968, but see c/n 14803076
	3063 N163RR	II-14P(T) II-14P(T)	Polish Air Force Aviation Classics	r/r MUC	apr82 14aug88	soc 31dec87; ferried to MUC aug88, named 'Kola' the original application was made 22jul88, but no CofR was issued; registration applied at MUC and Polish markings crudely overpainted in blue before the ferry flight to the USA; the registration was painted on in error as 'N1163RR' on the left side, air-to-air photos as such available; seen in bare metal c/s without rudder at Reno-Stead (N39.672661 W119.879351) oct89/sep12; sold by M. Tutten to Albert L. Redick II of
14 803 064	YR-ILH	II-14P	TAROM	f/f	04apr59	Reno-Stead 24mar05; registration reserved 12jul05 and finally rgd 09aug05; canx 23jul14 batch 11; version I/4; in 26/30 passenger configuration; h/o 30may59; ferried from DRS via BUD to OTP 01jun59; rgd 11jun59; photo at DUS may67
	064 ? YR-ILH	II-14P II-14P	Romanian Air Force CIPA	trf no	17apr74 reports	OLJUNSY; rgg LLJUNSY; photo at DUS mayo/ CofA re-issued 16may75; in TAROM c/s; canx 18jul78
14 803 065	CCCP-41887(2) 023	Il-14P Il-14P(T)	AFL/East Siberia Polish Air Force	toc f/f	10apr79 11mar59	photo at Oka (Sayany) in 1979; soc 25dec87 as life-time expired; see CCCP-41887(1) with unknown c/n batch 11; version III/1; in 18 passenger/stretcher/cargo configuration; Polish checkerboards were applied by 25mar59; h/o 26mar59 and ferried from DRS to WAW the same day; opb 36. SPLT at WAW
	SP-LNO (2) 023	II-14P(T) II-14P(T)	LOT Polish Air Force	rgd ret	14jun62 25sep62	see c/n 14803063 opb 36. SPLT at WAW

	SP-LNO (2) 023 41 3065	II-14P(T) II-14P(T) II-14P(T) II-14P(T)	LOT Polish Air Force Polish Air Force Polish Air Force	rgd ret r/r r/r	01jun63 30jul63 1967 ? 1982	opb 36. SPLT at WAW; reportedly I/n SVO 17apr68, but was rather '41' by this date opb 55. PLT (later redesignated 13. PLT) at KRK; converted to a photo-survey aircraft in the mid-1970s opb 13. PLT at KRK; f/n KRK 02sep89; I/n operational KRK 23may93; soc 30nov95; sat wfu at KRK, seen
	no serial	II-14P(T)	no titles	.,.	1502	apr98 preserved (in bare metal c/s with only Polish checkerboard under the wing) in Luftfahrt und Technik Museumspark at Merseburg from summer 2004, I/n oct20; brought to euronova CAMPUS at Hürth near
14 803 066	YR-ILI	II-14P	TAROM	f/f	13apr59	Cologne in summer 2021 (50°52'44"N 6°54'31"E); //n 22jun22 batch 11; version I/4; in 26/30 passenger configuration; h/o 28may59; ferried from DRS via BUD to OTP 30may59; rgd 11jun59
	066 ? YR-ILI	II-14P II-14P	Romanian Air Force CIPA	trf ret	17apr74 29may75	in TAROM c/s; canx 18jul78
	CCCP-61778(2)	II-14P	AFL/East Siberia	toc	09sep78	opb Ulan-Udenski OAO; in standard 'blue' c/s; converted to an II-14LIK-2; photo at Priargunsk in 1979; soc 22jun89 as life-time expired; see c/n 147001519 control to a standard blue includ to a standard blue include to a standard blue includ to a stand
	RA-61778(2) RA-02117	II-14P II-14P	AK im. Ekzuypery A.A. Poddubny	rgd	photo 25apr94	sold to Mirminski Aeroklub im. Antuana de Sent-Ekzuypery (Antoine de Saint-Exupéry) in 1993; ferried from Ulan-Ude to Mirmy 02oct93; in full standard 'blue' Aeroflot c/s including titles on the FLA register; a plate in the cockpit showed '2117K', but that registration was never painted on
				-	·	externally; in basic 'blue' Aeroflot c/s with 'Sovyetski Soyuz' titles and a Soviet flag on the fin; made only two flights since its last overhaul at Novosibirsk 28dec99; last CofA issued 25apr04; t/t 27,651 hours and 26,161 cycles; stored at RVH, seen jul04/jul08
	RA-0543G	II-14P	A.A. Poddubny	rgd	27nov07	in register as YeEVS.02.0153, but c/n plate checked; owned by Alexander Alexandrovich Poddubny of St. Petersburg: the old registration RA-02117 was still visible under the wing; in basic 'blue' Aeroflot c/s with 'Sovyetski Soyuz' titles and a Soviet flag on the fin; was stored at Rzhevka (which was closed in 2006); offered for sale sep10, for C 200,000; ferried from Rzhevka to Gorelovo 09nov11; stored at Gorelovo (N59.766501 E30.063551), //n with registration nov11; registration painted out, f/n as such may12; new CofR issued 16feb18; seen Gorelovo 31jul19, undergoing an engine test run; current on register 07apr20; seen Gorelovo 04jul20 running its engine; canx 04jun21; //n Gorelovo 06apr23, stored
14 803 067	024 (1)	II-14P(T)	Polish Air Force	f/f	21apr59	batch 11; version III/1; in 18 passenger/24 stretcher configuration; was reportedly assigned the test-flight registration DM-ZXC, but never flew with it; Polish checkerboards were applied by 26jun59; h/o 30jun59; ferried from DRS to WAW 02jul59; opb 36. SPLT at WAW
	48 3067	II-14P(T) II-14P(T)	Polish Air Force Polish Air Force	r/r r/r	jul63 1982	opb 13. PLT at KRK; f/n KRK 10aug73; converted to a photo-survey aircraft in the mid-1970s opb 13. PLT at KRK; f/n KRK 02sep89; still in service 02oct91; last flight in 1995 (from Babimost to KRK, the last flight of a Polish II-14); soc 23sep97; sat wfu at KRK, seen apr98; fate unknown
14 803 068	DM-ZXD YR-ILK	II-14P II-14P	FW Dresden TAROM	f/f DRS	04may59 15jun59	the last ingit to a Folish in 17, 300 235egP7, Sat with at KKK, seen apr36, late unhown batch 11; version 1/4; in 26/30 passenger configuration; test-flight registration; test-flown 20may59 test-flown 15jun59; h/o 19jun59; ferried from DRS via BUD to OTP 20jun59; rgd 02jul59; I/n BBU mid- aor74: see next line
	068 ? YR-ILK	II-14P II-14P	Romanian Air Force CIPA	trf rgd	17apr74 10may75	in TAROM c/s; canx 18jul78
	CCCP-41830(2)	II-14P	AFL/Arkhangelsk	toc	05apr79	opb Arkhangelski OAO; converted to IL-14IR, photo exists in 'polar' c/s with Groza-40 radar; whilst performing an ice reconnaissance flight 20jun87 in the Barents Sea, a temporary loss of orientation resulted in a violation of airspace over the territorial waters of Norway; soc 04jul88 as life-time expired; see c/n 146000811
14 803 069	025	II-14P(T)	Polish Air Force	f/f	30may59	batch 11; version III/1; in 18 passenger/24 stretcher configuration; Polish checkerboards were applied by 25jun59; h/o 30jun59; ferried from DRS to WAW 02jul59; opb 36. SPLT at WAW
	SP-LNR (1) 025 SP-LNP (3)	II-14P(T) II-14P(T) II-14P(T)	LOT Polish Air Force	rgd ret	03jun61 30nov61	see c/ns 14803054 and 14803055 opb 36. SPLT at WAW see c/n 14803063 and 14803073
	SP-LNP (3) 45 SP-LNU	II-14P(T) II-14P(T) II-14P(T)	LOT Polish Air Force LOT	rgd ret rgd	03jun63 30jul63 02jun66	opb 55. PLT (later redesignated 13. PLT) at KRK
	45 SP-LNU	II-14P(T) II-14P(T)	Polish Air Force LOT	ret rgd	15jul66 03jun68	opb 13. PLT at KRK
	45 3069	II-14P(T) II-14P(T)	Polish Air Force Polish Air Force	ret r/r	12jul68 1982	opb 13. PLT at KRK; seen KRK 10aug73; reportedly converted to a photo-survey aircraft soc 01mar89; preserved in Lubuskie Muzeum Wojskowe at Drzonów already from 24jan89, I/n jun24
14 803 070	YR-ILJ	II-14P	CIPA	f/f	15may59	batch 11; version I/4; in 26/30 passenger configuration; painted in TAROM c/s by 08jun59; h/o 20jun59 and ferried from DRS via BUD to OTP the same day; rgd 02jul59; seen ATH sep61; canx 14jul78
14 803 071	CCCP-41832(2) 026	II-14P II-14P(T)	AFL/East Siberia Polish Air Force	toc f/f	01jan78 22jun59	soc 28dec88 as life-time expired; see c/n 4340409 batch 12; version III/12; in 26 passenger/24 stretcher configuration; stored at DRS jul59/aug59; in natural metal c/s; Polish checkerboards were applied by 28aug59; h/o 01sep59; ferried from DRS to WAW 02sep59; opb 36. SPLT at WAW; dbr 03mar62 when collided with parachutist and made a forced landing at Szymany
14 803 072	YR-ILL	II-14P	TAROM	f/f	10jun59	batch 12; version I/4; in 26/30 passenger configuration; stored at DRS jul59; painted up by 04aug59; in white/natural metal c/s with 'lightning-bolt' cheatline; h/o 29aug59; ferried from DRS via BUD to OTP 31aug59; first CofA issued 23sep59; pd 28sep59; photo at BRU 09junof1; w/o 16jun63 on a charter flight from Munich to Constanta when smoke appeared from the right engine and the crew decided to make a precautionary landing at Arad, but power was subsequently lost during the descent, the fuel exploded, the wing broke off by the engine and the aircraft crashed in a field 3 km west of Békéssámson (Békés County
14 803 073	027	II-14P(T)	Polish Air Force	f/f	04jul59	of Hungary) at 10:52 local time, all 4 crew members and 27 passengers were killed batch 12; version III/1; in 26 passenger/24 stretcher configuration; stored at DRS jul59/aug59; Polish checkerboards were applied by 28aug59; h/o 01sep59 and ferried from DRS to WAW the same day; opb 36. SPLT at WAW
	SP-LNP (1) 027	II-14P(T) II-14P(T)	LOT Polish Air Force	rgd ret	03jun61 30nov61	see c/ns 14803063 and 14803069 opb 36. SPLT at WAW
	SP-LNS 027	II-14P(T) II-14P(T)	LOT Polish Air Force	rgd ret	01jun66 12aug66	opb 36. SPLT at WAW
	SP-LNS 027	II-14P(T) II-14P(T)	LOT Polish Air Force	rgd ret	08jun67 17jul67	opb 36. SPLT at WAW
	024 (2) 49	II-14P(T) II-14P(T)	Polish Air Force Polish Air Force	r/r SXF	mar69 aug80	see c/n 14803067 c/n from a German photo site; opb 13. PLT at KRK
14 803 074	3073 DM-ZXE	II-14P(T) II-14P	Polish Air Force FW Dresden	r/r	1982	opb 13. PLT at KRK; soc 31dec87; sat wfu at KRK, seen oct90/apr96 and gone by apr98; formed part of a restaurant at Lutcza on the Rzeszów to Sanok road (N49.819919 E21.874517), seen 2000/aug11; scrapped in 2015 (gone by aug15); the cockpit is preserved in a private collection in Austria
14 803 074	YR-ILM	II-14P II-14P II-14P	TAROM Romanian Air Force	f/f DRS trf	18jul59 14sep59 17apr74	batch 12; version I/4; in 26/30 passenger configuration; test-flight registration; test-flown 08aug59 test-flown 14sep59; h/o 24sep59; ferried from DRS via BUD to OTP 25sep59; rgd 22oct59; first CofA issued 20nov59; I/n BBU mid-apr74; canx 14apr74
	YR-ILM CCCP-41833(2)	II-14P II-14P	CIPA AFL/East Siberia	trf toc	28apr75 03nov78	in TAROM c/s; canx 18jul78 soc 27feb88 as life-time expired; see c/n 6341803
14 803 075	DM-SAM (1) DM-SAM (1)	II-14P(T) II-14P(T)	Deutsche Lufthansa Interflug	f/f trf	28jul59 aug63	batch 12; version III/2; rgd 07aug59; h/o 13aug59 and ferried from DRS to SXF the same day canx 01jun64; ferried to Egypt 27jun64; see c/n 14803045
14 803 076	not known DM-ZXF	II-14P(T) II-14S	Egyptian Air Force FW Dresden	trf f/f	1964 14aug59	possibly SU-AOE or SU-AOF batch 12; version IV/3; test-flight registration; ferried from DRS to LEJ for installation of a VIP cabin
	010 (2)	II-14S	Polish Air Force	DRS	16nov59	19aug59 VIP aircraft for 6-9 passengers; ferried from LEJ to DRS 16nov59; Polish checkerboards were applied by 23dec59; h/o 23dec59 and ferried from DRS to WAW the same day; initially opb 36. SPLT at WAW; overhauled by Flugzeugwerke Dresden jan61/apr61 (seen 25jan61); later opb 13. PLT at KRK; I/n KRK
	3076	II-14S	Polish Air Force	r/r	apr82	24feb76; see c/n 14803055 opb 13. PLT at KRK; in natural metal c/s; soc 31dec87; ferried to SCN 02apr88, disassembled and transported by road to Hermeskell; preserved in Flugausstellung L.+P. Junior at Hermeskell, seen
	no serial	II-14S	Polish Air Force	ph.	19aug97	may88/1992 in natural metal c/s; preserved in Flugausstellung L.+P. Junior at Hermeskeil (N49.686006 E6.9619934), seen aug97/sep24
14 803 077	DM-SAN (1)	II-14P(T)	Deutsche Lufthansa	f/f	24aug59	batch 12; version III/2; in cargo/26 passenger configuration; painted up by 18sep59; rgd 18sep59; h/o 19sep59 and ferried from DRS to SXF the same day; see c/n 14803007
	DM-SAN not known	II-14P(T) II-14P(T)	Interflug Egyptian Air Force	trf trf	aug63 1965	canx 31mar65; ferried to Egypt starting 31mar65 possibly SU-AOH
14 803 078	001	II-14S	Polish Air Force	f/f	16sep59	batch 12; version IV/4; VIP aircraft for some 7 passengers; in white c/s with blue 'lightning-bolt' cheatline and light grey undersides; stored at DRS oct59; Polish checkerboards were applied by 05nov59; h/o 10nov59; ferried from DRS to WAW 12nov59; initially opb 36. SPLT at WAW; later opb 13. PLT at KRK; I/n SXF 08sep80
	3078	II-14S	Polish Air Force	r/r	1982	opb 13. PLT at KRK; soc 31dec87; transported by road to Kraków-Rakowice aug89; preserved in Muzeum Lotnictwa Polskiego at Kraków (N50.077861 E19.991730), seen may91/may24
14 803 079	DM-SAO	II-14P(T)	Deutsche Lufthansa	f/f	02sep59	batch 12; version III/2; rgd 26sep59; painted up by 01oct59; h/o 02oct59 and ferried from DRS to SXF the same day; photo exists
14 803 080	DM-SAO not known 002	II-14P(T) II-14P(T) II-14S	Interflug Egyptian Air Force Polish Air Force	trf trf f/f	aug63 jun64 22sep59	ferried to Egypt 27jun64; canx 01jul64 possibly SU-AOE or SU-AOF batch 12; version IV/4; VIP aircraft for some 7 passengers; stored at DRS oct59; in white c/s with 'lightning-bolt' cheatline and natural metal undersides; Polish checkerboards were applied by 05nov59; h/o 10nov59; ferried from DRS to WAW 12nov59; initially opb 36. SPLT at WAW; underwent maintenance with
	3080	Il-14S	Polish Air Force	r/r	1982	Flugzeugwerke Dresden 07apr61/26may61; seen SXF 01sep67; converted to a training aircraft ('flying classroom') for navigators in 1975; opb WOSL at Deblin opb 13. PLT at KRK; soc 17feb90; fate unknown

## 203 Avia-14 built by Avia at Prague-Letnany from 1956 to 1960

This list is in line number sequence and the line numbers are given in front of the six digit c/n. The first digit of the c/n is the year of manufacture (1956/1960), next two digits are the batch number (batches 08, 09 and 10 are not used) which is followed by the digit 1 to distinguish a Soviet built aircraft. The final two digits indicate the number in the batch. Avia Company used a/c code Av-14-18, Av-14-24, Av-14-32, Av-14-40, Av-14 Salon, Super Av-14, Av-14T, Av-14FG; CSA used a/c code Av-14-32 (32 pax) as II-14P and Av-14-32A (32-40 pax) as II-14M. The II-14 and Avia14 were built with two fuselage sizes 21,31m and 22,31m. 21.31m for the II-14P, II-14S(P), II-14T, II-14G, Avia14P, T, Mehrzweck, Avia14P converted to Avia14T 22.31m for the II-14M, II-14S(M), Avia14-32A, Avia14(M), Avia14T, Super Avia14.

001 601101	V-18	Av-14(P)	Avia/VZLÚ	f/f	14aug56	18 pax configuration; photo, in Czechoslovak Air Force natural metal c/s with roundel on the fin and probe on the nose; undertook tests with VZLU from 04sep56
	OK-KAA D-10	Av-14(P) Av-14(P)	VZLÚ Czechoslovak AF	rgd rgd	12oct56 28may57	tests completed 20dec56; canx 15apr57 in the Czech civil register with this rgd and owner as MNO (Ministry of National Defence)
002 601102	1101 not known	Av-14(P) Av-14(P)	Czechoslovak AF Avia	r/r f/f	1957 11sep56	l/n 1982 18 pax configuration; used c/n 1102 as registration; to Soviet Union 16mar57
002 001102	CCCP-L1609	Av-14(P) Av-14(P)	AVIa AFL/Georgia-TBS	toc	16mar57	in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
003 601103	CCCP-61609 D-02	Av-14(M) Av-14(P)	AFL/Georgia-TBS Czechoslovak AF	rgd f/f	1958/59 27sep56	in document 01oct59/1983; f/n TBS 1983 wfu; soc 30dec86 as life-time expired 18 pax configuration; toc 08jan57; rgd 30jan57 to Ministry of National Defence
000 001100	1103	Av-14(P)	Czechoslovak AF	r/r	jul57	opb 2 spojlt VVO at Trencín in 1966/67; converted by Aero Vodochody in 1968 to, see next line
	1103	Av-14FG	Czechoslovak AF			in natural metal c/s with grey trim on the nose; opb FLS at Hradec Králové 17jul68/oct86; wfu oct86; ferried to UHE 22dec87 and preserved in Letecké muzeum v Kunovicích at Kunovice (N49.034297 F17 dF0201 pisce (N49.034297
						E17.458304) since, I/n with serial jun08, seen without rudder and hence without serial aug13/sep16; see jul20 with rudder and serial; I/n sep24
004 601104	L-07	Av-14(P)	Czechoslovak AF	mfd	21oct56	d/d jan57; 18 pax configuration; in the Czech civil register with rgd 06feb57 to MNO (Ministry of National Defence)
	1104 OK-14	Av-14(P) Av-14(P)	Czechoslovak AF VZLÚ	r/r trf	jul57 may68	test-bed for M601 turboprop engine, modification completed in sep69, f/f 15oct69 with engine mounted on the forward fuselage; remained as a test aircraft until 09jun81; f/n Kbely 30apr82; scrapped in 1985
005 601105	OK-LZY	Av-14(P)	Czechoslovak AF Czechoslovak AF	mfd	dec56	d/d 09apr57; 18 pax configuration; a/c with auxiliary fuel tanks; rgd 30jul57; canx 17apr68
006 601106	1105 D-06	Av-14(P) Av-14(P)	Czechoslovak AF	r/r rgd	1968 07jun57	black and white photo exists 07jul75, in white c/s with grey undersides and lightning-bolt (blue) cheatlines; 07jul75, I/n Sperenberg 29sep75; soc 1978 on the Czech civil register with owner as MNO (Ministry of Defence)
000 001100	1106	Av-14(P)	Czechoslovak AF	trf	29aug57	18 pax configuration; converted to Avia-14FG jul68; based at Hradec Králové; f/n Sperenberg 31mar73; black and white photo exists, in white c/s with grey undersides; soc 1988; the aircraft was selected for
007 601107	CCCP-L1610	Av-14(P)	AFL/GosNII GVF	d/d	dec56	Semtex' explosion tests feb90, with the airframe eventually destroyed in 18 passenger configuration; completed check trials in the Soviet Union 09may57
	CCCP-L1610 CCCP-61610	Av-14(P) Av-14(P)	AFL/Ukraine AFL/Ukraine	trf rgd	20oct57 17may58	in a document 20dec57 as a cargo aircraft opb 86 AO; dbr 23jan61 on the leg from Stalino (now Donetsk) to Dnepropetrovsk of a flight from Lugansk
	CCCF-01010	AV-14(F)	AFL/ OKI dille	igu	17111ay50	to Kiev when dropped below the glide path on final approach in poor visibility (low clouds and fog) due to
						bad crew resource management, touched down in a field 150 metres behind the inner marker and came to rest after 275 metres, suffering substantial damage, all 5 crew were slightly injured while all 29 passengers
008 602101	CCCP-L1611	Av-14(P)	Aeroflot/UShVLP	d/d	feb57	escaped unhurt; soc 24mar61 Ulyanovsk Advanced Flying Training College; 18 pax configuration
	CCCP-61611 CCCP-61611	Av-14(P) Av-14(P)	Aeroflot/UShVLP AFL/Belarus-MHP	trf trf	unknown 19may59	Ulyanovsk Advanced Flying Training College; in document 20dec57 as cargo aircraft in documents 23sep59/19sep67; converted to Avia-14T
	CCCP-61611 CCCP-61611	Av-14T Av-14FKM	AFL/Northern-LED AFL/Leningrad-RVH	trf trf	17apr72 02feb82	with t/t 24,618 hours after repairs by ARZ-407, opb 1 LOAO; converted to Avia-14FKM; f/n MMK 02feb81 opb 2 LOAO; I/n RVH jul87; soc 30apr87 as amortisation period expired; scrapped at Rzhevka, remains
						seen apr91/may92; nose section still present feb10; the cabin of an II-14 flight simulator preserved in the Civil Aviation Museum at St. Petersburg has a plate with '61611' on the instrument panel, suggesting some
009 602102	CCCP-L1612	Av-14(P)	AFL/Georgia-TBS	d/d	early57	parts are from this aircraft 18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown; dbr,
010 602103	CCCP-L1613	Av-14(P)	Aeroflot/UShVLP	d/d	early57	details unknown, soc 03jun58 18 pax configuration; Ulyanovsk Advanced Flying Training College; in document 20dec57 as cargo aircraft
	CCCP-61613 CCCP-61613	Av-14(P) Av-14(P)	Aeroflot/UShVLP Aeroflot/KShVLP	rgd trf	1958/59 06jan62	Ulyanovsk Advanced Flying Training College Kirovograd Advanced Flying Training College
011 602104	CCCP-61613 CCCP-L1614	Av-14(P) Av-14(P)	Aeroflot/UShVLP Aeroflot/UShVLP	trf d/d	29dec65 early57	Ulyanovsk Advanced Flying Training College; soc 09apr74 as life-time expired 18 pax configuration; Ulyanovsk Advanced Flying Training College; in document 20dec57 as cargo aircraft
011 002104	CCCP-61614	Av-14(P)	Aeroflot/UShVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College
	CCCP-61614 CCCP-61614	Av-14(P) Av-14(P)	AFL/Belarus-MHP AFL/Yakutiya-YKS	trf trf	07dec59 12oct60	
	CCCP-61614 CCCP-61614	Av-14(P) Av-14(P)	AFL/Yakutiya-Nyu AFL/Yakutiya-MJZ	trf trf	1967 12apr71	f/n MRV 05jun62 in Mirny oao documents 05feb72; soc 23mar79 as life-time expired
012 602105	CCCP-L1615	Av-14(P)	Aeroflot/UShVLP	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; repaired jun58/jul58 at ARZ-400; Ulyanovsk Advanced Flying Training College
	CCCP-61615 CCCP-61615	Av-14(P) AV-14(P)	Aeroflot/UShVLP Aeroflot/KShVLP	rgd trf	unknown 10oct61	Ulyanovsk Advanced Flying Training College Kirovograd Advanced Flying Training College
013 602106	CCCP-61615 CCCP-L1616	Av-14(P) Av-14(P)	AFL/Centr.RegMya AFL/Azerbaijan-BAK	trf d/d	21jan71 early57	f/n VKO 03jun71; still in service 20sep86; soc 23may88 as life-time expired; I/n Myachkovo 26sep91 partly broken up, gone by aug92 18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown
015 002100	CCCP-61616	Av-14(P)	AFL/Azerbaijan-BAK	rgd	unknown	according to MGA document
014 602107	CCCP-61616 CCCP-L1617	Av-14(M) Av-14(P)	AFL/Yakutiya-YKS AFL/Georgia-TBS	trf mfd	24dec61 23feb57	soc 01jul75 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft; mentioned again in document jan59;
	CCCP-61617	Av-14(M)	AFL/Georgia-TBS	rgd	1958/59	converted to Avia-14(M) date unknown according to MGA document opb 112 LO; w/o 24aug63 on the leg from Kutaisi to Sukhumi of a flight from Tbilisi to Krasnodar when
						flew visually between cloud layers in heavy rain (ATC had not warned the crew of the difficult weather conditions although being aware of them), veered off course to the right by 13 km and crashed at a height
						of 900 metres into the wooded slope of a mountain 7 km north of Gerechkori (32 km north-west of Kutaisi airport) 8 minutes after take-off, all 5 crew and 27 passengers (among them 3 illegal ones) killed, wreck
015 602108	CCCP-L1618	Av-14(P)	Aeroflot/UShVLP	d/d	early57	found 25aug63; t/t 11,682 hours; soc 19sep63 18 pax configuration; Ulyanovsk Advanced Flying Training College; in document 20dec57 as cargo aircraft
	CCCP-61618 CCCP-61618	Av-14(P) Av-14(P)	Aeroflot/UShVLP AFL/Belarus	rgd trf	unknown 19may59	Ulyanovsk Advanced Flying Training College
	CCCP-61618	Av-14(P)	AFL/Magadan-GDX	trf	12oct60	opb 185 LO; photo GDX aug63, in natural metal c/s with two blue cheatlines; w/o 01jan66 on a flight from Magadan to Yelizovo when the right engine failed 2 hours into the flight, the pilot declined to make an
						emergency landing and decided to continue the flight to Yelizovo, the aircraft lost height and veered off course by 25-30 km to the left; in heavy snowfall and turbulence the aircraft crashed into Mt. Yurchik
						(2,059 metres, 60 km north-west of Petropavlovsk-Kamchatski), 10 metres below its summit, all 5 crew and 18 passengers killed; wreck found only 04jan66; t/t 12,368 hours and 11,356 cycles; soc 15feb66
016 602109	CCCP-L2000 CCCP-L2000	Av-14(P) Av-14(P)	Aeroflot/UShVLP AFL/VAU	d/d trf	early57 29mar58	18 pax configuration; Ulyanovsk Advanced Flying Training College; in document 20dec57 as cargo aircraft Higher Aviation College
	CCCP-52000 CCCP-52000	Av-14(P) Av-14(P)	AFL/VAU Aeroflot/UShVLP	rgd trf	unknown 23jan74	Higher Aviation College; in document mar59; f/n LED 27jul70 Ulyanovsk Advanced Flying Training College; soc 28may75 as life-time expired
017 602110	CCCP-L2001	Av-14(P)	AFL/Belarus-MHP	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; I/n apr59; converted to Avia-14(M) date unknown
	CCCP-52001 CCCP-52001	Av-14(M) Av-14(M)	AFL/Belarus-MHP AFL/East Siberia	rgd trf	unknown 05mar75	in documents may59/jan60 soc 30apr77 as life-time expired
018 602111	CCCP-L2002	Av-14(P)	AFL/Georgia-TBS	mfd	07mar57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
	CCCP-52002	Av-14(M)	AFL/Georgia-TBS	rgd	1959	opb 112 LO; w/o 04apr70 on the leg from Rostov-na-Donu to Zaporozhye of a flight from Tbilisi to Zaporozhye when veered off course on finals at night (the crew had neglected several instructions and
						procedures), the pilot tried to go around but in a right turn the right wing hit the ground and the aircraft crashed in a field 2,500 metres from the runway threshold and 600 metres to the left of its extended
						centreline, 1 of the 5 crew and 6 of the 30 passengers killed; t/t 21,213 hours and 22,259 cycles; soc 12may70
019 602112	CCCP-L2003 CCCP-52003	Av-14(P) Av-14(P)	AFL/Azerbaijan-ASF AFL/Azerbaijan-ASF	mfd rgd	23mar57 1958/59	18 pax configuration; in document 20dec57 as cargo aircraft opb 107 LO; w/o 13feb65 on the leg from Yevlakh to Nukha-Sheki of
	CCCP-52003	Av-14(P)	AFL/Azerbaijan-BAK	trf	oct61	opb 107 LO; w/o 13feb65 on the leg from Yevlakh to Nukha-Sheki of a flight from Baku to Belokany when flew too low and veered off course by 5 km, crashed at a height of 680 metres into the slope of an 821
						metres high mountain 2 km NNW of Shirinbulak some 12 minutes after take-off, all 4 crew and 19 passengers killed; t/t 12,949 hours; soc 11mar65
020 602113	CCCP-L2004 CCCP-52004	Av-14(P) Av-14(P)	Aeroflot/UShVLP Aeroflot/UShVLP	mfd rgd	27feb57 1958/59	18 pax configuration; Ulyanovsk Advanced Flying Training College; in document 20dec57 as cargo aircraft Ulyanovsk Advanced Flying Training College
	CCCP-52004	Av-14(P)	AFL/Belarus-MHP	trf	19may59	Craneton navaneca rijing training college
	CCCP-52004 CCCP-52004	Av-14(P) Av-14(P)	AFL/Yakutiya-YKS AFL/Yakutiya-ADH	trf trf	18dec61 07feb74	I/n YKS 24apr76; soc 24apr78 as life-time expired
021 702114	CCCP-L2005	Av-14(P)	AFL/Moldova	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; c/n in Czechoslovakian documents as 602114; converted to Avia-14(M) date unknown according to MGA document
	CCCP-52005	Av-14(M)	AFL/Moldova-KIV	rgd	1958/59	f/n MRV 05oct60 and 01mar61

022 702115	CCCP-52005 CCCP-L2007	Av-14(M) Av-14(P)	AFL/Yakutiya AFL/Moldova-KIV	trf d/d	23jan73 early57	soc 13feb74 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft; c/n in Czechoslovakian documents as
022 702115	CCCP-52007	Av-14(P)	AFL/Moldova-KIV	rgd	1958/59	602115; f/n MRV 04jun60 in document 1968; f/n 04oct68; photo exists; soc 30may74 as life-time expired
023 703101	CCCP-L2010 CCCP-52010	Av-14(P) Av-14(P)	AFL/Georgia-TBS AFL/Georgia-TBS	mfd rgd	05may57 1958/59	18 pax configuration; in document 20dec57 as cargo aircraft; mentioned again in document jan58 opb 112 LO; w/o 10dec69 on a flight from Makhachkala to Astrakhan when collided with a flock of large migratory birds some 4 minutes into the flight while flying at a height of some 350-400 metres over the Caspian Sea, probably killing or disabling the crew, the aircraft crashed into the sea 3.5 km off the coast,
024 702102	CCCD   2011	Av. 14(D)		d (d		all 5 crew and 13 passengers killed; wreck found 11dec69 at a depth of 10 metres; t/t 20,481 hours and 18,670 cycles; soc 12jan70
024 703102	CCCP-L2011 CCCP-L2011 CCCP-52011 CCCP-52011	Av-14(P) Av-14(P) Av-14(M)	AFL/Georgia-TBS AFL/Syktyvkar-SCW AFL/Syktyvkar-SCW	d/d trf rgd	early57 26feb58 1958/59	18 pax configuration; in document 20dec57 as cargo aircraft converted to Avia-14(M) date unknown according to MGA document in document 01apr59 in document jun75; soc 08sep75 as life-time expired
025 703103	CCCP-52011 CCCP-L2016 CCCP-52016	Av-14(M) Av-14(P) Av-14(M)	AFL/Komi-SCW AFL/Estonia AFL/Estonia	trf d/d trf	15feb66 early57 unknown	If you configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document 18 pax configuration; in document mar59
026 703104	CCCP-52016 CCCP-L2017 CCCP-52017	Av-14(M) Av-14(M) Av-14(P)	AFL/ArkhangelARH AFL/Estonia AFL/Estonia	trf d/d rgd	05apr75 early57 unknown	Is pay cominguation, in occument managers soc 13 aug08 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document cargo aircraft
027 703105	CCCP-52017 CCCP-52017 CCCP-52017 CCCP-L2019	Av-14(M) Av-14(M) Av-14(P)	AFL/Magadan-GDX AFL/Kazakhstan AFL/Georgia-TBS	trf trf d/d	20jan63 26jan73 early57	soc 23feb82 as life-time expired; fuselage seen dec90 used as shelter for earthquake victims in Armenia 18 pax configuration; in document 20dec57 as cargo aircraft; mentioned again in document aug58; converted to Avia-14(M) date unknown according to MGA document
028 703106	CCCP-52019 CCCP-52019 CCCP-L2021	Av-14(M) Av-14(M) Av-14(P)	AFL/Georgia-TBS AFL/Yakutiya AFL/Georgia-TBS	trf trf d/d	unknown 12mar74 early57	in document oct59; photo KRR 1960 soc 28apr79 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft; mentioned again in documents
	CCCP-52021	Av-14(M)	AFL/Georgia-TBS	rgd	unknown	jan58/may59; converted to Avia-14(M) date unknown according to MGA document in documents apr60/30jun66; soc 24aug72 as worn out
029 703107	CCCP-52021 CCCP-L2022 CCCP-L2022	Av-14(M) Av-14(P) Av-14(P)	AFL/Georgia-SUI AFL/Moldova AFL/Ukraine	trf d/d trf	1960 jun57 unknown	in documents apr60/30jun66; soc 24aug72 as worn out 18 pax configuration; in document 20dec57 as cargo aircraft in documents jan58/dec58 as AFL/Ukraine see trf date from MGA document next line; converted to Avia- 14(M) date unknown according to MGA document
	CCCP-52022 CCCP-52022	Av-14(M) Av-14(M)	AFL/Ukraine-IEV AFL/Moldova-KIV	trf trf	unknown 21jan61	on charge as of 01oct60 f/n 16jul72; soc 27oct72 as life-time expired
030 703108	OK-LCZ SP-LNN	Av-14(P) Av-14(P)	Omnipol LOT	rgd d/d	01jun57 31jul57	in 24 passenger configuration; canx 12aug57 rad 05aug57; converted to an Avia-14(PT)
	SP-LNN CCCP-52066	Av-14(PT) Av-14(PT)	LOT AFL/Central Region	AMS toc	19may66 05jun73	canx 20apr73 opb Myachkovski OAO, detached to Antarkticheski AO; initially in natural metal c/s with red cheatline and
						fin and small titles on the nose (the photo showing 'Antarktida' titles is retouched); unloaded from M/V "Penzhina" onto the ice of the Weddell Sea near the Ice Station "Druzhnaya-1" (Antarctic Peninsula) 15dec76; damaged when trying to take off from the ice after assembly when the nose gear collapsed during the take-off run, the nose was damaged and the propellers were bent; repaired on-site; based at the Ice Station "Druzhnaya-1" during the 22nd to 25th Soviet Antarctic Expeditions; seen on board of a ship in Hamburg harbour 03jun82; repainted in standard 'polar' (s' in the Soviet Union and based at Ice Station "Mirny" during the 32nd to 34th Soviet Antarctic Expeditions; f/n as such on a photo taken around 1986/88; w/o 26jan89 while being refuelled at the Ice Station "Mirny" when caught fire (probably due to a discharge of static electricity) and burnt out, 3 aircraft technicians who were involved in the refuelling were
031 703109	OK-LCA	Av-14-24	CSA	rgd	18may57	killed; soc 13sep89 Czechoslovak register gives as 22 seater; f/n LBG 29may57, before delivery to CSA, no titles; d/d 12jun57; i/s 14jun57; 24 pax configuration; converted to 32 pax configuration and then to Avia-14T in 1960, with reduced cabin windows on each side; photo SZG 18jun75; wfu mar77; sold to Soviet Union
032 703110	CCCP-61793 OK-LCB	Av-14T Av-14-24	AFL/Central Region CSA	toc d/d	26jul77 07jun57	13jun77; canx 22jul77 photo in 'polar' c/s; soc 25mar87 as amortisation period expired rgd same date; i/s 09jun57; 24 pax configuration; damaged by Mi-4 D-55 11jun57 whilst parked at Prague-Ruzyne; converted to 32 pax configuration and then to Avia-14T in 1960, with reduced cabin windows on each side; photo in bare metal c/s with titles PRG may68; seen AMS 26apr69; repainted into
033 703111	OK-LCC	Av-14-24	CSA	rgd	11jun57	1974 CSA c/s; wfu mar77; transferred to Soviet Union 18may77; canx 22jul77 damaged by Mi-4 D-55 11jun57 whilst parked at Prague-Ruzyne; d/d 12jun57; i/s 20jun57; converted to
	3111	Av-14(P)	Czechoslovak AF	trf	1966	32 pax configuration; wfu 1966; canx 25may66; see fake 'OK-LCC' c/n 913145 converted to Avia-14FG in 1967/1968; wfu 31may77; seen derelict Hradec Králové 1990/1992; wings only
034 703112	OK-LCD	Av-14-24	CSA	d/d	01jul57	still present 17jul96; small pieces only seen Zruc Airpark 2005/2008 rgd same date; i/s 03jul57; converted to 32 pax configuration; last domestic service 31mar77 (flight
	CCCP-61792	Av-14(P)	AFL/ArkhangelARH	toc	06sep77	OK476 to Kosice-Brno-Prague); wfu 31mar77; sold to Soviet Union 09jun77; canx 22jul77 photo exists in 'polar' c/s at ARZ-407; subsequent photo shows with "Groza-40" weather radar; still in
005 700440	CCCP-61794	Av-14T	AFL/East Siberia	toc	20jul77	service in 1986; soc 28may87 as amortisation period expired soc 02mar87 as amortisation period expired
035 703113	OK-LCE	Av-14-24	CSA	d/d	31jul57	rgd same date; i/s 15jul57; damaged on landing at PRG 08nov57, but repaired; wfu 1960 and converted to calibrator
	OK-LCE	Av-14(P)	Czech Civ Aerodr.	trf	aug60	black and white photo PRG 1965, with three cheatlines around the cabin windows, no titles; photo PRG 28jun68, in natural metal c/s with white top, red nose extending to under the cockpit area with a badge, red cheatline and a red band around the fuselage before the tail, with black trim; seen PRG 07aug74, in white/red c/s with natural metal undersides, "CSSDL' titles and a badge below the cockpit; the last Czech Avia-14 in civil service; wfu jun77; sold to Soviet Union 08jun77; canx 23jun77
036 703114	CCCP-61759 LZ-ILM	Av-14(P) Av-14(P)	AFL/ArkhangelARH Bul AF/Balkan c/s	toc d/d	05aug77 1957	mentioned in an incident report; still in service in 1986; soc 06feb89 as amortisation period expired seen VAR 10sep66; c/n not confirmed; airframe confirmed for Bulgaria
037 703115	CCCP-L2026 CCCP-52026	Av-14(P) Av-14(P)	AFL/Kyrgyzstan AFL/Kyrgyzstan-FRU	d/d rgd	jul57 1958/59	18 pax configuration; in document 20dec57 as cargo aircraft soc 29jul77 as life-time expired
038 704101	CCCP-L2028 CCCP-52028	Av-14(P) Av-14(P)	AFL/Kyrgyzstan AFL/Kyrgyzstan	d/d rgd	end57 unknown	18 pax configuration; in document 20dec57 as cargo aircraft
039 704102	CCCP-52028 CCCP-L2035	Av-14(P) Av-14(P)	AFL/Kazakhstan-AKX AFL/Moldova-KIV	trf d/d	22jan60 end57	f/n MRV 12nov65; I/n MRV 26mar67; soc 12jun73 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown
040 704103	CCCP-52035 CCCP-L2036	Av-14(M) Av-14(P)	AFL/Moldova-KIV AFL/Belarus-MHP	rgd rgd	1958/59 unknown	photo in "Samolet II-14", 36 pax configuration; soc 30may74 as life-time expired in 18 passenger configuration; opb 104 AO Minskogo OAO; in an MGA document 20dec57 as a cargo
	CCCP-52036	Av-14(P)	AFL/Belarus-MHP	rgd	13may58	aircraft opb 104 AO Minskogo OAO (became 104 LO Minskogo OAO in 1964); damaged 27aug69 on a flight from Kiev to Minsk in poor weather at night when touched down late, could not brake duly on the wet runway, overran the runway by 350 metres and collided with a brick wall; repaired; converted to an Avia-14(M)
	CCCP-52036	Av-14(M)	AFL/East Siberia	trf	04mar75	according to the MGA listing, date unknown (but after 1969) in standard 'blue' c/s; soc 16may80 as life-time expired; shown on TV 22jun84; used as a ground instructional airframe by the Kiev Institute of Civil Aviation Engineers (KII GA), seen apr78/aug93; trf to
	CCCP-52036	Av-14(M)	Polyarnaya Aviats.	IEV	29aug08	the Oleg Antonov State Aviation Museum at Kiev, f/n there 16dec06 seen in the process of repainting 30jul08; preserved in these fake colours in Oleg Antonov State Aviation Museum at Kiev (NS0.407080 E30.457902), seen aug08/sep21
041 704104	CCCP-L2038	Av-14(P)	AFL/Georgia-TBS	d/d	end57	18 pax configuration; in document 20dec57 as cargo aircraft; mentioned again in document jan58; converted to Avia-14(M) date unknown according to MGA document
	CCCP-52038 CCCP-52038	Av-14(M) Av-14(M)	AFL/Georgia-TBS AFL/Georgia-SUI	rgd trf	1958/59 1960	photo soc 26oct76 as life-time expired
042 704105	CCCP-L2045	Av-14(P)	AFL/Kyrgyzstan	d/d	end57	18 pax configurations in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
043 704106	CCCP-52045 CCCP-52045 CCCP-L2046	Av-14(M) Av-14(M) Av-14(P)	AFL/Kyrgyzstan-FRU AFL/TurkmenisASB AFL/Azerbaijan-BAK	rgd trf d/d	unknown 13may77 end57	in document 23jun73 soc 24apr78 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
	CCCP-52046 CCCP-52046	Av-14(M) Av-14(M)	AFL/Azerbaijan-BAK AFL/Northern-LED	trf trf	20dec57 09sep73	f/n mar69 with t/t 25,737 hours; in MGA document with trf date given as 24sep73; converted to Avia-14LIK-2
044 704107	CCCP-52046 CCCP-L2047	Av-14LIK-2 Av-14(P)		trf d/d	08jul75 end57	In MGA document with trf date given as 18aug75; soc 20jan84 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft
,	CCCP-52047 CCCP-52047	Av-14(P) Av-14(P)	AFL/Moldova AFL/Far East-KHV	rgd trf	unknown unknown	f/n MRV 20nov61 on charge as of 01mar62; soc 29aug77 as life-time expired
045 704108 046 704109	CCCP-L2051 CCCP-L2052	Av-14(P) Av-14(P) Av-14(P)	AFL/Far East-KHV Soviet MVD AFL/Estonia	toc d/d	06sep57 end57	18 pax configuration; see II-14T CCCP-52051 with unknown c/n and c/n 807107 18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown
	CCCP-52052	Av-14(M)	AFL/Estonia	rgd	unknown	according to MGA document in documents mar59/20mar63; photo exists; converted to Avia-14LIK-2
	CCCP-52052 CCCP-52052	Av-14(M) Av-14LIK-2		trf	feb66 23jun67	in document as such by this date, but trf not mentioned in the MGA document
	CCCP-52052 CCCP-52052	Av-14LIK-2	AFL/Central Region AFL/Far East-KHV	trf trf	25jun73 16dec77	reported seen in the Congo, date unknown I/n Korf-Tilichiki 1977, active; photo exists; soc 26jun86 as life-time expired
047 704110	CCCP-L2053 CCCP-52053	Av-14(P) Av-14(P)	AFL/Georgia-TBS AFL/Georgia-TBS	mfd rgd	21aug57 1958/58	18 pax configuration; in document 20dec57 as cargo aircraft
048 704111	CCCP-52053 CCCP-L2060	Av-14(P) Av-14(P)	AFL/Yakutiya-YKS AFL/Moscow (MUTA)	trf d/d	07feb63 end57	opb 139 lo; damaged 06apr74 on landing at Ust'-Kuiga when the the flight engineer retracted the landing gear by mistake at the end of the landing run; repaired; soc 30nov78 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown construction to MCA document and the second se
						according to MGA document

	CCCP-52060	Av-14(M)	AFL/Estonia-TLL	trf	13sep58	f/n LED 01aug70
	CCCP-52060 CCCP-52060	Av-14(M) Av-14(M)	AFL/Arkhangelsk AFL/Central Region	trf trf	19oct74 04may75	converted to II-14LIK-1; in 'polar' c/s
049 704112	CCCP-52060 CCCP-L2062	Av-14LIK-1 Av-14(P)	AFL/Kazakhstan-UKK AFL/Azerbaijan-BAK	trf toc	03aug77 05oct57	soc 17apr86 as life-time expired; seen MHP 09sep87; still present late 1997, derelict in 18 passenger configuration; in a document 20dec57 as a cargo aircraft; converted to an Avia-14(M)
045 704112	CCCP-52062	Av-14(M)	AFL/Azerbaijan-BAK	rgd	09may58	according to the MGA document, date unknown according to the MGA document, date unknown in the accident report still as an II-14P; opb 107 AO; dbr 09oct62 on a flight to Grozny when landed 800 metres late in poor weather, overran the runway and ended up in a ditch, no casualties; t/t 8,600 hours;
050 704113	CCCP-L2064	Av-14(P)	AFL/Georgia-TBS	toc	12oct57	soc 19apr63 in 18 pax configuration; in a document 20dec57 as a cargo aircraft; in another document jan58 as an Avia-
	CCCP-52064	Av-14(M)	AFL/Georgia-TBS	rgd	1958/59	14(M), version as such in the MGA document; no new registration assigned yet as of 16jul58 probably based at TBS; in documents jan61/dec67; soc 07sep73 after an accident on the ground, details
051 704114	CCCP-L2025	Av-14(P)	AFL/Moscow (MUTA)	mfd	29aug57	unknown 18 pax configuration; toc 29oct57; in document 20dec57 as cargo aircraft; mentioned again in document
051 704114	CCCP-52025	Av-14(P)	AFL/Moscow (MUTA)	rgd	unknown	jan59
	CCCP-52025	Av-14(P)	AFL/Privolzhsk	trf	12may59	opb 171 AO; w/o 30oct60 on the leg from Penza to Saratov of a cargo flight from Leningrad to Saratov when took off at night in freezing rain and fog, suffered from heavy icing and crashed in a field 2 km south-east of Penza airport (the engines were not working at the time of impact); all 5 crew killed; t/t
052 704115	CCCP-L2024	Av-14(P)	AFL/Azerbaijan-BAK	mfd	01oct57	4,382 hours; soc 21nov60 18 pax configuration; toc 13oct57; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document, but this seems unlikely as written off only eleven months after original manufacture
	CCCP-52024(1)	Av-14(P)	AFL/Azerbaijan-BAK	rgd	unknown	opb 107 LO; w/o 07nov58 on the leg from Sochi to Simferopol of a flight from Baku to Simferopol when deviated from the prescribed flight path to the south by 25 km in conditions of bad visibility and radio disturbances, entered clouds on approach to Simferopol, crashed at a height of 900 metres into Kharpuzyany Kayas cliff (950 metres) near Privyetnoye settlement (N44.833 E34.600) and burnt out, all 5
053 704116	CCCP-L2027	Av-14(P)	AFL/Ukraine-LWO	mfd	21oct57	crew and 7 passengers killed; t/t 1,787 hours; soc 28nov58; see c/n 147001317 18 pax configuration; toc 25oct57; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
054 704117	CCCP-52027	Av-14(M)	AFL/Ukraine-LWO	rgd	1958/59	
054 704117	CCCP-L2032 CCCP-52032	Av-14(P) Av-14(P)	AFL/Ukraine AFL/Ukraine	toc rgd	21nov57 1958 ?	in 18 pax configuration; in a document 20dec57 as a cargo aircraft opb 101 AO; w/o 16dec59 on a flight from Dnepropetrovsk to Moscow when took off in below-minima weather conditions (fog) at night, veered off the runway to the right during the take-off run, but failed to abort the take-off, collided with the truck-mounted RSP-4 landing radar 65 metres after lift-off, ripping off 3.5 metres of the right wing, and collided with the truck-mounted surveillance radar 145 metres further on and with the embankment of a trench after another 250 metres, all 5 crew and 6 passengers were injured; soc 31dec59
055 704118	CCCP-L2041 CCCP-52041	Av-14(P) Av-14(P)	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	toc trf	02dec57 unknown	18 pax configuration
	CCCP-52041 CCCP-52041	Av-14(P) Av-14(P)	AFL/Moldova-KIV AFL/Yakutiya	trf trf	01jun59 04mar73	soc 17oct74 as life-time expired
056 704119 057 704120	CCCP-L2042 CCCP-L2043	Av-14(P) Av-14(P)	Soviet MVD Soviet MVD	toc toc	11dec57 09dec57	18 pax configuration; see II-14 CCCP-52042 with unknown c/n and c/n 705108 18 pax configuration; see II-14T CCCP-52043 with unknown c/n and c/n 806110
058 705101	CCCP-L2048	Av-14(P)	AFL/Ukraine	mfd	30dec57	18 pax configuration; toc 16jan58; converted to Avia-14(M) date unknown according to MGA document, but this seems unlikely as written off only nine months after original manufacture
	CCCP-L2048	Av-14(P)	AFL/Estonia	trf	21jan58	opb 46 ae Estonskoi OAG; w/o 05sep58 on a flight from Leningrad to Tallinn when was hijacked some 30 minutes after take-off, the hijacker made use of home-made explosives and the cabin caught fire, the crew managed to make an emergency landing at Jöhvi (Estonia), but the fuselage burnt out, the hijacker was killed by the fire, but all 6 crew and the remaining 10 passengers escaped (the captain broke his back, though, while escaping via the astrodome); t/L 1,195 hours; soc 24oct58
059 705102	CCCP-L2057 CCCP-52057	Av-14(P) Av-14(M)	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	toc rgd	21jan58 1958/59	18 pax configuration; converted to Avia-14(M) date unknown according to MGA document
	CCCP-52057	Av-14(M)	AFL/Azerbaijan-BAK	trf	10dec59	photo exists
060 705103	CCCP-52057 not known	Av-14(M) Av-14(P)	AFL/TurkmenisASB Soviet MVD	trf d/d	15jan73 end57	soc 17dec75 as life-time expired 18 pax configuration; toc 1958 19 pax configuration to 1658
061 705104	CCCP-L1312 CCCP-91478	Av-14(P) Av-14(M)	AFL/Ukraine-LWO AFL/Ukraine-LWO	mfd rgd	18dec57 1958/59	18 pax configuration; toc 16jan58; converted to Avia-14(M) date unknown according to MGA document soc 30nov74 as life-time expired
062 705105	CCCP-L5096	Av-14(P)	AFL/Moscow (MUTA)	toc	23jan58	18 pax configuration; in document feb59; converted to Avia-14(M) date unknown according to MGA document
063 805106	CCCP-41831(1) OK-BYU OK-MCD	Av-14(M) Av-14(P) Av-14-32	AFL/Privolzhsk-RTW CS-Gvt (LSFMV) CSA	trf rgd rgd	1959 28apr58 13dec73	soc 30dec76 as life-time expired; photos exist, preserved in a park at M.Gorkogo, Perm; see c/n 14803060 salon aircraft, with auxiliary fuel tanks on end of wings; photo LHR 28apr66 as such; photo PRG early 1970s without auxiliary fuel tanks; canx 09aug73 in natural metal c/s with titles; wfu mar77; sold to Soviet Union 13may77; canx 22jul77
	CCCP-41829	Av-14(P)	AFL/Far East	toc	unknown	on charge as of 01oct77; converted to Avia-14(LR); f/n UUS 1984, in 'polar' c/s; photo at UUS in late 1980s; t/t 23,041 hours 8,211 cycles as of 31may90; soc 31may90 as amortisation period expired; l/n UUS 07Jul94, derelict; scrapped at UUS in 1995
064 805107	CCCP-91606 CCCP-91606	Av-14(M) Av-14(M)	AFL/Belarus-MHP AFL/Northern-LED	toc trf	29may58 unknown	24 pax configuration; photo exists at KIV on charge as of 06nov63; opb 1 LOAO 1970/may82; f/n LED 23aug80 in 'polar' c/s; converted to Avia- 14/C/CM with a hear as its bill by AD2 407 in 1074 and again as such ECO 20aug70
065 705108	CCCP-91606		AFL/Leningrad-RVH	trf	05jan82	14(FKM) (with a boom on its tail) by ARZ-407 in 1974 and seen as such FCO 28nov79 opb 2 LOAO; I/n nov87; soc 17jun88 as amortisation period expired
065 705108	OK-LCF OK-LCF	Av-14-32A Av-14-32A	CSA	rgd d/d	14sep57 05may58	c/n from Czechoslovak register as such //s 08may58; was hijacked by 4 men on a flight from Karlovy Vary to Prague 08jun70 and landed at
	CCCP-52042(2)	Av-14-32A	AFL/Arkhangelsk	rgd	unknown	Nuremberg (Bavaria); wfu jan75; sold to the Soviet Union 20jan75; canx 01jun75 on charge as of 01apr75; soc 17apr84 as life-time expired; was preserved at Vologda from 20oct84, later
066 805109	OK-MCG	Av-14-32A	CSA	d/d	31may58	scrapped; see II-14T CCCP-52042 with unknown c/n rgd same date; I/s 02jun58; converted to 40 pax configuration; hijacked to VIE 08aug70; dbr by belly- landing at Karlovy Vary 01feb72; canx 22jun72; donated to Autoklub Zlutice (near Karlovy Vary); preserved until scrapped in mar82
067 805110	CCCP-91607 CCCP-91607	Av-14(M) Av-14(M)	AFL/Syktyvkar-SCW AFL/Komi-SCW	toc trf	10jun58 15feb66	24 pax configuration; in document 01apr59 damaged at Ust'-Tsylma dec76; soc 31may77 as life-time expired
068 805111	CCCP-91608	Av-14(M) Av-14(M)	AFL/Latvia-RSC AFL/Lithuania-VNO	toc	01jun58 01jun60	24 pax configuration
000 005110	CCCP-91608 CCCP-91608	Av-14(M)	AFL/ArkhangelARH	trf trf	08sep73	soc 29apr74 as life-time expired
069 805112	CCCP-91609 CCCP-91609	Av-14(M) Av-14(M)	AFL/Latvia-RIX AFL/Kazakhstan-AKX	toc trf	01jun58 09jun60	24 pax configuration in document 1960; f/n MRV 26apr61; soc 16jul84 as life-time expired
070 805113 071 805114	not known OK-MZK	Av-14(M) Av-14(M)	to Soviet Union Omnipol	d/d rgd	early58 26apr58	24 pax configuration 24 pax configuration; canx 03may58 to Indonesia; was perhaps delivered as PK-MZK, on the basis that
	T-414	Av-14(M)	Indonesian AF	ph.	jan09	Czech CAA records show 10 II-14T aircraft (PK-MZA-MZJ) and 9 Avia Av-14T aircraft (PK-MZL-MZU excluding MZQ) were delivered as such c/n not confirmed; preserved at Abdulrachman Saleh AFB, Malang, Java since at least jul00; I/n 2007; in all-grey c/s; opb Skuadron 22; moved to a new location near to Malang AFB photo aug12, painted in multi colours and adorned with artwork all over the fuselage by artist 'Bento'; photos show returned to natural metal c/s and by aug17 was in the process of being dismantled; moved by road 28oct17 to the Museum Pusat TNI-AU Dirgantara Mandala, Yogyakarta (S7.789431 E110.417544) for re-assembly and permanent whibiting: difficulty interpreted adartist incert 16 and 10, with 'AUBI' titles and fau: I/a
072 805115 073 805116	not known not known	Av-14(M) Av-14(M)	to Soviet Union to Soviet Union	d/d d/d	early58 early58	exhibition; officially inaugurated 24apr18; seen 16jan19; seen 05oct19, with 'AURI' titles and flag; l/n sep24 24 pax configuration 24 pax configuration
074 805117	"01" red	Av-14(M)	Soviet Air Force	d/d	early58	24 pax configuration; in natural metal c/s with Red Stars; preserved at Brinkovskaya (N46.035668 E38.586671) since circa 1975; f/n aug97; i/n aug22
075 805118	OK-MCH CCCP-61713	Av-14-32A Av-14(M)	CSA AFL/Yakutiya	d/d trf	30mar58 10mar75	rgd 31mar58; i/s 01apr58; named 'Písek'; f/n AMS 25sep62; wfu feb75; sold to Soviet Union 10mar75; canx 01jun75 photo exists in old 'polar' c/s (natural metal/red c/s); later repainted into standard 'polar' c/s; soc 31mar88
076 805119	OK-MCI	Av-14(M) Av-14-32A		d/d	30mar58	as amortisation period expired; f/n CYX 05jul92 partly broken up, in 'polar' c/s; l/n sep20 rgd 02apr58; i/s 03apr58; named 'Vlastovka' (swallow); last scheduled service 20sep75; ferried from PRG
						to Kbely 05dec75; t/t 18,435 hours; canx 17dec75; preserved in the aviation museum (Letecké muzeum) at Prague-Kbely (N50.125295 E14.539694), underwent renovation from 2019; seen 05aug20 in all silver c/s; repainted in original period CSA c/s, seen as such 16sep20/aug24
077 805120	OK-MCJ 3X-GPE	Av-14-32A Av-14(M)	CSA Air Guinée	d/d	30mar58	rgd 04apr58; i/s 07apr58; named 'Svit Gottwaldov'; canx 27nov61 reported on Guinean register without c/n; mentioned as exported to Guinea on Czechoslovak register w/o 11or56, sczebod dwiga the jeitial dime on a filiabit form PDC PTE. Zwo SW from PDC after appiance
070 00000	OK-MCJ	Av-14-32A	CSA	rgd	02jan62	w/o 11oct68, crashed during the initial climb on a flight from PRG-BTS, 7km SW from PRG, after engines failed in flight, 13 of the 43 occupants killed; canx 17dec68
078 806101	6101	Av-14(M)	Czechoslovak AF	d/d	jul58	28 pax configuration; in the Czech civil register with rgd 18jul58 and owner as MNO (Ministry of National Defence)
	OK-MCA 6101	Av-14-28 Av-14(M)	CSA Czechoslovak AF	trf ret	07sep60 unknown	rgd 07sep60; version given as II-14M in Czech register; canx 18apr61 converted to Avia-14FG 1967/1968; wfu 1987; cockpit only remains in Dopravne Museum Presov, seen
079 806102	6102	Av-14(M)	Czechoslovak AF	d/d	03jun58	aug93/oct94 28 pax configuration; in the Czech civil register with rgd 18jul58 and owner as MNO (Ministry of National
	OK-MCB	Av-14-28	CSA	trf	10sep60	Defence), version given as Avia 14M rgd 14apr61; version from Czech register; canx 10oct61
	6102 6102	Av-14(M) Av-14FG	Czechoslovak AF Czech Air Force	ret trf	unknown 01jan93	converted to Avia-14FG 1967/1968; seen stored at Hradec Kralove jul91; photo BTS 04sep92 last flight 09apr94 (Pardubice-Kbely); t/t 6,935 hours and 10,073 cycles; preserved at Kbely (N50.124462 E14.540049) since 09apr94, l/n aug24

080 806103	6103	Av-14(M)	Czechoslovak AF	d/d	26jun58	28 pax configuration; rgd 28jun58 on the civil register; converted to Avia-14FG; seen DRS may60; wfu in 1988; seen wfu at Hradec Kralove jul91; later preserved at Predmerice; f/n preserved at Zruc Airpark
081 806104	OK-MCK	Av-14-32A	CSA	d/d	30mar58	(N49.808379 E13.415813) apr93, l/n sep24 rgd 24jun58; i/s 19jul58, named 'Strakonice'; seen AMS 15may62; converted to 40 pax configuration; wfu
082 806105	OK-MCL	Av-14-32A	CSA	d/d	20mar58	12jan74; canx 31jan74; scrapped at PRG 1975 rgd 21jun58; i/s 23jun58; named 'Trencin'; at AMS 30sep61; converted to 40 pax configuration; wfu
002 000105					04dec75	dec74; sold to Soviet Union 17feb75; canx 01jun75 soc 21jul83 as life-time expired; photo SCW 1990, preserved in a poor condition on a pedestal; removed
002 006106	CCCP-52086	Av-14(M)	AFL/Komi-SCW	toc		during the spring of 1991
083 806106	OK-MCM	Av-14-32A	CSA	d/d	01jul58	rgd 01aug58; i/s 05aug58; seen LHR 30oct63; converted to 40 pax configuration; wfu dec74; canx 01jun75
	CCCP-52048 CCCP-52048	Av-14(M) Av-14(M)	AFL/Far East-KHV AFL/Far East-UUS	toc UUS	02dec75 1984	still in service by 20sep86; soc 27feb89
084 806107	OK-MCN	Av-14-32A	CSA	d/d	27jul58	rgd 27aug58; i/s 01sep58; converted to 40 pax configuration; wfu dec74; sold to Soviet Union 24jan75; canx 01jun75
085 806108	CCCP-52078 OK-MCO	Av-14(M) Av-14-32A	AFL/East Siberia CSA	toc d/d	30jan76 27jun58	soc 31dec86 as life-time expired rgd 28jun58; i/s 01jul58; canx 28jul62 as to Guinea
	OK-MCO 3X-GAG	Av-14(M) Av-14(M)	Air Guinée Air Guinée		photo	in full colours with titles; the photo was possibly taken at Abidjan and probably before it became 3X-CAG reported in Guinean register
	OK-MCO CCCP-41827	Av-14-32A Av-14(M)	CSA AFL/East Siberia	d/d toc	06jan75 10jan78	converted to 40 passenger configuration; wfu mar77; sold to the Soviet Union 16may77 opb Ulan-Udenski OAO; in post-1973 Aeroflot c/s with the red inscription 'Agitperelyot 60 let VSU GA'
	CCCF-41827	Av-14(M)	AFL/Last Siberia	luc	10ja11/8	(agitation flight in commemoration of the 60th anniversary of the East Siberian directorate of Civil
						Aviation) on the nose; photo as such at Ust'-Kut around 1986; soc 06may88 as life-time expired; ferried to Slavyansk to serve as a source of spares for the restoration of II-12T CCCP-73975, seen there 13jul88, still
086 806109	OK-MCP	Av-14-32A	CSA	mfd	28jun58	with the inscription; probably scrapped at Slavyansk rgd same date; d/d 30jun58; i/s 03jul58; f/n AMS 17oct59; l/n LBG 02jun69; wfu dec74; sold to Soviet
	CCCP-52096	Av-14(M)	AFL/East SibIKT	toc	28oct75	Union 29jan75; canx 01jun75 opb 134 LO; w/o 20jul77 at Vitim on a flight to Irkutsk when veered off the soaked grass runway during
						the take-off run with tailwind, hitting 4 tapers and 2 runway lights, 185 metres after lift-off the tail hit the perimeter fence of the airport and 200 metres further on the aircraft hit trees at a height of 14 metres,
						after some further 300 metres the aircraft stalled and crashed into a forest, all 6 crew and 33 of the 34 passengers killed; t/t 20,464 hours and 20,467 cycles; canx 09sep77
087 806110	OK-MCR	Av-14-32A	CSA	d/d	30jun58	rgd same date; i/s 03jul58; converted to 40 pax configuration; wfu dec74; sold to Soviet Union 20jan75; canx 01jun75
000 006111	CCCP-52043(2)	Av-14-32A	AFL/ArkhangelARH	toc	unknown	on charge as of 01apr75; photo; soc 20apr82 as worn out; see II-14T CCCP-52043 with unknown c/n
088 806111	OK-MCS	Av-14-32A	CSA	d/d	18jul58	rgd same date; i/s 19jul58; at AMS 31jul62; converted to 40 pax configuration; wfu dec74; sold to Soviet Union 24jan75; canx 01jun75
	CCCP-61612	Av-14(M)	AFL/East Siberia	toc	01sep75	damaged Ulan-Ude 03oct83 when undercarriage retracted accidentally during landing run, repaired; the accident report gives the c/n as "80611"; soc 18mar85 as life-time expired
089 806112	OK-MCT	Av-14-32A	CSA	d/d	18jul58	rgd 19jul58; i/s 22jul58; w/o 10oct62 when crashed near crashed near Újezd u Brna, mountain Stará hora on approach to Brno, 13 of the 42 occupants killed; canx 17oct62
090 806113	PK-MZL	Av-14T	Indonesian AF	d/d	jun58	details from Czech CAA, presumably delivery reg only; opb Skuadron 2 or Skuadron 17 at Halim- Perdanakusama (Jakarta); see T-416/T-418 and T-421 with unknown c/ns
091 806114	PK-MZM	Av-14T	Indonesian AF	d/d	jun58	details from Czech CAA, presumably delivery reg only; opb Skuadron 2 or Skuadron 17 at Halim- Perdanakusama (Jakarta); see T-416/T-418 and T-421 with unknown c/ns
092 806115	PK-MZN	Av-14T	Indonesian AF	d/d	jun58	details from Czech CAA, presumably delivery reg only, however also reported somewhere in Indonesia in 1987 !; opb Skuadron 2 or Skuadron 17 at Halim-Perdanakusama (Jakarta); see T-416/T-418 and T-421
093 806116	PK-MZO	Av-14T	Indonesian AF	d/d	jun58	with unknown c/ns details from Czech CAA, presumably delivery reg only; opb Skuadron 2 or Skuadron 17 at Halim-
					-	Perdanakusama (Jakarta); see T-416/T-418 and T-421 with unknown c/ns
094 806117	PK-MZR	Av-14T	Indonesian AF	d/d	jun58	details from Czech CAA, presumably delivery reg only; opb Skuadron 2 or Skuadron 17 at Halim- Perdanakusama (Jakarta); see T-416/T-418 and T-421 with unknown c/ns
095 806118	PK-MZP	Av-14T	Indonesian AF	d/d	jun58	details from Czech CAA, presumably delivery reg only; opb Skuadron 2 or Skuadron 17 at Halim- Perdanakusama (Jakarta); see T-416/T-418 and T-421 with unknown c/ns
096 807101	PK-MZS	Av-14T	Indonesian AF	d/d	jul58	details from Czech CAA, presumably delivery reg only; opb Skuadron 2 or Skuadron 17 at Halim- Perdanakusama (Jakarta); see T-416/T-418 and T-421 with unknown c/ns
097 807102	PK-MZT	Av-14T	Indonesian AF	d/d	jul58	paratroop version; details from Czech CAA, presumably delivery reg only; opb Skuadron or Skuadron 17 at Halim-Perdanakusama (Jakarta); see T-416/T-418 and T-421 with unknown c/ns
098 807103	PK-MZU	Av-14T	Indonesian AF	d/d	jul58	details from Czech CAA, presumably delivery reg only; opb Skuadron 2 or Skuadron 17 at Halim- Perdanakusama (Jakarta); see T-416/T-418 and T-421 with unknown c/ns
099 807104	OK-MCU	Av-14-32A	CSA	d/d	25jul58	rgd 26jul58; i/s 28jul58 (date given in Soviet canx order as mfd); named 'Bila Labut' (White Swan); converted to 40 pax configuration; photo at PRG aug73; wfu dec74; sold to Soviet Union 17mar75; canx
	CCCP-61664(2)	Av-14(M)	AFL/Yakutiya	toc	21oct75	01jun75 opb Kolymo-Indigirski OAO; in 'polar' c/s; still in service in 1986; soc 29dec89 as life-time expired; t/t
100 807105	OK-BYO	Av-14(11) Av-14-32	CS-Gvt (LSFMV)	rgd	30jul58	33,831 hours; seen CYX 05jul92, wfu partly broken up; //n sep03; see c/n 146001030 version from Czech register; salon aircraft; canx 05feb73
100 807105	OK-MCC	Av-14-32 Av-14-32A	CSA	rgd	24sep73	in natural metal c/s with titles, converted to 40 pax configuration; wfu 27mar77; transferred to Soviet
	CCCP-41828	Av-14(M)	AFL/East Siberia	toc	16sep77	Union 11may77; canx 22jul77 photo exists and mentioned in an incident report as AFL/Arhangelsk, same aircraft ?; soc 01jul88 as life-
101 807106	OK-MCV	Av-14-32A	CSA	d/d	29jul58	time expired rgd same date; i/s 04aug58; named 'Lucenec'; converted to 40 pax configuration; damaged by fire at Brno
102 807107	OK-MCW	Av-14-32A	CSA	d/d	30aug58	aug72, flown to PRG and scrapped there, I/n PRG nov73, derelict; canx 10jan73 rgd 04sep58; i/s 05sep58; named 'Olomouc'; converted to 40 pax configuration; wfu dec74; sold to Soviet
	CCCP-52051(2)	Av-14(M)	AFL/Far East	toc	unknown	Union 10feb75; canx 01jun75 on charge as of 01oct75; see II-14T CCCP-52051 with unknown c/n
103 807108	CCCP-52051(2) OK-MCX	Av-14(M) Av-14-32A	AFL/Kazakhstan-BXJ CSA	d/d	end 80s 16sep58	directorate not mentioned in MGA document; soc 02mar87; f/n ALA 22apr93; seen dumped this date rgd 18sep58; i/s 20sep58; named 'Prerov'; converted to 40 pax configuration; photo PRG apr74; wfu
	CCCP-52089	Av-14(M)	AFL/Komi-SCW	trf	03oct75	dec74; sold to Soviet Union 10mar75; canx 01jun75 soc 18mar83 as life-time expired, year not given in MGA document
104 807109	OK-MCY	Av-14-32A	CSA	d/d	19sep58	rgd same date; i/s 22sep58; named 'Jindrichuv Hradec'; f/n LHR 28nov59; converted to 40 pax configuration; wfu mar75; sold to Soviet Union 26may75; canx 01jun75
	CCCP-61692	Av-14(M)	AFL/Kazakhstan-UKK	toc	10aug75	converted to II-141L/1; soc 05jul89 as amortisation period expired; preserved at Ust'-Kamenogorsk (Kazakhstan), in 'polar' c/s; seen apr93/aug06; moved and visible on GE (N50.019124 E82.516755); l/n
105 007110	OK MG7	4 14.224	CC 4		2050	apr11/jun23 in white c/s with blue cheatline and 'Aeroflot' titles
105 807110 106 807111	OK-MCZ CCCP-61741	Av-14-32A Av-14(M)	CSA AFL/Krasnoyarsk AFL/Magadan	d/d mfd	29sep58 1958	rgd 30sep58; i/s 07oct58; hit power cables on take-off Hostivice 02jan61; canx 14jan61 in 32 passenger configuration; toc 26feb59; f/n ABA 02jul60
	CCCP-61741 CCCP-61741	Av-14(M) Av-14(M)	AFL/Magadan AFL/Far East	trf trf	13apr61 20may61	dbr while taxiing to the apron at Khabarovsk when the fuselage suffered structural damage, date and
107 807112	OK-MZS	Av-14(M)	Avia	d/d	oct58	details unknown; t/t 3,884 hours; soc 24oct61 Avia 14-40; transferred to China oct58, registration unknown
	9232	Av-14(M)	Chinese Navy		01aug02	c/n not confirmed, but the sole Avia-14-40 delivered in 1958 to China for which no details are known; displayed in the Navy museum at Qinqdao (N36.05360 E120.323126), one of four aircraft delivered in
						1958 to Chairman Mao as a gift from the leaders of the Soviet Union and later transferred to the Navy, used by the Commander of the Navy, Xiao Jinquang from 1960 and retired from service in 1991; in natural
108 807113	OK-MZT	Av-14(M)	Avia	d/d	oct58	metal c/s; l/n aug23 Avia 14-40; transferred to China nov58, registration unknown
	B-4211	Av-14(M)	Wuhan Airlines	rgd	apr86	f/n Wuhan-Hankou 11oct88; in natural metal c/s with tail logo and 'Wuhan Air Lines' titles on the starboard side in English; I/n Wuhan-Hankou 27nov91; w/o 08oct92, crashed near Dingxi on a pleasure flight from
						Lanzhou to Xian-Xianyang, the port engine failed 45 minutes into the flight, the crew attempted to return to Lanzhou but were not able to maintain altitude on one engine and hit a hillside, killing 5 of the 7 crew
100 007444				.,,,		and 9 of the 28 passengers
109 807114	OK-MZU B-4209	Av-14(M) Av-14(M)	Avia Wuhan Airlines	d/d rgd	oct58 apr86	Avia 14-40; transferred to China nov58, registration unknown f/n Wuhan-Hankou 11oct88; in natural metal c/s with tail logo and 'Wuhan Air Lines' titles on the starboard
110 813101	3101	Av-14T	Czechoslovak AF	d/d	feb59	side in English; wfu dec91; l/n Wuhan-Hankou 02oct99 photo exists in natural metal c/s
111 813102	OK-MZV 605	Av-14T Av-14T	to China Civ Avn Adm China	d/d rgd	nov58 feb59	f/n CKG 06nov86; l/n CTU oct87; c/n 813105 reported in Chinese list, see this c/n !; fate unknown
112 813103	OK-MZW 607	Av-14T Av-14T	Avia Civ Avn Adm China	d/d rgd	nov58 nov58	prototype freighter version f/n ZGC 29oct86; wfu 1989; seen ZGC 1990, wfu; l/n oct99
113 813104	OK-MZX 609	Av-14T Av-14T	Avia Civ Avn Adm China	d/d rgd	nov58 nov58	f/n CKG 05nov86; I/n CKG oct87; fate unknown
114 813105 115 811101	3105 CCCP-61742	Av-14T Av-14(M)	Czechoslovak AF AFL/KrasnoyarKJA	d/d d/d	feb59 feb59	see c/n 813102; photo in actural metal c/s 32 pax configuration
113 011101	CCCP-61742 CCCP-61742 CCCP-61742	Av-14(M) Av-14(M) Av-14(M)	AFL/Magadan-GDX AFL/Polar	trf trf	13apr61 06jul69	
	CCCP-61742	Av-14(M)	AFL/Yakutiya-Niy	trf	01oct70	Ukanousk Advanced Elving Training Call
110 010	CCCP-61742 CCCP-61742	Av-14(M) Av-14(M)	Aeroflot/UShVLP AFL/ArkhangelARH	trf trf	31dec72 21mar75	Ulyanovsk Advanced Flying Training College soc 21jul83
116 813106 117 811102	3106 CCCP-61743	Av-14T Av-14(M)	Czechoslovak AF AFL/Far East-KHV	d/d d/d	mar59 mar59	photo exists in natural metal c/s toc 23apr59; 32 pax configuration; soc 28mar77 as life-time expired
118 813107 119 813108	3107 3108	Av-14T Av-14T	Czechoslovak AF Czechoslovak AF	d/d d/d	mar59 mar59	photo exists in natural metal c/s, engines and many parts missing delivered to Kbely Museum 12mar85; in natural metal c/s; seen preserved Kbely Museum (N50.125909
						E14.536608) apr85/aug24

120 813109	3109	Av-14T	Czechoslovak AF	d/d	mar59	converted to Avia-14RT (ELINT aircraft) in 1961 at Kbely, with radio reconnaissance SRS type equipment stations; last flight Prostejov 290ct86; f/n Prostejov sep90, in natural metal $c/s$ with fairings under the functioner occ act694, uncorrected by the interview (MMO) 27373 ELA 125640, act00(un24).
121 913110 122 911103	OK-MZC CCCP-66751 CCCP-66751	Av-14T Av-14(M)	Avia MOM Vnukovo MOM Kuibysbay	rgd	23feb59	fuselage; soc oct86; preserved Bubovice (N49.972172 E14.175644) oct99/jun24 transferred to China, registration unknown 32 pax configuration MCM Unemarged Kulturchegy
123 913111	CCCP-66751 OK-MZE	Av-14(M) Av-14(M) Av-14(T)	MOM Kuibyshev MAP Moskovski OAO Avia	trf trf	15dec65 01oct79	MOM 'Progress' Kuibyshev canx 26jan90 transferred to China jan59, registration unknown
124 913112	B-4205 not known	Av-14(T) Av-14T	Zhongyuan Airlines Avia	rgd	may86	last flight 20oct92; I/n stored CGO 1999; was later preserved near an amusement park and wrecked by fire apr03; scrapped in jun03 transferred to China jan59, registration unknown
125 911104 126 913113 127 911105	CCCP-61744 OK-MZA (1) CCCP-61745	Av-14(M) Av-14(M) Av-14(M)	AFL/Far East-KHV Avia AFL/Far East	toc d/d	22mar59 jun59	32 pax configuration; soc 14jan77 as life-time expired Avia-14-40; transferred to China mar59, registration unknown; see c/n 911107 32 pax configuration; toc 08jul59; f/n UUS 04aug63, in natural metal c/s with two blue cheatlines; seen
128 913114	OK-53	Av-14T		d/d	1959	KHV 1965 as such; soc 20sep79 as life-time expired photo, in natural metal c/s with cheatline and
	3114	Av-14T	Czechoslovak AF	rgd	18may60	flag on the fin on the Czech civil register with this rgd and owner as MNO (Ministry of National Defence); canx 09sep60;
				.92		f/n preserved at Hrabyne 02sep89, in natural metal c/s; l/n 16aug91; transported to Zruc Airpark, f/n jul95, with '3150' on the nose wheel door; l/n apr08; arrived 18sep09 at the Wattenheim (Golfparkalle 2, Biblis, Hessen, Germany) golf course (N49.680606 E8.4032889), seen aug15, with 'Golf - absolute' on the tail; l/n jul22
129 911106 130 913115 131 913116	CCCP-61746 3115 3116	Av-14(M) Av-14T Av-14T	AFL/Far East-KHV Czechoslovak AF Czechoslovak AF	d/d d/d d/d	jun59 1959 1959	32 pax configuration; toc 06jul59; soc 28apr79 as life-time expired photo exists in natural metal c/s photo exists in natural metal c/s
132 911107	OK-MZA (2)	Av-14-32A		f/f	24mar59	rgd 09jun59; photo in special red colours with 'Avia 14' titles; f/n LBG jun59; canx 17mar71, see next line; see c/n 913113
	1107	Av-14(M)	Czechoslovak AF	trf	unknown	photo in special red colours with 'Avia 14' titles; was to be exported in 1971, but this did not happen; seen Prague-Kbely 08oct72; featured in the black and white 1973 film 'The High Blue Wall', in white c/s with grey undersides and (blue) 'lightning-bolt' cheatlines and additional fake serial 'D-05'; I/n Sperenberg 27sep76; soc 1978 and scrapped
133 913117 134 913118	not known not known	Av-14T Av-14T	to China to China	d/d d/d	may59 may59	
135 912101	OK-MZF 619	Av-14(M) Av-14(M)	Avia Civ Avn Adm China	rgd	may59	Avia-14-40F (photo mapping aircraft); transferred to China may59 f/n TYN 01nov86; l/n TYN oct87
136 913119	619 not known	Av-14(M) Av-14(M)	China General Avn to China	trf d/d	jul89 may59	l/n NKG nov91, wfu; displayed in a park in Taiyuan in the mid 1990s, status by 1999 unknown Avia-14-40
137 912102	B-4202 OK-MZG	Av-14(M) Av-14(M)	Zhongyuan Airlines Avia	rgd	may86	still active as of apr92, before grounding of all II-14s dec92 in China; fate unknown Avia-14-40F (photo mapping aircraft); transferred to China may59
	621 621	Av-14(M) Av-14(M)	Civ Avn Adm China China General Avn	rgd trf	may59 jul89	f/n TYN oct87 seen Taiyuan nov93/may94, still in CAAC bare metal c/s; broken up 1996
138 913120 139 912103	3120 OK-MZH	Av-14T Av-14(M)	Czechoslovak AF Avia	d/d	1959	Avia-14-40F (photo mapping aircraft); transferred to China jun59
	623 623	Av-14(M) Av-14(M)	Civ Avn Adm China China General Avn	rgd trf	jun59 jul89	f/n HFE aug87 photo in full c/s; f/n TYN apr91; wfu TYN 1993; displayed in a park in Taiyuan in the mid 1990s, status by 1999 unknown
140 913121	not known B-4207	Av-14T Av-14T	to China Zhongyuan Airlines	d/d f/f	jul59 23jan86	for the airline as such; rgd given as may86 from Chinese register Book by C. Ballantine; wfu dec92; fate unknown
141 912104	OK-MZI 625	Av-14(M) Av-14(M)	Avia Civ Avn Adm China	rgd	jun59	Avia-14-40F (photo mapping aircraft); transferred to China jun59 I/n TYN 31oct86
142 913122	625 OK-MZJ	Av-14(M) Av-14T	China General Avn Avia	trf	jul89	in full c/s; seen dismantled Taiyuan 10nov93; moved to a park in Taiyuan for display on 11nov93, status by 1999 unknown teasefered to China julfo, maintenting unknown
143 911108	1108 OK-NCA	Av-14(M)	Czechoslovak AF	d/d	1959 042pr61	transferred to China jul59, registration unknown 32 pax configuration, with auxiliary fuel tanks Ind OE prefit camp t fortfil
	1108 OK-OCK	Av-14-32A Av-14(M) Av-14(M)	CSA Czechoslovak AF MNO	rgd ret	04apr61 unknown 14aug63	lsd 05apr61; canx 17oct61
	1108	Av-14(M) Av-14(M)	Czechoslovak AF	rgd ret	unknown	on the Czech civil register as such with owner as MNO (Ministry of National Defence); canx 14apr68 soc 1983; seen Brno-Cernovice 1986/08au900, in white c/s with grey undersides and blue 'lightning-bolt' chartlinger mound to Vignebrady careful a defended by a final non-adapted care there burget and a series and a
144 913123	CCCP-46239 CCCP-46239	Av-14T Av-14T	MOM Moscow MOMS Kuibyshev	mfd trf	jan66 22apr71 ?	cheatlines; moved to Vinohrady sep92; destroyed by a fire in 1992 and seen there burnt out by apr93 rgd 06jan66; 32 pax configuration, in Czech documents as such
145 911109	CCCP-13339 1109	Av-14T Av-14(M)	MOM Arsenyev MSZ Czechoslovak AF	rgd mfd	1977 14jun59	canx 26jan90 rgd 09oct59; on the Czech civil register with owner as MNO (Ministry of Defence); salon aircraft; canx
145 511105	OK-BYQ (2)	Av-14-32	CS-Gvt (LSFMV)	rgd	23nov60	13may60 version from Czech register; salon aircraft; canx 17auq62; see next line; see c/n 4340508
	3X-KDA 3X-SIG	Av-14(M) Av-14(M)	Air Guinée Air Guinée	lsd DKR	1961 01dec62	(/n DKR 05nov62; c/n as such in letter from Guinean CAA 1989 c/n not confirmed
	3X-GAH 1109	Av-14(M) Av-14(M)	Air Guinée Czechoslovak AF	r/r ret	unknown 1965	seen DKR 22mar65; c/n from Guinean register black and white photo exists, in white c/s with grey undersides and lightning-bolt (blue) cheatlines; soc
146 913124	3124	Av-14T	Czechoslovak AF	d/d	1959	1984 and scrapped photo exists in natural metal c/s
147 911110	1110 OK-BYW	Av-14(M) Av-14-32	Czechoslovak AF CS-Gvt (LSFMV)	rgd rgd	09oct59 23dec60	on the Czech civil register with owner as MNO (Ministry of Defence); canx 13may60 version from Czech register; salon aircraft; photo Malmo-Bulltofta jul69; canx 05feb73
	OK-NCB CCCP-41854	Av-14-32A Av-14(M)		rgd toc	16mar73 29oct77	photo, in basic ex Government c/s, no titles, wfu mar77; sold to Soviet Union 07jun77; canx 22jul77 converted to Avia-14(RR); still in service 20sep86; t/t 24,696 hours 11,145 cycles as of 04jul89; soc
148 913125	3125	Av-14T	Czechoslovak AF	mfd	24jun59	20jul89 as amortisation period expired; scrapped at UUS in 1990 i/s 30jun59; soc 1973
149 913126 150 913127	OK-NZJ OK-NZK	Av-14T Av-14T	Avia Avia			transferred to Soviet Union jul59, registration unknown transferred to Soviet Union jul59, registration unknown
151 913128 152 913129	OK-NZL MONGOL-111	Av-14T Av-14T	Avia MIAT Mongolia	d/d	sep59	transferred to Soviet Union aug59, registration unknown
	CCCP-61720 CCCP-61720	Av-14T Av-14T	AFL/ArkhangelARH AFL/Centr.RegMya	toc trf	19mar76 25jan86	photo in 'polar' c/s; still in service 20sep86; soc 17jan90
153 913130 154 913131	3130 3131	Av-14T Av-14T	Czechoslovak AF Czechoslovak AF	d/d d/d	1959 1959	photo exists in natural metal c/s photo exists in natural metal c/s
155 913132	3132	Av-14T	Czechoslovak AF	mfd	21aug59	converted at Kbely into a training aircraft (Ucebna 2 - classroom 2) to train upto six navigators flying the II-28, with a small antenna (PPZ-1) from a housing above the nose and a pair of astrodomes on the top of
156 012122	2122	AV 147	Crochoclevel: *F	د / ام	1050	the fuselage; could also carry eight training bombs; in natural metal c/s; soc 1984; seen preserved Presov in a park oct94/apr96; scrapped
156 913133	3133	Av-14T	Czechoslovak AF	d/d	1959	converted to Avia-14RT (ELINT aircraft) at Kbely, with radio reconnaissance SRS type equipment stations; soc oct87; seen preserved with Letecká Historická Spolecnost at Vyskov (N49.302359 E17.022993) in natural metal c/s with fairings under the fuselage, aug93/may24
157 913134 158 913135	OK-NZM ? OK-NZN ?	Av-14T Av-14T	Avia Avia			or OK-MZM ? transferred to Soviet Union sep59, registration unknown or OK-MZN ? transferred to Soviet Union sep59, registration unknown
159 913136 160 913137	OK-NZO ? OK-NZP ?	Av-14T Av-14T	Avia Avia			or OK-MZO ? transferred to Soviet Union oct59, registration unknown or OK-MZP ? transferred to Soviet Union late59, registration unknown
161 913138	OK-NZR ? "01"	Av-14T Av-14T	Avia Soviet Air Force	w/o	date ?	transferred to Soviet Union oct59 at Sredny-Ostrov (Sergeya Kirova Islands (N79.534851 E91.005071)
162 913139 163 913140	OK-NZS ? OK-NZT ?	Av-14T Av-14T	Avia Avia			transferred to Soviet Union oct59, registration unknown transferred to Soviet Union oct59, registration unknown
164 913141 165 913142	3141 3142	Av-14T Av-14T	Czechoslovak AF Czechoslovak AF	d/d mfd	1959 17oct59	i/s 12nov59; converted at Kbely into a training aircraft (Ucebna 1 - classroom 1) to train upto six
166 913143	3143	Av-14T	Czechoslovak AF	d/d	1959	navigators flying the II-28, with a PSBN-M radar installed inside a large nose cone and a pair of astrodomes on the top of the fuselage; i/s 15apr64; soc 1984 photo exists in natural metal c/s
167 913143	3143	Av-14T	Czechoslovak AF	d/d	1959	seen preserved at Prostejov sep90, in natural metal c/s; moved to Letecká Historická Spolecnost at Vyskov (N49.302975 E17.023053) 29jun91 and preserved there, I/n sep24
168 913145	3145	Av-14T	Czechoslovak AF	mfd	nov59	d/d 1959; seen preserved at OSR sep89/sep94, in natural metal c/s; moved 02aug98, to Frydek-Místek to be used as a bar in Bezrucova street; moved again to Libhost dec99 for use as a pub, but eventually used
	'OK-LCC'	Av-14T	CSA c/s			as decoration in the backyard of a gas station, I/n 16jul03 seen preserved at Zruc Airpark (N49.808821 E13.414128) in fake c/s and registration since jul03, I/n sen24: see real OK-10C c/n 703111
169 913146	3146	Av-14T	Czechoslovak AF	d/d	nov59	sep24; see real OK-LCC c/n 703111 f/n preserved at Studenka 1990 in natural metal c/s, l/n 1993; preserved at Zruc Airpark (N49.808445 E13.416100 f/n crtal //n sep24
170 913147	3147	Av-14T	Czechoslovak AF	d/d	nov59	E13.416199) f/n oct93, l/n sep24 converted into a training aircraft in the early 1960s to train navigators; drawings exist with a larger nose cone and a pair of astrodomes on the top of the fuselage; could also carry eight training bombs; later de-
171 913148	3148	Av-14T	Czechoslovak AF	d/d	1959	converted; seen Prague-Kbely 08oct?2; photo exists in natural metal c/s; soc 1982 crashed into hill 22aug64 in poor visibility at Hurka, near Novy Jicin, killing six crew members and four
172 913149	3149	Av-14T	Czechoslovak AF	mfd	21nov59	passengers; photo exists in natural metal c/s d/d 1959; crashed in fog into hills 30mar60 at Litencicka pahorkatina; photo exists in natural metal c/s
173 913150 174 913151	3150 3151	Av-14T Av-14T	Czechoslovak AF Czechoslovak AF	mfd d/d	nov59 dec59	d/d 1959; photo exists in natural metal c/s, with auxiliary fuel tanks; based Brno-Cernovice sep73 dbr after take-off from Brno Cernovice 12jun80; photo exists in natural metal c/s with auxiliary fuel tanks
175 913152	3152	Av-14T	Czechoslovak AF	d/d	1959	based Zatec oct69

176 913153	3153	Av-14T	Czechoslovak AF	d/d	1959	with auxiliary fuel tanks; was preserved at Presov; moved to Lemesany jun94 and was used as a bar, I/n apr96; moved to the Presov Dopravne museum seen jun99/aug11, missing outer wings and rudder; moved to the Mizeum letectva Kosice at Kosice-Barca (N49.017633 E21.271822) in jul14, photo as such
177 013154	3154	Av-14T	Czechoslovak AF	d/d	1960	dismantled; f/n 28aug14; l/n 30jun24 f/n DRS may60; photo PRG aug76 in white c/s, blue cheatlines and grey undersides with auxiliary fuel
						tanks
178 013155	3155	Av-14T	Czechoslovak AF	mfd	nov59	d/d jan60; crashed 29sep73 on approach to Szentkirályszabadja from Brno in fog, with a military delegation on board, descended below the glide slope and was unable to regain the correct height, hitting the ground at a cemetery located before the end of the runway, one crew member killed and two later died in hospital, ten passengers were injured
179 013156	3156	Av-14T	Czechoslovak AF	d/d	1960	with auxiliary fuel tanks; photo Kbely 09sep90, seen Presov 20sep93, stored; moved to Podlipniky and seen there oct94/apr96, in use as a bar marked as 'OK-3156', I/n 24may05; photo aug06, again as just '3156' and being mounted on a small concrete plinth (N49.035457 E21.461662); I/n aug11; seen oct12 with 'Restauracia Lietadlo' titles; I/n aug23/jul24
180 013157	3157	Av-14T	Czechoslovak AF	d/d	1960	with radio interior and auxiliary fuel tanks; opp 1. dvlp at Mosnov; in natural metal c/s; f/n Pardubice aug68; preserved in Letecké muzeum v Kunovicích at Kunovice (N49.035462 E17.458352), seen 1988/sep24
181 013158	3158	Av-14T	Czechoslovak AF	d/d	1960	with auxiliary fuel tanks; photo Brno-Turany 15aug80 in natural metal c/s
182 013159	3159	Av-14T	Czechoslovak AF	d/d	1960	f/n preserved Zabreh 02sep89; I/n feb98 and scrapped there; parts of fuselage to Zruc Airpark may02, nose cone displayed attached to cockpit section from an II-12; I/n mar07
183 013160	3160	Av-14T	Czechoslovak AF	d/d	feb60	converted to Avia-14RTR (ELINT Aircraft) at Kbely, with radio reconnaissance SRS and R-314 type equipment stations; photo OSR 1982, in natural metal c/s with many aerials on the top of the fuselage and fairings on the undersides; soc oct87; seen Hradec Králové sep90/sep93, derelict
184 013161	not known	Av-14(M)	to China	d/d	mar60	Avia 14-40
	31-61	Av-14(M)	Albanian Air Force	d/d	1971	wfu by 1992 at TIA; with red 'lightning bolt' cheatline; dbr by rebels TIA mar97; still present TIA oct02, serial not visible as rudder had decayed away; broken up by apr03, sent to Elbasan metallurgic furnace to be melted down
185 013162	not known	Av-14T	to China	d/d	mar60	
	B-4212	Av-14T	Wuhan Airlines	rgd	apr86	f/n Wuhan-Hankou 11oct88; in white c/s with blue 'lightning-bolt' cheatline, grey undersides with tail logo and 'Wuhan Air Lines' titles on the starboard side in English; wfu nov92; broken up at Wuhan-Hankou early93
186 013163	not known	Av-14T	to China	d/d	mar60	
187 013164	OK-OZA	Av-14T	Avia			transferred to China apr60, registration unknown
188 013165 189 013166	not known not known	Av-14T Av-14T	to China to China	d/d d/d	apr60 apr60	
199 013100	B-4206	AV-141 Av-14T	Zhongyuan Airlines	rgd	may86	wfu dec92; fate unknown
190 013167	OK-OCA	Av-141 Av-14T	CSA	d/d	14apr60	right 19apr60; used for postal services; Avia-14-32T, with reduced cabin windows on each side; crashed 11feb77 on approach to BTS in the district of Ivánka pri Dunaji, Senec, about 1,800 metres from runway 22, after striking trees; 2 of the 3 crew and both passengers were killed; canx 16may77
191 013168	not known	Av-14T	to China	d/d	apr60	
192 013169	not known	Av-14T	to China	d/d	jun60	
	B-4210	Av-14T	Wuhan Airlines	rgd	apr86	f/n Wuhan-Hankou 11oct88; in natural metal c/s with tail logo and 'Wuhan Air Lines' titles on the starboard side in English; wfu nov91; broken up Wuhan-Hankou early93
193 013170	not known	Av-14T	to China	d/d	jun60	
194 013171	not known	Av-14T	to China	d/d	jul60	
195 013172	not known B-4204	Av-14(M) Av-14(M)	to China Zhongyuan Airlines	d/d rgd	jul60 may86	Avia 14-40 wfu dec92; fate unknown
196 013173	OK-OZE	AV-14(M) AV-14T	Avia	mfd	mar60	with decy2; rate unknown
190 019179	3X-BKE	Av-14T	Air Guinée	d/d	28aug60	seen DKR 26sep60
	3X-GAF	Av-14T	Air Guinée	r/r	1963?	
	3173	Av-14T	Czechoslovak AF	trf	1966	in natural metal c/s; seen preserved Nove Mesto Nad Metuje jun95; scrapped 1999
197 014101	LZ-ILF	S.Av-14	TABSO/Balkan	d/d	jun60	with auxiliary fuel tanks; f/n PRG apr61; l/n BUD 30jan64 in TABSO/Bulgarian Air Transport c/s; crashed Provadia, date unknown
198 014102	LZ-ILG	S.Av-14	TABSO/Balkan	d/d	jun60	with auxiliary fuel tanks; dbr Sofia during maintenance, date unknown
199 014103	not known	S.Av-14	Yemen	d/d	jun60	delivered via Soviet Union
200 014104	MONGOL-105	S.Av-14	MIAT Mongolia	d/d	jul60	photo with emblem behind nose, no titles; w/o 04aug63 when crashed into the side of Mount Otgon Tenger in Zavkhan Province, killing all on board
201 014105	OK-OZC	S.Av-14	Avia	mfd	1960	with auxiliary fuel tanks
	OK-OZC	S.Av-14	Air Guinée		photo	in flight
	3X-PDG	S.Av-14 S.Av-14	Air Guinée		photo	
	3X-GAE 4105	S.Av-14 S.Av-14	Air Guinée Czechoslovak AF	r/r	1963? photo	in natural metal c/s with auxiliary fuel tanks; moved to the Soviet Union in 1968 after the Soviet Union
202 014105					•	invaded Czechoslovakia
202 014106	OK-OZD 3X-CKY	S.Av-14 S.Av-14	Avia Air Guinée	mfd DKR	25jun60 20jul60	with auxiliary fuel tanks I/n DKR 09apr63; photo with auxiliary fuel tanks
	3X-CKY 3X-GAD	S.AV-14 S.Av-14	Air Guinée	r/r	20jul60 1963	returned to Czechoslovakia in 1964; photo PRG 26may65, without auxiliary fuel tanks
	4106	S.Av-14 S.Av-14	Czechoslovak AF	trf	1965	seen Praque-Kbely 08oct72; soc 1983
203 015101	OK-OZB	Av-14S(M)	Avia	mfd	07jul60	with auxiliary fuel tanks
	3X-PRG	Av-14S(M)	Air Guinée	d/d	28jul60	seen DKR sep60
	3X-GPA	Av-14S(M)	Air Guinée	r/r	1961	returned to Czechoslovakia in 1964
	5101	Av-14S(M)	Czechoslovak AF	trf	1965	seen Prague-Kbely 08oct72; soc 28dec85; seen preserved at Trencin aug91; I/n jul11; moved to Slavnica (N48.998042 E18.188693) airfield at Dubnica nad Vahom f/n sep11; I/n sep24

# Il-14s with unknown c/ns include

 CCCP-L476	II-14	AFL/NII GVF ?	no	reports	used for trials on skis; same aircraft used for RATO trials at DME in early 1963 but registration used during these tests is unknown
 CCCP-L1848	II-14P	AFL/West Siberia	no	reports	in document 20dec57 as II-14P, 18 pax configuration and again in document 11apr59 but not in the register or MGA documents !
 CCCP-N813	II-14P	Polyarnaya Aviats.	rgd	unknown	opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56; in natural metal c/s with two thin cheatlines; photo at MOW sep57; I/n MOW sep59
 CCCP-N814	II-14	Polyarnaya Aviats.	rqd	unknown	opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56
 CCCP-N823	II-14 II-14	Polyarnaya Aviats.	rgd	unknown	opb 2-ya AE Moskovskogo OAO at Zakharkovo by 00jan30
 CCCP-00061	II-14T	Aeroflot c/s	Kjo	21sep86	had a large cargo door with an inset smaller door on the left side; probably operated by some branch of the armed forces (according to the crew not an MAP aircraft); in full post-1973 c/s, no c/n painted on; I/n Krasnoyarsk-Severny 22sep86; had possibly carried the code "61" or "folt" before
 CCCP-10585	II-14	Aeroflot	ph.	nov58	
 CCCP-29101	II-14	Aeroflot	ALA	26mar86	
 CCCP-29108	II-14	MRP Solntsevo	rgd	06may58	on Soviet register without c/n !; avionics test-bed, trf to LNPO Leninets possibly 03jan67
 CCCP-33682	II-14 II-14	Soviet AF/AFL c/s		19mar63	overall-white c/s with red cheatline
			CCU		
 CCCP-33692	II-14P	Soviet Air Force		photo	salon; took Nikita Khrushchov to Riga in 1959; black and white photo exists with small 'lightning-bolt' cheatline, without the Soviet flag or Red star on the tail
 CCCP-37321	Il-14	Soviet AF/AFL c/s	MRV		
 CCCP-41887(1)	II-14P	Soviet AF/AFL c/s	Spr	03jul71	see c/n 146000726
 CCCP-48068	II-14P	MOMS Neptun	STW	sep86	in Aeroflot c/s; seen many times at STW during 1984/86
 CCCP-48073	II-14	Aeroflot	VKO	06apr72	probably a MOM or MAP operated aircraft
 CCCP-52008(1)	II-14T	Soviet Air Force ?			version not confirmed, but likely; reported in the Royal Air Force journal dated jan62 as having been at
					Luluabourg (now Kananga, DR Congo) 06sep60, only the last three of CCCP- serial given and also mentioned as participated in the airlift in Congo 1960 according to US State Department documents with the full serial given; later took part in the airlift from North Vietnam dec61 in support of the Pathet Lao forces in Laos; see c/n 146001121
 CCCP-52042(1)	II-14T	Soviet Air Force ?			version not confirmed, but likely; reported in the Royal Air Force journal dated jan62 as having been at Luluabourg (now Kananga, DR Congo) 06sep60, only the last three of CCCP- serial given; reported arrived in North Vietnam 05dec61 and took part in the airlift in support of the Pathet Lao forces in Laos; shot down by Meo tribesmen 17feb62; see c/n 705108
 CCCP-52043(1)	II-14T	Soviet Air Force ?		photo	reported in the Royal Air Force journal dated jan62 as having been at Luluabourg (now Kananga, DR Congo) 06sep60, only the last three of CCCP- serial given and also mentioned as participated in the airlift in Congo 1960 according to US State Department documents with the full serial given; later took part in the airlift from North Vietnam dec61 in support of the Pathet Lao forces in Laos; photo also exists VTE 1962 in grev c/s, no titles; see c/n 806110
 CCCP-52051(1)	II-14T	Soviet Air Force ?		photo	reported in the Royal Air Force journal dated jan62 as having been at Luluabourg (now Kananga, DR Congo) 06sep60, only the last three of CCCP- serial given, but photo also exists in Congo, in grey c/s, no titles; later took part in the airlift from North Vietnam dec61 in support of the Pathet Lao forces in Laos; see c/n 807107
 CCCP-52065(1)	II-14T	Soviet Air Force ?		photo	reported in the Royal Air Force journal dated jan62 as having been at Luluabourg (now Kananga, DR Congo) 06sep60, only the last three of CCCP- serial given, but photo also exists at Luluabourg in grey c/s, no titles; later took part in the airlift from North Vietnam dec61 in support of the Pathet Lao forces in Laos; see c/n 4340509
 CCCP-61781	II-14	Aeroflot		photo	1973-standard polar c/s; probably an Air Force aircraft
 CCCP-61796	II-14T	Soviet Air Force ?		photo	according to US State Department documents participated in the airlift in Congo 1960; later took part in the airlift from North Vietnam dec61 in support of the Pathet Lao forces in Laos; photo exists, flying over the Plain of Jars

 CCCP-61797	Il-14T	Soviet Air Force ?			version not confirmed, but likely; reported in the Royal Air Force journal dated jan62 as having been at Luluabourg (now Kananga, DR Congo) 06sep60, only the last three of CCCP- serial given, later took part in the airlift from North Vietnam dec61 in support of the Pathet Lao forces in Laos
 CCCP-61798	II-14T	Soviet Air Force ?			version not confirmed, but likely; reported in the Royal Air Force journal dated jan62 as having been at Luluabourg (now Kananga, DR Congo) 06sep60, only the last three of CCCP- serial given and also mentioned as participated in the airlift in Congo 1960 according to US State Department documents with the full serial given; later took part in the airlift from North Vietnam dec61 in support of the Pathet Lao
 CCCP-61799	II-14T	Soviet Air Force ?			forces in Laos version not confirmed, but likely; reported in the Royal Air Force journal dated jan62 as having been at Luluabourg (now Kananga, DR Congo) 06sep60, only the last three of CCCP- serial given, later took part in
 CCCP-61800	II-14T	Soviet Air Force ?			the airlift from North Vietnam dec61 in support of the Pathet Lao forces in Laos version not confirmed, but likely; reported in the Royal Air Force journal dated jan62 as having been at Luluabourg (now Kananga, DR Congo) 06sep60, only the last three of CCCP- serial given and also mentioned as participated in the airlift in Congo 1960 according to US State Department documents with the full serial given; later took part in the airlift from North Vietnam dec61 in support of the Pathet Lao
 CCCP-67242	II-14P	Soviet AF/AFL c/s	PRG	20aug68	forces in Laos landed at PRG in the evening of 20aug68 as an advance party to secure the Soviet occupation of the
 CCCP-71415	II-14	Aeroflot		5	airfield featured in the Soviet movie "Styuardessa" (The Stewardess) shot in 1967; fake registration ?
 CCCP-91152	Il-14	Soviet Air Force	no	reports	opb 37 osae at OVB in 1970s; '91152' on instrument panel, but this may have been just a call-sign; possibly this aircraft carried the code "02"
 CCCP-91436 not known	Il-14 Il-14	Aeroflot not known	Spr ph.	05jul82 may02	probably an Air Force operated aircraft preserved at Yenakiyevo town centre (N48.224669 E38.207731) in natural metal c/s with light blue/yellow
 not known	II-14M		-	photo	fin, I/n may02 on Google Earth; scrapped converted from II-14P; preserved in a park at Veliky Ustyug and in use as a cinema, in white c/s with dark
 not known	II-14	AFL/Magadan-Anadyr	w/o	01sep69	blue cheatline, grey undersides and 'Cheburashka' titles, Aeroflot logo by the nose on approach to Zaliv Kresta (Chukotka) when entered the wrong creek valley (which ended in a cul-de-sac) and crashed into mount Dumka near Zaliv Kresta airport, all crew and passengers killed; a wing is
 "002" black	II-14P	Soviet Air Force		photo	preserved at Mys Shmidta VIP version (salon); photo in natural metal c/s with 1930s type Red Star on rudder; colour of code not
 "004" black	II-14P	Soviet Air Force	LHR	15mar56	confirmed; see also c/n 4340305 VIP version (salon); photo in natural metal c/s with 1930s type Red Star on rudder; colour of code not
 "008" black	II-14P	Soviet Air Force	CAI	19jun56	confirmed; arrived from East Berlin with the Soviet Minister Mr. Malenkov and a delegation to study Britain's electrical power stations this date; see also c/n 4340405 VIP version (salon); with a soviet delegation to see Egyptian President Gamal Abdel Nasser; in natural
				-	metal c/s with 1930s type Red Star on rudder, without the c/n on the tail; photo BEY date unknown, probably this is the same aircraft; seen again LHR 14/16aug56; see also c/n 4340302
 "019" black "01" black	II-14P II-14P	Soviet Air Force Soviet Air Force	LHR	13aug56 photo	VIP version (salon); in natural metal c/s with 1930s type Red Star on rudder in Germany, two-tone red star; VIP version (salon), as per standard II-14P externally
 "01" red "01" red	II-14T II-14M	Soviet Air Force Soviet Air Force	ph.	06jan08 1989	preserved at the Balashov Higher Aviation School (N51.538877 E43.190984); I/n apr16 VIP version (salon; black and white; preserved at Lutsk (Vyshkiv) in white c/s, grey undersides with Red
 "01" yellow "01" blue	Il-14 Av-14T	Soviet Air Force Soviet Air Force	ph.	photo 08sep13	star on tail preserved at the Balashov Higher Aviation School (N51.530420 E43.200607) preserved at Cape Schmidt, (N68.879530 W179.374260) in colours similar to Aeroflot with Red Stars, port
 "01"	Av-14M	Soviet Air Force	pri.	photo	wing damaged; visible on GE from 2003 onwards; still visible on image dated 07jul09 black and white, with 'lightning-bolt' cheatline and Red star on the tail
 "01" "02" blue	Il-14P Av-14T	Soviet Air Force KGB/Border Guards	ph.	photo 1990	in all-grey c/s; in use as a Cafe at Vozdvizhenka, with 'Line' titles in basic 'blue' Aeroflot c/s with red stripe on fin, no titles; hulk sat at Provideniya, I/n 1990; scrapped
 "02" green	II-14T	Soviet Air Force	no	reports	was based at Vorkuta; equipped with a long aerial on the upper right-hand side of the fuselage, so was probably converted to a staff aircraft; in civil c/s; was preserved in the museum of National Glory at
"02" red	II-14T	Soviet Air Force	ph.	07apr05	Begoml (Vitebsk region of Belarus) from 1991; moved to its new location (see below) jul04 the colour of the code was changed in 2005; in white c/s with dark green undersides and thin red cheatline; preserved near the crossing of the roads from Minsk to Polotsk and from Begomi to Glubokoye at
 "02" red	Il-14	Soviet Air Force		04may97	Begoml (N54.72947 E28.06549) from jul04, seen apr05/may24 preserved in town, Krupets (Ukraine)
 "03" blue "03" red	Av-14T Il-14T	Soviet Air Force Soviet Air Force	ph. ph.	16aug07 dec83	in all-grey c/s, hulk sat at Provideniya (N64.381551 W173.232934) in all-grey c/s; preserved in the city of Dalnegorsk in the early 1980s, destroyed by fire and dismantled in
 "03"	II-14TD	Soviet Air Force	r	photo	the 1990s in all-grey c/s, converted to an ELINT aircraft with two HF antennas on the top of the fuselage and two
 "03"	II-14T	Soviet Air Force	ph.	1982	large radomes on the underside of the fuselage; opb oraz (independent reconnaissance aviation section) at Berlin-Schönefeld until 1960 and then to Sperenberg in white/light grey c/s with red cheatline; was preserved in front of the "Nadezhda" metallurgical factory on
			<b>P</b>		the territory of the former Norilsk-Nadezhda airport (closed down in 1965) from nov82; retained these colours for a year or so before being repainted
no reg	II-14T	Aeroflot	ph.	1983	in standard 'blue' c/s; preserved in these fake colours in front of the "Nadezhda" metallurgical factory; removed in 1992 and scrapped
 "04" red "04"	Il-14T Il-14T	Soviet Air Force Soviet Air Force	IEV	1978 photo	black and white photos exist with 'lightning-bolt' cheatline, Red star on the fin; I/n Melitopol 19jun83 black and white photos, in natural metal c/s with Red star on the fin,
 "04"	II-14T	KGB/Border Guards		photo	equipped with radome for Groza-40 weather radar; in basic 'blue' Aeroflot c/s with red stripe on fin, no titles
 "04"	II-14TD	Soviet Air Force		photo	In all-grey c/s, converted to an ELINT aircraft with two HF antennas on the top of the fuselage and two large radomes on the underside of the fuselage; opb oraz (independent reconnaissance aviation section) at Berlin-Schönefeld until 1960 and then to Sperenberg; see c/n 147001821
 "05"	II-14TD	Soviet Air Force		photo	berlin-Scholered until 1960 and there to Specencery, see Cri 14/001621 in all-grey C/s, converted to an ELINT aircraft with two HF antennas on the top of the fuselage and two large radomes on the underside of the fuselage; opb oraz (independent reconnaissance aviation section) at Berlin-Schönefeld until 1960 and then to Specenbercy; see Cri 147001823
 "05" red	II-14T	KGB/Border Guards		photo	equipped with radome for Groza-40 weather radar; in basic 'blue' Aeroflot c/s with red stripe on fin, no titles
 "06" red	II-14T	KGB/Border Guards		photo	equipped with radome for Groza-40 weather radar; in basic 'blue' Aeroflot c/s with red stripe on fin, no titles
 "06"	II-14P	Soviet Air Force	ph.	aug86	at Vladimir-Semyazino; colour of code probably yellow; black and white photo, in white c/s with lightning- bolt cheatline and natural metal undersides
 "07" blue	II-14T	Soviet Air Force	ph.	1991	fuselage only without rudder, located somewhere on the Southern Kuril Islands, in white c/s, natural metal undersides and lightning-bolt cheatline
 "08" "08" red	Il-14T Il-14	Soviet Air Force Soviet Air Force	ph. OSF	1974/76 1982	black and white photo at Mikhailovskoye opb 2 otae DA at Ostafyevo; in white/light grey c/s with 'lightning-bolt' cheatline; wfu in 1985
 "09" red "10" white	II-14 II-14T	Soviet Air Force Soviet Air Force	WAW		with Red Star on tail in camo c/s; preserved at a children's youth club near the main airport at Rostov-na-Donu, f/n aug01, l/n
					sep09 in a very bad condition; photos may10 being dismantled; moved to Chaltyr area (N47.292072 E39.474056) but photos show more or less scrapped
 "10" "11" red	II-14T II-14T	Soviet Air Force Soviet Air Force	ph. ph.	1962 1962	at Bataysk, in all-grey c/s at Primorsko-Atharsk, in all-grey c/s
 "12" blue	Av-14T	KGB/Border Guards	ph.	08aug06	in basic 'blue' Aeroflot c/s, no titles; hulk moved from Provideniya airport to the former harbour of Plover (N64.36701 W173.3323) in the early 1990s, I/n aug06; scrapped in 2012, only part of the nose remained
 "14"	II-14P	KGB/Border Guards		photo	by sep12 black and white photo, in camouflage c/s
 "15"	II-14T	KGB/Border Guards		photo	equipped with radome for Groza-40 weather radar; in basic 'blue' Aeroflot c/s with red stripe on fin, no titles
 "16"	II-14M	KGB/Border Guards		photo	equipped with radome for Groza-40 weather radar; in basic 'blue' Aeroflot c/s with red stripe on fin, no titles
 "17" blue "17" red	Il-14T Il-14T	Soviet Air Force KGB/Border Guards	ph.	oct56 sep83	in natural metal c/s, opb 2 adon; line drawing exists, was despatched to Hungary in oct/nov56 equipped with radome for Groza-40 weather radar; in basic 'blue' Aeroflot c/s with red stripe on fin, no titles; based at Chomutovo and participated in the search for the remains of B747 HL7442 after it was shot description which derives CPU at D_10=0267.
 "20" red	II-14P	KGB/Border Guards	Vkm	13apr10	down by a missile fired from a Su-15 01sep83 preserved in fair condition; (N67.483893 E64.002238); equipped with radome for Groza-40 weather radar; in basic 'blue' Aeroflot c/s with red stripe on fin, no titles; I/n 10sep20
 "50"	Il-14	Soviet Air Force	ph.	18aug74	operational at Smolensk-Severny, black and white photo, in white c/s with natural metal undersides and
 "51"	II-14P	Soviet Air Force	ph.	18aug74	'lightning-bolt' cheatline, Red star on the fin VIP version (salon); operational at Smolensk-Severny, black and white photo, in white c/s with natural metal undersides and 'lightning-bolt' cheatline, Red star on the fin
 "51" blue "53"	II-14 II-14P	Soviet Air Force Soviet Air Force	ph. ph.	07jul96 18aug74	at Kacha, Crimea, seemed to still be operational ! VIP version (salon); operational at Smolensk-Severny, black and white photo, in white c/s with natural
 "54"	II-14T	Soviet Air Force	ph.	18aug74	metal undersides and 'lightning-bolt' cheatline, Red star on the fin operational at Smolensk-Severny, black and white photo, in all-grey c/s, Red star on the fin
 "62" red "63"	II-14M II-14P	Soviet Air Force Soviet Air Force	ph. ph.	2022 1970s	at Amderma-2 Rogachevo (N71.61355 E52.45031); salon version, in faded c/s, derelict black and white photo; in white c/s with lightning-bolt cheatline and natural metal undersides; opb 195
 "70" red	II-14P	Soviet Navy			otap (Uvelski-Uprun) in white c/s with natural metal undersides and red lightning-bolt cheatline; preserved with YeARZ at
 "94" blue	II-14T	Soviet Air Force	f/f	22jun56	Yevpatoriya (N45.215618 E33.390158) from 23feb88, seen may98/2023 photo; II-14T prototype; in all-grey c/s except rudder, with dorsal turret; completed OKB tests 15aug56
 no code	II-14TD	Soviet Air Force		photo	after 44 hours and 49 flights; trf to GK NII VVS for state trials 04sep56/30dec56 in all-grey c/s, converted to an ELINT aircraft with two HF antennas on the top of the fuselage and four
					large radomes on the underside of the fuselage; opb oraz (independent reconnaissance aviation section) at Berlin-Schönefeld until 1960 and then to Sperenberg

 not known	II-14	KGB/Border Guards			opb otdelny Sakhalinski pogranichny aviapolk at UUS; w/o 12nov79 on a flight from Vladivostok to Yuzhno-
					Sakhalinsk when tried to land in a snowstorm at night, lost speed and crashed in a field near Novotroitskoye 1.5 km west of the threshold of runway 19, all 5 crew and 23 passengers killed
 not known	II-14	KGB/Border Guards	no	reports	opb 21 oae at Magadan-56 (Sokol); w/o 26jul85 when crashed at a height of some 400 metres into a slope of Mt. Komendant in the Ola district of the Magadan region (at N59°43'14.39" E150°18'3.53") some 12
 not known	II-14	KGB/Border Guards			minutes after take-off, all 7 crew killed opb 14 oae at Ozyorski; w/o 13jul67 on a training flight from Ozyorski, practising ILS approaches in poor
	TI 1 414	Could Ala France		1000-	visibility at dusk, when crashed into a hill after having gone around, all crew (pilot: Captain N. Shavsha) killed
 not known	II-14M	Soviet Air Force	ph.	1980s	in white c/s, natural metal undersides and lightning-bolt cheatline; was preserved at the Dom ofitserov (Officers House) at Vinnitsa until 1990; scrapped
 not known	II-14	Strat.Rocket Force	ph.	1984	opb ? ove 57 rd at Zhangiz-Tobe/Solnechny (Kazakhstan); in civilian c/s with 'lightning-bolt' cheatline; was preserved in front of the Soviet Army Community Centre (DKSA) at Zhangiz-Tobe/Solnechny, used as a
 not known	II-14	Soviet Navy		jan75	cinema, seen 1984; scrapped c/n 8347107 mentioned in documents !; converted to flying laboratory with missile control system installed to simulate trials of missiles, a search radar was mounted at the bottom of nose of the fuselage and a
 not known	II-14	no titles		photo	small missile control radar mounted at the base of the tail reportedly initially Soviet Air Force and later Aeroflot, used for fisheries reconnaissance; in natural metal c/s with broad light blue cheatline; last flight to Sudilkiv; was preserved near the cinema at Shepetivka
 601	II-14P	Civ Avn Adm China	d/d	1956 ?	(Khmelnytsky region of Ukraine), already in poor condition by late 1980s; probably scrapped based at Tianjin; dbr 14nov57 following a survey flight, made a heavy landing near to the runway at
					Jiuquan in poor visibility as a result of pilot error (Captain Niu Qi) and not following the correct approach procedures, sustaining damage to the fuselage, undercarriage, propellers and engine; all six crew were not
 602	II-14P	Civ Avn Adm China	rgd	1954	injured f/n SIA oct85; was a former Zhoe Enlai aircraft, see c/n 147001513; seen Chengdu Guanghan College sep99/apr00, not present 27mar03; moved to CAFCU Mianyang College (N31.434842 E104.74374) Nanjiao
 612	II-14P	Civ Avn Adm China	rgd	1955	f/n sep05; l/n jun10 f/n CAN 10dec82; was Shanghai based in 1980S and transferred to the College training flight in may84; l/n
 616	II-14	Civ Avn Adm China			SIA 04apr85; fate unknown no records available; crashed into a mountain near KWE 14nov70, 6 crew were killed and 1 crew member
 618	II-14	Civ Avn Adm China		photo	injured; no passengers on board no records available; crashed near Wuning County, Jiujiang 15nov69 on a flight from Wuhan-Hankou, after
					hitting Mount Taiping having deviated 7 km from the approach route whilst flying through the clouds at approximately 600 m, killing all 6 crew onboard; Mount Taiping was erroneously indicated on the aeronautical chart as 508 m, whereas the actual altitude was 841 m, 2 passengers were killed as well as
 632	II-14	Civ Avn Adm China	rgd	1956	the 6 crew f/n Hanoi-Gia Lam 17nov56, in conjunction with Zhou Enlai's visit to Vietnam; w/o 05apr58 whilst on a
 640	II-14P	Civ Avn Adm China	rgd	1956	passenger flight Chengdu-Xian-Taiyuan-Beijing, crashed 70 km from Xian, 5 crew and 9 passengers killed f/n RGN 15mar64; no records available; photo exists; crashed PEK 05dec68, 5 crew and 5 passengers
 642	II-14	Civ Avn Adm China	rgd	1956	killed damaged 11apr58; no records available, repaired; l/n BPX jul81
 644	II-14	Civ Avn Adm China	rgd	1956	no records available; was based at Chengdu; crashed near Guiyang 14jan73 after hitting a mountain, killing 22 passengers and 7 crew
 646 682	II-14 II-14FK	Civ Avn Adm China Civ Avn Adm China	rgd ph.	1956 jan79	fuselage damaged 11oct59 during a flight from Lanzhou to Urumqi, repaired; f/n CTU 06dec82 at Baoshan airport, operating remote sensing flights for the Chinese Academy of Sciences
 not known B-4201	II-14 Av-14	Civ Avn Adm China Zhongyuan Airlines	rgd	may86	crashed 26aug76 on landing at Chengdu, killing 12 passengers wfu dec92; fate unknown
 B-4213 B-4214	II-14 II-14	Civ Avn Adm China Civ Avn Adm China			broken up CTU 1989 broken up CTU 1989
 B-4215 B-4219	II-14 II-14P	Civ Avn Adm China Shanxi Air Lines	rgd	mar88	broken up CTU 1989 wfu oct91; f/n TYN 10nov93; l/n TYN 20sep94; scrapped; not c/n 147001211 as previously reported
 3226 3246	II-14P II-14	Chinese Air Force Chinese Air Force	w/o	photo 09feb62	VIP version (salon); in natural metal c/s opb 34th Division; crashed into a mountain during a night flight
 3266 3281	II-14P II-14	Chinese Air Force Chinese Air Force	TYN w/o	oct87 08apr73	in natural metal c/s with observation blister opb 34th Division; hit trees whilst landing at the airport in Jiaxing
 3286 4102	II-14T II-14	Chinese Air Force Chinese Air Force	SIA w/o	08apr86 15dec60	opb 13th Division/39th Regiment; mentioned in documents this date, performing an emergency delivery of
 4203	II-14	Chinese Air Force	w/o	190000	aid supplies, crashed on return from Changsha to Zhengzhou, 8 killed opb 34th Division; hit trees on landing, location unknown
 5051 5061	II-14T	Chinese Air Force	NKG	15oct88	I/n NKG nov91
 5415	II-14T II-14M	Chinese Air Force Chinese Air Force	NKG TYN	15oct88 sep87	l/n NKG nov91 photo in natural metal c/s
 5425 5513	II-14P II-14P	Chinese Air Force Chinese Air Force	TYN TYN	31oct86 31oct86	photo in natural metal c/s; l/n TYN oct87 in natural metal c/s with light blue rudder; l/n TYN 06mar87
 9212 34041	II-14T II-14T	Chinese Navy Chinese Air Force		photo photo	with 'China Navy Surveillance' titles on the nose in natural metal c/s
 50736 ? 50753	Il-14 Il-14	Chinese Air Force Chinese Air Force	TV Shh	dec00 20apr86	serial ended 736; the aircraft was destroyed
 50755 50756	II-14 II-14	Chinese Air Force Chinese Air Force	Shh Shh	20apr86 20apr86	
 50757 not known	II-14 II-14	Chinese Air Force Chinese Air Force	Shh w/o	20apr86 28jun70	opb 13th Division/39th Regiment; at Yichang, exact details unknown
 CU-T321	II-14P	Cubana	SCU	08mar80	VIP version (salon); photo proof exists in full Cubana c/s; I/n SCU 26mar80
 CU-T323	II-14P	Cubana		photo	VIP version (salon), in full Cubana c/s; was preserved and in use as a restaurant in the province of Las Tunas (where "La Casa Insólita" is currently located); caught fire due to an electrical fault and was destroyed
 CU-T814 CU-T815	II-14 II-14M	Cubana Cubana	d/d	photo 1961	in full Cubana de Aviacion c/s; photo MZO 1976 in standard Cubana c/s; l/n KIN 09mar79 in full Cubana de Aviacion c/s; seen KIN 09mar79
 CU-T817 CU-T818	II-14 II-14M	Cubana Cubana	no ph.	reports 1965	seen SXF 11jul67; photo HAV in full Cubana de Aviacion c/s
 CU-T819	II-14	Cubana	pn.	1905	w/o 27mar62 on a flight from Santiago de Cuba to Havana when crashed into the Cayman Trough some 1.5 km off the coast shortly after take-off, all 4 crew members and 18 passengers were killed
 CU-T820	II-14M	Cubana		photo	in full Cubana de Aviacion c/s; repainted in full Cubana c/s last flight feb79; flown from HAV and landed on
 CU-T821					Calle 100, then towed to the Central Palace of Pioneers; photo shows damage to the right hand side of the
	II-14M	Cubana		photo	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, I/n jan96; gone by nov97 in full Cubana de Aviacion c/s
 CU-T822	II-14M	Cubana		photo	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, I/n jan96; gone by nov97
CU-1822 CU-T823 CU-T824			KIN		fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, Ĭ/n jan96; gone by nov97 in full Cubana de Aviacion c/s of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by
 CU-T823	II-14M II-14	Cubana Cubana	KIN ph.	photo	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, Ĭ/n jan96; gone by nov97 in full Cubana de Aviacion c/s of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by mistake by a Cuban SA-2 missile near Jaruco (65 km from Havana) killing all 5 crew VIP version (salon); reported to be the personal aircraft used by field Castro; seen 21nov97 preserved in
 CU-T823 CU-T824 CU-T825 CU-F888	II-14M II-14 II-14P II-14P II-14T	Cubana Cubana Cubana Cubana Cubana	ph.	photo 21jan71 1963 photo	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, Ĩ/n jan96; gone by nov97 in full Cubana de Aviacion c/s of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by mistake by a Cuban SA-2 missile near Jaruco (65 km from Havana) killing all 5 crew VIP version (salon); reported to be the personal aircraft used by Fidel Castro; seen 21nov97 preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightming-bolt cheatline
 CU-T823 CU-T824 CU-T825 CU-F888 12-01	II-14M II-14 II-14P II-14P II-14T II-14P	Cubana Cubana Cubana Cubana Cubana Cuban Air Force	ph. ph.	photo 21jan71 1963 photo 1973	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, Ĩ/n jan96; gone by nov97 in full Cubana de Aviacion c/s of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by mistake by a Cuban SA-2 missile near Jaruco (65 km from Havana) killing all 5 crew VIP version (salon); reported to be the personal aircraft used by Fidel Castro; seen 21nov97 preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08
 CU-T823 CU-T824 CU-T825 CU-F888 12-01 12-33 12-49	II-14M II-14 II-14P II-14P II-14T II-14P II-14T II-14P	Cubana Cubana Cubana Cubana Cuban Air Force Cuban Air Force Cuban Air Force	ph. ph. SCU	photo 21jan71 1963 photo 1973 1977 photo	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, Ĩ/n jan96; gone by nov97 in full Cubana de Aviacion c/s of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by mistake by a Cuban SA-2 missile near Jaruco (65 km from Havana) killing all 5 crew VIP version (salon); reported to be the personal aircraft used by field Castro; seen 21nov97 preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline at Camagiey, VIP version (salon); black and white photo exists, with small lightning-bolt cheatline, with the tail ripped off following a collision with a Mig-15UTI that was landing; repaired VIP version (salon) exists with passengers disembarking; in white c/s with grey undersides, thin cheatline
 CU-T823 CU-T824 CU-T825 CU-F888 12-01 12-33 12-49 12-50	II-14M II-14 II-14P II-14P II-14T II-14P II-14T II-14P II-14T II-14T	Cubana Cubana Cubana Cubana Cuban Air Force Cuban Air Force Cuban Air Force Cuban Air Force	ph. ph. SCU w/o	photo 21jan71 1963 photo 1973 1977 photo 28dec68	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, Ĩ/n jan96; gone by nov97 in full Cubana de Aviacion c/s of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by mistake by a Cuban SA-2 missile near Jaruco (65 km from Havana) killing all 5 crew VIP version (salon); reported to be the personal aircraft used by Fidel Castro; seen 21nov97 preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline at Camagüey, VIP version (salon); black and white photo exists, with small lightning-bolt cheatline, with the tail ripped off following a collision with a Mig-1SUTI that was landing; repaired VIP version (salon) exists with passengers disembarking; in white c/s with grey undersides, thin cheatline near Jose Marti airport, Havana, killing all 6 on board; details from 'Aviacion en Cuba' facebook page; photo exists
 CU-T823 CU-T824 CU-T825 CU-F888 12-01 12-33 12-49	II-14M II-14 II-14P II-14P II-14T II-14P II-14T II-14P	Cubana Cubana Cubana Cubana Cuban Air Force Cuban Air Force Cuban Air Force	ph. ph. SCU	photo 21jan71 1963 photo 1973 1977 photo	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, Ĩ/n jan96; gone by nov97 in full Cubana de Aviacion c/s of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by mistake by a Cuban SA-2 missile near Jaruco (65 km from Havana) killing all 5 crew VIP version (salon); reported to be the personal aircraft used by Raul Castro; see 21nov97 preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline at Camagüey, VIP version (salon); black and white photo exists, with small lightning-bolt cheatline, with the tail ripped off following a collision with a Mig-15UTI that was landing; repaired VIP version (salon) exists with passengers disembarking; in white c/s with grey undersides, thin cheatline near Jose Marti airport, Havana, killing all 6 on board; details from 'Aviacion en Cuba' facebook page; photo exists at Havana-Cludad Libertad, in white c/s with grey undersides, thin 'lightning-bolt' cheatline and radar
 CU-T823 CU-T824 CU-T825 CU-F888 12-01 12-33 12-49 12-50 12-51	II-14M II-14 II-14P II-14T II-14T II-14T II-14T II-14T II-14T II-14T	Cubana Cubana Cubana Cubana Cuban Air Force Cuban Air Force Cuban Air Force Cuban Air Force Cuban Air Force Cuban Air Force	ph. ph. SCU w/o	photo 21jan71 1963 photo 1973 1977 photo 28dec68 04oct81	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, Ĩ/n jan96; gone by nov97 in full Cubana de Aviacion c/s of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by mistake by a Cuban SA-2 missile near Jaruco (65 km from Havana) killing all 5 crew VIP version (salon); reported to be the personal aircraft used by Fidel Castro; seen 21nov97 preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline at Camagüey, VIP version (salon); black and white photo exists, with small lightning-bolt cheatline, with the tail ripped off following a collision with a Mig-15UTI that was landing; repaired VIP version (salon) exists with passengers disembarking; in white c/s with grey undersides, thin cheatline near Jose Marti airport, Havana, killing all 6 on boad; details from 'Aviacion en Cuba' facebook page; photo exists
 CU-T823 CU-T824 CU-T825 CU-F888 12-01 12-33 12-49 12-50 12-51 12-52	II-14M II-14 II-14P II-14P II-14T II-14P II-14T II-14T II-14T II-14T II-14T	Cubana Cubana Cubana Cubana Cuban Air Force Cuban Air Force Cuban Air Force Cuban Air Force Cuban Air Force Cuban Air Force Cuban Air Force	ph. ph. SCU w/o	photo 21jan71 1963 photo 1973 1977 photo 28dec68 04oct81 photo	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, Ĩ/n jan96; gone by nov97 in full Cubana de Aviacion c/s of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by mistake by a Cuban SA-2 missile near Jaruco (65 km from Havana) killing all 5 crew VIP version (salon); reported to be the personal aircraft used by Fidel Castro; seen 21nov97 preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline at Camagüey, VIP version (salon); black and white photo exists, with small lightning-bolt cheatline, with the tail ripped off following a collision with a Mig-15UTI that was landing; repaired VIP version (salon) exists with passengers disembarking; in white c/s with grey undersides, thin cheatline near Jose Marti airport, Havana, killing all 6 on board; details from 'Aviacion en Cuba' facebook page; photo exists at Havana-Ciudad Libertad, in white c/s with grey undersides, thin 'lightning-bolt' cheatline and radar housing on the underside of the fuselage; photo oct73; I/n HAV 04oct81; probably wit this date at Havana-Ciudad Libertad; in white c/s with grey undersides, thin 'lightning-bolt' cheatline; I/n SCU
CU-T823 CU-T824 CU-T825 CU-F888 12-01 12-33 12-49 12-50 12-51 12-52 12-53	II-14M II-14 II-14P II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T	Cubana Cubana Cubana Cubana Cuban Air Force Cuban Air Force	ph. ph. SCU w/o	photo 21jan71 1963 photo 1973 1977 photo 28dec68 04oct81 photo photo	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, Ĩ/n jan96; gone by nov97 in full Cubana de Aviacion c/s of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by mistake by a Cuban SA-2 missile near Jaruco (65 km from Havana) killing all 5 crew VIP version (salon); reported to be the personal aircraft used by Fidel Castro; seen 21nov97 preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline at Camagüey, VIP version (salon); black and white photo exists, with small lightning-bolt cheatline, with the tail ripped off following a collision with a Mig-15UTI that was landing; repaired VIP version (salon) exists with passengers disembarking; in white c/s with grey undersides, thin cheatline near Jose Marti airport, Havana, killing all 6 on board; details from 'Aviacion en Cuba' facebook page; photo exists probably wfu this date at Havana-Ciudad Libertad, in white c/s with grey undersides; thin 'lightning-bolt' cheatline and radar housing on the underside of the fuselage; photo oct73; I/n HAV 04oct81; probably wfu this date at Havana-Ciudad Libertad; in white c/s with grey undersides; thin 'lightning-bolt' cheatline; I/n SCU 15nov81, seen derelict this date in white c/s with grey undersides; thin 'lightning-bolt' cheatline; I/n SCU 15nov81, seen derelict side and without bilister window probably wfu this date; photo in white c/s with grey undersides; thin 'lightning-bolt' cheatline; I/n SCU 15nov81, seen derelict side and without bilister window probably wfu this date; photo in white c/s with grey undersides, thin 'lightning-bolt' cheatline; with extra windows on the port side and without bilister window
CU-T823 CU-T825 CU-F888 12-01 12-33 12-49 12-50 12-51 12-52 12-53 12-54 12-55 12-56 12-57	II-14M II-14 II-14P II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T	Cubana Cubana Cubana Cubana Cubana Cuban Air Force Cuban Air Force	ph. ph. SCU w/o HAV	photo 21jan71 1963 photo 1973 1977 photo 28dec68 04oct81 photo photo photo 04oct81	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, Ĩ/n jan96; gone by nov97 in full Cubana de Aviacion c/s of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by mistake by a Cuban SA-2 missile near Jaruco (65 km from Havana) killing all 5 crew VIP version (salon); reported to be the personal aircraft used by field Castro; seen 21nov97 preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline at Camagüey, VIP version (salon); black and white photo exists, with small lightning-bolt cheatline, with the tail ripped off following a collision with a Mig-15UTI that was landing; repaired VIP version (salon) exists with passengers disembarking; in white c/s with grey undersides, thin cheatline near Jose Marti airport, Havana, killing all 6 on board; details from 'Aviacion en Cuba' facebook page; photo exists probably wfu this date at Havana-Cludad Libertad, in white c/s with grey undersides; thin 'lightning-bolt' cheatline; I/n SCU J5nov81, seen derelict this date in white c/s with grey undersides; thin 'lightning-bolt' cheatline; I/n SCU J5nov81, seen derelict this date in white c/s with grey undersides, thin 'lightning-bolt' cheatline; I/n SCU J5nov81, seen derelict this date; photo in white c/s with grey undersides; thin 'lightning-bolt' cheatline; I/n SCU J5nov81, seen derelict this date; photo in white c/s with grey undersides, thin 'lightning-bolt' cheatline; I/n SCU J5nov81, seen derelict this date; photo in white c/s with grey undersides, thin 'lightning-bolt' cheatline existence reported existence reported
CU-T823 CU-T824 CU-F888 12-01 12-33 12-49 12-50 12-51 12-52 12-53 12-53 12-54 12-55 12-56 12-57 not known	II-14M II-14 II-14P II-14T	Cubana Cubana Cubana Cubana Cuban Air Force Cuban Air Force Euban Air Force Euban Air Force Euban Air Force Euban Air Force Euban Air Force	ph. ph. SCU w/o HAV	photo 21jan71 1963 photo 1973 1977 photo 28dec68 04oct81 photo photo photo 04oct81 photo	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, Ĩ/n jan96; gone by nov97 in full Cubana de Aviacion c/s of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by mistake by a Cuban SA-2 missile near Jaruco (65 km from Havana) killing all 5 crew VIP version (salon); reported to be the personal aircraft used by Ridel Castro; seen 21nov97 preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline at Camagüey, VIP version (salon); black and white photo exists, with small lightning-bolt cheatline, with the tail ripped off following a collision with a Mig-15UTI that was landing; repaired VIP version (salon) exists with passengers disembarking; in white c/s with grey undersides, thin cheatline near Jose Marti airport, Havana, killing all 6 on board; details from 'Aviacion en Cuba' facebook page; photo exists probably wfu this date at Havana-Ciudad Libertad, in white c/s with grey undersides; thin 'lightning-bolt' cheatline and radar housing on the underside of the fuselage; photo ot73; I/n HAV 04oct81; probably wfu this date at Havana-Ciudad Libertad; in white c/s with grey undersides; thin 'lightning-bolt' cheatline; I/n SCU 15nov81, seen derelict this date in white c/s with grey undersides, thin 'lightning-bolt' cheatline; I/n SCU 15nov81, seen derelict this date, hin 'lightning-bolt' cheatline; with exists with extra windows on the port side, hin 'lightning-bolt' cheatline; with exists with extra windows on the port side and without blister window probably wfu this date; photo in white c/s with grey undersides, thin 'lightning-bolt' cheatline existence reported donated by the Soviet government to Ethiopian emperor Haile Selassie in 1959 or 1960; in civilian c/s with the emperor's coat-of-arms on the fin; serial not visible on photo
CU-T823 CU-T825 CU-F888 12-01 12-33 12-49 12-50 12-51 12-52 12-53 12-54 12-55 12-56 12-57	II-14M II-14 II-14P II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T	Cubana Cubana Cubana Cubana Cubana Cuban Air Force Cuban Air Force	ph. ph. SCU w/o HAV	photo 21jan71 1963 photo 1973 1977 photo 28dec68 04oct81 photo photo photo 04oct81	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, Ĩ/n jan96; gone by nov97 in full Cubana de Aviacion c/s of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by mistake by a Cuban SA-2 missile near Jaruco (65 km from Havana) killing all 5 crew VIP version (salon); reported to be the personal aircraft used by Fidel Castro; seen 21nov97 preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline at Camagüey, VIP version (salon); black and white photo exists, with small lightning-bolt cheatline, with the tail ripped off following a collision with a Mig-15UTI that was landing; repaired VIP version (salon) exists with passengers disembarking; in white c/s with grey undersides, thin cheatline near Jose Marti airport, Havana, killing all 6 on board; details from 'Aviacion en Cuba' facebook page; photo exists probably wfu this date at Havana-Ciudad Libertad; in white c/s with grey undersides, thin 'lightning-bolt' cheatline and radar housing on the underside of the fuselage; photo oct73; I/n HAV 04oct81; probably wfu this date at Havana-Ciudad Libertad; in white c/s with grey undersides; thin 'lightning-bolt' cheatline; I/n SCU J5nov81, seen derelict this date in white c/s with grey undersides, thin 'lightning-bolt' cheatline; I/n SCU J5nov81, seen derelict this date in white c/s with grey undersides, thin 'lightning-bolt' cheatline; photo exists with extra windows on the port side and without blister window probably wfu this date; photo in white c/s with grey undersides, thin 'lightning-bolt' cheatline existence reported existence reported existence reported donated by the Soviet government to Ethiopian emperor Halle Selassie in 1959 or 1960; in civilian c/s with
CU-T823 CU-T824 CU-T825 CU-F888 12-01 12-33 12-49 12-50 12-51 12-52 12-53 12-54 12-55 12-55 12-55 12-57 not known 81	II-14M II-14 II-14P II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14P II-14P II-14P II-14P	Cubana Cubana Cubana Cubana Cuban Air Force Cuban Air Force Ethiopian AF Bulgarian AF	ph. ph. SCU W/o HAV HAV	photo 21jan71 1963 photo 1973 1977 photo 28dec68 04oct81 photo photo 04oct81 photo 04oct81 photo 20jun71	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, Ĩ/n jan96; gone by nov97 in full Cubana de Aviacion c/s of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by mistake by a Cuban SA-2 missile near Jaruco (65 km from Havana) killing all 5 crew VIP version (salon); reported to be the personal aircraft used by Fidel Castro; seen 21nov97 preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline at Camagüey, VIP version (salon); black and white photo exists, with small lightning-bolt cheatline, with the tail ripped off following a collision with a Mig-15UTI that was landing; repaired VIP version (salon) exists with passengers disembarking; in white c/s with grey undersides, thin cheatline near Jose Marti airport, Havana, killing all 6 on board; details from 'Aviacion en Cuba' facebook page; photo exists probably wfu this date at Havana-Ciudad Libertad; in white c/s with grey undersides, thin 'lightning-bolt' cheatline and radar housing on the underside of the fuselage; photo oct73; I/n HAV 04oct81; probably wfu this date at Havana-Ciudad Libertad; in white c/s with grey undersides, thin 'lightning-bolt' cheatline; I/n SCU I Snov81, seen derelict this date in white c/s with grey undersides, thin 'lightning-bolt' cheatline; I/n SCU I Snov81, seen derelict this date in white c/s with grey undersides, thin 'lightning-bolt' cheatline existence reported existence of sofia) and hit terrain after performing a low pass and crashed killing some on
CU-T823 CU-T824 CU-T825 CU-F888 12-01 12-33 12-49 12-50 12-51 12-52 12-53 12-54 12-55 12-56 12-57 not known 81	II-14M II-14 II-14P II-14P II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T	Cubana Cubana Cubana Cubana Cuban Air Force Cuban Air Force Euban Air Force Euban Air Force Euban Air Force Euban Air Force Euban Air Force	ph. ph. SCU w/o HAV	photo 21jan71 1963 photo 1973 1977 photo 28dec68 04oct81 photo photo 04oct81 photo 04oct81 photo photo	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, Ĩ/n jan96; gone by nov97 in full Cubana de Aviacion c/s of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by mistake by a Cuban SA-2 missile near Jaruco (65 km from Havana) killing all 5 crew VIP version (salon); reported to be the personal aircraft used by field Castro; seen 21nov97 preserved in the DAFAAR museum (N23.068248 W82.438503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline at Camagüey, VIP version (salon); black and white photo exists, with small lightning-bolt cheatline, with the tail ripped off following a collision with a Mig-15UTI that was landing; repaired VIP version (salon) exists with passengers disembarking; in white c/s with grey undersides, thin cheatline near Jose Marti airport, Havana, killing all 6 on board; details from 'Aviacion en Cuba' facebook page; photo exists probably wfu this date at Havana-Ciudad Libertad, in white c/s with grey undersides; thin 'lightning-bolt' cheatline and radar housing on the underside of the fuselage; photo oct73; I/n HAV O4oct81; probably wfu this date at Havana-Ciudad Libertad; in white c/s with grey undersides; thin 'lightning-bolt' cheatline; I/n SCU ISnov81, seen derelict this date in white c/s with grey undersides, thin 'lightning-bolt' cheatline; I/n SCU ISnov81, seen derelict this date; photo in white c/s with grey undersides, thin 'lightning-bolt' cheatline existence reported donated by the Soviet government to Ethiopian emperor Haile Selassie in 1959 or 1960; in civilian c/s with the emperor's coat-of-arms on the fin; serial not visible on photo in natural metal c/s; involved in an accident on 19dec60 during a training flight at night, the aircraft took off from Dobroslavci (close to Sofia) and hit terrain after performing a low pass and crashed killing some
CU-T823 CU-T824 CU-T825 CU-F888 12-01 12-33 12-49 12-50 12-51 12-52 12-53 12-54 12-55 12-55 12-55 12-57 not known 81	II-14M II-14 II-14P II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14P II-14P II-14P II-14P	Cubana Cubana Cubana Cubana Cuban Air Force Cuban Air Force Ethiopian AF Bulgarian AF	ph. SCU W/o HAV HAV	photo 21jan71 1963 photo 1973 1977 photo 28dec68 04oct81 photo photo 04oct81 photo 04oct81 photo 20jun71	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, Ĩ/n jan96; gone by nov97 in full Cubana de Aviacion c/s of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by mistake by a Cuban SA-2 missile near Jaruco (65 km from Havana) killing all 5 crew VIP version (salon); reported to be the personal aircraft used by Fidel Castro; seen 21nov97 preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline at Camagüey, VIP version (salon); black and white photo exists, with small lightning-bolt cheatline, with the tail ripped off following a collision with a Mig-15UTI that was landing; repaired VIP version (salon) exists with passengers disembarking; in white c/s with grey undersides, thin cheatline near Jose Marti airport, Havana, killing all 6 on board; details from 'Aviacion en Cuba' facebook page; photo exists probably wfu this date at Havana-Ciudad Libertad; in white c/s with grey undersides; thin 'lightning-bolt' cheatline and radar housing on the underside of the fuselage; photo oct73; I/n HAV 04oct31; probably wfu this date at Havana-Ciudad Libertad; in white c/s with grey undersides; thin 'lightning-bolt' cheatline; I/n SCU J5nov81, seen derelict this date in white c/s with grey undersides; thin 'lightning-bolt' cheatline; is with existence reported donated by the Soviet government to Ethiopian emperor Haile Selassie in 1959 or 1960; in civilian c/s with the emperor's coat-of-arms on the fin; serial not visible on photo in natural metal c/s, involved in an accident on 19dec60 during a training flight at night, the aircraft took off from Dobroslavci (close to Sofia) and hit terrain after performing a low pass and crashed killing some on board
CU-T823 CU-T824 CU-T825 CU-F888 12-01 12-33 12-49 12-50 12-51 12-52 12-53 12-54 12-55 12-56 12-57 not known 81 082 82 085	II-14M II-14 II-14P II-14P II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T	Cubana Cubana Cubana Cubana Cuban Air Force Cuban Air Force Ethiopian AF Bulgarian AF Bulgarian AF	ph. SCU W/o HAV HAV	photo 21jan71 1963 photo 1973 1977 photo 28dec68 04oct81 photo 04oct81 photo 04oct81 photo photo photo 20jun71 aug78	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, Ĩ/n jan96; gone by nov97 in full Cubana de Aviacion c/s of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by mistake by a Cuban SA-2 missile near Jaruco (65 km from Havana) killing all 5 crew VIP version (salon); reported to be the personal aircraft used by Fidel Castro; seen 21nov97 preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline at Camagüey, VIP version (salon); black and white photo exists, with small lightning-bolt cheatline, with the tail ripped off following a collision with a Mig-15UTI that was landing; repaired VIP version (salon) exists with passengers disembarking; in white c/s with grey undersides, thin cheatline near Jose Marti airport, Havana, killing all 6 on board; details from 'Aviacion en Cuba' facebook page; photo exists probably wfu this date at Havana-Ciudad Libertad, in white c/s with grey undersides; thin 'lightning-bolt' cheatline and radar housing on the underside of the fuselage; photo oct73; I/n HAV 04oct81; probably wfu this date at Havana-Ciudad Libertad; in white c/s with grey undersides; thin 'lightning-bolt' cheatline; I/n SCU 15nov81, seen derelict this date in white c/s with grey undersides, thin 'lightning-bolt' cheatline; is with existence reported donated by the Soviet government to Ethiopian emperor Haile Selassie in 1959 or 1960; in civilian c/s with the emperor's coat-of-arms on the fin; serial not visible on photo in natural metal c/s in white c/s with grey undersides, thin 'lightning-bolt' cheatline existence reported donated by the Soviet government to Ethiopian emperor Haile Selassie in 1959 or 1960; in civilian c/s with the emperor's coat-of-arms on the fin; serial not visible on photo in natural metal c/s with black code; wfu i
CU-T823 CU-T824 CU-T825 CU-F888 12-01 12-33 12-49 12-50 12-51 12-52 12-53 12-54 12-55 12-56 12-57 not known 81 082 82 085	II-14M II-14 II-14P II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T II-14T	Cubana Cubana Cubana Cubana Cuban Air Force Cuban Air Force Ethiopian AF Bulgarian AF Bulgarian AF	ph. SCU W/o HAV HAV VAR SXF	photo 21jan71 1963 photo 1973 1977 28dec68 04oct81 photo photo 04oct81 photo 04oct81 photo 20jun71 aug78 17mar75 photo	fuselage behind the wing; seen 02oct81 preserved in Lenin Park at Havana, Ĩ/n jan96; gone by nov97 in full Cubana de Aviacion c/s of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642 VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by mistake by a Cuban SA-2 missile near Jaruco (65 km from Havana) killing all 5 crew VIP version (salon); reported to be the personal aircraft used by Fidel Castro; seen 21nov97 preserved in the DAFAAR museum (N23.068248 W82.458503) on the outskirts of Havana, I/n aug08 black and white photo exists, with small lightning-bolt cheatline at Camagüey, VIP version (salon); black and white photo exists, with small lightning-bolt cheatline, with the tail ripped off following a collision with a Mig-15UTI that was landing; repaired VIP version (salon) exists with passengers disembarking; in white c/s with grey undersides, thin cheatline near Jose Marti airport, Havana, killing all 6 on board; details from 'Aviacion en Cuba' facebook page; photo exists probably wfu this date at Havana-Ciudad Libertad, in white c/s with grey undersides; thin 'lightning-bolt' cheatline; I/n SCU 15nov81, seen derelict this date in white c/s with grey undersides; thin 'lightning-bolt' cheatline; I/n SCU 15nov81, seen derelict this date; photo in white c/s with grey undersides; thin 'lightning-bolt' cheatline; I/n SCU 15nov81, seen derelict this date; photo in white c/s with grey undersides, thin 'lightning-bolt' cheatline; in SCU 15nov81, seen derelict this date; photo in white c/s with grey undersides, thin 'lightning-bolt' cheatline existence reported donated by the Soviet government to Ethiopian emperor Haile Selassie in 1959 or 1960; in civilian c/s with the emperor's coat-of-arms on the fin; serial not visible on photo in natural metal c/s; involved in an accident on 19dec60 during a training flight at night, the aircraft took off from Dobroslavci (close to Sofia) and hit terrain after performing a lo

 95	II-14T	Bulgarian AF	SXF	01aug67	in natural metal c/s; seen SXF aug74 in natural metal c/s with black code; seen SXF aug78 in natural metal
 96 97	II-14 II-14T	Bulgarian AF Bulgarian AF	SOF SXF	jul78 19sep69	c/s with red code; preserved at Dobroslavtsi (N42.816606 E23.301551), seen sep96/sep16 as such photo in natural metal c/s with black code exists; photo also in dark green c/s with red code; preserved in
 not known	Il-14	Bulgarian AF			the Bulgarian Air Force Museum at Plovdiv-Krumovo, (N42.067491 E24.843316), seen apr92/aug24 based at SOF; w/o 26apr57 on approach to Varna in poor visibility (clouds down to 160 metres) when
		-			deviated from the approach pattern and crashed into a hill (300-350 metres), all 6 crew killed
 not known	II-14	Bulgarian AF			based at SOF; w/o 19dec60 on approach to SOF when dropped below the glide path, collided with a high- voltage power-line near Vakarel (Sofia region), crashed, caught fire and burnt out, all 5 crew killed
 102	II-14M	MIAT Mongolia		photo	taken in 1961 at ULN, in natural metal c/s and 6 cabin windows; the prefix MONGOL was initially only worn on the wings
 MONGOL-102 103 MONGOL-103	II-14M II-14M II-14M	MIAT Mongolia MIAT Mongolia MIAT Mongolia		photo photo photo	with prefix and 8 cabin windows; possibly an Avia-14(M) ? taken at ULN; the prefix MONGOL was initially only on the wings initially with 6 cabin windows, later converted with 8 cabin windows and additional seating; I/n ULN 20jun79, stored
 MONGOL-106 MONGOL-107	Il-14 Il-14	MIAT Mongolia MIAT Mongolia			existence surmised returned to Soviet Union
 MONGOL-108	II-14	MIAT Mongolia			returned to Soviet Union
 MONGOL-109 MONGOL-110	Il-14 Il-14	MIAT Mongolia MIAT Mongolia			returned to Soviet Union returned to Soviet Union
 MONGOL-112 OK-51	Il-14 Av-14T	MIAT Mongolia VZLŲ		photo	returned to Soviet Union in natural metal c/s with roundel on the fin; test registration used on different aircraft
 OK-51 D-01	Av-14M(S) Av-14P	VZLÚ Czechoslovak AF		photo	in Putnam book; prototype of Avia-14M with auxiliary fuel tanks; test registration used on different aircraft details from Czech forum; could also be an II-14P, five of which were delivered to Czechoslovakia; re-
 D-20	Av-14P	Czechoslovak AF	ph.	1957	registered with a four digit serial after jul57 in a magazine; in natural metal c/s; could also be an Il-14P, five of which were delivered to
 L-06	II-14P	Czechoslovak AF		photo	Czechoslovakia; re-registered with a four digit serial after juI57 black and white photo, in white c/s with grey undersides and 'lightning-bolt' cheatlines (probably blue); Salon aircraft, donated and delivered directly to the Czechoslovak Minister of Defence as a personal gift of the Soviet Minister of Defence; after the withdrawal of the Minister of Defence in 1956, this aircraft was
 509 ?	II-14	Chosonminhang		photo	soon after returned back to the Soviet Union; c/n given as 4340506 by Czech sources, but see this c/n late 1950s; operator not confirmed
 701 704	II-14 II-14	Chosonminhang Chosonminhang			
 706 707	II-14 II-14	Chosonminhang Chosonminhang			
 709 BL541	II-14 II-14	Chosonminhang Indian Air Force	DEL	21jan68	cighting correct as carial P7E41 was a Pall 47.2
 BL559	II-14	Indian Air Force	ph.	22dec66	sighting correct as serial BZ541 was a Bell 47 ?
 IL859 IL860	Il-14 Il-14P	Indian Air Force Indian Air Force	DEL DEL	24dec55 dec55	donated 24dec55, named 'Meghaduta I' VIP version (salon); donated dec55; named 'Meghaduta II'; photo Sharjah-Al Mahatah 31jul65; preserved
T 401	11140	Inducation AF	h (-	10	in the Indian AF museum at Palam, f/n aug94; later stored externally and subsequently moved to a remote part of the museum in the company of IAF Caribou BM744 close to runway 27 of Indhira Gandhi Airport (N28.571157 E77.117006), l/n 29jan18
 T-401	II-14P	Indonesian AF		10may57	at Jakarta; VIP version (salon), used as a presidential aircraft; opb Skuadron 17 at Halim Perdanakusama (Jakarta); in natural metal c/s, named 'Dolok Martimbang' after a mountain in North Sumatra; replaced in 1962 by a Lockheed Jetstar as the presidential aircraft; wfu 1975 due to its age and lack of available spare parts
 T-402 T-403	II-14 II-14T	Indonesian AF Indonesian AF	no	reports photo	existence surmised in all-grey c/s; see c/ns 148001909/12 and 1917/22
 T-404 T-405	II-14T II-14	Indonesian AF Indonesian AF	no	photo reports	named 'Binaja'; in all-grey c/s; see c/ns 148001909/12 and 1917/22 opb Skuadron 17 at Halim-Perdanakusama (Jakarta), used by state officials and named 'Merbabu'
 T-406 T-407	Il-14 Il-14	Indonesian AF Indonesian AF	no	reports	existence surmised
 T-408	II-14	Indonesian AF	no	reports	existence surmised
 T-409 T-410	II-14T II-14	Indonesian AF Indonesian AF	no	photo reports	in all-grey c/s existence surmised
 T-411	II-14T	Indonesian AF	ph.	jun58	opb Skuadron 2 at Halim-Perdanakusama (Jakarta); in all grey c/s, with painted out PK- reg on tail, see c/ns 148001909/12 and 1917/22
 T-412 T-413	Il-14 Il-14	Indonesian AF Indonesian AF	no no	reports reports	existence surmised existence surmised
 T-415	II-14	Indonesian AF	no	reports	existence surmised
 T-416	Av-14(T)	Indonesian AF	d/d	1958	according to Czech CAA records, nine Avia Av-14T and one Avia Av-14M were delivered to Indonesia; opb Skuadron 2 at Halim-Perdanakusama (Jakarta); in white c/s with grey undersides and black/white
 T-417	Av-14	Indonesian AF	d/d	1958	'lightning-bolt' cheatlines, TNI-AU titles; see c/ns 806113-806118, 807101-807103 opb Skuadron 2 at Halim-Perdanakusama (Jakarta); photo exists; see c/ns 806113-806118, 807101-
 T-418	Av-14(T)	Indonesian AF	ph.	oct65	807103 and 17oct68, according to Czech CAA records, nine Avia Av-14T and one Avia Av-14M were delivered to
	. ,		·		Indonesia; in white c/s with grey undersides and black/white 'lightning-bolt' cheatlines; see c/ns 806113- 806118, 807101-807103
 T-419	II-14	Indonesian AF Indonesian AF	no	reports	existence surmised
 T-420 T-421	Il-14 Av-14	Indonesian AF	no d/d	reports 1958	opb Skuadron 2 at Halim-Perdanakusama (Jakarta); photo exists; see c/ns 806113-806118, 807101-
 not known	II-14	Iraqi Air Force			807103 in silver c/s; stored at Habbaniya (N33.371524 E43.560442) in derelict condition, no code/reg visible, f/n
 01	II-14	Polish Air Force	ph.	in 1959	may03 later re-registered
 43 030	Il-14 Il-14	Polish Air Force Polish Air Force	KRK WAW		later re-registered later re-registered
 SU-AIP	II-14P	Egyptian Govern.	ph.	22may56	at Cairo-Almaza; VIP version (salon); in natural metal c/s, a gift from the Soviet Union and presented this day to President Abdel Nasser
 SU-ANE	II-14P	United Arab Airl.	PZU	jun62	at the old airport
 SU-AOE SU-AOF	II-14 II-14	Egyptian Air Force Egyptian Air Force			
 SU-AOH SU-BAK	II-14 II-14	Egyptian Air Force Egyptian Air Force		dec60	came to the Congo to salvage parts of the wreck of Il-14T c/n 148001936 serial 1142 (SU-BAH) which
 SU-BBF	Il-14	Egyptian Air Force	PRG	dec71	overshot the landing strip at Lisala, Congo, most likely oct60 with SU-BAK as the call-sign
 SU-BBF SU-BBN	Il-14 Il-14	Egyptian Air Force Egyptian Air Force	CAI WAW	20jul73	
 SU-BBO	II-14P	Egyptian Air Force	WAW	02oct70	I/n PRG sep72, in camo c/s with light blue undersides; probably a VEB-built aircraft
 SU-BBT SU-BBU	Il-14 Il-14	Egyptian Air Force Egyptian Air Force	Cal Cal	mar72 mar72	
 1092 1094	II-14 II-14	Egyptian Air Force Egyptian Air Force	Cal ph.	06nov83 1967	and Cairo-Almaza 30oct84, stored of this aircraft after it crashed
 1096 1097	Il-14 Il-14	Egyptian Air Force Egyptian Air Force	PRG Cal	aug66 06nov83	photo and Cairo-Almaza 30oct84, stored
 1101 (1)	II-14P	Egyptian Air Force	ADJ	oct56	VIP version (salon); president Nasser's personal aircraft; in natural metal c/s with green/white roundel and flag on the fin, Golden Eagle coat of arms by the serial; w/o 29oct56 on a flight from Damascus to Cairo with senior officers and journalists on board when was intercepted 200 km south of Cyprus by Israeli Air Force "Meteor" NF Mk.13 '52' of 119 Tayeset (piloted by CPT Yoash Tsiddon and LT Elyashiv Brosh) and
 1101 (2)	II-14P	Egyptian Air Force		18aug63	shot down over the Mediterranean Sea with the fighter's guns, all 7 crew and 16 passengers killed VIP version (salon); photo Alexandria 18aug63, President Sallal of Yemen arrives for talks with President Nasser; in white c/s with grey undersides, Egyptian flag on the fin and United Arab Republic titles, Golden
 '1101'	II-14P	Egyptian Air Force		photo	Eagle coat of arms behind the nose preserved at Cairo-Almaza; in light grey c/s with Egyptian flag on the fin, no titles; serial worn is fake as this aircraft is not a salon, has 8 cabin windows suggesting it was a 32 seater passenger aircraft in the past; seen jun12/oct18
 1102 1103	Il-14 Il-14	Egyptian Air Force Egyptian Air Force	ph. Cal	sep64 06nov83	VIP aircraft; in natural metal c/s with 'lightning-bolt' cheatline and white tail and Cairo-Almaza 30oct84, stored
 1106	II-14	Egyptian Air Force	Cal	30oct84	I/n CAI sep87
 1107 1108	Il-14 Il-14	Egyptian Air Force Egyptian Air Force	Cal Cal	06nov83 aug75	
 1113 1116	Il-14P Il-14P	Egyptian Air Force Egyptian Air Force		photo	black and white photo, in camo c/s features in video footage, in natural metal c/s
 1121 1122	Il-14 Il-14	Egyptian Air Force Egyptian Air Force	ph. Cal	09aug75 06nov83	at Aswan; seen Cairo Almaza 06nov83 again 30oct84, stored and Cairo-Almaza 30oct84, stored
 1124/SU-BBM 1125/SU-BAE	II-14 II-14T	Egyptian Air Force Egyptian Air Force	Cal CPH	20jul73 24jun63	I/n CPH 26jun63
 1128	II-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
 1131 1132	II-14 II-14T	Egyptian Air Force Egyptian Air Force	Cal ph.	06nov83 nov67	and Cairo-Almaza 30oct84, stored opb 7 squadron; black and white photo exists in camo c/s
 1133 1133/SU-BEM	Il-14 Il-14	Egyptian Air Force Egyptian Air Force	CPH Cal	24jun63 mar72	
 1134	II-14T	Egyptian Air Force	Cal	02aug88	photo exists, in all grey c/s with a blue/white unknown emblem by the nose

	1135	II-14	Egyptian Air Force	Cal	02nov84	
	1136	II-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
	1138	II-14T	Egyptian Air Force			transferred to North Yemen Air Force
	1140	II-14T II-14T	Egyptian Air Force Egyptian Air Force			opb 14 squadron; transferred to North Yemen Air Force before may63 transferred to North Yemen Air Force
	1141 1146	II-141 II-14T		nh	1960s	opb 14 squadron; black and white photo exists with 'lightning-bolt' cheatline above the windows and white
	1140	11-141	Egyptian Air Force	ph.	19605	'Pegasus' emblem by the nose; seen Cairo-Almaza 06nov83 and 30oct84, stored
	1147	II-14T	Egyptian Air Force		photo	dbr 05jun67 while attempting to take off from Jabel-Libni airfield; black and white photo exists with
	1147	11-141	Egyptian An Torce		photo	damage to the rudder and tail-plane, with 'lightning-bolt' cheatline above the windows and white
						'Parachute' emblem by the nose
	1148	II-14T	North Yemen AF	ph.	may63	transferred from Egyptian Air Force (ex 14 squadron) with SU-NGI ? visible on top and below the wings;
	1140	11 1 41	North Temen Ai	pn.	mayos	photos exist in grey c/s with very faded 'lightning-bolt' cheatline above the windows and white 'Pegasus'
						emblem by the nose; landed by mistake at Lawdar (then Aden Protectorate) 02dec63, the crew and at
						least three high-ranking Soviet officers were taken into custody; ferried, after some repairs, to RAF
						Khormaksar (now Aden IAP) jan64 by a crew of the Empire Test Pilot School from Farnborough; moved to
						the dump by 1966 and adorned with graffiti, among it '48 (F) SQDN'; I/n ADE 25oct67
	1149	II-14	Egyptian Air Force			transferred to North Yemen Air Force before may63
	1161	II-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
	1200	II-14	Egyptian Air Force	Cal	06nov83	
	203	II-14	Congolese Gvt	d/d	jul60	possibly TN-203, presidential aircraft
	TN-104	II-14	Congo Air Force	BZV	09nov71	
	TN-225	II-14	Congo Air Force			
	TN-105	II-14	Congo Air Force	NDJ	25apr75	reported in Trait d'Union (issue 44)
	TN-109 TN-226	II-14 II-14	Congo Air Force	BZV	09nov71	
	TN-226 TN-112		Congo Air Force	BZV	09nov71	
	TN-227	II-14 II-14	Congo Air Force Congo Air Force	DZV	09110771	
	TN-117	II-14 II-14	Congo Air Force	BZV	09nov71	
	TN-228	II-14	Congo Air Force	02.0	05110471	
	TN-120	II-14	Congo Air Force	BZV	09nov71	
	TN-229	II-14	Congo Air Force			
	TN-215	II-14T	Congo Air Force	BZV	oct81	photo in white c/s with red cheatlines and grey undersides; seen Brazzaville 15oct91 wfu; still present
			-			31mar96
	TN-240	II-14T	Congo Air Force	BUD	mid70s	in dark green c/s with red cheatline
	61022	II-14	Congo Air Force	BZV	19oct71	one of two aircraft h/o this date; black and white video exists, five digit serial on the fuselage and
						under/on top of the wings, small Aeroflot titles by the nose, CCCP- prefix if worn is not visible in the video
	no serial	II-14P	Rep. Congolese Gvt	ph.	aug60	VIP version (salon); photo at Ndjili with 'Republique du Congo' titles, in white c/s with natural metal
						undersides and thin red 'lightning-bolt' cheatline and flag on the fin; returned to Soviet Union sep60
	58482	II-14P	North Vietnam AF	ph.	aug57	at BUS; no markings other than serial; Salon aircraft; carried Ho Chi Minh the North Vietnamese leader;
						also reported to have ferried a Government delegation 31oct57; opb 919th Transport Regiment ;was the
						first II-14 delivered by the Soviet Union to Vietnam and a VIP aircraft until 1964 and then used to transport
	101 6400	11.1.40		CON	101	soldiers/combat equipment until 1975; became, see next line
	VN-C482	II-14P	Háng Không Viêtnam	SGN	jan91	seen wfu Hanoi-Gia Lam apr96/nov02; preserved at the Air Vietnam office at 200 Nguyen Son Street in the Long Bien District of Hanoi, near the perimeter of Gia-Lam (N21.045052 E105.88077) f/n jan04,
						underwent restoration work aug10 for a period of 5 months, prior to the celebrations of the 100th anniversary of Ho Chi Minh; I/n 02mar22; see VN-C516 with unknown c/n
	502	II-14	North Vietnam AF			opb 919th Transport Regiment; w/o 07feb68 when crashed into a mountain near Tam Giang, all 5 crew
	502	11 14	North Victuality A			kiled
	506	II-14	North Vietnam AF	w/o	07feb68	reported to have crashed this date, during a re-supply flight to Hue, one of four II-14s that went missing
						during the Mau campaign in feb68
	512	II-14	North Vietnam AF			opb 919th Transport Regiment; was known locally as a T-14 (modified IL-14) with an external bomb rack;
						diverted after being hit by enemy fire and dbr 07feb68 on landing Sao Vang, Th anh Hoa airport
	514	II-14	North Vietnam AF			opb 919th Transport Regiment; was known locally as a T-14 (modified IL-14) with an external bomb rack;
						dbr 07feb68 on landing at Tho Xuan, no casualties
	522	II-14	North Vietnam AF		photo	first digit not 100% confirmed
	not known	II-14	North Vietnam AF			opb 919th Transport Regiment; w/o 12feb68 when a group of 3 Il-14s did not return from a mission
						against enemy objects in the province of Quang Tri at night, all 17 crew aboard the 3 aircraft presumed
						killed
	22-B	II-14P	North Vietnam AF		photo	
	82516 VN-C516	II-14T II-14T	North Vietnam AF Háng Không Viêtnam	mfd HAN	1958	see next line seen wfu Hanoi Gia-Lam jan91/nov09; I/n 10oct11, missing many parts and previous serial 82516 showing
	VN-CJ10	11-141	Tialig Kliolig Vietralii	TIAN	apr80	under the paint, restored in early 2012 and preserved at the Hanoi Military History Museum (N21.032028
						E105.84021); f/n apr12
	'C-482'	II-14T	Háng Không Viêtnam	ph.	jan13	preserved at the Hanoi Military History Museum with this fake serial; I/n 01mar22; not present dec23, all
	0 402	11 1 1 1	hang khong victham	pri.	Junio	aircraft exhibits had been moved for subsequent display in a new museum; seen preserved at the new
						Vietnam Military History Museum, located on Thang Long Avenue (Nam Tu Liem District, Hanoi) with this
						fake serial (officially opened 01nov24); the real VN-482 was the first II-14 delivered by the Soviet Union to
						Vietnam and opb 919th Transport Regiment; see VN-C482 with unknown c/n
	XY-VIP	II-14P	Burmese Government	d/d	13jan56	VIP version (salon)
	YE-AAE	II-14P	Yemen Government	d/d	16sep58	
	YE-AAG	II-14P	Yemen Airlines	rgd	sep58	photo with titles as such
	YE-AAR	II-14P	Yemen Government		nk -+-	avisiantly knowsforward from Examples Air Force to North Version Air Forces because the Version 1, 1, 2, 1, 1,
	1138	II-14T	Yemen Air Force		photo	originally transferred from Egyptian Air Force to North Yemen Air Force; became the Yemen Arab Republic Air Force from 20nov67; black and white photos exist, in all-grey c/s with an Egyptian flag on the tail ?
	1141	II-14T	Yemen Air Force			originally transferred from Egyptian Air Force to North Yemen Air Force; a black and white photo exists,
	1141	11-141	Temen Air Torce			with an Egyptian flag on the tail ?; became the Yemen Arab Republic Air Force from 20nov67
	1140	II-14T	North Yemen AF	ph.	may63	transferred from Egyptian Air Force (ex 14 squadron); black and white photo exists with 'lightning-bolt'
	1140	11 1 1 1	North Temen Ai	pri.	mayos	cheatline above the windows, white top and white 'Pegasus' emblem by the nose
	1148	II-14T	North Yemen AF	ph.	may63	transferred from Egyptian Air Force (14 squadron) with SU-NGI ? visible on top and below the wings;
				r.	.,	landed by mistake at Lawdar (then Aden Protectorate) 02dec63, the crew and at least three high-ranking
						Soviet officers were taken into custody; ferried, after some repairs, to RAF Khormaksar (now Aden IAP)
						jan64 by a crew of the Empire Test Pilot School from Farnborough; moved to the dump by 1966 and
						adorned with graffiti, among it '48 (F) SQDN'; I/n ADE 25oct67
	1149	II-14	North Yemen AF	ph.	may63	transferred from Egyptian Air Force
	200	II-14T	Afghan Air Force			
	201	II-14T	Afghan Air Force Afghan Air Force			
	202	II-14T II-14T	Afghan Air Force Afghan Air Force			
	203 205	II-141 II-14T	Afghan Air Force Afghan Air Force			
	205	II-141 II-14T	Afghan Air Force		photo	at ARZ-407 before delivery, in light grey c/s; l/n feb06 at the Pol-e-Charki scrapyard (N34.551675
	200	11-141	Aignan Air Force		PHOLO	E69.315417) Kabul
	207	II-14T	Afghan Air Force		photo	preserved Kabul Museum, (N34.463724 E69.109615); in light grey c/s; l/n may04; photos exist derelict,
					p	without engines and tail
	208	II-14T	Afghan Air Force			-
	209	II-14T	Afghan Air Force			
	210	II-14T	Afghan Air Force		140	at Elugraveworth Deceder
	1114 not known	II-14P II-14	Syrian Air Force Guinea-Bissau AF	no	14apr66 reports	at Flugzeugwerft Dresden two delivered by sea via Conakry in early 1971
	HOL KHOWH	11-14	Guined-Dissau AF	110	reports	the derivered by sea via contakty in early 19/1
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# Ilyushin Il-18 and variants

A four-engine piston powered aircraft with this designation saw brief operational service with Aeroflot on a trial basis during the late 1940s. The more familiar version of

A four-engine piston powered aircraft with this designation saw brief operational service with Aeroflot on a trial basis during the late 1940s. The more familiar version of the II-18 made its first flight on 4 July 1957 and entered Aeroflot service on 20 April 1959, on the Moscow-Sochi-Adler route. The type was manufactured exclusively at Moscow Machinery Plant No. 30 "Banner of Labour" (MMZ No. 30 "Znamya Truda"), Moscow-Khodynka where a total of 564 production aircraft plus two prototypes are known to have been completed between 1957 and 1969. After completion of the II-18 production, production continued into the mid-seventies of the II-20, II-22 and II-38 for all sorts of covert work. By 2004 probably no more than a few dozen original II-18s remained airworthy. Of the II-38 we can and file of them were later sold to India, with a further two replacements some 30 years later. The first aircraft was c/n 10106 and was handed over to the Soviet Union, and five of them were later sold to India, with a further two replacements some 30 years later. The first aircraft was delivered on 22 February 1972. Their c/ns fit perfectly between the regular II-18 production at Khodynka. By 2000 the Russian Navy still operated 36 II-38s. At least 120 II-18s were exported to seventeen countries. As can be seen in the list below ARZ-402 (BASCO) e Bykowo Air Service Company) was the leading repair and overhaul plant for the I1-18. Another ARZ famous for repairs of GVF/MGA II-18s was ARZ-243 in Tashkent, mainly concentrating on the servicing of planes of the Central Asian Republics and the Soviet Navy anti-submarine facility at Pushkin in the Leningrad Region (20 ARZ) was known for the repairs of most military II-18s and their modifications, specifically the Soviet Navy anti-submarine day aptrol birds. However, it overhauled some civil (notably ex-military) II-18s. Many BASCO maintained II-18s were finally broken up at Bykovo. This was confirmed by veteran ARZ-402 (BASCO) personnel who mentioned many were disassembled at the plant

veteran ARZ-402 (BASCO) personnel who mentioned many were disassembled at the plant and taken away on trucks to a place where wings, parts of the fuselage and so on were scrapped. In no such cases were aircraft taken away by truck to be reassembled for any ground purpose. Where we report on a last overhaul we mean the last overhaul carried out by ARZ-402 (BASCO) before this plant stopped overhauling II-18s.

The life limit for the II-18 was 35,000 hours and for civil airliners this was usually never extended but it has been for military and industrial operated aircraft in some cases. This system was applied very strictly in the old Soviet Union. The maximum hours were soon achieved by many II-18s within a few years due to intensive use compared to many other types in the Soviet Union as. Average was some 2,000 + hours per year, some 6 hours per day, for civil operated aircraft. According to Ilyushin OKB sources, II-18 production by variants was split as follows: II-18 sans suffixe (the prototypes) batch 0; II-18A batches 1 through 4 (c/ns 187000101 through 18800405); II-18B batches 5 through 17 (c/ns 18800501 through 189001801); II-18V batches 18 through 44 (c/ns 189001802 through 186009205); II-18D batches 93 through 113 (c/ns 186009301 through 189011304) However, there were II-18V to II-18D conversions. The II-18D has an auxiliary fuel tank in the centre of the fuselage, the NI-50 navigation system is improved to NAC with

However, there were II-18V to II-18D conversions. The II-18D has an auxiliary fuel tank in the centre of the fuselage, the NI-50 navigation system is improved to NAC with doppler radar and this antenna situated at the bottom of the tail section of the aircraft. The passenger capacity is 100 or more, so this aircraft has ten windows between the two entry doors. Most of the II-18V converted to 100 or 105-seat configuration also had this additional window.

The II-18V-26A was a special polar variant, featuring improvements in the engine oil system, extra cabin fuel tanks and additional navigation systems.

The c/n of the II-18 and family, is often painted on the tail and also to be noted on the forward underside of the wing, close to the fuselage. The construction number itself is straight-forward, commencing with 18 being the inhouse product code followed by one digit representing the year of manufacture, followed by a 0 (zero) being the factory code (number 30). Of the final five digits the first three give the batch number and the last two the number in the batch.

For the II-38 construction number, it would seem that the system changed during production, with the first digit initially commencing 8, this being the in-house product code (stated as 08) followed by a single digit representing the year of manufacture, then by a pair of 00 (zeros), one of which indicated the factory code (number 30). Of the final five digits, the first three give the batch number in the batch. For the II-38 construction number, it would seem that the system changed during production, with the first digit initially commencing 8, this being the in-house product code (stated as 08) followed by a single digit representing the year of manufacture, then by a pair of 00 (zeros), one of which indicated the factory code (number 30). Of the final five digits, the first three give the batch number and last two the number in the batch. After about twenty aircraft the explanation of the first four digits changed position, the second digit was now an 8 (the in-house product code) with the third digit the year of manufacture, the first and fourth digit a 0 (zero) and the remaining five digits as before.

Regarding the izdeliye (in-house product code) we can tell the following: izdeliye 18 = II-18 (passenger versions), izdeliye 17 = II-20M ELINT aircraft and II-20RT space tracker/telemetry relay aircraft, izdeliye 8 = II-38 (stated in the c/n as 08 to keep the nine-digit c/n format). (Similarly, the MiG-29/izdeliye 9.12 Fulcrum-A and MiG-29/izdeliye 9.13 Fulcrum-C have the factory codes izdeliye 5 and izdeliye 7 respectively but this is stated in the c/ns as 05 and 07 for example, 039.05.02.020, 296.05.36.034, 296.07.31.646).

### 564 II-18 built by MMZ No. 30 "Znamya Truda" ('Banner of Labour') at Moscow-Khodynka from 1957 to 1968

#### 60 II-38 built by MMZ No. 30 "Znamya Truda" ('Banner of Labour') at Moscow-Khodynka from 1967 to 1972

18700 00 01	CCCP-L5811	II-18	Ilyushin OKB	f/f	04jul57	from Moscow-Khodynka; c/n in documents as '1'; first prototype, with NK-4 engines; construction started sep56; presented to the Soviet leadership with Nikita Khrushchov jun57; named 'Moskva' along a proposal of Yekaterina Furtseva, the Secretary of the Moscow CPSU Committee; started taxi trials 01jul57; presented to the public at VKO 10jul57; took part in the air parade above Moscow-Tushino 20jul58; underwent trials on unpaved runways 04/14mar63
	CCCP-75420	II-18A	MAP Zhukovski	rgd	30apr66	canx 13dec66
18700 00 02	CCCP-L5812 CCCP-75888	Il-18 Il-18	Ilyushin OKB Ilyushin OKB	f/f	jul57	c/n in documents as '2'; second prototype, with NK-4 engines
	CCCP-75888 CCCP-75888	II-18 II-18I	Ilyushin OKB	no f/f	reports 1961	converted to, see next line the sole II-181; had a TG-16 APU under the fuselage, cabin extended aft by 1.64 metres at the expense of the rear luggage compartment (the fuselage was not stretched as its overall length remained the same, what really happened was that the rear pressure bulkhead was moved aft by 1.64 metres); factory trials started 21dec60; state trials completed 14dec61
18700 01 01	"001" red	II-18A	Soviet Air Force	f/f	26oct57	first production aircraft, initially with NK-4 engines; opb 2 akdon (Avidstionnaya Krasnoznamyonnaya diviziya osobogo naznacheniya, Red Banner Special Task Aviation Division); seen at Khodynka in 1957, with 'lightning-bolt' cheatline and Red star on tail; used call-sign CCCP-33569, see further down
	CCCP-L5818	II-18A	AFL/GosNII GVF	toc	jan 58	75 pax configuration; rgd 03apr58
	CCCP-L5818 CCCP-L5818	II-18A II-18A	Ilyushin OKB AFL/GosNII GVF	trf trf	18jun58 11oct58	received AI-20 engines jul59
	CCCP-33569	II-18A	Soviet Air Force	WAW		photo exists; with 'lightning-bolt' cheatline and a Soviet flag on the tail
	CCCP-75634	II-18A	Aeroflot/UShVLP	rgd	23jun60	Ulyanovsk Advanced Flying Training College; photo 1964; trf as a ground instructional airframe to the Kiev Aviation Institute (KAI) 04sep65 with t/t 1,926 hours and 3,499 cycles, possibly delivered 01oct65; soc 28may66 and canx same date; seen in the renamed Kiev Institute of Civil Aviation (KIIGA) jun93/aug02; trf to the Oleg Antonov State Aviation Museum at Kiev (N50.406602 E30.457827), seen oct03/sep21
18700 01 02	CCCP-L5819	II-18A	AFL/Moscow (MUTA)	mfd	02oct57	with AI-20 engines; in 75 pax configuration; toc 18jan58; rgd 27jan58; named 'Moskva' (painted on instead of 'Aeroflot' titles); registration used on a Yak-12R at the same time
	CCCP-75635 CCCP-L5819	II-18A II-18A	AFL/Moscow (MUTA) AFL/GosNII GVF	rgd trf	09may58 22aug59	the new registration was probably never painted on had probably still the old registration painted on; trf to the Kharkov Aviation Institute (KhAI) as a ground instructional airframe O6nov59; t/t 317 hours and 370 cycles
18700 01 03	CCCP-L5820	II-18A	AFL/Moscow (MUTA)	toc	23jan58	with AI-20 engines; in 75 pax configuration; rgd 31jan58; registration used on a Yak-12R at the same time
	CCCP-75636 CCCP-L5820	II-18A II-18A	AFL/Moscow (MUTA) MAP Ilyushin OKB	rgd trf	09may58 28jul58	the new registration was never painted on, see below had still the old registration painted on; new CoRk issued 14nov58, but the respective line in the post-1961 Soviet register was left blank; established several world records 14/17nov58, 19aug59, 25nov59 and 2066 (Concerned and Concerned and C
						02feb60; soc 28may62 and trf to the Technical Aviation College at Krivoi Rog as a ground instructional airframe; t/t 542 hours and 433 cycles; a photo at Krivoi Rog (N47.934827 E33.321084) still shows the old
18700 01 04	"002" red	II-18A	Soviet Air Force	toc	01feb58	registration CCCP-L5820 with NK-4 engines; opb 2 akdon (Aviatsionnaya Krasnoznamyonnaya diviziya osobogo naznacheniya, Red Banner Special Task Aviation Division); w/o 07may58 on a test-flight when engine # 2 flamed out and the NK-4 did not have a feathering system, the crew tried to reach SVO for an emergency landing, but the aircraft crashed at the premises ul. Chkalova 17 at Sheremetyevski settlement, all 5 crew and 5 passengers killed; t/t 67 hours and 120 cycles
18700 01 05	not known CCCP-75748	II-18A II-18A	Soviet Air Force AFL/Moscow (MUTA)	mfd trf	26oct57 01aug59	rgd 06aug59; 89 pax configuration; a photo shows a Soviet Air Force style red cheatline and black
	CCCP-75748	II-18A	AFL/Azerbaijan-BAK	trf	13nov62	'Aeroflot' titles
	CCCP-75748 CCCP-75748	II-18A II-18A	AFL/Moscow (MUTA) AFL/Tajikistan-DYU	trf trf	15feb63 30jun71	f/n VKO 30jun70 soc 24sep73 as worn out; t/t 16,592 hours and 9,030 cycles
18800 02 01	CCCP-L5821	II-18A	AFL/Moscow (MUTA)	mfd	31mar58	toc 18apr58; initially with NK-4 engines; 75 pax configuration
	CCCP-75637	II-18A	AFL/Moscow (MUTA)	rgd	08may58	
	CCCP-75637 CCCP-75637	II-18A II-18LL	MAP Zhukovski MAP LII Zhukovski	trf trf	27may58 31jan66	(p/ya 12 LII GKAT); received AI-20 engines sep59 test-bed, used as a 'tanker' for de-icing systems tests and later for tests of the equipment for the II- 20RT(SIP) missile tracking aircraft; t/t 4,237 hours and 3,929 cycles
18800 02 02	CCCP-75638	II-18A	AFL/Moscow (MUTA)	mfd	30apr58	toc 01aug58; initially with NK-4 engines; rgd 07aug58; 80 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75638	II-18A	AFL/Tajikistan-DYU	trf	jul60	on charge as of 01aug60; f/n TAS 31aug60; //n DYU 16apr72; soc 24sep73 as worn out; t/t 17,437 hours and 10,321 cycles; the fuselage (still in old Aeroflot c/s) remains in use as a store at DYU; f/n as such 22nov08 (N38.549152 E68.809986); //n jan12
18800 02 03	CCCP-75639	II-18A	AFL/Moscow (MUTA)	mfd	11apr68	rgd 11aug58; initially with NK-4 engines; toc 15aug58; f/n SVX nov58; received AI-20 engines 11nov59; 80 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75639	II-18A	AFL/Northern-LED	trf	14nov59	····· 2····· 2····· 2····· 2··· 2·· 2··· 2··· 2··· 2·· 2·· 2··· 2··· 2··· 2··· 2··· 2··· 2··· 2··· 2·· 2···· 2···· 2···· 2···· 2···· 2···· 2···· 2···· 2···· 2···· 2···· 2···· 2····· 2···· 2···· 2···· 2···· 2···· 2···· 2···· 2····· 2······
	CCCP-75639 CCCP-75639	II-18A II-18A	AFL/Tajikistan-DYU AFL/Northern-LED	trf trf	01dec59 1961	l/n DYU jun73; soc 24sep73 as worn out; t/t 20,159 hours and 9,226 cycles
18800 02 04	CCCP-75640	II-18A	AFL/Moscow (MUTA)	toc	30aug58	with NK-4 engines (did not receive AI-20 engines later); rgd 11nov58; 75 pax configuration; trf to Kiev Aviation Institute (KAI) 03feb59, probably as a ground instructional airframe; t/t 213 hours and 137 cycles; soc only 25mar61
18800 02 05	CCCP-75641	II-18A	AFL/Moscow (MUTA)	mfd	19jul58	toc 22aug58; initially with NK-4 engines; rgd 08dec58; 80 pax configuration, later converted to 89 pax configuration, date unknown; received AI-20 engines 02feb60
18800 03 01	CCCP-75641 CCCP-75642	II-18A II-18A	AFL/TurkmenisASB AFL/Moscow (MUTA)	trf mfd	01feb60 02jul58	soc 24sep73 as worm out and canx same date; t/t 16,952 hours and 9,445 cycles toc 28aug58; initially with NK-4 engines; rgd 11nov58; 80 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75642	II-18A	AFL/Tajikistan-DYU	trf	12may60	f/n DYU 01mar61; I/n AER 30jun70
	CCCP-75642	II-18A	NII VVS	trf	unknown	transfer not mentioned in MGA document; in Aeroflot c/s; soc 24sep73 as wom out and canx same date; t/t 17,151 hours and 10,125 cycles; used as a ground instructional airframe by the Kryvy Rih Aeronautical School, f/n jul96; seen may98 with outer wings, engines and tail missing; scrapped by apr99
18800 03 02	CCCP-75643 CCCP-75643	II-18A II-18A	AFL/Moscow (MUTA) NII VVS	mfd trf	jul58 27aug59	in 75 passenger configuration; initially with NK-4 engines; toc 05sep58; rgd 11nov58; opb 63 AO in Aeroflot c/s; sold after modification to GK NII VVS 15nov60 (based on a decree of the Council of
	CCCP-75643	II-18SL	MRP NPO "Leninets"	VKO	26jun65	Ministers issued 18jun60) in Aeroflot c/s; a test-bed for the II-38's search radar; later converted to a test-bed for the GloNaSS
						satellite navigation system; seen LED 22jul70; arrived at ARZ No. 402 GA at Bykovo for its last overhaul sep87, with t/t 28,806 hours; canx 28jan88; sat wfu at Pushkin, seen 29may90/jun91; was preserved near the "32nd Kilometre" railway station at Pushkin and used as a cinema and a café, seen 07sep92; scrapped in the summer of 1998
18800 03 03	CCCP-75644	II-18A	AFL/Moscow (MUTA)	mfd	aug58	to 01sep58; initially with NK-4 engines; f/n PRG oct58; rgd 11nov58; 75 pax configuration; was displayed at the VDNKh exhibition in Moscow from 27aug59 (officially trf to the VDNKh 08apr60) until 1965; soc 17aug65 and trf to the Yegoryevsk Technical Aviation College for use as a ground instructional airframe; t/t 295 hours and 171 cycles
18800 03 04	CCCP-75645	II-18A	AFL/Moscow (MUTA)	mfd	30aug58	toc 08sep58; initially with NK-4 engines; rgd 19nov58; 75 pax configuration, later converted to 89 pax configuration, date unknown: f/n VKO dec58
	CCCP-75645	II-18A	AFL/GosNII GVF	trf	30may60	in Aeroflot c/s; received AI-20 engines 03sep60
	CCCP-75645	II-18A	AFL/Moscow (MUTA)	trf	17jun63	featured in the 1965 Soviet movie "Idu na grozu"; f/n DME aug65; seen AER 30jun70; soc 24sep73 as worn out; t/t 16,054 hours and 6,187 cycles; used as a ground instructional airframe by the Riga Aviation Institute (RKIIGA) at RSC, f/n 1983, without engines and already in poor condition, I/n sep94 (derelict by then); reportedly broken up in late 1994

18800 03 05	CCCP-75646 CCCP-75646	II-18A II-18A	AFL/Moscow (MUTA) AFL/Kazakhstan-ALA	mfd trf	12aug58 30mar60	toc 01sep58; initially with NK-4 engines; rgd 11nov58; 80 pax configuration f/n ALA 01mar61; l/n Sperenberg 18nov73 on a troop exchanging flight; soc 24nov73 as worn out; t/t 19,833 hours and 9,099 cycles; fuselage seen in the Moscow Technical University of Civil Aviation (MGTU
18800 04 01	CCCP-75647	II-18A	Aeroflot/UShVLP	mfd	aug58	GA) at SVO mar90/sep95 toc 06oct58; Ulyanovsk Advanced Flying Training College; initially with NK-4 engines; rgd 19nov58; 95 pax
	CCCP-75647	II-18A	LII GKAT	trf	06jan61	configuration according to MGA document by a decree issued 06aug60
	CCCP-06180 CCCP-27220	II-18A II-18RTL	MAP LII Zhukovski MAP LII Zhukovski	rgd rgd	12dec64 31jan66	avionics test-bed in Aeroflot c/s; converted to II-20RT(SIP) prototype with large fairing on top of the fuselage and underwent trials in 1971/74; canx 26jul82; t/t 5,733 hours and 3,393 cycles; seen Zhukovski aug92/sep93, derelict
18800 04 02	CCCP-75648	II-18A	Aeroflot/UShVLP	mfd	aug58	to 06oct58; Ulyanovsk Advanced Flying Training College; initially with NK-4 engines; rgd 02dec58; 95 pax configuration; f/n VKO dec58; received AI-20 engines 10sep59
	CCCP-75648	II-18A	AFL/Urals-SVX	trf	10sep59	oph 120 ATC) w/o Zapr60 on a training flight from Sverdlovsk-Koltsovo at night when the stabiliser was subject to icing while descending through clouds, extending the flaps fully to 40 degrees with an ice-
						covered stabiliser resulted in the aircraft losing longitudinal stability and pitching over at a height of some 30 metres, the nose-gear hit the runway and the aircraft bounced twice, destroying its landing gear, while sliding over the runway the aircraft caught fire, veered off the runway and eventually burnt out, 1 of the 5
18800 04 03	CCCP-75649	II-18A	AFL/Moscow (MUTA)	mfd	08sep58	crew killed and the other 4 slightly injured; t/t 390 hours and 255 cycles; soc 11jun60 and canx same date toc 08oct58; initially with NK-4 engines; 80 pax configuration
	CCCP-75649	II-18A	Aeroflot/UShVLP	trf	18oct58	Ulyanovsk Advanced Flying Training College; rgd 02dec58; f/n BAK dec58; received AI-20 engines 12nov59
18800 04 04	CCCP-75649 CCCP-75649 CCCP-75650	II-18A II-18A II-18A	AFL/Moscow (MUTA) Aeroflot/UShVLP AFL/Moscow (MUTA)	trf trf mfd	28may64 20nov64 sep58	Ulyanovsk Advanced Flying Training College; soc 24sep73 as worn out and canx same date; t/t 7,374 hours and 17,816 cycles toc 13oct58; initially with NK-4 engines; rgd 19nov58; 95 pax configuration
	CCCP-75650	II-18A	Aeroflot/UShVLP	trf	unknown	Ulyanovsk Advanced Flying Training College; on charge as of 01sep59; received AI-20 engines 05sep59; soc 24sep73 as worn out; t/t 7,317 hours and 18,471cycles
18800 04 05	CCCP-75651	II-18A	AFL/Moscow (MUTA)	mfd	18sep58	initially with NK-4 engines; toc 09oct58; 95 pax configuration; rgd only 08feb59; received AI-20 engines dec60
	CCCP-75651	II-18A	Aeroflot/UShVLP	trf	19dec60	Ulyanovsk Advanced Flying Training College; w/o 26dec60 on a training flight from Kuibyshev to Ulyanovsk-Baratayevka when the stabiliser was subject to icing while descending through clouds (due to inefficient de-icing system), extending the flaps fully to 40 degrees with an ice-covered stabiliser resulted in the aircraft losing longitudinal stability and pitching over at a height of some 120-150 metres, it crashed in a field 1,240 metres before the inner marker and caught fire, all 13 crew (5 instructors and 8 trainees) and 4 passengers killed; t/t 144 hours and 178 cycles; soc 14feb61 and canx same date
18800 05 01	not known	II-18B		mfd	30sep58	registration CCCP-75652 possibly allocated, but did not appear in the MGA document; the line was left blank in the Soviet register with only a canx remark, but without a date; the first II-18 powered by AI-20 turboprops
	CCCP-75473	II-18B	Soviet AF/AFL c/s	rgd	20dec73	c/n confirmed; d/d reported as 02feb68; opb 223 LO at Chkalovski; f/n KBP 27nov70; third overhaul at Bykovo 1976; I/n Stendal 26oct77; t/t 5,733 hours and 3,393 cycles as of 01jan86; canx but date unknown
	"21"	II-18B	Soviet Air Force		photo	c/n not confirmed; black and white photo exists at OVB, in basic Aeroflot c/s (adopted from summer 1973) with Red star on the fin, no titles
18800 05 02	CCCP-75653 CCCP-75653	II-18B II-18B	AFL/Moscow Aeroflot/UShVLP	toc trf	03dec58 07sep59	in 95 pax configuration; rgd 10feb59; opb Vnukovskoye PO Ulyanovsk Advanced Flying Training College; dbr in the early hours of 13aug61 on a training flight from Riga-Rumbula at night when diverted to Riga-Spilve (which was not cleared for II-18 operations) as Rumbula had been closed due to fog, but suffered from poor crew resource management and poor communication between the crew and ATC, entered a layer of ground fog on finals, touched down 500 metres behind the runway threshold, bounced several times, finally touched down 250 metres before the far end of the runway, overran the runway, collided with obstacles, crossed the Bolderaishkoye shosse highway and came to rest in a meadow 200 metres form the river Daugava, all 8 crew escaped basically
18800 05 03	CCCP-75654	Il-18B	AFL/Moscow (MUTA)	mfd	30oct58	unhurt; soc 08sep61 and canx the same day; t/t 901 hours and 1,650 cycles toc 17nov58; rgd 24nov59; 95 pax configuration; opb 65 AO; w/o 17dec61 on a flight from Moscow to Sochi when probably the flight engineer accidentally extended the flaps to the full 40 degrees while cruising at an altitude of 8,000 metres (the lever was not protected against accidental actuation), the aircraft entered an uncontrollable dive and crashed with a pitch of 107 degrees on a snow-covered field 10 km east of Chebotovka village (Tarasovka district of the Rostov region), all 9 crew and 50 passengers killed; t/t 2,721 hours and 1,217 cycles; soc 06jun62 and in Soviet register as canx 06jun60, in error for 06jun62
18800 05 04	CCCP-75655	II-18B	Aeroflot/UShVLP	mfd	21apr58	Ulyanovsk Advanced Flying Training College; on charge as of 01dec58; rgd 02dec58; 95 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75655 CCCP-75655	II-18B II-18B	AFL/GosNII GVF Aeroflot/UShVLP	trf trf	01oct60 31mar62	Ulyanovsk Advanced Flying Training College
18800 05 05	CCCP-75655 CCCP-75656	II-18B II-18B	AFL/Moscow (MUTA) Aeroflot/UShVLP	trf mfd	20feb65 30sep58	f/n DME 15sep74; l/n DME 13nov77; soc 30nov78 as life-time expired; t/t 34,561 hours and 10,871 cycles Ulyanovsk Advanced Flying Training College; on charge as of 01dec58; rgd 09mar59; 80 pax configuration,
	CCCP-75656	II-18B	AFL/Azerbaijan-BAK	trf	30jun60	later converted to 89 pax configuration, date unknown f/n BAK jan66; l/n BAK 05jul71; soc 26oct76 due to its poor technical condition; t/t 24,222 hours and
18800 06 01	CCCP-75657	II-18B	SibNIA	no	reports	13,890 cycles canx 1959; t/t 20 hours and 15 cycles according to Ilyushin OKB document; not mentioned in the MGA
18800 06 02	CCCP-75658	II-18B	AFL/Moscow (MUTA)	mfd	25mar58	document and line left blank in the Soviet register toc 22nov58; rgd 10feb59; 95 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75658 CCCP-75658	II-18B II-18B	AFL/Uzbekistan AFL/Ukraine-LWO	trf trf	25mar60 29nov7.	unable to see last digit in MGA document; photo LWO 01jun75; soc 30nov78 as life-time expired; t/t 34,778 hours and 16,186 cycles; preserved in a park at Zaporozhye, f/n may98; l/n apr99
18800 06 03	CCCP-75659 CCCP-75659	II-18B II-18B	AFL/Moscow (MUTA) AFL/Kazakhstan-ALA	mfd trf	25oct58 11nov59	toc 09dec58; rgd 17feb59; 80 pax configuration f/n ALA 20mar61
	CCCP-75659 CCCP-75659	II-18B II-18B	AFL/Kazakhstan-KGF Aeroflot/UShVLP	trf trf	apr72 23mar79	Ulyanovsk Advanced Flying Training College; soc 22dec80 as life-time expired; t/t 33,695 hours and 14,630 cycles; preserved at UCK (NS0.761291 E25.374666) Volyn region of Ukraine) since 1980, used as a children's cinema by 1988 and as a restaurant by 2002; later seen just parked in a car park in a housing estate in Lutsk feb10/oct20
18800 06 04	CCCP-75660	II-18B	AFL/Northern-LED	toc	11dec58	initially with NK-4 engines; the first II-18 based at LED; rgd 20dec58; mfd 29dec58, according to Ilyushin OKB document; 95 pax configuration
	CCCP-06187 CCCP-48093	II-18B II-18B	GKAT LII Zhukovski MAP LII Zhukovski	trf rgd	16aug60 11mar66	by decree issued 30jan60; CofR renewal 12dec64 avionics test-bed with a large fairing under the rear fuselage; in pre-1973 Aeroflot c/s; see also An-32 c/n
	CCCP-48093	II-18B	MRP NPO "Leninets"	trf	unknown	0703 in Aeroflot c/s; decommissioned in 1981; last flight to Gromovo; t/t 5,018 hours and 2,783 cycles;
18800 06 05	CCCP-75661	II-18B	AFL/Moscow (MUTA)	toc	12dec58	transported may83 and preserved in a pioneers' camp at Losevo (N60.683629 E30.055326) NW of St. Petersburg, I/n aug11; scrapped before 2012 in 80 passenger configuration; rgd 20dec58
	CCCP-75661	II-18B	AFL/Azerbaijan-BAK	trf	04sep59	opb 107 AO Bakinskogo OAO; f/n BAK apr62; severely damaged 20jul64 when suffered from hail and made a wheels-up landing; transferred to the Kiev Institute of Civil Aviation Engineers (KII GA), date unknown; canx 19aug65 and soc 28may66 as for 'display'; t/t 4,206 hours and 2,457 cycles; used as a ground instructional airframe by the KII GA, seen oct76; scrapped, date unknown; the rear section of the fuselage was retained at the KII GA, seen jun02/sep08, and moved to the Oleg Antonov State Aviation Museum at Kiev sep10, I/n oct19
18800 07 01	CCCP-75662	II-18B	AFL/Moscow (MUTA)	mfd	25nov58	toc 28nov58; rgd 16dec58; 95 pax configuration, later converted to 89 pax configuration, date unknown; f/n VKO 08jul59; l/n VNO 04oct72; soc 28dec77 as life-time expired; t/t 34,568 hours and 12,073 cycles
18800 07 02	CCCP-75663	II-18B	AFL/Northern-LED	mfd	17nov58	toc 09dec58; rgd 20dec58; the second II-18 based at LED; f/f to LED dec58; 80 pax configuration, later converted to 89 pax configuration; date unknown
	CCCP-75663	II-18B	AFL/Northern-ARH	trf	05nov59	f/n LED 26mar60; I/n LED 22apr72; dbr 26aug72 on landing at Arkhangelsk-Talagi when encountered a layer of ground fog on final approach, the pilot lost visual contact with the ground but the decision to go around was taken too late so that the aircraft came down hard, left the runway and collided with obstacles,
18800 07 03	CCCP-75664	II-18B	AFL/Azerbaijan-BAK	mfd	22sep58	no casualties; t/t 20,488 hours and 9,326 cycles; soc 24jan73 rgd 22oct58; toc 08jan59; initially with NK-4 engines; 80 pax configuration, an NK-4 engine came off in flight 10jan59; later converted to 89 pax configuration, date unknown; opb 107 LO; ferried from Lukhovitsy to VKO 09jan59 and was to be ferried from VKO to Baku-Bina 10jan59, but sometime after take-off from VKO engine # 2 caught fire and eventually detached from the wing, but the crew managed to make an emergency landing at VKO; repaired; f/n VKO jan60; I/n BAK 26jun72; soc 26oct76 due to its poor technical condition; t/t 26,971 hours and 13,423 cycles
18800 07 04	CCCP-75665 CCCP-75665	II-18B II-18B	AFL/Moscow (MUTA) AFL/Kazakhstan-ALA	mfd trf	23dec58 30jan61	95 pax configuration; toc 08jan59; rgd 10feb59 opb 240 LO Alma-Atinskogo OAO; f/n ALA 01aug61; dbr 22nov66 on the leg from Alma-Ata to Semipalatinsk of a flight from Alma-Ata to Moscow when engine No. 3 failed (probably due to the ingestion of wet snow) during the take-off run at Alma-Ata in poor weather conditions, the aircraft veered off the snow-covered runway after 550 metres, broke up, came to rest after 1,400 metres and caught fire, 1 of the 8 crew and 2 of the 60 passengers killed and all survivors injured; t/t 8,407 hours and 4,440 cycles; soc 08dec66 and canx the same day
18800 07 05	CCCP-75666	II-18B		mfd	30dec58	toc 05jan59; in Aeroflot c/s; 95 pax configuration; joint trials by GK NII VVS and AFL/GosNII GVF started 12jan59
	CCCP-75666 CCCP-75666	II-18B II-18B	AFL/GosNII GVF Ilyushin OKB	trf trf	07jun62 24aug62	trf 28feb64 by decree to GU GVF, see next line
	CCCP-75666 CCCP-75666 CCCP-75666	II-18B II-18D II-18D	MAP Zhukovski Sov. Navy/AFL c/s Soviet AF/AFL c/s	rgd HEL rgd	26jan66 07oct72 13feb73	f/n LBG 04jun70 Soviet Navy Commander's aircraft, had a modernized fuselage photo HEL 08nov73; arrived ARZ No. 402 GA at Bykovo 03jul81 for last overhaul with t/t 6,742 hours and 4,140 cycles; l/n Sperenberg 10feb82; opb mil. unit 35451 (Chita) according to Ilyushin OKB document; canx 1989

18800 08 01	CCCP-04330	II-18B	Polyarnaya Aviats.	mfd	15dec58	rgd 23feb59; toc 13mar59; opb Moskovski AO; in basic pre-1973 II-18 c/s with bold titles above the windows instead of 'Aeroflot' titles and a small 'GUSMP' (GlavSevMorPut') pennant on fin in lieu of Soviet
	CCCP-04330	II-18B	AFL/Polar	trf	unknown	flag; 95 pax configuration, later converted to 89 pax configuration, date unknown on charge as of 01jan60; repainted in standard pre-1973 c/s with additional small 'Polyarnaya Aviatsiya' titles below the windows; photo with c/n 0801 on tail and 'GUSMP' pennant on fin in lieu of Soviet flag; f/n
	CCCP-75479	II-18B	AFL/Moscow	trf	06feb68	SVO jun65 f/n VKO 06apr72
18800 08 02	CCCP-75479 CCCP-75668(1) CCCP-75668(1)	II-18B II-18B II-18B	AFL/Ukraine-LWO AFL/Moscow (MUTA) Aeroflot/UShVLP	trf mfd trf	28feb73 30dec58 01apr59	soc 30nov78 as life-time-expired and canx same date; t/t 34,990 hours and 15,184 cycles toc 13jan59; rgd 10feb59; 95 pax configuration Ulyanovsk Advanced Flying Training College; involved in an incident 10aug59, details unknown; trf to the Yegoryevsk technical school nov59; soc 25mar61 as for 'display' and canx same date; t/t 685 hours and
18800 08 03	CCCP-75669	Il-18B		mfd	22dec58	1,089 cycles; see c/n 183005704 toc 13jan59; rgd 10feb59; first flight 22apr59 with passengers VKO-ALA; 95 pax configuration, later
18800 08 03	CCCP-75669	II-18B	AFL/Moscow (MUTA)		06jun59	converted to 89 pax configuration, date unknown
10000 00 04	CCCP-75670		AFL/Azerbaijan-BAK	trf	-	f/n VKO sep59; soc 14jan77 due to its poor technical condition; t/t 28,360 hours and 15,233 cycles; photo BAK 1981, fuestage only without tail section
18900 08 04	CCCP-75070	Il-18B	Aeroflot/UShVLP	mfd	30jan59	toc 27feb59; rgd 14apr59; Ulyanovsk Advanced Flying Training College; 80 pax configuration; soc 30nov74 as life-time expired; t/t 7,983 hours and 20,000 cycles; trf to G-4736 (SibNIA) according to Ilyushin document
18900 08 05	CCCP-75671 CCCP-75671	Il-18B Il-18B	Aeroflot/UShVLP AFL/GosNII GVF	mfd trf	26jan59 unknown	toc 16feb59; rgd 14apr59; Ulyanovsk Advanced Flying Training College; 80 pax configuration on charge as of 01jul75; f/n SVO 19dec75; soc 30dec76 as life-time expired and canx same date; t/t 6,826
18900 09 01	CCCP-75672	II-18B	AFL/Moscow (MUTA)	mfd	feb59	hours and 16,577 cycles; seen SV0 14apr78, wfu; //n SV0 apr91/apr97, derelict toc 19apr59; rgd 15apr59; opb 65 AO; first passenger service 20apr59 (DME-ALA); dbr 22jun61 on a flight from Moscow-Vnukovo to Sochi when the generator of engine No. 3 failed and caused an engine fire, the aircraft made a forced landing wheels-up in a field of the "Stalin" kolkhoz (collective farm) near Bogoroditsk (Tula region), all 8 crew and 89 passengers escaped unhurt; /t 2,299 hours and 818 cycles; the aircraft was provisionally repaired on-site and ferried to Riga where it was used as a ground instructional aifcrane by the Bios Aviation Lettic but (BCLO) use of 20avef1
18900 09 02	CCCP-75673	II-18B	Ilyushin OKB	f/f	26feb59	instructional airframe by the Riga Aviation Institute (RKIIGA); soc 03aug61 mfd 28feb59; in Aeroflot //s; joint trials of the autopilot and other systems started 24mar59; toc 01apr59; 20 pay configuration, later convected to 20 pay configuration, data waterways for LPC 11iup50
	CCCP-75673	II-18B	AFL/GosNII GVF	trf	12apr60	80 pax configuration, later converted to 89 pax configuration, date unknown; f/n LBG 11jun59 CofR renewal 27apr60
18900 09 03	CCCP-75673 CCCP-75673 CCCP-75674	II-18B II-18B II-18B	AFL/Latvia AFL/Ukraine-KBP AFL/GosNII GVF	trf trf mfd	05nov68 21nov72 10feb59	soc 17dec79 as life-time expired; t/t 25,052 hours and 13,297 cycles toc 25mar59; rgd 14sep59; in Aeroflot c/s; first passenger service 20apr59 (MOW-AER); 95 pax configuration
	CCCP-75674 CCCP-75674	Il-18B Il-18B	AFL/VAU AFL/GosNII GVF	trf trf	03oct61 30dec62	Higher Aviation College f/n SVO 24may68
	CCCP-75674 CCCP-75674	II-18B II-18B	Aeroflot/UShVLP AFL/GosNII GA	trf	04mar71 15jun71	Ulyanovsk Advanced Flying Training College
	CCCP-75674	II-18B	Aeroflot/UShVLP	trf	11jul74	Ulyanovsk Advanced Flying Training College; soc 25may79 as life-time expired; t/t 10,102 hours and 13,105 cycles; became a children's Cinema from 30may82 until 02sep87, was located at Penza
18900 09 04		Il-18B	AFL/Moscow (MUTA)	mfd	04marE0	(N53.192685 E45.028404) near the River Sura
18900 09 04	CCCP-75675 CCCP-75675 CCCP-75675	II-18B II-18B II-18B	AFL/Moscow (MUTA) AFL/Azerbaijan-BAK AFL/Moscow (MUTA)	mfd trf trf	04mar59 06jun59 13sep62	toc 04mar59; rgd 26mar59; 95 pax configuration, later converted to 89 pax configuration, date unknown f/n VKO 01aug59
18900 09 05	CCCP-75675 CCCP-75676(1)	II-18B II-18B	AFL/Australian-BAK AFL/Moscow (MUTA)	trf mfd	01mar63 mar59	soc 14jan77 as worn out and canx same date; t/t 29,570 hours and 15,417 cycles 95 pax configuration; toc 19apr59; f/f 20apr59; rgd 20may59; opb 63 AO; severely damaged 02sep59 on a flight from Moscow-Vnukovo to Sochi when entered a thunderstorm (which had not been forecast by the met office) with severe turbulence while flying at a height of 10,000 metres near Voronezh, was thrown up to 10,700 metres, then down to 7,000 metres and finally down to 2,800 metres, the airframe suffered structural damage and engines Nos. 1 and 4 flamed out, but the aircraft was able to return to Vnukovo and land there safely, some of the 9 crew and 56 passengers were injured; due to the structural damage it was
	CCCP-75676(1)	II-18B	AFL/VAU GVF	trf	17dec59	decided to withdraw the aircraft from use; see c/n 185008605 Higher Aviation College (at Leningrad); used as a ground instructional airframe only; soc 25mar61 as for
18900 10 01	CCCP-75749	II-18B	AFL/Moscow (MUTA)	mfd	31mar59	'display' and canx the same day; t/t 405 hours and 180 cycles toc 01aug59; rgd 06aug59; 89 pax configuration
10500 10 01	CCCP-75749	II-18B	Soviet Gvt/AFL c/s	trf	unknown	on charge as of 010ct59; opb 235 OAO; photo VIE 1959, with a Soviet Air Force style red/brown 'lightning- bolt' cheatline; in USAF documents 12sep59, used by the advance party for Khrushchov's visit to the United States
	CCCP-75749	II-18B	AFL/Moscow (MUTA)	trf	12apr60	f/n CIA 19jul60; seen BUD 1961 still with a Soviet Air Force style red/brown 'lightning-bolt' cheatline; l/n VKO 02oct72, colours not reported
18900 10 02	CCCP-75749 CCCP-75677	II-18B II-18B	AFL/Azerbaijan AFL/Northern-LED	trf mfd	04jun76 07mar59	soc 30nov77 as life-time expired; t/t 34,995 hours and 13,159 cycles toc 22may59; rgd 13jul59; 80 pax configuration; f/n LED 07mar60
10500 10 02	CCCP-75677	II-18B	SibNIA	trf	23jun65	on the basis of a decree which had been issued 26jan65; canx only 14jan77; t/t 7,059 hours and 3,044 cycles
18900 10 03	CCCP-75678	II-18B	AFL/Moscow (MUTA)	toc	24apr59	mfd 28apr59; rgd 20may59; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n VKO 01aug59
	CCCP-75678 CCCP-75678	II-18B II-18B	AFL/Azerbaijan-BAK AFL/Ukraine-KBP	trf trf	04apr60 30may72	soc 14jan77 as worn out and canx same date; t/t 28,405 hours and 15,827 cycles
18900 10 04	CCCP-75679	II-18B	AFL/Northern-LED	mfd	23may59	toc 23may59; rgd 13jul59; 80 pax configuration, later converted to 100 pax configuration, date unknown; f/n LED apr61; l/n LED 24jan75; soc 27oct77 as life-time expired; t/t 34,997 hours and 13,846 cycles
18900 10 05	CCCP-75680	II-18B	AFL/Kyrgyzstan-FRU	mfd	28mar59	rgd 02jun59; toc 02jun59; f/f to FRU 02jun59; first II-18 in FRU; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n LED 28sep72; soc 25oct78 as life-time expired; t/t 34,999 hours and 16,400 cycles; rear part of fuselage only seen FRU may95/sep04
18900 11 01	CCCP-75681 CCCP-75681	II-18B II-18B	AFL/Moscow (MUTA) AFL/GosNII GVF	mfd trf	04apr59 26nov63	toc O6jun59; rgd 08aug59; 80 pax configuration; f/n VKO 13may61 on a test flight used to test the de Havilland XQ-1120 propeller synchronization system; trf 22dec69 to G-4736 (SibNIA); became the 'leader' aircraft, the condition of the airframe was observed closely between overhauls and tested with heavy loads (cargo aircraft only); t/t 15,756 hours and 11,601 cycles
18900 11 02	CCCP-75682	II-18B	AFL/Kazakhstan-ALA	mfd	05jun59	toc 09jun59; rgd 17jun59; 80 pax configuration; f/n ALA 17oct59; l/n AER 03jun71; soc 27sep77 as life- time expired; t/t 34,997 hours and 15,150 cycles
18900 11 03	CCCP-75683	II-18B	AFL/Moscow (MUTA)	mfd	28apr59	toc 30may59; rgd 07jul59; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n VKO 06jan60 on first flight with passengers Moscow-Krasnoyarsk; l/n VKO 23jun70
18900 11 04	CCCP-75683 CCCP-75684	II-18B II-18B	AFL/Urals AFL/Moscow (MUTA)	trf mfd	29may74 28may59	photo PEE sep77; soc 30nov77 as life-time expired; t/t 34,979 hours and 12,914 cycles toc 30may59; rgd 09jun59; 80 pax configuration, later converted to 89 pax configuration, date unknown;
	CCCP-75684	II-18B	AFL/West SibOVB	trf	30jan72	f/n VKO 23apr60, in old c/s soc 27oct77 as life-time expired; t/t 34,992 hours and 11,756 cycles
18900 11 05	CCCP-75685 CCCP-75685	II-18B II-18B	AFL/Moscow (MUTA) AFL/Kazakhstan-ALA	mfd trf	21may59 16apr60	mfd also given as 30may59; toc 18jun59; rgd 08aug59; 80 pax configuration opb 240 LO; f/n VKO 05sep64; wjo 04jan65 (local time, according to Moscow time still 03jan65) on the leg from Semipalatinsk to Alma-Ata of a flight from Moscow to Alma-Ata when was guided by ATC to land at Alma-Ata in below-minima weather conditions (low clouds and fog), deviated from the glide path, failed to go around, crashed 75 metres from the runway threshold and 210 metres to the right of the runway's extended centre-line, collided with trees, broke up and caught fire, 3 of the 8 crew and 61 of the 95 passengers killed plus 17 passengers injured; t/t 6,802 hours; soc 23inn65
18900 12 01	CCCP-75686 CCCP-75768(1)	II-18B II-18B	AFL/Moscow (MUTA) Aeroflot	mfd LHR	may59 14oct59	in 75 pāx configuration; toc 10jun59; f/n LBG jun59; rgd 04jul59; opb Vnukovskoye PO c/n confirmed, but registration not mentioned in the MGA document; operated the first II-18 service from Moscow to London via Amsterdam (rather than via Copenhagen due to poor weather that day); see c/n
	CCCP-75686	II-18B	AFL/Uzbekistan	trf	05jul60	181003502 opb Tashkentski OAO; dbr 10nov63 on the leg from Tashkent to Kuibyshev of a flight from Tashkent to Moscow when deviated from the approach pattern on finals in bad weather (low clouds and poor visibility), failed to go around and came down hard on the left main gear 14 metres before the runway threshold, damaging the left main gear and the left wing, the aircraft caught fire, came to rest after 600 metres and burnt cut, all 5 (cockpit) crew and 70 passengers escaped unhurt; t/t 2,971 hours and 1,483 cycles; soc
18900 12 02	CCCP-75687	II-18B	AFL/Azerbaijan-BAK	mfd	30jun59	29dec63 and canx the same day toc 01aug59; rgd 21aug59; 80 pax configuration, later converted to 89 pax configuration, date unknown; opb 107 LO; f/n SVO 24may68; w/o 11may73 on the leg from Tashkent to Novosibirsk of a flight from Baku to Novosibirsk when started to disintegrate in mid-air and crashed in the steppe 84 km south of Semipalatinsk (N49-591667 E80.383333), the outer parts of the right wing and the left stabiliser as well as parts of the right stabiliser were found at a distance of some 3.5 km from the crash site, all 8 crew and 55 passengers killed, the cause of the accident was never established (possibly the aircraft had collided with some object in the air which damaged the wing or the empennage); t/t 21,663 hours and 11,787 cycles;
18900 12 03	CCCP-75688	Il-18B	AFL/Moscow (MUTA)	mfd	03jul59	soc 15aug73 and canx same date toc 07jul59; rgd 06oct59; 80 pax configuration; opb Vnukovski OAO; dbr 23dec65 on the leg from Krasnoyarsk to Magadan of a flight from Moscow to Magadan when the auto-pilot failed while the aircraft was flying at a height of 8,000 metres at night, the aircraft banked to the left, entered a dive and was recovered by the crew at a height of some 4,000 metres, the crew managed to land safely at Magadan, but the aircraft suffered structural damage during the dive with up to 3.8 g; trf to the Yegoryevsk technical school 14dec66; soc 16feb71 due to its poor technical condition; t/t 7,410 hours and 2,782 cycles
18900 12 04	CCCP-75689 CCCP-75689	II-18B II-18B	AFL/Kazakhstan-ALA AFL/Azerbaijan-BAK	mfd trf	30jun59 unknown	toc 04jul59; rgd 11sep59; 80 pax configuration; f/n ALA 10dec62 on charge as of 01jul76; soc 29jul77 as life-time expired; t/t 34,991 hours and 15,345 cycles; was preserved as the "Ilyusha" cinema in front of the "Kosmos" cinema in the Gagarin Park at Simferopol from 13apr78, sold to a businessman for 3,000 Hryvna in 1997, I/n 29apr99 and broken up jun99/apr00
18900 12 05	CCCP-75690	II-18B	AFL/Kyrgyzstan-FRU	mfd	30jun59	toc 03jul59; rgd 14jul59; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n FRU 01mar61; damaged 08mar65 on a flight from Tashkent to Frunze when had to go around due to poor weather at Frunze and the crew forgot to extend the landing gear on the second (or third) approach so that

						the aircraft made a belly-landing, all crew and passengers escaped unhurt; repaired; soc 25oct78 as life- time expired; t/t 35,000 hours and 16,056 cycles; I/n FRU 09may95, rear part of the fuselage only
18900 13 01	CCCP-75691	II-18B	AFL/Kazakhstan-ALA	mfd	25jul59	toc 25jul59; rgd 11sep59; 80 pax configuration; f/n VKO jan60; l/n DME 07oct76; soc 27oct77 as life-time expired; t/t 34,999 hours and 14,898 cycles
18900 13 02	CCCP-75710	II-18V	AFL/Uzbekistan-TAS	f/f	10dec59	II-18V prototype with AI-20K engines and re-configured cabin; toc 12mar60; rgd 22apr60; 84 pax configuration, later converted to 89 pax configuration, date unknown; f/n DME summer 1967 at the Air
18900 13 03	CCCP-75693	II-18B	AFL/Kyrgyzstan-FRU	mfd	02jul59	show; soc 30nov77 as life-time expired; canx 24oct78; t/t 34,862 hours and 12,983 cycles toc 30jul59; rgd 12aug59; 80 pax configuration, later converted to 89 pax configuration, date unknown; the rest of proloced use detection with the rest of CM 10iceO provided for CM 26cb 72.
18900 13 04	CCCP-75693 CCCP-75694	II-18B II-18B	AFL/Azerbaijan-BAK AFL/Moscow (MUTA)	trf mfd	04jun76 30jul59	the rear outer fuselage was damaged by a motor vehicle at SVX 19jan60, reparied; f/n FRU 26feb73 f/n AER 16jun76; soc 24apr78 as life-time expired; t/t 34,854 hours and 16,068 cycles toc 01aug59; f/n VKO 17aug59; rgd 05sep59; 80 pax configuration, later converted to 89 pax
	CCCP-75694 CCCP-75694	II-18B II-18B	AFL/Latvia-RSC Aeroflot/UShVLP	trf trf	unknown 07may75	configuration, date unknown on charge as of 01jul60; l/n RIX 13sep68 Ulyanovsk Advanced Flying Training College; soc 30nov77 as life-time expired; t/t 28,324 hours and
18900 13 05	CCCP-75695	II-18B	AFL/Northern-LED	mfd	06jul59	19,367 cycles toc 01aug59; rgd 08aug59; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n LED 06iul70: I/n DYU may73: soc 07seo73 for research in order to increase the assigned resource life
18900 14 01	202	II-18B	Civ Avn Adm China	mfd	nov59	of the II-18; t/t 24,266 hours and 9,899 cycles the first export II-18, exported to China by Aviaexport; d/d 21nov59
	B-202	Il-18B	Civ Avn Adm China	CAN	20dec80	opb 8th Flight Group (Shaanxi); w/o 24dec82 on a flight from Lanzhou via Xian and Changsha to Guangzhou when a smoking passenger caused a fire below the floor of the rear part of the cabin while the aircraft was approaching Guangzhou, the fire spread rapidly after the landing and consumed the aircraft, 25 passengers were killed before they could evacuate and 4 crew members and 33 passengers were injured; t/t 1,075 hours and 1,104 cycles from an OKB document dated 01jan86 (overhaul history not given)
18900 14 02	CCCP-75699	II-18B	AFL/Moscow (MUTA)	mfd	31aug59	the first II-18 with AI-20 series 2 turboprops; toc 09sep59; rgd 26sep59; 80 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75699	Il-18B	AFL/Urals-SVX	trf	09apr60	opb 1-y Sverdlovski OAO; dbr 11nov69 on a flight from Sverdlovsk (now Yekaterinburg) to Tashkent when the crew committed errors in handling trim tabs and auto-pilot, the aircraft entered a dive while flying at a height of 8,400 metres and was recovered by the crew at a height of some 6,600 metres, the crew managed to land safely, but the aircraft suffered structural damage during the dive with up to 2.7 g; the fuselage was used in the rebuild of c/n 184007203; soc 20may71 due to its poor technical condition; t/t 14,719 hours and 6,790 cycles
18900 14 03	CCCP-75696	II-18B	Soviet Gvt/AFL c/s	rgd	16sep59	salon configuration; mfd 30sep59; toc 17oct59; in USAF documents 17nov59, routed YHZ-MEX; opb 235 OAO
	CCCP-75696 CCCP-75696	II-18B II-18B	AFL/Urals-SVX AFL/Urals-PEE	trf trf	25jun60 1973	converted to 89 pax configuration, date unknown; f/n VKO 04oct72 soc 27jul78 as life-time expired; t/t 34,864 hours and 15,384 cycles
18900 14 04	CCCP-75697	II-18B	AFL/TurkmenisASB	mfd	sep59	toc 10sep59; f/n VKO 30sep59; rgd 25oct59; 80 pax configuration, later converted to 89 pax configuration, date unknown; I/n VKO 04oct72; soc 27feb79 as life-time expired; t/t 32,819 hours and 16,500 cycles
18900 14 05	CCCP-75698	II-18B	AFL/Kazakhstan-ALA	rgd	17sep59	mfd 30sep59; toc 05oct59; 80 pax configuration; appeared in the Soviet movie "Desyat' shagov k vostoku" (Ten Steps to the East) which was shot in 1960; f/n ALA 05dec62; l/n DME 04oct72
	CCCP-75698	II-18B	AFL/Azerbaijan-BAK	trf	unknown	on charge as of 01jul76; soc 31may77 as life-time expired; t/t 34,986 hours and 15,023 cycles; was preserved on Budesti Hill in Park kultury i otdykha im. Borisa Glavana at Kishinyov-Chekany (now Chisinau-Ciocana) probably from apr78, damaged by arson probably in late 1978, repaired in spring 1979 (the registration on the tail was probably painted out in the process), damaged by arson again (perhaps in the registration on the tail was probably painted out in the process), damaged by arson again (perhaps in the registration of the tail was probably painted out in the process).
18900 15 01	CCCP-75700	II-18B	AFL/Urals-SVX	f/f	09sep59	1981/82), further damaged by a storm 09jun84; broken up in 1984 mfd 10sep59; toc 07oct59; rgd 09dec59; the first II-18 based at SVX; 80 pax configuration, later converted to 89 pax configuration, date unknown; I/n OVB 20mar72; soc 22may78 as life-time expired; t/t 33,746 hours and 14,870 cycles; was used as a cinema at the corner of ul. Moskovskaya and ul. Gruzovaya (near the Zavod im. Medvedyeva factory) at Oryol (decision to put it up there taken 03jul78); photo jun80, in good condition; broken up 1985
18900 15 02	CCCP-75701	II-18B	AFL/Moscow (MUTA)	mfd	30sep59	toc 17oct59; rgd 24nov59; 80 pax configuration, photo RBA 03dec59; later converted to 89 pax configuration, date unknown
18900 15 03	CCCP-75701 CCCP-75702	II-18B II-18B	AFL/TurkmenisASB AFL/Moscow (MUTA)	trf mfd	11may60 30sep59	f/n AER 06jul70; soc 20jan78 as life-time expired; t/t 31,266 hours and 15,499 cycles toc 20oct59; rgd 03nov59; 80 pax configuration, later converted to 89 pax configuration, date unknown;
	CCCP-75702	II-18B	AFL/Magadan	trf	10may71	f/n LHR 08nov59; l/n DME summer 1967 at the Air show soc 16oct79 as life-time expired; t/t 35,000 hours and 13,209 cycles
18900 15 04	208 (1)	II-18B	Civ Avn Adm China	no	reports	c/n not confirmed, but mentioned in a document that the second II-18 delivered in 1959 was used by Zhou Enlai as 208; c/n also confirmed as exported to China by Aviaexport; see c/n 184007601 and 185008701; see also c/n 187009703 with this same fake registration
	B-200 240	Il-18B Il-18B	Civ Avn Adm China Civ Avn Adm China	CZX	photo mar75	c/n from Chinese register book by C. Ballantine; not in official CAAC files c/n not confirmed, photo as such; mentioned in documents having visited CGK 12apr63 along with II-18 230 aleo vicited Visteram Birms and Cambodia with III shared on board
	B-240	Il-18B	Civ Avn Adm China	ph.	sep85	230, also visited Vietnam, Birma and Cambodia with Liu Shaoqi on board c/n not confirmed, c/n 184007604 from the Chinese register Book by C. Ballantine, but this is incorrect; serial given as '18900' and operator as China, with t/t 1,466 hours and 698 cycles from Ilyushin OKB document dated 01jan86 (overhaul history not given); the given serial may just be part of the c/n, as export aircraft were only shown with five letters/digits of the registration in the OKB document as per the five digit Soviet aircraft; B-240 was mentioned in Chinese documents as wfu at a military airfield in Shaanxi, transported by road in 1994 to Pengzhou, Chengdu; see c/n 185008604 and details next line
	240	II-18B	Civ Avn Adm China			c/n not confirmed; preserved Pengzhou, Chengdu from 1994 and moved by road 21jun03 to become an exhibit at the Huaminglou memorial to Liu Shaoqi, Hunan province (N28.039626 E112.640541) from 02sep03; 240 was Liu Shaoqi's personal aircraft and documents confirm this is the actual aircraft that he used and was originally delivered in 1959; photos show it is an II-18B; in the same document it is confirmed that Zhou Enlai had also used this aircraft previously, see 208 above; I/n oct09
18900 15 05	CCCP-75703 CCCP-75703 CCCP-75703	II-18B II-18B II-18B	AFL/Latvia-RSC MRP NPO "Leninets" MRP Solnechnoye	mfd trf trf	03sep59 30mar62 03jan67	mfd also given as 30oct59; toc 13apr60; rgd 28apr60; 80 pax configuration; opb 1-y Rizhski OAO in Aeroflot c/s; f/n RIX may65 II-38 radar test-bed; in Aeroflot c/s; arrived ARZ No. 402 GA at Bykovo for last overhaul 20may85 with them, t/t only 7,232 hours; t/t 7,322 hours and 4,004 cycles from OKB document dated 01jan86; f/n SVO
	RA-75703	II-18B	NPO "Vzlyot"	ВКА	06may94	08apr91; I/n DME 20jul91, active in basic Aeroflot c/s, no titles; stored with BASCO at Bykovo, seen aug02/jun03, RA- prefix faded with CCCP- bleeding though; canx but date unknown; gone by jul04, broken up ?
18900 16 01	206	II-18B	Civ Avn Adm China		photo	c/n and serial confirmed in Ilyushin OKB document; c/n given by CAAC as 0601, see this c/n; c/n confirmed as exported to China by Aviaexport; first II-18 to fly into Lhasa in 1959; Vice Premier Chen Yi visited Afghanistan I Jaug60 using this aircraft
	B-206	II-18B	Civ Avn Adm China	rgd	1974	photo exists with Deng Xiao Ping disembarking; photo KWL 1984; wfu TSN apr84; t/t 2,365 hours and 768 cycles from OKB document dated 01jan86 (last overhaul 1965); l/n CTU 02nov86
18900 16 02	204	II-18B	Civ Avn Adm China	CGK	10sep60	c/n and serial confirmed in Ilyushin OKB document; according to CAAC website, took a delegation to Indonesia 10aug60-08sep60; operated new route Beijing-Chengdu-Lhasa 01/03mar65; photo exists Lhasa 01mar65
	B-204	II-18B	Civ Avn Adm China	rgd	1974	w/o Shenyang 27feb77 on a flight Lanzhou-Xi/Ean-Zhengzhou-Beijing- Shenyang after hitting power lines on landing; t/t 921 hours and 753 cycles from OKB document dated 01jan86 (overhaul history not given)
18900 16 03	CCCP-75704	II-18B	AFL/TurkmenisASB	mfd	15oct59	toc 23nov59; rgd 17dec59; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n ASB oct60; soc 23mar79 as life-time expired; t/t 34,344 hours and 16,422 cycles
18900 16 04	OK-NAA	II-18B	CSA	mfd	05nov59	d/d 08jan60; rgd 28jan60 and first service PRG-BTS this date; named 'Piest'any'; seen AMS 29jul61; tail damaged by CSA Tu-134A OK-CFD on landing PRG 02jan77, repaired; hijacked on a flight from PRG-BRQ 10may78 and diverted to FRA, where the three hijackers surrendered; withdrawn from service 28feb79; trf 08mar79 to the Kbely Museum and stored on the airfield (N50.124206 E14.539251); t/t 24,542 hours and
18900 16 05	OK-NAB	II-18B	CSA	mfd	09nov59	19,999 cycles; canx 20apr79; seen Kbely 19sep21, to be restored as an exhibit for display; I/n aug24 d/d 08jan60; named 'Kosice'; painted in KLM colours with water paint for a film for one day in the 1960s; crashed on approach to BTS 28jul76 after two engines caught fire, missed the runway and crashed into a
18900 17 01	230 (1)	II-18B	Civ Avn Adm China	CGK	12apr63	lake, all 76 occupants killed; canx 16may77; t/t 22,079 hours and 18,453 cycles c/n only confirmed as exported to China, with t/t 1,915 hours and 1,770 cycles from Ilyushin OKB document dated 01jan86 (last overhaul 1966); serial for this c/n not confirmed; mentioned in Chinese documents as having visited along with II-18B 240, CGK this date; operator not confirmed; see c/n
18900 17 02	CCCP-75705	II-18B	Soviet Gvt/AFL c/s	mfd	29dec59	181003602 and 184007605 toc 29dec59; rgd 20jan60; opb 235 AOON at VKO; 80 pax configuration; f/n DKR jun60; w/o 17aug60 on a flight from Cairo to Moscow (Vnukovo), when engine # 4 caught fire due to a design/production deficiency, the crew decided to make an emergency landing at Kiev-Boryspil but the engine fell off the right wing and the wing was destroyed by the explosion of the adjacent fuel tanks, the aircraft went out of control, crashed on the edge of a forest near Tarasovichi (41 km north of Kiev-Zhulyany airport) and exploded, all 7 crew and 27 passengers (among them Uganda National Congress leader John Muhiima Kalekezi) killed; t/t 407 hours and 117 cycles (t/t of the engines was only 217 hours); canx 03dec60; soc 09dec60
18900 17 03	CCCP-75706 CCCP-75706	II-18B II-18B	Soviet Gvt/AFL c/s Aeroflot/UShVLP	mfd trf	13nov59 27jan61	toc 31dec59; rgd 20jan60; opb 235 LO; 80 pax configuration; f/n LHR 07aug60 Ulyanovsk Advanced Flying Training College; soc 27oct75 as life-time expired; t/t 8,994 hours and 19,995 cycles
18900 17 04	CCCP-75707 CCCP-75707	II-18B II-18B	Soviet Gvt/AFL c/s AFL/Moscow (MUTA)	mfd trf	22dec59 15may61	toc 25jan60; rgd 03feb60; opb 235 LO; 80 pax configuration; f/n DKR jun60
18900 17 05	CCCP-75707 CCCP-75708	II-18B II-18B	AFL/TurkmenisASB Soviet Gvt/AFL c/s	trf mfd	22jan72 26dec59	f/n DME summer77; soc 23mar79 as life-time expired; t/t 34,858 hours and 14,439 cycles initially in 80 passenger configuration; toc 23jan60; rgd 03feb60; opb 235 OAO at VKO; on a photo at CCU 02mar60; later converted to 89 passenger configuration, date unknown; was intercepted by a fighter of the French Air Force over Algeria 09feb61 (with a Soviet delegation headed by Leonid Brezhnev on board);
	CCCP-75708 CCCP-75708	II-18B II-18B	AFL/Polar AFL/Moscow	trf trf	12oct61 11jan68	I/n CAI 23jul61, with Yuri Gagarin aboard opb 247 AO at SVO opb 65 LO of Vnukovski OAO; w/o 26aug69 on the leg from Sochi to Moscow-Vnukovo (at night) of a flight from Sochi to Norilsk when the crew (pilot: A.I. Khomchenko) forgot to lower the undercarriage due to

the aircraft made a belly-landing, all crew and passengers escaped unhurt; repaired; soc 25oct78 as life-

						haste and non-observance of the flight manual, the aircraft landed wheels-up and slid over the runway for 1,180 metres before coming to a stand-still, debris of the propeller blades punctured the fuselage, damaging the hydraulics system and the electrical system, some 50 litres of AMG-10 fluid leaked under high pressure from the hydraulics system into the forward cargo hold and were incinerated by a short circuit in the electrical system, the fire spread rapidly, but the crew acted in an uncoordinated way and erratically so that the evacuation of the passengers took no less than three minutes, the fire brigade arrived only after some 15 to 20 minutes, both passenger cabins had almost burnt out by then, all 7 crew members escaped but 16 of the 94 passengers (among them 10 women and 4 children) were killed; t/t 12,023 hours and 4,367 cycles; thruck off charge 25dec69
18900 18 01	CCCP-75709 CCCP-75709	II-18B II-18B	AFL/Tajikistan-DYU Aeroflot/UShVLP	mfd trf	10dec59 03mar79	toc 21feb60; rgd 14apr60; 89 pax configuration; f/n DYU 26sep72 Ulyanovsk Advanced Flying Training College; soc 18jan80 as life-time expired; t/t 33,222 hours and 16,998
18900 18 02	CCCP-75711(1) CCCP-75711(1) CCCP-75711(1)	II-18V II-18V II-18V	AFL/Urals-SVX AFL/Moscow (MUTA) AFL/Urals-SVX	mfd trf trf	13feb60 24mar60 28oct61	cycles toc 15feb60; rgd 01apr60; 78 pax configuration, later converted to 89 pax configuration, date unknown f/n AER 06jul70; soc 30nov77 as life-time expired; t/t 34,998 hours and 15,185 cycles; l/n SVO 01sep81
18000 18 03	CCCP-75712	II-18V	AFL/Tajikistan-DYU	mfd	12feb60	(i) ACK 00J0170, soc. 3010077 as intertine expired, v(r. 34, 998 induits and 15,163 cycles, viii 300 01sep31 wfu; see c(r) 185008503 toc 25feb60; rgd 14apr60; c/n given as 189001803 in MGA document; 78 pax configuration, later converted to 89 pax configuration, date unknown; opb 186 LO; f/n DYU 24aug60; w/o 24feb73 on the leg from Dushanbe to Leninabad at dawn of a flight from Dushanbe to Moscow when suddenly banked steeply to the left and entered a left spin from which recovery was impossible, exceeded the maximum allowed airspeed, broke up in mid-air at a height of some 2,200 metres and crashed in a field 8.4 km south-east of Buston (38 km north-west of Leninabad airport, E40,453333, E69.380556), all 8 crew and 71 passengers killed, the cause of the accident could not be established; t/t 20,404 hours and 9,590 cycles; soc 18jul73 and canx same date
18000 18 04 18900 18 05	CCCP-75713(1) CCCP-75713(1) CCCP-75714	II-18V II-18V II-18V	AFL/GosNII GVF MRP Zhukovski AFL/Moscow (MUTA)	f/f trf mfd	28jan60 07sep67 22feb60	mfd 10feb60; toc 15feb60; rgd 03sep60; 84 pax configuration; see c/n 186009403 on the basis of a decree issued 31jul67; canx 17apr74; t/t 1,553 hours and 765 cycles toc 25mar60; rgd 13apr60; 78 pax configuration, later converted to 89 pax configuration, date unknown;
18000 19 01	CCCP-75714 CCCP-75715	II-18V II-18V	AFL/Kazakhstan AFL/Moscow (MUTA)	trf mfd	07jun78 07mar60	f/n VKO 09jund6; //n VKO 14nov77 soc 17dec79 as life-time expired; t/t 34,998 hours and 12,579 cycles toc 26mar60; rgd 13apr60; 84 pax configuration, later converted to 100 pax configuration, date unknown;
18000 19 02	CCCP-75715 CCCP-75716	II-18V II-18V	AFL/KrasnoyarKJA Soviet Gvt/AFL c/s	trf mfd	12sep61 10mar60	f/n ARN 1960 photo KJA 1970; I/n DME feb73; soc 30jun77 as life-time expired; t/t 34,990 hours and 11,041 cycles toc 11mar60; salon configuration; opb 235 OAO at VKO; rgd 21apr60; f/n PIK 29apr62; was reportedly the
	CCCP-75716 CCCP-75716	II-18V II-18V	AFL/Moscow (MUTA) AFL/Polar	trf trf	05apr63 26dec63	personal aircraft of Soviet leader Nikita Khrushchov, photos exist of him with this aircraft in the background converted to a meteorological research aircraft by Factory No. 30 in 1963; carried large 'Aeroflot' and small
	CCCP-75716 CCCP-75716	II-18V II-18V	AFL/GosNII GA AFL/International	trf trf	24sep70 16nov70	<sup>1</sup> Polyamaya Aviatsiya' titles; mentioned in a document 25aug64 transfer to be confirmed, mentioned neither in MGA document nor in register opp 63 LO on behalf of GosNII GA; the belly-pod was removed mar74 and transferred to CCCP-75598 in
	CCCP-75716 CCCP-75716	II-18V II-18V	AFL/GosNII GA Aeroflot/UShVLP	trf trf	06apr76 24may77	1977 Ulyanovsk Advanced Flying Training College; last flight 14mar79 (to ARZ No. 402 GA at Bykovo); soc
18000 19 03	HA-MOA	II-18V	MALÉV	mfd	22feb60	17apr80 as life-time expired; t/t 9,665 hours and 5,453 cycles; broken up mfd 26feb60 according to Ilyushin OKB document; d/d Olapr60; CofA issued 02may60; 89 pax configuration; named 'MoAladár' (a Hungarian given name, but not worn); first commercial flight BUD- SVO-BUD 25may60; seen AMS 29mar61; APU installed in the tail section 06jan64; converted to 105 pax configuration oct68 and with an additional passenger window (left and right) at the forward section of middle fuselage; in mar75 the flight crew decreased from five to four, with the radio operator workplace removed due to the use of the new Mikron radio system; last passenger flight BUD-PRG-BUD 01oct77 and used as a carga aircraft from nov77; converted to Il-18Gr 12may80; t/t 32,692 hours and 15,671 cycles from OKB document dated 01jan86 (last overhaul 1980); last flight and wfu 16feb87; t/t 37,197 hours; in original c/s since oct91 and to Ferihegy Airport Museum (N47,426452 E19.261188) since jun92; the airport
18000 19 04	CCCP-75717	II-18V	Soviet Gvt/AFL c/s	mfd	31mar60	was renamed Ferenc Liszt in may11 and the museum was renamed Aeropark in nov14; I/n feb24 mfd also given as 18apr60; toc 15apr60 according to MGA document; salon configuration; first II-18 with AI-20 series 3 engines; rgd 16may60; opb 235 OAO; carried cosmonaut Yuri Gagarin to VKO 14apr61; photo exists in formation with four Mig-17 fighters; later reportedly transferred to Soviet Air Force and used as personal aircraft of the commander of the Far Eastern military district, but see next lines !
	CCCP-75717 CCCP-75717	II-18V II-18V	AFL/Moscow (MUTA) AFL/Latvia-RIX	trf trf	11jan62 11jun74	converted to 100 pax configuration, date unknown dbr 28aug75 on landing at Chelyabinsk when one of the main landing gears did not lower (because a cable bond had not been secured so that the wheel well doors did not open), part of one wing together with one engine were ripped off during the landing run, no casualties; soc 28sep76; t/t 25,037 hours and 9,553
18000 19 05	DM-STA DM-STA DDR-STA	II-18V II-18V II-18V	Deutsche Lufthansa Interflug Interflug	mfd trf rgd	05mar60 01sep63 22jul81	cycles rgd 28apr60; photo DRS aug60 I/n SXF 30apr80 arrived ARZ No. 402 GA at Bykovo for last overhaul 05apr85 with t/t 32,005 hours; t/t 32,809 hours and 18,895 cycles from OKB document dated 01jan86 (last overhaul 1985); canx 26sep88; preserved at
	DM-STA	II-18V	Deutsche Lufthansa	LEJ	13sep09	Leipzig airport seen mar90/jun09; in the process of being repainted 30aug09 repainted into original colours with old prefix (originally the lower fuselage was not grey, it was only natural metal, but now it is protected with special enamel/lacquer); I/n LEJ (N51.422252 E12.223342) mav13/aug24
18000 20 01	DM-STB DM-STB DDR-STB	II-18V II-18V II-18V	Deutsche Lufthansa Interflug Interflug	mfd trf rgd	mar60 01sep63 08sep81	rgd 02apr60; photo exists in full c/s seen BUD 05oct65; I/n LGW 15jun80 arrived ARZ No. 402 GA at Bykovo for last overhaul 25oct85 with t/t 29,883 hours; t/t 31,774 hours and 19,018 cycles from OKB document dated 01jan86 (last overhaul 1985); wfu 18oct87; canx 05nov87; seen SXF apr90, stored; was preserved at Finow, seen in 1992; moved to SXF aug93; was preserved in Aeropark Diepensee, seen 1994/jun98; moved on a trailer to Leip2g-Plagwitz in summer 1999; preserved on the roof of the "Da Capo" company at Karl-Heine-Strasse, (NS1.328927 E12.326689) seen mav00/jun24
18000 20 02	HA-MOD	II-18V	MALÉV	mfd	15mar60	d/d 02apr60; rgd 24may60, rather than as HA-MOB, because of the English word 'mob'; named 'MoDénes' (a Hungarian given name, but not worn); f/n LGW 04jul60; crashed on approach to Le Bourget 23nov62 in thick fog, the aircraft stalled and the starboard wing impacted the ground first and then flipped over, all 8 crew and 13 passengers were killed, the likely cause of the accident was probably due to icing of the wing;
18000 20 03	CCCP-75431	II-18V	MRP Zhukovski	mfd	17oct60	(t/t 1,138 hours and 633 cycles (overhaul history not given) rgd 16may66; f/n LED 02oct72; 'Aeroflot' titles; transferred to the State Geophysical Observatory late 1972 or early 1973, converted to geophysical survey aircraft, photo exists with red cheatline; arrived ARZ
	CCCP-75431	II-18V	MPR "Vzlyot"	rgd	20mar91	No. 402 GA at Bykovo jul85 for last overhaul with them; t/t 11,818 hours f/n ZIA 11aug92 in modified Aeroflot polar c/s with red cheatline but white tail, survey equipment removed; c/n checked; converted to II-18Gr
	RA-75431 RA-75431 RA-75431	Il-18Gr Il-18Gr Il-18Gr	Rep Guinea-Bissau MPR "Vzlyot" Elf Air	MLA SHJ trf	16dec92 05mar93 23aug94	returned this day after lease (n MST 18nov99, Aerofot c/s, no titles; seen Zhukovski 18aug00 freshly painted and with 'CAA' (=
	9Q-CHB	Il-18Gr	Comp. Afriq. d'Avn	rgd	19oct00	Compagnie Africaine d'Aviation) titles c/s; canx 14sep00 as to Congo acquired by CAA 09sep00; in light grey c/s with red cheatline and fin, 'II-18B' painted on nose; f/n FIH 15mar01; l/n intact FIH 23sep07; seen FIH 04mar08, minus rear fuselage, being broken up
18000 20 04	CCCP-75719 3X-NZE (1) CCCP-75719	II-18V II-18V II-18V	AFL/Moscow (MUTA) Air Guinée AFL/TurkmenisASB	toc Isd trf	11may60 1960 01jun62	rgd 25may60; 78 pax configuration, later converted to 89 pax configuration, date unknown returned the same year; see c/n 181003704 f/n ASB 17jun62; i/n DME 13nov7; soc 17apr80 as life-time expired; t/t 34,517 hours and 16,179 cycles
18000 20 05	CCCP-75718 CCCP-75718 CCCP-75718	II-18V II-18V II-18V	AFL/Moscow (MUTA) Aeroflot/UShVLP AFL/Moscow (MUTA)	mfd trf trf	30apr60 05apr62 28may64	toc 10may60; rgd 25may60; 78 pax configuration, later converted to 89 pax configuration, date unknown; f/n SVO 24aug60 Ulyanovsk Advanced Flying Training College soc 30jan78 as life-time expired; t/t 34,285 hours and 11,835 cycles; seen DME 24sep87, stored; seen
18000 21 01	OK-OAC	Il-18V	CSA	mfd	26may60	mar90/sep95, dumped; an II-18 fuselage was seen at the fuel depot at Domodedovo 20sep98, registration not visible, but probably the same aircraft d/d 31may60; rgd 18jun60; named 'liacské Kupele'; f/n AMS 05aug62; wfu PRG 30may80; t/t 24,856
18000 21 02	OK-OAD	II-18V	CSA	d/d	31may60	hours and 20,957 cycles; canx 29dec81; destroyed during Semtex tests 19/20nov84 rgd 18jun60; crashed near Nürnberg 28mar61 on a flight from Prague to Conakry after the fuselage broke up during severe turbulence, all 8 crew and 44 passengers killed; canx 18apr61; t/t 413 hours and 242
18000 21 03	CCCP-04356	II-18V	Polyarnaya Aviats.	mfd	31may60	cycles toc 03jun60; rgd 10jun60; in basic pre-1973 II-18 c/s with bold titles above the windows instead of 'Aeroflot' titles and a small 'GUSMP' (GlavSevMorPut') pennant on fin in lieu of Soviet flag; 89 pax configuration; in document 22jun60 as just delivered
	CCCP-04356 CCCP-04356 CCCP-75422	II-18V II-18V II-18V	AFL/Polar AFL/VAU AFL/Moscow-DME	trf trf trf	1960 sep63 14apr66	in document may62 Higher Avlation College rgd 18may66; soc 30nov78 as life-time expired; t/t 34,700 hours and 12,235 cycles
18000 21 04	CCCP-75720	II-18V	AFL/Northern-LED	mfd	14jun60	toc 15jun60; rgd 11aug60; 84 pax configuration, later converted to 89 pax configuration, date unknown; f/n HEL 07aug68; l/n TAS apr73
18000 21 05	CCCP-75720 CCCP-75721	II-18V II-18V	AFL/Azerbaijan-BAK AFL/Moscow (MUTA)	trf mfd	unknown 20jun60	on charge as of 01jul76; seen BKA 13nov77; soc 22sep78 as life-time expired; t/t 34,897 hours and 14,680 cycles toc 23jun60; rgd 19jul60; 78 pax configuration, later converted to 89 pax configuration, date unknown; f/n
	CCCP-75721	II-18V	AFL/Krasnoyarsk	trf	11jan77	VKO 09jun60; I/n DME 27aug75 soc 30nov77 as life-time expired; t/t 34,964 hours and 10,483 cycles
18000 22 01	CCCP-75722 CCCP-75722	II-18V II-18V	AFL/Moscow (MUTA) Aeroflot/UShVLP	mfd trf	30jun60 16mar62	rgd 19jul60; toc 27jul60; 78 pax configuration, later converted to 89 pax configuration, date unknown; f/n LHR.18aug60; l/n KRT oct60 Ulyanovsk Advanced Flying Training College
	CCCP-75722	II-18V	AFL/Latvia	trf	18apr67	l/n RIX 27may69

	CCCP-75722	II-18V	Aeroflot/UShVLP	trf	05apr74	Ulyanovsk Advanced Flying Training College; canx feb76; soc 18nov76 as life-time expired; t/t 21,292 hours and 19,998 cycles
18000 22 02	DM-STC DM-STC	II-18V II-18V	Deutsche Lufthansa Interflug	mfd trf	16jul60 01sep63	rgd 16jul60 seen AMS 24jun78
	DDR-STC OK-018	II-18V II-18V	Interflug VZLÚ	rgd rgd	06oct81 30nov87	seen SXF 22may82; t/t 31,583 hours and 18,627 cycles from OKB document dated 01jan86 (last overhaul 1979); photo AMS 08feb86; wfu 29jul87 converted to II-18LL test-bed; with a Walter M-602 turboprop, five bladed VJ-518 propellers (for the L-
		11 100	1210	igu	5010007	610) mounted on the number two engine, together with other required modifications to the airframe and associated measuring equipment installed; the conversion was completed may88; seen PRG 10may88; //f 26may88 and flown 05jul88 with a working turboprop; initially in basic ex Interflug c/s, tail later repainted by aug88; with small 'VZLÚ PRAHA' titles and named 'Golden Rake', type painted as 'LL IL-18; last flight
18000 22 03	CCCP-75723	II-18V	AFL/Moscow (MUTA)	mfd	23jul60	PRG-Kbely 08jun92; subsequently stored at Kbely; broken up jan96 toc 23jul60; rgd 06aug60; 84 pax configuration, later converted to 89 pax configuration, date unknown; f/n BMA 1960
	CCCP-75723	II-18V	AFL/Azerbaijan-BAK	trf	19sep61	seen DME 03oct72; soc 14jan77 due to its poor technical condition and canx same date; t/t 26,668 hours and 13,334 cycles
18000 22 04	CCCP-75724	II-18V	Soviet Gvt/AFL c/s	mfd	30jul60	toc 03aug60; rgd 11aug60; opb 235 OAO; 84 pax configuration, later converted to 89 pax configuration, date unknown; f/n YHZ 05oct61
	CCCP-75724 CCCP-75724	II-18V II-18V	AFL/Urals-SVX AFL/Urals-PEE	trf trf	26jul62 27apr76	f/n DME 27aug75 f/n PEE 30jun76; soc 30nov77 as life-time expired; t/t 34,998 hours and 14,892 cycles; was reportedly
18000 22 05	CCCP-75725	II-18V	AFL/Latvia-RSC	mfd	05aug60	preserved in a park at Perm, broken up before 1997 toc 05aug60; rgd_12aug60; 84 pax configuration, later converted to 110 pax configuration, date unknown;
	CCCP-75725	II-18V	Aeroflot/UShVLP	trf	13apr77	last flight 27jan77 and the last II-18 at RIX Ulyanovsk Advanced Flying Training College; soc 22sep78 as life-time expired; t/t 29,087 hours and 19,097 cycles
18900 23 01	CCCP-75726 CCCP-75726	II-18V II-18V	AFL/Moscow (MUTA) AFL/Kazakhstan-ALA	mfd trf	25sep60 31jan62	toc 25sep60; rgd 03oct60 seen LED 11oct75; soc 27mar78 as life-time expired; t/t 34,570 hours and 15,109 cycles
18000 23 02	493 DM-STD	II-18V II-18V	East German AF EGAF/DLH c/s	mfd	aug60 1964	salon version; i/s 28oct60; rgd 28oct62 with call-sign DM-VAX
	DM-STD DDR-STD	II-18V II-18V	Interflug Interflug	rgd rgd	03sep64 01jul81	I/n SXF 30apr80 t/t 29,981 hours and 19,121 cycles from OKB document dated 01jan86 (last overhaul 1985); wfu 26oct86 at SXF; canx 24nov88; dismantled in 1991, fuselage only seen SXF 01sep91; moved by trailer to Harbke and used as restaurant 'Fany-Fly' on the road to Helmstedt since 1992, I/n aug08; offered for sale around 2006; arrived Teuge, Holland, (N52.241219 E6.0526306) 24apr09 to become a hotel; I/n 26jun09; repainted in brown/white colours with 'hotelsuites.nl' on forward fuselage; f/n 30jul09, as such; I/n jun23
18000 23 03	CCCP-75727 CCCP-75727	II-18V	AFL/GosNII GVF	mfd	13jan61	fepantee in brownymine colours with noteisaites. In on forward fuserage, i/n sojutoy, as such i/n juit23 toc 25jan61; rgd 23mar61 f/n LHR 17apr67
	CCCP-75727 CCCP-75727	II-18V II-18V	AFL/Moscow (MUTA) AFL/Kazakhstan-ALA	trf trf	06jul61 13dec67	opb Alma-Atinski OAO; dbr 21jan71 on the leg from Karaganda to Rostov-na-Donu of a flight from Alma- Ata to Simferopol when probably the auto-pilot failed while the aircraft was flying at a height of 7,800 metres at night, the aircraft banked to the left, entered a spin and was recovered by the crew at a height of some 5,000 metres, the crew managed to land safely at Rostov-na-Donu, but the aircraft suffred structural damage during the dive with up to 3.5 g, no casualties; soc 29sep71 as worn out; t/t 16,808 hours and 6.215 cvcles
18000 23 04	CCCP-75728 CCCP-75728	II-18V II-18V	AFL/Moscow (MUTA) AFL/Krasnoyarsk	mfd trf	29sep60 14jan77	toc 01oct60; rgd 07oct60; 89 pax configuration; f/n AER 1960; l/n DME 03oct72 soc 27oct77 as life-time expired; t/t 34,988 hours and 10,790 cycles
18000 23 05	CCCP-75729 CCCP-75729	II-18V II-18V	AFL/Urals-SVX AFL/Urals-CEK	mfd trf	21sep60 jan65	toc 30sep60; rgd 29oct60; 90 pax configuration; f/n SVX 23feb63 based on a decree dated 11jan65
	CCCP-75729 CCCP-75729	II-18V II-18V	AFL/Urals-SVX AFL/Urals-CEK	trf trf	early77 early77	based on a decree dated 16feb77, for a period of one month I/n DME 1977; soc 30nov78 as life-time expired; t/t 34,915 hours and 16,139 cycles
18000 24 01	CCCP-75730 CCCP-75730	II-18V II-18V	AFL/Moscow (MUTA) AFL/Krasnoyarsk	mfd trf	30sep60 12jan77	toc 22oct60; rgd 21nov60; 89 pax configuration; f/n VKO 24dec60; I/n DME 27aug75 soc 28sep77 as life-time expired; t/t 33,976 hours and 10,480 cycles
18000 24 02	9G-AAI CCCP-75534	II-18V II-18V	Ghana Airways AFL/Polar	mfd toc	18nov60 31jan64	d/d 03dec60; f/n DKR 19jan61; returned to the Soviet Union jun63 rgd 29feb64; 89 pax configuration; in fleet list 25aug64
	CCCP-75534 CCCP-75534	II-18V II-18V	AFL/Moscow AFL/Ukraine-LWO	trf trf	09feb68 09jan73	soc 16oct79 as life-time expired; t/t 34,386 hours and 14,645 cycles
18000 24 03	SP-LSA SP-LSA	Il-18V Il-18Gr	LOT	mfd	nov60	rgd 21apr61, according to other sources 23mar61; first service 24may61 Warsaw-Moscow; named 'Warszawa'; seen AMS 11apr62; converted 13mar/14apr76 to, see next line with 'CARGO' titles; arrived ARZ No. 402 GA at Bykovo for last overhaul 15jan84 with t/t 25,709 hours; t/t
	SP-LSA	Il-18Gr	Excel Al Ghana	OST	09mar87	25,827 hours and 13,400 cycles from OKB document dated 01jan86 (last overhaul 1981) in basic LOT c/s with Excelsior Airlines Ghana titles in red
	SP-LSA	Il-18Gr	LOT	WAW	oct88	last flight 20oct88; canx 16jun89; photos WAW 16apr90/11jul90 in basic LOT c/s without titles and engines missing, Excelsior Airlines Ghana titles still visible under paint; broken up at Warsaw
18000 24 04	SP-LSB	Il-18V	LOT	mfd	nov60	rgd 21apr61, according to other sources 23mar61; named 'Westerplatte'; f/n AMS 18apr62; arrived ARZ No. 402 GA at Bykovo for last overhaul 13mar86 with t/t 31,543 hours; last flight 02nov88; canx 24aug89; photo WAW 11jul90, engineless; broken up at Warsaw
18000 24 05	9G-AAJ	II-18V	Ghana Airways	mfd	30nov60	d/d 03dec60; f/n DKR 21mar61; seen RAF Idris (now Tripoli IAP) Libya jun61; l/n SXF 1963 on a state visit; returned to the Soviet Union jun63
	CCCP-75535 CCCP-75535	II-18V II-18V	AFL/Northern-LED AFL/ArkhangelARH	toc trf	unknown 01jan73	on charge as of 01mar64; rgd 28mar64; 89 pax configuration; f/n LED 06jul70
	CCCP-75535 CCCP-75535	II-18V II-18V	Háng Không Viêtnam AFL/Kazakhstan-KGF	lsd trf	oct72 20jul77	returned to the Soviet Union, see next line seen LED 1978 in 1973-standard Aeroflot c/s (photo proof exists); soc 18may81 as life-time expired; Ilyushin OKB document also gives 1981 as life-time expired with t/t 34,266 hours and 15,450 cycles, but
18000 25 01	9G-AAK CCCP-75532	II-18V II-18V	Ghana Airways AFL/Uzbekistan-TAS	DKR toc	21feb61 02dec63	last flight 16feb84 ARZ No. 402 GA at Bykovo and scrapped according to BASCO document returned to the Soviet Union jun63 rgd 14jan64; 89 pax configuration; f/n TAS 12dec66; soc 30nov78 as life-time expired; t/t 34,998 hours
18000 25 02	9G-AAL CCCP-75533	II-18V II-18V	Ghana Airways AFL/Uzbekistan-TAS	DKR toc	06feb61 06dec63	and 13,267 cycles seen LGW O6jun61; l/n LHR jul62; returned to the Soviet Union jun63 rgd 14jan64; 89 pax configuration; dbr 05jun70 on take-off from Samarkand when the crew had forgotten
18000 25 03	not known	II-18V	AFL/GosNII GVF	mfd	1960	to unlock elevator and rudder, the aircraft was unable to lift off, overran the runway and suffered substantial damage, no casualties; soc 21jul70; t/t 12,632 hours and 4,699 cycles relevanted to achieve here benefician and the sufficient of th
18000 25 05	101 (1) SP-LSE	II-18V II-18V II-18V	Polish Air Force	mfd	31dec60 11sep65	relegated to static test/secondary stress loads in 1961; canx d/d 02mar61; see c/n 185008305 and 185008503 named 'Lenino'; f/n AMS 19aug67; arrived ARZ No. 402 GA at Bykovo for last overhaul 26may86 with t/t
	SP-LSE	11-104	101	rgd	1156005	28,702 hours; wfu 28nov89; canx 29dec89; seen wfu WAW jan90; sold as scrap 28nov90; was preserved in the Ursynów area of Warsaw and was to become a café, seen in 1991; later moved near Poniatowski
18000 25 05	CCCP-75731	II-18V	Soviet Gvt/AFL c/s	mfd	29dec60	Bridge in downtown Warsaw where it was destroyed by vandalism 26sep95 toc 12jan61, in MGA document in error as 12jan60; rgd 06feb61; opb 235 OAO; 89 pax configuration;
	CCCP-75731	II-18V	AFL/Armenia-EVN	trf	05apr61 05sep66	photo DEL 20feb61
19100 26 01	CCCP-75731	II-18V	AFL/Urals-CEK	trf	•	soc 19mar80 as life-time expired; t/t 34,710 hours and 15,176 cycles; photo exists, in use as a cinema in the district of Royno red 066661, och 24710, w/o 266662 och the log from Apadyr to Magadan of a care flight from Myr
18100 26 01	CCCP-75732	II-18V	AFL/Polar	toc	28jan61	rgd O6feb61; opb 247 LO; w/o 26feb63 on the leg from Anadyr to Magadan of a cargo flight from Mys Shmidta to Magadan when engines # 1 and 2 failed, the crew opted for a forced landing on the ice of zaliv Shelikhova bay near mys Yemlinskogo (2,700 metres from the coast), but the aircraft broke up while moving over the rough surface of the ice and sank, all 8 crew and 2 passengers killed (4 of them survived the accident, but froze to their deaths on the ice); wreck found only 04mar63; t/t 2,105 hours; canx 06apr63; soc 06may63
18100 26 02	CCCP-75733	II-18V	AFL/KrasnoyarKJA	mfd	31jan61	toc 24feb61; first II-18 delivery to KJA, arrived 09feb61; rgd 16mar61; 89 pax configuration; soc 27dec78 as life-time expired; t/t 34,992 hours and 11,518 cycles
18100 26 03	CCCP-75734	II-18V	AFL/Azerbaijan-BAK	mfd	31jan61	toc 07feb61; rgd 18feb61; 89 pax configuration; f/n oct73; soc 14jan77 due to its technical condition; t/t 27,424 hours and 13,642 cycles
18100 26 04 18100 26 05	CCCP-75735 CCCP-75736 CCCP-75736 CCCP-75736 CCCP-75736	II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Kyrgyzstan-FRU AFL/Moscow (MUTA) AFL/Urals-SVX AFL/Urals-CEK AFL/Urals-SVX	mfd mfd trf trf trf	31jan61 20jan61 31jul63 1975 29nov78	toc 07feb61; rgd 02mar61; f/n jul68; canx 1978; t/t 34,999 hours and 16,067 cycles toc 06feb61; rgd 18feb61; 89 pax configuration was converted to IL-18Gr 16sep78 with t/t 35,000 hours and 15,159 cycles; arrived ARZ No. 402 GA at
18100 27 01	102 (1) SP-LSH SP-LSH	II-18V II-18V II-18Gr	Polish Air Force LOT LOT	mfd rgd	28feb61 16jul66 jun82	Bykovo 15may80 for last overhaul; soc 16aug82 as life-time expired; t/t 40,000 hours and 16.866 cycles d/d 09ma71; see c/n 186008905 named 'Kolobrzeg'; f/n AMS 08apr67; converted jun82 to, see next line t/t 27,333 hours and 16,174 cycles from OKB document dated 01jan86 (last overhaul 1985); wfu 30apr89; canx 22nov89; was preserved as a restaurant near Radomsko (on the E75 road south-bound), f/n 19jan90, l/n 1995; moved to Strumien, date unknown; preserved at Strumien, f/n 09aug97 with 'Air Natalia' titles; seen 16aug06 with 'Pepsi' titles, l/n mar12; seen aug13 painted in full Coca-Cola c/s, without registration; seen 26jul19; l/n 08feb20 still in Coca-Cola colours but now used to promote a car dealership; sold to Czechia end 2020 and will be preserved (not yet completely known for which reasons - if restaurant or just preserved) at Rohate (NS0.4595451 E14.199169) north west from Prague and seen there 01feb21/16may21 still partly disassembled; seen 17jun21, now all-white c/s still disassembled; l/n 18feb24 now complete
18100 27 02	CCCP-75737 CCCP-75737	II-18V II-18V	AFL/GosNII GVF AFL/Northern-LED	mfd trf	24mar61 10jun61	toc 30ma761; 89 pax configuration rgd 15aug61; f/n HEL 16sep72; seen Gross Dölln 13may75; canx 1977; last flight 12jul77 (to Monino); soc 29aug77 as life-time expired; t/t 34,966 hours and 13,716 cycles; preserved in the Russian Air Force museum at Monino (N55.831843 E38.179698) since 12jul77, seen sep09/feb17 in poor condition; moved nov17 and underwent repair and restoration; seen jul18, in full post 1973 Aeroflot c/s; l/n aug21

18100 27 03	CCCP-75738	II-18V	AFL/Urals-SVX	mfd	28feb61	toc 07mar61; rgd 28mar61; 100 pax configuration; f/n SVO 17jul70; soc 31may77 as life-time expired; t/t 35,000 hours and 14,585 cycles; was preserved in Park Engelsa at Sverdlovsk from 1977, f/n sep77, later
18100 27 04	CCCP-75739 CCCP-75739	II-18V II-18V	AFL/Moscow (MUTA) AFL/International	mfd trf	28feb61 15feb64	destroyed by arson and scrapped toc 11apr61; rgd 05may61; 89 pax configuration
18100 27 05	CCCP-75739 CCCP-75739 CCCP-75740	II-18V II-18V II-18V	AFL/Uzbekistan-TAS Soviet Gvt/AFL c/s	trf mfd	19dec65 28feb61	soc 27dec78 as life-time expired; t/t 34,979 hours and 13,148 cycles toc 03mar61; rgd 24mar61; salon configuration; opb 235 OAO; f/n PIK 15sep62
18100 28 01	CCCP-75740 CCCP-75741	II-18V II-18V	AFL/TurkmenisASB AFL/KrasnoyarKJA	trf mfd	10apr63 28feb61	soc 27dec78 as life-time expired; t/t 34,861 hours and 16,482 cycles toc 07mar61; rgd 28mar61; 89 pax configuration; f/n feb69; soc 27dec77 as life-time expired; t/t 34,705
						hours and 12,348 cycles; was preserved in Park kultury i otdykha "Komsomolski" at Abakan from 1977 and used as a children's cinema; broken up in the mid-1990s
18100 28 02	CCCP-75742 CCCP-75742	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Uzbekistan-TAS	mfd trf	28feb61 18apr63	toc 07mar61; rgd 24mar61; opb 235 OAO; 89 pax configuration; f/n DKR 04apr61; carried cosmonaut German Titov to Moscow 08aug61 soc 27oct77 as life-time expired; t/t 34,937 hours and 12,778 cycles
18100 28 03	9G-AAX CCCP-75426	II-18V II-18V II-18V	Ghana Airways AFL/Moscow	mfd rgd	mar61 20jun66	f/n DKR 15may61; photo ADE 1963; CofA expired 31dec63; returned to the Soviet Union toc 23jun66; 89 pax configuration
19100 28 04	CCCP-75426	II-18V	AFL/West SibOVB	trf	20sep67 24mar61	f/n AER 30jun70; soc 17dec79 as life-time expired; t/t 34,552 hours and 12,336 cycles
18100 28 04	9G-AAY CCCP-75421	II-18V II-18V	Ghana Airways AFL/KrasnoyarKJA	mfd toc	09jul66	f/n DKR 19may61; CofA expired 14jun63; returned to the Soviet Union rgd 19jul66; 89 pax configuration; soc 25may79 as life-time expired; t/t 34,979 hours and 10,23 cycles
18100 28 05	SP-LSC	II-18V	LOT	mfd	18mar61	rgd 21apr61; according to other sources 23mar61; named 'Narwik'; f/n AMS 22dec61; converted 09feb76/27feb76 for use as cargo aircraft similar to II-18Gr; seen NUE 03dec77 with 'Cargo' titles; t/t
10100 20 01	LZ-BEI	II-18V	Balkan	d/d	18apr88	27,603 and 13,962 cycles from OKB document dated 01jan86; canx 01jun88; sold to Balkan 17jun88 wfu at Varna, seen sep97/jun99; broken up
18100 29 01	CCCP-75743	II-18V-26A	AFL/Polar	mfd	18apr61	toc 13oct61; rgd given as 17mar61 in the register, but should probably be 17nov61 from the allocated sequence number; long-range polar version; carried additional 'Polyarnaya Aviatsiya' below the cheatline;
						in document 22nov61 as just delivered; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n SVO 15dec61; took part in Antarctic expeditions 15dec61/02feb62 and 20nov63/11jan64;
						equipped with an "Igla" (Needle) sideways-looking radar in 1965/66 and undertook trials on behalf of LNPO "Leninets"; I/n SYD dec66
	CCCP-75743 CCCP-75743	II-18V II-18V	AFL/Moscow (MUTA) AFL/Krasnoyarsk	trf trf	02feb68 27jan78	converted to a standard II-18V; based at VKO; f/n VKO 02oct72 based at DME from 31aug76 soc 17dec79 as life-time expired; t/t 34,374 hours and 11,335 cycles; seen dumped at Zhukovski
18100 29 02	OK-PAE	II-18V	CSA	f/f	22feb61	16aug92, c/n checked mfd mar61; named 'Karlovy Vary'; commenced scheduled services 22apr61; rgd 25apr61; hijacked to
						Munich 28oct76; last flight 18may80; t/t 26,651 hours and 20,818 cycles; canx 15oct81; served as a restaurant on a camping site (not visible from the outside) near Sec airport (20 km south-east of Chrudím)
						since 17mar82; I/n aug02, in good condition, no titles or registration; moved to Zruc Airpark (N49.808934 E13.414686) 09dec03, repainted into old CSA c/s including titles and registration, I/n sep24
18100 29 03	HA-MOC	II-18V	MALÉV	mfd	07mar61	d/d mar61; CofA issued 12apr61; named 'MoCecil' (a Hungarian given name, but not worn); first commercial flight BUD-LHR-BUD 25apr61; seen AMS 28jul61; APU installed to the tail section 19jan65;
						converted to 105 pax configuration 16jul69 with an additional passenger window (left and right) at the forward section of middle fuselage; crashed into the sea 28aug71 (near Saltholm Island) on approach to
						Copenhagen runway 27, possibly due to wind shear, but no flight data recorder was installed, killing 32 of 34 on board; t/t 11,015 hours and 6,914 cycles
18100 29 04	OK-PAF	II-18V	CSA	d/d	22apr61	rgd 25apr61; f/n AMS 01jul61; crashed after hitting power cables on approach to Casablanca 11jul61; canx 12jul61; t/t 211 hours and 126 cycles
18100 29 05	CCCP-75744	II-18V	AFL/Polar	mfd	26mar61	rgd 14apr61; on charge as of 01may61; in fleet list may62; 89 pax configuration; used in Antarctica in 1963
	CCCP-75744 CCCP-75744	II-18V II-18D	AFL/Moscow (MUTA) AFL/KrasnoyarKJA	trf trf	14jun68 23jan78	based at VKO; f/n VKO 06apr72; modernised to II-18D standard in mid-1970s; I/n VKO 14nov77 arrived ARZ No. 402 GA at Bykovo for last overhaul 09jan79 with t/t 34,998 hours and 12,619 cycles;
						converted to II-18Gr 22mar79; soc 13mar83 as life-time expired; canx mar83; t/t 39,929 hours and 14,272 cycles; was preserved near the Hotel "Abkhaziya" at Gagry (Abkhaziya, Georgia) from 1983, was to
18100 20 01	CCCD 75745	TL 101/		mfd	19	become a children's cinema, but interior damaged by fire during work (probably in 1988), condition ever deteriorating, right wing spar broke in 2006, I/n octO6; broken up by 2008
18100 30 01	CCCP-75745	II-18V	AFL/KrasnoyarKJA	mfd	18apr61	first II-18 with TG-16 APU; toc 04may61; rgd 13may61; 89 pax configuration; f/n LED 09jul70; soc 27oct77 as life-time expired; t/t 34,997 hours and 11,147 cycles
18100 30 02	CCCP-75746 CCCP-75746	II-18V II-18V	AFL/Krasnoyarsk AFL/Azerbaijan	mfd trf	28apr61 unknown	toc 06may61; rgd 13may61; 89 pax configuration on charge as of 01jul76; soc 27oct77 as life-time expired; t/t 34,988 hours and 11,570 cycles
18100 30 03	CCCP-75747	II-18V	AFL/Kazakhstan-ALA	mfd	30apr61	toc 07may61; rgd 20may61; f/n oct73; soc 27dec77 as life-time expired; t/t 34,998 hours and 15,487 cycles
18100 30 04 18100 30 05	CCCP-75750 CCCP-75750 CCCP-75751	II-18V II-18V II-18V	AFL/Latvia-RSC AFL/KrasnoyarKJA AFL/TurkmenisASB	mfd trf mfd	28apr61 04sep63 29apr61	toc 07may61; rgd 13may61; 89 pax configuration soc 27dec78 as life-time expired; t/t 34,994 hours and 11,992 cycles toc 08may61; rgd 15jun61; 89 pax configuration; f/n DME 04oct72; soc 30nov78 as life-time expired; t/t
18100 50 05	CCCF-73731	11-100	AFL/TURKINENISASD	mu	2980101	34,996 hours and 15,987 cycles; was preserved in a park at Adler, seen aug84/27aug97; destroyed by fire jul99 and broken up
18100 30 05	CCCP-75751	II-18V	AFL/TurkmenisASB	mfd	29apr61	toc 08may61; rgd 15jun61; 89 pax configuration; f/n VKO 04oct72; soc 30nov78 as life-time expired; t/t 34,996 hours and 15,987 cycles; was preserved in a park at Adler, seen aug84/27aug97; destroyed by fire
18100 31 01	CCCP-75752	II-18V	AFL/Kyrgyzstan	mfd	13apr61	jul99 and broken up f/f 18apr61; toc 09may61; rgd 14jun61; 89 pax configuration; arrived ARZ No. 402 GA at Bykovo for
	CCCP-75752	Il-18Gr	AFL/Magadan	trf	20jul79	overhaul 29may79 with t/t 34,994 hours and 16,097 cycles; converted to II-18Gr 09jul79 soc 18mar83 as life-time expired; t/t 39,920 hours and 17,744 cycles
18100 31 02	CCCP-75753	II-18V	AFL/KrasnoyarKJA	mfd	11may61	toc 22may61; rgd 30jun61; 89 pax configuration; soc 27oct77 as life-time expired; t/t 34,994 hours and 10,825 cycles
18100 31 03	CCCP-75754	II-18V	AFL/Armenia-EVN	mfd	13may61	toc 20may61; rgd 07jul61; 89 pax configuration; f/n EVN apr67; seen Gross Dölln 04nov75; soc 25may79 as life-time expired; t/t 34,990 hours and 15,310 cycles; fuselage used as a fire-trainer at AER; f/n
18100 31 04	CCCP-75755	II-18V	AFL/Tajikistan-DYU	mfd	may61	14may96, I/n jul07, partly broken up; by feb09 only the empty hull remained toc 21may61; rgd 07jul61; 89 pax configuration; arrived ARZ No. 402 GA at Bykovo 16nov79 for last
	CCCP-75755	Il-18Gr	AFL/West SibOVB	trf	18feb80	overhaul with t/t 34,992 hours and 15,627 cycles; converted to Il-18Gr 29jan80 t/t 39,543 hours and 17,382 cycles from OKB document dated 01jan86; soc 20may89 as life-time expired
18100 31 05	OK-BYP OK-PAI	II-18V II-18V	CS-Gvt (LSFMV) CSA	mfd trf	jun61 21jan77	d/d 11jun61; rgd 26jun61; salon version, with fewer Cabin windows: f/n LHR 09jul62; canx 28jan77 rgd 28jan77; with normal cabin window layout; arrived ARZ No. 402 GA at Bykovo for last overhaul
						06may86 with t/t 14,506 hours; wfu 15dec87; last flight 29jan90 to Nürnberg; t/t 18,322 hours and 16,684 cycles; preserved at Auto & Technik Museum, Sinsheim (N49.238392 E8.896228) since feb90, l/n
18100 32 01	CCCP-75756	II-18V	AFL/Tajikistan-DYU	mfd	25may61	oct23 toc 04jun61; rgd 07jul61; 89 pax configuration; f/n LED 11oct75; soc 24jan79 as life-time expired; t/t
18100 32 02	CCCP-75757	II-18V	AFL/Armenia-EVN	toc	17jun61	34,999 hours and 15,381 cycles rgd 27jun61; crashed MRV 31dec61; soc 06feb62 and canx same date; t/t 593 hours and 200 cycles
18100 32 03	CCCP-75758 CCCP-75758	II-18V II-18V	Soviet Gvt/AFL c/s Aeroflot/UShVLP	mfd trf	27may61 23mar62	toc 31may61; rgd 14jun61; opb 235 OAO Ulyanovsk Advanced Flying Training College
	CCCP-75758 CCCP-75758	II-18V II-18V	AFL/Latvia Aeroflot/UShVLP	trf trf	21jun65 01aug66	Ulyanovsk Advanced Flying Training College
	CCCP-75758 CCCP-75758	II-18V II-18V	AFL/Latvia Aeroflot/UShVLP	trf trf	19aug67 02nov67	Ulyanovsk Advanced Flying Training College; f/n LED 06jul70; soc 31aug76 as life-time expired; t/t 9,678
18100 32 04	CCCP-75759	II-18V	AFL/Urals-SVX	mfd	15jun61	hours and 19,962 cycles toc 26jun61; rgd 12jul61; 89 pax configuration; soc 30nov77 as life-time expired; t/t 34,913 hours and
18100 32 05	CCCP-75760	II-18V	AFL/Latvia-RSC	mfd	27jun61	14,363 cycles toc 30jul61; rgd 27jul61; 89 pax configuration
18100 33 01	CCCP-75760 CCCP-75761	II-18V II-18V	AFL/Azerbaijan-BAK AFL/Uzbekistan-TAS	trf mfd	15aug64 27jun61	soc 14jan77 due to its poor technical condition; t/t 27,899 hours and 14,457 cycles toc 03jul61; rgd 18aug61; 89 pax configuration; f/n DME 19aug75; l/n AER 1977; soc 28feb78 as life-time
18100 33 02	CCCP-75762	II-18V	AFL/Kazakhstan-ALA	mfd	29jun61	expired; t/t 34,953 hours and 12,844 cycles toc 06jul61; rgd 14jul61; f/n AER 30jun70; soc 27oct77 as life-time expired; t/t 34,998 hours and 15,401
18100 33 03	TZ-ABD	II-18V	Air Mali	mfd	jul61	cycles f/n LBG jun63 and 28mar64; rgd 08jan65 according to the CAA, CofA renewal this date ?; returned to the
	CCCP-75477 CCCP-75477	II-18V II-18V	AFL/Moscow-DME AFL/Krasnoyarsk	toc trf	27jul68	Soviet Union rgd 15aug68; 89 pax configuration; f/n SVO 29jul69
18100 33 04	TZ-ABE	II-18V II-18V	Air Mali	mfd	14jan77 jul61	soc as 26jun79 life-time expired; t/t 34,979 hours and 10,437 cycles f/n LBG may62; rgd 08jan65 according to the CAA, CoFA renewal this date ?; l/n LBG jul74; w/o 11aug74 when ran out of fuel and crashed near Lingomin (Upper Volta); t/t 13,070 hours and 4,790 cycles
18100 33 05	9G-AAM CCCP-75424	II-18V II-18V	Ghana Airways AFL/Northern	mfd toc	23jul61 unknown	d/d 1961; CofA expired O6jul64 on charge as of 01aug66; rgd 09sep66; 100 pax configuration; f/n LED 27may70
	CCCP-75424 CCCP-75424 CCCP-75424	II-18V II-18V II-18V	AFL/Arkhangelsk AFL/Magadan	trf trf	01mar73 04may77	arrived ARZ No. 402 GA at Bykovo 14apr80; soc 22dec80 as life-time expired; t/t 34,209 hours and 14,630
18100 34 01	CCCP-75763	II-18V	Soviet Gvt/AFL c/s	mfd	31aug61	cycles; was preserved in "Leninski Komsomol" park at Tashkent from Ozjul83; I/n 1986 toc 25sep61; rgd 04oct61; opb 235 OAO; salon configuration; f/n PIK 01nov62
10100 04 01	CCCP-75763	II-18V II-18V	Aeroflot/UShVLP	trf	03oct63	Ulyanovsk Advanced Flying Training College; soc 16jun76 as life-time expired; t/t 9,204 hours and 19,998 cycles
18100 34 02	CCCP-75764	II-18V	Soviet Gvt/AFL c/s	mfd	sep61	toc 09oct61; rgd 16oct61; opb 235 OAO; salon configuration; f/n SXF 28jun63 and again BEG 20aug63 with Nikita Khrushchev on board; l/n PIK 24nov63; trf 27dec63 to Algeria by decree issued 21dec63; canx
	7T-VRA	II-18V	Algerian Gvt	d/d	06jan64	21dec64 ! photo CAI 10jul67; 'Republique Algerienne' titles with eight centre windows (salon aircraft); seen LHR
			-		-	25may74 and SXF 04apr78; arrived ARZ No. 402 GA at Bykovo for last overhaul jun83; t/t 4,304 hours and 2,298 cycles from OKB document dated 01jan86 (with last overhaul given as 1979); canx 1989
18100 34 03	9G-AAN CCCP-75425	II-18V II-18V	Ghana Airways AFL/Urals-SVX	mfd toc	27jul61 06jul66	d/d 28sep62; photo LOS 14mar64; wfu jul64, returned to the Soviet Union in 1965 rgd 30jul66; 89 pax configuration; opb 120 LO 1-go Sverdlovskogo OAO; dbr 09may74 on a flight from
						Sverdlovsk to Ivano-Frankovsk when the crew (who never had been to Ivano-Frankovsk before) mistook in bad visibility an agricultural airstrip 17 km from Ivano-Frankovsk airport for the runway of Ivano-

						Frankovsk and landed there, as that airstrip was only 500 metres long the aircraft overran into a ravine
						and broke in two, all 8 crew and 67 passengers escaped unhurt; t/t 19,767 hours and 8,373 cycles; soc 30may74 and canx same date
18100 34 04	CCCP-75765	II-18V	AFL/TurkmenisASB	toc	26jul61	rgd 02aug61; crashed on landing in a dust storm Ashkhabad 05mar63; soc 04apr63 and canx same date; t/t 1,959 hours and 1,049 cycles
18100 34 05	CCCP-75766(1)	II-18V	MAP zavod # 30	mfd	jul61	line in Soviet register left blank as the aircraft crashed before it could delivered and registered; in full Aeroflot c/s; dbr 28jul61 on a pre-delivery test flight from Lukhovitsy-Tretyakovo with engine No. 2 shut down when engine No. 1 flamed out on finals to Tretyakovo and the propeller failed to feather so that drag became very asymmetric and the aircraft lost speed and banked to the left, as the crew failed to react in time the left wing touched the ground and the aircraft crash-landed in a field before the runway threshold, all crew escaped unhurt; a photo of the accident exists; t/t 15 hours 18 minutes and 8 cycles; see c/n
18100 35 01	CCCP-75767 CCCP-75767	II-18V II-18V	AFL/Moscow (MUTA) AFL/Armenia	mfd trf	29jul61 26jan62	187009803 in 100 passenger configuration; toc 02aug61; rgd 15sep61 initially opb 35 AE of Armyanskaya OAG GVF at EVN; trf to 113 LO of Yerevanski OAO sep65; trf to 279 LO of Yerevanski OAO oct67; repainted in standard 'blue' c/s; f/n Sperenberg 12may75; l/n KBP 20aug75; arrived at ARZ No. 402 GA at Bykovo for its last overhaul nov77 and was partially modified to II-18D standard; soc 26jun79 as life-time expired; last flight may81 to the grass strip at Stavropol-Grushovy; t/t 24 005 because the fact and the standard of the seff it last?
	no reg	II-18V	no titles	ph.	29aug09	34,995 hours and 15,251 cycles; was preserved and used as the café "Liner" in Park Pobedy (Victory Park) at Stavropol from may81 preserved in Park Pobedy (Victory Park) at Stavropol (N45.024221 E41.923474); initially in basic 'blue' Aeroflot c/s, markings faded or scratched out, seen as such aug09/oct14; repainted in basic 'polar' Aeroflot c/s without any markings by 4 Komsomol members sep16, seen as such 03oct16/oct18; repainted in basic
18100 35 02	CCCP-75768(2) CCCP-75768(2)	II-18V II-18V	AFL/GosNII GVF AFL/Uzbekistan	toc trf	unknown 28aug64	'blue' Aeroflot c/s without any markings, seen as such feb23/dec23 on charge as of 01may61; rgd 12jun61; 89 pax configuration; see c/n 189001201
18100 35 03	CCCP-75768(2) CCCP-75769	II-18V II-18V	AFL/Azerbaijan AFL/Urals-SVX	trf mfd	04jun76 03jul61	soc 24jan79 as life-time expired; t/t 34,924 hours and 13,456 cycles toc 03aug61; rgd 15sep61; 89 pax configuration; f/n DME 03oct72
18100 35 04	CCCP-75769 CCCP-75770	II-18V II-18V	AFL/Azerbaijan-BAK AFL/Kazakhstan-ALA	trf mfd	07jun76 24aug61	soc 29aug77 as life-time expired; t/t 34,992 hours and 15,290 cycles toc unknown; rgd 07sep61; f/n DME 18dec64; l/n LED 11aug75; soc 27oct77 as life-time expired; t/t 24.008 hours and 14.007 surface
18100 35 05	CCCP-75771	II-18V	AFL/Moscow (MUTA)	mfd	31aug61	34,098 hours and 14,997 cycles toc 08sep61; rgd 18sep61; 89 pax configuration; f/n CPH 04nov61
10100 26 01	CCCP-75771 CCCP-75771	II-18V II-18V	AFL/Kyrgyzstan AFL/KrasnoyarKJA	trf trf	26feb62 31jul62	transfer not mentioned in MGA document //n DME 04oct72; soc 29aug77 as life-time expired; t/t 34,982 hours and 11,149 cycles wid 10.4td 20 cycles
18100 36 01	CCCP-75772 CCCP-75772	II-18V II-18V	AFL/GosNII GVF AFL/Kyrgyzstan-FRU	toc trf	16sep61 27jan62	rgd 18oct61; 89 pax configuration f/n DME 18dec64 in Aeroflot c/s; soc 25oct78 as life-time expired; t/t 34,999 hours and 15,636 cycles
18100 36 02	YR-IMA B-230 (2)	Il-18V Il-18V	TAROM Civ Avn Adm China	mfd rgd	10sep61 28mar85	d/d 14sep61; rgd 15sep61 leased from TAROM; see c/n 184007605; f/n SIA 04apr85, retained the Tarom red cheatline and 'A' still worn by the nose; t/t 34,287 hours and 16,047 cycles from OKB document date 01jan86 (last overhaul
	YR-IMA	II-18V	TAROM	ret	30mar87	1981) wfu 07aug91; canx 01feb96; l/n OTP 23sep98, used for fire training
18100 36 03	CCCP-75773	II-18V	AFL/Armenia-EVN	mfd	24aug61	toc 03sep61; rgd 12sep61; 89 pax configuration; opb 279 LO; w/o 31dec70 on a flight from Leningrad- Shosseinoye (now Pulkovo) to Yerevan when took off with retracted flaps (the crew rushed home for the New Year and had not gone through the check-list and forgotten to extend the flaps) and crashed in a snowy field 5.3 km after lift-off, all 5 cockpit crew and 1 of the 78 passengers (a police officer who was probably in the cockpit) killed while all 3 cabin crew and 23 passengers were injured; t/t 13,760 hours and 6,733 cycles; soc 31aug71
18100 36 04	CCCP-75774 CCCP-75774	II-18V II-18V	AFL/Moscow (MUTA) AFL/Armenia-EVN	mfd trf	30aug61 27jun62	toc 08sep61; rgd 18sep61; 89 pax configuration; f/n SXF early 1963 photos exist at Kiev-Borispoi in aug74, laying on its belly, at the end of a flight from Yerevan, the starboard undercarriage failed to deploy and an emergency landing was eventually performed, causing damage to the underside of the aircraft and propellers; repaired; soc 25may79 as life-time expired; t/t 34,987 hours and 13,409 cycles; used as a café on a square at Yerevan (Armenia) since 1980, destroyed by explosives
18100 36 05	CCCP-75775 CCCP-75775	II-18V II-18V	AFL/Northern-LED AFL/ArkhangelARH	mfd trf	31aug61 01jan73	01apr90, broken up toc 05sep61; rgd 15sep61; 89 pax configuration; f/n HEL 30jun67
18100 37 01	CCCP-75775 CCCP-75776	II-18V II-18V	AFL/Uzbekistan-TAS AFL/Moscow (MUTA)	trf toc	18nov77 08sep61	soc 30nov78 as life-time expired; t/t 34,999 hours and 16,349 cycles rgd 29sep61; 89 pax configuration
18100 37 02	CCCP-75776 YR-IMB	II-18V II-18V	AFL/Kyrgyzstan-FRU TAROM	trf mfd	05jul62 oct61	f/n Sperenberg 14jun73; soc 30nov78 as life-time expired; t/t 35,000 hours and 15,992 cycles rgd 20oct61; force landed Paphos 24feb62 with all engines out and came to rest on belly, no one was
						injured and the crew were decorated; returned to the Soviet Union 11nov62 for repairs; t/t 85 hours and 68 cycles; t/t 60 Smks (Omskoye ATU - Omskoye aviatisionno-tekhnicheskoye uchilishche) 17aug65, as a ground instructional airframe, based upon a decree dated 27nov63; photo exists, forward fuselage only, still in basic TAROM c/s and 'B' by the nose; another black and white photo exists in basic x TAROM c/s without titles and registration with a Soviet flag on the fin
18100 37 03	3X-KKN 3X-GAB	II-18V II-18V	Air Guinée Air Guinée	mfd r/r	02oct61	d/d 1961; I/n DKR 16mar63 dbr Casablanca-Anfa 09jul67 on a flight from Conakry to Moscow with intermediate stops at Rabat and Prague; whilst in the descent to Rabat, the pilot was informed by ATC that it was not possible to land due to poor weather conditions and subsequently diverted to Casablanca-Anfa; the aircraft was too low on the final approach to runway 21 at Casablanca-Anfa and power had to be increased to gain altitude to avoid hitting a building, causing the aircraft to land very late, was unable to stop and overran the runway by 300 metres with the undercarriage being torn off in the process; 10 of the 95 passengers and 7 crew were injured; the Ilyushin OKB document gives the date of the accident as 08jun67, t/t 3,065 hours and 1,006
18100 37 04	3X-NZE (2)	II-18V	Air Guinée	mfd	25sep61	cycles; the wreck was still present Casablanca-Anfa 1992 d/d 1961; see c/n 180002004; f/n DKR 16feb63
	3X-GAC CCCP-75428	II-18V II-18V	Air Guinée AFL/Uzbekistan-TAS	r/r toc	24sep66	rgd 10oct66; 89 pax configuration
18100 37 05	CCCP-75428 CCCP-75428 3X-LBE (2)	Il-18V Il-18V Il-18V	AFL/Latvia-RIX AFL/Kazakhstan-KGF Air Guinée	trf trf mfd	04dec74 23may76 30sep61	soc 18jan80 as life-time expired; t/t 34,983 hours and 12,645 cycles; f/n PPK 11jul93, preserved d/d 1961; seen DKR 22dec62; photo SVO 1963, with coat of arms of the city of Labe, between the forward
	3X-GAA CCCP-74299 CCCP-74299	II-18V II-18V II-18V	Air Guinée AFL/Krasnoyarsk AFL/West Siberia	r/r toc trf	18jun67 18mar78 02mar83	cabin windows; see 3X-LBE(1) II-18V with unknown c/n seen GVA 27nov67; I/n SVO 08oct77, wfu rgd 06apr78; f/n SVO apr79; arrived ARZ No. 402 GA at Bykovo 03aug81 for last overhaul with them
10100 20 01	CCCP-74299	II-18V	AFL/Moscow	trf	12apr85	t/t 31,319 hours and 10,894 cycles as of 20jul87 according to an incident report this date; seen DME 12apr91; soc 08oct91 as life-time expired and canx same date; //n DME aug92/sep95, derelict
18100 38 01 18100 38 02	CCCP-75777	II-18V II-18V	AFL/KrasnoyarKJA	mfd mfd	27sep61	toc 07oct61; rgd 18oct61; 89 pax configuration; f/n DME 03oct72; soc 27oct77 as life-time expired; t/t 34,997 hours and 11,382 cycles toc 21oct61; rgd 17nov61; 89 pax configuration; f/n SVO 04oct72; soc 27dec77 as life-time expired and
	CCCP-75778 CCCP-75779		AFL/Uzbekistan-TAS		30sep61	canx same date; t/t 34,999 hours and 13,445 cycles toc 17oct61; rgd 22dec61; 89 pax configuration; soc 24jan79 as life-time expired; t/t 34,999 hours and
18100 38 03 18100 38 04	CCCP-75780(1)	II-18V II-18V	AFL/Tajikistan-DYU LII Zhukovski	mfd mfd	09oct61 oct61	15,915 cycles involved in a landing accident 07jan62, details unknown according to Ilyushin OKB document; t/t 35 hours
						and 25 cycles; not mentioned in the MGA document, or in the Soviet register with details of c/n 187009805 overwritten instead; see this c/n
18100 38 05	CCCP-75781	II-18V	AFL/TurkmenisASB	mfd	28sep61	toc 22oct61; rgd 17nov61; 89 pax configuration; arrived ARZ No. 402 GA at Bykovo 13mar80 to be scrapped according to BASCO fles; soc 15dec80 as life-time expired; canx nov81; t/t 34,817 hours and 16,365 cycles; transported to Brest (Belarus) about nov/dec81 and preserved in a housing estate near the airport in full Aeroflot c/s with Soviet flag, f/n jul93, housed an aviation and space museum but the exhibits were destroyed by arson in 2003, seen in reasonable condition jun06, but littered with graffit; seen apr09, in grey colours with blue cheatline; moved to Minsk-Borovaya airfield (N53.962291 E27.651338) f/n 07jun09, dismantled; seen in god condition and complete jun09/nov16
	'CCCP-190979' CCCP-75781	II-18V II-18V	Aeroflot Aeroflot	Msb Msb	25jan10 18jun17	preserved with this fake registration, in grey colours with blue cheatline I/n jul15 preserved with its original registration and in standard Aeroflot 'blue' c/s; I/n jun19; trf to Lipki and seen
18100 39 01	CCCP-75782	II-18V	AFL/Azerbaijan-BAK	mfd	16oct61	there disassembled 01may21/20aug21 and seen complete again 01sep24 toc 24oct61; rgd 10nov61; 89 pax configuration; f/n in East Germany 09sep75; soc 14jan77 due to its
			_			poor technical condition; t/t 27,697 hours and 13,846 cycles; photo BAK 1981, fuselage only without tail section, last three digits of the registration only visible
18100 39 02 18100 39 03	CCCP-75783 CCCP-75784	II-18V II-18V	AFL/KrasnoyarKJA AFL/Northern-LED	mfd mfd	28oct61 30oct61	in 89 passenger configuration; toc 30oct61; rgd 17nov61; opb 128 LO Krasnoyarskogo OAO; soc 29aug77 as life-time expired; t/t 34,689 hours and 10,936 cycles; was preserved in TSPKiO im. Gorkogo (Gorki Park) at Krasnoyarsk from 1977 and used as the children's café "Karlson" (carried a respective sticker); damaged by arson in the winter of 1992 and scrapped 08jun92 toc 04nov61; rgd 11dec61; 89 pax configuration
10100 28 03	CCCP-75784 CCCP-75784 CCCP-75784	II-18V II-18V II-18V	AFL/Northern-LED AFL/ArkhangelARH AFL/Kazakhstan-ALA	mfd trf trf	30oct61 01mar73 04feb78	toc U4nov61; rgd 11dec61; 89 pax configuration until 26dec77; f/n TAS 12jun71 soc 28apr79 as life-time expired; t/t 34,990 hours and 16,048 cycles
18100 39 04	CCCP-75785	II-18V	AFL/Kazakhstan	mfd	28oct61	toc 30oct61; rgd 17nov61; f/n DME 03oct72; in service date as Il-18Gr (cargo door) 04mar78, with t/t 34,998 hours and 14,867 cycles
10100 07 77	CCCP-75785	Il-18Gr	AFL/Moscow	trf	22sep78	last flight 23dec81 to ARZ No. 402 GA at Bykovo and scrapped; soc 19may82 as life-time expired; t/t 39,966 hours and 16,430 cycles
18100 39 05	CCCP-75786 CCCP-75786	II-18V II-18V	AFL/Moscow (MUTA) MRP NPO "Leninets"	mfd trf	04nov61 30mar63	toc 14nov61; rgd 12jan62 arrived ARZ No. 402 GA at Bykovo sep83 for last overhaul with them; f/n Pushkin 28may90 in Aeroflot c/s; I/n operational Brest 02jul93; was a SI-18V Tu-160 "Obzor-K" radar test-bed for a while
	RA-75786	II-18V	MRP NPO / AFL c/s	Siv	26oct94	was used for radar tests; reported for NPP-MIR; I/n Pushkin 25aug99; t/t 6,944 hours and 2,535 cycles as at 01oct89
18100 40 01	75786 CCCP-75787 CCCP-75787	II-18V II-18V II-18V	MRP NPO / AFL c/s AFL/Urals-SVX AFL/Urals-CEK	Pus mfd trf	05aug01 31mar62 06feb65	engineless/wfu; still present as such may06 toc 24feb63; rgd 26sep63; late toc and rgd; 90 pax configuration based on a decree dated 11jan65; f/n DME 30oct77

18100 40 02	CCCP-75787 CCCP-75787 CCCP-75788 CCCP-75788	II-18V II-18V II-18V II-18V	AFL/Kazakhstan-KGF AFL/TurkmenisASB Soviet Gvt/AFL c/s AFL/KrasnoyarKJA	trf trf mfd trf	13jun82 03aug84 07dec61 02jun63	arrived ARZ No. 402 GA at Bykovo 07mar84 for last overhaul t/t 38,683 hours and 17,814 cycles as at 01jan86; soc 31dec86 as life-time expired toc 11dec61; rgd 22dec61; opb 235 OAO; 89 pax configuration; f/n CAI 29jan62; l/n PIK 12aug62 arrived ARZ No. 402 GA at Bykovo for last overhaul 16may79 with t/t 34,989 hours and 10,546 cycles;
18100 40 03	CCCP-75789 CCCP-75789	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Northern	mfd trf	14dec61 07may63	converted to II-18Gr 20jun79; soc 18mar83 as life-time expired; t/t 39,995 hours and 12,299 cycles toc 31dec1; rgd 13jan62; opb 235 OAO; 89 pax configuration; i/n PIK 12jun62 f/n LED 06jul70; i/n HEL 10aug74; soc 30jun77 as life-time expired; t/t 34,995 hours and 13,578 cycles
18100 40 04 18100 40 05	CCCP-75790 CCCP-75791	II-18V II-18V	AFL/Azerbaijan-BAK AFL/KrasnoyarKJA	mfd mfd	30nov61 03nov61	toc 09dec61; rgd 22dec61; 89 pax configuration; f/n Grossenhain 05may75; soc 14jan77 due to its poor technical condition; t/t 28,071 hours and 14,269 cycles toc 10dec61; rgd 05jan62; 89 pax configuration; opb 1-y Krasnoyarski OAO; dbr 10sep69 during the
10100 40 05	0001-75791	11-100	ALL/KIGSHOVEL-KJA	iniu	05110101	landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were
18100 41 01	CCCP-75792	II-18V	AFL/Kazakhstan-ALA	mfd	30nov61	severely injured; unable to read soc date in MGA document; t/t 13,613 hours and 4,620 cycles toc 08dec61; rgd 22dec61; the first aircraft fitted with anti-collision lights as standard from this c/n onwards; f/n DME 10apr72; soc 27dec77 as life-time expired; t/t 34,999 hours and 15,192 cycles
18100 41 02	CCCP-75793	II-18V	AFL/KrasnoyarKJA	mfd	13dec61	toc 23dec61; rgd 05jan62; 89 pax configuration; soc 27oct77 as life-time expired; t/t 34,997 hours and 11,670 cycles
18100 41 03	CCCP-75794	II-18V	LII Zhukovski	mfd	21dec61	registration given as such in Ilyushin OKB document with mfd 23dec61, trf to the LII for trials of the 'Polyot-1' avionics suite 1964/65
	CCCP-78732	II-18V	LII Zhukovski	rgd	26dec64	avionics test-bed; late rgd reported in register; photo exists with cylindrical pod under the forward fuselage; arrived ARZ No. 402 GA at Bykovo 30jun86 for last overhaul with them
	RA-78732	II-18V	LII Zhukovski	ZIA	03sep93	t/t 6,049 hours and 3,662 cycles as of 20jan92; I/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; soc 23nov01 as life-time expired and canx same date
18100 41 04	CCCP-75797 CCCP-75797 CCCP-75797	Il-18V Il-18V Il-18V	AFL/Northern-LED AFL/Latvia-RIX AFL/KrasnoyarKJA	mfd trf trf	18dec61 21dec74 14jan76	toc 30dec61; rgd 13jan62; 89 pax configuration; f/n HEL 18may74 converted to II-18Gr 29nov78 with t/t 35,000 hours and 13,529 cycles; arrived ARZ No. 402 GA at Bykovo 23jun80 for last overhaul; soc 16aug82 as life-time expired; t/t 39,663 hours and 15,199 cycles
18100 41 05	DM-STF (1) DM-STF (1)	II-18V II-18V	Deutsche Lufthansa Interflug	mfd trf	19dec61 01sep63	rgd 13feb62 photo exists in basic ex Deutsche Lufthansa c/s with Interflug titles; damaged by fire on overhaul, ARZ No.
	CCCP-75475(1)	II-18D	AFL/KrasnoyarKJA	toc	24jan68	402 GA at Bykovo 19jan67; canx 28feb67; repaired/upgraded and to Aeroflot, see next line rgd 29feb68; 100 pax configuration; soc 16oct79 as life-time expired; t/t 34,992 hours and 11,171 cycles; see c/n 184007401
18100 42 01	OK-PAG	II-18V	CSA	mfd	25dec61	d/d 04jan62; named 'Vysoké Tatry'; rgd 10jan62; f/n AMS 23mar63; wfu 21fb80; t/t 25,472 hours and 20,846 cycles; canx 15oct81; served as a restaurant near Slusovice from 25may82, l/n sep96; moved to the zoo at Lesna (near Slusovice) to become a restaurant there, but never opened; scrapped at Lesna in
18100 42 02	OK-PAH	II-18V	CSA	mfd	28dec61	2001 d/d 04jan62; named 'Marianské Lazne'; rgd 10jan62; f/n LHR 23apr63; wfu 31oct79; t/t 24,543 hours and 20,699 cycles; canx 15oct81; was used for TV series "Ambulance"; scrapped aug81 at Prague
18100 42 03	CCCP-75602	II-18V	Soviet AF/AFL c/s	mfd	25dec61	f/n SVO 1970; with additional HF communications equipment, later opb 8 adon at Chkalovski; CofR renewal 20dec73; arrived ARZ No. 402 GA at Bykovo for last overhaul oct86 with them, t/t 11,776 hours; in documents and registers with c/n as such; c/n painted on tail as '182004203' SOF 17sep90; l/n
18200 42 04	RA-75602 CCCP-75799	II-18V II-18V	Russian AF/AFL c/s AFL/Moscow (MUTA)	CKL mfd	28aug95 12jan62	Demmin-Tutow 28jun93 last CorR renewal 28apr94; wfu 1998; canx 12mar01 reportedly as destroyed toc 24jan72; rgd O6feb62; 89 pax configuration; f/n DKR 11oct62
	CCCP-75799 CCCP-75799	II-18V II-18V	AFL/International AFL/Armenia	trf trf	15feb64 24apr64	f/n DME 04oct72; l/n DME 14nov77
	CCCP-75799	II-18V	AFL/West Siberia	trf	16jan78	arrived ARZ No. 402 GA at Bykovo 25jun79 for last overhaul with t/t 34,992 hours; converted to Il-18Gr 25jul79
18200 42 05	CCCP-75799 CCCP-75800 75800	Il-18Gr Il-18V Il-18V	AFL/Far East AFL/Moscow (MUTA) Air Guinée	trf mfd DKR	13aug79 12jan62 30mar63	soc 22nov82 as life-time expired; t/t 40,000 hours and 16,264 cycles toc 24jan62; rgd 06feb62; 89 pax configuration and Abidjan 1964, leased for a short time
10000 10 01	CCCP-75800 CCCP-75800	II-18V II-18V	AFL/International AFL/Moscow (MUTA)	trf trf	15feb64 26aug64	seen DME 04oct72 and 27aug75; soc 30jan78 as life-time expired; t/t 34,442 hours and 9,795 cycles
18200 43 01	CCCP-75801	II-18V	AFL/Moscow (MUTA)	mfd	17jan62	toc 24jan62; 89 pax configuration; rgd 06feb62; opb Domodedovski OAO; f/n oct73; dbr 12feb75 on a flight from Moscow to Krasnoyarsk-Severny when tried to land in below-minima weather conditions (poor visibility) and touched down 250 metres before the runway threshold, collapsing the nose and port main gear units and suffering damage to the left wing and fuselage, no casualties; t/t 27,440 hours and 7,976
18200 43 02	CCCP-75802 CCCP-75802	II-18V II-18V	AFL/Latvia AFL/Kazakhstan-ALA	mfd trf	jan62 06aug63	cycles; soc 31aug76 toc 09feb62; rgd 01mar62 f/n AER 06jul70; soc 25oct78 as life-time expired; t/t 34,997 hours and 16,153 cycles
18200 43 03	CCCP-75798	II-18V	AFL/Uzbekistan-TAS	mfd	29jan62	toc 07feb62; rgd 20mar62; 89 pax configuration; opb 203 LO; w/o 06feb70 on a flight from Tashkent to Samarkand when ATC at Samarkand transmitted a wrong distance from the airport to the crew (31 km instead of 42-44 km) and the crew did not cross-check the distance, but started to descend through clouds while still flying over mountainous terrain, the aircraft crashed at a height of some 1.500 metres into the snow-covered slope of a mountain 32 km north-east of Samarkand airport and broke into 5 parts, 7 of the 8 crew and 85 of the 98 passengers killed and all surviving occupants injured; t/t 12,885 hours and 4,968 cycles; soc 10mar70 and canx same date
18200 43 04	CCCP-75803 75803 CCCP-75803 CCCP-75803	II-18V II-18V II-18V II-18V	AFL/Moscow (MUTA) Air Guinée AFL/International AFL/Krasnoyarsk	mfd DKR trf trf	30jan62 30mar63 15feb64 28jul64	in 89 passenger configuration; toc 06feb62; rgd 01mar62 leased, returned to Aeroflot opb Krasnoyarski OAO; f/n DME 13nov77; arrived with ARZ No. 402 GA at Bykovo for its last overhaul
	CCCP-75803	Il-18Gr	AFL/Krasnoyarsk			14may79, with t/t 34,994 hours; converted to an II-18Gr 12jun79 opb Krasnoyarski OAO; I/n operational Krasnoyarsk-Severny 19jan83; ferried to KJA and seen there parked on a taxiway 26feb83; soc 18mar83 as life-time expired; t/t 39,991 hours and 13,343 cycles; seen being disassembled on the apron at KJA 16/21jun83; was preserved in front of the terminal at Krasnoyarsk- Yemelyanovo from jun83, f/n 01jul83 and removed in late 1990 or early 1991; reportedly this aircraft was transported to Kedrovy (formerly Krasnoyarsk-66), preserved there in a square and used as a cafe and video saloon, f/n 20aug91 (was not yet there 15jun91); damaged by arson and scrapped in 1994
18200 43 05	CCCP-75804 CCCP-75804	II-18V II-18V	GKPE NII'Leninets' MRP NPO "Leninets"	mfd trf	31jan62 10sep68	rgd 19jun62 in standard Aeroflot c/s; was used for radar tests and designated SI-18I, with Berkut radar and cylindrical pod under the fuselage and teardrop fairing on top of the fuselage; arrived ARZ No. 402 GA at Bykovo 22dec86 for last overhaul with them, t/t only 3,259 hours; f/n Pushkin 28may90; experimental equipment
	75804	II-18V	Daallo Airlines	SHJ	07jul93	removed in 1993 still with large external antenna pods and long nose, with green tail, logo on forward fuselage and nose cone, standard Aeroflot cheatline; I/n JIB sep93
	RA-75804 RA-75804 75804	Il-18V Il-18V Il-18V	MRP NPO / AFL c/s NPP "MIR" NPP "MIR"	Siv trf RAT	26oct94 24apr95 19nov04	f/n Pushkin 05aug01; canx 08dec03 with 'RA-' totally faded; seen in service BKA aug05, prefix not visible; l/n Pushkin 07jul06/01jun08 in poor
18200 44 01	CCCP-75805 CCCP-75805	II-18V II-18V	Aeroflot/UShVLP AFL/Urals-CEK	mfd trf	09feb62 23mar67	condition without engines; photo Pushkin 21may11, fuselage cut off forward of the wings; broken up toc 28feb62; Ulyanovsk Advanced Flying Training College; rgd 07apr62; 90 pax configuration f/n jun75; trf 29apr77 from CEK to SVX for 15 days, based on a order dated 25apr77; soc 30nov78 as life-
18200 44 02	DM-STG	II-18V	Deutsche Lufthansa	mfd	17feb62	time expired; t/t 28,709 hours and 16,497 cycles rgd 24mar62; still in DLH c/s until may64, see next line
	DM-STG DDR-STG	II-18V II-18V	Interflug Interflug	trf rgd	01aug63 19aug81	f/n BUD 27jun64; I/n SXF 30apr80 t/t 31,262 hours and 18,168 cycles from an OKB document dated 01jan86 (last overhaul in 1985); wfu 09nov88; last flight 18nov88 (to Erfurt); canx 25nov88; was used as a rescue trainer at Erfurt airport (N50.977087 E10.951160), with 'Flughafen Erfurt Training' titles and no registration, seen jun06/oct18;
18200 44 03	CCCP-75807	II-18V	AFL/Azerbaijan-BAK	mfd	27feb62	repainted in full Interflug colours f/n 08aug19 again as DDR-STG; l/n dec21 toc 13mar62; rgd 29mar62; 89 pax configuration; seen Grossenhain 10nov75; soc 14jan77 due to its poor technical condition; t/t 27,845 hours and 13,622 cycles
18200 44 04 18200 44 05	CCCP-75806 CCCP-75606	II-18V II-18V	AFL/Kazakhstan-ALA Soviet AF/AFL c/s	toc mfd	12mar62 27feb62	rgd 29mar62; f/n DME 19aug75; soc 30jan78 as life-time expired; t/t 34,999 hours and 15,133 cycles rgd 20dec73; with additional HF communications equipment and later opb 223 osap at Chkalovski; f/n Sperenberg 09may74; arrived ARZ No. 402 GA at Bykovo for last overhaul jan87 with them, t/t 11,820
18200 45 01	RA-75606 CCCP-75808 CCCP-75808	II-18V II-18V II-18V	Russian AF/AFL c/s AFL/Northern-LED AFL/ArkhangelARH	Pus mfd trf	24oct94 27mar62 01mar73	hours; last CorR renewal 28apr94; l/n Pushkin 06jul94 seen CKL 15aug96, c/n checked; wfu 1998; l/n CKL 05aug00; canx 12mar01 reportedly as destroyed toc 26apr62; rgd 19jun62; 89 pax configuration f/n HEL 31may67; soc 27dec78 as life-time expired; t/t 34,705 hours and 15,659 cycles with AFL/West
18200 45 02	CCCP-75809	II-18V	AFL/Moscow (MUTA)	mfd	15mar62	Siberia, but transfer not mentioned in the MGA document toc 22mar62; rgd 12jun62; 89 pax configuration
18200 45 03	CCCP-75809 CCCP-75810	Il-18V Il-18V	AFL/Urals-SVX AFL/Moscow (MUTA)	trf mfd	15dec67 24mar62	f/n AER 30jun70; soc 30nov77 as life-time expired; t/t 34,999 hours and 13,482 cycles toc 23apr62; rgd 19jul62; 89 pax configuration; f/n VKO 1965; l/n DME 13nov77; converted to II-18Gr 25jan79 with t/t 34,997 hours and 10,642 cycles; soc 23sep82 as life-time expired; t/t 39,809 hours and 12,122 cycles
18200 45 04	CCCP-75811 CCCP-75811	II-18V II-18V	AFL/Moscow (MUTA) MRP Solnechnoye	mfd trf	24mar62 04sep64	toc 24apr62; rgd 17jul62 on the basis of a decree issued 17jun64
	CCCP-75811 RA-75811	II-18V II-18V	MRP Zhukovski MRP Zhukovski	trf SHJ	03jan67 05mar93	operated as an II-18REO avionics test-bed; arrived ARZ No. 402 GA at Bykovo 23aug84 for last overhaul with them, t/t 6,788 hours; I/n DME 04sep91 in Aeroflot c/s, no titles in Aeroflot c/s, no titles
	RA-75811 RA-75811 RA-75811	II-18V II-18V II-18V	MRP Zhukovski Ilavia Elf Air	ZIA MST	05mar93 11may96 04feb98	In Aeronot C/S, no titles I/n SHJ feb97, photo available I/n SHJ 29dec01
	RA-75811 RA-75811 RA-75811	II-18V II-18V II-18V	no titles Grizodubova AvCo	VKO rgd	28jun02 24oct02	/n DME 25aug02 Grizodubovoy was a highly decorated female pilot during the Great Patriotic War and a Hero of the Soviet
	EX-028	II-18V	blue/white, n/t	FRU	09sep04	Union; f/n ZIA 23aug03, no titles; l/n FJR 19apr04, with titles ?; canx 17mar04 as sold to Kyrgyzstan l/n RKT 15apr05; c/n checked

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	UR-CEV	II-18V	Sevastopol Avia	rgd	17may05	owned by Gulf Aero Freight FZE; f/n SIP 30may05; CofA issued 09jun05 to Sevastopol Avia; l/n active DME 19feb06; seen stored without engines at SIP 06jun07/16jul08; l/n 18jul08 in the process of being broken up
18200 45 05	TZ-ABY CCCP-74298	II-18V II-18V	Air Mali AFL/Kazakhstan-ALA	mfd toc	29mar62 04nov71	photo at BKO 1962; seen LBG 19jun65; I/n ABJ 12esp69; returned to the Soviet Union in 1971 rgd 17nov71; opb 218 LO; w/o 31aug72 on a flight from Karaganda to Moscow when some readily flammable material (which should not have been transported by air) in the second luggage compartment ignited, causing a fire which produced a lot of toxic smoke, the crew decided to make an emergency landing at Magnitogorsk, but the toxic smoke disabled them so that they lost control on approach and the aircraft crashed in a field in the Abzellov district of Bashkortostan 23 km north of Magnitogorsk airport, between Smelovski (Verkhneuralsk district of the Chelyabinsk region) and Pokrovka (Abzellov district of Bashkortostan), all 9 crew and 93 passengers killed (all persons in the passenger cabin died already from the toxic smoke while still being in the air while the cockpit crew was still alive at the time of the impact); t/t 10,798 hours and 4,249 cycles; soc 19feb73 and canx same date
18200 46 01	LZ-BEL LZ-BEL LZ-BEL	II-18V II-18V II-18V	TABSO Bulair Balkan	mfd rgd rgd	28mar62 jun68 03oct72	d/d 30mar62; seen LGW 02jun63 f/n LGW 27sep69; l/n SXF 1971 f/n LBG aug74; photo ZRH jun76; was destroyed by a fire in the Tashkent overhaul plant dec76; t/t 26,279 hours and 12,924 cycles
18200 46 02	CCCP-75812 CCCP-75812 CCCP-75812	II-18V II-18V II-18V	AFL/Latvia AFL/Kazakhstan AFL/Far East	mfd trf trf	24apr62 06aug63 26apr70	toc 28apr62; rgd 12jun62 arrived ARZ No. 402 GA at Bykovo for last overhaul 05mar79; converted to Il-18Gr 15apr79 with t/t 34,998 hours and 14,609 cycles; soc 16aug82 as life-time expired; t/t 39,698 hours and 16,313 cycles; l/n
18200 46 03	LZ-BEK	II-18V	TABSO	d/d	25apr62	KHV jul94/may95, derelict fuselage only mfd 30apr62 from Ilyushin OKB document; seen LGW 16jun63; I/n MAN 10jun68, with Bulgarian Air
	LZ-BEK	II-18V	Bulair	trf	1968	Transport titles seen LGW jun69; photo GLA 1970
	LZ-BEK	Il-18V	Balkan	trf	1972	f/n MAN may72; seen LHR 21dec77; converted to II-18Gr in 1980 with t/t 34,233 hours and 16,471 cycles; arrived ARZ No. 402 GA at Bykovo for last overhaul 12jan82; t/t 38,440 hours and 17,999 cycles from OKB document dated 01jan86; broken up Varna circa 1985, parts still seen during 1992
18200 46 04	CCCP-75813 CCCP-75813	II-18V II-18V	AFL/Kazakhstan-ALA AFL/Kazakhstan-KGF	mfd trf	24apr62 1973	toc 05may62; rgd 12jun62; f/n DME 1966 I/n DME 13nov77; soc 13feb80 as life-time expired; t/t 34,998 hours and 16,047 cycles; preserved in the backyard of the military commissariat at Merke, Zhambyl region of Kazakhstan (N42.872711 E73.189472), registration and Soviet flag painted out, f/n 2004; I/n 23mar24
18200 46 05	CCCP-75814 CCCP-75814	II-18V II-18V	AFL/Urals-SVX AFL/Urals-CEK	mfd trf	25apr62 sep64	toc 29apr62; rgd 16jun62; 89 pax configuration f/n KBP 06apr72
	CCCP-75814 CCCP-75814	II-18V II-18V	AFL/Urals-PEE AFL/Urals-SVX	trf trf	jun72 27apr76	f/n VKO 04oct72 soc 27feb79 as life-time expired; t/t 34,998 hours and 15,822 cycles
18200 47 01 18200 47 02	CCCP-75815 CCCP-75816	II-18V II-18V	AFL/KrasnoyarKJA Soviet Gvt/AFL c/s	mfd mfd	26apr62 25apr62	toc 02may62; rgd 12jun62; 89 pax configuration; arrived ARZ No. 402 GA at Bykovo 12apr79 for last overhaul with t/t 34,998 hours; converted to II-18Gr 28nay79; soc 25oct82 as life-time expired; t/t 39,982 hours and 13,228 cycles toc 12may62; rgd 12jun62; opb 235 OAO; 89 pax configuration; f/n LHR 19apr64, in Aeroflot c/s
	CCCP-75816 CCCP-75816	II-18V II-18V	AFL/Far East AFL/Azerbaijan	trf trf	10nov64 06jun76	arrived ARZ No. 402 GA at Bykovo 14feb79 for last overhaul
18200 47 03	CCCP-75816 CCCP-75817	II-18V II-18V	AFL/Krasnoyarsk AFL/Moscow (MUTA)	trf mfd	09may79 25may62	soc 17dec79 as life-time expired; t/t 34,987 hours and 12,687 cycles toc 01jun62; rgd 12jun62; 89 pax configuration; f/n ASF 10jul70
	CCCP-75817	II-18V	AFL/Krasnoyarsk	trf	06feb78	arrived ARZ No. 402 GA at Bykovo for last overhaul 13mar79 with t/t 34,987 hours and 12,973 cycles; converted to II-18Gr 25apr79; soc 25oct82 as life-time expired; t/t 39,990 hours and 14,270 cycles
18200 47 04	CCCP-75818 CCCP-75818	II-18V II-18V	AFL/Moscow (MUTA) AFL/International	toc trf	23may62 15feb64	rgd 12jun62; 89 pax configuration
18200 47 05	CCCP-75818 CCCP-75819	II-18V II-18V	AFL/Uzbekistan-TAS AFL/Moscow (MUTA)	trf toc	20jul64 05may62	soc 30jan78 as life-time expired; t/t 34,999 hours and 13,445 cycles; seen AKX 14jul93, derelict mfd 10may62; rgd 19jun62; 90 pax configuration
	CCCP-75819 CCCP-75819	II-18V II-18V	AFL/Urals-SVX AFL/Urals-CEK	trf trf	17aug63 22jan69	featured in the 1965 Soviet movie "Idu na grozu" (I'm going into the thunderstorm) arrived for last overhaul ARZ No. 402 GA at Bykovo may80
18200 48 01	CCCP-75819 CCCP-75894	II-18V II-18V	AFL/GosNII GA Soviet AF/AFL c/s	trf mfd	18jul80 31may62	soc 21jun85 as life-time expired; t/t 34,993 hours and 16,060 cycles rgd only 20dec73; opb 223 LO at Chkalovski; f/n Sperenberg 27feb76; l/n Sperenberg 11feb82
	CCCP-75894	II-18V	MRP NPO "Vzlyot"	rgd	05jul85	an avionics testbed aircraft equipped with a canoe shaped pod under the forward fuselage and smaller ventral fairing behind the wings; arrived at Bykovo for its last overhaul by ARZ No. 402 GA 27jul87; still carried the prefix 'CCCP-' 06jul93
	RA-75894 RA-75894	II-18V II-18V	MRP NPO "Vzlyot" AK Grizodubovoi	ZIA rgd	03sep93 28may02	in basic 'blue' Aeroflot c/s, no titles; still with fairings under the fuselage Aviakompaniya im. Grizodubovoi (Valentina Grizodubova was a highly decorated female pilot during the Great Patriotic War and a Hero of the Soviet Union); in basic 'blue' Aeroflot c/s, no titles, still with fairings under the fuselage; f/n ZIA 03aug02; l/n ZIA 17aug05
	EX-059	II-18V	Aquiline	PVG	24nov05	in turquoise c/s with light grey flying surfaces, no titles; canx 19mar09 at the owners request as 'to be scrapped'; still seen flying KMG 29mar09; I/n FJR 17oct09
	3X-GGU	Il-18V	Sky Guinée	rgd	09may11	c/n confirmed; in turquoise c/s with light grey flying surfaces, no titles; f/n DMB 02sep11, registration not visible on photo; l/n operational HGA 28mar12; offered for sale oct12; ferried to Jurmala-Tukums in autumn 2012; canx 28nov12; preserved in the Jurmala Airport Air Zoo of KS Avia (N56.944276 E23.214731) from late 2012, l/n 12jan20 (not yet repainted); seen 27apr22 c/s not reported; see II-76TD
18200 48 02	YR-IMC	II-18V	TAROM	mfd	26may62	c/n 0023437093 rgd 29may62; f/n LBG 10jun63; arrived ARZ No. 402 GA at Bykovo may87 for last overhaul with t/t 37,781 hours; preserved in Banasti city, 90km North of Bucharest, near a monument; present there 1992; finally canx 01feb96; l/n jun00 in poor condition
18200 48 03	CCCP-75821	II-18V	AFL/Northern-LED	mfd	28may62	tice 05jun62; rgd 26jun62; 89 pax configuration; f/n LED 11jul70 seen HEL 02aug75; soc 30jan78 as life- time expired; t/t 35,000 hours and 13,901 cycles
18200 48 04	YR-IMD	Il-18V	TAROM	mfd	11may62	according to Moldovan register; mfd also given as 07jun62 according to Ilyushin OKB document; rgd 11jun62; seen LGW 07sep63; arrived ARZ No. 402 GA at Bykovo 24sep85 for last overhaul with them, t/t 31,578 hours; wfu 26jun91; t/t 34,123 hours and 14,957 cycles from OKB document date 01jan86; canx 04may98
	3D-ALQ EL-ADY (3)	II-18V II-18V	Air Cess, n/t Santa Cruz, n/t	SHJ SHJ	may98 01dec98	basic TAROM c/s c/n checked; rgd 24may99 according to Liberian register; l/n SHJ 29may99; see c/n 184007405
	EX-7504 ER-ICM	II-18V II-18V	Star Airlines Star Airlines	SHJ rgd	19sep99 30dec99	l/n SHJ 07dec99; c/n not checked but ex reg EL-ADY under wings; ex-Santa Cruz c/s f/n DXB 30jan00; ex-Santa Cruz c/s; titles removed 07feb00
	ER-ICM	II-18V	Star Airlines, n/t	SHJ	07feb00	I/n SHJ 15sep01; operated by Aerovista/Star Airlines; photo exists in white c/s with dark blue and orange cheatline, white tail with Star Airlines titles; old registration EL-ADY still visible under wings; in Renan fleet list 31dec00; repainted with dark blue tail and later orange cheatline replaced by light blue cheatline; reported opb Sud Aerocargo DXB 20aug01; I/n SHJ 28dec01; seen SHJ 02nov02 in all-white c/s no titles;
	EX-011	II-18V	Aerovista n/t	SHJ	09feb03	I/n SHJ 04feb03; canx 06feb03 as to Kyrgyzstan all-white c/s; offered for sale on the internet dec03 with t/t 18,711 hours; seen SHJ 26jan04; no further reports until seen again FJR 16nov07; photo proof, stored at Hargeisa and visible on GE images dated 25nov09 until 08sep16; moved by mar17 and now in use as a restaurant (N9.495489 E44.064628) just
18200 48 05	CCCP-75820	II-18V	AFL/Moscow (MUTA)	toc	23jul62	south west of the airport runway; repainted with various logos and advertising; I/n aug20/may23 rgd 01aug62; 89 pax configuration; f/n PIK 28nov62
18200 49 01	CCCP-75820 CCCP-75822	II-18V II-18V	AFL/Tajikistan-DYU Soviet Gvt/AFL c/s	trf mfd	14jul63 15jun62	f/n DME 03oct72; l/n DME 13nov77; soc 24jan79 as life-time expired; t/t 34,999 hours and 16,182 cycles toc 23jun62; rgd 30jun62; opb 235 OAO; 89 pax configuration; f/n PPK may68
	CCCP-75822 CCCP-75822	II-18V II-18V	AFL/Far East AFL/Krasnoyarsk	trf trf	26oct64 07mar7.	unable to read last digit of year in MGA document; arrived ARZ No. 402 GA at Bykovo for last overhaul
18200 49 02	CCCP-75823	II-18V	Soviet Gvt/AFL c/s	mfd	18jun62	17mar81; soc 18oct83 as life-time expired; t/t 39,040 hours and 13,000 cycles rgd 30jun62; on charge as of 01dec64 according to MGA document, see next line; opb 235 OAO at VKO; 89 pax configuration; carried cosmonauts Andriyan Nikolayev and Pavel Popovich to Moscow 17aug62; f/n PIK 17oct63 with Walentina Tereschkowa and Juri Alexejewitsch Gagarin on board coming from New York
	CCCP-75823	Il-18V	AFL/Far East-KHV	trf	03aug64	to Brand air base in East Germany; I/n LHR 19apr64 (19dec64 according to MGA document); canx 02nov64 according to the Soviet register but was obviously restored; dbr 23aug70 on a flight from KHV to UUS when landed at night in adverse weather, approached too high and was 'forced down' by the pilot, the nose gear touched down first and broke, the aircraft slid off the runway and the wings broke, no casualties (there was no fire due to the heavy rain); soc 29sep70; th 11.216 hume and 0.020 muleated and the source of the source of the tour of the source of the
18200 49 03	CCCP-75824 CCCP-75824 CCCP-75824	II-18V II-18V II-18V	AFL/Moscow (MUTA) AFL/International AFL/Far East	toc trf trf	29jun62 15feb64 25may64	t/t 11,246 hours and 4,030 cycles rgd 14jul62 dbr after landing short of the runway at Magadan, 03aug64, the landing gear collapsed; canx 01nov64; soc
18200 49 04	CCCP-75825	II-18V	AFL/Moscow (MUTA)	mfd	28jun62	02nov64; t/t 1,550 hours and 765 cycles toc 02jul62; rgd 14jul62; 89 pax configuration; f/n PIK 18jul62
	CCCP-75825 CCCP-75825 CCCP-75825	II-18V II-18V II-18Gr	AFL/International AFL/Tajikistan-DYU MAP Kuibyshev MPO	trf trf trf	15feb64 11dec66 01apr82	f/n NIC 29feb64 arrived ARZ No. 402 GA at Bykovo 11aug80 for last overhaul with them; converted to II-18Gr 30dec80 by decree issued 13feb82; rgd 10jun82; photo exists, date unknown in full Aeroflot colours with blue tail,
	RA-75825	Il-18Gr	SP Air	IST	jun94	no titles; t/t 34,993 hours and 15,745 cycles from OKB document dated 01jan86 (last overhaul 1980) c/n checked, in basic ex Aeroflot c/s; l/n IST 28aug94
	RA-75825 EL-ALW	Il-18Gr Il-18Gr	ex-Aeroflot c/s Santa Cruz Imp.	BKA SHJ	21may96 10oct97	no titles; I/n BKA 24aug97, c/n checked; canx 16oct97 as to United Arab Emirates version painted as 'IL-18B'; I/n SHJ 05apr99; according to Liberian register rgd 01apr99 !; c/n checked; named 'Swallow'
	EL-ALW EX-75825	Il-18Gr Il-18Gr	Phoenix Phoenix	SHJ SHJ	19sep99 29oct99	I/n SHJ 25oct99; c/n not checked; in white c/s, red cheatline registration was applied this date; I/n SHJ 03nov01
18200 40 05	EX-904	Il-18Gr	Phoenix c/s, n/t	SHJ	28dec01	I/n SHJ 05aug02; dbr when overshot at Nzagi, Angola, 15sep02 (S7.7201654 E21.346928); not in fleet list, according to JP-03
18200 49 05	CCCP-75826	II-18V	AFL/Moscow (MUTA)	toc	03jul62	rgd 14jul62; opb Vnukovskoye PO; trf to Cuba on the basis of a decree by the Council of Ministers dated 29sep62; canx 24jun63

	CU-T830	II-18V	Cubana	d/d	jun63	left the Soviet Union jun63 and arrived at Havana early jul63 after stop-overs at Belgrade, Algiers, Conakry (01jul63), Recife and Port of Spain; photo at MEX oct65; dbr 10jul66 on a flight from Havana to Santiago de Cuba when suffered a multiple engine failure and made a forced landing near Cienfuegos, suffering severe damage, 2 of the 93 occupants were killed and 2 injured; canx 23aug66; t/t 3,170 hours and 2,408
18200 50 01	CCCP-75827	II-18V	AFL/Armenia-EVN	mfd	07jul62	cycles on charge as of 01jul62; rgd 03aug62; 89 pax configuration; arrived ARZ No. 402 GA at Bykovo for last
18200 50 01	CCCP-75827 CCCP-75828	Il-18Gr Il-18V	AFL/Magadan-GDX AFL/Moscow (MUTA)	trf mfd	12jun79 18jul62	overhaul 05may79 with t/t 34,993 hours and 15,162 cycles; converted to 11-18Gr 29may79 canx oct82; soc 22nov82 as life-time expired; t/t 39,993 hours and 16,873 cycles in 110 passenger configuration; toc 26jul62; rgd 01aug62; f/n PIK 28nov62; l/n PIK 02dec62
	CCCP-75828 CCCP-75828	II-18V II-18V	AFL/International AFL/Latvia	trf trf	15feb64 06oct66	opb 62 LO Rizhskogo OAO
	CCCP-75828 CCCP-75828	Il-18V Il-18Gr	AFL/Krasnoyarsk AFL/Krasnoyarsk	trf	21may75	opb 214 LO Krasnovarskogo OAO; seen TAS 29oct77; arrived at ARZ No. 402 GA at Bykovo for its last overhaul 24jul79, with tf: 34,998 hours; converted to an II-18Gc 21aug79 opb 214 LO Krasnovarskogo OAO; I/n operational Krasnovarsk-Severny 31jan83; ferried to Achinsk for scrapping; soc 20may83 as life-time expired; t/t 39,879 hours and 17,528 cycles; the fuselage was seen on the slope of a ravine on the western edge of Achinsk airport 13oct90, while the remains of the wings
18200 50 03	CCCP-75829	II-18V	AFL/TurkmenisASB	mfd	jul62	rested near the maintenance workshops toc 28jul62; rgd 16nov62; 89 pax configuration; f/n LED 09jul70; l/n DME 14nov77; soc 22sep78 as life-
18200 50 04	CCCP-75830	II-18V	AFL/Polar	mfd	25jul62	time expired; t/t 35,000 hours and 16,460 cycles toc 26jul62; rgd 11aug62; 89 pax configuration
10200 50 05	CCCP-75830	II-18V	AFL/Moscow-VKO	trf	26jan68	based at VKO; f/n Sperenberg 17may72; seen VKO 02oct72; arrived ARZ No. 402 GA at Bykovo for last overhaul 02mar79 with 34,994 hours and 12,515 cycles; converted to II-18Gr 04apr79; soc 20dec82 as life-time expired; t/t 39,842 hours and 14,039 cycles
18200 50 05	CCCP-75831	II-18V	AFL/Tajikistan-DYU	toc	02aug62	rgd 23aug62; 89 pax configuration; f/n SVO 30mar72; soc 24jan79 as life-time expired; t/t 34,990 hours and 16,047 cycles
18200 51 01	DM-STE 499	II-18V II-18V	East German AF East German AF	mfd ph.	sep62 1964	salon version; rgd 27sep62; registration not taken up, see below rgd 10oct62 with the call-sign DM-VAY; in civilian (probably basic Lufthansa) c/s; the released part of the photo only shows the tail with the serial
	DM-STE DDR-STE	II-18V II-18V	Interflug Interflug	trf rgd	03jun64 01oct81	converted to passenger version; I/n SXF 30apr80 arrived with ARZ No. 402 GA at Bykovo for its last overhaul feb88, with t/t 30,947 hours; wfu 01nov89; canx 24nov89; flown to Borkheide and preserved there (N52.231265 E12.850210) as a memorial for
18200 51 02	CCCP-75832	II-18V	AFL/Northern-LED	mfd	01aug62	German aviation pioneer Hans Grade, I/n jun24 toc 08aug62; rgd 30aug62; 89 pax configuration; f/n HEL 25nov72; I/n HEL 03apr76; soc 31may77 as life-
18200 51 03	CCCP-75833 CCCP-75833	II-18V II-18V	AFL/Urals-SVX AFL/Urals-CEK	mfd trf	18jul62 25jan65	time expired; t/t 34,994 hours and 13,810 cycles toc 15aug62; rgd 05sep62; 90 pasc configuration based on a decree dated 11jan65; trf 29apr77 from CEK to SVX for 15 days, based on a decree dated 12cound; a proceeded to 1202020; ref 29apr77 from CEK to SVX for 15 days, based on a decree dated
18200 51 04	CCCP-75833 CCCP-75834	Il-18Gr Il-18V	AFL/Far East-KHV MAP Zhukovski	trf mfd	19feb79 25jul62	25apr77; converted to II-18Gr 31jan79 soc 29jun82 as life-time expired; t/t 39,810 hours and 17,146 cycles 122 pax configuration; became the II-18E prototype, in Aeroflot c/s; trials completed 14nov64; rgd
10200 51 04	CCCP-75834	II-18V	Ilyushin OKB	trf	15mar85	26 John Complete and Section of the provide section of the sect
	RA-75834 RA-75834	II-18V II-18V	Ilyushin OKB Ilavia	ZIA ZIA	06may94 jan96	in Aeroflot c/s; I/n ZIA 07jul95 I/n ZIA 08jul98
	RA-75834 RA-75834	II-18V II-18V	Titan Aero ASK	rgd DME	20oct99 28aug02	f/n SHJ 21nov99; l/n DME 24oct01, operational l/n SHJ 24sep02
	RA-75834 RA-75834	II-18V II-18V	Tretyakovo Al AstAir	SHJ RKT	04dec02 14mar04	rgd 28oct03 to Tital Aeri wfu at DME (N55.405331 E37.915091) and seen parked on the grass jun06/jun20
	RA-75834	II-18V	Aviabaza Kamyshin		may21	dismantled and transported by road may21 to the Air Base Recreation Centre at Kamyshin (N50.101166 E45.381232) on the Volgograd-Saratov Highway; in use as a conference and accommodation centre with Aviabaza Kamyshin titles; I/n 02aug24 but no titles visible
18200 51 05	CCCP-75835 CCCP-75835	II-18V II-18V	AFL/Moscow (MUTA) AFL/International	mfd trf	20aug62 15mar64	toc 25aug62; rgd 05sep62; 89 pax configuration; featured in the 1963 Soviet movie 'Vystrel v tumanye'
	CCCP-75835 CCCP-75835	II-18V II-18V	AFL/Ukraine Soviet Gvt/AFL c/s	trf trf	11mar67 28aug69	opb 235 OAO; f/n DME 04oct72
10200 52.01	CCCP-75835	II-18V	AFL/Ukraine-KBP	trf	18may73	f/n KBP 10aug75; last flight aug82 (to ARZ No. 402 GA at Bykovo) and broken up; soc 18oct83 as life-time expired; t/t 31,663 hours and 16,363 cycles
18200 52 01	CCCP-75842 CCCP-75842 CCCP-75842	Il-18V Il-18V Il-18Gr	AFL/GosNII GVF AFL/Uzbekistan AFL/Leningrad	toc trf trf	12oct62 29jul64 22feb80	rgd 24dec52; 89 pax configuration converted to II-18Gr 18jan80 arrived ARZ No. 402 GA at Bykovo 26may81 for last overhaul with t/t 30,750 hours; last flight 26may81;
18200 52 02	CCCP-75836	II-18V	AFL/Moscow	mfd	30aug62	soc 30dec82 as life-time expired; t/t 39,993 hours and 20,296 cycles toc 05sep62; rgd 20sep62; trf to Cuba 29sep62 according to MGA document; canx 12sep63
	CU-T831	II-18V	Cubana	d/d	jan64	in full Cubana de Aviacion c/s, later repainted in full Cubana c/s; photo SNN 1967; named 'Capitán Fernando Alvarez', photo as such BGI 16oct76; t/t 16,642 hours and 12,712 cycles as of 01oct77; seen HAV sep84, wfu
18200 52 03	CCCP-75837 CCCP-75837	II-18V II-18V	AFL/Latvia AFL/Azerbaijan-BAK	mfd trf	31aug62 10jul63	toc 10sep62; rgd 14sep62; 89 pax configuration f/n LED 26mar72; soc 14jan77 due to its poor technical condition; t/t 27,618 hours and 13,752 cycles
18200 52 04	CCCP-75838 CCCP-75838	Il-18V Il-18V	AFL/Moscow AFL/International	mfd trf	18swp62 15feb64	toc 26sep62; rgd 10oct62; 89 pax configuration
	CCCP-75838 CCCP-75838	II-18V II-18V	AFL/Far East AFL/Tajikistan	trf trf	25oct65 31may73	arrived ARZ No. 402 GA at Bykovo 19jan79 for last overhaul; soc 16may80 as worn out; t/t 34,993 hours
						and 13,832 cycles; probably it was this aircraft that was preserved near to the young technicians station at Kurgan-Tyubé in the mid 1980s
18200 52 05 18200 53 01	CCCP-75839 CCCP-75840	II-18V II-18V	AFL/Uzbekistan-TAS AFL/Moscow (MUTA)	toc mfd	22sep62 25sep62	rgd 30nov62; 89 pax configuration; f/n LED 11aug75; soc 28feb78 as life-time expired; t/t 34,813 hours and 12,878 cycles toc 29sep62; rgd 24dec62; f/n VKO sep64; converted by OKB Ilyushin in 1964/65 to, see next line
18200 33 01	CCCP-75840	II-18V II-18RT	Sov. Navy/AFL c/s	trf	10feb65	to C396p02, 190 240602, 101 VKO Sep04, Converted by OKB Hydsinn in 3504, 006, see final me on the basis of a decree of the Council of Ministers issued 15may64; missile tracking aircraft (SIP) with special aerials and fairings; on charge of military unit 10703 (Naval Aviation Command) from 25feb65 and of military unit 63839-I (probably the Aviation Command of the Northern Fleet) at Safonovo from 25sep65; reportedly initially based at Lakhta and later at Ostrov-Veretye; eventually opb military unit 70053 (77 oplap dd) at Nikolayevka; arrived with ARZ No. 402 GA at Bykovo for overhaul jan88; converted back to standard configuration; rear cabin damaged by fire in early 1998; last overhaul (by 20 ARZ at Pushkin) completed 30sep98
	RA-75840	II-18V	IRS Aero	sld	02oct98	rgd \08feb99; in all-white c/s with titles; f/n ZIA 18aug99; I/n ZIA 15aug01, still with the non-standard tail cone, no c/n visible; w/o 19nov01 on a charter flight from Khatanga to DME when suddenly entered a steep dive while flying on autopilot at a height of 7,800 metres (probably a failure of the AT-2 trimming automate had caused an uncommanded elevator deflection), close to the ground the crew was able to recover from the dive, but height was not sufficient and the aircraft crashed in a snow-covered field between the villages of Zakharovka and Overkovo 15 km south-east of Kalyazin in the Tver region (N57.213889 E38.11666), all 27 occupants (6 crew, 2 technicians, an IRS-Aero manager and 18 paying passengers) killed; t/t 11,617 hours and 5,582 cycles
18200 53 02	CCCP-75841 CCCP-75841	II-18V II-18V	AFL/Moscow (MUTA) AFL/International	mfd trf	27sep62 15feb64	toc 08oct62; rgd 18nov62
	75841 CCCP-75841	Il-18V Il-18V	Air Guinée AFL/Moscow-DME	DKR trf	20mar65 14oct66	leased, returned to Aeroflot based at DME
	CCCP-75841 CCCP-75841	II-18V II-18V	AFL/Kazakhstan-ALA AFL/Kazakhstan-KGF	trf trf	17jan68 1973	arrived ARZ No. 402 GA at Bykovo 12jan79 for last overhaul; soc 18jan80 as life-time expired; t/t 34,889
18200 53 03	CCCP-75843 CU-T832	II-18V II-18V	AFL/Moscow (MUTA) Cubana	mfd MEX	20sep62 mar67	hours and 13,183 cycles toc 03oct62; rgd 16oct62; trf to Cuba 29sep62 according to MGA document; canx 29nov62 c/n originally reported as 182005501, but this c/n seems more likely; I/n SNN 16oct76; only the c/n is mentioned in the Ilyushin OKB document, as canx due to corrosion 15jun78 with t/t 15,134 hours and
18200 53 04	CCCP-75844	II-18V-26A	AFL/Moscow (MUTA)	mfd	23oct62	11,637 cycles (last overhaul 1976) toc 15nov62; rgd 30nov62; was the first II-18V-26A long-range polar version; later converted to a standard II-18V; 89 pax configuration; seen DME 13nov77; soc 28feb78 as life-time expired; t/t 31,663 hours and 16,363 cycles; seen preserved as café 'Karlsson' in the centre of Nikolayev Ukraine (N46.953687
18200 53 05	CCCP-75845	II-18V-26A		mfd	13oct62	E32.034201) jul96/sep21 toc O5nov62; rgd 23nov62; delivered as II-18V-26A long-range polar version; 89 pax configuration
	CCCP-75845 CCCP-75845	II-18V-26A II-18V-26A	AFL/VAU AFL/Polar	trf trf	07feb63 23aug63	Higher Aviation College took part in Antarctic expeditions 20nov63/11jan64 and 24dec65/1966; later converted to a standard II- 18V
	CCCP-75845	II-18V	AFL/Moscow	trf	24jan68	arrived ARZ No. 402 GA at Bykovo for last overhaul 23apr80; converted to II-18Gr 09jun80 with t/t 34,991 hours and 13,055 cycles
18200 54 01	CCCP-75845 CCCP-75846	Il-18Gr Il-18V-26A	AFL/West SibOVB AFL/Moscow (MUTA)	trf mfd	28jun80 04nov62	soc 21jul83 as life-time expired; t/t 39,307 hours and 14,523 cycles toc 05nov62; rgd 29nov62; delivered as II-18V-26A long-range polar version; 89 pax configuration; later
	CCCP-75846	II-18V	AFL/International	trf	15feb64	converted to a standard II-18V f/n NIC 1964
	CCCP-75846 CCCP-75846	II-18V II-18V	AFL/Armenia AFL/Uzbekistan	trf trf	11nov65 24dec77	I/n BKA 13nov77 (on overhaul) arrived ARZ No. 402 GA at Bykovo for last overhaul 28jul81
18200 54 02	CCCP-75846 CCCP-75847	II-18V II-18V-26A	AFL/Krasnoyarsk AFL/Moscow (MUTA)	trf mfd	15sep81 06nov62	soc 18oct84 as life-time expired; t/t 39,793 hours and 16,289 cycles toc 12nov62; rgd 23nov62; delivered as II-18V-26A long-range polar version; 89 pax configuration; later
	CCCP-75847	II-18V	AFL/International	trf	15feb64	converted to a standard II-18V
	CCCP-75847 CCCP-75847	Il-18V Il-18Gr	AFL/Krasnoyarsk AFL/Magadan	trf trf	25jun64 18sep79	<pre>f/n oct73; converted to II-18Gr 08aug79 with t/t 34,986 hours and 11,098 cycles soc 21jul89 as life-time expired; t/t 39,783 hours and 12,760 cycles; fuselage only seen GDX 08jul94/12may95 with c/n painted on; hulk removed by aug96</pre>

18200 54 03	CCCP-75848	II-18V-26A	AFL/Moscow (MUTA)	mfd	06nov62	toc 12nov62; rgd 23nov62; delivered as Il-18V-26A long-range polar version; 89 pax configuration; later converted to a standard Il-18V
	CCCP-75848 CCCP-75848	II-18V II-18V	AFL/International AFL/Uzbekistan	trf trf	15feb64 21jan65	f/n DME 19auq75; converted to II-18Gr 14auq79; t/t 34,982 hours and 13,958 cycles
18200 54 04	CCCP-75848 CCCP-75849	Il-18Gr Il-18V	AFL/Far East AFL/Krasnoyarsk	trf mfd	06nov81 14nov62	soc 23sep82 as life-time expired; t/t 39,789 hours and 15,524 cycles in 89 passenger configuration; toc 04dec62; rgd 24dec62; opb 128 LO Krasnoyarskogo OAO; f/n LED
						12aug68; soc 27sep77 as life-time expired; t/t 34,316 hours and 10,785 cycles; was preserved in front of the cinema "Pobeda (victory)" at Krasnovarsk-Zelyonaya Roshcha and used as the café "Morozhenoye (and the compand the compand to the compand
18200 54 05	CCCP-75850(1)	II-18V	AFL/Uzbekistan-TAS	mfd	30oct62	(icceream)" from around 1977; scrapped toc 07dec62; rgd 25jan63; 89 pax configuration; f/n TAS 12jun71; soc 30nov77 as life-time expired; t/t 34,947 hours and 13,071 cycles; see c/n 185008503
18200 55 01	CCCP-75851 CCCP-75851	II-18V II-18V	AFL/Northern-LED MRP Zhukovski	mfd trf	28nov62 19sep64	toc 04dec62; rgd 07jan63 by decree issued 17jun64; rgd 29mar67; arrived ARZ No. 402 GA at Bykovo for last overhaul 21feb85 with them; operated by NPO "Vzlyot", converted to missile guidance systems test-bed; t/t 6,185 hours and
	CCCP-75851 RA-75851 RA-75851	Il-18V Il-18V Il-18Gr	LII Zhukovski Rep Guinea-Bissau Elf Air	ZIA MLA SHJ	16aug92 16dec92 23feb93	2,688 cycles from OKB document dated 01jan86; CofR renewal 26dec91 reconverted to standard by this date; in Aeroflot c/s returned to Russia this date after lease; converted to II-18Gr in Aeroflot c/s, no titles; leased to IRS Aero 18jun99/29nov01; seen RKT 03mar02 with 'RA-' faded; l/n
	RA-75851	Il-18Gr	Grizodubova AvCo	rgd	25apr02	DME 27aug02 Grizodubova was a highly decorated female pilot during the Great Patriotic War and a Hero of the Soviet Union; f/n SHJ 03nov03, no titles; seen SHJ 11feb04 with titles; canx 17mar04 as sold to Kyrgyzstan; l/n
	EX-026	Il-18Gr	Aeroflot c/s, n/t	DXB	15sep04	RKT 19apr04 c/n checked; l/n RKT 24jun05
	UR-CEY UR-CFR	Il-18Gr Il-18Gr	Sevastopol Avia ExpoAir	RKT d/d	02oct05 may07	c/n confirmed; offered for sale with t/t 14,493 hours; l/n RKT 24nov05 f/n MLE may07; in white c/s with blue/yellow/red cheatline and titles; arrived at FJR 27nov07 and parked; l/n as such FJR 25jul08; seen FJR sep08/apr09, wfu and without registration; scrapped and gone by 01jul09; canx 03feb10
18200 55 02	CCCP-75852 CCCP-75852	Il-18V Il-18V	AFL/Northern-LED AFL/Latvia-RIX	mfd trf	27nov62 29jun74	toc 03dec62; rgd 07jan63; 89 pax configuration; f/n LED 27may70; l/n LED 29aug72
19200 55 02	CCCP-75852	II-18V	AFL/West SibOVB	trf	01aug75	converted to II-18Gr 16jan79 with t/t 34,983 hours and 14,210 cycles; soc 19may82 as life-time expired; t/t 39,487 hours and 15,858 cycles
18200 55 03 18200 55 04	CCCP-75853 CCCP-75854	II-18V II-18V	AFL/Kazakhstan-ALA AFL/Armenia-EVN	mfd mfd	28nov62 29nov62	toc 08dec62; rgd 24dec62; soc 30jan78 as life-time expired; t/t 34,276 hours and 14,618 cycles; seen AKX apr93/jan03, derelict toc 11dec62; rgd 07jan63; 89 pax configuration; f/n may68; I/n DME 03oct72; converted to II-18Gr
10200 55 01	CCCP-75854	Il-18Gr	AFL/Uzbekistan-TAS	trf	22mar79	07mar79 with t/t 34,860 hours and 14,809 cycles
	CCCP-75854	Il-18Gr	AFL/Far East-KHV	trf	21dec81	soc 29jun82 as life-time expired; t/t 39,691 hours and 16,285 cycles; preserved Alabyan Street, Yerevan as a bar-cinema "Polet" in 1991; destroyed by arson in 1992
18200 55 05	HA-MOE	II-18V	MALÉV	mfd	14nov62	mfd 07dec62 from Ilyushin OKB document; d/d 28dec62; rgd 29dec62; named 'MoElemér' (a Hungarian given name, but not worn); first commercial flight BUD-CPH-ARN-HEL-BUD 30dec62; seen AMS 10mar63; converted to 105 pax configuration dec67 and with an additional passenger window (left and right) at the forward section of middle fuselage; on 06may75 the flight crew decreased from five to four, with the radio operator workplace removed due to the use of the new Mikron radio system; operated freight flight to LGW 24oct77; last passenger flight 03dec78 BUD-SOF-BUD; converted to 11-I8Gr mar79; t/t 30,174 hours and 14,726 cycles from OKB document dated 01jan86 (last overhaul 1982); last commercial flight 19mar87 and flown 22apr87 to Szolnok Air Force museum (N47.131498 E20.219773), l/n sep22/feb24 in poor condition
18200 56 01	CCCP-06160 CCCP-75423	Il-18V Il-18V	G.K. Electronic MRP Zhukovski	mfd rgd	14dec62 16may66	rgd 07jan63; was a test aircraft environmental monitoring and research aircraft during the 1980s; arrived ARZ No. 402 GA at Bykovo
	CCCP-75423 RA-75423	II-18V II-18V	LII Zhukovski LII Zhukovski	rgd ZIA	23jul92 03sep93	31jul85 with only 6,912 hours for last overhaul with them f/n ZIA 16aug92; c/n checked; in Aeroflot c/s /n Pushkin 24may99 and 07aug99; in Aeroflot c/s, no titles
	RA-75423	II-18V II-18V	IRS Aero	rgd	15jun00	(in Pusikiti 2014) (in DME 18aug02; reconverted to standard configuration, no c/n worn; last reported BKA 15sep02 in incident report (overran 60 m), t/t 10,058 hours and 3,176 cycles as of this date, was operated in combi configuration, although the airworthiness certificate listed it as a purely cargo aircraft, this and other violations (forged paperwork and spare parts of doubtful origin) eventually led the Russian CAA to withdraw IRS Aero's operating licence in early 2003; current on Russian register mar04; seen Zhukovski aug03/aug07, stored without markings
18200 56 02	EX-603 LZ-BEM	II-18V II-18V	Trast Aero TABSO	rgd mfd	29dec07 18dec62	in light grey c/s, no titles; canx 19mar09; f/n ZIA 19aug09; seen stored at Zhukovski aug11/dec16 d/d 06mar63; f/n LGW 25aug63; l/n CPH 13apr68
	LZ-BEM LZ-BEM	II-18V II-18V	Bulair Balkan	trf trf	1968 1972	photo; seen DUS 1971; photo DUS apr72 //n LGW 30jul72; w/o 03mar73 on a flight from Sofia to Moscow when suddenly descended below the glide- path on its second approach to Sheremetyevo and struck the ground, probably due to tail plane icing, all 8 crew and 17 passengers killed; t/t 16,735 hours and 7,675 cycles
18200 56 03	CCCP-75856	II-18V	AFL/Northern-LED	mfd	20dec62	to 14mar 63; rgd 28mar63; 89 pax configuration; f/n LED 09jul70; I/n HEL 19apr75; soc 30jan78 as life- time expired; t/t 35,000 hours and 13,617 cycles
18200 56 04	CCCP-75857	II-18V	AFL/Urals-SVX	mfd	19dec62	toc 11mar63; rgd 11apr63; 89 pax configuration; soc 30jan78 as life-time expired; t/t 34,474 hours and 14,335 cycles; was used as a rescue trainer aircraft based on decree dated 25jul78; seen derelict SVX apr3/sep06, but not present auq07
18200 56 05	CCCP-75877	II-18V	AFL/Kazakhstan-ALA	mfd	23dec62	toc 14mar63; rgd 28mar63; 89 pax configuration; was in former East Germany 13nov75 for troop excanging; soc 23aug78 as life-time expired; t/t 34,290 hours and 14,620 cycles
18200 57 01	CCCP-75878	II-18V	AFL/KrasnoyarKJA	mfd	22dec62	toc 14mar63; rgd 28mar63; 89 pax configuration; soc 30nov77 as life-time expired; t/t 34,789 hours and 10,531 cycles
18200 57 02	CCCP-75858	II-18V	AFL/Azerbaijan-BAK	mfd	16jan63	toc 23jan63; rgd 18feb63; c/n in MGA document as 183005702; 89 pax configuration; seen in East German 13nov75; soc 14jan77 due to its poor technical condition; t/t 27,896 hours and 13,526 cycles
18200 57 03	CCCP-75859 CCCP-75859	II-18V II-18V	AFL/Latvia AFL/Northern-LED	mfd trf	19jan63 01jun63	on charge as of Olfeb63; rgd 18feb63; c/n in MGA document as 183005703; 89 pax configuration f/n LED 11jul70; l/n SXF 10apr76; soc 30jan78 as life-time expired; t/t 34,996 hours and 13,845 cycles; was preserved at Rzhevka, remains seen 1991/2002
18300 57 04 18300 57 05	CCCP-75668(2) CCCP-75860	II-18V II-18V	Soviet AF/AFL c/s AFL/Uzbekistan	mfd mfd	1963 17jan63	crashed into Mount Avala 19oct64 (near Belgrade) 600 m from the peak, on a flight from Sheremetyevo to Batajnica Air Base, all 11 crew and 22 passengers killed (including Chief of General Staff Beryuzov, 6 other high-ranking officers and 15 war veterans); t/t 525 hours and 377 cycles; see c/n 188000802 toc 24jan63; rgd 05mar63; 89 pax configuration
18300 37 03	CCCP-75860 CCCP-75860 CCCP-75860	II-18V II-18V II-18V	Soviet AF/AFL c/s AFL/Krasnoyarsk	trf trf	04aug69 18feb72	opb 235 OAO arrived ARZ No. 402 GA at Bykovo 06aug79 for last overhaul; converted to II-18Gr 12sep79 with t/t
18300 58 01	CCCP-75860 CCCP-75861	Il-18Gr Il-18V	AFL/West Siberia AFL/KrasnoyarKJA	trf mfd	02oct79 30jan63	34,997 hours and 11,472 cycles soc 12nov82 as life-time expired; t/t 30,193 hours and 12,954 cycles toc 11feb63; rad 22feb63; 89 pax configuration; soc 28feb78 as life-time expired; t/t 34,995 hours and
18300 58 02	CCCP-75862	II-18V	AFL/Azerbaijan-BAK	mfd	08feb63	10,750 cycles toc 08feb63; rgd 18feb63; 89 pax configuration; soc 14jan77 due to its poor technical condition; t/t 27,033
18300 58 03	CCCP-75863	II-18V	AFL/Northern-LED	mfd	31jan63	hours and 13,056 cycles toc 08feb63; rgd 22feb63; 89 pax configuration; f/n HEL 12jul67; soc 24apr78 as life-time expired; t/t
18300 58 04	CCCP-75864	II-18V	AFL/Kyrgyzstan-FRU	mfd	14feb63	35,000 hours and 14,005 cycles toc 25feb63; rgd 09mar63; 89 pax configuration; f/n jun70; soc 25oct78 as life-time expired; t/t 35,000
18300 58 05	CCCP-75865	II-18V	AFL/Urals-SVX	mfd	feb63	hours and 15,399 cycles toc 20feb63; rgd 05mar63; 89 pax configuration; f/n late77; converted to Il-18Gr jun79 with t/t 34,975 hours and 14,839 cycles; arrived ARZ No. 402 GA at Bykovo 31jan80 for last overhaul; soc 19may82 as
18300 59 01	CCCP-75866	II-18V	AFL/KrasnoyarKJA	mfd	26feb63	life-time expired; t/t 39,997 hours and 16,519 cycles toc 02mar63; rgd 25mar63; opb 126 ATO; w/o 04apr63 on a flight from Moscow to Krasnoyarsk after the
			,			pitch control mechanism of propeller # 4 failed, creating so much drag that the aircraft went out of control, both props were feathered as the crew were unable to establish which one of the starboard props had caused the problem and regained control, but the design speed limit was exceeded and both outer ailerons were ripped off (they were later found some 11-12 km from the crash site), when breaking through the low clouds at 150-200 metres there was not enough height left to recover from the descent and the aircraft crashed at a speed of some 500-600 km/h on a snow-covered field 3.5 km south-west of Urakhcha (Rybnaya Sloboda district of Tatarstan) and exploded, all 8 crew and 59 passengers killed; t/t 154 hours and 68 cycles; soc 28apr64 and canx same date
18300 59 02	CCCP-75867	II-18V	AFL/Uzbekistan-TAS	mfd	16feb63	toc 02mar63; rgd 10apr63; 89 pax configuration; f/n DME 03oct72; soc 27oct77 as life-time expired; t/t 34,999 hours and 12,003 cycles
18300 59 03	CCCP-75868 CCCP-75868 CCCP-75868	II-18V II-18V II-18V	AFL/Armenia-EVN AFL/Magadan-GDX AFL/Urals-SVX	mfd trf trf	23feb63 16dec77 29oct79	toc 05mar63; rgd 25mar63; 89 pax configuration; f/n TAS 01apr68 converted to II-18Gr 21nov79 with t/t 34,986 hours and 14,972 cycles; arrived ARZ No. 402 GA at Bykovo
	UUF-/3008	11-101	ALUUID-3VA	ur	23000/9	converted to II-18Gr 21nov/9 with t/t 38,923 hours and 14,972 cycles; arrived ARZ No. 402 GA at Bykovo mar83 for last overhaul with t/t 38,923 hours; soc 19may84 as life-time expired; t/t 40,000 hours and 17,059 cycles
18300 59 04	CCCP-75869	Il-18V	AFL/Tajikistan-DYU	mfd	28feb63	toc 19mar63; rgd 25mar63; 89 pax configuration; f/n DYU 25aug75; last flight 07may76; subsequently used as a ground rescue trainer; soc 16nov79 as life-time expired; t/t 34,998 hours and 16,097 cycles; preserved on the banks of the river Syr-Darya at Khujand (N40.294783 E69.637943), painted with advertising for beverages ('RC Cola' on the left-hand side and 'Obi Zulol' on the right-hand side) in the 1990s, in poor condition by oct07; I/n sep21 according Google Earth
18300 59 05	CCCP-75870	II-18V	Soviet Gvt/AFL c/s	mfd	22mar63	toc 31mar63; rgd 15apr63; opb 235 OAO; 89 pax configuration; trf 09may64 as to Yemen and canx same date, see next line
	YE-AYE 4W-ABO	II-18V II-18V	Yemen Government Yemen Government	d/d r/r	24nov63 1971	VIP aircraft; carried 'Yemen Arab Republic Aviation' titles; first overhaul carried out in 1968 VIP aircraft; carried 'Yemen Arab Republic Aviation' titles; f/n ORY 26feb72; was also opb Yemen Airways as and when required; second overhaul carried out at Bykovo in 1973; seen LHR O7Jun74, now without fairing on the top of the fuselage by the tail; third overhaul carried out at Bykovo in 1976; seen LHR

						11apr77 and 15mar78; fourth overhaul carried out in 1979; I/n SXF 03sep81, now with standard window configuration
	CCCP-75427	II-18V		no	reports	registration given as such in Ilyushin OKB document dated 01jan86 with operator as 'Bulgaria'; see next line
	LZ-BEU	II-18V	Balkan	d/d	24sep84	arrived ARZ No. 402 GA at Bykovo may87 for last overhaul with them, t/t only 8,838 hours; l/n VAR jun99/jul99, engineless
	LZ-BFU LZ-BFU	II-18V II-18V	Bulg. Flying Cargo Inter Tropic Al	ATH SHJ	10apr00 22sep00	still in basic ex Balkan c/s; I/n SHJ 25sep00 with small 'Inter Tropic Airlines' titles and Honduran flag on the tail
	LZ-BFU	II-18V	no titles	SHJ	11oct00 19oct00	being repainted, see next line
	EX-75427 EX-75427 EX-75427	Il-18V Il-18V Il-18V	Daallo Airlines Intal Air, n/t Daallo Airlines	SHJ DIR NBO	23mar02 30sep05	<pre>//n SHJ 20feb02; c/n checked; leased from Phoenix //n SHJ 15may05 //n JIB 22aug06; offered for sale by Intal Air sep06, t/t 21,556 hours; //n JIB 29sep08/FJR 08oct08, no</pre>
	3X-GEZ	II-18V	GR Avia	FJR	01nov08	titles c/n confirmed, in blue/green c/s, no titles; l/n FJR 17feb09/12dec09, being broken up
18300 60 01	CCCP-75871	II-18V	AFL/Azerbaijan-BAK	mfd	21mar63	toc 29mar63; rgd 15apr63; 89 pax configuration; soc 18may76 due to its poor technical condition; t/t 25,508 hours and 12,696 cycles; f/n aug77
18300 60 02	CCCP-75872	II-18V	AFL/Uzbekistan-TAS	mfd	22mar63	toc 31mar63; rgd 15apr63; 89 pax configuration; soc 22may78 as life-time expired; t/t 34,997 hours and 12,870 cycles
18300 60 03	CCCP-75873	II-18V	Soviet Gvt/AFL c/s	mfd	28mar63	toc 01apr63; rgd 15apr63; opb 235 OAO; 89 pax configuration; f/n LHR jul64; carried cosmonauts Vladimir Komarov, Konstantin Feoktistov and Boris Yegorov to Moscow 19oct64
	CCCP-75873	II-18V	AFL/KrasnoyarKJA	trf	27dec67	soc 18jan82 as life-time expired; last flight jun83 to ARZ No. 402 GA at Bykovo and scrapped, according to BASCO document; t/t 34,743 hours and 10,780 cycles
18300 60 04	CCCP-75874 CCCP-75874	Il-18V Il-18V	Soviet Gvt/AFL c/s AFL/Far East-KHV	toc trf	01apr63 28feb66	rgd 15apr63; mfd 24apr63 from Ilyushin OKB document; opb 235 OAO; 89 pax configuration; f/n LHR 01may64; l/n CAI 22nov64
	CCCP-75874 CCCP-75874 CCCP-75874	II-18V II-18V II-18V	AFL/Northern-LED AFL/Far East-KHV	trf	22jun69 02mar70	
	CCCP-75874	II-18V II-18V	AFL/TurkmenisASB	trf	02mar79	arrived ARZ No. 402 GA at Bykovo jun82 for last overhaul; soc 18oct84 as life-time expired; t/t 39,550 hours and 15,386 cycles; seen ASB (N37.967037 E58.366155) may96/oct18, dumped just outside of the
18200 60 05	CCCD 75075	II-18V		mfd	15-00-62	airport, in good condition and complete; broken up and by jan17 just pieces remain
18300 60 05	CCCP-75875		AFL/KrasnoyarKJA	mfd	15may63	toc 27may63; rgd 07jun63; 89 pax configuration; photo CEK 1974; soc 27mar78 as life-time expired; t/t 34,996 hours and 11,133 cycles toc 25apr63; rdd 18may63; 89 pax configuration; f/n EVN 12nov70; l/n DME 03oct72
18300 61 01	CCCP-75876 CCCP-75876	II-18V II-18V	AFL/Armenia-EVN AFL/Azerbaijan-BAK	mfd trf	16apr63 unknown 11mav79	on charge as of 01jul76
18300 61 02	CCCP-75876 CCCP-75879	II-18V II-18V	AFL/KrasnoyarKJA Soviet Gvt/AFL c/s	trf mfd	18apr63	soc 16oct79 as life-time expired; t/t 34,987 hours and 15,696 cycles toc 25apr63; rgd 02may63; opb 235 OAO; 89 pax configuration; f/n DAR 1963
	CCCP-75879 CCCP-75879	II-18V II-18V	AFL/Far East-KHV AFL/Azerbaijan-BAK	trf trf	08may68 06jun76	
	CCCP-75879	II-18V	AFL/Kazakhstan-KGF	trf	28may79	arrived ARZ No. 402 GA at Bykovo 22apr81 for last overhaul with t/t 34,368 hours; soc 18jan82 as life- time expired; t/t 34,993 hours and 13,353 cycles; seen preserved in Shymkent City,
18300 61 03	CCCP-75880	II-18V	Soviet Gvt/AFL c/s	toc	25apr63	Kazakhstan,(N42.387246 E69.627812) oct05/nov06, but not visible on GE image dated jun08 rgd 08may63; opb 235 OAO; 89 pax configuration; f/n PIK 15sep63
	CCCP-75880 CCCP-75880	Il-18V Il-18Gr	AFL/Uzbekistan AFL/Kyrgyzstan	trf trf	31mar66 14mar80	arrived ARZ No. 402 GA at Bykovo 27nov79 for last overhaul with t/t 34,998 hours; converted to II-18Gr 13feb80 soc 20may83 as life-time expired; t/t 39,364 hours and 14,719 cycles
18300 61 04	CCCP-75881	II-18V	AFL/Latvia-RSC	mfd	24apr63	first II-18 with a modified cabin for 110 (24+72+14) passengers; toc 06may63; rgd 05jun63; f/n LBG 16jun65; l/n SVO 09jul70
18300 61 05	CCCP-75881 CCCP-75882	II-18V II-18V	AFL/Moscow-DME Soviet Gvt/AFL c/s	trf toc	10jun74 10may63	seen VKO 18nov77; soc 30nov78 as life-time expired; t/t 31,952 hours and 16,329 cycles rgd 12jun63; opb 235 OAO; 89 pax configuration
	CCCP-75882 CCCP-75882	II-18V II-18V	AFL/Kazakhstan AFL/Moscow	trf trf	25oct66 18oct73	f/n DME 19aug75; converted to II-18Gr 21sep79 with t/t 35,000 hours and 15,597 cycles; soc 31jul83 as
18300 62 01	CCCP-75883	II-18V	Soviet Gvt/AFL c/s	mfd	15may63	life-time expired; t/t 39,950 hours and 16,984 cycles in 89 passenger configuration; toc 23may63; rgd 05jun63; opb 235 OAO at VKO; on a photo at TLV before
10500 02 01	CCCP-75883	II-18V	AFL/Moscow	trf	18jan66	initially opb Vnukovski OAO; appeared in the 1971 Soviet film "Sedmoye nebo" (Seventh Heaven); trf to
						Domodedovski OAO 16feb71; f/n TLV 17may72; l/n DME 03oct72; converted to an II-18Gr 22mar80 with t/t 34,995 hours and 10,061 cycles
18300 62 02	CCCP-75883 CCCP-75884	Il-18Gr Il-18V	AFL/Far East AFL/Moscow (MUTA)	trf mfd	31oct80 31jul63	opb Khabarovski OAO; soc 23nov83 as life-time expired; t/t 38,416 hours and 11,301 cycles toc 06aug63; rgd 19aug63; 100 pax configuration, later converted to 110 pax configuration, date
						unknown; f/n VKO 30jun70; I/n VKO 14nov77; soc 19feb81 as life-time expired; t/t 34,996 hours and 14,859 cycles; seen ZIA 03sep93/21aug99, dumped; a photo shows with the tail plane removed and
18300 62 03	CCCP-75885	II-18V	AFL/Latvia-RSC	mfd	22may63	attached instead to the top of the fin with small struts ! toc 25may63; rgd 05jun63; 100 pax configuration, later converted to 110 pax configuration, date
10500 02 05	CCCP-75885	II-18V	AFL/KrasnoyarKJA	trf	21oct76	unknown; f/n VKO 02oct72 opb Krasnovarski OAO; soc 27dec78 as life-time expired; t/t 29,002 hours and 16,497 cycles; last flight
						from KJA-NOZ; dismantled and later preserved at Gagarin Park, Novokuznetsk as a Cinema with forty seats; photo exists 1981 and may95; dismantled/scrapped in 2000
18300 62 04	CCCP-75886	II-18V	AFL/Moscow (MUTA)	mfd	25jun63	rgd 19jun63; toc 27jul63; 110 pax configuration; f/n BOJ sep69; l/n VKO 14nov77; arrived ARZ No. 402 GA at Bykovo 14jul81 for last overhaul with t/t 34,970 hours; soc 20dec83 as life-time expired; t/t 39,748 hours and 17,065 cycles
18300 62 05	YR-IME B-232 (2)	II-18V II-18V	TAROM Civ Avn Adm China	mfd Isd	15may63 sep85	mfd given as 22may63 from Ilyushin OKB document; rgd 07jun63; f/n LGW 15jun63; l/n LGW 01sep84 was leased only for a short time; photo SIA sep85, retained the Tarom red cheatline and 'E' still worn by
	YR-IME	II-18V	TAROM	MAN	30nov85	the nose; see c/n 184007605 arrived ARZ No. 402 GA at Bykovo may87 for last overhaul with t/t 35,134 hours; CofA expired 15jun91;
	3D-AHO	II-18V	Southern Cross		1998	wfu 26jun91; canx 14apr98 believed not taken up; was in official register
	EL-AHO	II-18V	Air Cess, n/t	SHJ	06may98	in basic TAROM c/s; not on the Liberian register 13jul01; the aircraft was destined for the Muzeul Aviatiei at Otopeni, however never made it and is presumed to have been broken up; t/t 32,218 hours and 14,597
18300 63 01	HA-MOF	II-18V	MALÉV	mfd	07jun63	cycles; see also An-26 c/n 8610 mfd aslo giben as 30may63; d/d 17jun63; CofA issued 04dec63; named 'MoFerenc' (a Hungarian given
						name, but not worn); f/n AMS 19jan64; in jun75 the flight crew decreased from five to four, with the radio operator workplace removed due to the use of the new Mikron radio system; dbr when hit by truck during
						taxiing on cleared taxiway after landing at Otopeni 23nov77; t/t 20,717 hours and 11,968 cycles (last overhaul 1976)
18300 63 02	CCCP-75887	II-18V	AFL/Moscow (MUTA)	mfd	18jun63	toc 24jun63; rgd 04jul63; 110 pax configuration; f/n VKO 06apr72; seen Sperenberg 19nov72; arrived ARZ No. 402 GA at Bykovo 17apr80 for last overhaul with 34,994 hours and 14,945 cycles; converted to II-
						18Gr 22may80; soc 20may83 as involved in an accident, details unknown, according to the MGA document, but given as life-time expired in 1983 according to the Ilyushin OKB document; t/t 38,059
18300 63 03	CCCP-75500	II-18V	AFL/Moscow (MUTA)	mfd	jun63	hours and 15,839 cycles toc 24jun63; rgd 04jul63; 110 pax configuration; f/n VKO 30jun70; arrived ARZ No. 402 GA at Bykovo
						02sep80 for last overhaul; I/n STW jun83; soc 21sep83 as life-time expired; t/t 39,555 hours and 16,975 cycles
18300 63 04	CCCP-75501 CCCP-75501	II-18V II-18V	AFL/Latvia-RSC AFL/West SibOVB	mfd trf	20jun63 12aug76	toc 26jun63; rgd 02jul63; 110 pax configuration; f/n AER 06jul70 soc 30jan78 as life-time expired; t/t 28,483 hours and 16,262 cycles
18300 63 05	CCCP-75502 CCCP-75502	II-18V II-18V	AFL/Moscow (MUTA) AFL/Far East	mfd trf	28jun63 25mar75	toc 03jul63; rgd 31jul63; 110 pax configuration; f/n VKO 30jun70 transfer not mentioned in MGA document; converted to II-18Gr 19aug80 with t/t 34,976 hours and 14,810
	CCCP-75502	Il-18Gr	AFL/Urals	trf	03sep80	cycles arrived ARZ No. 402 GA at Bykovo sep83 for last overhaul; soc 16nov84 as life-time expired; t/t 39,999
18300 64 01	CCCP-75503	II-18V	AFL/Moscow (MUTA)	toc	02jul63	hours and 16,584 cycles mfd 08jul63; rgd 31jul63; 110 pax configuration; f/n VKO 04oct72
	CCCP-75503	II-18V	AFL/Krasnoyarsk	trf	28jan78	arrived ARZ No. 402 GA at Bykovo 15aug79 for last overhaul; converted to Il-18Gr 18sep79 with t/t $34,995$ hours and 14,136 cycles
18300 64 02	CCCP-75503 CCCP-75504	Il-18Gr Il-18V	AFL/West Siberia AFL/Latvia-RSC	trf mfd	09oct79 10jul63	soc 22nov82 as life-time expired; t/t 39,538 hours and 15,659 cycles toc 29jul63; rgd 09aug63; 110 pax configuration; f/n VKO 02oct72
18300 64 03	CCCP-75504 CCCP-75505	II-18V II-18V	AFL/Leningrad-LED AFL/Latvia-RSC	trf mfd	21dec74 25jul63	f/n LED 11oct75; soc 30jan78 as life-time expired; t/t 30,204 hours and 16,498 cycles toc 29jul63; rgd 09aug63; 110 pax configuration; f/n SVO 08jul70
18300 64 04	CCCP-75505 CCCP-75506	II-18V II-18V	AFL/Uzbekistan-TAS AFL/Moscow (MUTA)	trf mfd	04dec74 31jul63	soc 30nov77 as life-time expired; t/t 29,846 hours and 12,263 cycles first II-18 with AI-20K (AI-20 series 5) engines; toc 06aug63; rgd 19aug63; 110 pax configuration; later
	CCCP-75506	II-18V	AFL/Armenia	trf	24apr71	converted by ARZ-402 to 100 pax configuration, trials completed 16dec66 f/n Sperenberg 14may72; seen EVN 01jul72; arrived ARZ No. 402 GA at Bykovo 08may79 for last overhaul
	CCCP-75506	Il-18Gr	AFL/Urals	trf	13jul79	with t/t 34,998 hours; converted to II-18Gr 28jun79 soc 23sep82 as life-time expired; t/t 39,326 hours and 13,836 cycles
18300 64 05	CCCP-75507 CCCP-75507	II-18V II-18V	AFL/GosNII GVF AFL/Moscow (MUTA)	mfd trf	03aug63 19sep63	toc 16aug63; 110 pax configuration rgd 14oct63; opb 216 LO; f/n VKO 30jun70; w/o 01oct72 on a flight from Sochi-Adler to Moscow at night
						when ditched into the Black Sea shortly after take-off some 7-10 km off the coast, all 8 crew and 101 passengers killed; the wreck could not be recovered due to the depth (500 to 1,000 metres) and the
						difficult relief of the sea floor and the cause of the accident could not be established; t/t 15,718 hours and 7,899 cycles; soc 19feb73 and canx same date
18300 65 01	CCCP-75508 CCCP-75508	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Northern	mfd trf	30nov63 07jan67	toc 30nov63; rgd 14dec63; opb 235 OAO; 89 pax salon configuration f/n TAS 12jun71; arrived ARZ No. 402 GA at Bykovo 03jun80 for last overhaul; converted to II-18Gr
	CCCP-75508	Il-18Gr	AFL/Leningrad	trf	01aug80	03jul80 with t/t 34,998 hours and 13,338 cycles I/n LED 04sep81; last flight 11apr83; soc 28jun83 as life-time expired; t/t 28,288 hours and 16,237 cycles
18300 65 02	CCCP-75509 CCCP-75509	II-18V II-18V	AFL/Latvia-RSC AFL/West SibOVB	mfd trf	15aug63 13aug76	toc 22aug63; rgd 10sep63; 110 pax configuration; f/n VKO 06apr72 soc 30jan78 as life-time expired; t/t 34,976 hours and 14,810 cycles

11apr77 and 15mar78; fourth overhaul carried out in 1979; I/n SXF 03sep81, now with standard window

18300 65 03 18300 65 04	CCCP-75510 CCCP-75510 CCCP-75511	II-18V II-18V II-18V	AFL/Latvia-RSC AFL/Leningrad-LED AFL/Moscow (MUTA)	mfd trf mfd	17aug63 28jun74 20aug63	toc 28aug63; rgd 10sep63; 110 pax configuration; f/n jun69 soc 30jan78 as life-time expired; t/t 30,957 hours and 16,498 cycles toc 28aug63; rgd 24sep63; 110 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75511 CCCP-75511	Il-18V Il-18Gr	AFL/West Siberia AFL/Magadan	trf trf	25mar67 05oct79	arrived ARZ No. 402 GA at Bykovo for last overhaul 23jul79; converted to II-18Gr 29aug79 with t/t 34,992 hours and 12,766 cycles soc 17jan83 as life-time expired and canx same date; t/t 39,771 hours and 14,470 cycles
18300 65 05 18300 66 01	CCCP-75512 CCCP-75518	II-18V II-18V	AFL/Northern Soviet Gvt/AFL c/s	mfd mfd	29aug63 jan64	toc 09sep63; rgd 23sep63; 89 pax configuration; f/n LHR 10apr66; soc 28feb78 as life-time expired; t/t 35,000 hours and 13,679 cycles toc 11feb64; rgd 22feb64; photo IKT 23jun65; opb 235 OAO; 90 pax configuration
	CCCP-75518	II-18V	AFL/Moscow	rgd	17feb67	f/n Grossenhain 20nov71; seen DME 18aug75; arrived ARZ No. 402 GA at Bykovo for last overhaul 08oct80; soc 18jun84 as life-time expired; last flight 28jun84 (according to other sources 20oct84) to Vologda; t/t 39,999 hours and 13,332 cycles; preserved in the Tsiolkovski (or rather Mozhaiski ?) museum at Vologda-Zarechye (N59.283864 E39.933997) since 1984, I/n sep09/jul24
18300 66 02	CCCP-75514	II-18V	AFL/KrasnoyarKJA	mfd	12sep63	toc 08oct63; rgd 17oct63; 89 pax configuration; f/n VKO 31aug81; converted to II-18Gr 16feb79 with t/t 34,980 hours and 10,462 cycles; last flight date unknown, to ARZ No. 402 GA at Bykovo and scrapped; soc 23sep82 as life-time expired; t/t 39,398 hours and 11,972 cycles
18300 66 03	CCCP-75515 CCCP-75515	II-18V II-18V	AFL/Kazakhstan AFL/Moscow	mfd trf	17sep63 20mar79	toc 27sep63; rgd 22oct63; f/n DME 04oct72 photo in experimental Aeroflot c/s with additional small 'Soviet Airlines' titles in English; converted to II- 18Gr 23feb79 with t/t 34,995 hours and 15,100 cycles; soc 29jun82 as life-time expired; t/t 39,883 hours and 16,395 cycles
18300 66 04	CCCP-75516	II-18V	Soviet AF/AFL c/s	mfd	25sep63	f/n Sperenberg 29may71; opb 223 LO at Chkalovski; arrived ARZ No. 402 GA at Bykovo for last overhaul 20feb85 with them; t/t 10,112 hours and 6,141 cycles from OKB document dated 01jan86 (last overhaul 1979); I/n Demmin-Tutow 06jul93
	RA-75516 RA-75516	II-18V II-18V	Russian AF/AFL c/s Russian Air Force	CKL CKL	08aug99 06may08	latest CofR 28apr94; I/n CKL 22aug05; photo feb06 in flight; featured in tender issued 04apr07 in basic Rossiya c/s with a '223 LO' badge, no titles; seen Voronezh-Pridacha 19may15; underwent overhaul at Pushkin (20 ARZ), seen as such 23jun16
18300 66 05	RF-75516 CCCP-75517	II-18V II-18V	Russian Air Force AFL/Kyrgyzstan-FRU	Pus mfd	14oct17 25sep63	in basic Rossiya c/s, no titles; I/n ZIA 15sep23´ rgd 22oct63; on charge as of 01nov63; 89 pax configuration; arrived ARZ No. 402 GA at Bykovo 22mar79 for last overhaul with kf 23,998 hours and 14.633 cycles; converted to II-18Gr 08may79
18300 67 01 18300 67 02	CCCP-75517 not known CCCP-75519	Il-18Gr Il-18V Il-18V	AFL/Magadan-GDX SibNIA AFL/Northern-LED	trf mfd mfd	30may79 1963 19oct63	soc 18mar83 as life-time expired; t/t 39,292 hours and 16,208 cycles static test airframe toc 02nov63; rgd 13nov63; dbr when landed 700 metres short of runway Karaganda, Kazakhstan 09jan68;
18300 67 02	CCCP-75520	II-18V	AFL/Uzbekistan-TAS	mfd	190ct63	soc 31may68; t/t 7,131 hours and 3,130 cycles toc 03nov63; rgd 29dec63; 89 pax configuration; opb 203 LO; f/n DME 03oct72; w/o 15feb77 on the leg
						from Nukus to Mineralnyye Vody at night of a flight from Tashkent to Mineralnyye Vody when had to go around at MRV because of bad weather (low clouds and fog), the pilot retracted the flaps too early making the aircraft plunge down, in response the pilot increased the angle of attack until it reached a critical 15-18 degrees (combined with a bank angle), the aircraft became uncontrollable, crash-landed in a field 2 km south of the runway, hit a railway embankment, broke up and burnt out, 1 of the 6 crew and 76 of the 92 passengers killed and all survivors injured; t/t 29,443 hours 11 minutes and 10,817 cycles; soc 15mar77
18300 67 04	CCCP-75521 CCCP-75521	Il-18V Il-18Gr	AFL/Kazakhstan AFL/Magadan	toc trf	05nov63 04aug79	rgd 20nov63; arrived ARZ No. 402 GA at Bykovo 16jun79 for last overhaul with t/t 34,998 hours and 15,202 cycles; converted to II-18Gr 13jul79 soc 20may83 as life-time expired; t/t 39,993 hours and 16,842 cycles
18300 67 05	CCCP-75522 CCCP-75522	II-18V II-18V	AFL/Urals-SVX AFL/Urals-CEK	mfd trf	17oct63 25jan65	toc 04nov63; rgd 28nov63; 90 pax configuration based on a decree dated 11jan65; was involved in an incident at Balandino 21aug69, made an emergency
	CCCP-75522	II-18V	AFL/Urals-SVX	trf	unknown	landing after the power supply failed at 200m and sustained some minor damage; repaired; f/n oct73 based on a decree dated 30jan78; f/n DME aug79; converted to II-18Gr 06nov80 with t/t 34,995 hours and 15,477 cycles; arrived ARZ No. 402 GA at Bykovo mar84 for last overhaul with t/t 38,828 hours; soc 27may85 as life-time expired; t/t 39,478 hours and 17,100 cycles; photo SVX apr86, missing tail, rear
18300 68 01	CCCP-75523 CCCP-75523	II-18V II-18V	AFL/GosNII GVF AFL/Far East	mfd trf	30dec63 18may64	fuselage, outer wings and many other parts rgd 15feb64; on charge as of 01mar64 photo UUS 1965
	CCCP-75523	II-18V	AFL/VAU	trf	01apr66	Higher Aviation College; was converted to an II-18USh navigator trainer (had two dorsal astrosextant blisters located in tandem on top of the forward fuselage and two staggered strake aerials on top of the centre fuselage); testing was undertaken in early 1972
	CCCP-75523 CCCP-75523 CCCP-75523	II-18V II-18V II-18V	OLAGA AFL/Central Region AFL/Moscow	trf trf trf	05jan73 23jun83 dec85	transfer not mentioned in MGA document; f/n LED 11oct75; l/n LED 04sep81 converted back to standard II-18V reported 23feb87 in an incident report with 22,102 hours and 15,036 cycles; arrived ARZ No. 402 GA at
18300 68 02	CCCP-75524	II-18V	AFL/Kazakhstan	toc	29nov63	Bykovo feb88 for last overhaul; soc 13feb90 as life-time expired; canx 13nov91; I/n DME aug92/sep93 derelict rgd 11dec63; f/n DME 03oct72; converted to II-18Gr 30jul79 with t/t 34,991 hours and 15,204 cycles
18500 08 02	CCCP-75524	Il-18Gr	AFL/Urals	toc trf	17aug79	last flight feb83 to ARZ No. 402 GA at Bykovo and scrapped with t/t 39,258 hours; soc 23nov83 as life- time expired; t/t 40,010 hours and 16,947 cycles
18300 68 03	CCCP-75525	II-18V	AFL/Northern-LED	mfd	22nov63	toc 04dec63; rgd 03jan64; 89 pax configuration; f/n HEL 08feb75; converted to II-18Gr 30jul78 with t/t 34,996 hours and 13,717 cycles; arrived ARZ No. 402 GA at Bykovo 14sep79 for last overhaul, t/t 37,302 hours; soc 22nov82 as life-time expired; t/t 39,995 hours and 15,498 cycles; preserved in a park at Pereyaslav-Khmelnytsky near Kiev (N50.077239 E31.433648) 28may07, complete but dirty; scrapped around 2008/2009
18300 68 04	CCCP-75526	II-18V	AFL/Moscow (MUTA)	toc	17dec63	rgd 14jan64; struck wires on a training flight from Domodedovo on 22apr68 and crashed; soc 22nov68; t/t 6,986 hours and 2,164 cycles
18300 68 05	CCCP-75527	II-18V	AFL/Moscow (MUTA)	mfd	30nov63	toc 16dec63; rgd 14jan64; 110 pax configuration; f/n aug68; l/n DME 04oct72; arrived ARZ No. 402 GA at Bykovo for last overhaul 06mar81 with t/t 34,980 hours; canx 18aug83; soc 21sep83 as life-time expired; t/t 39,522 hours and 16,177 cycles; displayed in a park at Sergiyev Posad (formerly Zagorsk) since 1984 or 1985, used as a café; destroyed by arson and removed around 2004
18300 69 01	CCCP-75528 CCCP-75528	II-18V	AFL/Moscow (MUTA)	mfd	23dec63	toc 03jan64; rgd 14jan64; trf to military unit 63839 15may64 according to MGA document; converted by OKB Ilyushin in 1964 to, see next line
	RA-75528	II-18RT II-18V	Sov. Navy/AFL c/s Russ. Navy/AFL c/s	trf Sev	28oct65 08aug06	missile tracking aircraft (SIP) with special aerials and fairings; based at Lakhta; arrived ARZ No. 402 GA at Bykovo for overhaul 29sep86; converted back to standard configuration, but retained the probe at the base of the fin and the fairings at the end of the tailplane still retained the probe at the base of the fin and the fairings at the end of the tailplane; opb 403 osap
18300 69 02	CCCP-75529	II-18V	AFL/Moscow (MUTA)	mfd	24dec63	(renamed 7050 AvB in 2010) at Severomorsk-1; f/n with a 'polar bear' badge below the cockpit CKL jun07; //n Severomorsk-1 04nov09; stored at Severomorsk-1 from 2012 toc 04jan64; rgd 14jan64; 89 pax configuration; f/n DME 03oct72; arrived ARZ No. 402 GA at Bykovo for
	CCCP-75529	Il-18Gr	AFL/Far East	trf	08nov80	last overhaul 02sep79 with t/t 34,993 hours; converted to II-18Gr 30oct80; t/t 35,130 hours and 10,690 cycles soc date unknown as life-time expired; canx 1983; t/t 39,853 hours and 12,359 cycles
18300 69 03	CCCP-75530 CCCP-75530	II-18V II-18V II-18V	AFL/Northern MMZ "Strela"	mfd trf	12dec63 19jan65	suc date diffusion as the state explicit, data 1990, (C 57,05) hours and 1990 yets mfd also given as 24dec63 in Ilyushin OKB document; rgd 15jan64; on charge as of 01feb64 p/ya 2418 according to MGA document; f/n LHR 16jan66; arrived ARZ No. 402 GA at Bykovo may83 for last overhaul with them
	CCCP-75530	II-18V	MAP Zhukovski	trf	15mar85	date of trf not confirmed; t/t 3,917 hours and 2,499 cycles as of 01jan86; l/n ZIA 03sep93; canx 24dec94 as to Bulgaria
	LZ-AZC LZ-AZC	II-18V II-18V	Air Zory Air Cess	LJU SHJ	03dec93 jul97	in basic ex-Aeroflot c/s; I/n IST 22sep97 I/n SHJ 06feb98; seen SHJ 11mar98 with registration removed
	3D-SBC 3C-KKJ 3C-KKJ	II-18V II-18V II-18V	Air Cess Air Cess Air Cess, n/t	SHJ SHJ SHJ	16mar98 22nov98 13mar01	I/n SHJ 04apr98; c/n checked I/n SHJ 20feb01; c/n checked photo CMB 01may02 with additional large red 'airlanka.org' titles on forward fuselage; I/n SHJ 05aug02, no
	UN-75003	II-18V	IRBIS	SHJ	19aug02	titles c/n from JP-03; in basic Air Cess c/s, no titles; l/n JED 03jan08, reported operating for Jubba Airways;
	UP-I1803	II-18V	Mega Aircompany	JIB	29jul08	operator reported as Mega Aircompany FJR 23mar08 c/n confirmed; in basic Air Cess c/s, no titles; seen JIB feb12; l/n BBO 15jun14 stored, still present
18300 69 04	CCCP-75531	II-18V	AFL/KrasnoyarKJA	mfd	24dec63	oct20/apr23 according to Google Earth toc 07jan64; rgd 21jan64; opb 128 LO 1-go Krasnoyarskogo OAO; w/o 02sep64 on the leg from Khabarovsk to Yuzhno-Sakhalinsk of a flight from Moscow to Yuzhno-Sakhalinsk when deviated from the approach pattern on a VFR approach at night, descended too early without being corrected by ATC and crashed at a height of 550 metres into the wooded slope of Mount Ufa (793 metres) near Pereval railway station (Kholmsk district, 26 km north-west of Khomutovo airport), all 9 crew and 78 of the 84 passengers killed and all 6 survivors seriously injured; t/t 1,269 hours and 358 cycles; soc 24sep64 and canx the same
18300 69 05	CCCP-75536	II-18V	AFL/Urals-SVX	mfd	25dec63	day toc 04jan64; rgd 21jan64; 90 pax configuration; f/n LED 11aug75
	CCCP-75536 CCCP-75536 CCCP-75536	II-18V II-18V II-18V	AFL/Urals-CEK AFL/Urals-PEE AFL/Urals-CEK	trf trf trf	04mar66 unknown dec78	based on a decree dated 30jan78 on charge as of 01jan79, based on a decree dated 25oct78; soc arrived ARZ No. 402 GA at Bykovo oct79 for last overhaul with t/t 33,757 hours; soc 19jan81 as life-time expired; t/t 34,977 hours and 16,263
18400 70 01	CCCP-75537	II-18V	AFL/Tajikistan-DYU	mfd	30dec63	cycles toc 31jan64; rgd 22feb64; 89 pax configuration; f/n DME sep65; seen Sperenberg 05may75; l/n TAS 29oct77; arrived ARZ No. 402 GA at Bykovo for last overhaul 15dec80
18400 70 02	CCCP-75537 CCCP-75538 CCCP-75538	II-18V II-18V II-18V	AFL/TurkmenisASB AFL/International AFL/Urals-SVX	trf mfd trf	22feb81 25mar64 14apr66	soc 11feb83 as life-time expired; t/t 38,884 hours and 18,000 cycles toc 01apr64; rgd 07apr64 opb 120 LO; w/o 16nov67 when crashed after take-off from Sverdlovsk-Koltsovo; soc 12feb68; t/t 5,239
18400 70 03	CCCP-75539	II-18V	AFL/Northern	mfd	31jan64	hours and 2,064 cycles toc 11feb64; rgd 22feb64; 89 pax configuration; f/n LED 22apr72; I/n HEL 09dec72; seen SXF 30aug75, in post 1973 Aeroflot c/s
	CCCP-75539	II-18V	AFL/Leningrad	trf	18feb78	converted to II-18Gr 27dec78 with t/t 34,880 hours and 14,137 cycles; arrived ARZ No. 402 GA at Bykovo for its last overhaul 18mar80; soc 23sep82 as life-time expired; t/t 39,992 hours and 15,736 cycles; on its

						last flight, landed in a field 5km from Vetluzhski and was dismantled; used for trials at the NPP "Polyot" test-site at Vetluzhski (NS7.206869 E45.138451) seen nov06/may18
18400 70 04	CCCP-75540 CCCP-75540	II-18V II-18V	AFL/Urals-SVX AFL/Urals-CEK	mfd trf	17jan64 1972	toc 05feb64; rgd 18apr64; 89 pax configuration
	CCCP-75540 CCCP-75540	II-18V II-18V	AFL/Urals-PEE AFL/Urals-SVX	trf trf	1975 unknown	photo PEE sep77 based on decree dated 30jan78; arrived ARZ No. 402 GA at Bykovo for last overhaul 22may79 with t/t 30,909 hours; soc 18may81 as life-time expired; t/t 34,995 hours and 15,109 cycles; was preserved on a square in Saratov since nov81, destroyed by fire and finally scrapped in 1988
18400 70 05	CCCP-75541 CCCP-75541	II-18V II-18V	AFL/Azerbaijan-BAK AFL/Kazakhstan-KGF	mfd trf	30jan64 21jul78	toc 10feb64; rgd 29feb64; 89 pax configuration; f/n TAS 01apr68; l/n Templin-Gross Dölln 05may75 arrived ARZ No. 402 GA at Bykovo 29jul80 for last overhaul; canx 21jun81; soc 23nov81 as life-time
18400 71 01	LZ-BEN	II-18V	TABSO	d/d	30mar64	expired; t/t 32,417 hours and 14,955 cycles w/o 24nov66 on a flight from Bratislava to Prague when crashed into wooded ground in the mountains at 288 metres above sea level 8 km NNW of Bratislava, all 8 crew and 74 passengers killed; t/t 3,356 hours
18400 71 02	SP-LSD	II-18V	LOT	mfd	04apr64	and 2,029 cycles (with no overhaul history) from OKB document rgd 05apr64; named 'Tobruk'; f/n AMS 17apr64; arrived ARZ No. 402 GA at Bykovo for last overhaul 15jul86 with t/t 29,321; I/n WAW 11jul90; canx 21sep90; seen by the roadside near Podlaski 02jul93; was
						Isjuids with (r 29,321; in WAW Isjuid); canx 21seppu; seen by the roadside near Podiaski U2juid); was used as a restaurant near Wiklow (on road # 1 from Katowice to Lodz, just north of Kruszyna), in basic LOT c/s without titles; registration checked in cockpit; moved near to village of Koscielec, close to Czestochowa in 1999; seen aug07 on a site close to road # 1; i/n 06oct19; moved to Bauerówka Airpar Village (N50,0968442 E21,7250867) and seen there oct20 at Volista Lugova; i/n may24
18400 71 03	HA-MOG	II-18V	MALÉV	mfd	23mar64	mfd <sup>-</sup> also given as 30jan64; d/d 28mar64; CofA issued 01apr64; named 'MoGéza' (a Hungarian given name, but not worn); first commercial flight BUD-SVO-BUD 02apr64; seen AMS 07jun64; converted to 105 pax configuration jan67 with an additional passenger window (left and right) at the forward section of middle fuselage; in jun75 the flight crew decreased from five to four, with the radio operator workplace removed due to the use of the new Mikron radio system; last passenger flight 03nov78 BUD-SOF-BUD; converted to II-18Gr 25may79; arrived ARZ No. 402 GA at Bykovo for last overhaul 13dec83 with t/t 32,399 hours; last commercial flight 13oct88 BUD-CZ-BUD; with 06dec88, handed over to MALEV educational centre and preserved at Ferihegy (later Ferenc Liszt) airport, I/n aug06; t/t 36,558 hours; towed to the terminal area 09nov06; moved to the Ferihegy (later Ferenc Liszt) Airport museum (N47.428661 E19.261674) 01dec06 and preserved there since, the museum was renamed Aeropark in
18400 71 04	НА-МОН	II-18V	MALÉV	mfd	23mar64	nov14; [/n may24 mfd also given as O6feb64; d/d 04apr64; CofA issued 06apr64; named 'MoHelén' (a Hungarian given name, but not worn); seen AMS 17jun64; converted to 105 pax configuration apr67 with an additional passenger window (left and right) at the forward section of middle fuselage; crashed 15jan75 in fog on final approach to Ferihegy, hit the ground and exploded, the crew having changed the decision to land or go around about three times; some minutes earlier HA-MOA had aborted the approach; t/t 15,986 hours
18400 71 05	YR-IMF B-234	II-18V II-18V	TAROM Civ Avn Adm China	mfd Isd	15feb64 28mar85	and 9,182 cycles (last overhaul 1973) mfd also given as 11apr74 from Ilyushin OKB document; rgd 30apr64; f/n LGW 06jun64; l/n LGW 25aug84 f/n SIA 04apr85; retained the Tarom red cheatline and 'F' still worn by the nose; t/t 32,110 hours and
	YR-IMF YR-IMF	Il-18V Il-18Gr	TAROM Alfa Line, n/t	ret ALA	21mar86 13nov97	13,449 cycles from OKB document dated 01jan86 (last overhaul 1984) converted to II-18Gr; I/n OTP 26sep95; repainted into new dark blue/white Tarom c/s; I/n MLA 04oct96 in basic ex Tarom blue c/s: I/n IST mav98
	YR-IMF UN-75111	Il-18Gr Il-18Gr Il-18Gr	Air GVG Company Air GVG Company		27feb98 04jun98	in basic ex Tarom blue (/s, //n ALA 129mar98; CofA expired 15apr98; canx 01jun98 f/n IST 20jun98; in basic ex Tarom blue c/s; //n DME 01jun01
	UN-75111 UN-75111	Il-18Gr Il-18Gr	Tretyakovo Al Aeroflot c/s, n/t	DME DME	29jun01 30jun04	I/n DNE jun03/nov03, stored; was leased from Air GVG Company stored at DME since at least summer 2004, seen may09/jul13; missing engines and sitting on its tail
18400 72 01	CCCP-75543	II-18V	AFL/GosNII GVF	mfd	30mar64	28apr14; I/n jul14; fuselage only by 29jul14; forward fuselage seen jan15 at the museum of national culture (N55.688151 E37.772459); I/n jul16 toc 08may64; 89 pax configuration
	CCCP-75543 CCCP-75543	II-18V II-18V	AFL/Far East AFL/Krasnoyarsk	trf trf	23jul64 31jan79	rgd 11aug64; f/n LED 11aug75 arrived ARZ No. 402 GA at Bykovo 16feb81 for last overhaul; soc 18oct83 as life-time expired; t/t 38,992
18400 72 02	CCCP-75544	II-18V	AFL/Moscow (MUTA)	mfd	29apr64	hours and 13,837 cycles toc 09may64; rgd 17jun64; 89 pax configuration; demonstrated in India 25may65; f/n VKO 30jun70; l/n Sperenberg 17may72; arrived ARZ No. 402 GA at Bykovo for last overhaul 03mar80; converted to II-18Gr 11apr80 with t/t 34,994 hours and 14,475 cycles; soc 20jan84 as life-time expired; t/t 39,630 hours and
18400 72 03	LZ-BER CCCP-74297	II-18V II-18V	TABSO AFL/Urals-SVX	mfd toc	28apr64 23apr71	15,984 cycles f/n BQH 09may64; d/d quoted as 12jun64; photo DUS 23jul64; l/n LGW 05jul69 rgd 24jun71; damaged by fire at ARZ-402, date unknown; rebuild (using the fuselage of c/n 1402)
	CCCP-74297 CCCP-74297	II-18V II-18V	AFL/Urals-PEE AFL/Urals-CEK	trf trf	unknown unknown	completed 29mar71 on charge as of 01jan79, based on a decree dated 25oct78; soc 13feb80 (Ilyushin OKB document gives
18400 72 04	CCCP-75545 CCCP-75545	Il-18V Il-18V	AFL/International AFL/KrasnoyarKJA	mfd trf	26jun64 21apr67	13mar80) as life-time expired; t/t 34,112 hours and 16,500 cycles toc 03jul64; rgd 04jul64; 100 pax configuration; f/n LHR 23jan66 seen VKO 02oct72; photo KJA jun73; arrived ARZ No. 402 GA at Bykovo 25nov80 with t/t 34,996 hours for
18400 72 05	CCCP-75546 CCCP-75546	II-18V II-18V	AFL/International AFL/Kazakhstan	mfd trf	18apr64 11apr66	last overhaul; soc 23nov83 as life-time expired; t/t 39,999 hours and 12,533 cycles toc 27apr64; rgd 06may64; f/n AER 30jun70 arrived ARZ No. 402 GA at Bykovo 29auq79 for last overhaul; converted to II-18Gr 08oct79 with t/t 35,000
18400 73 01	CCCP-75546 YR-IMG	Il-18Gr Il-18V	AFL/Moscow-DME TAROM	trf	30oct79	hours and 15,441 cycles soc 18aug83 as life-time expired; t/t 39,775 hours and 16,902 cycles
18400 73 01				mfd	03apr64	mfd given as 27apr64 from Ilyushin OKB document; mfd given by Moldovan CAA as 03mar64; f/n LGW 20jun64; rdd 30apr64; t/t 29,026 hours and 12,532 cycles from OKB document dated 01jan86 (last overhaul 1984); l/n FRA 07sep89
	YR-IMG YR-IMG	II-18V II-18V	Cubana TAROM	SNN ret	02feb90 aug90	on lease to Cubana, with TAROM cheatline and Cubana tail c/s; I/n SNN 07aug90 photo ATH apr94, with TAROM titles and a white tail; I/n DUS 27sep94; repainted into new dark blue/white Tarom c/s in 1995; f/n DUS 09may95; I/n OTP 18sep95; CofA expired 15feb96; canx 30jul98
	ER-ICG	II-18V	Renan	rgd	30jul98	f/n BUD 18apr01; l/n BUD 04may01; current on register 26dec05; stored SAH (N15.488308 E44.215607), photo confirmation feb05/dec09; canx 01feb06 as for sale
18400 73 02	CCCP-75547 CCCP-75547	II-18V II-18V	AFL/International AFL/Northern	mfd trf	28apr64 29nov66	toc 08may64; rgd 21may64; 89 pax configuration; photo THR 1967; seen HEL 06jun69 and 18jan75; I/n in East Germany 12may75; soc 17dec79 as life-time expired; I/t 34,921 hours and 13,293 cycles
18400 73 03	CCCP-75548 CCCP-75548	II-18V II-18V	AFL/International AFL/West SibOVB	mfd trf	14may64 07may67	toc 23may64; rgd 17jun64; 89 pax configuration first II-18 based at OVB; f/n dec69; photo AAQ 1978; converted to II-18Gr 30sep79 with 34,990 hours and 12,837 cycles; arrived ARZ No. 402 GA at Bykovo 04may81? (given as 84 in BASCO document) for last
18400 73 04	CCCP-75549	II-18V	AFL/International	mfd	24jun64	overhaul; soc 22nov82 as life-time expired; t/t 39,958 hours and 14,469 cycles toc 27jun64; rgd 20jul64; 89 pax configuration; Vladimir Kokkinaki made his last flight as a test pilot with this aircraft 01oct64
	CCCP-75549 CCCP-75549	II-18V II-18V	AFL/GosNII GA AFL/Far East	trf trf	unknown 02may67	on charge as of 01dec65 f/n PPK may68
	CCCP-75549 CCCP-75549	II-18V II-18V	AFL/Magadan AFL/Turkmenistan	trf trf	24jan79 26feb85	arrived ARZ No. 402 GA at Bykovo for last overhaul apr82 t/t 39,800 hours and 13,900 cycles from OKB document dated 01jan86; soc 27jan86 as life-time expired and canx same date
18400 73 05	DM-STH DM-STH DDR-STH	II-18V II-18V II-18V	EGAF/Interflug c/s Interflug Interflug	mfd trf rgd	jun64 feb70 19aug81	rgd 12sep64 (mfd also reported as 08aug64 which seems late) //n LGW 11oct80 arrived ARZ No. 402 GA at Bykovo for last overhaul 27dec86 with t/t 24,810 hours; wfu 29apr90; last flight 05may90 (to Augsburg); canx 11jun90; t/t 27,980 hours and 18,403 cycles; was preserved at
18400 74 01	497	II-18V	East German AF	mfd	04jun64	Augsburg; moved to Hermeskell (N49.684714 E6.9590455) in spring 1994 and preserved at Flugausstellung Junior since, I/n 31oct20 mfd also given as 27jun64 from Ilyushin OKB document; rgd 06jul64; registered with call-sign DM-VAZ;
10400 74 01	DM-STP	II-18V	EGAF/Interflug c/s	PRG	02feb70	photo exists, with old type antenna on top of fuselage and eight centre windows (salon aircraft) see next line
	DM-STP	II-18V	Interflug	trf	01apr70	officially registered as such 02jul70; in full Interflug c/s; modernised to II-18D by the mid 1970s, with standard window configuration; I/n SXF 30apr80
	DDR-STP D-AOAQ	Il-18D Il-18D	Interflug Interflug	rgd res	08sep81 03sep90	arrived AR2 No. 402 GA at Bykovo sep83 for last overhaul with them, t/t 18,067 hours; calibration aircraft, in all-grey c/s; t/t 18,565 hours and 11,956 cycles from OKB document dated 01jan86 (last overhaul 1979) rgd 03oct90; CofA and CofR give version as II-18D; in all-grey c/s; f/n SXF 03oct90; I/n SXF 24aug91
	D-AOAQ D-AOAQ UR-75475(2)	II-18D II-18D II-18D	BerLine BerLine	SXF SXF	mar92 27jan93	bill of sale dated 30oct92 to Kryla; canx jan93 see c/n 181004105
	UR-75475(2) UR-75475(2)	II-18D II-18D	Avialini. Ukrayiny Kryla	LED SIP	16jun93 24jun99	I/n LED 01dec98 in dark blue/white c/s with grey undersides and titles; with seen DXB 29jul99 additional 'I.F.A.G' titles SXF
	D2-FAM	Il-18D	Alada	HLA	13jan03	19may01; I/n DUS sep01 in dark blue/white c/s with grey undersides and red/blue/yellow vertical stripe on the forward fuselage; registration 3D-SEP visible under the paint (reg was known as a SE210); in fleet list dec01; I/n LAD 06cbh03
18400 74 02	CCCP-75550 CCCP-75550	II-18V II-18V	AFL/International AFL/Ukraine-KBP	mfd trf	13jun64 15mar67	06feb03 on charge as of 01jul64; rgd 01jul64; 89 pax configuration f/n KBP 06apr72; seen FRA 24jun73; l/n KBP 10aug75
	CCCP-75550	II-18V	AFL/Ukraine-LWO	trf	jul77	arrived ARZ No. 402 GA at Bykovo 21may80 for last overhaul; converted to II-18Gr 04aug80 with t/t 29,769 hours and 16,510 cycles
18400 74 03	CCCP-75550 CCCP-75551	Il-18Gr Il-18V	AFL/Far East AFL/Kyrgyzstan-FRU	trf toc	16dec80 22jun64	soc 18oct83 as life-time expired; t/t 32,538 hours and 17,583 cycles rgd 01jul64; f/n DME 27aug75; arrived ARZ No. 402 GA at Bykovo 17jul80 for last overhaul; converted to II-18Gr 15sep80 with t/t 35,387 hours and 16,402 cycles; soc 27dec83 as life-time expired; canx 1983; t/t 39,617 hours and 17,768 cycles; seen FRU derelict, but complete, may95/nov04
18400 74 04	CCCP-75552	II-18V	AFL/Latvia-RSC	toc	30jun64	rgd 20jl64; opb 62 OAO; dbr 27aug66 on the leg from Arkhangelsk-Talagi to Leningrad of a flight from Arkhangelsk to Riga when tried to take off with locked rudder, veered off the runway to the right and suffered substantial structural damage, 10 of the 114 passengers were injured while the others and all 7 crew escaped unhurt; t/t 3,042 hours and 2,297 cycles; soc 23sep66

18400 74 05	CCCP-75553	Il-18V	Soviet Gvt/AFL c/s	mfd	16jun64	opb 235 OAO; d/d 05jul64; toc 17jul64; rgd 30jul64; mfd given as 14dec64 in Ilyushin OKB document; damaged 24nov65 whilst parked when hit by c/n 183006003; soc 05feb68 as trf to German Democratic Republic and canx same date
	DM-STF (2) DDR-STF	II-18V II-18D	Interflug Interflug	rgd rgd	07mar67 21aug81	see c/n 181004105; seen SXF 23mar69; modernised to II-18D before mar74; seen LHR 11mar74; I/n SXF 30apr80 t/t 27,164 hours and 15,868 cycles from OKB document dated 01jan86 (last overhaul 1983)
	D-AOAO	II-18D	Interflug	res	03sep90	(127) 100 hot and 15,000 cycles from one document dated of and the organized test overhald 1505) (n SXF 02oct90; rgd 03oct90, CofA and CofR give version as II-18D; photo ZRH oct90 with additional 'Volvo' titles below the cheatline
	D-AOAO D-AOAO	II-18D II-18D	Tigerflug BerLine	FFD SXF	20jul91 11nov91	initially in full Interflug c/s, with 'Ber Line' titles; repainted with blue cheatline/white tail and titles on the tail; tail later repainted in multi blue/yellow c/s and titles on the fuselage; I/n SXF 05feb94; ceased operations 31mar94
	D-AOAO RA-75553	II-18D II-18D	German European Al Viola Avia Trans	SXF rgd	26may94 20dec95	<pre>//n 14oct95; canx 13oct95 to Russia d/d ex SXF 22dec95 still with 'German European' titles, seen SOF apr/may96. as such; canx but date unknown</pre>
	LZ-AZO EL-ADY (1) T9-ABB T9-ABB T9-ABB EX-405 EX-405	II-18D II-18D II-18D II-18D II-18D II-18D II-18D	European Al tit European Al tit European Al tit Phoenix, n/t Phoenix, n/t Anikay Air	SHJ SHJ SHJ DXB SHJ SHJ PMI	04oct96 07may97 07may98 feb99 30oct00 28dec01 11mar05	Vn SHJ 03apr97; small 'chartered by Air Zory' titles (/n SHJ 16mar98, but registration removed; see c/n 182004804 (/n SHJ 25jan99; opb Bic Air Company (/n SHJ 13feb00; carried additional 'Sudan Airways' titles from late 1999 (/n SHJ 03nov01 not seen anywhere between jan02 and mar03; l/n SHJ 27nov04 basic Phoenix c/s; l/n ESB 21mar06; reported aug06 leased to BlueSky Aviation; reported sep06 for Galex Guinée Air; l/n FRU sep14/sep24 (N43.051923 E74.480701) still with Anikay Air titles and without engines
18400 75 01	CCCP-75554(1) CCCP-75554(1)	II-18V II-18V	AFL/Latvia-RSC AFL/Krasnoyarsk	mfd trf	14jun64 02dec76	toc 18jul64; rgd 11sep64; 110 pax configuration; I/n SVO 13sep75; see c/n 185008404 f/n DME 13nov77; soc 28apr79 as life-time expired; t/t 29,951 hours and 16,499 cycles; was preserved at Sheremetyevo-1 terminal (N55.98217 E37.41193) from 23apr79 in honour of 20 years of II-18 service, seen in the process of being dismantled may12/aug12; moved to Khimki and was to be preserved with the Lavochkin company, seen in the process of assembly sep12, engines, tail and outer wings still not assembled by jan13; scrapped may13; the main landing gear was transported to "Muzei avtomobilei i ekipazhel" at Lyublino and was seen there as installation art (together with parts of An-ZT c/n 16236-35
18400 75 02	CCCP-75555	II-18V	AFL/Turkmenistan	toc	30jul64	and II-14T c/n 148001908) nov14 rgd 13aug64; 89 pax configuration; f/n 31mar67; seen DME 03oct72; converted to II-18Gr 11aug80 with t/t 35,519 hours and 15,986 cycles
18400 75 03	CCCP-75555 CCCP-75556	Il-18Gr Il-18V	AFL/Urals AFL/Latvia	trf mfd	27aug80 27may64	arrived ARZ No. 402 GA at Bykovo for last overhaul sep83; soc 19jul85 as life-time expired; t/t 39,580 hours and 17,487 cycles toc 06aug64; rgd 11sep64; 110 pax configuration; f/n LED 06jul70
	CCCP-75556	II-18V	AFL/Leningrad	trf	16dec74	soc 27dec78 as life-time expired; t/t 30,490 hours and 16,439 cycles; preserved and in use as a cabin trainer Pulkovo since 12sep87, without wings; I/n oct94, fate unknown
18400 75 04	CCCP-75557 CCCP-75557	II-18V II-18V	AFL/International AFL/Latvia	mfd trf	18aug64 18nov67	in 110 passenger configuration; toc 20aug64; rgd 31aug64; f/n PRG aug66 initially opb 106 LO Rizhskogo OAO; trf to 280 LO Rizhskogo OAO jan68; was involved in a fatal incident at Voroshilovgrad 12dec73 when a woman crossed the runway at night on the way to her village while the
	CCCP-75557	II-18V	AFL/Krasnoyarsk	trf	01jul75	aircraft was landing and was hit by a propeller opb 128 LO Krasnoyarskogo DAO; was involved in an incident while being towed at Krasnoyarsk-Severny 22feb77 when the right wing struck the tail unit of II-14M CCCP-91519 (7) 147001406 which was undergoing maintenance; repaired; arrived with ARZ No. 402 GA at Bykovo for its last overhaul 08jun81; soc 18oct83 as life-time expired; t/t 30,058 hours and 16,680 cycles; was preserved in Komsomolski Park opposite the "Iskra" TV factory at ul. Televizornaya at Krasnoyarsk from spring 1984, but was destroyed by arson some 2 or 3 weeks later
18400 75 05	CCCP-75558 CCCP-75558 CCCP-75558 CCCP-75558	II-18V II-18V II-18V II-18V II-18V	AFL/Moscow (MUTA) MRP Zhukovski Soviet Gvt/AFL c/s AFL/Kyrgyzstan-FRU	mfd trf trf trf	26aug64 01apr67 04aug69 18may72	mfd also given as 28aug84 from OKB document; toc 28aug64; rgd 19sep64; 110 pax configuration opb 235 OAO f/n DME 03oct72; opb 250 LO; w/o 30jan76 on a training flight from Frunze-Manas when the crew was practicing a simulated dual engine failure with engines # 3 and 4 shut down, on final approach the flaps were extended to 30 degrees too early so that the aircraft lost speed, banked to the right and deviated from the approach path, the instructor took the wrong decision to go around (with the flaps still extended to 30 degrees) and to restart engine # 3 at a height of some 50 metres and a speed of 220 km/h, the aircraft continued to lose speed, rolled, collided with trees with a 53 degrees right bank, broke up and caught fire, all 6 crew killed; t/t 7,652 hours 27 minutes and 7,623 cycles; soc 16mar76 and canx same
18400 76 01	208 (2)	II-18V	Civ Avn Adm China	d/d	1964	date f/n DAR 03jun65; l/n CAI 20jun65; c/n confirmed as exported to China by Aviaexport; see c/n 189001504 and 185008701; 208(3) was not built by the time 208(2) was seen; see also c/n 187009703 with the same fake registration
	218 B-218	Il-18V Il-18V	Civ Avn Adm China Civ Avn Adm China	r/r SIA	1966 06apr85	B- prefix added 1974 c/n confirmed; t/t 848 hours and 544 cycles from OKB document dated 01jan86 (overhaul history not given); arrived ARZ No. 402 GA at Bykovo jan88 for last overhaul; old antenna removed from the top of the fuselage; photo PEK may89, as such; wfu 29jun90, I/n SIA 14nov91; to Lanzhou city 1998, see also B- 212; c/n 184007702
18400 76 02	210 B-210	Il-18V Il-18V	Civ Avn Adm China Civ Avn Adm China	d/d CTU	1964 02nov86	(r) confirmed as exported to China by Aviaexport; photo exists; B- prefix added 1974 (t) 11,859 hours and 4,419 cycles for this c/n only from OKB document dated 01jan86 (overhaul history not given); wfu 1988; seen TSN 09oct88; seen in the Tianjin technical School may94 (N39.111508 E117.34999); //n mar24
18400 76 03	CCCP-75564 CCCP-75564	Il-18V Il-18V	AFL/Uzbekistan AFL/Tajikistan	toc trf	26mar65 01jul73	mfd 27mar65; rgd 18may65; 89 pax configuration; f/n TAS 12jun71 arrived ARZ No. 402 GA at Bykovo 10jul80 for last overhaul; converted to II-18Gr 04sep80 with t/t 35,310
18400 76 04	CCCP-75564 CCCP-75574	Il-18Gr Il-18V	AFL/Far East Aeroflot/UShVLP	trf mfd	18sep80 30apr65	hours and 14,498 cycles soc 18oct83 as life-time expired; t/t 39,737 hours and 16,050 cycles; seen KHV 07jul94/12may95, derelict toc 07may65; Ulyanovsk Advanced Flying Training College; rgd 31may65; soc 16jun76 as life-time
18400 76 05	not known 232 (1)	II-18V II-18V	Civ Avn Adm China Civ Avn Adm China	mfd ph.	1964 1967	expired; t/t 9,066 hours and 19,991 cycles c/n confirmed as exported to China by Aviaexport and delivered in the last quarter of 1964 c/n not confirmed; photo of the rear of the aircraft only with serial on the fuselage, but see lines below; mentioned as one of three aircraft that participated in the visit of Premier Zhou Enlai to Africa in 1965; later used by Chairma Mao Tsedong, flew Wuhan Hankou-Shanqhai Honqqiao 21jul67 after the Wuhan
	50854	Il-18V	Chinese Air Force	NAY	27oct86	conflict; see c/n 183006205 c/n not confirmed; c/n given as 184007805 in the Chinese register Book by C. Ballantine; photo with old antenna on top of the fuselage and eight centre windows on the port side (salon version); t/t 862 hours and 704 cycles for this c/n only from OKB document dated 01jan86 (overhaul history not given); a Chinese
	B-230 (3)	Il-18V	China United Al	SVO	may89	article written in 2020 about Chairman Mao Tsedong and the Wuhan flight jul67 (some 53 years later), includes a photo of 50854, suggesting this was perhaps this same aircraft c/n was checked and confirmed in Museum documents; without old antenna on top of the fuselage and with standard revised window configuration; preserved in the China Aviation Museum at Shahezhen AFB from mar96; the Museum claim Chairman Mao Tsedong had used this aircraft in jul67 and is outfitted internally in salon configuration with a bed; c/n 7605 on engine intake covers; l/n jul02; see c/n
	232 (1)	II-18V	Chinese Air Force		dec03	189001701 ? and 181003602 repainted with its original period serial; preserved in the China Aviation Museum at Shahezhen AFB,
18400 77 01	CCCP-75569 CCCP-75569 CCCP-75569	II-18V II-18V II-18Gr	AFL/International AFL/Krasnoyarsk AFL/Urals-CEK	mfd trf trf	30sep64 18nov67 28mar80	Changping (N40.183353 E116.36004); I/n 07may24 rgd 29jan65; toc 29jan65; 90 pax configuration; f/n HEL 20apr67 converted to II-18Gr 14mar80 with t/t 34,995 hours and 10,285 cycles arrived ARZ No. 402 GA at Bykovo for last overhaul apr82 (reported as AFL/Krasnoyarsk in BASCO
18400 77 02	212	II-18V	Civ Avn Adm China	BBU	17jul65	document - see previous line); soc 18oct84 as life-time expired that approximate approximate and the sector of the
	B-212	II-18V	Civ Avn Adm China	SIA	04apr85	RGN 1973 c/n not confirmed; t/t 990 hours and 595 cycles for this c/n only from OKB document dated 01jan86 (overhaul history not given); arrived ARZ No. 402 GA at Bykovo sep87 for last overhaul, but only the c/n is mentioned in the document and no registration given; still in service SIA 09oct88, now without antenna on top of the fuselage; photo in an Amusement Park, Lanzhou (N36.085661 E103.624191) jun04/may13,
18400 77 03	CCCP-75559 CCCP-75559	II-18V II-18V	AFL/GosNII GA AFL/Northern-LED	mfd trf	15oct64 10mar67	preserved; no longer visible on GE image by apr14 toc 24oct64; rgd 16jan65; the first II-18 with the cyclical de-icing system; 110 pax configuration opb 67 LO 1-go Leningradskogo OAO; f/n SXF 06sep69; l/n Sperenberg 21may72; w/o 27apr74 on the leg from Leningrad to Zaporozhye of a flight from Leningrad to Krasnodar when engine # 4 suffered an uncontained failure some 2 minutes after take-off and caught fire, the crew tried to returm to the airport but the right-hand flap was destroyed by the fire so that the aircraft banked to the right (as the left-hand flap was still deployed), lost height and crashed upside down in a field 2,480 metres before the runway threshold and 242 metres to the right of its extended centreline, all 7 crew and 102 passengers killed; t/t 18,358 hours and 7,501 cycles; soc 15jul74 and canx same date
18400 77 04	CCCP-75560 CCCP-75560	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Urals-CEK	toc trf	05nov64 07jan67	rgd 23nov64; opb 235 OAO; f/n PIK sep65 dbr 24feb68, when overran the runway at Donetsk after an aborted take off; soc 26apr68; t/t 3,657 hours
	CCCF-75500					
18400 77 05	CCCP-75561	II-18V	AFL/Far East-KHV	mfd	30oct64	and 1,675 cycles toc 06nov64; rgd 23nov64; 89 pax configuration; f/n nov74; arrived ARZ No. 402 GA at Bykovo 09oct80 for last overhaul with t/t 34,999 hours
18400 77 05 18400 78 01				mfd trf mfd trf trf trf	30oct64 15mar83 19nov64 01jul67 15mar79 14feb82	

	CCCP-75562 CCCP-75562	II-18V II-18V	AFL/TurkmenisASB AFL/KrasnoyarKJA	trf trf	17aug84 20jan87	arrived ARZ No. 402 GA at Bykovo mar87 for last overhaul with t/t 38,357 hours; trf to Cuba 11jun87
	CU-T1269	II-18V	Cubana	d/d	12jun87	in full c/s, with very small titles only; I/n SCU 17aug89
18400 78 02	CU-T1269 CCCP-75563	Il-18V Il-18V	Aerocaribbean Soviet Gvt/AFL c/s	trf mfd	1992 30apr64	seen HAV nov96/nov98, wfu; broken up nov99 toc 09dec64; opb 235 OAO at VKO from 09dec64; rgd 30dec64; w/o 06apr67 on a positioning flight from DVF to V/O beithe the up that and a set of the second state of
						DME to VKO at night when crashed some 3 km beyond the runway threshold 1 minute 40 seconds after lift- off, all 8 crew killed, the reason of the accident was never established, but the position light of the right
						wing had come off before the crash so the aircraft may have suffered from severe vibrations; t/t 2,264 hours and 929 cycles; soc 19sep67 and canx same date
18500 78 03	CCCP-75581	Il-18D	AFL/GosNII GVF	mfd	31jul64	f/f 31jul64; f/n LBG 11jun65, still with old antenna on top of the fuselage; toc 13aug65; first production Il- 18D, with AI-20M engines; 90 pax configuration
	CCCP-75581 CCCP-75581	II-18D II-18D	AFL/Moscow-VKO AFL/Kyrgyzstan-FRU	trf trf	16mar66 21dec74	completed check trials 30jun66; CofR renewal 18apr67; I/n VKO 02oct72
	CCCP-75581 CCCP-75581	II-18D II-18D	AFL/Kazakhstan-KGF AFL/Ukraine-LWO	trf trf	11apr80 02apr84	arrived ARZ No. 402 GA at Bykovo for last overhaul 18may81 soc 16nov84 as life-time expired; t/t 39,998 hours and 17,083 cycles
18400 78 04	CCCP-75565	II-18V	AFL/Uzbekistan	toc	01dec64	rgd 16jan65; 89 pax configuration; f/n TAS 06jul68; arrived ARZ No. 402 GA at Bykovo 03oct80 for last overhaul
18400 78 05	CCCP-75565 not known	II-18V II-18V	AFL/West Siberia Chinese Air Force	trf mfd	unknown 23nov64	on charge as of 01apr81; soc 19apr83 as life-time expired; t/t 39,842 hours and 15,114 cycles d/d 03jan65; c/n confirmed as exported to China by Aviaexport
	50851	II-18V	Chinese Air Force	NAY	04apr85	with the old antenna on top of the fuselage; I/n NAY mar87; t/t 693 hours and 519 cycles for this c/n only from OKB document dated 01jan86 (overhaul history not given)
	50851	II-18V	China United Al	NAY	03oct88	c/n reported as checked in 1993; previously reported as c/n 184007605; l/n NAY may94; preserved at Han Cunhe park (N39.594931 E115.95050 on a man-made island with a gated causeway) south of Beijing since
19400 70 01		II-18V		***	OcianCE	1995; f/n may08; l/n jan23
18400 79 01	CCCP-75566 CCCP-75566	II-18V	AFL/GosNII GA AFL/Northern	toc trf	26jan65 24jun65	rgd 17feb65; 89 pax configuration f/n SXF 03jan70
	CCCP-75566 CCCP-75566	Il-18V Il-18V	AFL/Latvia AFL/Krasnoyarsk	trf trf	18dec74 09dec76	seen DME 14nov77; arrived ARZ No. 402 GA at Bykovo 08aug80 for last overhaul; converted to II-18Gr
40400 70 00	CCCP-75566	Il-18Gr	AFL/Magadan	trf	oct80	22oct80 with t/t 35,016 hours and 13,512 cycles soc 16jul84 as life-time expired; t/t 39,901 hours and 15,074 cycles
18400 79 02	CCCP-75567 CCCP-75567	II-18V II-18V	AFL/Kazakhstan-ALA AFL/Kazakhstan-KGF	mfd trf	09jan65 1975	toc 09jan65; rgd 20jan65 arrived ARZ No. 402 GA at Bykovo for last overhaul 16nov79, soc 19may82 as life-time expired; t/t 34,997
						hours and 15,414 cycles; was preserved at the crossing of pr. Pobedy and ul. Nekrasova at Yevpatoriya and used as café "Polyot" (Flight); scrapped, at the site now stands a monument for Marshall Sokolov
18500 79 03	CCCP-75568	II-18V	AFL/Uzbekistan	mfd	13jan65	toc 27jan65; rgd 04mar65; 90 pax configuration; f/n LED 11aug75; l/n TAS 13sep75; arrived ARZ No. 402 GA at Bykovo for its last overhaul 17sep79, with t/t 35,000 hours and 13,419 cycles; converted to II-18Gr
	CCCP-75568	Il-18Gr	AFL/Leningrad-LED	trf	20nov79	11nov79 soc 17jan83 as life-time expired and canx same date; t/t 39,989 hours and 15,011 cycles; preserved on
						the territory of the "Dubki" children's camp in the Rakhol common near Dichnya (N51.68560 E35.76782), I/n nov21
18500 79 04	CCCP-75570	II-18V	AFL/Uzbekistan	mfd	24jan65	toc 10feb65; rgd 04mar65; 90 pax configuration; f/n TAS 01apr68; l/n TAS 29oct77; arrived ARZ No. 402 GA at Bykovo 19feb80 for last overhaul; converted to II-18Gr 02apr80 with t/t 34,994 hours and 13,444
	CCCP-75570	Il-18Gr	AFL/Far East	trf	06nov81	cycles soc 20may83 as life-time expired; t/t 39,819 hours and 14,967 cycles
18500 79 05	CCCP-75571 CCCP-75571	II-18V II-18V	AFL/Far East AFL/Krasnoyarsk	mfd trf	30jan65 27sep79	toc 11feb65; rgd 23feb65; 89 pax configuration; f/n DME 27aug75 arrived ARZ No. 402 GA at Bykovo 27aug81 for last overhaul; soc 19dec84 as life-time expired; t/t 39,801
18500 80 01	CCCP-75572	II-180			18mar65	hours and 14,175 cycles toc 07dec65; powered by modified AI-20M engines; underwent trials 26jul/21sep65; trials with TG-16 APU
18300 80 01	CCCF=73372	11-160	AFL/GosNII GA	mfd	10110105	completed 13apr66; first aircraft without antenna on top of the fuselage; completed check trials 30jun66;
	CCCP-75572	II-18D	AFL/Far East-KHV	toc	26apr76	89 pax configuration CofR 15may67 renewal; f/n LED 11aug75
	CCCP-75572 CCCP-75572	II-18D II-18D	AFL/KrasnoyarKJA AFL/Kazakhstan-KGF	trf trf	06mar79 04jun81	
	CCCP-75572 CCCP-75572	II-18D II-18D	AFL/TurkmenisASB AFL/KrasnoyarKJA	trf trf	10aug84 07dec86	arrived ARZ No. 402 GA at Bykovo for last overhaul 04dec86 with t/t 34,404 hours
10500.00.00	CCCP-75572	II-18D	AFL/Domodedovo	trf	03jan89	soc 11oct89 as life-time expired; canx 24oct89; I/n DME 15mar90
18500 80 02	CCCP-75573 CCCP-75573	Il-18V Il-18V	AFL/Far East AFL/Turkmenistan	mfd trf	16feb65 16mar84	toc 28feb65; rgd 15mar65; 89 pax configuration arrived ARZ No. 402 GA at Bykovo 19oct84 for last overhaul and converted to ambulance configuration;
40500.00.00	0000 75504	1.401				used for Soviet Army Group in Afghanistan; soc 21sep85 as life-time expired; t/t 39,989 hours and 15,640 cycles
18500 80 03	CCCP-75591	II-18V	Soviet AF/AFL c/s	mfd	04jun65	f/n DEL 28feb67; new CofR issued 20dec73; l/n Sperenberg 17dec78; opb 150 osap at Ulan-Ude- Vostochny in 1979/92; arrived ARZ No. 402 GA at Bykovo for its last overhaul there 18sep84; t/t 6,572
	RA-75591	II-18V	Russian AF/AFL c/s	BAX	24jul00	hours and 4,650 cycles as of 01jna86 c/n checked on photo; opb operativnaya gruppa VTA in the Far East in 1993/97; seen Ulan-Ude-Vostochny
	RF-91821	II-18V	Russian Air Force	Pus	12dec11	25nov06; l/n Pushkin 29apr11, awaiting overhaul opb 390 otsap at SVX; in basic Aeroflot c/s, no titles; w/o 19dec16 on the leg from Kansk to Tiksi of a
						flight from Yekaterinburg to Tiksi during the polar night when deviated from the approach pattern and
						dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a
18500 80 04	CCCP-75575	II-18V	AFL/Uzbekistan-TAS	mfd	20feb65	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously)
18500 80 04	CCCP-75575	II-18V	AFL/Uzbekistan-TAS	mfd	20feb65	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) toc 03mar65; rgd 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side
						dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) toc 03mar65; rg 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77
18500 80 04 18500 80 05	CCCP-75575 CCCP-75576 CCCP-75576	II-18V II-18V II-18V	AFL/Uzbekistan-TAS AFL/Far East AFL/Krasnoyarsk	mfd mfd trf	20feb65 27feb65 31dec79	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) toc 03mar65; rg 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rg 01apr65; 90 pax configuration arrived ARZ No. 402 CA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time
	CCCP-75576	II-18V	AFL/Far East	mfd	27feb65	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) toc 03mar65; rgd 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rgd 01apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rgd 19may65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo
18500 80 05 18500 81 01	CCCP-75576 CCCP-75576 CCCP-75577	II-18V II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK	mfd trf mfd	27feb65 31dec79 18mar65	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) toc 03mar65; rgd 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rgd 01apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rgd 19may65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo may79 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles
18500 80 05	CCCP-75576 CCCP-75576	Il-18V Il-18V	AFL/Far East AFL/Krasnoyarsk	mfd trf	27feb65 31dec79	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) to c 03mar65; rg 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rg 01apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rg 01amay65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo may79 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 28mar65; rg 031may65; 89 pax configuration; f/n AER 30jun70; dbr 16oct70 when an engine failed inflight and the aircraft made an emergency landing at Simferopol, overran the runway and suffered
18500 80 05 18500 81 01	CCCP-75576 CCCP-75576 CCCP-75577	II-18V II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK	mfd trf mfd	27feb65 31dec79 18mar65	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) toc 03mar65; rg 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rg 01apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo O6jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rg 01amay65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo may79 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 28mar65; rg 01may65; 90 pax configuration; f/n AER 30jun70; dbr 16oct70 when an engine failed in- flight and the aircraft made an emergency landing at Simferopol, overran the runway and suffered substantial damage, no casualties; soc 31dec70; t/t 8,995 hours and 4,206 cycle toc 27mar65; rg 018may65; 90 pax configuration; f/n DME 19ay25; l/n SKD 29oct77; arrived ARZ No.
18500 80 05 18500 81 01 18500 81 02	CCCP-75576 CCCP-75576 CCCP-75577 CCCP-75578 CCCP-75579	II-18V II-18V II-18V II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Armenia-EVN AFL/Uzbekistan	mfd trf mfd mfd	27feb65 31dec79 18mar65 19mar65 19mar65	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) toc 03mar65; rg 01 lapr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rg 01apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rg 01may65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo may79 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 28mar65; rg 01smay65; 89 pax configuration; f/n AER 30jun70; dbr 16oct70 when an engine failed in- flight and the aircraft made an emergency landing at Simferopol, overran the runway and suffered substantial damage, no casualties; soc 31dec70; t/t 8,995 hours and 4,206 cycle toc 27mar65; rg 018may65; 90 pax configuration; f/n DME 19aug75; l/n SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 01oct79 for last overhaul; converted to II-18Gr 04jan80 with t/t 34,993 hours and 13,212 cycles
18500 80 05 18500 81 01 18500 81 02 18500 81 03	CCCP-75576 CCCP-75576 CCCP-75577 CCCP-75578 CCCP-75579 CCCP-75579	II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Armenia-EVN AFL/Uzbekistan AFL/Leningrad	mfd trf mfd mfd trf	27feb65 31dec79 18mar65 19mar65 19mar65 25jan80	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) toc 03mar65; rg 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rg 01apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rg 01may65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo may79 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 28mar65; rg 01may65; 89 pax configuration; f/n AER 30jun70; dbr 16oct70 when an engine failed in- flight and the aircraft made an emergency landing at Simferopol, overran the runway and suffered substantial damage, no casualties; soc 31dec70; t/t 8,995 hours and 4,206 cycle toc 27mar65; rg 018may65; 90 pax configuration; f/n DME 19aug75; l/n SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 01oct79 for last overhaul; converted to 11-18Gr 04jan80 with t/t 34,993 hours and 13,215 cycles soc 17jan83 and canx same date; t/t 39,992 hours and 14,763 cycles; was preserved at Istra; later moved to the old Moscow-Kashira road and used as a café, seen sep94
18500 80 05 18500 81 01 18500 81 02	CCCP-75576 CCCP-75576 CCCP-75577 CCCP-75578 CCCP-75579	II-18V II-18V II-18V II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Armenia-EVN AFL/Uzbekistan	mfd trf mfd mfd	27feb65 31dec79 18mar65 19mar65 19mar65	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) to 03mar65; rgd 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rgd 01apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rgd 19may65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo may79 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 28mar65; rgd 31may65; 89 pax configuration; f/n AER 30jun70; dbr 16oct70 when an engine failed in- flight and the aircraft made an emergency landing at Simferopol, overant the runway and suffered substantial damage, no casualties; soc 31dec70; t/t 8,995 hours and 4,206 cycle toc 27mar65; rgd 18may65; 90 pax configuration; f/n DME 19aug75; l/n SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 01oct79 for last overhaul; converted to II-18Gr 04jan80 with t/t 34,993 hours and 13,215 cycles soc 17jan83 and canx same date; t/t 39,992 hours and 14,763 cycles; was preserved at Istra; later moved to the old Moscow-Kashira road and used as a cafe, seen sep94 still with old antenna initially; f/n BQH 14may65; l/n aBIU 25jun677 f/n ZRH apr69; l/n 05 cot71; w/o 21dec71 on a flight from Sofia to Algiers when crashed shortly after f/n ZRH apr69; l/n 05 cot71; w/o 21dec71 on a flight from Sofia to Algiers
18500 80 05 18500 81 01 18500 81 02 18500 81 03	CCCP-75576 CCCP-75577 CCCP-75577 CCCP-75579 CCCP-75579 CCCP-75579 LZ-BES LZ-BES LZ-BES LZ-BEP	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Armenia-EVN AFL/Uzbekistan AFL/Uzbekistan AFL/Leningrad TABSO Bulair TABSO	mfd trf mfd mfd trf trf mfd trf	27feb65 31dec79 18mar65 19mar65 19mar65 25jan80 14mar65 1968 15may65	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) to 03mar65; rg 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rg 01apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo O6jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rg 01amay65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo O6jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,346 cycles toc 26mar65; rg 01amay65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo May79 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 28mar65; rg 031may65; 90 pax configuration; f/n DME 19ay75; JN when an engine failed in-flight and the aircraft made an emergency landing at Simferopol, overran the runway and suffered substantial damage, no casulties; soc 31dec70; t/t 8,995 hours and 4,206 cycle toc 27mar65; rg 018may65; p0 pax configuration; f/n DME 19ag75; JN SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 01oct79 for last overhaul; converted to II-18Gr 04jan80 with t/t 34,993 hours and 13,215 cycles soc 17jan83 and canx same date; t/t 39,992 hours and 14,763 cycles; was preserved at Istra; later moved to the old Moscow-Kashira road and used as a café, seen sep94 still with old antenna initially; fin BOH 14may65; l/n BBU 25jun67 f/n Z
18500 80 05 18500 81 01 18500 81 02 18500 81 03 18500 81 04	CCCP-75576 CCCP-75577 CCCP-75578 CCCP-75579 CCCP-75579 LZ-BES LZ-BES	II-18V II-18V II-18V II-18V II-18V II-18Gr II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Armenia-EVN AFL/Leningrad TABSO Bulair	mfd trf mfd mfd trf trf	27feb65 31dec79 18mar65 19mar65 19mar65 25jan80 14mar65 1968	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) to 03mar65; rg 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rg 01apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rg 01apr65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 26mar65; rg 01amay65; 90 pax configuration; f/n AER 30jun70; dbr 16oct70 when an engine failed inflight and the aircraft made an emergency landing at Simferopol, overran the runway and suffered substantial damage, no casualties; soc 31dec70; t/t 8,995 hours and 4,206 cycle toc 27mar65; rg 01Bmay65; 09 pax configuration; f/n DME 19aug75; l/n SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 01oct79 for last overhaul; converted to II-18Gr 04jan80 with t/t 34,993 hours and 13,312 cycles soc 13jan83 and canx same date; t/t 39,992 hours and 14,763 cycles; was preserved at Istra; later moved to the old Moscow-Kashira road and used as café, seen sep94 still with old antenna initially; f/n BQH 14may65; l/n BBU 25jun67 f/n ZRH apr69; l/n SDF 0ct71; w/o 21dec71 on a flight from Sofia to Algiers when crashed shortly after take-off, seen LTN 05jul69, arrived ARZ No. 402 GA at Bykovo 13oct81 for last overhaul with t/t 33,103 hours; was operated
18500 80 05 18500 81 01 18500 81 02 18500 81 03 18500 81 04 18500 81 05	CCCP-75576 CCCP-75577 CCCP-75578 CCCP-75579 CCCP-75579 CCCP-75579 LZ-BES LZ-BES LZ-BEP LZ-BEP	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Armenia-EVN AFL/Leningrad TABSO Bulair TABSO Balkan	mfd trf mfd mfd trf mfd trf mfd trf	27feb65 31dec79 18mar65 19mar65 19mar65 25jan80 14mar65 1968 15may65 01apr68	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) to 03mar65; rg 010arf65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rg 01apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rg 01 sup o6 jul 2,13,57 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 26mar65; rg 013may65; 89 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo may79 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 27mar65; rg 018may65; 90 pax configuration; f/n AER 30jun70; dbr 16oct70 when an engine failed inflight and the aircraft made an emergency landing at Simferopol, overran the runway and suffered substantial damage, no casualties; soc 31dec70; t/t 8,995 hours and 4,206 cycle toc 27mar65; rg 018may65; 90 pax configuration; f/n DME 19aug75; l/n SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 01oct79 for last overhaul; converted to I1-18Gr 04jan80 with t/t 34,993 hours and 13,215 cycles soc 17jan83 and canx same date; t/t 39,992 hours and 14,763 cycles; was preserved at Istra; later moved to the old Moscow-Kashira road and used as a cafe, seen sep34 still with old antenna initially; f/n BQH 14may65; l/n BBU 25jun67 f/n ZRH apr69; l/n SOF oct71; w/o 21dec71 on a flight from Sofa to Algiers when crashed sho
18500 80 05 18500 81 01 18500 81 02 18500 81 03 18500 81 04	CCCP-75576 CCCP-75577 CCCP-75577 CCCP-75579 CCCP-75579 CCCP-75579 LZ-BES LZ-BES LZ-BES LZ-BEP	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Armenia-EVN AFL/Uzbekistan AFL/Uzbekistan AFL/Leningrad TABSO Bulair TABSO	mfd trf mfd mfd trf trf mfd trf	27feb65 31dec79 18mar65 19mar65 19mar65 25jan80 14mar65 1968 15may65	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) to 0.3m arc5; rg 0.1apr65; 90 pax configuration; dbr 300ct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rg 0.0arc 65, rg 0.0arc 60, rg 0.0arc 60, rg 0.0arc 60, rg 0.0arc 65, rg 0.0arc 65, rg 0.0arc 60, rg 0.0arc 60, rg 0.0arc 65, rg 0.0arc 61, rg 0.0arc 60, rg 0.0arc 61, rg 0.0arc 65, rg 0.0arc 61, rg 0.0arc 60, rg 0.0arc 61, rg 0.0arc 65, rg 0.0arc 61, rg 0
18500 80 05 18500 81 01 18500 81 02 18500 81 03 18500 81 04 18500 81 05	CCCP-75576 CCCP-75577 CCCP-75577 CCCP-75579 CCCP-75579 CCCP-75579 LZ-BES LZ-BES LZ-BEP LZ-BEP LZ-BEP	II-18V II-18V II-18V II-18V II-18V II-18Gr II-18V II-18V II-18V II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Armenia-EVN AFL/Uzbekistan AFL/Leningrad TABSO Bulair TABSO Balkan	mfd trf mfd mfd trf mfd trf mfd trf	27feb65 31dec79 18mar65 19mar65 19mar65 25jan80 14mar65 1968 15may65 01apr68 29may65	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) to 03mar65; rg 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rg 01apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo O6jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rg 01amay65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo O6jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rg 01amay65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo may79 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 28mar65; rg 031may65; 90 pax configuration; f/n DME 19aug75; l/n SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 01oct79 for last overhaul; converted to II-18Gr 04jan80 with t/t 34,993 hours and 13,215 cycles soc 17jan83 and canx same date; t/t 39,992 hours and 14,763 cycles; was preserved at Istra; later moved to the old Moscow-Kashira road and used as a café, seen sep94 still with old antenna initially; fin BOH 14may65; l/n BBU 25jun67 f/n ZRH apr69; l/n SOF otc71; w/o 21dec71 on a flight from Sofia to Algiers when crashed shortly after take-off, 2 of the 11 crew and 26 of the 62 passengers kille(t; t/t 10,902 hours and 4,322 cycles still with old antenna initially; photo CPH 01sep65; l/n LHR 16mar68 r
18500 80 05 18500 81 01 18500 81 02 18500 81 03 18500 81 04 18500 81 05	CCCP-75576 CCCP-75577 CCCP-75577 CCCP-75579 CCCP-75579 CCCP-75579 LZ-BES LZ-BES LZ-BEP LZ-BEP LZ-BEP	II-18V II-18V II-18V II-18V II-18V II-18Gr II-18V II-18V II-18V II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Armenia-EVN AFL/Uzbekistan AFL/Leningrad TABSO Bulair TABSO Balkan	mfd trf mfd mfd trf mfd trf mfd trf	27feb65 31dec79 18mar65 19mar65 19mar65 25jan80 14mar65 1968 15may65 01apr68 29may65	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) to 03mar65; rg 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rg 01apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rg d19may65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 26mar65; rg d13may65; 90 pax configuration; f/n DME 1907; arrived ARZ No. 402 GA at Bykovo may79 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 27mar65; rg d18may65; 90 pax configuration; f/n DME 19aug75; /n SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 01oct79 for last overhaul; converted to II-18Gr 04jan80 with t/t 34,993 hours and 13,312 cycles. Soc 17jan83 and canx same date; t/t 39,992 hours and 14,763 cycles; was preserved at Istra; later moved to the lold Moscow-Kashira road and used as cafe, seen sep94 still with old antenna initially; find DH 14may65; l/n BMU 25jun67 f/n ZRH apr69; l/n SCO 10ct71; w/o 21dec71 on a flight from Sofia to Algiers when crashed shortly after take-off, seen ITN 05jul69, arrived ARZ No. 402 GA at Bykovo 13oct81 for last overhaul with t/t 33,103 hours; was operated as a Cargo aircraft MST jul83; dbt 16jun84 at Sanaa, touched do
18500 80 05 18500 81 01 18500 81 02 18500 81 03 18500 81 04 18500 81 05 18500 82 01	CCCP-75576 CCCP-75577 CCCP-75578 CCCP-75579 CCCP-75579 CCCP-75579 LZ-BES LZ-BES LZ-BEP LZ-BEP LZ-BEP LZ-BEV LZ-BEV	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Armenia-EVN AFL/Leningrad TABSO Bulair TABSO Balkan TABSO Balkan	mfd trf mfd mfd trf mfd trf trf trf	27feb65 31dec79 18mar65 19mar65 25jan80 14mar65 1968 15may65 01apr68 29may65 01apr68	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) to 03mar65; rg 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rg 01apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rg d19may65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo may79 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 28mar65; rg d18may65; 90 pax configuration; f/n DME 1917; arrived ARZ No. 402 GA at Bykovo may79 for last overhaul with t/t 31,037 hours; soc 19jan81 as life-time expired; t/t 34,957 hours and 13,216 cycles toc 27mar65; rg d18may65; 90 pax configuration; f/n DME 19aug75; l/n SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 10ct79 for last overhaul; converted to II-18Gr 04jan80 with t/t 34,993 hours and 13,215 cycles soc 17jan83 and canx same date; t/t 39,992 hours and 14,763 cycles; was preserved at Istra; later moved to the old Moscow-Kashira road and used as a café, seen sep94 still with old antenna initially; phot CHH 01sep65; l/n LHR 16mar68 renawed down nose gear first and buonced four times, overran the end of the runway before coming to rest, all twelve passengers and six crew survived df d11jun65; still with old antenna initially; seen VIE 12jun67 renamed; seen LTN 05jul69, arrived ARZ No. 402 GA at Bykovo
18500 80 05 18500 81 01 18500 81 02 18500 81 03 18500 81 04 18500 81 05 18500 82 01	CCCP-75576 CCCP-75577 CCCP-75578 CCCP-75579 CCCP-75579 LZ-BES LZ-BES LZ-BEP LZ-BEP LZ-BEP LZ-BEV LZ-BEV CCCP-75580 CCCP-75582	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Urals-CEN AFL/Leningrad TABSO Bulair TABSO Balkan TABSO Balkan AFL/Far East-KHV AFL/Far East	mfd trf mfd mfd trf mfd trf mfd trf mfd trf	27feb65 31dec79 18mar65 19mar65 25jan80 14mar65 15may65 01apr68 29may65 01apr68 28apr65 31may65	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) to 0.3mar65; rg 0.1apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rg 0.1apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rg d 13may65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo may79 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 28mar65; rg d 31may65; 89 pax configuration; f/n DME 19170; dbr 16oct70 when an engine failed inflight and the aircraft made an emergency landing at Simferopol, overran the runway and suffered substantial damage, no casualties; soc 31dec70; t/t 8,995 hours and 4,206 cycle toc 27mar65; rg d 18may65; 90 pax configuration; f/n DME 19aug75; l/n SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 01oct79 for last overhaul; converted to 11-l8Gr 04jan80 with t/t 34,993 hours and 13,215 cycles soc 17jan83 and canx same date; t/t 39,992 hours and 14,763 cycles; was preserved at Istra; later moved to the old Moscow-Kashira road and used as a cafe, seen sep94 still with old antenna initially; photo CH 01sep65; l/n LHR 16mar68 renames (seen LTN 05)ul69, arrived ARZ No. 402 GA at Bykovo 23nov84 for last overhaul with t/t 33,103 hours; was operated as a Cargo aircraft MST jul83; dbr 16jun84 at Sanaa, touched down nose gear fir
18500 80 05 18500 81 01 18500 81 02 18500 81 03 18500 81 04 18500 82 01 18500 82 02 18500 82 02	CCCP-75576 CCCP-75577 CCCP-75578 CCCP-75579 CCCP-75579 LZ-BES LZ-BES LZ-BES LZ-BEP LZ-BEP LZ-BEV LZ-BEV LZ-BEV LZ-BEV	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Urals-CEN AFL/Leningrad TABSO Bulair TABSO Balkan TABSO Balkan AFL/Far East-KHV AFL/Far East	mfd trf mfd mfd trf mfd trf mfd trf mfd trf	27feb65 31dec79 18mar65 19mar65 25jan80 14mar65 1968 15may65 01apr68 29may65 01apr68 28apr65	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) to 0.3m rofs; rg 0.1apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rg 0.1apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rg d13may65; 90 pax configuration; t/n DME 1977; arrived ARZ No. 402 GA at Bykovo may79 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 22mar65; rg d13may65; 89 pax configuration; t/n AER 30jun70; dbr 16oct70 when an engine failed inflight and the aircraft made an emergency landing at Simferopol, overran the runway and suffered substantial damage, no casualties; soc 31dec70; t/t 8,995 hours and 4,206 cycle toc 27mar65; rg d18may65; 90 pax configuration; f/n DME 19aug75; l/n SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 010ct79 for last overhaul; converted to II-18Gr 04jan80 with t/t 34,993 hours and 13,215 cycles soc 10 cc 17jan83 and canx same date; t/t 39,992 hours and 14,763 cycles; was preserved at Istra; later moved to the old Moscow-Kashira road and used as a cafe, seen sep34 still with old antenna initially; photo CPH 01sep65; l/n LRH 16mar68 renamed; seen LTN 05jul69, arrived ARZ No. 402 GA at Bykovo 13oct81 for last overhaul with t/t 33,103 hours; was operated as a Cargo aircraft MST jul83; dbr 16jun84 at Sanaa, touched down nose g
18500 80 05 18500 81 01 18500 81 02 18500 81 03 18500 81 04 18500 81 05 18500 82 01	CCCP-75576 CCCP-75577 CCCP-75578 CCCP-75579 CCCP-75579 CCCP-75579 LZ-BES LZ-BES LZ-BEP LZ-BEP LZ-BEP CCCP-75580 CCCP-75582 CCCP-75582	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Urals-CEN AFL/Leningrad TABSO Bulair TABSO Balkan TABSO Balkan AFL/Far East-KHV AFL/Far East	mfd trf mfd mfd trf mfd trf mfd trf mfd trf	27feb65 31dec79 18mar65 19mar65 25jan80 14mar65 1968 15may65 01apr68 28apr65 31may65 11jan80	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriousi)) toc 03mar65; rg0 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rg0 1apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rgd 31may65; 80 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo may79 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 27mar65; rgd 31may65; 80 pax configuration; f/n AER 30jun70; dbr 16oct70 when an engine failed inflight and the aircraft made an emergency landing at Simferpol, overran the runway and suffered to substantia damage, no casualties; soc 31dec70; t/t 8,995 hours and 4,206 cycle toc 27mar65; rgd 18may65; 90 pax configuration; f/n DME 19aug75; l/n SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 01oct79 for last overhaul; f/n BQH 14may65; l/n BBU 25jun67 f/n ZRH apr69; l/n SO cot71; w/o 21dec71 on a flight from Sofia to Algiers when crashed shortly after take-off, 2 of the 11 crew and 26 of the 62 passengers killed; t/t 10,902 hours and 4,322 cycles still with old antenna initially; f/n BQH 14may65; l/n BBU 25jun67 f/n ZRH apr69; l/n SOF oct71; w/o 21dec71 on a flight from Sofia to Algiers when crashed shortly after take-off, 2 of the 11 crew and 26 of the 62 passengers killed; t/t 10,902 hours and 4,322 cycles to the
18500 80 05 18500 81 01 18500 81 02 18500 81 03 18500 81 04 18500 82 01 18500 82 02 18500 82 02	CCCP-75576 CCCP-75577 CCCP-75578 CCCP-75579 CCCP-75579 LZ-BES LZ-BES LZ-BEP LZ-BEV LZ-BEV LZ-BEV CCCP-75580 CCCP-75582 CCCP-75582	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Armenia-EVN AFL/Leningrad TABSO Bulair TABSO Balkan TABSO Balkan AFL/Far East-KHV AFL/Far East AFL/Far East AFL/Krasnoyarsk Chosonminhang	mfd trf mfd mfd trf mfd trf mfd trf mfd trf mfd	27feb65 31dec79 18mar65 19mar65 25jan80 14mar65 1968 15may65 01apr68 28apr65 28apr65 31may65 11jan80 17jun65	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriousiy) toc 03mar65; rg0 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rg0 01apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rgd 13may65; 89 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo 05jul81 with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles to 23mar65; rgd 13may65; 89 pax configuration; f/n AER 30jun70; dbr 16oct70 when an engine failed in-flight and the aircraft made an emergency landing at Sinferpool, overran the runway and suffered to substantial damage, no casualties; soc 31dec70; t/t 8,995 hours and 4,206 cycle toc 27mar65; rgd 18may65; 90 pax configuration; f/n DME 19aug75; 1/n SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 10ct79 for last overhaul; converted to 11-18Gr 04jan80 with t/t 34,993 hours and 13,215 cycles soc 10dcr70; t/t 8,995 hours and 14,763 cycles; was preserved at Istra; later moved to the old Moscow-Kashira road and used as a café, seen sep94 still with old antenna initially; f/n GV1 4may65; l/n BBU 25jun67 f/n 2KH apr69; l/n SOF oct71; w/v 0.21dec71 on a flight from Sofia to Algiers when crashed shortly after take-off, 2cf the 11 crew and 26 of the 62 passengers killed; t/t 10,902 hours and 4,322 cycles still with old antenna initially; see
18500 80 05 18500 81 01 18500 81 02 18500 81 03 18500 81 04 18500 82 01 18500 82 02 18500 82 02	CCCP-75576 CCCP-75577 CCCP-75578 CCCP-75579 CCCP-75579 LZ-BES LZ-BES LZ-BEP LZ-BEP LZ-BEV LZ-BEV CCCP-75580 CCCP-75582 CCCP-75582 S36 P-836	II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Urals-CEN AFL/Leningrad TABSO Bulair TABSO Balkan TABSO Balkan AFL/Far East-KHV AFL/Far East-KHV AFL/Far East AFL/Krasnoyarsk Chosonminhang Chosonminhang	mfd trf mfd mfd trf mfd trf mfd trf mfd trf mfd trf	27feb65 31dec79 18mar65 19mar65 25jan80 14mar65 15may65 01apr68 28apr65 31may65 11jan80 17jun65 10jun83	droped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) toc 03mar65; rgd 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rgd 01apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rgd 19may65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo 15,126 cycles toc 27mar65; rgd 13may65; 89 pax configuration; f/n AER 30jun70; dbr 16oct70 when an engine failed in- flight and the aircraft made an emergency landing at Simferopol, overran the runway and suffered substantial damage, no casualties; soc 31dec70; t/t 8,995 hours and 4,206 cycle toc 27mar65; rgd 18may65; 90 pax configuration; f/n DME 1920r3; I/n SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 01oct79 for last overhaul; converted to II-18Gr 04jan80 with t/t 34,993 hours and 31,215 cycles soc 17jan83 and canx same date; t/t 39,992 hours and 14,763 cycles; was preserved at Istra; later moved to the old Moscow-Kashira road and used as a cafe, seen sep44 still with old antenna initially; f/n BQH 14may65; l/n BBU 25jun67 f/n ZRH apr69; l/n SOF oct71; w/o 21dec71 on a flight from Sofia to Algiers when crashed shortly after take-off, 2 of the 11 crew and 26 of the 62 passengers killed; t/t 10,902 hours and 4,322 cycles still with old antenna initially; shoto CPH 01sep5; l/n LHR 16mar68 renamed; seen
18500 80 05 18500 81 01 18500 81 02 18500 81 03 18500 81 04 18500 81 05 18500 82 01 18500 82 02 18500 82 03 18500 82 04	CCCP-75576 CCCP-75577 CCCP-75578 CCCP-75579 CCCP-75579 CCCP-75579 LZ-BES LZ-BES LZ-BEP LZ-BEP LZ-BEV CCCP-75580 CCCP-75580 CCCP-75582 S36 P-836 P-836 CCCP-75583	II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Urals-CEN AFL/Leningrad TABSO Bulair TABSO Balkan TABSO Balkan AFL/Far East-KHV AFL/Far East-KHV AFL/Far East Chosonminhang Chosonminhang Chosonminhang AFL/Vzbekistan AFL/Uzbekistan	mfd trf mfd mfd trf mfd trf mfd trf mfd trf mfd trf mfd trf mfd trf	27feb65 31dec79 18mar65 19mar65 25jan80 14mar65 15may65 01apr68 29may65 01apr68 28apr65 31may65 11jan80 17jun65 10jun83 jan93 31may65 30jan81	droped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) toc 03mar65; rgd 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toc 11mar65; rgd 01apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rgd 19may65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo may70 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 27mar65; rgd 13may65; 89 pax configuration; f/n AER 30jun70; dbr 16oct70 when an engine failed in- flight and the aircraft made an emergency landing at Simferopol, overran the runway and suffered substantial damage, no casualties; soc 31dec70; t/t 8,995 hours and 4,206 cycle toc 27mar65; rgd 18may65; 90 pax configuration; f/n DME 19aug75; 1/n SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 01oct79 for last overhaul; converted to 11-18Gr 04jan80 with t/t 34,993 hours and 31,215 cycles soc 17jan83 and canx same date; t/t 39,992 hours and 14,763 cycles; was preserved at Istra; later moved to the old Moscow-Kashira road and used as a cafe, seen sep44 still with old antenna initially; fn BQH 14may65; 1/n BBU 25jun67 f/n ZRH apr69; 1/n SGF oct71; w/o 21dec71 on a flight from Sofia to Algiers when crashed shortly after take-off, 2 of the 11 crew and 26 of the 62 passengers killed; t/t 10,902 hou
18500 80 05 18500 81 01 18500 81 02 18500 81 03 18500 81 04 18500 82 01 18500 82 02 18500 82 03 18500 82 04 18500 82 05 18500 83 01	CCCP-75576 CCCP-75577 CCCP-75578 CCCP-75579 CCCP-75579 CCCP-75579 LZ-BES LZ-BES LZ-BEP LZ-BEP LZ-BEP CCCP-75580 CCCP-75582 CCCP-75582 S36 P-836 P-836 CCCP-75583 YR-IMH	II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Urals-CEN AFL/Leningrad TABSO Bulair TABSO Balkan TABSO Balkan AFL/Far East-KHV AFL/Far East-KHV AFL/Far East-KHV Chosonminhang Chosonminhang Chosonminhang AFL/Uzbekistan AFL/Uzbekistan AFL/West Siberia TAROM	mfd trf mfd mfd trf mfd trf mfd trf mfd trf mfd trf mfd svO SXF mfd trf	27feb65 31dec79 18mar65 19mar65 25jan80 14mar65 15may65 01apr68 28apr65 31may65 11jan80 17jun65 10jun83 jan93 31may65 30jan81 02jul65	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered bill (392 metres) in the tundra 31 km north-west of Tiks airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) to 03mar65; rgd 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong toc 11mar65; rgd 01apr65; 90 pax configuration arrived AR2 No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles toc 26mar65; rgd 19may65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo may79 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 27mar65; rgd 13may65; 89 pax configuration; f/n AER 30jun70; dbr 16oct70 when an engine failed in- flight and the aircraft made an emergency landing at Simferopol, overran the runway and suffered substantial damage, no casualties; soc 31dec70; t/t 8,995 hours and 4,206 cycle toc 27mar65; rgd 13may65; 90 pax configuration; f/n DME 19aug75; l/n SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 01oct79 for last overhaul; converted to 11-18Gr 04jan80 with t/t 34,993 hours and 13,215 cycles soc 17jan83 and canx same date; t/t 39,992 hours and 14,763 cycles; was preserved at Istra; later moved to the old Moscow-Kashira road and used as a café, seen sep4 still with old antenna initially; f/n BQH 14may65; l/n BBU 25jun67 /n ZRH apr69; l/n SOF or271; w/o 21dec71 on a flight from Sofa to Algiers when crashed shortly after take-off, 2 of the 11 crew and 26 of the 62 passengers killed; t/t 10,902 hours and 4,322 cycles still with old antenna initially; seen VIE 12jun67 renamed; seen LTW 05jul69, arrived ARZ No. 402 GA at Bykovo 13oct81 for last overhaul with t/t 33,103 hours; was operated as a Cargo aircraft MST jul83; dbr 16jun84
18500 80 05 18500 81 01 18500 81 02 18500 81 03 18500 81 04 18500 81 05 18500 82 01 18500 82 02 18500 82 03 18500 82 04	CCCP-75576 CCCP-75577 CCCP-75578 CCCP-75579 CCCP-75579 CCCP-75579 LZ-BES LZ-BES LZ-BEP LZ-BEP LZ-BEV CCCP-75580 CCCP-75580 CCCP-75582 S36 P-836 P-836 CCCP-75583	II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Urals-CEN AFL/Laningrad TABSO Bulair TABSO Balkan TABSO Balkan AFL/Far East-KHV AFL/Far East-KHV AFL/Far East Chosonminhang Chosonminhang Chosonminhang AFL/Vzbekistan AFL/Uzbekistan	mfd trf mfd mfd trf mfd trf mfd trf mfd trf mfd trf mfd trf mfd trf	27feb65 31dec79 18mar65 19mar65 25jan80 14mar65 15may65 01apr68 29may65 01apr68 28apr65 31may65 11jan80 17jun65 10jun83 jan93 31may65 30jan81	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi alropprt, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously) to 03mar65; rgd 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 to 11mar65; rgd 01apr65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo may78 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 28mar65; rgd 11may65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo may78 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toc 27mar65; rgd 11may65; 90 pax configuration; f/n DME 1970; dbr 16oct70 when an engine failed in- flight and the aircraft made an emergency landing at Simferopol, overran the runway and suffered substantial damage, no casualties; soc 31dec70; t/t 8,995 hours and 4,206 cycle toc 27mar65; rgd 11may65; 90 pax configuration; f/n DME 19aug75; l/n SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 01oct79 for last overhaul; converted to II-186r 04jan80 with t/t 34,993 hours and 13,215 cycles soc 13jan83 and canx same date; t/t 39,992 hours and 14,763 cycles; was preserved at Istra; later moved to the old Moscow-Kashira road and used as a cafe, seen sep94 still with old antenna initially; fin b0L Hamy65; l/n BBU 25jun67 f/n ZRH apr69; l/n SOF oct71; w/o 21dec71 on a flight from Sofa to Algiers when crashed shortly after take-off; 2 of the 11 crew and 26 of the 62 passengers killed; t/t 1
18500 80 05 18500 81 01 18500 81 02 18500 81 03 18500 81 04 18500 82 01 18500 82 02 18500 82 03 18500 82 04 18500 82 05 18500 83 01	CCCP-75576 CCCP-75577 CCCP-75578 CCCP-75579 CCCP-75579 CCCP-75579 LZ-BES LZ-BES LZ-BEP LZ-BEP LZ-BEP CCCP-75580 CCCP-75582 CCCP-75582 S36 P-836 P-836 CCCP-75583 YR-IMH	II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Urals-CEN AFL/Leningrad TABSO Bulair TABSO Balkan TABSO Balkan AFL/Far East-KHV AFL/Far East-KHV AFL/Far East-KHV Chosonminhang Chosonminhang Chosonminhang AFL/Uzbekistan AFL/Uzbekistan AFL/West Siberia TAROM	mfd trf mfd mfd trf mfd trf mfd trf mfd trf mfd trf mfd svO SXF mfd trf	27feb65 31dec79 18mar65 19mar65 25jan80 14mar65 15may65 01apr68 28apr65 31may65 11jan80 17jun65 10jun83 jan93 31may65 30jan81 02jul65	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a now-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 parsengers injured (16 of them seriously) toe 03mar65; rgd 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhut; Ut 26,578 hours and 10,114 cycles; soc 28mar77 toe 11mar65; rgd 01apr65; 90 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo 602 Gmar65; rgd 11may65; 89 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo may79 for last overhaul with t/t 31,375 hours; soc 19jan81 as life-time expired; Ut 34,557 hours and 15,126 cycles toc 28mar65; rgd 11may65; 89 pax configuration; f/n AER 30jun70; dbr 16oct70 when an engine failed in- flight and the aircraft made an emergency landing at Simferopol, overran the runway and suffered toc 28mar65; rgd 11may65; 90 pax configuration; f/n DME 19aug75; /n SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 10ct79 for last overhaul; converted to II-18Gr 04jan80 with t/t 34,993 hours and 13,215 cycles soc 13jna83 and canx same date; t/t 39,992 hours and 14,763 cycles; was preserved at Istra; later moved to the old Moscow-Kashira road and used as a cafe, seen sep94 still with old antenna initially; fh BQH 14may65; I/n BBU 25jun67 f/n ZRH apr69; I/n SOF od71; w/o 21dec71 on a flight from Sofia to Algiers when crashed shortly after take-off, 2 of the 11 crew and 26 of the 20 passengers killed; t/t 10,902 hours and 4,322 cycles still with old antenna initially; fbr0b CPH 01sep65; I/n LHR 16mar68 renamed; seen LTN 05jul69, arrived ARZ No. 402 GA at Bykovo 2130x64 for last overhaul with t/t 33,103
18500 80 05 18500 81 01 18500 81 02 18500 81 03 18500 81 04 18500 81 05 18500 82 01 18500 82 02 18500 82 03 18500 82 04 18500 82 05 18500 83 01 18500 83 02	СССР-75576 СССР-75577 СССР-75577 СССР-75579 СССР-75579 СССР-75579 ЦZ-BES ЦZ-BES ЦZ-BEP ЦZ-BEV ЦZ-BEV СССР-75580 СССР-75582 СССР-75582 836 Р-836 Р-836 СССР-75583 КССР-75583 КССР-75583 КА-100	II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Urals-CEK AFL/Urals-CEN AFL/Leningrad TABSO Bulair TABSO Balkan AFL/Far East-KHV AFL/Far East-KHV AFL/Far East Chosonminhang Chosonminhang Chosonminhang AFL/Krasnoyarsk Chosonminhang AFL/Krasnoyarsk AFL/Kasnoyarsk Chosonminhang Chosonminhang AFL/Kasnoyarsk AFL/Kasnoyarsk	mfd trf mfd mfd trf mfd trf mfd trf mfd trf mfd trf mfd trf mfd trf mfd trf mfd trf	27feb65 31dec79 18mar65 19mar65 25jan80 14mar65 19ma 15may65 01apr68 28apr65 28apr65 31may65 11jan80 17jun65 10jun83 jan93 31may65 30jan81 02jul65	dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 parossengers injured (16 of them seriously) toe 03mar65; rgd 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strp was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77 toe 11mar65; rgd 01apr65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 29,623 hours and 13,446 cycles toe 26mar65; rgd 11may65; 89 pax configuration; f/n DME 1977; arrived ARZ No. 402 GA at Bykovo may79 for last overhaul with t/t 31,375 hours; soc 13jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles toe 27mar65; rgd 11may65; 89 pax configuration; f/n AER 30jun70; dbr 16oct70 when an engine failed In- flight and the aircraft made an emergency landing at Simferopol, overran the runway and suffered toe 27mar65; rgd 18may65; 90 pax configuration; f/n DME 19aug75; /n SKD 29oct77; arrived ARZ No. 402 GA at Bykovo 101cr79 for last overhaul; socrethaul; concreted to 11-18GF 04jan80 with t/t 34,993 hours and 13,215 cycles soc 17jan81 and canx same date; t/t 39,992 hours and 14,763 cycles; was preserved at Istra; later moved to the old Moscow-Kashira road and used as a cafe, seen sep94 still with old antenna initially; f/n BQH 14may65; IN BBU 25jun67 f/n ZRH apr69; I/n SOF oct71; w/o 21dec71 on a flight from Sofia to Algiers when crashed shortly after take-off, 2 of th 11 crew and 26 of the 2 passengers killed; t/t 10,902 hours and 4,322 cycles still with old antenna initially; seen VEI 21gun6

	CCCP-75585	II-18V	AFL/Far East-KHV	trf	18jul67	arrived ARZ No. 402 GA at Bykovo 29oct80 for last overhaul with t/t 32,463 hours; soc 20dec82 as life-
18500 83 05	101 (2) ? CCCP-75593 CCCP-75593	II-18V II-18V II-18V	Polish Air Force AFL/Polar AFL/Moscow-VKO	mfd toc trf	31jul65 15apr66 07feb68	time expired; t/t 34,850 hours and 13,120 cycles d/d 07aug65; leased until c/n 185008503 was delivered rgd 05may66; 89 pax configuration; f/n PER dec66
18500 84 01	CCCP-75593	II-18V II-18V	AFL/Magadan-GDX Soviet Gvt/AFL c/s	trf toc	28oct78 18aug65	arrived ARZ No. 402 GA at Bykovo 12jan81 for last overhaul with t/t 34,993 hours; soc 20jan84 as life- time expired; t/t 39,802 hours and 14,912 cycles rgd 13sep65; opb 235 OAO; 90 pax configuration; photo DEL 11jan66
18500 84 02	CCCP-75586 CCCP-75586 CCCP-75586 CCCP-75587	II-18V II-18V II-18V II-18V	AFL/Far East AFL/Krasnoyarsk AFL/Ukraine-LWO Soviet Gvt/AFL c/s	trf trf trf mfd	10aug67 10jan80 28sep83 30aug65	f/n LED 11aug75 arrived ARZ No. 402 GA at Bykovo may82 for last overhaul soc 15feb85 as life-time expired; t/t 39,999 hours and 14,400 cycles toc 07sep65; rgd 21sep65; opb 235 OAO; 89 pax configuration
18500 84 03	CCCP-75587 CCCP-75588	II-18V II-18V	AFL/West SibOVB	trf mfd	09aug67 27aug63	arrived ARZ No. 402 GA at Bykovo 07jan80 for last overhaul; soc 19feb81 as life-time expired; t/t 34,998 hours and 13,522 cycles on charge as of 01oct65; rgd 29oct65; 89 pax configuration
18500 84 04	CCCP-75588 DM-STI	II-18V II-18V	AFL/Ukraine-KBP EGAF/Interflug c/s	trf mfd	05jun67 03sep65	seen DME 06oct75; I/n VKO 18nov77; arrived ARZ No. 402 GA at Bykovo 25dec80 for last overhaul; soc 18mar83 as life-time expired; t/t 33,166 hours and 17,987 cycles mfd also given as 16oct65 from an Ilyushin OKB document; rgd 26nov65; opb STFS (redesignated TFS-29
10500 04 04	DM-STI	II-18V	Interflug	trf	24jan74	01dec65, TFS-44 01dec71 and TG-44 01jan73) modernised to an II-18D before feb76; I/n SXF 30apr80
	DDR-STI D-AOAP D-AOAP	Il-18D Il-18D Il-18D	Interflug Interflug BerLine	rgd res SXF	15nov81 03sep90 oct91	t/t 15,682 hours and 5,851 cycles from an OKB document dated 01jan86 (last overhaul in 1978) f/n SXF 02oct90; rgd 03oct90; CofK and CofA give the version as II-180; i/n SXF 24aug91 initially in basic Interflug c/s with 'Ber Line' titles; repainted in white/light grey c/s with blue cheatline and
	D-AOAP	Il-18GrM	BerLine	SXF	nov93	'Berline' titles on the fin converted to an II-18GrM (with a side cargo door), the type certificate was amended 02feb93 after installation; received additional 'Cargo' titles on the fuselage; I/n FRA 18mar94; BerLine ceased operations 31mar94
	D-AOAP RA-75554(2)	Il-18GrM Il-18GrM	German European AL Viola Avia Trans	SXF rgd	26may94 20dec95	canx 13oct95 as to Russia; I/n 14oct95 still in basic BerLine c/s with just 'Cargo' titles; delivered ex SXF 23dec95; I/n SHJ 03apr97; see c/n 184007501
	RA-75554(2)	Il-18GrM	Ramaer	rgd	16apr97	owned by Phoenix of the UAE; f/n JNB 16dec97; damaged beyond repair 17dec97 on a cargo flight from Johannesburg to Bujumbura with the MTOW exceeded when was not able to lift off and the decision to abort the take-off was taken too late so that the aircraft overran the runway, the nose gear and the left main gear collapsed, engine No. 1 broke off and the aircraft caught fire, all 4 crew members and the sole (unauthorised) passenger escaped unhurt; t/t 18,766 hours and 7,040 cycles; seen at JNB apr00 in the process of being scrapped, with the cargo door going to c/n 187010403; canx only 23nov01; version still given as II-18V in the Russian cancellation register, but this may in fact relate to c/n 184007501
18500 84 05	CCCP-75589 CCCP-75589	II-18V II-18V	AFL/International AFL/Urals-CEK	mfd trf	29oct65 19dec67	toc 31oct65; rgd 05nov65; 90 pax configuration arrived ARZ No. 402 GA at Bykovo 03apr81 for last overhaul with t/t 34,553 hours; soc 20jan84 as life-
18500 85 01	CCCP-75590 CCCP-75590	II-18V II-18V	AFL/International AFL/West Siberia	mfd trf	16sep65 28oct67	time expired; t/t 39,531 hours and 16,088 cycles toc 30oct65; rgd 05nov65; 89 pax configuration; f/n HEL 10jul67 arrived ARZ No. 402 GA at Bykovo 12aug81 for last overhaul; soc 16jul84 as life-time expired; t/t 39,992
18500 85 02	CCCP-75592	II-18E	AFL/International	f/f	30sep65	hours and 14,229 cycles II-18E with AI-20M engines, for 122 pax; MGA document gives as 90 pax configuration; toc 07oct65; rgd 29nov65; completed check trials 15dec65
	CCCP-75592 CCCP-75592	II-18E II-18E	AFL/Far East AFL/Moscow	trf trf	29apr67 03apr86	arrived ARZ No. 402 GA at Bykovo for last overhaul apr86 with t/t 37,960 hours; soc 22oct87 as life-time
18500 85 03	101 (3)	II-18E	Polish Air Force	mfd	27dec65	expired d/d 12jan66; f/n LHR apr69; seen LBG 12nov70; photo SVO 1985; arrived ARZ No. 402 GA at Bykovo for last overhaul aug86 with them, t/t only 7,267 hours; see c/n 180002504 and c/n 185008305
	SP-LSK 75711(2) CCCP-75850(2)	II-18E II-18E II-18E	LOT ex LOT c/s, n/t Avialini. Ukrayiny	rgd WAW rgd	06jan88 aug91 02dec91	canx 21sep90; //̈n WAW 23apr91 see c/n 189001802, photo proof 11sep91 ex SP-LSK; //n WAW 01oct91 f/n LWO 1991 in Aeroflot c/s with Aeroflot titles and additional small 'Elektron' titles, all white tail; //n MLA
	UR-75850(2) RA-75850(2)	II-18E II-18E	Aeroflot c/s, n/t ALAK	DXB rgd	25feb93 21sep94	05dec92; see c/n 182005405 c/n checked f/n SHJ mar95; rgd to Kryla 20jul95; canx 09feb96 as to Ukraine
	UR-75850(2) D2-FDY	II-18E II-18E	Kryla Alada	SHJ HLA	mar97 03mar03	I/n SHJ 17mar01 in fleet list dec01; I/n LAD 17mar07; seen LAD 08mar08, sitting on its tail; seen in the scrap compound 28mar09, no engines; no longer visible on GE by jan13
18500 85 04	CCCP-75594 CCCP-75594 CCCP-75594	II-18E II-18E II-18E	AFL/International AFL/Ukraine-KBP AFL/Ukraine-LWO	mfd trf trf	19oct65 27may67 02aug74	toc 21oct65; rgd 28oct65; 90 pax configuration; f/n SXF 16jan71 f/n Templin-Gross Dölln 13may72 seen VKO 14nov77; arrived ARZ No. 402 GA at Bykovo 11may81 for last overhaul; soc 23nov83 as life-
18500 85 05	214 B-214	II-18D II-18D	Civ Avn Adm China Civ Avn Adm China	mfd KMG	19sep65 1979	time expired; t/t 34,432 hours and 17,998 cycles c/n confirmed as exported to China by Aviaexport photo with old antenna on top of fuselage; t/t 455 hours and 337 cycles from OKB document dated
18500 86 01	SP-LSF	II-18E	LOT	mfd	05oct65	01jan86 (with no overhaul history); seen CTU 03nov86; I/n PEK 31oct87 rgd 25nov65; named 'Falaise'; f/n AMS 17mar67; arrived ARZ No. 402 GA at Bykovo for last overhaul jul87
	LZ-BEW	II-18E	Bulgarian Airlines	VAR	aug91	with them, t/t 30,710 hours; sold to Balkan 12jul91; canx 24jul91 by 30jun92 it had a t/t of 34.268 hours and 20.089 cycles; l/n BUD 10nov97; seen stored at SOF without engines 29jan98
	3D-ALD EL-ALD	II-18E II-18E	Southern Cross ex LOT c/s, n/t	SOF	1998 01jun98	was in official register but probably not taken up f/n SHJ 02jul98; I/n SHJ 26nov98
	EL-ALD EL-ALD EX-601	II-18E II-18E II-18E	Santa Cruz, n/t Phoenix Phoenix	SHJ SHJ SHJ	26nov98 23jan01 20mar02	I/n SHJ 05apr99; rgd 01apr99 according to Liberian register; ex SP-LSF and LZ-BEW checked in papers in green/white basic Santa Cruz c/s still in basic Santa Cruz c/s; I/n SHJ 25mar04
	EX-601 EX-601	II-18E II-18E	Phoenix, n/t Anikay Air	SHJ SHJ	apr04 20dec04	still in basic Santa Cruz c/s; I/n SHJ 27nov04 still in basic Santa Cruz c/s; I/n as such FJR 22nov05; seen DEL 10jun06 painted in all-gold c/s with blue cheatline, blue tail and engines, red emblem on tail, 'National Paints' titles on rear fuselage (right-hand
	EX-18007	II-18E	S. Group Internat.	rgd	22jul13	side only); seen in Turkey 10dec06 reported opb Galaxy Air; I/n FJR 01dec08/17dec09; seen FRU sep12 in the same c/s, but without titles f/n FRU 16sep14; seen FRU 04may15, stored; I/n FRU oct18/sep24 derelict and was without engines by
18500 86 02	YR-IMZ (1) CCCP-75445	II-18D II-18D	Rom Gvt/TAROM c/s AFL/International	mfd toc	30may65 06jun67	jan22 rgd 26mar66; canx 16jun67; see c/n 187009802 rgd 16jun67; version in Soviet register as II-18D; 100 pax configuration
	CCCP-75445	II-18D	AFL/Urals-SVX	trf	06jul68	arrived ARZ No. 402 GA at Bykovo may82 for last overhaul; soc 19dec84 as life-time expired; t/t 39,989 hours and 15,640 cycles
18500 86 03	SP-LSG SP-LSG	II-18E II-18E	LOT	mfd LHR	08oct65 29sep77	also reported as 15may65; rgd 01dec65; named 'Monte Casino'; f/n AMS 07oct67; converted 06nov76/05dec76 for use as cargo aircraft similar to II-18Gr with additional 'Carago' ittles; t/t 26,286 hours and 15,651 cycles from OKB document dated 01jan86 (last
	LZ-BEZ	II-18E	Balkan	VAR	jun92	overhaul 1985); I/n WAW 11jul90; sold to Balkan 19jul91; canx 24jul91 in basic LOT c/s with 'CARGO' titles; I/n BOU 05jul92
	LZ-BEZ LZ-BEZ	II-18E II-18E	COMCO Balkan	OST SHJ	30sep93 10dec94	titles in red on forward fuselage, still in basic ex-LOT c/s with 'CARGO' titles; by 30jun92 it had a t/t of 32,006 hours and 18.455 cycles; still in basic ex-LOT c/s with 'CARGO' titles; I/n SOF 17apr95
	EL-ADY (2) EL-ARK 3C-KKR	II-18E II-18E II-18E	ex-LOT c/s Santa Cruz, n/t Santa Cruz, n/t	SHJ rgd SHJ	mar98 26feb98 27mar99	c/n confirmed; with 'CARGO' titles, still in basic ex-LOT c/s; l/n SHJ apr98; see rgd next line c/n checked; f/n SHJ 06may98; l/n SHJ 16feb99 c/n checked
	3C-KKR	II-18E	Air Cess	SHJ	05apr99	I/n as such SHJ 26may01; in white c/s with grey undersides and small blue cheatline, all white tail; carried additional 'Damal Airlines' titles for a long time; I/n SHJ 15sep01, titles not reported
	3C-KKR 3C-KKR UN-75002	II-18E II-18E II-18E	Damal Airlines no titles IRBIS, n/t	SHJ SHJ SHJ	03nov01 may02 14sep02	<pre>//n SHJ 30jan02 l/n SHJ 14aug02 c/n confirmed; in the same c/s as 3C-KKR; l/n FJR 25jul08/01nov08, parked since 27mar08; operator</pre>
	UP-I1802	II-18E	Mega Aircompany	JED	dec08	reported as Gulf Crystal no titles; opb Daallo Airlines in passenger configuration; I/n HGA 07jan10; current on register by late 2011; was stored Berbera, Somalia, photo 2013, exists parked off the apron; I/n Hargeisa jun14/oct15; moved off the apron by nov15 and sitting there until sep20, with engines and doors removed; broken up
18500 86 04	not known 50850	Il-18D Il-18D	Chinese Air Force Chinese Air Force	NAY	04apr85	between 28aug20/20oct20 according to GE images c/n confirmed as exported to China by Aviaexport and NAY oct86; c/n not confirmed and given as 184007604 in the Chinese register Book by C. Ballantine;
18500 86 05	CCCP-75676(2)	II-18E	Soviet AF/AFL c/s	mfd	11dec65	t/t 170 hours and 210 cycles from OKB document dated 01jan86 for this c/n only (with no overhaul history) in the Russian register aug10 with the mfd 11dec73 (sic); opb 223 LO at Chkalovski; in standard 'blue' c/s; f/n ORY 28may67; seen Sperenberg 14jun74; t/t 10,010 hours and 5,405 cycles from an OKB document
	RA-75676(2)	II-18E	Russian AF/AFL c/s	rgd	28apr94	dated 01jan86 (overhauled in 1983); arrived with ARZ No. 402 GA at Bykovo jul87 for the last overhaul with them; I/n Demmin-Tutow 08jul93; see c/n 188000904 opb 223 LO at Chkalovski; in standard 'blue' Aeroflot c/s; f/n CKL 08aug99; new CofR issued 15aug00, to 223 LO; CofA expired 11apr03; seen CKL sep09, still in full Aeroflot c/s with titles; shown in a hangar at
	RA-75676(2)	II-18E	Russian Air Force	CKL	20aug10	Pushkin in the 2014 (sic) US/Russian film "Red Sky", still in 'blue' Aeroflot c/s, see the date below in basic Rossiya c/s with a '223 LO' badge, no titles; I/n Pushkin oct15; still current on register 01aug23,
18500 87 01	RF-75676(2) 208 (3)	II-18E II-18D	Russian Air Force Civ Avn Adm China	CKL mfd	may17 dec65	see the dates below in basic Rossiya c/s, no titles; I/n SVX aug21 version not given in the Ilyushin OKB document; f/n PEK 29jul72; c/n confirmed as exported to China by
	B-208	II-18D	Civ Avn Adm China	PEK	1985	Aviaexport; see c/n 189001504 and 184007601; see also c/n 187009703 with this same fake registration photo, with old antenna on top of the fuselage; t/t 10,989 hours and 7,975 cycles from OKB document dated 01jan86 for this c/n only (with no overhaul history); f/n TYN 01nov86; l/n SIA 09oct88; broken up

18500 87 02	not known 50855	Il-18D Il-18D	Chinese Air Force Chinese Air Force	mfd ph.	1965 1987	c/n confirmed as exported to China by Aviaexport without old antenna on top of the fuselage; c/n for this serial from the Chinese register Book by C. Ballantine; t/t 212 hours and 202 cycles from OKB document dated 01jan86 for this c/n only (with no
	B-228	II-18D	China United Al	NAY	1988	overhaul history) c/n 8702 checked on the tail 19mar96; preserved in the China Agricultural Museum in north Beijing, f/n
18500 87 03	825	II-18E	Chosonminhang	mfd	dec65	late 1995, I/n nov06; not present by sep07; reportedly broken up c/n confirmed as exported to North Korea, but serial not confirmed; f/n SXF 03apr68; photo exists at VKO ? in full c/s and titles with old antenna on top of the fuselage; I/n SXF 07may68; reported became '525', but not confirmed
	525	II-18E	Chosonminhang	SXF	07jul69	photo exists, in full c/s and with titles as per the previous line and still with the old antenna on top of the fuselage; seen SXF jun70 with red lightning-bolt cheatline and flag on tail, no titles and without old antenna, operated by the North Korean Government; I/n SXF 05aug72; c/n only given in Ilyushin OKB document as involved in an incident Pyongyang 15oct72, t/t 2,650 hours and 1,300 cycles (with no overhaul history); canx
18500 87 04	216 B-216	II-18D II-18D	Civ Avn Adm China Civ Avn Adm China	mfd CTU	19jan66 02dec82	c/n confirmed as exported to China by Aviaexport photo with old antenna on top of the fuselage; t/t 336 hours and 301 cycles from OKB document dated 01jan86 for this c/n (with no overhaul history); l/n CTU 03nov86; f/n preserved in Tun Fu park, Chengdu, nov91, in full China Southwest colours; moved to Ou Cheng garden, Chengdu by 2007 (N30.571917 E103.92873); photo aug08, still in basic China Southwest c/s with additional 'European Garden' titles on side of fuselage; l/n 31may20, the cabin in use as a supermarket
18500 87 05	CCCP-75595 CCCP-75595 CCCP-75595	II-18E II-18E II-18E	Soviet Gvt/AFL c/s AFL/Kazakhstan-ALA AFL/Kazakhstan-KGF	toc trf trf	15jan66 12aug67 1972	mfd 19jan66; rgd 14feb66; opb 235 OAO arrived ARZ No. 402 GA at Bykovo for last overhaul 28jul81 with t/t 27,303 hours; soc 18jun84 as life-time expired; t/t 39,986 hours and 17,552 cycles; seen KGF (N49.663920 E73.322094) 2008/may10, near the
18600 88 01	CCCP-75596	II-18E	AFL/Far East	mfd	19jan66	fire station on the airfield, minus engines and rudder scrapped by 18sep10, only the wings remain toc 11feb66; rgd 14feb66; 90 pax configuration; arrived ARZ No. 402 GA at Bykovo for last overhaul
	CCCP-75596	II-18E	AFL/Moscow-DME	trf	01apr85	nov82 with t/t 34,891 hours soc 23dec85 as life-time expired; t/t 39,705 hours and 15,884 cycles
18600 88 02	CCCP-75598 CCCP-75598	II-18D II-18DTs	AFL/GosNII GA AFL/GosNII GA	mfd	28feb66	toc 21feb67; rgd 22mar67; 90 pax configuration; in Aeroflot c/s converted by Factory No. 240 to II-18DTs 'Meteor' weather research aircraft until jun77, received the meteo equipment from II-18V CCCP-75716; in Aeroflot c/s; arrived ARZ No. 402 GA at Bykovo for last overhaul 03dec85 with them, t/t 7,520 hours; f/n SVO 19jul88; meteo equipment removed in autumn 1991 and replaced by an A-723 SLA radar on the port side and other radio-electronic equipment for research of the earth's surface; photo SVO jun92, as such
	RA-75598	Il-18DTs	GosNII GA		19mar93	with A-723 SLA radar on the port side and other radio-electronic equipment for research of the earth's surface; in Aerofiot c/s; I/n SVO 30aug95 as such; converted back to a 'normal' II-18D late 1995 ?; involved in incident in 1996 (report gives the mfd as 18jul67, but this seems doubtful); I/n SVO 23apr97
	RA-75598 CU-T1546	Il-18D Il-18D	IRS Aero Aerocaribbean	lsd BKA	09apr97 08aug04	f/n ZIA 19aug97; I/n Pushkin 05aug01 without props; soc 13jul04 and canx same date as sold to Cuba in all-white c/s with titles; seen SVO 22aug04; seen NAX S 25mar07 with orange/red tail logo; seen HAV 04feb08, in full c/s with blue/orange undersides and blue engines; I/n HAV 01aug08, subsequently preserved west of Terminal 3 at Havana "Air Park"; f/n 08apr09; seen jan10; photo 28oct11, with the fuselage cut before the tail; broken up
18600 88 03	CCCP-75597	II-18E	AFL/KrasnoyarKJA	mfd	22jan66	toc OŚreb66; rgd 16ŕeb66; 100 pax configuration; f/n AER 30jun70; arrived ARZ No. 402 GA at Bykovo 27aug80 for last overhaul; converted to II-18Gr 05sep80 with t/t 34,994 hours and 11,017 cycles; soc 16jul84 as life-time expired; t/t 39,994 hours and 12,642 cycles
18600 88 04 18600 88 05	VN-B ? CCCP-75599 CCCP-75599	II-18D II-18E II-18E	Háng Không Viêtnam AFL/Urals-SVX AFL/Urals-CEK	mfd mfd trf	29nov66 30jan66 1972	involved in an accident Nanking 04jan67, details unknown; canx toc 09feb66; rgd 23feb66; 100 pax configuration arrived ARZ No. 402 GA at Bykovo 18nov81 for last overhaul; soc 18jan85 as life-time expired; t/t 39,989 hours and 16,219 cycles; seen CEK 22aug95 in use as ground rescue trainer, 80 % complete and seen again 13aug99 in pieces
18600 89 01	CCCP-75400 CCCP-75400	Il-18E Il-18E	Soviet Gvt/AFL c/s AFL/West SibOVB	mfd trf	10feb66 unknown	Loc 28Feb66; rgd 11mar66; opb 235 OAO; 89 pax configuration; f/n PIK 09jul66 on charge as of 01dec67; arrived ARZ No. 402 GA at Bykovo 09apr81 for last overhaul; soc 18oct83 as life-time expired; t/t 39,138 hours and 13,920 cycles
18600 89 02	CCCP-75401 CCCP-75401	Il-18D Il-18D	AFL/International AFL/Urals-SVX	mfd trf	29mar66 27mar68	rgd 27mar66; toc 08apr66; 100 pax configuration; f/n ARN 30aug66 arrived ARZ No. 402 GA at Bykovo jul82 for last overhaul
18600 89 03	CCCP-75401 CCCP-75402	II-18D II-18E	AFL/Ukraine-LWO Soviet Gvt/AFL c/s	trf mfd	26sep83 29mar66	soc 15feb85 as life-time expired; t/t 39,998 hours and 16,427 cycles toc 12mar66; rgd 26mar66; opb 235 OAO; 110 pax configuration; f/n LHR mar66
10000 05 05	CCCP-75402 CCCP-75402	II-18E II-18E	AFL/Latvia AFL/Magadan	trf trf	15nov67 14apr76	reported in East Germany 04nov75 arrived ARZ No. 402 GA at Bykovo 20sep80 for last overhaul; soc 22nov82 as life-time expired; t/t 34,999
18600 89 04	LZ-BET	II-18D	TABSO	mfd	21apr66	hours and 15,455 cycles d/d 24may66; trf to Bulair in 1968
10000 09 04	LZ-BET LZ-BET	II-18D II-18D II-18D	Bulair Balkan	SXF trf	11may68 1972	oper LGW 28jun70 seen LGW 28jun70 operated freight flight LGW 06nov77; wfu Sofia 1984 after a hard landing; t/t 34,468 hours and 15,925 cycles; seen in a poor condition without engines may92/apr96; broken up 1998
18600 89 05	102 (2) SP-LSI	Il-18E Il-18E	Polish Air Force LOT	d/d rgd	08apr66 28mar75	f/n LHR 21feb67; l/n LHR apr69; see c/n 181002701 f/n LHR 21jun75; arrived ARZ No. 402 GA at Bykovo for last overhaul 24jun86 with them, t/t 15,737 hours; l/n LGW 15may88; converted 06nov89/05dec89 to, see next line
	SP-LSI LZ-BEH	Il-18Gr Il-18Gr	LOT Balkan	SHJ	photo nov91	with 'Cargo' titles; canx 12jul91; sold to Balkan 19jul91 in basic ex LOT c/s, no titles; seen BSL 21jan92, with very small Bulgarian Airlines titles on the port side, 'Cargo' titles on starboard side; I/n AYT 15jun95, as such; seen SXF 20jul98 with additional larger Balkan titles in red; I/n active BUD 06nov98; seen SOF jun99, stored
	LZ-ZAH	Il-18Gr	Bulgarian Airlines	SOF	dec99	c/n from JP-01, not checked; in basic ex LOT c/s, still with very small Bulgarian Airlines titles; seen SHJ 26feb00, in the process of the paint being removing; I/n SHJ 05mar00
	LZ-ZAH EX-75905(2)	Il-18Gr Il-18Gr	Phoenix Phoenix	SHJ SHJ	10mar00 04oct00	in full blue/red c/s with titles; I/n SHJ 30sep00, reg seen being removed this date confirmed in Daallo Airlines fleet list jan04 as Isf Phoenix; I/n SHJ 20feb05
	EX-75905(2)	Il-18Gr	Phoenix c/s, n/t	SHJ	15mar05	opb Intal Air from 2005; I/n FJR 22feb06; offered for sale by Intal Air sep06 with t/t 29,471 hours; photos JIB dec11/dec13, stored in very dusty condition with flat tyres; photo JIB 2018, fuselage supported by trestles with wings removed after the inboard engines; a subsequent photo 2018, shows the fuselage in sections
18600 90 01	CCCP-75403	II-18E	AFL/Far East	mfd	25mar66	rgd 28mar66; toc 08apr66; 100 pax configuration; opb Khabarovski OAO; photo UUS 1966; arrived with ARZ No. 402 GA at Bykovo dec82 for its last overhaul
	CCCP-75403	II-18E	AFL/Krasnoyarsk	trf	30dec85	ferried to KJA the same day; opb Krasnovarski OAO; t/t 39,104 hours and 16,352 cycles from an OKB document dated 01jan86; soc 31dec86 as life-time expired
18600 90 02	LZ-BED LZ-BED	II-18D II-18D	TABSO Bulair	d/d trf	24apr66 1968	mfd 26apr66; f/n CPH 22jul66; l/n LGW 14may67 seen LGW 27jul69
	LZ-BED	II-18D	Balkan	w/o	18jan71	on a flight from Paris to Zürich when approached Kloten airport in marginal weather conditions (RVR 1000 m), at the middle marker the aircraft was to the right of and below the glide-path, the crew tried to correct the problem, but the left wing struck the ground with the left wingtip and gear and the aircraft crashed in flames 700 m north of the airport, 7 of the 8 crew and 38 out of 39 passengers killed; t/t 8,197 hours and 2,986 cycles (last overhaul 1969)
18600 90 03	CCCP-75404 CCCP-75404	II-18E II-18E	Soviet Gvt/AFL c/s AFL/KrasnoyarKJA	mfd trf	29apr66 26nov67	toc 19may66; rgd 13jun66; opb 235 OAO; 100 pax configuration; f/n PIK 29jul66 arrived ARZ No. 402 GA at Bykovo 13nov80 for last overhaul; soc 28jun83 as life-time expired; t/t 39,801 hours and 11,986 cycles
18600 90 04	OK-BYZ OK-VAF	II-18D II-18D	CS-Gvt (LSFMV) CSA	d/d d/d	09may66 06dec77	rgd 13may66; mfd 08jun66 from Ilyushin OKB document; seen LGW 02may67; canx 16dec77 photo exists in basic ex-Czech Government c/s without titles; rgd 16dec77; arrived ARZ No. 402 GA at Bykovo 29jan86 for last overhaul with t/t 12,313 hours; wfu 19jan90; t/t 16,393 hours and 13,941 cycles; last flight 23jan90 to Nürnberg, canx 06feb90; was used for fire training at Nürnberg, seen 11may90
18600 90 05	CCCP-75405	II-18E	AFL/Uzbekistan-TAS	mfd	21may66	without registration and titles; destroyed during fire-fighting practice toc 01jun66; rgd 14jul66; 90 pax configuration; opb 219 LO; f/n TAS 01apr68; w/o 24jun74 on the leg from Tashkent-Yuzhny to Sverdlovsk of a flight from Samarkand to Leningrad when engine # 4 failed during the take-off run due to bird strike, the captain decided to abort the take-off, but did not act decisively enough and was not aware that it takes the props some 10 to 12 seconds to change from take- off power to reverse thrust so he ordered the props to be feathered before reverse thrust was reached, the aircraft overran the runway and crossed two asphalt roads and the 15 metres wide canal Kara-Su before coming to a stand-still 555 metres behind the runway threshold, with its tail hovering over the canal, 2 of the 8 crew injured and 1 of the 106 passengers killed and 20 injured (2 of them severely, these and the killed one had not fastened their seat belts); t/t 19,030 hours and 6,427 cycles; soc 16jul74 and canx same date
18600 91 01	LZ-BEG	II-18E	TABSO	d/d	19may66	mfd 26may66 from Ilyushin OKB document; w/o 03sep68 on a flight from Dresden to Burgas when the crew tried to accomplish a visual approach in adverse weather conditions, descending below the clouds, and the aircraft flew into the ground near Karnobat, 5 of the 7 crew and 42 of the 82 passengers killed; t/t 3,374 hours and 1,604 cycles
18600 91 02	YR-IMJ	II-18D	TAROM	mfd	22jun66	rgd 25jun66; I/n OTP sep95; t/t 28,769 hours and 10,194 cycles from OKB document dated 01jan86 (last overhaul 1976); CofA expired 03feb97; canx 06oct97
	ER-ICJ ER-ICJ	Il-18D Il-18D	Renan Renan/Tavria Mac	rgd SIP	06oct97 24jun99	version in Moldovan register given as Il-18D; f/n BUD 17dec97; l/n BUD 20apr99 l/n BUD 03may00; still in fleet list 31dec00
	EL-ALY ER-ICJ	Il-18D Il-18D	Renan/West Afr AS Renan	KIV	03apr03	illegal EL- registration, operating illegal flights jul/aug00 overshot runway 29 during take-off at Luena, Angola 27jan04, coming to rest 100 metres past the end of
18600 91 03	CCCP-75406	II-18E	AFL/Far East	mfd	31may66	the runway; canx 30mar05 toc 07jun66; rgd 22jun66; 100 pax configuration; photo UUS 1969; I/n DME 06oct75; arrived ARZ No. 402
	CCCP-75406	II-18E	AFL/Moscow	trf	24dec85	GA at Bykovo apr85 for last overhaul with t/t 38,138 hours soc 31dec86 as life-time expired; t/t 39,065 hours and 16,445 cycles
18600 91 04	YR-IMK	Il-18D	TAROM	mfd	07jul66	rgd 09jul66; seen LGW 10jun67 and AMS 28oct73; crashed into Red Sea en route Jeddah-Cairo 09dec74; t/t 13,672 hours and 5,124 cycles (last overhaul 1970); finally canx 28jul77

18600 91 05	CCCP-75407	II-18E	AFL/Azerbaijan-BAK	mfd	30jun66	rgd 20jul66; on charge as of 01aug66; 100 pax configuration; f/n sep75; soc 23aug78 as life-time expired; t/t 29,273 hours and 12,902 cycles; the last II-18 of the Azerbaijan directorate; was preserved near the passenger terminal at Baku-Bina from 30aug79 (according to other sources 14jun79); scrapped in the late
18600 92 01	CCCP-75408	II-18E	AFL/Armenia-EVN	mfd	29jun66	1980s toc 01jul66; rgd 25jul66; 100 pax configuration; photo EVN 1968; opb 279 LO; w/o 06mar76 on a flight from Moscow to Yerevan at night when suffered a failure of the 36 V electrical system while flying at a height of 7,800 metres (resulting in the loss of most instruments), the crew lost spatial orientation, the aircraft went out of control, crashed in a field 150 metres west of Verkhnyaya Khava village (50 km from Voronezh) and exploded, all 11 crew and 100 passengers killed; t/t 21,587 hours and 9,082 cycles; soc
18600 92 02	DM-STK DDR-STK	II-18D II-18D	Interflug Interflug	mfd rgd	29jun66 12aug81	30apr76 rgd 12jul66; seen LHR 17jan74; I/n SXF 30apr80 arrived ARZ No. 402 GA at Bykovo 02feb84 for last overhaul with them, t/t 24,532 hours; t/t 26,072 hours and 11,462 cycles from OKB document dated 01jan86
	D-AOAR SP-FNB	Il-18D Il-18D	Interflug Polnippon	rgd rgd	03oct90 18dec90	and 11,402 cycles from one obcurrent bated of anod canx 21dec90 converted to II-18Gr; seen Warsaw 28dec90; named 'Agata' still with ex Interflug cheatline; seen WAW 10aud95 with additional Caritas Polska logo behind the cockpit; I/n WAW feb96
	SP-FNB SP-FNW SP-FNW SP-FNW	Il-18Gr Il-18Gr Il-18Gr Il-18Gr	ex Polnippon c/s Polonia Airways Daallo Airlines green c/l, n/t		mar96 01mar96 27mar96 23sep96	titles removed, canx date unknown photo as such WAW mar96 with titles and tail logo; I/n WAW aug96; leased from Polonia Airways ex Daallo Airlines
	SP-FNW SP-FNW	Il-18Gr Il-18Gr	Polonia Airways Air Cess	WAW WAW SHJ	jul97 12oct97	with dark blue cheatline, titles and tail logo I/n SHJ 17nov97; canx 18nov97
	3D-SBW 3C-KKK	Il-18Gr Il-18Gr Il-18Gr	Air Cess Air Cess Air Cess	SHJ SHJ	20nov97 29nov98	(in 51) 21 Drays, can be over (n SH) 01apr98; c/n checked seen SHJ feb99 with additional 'Air Djibouti' titles behind nose; seen SHJ 02oct99 with just Air Cess titles; c/n checked
	3С-ККК 3С-ККК	Il-18Gr Il-18Gr	Air Kazakhstan Air Cess, n/t	SHJ SHJ	jun00 oct00	l/n SHJ 06oct00, titles removed this date l/n SHJ 19aug02; c/n checked
	UN-75004 UP-I1804	Il-18Gr Il-18Gr	IRBIS, n/t Mega Aircompany	SHJ SAW	14sep02 07sep08	c/n from JP-03; in basic Air Cess c/s; small cargo door added in 2005, f/n BUD 19oct05 as such; reported for Mega Airlines jul06; I/n ALA 20jun08 c/n confirmed; in basic ex Air Cess c/s, no titles; ceased operations by jul13; I/n ALA 01may14/26may15,
	01-11004	11-1001	nega Ancompany	SAW	0736000	stored; serial overpainted by dec15; I/n ALA 02jul16, with registration again and subsequently made operational
	S2-AGM	Il-18Gr	no titles	ph.	03oct17	at Wadi Seidna, Sudan, the registration is not visible in the photo, still in basic ex Air Cess c/s; registration worn by a Robinson 66 by jul18; sew next line
	UP-18496	Il-18Gr	Southern Sky LLP		01dec17	flew Damascus-Khartoum this date, details from flight plan; the Kazakh authorities confirmed the operator and c/n to the United Nations panel of experts (mentioned in document S2019/914, as IL-18496), having previously denied its existence; an II-18 was still present Wadi Seidna (N15.810693, E32.497659) jun18/apr22, probably stored, according to GE
18600 92 03	CCCP-75409 CCCP-75409	II-18E II-18E	AFL/Far East AFL/Krasnoyarsk	mfd trf	27jul66 27oct80	tor 04aug66; rgd 17aug66; 100 pax configuration arrived ARZ No. 402 GA at Bykovo 02oct81 for last overhaul with t/t 34,865 hours
18600 92 04	CCCP-75409 CCCP-75410	II-18E II-18D	AFL/West Siberia AFL/Urals-SVX	trf mfd	31mar83 06aug66	soc 16jul84 as life-time expired; $t/t$ 39,668 hours and 13,710 cycles toc 15aug66; rgd 05sep66; 100 pax configuration; Soviet Register and MGA document give version as II-
						18E, Ilyushin document gives version as II-18D; involved in an incident at Kashefutdinov 02jun69, smoke was seen coming from engine # 1 during the taxi after landing and was extinguished by a fire tender; f/n
	CCCP-75410 CCCP-75410	Il-18D Il-18D	AFL/Urals-CEK AFL/Urals-SVX	trf trf	15aug73 1977	SVO 1970 I/n DME 13nov77; made an emergency landing at Ufa 17jan78
	CCCP-75410	II-18D	AFL/Urals-CEK	trf	1979	arrived ARZ No. 402 GA at Bykovo 20mar81 for last overhaul; soc 23nov83 as life-time expired; t/t 40,000 hours and 16,002 cycles
18600 92 05	CCCP-75411	II-18E	MRP NPO "Leninets"	mfd	26jul66	rgd 12oct66; in Aeroflot c/s; f/n SVO 23aug79; arrived ARZ No. 402 GA at Bykovo 13feb87 for last overhaul with them, t/t only 2,147 hours; was an SI-18P for a while equipped with the Su-15TM fire control radar
	RA-75411 RA-75411	II-18E II-18E	MRP-MIR NPP "MIR"	Siv trf	26oct94 24dec95	still in full in Aeroflot c/s; l/n VKO 22aug95 f/n VKO 13may96; l/n Pushkin 24may99
	RA-75411	II-18E	Aeroflot c/s, n/t	RKT	19apr01	I/n RKT 23oct01; latest CofR 06mar03; current on Russian register as NPP "HIR" reb04; offered for sale on the internet with t/t 12,665 hours and 4,081 cycles, for \$ 450,000; seen Pushkin 01jun08 in poor condition, without engines, just 'Aero' titles visible; I/n may11, as such; broken up 2011; still current on article article.
18600 93 01	CCCP-75412 CCCP-75412	II-18D II-18D	Soviet Gvt/AFL c/s MAP	mfd trf	oct66 31jan69	register apr16 toc 11oct66; rgd 25nov66; opb 235 OAO; f/n LHR 06feb67 and LGW 12feb67; l/n BUD 06sep57
	CCCP-75412 CCCP-75412	II-18D II-18D	Soviet Gvt/AFL c/s AFL/Moscow	trf trf	15sep69 20oct69	opb 235 OAO arrived ARZ No. 402 GA at Bykovo 11dec83 for last overhaul with t/t 34,886 hours; l/n in service DME
						01jul85; soc 19jul85 as life-time expired; t/t 39,195 hours and 12,335 cycles; remains in use as workman's hut DME apr92/sep97
18600 93 02	CCCP-75413 CCCP-75413	II-18D II-18D	AFL/International AFL/Urals-SVX	mfd trf	05sep66 24may68	toc 05sep66; rgd 07dec66; 100 pax configuration; f/n RGN 16mar67 arrived ARZ No. 402 GA at Bykovo may82 for last overhaul; soc 15feb85 as life-time expired; t/t 39,998
18600 93 03	CCCP-75414	II-18D	Soviet Gvt/AFL c/s	mfd	19sep66	hours and 15,461 cycles mfd 20sep66 from Ilyushin OKB document; toc 02oct66; rgd 25nov66; opb 235 OAO at VKO; 89 pax configuration; f/n PIK 12feb69
	CCCP-75414 CCCP-75414	II-18D II-18D	AFL/Urals-SVX AFL/Urals-CEK	trf trf	07mar69 unknown	I/n DME 13nov77 based on a decree dated 25oct78
	CCCP-75414	Il-18D	AFL/Urals-SVX	trf	30nov78	dbr 10may79 on take-off from Sochi-Adler when did not accelerate beyond 220 km/h for 2-3 seconds due to changing wind, the crew aborted the take-off run 110 metres before the runway threshold although V1 had been reached, the aircraft overran the runway and collided with trees, 5 of the 7 crew and 10 of the 72 passengers injured; t/t 27,042 hours and 10,823 cycles; soc 22jun79
18600 93 04	CCCP-75415 CCCP-75415	II-18D II-18D	Soviet Gvt/AFL c/s AFL/Ukraine-KBP	mfd trf	29sep66 27jan68	toc 06oct66; rgd 25nov66; opb 235 OAO; 100 pax configuration arrived ARZ No. 402 GA at Bykovo 27sep80 for last overhaul; soc 23sep82 as life-time expired; t/t 33,686 hours and 16,433 cycles
18600 93 05	CCCP-75416 CCCP-75416	II-18D II-18D	AFL/International AFL/Ukraine	mfd trf	06oct66 07jun68	toc 06oct66; rgd 07dec66; 100 pax configuration; f/n SVO 24may68
	CCCP-75416	II-18D	AFL/Krasnoyarsk	trf	16dec68	arrived ARZ No. 402 GA at Bykovo 17jul81 for last overhaul; soc 19dec84 as life-time expired; t/t 39,997 hours and 11,598 cycles
18600 94 01	CCCP-75417 CCCP-75417	II-18D II-18D	AFL/KrasnoyarKJA AFL/Kazakhstan-KGF	mfd trf	06oct66 15mar81	toc 07oct66; rgd 06apr67; 100 pax configuration; arrived ARZ No. 402 GA at Bykovo 15jan81 for last overhaul with t/t 34,996 hours soc 18oct83 as life-time expired; t/t 39,719 hours and 11,985 cycles
18600 94 02	DM-STL	II-18D	Interflug	rgd	09sep66	mfd 29sep66; seen LHR 26apr78; converted to II-18Gr in 1978 with t/t 18,731 hours and 8,494 cycles; aborted take-off at Luanda 26mar79 on a cargo flight, after the $\#2$ engine failed, overran the runway and collided with the ILS localizer antenna, causing the aircraft to break up and catch fire, all 4 crew and 6
18600 94 03	not known	II-18D	Soviet Air Force	mfd	07oct66	passengers were killed; t/t 19,771 hours and 8,892 cycles mfd also quoted as 15jul66; Il-20 prototype, conversion by MMZ # 30 started 06may67; f/f 25mar68 from
	CCCP-75713(2)	II-20	MRP NPO "Leninets"	rgd	24aug75	Khodynka late rgd; in Aeroflot c/s; arrived ARZ No. 402 GA at Bykovo for last overhaul 23nov85 with them, t/t only 1,801 hours; f/n Pushkin 28may90; used as test-bed for the An-124 avionics; l/n LED apr91; converted to 11,49D by 20,407 is beta 1002.
	75713(2) RA-75713(2)	Il-18D Il-18D	NPP "MIR" Daallo Airlines	LED JIB	17sep93 sep93	II-18D by 20 ARZ in late 1992 I/n SHJ 08may94, reported returned to Russia oct94
	RA-75713(2) RA-75713(2)	II-18D II-18D	Aeroflot c/s, n/t NPP "MIR"	Siv	26oct94 16jun95	returned to NPP "MIR" ? seen LED late95 with large 'Olimpiada 2004' titles and blisters removed
	75713(2)	II-18D	NPP "MIR"	Pus	07aug99	reported as RA- VKO 17apr02, canx 24feb04 as not airworthy with only 9,764 hours; presumably restored, seen again without prefix by oct04 and KHV 20nov05, but with RA- on the wings, now with MAD tail probe and normal nose cone; seen PKC 19aug18, with titles and without prefix; seen PES 20may21/28jun21;
	TL-KBR	II-18D	no titles	BGF	13oct21	sold to new owners jul21; l/n jul21, active; reported by Russian sources as delivered to Africa as TL-ARN, see next line still in basic 'NPP "MIR" c/s; l/n BGF 21feb22 active on a passenger flight; destroyed by fire at Al-Khadim
18600 94 04	CCCP-75418	II-18D	AFL/International	mfd	11nov66	Air Base, Libya 27jan23, with only the tail section intact toc 11nov66; rgd 07dec66
10600.01.05	CCCP-75418 CCCP-75418	II-18D II-18D	AFL/Kazakhstan-KGF AFL/Ukraine-LWO	trf trf	30apr68 04apr84	in MGA document as 31apr68; arrived ARZ No. 402 GA at Bykovo for last overhaul 14sep81 soc 16nov84 as life-time expired; t/t 39,998 hours and 16,572 cycles
18600 94 05	CCCP-75419 CCCP-75419 CCCP-75419	Il-18D Il-18D Il-18D	AFL/International AFL/Tajikistan AFL/Krasnoyarsk	mfd trf trf	23nov66 12apr68 31dec79	toc 23nov66; rgd 30nov66; 89 pax configuration; f/n DME 19aug75 arrived ARZ No. 402 GA at Bykovo 27apr81 for last overhaul; soc 18oct83 as life-time expired; t/t 39,189
18600 95 01	CCCP-75432 CCCP-75432	II-18D II-18D	AFL/International AFL/Moscow-DME	mfd trf	30nov66 07jun68	hours and 13,984 cycles toc 28mar67; rgd 04apr67; 100 pax configuration; f/n CPH 28apr67 seen Sperenberg 08nov72; arrived ARZ No. 402 GA at Bykovo 04jun81 for last overhaul; soc 23nov83 as
18600 95 02	CCCP-75433 CCCP-75433	II-18D II-18D	AFL/International AFL/Armenia	mfd trf	25mar67 10jul69	life-time expired; t/t 39,850 hours and 11,191 cycles toc 04apr67; rgd 10apr67; 85 pax configuration; f/n CPH 16jun68 f/n BEY 15jun71; l/n Sperenberg 16may73
18600 95 03	CCCP-75433 CCCP-75434	II-18D II-18D	AFL/Turkmenistan Aeroflot/UShVLP	trf mfd	12oct77 26mar67	arrived ARZ No. 402 GA at Bykovo apr82 for last overhaul; soc 15feb85 as life-time expired; t/t 35,983 hours and 15,221 cycles toc 28mar67; Ulyanovsk Advanced Flying Training College; rgd 11may67; f/n CPH 16jun68; soc 31may77
18600 95 03	CCCP-75434 CCCP-75435	II-18D	AFL/International	mfd	26mar67	as life-time expired; t/t 8,778 hours and 19,950 cycles toc 01apr67; rgd 06apr67; 100 pax configuration; f/n BHX 17dec67; l/n SXF 21may68
	CCCP-75435 CCCP-75435	II-18D II-18D	AFL/Urals AFL/Moscow	trf trf	19jun69 30mar84	seen DME 04oct72; arrived ARZ No. 402 GA at Bykovo may82 for last overhaul with t/t 34,998 hours soc 18oct84 as life-time expired; t/t 39,997 hours and 15,649 cycles
18600 95 05	CCCP-75436	Il-18D	Soviet Gvt/AFL c/s	toc	11jan67	rgd 06feb67; opb 235 OAO; f/n PIK 05jul67;

	CCCP-75436	II-18D	AFL/West SibOVB	trf	20jan68	crashed 20oct68 on emergency landing in poor weather near Krasnoyarsk; soc 21may69 and canx same date; t/t 2.262 hours and 851 cycles
18600 96 01	CCCP-75437 CCCP-75437	II-18D II-18D	AFL/International AFL/Ukraine-KBP	mfd trf	26mar67 14may68	toc 29mar67; rgd 07apr67; 100 pax configuration
	3X-GOD CCCP-75437	II-18D II-18D II-18D	Air Guinée AFL/Ukraine-KBP	rgd SXF	1968 23jan70	returned 1969/1970 arrived ARZ No. 402 GA at Bykovo 17sep81 for last overhaul with t/t 33,755 hours; soc 21feb84 as life- time expired; t/t 38,482 hours and 17,992 cycles
18600 96 02	CCCP-75438 CCCP-75438	II-18D II-18D	AFL/International AFL/Kazakhstan	mfd trf	26apr67 18aug68	toc 27apr67; rgd 05may67; f/n GVA 03oct67 trf to Bulgaria 05mar77, by decree issued 03jan77; replacement for LZ-BEL c/n 182004601
	LZ-BEO	II-18D	Balkan	AMS	14may77	arrived ARZ No. 402 GA at Bykovo 06feb85 for last overhaul with t/t 37.833 hours; t/t 39,820 hours and 20,029 cycles from OKB document dated 01jan86 (last overhaul 1984); wfu SOF 16mar87; moved and
18600 96 03	CCCP-75439 CCCP-75439	II-18D II-18D	AFL/International AFL/Kyrgyzstan	toc trf	24apr67 23oct68	became a café 75 km from Sofia, on the road from Burgas to Zlatitsa, seen jun94, but gone before aug02 rgd 28apr67; c/n in MGA document as 187009603; 89 pax configuration; f/n SVO 27mar68
	CCCP-75439	II-18D	AFL/Magadan	trf	08apr80	arrived ARZ No. 402 GA at Bykovo dec82 for last overhaul; soc 23nov83 as life-time expired; t/t 34,950 hours and 13,441 cycles
18700 96 04	CCCP-75440 CCCP-75440	II-18D II-18D	AFL/International AFL/Turkmenistan	mfd trf	26mar67 04dec74	toc 31mar67; rgd 07apr67; f/n SXF 23may68; seen AMS 13apr69; photo SVO jun71 converted to II-18Gr, date unknown; arrived ARZ No. 402 GA at Bykovo may83 for last overhaul with t/t 25 000 hours are 0.24cm25 as life time available 1/k 40.000 hours and 1/c 646 malaes
18700 96 05	220	II-18D	Civ Avn Adm China	mfd	05may67	35,000 hours; soc 02dec85 as life-time expired; t/t 40,000 hours and 16,546 cycles d/d 05may67; c/n confirmed as exported to China by Aviaexport; was earlier reported by CAAC as c/n 184007605; opb 8th Flight Group (Shaanxi); B- prefix added in 1974
	B-220	II-18D	Civ Avn Adm China		photo	involved in an incident on a flight from Xian-Xiguan to Shanghai-Hongqiao 25jul82, five hijackers of the eighty passengers and crew attempted to force the aircraft to fly to Taiwan; after nearly three hours and
						the aircraft running short on fuel circling over the suburbs of Shanghai (the hijackers were unaware of this), the crew and some passengers overpowered the hijackers during which a device exploded and created a hole in the fuselage, the aircraft landed safely in Shanghai; the co-pilot was stabbed and one of the hijackers hit with an emergency axe; in the aftermath, the five hijackers were sentenced to death and executed in aug82, the crew and the passengers who participated in the rebellion against the hijackers were highly praised by the state and were even received by the then Vice Premier Wan Li and Geng Biao; repaired; seen PEK Olnov86; J/n SIA 27sep88
18700 97 01	CCCP-75441	II-18D	AFL/Moscow-VKO	mfd	28feb67	toc 15mar67; rgd 18apr67; 100 pax configuration; arrived ARZ No. 402 GA at Bykovo 02jan80 for last overhaul; soc 20jan84 as life-time expired; t/t 39,496 hours and 13,482 cycles
18700 97 02	CCCP-75442 CCCP-75442	II-18D II-18D	AFL/Moscow AFL/International	mfd trf	28feb67 22jul70	toc 21mar67; rgd 18apr67; 100 pax configuration
	CCCP-75442 CCCP-75442	II-18D II-18D	AFL/Moscow AFL/GosNII GA	trf trf	06may71 05nov75	f/n VKO 02oct72 converted to "Tsiklon" weather control aircraft; f/f 04apr80; seen SVO 09sep81; arrived ARZ No. 402 GA at
	RA-75442	II-18DTs	GosNII GA	rgd	25dec92	Bykovo 15oct85 for last overhaul with them, t/t 23,996 hours; seen at STW during apr/may86, researching the effects of the nuclear disaster at Chernobyl; f/n SNN 04dec86; i/n SVO 14aug92 still as 11-18DTs "Tsiklon" weather control aircraft; i/n SVO 24apr97, engineless; leased/sold to Nadym-
	RA-75442	II-18D	Ramaer	lsd	20jul97	Aero 01jul97 in basic Aeroflot c/s; f/n DME 16aug97
	RA-75442 EX-75442	II-18D II-18D	Ram Air Ram Air	DME SHJ	07jul98 apr99	in full blue/red and white c/s; l/n JED 08jan99; lease ended 31dec98; soc and canx from the Russian Register 23nov01 in full blue/red and white c/s
	EX-75442 EX-75442	II-18D II-18D	Phoenix Phoenix	SHJ LOS	26oct99 28jul01	in full blue/red and white c/s; carried additional small 'Sudan Airways' titles apr00; I/n FIH 23mar01 with additional 'Fresh Air' titles; seen active SHJ may02
	EX-75442 EX-75442	II-18D II-18D	no titles Phoenix	SHJ SHJ	27jan03 04mar03	reported SHJ 09feb03, being stripped of paint
18700 97 03	9Q-CAA not known	II-18D II-18D	Comp. Afriq. d'Avn Chinese Air Force	rgd mfd	18apr03 12may67	c/n confirmed in official 2004 register; f/n FIH aug03; acquired by CAA 02oct03; l/n FIH 16may08; reportedly scrapped in 2009 c/n confirmed as exported to China by Aviaexport
10/00 5/ 00	50852	II-18D	Chinese Air Force	NAY	04apr85	seen again NAY oct66; c/n not confirmed; c/n 184007701 from the Chinese register Book by C. Ballantine, but this c/n was not exported to China; black and white photo shows without old antenna on top of the fuselage; t/t 4,002 hours and 4,426 cycles from OKB document dated 01jan86 for this c/n (last overhaul 1985); arrived ARZ No. 402 GA at Bykovo dec87 for last overhaul, but only the c/n is mentioned in the
	B-224	II-18D	Civ Avn Adm China	SIA	09oct88	document and no serial is given c/n confirmed in museum documents; previously reported as c/n 184007805 in the China Aviation Museum at Shahezhen AFB in jun01, probably due to engine intake covers being marked as such; preserved in the
	'208' (4)	II-18D	Civ Avn Adm China		02apr00	China Aviation Museum at Shahezhen AFB mar92/may99 fake serial; see c/ns 189001504/184007601 and 185008701; c/n confirmed in museum documents; by may99 the museum had already announced that this aircraft was to be painted to represent Chairman
18700 97 04	not known	II-18D	Chinese Air Force	mfd	21apr67	Mao's historic aircraft number 208 (N40.181916 E116.35837), I/n may24 c/n confirmed as exported to China by Aviaexport
18700 97 05	50853 OK-WAI	II-18D II-18D	China United Al CSA	PEK mfd	05jun88 22apr67	c/n confirmed in 1993 for this serial, wfu NAY jun94; seen oct99/may02, fuselage only d/d 19may67; rgd same date; I/n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67; t/t 477 hours and 144 cycles
18700 98 01	CCCP-75444 CCCP-75444	II-18D II-18D	Soviet Gvt/AFL c/s AFL/West SibOVB	mfd trf	01apr67 28dec70	toc 07apr67; rgd 14apr67; opb 235 OAO; f/n PIK 16jun67 arrived ARZ No. 402 GA at Bykovo 27feb81 for last overhaul; soc 18aug83 as life-time expired; t/t 39,916
18700 98 02	YR-IMZ (2)	II-18D	Rom Gvt/TAROM c/s	mfd	24may67	hours and 13,850 cycles rgd 16jun67; arrived ARZ No. 402 GA at Bykovo sep83 for last overhaul with them, t/t only 8,010 hours; see c/n 185008602
	YR-IMZ (2) YR-IMZ (2)	II-18D II-18D	Rom Gvt/LAR c/s Rom Gvt/Romavia	BRU rgd	25may90 02apr90	/n GBA jun90; see next line f/n ORY 04oct90
	YR-IMZ (2) YR-IMZ (2)	II-18D II-18D	Kish Air Rom Gvt/Romavia	lsd ATH	feb93 oct93	in basic ex TAROM c/s with white tail and Romavia logo behind the cockpit; I/n VIE 17apr94; converted
	YR-IMZ (2)	Il-18GrM	Rom Gvt/Romavia	OST	24mar99	dec94/mar95 to II-18GrM (side cargo door); in white c/s with cheatlines in the colours of the Romanian flag, Romavia logo on the fin; I/n RTM 10nov98 in all-white c/s, no titles; I/n DX8 09mar00; canx 25sep00
	4R-EXD 4R-EXD	II-18GrM II-18GrM	Expo Aviation, n/t Expo Aviation	rgd DXB	28sep00 29dec01	f/n DXB 09oct00; l/n BKK 21dec01 seen DXB 28jan02 with additional 'Bismillah Airlines' titles; l/n as such DXB mar02; l/n DXB 05aug02
	4R-EXD 4R-EXD	Il-18GrM Il-18GrM	Daallo Airlines Expo Aviation	DXB SHJ	01mar03 10dec03	I/n as such DXB 08mar03; seen CMB 15oct03, titles not noted in all-white c/s with titles; I/n SHJ 09oct04
	4R-EXD 4R-EXD	Il-18GrM Il-18Grm	ExpoAir FitsAir	DXB CMB	14jan05 13auq13	in all-white c/s with titles; still in Romavia fleet list marO7 as leased to Expo Aviation; repainted with blue/red cheatline and tail logo by marO9; I/n BOM 05apr13, active in same c/s with titles and additional www.fitsair.com titles on rear fuselage; ExpoAir became FitsAir from
	54006	Il-18Grm	NPP "MIR"	Iva	19apr17	23mar13; seen PKV 16mar16; I/n Pushkin 03oct16 still in basic ExpoAir/FitsAir c/s, no titles; seen UCT 25apr18; damaged on landing at Naryan-Mar 23nov18
					·	on a flight from Syktyvkar after a runway excursion, sustaining damage to the fuselage and propellers of engine # 1; still parked NNM sep19/mar21; seen PES 20may21/21jul21, undergoing maintenance; seen PES 24sep21, active; (I/n PES 09may22/09sep24 stored ?
18700 98 03	YU-AIB 7502 YU-AIB	II-18D II-18D II-18D	Yugoslav Governmt. Yugoslav Air Force Yugoslav Governmt.	mfd trf LGW	24apr67 1968 28apr70	f/n AMS 06jun67; seen MAN 06oct68 and CPH 24may69, see next line until early 1970 ?; also with civil registration YU-AIB; seen FRA 07aug71 with just the civil registration; photo SXF 03sep73, with very small 'JAT' stickers above the entry doors; I/n CGN 26jun74, with revised
	CCCP-75766(2)	II-18D	AFL/Krasnoyarsk	toc	unknown	tail colours and without stickers; wfu 1977 on charge as of 01apr77; see c/n 181003405
	3X-GAX	II-18D	Air Guinée	d/d	mar78	f/n SXF 29jul78; l/n SXF 22aug78; w/o 03sep78 when crashed on approach to Conakry (Guinea); soc in the third quarter of 1978; t/t 8,388 hours and 4,294 cycles
18700 98 04	CCCP-75498	II-18D	Soviet AF/AFL c/s	mfd	19jul67	mfd given in technical passport as 01nov73; was reportedly the personal aircraft of the Soviet Minister of Defence, Marshal Dmitri Ustinov; f/n SVO 14jun70; arrived ARZ No. 402 GA at Bykovo for overhaul 19nov85 with t/t 6,418 hours; I/n Sperenberg 18jun93
	RA-75498 RA-75498	II-18D II-18D	Russian AF/AFL c/s Russ. Navy/AFL c/s	Spr trf	21jul93 unknown	opb 223 LO at Chkalovski in 1993/2001; I/n KRR 20sep94; canx 12mar01; not seen for 13 years opb 71 ovtae at VVO; f/n CKL 22nov07; I/n VVO 21may09
	RA-75498 RF-75336	II-18D II-18D	Russian Navy Russian Navy	Pus VVO	24jul11 oct13	opb 7062 AvB at Nikolayevka; in basic Aeroflot c/s, no titles; last overhaul completed in 2011; I/n CKL 10jun13 in basic Aeroflot c/s, no titles; opb 7062 AvB at Nikolayevka; I/n VVO 2020; seen OSF 28apr21 with 'VMF
18700 98 05	YU-AIA	II-18D	Yugoslav Governmt.	mfd	30apr67	Rossii' titles; I/n active jan22 probably at Ostafyevo VIP aircraft (salon)
	7501 73201	II-18D II-18D	Yugoslav Air Force Yugoslav Air Force	CAI YMX	11aug67 23may70	with miniature civil registration YU-AIA, the personal aircraft of Prime Minister Josip Broz Tito; seen DEL 24jan68; //n LHR 09mar70 //n SXF 04jun76; wfu 1977
	CCCP-75780(2)	II-18D II-18D	AFL/Krasnoyarsk	toc	unknown	on charge as of 01apr77; rgd 14jul77; arrived ARZ No. 402 GA at Bykovo jul82 for last overhaul with t/t 17,293 hours; see c/n 181003804
	CCCP-75780(2)	II-18D	AFL/West Siberia	trf	01mar83	trf to MAP 07apr83 on a decree issued 04mar83 and converted to II-22M-II CCCP-75919, c/n 2964009805; t/t 18,212 hours and 5,839 cycles
18700 99 01	222 B-222	II-18D II-18D	Civ Avn Adm China Civ Avn Adm China	mfd PEK	22may67 29oct86	f/n SXF 02jul67; c/n confirmed as exported to China by Aviaexport opb China Southwest Airlines by 1988; w/o 18jan88 on a flight from Beijing to Chongging when the # 4 provide the construction because as before accords to Chongging when the # 4
						engine starter generator became so hot on approach to Chongqing that the feathering oil tube was burnt, the oil tube burst upon feathering of the prop and the engine caught fire, the pylon burnt and the engine separated, severe vibrations caused the # 1 prop to feather, the aircraft lost control and crashed on a hill
						ridge with paddy fields near White City station (5.7 km from Longfeng market in Xinmin village), the wreckage was scattered over an area of about 300 by 150 metres, all 10 crew and 98 passengers killed
18700 99 02	50856 B 336	II-18D	Chinese Air Force	mfd	30may67	f/n early85; c/n confirmed as exported to China by Aviaexport; c/n for this serial from the Chinese register Book by C. Ballantine; photo circa late 1985/early 1986 at NAY
	B-226	II-18D	China United Al		nov92	preserved in the China Aviation Museum at Shahezhen AFB, I/n dec09; c/n confirmed

	226	II-18D	Chinese Air Force		07sep10	prefix removed, preserved in the China Aviation Museum at Shahezhen AFB, Changping (N40.185134
18700 99 03	YR-IML	II-18D	TAROM	mfd	04may67	E116.36231); l/n may24 mfd also given as 20may67 in an Ilyushin OKB document; rgd 22may67; f/n LGW 10jun67; t/t 29,406
	V5 11	11.400				hours and 9,729 cycles from an Ilyushin OKB document dated 01jan86; I/n in its old c/s ZRH may94; repainted in the 1990s 'blue' c/s; f/n PRG may97
	YR-IML ER-ICL	II-18D II-18D	Alfa Line Renan	PRG rgd	22jul97 02jul98	canx 02jul98 in all-white c/s with titles; f/n BUD 11dec98; canx 15jun00
	UR-TMD UR-TMD	II-18D II-18D	Tavriya-MAK Sevastopol Avia	SHJ SHJ	13feb01 mar02	in white/light grey c/s with blue cheatline, with titles; I/n SHJ 24apr01 in white/light grey c/s with blue cheatline, with titles; I/n SIP 24jul04
	UR-CEO	Il-18D	Sevastopol Avia	SIP	30may05	initially in white/light grey c/s with blue cheatline, with titles; I/n as such DME 03jun06; repainted in white c/s with blue/yellow/red cheatline, no titles; f/n as such KIV 14jun07; seen without registration on overhaul at KIV jun07/nov08
	ER-ICS	II-18D	Grixona	KIV	27dec08	in white c/s with blue/yellow/red cheatline, no titles; Grixona was renamed Sky Prim Air and registered to them 14dec13; I/n without cargo door KIV 19aug14; modified with a cargo door (as per II-18GrM); f/n as
	ER-ICS	II-18D	Sky Prim Air SRL		15sep16	such KIV 30may15; canx 08jul15; see next line at Zintan; renamed Terra Avia SRL in 2016; continued to operate illegally in Libya for Khalifa Haftar's LNA; in white c/s with blue/yellow/red cheatline, no titles; owned by Space Cargo Inc (FZE); seen Zintan
						01jan17; photo may17, location unknown, with registration removed/covered; seen may19, flying ammunition from Benina to Gharyan; seen operating for the Haftar Affiliated Forces (HAF) in Libya 27jul20
						according to UN document dated 08mar21; registration still worm on top of the wing from another photo dated 29nov20
	5A-AND	II-18D	Space Cargo Inc.		02oct21	still in white c/s with blue/yellow/red cheatline, no titles and Libyan flag on the tail; seen MJI 27nov21; opb for the Haftar Affiliated Forces (HAF); I/n BEN 02nov23, with faded registration
18700 99 04	YR-IMM	Il-18D	Rom Gvt/TAROM c/s	mfd	20may67	mfd also given as 27may67 from Ilyushin OKB document; rgd 29may67; f/n LGW 31may67; completed a 'round-the-world in 80 hours' flight 07jan70; photo KIV 02aug76, with TAROM titles; arrived ARZ No. 402
	YR-IMM	II-18D	Rom Gvt/Romavia	SXF	16dec90	GA at Bykovo may87 for last overhaul with them, t/t only 7,373 hours; photo exists 1990 still with TAROM titles initially in basic ex TAROM c/s, photo exists without Romavia badge; was probably leased to Kish Air before
	110-11-11-1	11-100	Kom Gverkomavia	3/1	1006030	jun93; later with Romavia badge behind the cockpit; l/n DUS 04jun94, as such; seen CPH 24jul94 with additional large Romavia titles; l/n CPH 05aug95, as such; seen MLA 05sep96, repainted with the small
						blue/yellow/red cheatline (as per the Romanian flag); I/n MLA jun98, as such; seen BUD sep99, repainted in all-white c/s with grey undersides and Romavia titles; I/n PMI 25aug01
	UN-75001	II-18D	Yuzhnaya	ALA	03sep02	c/n from JP-03; in white/blue c/s with titles; seen FRU aug05; I/n FRU 23feb08 without engines, see next line
	EX-115 EX-18001	II-18D II-18D	Trast Aero Trast Aero, n/t	MCT	11jan08 ? 28jan10	f/n FJR 30aug09; c/n confirmed and given in Romavia fleet list mar07 as such; l/n FJR 17oct09 c/n confirmed; in light blue c/s, subsequently became EX-18005
	EX-18005 EX-18006	II-18D II-18D	Trast Aero, n/t Sky KG Airlines	TSN rgd	11mar10 27jan12	c/n confirmed; in light blue c/s with light grey belly, EX-1800 (last digit missing) under the wings; l/n DMB 05oct10 in light blue c/s, no titles; photo exists taken in Somalia; for sale on web apr13, with t/t 19,169 hours and
	EX-18006	II-18D	Central Air	MGQ	11aug13	in light blue c/s, with titles and tail logo; current on register 20dec13, operator given as Sky KG Airlines;
18700 99 05	CCCP-75446	II-18D	AFL/Northern	mfd	31may67	seen MGQ 14may14; broken up at FRU sep15 toc 05jun67; rgd 30jun67; 100 pax configuration; f/n HEL 19jun67; seen HEL 21feb76; l/n LED 11may78
	CCCP-75446	II-18D	AFL/Krasnoyarsk	trf	07jan80	arrived ARZ No. 402 GA at Bykovo 14jul81 for last overhaul; soc 21aug84 as life-time expired; t/t 39,997 hours and 15,226 cycles
1870 100 01	CCCP-75447	II-18D	AFL/Ukraine-KBP	mfd	31may67	toc 06jun67; rgd 16jun67; 100 pax configuration; f/n PRG 07sep70; seen SXF 28sep76, in post 1973 Aeroflot c/s; arrived ARZ No. 402 GA at Bykovo 03sep81 for last overhaul; soc 18oct83 as life-time
1870 100 02	HA-MOI	II-18D	MALÉV	mfd	may67	expired; t/t 35,939 hours and 17,785 cycles d/d 22jun67; CofA issued 14jun67; named 'MoIlona' (a Hungarian given name, but not worn); first
						commercial flight BUD-SVO-BUD 24jun67; almost crashed on approach to Damascus on 23dec71 03:13 a.m. when 16 km from the airport the landing gear touched the ground and ran 65 metres on a hill which was later hit by CSA II-62 OK-DBF; although landed safely this was investigated as a crash; in mar75 the
						flight crew decreased from five to four, with the radio operator workplace removed due to the use of the new Mikron radio system; last passenger flight 28oct77 BUD-SVO-BUD converted to II-18Gr 31mar78; t/t
						28,259 hours and 11,860 cycles from OKB document dated 01jan86 (last overhaul 1984); last commercial flight 25jan89, last flight to Pápa on 26jan89; towed to Abda, near Györ to serve as a restaurant, l/n
						jun12; dismantled and moved by road 17nov14 to the Muzeum letectva Kosice at Kosice-Barca (N48.667939 E21.234704), Slovakia 17nov14, arrived at the Museum 18nov14; still dismantled by aug15;
1870 100 03	CCCP-75448	II-18D	Soviet Gvt/AFL c/s	toc	30jun67	seen 10jul16, complete but missing outer wings; seen aug17, complete; l/n 18may24 rgd 14jul67; opb 235 OAO; f/n PIK 18sep67; l/n LHR 12dec67
	CCCP-75448	II-18D	AFL/Moscow-VKO	trf	04jun74	photo AAQ 1978; arrived ARZ No. 402 GA at Bykovo 08may84 for last overhaul with t/t 33,115 hours; trf to MAP 03apr85 by decree issued 28dec84 and converted to II-22 CCCP-75928 with the same c/n, for further device ace II-20 aceticate the 23 400 hours and 11 F02 aceticate the 23 400 hours and 11 fo2 aceticate the 24 hours and 11 hours and 11 hours and 11 hours are 11 hours at 11 h
1870 100 04	CCCP-75449 CCCP-75449	II-18D II-18D	Soviet Gvt/AFL c/s AFL/Kyrgyzstan	mfd trf	30jun67 14jan74	further details see II-22 section; t/t 37,409 hours and 11,593 cycles toc 07jul67; rgd 27jul67; opb 235 OAO; f/n PIK 12aug67
	CCCP-75449 CCCP-75449 CCCP-75449	II-18D II-24N	AFL/Magadan MAP	trf	10apr80 02jan85	converted to, see next line ice-reconnaissance aircraft, equipped with 'Nit'-D' side-looking radar; in Aeroflot 'polar' c/s; t/t 35,121
	CCCP-75449	II-24N	AFL/GosNII GA	trf	22dec86	hours and 13,105 cycles from OKB document dated 01jan86 (last overhaul 1984) in Aeroflot 'polar' c/s; f/n LED 20jan89; l/n SVO 18aug92
	RA-75449 RA-75449	II-18D II-18D	GosNII GA Ramaer	SV0 Isd	19mar93 01jan97	in Aeroflot 'polar' c/s; leased/sold to Nadym-Aero 01may97; l/n SHJ 07may97, without titles f/n SHJ 12oct97; with light blue tail and ex Aeroflot cheatline; seen SHJ may98 with 'Daallo' sticker
	RA-75449 ST-APZ	II-18D II-18D	no titles no titles	SHJ SHJ	30jun98 13aug98	in blue c/s, no titles in blue c/s, no titles; I/n SHJ 17oct99 in blue c/s, no titles; I/n SHJ 17oct99
	ST-APZ RA-75449	II-18D II-18D	Phoenix Jubba Airways	SHJ SHJ	12dec99 18sep00	in blue/red and white c/s; l/n SHJ 01apr00, as such; seen SHJ 10may/19aug00 with additional 'Jubba Airways' titles in blue/red and white c/s; l/n SHJ 01oct00; soc and canx 23nov01
	EX-75449 EX-75449	II-18D II-18D II-18D	Jubba Airways Phoenix c/s, n/t	SHJ SHJ	04oct00 15sep01	in blue/red and white ( <i>s</i> , <i>i</i> ) in Sh 30 clouds, so and can a should be a sho
	2,7,9113	11 100	11001117 0/07 11/0	0115	1000001	Intal Air sep06 with t/t 44,811 hours; seen FJR 16nov07; mentioned in FJR ground log 01nov08, having arrived 08jul06; I/n FJR 12dec09
1870 100 05	CCCP-75450 CCCP-75450	II-18D II-18D	AFL/International AFL/Krasnoyarsk	mfd trf	23jun67 11may69	toc 14jul67; rgd 15aug67; 85 pax configuration; f/n SVO 27mar68 arrived ARZ No. 402 GA at Bykovo 17jun81 for last overhaul; soc 23nov83 as life-time expired; t/t 39,455
1870 101 01	OK-WAJ	II-18D	CSA	d/d	21jun67	hours and 11,468 cycles named 'Podebrady'; rgd 16aug67; f/n AMS 10feb68; last flight 24oct84; wfu 25nov84; t/t 23,578 hours and 20,829 cycles; canx 07feb85; preserved near Bakov nad Jizerou at the highway Praque-Liberec
						(N50.45523) Cites; Can's Orlebs; preserved near backy had bizerou at the nginway prague-iberec (N50.455230 E14.942293) since 17sep86, initially used as a restaurant, carrying 'Moto-Auto' titles (no longer visible auq05), repainted jul11 into new orange/white c/s with 'Kofola' titles; seen auq17; seen
						10may20 no longer with 'Kofola' titles; seen 21jun20 in new red and blue colours, no titles; seen 28jun20 with large Buggyra Air titles and bear motifs; I/n 26aug24
1870 101 02	CCCP-75452 CCCP-75452	II-18D II-18D	Soviet Gvt/AFL c/s AFL/Tajikistan	mfd trf	13jul67 09jul71	toc 07aug67; rgd 29aug67; opb 235 OAO; f/n LHR 23nov67
4070 404 00	CCCP-75452	II-18D	AFL/Krasnoyarsk	trf	17jan80	arrived ARZ No. 402 GA at Bykovo apr83 for last overhaul; t/t 39,611 hours and 13,942 cycles from OKB document dated 01jan86 (last overhaul 1983); soc 19may86 as life-time expired
1870 101 03	CCCP-75453 3X-GOF	II-18D II-18D	Soviet Gvt/AFL c/s Air Guinée	mfd rgd	26jul67 mar68	mfd also given as 26jun67 from Ilyushin OKB document; toc 07aug67; rgd 29aug67; opb 235 OAO; f/n PIK 18dec67 c/n confirmed; returned aug68
	CCCP-75453	II-18D	Soviet Gvt/AFL c/s	SXF	27jun73	converted to a relay aircraft for government communications in 1969; t/t 14,462 hours and 5,813 cycles from OKB document dated 01jan86 (last overhaul 1985); l/n VKO 25jan94
	RA-75453 RA-75453	II-18D II-18D	Russ. Gvt/AFL c/s Rossiya	VKO trf	23may94 22jul94	in basic Aeroflot c/s with grey tail and Rossiya titles below the cockpit; I/n VKO 12jul94 in basic Aeroflot c/s with grey tail and Rossiya titles below the cockpit; repainted in light grey c/s with
						cheatlines in the colours of the Russian flag, grey undersides and titles in red with a gold coat of arms on a red shield on the tail; I/n VKO 01sep07; broken up at VKO around 03mar08
1870 101 04	CCCP-75454	II-18D	Soviet Gvt/AFL c/s	mfd	31jul67	toc 09aug67; rgd 29aug67; opb 235 0AO; relay aircraft for government communications; f/n PIK 21apr68; damaged 26jun69 when entered a thunderstorm; seen SXF 04feb74, t/t 15,619 hours and 6,077 cycles
	RA-75454	II-18D	Russ. Gvt/AFL c/s	VKO	11jul94	from OKB document dated 01jan86 (last overhaul 1984); I/n VKO 06sep93, still with Aeroflot titles in basic Aeroflot c/s with grey tail and Rossiya titles below the cockpit for VKO 10sep04 is being Aeroflot c/s with grey tail and Rossiya titles below the cockpit repeinded in light.
	RA-75454	Il-18D	Rossiya	trf	22jul94	f/n VKO 19sep94; in basic Aeroflot c/s with grey tail and Rossiya titles below the cockpit; repainted in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides and titles in red with a gold coat of arms on a red shield on the tail; I/n CKL 13aug12, c/n checked; trf Russian Air Force in 2012; I/n
	RF-75939	II-18D	Russian Air Force	Pus	apr14	Pushkin 13jul13 in basic Rossiya c/s with 'VVS Rossii' titles on tail; I/n OVB 01jun19; c/n only mentioned in a tender issued
						23dec19 by 20 ARZ for the supply of flexible fuel tanks, version given as such; intercepted by French Air Force Rafales 13dec24 on its way to Kaliningrad
1870 101 05	T-001	II-18D	Afghan Air Force	mfd	03jun67	'salon' aircraft; mfd also given as 15aug67 in an Ilyushin OKB document; leased from the Soviet Union; named 'Kandahar' after the second largest city of Afghanistan; used by King Mohammad Zahir Shah and later by Decident Mohammad Decid Khar (a MIC Occore (b) (b) 100 Course).
	CCCP-75451	II-18D	AFL/Krasnoyarsk	toc	29jan79	later by President Mohammad Daoud Khan; f/n MUC 02apr68; I/n LHR 26jun73; returned to the Soviet Union feb79 rgd 22feb79; arrived at ARZ No. 402 GA at Bykovo jan83 for its last overhaul with them, with t/t 11,213
	CCCP-75451 CCCP-75451	II-18D	Minaviaprom	trf	29jan79 22mar83	hours converted to II-22M-II CCCP-75917 based on a decree issued 06dec82; for further details see the II-22
8700 101 06	"10" red	II-38	Soviet Navy	mfd	23dec67	section under c/n 2964010105; t/t 11,214 hours and 3,353 cycles II-38 line # 1; f/f already oct67; conducted trials of the "Berkut" ASW complex at Kirovskoye until jan68;
						photo Lugansk 17sep77 with code on the rear fuselage rather than the tail

	no serial	II-38	Ukrainian Navy		27apr99	used as ground instructional airframe by the technical school at Lugansk since 1997, bare metal; later became part of the Lugansk-Ostraya Mogila Aircraft Plant Museum (N48.527216 E39.384045), seen
101 07	not known	II-38	Soviet Navy			jun08/oct13, still bare metal II-38 line # 2; reported as broken up/destroyed, details unknown
8700 101 08	not known "02" red	II-38 II-38	Soviet Navy Russian Navy	mfd no	25may68 reports	II-38 line # 3 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; see c/n 087010109
0870 101 09	not known "02" red	II-38 II-38	Soviet Navy Russian Navy	mfd Nev	25may68 11apr12	Il-38 line # 4 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka;stored at Nikolayevka, l/n apr12/aug18; see
8700 101 10	not known	II-38	Soviet Navy	mfd	1968	c/n 870010108 Il-38 line # 5; c/n given as such in Russian customs data base, but as 880010110 in a Russian court order
	not known	II-38	Russian Navy			in 2010 opb 403 osap at Severomorsk-1; officially trf to India 22dec05; ferried to 20 ARZ at Pushkin for overhaul
	IN306	II-38SD	Indian Navy	ZIA	19aug07	jan06; overhauled and modernised by the detachment of OAO "Ilyushin" at Zhukovski 03apr06/04jan10 attrition replacement for IN302; opb INAS 315 at Dabolim; in grey c/s; ferried via Cairo to Goa
						01/03dec09; damaged 28apr18 on a test flight from Zhukovski when the doors of the nose gear failed to open on landing so that the nose gear could not extend, all 7 crew escaped unhurt; repaired; seen GOI 04sep21 active; last flight 21oct23, unit disbanded 31oct23; destined for the Naval Aviation Museum at
1870 102 01	CCCP-75455	II-18D	AFL/Far East	mfd	22aug67	Goa according to one source; still present GOI 15jan24 mfd also given as 23aug67; toc 11sep67; rgd 08jan68; 100 pax configuration; opb Khabarovski OAO; collided in the ground at Irkutsk 20may76 with Yak-40 CCCP-87573 during taxi for take off, repaired;
	CCCP-75455	II-18D	AFL/Krasnoyarsk	trf	11jan86	arrived with ARZ No. 402 GA at Bykovo for its last overhaul 07mar85, with t/t 34,980 hours; t/t 36,565 hours and 14,747 cycles by 01jan86 ferried to KJA the same day; opb Krasnoyarski OAO; reported in an incident report at KJA 09jul87, t/t
1870 102 02	CCCP-75456	II-18D	AFL/Moscow	mfd	31aug67	38,886 hours and 16,649 cycles as of this date; soc 01feb89 and canx the same day toc 07sep67; rgd 04oct67; 100 pax configuration
	CCCP-75456 CCCP-75456	II-18D II-18D	AFL/International AFL/Moscow-DME	trf trf	15jan71 19jul71	f/n CAI feb71; seen ARN apr71 with small 'leased to UAA' sticker f/n Sperenberg 17nov71; arrived ARZ No. 402 GA at Bykovo 19jun81 for last overhaul; soc 23nov83 as
1870 102 03	CCCP-75457	II-18D	AFL/Far East	mfd	25aug67	life-time expired; t/t 39,980 hours and 11,597 cycles toc 11sep67; rgd 22sep67; 100 pax configuration; f/n oct73; arrived ARZ No. 402 GA at Bykovo jan83 for
	CCCP-75457	II-18D	AFL/Moscow	trf	19mar85	last overhaul with t/t 30,615 hours soc 21sep85 as life-time expired; t/t 34,818 hours and 14,298 cycles
1870 102 04	CCCP-75497 CCCP-75497	II-18D II-18D	MOM Vnukovo MOM 'Zlatoust'	mfd trf	19aug67 22apr71	mfd also given as 31aug67 in Ilyushin OKB document; in Aeroflot c/s; rgd 09sep67 f/n DME 24mar86; arrived ARZ No. 402 GA at Bykovo jul86 for last overhaul with them, t/t 15,249 hours;
	RA-75497	II-18D	Ural Aviali Comp	trf	19apr94	l/n PHX 01may92 was already f/n DME 20may93
	RA-75497 RA-75497	II-18D II-18D	SP Air ex SP Air c/s	BRE SHJ	21aug94 07nov95	l/n SXF 04nov04 no titles; soc and canx 24oct95 as to Angola
	EL-AKQ EL-AKQ	II-18D II-18D	ex SP Air c/s Air Cess	SHJ SHJ	12dec95 04oct96	rgd 14dec95 to Air Cess; I/n SHJ 13mar96; no titles I/n SHJ 18nov97; named 'Zlatoust'; has additional 'Aviatrack' titles
	3D-SBQ 3C-KKL	II-18D II-18D	Air Cess Air Cess	SHJ SHJ	23jan98 25feb99	seen DEL 27sep98; named 'Zlatoust'; has additional 'Aviatrack' titles; I/n SHJ dec98 I/n SHJ 17oct99; named 'Zlatoust'; 'Aviatrack' titles removed 25feb99
	3C-KKL	II-18D	Air Cess	SHJ	17feb00	I/n SHJ 03nov00; named 'Zlatoust'; carried additional 'Sudan Airways' titles; I/n SHJ 15sep01, titles not reported
	3C-KKL UN-75005	II-18D II-18D	Air Cess c/s, n/t Air Cess c/s, n/t	SHJ HLA	03nov01 19sep03	l/n SHJ 19aug02; named 'Zlatoust' c/n on wing read off as 1.204; named 'Zlatoust'; l/n SHJ 03nov03
	UN-75005	II-18D	Lign.Aerien. Tchad	SHJ	04nov03	logo on forward fuselage and 'LAT' on tail, applied this date; named 'Zlatoust'; reported as Air Bas SHJ 11jan04, with titles ?
	UN-75005	II-18D	IRBIS, n/t	SHJ	08feb04	in basic Air Cess c/s; named 'Zlatoust'; reported for Mega Airlines jul06; converted to II-18Gr by jun08; l/n MCT 06jul08
	UP-I1801	Il-18Gr	Mega Aircompany	FJR	14sep08	c/n confirmed; in basic Air Cess c/s, no titles; named 'Zlatoust'; seen JIB 03apr12; ceased operations by jul13; l/n BBO 15jun14 stored; still present oct20/apr23 according to Google Earth
1870 102 05	CCCP-75458	II-18D	AFL/Ukraine-KBP	mfd	20sep67	toc 04oct67; rgd 13mar68; 100 pax configuration; f/n SXF 01mar69; arrived ARZ No. 402 GA at Bykovo 23dec81 for last overhaul; soc 23nov83 as life-time expired; t/t 37,678 hours and 17,997 cycles
102 06 8800 102 07	not known not known	II-38 II-38	Soviet Navy Soviet Navy	mfd	1968	II-38 line # 6 II-38 line # 7
	not known	II-38	Russian Navy	no	reports	opb 403 osap at Severomorsk-1; officially trf to India 22dec05; ferried to 20 ARZ at Pushkin for overhaul jan06; overhauled and modernised by the detachment of OAO "Ilyushin" at Zhukovski 18apr06/11feb10
8800 102 08	IN307	II-38SD II-38	Indian Navy	ZIA	12mar09 31jul68	attrition replacement for IN304; opb INAS 315 at Dabolim; in grey c/s; ferried to Goa 11/16feb10; seen ZIA 22jul17; seen ZIA 25feb20; last flight 31oct23, unit disbanded the same date II-38 line # 8
8800 102 08	not known "06" red	II-38 II-38	Soviet Navy Russian Navy	mfd Sev	31jul07	opb 240 osap at Ostrov in the mid-1990s; later opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; last overhaul completed 27dec02; in grey c/s with a 'Polar Bear' badge on the nose; f/n as such Severomorsk-1 31jul07; //n Severomorsk-1 09sep10; see c/n 089010506
8800 102 09	not known "07" red	II-38 II-38	Soviet Navy Russian Navy	mfd no	31aug68 reports	II-38 line # 9 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; see c/n 089010507
102 10	not known "08" red	II-38 II-38	Soviet Navy Russian Navy	no	reports	II-38 line # 10 c/n not confirmed; opb 403 oplap at Severomorsk-1; carried a 'seagull attacking a shark' badge; w/o 03feb94 on a training flight from Severomorsk at night in difficult weather conditions when the crew practised blind instrument flying with the shutters on the windscreen shut, drifting 70 metres to the right of the runway centre-line on approach, on finals the crew opened the shutters and started to pilot visually.
						mistaking the lighting of a storage complex some 350-500 metres away from the runway for the runway lighting and 'correcting' the heading, losing height in the process, the commander initiated a go-around 3 seconds before the impact but it was too late, the aircraft impacted the ground 700 metres from the runway threshold at a speed of 295 km/h and burnt out, all 7 crew killed
1870 103 01	CCCP-75459 TZ-ADF	II-18D II-18D	AFL/International Air Mali	mfd Isd	25sep67 02apr74	toc 12oct67; rgd 25oct67; 100 pax configuration; f/n PIK 13dec71; sold to Mali 18oct74, see next line f/n JED 26jan75; seen CDG 08nov81; stored Bamako from mar84; returned to the Soviet Union
	CCCP-75459	II-18D	AFL/Moscow	trf	28jun85	reported Igarka 23jan87 in an incident report with 22,016 hours as of this date; canx to Cuba 21may87; soc as trf to Cuba 25may87 based on a decree dated 04apr86
	CU-T1270 CU-T1270 CU-T1270	II-18D II-18D II-18D	Cubana East West Chile Aerocaribbean	d/d Isd HAV	26may87 20feb92 nov92	photo PRG 1988; seen HAV 22oct89; I/n BGI 30may90 f/n HAV may92, returned to Cuba jun92 w/o 15nov92 on a flight from Santo Domingo to Havana with an intermediate stop at Puerto Plata; on
	0-11270	11-160	Aerocaribbean	HAV	1100 92	approach to Puerto Plata crashed into the Pico Isabel de Torres mountain after breaking off the initial VOR approach to runway 26 and deciding to undertake a visual approach to runway 08, killing all 28 passengers
1870 103 02	CCCP-75460	II-18D	AFL/International	mfd	28sep67	and 6 crew; t/t 20,277 hours and 7,164 cycles toc 13oct67; rgd 25oct67; f/n SVO 17apr68
10,010002	CCCP-75460 CCCP-75460	II-18D II-18D	AFL/Tajikistan AFL/Krasnoyarsk	trf trf	19sep74 17jan80	arrived ARZ No. 402 GA at Bykovo 28jul80 for last overhaul; soc 26nov86 as life-time expired; t/t 39,291
						hours and 13,503 cycles; reportedly displayed near the terminal at Ashkhabat 1986/1993; later used as a fire trainer but not seen since
1870 103 03	CCCP-75461 CCCP-75461	II-18D II-18D	AFL/International AFL/Moscow	mfd trf	29sep67 22aug75	toc 19oct67; rgd 25oct67; 100 pax configuration; f/n LHR 17apr69 arrived ARZ No. 402 GA at Bykovo jun83 for last overhaul; soc 19jul85 as life-time expired; t/t 39,328
1870 103 04	CCCP-75462	II-18D	Soviet Gvt/AFL c/s	mfd	26oct67	hours and 12,127 cycles toc 03nov67; rgd 08dec67; opb 235 OAO; f/n PIK 11jun68
	CCCP-75462 CCCP-75462	II-18D II-18D	AFL/Turkmenistan AFL/Far East	trf trf	25may74 24dec83	arrived ARZ No. 402 GA at Bykovo 24feb84 for last overhaul with them, t/t 29,843 hours
	CCCP-75462 CCCP-75462	II-18D II-18D	AFL/Moscow-DME AFL/Domodedovo	trf trf	20apr85 oct86	converted to II-18DORR long-range ocean fishery reconnaissance aircraft II-18DORR long-range ocean fishery reconnaissance aircraft; seen as such SNN 02jul89 and 30sep89, in
						Aeroflot red c/s; seen DME 12apr91; seen ATH sep92, no titles on port side; I/n ATH oct92, titles on starboard side
	RA-75462	II-18D	Aeroflot	SHJ	25feb93	reconverted back to a standard II-18D; t/t 36,302 hours and 13,861 cycles as of 01apr93; I/n DME 23sep94 in Aeroflot red c/s, see next line
1070 102 05	RA-75462	II-18D	Domodedovo Airl.	trf	25jul94	f/n DME 15jan95; I/n DME 26aug95; soc 01mar96 as life-time expired and canx same date; seen wfu at DME aug96; broken up at DME jan/apr98
1870 103 05	CCCP-75463 CCCP-75463	II-18D II-18D	Soviet Gvt/AFL c/s AFL/Krasnoyarsk	mfd trf	31oct67 25dec74	toc 16nov67; rgd 08dec67; opb 235 OAO at VKO; f/n PIK 04oct69
	CCCP-75463	II-18D	AFL/Turkmenistan	trf	06mar83	trf to MAP 16apr84 based on a decree issued 16jan84; arrived ARZ No. 402 GA at Bykovo for overhaul 17apr84 with t/t 30,476 hours and 9,237 cycles; converted to II-22M-11 CCCP-75923, retaining its c/n 187010305; for further details see the II-22 section
8800 103 06	not known "09" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd Pus	31nov68 07jul94	173010303 for normer decine see the 1722 section 11-38 line # 11 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; in grey c/s with a 'polar bear' badge on the nose; f/n as such Severomorsk-1 09aug06; l/n ZIA 06nov18
8800 103 07	not known "10" red	II-38 II-38	Soviet Navy Russian Navy	mfd Pus	24dec68 07jul94	II-38 line # 12 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; I/n Pushkin 25aug99
8800 103 08	not known "11" red	II-38 II-38 II-38	Soviet Navy Russian Navy	mfd Pus	18dec68 07aug99	II-38 line #13 opb 403 osap (renamed 7050 AVB in 2010) at Severomorsk-1; seen Severomorsk 22sep11; I/n Pushkin
	RF-75308	II-38N	Russian Navy	ZIA	10sep16	feb15/apr15 in bare metal c/s, with just Russian Stars and registration on the; fin; I/n ZIA 12sep16; photo oct16, in overail dark grey c/s with 'MA VMF Rossii' titles, also carried code "11" yellow on the nose, named æMikhail
8800 103 09	not known	II-38	Soviet Navy	mfd	24dec68	VerbitskiÆ after the distinguished Soviet naval aviator of WWII; I/n Kubinka 18aug23 II-38 line # 14
8000 100 10	"12" red	II-38	Russian Navy	Sev	20apr06	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; in grey c/s with a 'polar bear' badge on the nose; f/n as such Severomorsk-1 21sep10; I/n Pushkin mar16
8900 103 10	not known "14" red	II-38 II-38	Soviet Navy Russian Navy	mfd Sev	28feb69 06sep06	II-38 line # 15 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; l/n Severomorsk-1 29apr10

						for government communications; f/n CPH 05jun68; t/t 9,897 hours and 4,184 cycles from OKB document
	RA-75464	II-18D	Rossiya	trf	22jul94	dated 01jan86 (last overhaul 1983); //n BKA 24sep94, see trf date next line f/n VKO 15may95; in white c/s with red/blue cheatline, gold/red coat of arms on the tail and grey undersides with titles in red; last overhaul completed in early 2003; repainted in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides and titles in red with a gold coat of arms on a
	RF-75937	II-18D	Russian Air Force	Pus	mar14	red shield on the tail; I/n CKL 13aug12; trf Russian Air Force in 2012; I/n Pushkin 13jul13 in basic Rossiya c/s with 'VVS Rossii' titles and Russian flag on the tail; c/n only mentioned in a tender issued 24sep20 by 20 ARZ for the supply of fuel tanks, version given as such; I/n CKL 20may22
1870 104 02	CCCP-75465 CCCP-75465 VN-B196	II-18D II-18D II-18D	Soviet Gvt/AFL c/s AFL/Moscow Háng Không Viêtnam	mfd trf h/o	28oct67 12oct78 17apr79	toc 17nov67; rgd 08dec67; opb 235 OAO; fn HEL 02aug75 trf to North Vietnam 05jan79 based on a decree issued 18dec78 seen BKK 02aug80 and mar81 still in basic Aeroflot c/s; t/t 4,226 hours and 1,751 cycles from OKB document dated 01jan86 (last overhaul 1978)
1870 104 03	VN-B196 CCCP-75466	II-18D II-18D	Vietnam Airlines AFL/GosNII GA	fr. mfd	1990 21oct67	wfu by 1990 and stored Hanoi, canx from register 03dec91 mfd also given as 31oct67 in an Ilyushin OKB document; toc 01dec67; rgd 11mar68; 100 pax configuration; f/n SV0 03aug76
	CCCP-75466 CCCP-75466	Il-18D Il-18D	AFL/Moscow AFL/Krasnoyarsk ?	trf trf	21oct80 25feb85	opb Domodedovskoye PO information from the MGA document, but a former employee of the II-18 unit at Krasnoyarsk stated that this aircraft was never on charge of that unit and that no II-18 was toc by the unit in early 1985, so the transfer order did probably not come into effect (but this was not reflected in the MGA document);
	CCCP-75466	II-24N	AFL/GosNII GA	trf	22dec86	converted to, see next line ice-reconnaissance aircraft, equipped with a "Nit'-D" side-looking radar; in 'polar' c/s; t/t 11,072 hours by sep89; I/n with the pod under the fuselage SVO 18jul91; the pod was removed by jul92; I/n SVO 14aug92
	RA-75466 RA-75466	II-18D II-18D	GosNII GA Air Transp. Office	SVO OST	20apr93 09oct93	in 'polar' Aeroflot c/s leased from GosNII GA; in basic 'polar' Aeroflot c/s; I/n SVO 14aug92
	RA-75466 RA-75466	II-18D II-18D	GosNII GA Ramaer	IST rgd	04apr96 15jul97	in basic 'polar' Aeroflot c/s, no titles; sold 10jun97 owned by Feniks OAE; with dark blue tail and cheatline; f/n SHJ 20jan98; l/n with titles SHJ 14oct98; f/n
	EX-75466	Il-18D	Phoenix	SHJ	17apr99	without titles SHJ 22nov98; soc 02feb99 and canx the same day; I/n SHJ 27mar99 received the cargo door of c/n 185008404 when was converted to an II-18GrM (with side cargo door) mar01/apr01; in white/blue c/s with red cheatline, with titles; I/n SHJ 15may04; was reported as 4R-EXE of Expo Aviation in JP-03, but never seen as such
	EX-75466 EX-75466	Il-18GrM Il-18GrM	no titles Anikay Air	FRU SHJ	16oct04 19feb05	I/n DXB 19nov04 I/n DXB 19nov04 I/n DJ 26dec05; reportedly delivered to Botir Avia jan06; still with 'Anikay Air' titles when seen BUD
	EX-75466	Il-18GrM	National Paints	DXB	15nov07	12may06, but operated a Botir Avia flight opb S Group Aviation; in golden c/s with red cheatline and blue engines and fin, with titles; I/n JUB
	EX-18008	Il-18GrM	S. Group Internat.	rgd	19jul13	05aug13 flew KRW-ISU 31mar14; in basic National Paints c/s, no titles; f/n EBB 05jun14; l/n EBL 27aug15; not on
1870 104 04	CCCP-75467	II-18D	AFL/Moscow-VKO	mfd	23nov67	register dated 17jan20; seen stranded at Al Dhafra air base, UAE, may16/may23 toc 09dec67; rgd 01mar68; 100 pax configuration; f/n VKO 30jun70; photo UFA jun71; arrived ARZ No. 402 GA at Bykovo for last overhaul 22oct81; soc 17apr84 as life-time expired and canx same date; t/t 39,992 hours and 13,173 cycles
1870 104 05	CCCP-75468	II-18D	AFL/Northern	mfd	24nov67	b) b) the big book of the b
	CCCP-75468	II-18D	AFL/Krasnoyarsk	trf	08jan80	arrived ARZ No. 402 GA at Bykovo 17sep81 for last overhaul; soc 19dec84 as life-time expired; t/t 39,999 hours and 14,772 cycles
8900 104 06	"13" red	II-38	Soviet Navy	mfd	28feb69	II-38 line # 16; opb 403 osap at Severomorsk-1; the code was changed after overhaul by 20 ARZ in the mid-1980s, on request of the unit's commander
	"18" red	II-38	Russian Navy	Sev	28jun07	opb 403 osap (redesignated 7050 AvB in 2010 and re-established 01dec19) at Severomorsk-1; in light grey c/s with red spinner tips, no titles; overhauled in 2014; named 'Valeri Cherednichenko' sep19 after a distinguished Soviet naval aviator; f/n as such Severomorsk-1 12sep19; l/n Severomorsk-1 14sep19
8900 104 07	not known "15" red	II-38 II-38	Soviet Navy Russian Navy	mfd	25apr69 photo	II-38 line # 17 c/n not confirmed
	"15" yellow "15" yellow	II-38 II-38N	Russian Navy Russian Navy	no ZIA	reports 17aug09	overhauled and modernised by the detachment of OAO "Ilyushin" at Zhukovski 26dec08/04feb11 the first II-38N from 'series modernisation'; opb 7050 AvB at Severomorsk-1; in grey c/s with large code on the forward fuselage, still with Red Stars; h/o mar12; stored at Severomorsk-3 nov11/nov13, f/f after storage 13nov13; i/n Severomorsk-3 11apr14
0890 104 08	not known "16" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd	28may69 photo	II-38 line # 18 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; in grey c/s, probably carried a 'seagull attacking a shark' badge in the 1990s; later carried a 'polar bear' badge on the nose; seen as such Severomorsk-1 09aug06/16feb10; tender for rework published 19nov07; seen without badge Severomorsk-1 17aug10; seen EIK 10mar14 again with 'polar bear' badge on the nose; seen Severomorsk-3 10nov14; intercepted by Norwegian Air Force F-35s 09mar23 in proximity to UK Carrier
0890 104 09	not known "09" red	Il-38 Il-38	Soviet Navy Ukrainian Navy	Kko	09may97	Strike Group operating in the area, no RF- registration worn II-38 line # 19 painted with '14-09' on the nose-wheel door, in all grey c/s with Soviet Armed Forces 'quality' badge on
0890 104 10	not known	II-38	Soviet Navy	no	reports	nose; I/n Kirovskoye 26aug00 with just '09' on the nose-wheel door II-38 line # 20
	"10" red	II-38	Ukrainian Navy	NLV	1996	c/n not confirmed; photo, in all grey c/s with red star painted out, code on tail and with Soviet Armed Forces 'quality' badge on nose; see also c/n 870010106
	no code	II-38	Ukrainian Navy	Mkk	08may98	c/n checked and painted as just '10410', stored with markings painted out; l/n Mykolayiv-Kulbakino 30apr99
1870 105 01 1870 105 02	CCCP-75469 CCCP-75470	II-18D II-18D	AFL/Ukraine-KBP AFL/Moscow-VKO	mfd mfd	21nov67 13dec67	mfd also given as 29nov67 from Ilyushin OKB document; toc 08dec67; d/d 06jan68; rgd 13mar68; f/n PRG jun68; 100 pax configuration; //n VKO 16jun77; arrived ARZ No. 402 GA at Bykovo jul83 for last overhaul with t/t 35,231 hours; soc 16nov84 as life-time expired; t/t 36,850 hours and 17,999 cycles toc 13dec67; rgd 03jan68; 100 pax configuration; f/n VKO 02oct72; //n VKO 14nov77; arrived ARZ No.
						402 GA at Bykovo 21jan82 for last overhaul; soc 20jan84 as life-time expired; t/t 39,309 hours and 13,427 cycles
1870 105 03 1870 105 04	CCCP-75471 CCCP-74250	II-18D II-18D	AFL/Ukraine-KBP AFL/Moscow	mfd mfd	15dec67 21dec67	toc 27dec67; rgd 13mar68; 100 pax configuration; f/n PRG 16jun68; seen Grossenhain 09may73; arrived ARZ No. 402 GA at Bykovo 18jan82 for last overhaul; soc 21aug84 as life-time expired; t/t 36,726 hours and 17,942 cycles toc 29dec67; rgd 23feb68; 100 pax configuration
	CCCP-74250 CCCP-74250	Il-18D Il-18D	AFL/International AFL/Moscow-DME	trf trf	15jan71 18jun71	f/n CAI feb71 f/n Sperenberg 11nov72; l/n DME 11mar79; soc 18oct83 as life-time expired; t/t 39,419 hours and 11,496 cycles; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.291057 E48.233285) since jun86, l/n
1870 105 05	CCCP-74251	II-18D	AFL/Far East-KHV	mfd	27dec67	aug24 mfd also given as 30dec67 from Ilyushin OKB document; toc 08jan68; rgd 08feb68; 100 pax configuration; f/n DME 02oct72
	CCCP-74251 CCCP-74251 CCCP-74251	II-18D II-18D II-18D	AFL/Kazakhstan-KGF AFL/TurkmenisASB MAP "Znamya Truda"	trf trf trf	04nov83 08dec83 21dec83	- arrived ARZ No. 402 GA at Bykovo 29may85 for last overhaul with t/t 37,523 hours; converted to II-22M
0890 105 06	not known "06" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd Nev	15aug69 11apr12	CCCP-75929; canx 10apr85 ?; for further details see the II-22 section II-38 line # 21 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; in grey c/s, carried a badge with a tiger eating a submarine (superimposed on a Russian Navy shield) on the nose; I/n Nikolayevka 16jul12, active; see
	RF-75332	II-38	Russian Navy	VVO	oct13	c/n 880010208 also carried code "06" red; in all grey c/s with 'MA VMF Rossii' titles and still carried a badge with a tiger eating a submarine (superimposed on a Russian Navy shield); code changed to "06" blue by jul19; //n PKC
0890 105 07	not known "07" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd PKC	01sep69 30mar07	oct21 II-38 line # 22 opb 317 osap (renamed 7060 AvB in 2010) at PKC; in grey c/s, initially with Red Stars and without Navy flag; I/n as such PKC 30mar07; later with Russian stars and Russian Navy flag behind the cockpit, no titles; flags are by DKC 15 could be addee scale are and be used by DA DR at B behind and DA CKC 13 rest of the scale flags are by DKC 15 rest of the scale are addee to the scale of the scal
	RF-75343	II-38	Russian Navy	РКС	06dec13	f/n as such PKC 15aug10; rudder repaired by 20 ARZ at Pushkin apr12/aug12; l/n PKC 17apr13; see c/n 880010209 in grey c/s with Navy flag and 'an eagle carrying a fish' badge behind the cockpit with 'MA VMF Rossii' titles, still carried code "07" red; l/n PKC 17jan18; seen PKC aug20, with code "07" blue on the side of the
0890 105 08	not known "08" red	II-38 II-38	Soviet Navy Russian Navy	mfd EIK	25sep69 jul11	fuselage; I/n PKC feb22 II-38 line # 23 opb 859 TsBP i PLS MA at Yeisk; in grey c/s with code on fin; I/n Yeisk aug12, code very faded; photo EIK
0890 105 09	not known "05" red	II-38 II-38	Soviet Navy Russian Navy	mfd Nev	25oct69 01jul10	25jul15 wfu, engines and rudder missing, sitting on its tail'; I/n EIK apr19 II-38 line # 24 c/n not painted on; opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; in grey c/s, carried a
	RF-75333	II-38	Russian Navy	РКС	25apr17	badge with a tiger eating a submarine (superimposed on a Russian Navy shield) on the nose; I/n VVO 09apr12, active also carried code "05" red; in all grey c/s with 'MA VMF Rossii' titles; seen PKC 27feb18, with badge
0890 105 10	not known	II-38	Soviet Navy	mfd	14nov69	overpainted; seen PKC 07aug20 now coded "05" blue; I/n PKC 29jan21 II-38 line # 25
1870 106 01	"04" red CCCP-74252	II-38 II-18D	Russian Navy AFL/Far East-KHV	Nev mfd	11apr12 29dec67	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, I/n apr12/aug18 mfd also given as 30dec67 from Ilyushin 0KB document; toc 11jan68; rgd 14feb68; opb 189 LO; w/o 29feb68 on the leg from Krasnoyarsk to Petropavlovsk-Kamchatski at night of a flight from Moscow to Petropavlovsk when the crew was forced to make an emergency descent (probably due to a fuel leak with an ensuing fire), during the descent engine # 3 failed with the propeller creating drag, the aircraft went out of control, broke up at a height of 650 metres and crashed in the taiga 13 km north-west of Parchum (Chunski district of the Irkutsk region), all 9 crew and 74 out of 75 passengers killed and the sole survivor seriously injured, the reason of the accident could not be established; t/t 328 hours and 89 cycles; soc 31may68

1870 106 02	CCCP-75472	II-18D	Soviet AF/AFL c/s	mfd	21dec67	confirmation for the tie-up of this c/n with this registration needed, line for this registration left blank on
						the Soviet register; mfd for this c/n given in an accident report as 17jan68; d/d 26jan68; mfd also given as 17jan68 from Ilyushin OKB document
	CCCP-74295	II-18D	Soviet AF/AFL c/s	SVO	26mar73	opb 8 adon at Chkalovski; established a world record (speed over a closed circuit without payload) 06may68, registration in documents as such; mfd in Russian register as 17jan68, see previous line; l/n Sperenberg 18dec92
	RA-74295	II-18D	Russian AF/AFL c/s	Spr	03may94	opb 8 adon at Chkalovski; I/n CKL 20aug99; w/o 25oct00 on a flight from Chkalovski to Batumi when the navigator committed an error in establishing the aircraft's position on approach to Batumi in bad visibility (low clouds and rain) so that the aircraft deviated from the approach pattern and crashed at a height of 940 metres into the wooded slope of Mount Mitrala (1,336 metres) 14 km north-east of Batumi airport, all 11 crew and 73 passengers killed; I/t 15,256 hours and 7,694 cycles; canx 25oct00
1880 106 03	CCCP-74296	II-18D	MAP "Znamya Truda"	mfd	16jan68	"Znamya Truda" is former Factory No. 30; the prototype of the troopship/military transport version II- 18TD; mfd given as 06mar68 in an incident report from 2003, but 06mar68 given as the roll-out date in documents of ER-ICB; rgd 30aug68; in Aeroflot c/s; reconverted to passenger/cargo configuration; t/t 8,912 hours and 2,579 cycles from an OKB document dated 01jan86; arrived ARZ No. 402 GA at Bykovo for overhaul mar87; f/n Mukachevo 17aug88
	RA-74296	II-18D	ShVT	VKO	28aug93	Shkola vozdushnogo transporta (Air Transport School); in basic Aeroflot c/s including logo, no titles; l/n ZIA jul94
	RA-74296	II-18D	Tretyakovo Al	trf	28dec94	Configuration of the second state of the secon
	ER-ICB ER-ICB ER-ICB 74296	II-18D II-18D II-18D II-18D	Pecotox Air Grixona Tandem Aero NPP "MIR"	rgd rgd KIV PES	06aug03 18feb05 04apr09 06mar12	in basic Aeroflot c/s; f/n DME 13aug03; l/n BNE 03apr04 in basic Aeroflot c/s with own titles; f/n SHJ may05; l/n KIV 22jun08 in basic Aeroflot c/s without titles; l/n PES 12feb12 in basic Aeroflot c/s with logo on fin, no titles; based at PES; ferried to Pushkin 05sep16 and stored there
1880 106 04	834	II-18D	Chosonminhang	mfd	11jan68	since as life-time expired, I/n aug18; broken up feb19 d/d 13feb68; no titles
1000 100 05	3X-GAT	II-18D	Air Guinée	d/d	08aug68	named 'Conakry'; seen SVO 08oct77; arrived ARZ No. 402 GA at Bykovo 14may80 for last overhaul with t/t 10,818 hours and 3,977 cycles; reported wfu CKY 1986
1880 106 05 106 06	CCCP-74253 not known	II-18D II-38	AFL/Moscow Soviet Navy	mfd	27apr68	toc 03jul68; rgd 22jul68; 100 pax configuration; f/n DME 03oct72; arrived ARZ No. 402 GA at Bykovo 14oct81 for last overhaul; soc 27dec83 as life-time expired; t/t 39,487 hours and 10,995 cycles II-38 line # 26
0800 106 07	not known "03" red	II-38 II-38 II-38	Soviet Navy Russian Navy	mfd Nev	28jan70 11apr12	II-38 line # 20 II-38 line # 27 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka
0800 106 08	not known "78" red	II-38 II-38 II-38	Soviet Navy Russian Navy	mfd Pus	24feb70 aug12	II-38 line # 28 opb 289 oplap (redesignated 7062 AVB in 2010) at Nikolayevka; in faded grey c/s with Red Stars, no titles;
	RF-75338	II-38 II-38N	Russian Navy	ZIA	23mar15	seen on overhaul with 20 ARZ at Pushkin dec13 the fifth II-38N from 'series modernisation'; also carried code "78" yellow; in dark grey c/s with 'MA VMF
	KL-73330	11-2014	Kussiaii ivavy	214	23118113	Rossii' titles and Russian stars; named "Fyodor Zolotukhin' by jun15 after the designer of the "Novella"/"Sea Dragon" complex; h/o at Zhukovski 30jun15; l/n PKC 20aug18; photo PKC nov18, with code changed to "03" blue and worn on the rear fuselage; l/n jul19; code changed to "03" yellow; f/n Pushkin 28jul19; l/n PKC feb24
0800 106 09	not known IN305	II-38 II-38	Soviet Navy Indian Navy	d/d	1983	II-38 line # 29 opb INAS 315 at Dabolim; f/n GOI oct84; overhauled and modernised by the detachment of OAO "Ilyushin" at Zhukovski 06may02/10jan06; photos exist ZIA 2002, in bare metal c/s with only a small black '305' on
	IN305	II-38SD	Indian Navy	f/f	03jul03	the nose from Khodynka (in primer, marked with only a small black '305' on the nose); the first II-38SD, with a
					-	Leninets "Sea Dragon" complex; in grey c/s; test-fired a Kh-35E anti-shipping missile 14nov05; h/o dec05 and returned to Dabolim 15jan06; opb INAS 315 at Dabolim; seen under overhaul at Zhukovski 12aug12 (in bare metal/primer) and dec12 (in full colours); seen GOI 21oct17; preserved Dabolim (N15.381186 E73.842286) from mar20; l/n dec22; not seen GOI jan24
0800 106 10	not known IN304	II-38 II-38	Soviet Navy Indian Navy	no d/d	reports 1983	II-38 line # 30 opb INAS 315; f/n GOI oct84; overhauled in Russia in 1999, seen Pushkin aug99; l/n GOI jan00; collided
1880 107 01	CCCP-74254	II-18D	AFL/West Siberia	mfd	22feb68	in mid-air with II-38 IN302 over Goa 01oct02, all 7 crew killed toc 11mar68; rgd 29jul68; 100 pax configuration; f/n DME 30sep72; arrived ARZ No. 402 GA at Bykovo 23jul70; for last given bar with the 24 002 barrier of 23pul72 as life time, evaluate soon, durand
1880 107 02	CCCP-74255	II-18D	AFL/Magadan-GDX	mfd	27feb68	23jul79 for last overhaul with t/t 34,993 hours; soc 23nov83 as life-time expired; seen dumped Novosibirsk jul92/jul93; t/t 39,829 hours and 13,970 cycles on charge as of 01apr68; rgd 14may68; 94 pax configuration; opb 185 LO; f/n CAI 12may73; damaged in
1000 107 02					2,10000	autumn 1977 or 1978 on take-off from Anadyr in poor visibility when the main right gear collided with a snow plough at V2, the aircraft took off, returned to Anadyr and landed on the other 2 gears and the remaining strut, damaging propellers Nos. 3 and 4, but the wing kept clear of the runway by 20 cm, all 5 crew and (some 30) passengers escaped unhurt; repaired; arrived ARZ No. 402 GA at Bykovo for its last overhaul jun82; soc 19dec84 as life-time expired; t/t 39,567 hours and 12,259 cycles; forward fuselage installed at the "Dom pionerov" (House of Young Pioneers) at Susuman in 1986, protruding from the
1880 107 03	VN-B190 ?	II-18D	Háng Không Viêtnam	mfd	07feb68	building (N62.782169 E148.15574), seen jun97/jun07 reported in BASCO files as to Vietnam; crashed 26mar81 at Hoabin ?; c/n and mfd only confirmed as to Vietnam; thumbin Q/M dowment H/2 2015 have and 1.772 uples (lest evented 1.074)
1880 107 04	CCCP-74256 CCCP-74256	II-18D II-18D	AFL/International AFL/Krasnoyarsk	mfd trf	15mar68 22jan78	Vietnam in Ilyushin OKB document, t/t 2,815 hours and 1,772 cycles (last overhaul 1974) toc 26mar68; f/n SVO 17apr68; rgd 06may68; 85 pax configuration seen SNN 08aug84, on lease to Cubana; canx 23sep85 as sold to Cuba; arrived ARZ No.402 GA at Bykovo
	CU-T1268	II-18D	Cubana	d/d	01apr86	mar86 for last overhaul with them, t/t 34,806 hours and 11,012 cycles f/n SNN 01apr86 on delivery
	CU-T1268 CU-T1517	II-18D II-18D	Aerocaribbean	HAV HAV	may92	seen HAV 09mar00 with additional 'Taino Airlines' titles; seen HAV 24apr00 in all-white c/s with just 'Aerocaribean' titles
	C0-11517	II-16D	Aerocaribbean	ΠΑV	06jan01	I/n operational HAV 05mar02; seen HAV 11jan03, engines and nose cone removed; not in fleet list 16oct03; probably the aircraft seen HAV may06 without registration and engines; the hulk was seen in the scrapping area 27aug08
1880 107 05	CCCP-74257 CCCP-74257	II-18D II-18D	AFL/International AFL/Moscow-VKO	mfd trf	30mar68 12jan74	toc 18apr68; rgd 27may68; 85 pax configuration; f/n FRA 13jun69; l/n MXP may72 arrived ARZ No. 402 GA at Bykovo nov82 for last overhaul with t/t 32,284 hours; soc 15feb85 as life-time expired; t/t 33,995 hours and 13,370 cycles
0800 107 06	not known "19" red	II-38 II-38N	Soviet Navy Russian Navy	mfd f/f	10may70 04apr01	II-38 line # 31; modernised by 20 ARZ at Pushkin to, see next line prototype of the second-generation II-38, with Leninets "Novella" complex; f/f still with mock-up radar; underwent state trials from nov02 until at least 2005; on charge of 859 TsBP i PLS MA at Yeisk, but seconded to OAO Ilyushin; seen Pushkin 20sep02/12apr04 and Zhukovski 19aug09/19aug11; opb 7050
	RF-75335 RF-75355	II-38N II-38N	Russian Navy Russian Navy	ZIA ZIA	04jun14 jul14	AvB at Severomorsk; I/n ZIA apr14, active in bare metal, c/n from russianplanes.net in bare metal c/s, active; small registration painted on tail only, see next line; c/n from russianplanes.net registration painted as such; c/n from russianplanes.net; in overall dark grey c/s with 'MA VMF Rossii' titles
			-		-	and named æRadi PopkovskiÆ after the chief designer of the II-76 family, also carried code "19" yellow on the nose; h/o 15jul14, opb 859 TsBP i PLS MA at Yeisk; l/n over Saint Petersburg 16jul19
0800 107 07	not known "17" red	II-38 II-38	Soviet Navy Russian Navy	no	reports	II-38 line # 32 opb 24 oplapdd at Severomorsk-1 in mid-1990s; I/n 07apr11 as such
0800 107 08	not known "01" red	II-38 II-38	Soviet Navy Russian Navy	mfd PKC	20jul70 sep11	II-38 line # 33 opb 317 osap (renamed 7060 AvB in 2010) at PKC; in grey c/s with Russian stars, but no Navy flag and no
	RF-75319	II-38	Russian Navy	РКС	06aug13	titles; I/n PKC jun12 also carried code "01" red; opb 7060 AvB at PKC; in grey c/s with 'MA VMF Rossii' titles, Russian stars, Russian Navy flag and 'an eagle carrying a fish' badge behind the cockpit; photo PKC mar19, with code
0800 107 09	"11" red	II-38	Soviet Navy	mfd	1970	changed to "01" blue and worn on the rear fuselage; //n PKC 2020 II-38 line # 34; opb 77 oplap at Nikolayevka; dbr 09may84 whilst parked at Asmara in the rebellious Ethiopian province of Eritrea when Eritrean separatists attacked the airfield with mortars and several aircraft were hit by shells
0800 107 10	not known "10" red	II-38 II-38	Soviet Navy Russian Navy	mfd no	25sep70 reports	II-38 line # 35 opb 317 osap (renamed 7060 AvB in 2010) at PKC; see c/n 880010307
1880 108 01	CCCP-74258 CCCP-74258	Il-18D Il-18D	AFL/International AFL/Krasnoyarsk	mfd trf	29mar68 27may76	toc 19apr68; rgd 27may68; 85 pax configuration; f/n FRA 14aug69; l/n AMS 02may74 arrived ARZ No. 402 GA at Bykovo dec82 for last overhaul with t/t 34,997 hours; soc 02dec85 as life-time
1880 108 02	LZ-BEA	II-18D	Balkan	mfd	20mar68	expired; t/t 39,877 hours and 11,530 cycles d/d 17nov68; seen LBG may72; was used for long range VIP flights 1968-1978; converted to II-18Gr in 1978 with t/t 17,236 hours and 6,736 cycles; t/t 25,803 hours and 10,020 cycles as of 01jan86; I/n VAR 23sep97 wfu; broken up
1880 108 03	CCCP-74259 CCCP-74259	II-18D II-18D	AFL/Ukraine-KBP AFL/Ukraine-LWO	mfd trf	27apr68 jun77	toc 07may68; rgd 30may68; 100 pax configuration; photo SXF 1972; I/n FRA 08jul73 arrived ARZ No. 402 GA at Bykovo 27oct81 for last overhaul with t/t 31,713 hours; soc 18jun84 as life-
1880 108 04	CCCP-74260	II-18D	AFL/International	mfd	30apr68	time expired; 1/t 36,586 hours and 17,855 cycles toc 16may68; rgd 04jun68; 85 pax configuration; f/n PIK 13sep68; in an incident report 09jun74 (near- miss with II-62 CCCP-86701 en route from Rabat to SVO on flight SU334, the II-18 was en route from SVO to Sofia on flight SU171); //n LBG 29jul74
	CCCP-74260 CCCP-74260	II-18D II-18D	AFL/Magadan AFL/Moscow-DME	trf trf	22nov75 25mar84	arrived ARZ No. 402 GA at Bykovo 28dec83 for last overhaul with t/t 34.968 hours soc 21sep85 as life-time expired; t/t 39,663 hours and 11,594 cycles; hulk seen in use as workman's hut
1880 108 05	DM-STM DM-STM	II-18D II-18D	EGAF/Interflug c/s Interflug	mfd trf	05apr68 mar74	DME 03sep97 mfd also reported as 05may68; rgd 22jun68 converted to II-18Gr 15aug78 with t/t 8,311 hours and 3,260 cycles; l/n LGW 10sep80
	DDR-STM	II-18D	Interflug	rgd	01jan81	t/t 11,385 hours and 3,986 cycles as of OKB document dated 01jan86 (last overhaul 1983); l/n SXF 04oct90; see next line
	D-AOAS D-AOAS	Il-18D Il-18D	Interflug BerLine	rgd SXF	03oct90 jan92	f/n SXF 04oct90 with blue cheatline/white tail and titles on the tail; was converted II-18GrM at the Ilyushin outlet in
	LZ-AZZ	Il-18GrM	Air Zory	SXF	24jan94	Zhukovski between sep92 and jan93; canx jan94 with 'Cargo' titles; small additional 'Operated by Lufthansa Cargo' titles, FRA jul94; I/n MLA 30mar95

	CU-T132 CU-C132 CU-C132 CU-C1515	Il-18GrM Il-18GrM Il-18GrM Il-18GrM	BerLine c/s, n/t BerLine c/s, n/t Aerocaribbean Aerocaribbean	rgd SNN HAV HAV	12dec95 30dec95 17nov96 06jan01	f/n SNN 24dec95 on delivery to Aerocaribbean I/n SVO 09feb96 I/n HAV 09mar00 undergoing maintenance without reg; f/n HAV 01sep01 with reg; seen CCS 09jan09 with 'Cargo' titles; in official Cuban documents
	00 01515	11 100111	Acrocamblean		oojunoi	jul03 as II-18D; I/n MEX 06may14; vfu HAV; I/n 25mar19/20mar20 in dirty condition; moved to a small apron between the International terminal and the maintenance area and seen there oct21; I/n aug24, in fair condition, but with fading paintwork
0800 108 06	not known "27" red	II-38 II-38	Soviet Navy Russian Navy	mfd Nev	30oct70 11apr12	II-38 line # 36 opb 289 oplap (redesignated 7062 AvB in 2010) at Nikolayevka; seen on overhaul with 20 ARZ at Pushkin jun12/aug12
	RF-75320	II-38N	Russian Navy	ZIA	24oct14	Init/240112. the second II-38N from 'series modernisation'; also carried code "27" yellow; in dark grey c/s with 'MA VMF Rossil' titles and Russian stars; named 'Yakov Kutepov' after an aircraft designer from the Ilyushin Design Bureau; opb 859 TsBP i PLS MA at Yeisk; //n Z5jul21 location unknown
0800 108 07	not known "20" red	II-38 II-38	Soviet Navy Russian Navy	mfd no	30nov70 reports	II-38 line # 37 opb 240 osap at Ostrov in the mid-1990s; later opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1
0800 108 08	not known "21" red	II-38 II-38	Soviet Navy Russian Navy	mfd Pus	26dec70 24may99	Il-38 line # 38 c/n read off as '0808'; opb 317 osap (renamed 7060 AvB in 2010) at PKC; see c/n 081010910
0810 108 09	not known "22" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd Nev	12feb71 11apr12	II-38 line # 39 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, I/n apr12/aug18; see c/n 081011006
0810 108 10	not known "23" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd VVO	27mar71 18aug07	II-38 line # 40 opb 289 oplap (redesignated 7062 AvB in 2010) at Nikolayevka; stored from 2008; ferried for overhaul to Pushkin in late 2012 and seen there in 20 ARZ mar13; ferried for modernisation to Zhukovski in 2013
	RF-75322	II-38N	Russian Navy	ZIA	16feb15	the fourth Il-38N from 'series modernisation'; also carried code "23" yellow; c/n also given as '080010810'; in dark grey c/s with 'MA VMF Rossii' titles and Russian stars; seen Vladivostok 05oct15; l/n PKC mid 2021
1880 109 01	CCCP-74261 CCCP-74261	II-18D II-18D	AFL/International AFL/West Siberia	mfd trf	30apr68 01aug75	toc 15may68; rgd 04jun68; 85 pax configuration; f/n MLA 08aug68; I/n ARN 25mar72 arrived ARZ No. 402 GA at Bykovo may83 for last overhaul with t/t 34,954 hours
1880 109 02	CCCP-74261 CCCP-74262 CCCP-74262	II-18D II-18D II-18D	AFL/International AFL/International AFL/Moscow-DME	trf toc trf	08may85 01jun68 30apr76	//n SNN 31may85; soc 02mar87 as life-time expired; t/t 39,202 hours and 12,890 cycles rgd 29jul68; 85 pax configuration; f/n SVO 08jul70; //n SXF jul75 //n VKO 31aug01; arrived ARZ No. 402 GA at Bykovo nov82 for last overhaul; soc 16nov84 t/t 39,809
1880 109 03	DM-STN DDR-STN	II-18D II-18D	Interflug Interflug	mfd rgd	14may68 25aug81	hours and 11,659 cycles mfd also given as 15may68; rgd 15apr68; seen LHR 04mar74 and AMS 12nov78 arrived ARZ No. 402 GA at Bykovo 18dec84 for last overhaul with them; t/t 25,035 hours and 11,596
	D-AOAT SP-FNC	Il-18D Il-18Gr	Interflug Polnippon	rgd rgd	03oct90 dec90	cycles from OKB document dated 01jan86 (last overhaul 1980); I/n NCL 28jun90 f/n SXF 04oct90, departed SXF 07dec90, see line below; converted to II-18Gr; canx 21dec90 f/n WAW 28dec90; named Hubert; still with ex Interflug cheatline; seen JIB aug92, operating for Daallo
	SP-FNC	II-18Gr	Air Transp. Office	KIN	30nov94	Airlines //n mar95; still named 'Hubert' tille tille and the barline at the barline of the barlin //s WAW (sk26) and the selectors
	SP-FNC SP-FNC SP-FNZ	Il-18Gr Il-18Gr Il-18Gr	Polnippon ex Polnippon c/s Polonia Airways	WAW WAW rgd	07jul95 05may96 01mar96	still with ex Interflug cheatline still named 'Hubert'; //n WAW feb96, canx date unknown titles removed, still named 'Hubert'; //n WAW 19may96; see rgd next line see last sightings previous line; photo WAW 04aug96, in basic ex Polnippon c/s but with dark blue
	SP-FNZ	Il-18Gr	Air Cess	SHJ	08oct97	cheatline, no titles; I/n WAW 16aug97 I/n SHJ 17nov97; canx 18nov97 V/s SHJ 6729 20
	3D-SBZ	Il-18Gr	Air Cess	SHJ	25nov97	I/n SHJ 07may98; canx as exported; dbr 23nov98 (or 24nov98) when was attacked on the ground at Kalemie by MiG fighters of the Zimbabwe Air Force just after dawn, 96 of the more than 100 Rwandan troops on board killed; wreck seen at FMI (S5.8808603 E29.244389) jul02/dec04; no longer visible on GE by feb13
1880 109 04	DM-STO DDR-STO	II-18D II-18D	Interflug Interflug	mfd rgd	29may68 02nov81	mfd also given as 30may68; rgd 15apr68; seen LHR 29jan74; l/n SXF 30apr80 arrived ARZ No. 402 GA at Bykovo oct87 for last overhaul with t/t only 6,915 hours
	D-AOAU D-AOAU	II-18D II-18D II-18D	Interflug BerLine	rgd SXF	03oct90 dec91	I/n SKE 24aug91 I/n MLA 19dec93; canx jan94
	LZ-AZR	II-18D	Air Zory	SXF	06jan94 12dec95	
	CU-T131 CU-T131	II-18D II-18D	BerLine c/s, n/t Aerocaribbean	rgd HAV	17nov96	f/n SNN 18dec95 on delivery to Aerocaribbean I/n SNN 27sep00; named 'Capitán Fernando Alvarez' (// LINN the off the CC ofference of the State of the sector
	CU-T1532	II-18D	Aerocaribbean	rgd	<nov00< td=""><td>f/n HAV 11jan01; l/n CCS 05mar04; dbr 06mar04 after a fire in engine # 4 during take-off from Holguín- Frank País, the aircraft stopped and was evacuated safely; seen dumped by the side of the runway at Holguín-Frank País, stripped of all parts 10mar08; no longer visible on Google Earth by nov11, so probably scrapped</td></nov00<>	f/n HAV 11jan01; l/n CCS 05mar04; dbr 06mar04 after a fire in engine # 4 during take-off from Holguín- Frank País, the aircraft stopped and was evacuated safely; seen dumped by the side of the runway at Holguín-Frank País, stripped of all parts 10mar08; no longer visible on Google Earth by nov11, so probably scrapped
1880 109 05	CCCP-74263 CCCP-74263	II-18D II-18D	AFL/International AFL/Kazakhstan	mfd trf	26jun68 25jan78	toc 05jul68; rgd 15jul68; 85 pax configuration; f/n SVO 10jul70; l/n AMS 25may73 canx 22dec83; trf Znamya Truda 21jan84; arrived ARZ No. 402 GA at Bykovo for last overhaul 25jan84, t/t
0810 109 06	not known "24" red	II-38 II-38	Soviet Navy Russian Navy	mfd PKC	23mar71 17jun06	30,583 hours and 11,037 cycles; converted to II-22M-11 II-38 line # 41 c/n painted as '080110906' in error, checked as such PKC 17aug08 and 21aug11; opb 317 osap
						(redesignated 7060 AvB in 2010) at PKC; seen Pushkin 02jun12; seen on overhaul with 20 ARZ at Pushkin aug12/jul13; ferried to Zhukovski 30jul13, using call-sign '75052'; modernised by EMZ at Zhukovski to, see next line
	RF-75341	II-38N	Russian Navy	ZIA	20dec14	the third II-38N from 'series modernisation'; also carried code "24" yellow; in dark grey c/s with 'MA VMF Rossii' titles and Russian stars; opb 7060 AvB at PKC from 28mar15 (as the first II-38N to enter regular service); seen Kipelovo 30jul17, with 'a Sea Eagle carrying a submarine' badge behind the cockpit; I/n 25sep17, as such; seen over St. Petersburg 16jul19 now carrying code "02" blue on the rear fuselage; code changed to "02" yellow by 25jul19; i/n over St. Petersburg 25jul21
0810 109 07	not known "25" red RF-75323	II-38 II-38 II-38	Soviet Navy Russian Navy Russian Navy	mfd Pus VVO	27apr71 05aug01 jul18	II-38 line # 42 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; I/n Nikolayevka 11apr12, operational in light grey c/s with 'MA VMF Rossii' titles and Russian stars, carried a badge with a tiger eating a submarine (superimposed on a Russian Navy shield) on the nose and still coded "25" red on the fin; I/n
0810 109 08	not known	II-38	Soviet Navy	mfd	27may71	PKC 20aug18 II-38 line # 43
0810 109 09	"26" red not known	II-38 II-38	Russian Navy Soviet Navy	Nev mfd	11apr12 1971	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18 Il-38 line # 44
0810 109 10	not known "21" red	II-38 II-38	Soviet Navy Russian Navy	mfd ph.	17aug71 nov96	II-38 line # 45 c/n painted on the fin; opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; in grey c/s with 'an eagle carrying a fish' badge on the fin; see c/n 080010808
1880 110 01	CCCP-74264 CCCP-74264	II-18D II-18D	AFL/International AFL/Moscow-DME	mfd trf	04jul68 26nov75	toc 05jul68; rgd 15jul68; 85 pax configuration; f/n PIK 13sep68 seen ACC oct77; I/n DME 13nov77; arrived ARZ No. 402 GA at Bykovo oct82 for last overhaul with t/t
1880 110 02	CCCP-74265	II-18D	AFL/Krasnoyarsk	mfd	26jul68	34,913 hours; soc 16nov84 as life-time expired; t/t 39,960 hours and 11,939 cycles toc 05aug68; rgd 19aug68; 100 pax configuration; f/n oct73; arrived ARZ No. 402 GA at Bykovo 29sep81 for last overhaul; soc 18oct84 as life-time expired; t/t 39,536 hours and 12,079 cycles
1880 110 03	SU-AOV SU-AOV	II-18D II-18D	United Arab Airl. EgyptAir	i/s CAI	09aug68 04apr72	but already registered 31aug68, i/s date was f/f? crashed on approach Nicosia 29jan73; t/t 6,597 hours and 2,920 cycles (last overhaul 1971)
1880 110 04	CCCP-75499	II-18D	Soviet AF/AFL c/s	mfd	30aug68	opb 223 LO at Chkalovski; f/n AAE oct68; arrived ARZ No. 402 GA at Bykovo 26dec86 for last overhaul with them, t/t only 5,958 hours; I/n FAB 11dec92
	RA-75499 RA-75499	II-18D II-18D	Russian AF/AFL C/S Russian Air Force	SXF CKL	20sep94 sep05	opb 223 LO at Chkalovski; latest CofR 04aug00; I/n CKL 15aug02 opb 223 LO at Chkalovski; in basic Rossiya c/s without titles; carried a '223 LO' badge since mid-2005; I/n CKL 11oct14
1880 110 05	RF-75499 SU-AOX	II-18D II-18D	Russian Air Force United Arab Airl.	CKL mfd	mar16 18sep68	opb 223 LO at Chkalovski; in basic Rossiya c/s without titles; l/n CKL 2019 d/d 180ct68; f/n PRG 11dec68; seen LHR 1969
1880 110 05	SU-AOX SU-AOX CCCP-75430	II-18D II-18D II-18D	EgyptAir AFL/Uzbekistan-TAS	MUC	01feb72 02feb75	I/n LHR sep73; returned to the Soviet Union but date unknown rgd 27feb75
	CCCP-75430	II-18D	AFL/Kazakhstan-KGF	trf	18oct79	
	CCCP-75430 CCCP-75430	II-18D II-18D	AFL/Ukraine-LWO AFL/TurkmenisASB	trf trf	03apr84 28feb85	arrived ARZ No. 402 GA at Bykovo 18jul84 for last overhaul (t/t 35,297 hours and 14,658 cycles from OKB document dated 01jan86 (last overhaul 1984); soc 17apr86
0810 110 06	not known "22" red	II-38 II-38	Soviet Navy Russian Navy	mfd FFD	03aug71 16jul96	as life-time expired II-38 line # 46 operated initially by 403 oplap at Severomorsk-1; trf to 240 osap at Ostrov around 1999; in grey c/s with a lease will attacking a chard back and a so the first trf to 250 GRB i Dic Mu at Vairk (bbl), considered at Vairk
	RF-75345	II-38	Russian Navy	Pus	mar16	'seagull attacking a shark' badge on the fin; trf to 859 TSBP i PLS MA at Yeisk feb10; seen stored at Yeisk jul11/aug12; flew for the first time in over 5 years jul15; see c/n 081010809 in bare metal c/s, with just registration and non-standard Red Stars; ferried from Pushkin to ZIA apr16
	RF-75345	II-38N	Russian Navy	ZIA	dec16	the eighth II-38N from 'series modernisation'; also carried code "22" yellow; in dark grey c/s with 'MA VMF Rossii' titles and Russian stars; named 'Viktor Potapov' after the commander of naval aviation in 1988/94; h/o (and officially named) at Zhukovski 01feb17 and ferried to Yeisk the same day; opb 859 TSBP i PLS MA
0810 110 07	not known	II-38	Soviet Navy	mfd	1971	at Yeisk; I/n Pushkin 2022 Il-38 line # 47
	IN301 IN301	II-38 II-38SD	Indian Navy Indian Navy	d/d SVO	02sep77 24jun05	opb INAS 315 at Dabolim; f/n GOI jun78; seen in hemp c/s BKA 1998; l/n GOI 14jan00; overhauled and modernised by the detachment of OAO "Ilyushin" at Zhukovski 06may05/28may08 ferried to India 02nov07; opb INAS 315 at Dabolim; in grey c/s; overhauled by EMZ at Zhukovski
0810 110 08	not known	II-38	Soviet Navy	mfd	05nov71	nov15/dec16; last flight 17jan22 and decommissioned at Dabolim (N15.382319 E73.825867); l/n mar22; earmarked for preservation according to one source II-38 line # 48
	"28" red	II-38	Russian Navy	Nev	11apr12	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, seen apr12/jul12; see "28" red with unknown c/n
0810 110 09	not known 302	II-38 II-38	Soviet Navy primer		photo	II-38 line # 49 flying

	IN302	Il-38	Indian Navy	d/d	02sep77	ex Soviet Navy; opb INAS 315; f/n GOI jun78; l/n SHJ 08feb00; was in Russia jan01, for engine overhaul; w/o 01oct02 when collided in mid-air over Goa with II-38 IN304, all 5 crew and 3 persons on the ground
0810 110 10	not known	II-38	Soviet Navy			killed II-38 line # 50
	IN303 IN303	II-38SD II-38SD	Indian Navy Indian Navy	d/d DME	02sep77 31mar06	c/n from Russianplanes.net; opb INAS 315 at Dabolim; f/n GOI jun78; overhauled and modernised by the detachment of OAO "Ilyushin" at Zhukovski Ilfeb05/01apr06 opb INAS 315 at Dabolim; in grey c/s; overhauled by EMZ at ZIA nov13/oct15; left ZIA for India 07oct15; U COI 364-320 2010 2010 cs; overhauled by EMZ at ZIA nov13/oct15; left ZIA for India 07oct15; U COI 364-320 2010 2010 cs; overhauled by EMZ at ZIA nov13/oct15; left ZIA for India 07oct15; U COI 364-320 2010 2010 cs; overhauled by EMZ at ZIA nov13/oct15; left ZIA for India 07oct15; U COI 364-320 2010 2010 cs; overhauled by EMZ at ZIA nov13/oct15; left ZIA for India 07oct15; U COI 364-320 2010 2010 cs; overhauled by EMZ at ZIA nov13/oct15; u cs down at the set of
1880 111 01	SU-AOY	Il-18D	United Arab Airl.	mfd	30sep68	I/n GOI 26feb20; wfu 23jan23; earmarked for preservation according to one source; still present GOI 15jan24 given as 31sep68 in Ilyushin OKB document; d/d 19dec68; seen LHR mar70; I/n FRA 13mar71
1000 111 01	SU-AOY CCCP-75429	II-18D II-18D II-18D	EgyptAir AFL/Krasnoyarsk	CAI toc	07mar73 31jan75	returned to the Soviet Union but date unknown red Order of the Soviet Union but date unknown rdd 07mar75; f/n DME 19aug75
	CCCP-75429 CCCP-75429 CCCP-75429	II-18D II-18D II-18D	AFL/Urals AFL/Urals AFL/Moscow	trf	14apr83 16jan84	arrived ARZ No. 402 GA at Bykovo 05nov83 for last overhaul soc 16nov84 as life-time expired; t/t 34,918 hours and 11,720 cycles; l/n DME 03sep97 in use as
1880 111 02	CU-T899	II-18D	Cubana	mfd	13sep68	d/d 08nov68; in full Cubana de Aviacion c/s, later repainted in full Cubana c/s; photo at SNN apr69;
1000 111 02	0-1899	11-160	Cubana	IIIId	1356000	returned to the Soviet Union for overhaul jul77; t/t 21,787 hours by nov83; w/o 19jan85 on a flight from Havana to Managua when turned right twice with a 30 degree bank, then turned left with a vertical bank, went out of control and crashed near San José de los Lajas (30 km from Havana), all 5 crew members and 33 passengers were killed, the cause of the accident could not be established (either failure of the artificial horizon or obstruction of aileron control due to shifted cargo)
1880 111 03	CCCP-74266	II-18D	AFL/Magadan	mfd	30oct68	toc 13nov68; rgd 25nov68; 94 pax configuration; f/n DME 1978; arrived ARZ No. 402 GA at Bykovo 06aug80 for last overhaul; soc 16nov84 as life-time expired; t/t 35,000 hours and 10,481 cycles
1880 111 04	CU-T900	II-18D	Cubana	mfd	02dec68	d/d 03dec68; in full Cubana de Aviacion c/s, later repaired in Cubana c/s; photo SNN dec68; t/t 22,388 hours and 15,387 cycles from OKB document dated 01jan86 (last overhaul 1981)
	CU-C900 CU-C900	Il-18D Il-18Gr	Cubana Aerocaribbean	rgd HAV	jul91 20dec91	f/n YYZ 29apr91, before registration date 1; converted to II-18Gr with red cheatline/blue trim and red tail logo with titles; I/n SNN feb92; photo HAV dec95, in all white c/s with light blue tail and orange tail logo, with titles; I/n HAV apr98/nov99, wfu; was due to become a
1880 111 05	CCCP-74267	II-18D	Soviet Gvt/AFL c/s	mfd	27nov68	restaurant, but nothing became of that salon version; toc 12dec68; rgd 14jan69; opb 235 OAO; f/n DEL 06aug69; shows c/n 187011105 on the
	CCCP-74267	II-18D	AFL/Moscow	trf	07jun79	tail (wrong year)
	CCCP-74267	II-18D	AFL/GosNII GA	trf	03nov80	converted to II-18GAL geophysical survey aircraft with APM-60 'Orsha' MAD tail probe (from II-38); operated in Antarctica; reconverted to passenger configuration
	CCCP-74267 CCCP-74267 RA-74267	II-18D II-18D II-18D	AFL/Moscow-DME AFL/Domodedovo Aeroflot	trf trf DME	31may84 oct86 20mar93	arrived ARZ No. 402 GA at Bykovo 28sep85 for last overhaul with them, t/t only 5,137 hours seen DME 12apr91 in Aerofiot red c/s; photo still with APM-60 'Orsha' MAD tail probe at HAJ mar92; I/n JIB 05nov92; reconverted back and probe removed in 1993 still in red c/s; t/t 12,760 hours and 3,474 cycles as of 01apr93
	RA-74267 RA-74267	II-18D II-18D II-18D	Domodedovo Airl. Nadym Tyumen Al	trf DME	25jul94 06aug99	f/n SKG lonov94; l/n DME 03nov98 l/n SKJ 20nov99
	RA-74267	II-18D	African Airlines	SHJ	18jan00	
	RA-74267 RA-74267	II-18D II-18D	Phoenix Phoenix c/s, n/t	SHJ SHJ	02feb00 15sep00	l/n SHJ 19aug00 l/n SHJ 25jan02; soc and canx 14feb02 as sold to Kyrgyzstan
	EX-105 EX-005	Il-18D Il-18D	Phoenix c/s, n/t Phoenix c/s, n/t	SHJ SHJ	19feb02 04dec02	I/n SHJ 19mar02 converted to II-18GrM in 2003; I/n SHJ 12jan04; dbr 04feb04 after clipping the water as a result of flying
						too low during the final approach to Colombo (some 10,7 km out), the pilot fearing the undercarriage had been substantially damaged, elected to make a belly landing adjacent to the runway, some 450 m after the threshold and coming to rest some 2,250 m further down, there were no casualties among the 7 crew; I/n dumped CMB may04, no longer present by nov05
0820 111 06	not known "79" red	II-38 II-38	Soviet Navy Russian Navy	Pus	06jul94	II-38 line # 51 I/n Pushkin 23may01 wfu, engines and parts missing; broken up by 20 ARZ at Pushkin by 2006
0820 111 07	not known "77" red	II-38 II-38	Soviet Navy Russian Navy	mfd Nev	26feb72 11apr12	II-38 line # 52 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, I/n apr12/aug18; photo
0820 111 08	not known	II-38	Soviet Navy	mfd	29mar72	12juli9, in bare metal c/s, active and reported that it had not flown for 24 years; to be converted to II-38N II-38 line # 53
0820 111 00	"74" red not known	II-38 II-38 II-38	Russian Navy Soviet Navy	Nev mfd	11apr12 30apr72	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18 II-38 line # 54
	"75" red	II-38	Russian Navy	VVO	aug93	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18
0820 111 10	not known "76" red	II-38 II-38	Soviet Navy Russian Navy	mfd VVO	31may72 09apr12	II-38 line # 55 opb 289 oplap at Nikolayevka; grounded due to corrosion and used as a ground instructional airframe by TOVMI (Tikhookeanski voyenno-morskoi institut - Pacific Naval Institute) at VVO from at least 2007, I/n
1880 112 01	CCCP-74268	Il-18D	Soviet Gvt/AFL c/s	toc	07dec68	apr12/aug18 salon version; mfd 09dec68, according to Soviet register and Ilyushin OKB document; rgd 31jan69; f/n
1000 112 01	CCCP-74268	II-18D	AFL/Moscow	trf	06jun79	SXF 24feb70; I/n ARN 08apr74; converted back to passenger configuration arrived ARZ No. 402 GA at Bykovo 30nov84 for last overhaul with with them, t/t 16,580 hours; converted
	CCCP-74268	II-18D	AFL/Domodedovo	trf	oct86	to II-18DORR long-range ocean fishery reconnaissance aircraft reconverted back to II-18D standard; seen DME 12apr91 in Aeroflot red c/s; I/n DME 12apr92, as such
	RA-74268 RA-74268	II-18D	Aeroflot	DME	20mar93	fin red colours f/n DME 23sep94; in ex-Aeroflot red colours; I/n DME 18nov98
	RA-74268	II-18D II-18D	Domodedovo Airl. Nadym Tyumen Al	trf UFA	25jul94 18aug99	I/n TEQ 06oct99
	RA-74268 EX-201	Il-18D Il-18D	Phoenix c/s, n/t Phoenix c/s, n/t	DME HGA	03sep00 26mar02	I/n SHJ 17apr01; canx 25jan02 as sold to Kyrgyzstan; soc 05feb02 official rgd 11feb04 to Phoenix Aircompany, Intal Avia and Air Speed Charter; canx 03dec04, see lines and an another set of the second se
	EV 300	11 100	Discourse (a. a. (b.	510	1 5	below; reported opb Intal Air from 2005; I/n JIB 22aug06; offered for sale by Intal Air sep06 t/t 33,670 hours; leased to Daallo Airlines 2006/early 2007 in full Phoenix colours, no titles
	EX-786	Il-18D	Phoenix c/s, n/t	FJR	15mar07	official rgd 08feb02 to Nais Travel; canx 02feb04, see lines above and below; I/n FRU 21may07, reported opb Galaxy Air; impounded at ISB sep07 after turning back to ISB on a flight to FRU, due to sick
						passengers (as a result of problems thought to be with the air conditioning); seen DEL 27feb08, opb Osh Avia
1880 112 02	EX-505 CCCP-74269	II-18D II-18D	Phoenix c/s, n/t AFL/Magadan	CTU mfd	may08 28jul68	official rgd 03dec04, to Central Asian Aviation Services, see lines above; I/n FJR 28may09; canx 05mar10 toc 30dec68; rgd 11feb69; 94 pax configuration; arrived ARZ No. 402 GA at Bykovo 18mar81 for last overhaul with t/t 31,530 hours
1880 112 03	CCCP-74269 CCCP-74270	Il-18D Il-18D	AFL/Moscow AFL/Far East	trf mfd	05oct84 24dec68	soc 24apr85 as life-time expired; t/t 39,992 hours and 12,217 cycles on charge as of 01jan69; rgd 07feb69; 100 Pax configuration; arrived ARZ No. 402 GA at Bykovo 12oct84
1000 112 05	CCCP-74270	II-18D	Minaviaprom	trf	21feb85	for last overhaul with them, t/t 34,881 hours based upon a decree issued 28dec84; last date mentioned on Soviet register 11mar85; t/t 35,068 hours
	0001 / 12/0	11 100	, morapioni		2110000	and 13,609 cycles; converted to II-22 CCCP-75926 using the same c/n, for further details see the II-22 section
1880 112 04	195	II-18D	V.N.D.C.C.H	mfd	1969	salon version; donated by the Soviet government to Vietnamese leader Ho Chi Minh in 1968; c/n only given in Ilyushin OKB document as to Vietnam; flew 05/08dec70 from Hanoi to Paris via Moscow with a Government delegation for a conference; photos exist 1972, in basic pre-1973 Aeroflot c/s with '195' on the fuselage and 'V.N.D.C.C.H' titles (Viet-Nam Dan-Chu Cong-Hoa - Democratic Republic of Vietnam);
	195	Il-18D	North Vietnam Govt	rgd	23jan73	mentioned in documents at Gia Lam 18dec72 as BH-195 salon version; no titles; seen LBG 25jan73 with '195' on the fuselage and 'BH-195' on the nose; 'BH' stood
				igu	-	for 'Bác Hò' (Uncle Ho) as Ho Chi Minh was popularly known and '195' stood for 19 May (Ho Chi Minh's birthday), since it was his 'personal' aircraft; by coincidence 'BH' in Cyrillic stands for 'VN'; I/n SGN 15may75
	VN-B195	II-18D	Háng Không Viêtnam		aug76	salon version; seen SXF 05jan78 still with pre-1973 Aeroflot cheatline; Ilyushin OKB document gives 'canx 14jun79' with t/t 90 hours and 60 cycles and no overhaul history; l/n HAN 15dec89, wfu; canx 31dec89
1880 112 05	835 P-835	II-18D II-18D	Chosonminhang Chosonminhang	mfd SXF	21feb69 09oct81	d/d 20mar69; f/n SXF jul73; l/n 22dec80 arrived ARZ No. 402 GA at Bykovo 02sep85 for last overhaul with them, only t/t 7,623 hours and 4,909
0820 112 06	P-835 "72" red	Il-18D Il-38	Air Koryo Soviet Navy	PEK mfd	20jun96 30jun72	cycles; I/n PRG oct90; became Air Koryo 28mar92 I/n FNJ 09oct24 II-38 line # 56; opb 145 oplae at Riga-Skulte in 1982; painted mar82 in fake US Navy c/s with serial 112571, coded 'F' for the film 'Incident in grid square 36-80'
0820 112 07	"72" red not known	II-38 II-38	Russian Navy Soviet Navy	Nev mfd	11apr12 1972	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18 II-38 line # 57
0020 112 0/	"71" red	II-38	Russian Navy	Pus	07jul94	opb OAO NIIS; seen at Sherman Grayson Airport, TX feb95 where it was hidden in a hangar for unknown work; c/n checked Pushkin 05aug01; seen Pushkin 02jun07 with 'Aviatsiya VMF Rossii' and 'Russian Navy' titles, a very large Russian flag and a Russian coat-of-arms on the fin; I/n as such Pushkin jun12/2020,
0820 112 08	not known	II-38	Soviet Navy	mfd	07sep72	stored II-38 line # 58
	"70" red RF-75342	II-38 II-38	Russian Navy Russian Navy	PKC ph.	29sep04 2014	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; I/n Nikolayevka aug10 also carried code "70" red; in all-grey c/s with 'MA VMF Rossii' titles on the tail; seen EIK 14nov14; I/n near
0820 112 09	not known	II-38	Soviet Navy	mfd	28sep72	Vladivostok 19jun20 Il-38 line # 59
0820 112 10	"73" red "08" red	II-38 II-38	Russian Navy Russian Navy	Nev Pus	11apr12 07jul94	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18 II-38 line # 60; with code on the side of the fuselage; seen Pushkin aug99/feb20, stored at 20 ARZ; c/n
1880 113 01	SU-APC	II-18D	United Arab Airl.	d/d	04mar69	from russianplanes net and c/n checked feb20 as ending '210' mfd 05mar69 from Ilyushin OKB document and as to Egypt; crashed Aswan 20mar69, only two weeks after
						delivery when rising sand in the Aswan area caused the visibility to drop from 10 km to 2-3 km, the flight had made 2 missed NDB approaches to Aswan Airport and was approaching for the third time when it
						suddenly banked right, the right wing contacted the left side of the runway 1120 m from the threshold, the wing broke off and the aircraft crashed in flames, the probable cause was it descended below the minimum
						safe altitude without having the runway lights clearly in sight, a contributory factor was fatigue due to continuous working hours without suitable rest periods; t/t 128 hours
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1890 113 02	CCCP-75478	Il-18D	Soviet AF/AFL c/s	mfd	28feb69	rgd 11oct77; was a test-bed for II-22 type 36 before trf to 223 LO at Chkalovski; f/n Sperenberg 07sep79; t/t 5,333 hours and 2,469 cycles from OKB document dated 01jan86 (last overhaul 1985); l/n Demmin- Tutow 02jul93
	RA-75478	II-18D	Russian AF/AFL c/s	Spr	16jul93	still with the II-22 style TA-6A APU; opb 223 LO at Chkalovski; latest CofR 09jan01; I/n OSW 27jul11
	RF-75478	II-18D	Russian Air Force	Pus	18jul12	opb 223 LO at Chkalovski; in basic Rossiya c/s with a '223 LO' badge, no titles; I/n CKL 28mar12; seen CKL mar13 with additional 'VVS Rossii' titles on tail: I/n OVB mav21
1890 113 03	CCCP-75496	II-18D	Soviet AF/AFL c/s	mfd	26mar69	on Soviet register without c/n or rgd; was a test-bed for II-22 type 36 by oct71, before trf to 223 LO at Chkalovski; f/n Sperenberg 30sep77; rgd only by 21feb80 !, paperwork ?; arrived ARZ No. 402 GA at Bykovs for last overhaul sep86 with them, t/t only 4,559 hours; seen FRA 24auq91; I/n FEL 27jul92
	RA-75496	II-18D	Russian AF/AFL c/s	CKL	03jul95	opb 223 LO at Chkalovski; latest CofR 19jun00; seen CKL 13aug12, still with Aeroflot titles, c/n checked; I/n Pushkin jan14
	RF-75496	II-18D	Russian Air Force	CKL	03jan15	in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossii' titles; I/n CKL jul19
1890 113 04	5T-CJL	II-18D	Air Mauritanie	mfd	17apr69	the last II-18 built; d/d 17apr69; delivered to North Vietnam in 1971; canx only 21jan74
	198	II-18D	North Vietnam Govt	SXF	14jun71	carried only '198'; in old style Aeroflot c/s with Vietnamese flag, no titles; I/n SXF 10oct75
	VN-B198	II-18D	Háng Không Viêtnam	SVO	20jun77	arrived ARZ No. 402 GA at Bykovo for last overhaul mar85 with t/t 11,850 hours and 6,712 cycles; I/n HAN dec89
	VN-B198	II-18D	Vietnam Airlines	fr.	1990	f/n HAN feb91, in old c/s with new tail logo and titles; almost certainly it was this aircraft painted as 'F- VNAG' and in fake Air Vietnam colours (complete with a South Vietnamese flag on the fin) for a Vietnamese movie, circa 1991 ? (the real F-VNAG was a C-47A); repainted in full c/s by 1992 and photo SVO as such; I/n PEK 27may93, active; seen HAN (N21.211605 E105.81369) apr96 wfu; I/n oct18/oct24, in very faded c/s

## 24 Il-20 built by MMZ # 30 "Znamya Truda" ('Banner of Labour') at Moscow-Khodynka from 1972 to 1976

Like the II-38, the II-20 c/ns seem to run in the same sequence as the II-18, continuing where the II-18 c/ns finished. Regarding these c/ns, manufacture must have continued until 1976. The construction number itself is straightforward, commencing with 17 being the in-house product code followed by a single digit representing the year of manufacture followed by a 0 (zero) being the factory code (number 30). Of the final five digits the first three give the batch number and the last two the number in the batch. The production included 20 II-20s and 4 II-20RTs (the last four were based at Baikonur-Kraini). The prototype II-20 is now known to be 186009403. The II-20s belong to the system of the GRU, the Main Reconnaissance Directorate of the General Staff.

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113 05	not known	II-20				reported in ORD's 02jan69 and 17jan69; at Akhtubinsk Test Centre 04/10dec70; probably 2nd prototype
172 0114 01	not known	II-20	Soviet Air Force	mfd	21may74	as series production commenced in 1972 converted by Lviv Airlines to, see below; reported by some sources as "07" red, was possibly based at
	UR-BXD	Il-18D	Lviv Airlines	LWO	21jun98	Odessa Lvivski avlaliniyi; c/n checked on both sides of the fin and on the wings SHJ mar01; initially in all-grey c/s with just 'II-18D' on the forward fuselage; with small forward cargo door installed; I/n as such LWO 21jun98; repainted in all-white c/s with logo on fin, 'Ukraine West' titles on right-hand side and 'Lviv Airlines' titles on left-hand side; f/n as such ODS jul98; last overhaul completed 12feb99; last flight Offeb06; canx 01oct08; offered for sale 29dec10 with t/t 5,897 hours and 2,939 cycles; stored at LWO,
	3X-GGQ	II-18D	Air Sirin, n/t	rgd	29apr11	seen 25mar11 without titles (reported for Air Sirin), //n there 04apr11 to GR Avia; f/n LWO 01jun11, still in basic Lviv Airlines c/s; departed LWO 01jun11 after long-term storage; seen KWG 16jun11 being stripped of paint; seen KWG 06aug11 in basic Air Sirin c/s ferried KWG- BOU-KRT 18/19nov11; seen KRT feb12 with additional www.airsirin.com titles in red on rear fuselage; canx 28nov12; /n MZR 21jan13
	TT-WAK	II-18D	Air Sirin	MLE	03dec13	with small 'UNHCR' sticker on forward fuselage; seen KGL 24may14, without titles or stickers; I/n FJR 24jan15
	TT-WAK	Il-18D	Airinteri	BOM	18dec15	latest CofR dated 11jun15 with owner given as Dasterro Group Corp; in all-white c/s with green tail and nose cone, no titles; I/n FJR 02mar16; seen THR 21jul16, in all-white c/s with green tail and nose cone, with small titles on the rear fuselage, logo on the forward fuselage and fin and additional 'Aghalieaku Airways' titles; I/n KIV 16aug16; seen THR 03jull7 without the additional titles; I/n FRU 08may18
	UP-I1805	II-18D	Jupiter Jet	FRU	oct18	in light grey c/s with dark grey undersides and red cheatine, no titles; seen FRU 10jui19; commenced cargo operations jul19 with operator given as IrMa Air Service; according to UN document 08mar21, was purchased by Jenis Air 22oct19 and rgd 04nov19; sold to Space Cargo Inc (FZE) 20dec19; seen Madaba, Jordan 27jan20; operating from BEN for the Haftar Affiliated Forces (HAF) since jun20 according to the same UN document; photo Al Jufra 26jul20
172 0114 02	5A-ILN CCCP-75903(2)	II-18D II-20	Soviet AF/AFL c/s	BEN mfd	02nov23 1973	in light grey c/s with dark grey undersides and red cheatline full c/n confirmed; arrived with ARZ No. 402 GA at Bykovo for its last overhaul with them 03jul81, t/t just 625 hours; rgd only 02feb88; f/n SVO 31aug88; l/n OSF may93; see II-22 c/n 0393610235
	CCCP-75903(2) RA-75903(2)	II-18 II-18D	Soviet AF/AFL c/s Russian AF/AFL c/s	Spr Pus	02sep90 06jul94	demodified in 1988, without any pods now; type painted on the nose as 'II-18' has got an II-22 type APU on the left side, but no TG-16 ejector, has also got a hatch in the fin at the same place as the II-22s; type painted on the nose as 'II-18D'; in 223rd Flight Unit fleet list mar95; canx 09dec99, but obviously restored (not on register aug10); seen Engels jul06; featured as an II-18 (not II-
	RF-93954	II-18D	Russian Air Force	Pus	09jul11	20) in a tender issued 04apr07; I/n IKT 19aug09, still with 'Aeroflot' titles in basic Aeroflot c/s, no titles and no trace of the former registration; type painted on the nose as 'II-18D'; I/n as such Pushkin 06aug11; '903' painted on the cheatline (at the position of the former registration); f/n as such CKL 02oct12; c/n only mentioned in a tender issued 23dec19 by 20 ARZ for the supply of flexible fuel tanks, version given as such; I/n Tambov-Vostochny aug22
173 0114 03	not known not known	II-20 II-20	Soviet Air Force Soviet Navy	mfd trf	1973 1990	based in Mongolia opb 917 otap at Kacha; w/o 23aug90 on a flight from Kacha to Nikolayev-Kulbakino when the crew forgot to unlock the rudder before take-off, the take-off run was aborted too late by 5 seconds, the aircraft veered off the runway to the left, broke up while moving over uneven ground, caught fire and burnt out, all crew escaed unhurt
173 0114 04	"88" white RF-75931	II-20M II-20M	Russian Air Force Russian Air Force	Vob Pus	12aug01 11nov10	and Voroniezh-Baltimor 30apr03; photo 2007, location not given c/n from Russian sources; in greenish grey c/s with Russian stars, small 'VVS Rossii' titles and small registration on fin; based at Voronezh-Baltimor; //n Voronezh-Baltimor aug16; c/n only mentioned in a tender issued 28nov19 by 20 ARZ for the supply of spare parts; l/n Pushkin mar21 in excellent condition; seen Pushkin 26mar24 now with 'VKS Rossii' titles
173 0114 05	CCCP-75480	II-20RT	Strat.Rocket Force	mfd	27jul73	II-20RT(SIP) missile tracking aircraft, converted by MMZ "Strela"; in Aeroflot c/s; opb mil. unit 43009 at
	CCCP-75480	II-20RT	Sov. Navy/AFL c/s	trf	1989	Baikonur-Kraini; photo in summer 1976 opb 403 opiap (later renamed 403 osap) at Severomorsk-1; last overhaul completed 15feb93; wfu due to corrosion; offered for sale by the Russian privatisation agency mar04/sep06 with th (t 2,207 hours and 1,515 evides but could not be celd; reserved wife is the Ecuroproperty 1, mod0, exp6u and more taged.
173 0115 01	"90" red	II-20M	Russian Air Force		photo	cycles, but could not be sold; reported wfu at Severomorsk-1 mar08, prefix not mentioned in dark grey c/s with normal antenna fit, taken at Shaikovka in summer 1995; the first II-20M upgraded with a Kenna COMMUT minister without in the line.
	RA-75923(2)	II-20M	Russian Air Force	CKL	14aug99	with a Vishnya COMINT mission system in 1999, see next line c/n checked; based at Chkalovski; in dark grey c/s; see also II-18 c/n 187010305, both the II-18 and this II-20M were present at CKL 15aug99, wearing the same registration; with a small flat antenna and one normal antenna on top of the forward fuselage, large dielectric cover on the underside of the rear fuselage; photo sep05, now with two small flat antennas on top of the forward fuselage; // n CKL 26sep08
	no code	II-20M	Russian Air Force	Pus	29jul09	c/n checked; based at Chkalovski; in dark grey c/s, just marked '173501' on the fin; last overhaul completed jul09; without the two antennas on top of the forward fuselage or radomes on the rear underside of the fuselage; photo CKL aug09; seen CKL 13aug12, c/n checked; I/n CKL jan15
	RF-95671	II-20M	Russian Air Force	Pus	12jul19	c/n from Russian sources; in grey c/s with Russian Stars and 'VKS Rossii' titles on the fin, same configuration as previous line; I/n over the Baltic Sea apr24
173 0115 02	"20" red	II-20M	Soviet Air Force	Orn	jul78	opb 39 orao at Sperenberg since around 1978; I/n Sperenberg 25may94, returned to Russia jun94; "20" red was seen Kubinka 17may99 and 14aug01; c/n checked Kubinka 05may07; I/n Kubinka 22mar08
	no code RF-93611	II-20M II-20M	Russian Air Force Russian Air Force	Kub Pus	07apr10 sep18	in grey c/s without code; I/n Kubinka sep16 in light grey c/s with "VKS Rossii" titles and Russian stars on the fin; I/n over the Baltic sea 09may24
173 0115 03	CCCP-75481	II-20RT	Strat.Rocket Force	mfd	30sep73	II-20RT(SIP) missile tracking aircraft, converted by MMZ "Strela"; in Aeroflot c/s; opb mil. unit 43009 at Baikonur-Kraini from 1975; I/n Lensk jul88
	CCCP-75481	II-20RT	Sov. Navy/AFL c/s	trf	1989	re-converted to a normal transport aircraft in 1996; opb 240 iisap at Ostrov, serving as a crew trainer and camera platform
	RA-75481	II-20	Russian Navy	Osv	21aug05	opb 240 lisap at Ostrov and later by 859 UTs MA at Yeisk, used as a trainer for II-38 crews; in basic Aeroflot c/s without titles, with a 'polar bear' badge below the cockpit from aug11; version painted on as 'II-20'; //h Pushkin 16au12
	RF-75344	II-20	Russian Navy	Pus	nov12	opb 7050 AvB at Severomorsk-1 from 2010; in basic Aeroflot c/s without titles, with a 'polar bear' badge below the cockpit; version now painted on as 'II-18'; seen OVB 14aug17, now wearing large 'Severnii Flot Rossii' (Northern Fleet Russia) titles on the fuselage and 'MA VMF Rossii' on the tail; J/ no OSF dec21
173 0115 04	"21" red "21" red	II-20M II-20M	Soviet Air Force Russian Air Force	Spr Kub	1990 17may99	opb 39 orao at Sperenberg from around 1978; I/n Sperenberg 09nov93; returned to Russia may94 based at Kubinka; in grey c/s; reportedly converted to an II-20ME after the milennium; "21" red was seen at Kubinka 17may99, 22mar02 and mar06, c/n not checked; c/n checked Kubinka 22mar08; c/s very weathered by 2010, looked like a mottled camo of various shades of grey; I/n Kubinka auq10
	RF-93610	II-20M	Russian Air Force	Pus	20aug11	possibly an İl-20ME; in grey c/s with 'VVS Rossil' titles and Russian stars; seen Kubinka 06jul15; I/n OVB may18; w/o 17sep18 on approach to Latakia-Khmeimim over the Mediterranean Sea after a patrol flight over Syria when was hit by an S-200 surface-to-air missile (which had been fired by the 49th Anti-Aircraft Missile Regiment of the Syrian Air Defence Forces at 1 of 4 F-16s of the Israeli Air Force which attacked targets near Latakia and used the larger radar cross-section of the II-20M to prevent being locked on by the SAM) and crashed into the sea 27 km west of Baniyas, all 15 crew killed
173 0115 05	CCCP-75482	II-20RT	Strat.Rocket Force	mfd	08jan74	II-20RT(SIP) missile tracking aircraft, converted by MMZ "Strela"; on Soviet register without c/n, rgd or remarks; in Aeroflot c/s; underwent trials with military unit 11284 at Zhukovski in 1975; opb military unit 43009 at Baikonur-Kraini in 1975/88; photo at PKC 16feb82
	CCCP-75482 RA-75482	II-20RT II-20RT	Sov. Navy/AFL c/s Russ. Navy/AFL c/s	trf Pus	1989 24oct94	opb 403 oplap (later renamed 403 osap) at Severomorsk-1 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; f/n with a 'polar bear' badge below the cockpit Severomorsk-1 08aug06; l/n Pushkin may13

	RF-75315	II-20RT	Russian Navy	Pus	oct13	still with the large fairing on top of the fuselage; opb 7050 AvB at Severomorsk-1; in basic Aeroflot c/s with 'VMF Rossii' titles and Russian stars; version now painted on as 'II-18'; I/n Khabarovsk-Tsentralny 2023
173 0116 01	CCCP-75483	II-20RT	Strat.Rocket Force	mfd	31jan74	II-20RT(SIP) missile tracking aircraft, converted by MMZ "Strela"; on Soviet register without c/n, rgd or remarks; in Aeroflot c/s; toc nov76; opb mil. unit 43009 at Baikonur-Kraini
	CCCP-75483	II-20RT	Sov. Navy/AFL c/s	trf	1989	opb 403 oplap (later renamed 403 osap) at Severomorsk-1
	RA-75483	II-20RT	Russ. Navy/AFL c/s	Pus	aug97	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; l/n Severomorsk-1 28mar08, stored
174 0116 02	no code	II-20M	Russian Air Force	Pus	18aug03	based at Khabarovsk-Tsentralny; in all-grey c/s; l/n Khabarovsk-Tsentralny 05oct10; was overhauled and upgraded by ARZ 20 at Pushkin during 2015/2017, at a cost of RUB 49 million
	RF-75936	II-20M	Russian Air Force	Pus	dec17	in bluish grey c/s with 'VVS Rossii' titles and Russian stars on the fin; I/n Khabarovsk-Tsentralny 07dec21
174 0116 03	not known	II-20M	Soviet Air Force	mfd	1974	in demonstration with 20 APT at Purchise in 2010
	no code no code	II-20M II-20MS ?	Russian Air Force Russian Air Force	Pus ZIA	23may01 10feb14	underwent overhaul with 20 ARZ at Pushkin in 2010 modernised ELINT aircraft (izdeliye 17MS), designation of the version not known; modernised by EMZ im.
	no code	11-20145 ?	Russiali All Force	ZIA	1016014	Myasishcheva under the "Retsenzent" programme; in bluish grey c/s with Red Stars, no other markings; f/ 20feb14; I/n ZIA 28feb14
	90924	II-20MS ?	Russian Air Force	ZIA	apr14	'registration' applied on a sticker over the c/n on the fin; in bluish grey c/s with Red Stars, no titles; l/n ZIA
	50521	11 20110 .		200	up:1	feb22, active
174 0116 04	no code	II-20M	Russian Air Force	Pus	24may99	in primer; painted in dark grey c/s after overhaul; l/n active Rostov-na-Donu Tsentralny mar14
	RF-95687	II-20M	Russian Air Force	Roc	17oct14	in dark grey c/s with 'VVS Rossii' titles; overhauled by ARZ 20 at Pushkin during 2016/2017; seen Pushkin
						jan18; photo Pushkin 16apr18; c/n only mentioned in a tender for the supply of fuel tanks issued by 20 ARZ at Pushkin 10nov19; l/n Pushkin 24jan22
175 0116 05	no code	II-20M	Russian Air Force	ph.	05apr11	c/n read off blanking covers on the nose gear as '11605'; in grey c/s with an unknown badge (probably of
						the military reconnaissance unit of one of the four strategic commands) behind the cockpit; I/n Pushkin
						16aug12; photo Levashovo dec12; l/n Pushkin jan14
	RF-95979	II-20M	Russian Air Force	ph.	25jul14	in bluish grey c/s and Russian Stars with 'VVS Rossii' titles; I/n OVB aug18
175 0117 01	no code	II-20M	Russian Air Force	Kub	03sep93	faded '75214' (or possibly '75215') on steering column, so this is probably its registration which has never
						been carried on the outside of the aircraft, however; based at Rostov-na-Donu Tsentralny; in light grey
						c/s; overhaul completed in 2008; seen Novgorod-Krechevitsy jun09, c/n checked; l/n Rostov-na-Donu Tsentralny aug12, without the two antennas on top of the forward fuselage or radomes on the rear
						underside of the fuselage
	RF-95688	II-20M	Russian Air Force	Roc	06mar15	in grey c/s and Russian Stars with 'VVS Rossii' titles; without the two antennas on top of the forward
						fuselage or radomes on the rear underside of the fuselage; overhauled/upgraded by ARZ 20 at Pushkin
						during 2017, at a cost of RUB 103 million; c/n only mentioned in a tender for the supply of parts issued by
17.011702	a shi ba su a	II-20	la facta en como los acom			20 ARZ at Pushkin 29mar20; I/n active early 2021 freshly painted now with 'VKS Rossii' titles
17.0117.02	not known not known	II-20 II-20	history unknown history unknown			
17.0117.03	not known	II-20 II-20	history unknown			
17.0117.05	not known	II-20 II-20	history unknown			
175 0117 06	no code	II-20M	Russian Air Force	CKL	apr10	and CKL 15may11; c/n confirmed (incl. 3rd digit confirmed as '5'); modernised under the "Monitor"
						project, received a tall radome on top of the forward fuselage, a very low radome on top of the central
						fuselage and two broad blunt radomes on top of the rear fuselage; in all-grey c/s, no markings apart from
	RF-95980	II-20M	Russian Air Force	CKL	dec14	Red Stars; I/n Pushkin apr14 in bluish grey c/s and Russian Stars with 'VVS Rossii' titles and the same radome configuration on rear
	KI-95900	11-2014	Russian An Torce	CKL	uec14	fuselage as above: I/n CKL 28au[19; c/n only mentioned in a tender for the supply of parts issued by 20
						ARZ at Pushkin 29mar20
176 0117 07	"07"	II-20M	Russian Air Force	SVX	20apr93	code only on engine covers, c/n checked; featured in tender published 04apr07; photo Ulan-Ude-Vostochny
						mar09; underwent rework with 20 ARZ at Pushkin in 2010; seen Pushkin oct10, freshly painted and still
						without code; I/n OVB 2013
	no code	II-20M	Russian Air Force	Khb	15may14	in all-grey c/s with Red stars; photo proof this date; based at Khabarovsk-Tsentralny; I/n OVB 26aug17;
						c/n only mentioned in a tender issued 28nov19 by 20 ARZ for the supply of spare parts
	RF-91820	II-20M	Russian Air Force	Pus	12feb20	c/n from Russian sources; in light grey c/s with Russian stars and 'VKS Rossii' titles; seen Pushkin 06nov20, active; I/n 15sep23 near Japan
176 0117 08	no code	II-20M	Russian Air Force	ZIA	15oct04	with an additional large fairing by the rear door and two pods on the rear fuselage; based Ulan-Ude;
1,0 011, 00		1. 2011	Rassian An Toree	214	1000004	featured in tender issued 25nov09; photo OVB 29mar12; I/n Pushkin nov12, c/n from russianplanes.net
	RF-91819	II-20M	Russian Air Force	Pus	dec12	recently resprayed, only the front of the fuselage visible on a photo; photo dec13 location withheld, in dark
						grey c/s with 'VVS Rossii' titles with an additional large fairing by the rear door and two pods on the rear
						fuselage; used as a test-bed/flying laboratory for several purposes including research and development for
						the Tu-214R; I/n active 2020 location unknown

## Ilyushin Il-22 (re)built by MMZ # 30 "Znamya Truda" ('Banner of Labour') at Moscow-Khodynka from 1977 to 1983

Many II-22s with registrations between CCCP-75895 to CCCP-75929 have been reported seen since the early 1990s. They all are equipped for command and communications roles, and most with checked c/ns which do not fit into the II-18 production list. It was thought that all were reworked II-18s, converted for their military task in the early 1980s, however, most II-22s are new-built aircraft, which is why they have a separate construction number system. 039 and 296 are codes for the Moscow -Khodynka and at Lukhovitsy (Moscow region). construction numbers starting with 039 36 - II-22 'Bizon' (type 36), built from 1976 to 1979 construction numbers starting with 039 40 - II-22' Bizon' (type 40), built from 1982 to 1983 construction numbers starting with 296 40 - II-22M-11' Zebra' (type 40), built from 1983 to 1986 The construction number end with the famous five digit 'post 1974 nonsense' number.

Several II-22Ms, however, were converted from low-time II-18Ds transferred to the Air Force from Aeroflot in the mid-1980s. Thus the few aircraft which have indeed been converted retain their previous II-18 construction numbers, and those known include construction numbers 187009805, 187010003, 187010105, 187010305, 187010501, 187010505 and 188011203.

Although confirmed as being II-22s, they all carry 'II-18' as type on the nose. As most aircraft did not accumulate too many hours in their military career, more might be candidates to become civil in future. The known operating main bases include Chkalovski and Pushkin which is also is their maintenance base (20 ARZ). But there were many more bases as every Army commander (Ground forces as well as Strategic Rocket Forces) had an II-22 at his disposition. Regarding known registrations, a total of around 30 aircraft is estimated to have been (re-)built. Most have worn 'Aeroflot' titles so far, but they all belong(ed) to the military. The II-22 list is in registration order.

03936 07050	CCCP-75895	II-22	Soviet AF/AFL c/s	mfd	27dec76	aircraft of the commander of the North Caucasian Military District, opb 535 osap at Rostov-na-Donu Tsentralny: f/n CKL 30au093
	RA-75895	II-22	Russian AF/AFL c/s	CKL	15aug96	c/n checked; opb mil. unit 29114 at Chkalovski; still in full Aeroflot c/s with titles; offered for sale by Russian privatisation agency dec07, but could not be sold; seen CKL (N55.877744 E38.032871) sep08/julls, wfu, without outer wings and with only 2 engines, 'CCCP' prefix bleeding through
03936 07150	CCCP-75896	II-18D36	Soviet Air Force	no	reports	Lin Milli Oberez Oberkill with each media
	75896 UR-75896	Il-18D36 Il-18D36	Ukraine Air Force Ukraine Air Force	VIN KBP	13may97	I/n VIN 09may98, still without prefix
	D2-FFR	II-18D36 II-18D	Alada	LAD	15may98 07feb03	I/n VIN 28jun99; converted to, see next line in all-white c/s with small titles at the base of the fin only; damaged on take-off from Cabinda 26sep08
	DZ-FFK	11-100	Aldud	LAD	0716003	when aborted the take-off run and overran the runway, repaired; I/n operational LAD 02nov11; seen
						stored at LAD nov12/oct14; since broken up
03936 07430	CCCP-54460	II-22	Soviet AF/AFL c/s	mfd	30jun77	registration may have been a call-sign only
	CCCP-75897	II-22	Soviet AF/AFL c/s	ph.	mar99	in "Mir Aviatsii" magazine; I/n CKL 15aug99, stored
03936 07950	RA-75897 CCCP-75898	II-22 II-22	Russian AF/AFL c/s Soviet AF/AFL c/s	CKL mfd	17aug03 1978	seen CKL 23aug04; I/n Akhtubinsk 2010, still in full Aeroflot c/s with titles, without propellers f/n OMS 07sep89
03930 07930	CCCP-75898	II-22 II-22	Russian AF/AFL c/s	Lev	22may99	c/n read off as 0393607930 22may99; stored at Levashovo, seen aug03/mar12, still with the prefix 'CCCP-
	CCCF-75050	11-22	Russian Ar/Ar E C/S	Lev	22111dy 55	; ferried for overhaul to Pushkin in summer 2012; I/n Pushkin aug12
	RF-90786	II-22	Russian Air Force	Pus	jun13	in basic Aeroflot c/s with 'VVS Rossii' titles and Russian stars; ferried to Zhukovski for modernisation by EMZ im. Myasishcheva
	RF-90786	II-22PP	Russian Air Force	ZIA	11dec15	jamming and reconnaissance aircraft, equipped with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); in basic Aeroflot c/s with 'VVS Rossii' titles and Russian stars; to
02026 00206	CCCD 75000	11 22	Church Dis also th Farmer		26477	be h/o nov16; seen Kubinka 12aug17; l/n 2020 location withheld
03936 09306	CCCP-75899	II-22	Strat.Rocket Force	mfd	26dec77	aircraft of the commander of the Strategic Rocket Forces; f/n Pushkin 28may90, in Aeroflot c/s; l/n CKL 17aug92
	RA-75899	II-22	Russian AF/AFL c/s	Nvk	21may99	I/n Pushkin 02jun07
	RA-75899	II-22	Russian Air Force	Roc	15aug09	c/n checked; initially opb 229 AvB at Rostov-na-Donu Tsentralny; in basic Aeroflot c/s, no titles; trf to 610
						TsBPiPLS VTA at Ivanovo-Severny around 2010; seen Ivanovo-Severny 22aug12, with 'VVS Rossii' titles on
						the tail; l/n ARH jan18
	RF-75899	II-22	Russian Air Force	ph.	jul18	in basic Aeroflot c/s with 'VVS Rossii' titles on the tail; c/n only mentioned in a tender issued 28nov19 by
03936 09681	CCCP-75900	II-18D36	Sov. Navy/AFL c/s	mfd	31mar78	20 ARZ for the supply of spare parts; I/n Ivanovo-Severny (oct?)21 f/n over the Moscow region near Chkalovski feb88; photo at Pushkin
02920 09001	RA-75900	II-18D36 II-18D36	Russ. Navy/AFL c/s	Sev	22jun09	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; seen Severomorsk-3 28feb12; I/n Pushkin
	KA-73900	11-16030	RUSS. NOVY/AFL C/S	Sev	22Jun09	opp 403 osap (renamed 7030 AVB in 2010) at Severoniotsk-1, seen Severoniotsk-3 201012, i/i Pusikin Otmarl4, still with Aerofot titles
	RF-75317	II-18D36	Russian Navy	Pus	oct15	in white c/s, blue cheatline and grey undersides, Russian Stars on the tail and 'VMF Rossii' titles, carried a
			,			'polar bear' on the nose; I/n OVB 2021
03936 09935	CCCP-75901	II-22	Soviet AF/PVO	mfd	29jun78	aircraft of the commander of the Air Defence Forces; f/n Pushkin 28may90, in Aeroflot c/s
	RA-75901	II-22	Russian AF/AFL c/s	ZIA	31aug93	l/n CKL aug14, still in full Aeroflot c/s with titles
	RF-75600	II-22	Russian Air Force	Pus	oct15	in c/s similar to Rossiya; I/n ZIA mar17; seen ZIA apr18, now with an additional tall radome on top of the
02026 10226	CCCD 75000	11 22				forward fuselage; I/n CKL 2021; type II-18 painted on aircraft
03936 10226	CCCP-75902	II-22	Soviet AF/AFL c/s	TICT	aug88	seen over Moscow Region near Chkalovski; I/n IKT 06jun92
	75902 RA-75902	II-22 II-22	Russian AF/AFL c/s	IKT ZIA	11may95	I/n Novgorod-Krechevitsy 20aug95 I/n CKL 22auq05, modernised to II-22M11-RT (recognisable by new antenna fit), relay aircraft with "Sokol-
	KA-75902	11-22	Russian AF/AFL c/s	ZIA	22aug03	I/n CKL 22augUS, modernised to II-22M11-RT (recognisable by new antenna fit), relay aircraft with "Sokoi- SURT" complex

	RA-75902	II-22M11RT	Russian Air Force	CKL	apr07	opb 929 GLITs (test centre) at Akhtubinsk or its outlet at Chkalovski; in basic Aeroflot c/s, no titles, carried
	RF-95920	II-22M11RT	Russian Air Force	Pus	12aug16	'GLITs' badge; I/n CKL 12sep14, active details from Russian forum mar18; in white c/s, blue cheatline and grey undersides, Russian Stars on tail with NVC Densit Higher (ACK) active 2001
03936 10235	CCCP-75903(1)	II-22	Soviet AF/AFL c/s	Kub	14may94	with 'VVS Rossii' titles; I/n CKL early 2021 c/n checked; it is confirmed that two CCCP-75903s, an II-18 and an II-22, were in service at the same time; I/n Kubinka 22apr97; see c/n 172011402
	RA-75903(1)	II-22	Russian AF/AFL c/s	Kub	17may99	c/n checked Kubinka 22pma703; see Vin1201402 with a 'RIAT 2000' sticker on the left-hand side of the nose; a cockpit photo shows '75202' on the right-hand control column; seen at Kubinka 22mar08, still with 'CCCP-' under the wing! (/n Pushkin 04jan09
	RA-75903(1)	II-22PP	Russian Air Force	ZIA	20dec11	prototype of a jamming and reconnaissance aircraft (designation of the project: "Porubshchik"), equipped with an L-415 jamming station (large white fairings on both sides of the front and "rear fuselage); opb 1338 its at Chkalovski; in basic Aeroflot c/s, no titles, carried a 'GLITs' badge; officially h/o 21oct16; c/n only given in document dated 30nov16 with regards to maintenance and extension of service life by 2 years; //n Pushkin 14apr18
	RF-90923	II-22PP	Russian Air Force	Pus	09mar20	c/n confirmed; in basic Aeroflot c/s, no titles; c/n only mentioned in a tender for the supply of parts issued by 20 ARZ at Pushkin 29mar20; seen oct21 at an unknown location
03936 102 ? 03936 10270	<pre>? CCCP-75904 CCCP-75905(1) RA-75905(1)</pre>	II-22 II-18D36 II-18D36	Soviet AF/AFL c/s Sov. Navy/AFL c/s Russ. Navy/AFL c/s	mfd Pus	aug88 07mar79 28sep02	seen flying over the Moscow area near Chkalovski f/n over the Moscow region near Chkalovski aug88; see c/n 186008905 opb 289 oplap (renamed 7062 AVB in 2010) at Nikolayevka; l/n VVO 28jan13, still with 'Aeroflot' titles
02026 10501	RF-75337 RF-75337	II-18D36 II-18D36	Russ. Navy/AFL c/s Russian Navy	Pus	27jul14 2018	active, Vladivostok Navy Day; I/n OSF 27may16, still with 'Aeroflot' titles in basic Aeroflot c/s with Russian stars on the fin, 'VMF Rossil' titles; I/n VVO 30apr21 paths entry sinforms of 1/10 c/12010/E011/(c/march/10/10/10/11/10/10/11/10/10/11/10/10/11/10/10
03936 10501	CCCP-75906 RA-75906	II-22 II-22	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd CKL	25jun79 15aug99	not the same airframe as II-18 c/n 187010501; f/n near CKL aug88; l/n CKL 13apr92 c/n checked; opb 1338 its at Chkalovski; tender for repair of scientific equipment published 21nov08; (might be the II-22K which was mentioned in several documents); to be used for research by the Institute of Global Climate and Ecology of Rosgidromet and the Russian Academy of Sciences; l/n CKL 05may10;
	RF-95673	II-22	Russian Air Force	CKL	dec11	repainted by 20 ARZ at Pushkin nov11 c/n from russianplanes.net; the antenna fit seems to be the same as that of RA-75906; in basic Aeroflot
	RF-95673	II-22PP	Russian Air Force	ZIA	21oct16	c/s with a 'GLITs' badge behind the cockpit, no titles; I/n apr16 jamming and reconnaissance aircraft, equipped with an L-415 jamming station (large white fairings on both sides of the front and rear fuselage); in basic Aeroflot c/s c/s with a 'GLITs' badge behind the cockpit, no titles; seen KLD 10jun18; c/n only mentioned in a tender for the supply of fuel tanks issued by 20 ARZ
03936 10 7	2 CCCP-75907	II-22	Soviet AF/AFL c/s	no	reports	at Pushkin 24sep20; I/n active early 2021 location unknown probably this is the aircraft the following applies to: Strategic Rocket Forces, not Air Force !; opb 105 osae 33 RA at Omsk-Severny; w/o 02dec81 whilst diverting to Domna and crashed into a hill on approach (reportedly the air pressure at Domna had not been fed into the altimeter), 31 occupants (among them
03940 11091	CCCP-75908 RA-75908	Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd CKL	1982 ? 19aug01	high-ranking officers) killed and reportedly one survived no reports c/n checked; modernised to II-22M11-RT (recognisable by new antenna fit), relay aircraft with "Sokol-
	RA-75908		Russian Air Force	CKL	20aug07	SURT" complex; since at least aug02; //n CKL 17aug03 in basic Aeroflot c/s with a large 'GLTs' badge behind the cockpit, no titles; l/n CKL 19sep12
	RF-95677		Russian Air Force	Pus	dec13	in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossii' titles; I/n VVO aug21
03940 11092	CCCP-75909	II-22M-11	Soviet AF/AFL c/s	CKL	24sep91	seen with 'three piglets' badge under the cockpit on the starboard side in spring 1993 at Pushkin; modernised to II-22M11-RT (recognisable by new antenna fit), relay aircraft with "Sokol-SURT" complex from aug98, see next line
	RA-75909 RF-95676		Russian AF/AFL c/s Russian Air Force	CKL CKL	15aug99 jul13	opb 929 GLTs at Akhtubinsk; seen Mozdok 27jul00 with an eagle emblem under the cockpit; I/n Pushkin 18jul/22aug12, awaiting rework in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossii' titles; I/n CKL
03940 11094	CCCP-75910	II-22M-11	Soviet AF/AFL c/s	no	reports	may21
	RA-75910 RF-94417	II-22M11RT	Russian AF/AFL c/s Russian Air Force	ZIA Pus	05aug05	modernised to II-22M11-RT (recognisable by new antenna fit), relay aircraft with "Sokol-SURT" complex; life-time extended by 2 years in 2010, I/n Pushkin 17jul11, still with Aerofot titles in bacic derefet of with /CLTER badge per lifere. I/o are out of U 2010; comp Buckkin 06cou20 after
03940 11096	CCCP-75911	II-22M-11	Soviet AF/AFL c/s	Fus	01mar12 photo	in basic Aeroflot c/s with 'GLITs' badge, no titles; I/n as such CL: 2019; seen Pushkin 06nov20 after overhaul now with 'VKS Rossii' titles in pristine condition; I/n CKL 15feb21 taken at ULN
	75911 RA-75911	II-22M-11 II-22M-11	Russian AF/AFL c/s Russian AF/AFL c/s	Pus Pus	07jul94 26oct94	I/n CKL 20aug99; modernised to II-22M11-RT (recognisable by new antenna fit), relay aircraft with "Sokol- SURT" complex; see next line
	RA-75911 RA-75911		Russian AF/AFL c/s Russian Air Force	CKL CKL	26aug02 27jul11	I/n Pushkin jun10 in basic Aeroflot c/s, no titles but with GLITs badge behind the cockpit; life-time extended by 5 years in 2010; seen SVX 29aug13; photo CKL feb16; I/n OVB oct17
	RF-95921	II-22M11RT	Russian Air Force	Pus	12jul19	c/n from russianplanes.net; in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VKS Rossii' titles; I/n CKL 05may21
03940 11097	CCCP-75912 RA-75912	II-22M-11 II-22M-11	Russian AF/AFL c/s Russian AF/AFL c/s	Pus	aug86 26oct94	seen over Moscow region near Chkalovski; I/n CKL 03sep93 I/n CKL 22aug05; modernised to II-22M11-RT (recognisable by new antenna fit) relay aircraft with "Sokol- SURT" complex, see next line
	RA-75912 RF-95675		Russian AF/AFL c/s Russian Air Force	CKL CKL	14aug06 25jan12	l/n Astrakhan-Privolzhski 18aug09 in basic Aeroflot c/s, with 'GLITs' badge, no titles; l/n CKL jan19; c/n only mentioned in a tender issued
03940 11098	CCCP-75913	II-22M-11	Soviet AF/AFL c/s	mfd	1982	28nov19 by 20 ARZ for the supply of spare parts; I/n ZIA dec21 opb 39 orao at Sperenberg from 1990/1991, replacing CCCP-75926; f/n Sperenberg 27apr90; I/n Sperenberg 30apr91
03940 17100	RA-75913 CCCP-75914	II-22M-11 II-22M-11	Russian AF/AFL c/s Soviet AF/AFL c/s	Pus mfd	06jul94 1983 ?	seen CKL O/Tmay15, in full Aeroflot c/s and titles; I/n CKL jul19, in faded c/s seen over Moscow region near Chkalovski aug88
	RA-75914	II-22M-11	Russian AF/AFL c/s	OSF	26aug95	based at Pushkin; f/n as such aug06; modernised to II-22M11-RT (recognisable by new antenna fit), relay aircraft with "Sokol-SURT" complex before apr07; I/n CKL 05may10
	RA-75914 RF-95674		Russian Air Force	CKL	mar11	opb 1338 its at Chkalovski; in basic Aeroflot c/s, no titles but with GLITs badge behind the cockpit; life- time extended by 7 years in 2010; c/n checked CKL 05jul12; I/n CKL aug20, see next line details from russianplanes.net dec20
29640 17101	CCCP-75915	II-22M11R1 II-22M-15	Russian Air Force Soviet AF/AFL c/s	no mfd	reports 1983 ?	product code (izdeliye) 41, the arrangement of antennas on the fuselage and underside were changed; f/n ALA 22apr93
	UN-75915 UN-75915	II-22M-15 II-22M	Kazakh AF/AFL c/s Kazakh Government	IST ALA	20jun93 23may96	with Kazakhstan flag; I/n 07jul94 converted to a transport aircraft by 20 ARZ at Pushkin in 1994; dbr jan95 in a ground accident at Almaty when collided with an An-12; seen in the scrapyard at Almaty may96/may04
29640 17102	CCCP-75916 CCCP-75916	II-22M-11 II-22M-11	Soviet AF/AFL c/s Belarus Air Force	mfd trf	27sep83 1992	based at Lipki f/n BRU 01apr93; stored at Machulishchi around 1994/95; l/n Minsk-Machulishchi 18aug97; arrived ARZ
	YL-LAO YL-LAO	II-22M-11 II-18D	Aeroflot c/s, n/t Concors	BKA RIX	11jul98 feb99	No. 402 GA at Bykovo jun98 for last overhaul with them, t/t 1,329 hours and 1,266 cycles rgd 17nov98 to Concors and converted to II-18D /n RIX 05apr02; rgd 18apr01 to SIA Concors; for sale feb02 for \$ 2,000,000 with t/t 2,078 hours and
	CU-T1539	II-18D	Concors c/s, n/t	KEF	03nov03	1,484 cycles; I/n RIX 07oct03, no titles being prepared for Cuba I/n HAV 02jan05; Aero Caribbean fleet list dec03; photo with 'Aero Caribbean' titles; damaged beyond
29640 10105	CCCP-75917	Il-22M-11	Soviet AF/AFL c/s	m f -l	02:	repair after aborted take-off from CCS 28mar05, one engine ripped off and starboard wing broken in two, 16 people injured of the 87 passengers and 11 crew for the early history of the aircraft see c/n 187010105; in all documents with this II-22 type c/n, but the
29640 10105	CCCP-75917	II-22M-11	Soviet AF/AFL C/S	mfd	03jun67	c/n plate still shows the original II-18 type c/n 187010105; in all documents with mis II-22 type c/n, but the c/n plate still shows the original II-18 type c/n 187010105 (checked as such Ivanovo-Severny aug03); mfd given as 31jul67 in a data sheet from the Russian Air Force; was the aircraft of the commander-in-chief of the Soviet Armed Forces; f/n CKL 17aug92
	RA-75917 RA-75917	II-22M-11 II-22M-11	Russian AF/AFL c/s Russian Air Force	Iva Iva	26may99 14jun11	I/n Minsk-Machulishchi 20sep09; overhaul completed 17sep10 opb 610 TsBPiPLS VTA at Ivanovo-Severny; in basic 'blue' Aeroflot c/s, initially no titles; f/n with small 'VVS Rossii' titles on the fin Ivanovo-Severny 29mar12; deployed to Syria oct15/nov15; I/n Ivanovo-
	RF-75917	II-22M-11	Russian Air Force	Iva	11aug18	Severny 19aug17 opb 610 TSBPIPLS VTA at Ivanovo-Severny; in basic 'blue' Aeroflot c/s with small 'VVS Rossii' titles on the fin; c/n only mentioned in a tender issued 26sep19 by 20 ARZ for the supply of fuel tanks; t/t 18,991 hours and 7,975 cycles by 2022; w/o 24jun23 during the rebellion of PMC Wagner when was shot down by Wagner forces with a "Pantsir-S1" anti-aircraft complex, all 10 crew members (pilot: Captain Artyon
29640 17104	CCCP-75918 75918	II-22M-11 II-22M-11	Soviet Air Force Ukraine Air Force	mfd trf	1984 1991	Sharoglazov) were killed; there is a photo of the remains of the tail section with the registration still visible opb 456 osap at Vinnitsa-Gavrishovka, serving the HQ of the 24th Air Army opb 456 osap (redesignated 456 BrTrA aka military unit A-1231) at Vinnytsya-Havryshivka; f/n LWO 04jul94; sat wfu at VIN (N49.231716 E28.622088), seen jun99/sep12, with very faded paint; in an official document 2012 for disposal; on a photo 26mar14 with the engines removed; reported broken up may14
29640 09805 29640 17551	CCCP-75919 CCCP-75920 RA-75920	II-22M-11 II-22M-11 II-22M-11	Soviet AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s	mfd ZIA	jul89 08jun84 06jul94	seen over Moscow Region near Chkalovski; l/n OSF 16may99; ex Il-18 c/n 187009805 l/n CKL 10jun08, flying; tender for conversion into SURT "Sokol" (Il-22M11-RT) issued 01sep08
	RA-75920 RA-75920		Russian Air Force	CKL	may10	(in CKL 10Junus, mying; tender for conversion into SUKI Sokii (in-22mi1-Ki) issued 01sepu8 opb 1338 its at Chkalovski; in basic Aeroflot c/s with a 'GLITs' badge behind the cockpit, no titles; l/n OVB 07oct15; c/n only given in document dated 30nov16 with regards to maintenance and extension of the
	RF-95678	II-22M11RT	Russian Air Force	ph.	aug18	service life by 5 years c/n from www.russianplanes.net; in basic 'blue' Aeroflot c/s with 'VVS Rossii' titles and Russian stars; seen CKL 10dec21; damaged beyond repair in the late hours of 14jan24 on a mission over the western part of the Sea of Azov when was engaged and hit by Russian rather than by Ukrainian forces in the area of Strikkove/Strekkovge (norther Arabat Spit), the tail was heavily punctured by shrapnel, but the aircraft
29640 10905	CCCP-75921 ?	II-22M-11	Soviet AF/AFL c/s	Pus	aug91	managed to land at Anapa, 2 crew members (among them Colonel Burmistrov) were killed and 1 was seriously injured registration for this c/n surmised; this c/n was scrapped by 929 GLITs at Akhtubinsk between 1998 and
29640 17552	CCCP-75922	II-22M-11	Soviet AF/AFL c/s	mfd	30sep84	2006 f/n CKL aug87; I/n ZIA 16aug92

	RA-75922	II-22M-11	Russian AF/AFL c/s	ZIA	31aug93	opb 1338 its at Chkalovski; I/n as such CKL 25aug03; seen ZIA 23aug07 with a GLITs badge behind the cockpit; modernised to II-22M11-RT (recognisable by new antenna fit), relay aircraft with "Sokol-SURT"
	RA-75922	II-22M11RT	Russian Air Force	CKL	07aug08	complex by 2008 opb 1338 its at Chkalovski; in basic Aeroflot c/s, no titles but with a GLITs badge behind the cockpit; l/n CKL aor14
	RF-95919	II-22M11RT	Russian Air Force	Pus	sep15	c/n from russianplanes.net; in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossii' titles; I/n CKL aug23 active still with 'VVS Rossii' titles
1870 103 05	CCCP-75923(1)	II-22M-11	Soviet AF/AFL c/s	CKL	aug88	I/n CKL 30aug93; see II-18D CCCP-75463 for earlier details about this same c/n; see II-20M c/n 173011501 (both aircraft used the same registration at the same time)
	RA-75923(1)	II-22M-11	Russian AF/AFL c/s	CKL	15aug99	c/n checked; scrapped by mil. unit 22737 at Chkalovski, gone by aug03
29640 17554	CCCP-75924	II-22M11	Soviet AF/AFL c/s	mfd	30dec84	version in documents as II-18SRT; f/n CKL 19aug92
	RA-75924	II-22M11	Russian AF/AFL c/s	ZIA	03sep93	I/n CKL may03
	RA-75924	II-22M11	Russian Air Force	CKL	14aug06	opb fillal GLITs at Chkalovski; in basic 'blue' Aeroflot c/s with a 'GLITs' badge behind the cockpit, no titles;
	104 7 5 5 2 4	11 22/111	Russian An Torce	CIVE	14uugoo	tender for conversion into an II-22M11-SURT ("Sokol-SRT") published 21apr08
	RA-75924	II-22M11RT	Russian Air Force	CKL	04aug08	the II-22M11-RT is recognisable by the new antenna fit; opb fillal GLTs at Chkalovski; in basic 'blue' Aerofiot c/s with a 'GLTs' badge behind the cockpit, no titles; i/n CKL OSnov15; c/n only given in a document dated 30nov16 with readrats to maintenance and extension of the service life by 5 years
	RF-95680		Russian Air Force	Pus	04jun17	c/n from russianplanes.net; opb filial GLITs at Chkalovski; in basic 'blue' Aeroflot c/s with 'VVS Rossii' titles and Russian stars; I/n CKL 09dec20
29640 17557	CCCP-75925	II-22M-11	Soviet AF/AFL c/s	mfd	19nov85	f/n CKL 24sep91
	RA-75925	II-22M-11	Russian AF/AFL c/s	LED	20aug93	in full Aeroflot c/s with titles; I/n CKL 20aug07
	RA-75925	II-22M-11	Russian Air Force	CKL	26feb09	opb 1338 its at Chkalovski; in basic Aeroflot c/s, no titles but with GLITs badge behind the cockpit; I/n CKL 12jun09; converted to relay aircraft with "Sokol-SURT" complex by EMZ im. Myasishcheva in 2010 (II- 22M1-RT), see next line
	RA-75925	II-22M11RT	Russian Air Force	Chh	17aug11	in basic Aeroflot c/s, no titles but with GLITs badge behind the cockpit; I/n CKL 09sep16
	RF-95681	II-22M11RT	Russian Air Force	CKL	iun18	in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossii' titles; I/n ZIA dec20
29640 11203	CCCP-75926	II-22M-11	Soviet AF/AFL c/s	Orn	1987	and Spr 15sep89; with this c/n; based at Poznan-Krzesiny (Poland); I/n Sperenberg 30oct89; seen Pushkin 01sep91 with c/n 188011203 painted on; c/n checked again Kubinka 20aug05, but a close inspection revealed '296' under the paint on the tail (the most probable explanation is that the c/n had been painted on in error during an overhaul and then changed to the correct one); seen Kubinka aug05, wfu/engineless; also see the II-18 with this c/n; seen Kubinka aug12/apr13, stored in a fenced compound; I/n may15, being worked upon, still with Aeroflot titles and Soviet flag
	75926	II-22M-11	Russian AF/AFL c/s	Kub	jun15	still with Aeroflot titles, but with Russian flag, I/n Kubinka aug20/aug22 wfu; still carries CCCP- on top of the left wing
29640 17558	CCCP-75927	II-22M-11	Soviet AF/AFL c/s	mfd	30sep85	f/n over Moscow Region near Chkalovski aug87; l/n CKL 17aug92
	RA-75927	II-22M-11	Russian AF/AFL c/s	Lev	10aug96	was stored at Levashovo with faded prefix, seen may01/aug12; l/n Pushkin 02nov12
	RF-90785	II-22M-11	Russian Air Force	CKL	04dec13	in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossii' titles; I/n CKL jul19
1870 100 03	CCCP-75928	II-22M-11	Soviet AF/AFL c/s	Pus	07jul94	seen wfu this date; photo proof exists with this c/n; see II-18D CCCP-75448 for earlier details about this same c/n
1870 105 05	CCCP-75929	II-22M-11	Soviet AF/AFL c/s		photo	had an II-22 c/n beginning with 29 plus eight more digits, photo proof of this; see II-18D CCCP-74251 for earlier details about this same c/n
	ER-75929	II-18D	Air Moldova	SHJ	01nov93	in basic Aeroflot c/s, c/n checked as 187010505; was still equipped with various II-22 type antenna fairings
	ER-75929	II-18D	Aeroflot c/s, n/t	BKA	24may94	carried a badge and 'VICHI' titles on the nose
	ER-75929	II-18D	Acvila Air	LCA	30aug95	full titles 'Acvila Air Romanian carrier'; I/n ALA 13nov97
	ER-75929	II-18D	Vichi Air Company	SHJ	01feb98	small titles under cockpit; seen KIV 16may06 with overpainted titles; seen KIV 28jun07 with 'Acvila Air' titles showing under paint; seen KIV (N46.933736 E28.943529) sep09/mar20, in a deteriorating condition without engines; seen on the dump oct21/dec21 with wings and tail detached

#### II-18s, II-20s, II-22s and II-38s with unknown c/ns

 CCCP-75601	II-18B	Aeroflot	DAR	26feb66	probably a military aircraft, not on Soviet register or mentioned in the MGA document; black and white
					photo exists; a possible candidate could be c/n 188000501, for which the early history is unknown
 not known	II-18	Aeroflot		photo	was preserved as a cinema in a park near the Officers' Mess at Golitsyno-2 (now Krasnoznamyonsk,
					N55.60181 E37.04532) reportedly from aug84 or aug85 (but possibly later in the 1980s); broken up in
					1995; reported by some sources as CCCP-75473 c/n 188000501 due to its military rather than civil background and because the serial looks to end '73' on one photo, however this was an II-18B and photos
					shows the window configuration is of an II-18V/E or D version; a possible candidate could perhaps be CCCP-75873 c/n 183006003 which flew to Bykovo jun83 (but already soc 18jan82 according to the MGA
					document) and was thought to have been scrapped there, however, this aircraft originally served with the
					Air Force and had previous Space flight connections (flew cosmonauts to Moscow)
 not known	II-18	Aeroflot		photo	was preserved at Kramatorsk (Ukraine); scrapped in 1985
 not known	II-18	Aeroflot		photo	was preserved as a café at Solnechny (Uzhur district of the Krasnovarsk region): scrapped
 "08"	II-20	Soviet Air Force	SVO	01sep81	was preserved as a care at something (oznar district of the Reashoyarsk region), scrapped
 not known	II-22	Russian Air Force	0.0	0100001	probably an II-22M-11; severely damaged 03apr22 on a mission over Ukraine when was engaged by two
					Ukrainian 9M28 "Buk-M1" SAMs at a height of 7,600 metres, being punctured by more than 200 fragments,
					caught fire and lost fuel, but was able to land at Rostov-na-Donu-Tsentralny, all 9 crew members escaped
					unhurt; the aircraft was deemed repairable
 no code	II-38	Soviet Navy	f/f	28sep61	photos exist, in natural metal c/s with Red star, the aerodynamic prototype of the II-38 built by MMZ # 240
					at Khodynka, with AI-20A engines and without the "Berkut" mission equipment in the ventral radome
 "18"	II-38	Soviet Navy	ph.	1975	was possibly one of the aircraft painted in Egyptian Air Force c/s, as overpainted patches of paint can be
					seen on the fin and fuselage; see c/n 890010406
 "23" red	II-38	Russian Navy	Pus	05aug01	at 20 ARZ; later with large Russian flag and coat of arms on fin; see c/n 081010810, same aircraft ?
 "28" red	II-38	Soviet Navy	no	reports	opb 77 oplap at Nikolayevka; dbr 09may84 while being parked at Asmara in the rebellious Ethiopian
					province of Eritrea when Eritrean separatists attacked the airfield with mortars and several aircraft were hit
 "74" red	II-38	Ukrainian Navv		reports	by shells; see c/n 081011008 was probably based at Mykolaviy-Kulbakino: see c/n 082011108
 not known	II-38 II-38	Ukrainian Navy	no mfd	1972	in official document sep08 for disposal; was with military unit A3186 at Lutsk at the time; should be line #
HOL KHOWH	11-30	Okrainian Navy	mu	1972	47 or greater if mfd is correct
 3082	II-18D	Chinese Air Force		photo	black and white only (in white c/s with blue cheatline, grey undersides, red roundels and serial from a
5002	11 100			photo	separate line drawing); opb 34th Division
 824	II-18V	Chosonminhang	SVO	iun65	black and white photo exists, lightning-bolt cheatline with flag on the tail and titles, old type antenna on
					top of fuselage and eight centre windows (salon aircraft); the only known II-18V operated by North Korea
					was c/n 185008204, but this aircraft does not look to have the Doppler velocity and drift sensor/antenna
					under the rear fuselage (but could have been subsequently upgraded); I/n SXF 12sep68
 not known	II-18	Egyptian Govern.		photo	at VKO with Egyptian flag on the tail, maybe an II-18V (salon) as only has eight centre windows port side;
					I/n CMN 13sep65
 38	II-38	Egyptian Air Force	no	reports	colour drawing in Russian magazine; in fact operated by 90 odrae on of the Soviet Navy's Northern Fleet
					from Mersah Matruh in 1970/72
 4399	II-38	Egyptian Air Force		photo	in fact operated by 90 odrae on of the Soviet Navy's Northern Fleet from Mersah Matruh in 1970/72
 not known	II-38	Indian Navy			one to be preserved in the National Maritime Heritage Museum at Lothal and one to be preserved Nipani,
2V LDE (1)	11.101/	Alex Coules (a	<b>C</b> 1-	00	Karnataka
 3X-LBE (1)	II-18V	Air Guinée	CAI	08may61	with Sekou Toure on a state visit to Egypt; presumably leased from Aeroflot and looks to have an Aeroflot
 3X-GOC	II-18D	Air Guinée			cheatline from the black and white photo; cannot be c/n 181003705 as this was not built until sep61 leased from Aeroflot ? dates unknown, reports from Guinea
 3X-GOE	II-18D II-18D	Air Guinée			leased from Aeroflot ? dates unknown, reports from Guinea
 3X-GOE	11-18D	Air Guinee			leased from Aeronot ? dates unknown, reports from GUINea

According to the old Soviet register registrations -74271, -74272, -74273, -74274, -74275, -74276, -74277, -74278, -74279, -74280, -74281, -74282, -74283, -74284, -74285, -72486, -72486, -72488, -72489, -74290, -74291, -74292, -74293, -74294, -75476, -75486, -75485, -75486, -75487, -75488, -75489, -75489, -75493, -75493, -75493, -75493, -75494, -75494, -75494, -75494, -75494, -75495, in the II-18 series were issued to the Soviet Air Force and probably used as call-sign for military coded aircraft. Of those registrations we have the following reports which probably have to be marked as incorrect sightings; CCCP-74287 JIB 24oct92 (was CCCP-74267 ?), CCCP-74288 jun70, CCCP-74291 DME 05feb90, CCCP-75476 KBP 06apr72, CCCP-75489 VKO 11aug80 and CCCP-75495 PRG 16sep72.

The following registrations in the II-18 series have never been seen and are not mentioned in any documents; -75443, -75542, -75600 (became an II-22 registration but only by 2015), -75667, -75692, -75795. In addition, for CCCP-75622 and CCCP-75625 are An-12s. According to the Soviet register the registration blocks -75604/634 and -75889/892 were not used at all. Finally the reports of CCCP-75794 at HEL 13may67, CCCP-75604 at LED 27jul70 and CCCP-75614 at LED 11aug75 should probably be viewed as incorrect sightings.



The II-28 was a medium front bomber which was powered by two Klimov VK-1A centrifugal-flow turbojet engines which was derived from the Rolls-Royce Nene. Immediately after World War II, the Soviet Union manufactured copies of first generation German Junkers 004 and BMW 003 engines, which were advanced designs with poor durability, limited by Germany's availability of rare metals at wartime. However, in 1946, before the Cold War had really begun, the new British Labour government under the Prime Minister, Clement Attlee, keen to improve diplomatic relations with the Soviet Union, authorised Rolls-Royce to export 40 Rolls-Royce Nene centrifugal flow turbojet engines. In 1958 it was discovered during a visit to Beijing by Whitney Straight, then deputy chairman of Rolls-Royce, that this engine had been copied without license(1) to power the MiG-15 'Fagot', first as the RD-45, and after initial problems of metallurgy forced the Soviet engineers to develop a slightly redesigned (and metallurgically closer) copy, the engine had then entered production as the Klimov VK-1 (Rolls-Royce later attempted to claim ú207m in license fees, without success). The Czechoslovakian Air Force took delivery of 77 II-28s (58 II-28s in the bomber version, ten II-18Rs and nine II-28Us) which initially received the designation B-228. The last one of themwas withdrawn from use in 1975.

The Hungarian Air Force took delivery of nine II-28s (seven II-28s in the bomber version and two II-28Us). The last one of them was withdrawn from use in 1969. The Finnish Air Force received four II-28rs which were used for target-towing.

It is known that Aeroflot operated several II-28s on postal routes and used the experience gained with the type for the introduction of the Tu-104. They were also used for crew training and also for fast delivery of important mail and other items, for example newspaper matrices for the printing of "Pravda" and "Izvestiya", over the vast USSR. The II-28 was built by the following seven factories: No. 1 at Kuibyshev, No. 18 at Kuibyshev, No. 23 at Moscow, No. 30 at Moscow, No. 39 at Irkutsk, No. 64 at Voronezh and No. 166 at Omsk. Total production was 6,316. The various c/n systems are only partially known.

#### 50 Il-28 built by Factory No. 1 at Kuibyshev-Bezymyanka in 1953

٦	The construction	on number con	sisted of t	he factory code (1), th	e type coo	de (5), a (	0 (meaning unknown), the batch and the number in the batch.
	1 5 0 00 01	not known	II-28	Soviet Air Force	mfd	auq53	line # 00-01: the first II-28 built by Factory No. 1, assembled partially from parts built by Factory No. 18:

-28 Soviet Air	Force mfd	aug53	line # 00-01; the first II-28 built by Factory No. 1, assembled partially from parts built by Factory No. 18;
			underwent factory trials sep53
-28 Soviet Air	Force mfd	1953	line # 10-17
-28 AFL/North	i Kavkaz toc	03jun62	used as a meteorological reconnaissance aircraft; on charge of 77 AO as of 01aug62, but still without
			registration by then
-28 Soviet Air	Force trf	20jun64	opb military unit 13837
-	-28 Soviet Air -28 AFL/North	-28 Soviet Air Force mfd -28 AFL/North Kavkaz toc	-28 Soviet Air Force mfd 1953 -28 AFL/North Kavkaz toc 03jun62

#### 50 Il-28 built by Factory No. 18 at Kuibyshev-Bezymyanka in 1953

# <u>2 II-28 built by Factory No. 23 at Moscow-Fili in 1953. No c/ns could be allocated to this factory yet.</u> <u>3,897 II-28 (2,490 II-28, 1,405 II-28U and 2 II-28R) built by Factory No. 30 at Moscow-Khodynka from 1950 to</u>

#### <u>1955</u>

Various construction number systems seem to have been used. In one system, the construction number consisted of the type code (4 for II-28R, 5 for II-28 and 6 for II-28U), followed by a 0 and 30 (the factory number).

200), 10101104	i by a o ana so	(the factor)	number).			
6 30 005 22	not known	II-28U	Soviet Air Force	mfd	1953	
0 50 005 22	CCCP-63952	II-28U	AFL/East Siberia	toc	28jun63	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28U	Soviet Air Force	trf	1964	opb military unit 13850
6 30 010 11	not known	II-28U	Soviet Air Force	mfd	1953	w/o, details unknown
50 30 03 01	"4"	II-28	Soviet Air Force	mfd	1950	c/n from engine cover; in natural metal c/s
50 30 09 06	not known	II-28	MAP LII Zhukovski	mfd	1950	damaged 19may53 on landing at Zhukovski
50 30 11 04	not known	II-28T	MAP Ilyushin OKB	mfd	1950	first prototype of the II-28T torpedo-bomber version
50 30 11 06	not known	II-28T	MAP Ilyushin OKB	f/f	09jan51	a prototype of the II-28T torpedo-bomber version; converted to, see next line
	"4"	II-28TM	MAP Ilyushin OKB	no	reports	
50 30 14 08	not known	II-28T	Soviet Navy	mfd	1950	
50 30 18 01	not known	II-28	Soviet Air Force	mfd	1950	modernised along Air Force requirements and became a pattern aircraft for series production; underwent
						state trials jun/jul51
	not known	II-28	Soviet Navy			opb 1535 mtap; w/o 15feb55
50 30 19 05	not known	II-28	Soviet Air Force	mfd	1950	underwent state check trials feb/apr51
53005 20 40	CCCP-63938	II-28	AFL/North Kavkaz	toc	20feb62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13837
5305 120 07	not known	II-28	MAP Ilyushin OKB	mfd	jan51	used for parachute trials
4305 123 01	not known	II-28RM	Soviet Air Force	mfd	1951	II-28RM prototype; started state check trials with GK NII VVS 25apr51
5305 126 03	not known	II-28	Soviet Air Force	mfd	1951	equipped with an ARK
5305 127 10	not known	II-28	Soviet Air Force	mfd	1951	
	10	II-28	Hungarian AF	d/d	mar62	struck off charge 03sep69; t/t 1,248 hours 19 minutes
5305 127 19	not known	II-28	Soviet Air Force	mfd	1951	
	19	II-28	Hungarian AF	d/d	jun62	photo exists, in natural metal c/s; struck off charge 31dec66; t/t 1,339 hours 34 minutes
6305 128 03	not known	II-28U	Soviet Air Force	mfd	1951	
	CCCP-36599	II-28U	AFL/Moscow (MUTA)	rgd	14sep59	used as a meteorological reconnaissance aircraft; opb 200 LO at VKO
5305 129 11	CCCP-36594	II-28	AFL/Kazakhstan	mfd	1951	used as a meteorological reconnaissance aircraft; opb 227 LO; canx 19jun61 as life-time expired
5305 230 18	not known	II-28	Soviet Air Force	mfd	1952	
	CCCP-63932	II-28	AFL/Uzbekistan	toc	17sep62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	01jul64	opb military unit 13837
5 2 0037 01	not known	II-28RM	MAP Ilyushin OKB	mfd	1952	powered by VK-5 engines, engine nacelles and undercarriage like on the II-28 sans suffixe; underwent
5 0 0007 07					4050	trials with NII VVS
5 2 0037 07	not known	II-28	Soviet Air Force	mfd	1952	
E 0 0007 / /	CCCP-36589	II-28	AFL/Kazakhstan	toc	15dec59	used as a meteorological reconnaissance aircraft; opb 153 AO; struck off charge 14nov62 as worn out
5 2 0037 14	not known	II-28RM	MAP Ilyushin OKB	mfd	1952	
5 2 0037 19	not known	II-28RM	MAP Ilyushin OKB	mfd	1952	powered by VK-5 engines, engine nacelles and undercarriage like on the II-28R; underwent trials with NII
5 2 0038 21	net known	II-28	Coviet Air Force	mfd	1952	VVS equipped with an ARK-5
	not known "22" blue	II-28	Soviet Air Force Soviet Air Force	mfd	1952	opb obmae at Ribnitz-Damgarten; wfu around 1985
4 4 0040 17 6 2 0041 08		II-28 II-28U	Polish Air Force	mfd	20jun52	
5 3 0041 20	not known 11264	II-280 II-28	Chinese Air Force	d/d mfd	1953	c/n also given as 64108 (export number) c/n also given as 54120 (export number) and also painted on like that; opb 5th Division; in natural metal
5 5 0041 20	11204	11-20	chinese All Torce	mu	1955	c/s; preserved without serial in the China Aviation Museum at Shahezhen AFB oct93/may09 c/n checked
	'10290'	II-28	Chinese Navy	Shh	20sep10	preserved with this fake serial (would mean opb 1st Division) in the China Aviation Museum at Shahezhen
	10250	11 20	chinese havy	51111	2030010	AFB, I/n nov20
6 2 0042 04	S1	II-28U	Polish Air Force	d/d	11dec52	to Bydgoszcz; opb 7. PLB; c/n also given as 64204 (export number); trf 33. PLB at Modlin; details from
				-, -		polot.net
5 3 0043 35	84103	II-28	Chinese Navy	mfd	1953	c/n also given as 54335 (export number); opb the Air Academy; seen preserved in a dismantled state at
			,			the Xian University nov91/apr19, c/n checked
5 3 0046 65	not known	II-28	Czechoslovak AF	mfd	1953	c/n also given as 54665 (export number)
5 3 0047 02	not known	II-28	Soviet Navy	mfd	1953	armed with RAT-52 torpedoes; presented for state trials with the NII VMS 28mar53
5 3 0047 04	"03" red	II-28	Soviet Air Force	mfd	1953	version not confirmed
5 3 0047 05	not known	II-28	Soviet Navy			armed with RAT-52 torpedoes; presented for state trials with the NII VMS 28mar53
5 3 0050 05	not known	II-28	Soviet Air Force	mfd	1953	
5 3 0050 16	CCCP-63944	II-28	AFL/Urals	mfd	1953	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	04jul64	opb military unit 19011
5 3 0051 12	"12" red	II-28LSh	MAP Ilyushin OKB	mfd	1953	
5 3 0051 15	"21"	II-28	Soviet Air Force		1970s	in natural metal c/s; used as a ground instructional airframe by Kirsanovski ATU GA at Kirsanov
5 3 0051 30	"11"	II-28	Soviet Air Force	mfd	1953	photo exists, in natural metal c/s
5 3 0052 07	"17"	II-28	Soviet Air Force	mfd	1953	photo exists, in natural metal c/s
5 3 0052 17	"38" red	II-28	Soviet Air Force	mfd	1953	
5 3 0052 23	not known	II-28	Soviet Air Force	mfd	1953	
	CCCP-63933	II-28	AFL/Uzbekistan	toc	01oct62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13837
5 3 0052 39	"34" blue	II-28	Soviet Air Force	mfd	1953	dumped in a dismantled state and in poor condition at the Kiev museum; f/n oct07; l/n jul09
5 3 0054 15	not known	II-28	Soviet Air Force	mfd	1953	
	CCCP-36592	II-28	AFL/North Kavkaz	toc	07dec59	rgd 19dec59; used as a meteorological reconnaissance aircraft; opb 77 AO at Rostov-na-Donu; struck off
					1050	charge 30jan63 as life-time expired
5 3 0054 50	CCCP-36598	II-28	AFL/Urals	mfd	1953	used as a meteorological reconnaissance aircraft; opb 120 ATO; soc soc 31jul61 as amortisation period
E 2 00E4 E1	CCCD 26501	11 20			1053	expired; t/t 1,144 hours
5 3 0054 51	CCCP-36591	II-28	AFL/Ukraine-KBP	mfd	1953	used as a meteorological reconnaissance aircraft; opb 208 LO; canx 07aug61 as life-time (1,300 hours)
F 2 00FF 07	1011	11 20	Coulot Ala France		1053	expired
5 3 0055 07	"01"	II-28	Soviet Air Force	mfd	1953	photo exists, in natural metal c/s
5 3 0055 74	80002	II-28	Chinese Navy	mfd	1953	c/n also given as 55574 (export number); preserved in the Chinese Navy museum at Qingdao (N36.05360
6 3 0056 78 7	"14"	11 2011	Soulot Air Force	C	cumm 70	E120.323126), c/n checked, seen sep09/jul22
6 3 0056 78 ? 5 3 0057 02	"85"	II-28U II-28	Soviet Air Force	Chh	summ79	photo; opb CHVVAKUSh at Chelyabinsk-Shagol; in natural metal c/s
	"10" blue		Soviet Air Force MAP LII Zhukovski	mfd	1953 1953	photo exists, in natural metal c/s used for ejection seat trials, photo exists with very modified rear fuselage behind the fin
5 3 0057 10 5 3 0057 23		II-28LL II-28	Soviet Air Force	mfd	1953	used for ejection seat thats, photo exists with very modified fear fusedage benind the fill
5 5 0057 23	not known CCCP-63935	II-28 II-28	AFL/Moscow (MUTA)	mfd toc	01oct62	used as a meteorological reconnaissance aircraft; canx 30dec64 as trf to TsKB zavoda "Krasnoye Sormovo"
		11 20		.00	010002	at Gorki
5 3 0057 71	"04" red	II-28	Soviet Air Force	mfd	1953	preserved in the Russian Air Force museum at Monino (N55.83254 E38.18657); photo 1987; seen
5 5 5557 7 1	ocu	20			1955	aprol/2018
5 4 0057 75	CCCP-L5401	II-28	AFL/Moscow (MUTA)	mfd	1954	designated II-20 by Aeroflot; new documents issued between 31dec53 and 23feb54; latest CofA issued
2 . 000, 75	256, 25.01	1. 20			2004	
	not known	II-28	Soviet Air Force	trf	21apr57	opb military unit 06814
		-				• • • • • • • • • • • • • • • • • • • •

5 4 0057 77	CCCP-L5402	II-28	AFL/Moscow (MUTA)	mfd	1954	designated Il-20 by Aeroflot; in natural metal c/s with small titles only; new documents issued between
	not known	II-28	Soviet Air Force	trf	21apr57	31dec53 and 23feb54; photo in 1954; latest CofA issued 26may55 opb military unit 06814
5 4 0057 79	CCCP-L5403	II-28	AFL/Moscow (MUTA)	mfd	1954	designated II-20 by Aeroflot; in natural metal c/s with small titles only; new documents issued between 31dec53 and 23feb54; latest CofA issued 21jun55; there is a photo of the forward fuselage with the c/n visible
5 4 0058 11	not known "22"	II-28 II-28	Soviet Air Force Soviet Air Force	trf mfd	21apr57 1954	opb military unit 06814 in natural metal c/s; used as a ground instructional airframe by Kirsanovski ATU GA at Kirsanov in the
6 3 0058 11	not known	II-28U	Soviet Air Force	mfd	1953	1970s
E 4 00E9 70	CCCP-63927 not known	II-28U II-28U	AFL/Uzbekistan-TAS Soviet Air Force	toc trf	13mar62 01jul64	used as a meteorological reconnaissance aircraft; opb 203 LO; canx 30dec64 opb military unit 13837
5 4 0058 79	not known not known	II-28 II-28 II-28	Soviet Air Force AFL/Kazakhstan Soviet Air Force	mfd toc	1954 28nov63 1964	used as a meteorological reconnaissance aircraft; canx 30dec64
5 4 0059 17	not known not known	II-28	Soviet Air Force	trf mfd	1954	opb military unit 13837 opb obmae at Ribnitz-Damgarten; wfu around 1985 per de anternational de la construction
5 4 0059 47	CCCP-36595 "23"	II-28 II-28	AFL/Far East-KHV Soviet Air Force	mfd	1954 1970s	used as a meteorological reconnaissance aircraft; opb 202 LO; life-time of 1,300 hours was used up by 1961, so was to be canx
5 4 0059 75 5 4 0059 79 5 4 0059 80	not known	II-28 II-28 II-28	Soviet Air Force	mfd	1970s 1954 1954	in natural metal c/s; used as a ground instructional airframe by Kirsanovski ATU GA at Kirsanov opb VVAUL
34003980	not known CCCP-63948	II-28	Soviet Air Force AFL/Ukraine	mfd toc	10aug62	used as a meteorological reconnaissance aircraft; canx 30dec64
6 3 0060 05	not known not known	II-28 II-28U	Soviet Air Force Soviet Air Force	trf mfd	1964 1953	opb military unit 13850
5 4 0060 17	CCCP-36582 not known	II-28U II-28	AFL/N.Kavkaz-ROV Soviet Air Force	toc mfd	24nov60 1954	used as a meteorological reconnaissance aircraft; opb 77 LO; canx 30dec64 as worn out
F 4 0060 21	CCCP-63937 not known	II-28 II-28	AFL/Ukraine Soviet Air Force	toc trf	23aug62 15jul64	used as a meteorological reconnaissance aircraft; canx 30dec64 opb military unit 13850 arcoartic da MX-in actual material actual (a 1/a 35aarto2
5 4 0060 21 5 4 0060 25	"68" blue not known	II-28 II-28	Soviet Air Force Soviet Air Force	mfd mfd	1954 1954	preserved at AKX, in natural metal c/s, I/n 25apr93
5 4 9969 47	CCCP-63924 not known	II-28 II-28	AFL/East Siberia Soviet Air Force	toc trf	01nov61 15jul64	used as a meteorological reconnaissance aircraft; canx 30dec64 opb military unit 13850
5 4 0060 47	not known 47	II-28 II-28	Soviet Air Force Hungarian AF	mfd d/d	1954 oct62	attrition replacement for '14'; struck off charge 31dec66; t/t 1,317 hours 58 minutes; in natural metal c/s; dumped at Kecskemét (N46.92665 E19.73731), without serial, seen aug05/jul20
5 4 0061 04 5 4 0061 38	not known CCCP-36588 CCCP-63921	II-28 II-28 II-28	Soviet Air Force AFL/Moscow (MUTA) AFL/Georgia	mfd rgd mfd	1954 19dec59 1954	used as a meteorological reconnaissance aircraft; opb 200 LO at VKO; photo exists with Aeroflot titles used as a meteorological reconnaissance aircraft; canx 20feb63 as amortisation period expired; t/t 1,500 hours
5 4 0061 70 5 4 0061 75	CCCP-36593 112	II-28 II-28	AFL/East SibIKT Polish Air Force	mfd d/d	1954 13aug54	used as a meteorological reconnaissance aircraft; opb 201 LO; canx 08jun61 as worn out c/n also given as 56175 (export number); opb 33. PLB, photo exists after a landing accident at Powidz
5 4 0061 79	not known	II-28	Polish Air Force	d/d	13aug54	12dec58; details from galeria.aviateam.pl c/n also given as 56179 (export number); opb 33. PLB at Modlin; given in a Polish listing as trf to 33. PLB
6 3 0062 01	not known	II-28U	Soviet Air Force	mfd	1953	30jul65 (one of the units must be wrong); struck off charge 02feb74
	CCCP-63926 not known	II-28U II-28U	AFL/East Siberia Soviet Air Force	toc trf	06mar62 1964	used as a meteorological reconnaissance aircraft; canx 30dec64 opb military unit 13850
5 4 0062 03	42 69	II-28 II-28	Polish Air Force Polish Air Force	d/d ph.	13aug54 1973	c/n also given as 56203 (export number); opb 7. PLB at Powidz; trf to 33 PLB 26apr63 at Bydgoszcz; struck off charge 18aug76; detais from galeria.aviateam.pl
5 4 0062 04	not known	II-28	Polish Air Force	d/d	13aug54	c/n also given as 56204 (export number); opb 7. PLB at Powidz; trf to 33 PLB 02apr65; struck off charge 16dec74
5 4 0062 05 5 4 0062 06	not known not known	II-28 II-28	Polish Air Force Polish Air Force	d/d d/d	13aug54 13aug54	c/n also given as 56205 (export number); opb 7. PLB at Powidz; trf 28feb66 'to the USSR' c/n also given as 56206 (export number); opb 33. PLB at Modlin; trf to CSL 17jun58; struck off charge
5 4 0062 07	33	II-28	Polish Air Force	d/d	25aug54	31dec76 c/n also given as 56207 (export number); opb 33. PLB at Modlin; trf to 7. BLB 05aug65; struck off charge
5 4 0062 09	not known	II-28	Polish Air Force	d/d	13aug54	31dec76 c/n also given as 56209 (export number); opb 7. PLB at Powidz; trf to BLB 19jul66; struck off charge
5 4 0062 11	not known	II-28	Polish Air Force	d/d	13aug54	31dec75 c/n also given as 56211 (export number); opb 15. DLB at Modlin
5 4 0062 13 5 4 0062 15	not known not known	II-28 II-28	Polish Air Force Polish Air Force	d/d d/d	25aug54 25aug54	c/n also given as 56213 (export number); opb 7. PLB at Powidz c/n also given as 56215 (export number); opb 33. PLB at Modlin; trf to 7. BLB 05aug65; struck off charge
5 4 0062 17	32	II-28	Polish Air Force	d/d	25aug54	16dec74 c/n also given as 56217 (export number); opb 33. PLB at Modlin; trf to 7. BLB 25feb66; struck off charge
5 4 0062 19	not known	Il-28	Polish Air Force	d/d	25aug54	31dec75 c/n also given as 56219 (export number); opb 35 PLB; w/o 10apr64 (not 16apr64) when collided with a MiG-19 of the Czechoslovakian Air Force during an exercise and crashed in the Barrandov area (south-west
5 4 0062 21	not known	II-28	Polish Air Force	d/d	25aug54	of Prague) c/n also given as 56221 (export number); opb 7. PLB at Powidz; trf to an unknown unit 07sep66
5 4 0062 22 5 4 0062 25	not known not known	II-28 II-28	Polish Air Force Polish Air Force	d/d d/d	25aug54 25aug54	c/n also given as 56222 (export number); opb 15. DLB at Modlin c/n also given as 56225 (export number); opb 7. PLB at Powidz; given in a Polish listing as trf to 33. PLB Z6apr63; converted to, see next line
5 4 0062 37	44 not known	II-28E II-28	Polish Air Force Soviet Air Force	mfd	photo 1954	at Sochaczew with SRS-3 reconnaissance equipment located in the wing tips; struck off charge 03oct73 photo exists; in natural metal c/s
5 4 0062 66 5 4 0062 75	"85" "31"	II-28 II-28	Soviet Air Force Soviet Air Force	mfd mfd	1954 1954	photo exists, Severomorsk; in natural metal c/s opb 59 uap
5 4 0062 79	not known 205	II-28 II-28	Soviet Air Force East German AF	mfd i/s	1954 1962	opb 11 orap at Neu-Welzow in natural metal c/s with black code; opb ZDS; wfu 23may69 during an overhaul in the Soviet Union;
6 3 0063 05	"01" blue	II-28U	Soviet Air Force	mfd	1953	struck off charge 30may70; scrapped; nose displayed in the military museum at Cottbus, seen oct05/jun22 opb obmae at Ribnitz-Damgarten; wfu around 1985
5 4 0063 5 ?		II-28	Soviet Air Force	ph.	30may08	preserved with the Kirovograd ARZ and moved 29oct10 by a tractor to the Kirovograd State Flight Academy this date; re-assembled nov10; I/n oct12 complete; c/n painted as such in three places, one digit missing ?
. 5 0064	"07" blue "18"	II-28 II-28	Soviet Air Force Soviet Air Force	ph.	oct14 1955	preserved at the same location as above; I/n oct21 at Shadrinsk with large code by the nose; part c/n '50064' visible on the photo
5 5 0064 14	not known 14 (1)	Il-28 Il-28	Soviet Air Force Hungarian AF	mfd d/d	1955 mar62	probably w/o prior to delivery, still in the Soviet Union; see c/n 68914
5 5 0064 17	not known 226	II-28 II-28	Soviet Air Force East German AF	mfd i/s	1955 1962	opb 11 orap at Neu-Welzow in natural metal c/s with black code; opb ZDS (later redesignated ZDS-21); dbr 04feb70 on a hard landing
5 5 0064 24	"26" blue	II-28	Soviet Air Force	mfd	1955	at Peenemünde; struck off charge 30jul71; scrapped
5 5 0064 32	"55" .4 ?	II-28 II-28	Soviet Air Force Bulgarian AF		photo photo	in natural metal c/s c/n painted as 56432 ? (export number); in natural metal c/s; only the lower part of serial visible in the
5 5 0064 34	34	II-28	Hungarian AF	d/d	01feb55	photo, could perhaps be a '0' or '3' and painted c/n is not 100% clear w/o 13feb62 when crashed, all 3 crew killed; t/t 753 hours 01 minutes
5 5 0064 35	CD-11 6435	Il-28 Il-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	c/n also given as 56435 (export number) struck off charge in 1965
5 5 0064 44	not known 44	Il-28 Il-28	Soviet Air Force Hungarian AF	mfd d/d	feb55 mar62	photo exists, in natural metal c/s; struck off charge 31dec66; t/t 1,355 hours 51 minutes
5 5 0064 45	not known 224	II-28 II-28	Soviet Air Force East German AF	mfd i/s	1955 1962	opb 11 orap at Neu-Welzow in natural metal c/s with black code; opb ZDS (later redesignated ZDS-21 and ZDS-33); struck off charge
5 5 0064 48	not known 208	II-28 II-28	Soviet Air Force East German AF	mfd i/s	1955 1964	09dec77; scrapped opb 11 orap at Neu-Welzow attrition replacement for '204'; opb ZDS (later redesignated ZDS-21, ZDS-33 and ZDK-33); initially in
						natural metal c/s with black serial; repainted in dark green/dark brown camo c/s with light blue undersides and red serial in early 1980s; struck off charge 12oct82; last flight 13oct82 to Bautzen (the last flight of an East German II-28); was preserved at the Officers School at Bautzen; moved to Luftwaffenmuseum at Appen in 1992; moved with the Luftwaffenmuseum to Berlin-Gatow (NS2.47467 E13.14306), I/n in its
5 5 0064 55	55	II-28	Hungarian AF	d/d	16feb55	camo c/s jul09, repainted in natural metal c/s, f/n as such aug15; l/n jul24 struck off charge 04jan67; t/t 1,374 hours 55 minutes; preserved in the Repüléstörténeti Múzeum (Aircraft
5 5 0064 57	RL-52	II-28	Czechoslovak AF			Museum) at Szolnok (N47.13080 E20.21923) from 28dec68, l/n sep22; still visible on GE image feb24 c/n also given as 56457 (export number)
	DE-50 6457	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r r/r	unknown jul57	see c/n 52111; photo exists struck off charge 23mar64
6 4 0065 15 5 5 0065 38	"24" not known	II-28U II-28	Soviet Air Force Polish Air Force	mfd	photo 18feb55	in natural metal c/s, opb Barnaul VVAUL c/n also given as 56538 (export number); opb 15. DLB at Modlin; trf to 33 PLB at Modlin jun55; trf to 7.
	50	II-28	Polish Navy	trf	aug74	PLB at Powidz apr69 opb 15 SELR MW at Siemirowice; preserved in Lubuskie Muzeum Wojskowe at Drzonów from 18jun79, l/n
5 5 0065 42	"11" red	II-28	Soviet Air Force	mfd	1955	jun24 opb obmae at Oranienburg from 1972 to 1977 and at Ribnitz-Damgarten from 1977; wfu around 1985
5 5 0065 71	82025	II-28	Chinese Navy	mfd	1955	c/n also given as 56571 (export number); opb 8th Division; seen preserved in the Chinese Navy museum at Qingdao (N36.05360 E120.323126) sep09/22jun24
5 5 0066 61 5 5 0066 64	no serial "60" red	II-28 II-28	Chinese Air Force Soviet Air Force	mfd mfd	1955 1955	c/n also given as 56661 (export number); preserved at the Youth Palace at Taiyuan (N37.87530 E112.53431) onb Vorschluweradskove WAUSh at Vorschluwerad; in natural metal c/s; photo 1971
5 5 0066 64 5 5 0067 01	"60" red not known	II-28 II-28	Soviet Air Force Polish Air Force	mfd d/d	1955 09jun55	opb Voroshilovgradskoye VVAUSh at Voroshilovgrad; in natural metal c/s; photo 1971 c/n also given as 56701 (export number); opb 35. PLB

	55	II-28	Polish Air Force		photo	at Sochaczew; details from galeria.aviateam.pl
5 5 0067 10	70	II-28	Polish Air Force	d/d	09jun55	opb 35. PLB (with yellow code outlined in blue); took part in a parade 1957c/n also given as 56710 (export number)
5 5 0067 16	57	II-28	Polish Air Force	d/d	09jun55	to Modlin; opb 35. PLB (with yellow code outlined in blue); c/n also given as 56716 (export number); took part in a parade 1957; details from polot.net
5 5 0067 21	58	II-28	Polish Air Force	d/d	09jun55	to Modlin; opb 35. PLB (with yellow code outlined in blue); c/n also given as 56721 (export number); details from polot.net
	125 27	II-28 II-28E	Polish Air Force Polish Air Force	w/o	06jun75	photo at Modlin, in natural metal c/s; opb 7. BRLO; details galeria.aviateam.pl
5 5 0067 24	59	II-28	Polish Air Force	d/d	09jun55	to Modin; opb 35. PLB (with yellow code outlined in blue); took part in a parade 1957; details from polot.net
5 5 0067 28	not known	II-28A	Soviet Navy	mfd	1955	opb 567 mtap VVS TOF at Nikolayevka; w/o during the night 28/29aug59 on approach to Nikolayevka in poor visibility (fog) at night when the crew lost orientation and deviated from the approach pattern so that the aicraft crashed into a mountain of the khrebet Pidan (now Livadiski khrebet) range, all 3 crew members
5 5 0067 29	22	II-28	Polish Air Force	d/d	09jun55	(pilot: 1st Lieutenant Lavrenti S. Soldatenko) were killed c/n also given as 56729 (export number); opb 35 PLB at Modlin; preserved Muzeum Wojska Polskiego in Warsaw from 1969; photo exists circa 1970
	'65' '65'	II-28 II-28	Polish Air Force Polish Air Force	ph.	1973 aug97	preserved Muzeum Wojska Polskiego in Warsaw with this fake serial preserved with this fake serial in Muzeum Polskiej Techniki Wojskowej at Fort IX in Warsaw-Sadyba since
5 5 0067 35	60	II-28	Polish Air Force	d/d	09jun55	1993 (E51.5605 E21.863838), seen aug97/mar22; see c/n 3402212 to Modlin; opb 35. PLB (with yellow code outlined in blue); c/n also given as 56735 (export number);
5 5 0067 49	not known	II-28R			1955	details from polot.net
	M-841	II-28R	Soviet Air Force Indonesian AF	mfd d/d	1955	carried code '41' (in yellow or red) on the fin; photo exists; I/n jun62
5 5 0067 56	not known 6756	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	c/n also given as 56756 (export number)
5 5 0067 57	AD-31 6757	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	c/n also given as 56757 (export number) struck off charge in 1970
5 5 0067 75	TH-14 BA-11	II-28 II-28	Czechoslovak AF Czechoslovak AF	mfd r/r	1955 unknown	c/n also given as 56775 (export number); photo exists
5 5 0068 04	6775 FC-01	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	struck off charge 19nov66 c/n also given as 56804 (export number); converted to, see next line
5 5 0068 17	6804 "07"	II-28RT II-28	Czechoslovak AF Soviet Air Force	r/r mfd	unknown 1955	or II-28RTR; struck off charge in 1970 photo exists
5 5 0068 23 5 5 0069 03	TH-11 DE-55	II-28 II-28	Czechoslovak AF Czechoslovak AF	mfd	1955	c/n also given as 56823 (export number); photo exists c/n also given as 56903 (export number)
	6903	II-28	Czechoslovak AF	r/r	unknown	struck off charge 03feb65
6 4 0069 08	"35" not known	II-28U II-28U	Soviet Air Force AFL/Uzbekistan-TAS	mfd toc	1954 10dec60	opb military unit 10213 used as a meteorological reconnaissance aircraft; opb 203 LO; canx 09jul62 as worn out
5 5 0069 09	AD-33 6909	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	c/n also given as 56909 (export number) struck off charge 23mar64
5 5 0069 12	PK-34 BA-13	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	c/n also given as 56912 (export number)
F F 0000 1F	6912	II-28	Czechoslovak AF	r/r	unknown	struck off charge in 1975
5 5 0069 15	DE-52 6915	II-28 II-28	Czechoslovak AF Czechoslovak AF	mfd r/r	1955 unknown	c/n also given as 56915 (export number); photo exists converted by V2LU in 1958 to a flying laboratory, for testing of the M-701 engine (L-29 Delfin); f/f 29nov59; later used for the testing of the A1-25W engine (L-39 Albatros); in 1970 was subsequently used for parachute testing; photos exist; struck off charge in 1972
5 5 0069 18	AD-32 6918	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	c/n also given as 56918 (export number) struck off charge 19nov66
5 5 0069 21	EB-32 6921	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	c/n also given as 56921 (export number) struck off charge 23mar64
5 5 0069 23	TH-11 AD-35	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	c/n also given as 56923 (export number)
5 5 0069 26	6923 BA-11	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r mfd	unknown 1955	photo exists; struck off charge 19nov66 c/n also given as 56926 (export number)
	DE-51 6926	II-28 II-28RT	Czechoslovak AF Czechoslovak AF	r/r r/r	unknown unknown	photo exists; converted to, see next line or II-28RTR; struck off charge in 1969; arrived in the aviation museum at Prague-Kbely 16sep69 and
5 5 0069 29	DE-53	II-28	Czechoslovak AF	mfd	1955	stored there (N50.12603 E14.53682), seen aug19, with code "BA-11" visible on the nose; I/n aug24 c/n also given as 56929 (export number)
	6929	II-28	Czechoslovak AF	r/r	unknown	w/o 26aug58 when crashed near Policna
5 5 0069 34 5 5 0069 35	not known BA-14	II-28 II-28	Soviet Air Force Czechoslovak AF	mfd mfd	1955 1955	c/n painted on as '56934' c/n also given as 56935 (export number); converted to, see next line
5 5 0069 37	6935 not known	II-28RT II-28	Czechoslovak AF Soviet Air Force	r/r mfd	unknown 1955	or Il-28RTR; struck off charge in 1970 opb 11 orap at Neu-Welzow
F F 0000 40	190	II-28	East German AF	i/s	jun59	in natural metal c/s with black code; initially opb ZDK/1. LVD; trf to ZDK/TFSchule in 1960 (later redesignated ZDS, ZDS-21, ZDS-33 and ZDK-33); repainted in camo c/s with red code in the early 1980s; struck off charge 12oct82; scrapped at Peenemünde
5 5 0069 43	BA-12 6943	II-28 II-28	Czechoslovak AF Czechoslovak AF	mfd r/r	1955 unknown	c/n also given as 56943 (export number) struck off charge 19nov66
5 5 0069 44	not known 196	II-28 II-28	Soviet Air Force East German AF	mfd i/s	1955 jun59	opb 11 orap at Neu-Welzow in natural metal c/s with black code; nitially opb ZDK/1. LVD; trf to ZDK/TFSchule in 1960 (later redesignated ZDS and ZDS-21); damaged in an accident, details unknown; struck off charge 30jul71; cannibalised at Drewitz
5 5 0069 53	EB-31 6953	II-28 II-28	Czechoslovak AF Czechoslovak AF	mfd r/r	1955 unknown	c/n also given as 56953 (export number) struck off charge in 1965
5 5 0069 60	not known	II-28	Soviet Air Force	mfd	1955	opb 3 ae 36 bap at Chernigovka; w/o 27aug58 on a training flight when the pilot (1st Lieutenant Georgi V. Kupryashin) lost spatial orientation while flying in clouds so that the aircraft entered a dive and crashed in the taiga 12 km north-west of Samarka (Primorye region), 2 of the 3 crew members were killed while the pilot managed to catapult at a height of some 150-200 metres, was severely injured, lay in the taiga for 4 days, then walked to a field and was found there in unconscious condition 10sep58
5 5 0069 62 5 5 0069 68	"31" "03" red	II-28 II-28	Soviet Air Force Soviet Air Force	mfd	photo 1955	at Novgorod-Krechevitsy; in natural metal c/s photo exists 1980s, in natural metal c/s
5 5 0070 19	CD-14 AD-34	Il-28 Il-28	Czechoslovak AF Czechoslovak AF	mfd r/r	1955 unknown	c/n also given as 57019 (export number); opb 24. BOLP w/o 23mar56
5 5 0070 21	BA-16 7021	II-28 II-28RT	Czechoslovak AF Czechoslovak AF	r/r	unknown	c/n also given as 57021 (export number); converted to, see next line or II-28RTR; struck off charge in 1970
5 5 0070 27	FC-02 7027	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	c/n also given as 57027 (export number)
5 5 0070 28	"93"	II-28	Soviet Air Force	mfd	1955	opb 59 uap; photo exists, in natural metal c/s
5 5 0070 45 6 4 0071 20	"21" "72"	II-28 II-28U	Soviet Air Force Soviet Air Force	mfd ph.	1955 1970s	photo exists, in natural metal c/s opb Barnaulskoye VVAUL in the 1970s; in natural metal c/s
5 5 0071 55 5 5 0071 60	"06" red "10" red	II-28 II-28	Soviet Air Force Soviet Air Force	mfd mfd	1955 1955	opb obmae at Oranienburg from 1972 to 1977 opb obmae at Oranienburg from 1972 to 1977
6 4 0072 02	"46" "46"	II-28U II-28U	Soviet Navy AFL/East Siberia	mfd trf	1954 23nov60	opb 4 bap (military unit 10213) at Chemyakhovsk opb 201 AORS at IKT; did not receive a registration before its accident; ferried with its former code, using call-sign 36593; w/o 09dec60 on the leg from Novosibirsk-Tolmachovo to Irkutsk of the ferry flight from Chernyakhovsk to Irkutsk when probably the auto pilot failed during climb-out, the aircraft went out of control, crashed on the edge of a forest on the south-eastern outskirts of Novosibirsk (22 km from the airport) and exploded, damaging a house, all 3 crew killed; t/t 789 hours
6 4 0074 08	not known CCCP-63920	II-28U II-28U	Soviet Air Force AFL/Moscow (MUTA)	mfd	1954 16nov60	opb military unit 35543 used as a meteorological reconnaissance aircraft; opb 200 LO at VKO; canx 30dec64
6 / 0074 17	not known	II-28U	Soviet Air Force	toc trf rad	1964	opb military unit 13837
6 4 0074 17	CCCP-L5404	II-28U	AFL/Moscow (MUTA)	-	03mar53 ?	possibly 03mar54 as mar53 is too early; designated II-20 by Aeroflot; new documents issued 03jul54; latest CofA issued 21jun55
6 4 0076 03	not known "18"	II-28U II-28U	Soviet Air Force Soviet Air Force	trf mfd	21apr57 1954	opb military unit 06814 in natural metal c/s, code possibly yellow; photo exists
6 4 0076 12 6 4 0076 13	S3 not known	II-28U II-28U	Polish Air Force Polish Air Force	d/d d/d	19jul54 19sep54	c/n also given as 67612 (export number); opb 15. DLB at Modlin; dumped at Olesnica, seen apr92 c/n also given as 67613 (export number); opb 15. DLB at Modlin; trf to 7. PLB
6 4 0076 14 6 4 0076 15	S4 not known	II-28U II-28U	Polish Air Force Polish Air Force	d/d d/d	19sep54 19sep54	c/n also given as 67614 (export number); opb 15. DLB at Modlin c/n also given as 67615 (export number); opb 15. DLB at Modlin; trf to 33 PLB
6 4 0086 11 6 4 0086 12	not known not known	II-28U II-28U	Polish Air Force Polish Air Force	d/d d/d	10oct54 10oct54	c/n also given as 68611 (export number); opb 33. PLB at Modlin c/n also given as 68612 (export number); opb 35 PLB
6 4 0086 13	not known	II-280 II-280 II-280	Polish Air Force	d/d	10oct54	c/n also given as 68613 (export number); opb 33. PLB at Modlin
6 4 0086 14 6 4 0089 14	not known not known	II-28U	Polish Air Force Soviet Air Force	d/d mfd	10oct54 1954	c/n also given as 68614 (export number); opb 7. PLB at Powidz
6 4 0000 15	14 (2)	II-28U II-28U	Hungarian AF	d/d	jan65	w/o 07aug65 when collided with a MiG-17PF at night and crashed; t/t 1,141 hours 52 minutes; see c/n 55006414 with urt 2015 on the ball and Equation mundels
6 4 0089 15 6 4 0090 20 6 5 0003 15	not known not known	II-28U	Egyptian Air Force Polish Air Force Polish Air Force	mfd	photo 1954	with just '8915' on the tail and Egpytian roundels c/n also given as 69020 (export number); opb 7. PLB at Powidz from 06sep56
6 5 0092 15 6 5 0092 16	not known not known	II-28U II-28U	Polish Air Force Polish Air Force	mfd mfd	1955 1955	c/n also given as 69215 (export number); opb 35 PLB from 31aug56 c/n also given as 69216 (export number); opb 33. PLB at Modlin
	S3	II-28U	Polish Navy	trf	15jun56	opb 15 SELR MW at Siemirowice; preserved in Muzeum Lotnictwa Polskiego at Kraków since 1979 (N50.07789 E19.99163), seen jun79/aug24

6 5 0094 18	BA-10	II-28U	Czechoslovak AF	mfd	may55	c/n also given as 69418 (export number); opb 25. bolp; trf to 24. bolp; w/o 06feb57 when crashed near
						Prerov; see c/n 65010316
6 5 0094 20	T-1	II-28U	Hungarian AF	d/d	01feb55	c/n also given as 69420 (export number); damaged at Kecskemét 08aug64; struck off charge 31dec66; t/t
			5			1,136 hours 47 minutes
6 5 0095 01	501	II-28U	Romanian Air Force	mfd	1955	c/n also given as 69501 (export number); photo exists 1960 in natural metal c/s
6 5 0095 20	not known	II-28U	Soviet Air Force	mfd	1955	a)
0 5 00 55 20	422	II-28U	Iragi Air Force	d/d	jan59	opb No. 8 Squadron at Hurriyah; sat wfu at al-Tagaddum AB, l/n jul05, in natural metal c/s
6 5 0096 01	"07" red	II-28U	Soviet Air Force	mfd	1955	ob obmae at Ribhitz-Damgarten; wfu around 1985
6 5 0096 11	not known	II-280 II-280	Polish Air Force	mfd	1955	opb 33. PLB at Modlin
		II-280 II-280		mfd	1955	opb 55. FEB at Modifi
6 5 0097 06	"42" blue		Soviet Air Force			where exists is extended a scalar the start strength in the scalar scalar below as the big of the scalar th
6 5 0098 07	"100" red	II-28U	Soviet Air Force	mfd	1955	photo exists; in natural metal c/s; possibly a test aircraft with large serial below an behind the cockpit
6 5 0098 08	not known	II-28U	Soviet Air Force	mfd	1955	
	421	II-28U	Iraqi Air Force	d/d	jan59	opb No. 8 Squadron at Hurriyah; sat wfu at al-Taqaddum AB, l/n jul05, in natural metal c/s
6 5 0100 01	001	II-28U	Romanian Air Force	mfd	1955	photo Fetesti-Borcea feb60
6 5 0100 02	002	II-28U	Romanian Air Force	mfd	1955	
6 5 0100 03	003	II-28U	Romanian Air Force	mfd	1955	photo Fetesti-Borcea 1960
6 5 0100 04	not known	II-28U	Polish Air Force	d/d	12mar55	c/n also given as 610004 (export number)
	U3	II-28U	Polish Navy	trf	unknown	opb 15 SELR MW at Siemirowice, w/o 11jan58, collided with the ground during a weather reconnaissance
			,			flight, killing the three crew; t/t 366 hours 47 minutes; photo exists of the wreckage
6 5 0100 05	not known	II-28U	Polish Air Force	d/d	07apr55	c/n also given as 610005 (export number); opb 33. PLB at Modlin
6 5 0100 06	not known	II-28U	Polish Air Force	d/d	07apr55	c/n also given as 610006 (export number); opb 35 PLB (or by 33 PLB at Modlin ?)
6 5 0100 07	not known	II-28U	Polish Air Force	d/d	07apr55	c/n also given as 610007 (export number); opb 33. PLB at Modlin (or by 7. PLB at Powidz ?)
6 5 0100 18	018 ?	II-280	Romanian Air Force	mfd	1955	serial also given as '002', but see c/n 650,0002
6 5 0100 20	not known	II-280 II-280	Polish Air Force	mfd	1955	opb 7 PLB at Powidz
					1955	OPD 7 PLB at Powidz
6 5 0100 62	062	II-28U	Romanian Air Force	mfd		
6 5 0101 16	not known	II-28U	Czechoslovak AF	mfd	1955	
	0116	II-28U	Czechoslovak AF	r/r	jul57	
6 5 0101 17	not known	II-28U	Czechoslovak AF	mfd	1955	
	0117	II-28U	Czechoslovak AF	r/r	jul57	struck off charge 19nov66
6 5 0101 19	not known	II-28U	Polish Air Force	d/d	15jun55	c/n also given as 610119 (export number); opb 35 PLB (or by 7. PLB at Powidz ?)
6 5 0102 02	not known	II-28U	Soviet Air Force	mfd	1955	opb 50 orap; w/o 07dec56
6 5 0102 19	"19" blue	II-28U	Soviet Air Force	mfd	1955	sat wfu at Zhukovski, seen 15sug92/05sep93
6 5 0103 05	no serial	II-28U	Yemen Air Force	CAI	25oct75	photo, in natural metal c/s following a wheels-up landing, c/n from photo caption
6 5 0103 11	not known	II-28U	Soviet Air Force	mfd	may55	opb 11 orap at Neu-Welzow
	193	II-28U	East German AF	i/s	1961	c/n also given as 610311 (export number); in natural metal c/s with black code; opb ZDS (later
				., -		redesignated ZDS-21 and ZDS-33); damaged on landing at Peenemünde in 1961 when overshot and came
						to a stand-still in shallow water; struck off charge 30mar79; used as a target on the gunnery range at
						Peenemünde from 1979; wreck displayed in the museum at Peenemünde (N54.15228 E13.77944) from
						1995, I/n junzo
6 5 0103 12	AC-50	II-28U	Czechoslovak AF	mfd	may55	1993, I/II Juli20
0 3 0103 12	BA-18	II-280 II-280	Czechoslovak AF			
				r/r	may56	
	0312	II-28U	Czechoslovak AF	r/r	jul57	struck off charge 03feb65
6 5 0103 15	EB-30	II-28U	Czechoslovak AF	mfd	1955	
	0315	II-28U	Czechoslovak AF	r/r	jul57	struck off charge 02feb67
6 5 0103 16	BA-10	II-28U	Czechoslovak AF	mfd	1955	photo exists, in natural metal c/s; see c/n 65009418
	0316	II-28U	Czechoslovak AF	r/r	unknown	struck off charge 03feb65
6 5 0105 01	CD-10	II-28U	Czechoslovak AF	d/d	23may55	c/n also given as 610501 (export number)
	0501	II-28U	Czechoslovak AF	r/r	unknown	arrived at Kbely 15sep69, with t/t 1,446 hours; stored with the aviation museum at Prague-Kbely
						(N50.12614 E14.53706), c/n read off as '61051', l/n aug24
6 5 0105 02	DE-61	II-28U	Czechoslovak AF	mfd	1955	c/n also given as 610502 (export number)
	0502	II-28U	Czechoslovak AF	r/r	unknown	struck off charge 23mar64; see the same c/n with the Bulgarian Air Force !
6 5 0105 02	4/7156	II-28U	Bulgarian AF	mfd	1955	c/n also given as 60502 (export number) and also painted on like that; serial 4/7156 was the 4th Il-28U of
	,					the Bulgarian Air Force; see the same c/n with the Czechoslovakian Air Force !
6 5 0105 18	"76"	II-28U	Soviet Air Force	mfd	1955	opb 59 uap
6 5 0106 10	"23" red	II-280	Soviet Air Force	mfd	1955	appears in a video, with '610610' painted inside the airframe
6 5 0106 10	PU-10	II-280 II-280	Czechoslovak AF	mfd	may55	appears in a video, with 010010 painted inside the annume
0 0 0100 12	AD-41	II-280 II-280	Czechoslovak AF	r/r	unknown	
6 5 64 67 4 5	0612	II-28U	Czechoslovak AF	r/r	unknown	opb 47. PZLP
6 5 0107 16	"04"	II-28U	Soviet Air Force	ph.	mar88	preserved at Sverdlovsk, the airframe came from Chelyabinsk-Shagol, subsequently broken up
6 5 0108 09	"09" blue	II-28U	Soviet Air Force	mfd	1955	appeared in a movie 'The purpose of Life (1957); sat wfu at Zhukovski, seen 15aug92/05sep93

# 459 Il-28 (135 Il-28 and 324 Il-28R) built by Factory No. 39 at Irkutsk-2 (Vostochny) from 1953 to 1956

The c/n system can be explained as follows: The first digit stands for the year of manufacture (3 for 1953 to 6 for 1956), followed by the factory number (the 9 stands for Factory No. 39 !), the three-digit batch number and the number in the batch (the last two digits).

3 90 01 01 3 90 01 09	not known not known	II-28R II-28T	Soviet Air Force Soviet Navy	mfd mfd	oct53 1953	line # 01-01 line # 01-09; opb 1535 mtap VVS TOF at Romanovka; w/o 15feb55 when crashed into the slope of Lysy Ded mountain (1,120 metres) in the Shkotovo district of the Primorye region, all 3 crew members (pilot:
4 90 05 08	not known	II-28R	Soviet Air Force	mfd	jan54	List Lieutenant Andrei V. Chirskov) were killed; struck off charge 30apr55; the wreckage was found only in 1957 and identified again 14jul08 line # 05-08; opb GK NII V/S
4 90 07 03	not known	II-28R	Soviet Air Force	mfd	1954	line # 07-03; opb 799 orap at Novorossiya-1; w/o 07feb72 on a training flight from Novorossiya-1 when entered at flat spin and crashed on the slope of a hill near Tumanovo (Olga district of the Primorye region), all 3 crew members were killed (the pilot, 1st Lieutenant Gennadi V. Neustroyev, and the navigator had shot out at low height (some 70-100 metres), but their parachutes did not manage to open); the crash site was found in 2020
4 90 08 10	"10"	II-28	Soviet Air Force	mfd	1954	line # 08-10; photo exists, in natural metal c/s
4 90 08 13	not known	II-28R	Soviet Air Force	mfd	apr54	line # 08-13; opb GK NII VVS
4 11 06	not known	II-28R	Soviet Air Force	mfd	1955	line # 11-06
	NH-4	II-28R	Finnish Air Force	d/d	03jan66	opb KuljLLv; in natural metal c/s, serial painted on as '4'; I/n Utti 22feb74; last flight 28mar79; preserved in the Keski-Suomen Ilmailmuseo at Jyväskylä-Tikkakoski, seen jun82; I/n may23
5 90 12 07	not known	II-28R	Soviet Air Force	mfd	1955	line # 12-07
	DM-ZZK	II-28R	FW Dresden	rgd	06feb60	in natural metal c/s, no titles; used by VEB Flugzeugwerke Dresden as a test-bed for Pirna 014A jet engines, converted by MAB Schkeuditz; f/f 26feb60; de-converted by MAB Schkeuditz in 1961
4 13 02	184 30	II-28R	East German AF	toc	01nov61	in natural metal c/s with black code; opb ZDS (later redesignated ZDS-21 and ZDS-33); deployed to the Soviet base at Oranienburg in 1977; struck off charge 25jun79; scrapped 04oct79
4 13 02	69	II-28R II-28R	Polish Air Force Polish Air Force	d/d trf	20may55 13jul66	line # 13-02; opb 21. SPLR opb 33. PLRO; photo 1978 at Siemirowice; struck off charge 24oct78; was preserved in Muzeum Marynarki
	69	II-20K	Polisii Air Force	un	13)0100	Wojennej at Gdynia, seen may85/sep12; preserved in Muzeum Sil Powietrznych at Deblin (E51.560484 E21.863986), seen jul13/may22
4 13 07	45	II-28R	Polish Air Force	d/d	20may55	line # 13-07; opb 21. SPLR; trf to 33. PLRO 27jul55; photo Siemirowice in natursl metal c/s; struck off charge 31dec75
4 13 09	71	II-28R	Polish Air Force	d/d	20may55	line $\frac{1}{2}$ 13-09; opb 21. SPLR; trf to 33. PLRO 26apr53; struck off charge 14dec78
5 90 13 14	not known	II-28R	Soviet Navy	mfd	1955	line # 13-14; opb 50 orap VVS TOF at Novorossiya-Zapadnaya; w/o in the early hours of 01apr58 on return from a reconnaissance training flight over the sea at night when approached Novorossiya- Zapadnaya in poor weather, deviated from the from approach pattern to the right by 2,350 metres and crashed into a hill (S87.7 metres), all 3 crew members (pilot: Captain Yuri I. Kochnov) were killed; struck struck off 14jun58
4 13 17	317	II-28R	Romanian Air Force	mfd	1955	line # 13-17; w/o 1955
4 14 02	402	II-28R	Romanian Air Force	mfd	1955	line # 14-02; photo Fetesti-Borcea 1960; used as a ground instructional airframe at Fetesti-Borcea and later dumped at the range just outside the airfield, seen aug01/jun07
4 14 03	403	II-28R	Romanian Air Force	mfd	1955	line # 14-03; w/o 01aug55
4 14 05	405	II-28R	Romanian Air Force	mfd	1955	line # 14-05; photo Fetesti-Borcea 30nov58; photo 1971 again at Fetesti-Borcea; sat wfu at OTP (N44,57017 E26.07207), seen jul03/jul17
5 90 14 09	not known	II-28R	Soviet Air Force	mfd	sep55	line # 14-09; used for target towing
4 14 18	not known DM-ZZI	II-28R II-28R	Soviet Air Force FW Dresden	mfd d/d	1955 sprg.58	line # 14-18 was originally intended for Egypt (had English stencils); in natural metal c/s, no titles; used by VEB
			rw Diesden	u/u	spig.36	Flugzeugwerke Dresden as a test-bed for Pirma 014A jet engines, converted by MAB Schkeuditz; rgd 03jul59; underwent acceptance trials as a test-bed 11jun59/05sep59; first flight-test of a Pirma 014A-0 conducted 11sep59; de-converted by MAB Schkeuditz in 1961
	180	II-28R	East German AF	trf	01nov61	in natural metal c/s with black code; opb ZDS (later redesignated ZDS-21 and ZDS-33); deployed to the Soviet base at Oranienburg in 1977; struck off charge 25jun79; scrapped 04oct79
4 14 33	433	II-28B	Romanian Air Force	mfd	1955	line # 14-33; opb Escadrila 38 Recunoastere at Fetesti-Borcea; in natural metal c/s; photo at Fetesti- Borcea 1964; in natural metal c/s; l/n 1978, active
4 14 43	443	II-28B	Romanian Air Force	mfd	1955	line # 14-43
5 90 17 03	not known	II-28R	Soviet Air Force	mfd	1955	line # 17-03
	564	II-28BM	Iraqi Air Force	d/d	1963	converted to the target-towing version; opb No. 8 Squadron at Hurriyah; sat wfu at al-Taqaddum AB (N33.35800 E43.57369), I/n aug05, in good condition
4 17 10	not known	II-28R	Soviet Air Force	mfd	1955	line # 17-10
4 17 12	NH-2	II-28R	Finnish Air Force	d/d	23jun61	opb KuljLLv; in natural metal c/s; last flight 12jun81
4 17 13	not known	II-28R	Soviet Air Force	mfd	1955 02ian66	line # 17-13
5 90 18 01	NH-3 not known	II-28R II-28R	Finnish Air Force Soviet Air Force	d/d mfd	03jan66 1955	opb KuljLLv; in natural metal c/s, serial painted on as '03'; last flight 30jun81 line # 18-01

	565	II-28BM	Iraqi Air Force	d/d	1963	converted to the target-towing version; opb No. 8 Squadron at Hurriyah; sat wfu at al-Taqaddum AB, l/n
4 19 03	01	II-28R	Polish Navy	d/d	21mar56	jul05, in good condition line # 19-03; opb 15 SELR MW at Siemirowice
4 19 04	OV-03	II-28R	Czechoslovak AF	mfd	1956	line # 19-04; opb 47. pzlp at Mladá
	1904	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzlp at Mladá (relocated to Pardubice 01oct68); struck off charge 31aug73
4 19 05	03	II-28R	Polish Navy	d/d	21mar56	line # 19-05; opb 15 SELR MW at Siemirowice; photo Siemirowice jun56 and 11jan58, in natural metal c/s
4 19 06	02	II-28R	Polish Navy	d/d	21mar56	line # 19-06; opb 15 SELR MW at Siemirowice; photo Siemirowice, in natural metal c/s
4 19 07	01 030	II-28R II-28R	Polish Air Force Polish Air Force	d/d	photo 21mar56	at Sochaczew, code and c/n as such on the nose wheel door line # 19-07; opb 21. SPLR; trf to 33. PLRO 27jul65; struck off charge 21dec75
4 19 08	not known	II-28R	Polish Air Force	d/d	21mar56	line # 19-08; opb 21. SPLR; trf to 33. PLRO 13jun66; struck off charge 24oct78
4 19 09	72	II-28R	Polish Air Force	d/d	21mar56	line # 19-09; opb 21. SPLR; trf tp 33. PLRO 26apr63; struck off charge 16sep70; preserved in Muzeum Lotnictwa Polskiego at Kraków (N50.07782 E19.99197), seen apr91/aug24
4 19 10	PU-13	II-28R	Czechoslovak AF	mfd	1956	line # 19-10; opb 47. pzlp at Mladá
	CD-12	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzlp at Mladá
4 19 11	1910	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzlp at Mladá (relocated to Pardubice 01oct68); struck off charge, date unknown
	PU-14	II-28R	Czechoslovak AF	mfd	1956	line # 19-11; opb 47. pzlp at Mladá
	AC-51	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzlp at Mladá
	1911	II-28R	Czechoslovak AF	no	reports	opb 47. pzlp at Mladá; w/o 28jan65 on take-off from Mladá at night, 3 crew killed
4 19 12	PU-15	II-28R	Czechoslovak AF	mfd	1956	line # 19-12; opb 47. pzlp at Mladá
	AC-52	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzlp at Mladá
	1912	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzlp at Mladá (relocated to Pardubice 01oct68); struck off charge, date unknown
4 19 13	LZ-33	II-28R	Czechoslovak AF	mfd	1956	line # 19-13; opb 47. pzlp at Mladá
	EB-33	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzlp at Mladá
4 19 14	1913	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzlp at Mladá (relocated to Pardubice 01oct68); struck off charge, date unknown
	LZ-34	II-28R	Czechoslovak AF	mfd	1956	line # 19-14; opb 47. pzlp at Mladá
	CD-13	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzlp at Mladá
	1914	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzlp at Mladá (relocated to Pardubice 01oct68); struck off charge, date unknown
4 19 15	PU-12	II-28R	Czechoslovak AF	mfd	1956	line # 19-15; opb 47. pzlp at Mladá; photo exists
	1915	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzlp at Mladá (relocated to Pardubice 01oct68); w/o 22may69 when crashed at Pardubice, 3 crew
4 19 16	PU-11	II-28R	Czechoslovak AF	, mfd	1956	killed line # 19-16; opb 47. pzlp at Mladá
4 19 17	1916 LZ-31	II-28R II-28R	Czechoslovak AF	r/r	unknown 1956	opb 47. pzlp at Mladá (relocated to Pardubice 01oct68); struck off charge, date unknown
	1917	II-28R	Czechoslovak AF Czechoslovak AF	mfd r/r	unknown	line # 19-17; opb 47. pzlp at Mladá opb 47. pzlp at Mladá (relocated to Pardubice 01oct68); photo exists; struck off charge 31aug73
4 19 18	LZ-32	II-28R	Czechoslovak AF	mfd	1956	line # 19-18; toc 24apr56; opb 47. pzlp at Mladá; w/o at Mladá 15may57, photo exists with collapsed undercarriage
6 90 19 19	CCCP-L5405	II-28R	AFL/Moscow (MUTA)	mfd	1956	line # 19-19; designated II-20 by Aeroflot; rgd 27jun57; canx 10may58, with t/t just 172 hours; trf to the Higher Aviation College (VAO) at Leningrad for use as a ground instructional airframe
6 90 19 20	CCCP-L5406	II-28R	AFL/Moscow (MUTA)	mfd	1956	line # 19-20; designated II-20 by Aeroflot; rgd 27jun56; trf to the Kiev Aviation Institute (KI GVF) for use as a ground instructional airframe
5 20 01	not known	II-28	not known	mfd	apr56	line # 20-01
5 20 14	014	II-28B	Romanian Air Force	mfd	1956	line # 20-14; photo 1962 with jamming equipment; in natural metal c/s; photo again Fetesti-Boreea 1979
5 20 15	015	II-28B	Romanian Air Force	mfd	1956	line # 20-15; photo Fetesti-Boreea 1979, in natural metal c/s; w/o 01jun79 in a landing accident line # 21-04
5 21 04	not known	II-28	Czechoslovak AF	mfd	may56	
5 21 05	2104 not known	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r mfd	unknown	struck off charge 03feb65 line # 21-05
5 21 05	2105	II-28 II-28	Czechoslovak AF	r/r	17may56 unknown	photo exists after an emergency landing at Mladá 07may58 with the undercarriage collapsed; struck off
5 21 06	not known	II-28	Czechoslovak AF	mfd	may56	charge 03feb65 line # 21-06
5 21 07	2106	II-28	Czechoslovak AF	r/r	unknown	struck off charge 06nov64
	not known	II-28	Czechoslovak AF	mfd	may56	line # 21-07; taken on charge may56
	2107	II-28	Czechoslovak AF	r/r	unknown	decommissioned 10sep70; struck off charge 1971; stored at Kbely (N50.12478 E14.54040), sep90/oct14; moved to Piestany Vojenske Historicke Muzeum, f/n jun16, with serial 'FC-02' clearly visible (the original
5 21 08	not known	II-28	Czechoslovak AF	mfd	may56	serial now bleeding through ?); I/n dec22 line # 21-08
5 21 09	2108	II-28	Czechoslovak AF	r/r	unknown	struck off charge 19nov66
	not known	II-28	Czechoslovak AF	d/d	27sep56	line # 21-09
	2109 2109 ?	II-28 II-28	Czechoslovak AF Polish Air Force	r/r trf	unknown 06dec65	opb 7. PLB at Powidz
5 21 10	not known 2110	II-28 II-28	Czechoslovak AF Czechoslovak AF	mfd	may56	line # 21-10
5 21 11	DE-50	II-28	Czechoslovak AF	r/r mfd	unknown may56	photo exists; struck off charge 19nov66 line # 21-11; reported as an II-28RTR; see c/n 55006457
5 21 12	2111	II-28	Czechoslovak AF	r/r	unknown	photo exists; struck off charge 19nov66
	not known	II-28	Czechoslovak AF	mfd	17may56	line # 21-12
5 21 13	2112	II-28	Czechoslovak AF	r/r	unknown	w/o 30jun59 when crashed near Lisów (Poland)
	not known	II-28	Czechoslovak AF	mfd	may56	line # 21-13
5 21 14	2113	II-28	Czechoslovak AF	r/r	unknown	struck off charge 10dec63
	not known	II-28	Czechoslovak AF	mfd	may56	line # 21-14
5 34 45	2114 2114	II-28 II-28RT	Czechoslovak AF Czechoslovak AF	r/r	unknown	converted to, see next line or II-28RTR; struck off charge in 1970
5 21 15	not known	II-28	Czechoslovak AF	mfd	1956	line # 21-15; opb 29. blp at Mladá; w/o at Mladá 08aug57
5 21 16	not known	II-28	Czechoslovak AF	mfd	may56	line # 21-16
5 21 17	2116	II-28	Czechoslovak AF	r/r	unknown	struck off charge 23mar64
	not known	II-28	Czechoslovak AF	mfd	may56	line # 21-17
5 21 18	2117	II-28	Czechoslovak AF	r/r	unknown	photo exists after an accident 19jan65, with the undercarriage collapsed; decommissioned 19jan65
	not known	II-28	Czechoslovak AF	mfd	17may56	line # 21-18
5 22 16	2118	II-28	Czechoslovak AF	r/r	unknown	destroyed in an accident; decommissioned 19nov57
	not known	II-28	Czechoslovak AF	mfd	1956	line # 22-16
	2216	II-28	Czechoslovak AF	r/r	unknown	converted to, see next line
	2216	II-28RT	Czechoslovak AF	r/r	unknown	or Il-28RTR; struck off charge in 1970
5 22 17	not known	II-28	Czechoslovak AF	mfd	1956	line # 22-17
	2217	II-28	Czechoslovak AF	r/r	unknown	w/o 19jan65 when crashed at Prerov air base
5 22 18	AC-55	II-28	Czechoslovak AF	mfd	1956	line # 22-18; opb 24. blp at Prerov; w/o 19nov57 when crashed in the woods at Drevohostice/Bezuchov (near Prerov), 3 crew killed
5 22 19	not known	II-28	Czechoslovak AF	mfd	1956	line # 22-19
5 22 20	2219	II-28	Czechoslovak AF	r/r	unknown	struck off charge 07oct65
	not known	II-28	Czechoslovak AF	mfd	1956	line # 22-19
5 23 01	2220	II-28	Czechoslovak AF	r/r	unknown	struck off charge 28feb66
	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-01
5 23 02	2301	II-28	Czechoslovak AF	r/r	unknown	struck off charge in 1966
	PK-32	II-28	Czechoslovak AF	mfd	1956	line # 23-02; converted to, see next line
5 23 03	2302	II-28RT	Czechoslovak AF	r/r	unknown	or II-28RTR; struck off charge in 1970
	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-03; opb 25. blp at Prerov; converted to, see next line
	2303	II-28RT	Czechoslovak AF	r/r	unknown	or Il-28RTR; opb 10. prtlo at Prerov; trf to 47. pzlp at Mladá, date unknown; struck off charge 1970; stored at Kbely (N50.12524 E14.54001), seen sep90/sep23
5 23 04	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-04
	2304	II-28	Czechoslovak AF	r/r	unknown	struck off charge 11ju63
5 23 05	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-05; converted to, see next line
	2305	II-28RT	Czechoslovak AF	r/r	unknown	or II-28RTR; struck off charge in 1970
5 23 07	RL-50 2307	II-28 II-28 II-28RT	Czechoslovak AF Czechoslovak AF	mfd r/r	1956 unknown	in # 23-07; converted to, see next line or II-28RTR; struck off charge in 1971
5 23 08	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-08
5 23 09	2308	II-28	Czechoslovak AF	r/r	unknown	struck off charge 06nov64
	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-09
5 23 10	2309	II-28	Czechoslovak AF	r/r	unknown	struck off charge 23mar64
	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-10; converted to, see next line
5 23 11	2310	II-28RT	Czechoslovak AF	r/r	unknown	or Il-28RTR; struck off charge in 1971
	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-11
5 23 12	2311	II-28	Czechoslovak AF	r/r	unknown	struck off charge 19nov66
	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-12
5 23 13	2312	II-28	Czechoslovak AF	r/r	unknown	struck off charge 19nov66
	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-13
5 23 17	2313	II-28	Czechoslovak AF	r/r	unknown	struck off charge 19nov66
	not known	II-28	Polish Air Force	mfd	1956	line # 23-17
5 23 19	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-19
	2319	II-28	Czechoslovak AF	r/r	unknown	w/o 12jan61 (or 12feb61) when crashed at Prerov air base
5 24 01	not known 2401	II-28 II-28 II-28	Czechoslovak AF Czechoslovak AF Czechoslovak AF	mfd r/r	1956 unknown	line # 24-01 struck off charge 23apr63
5 24 02	not known 2402	II-28 II-28 II-28	Czechoslovak AF Czechoslovak AF Czechoslovak AF	mfd r/r	1956 unknown	line # 24-02; opb 29. blp at Mladá opb 25. blp at Prerov; struck off charge 23mar64
5 24 03	not known 2403	II-28 II-28 II-28	Czechoslovak AF Czechoslovak AF Czechoslovak AF	n/r mfd r/r	1956 unknown	line # 24-03 struck off charge in 1970
5 24 04	2403 PK-30 2404	II-28 II-28 II-28RT	Czechoslovak AF Czechoslovak AF Czechoslovak AF	n/r mfd r/r	1956 jul57	line # 24-04; photo exists; converted to, see next line was preserved at Brno-Cernovice, seen sep90/sep97; preserved with Letecká Historická Spolecnost at
	2-10-1	11-201(1	SECTIONUNAL AF	1/1	Juisz	Vyskov (N49.30320 E17.02356), seen sep07/sep24

5 24 05	not known	II-28	Czechoslovak AF	mfd	1956	line # 24-05
	2405	II-28	Czechoslovak AF	r/r	unknown	struck off charge 19nov66
5 24 09	not known	II-28	Polish Air Force	d/d	22dec56	line # 24-09; opb 7. PLB at Powidz
5 24 19	not known	II-28	Polish Air Force	d/d	22dec56	line # 24-19; opb 33. PLB at Modlin
5 24 20	not known	II-28	Polish Air Force	d/d	22dec56	line # 24-20; opb 7. PLB at Powidz
5 25 04	36	II-28	Bulgarian AF	mfd	1956	line # 25-04; involved in a ground incident in the spring of 1963 (collision with a MiG-17 aircraft from
			-			Bezmer airport); overhauled in the Soviet Union jul/dec66
	43	II-28	Bulgarian AF	r/r	late70	last flight oct74, t/t 1,997 hours 45 minutes; preserved in the museum at Plovdiv-Krumovo (N42.06755
				,		E24.84279), in natural metal c/s; seen jul95/aug24
5 25 09	not known	II-28	Polish Air Force	d/d	22dec56	line # 25-09; opb 15. DLB at Modlin
5 25 10	102	II-28	Polish Air Force	d/d	22dec56	line # 25-10; opb 33. PLB at Modlin
5 25 11	not known	II-28	Polish Air Force	d/d	22dec56	line # 25-11: opb 35. PLB
5 25 12	not known	II-28	Polish Air Force	d/d	22dec56	line # 25-12; opb 35, PLB
5 25 17	20	II-28	Polish Air Force	d/d	16jan57	line # 25-17; opb 7. PLB at Powidz
5 25 18	not known	II-28	Polish Air Force	d/d	16jan57	line # 25-18; opb 35 PLB
5 26 01	not known	II-28	Polish Air Force	d/d	16jan57	line # 26-01; opb 33. PLB at Modlin
5 26 02	not known	II-28	Polish Air Force	d/d	16ian57	line # 26-02; opb 33, PLB at Modlin
5 26 03	not known	II-28	Polish Air Force	d/d	16jan57	line # 26-03; opb 33. PLB at Modlin

# 922 Il-28 built by Factory No. 64 at Voronezh-Pridacha from 1950 to 1954

The c/n consists of the year of manufacture, the factory code (40 for Factory No. 64), the two-digit batch number and the number in the batch.

6 45 00 01 2 40 09 08	not known not known	II-28 II-28	Soviet Air Force Soviet Air Force	mfd mfd	1950 1952	
2 40 09 08	CCCP-36583	II-28	AFL/Ukraine-KBP	toc	26oct60	used as a meteorological reconnaissance aircraft; opb 208 LO; canx 26may62 as life-time expired
2 40 13 05	"13" red	II-28	Soviet Air Force	mfd	1952	photo exists, in natural metal c/s
2 40 14 03	no code	II-28	Soviet Air Force	mfd	may52	damaged may52 on landing at Voronezh after its first flight
2 40 15 01	not known	II-28	Soviet Air Force	mfd	1952	ARK-5 relocated opb 15. DLB at Modlin; struck off charge 01feb54
2 40 19 08 2 40 19 10	not known 4	II-28 II-28	Polish Air Force Polish Air Force	d/d d/d	31oct52 31oct52	to Bydgoszcz; opb 7. PLB (with red code); trf 15. DLB at Modlin; trf to 33. PLB 19jul66; struck off charge
2 10 19 10	'1982'	II-28	Polish Air Force	u/u	5100052	24oct78 preserved with this fake serial in the Muzeum Uzbrojenia in Park Cytadela at Poznanm; serial still visible
	4	II-28	Polish Air Force		may92	under the paint 2011/2019, see next line in natural metal c/s with red serial, c/n checked; preserved in the Muzeum Uzbrojenia in Park Cytadela at
2 40 20 02	11	II-28	Polish Air Force	d/d	31oct52	Poznan (N52.42046 E16.93247) since 1982, see previous line; I/n 18may24 opb 15. DLB at Modlin
2 10 20 02	36	II-28	Polish Air Force	ph.	1964	opb 7. BLB at Powidz; c/n '2002' and code on the nose wheel door; trf 7. PLB at Powidz 18jul66; w/o date unknown, 19km west of Slupsk airport, due to loss of spatial orientation; struck off charge 03sep73;
2 40 20 04	not known	II-28	Polish Air Force	d/d	31oct52	details from galeria.aviateam.pl opb 15. DLB at Modlin; trf to 21. SPLR 12oct61; struck off charge 03apr63
2 40 20 06	20	II-28	Polish Air Force	d/d	31oct52	opb 15. DLB at Modlin; crashed at Babice 31aug66; details from galeria.aviateam.pl
2 40 20 07	not known	II-28	MAP Ilyushin OKB	mfd	1952	equipped with a braking parachute; trials started on the basis of a decree issued 11jan51
2 40 20 08 2 40 20 10	43 47	II-28 II-28	Polish Air Force Polish Air Force	d/d d/d	31oct52 31oct52	opb 15. DLB at Modlin; photo 1957; trf to 33. PLB 03sep58; struck off charge 29sep65 opb 15. DLB at Modlin; trf to 7. BLB 24apr63; struck off charge 21dec79
2 40 20 10	no serial	II-28	Polish Air Force	u/u	apr92	preserved at Lódz museum; seen apr92/jun10; preserved at Deblin (N51.559204 E21.864166) seen jul17/may22
2 40 21 01 2 40 21 02	"01" red 1	II-28 II-28	MAP LII Zhukovski Polish Air Force	mfd d/d	1952 11dec52	opb 33. PLB at Modlin; given in a Polish listing as trf to 33. PLB 09oct56 (one of the units must be wrong);
2 40 21 03	not known	II-28	Polish Air Force	d/d	31oct52	struck off charge 27may65 opb 15. DLB at Modlin
2 40 21 03	8	II-28 II-28	Polish Navy	u/u	photo	crashed Siemirowice 15jun66; details from galeria.aviateam.pl
2 40 21 03	not known	II-28	Polish Air Force	d/d	31oct52	opb 15. DLB at Modlin
2 40 21 04	not known	II-28	Polish Air Force	d/d	11dec52	to ZSRR; opb 15. DLB at Modlin; trf to 7. PLB 31oct58; struck off charge 29apr72
2 40 21 05 2 40 21 06	not known not known	II-28 II-28	Polish Air Force Polish Air Force	d/d d/d	31oct52 11dec52	opb 15. DLB at Modlin; trf to 7. PLB 03oct58; struck off charge 02dec72
2 40 21 06 2 40 21 07	not known	II-28 II-28	Polish Air Force	d/d	11dec52 11dec52	opb 7. PLB at Powidz; trf to 7. BLB 05aug65; struck off charge 16dec74 opb 7. PLB at Powidz; given in a Polish listing as trf to 7. PLB 26mar55 (one of the units must be wrong); struck off charge 16sep70
2 40 21 08	2	II-28	Polish Air Force	d/d	20jan53	photo at Slupsk; details from galeria.aviateam.pl
	113	II-28	Polish Air Force			opb 33. PLB at Modlin; trf to 7. PLB 14jun58; struck off charge 24oct78
2 40 21 09	1	II-28	Polish Air Force	d/d	11dec52	opb 7. PLB at Powidz; photo exists; trf to 33. PLB 31oct57; details from galeria.aviateam.pl
2 40 21 11 2 40 21 12	not known not known	II-28 II-28	Polish Air Force Polish Air Force	d/d d/d	11dec52 20jan53	opb 33. PLB at Modlin opb 33. PLB at Modlin; given in a Polish listing as trf to 33. PLB 13jun58 (one of the units must be wrong);
2 10 21 12		11 20		u, u	Lojanoo	struck off charge 16sep70
2 40 21 13	64	II-28	Polish Air Force	d/d	20jan53	opb 7. PLB at Powidz; trf to 33. PLB at Modlin 26apr63; in natural metal c/s; struck off charge 16sep70; preserved in Muzeum Oreza Polskiego at Kolobrzeg in natural metal c/s; l/n 1983
	'52'	II-28	Polish Air Force		apr92	preserved in Muzeum Oreza Polskiego at Kolobrzeg with this fake code (N54.174157 E15.574036), l/n jul22
2 40 21 14 2 40 21 15	not known 22	II-28 II-28	Polish Air Force Polish Air Force	d/d d/d	20jan53 20jan53	toc by 7. PLB at Powidz 22jan53; struck off charge 16sep70 opb 33. PLB at Modlin; given in a Polish listing as trf to 33. PLB 09oct59 (one of the units must be wrong); photo Modlin 22jul66; struck off charge 16apr70
2 40 21 16	not known	II-28	Polish Air Force	d/d	20jan53	opb 7. PLB at Powidz; trf 30aug66 'to the USSR'; struck off charge 31dec75
2 40 21 17	not known	II-28	Polish Air Force	d/d	23jan53	opb 33. PLB at Modin; trf to 7. BLB 24apr63; struck off charge 19jun67
2 40 21 18	not known	II-28	Polish Air Force	d/d	20jan53	opb 7. PLB at Powidz; given in a Polish listing as trf to 7. PLB 19jul66 (one of the units must be wrong); struck off charge 31dec75
2 40 21 19	10	II-28	Polish Air Force	d/d	20jan53	opb 33. PLB at Modlin
	115	II-28	Polish Air Force	r/r	unknown	trf to 7. BLB 24apr63; struck off charge 24oct78
2 40 21 20	not known	II-28	Polish Air Force	d/d	23jan53	opb 33. PLB at Modlin; given in a Polish listing as trf to 33. PLB 13jun58 (one of the units must be wrong); struck off charge 16aug70
2 40 22 01	not known	II-28	Polish Air Force	d/d	20jan53	opb 33. PLB at Modlin
3 40 22 02	not known	II-28	Polish Air Force	d/d	26feb53	opb 33. PLB at Modlin
	9	II-28	Polish Air Force	trf	24apr63	opb 7. BLB; photo 22jul66 at Modlin
3 40 22 03	49 not known	II-28 II-28	Polish Air Force Polish Air Force	d/d	jul69 26feb53	opb 7, BLB-B; crashed 11dec69; struck off charge 16sep70; details from galeria.aviateam.pl opb 33. PLB at Modlin
3 40 22 04	not known	II-28	Polish Air Force	d/d	26feb53	opb 7. PLB at Powidz; given in a Polish listing as trf to 7. PLB 09oct56 (one of the units must be wrong);
3 40 22 05	not known	II-28	Polish Air Force	d/d	20jan53	struck off charge 16sep70 opb 7. PLB at Powidz; given in a Polish listing as trf to 7. PLB 30oct58 (one of the units must be wrong); struck off charge 16dec74
3 40 22 06	not known	II-28	Polish Air Force	d/d	26feb53	toc by 7. PLB at Powidz 26feb53; struck off charge 16sep70
3 40 22 07	7	II-28	Polish Air Force	d/d	26feb53	opb 7. PLB at Powidz
	7	II-28	Polish Navy	trf	26jun56	opb 30. PLMW; trf 15 SELR MW at Siemirowice; photo Siemirowice, in natural metal c/s; struck off charge 27nov71
3 40 22 08	not known	II-28	Polish Air Force	d/d	26feb53	opb 33. PLB at Modlin
3 40 22 09 3 40 22 10	12 5	II-28 II-28	Polish Air Force Polish Air Force	d/d	20jan53	opb 7. PLB at Powidz; trf to 19. LEH 30jan61; struck off charge 30apr69
3 40 22 10	o not known	II-28 II-28	Polish Air Force	d/d d/d	20jan53 26feb53	opb 7. PLB at Powidz; photo exists; trf to 33. PLB 29jul58; struck off charge 16oct74 opb 7. PLB at Powidz; given in a Polish listing as trf to 7. PLB 17oct59 (one of the units must be wrong);
3 40 22 12	65	II-28	Polish Air Force	d/d	26feb53	struck off charge 16sep70 opb 33. PLB at Modlin; was stored at Deblin, seen oct91; preserved in Muzeum Sil Powietrznych at Deblin (E51.56065 E21.86384), seen sep94/aug23; see c/n 55006729
3 40 22 14	not known	II-28	Polish Air Force	d/d	26feb53	opb 33. PLB at Modin; struck off charge 26may56
3 40 22 16 3 40 23 06	not known 117	II-28 II-28	Polish Air Force Polish Air Force	d/d d/d	26feb53 26feb53	opb 7. PLB at Powidz; trf to 19. LEH 04aug65; struck off charge 16sep70 serial also given as '17'; opb 33. PLB at Modlin; given in a Polish listing as trf to 33. PLB 23may59 (one of
2 40 26 20		71 20	Coulot Ale France		1050	the units must be wrong); struck off charge 21dec74
3 40 26 28	not known CCCP-63940	II-28 II-28	Soviet Air Force AFL/West Siberia	mfd toc	1953 27apr62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13850
3 40 27 01	not known	II-28	Soviet Air Force	mfd	1953	
3 40 27 02	"30" CCCD 63047	II-28	Soviet Air Force	mfd	1953 27apr62	based at èiauliai used as a meteorological reconnaissance aircraft; canx 30dec64
	CCCP-63947 not known	II-28 II-28	AFL/West Siberia Soviet Air Force	toc trf	27apr62 1964	opb military unit 13850
3 40 29 18	not known CCCP-36587	II-28 II-28	Soviet Air Force AFL/Georgia	mfd toc	1953 01jul60	rad 13jul60: used as a meteorological reconnaissance aircraft: opb 112 AO at Tbilisi: struck off charge
					-	30dec64
	not known	II-28	Soviet Air Force	trf	08jun64	opb military unit 13837
3 40 30 10	not known CCCP-36585	II-28 II-28	Soviet Air Force AFL/Moscow (MUTA)	mfd toc	1953 15oct60	opb military unit 32819 used as a meteorological reconnaissance aircraft; opb 200 LO at VKO; canx 30dec64 as trf to TsKB zavoda
						"Krasnoye Sormovo" at Gorki
	not known CCCP-36586	II-28	Soviet Air Force	mfd	1953 upkpowp	used as a meteorelegical reconnectioners simple and 11210
3 40 31 06	1112-36586	II-28	AFL/Georgia-TBS	trf	unknown	used as a meteorological reconnaissance aircraft; opb 112 LO
		II-28	Soviet Air Force	mtd	1953	
3 40 31 06 3 40 31 07	not known CCCP-63922	II-28 II-28	Soviet Air Force AFL/Georgia	mfd toc	1953 01dec61	used as a meteorological reconnaissance aircraft; canx 30dec64
3 40 31 07	not known CCCP-63922 not known	II-28 II-28	AFL/Georgia Soviet Air Force	toc trf	01dec61 25jun64	used as a meteorological reconnaissance aircraft; canx 30dec64 opb military unit 13837
	not known CCCP-63922	II-28	AFL/Georgia	toc	01dec61	

	not known	II-28	Soviet Air Force	trf	15jun64	opb military unit 13837
3 40 32 20	not known	II-28	Soviet Air Force	mfd	1953	
	CCCP-36584	II-28	AFL/Moscow (MUTA)	toc	17aug60	used as a meteorological reconnaissance aircraft; opb 200 LO at VKO; canx 27apr63 as life-time expired
3 40 36 02	not known	II-28	Soviet Air Force	mfd	1953	
	CCCP-63942	II-28	AFL/East Siberia	toc	08oct62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13850
4 40 37 17	not known	II-28	Soviet Air Force	mfd	1954	
	CCCP-63928	II-28	AFL/Ukraine	toc	26apr62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13850
4 40 41 17	not known	II-28	Soviet Air Force	mfd	1954	
	CCCP-63934	II-28	AFL/Moscow (MUTA)	toc	01jun62	used as a meteorological reconnaissance aircraft; canx 30dec64 as trf to TsKB zavoda "Krasnoye Sormovo"
						at Gorki
4 40 41 48	"22"	II-28T	Soviet Navy	mfd	1954	equipped with external torpedo fittings; underwent trials with NII-15 VMF at Karagoz (Crimea) apr55;
						photo exists
5 40 58 18	"44"	II-28	Soviet Air Force		photo	
5 40 59 01	"17"	II-28	Soviet Air Force		photo	opb 59 uap; in natural metal c/s
5 40 60 05	not known	II-28	Soviet Air Force	mfd	1955	opb 1114 bap; in natural metal c/s; w/o 11sep59 when crashed into the slope of Mount Chasno-Chorr
5 10 00 05		1. 20		ma	1999	(1,191 metres) in the Khibiny mountains (Murmansk region) some 35-40 metres below its summit, all 3
						crew members (pilot: 1st Lieutenant Vasili S. Malyshev) were killed; the wreck was found only 10aug60
						and was still in situ by aug10, c/n checked as 56005

# 757 Il-28 built by Factory No. 166 at Omsk-Severny from 1950 to 1956

The c/n consists of the year of manufacture, the factory code (66 stands for Factory No. 166), the three-digit batch number and the number in the batch (the last two digits).

0 41 66 01	not known	II-28	Soviet Air Force	mfd	1950	
1 31 66 01	not known	II-28	Soviet Air Force	mfd	1952	ARK-5 relocated
5 66 06 17	"03"	II-28	Soviet Air Force		photo	at the Omsk (LTU GA) Technical University, in natural metal c/s
0 66 008 02	not known	II-28	Soviet Air Force	mfd	1950	
0 00 000 02	CCCP-42356	II-28	Aeroflot	trf	unknown	
2 66 030 01	not known	II-28	Soviet Air Force	mfd	1952	ARK-5 relocated
3 66 033 01	not known	II-28	Soviet Air Force	mfd	1953	And Friddard
5 00 055 01	CCCP-36596	II-28	AFL/West Siberia	trf	unknown	used as a meteorological reconnaissance aircraft; opb 204 LO
3 66 033 09	not known	II-28	Soviet Air Force	mfd	1953	
5 00 055 05	CCCP-36590	II-28	AFL/Uzbekistan-TAS	trf	unknown	used as a meteorological reconnaissance aircraft; opb 203 LO; canx 15apr61 as worn out
3 66 035 09	not known	II-28	Soviet Air Force	mfd	1953	
3 66 035 13	not known	II-28	Soviet Air Force	mfd	1953	equipped with a II-K6 tail turret
3 66 036 07	"01" red	II-28R	Soviet Air Force	mfd	1953	in natural metal c/s; was preserved in the museum at Khodynka, seen aug95/sep08; moved to Muzei
5 00 050 07	01 100	11 2010		ma	1995	tekhniki Vadima Zadorozhnogo at Arkhangelskoye in early 2012, seen there may12/aug19, with the code
						fading away over time
	no code	II-28R	no markings	ph.	11mar23	in natural metal c/s faded down to primer, no markings whatsoever; preserved in the "Krylya Pobedy"
	no code	11-201	no markings	pn.	11110125	(Wings of Victory) museum of UMMC at Verkhnyaya Pyshma from summer 2022, I/n mar23
3 66 036 08	not known	II-28	Soviet Air Force	mfd	1953	(wings of victory) museum of onnice at verkingaya rysima nom summer 2022, in marzo
3 66 039 04	not known	II-28	Soviet Air Force	mfd	26aug53	opb 970 bap; w/o 10dec53, collided with trees on approach to Sakhalin, killing the three crew
3 66 042 03	"26"	II-28	Soviet Air Force	mfd	1953	opb 570 bap, w/o rodects, conded with trees on approach to Sakhain, kining the three crew
5 00 042 05	CCCP-63929	II-28	AFL/Kazakhstan	toc	26mar62	used as a meteorological reconnaissance aircraft; opb 153 AO (became 153 LO Aktyubinskogo OAO in
	00000	11 20	A Ly Ruzukiistuii	100	2011101-02	1964); struck off charge 30dec64
	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13837
4 66 044 17	not known	II-28	Soviet Air Force	mfd	1954	
	CCCP-63949	II-28	AFL/Far East	toc	06oct62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13850
4 66 044 20	"75"	II-28	Soviet Air Force	mfd	1954	photo exists, in natural metal c/s
4 66 048 09	not known	II-28	Soviet Air Force	mfd	1954	
1 00 0 10 05	CCCP-63936	II-28	AFL/Moscow (MUTA)	toc	27apr62	used as a meteorological reconnaissance aircraft; canx 30dec64 as trf to TsKB zavoda "Krasnoye Sormovo"
	000. 00000	1. 20			2700102	at Gorki
4 66 049 11	not known	II-28	Soviet Air Force	mfd	1954	
1 00 0 15 11	CCCP-63954	II-28	AFL/Far East	toc	20apr63	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13850
4 66 050 04	not known	II-28	Soviet Air Force	mfd	1954	
4 00 050 04	CCCP-86692	II-28	AFL/Moscow (MUTA)	toc	26jan63	used as a meteorological reconnaissance aircraft; canx 30dec64 as trf to TsKB zavoda "Krasnoye Sormovo"
	CCCI 00052	11 20	ALL/HOSCOW (HOTA)	100	20jun05	at Gorki
4 66 050 19	not known	II-28	Soviet Air Force	mfd	1954	
4 00 050 15	CCCP-63939	II-28	AFL/Georgia	toc	01oct62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	06jun64	opb military unit 13837
4 66 052 09	not known	II-28	Soviet Air Force	mfd	1954	
4 00 032 03	CCCP-63946	II-28	AFL/Uzbekistan	toc	29nov62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13837
4 66 052 14	"16" red	II-28	Soviet Air Force	mfd	1954	
4 66 052 19	not known	II-28	Soviet Air Force	mfd	1954	
4 00 052 15	CCCP-36580	II-28	AFL/Far East	toc	18jul60	used as a meteorological reconnaissance aircraft; opb 202 AORS at KHV; modified by the ARB at Riga in
	CCCI 50500	11 20		100	10,0100	1961; dbr 13jan63 while being parked at KHV at night when was hit by taxiing II-28 CCCP-36581 which
						was controlled (or rather not controlled) by an intoxicated aircraft mechanic; t/t 950 hours; soc 19apr63
4 66 054 11	not known	II-28	Soviet Air Force	mfd	1954	
4 00 054 11	CCCP-63950	II-28	AFL/North Kavkaz	toc	21sep62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13837
4 66 054 15	not known	II-28	Soviet Air Force	mfd	1954	
1 00 05 1 15	CCCP-63943	II-28	AFL/Kazakhstan	toc	19oct62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13837
4 66 054 16	"51"	II-28	Soviet Air Force	mfd	1954	photo 1965, opb CHVVAKUSh; in natural metal c/s
5 66 055 05	"43"	II-28	Soviet Air Force	mfd	1955	
5 66 055 17	not known	II-28	Soviet Air Force	mfd	1955	
	CCCP-36581	II-28	AFL/Far East	toc	18jul60	used as a meteorological reconnaissance aircraft; opb 202 AORS at KHV; modified by the ARB at Riga in
						1961; dbr 13jan63 while being parked at KHV when an intoxicated aircraft mechanic took command of the
						aircraft at night, started up the engines and taxied at high speed in the direction of the runway, hitting at
						first two lamp poles and then parked II-28 CCCP-36580; t/t 1,030 hours; soc 19apr63
5 66 056 11	"01"	II-28	Soviet Air Force		photo	at the Omsk (LTU GA) Technical University, in natural metal c/s
5 66 057 02	"33" red	II-28	Soviet Air Force	mfd	1955	
	no code	II-28	Soviet Air Force	ULV	sep92	preserved in the Museum of Civil Aviation at Ulyanovsk (N54.29034 E48.23545), seen sep92/aug24
5 66 057 03	not known	II-28	Soviet Air Force	mfd	1955	
	425	II-28	Iragi Air Force	d/d	1959	opb No. 8 Squadron at Hurriyah; sat wfu at al-Taqaddum AB, in natural metal c/s; l/n aug05
5 66 057 04	not known	II-28	Soviet Air Force	mfd	1955	
	426	II-28	Iragi Air Force	d/d	1959	opb No. 8 Squadron at Hurriyah; in silver grey c/s; sat wfu at al-Taqaddum AB, l/n aug05
5 66 057 05	not known	II-28	Soviet Air Force	mfd	1955	
	CCCP-63931	II-28	AFL/Urals	toc	26apr62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	25jun64	opb military unit 13837
57 06	not known	II-28	Soviet Air Force	mfd	1955	
	NH-1	II-28	Finnish Air Force	d/d	30jan60	opb KuljLLv; visiited Malmo 16sep68 with a replacement radio for a stranded DC-3; in natural metal c/s;
					-	wfu after a hard landing 30nov76
5 66 057 17	not known	II-28	Soviet Air Force	mfd	1955	-
	427	II-28	Iraqi Air Force	d/d	1959	opb No. 8 Squadron at Hurriyah; in silver grey c/s, carried three different fin flashes over the years; sat
						wfu at al-Taqaddum AB, I/n mar06
5 66 058 04	"39"	II-28	Soviet Air Force	mfd	1955	photo exists, in natural metal c/s
5 66 058 18	not known	II-28	Soviet Air Force	mfd	1955	
	CCCP-63941	II-28	AFL/East Siberia	toc	17jun62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13850
5 66 059 13	not known	II-28	Soviet Air Force	mfd	1955	
	CCCP-63951	II-28	AFL/Kazakhstan	toc	25oct62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13837
5 66 061 11	"35"	II-28	Soviet Air Force	mfd	1955	opb military unit 78739
	CCCP-63925	II-28	AFL/Kazakhstan	toc	29sep61	used as a meteorological reconnaissance aircraft; opb 227 AO (became 227 LO Alma-Atinskogo OAO in
						1964); struck off charge 30dec64
	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13837
5 66 061 18	not known	II-28	Soviet Air Force	mfd	1955	
	CCCP-63923	II-28	AFL/West Siberia	toc	07oct61	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13850
	"85" red	II-28	Soviet Air Force	mfd	1955	was used as a ground instructional airframe by the Kuibyshev Aviation Institute (later Samara State
5 66 062 01						Aerospace University), f/n 26apr93; transported to IAPO at Irkutsk in late 2009 and restored by the factory
5 66 062 01						until autumn 2010; will be preserved in the museum of IAPO (as "01" ?)
5 66 062 01 5 66 062 06	not known	II-28	Soviet Air Force	mfd	1955	
	not known 430	Il-28 Il-28	Soviet Air Force Iraqi Air Force	mfd d/d	1955 1959	opb No. 8 Squadron at Hurriyah; sat wfu at al-Taqaddum AB, I/n aug05
5 66 062 06	430	II-28	Iraqi Air Force	d/d	1959	
5 66 062 06 5 66 062 07	430 not known	II-28 II-28	Iraqi Air Force Soviet Air Force	d/d mfd	1959 1955	opb No. 8 Squadron at Hurriyah; sat wfu at al-Taqaddum AB, l/n aug05

5 66 062 09 5 66 062 10 5 66 062 11 5 66 062 12 5 66 062 12 5 66 062 16 5 66 065 40 <b>Il-28 fron</b>	81 not known not known 83 not known 82 not known 432 n <b>unknown</b>	II-28 II-28 II-28 II-28 II-28 II-28 II-28 II-28	Polish Air Force Polish Air Force Polish Air Force Polish Air Force Polish Air Force Polish Air Force Soviet Air Force Iraqi Air Force Es and C/n sys	d/d d/d d/d d/d d/d d/d mfd d/d	17jan56 17jan56 17jan56 17jan56 17jan56 17jan56 1955 1959	opb 35. PLB (with yellow code outlined in blue); details from polot.net opb 33. PLB at Modlin opb 7. PLB at Powidz opb 35. PLB (with yellow code outlined in blue); details from polot.net opb 35. PLB (with yellow code outlined in blue); details from polot.net opb 35. PLB (with yellow code outlined in blue); details from polot.net
03 01 04 18 07 10	M-801 not known not known	II-28U II-28LL II-28LL	Indonesian AF MAP LII Zhukovski MAP LII Zhukovski	d/d	1958	I/n jun62 in Soviet Air Force c/s; used for trials of in-flight refuelling systems in 1958/59 in Soviet Air Force c/s; used for trials of the ejections seats K-2, K-22, KT-1 and KYa-1 plus the seat for the spacecraft "Vostok" in 1953/78, was equipped with two additional experimental cabins in the centre- wing section and in the tail to fire the seats; used for trials of ski-type undercarriage in 1953/57 and in 1978/79
08 07 35 13	M-804 not known	II-28U II-28	Indonesian AF Soviet Air Force	d/d	1958	photo oct58 armed with II-K6 tail-turret; started trials 16apr53
41 49	0851	II-28 II-28	Chinese Air Force	ph.	oct88	in natural metal (c) without the left wing; was preserved in the Beijing Aeronautical Institute (renamed Beihang University in 2002), photo 2006 without serial; moved to the new beijing Air and Space Museum (opened in 2012) within the university campus and displayed there; I/n dec19
45 21	"10"	II-28	Soviet Air Force		photo	in natural metal c/s
46 10	"31"	II-28	Soviet Air Force	ph.	1963	c/n from air intake cover; in natural metal c/s; used as a ground instructional airframe by the KIIGA or KVVAIU at Kiev
51 03	"03"	II-28	Soviet Air Force		photo	code and c/n from forward wheel door, in natural metal c/s
5 33 03	3303	II-28RT	Czechoslovak AF	d/d	oct60	opb 25th Bombardment Aviation Regiment from oct60 until jul65; trf 10th Electronic Warfare Air Division until sep69; trf 47th Reconnaissance Air Regiment until 1970
56 36 25	"03" blue	II-28	Soviet Air Force	KGO	21sep94	
56 33 290	"10" red	II-28	Soviet Air Force	ph.	26jun86	in natural metal c/s; preserved in the Central Museum of the Soviet Army in Moscow, seen jun86/jun09; c/n from russianplanes.net, but no c/n worn externally
	"16" red	II-28	Soviet Air Force	ph.	23feb13	preserved with code changed, in the Central Museum of the Armed Forces at ul. Sovyetskoi Armii 2 in Moscow (N55.78454 E37.61807); I/n nov18
5 44 044 26	not known	II-28	Soviet Air Force	mfd	1954	opb 11 orap at Neu-Welzow
	204	II-28	East German AF	trf	1961	c/n also reported as 4404426; in natural metal c/s with black code; i/s 12jan62; opb ZDS; w/o 12oct63 when lost control (speed too low) on approach to Preschen and crashed 2 km west of Grabów (Poland), all 3 crew ejected/bailed out and survived

# II-28s with unknown construction numbers include

28s wit	<u>h unknow</u>	n const	<u>ruction numbe</u>	ers inc	lude	
	"01" red	II-28	Soviet Air Force		nov06	preserved on a plinth at Novgorod-Krechevitsy (N58.61603 E31.40273)
	"01" red	II-28	Soviet Air Force	ph.	may08	in natural metal c/s; preserved on a plinth at Tambov-Vostochny (N52.70722 E41.38284), seen mav08/mav14
	"01" red	II-28	Soviet Air Force	ph.	20jun09	in light grey c/s; preserved on a plinth at Orsk (N51.22676 E58.52278), seen jun09/aug13
	"01" red	II-28R	Soviet Air Force	·	2	
	no reg	II-28R	Soviet Air Force	ph.	09jun15	in natural metal c/s; preserved at Lakhta from 1995 (was flown in by a Mi-26), l/n jun15
	"02" red	II-28	Soviet Air Force		photo	preserved Bebel street, Sverdlovsk in 1988, the aircraft came from Chelyabinsk-Shagol; subsequently broken up
	"07" red	II-28	Soviet Navy	ph.	apr06	in natural metal c/s; preserved in the Naval Aviation Museum at Safonovo, seen apr06/aug23; c/n given as 56808 by russianplanes.net
	"15" red	II-28	Soviet Air Force		photo	preserved at Vyborg, in natural metal c/s (N60.71127 E28.72504)
	"18"	II-28U	Soviet Air Force	Chh	summ79	photo; opb CHVVAKUSh at Chelyabinsk-Shagol; in natural metal c/s
	"24"	II-28	Soviet Air Force		1970s	in natural metal c/s; used as a ground instructional airframe by Kirsanovski ATU GA at Kirsanov
	"26" red	II-28	Soviet Air Force		aug19	preserved at Karankut on a plinth (N45.5661125 E34.295757), in natural metal c/s and in very poor condition; I/n mar21
	"27"	II-28U	Soviet Air Force	Chh	summ79	photo; opb CHVVAKUSh at Chelyabinsk-Shagol; in natural metal c/s
	"30" red	II-28	Soviet Air Force	Vob	30apr03	preserved at Voronezh-Baltimor (N51.62355 E39.14250), seen apr03/aug06
	"30" red	II-28	Soviet Air Force	Chh	aug08	preserved on a plinth at Chelyabinsk-Shagol (N55.24055 E61.31726), seen aug08/aug12
	"30" red	II-28	Soviet Air Force	ph.	21aug04	in silver c/s; preserved with RSK "MiG" at Lukhovitsy-Tretyakovo (N54.91847 E39.04016), still present sep19
	"38" red	II-28T	Soviet Navy		4.144	probably opb 846 mtap at Riga-Skulte; preserved at Riga-Skulte from 23feb78, I/n aug06
	"38" blue	II-28T	Soviet Navy		jul11	in natural metal c/s; preserved at Riga-Skulte (N56.91993 E23.94756); moved 27jul22 and now part of the collection at the Riga Aviation Museum; seen aug22; //n may24
	"42" blue	II-28	Soviet Air Force			preserved at Chernyakhovsk (N54.61265 E21.79317); l/n jul16
	"47" "49"	II-28	Soviet Air Force	ph.	1955	at Shadrinsk
		II-28	Soviet Air Force	Chh	summ79	photo; opb CHVVAKUSh at Chelyabinsk-Shagol; in natural metal c/s
	"55" red	II-28R	Soviet Air Force		02/10	preserved at Kaliningrad-Chkalovsk (N54.76818 E20.44786)
	"150" red	II-28R	Soviet Air Force	ph.	03jan18	preserved at Kaliningrad-Chkalovsk; serial relates to 150 ARZ and was possibly opb 15 orap; I/n 30jun18
	"23" red	II-28R	Soviet Air Force	ph.	09aug23	preserved at Kaliningrad-Chkalovsk
	"66" "20"	II-28R	Soviet Air Force		014-100	opb 2 ae FVAUL (became 5 TsK PUAK aug59) at Frunze
	"30" red	II-28R	Soviet Air Force	ph.	01jul80	in natural metal c/s, "30" stands for 30 years of the victory over Germany; preserved on a plinth at the crossing of ul. Lenina and ul. M. Gorkogo at Tokmak from around 1975
	"40" red	II-28R	Soviet Air Force	ph.	2006	in natural metal c/s; preserved on a plinth at Tokmok; I/n jul19
	"70" red	II-28R	Soviet Air Force	ph.	jun18	in natural metal c/s; preserved on a plinth at Tokmok (N42.83760 E75.29056), seen jun18
	"77"	II-28	Soviet Air Force			in natural metal c/s; was preserved in the recreation complex "Kamenny tsvetok" at Trokhygornoye (N54.826099 E58.513656); was offered for sale in 2018 when the recreation complex went bankrupt, the
						aircraft was supposed to go to a museum
	"77"	Il-28Sh	Soviet Air Force	Chh	summ79	photo; opb CHVVAKUSh at Chelyabinsk-Shagol; in natural metal c/s
	"82"	II-28Sh	Soviet Air Force	Chh	summ79	photo; opb CHVVAKUSh at Chelyabinsk-Shagol; in natural metal c/s
	"83"	II-28Sh	Soviet Air Force	Chh	summ79	photol opb CHVVAKUSh at Chelyabinsk-Shagol; in natural metal c/s
	"96" red	II-28	Soviet Air Force	ph.	15jun16	in the process of being assembled, Luzhskoe Highway near Novgorod; I/n 21jun21; I/n there placed on
						poles and complete 31aug24
	"98"	II-28U	Soviet Air Force	Chh	summ79	photo; opb CHVVAKUSh at Chelyabinsk-Shagol; in natural metal c/s
	"111" red	II-28R	Soviet Air Force	ph.	18feb15	in natural metal c/s; preserved at the crossing of ul. Sovyetskaya ul. AM. Markina at Katunino (N64.38890 E40.62591), seen feb15/mar15
	201	II-28U	Algerian Air Force		photo	at Blida (N36.508158, E2.808022); in natural metal c/s; ln jul20
	211	II-280	Algerian Air Force		photo	in natural metal c/s; serial painted as '2.11'
	003	II-28U	Afghan Air Force	KBL	2003	dumped; in natural metal c/s; preserved in the OMAR Mine Museum at Kabul (N34.51939 E69.19742) from
	005	11 200	Aightin Air Force	RDL	2005	feb06
	.12	II-28	Afghan Air Force		photo	wreck, mid 2000s at Shindand ?, second difficult to read; in natural metal c/s
	150 ?	II-28	Afghan Air Force		photo	wreck, mid 2000s at Shindand ?, last digit difficult to read; in natural metal c/s
	151	II-28	Afghan Air Force		photo	wreck at Kabul, in natural metal c/s
	154	II-28	Afghan Air Force		photo	wreck, mid 2000s at Shindand ?, in natural metal c/s
	155	II-28	Afghan Air Force	ph.	apr04	dumped at Bagram; in natural metal c/s
	163	II-28	Afghan Air Force	ph.	sunn79	at Shindand, opb 335th SAP; in natural metal c/s
	168	II-28	Afghan Air Force		photo	wreck, mid 2000s at Shindand ?, in natural metal c/s
	179	II-28	Afghan Air Force		photo	wreck, mid 2000s at Shindand ?, in natural metal c/s
	2	II-28	Bulgarian AF		photo	in natural metal c/s
	18	II-28U	Bulgarian AF		photo	in natural metal c/s
	32	II-28	Bulgarian AF		photo	in natural metal c/s
	33	II-28	Bulgarian AF		photo	in natural metal c/s
	41	II-28R	Bulgarian AF		photo	in natural metal c/s
	46	II-28R	Bulgarian AF		photo	in natural metal c/s
	not known	II-28	Bulgarian AF			based at Tolbukhin (now Dobrich); w/o 21jan66 when overflew a village at low height and high speed and
	not known	II-28	Bulgarian AF			pulled up so sharply that a wing broke off and the aircraft crashed, all 3 crew killed based at Tolbukhin (now Dobrich); w/o 24jun72 on a reconnaissance flight when entered a thunderstorm,
	020	11 20	Chinaga Air Forms		17e et OF	encountered severe turbulence, broke up in mid-air and crashed near Knezha, all 3 crew killed
	038	II-28	Chinese Air Force	ph.	17oct05	could also be a H5, but available photo and placard suggest it is an IL-28; in natural metal c/s with red code; used by its pilot (deputy wing commander Xiao Tianrun) to defect from Jiao county (Shandong) to South Korea 24aug85 where it ran out of fuel, crash-landed in a rice paddy near Iri (now Iksan) in North Jeolla Province, hit an embankment and broke up, the navigator (Sun Wuchun) and a South Korean citizen on the ground were killed, the pilot was seriously injured but emigrated to Taiwan where he arrived 20sep85 and the radio operator/tail gunner (Liu Shuyi) escaped unhurt, refused to defect and returned to China; the aircraft was repaired for display and is preserved in the Korean Air Force Academy Museum at Cheonglu (N36.578632 E127.523024), seen oct05/nov19
	61	II-28U	Chinese Air Force	ph.	<1976	in natural metal c/s; could also be a HJ5
	0194	II-28	Chinese Air Force	ph.	<1976	in natural metal c/s; could also be a H5
	0195	II-28	Chinese Air Force	ph.	18aug00	opb 8th Division at Jianqiao (Hangzhou); in olive drab c/s with light blue underside and yellow code; used by Captain Li Xianbin to defect from Jianqiao (Hangzhou) to Taiwan 11nov65 when he landed at Taoyuan (the navigator, Li Caiwang, tried to commit suicide but failed while the radio operator/tail gunner, Lian Baosheng, was found dead); preserved in the RoCAF museum at Kangshan (N22.78275 E120.27219), seen nov05/oct23
	1400	II-28	Chinese Air Force		photo	in natural metal c/s

 1402	II-28	Chinese Air Force		photo	in natural metal c/s
 1403 1404	II-28 II-28	Chinese Air Force Chinese Air Force		photo photo	in natural metal c/s in natural metal c/s
 1407 1803	II-28 II-28	Chinese Air Force		photo	in natural metal c/s
 3194	II-28 II-28	Chinese Air Force Chinese Air Force	ph.	photo 1979	in natural metal c/s; could also be a H5 at Guilin; in natural metal c/s
 PK-31	II-28	Czechoslovak AF		photo	in natural metal c/s when crashed at Policna (near Valasské Mezirící), 2 crew killed and 1 injured
 not known D.1	II-28R II-28	Czechoslovak AF Egyptian Air Force	w/o	26aug58 photo	in natural metal c/s
 G I	II-28 II-28U	Egyptian Air Force Egyptian Air Force		photo photo	in natural metal c/s in the book 'Wings Over Sinai - The Egyptian Air Force during the Sinai War, 1956'
 ĸ	II-28	Egyptian Air Force		photo	in the book 'Wings Over Sinai - The Egyptian Air Force during the Sinai War, 1950
 L N	II-28 II-28	Egyptian Air Force Egyptian Air Force	ph.	01oct58 photo	in natural metal c/s in the book 'Wings Over Sinai - The Egyptian Air Force during the Sinai War, 1956'; in natural metal c/s
 Р	II-28	Egyptian Air Force	ph.	01oct58	in natural metal c/s
 R S	II-28 II-28	Egyptian Air Force Egyptian Air Force	ph. ph.	01oct58 01oct58	in natural metal c/s in natural metal c/s
 S1	II-28	Egyptian Air Force	CAI	photo	in natural metal c/s
 U V6	II-28 II-28	Egyptian Air Force Egyptian Air Force	ph.	01oct58 photo	in natural metal c/s in natural metal c/s
 W1	II-28	Egyptian Air Force		photo	in natural metal c/s
 1733 1761	II-28 II-28	Egyptian Air Force Egyptian Air Force		photo photo	in sand/dark grey camo c/s with light blue undersides
 1768	II-28	Egyptian Air Force		photo	
 1769 1772	II-28 II-28	Egtptian Air Force Egyptian Air Force		photo nov89	in sand/dark grey camo c/s with light blue undersides preserved at Cairo-West (N30.10730 E30.91509); l/n oct17
 1774	II-28R	Egyptian Air Force	ph.	nov81	in ochre/olive drab/black camo c/s
 1776 1801	II-28 II-28U	Egyptian Air Force Egyptian Air Force	ph.	1981	preserved about 1km from the Cairo Panorama Museum at the Presidential Guard barracks in sand/brown camo c/s
 not known	II-28	Egyptian Air Force	pn.	1501	w/o 04nov56 when crashed on an evacuation flight to Saudi Arabia, pilot (Flt Lt Mahmud Mustafa Hilmi
 not known	II-28	Egyptian Air Force			Ismail, the sole occupant) killed w/o 08jun67 when was shot down after having attacked an Israeli armoured column between Bir el-Abd
		Egyptian Air Force			and Romana in North Was alloc bown enter having attacked an istueria and actional in both the hold and and and an an an Anthen Sinal, all crew members (commander: Sqn Ldr Hanfy Mahgoub) killed although some managed to eject based at Cairo West; w/o during the night 24/25apr70 on a bombing mission against El Arish when was
 not known	II-28R				intercepted and shot down by an F-4E of 201 Tayeset of the Israel Air Force (piloted by Major Shmuel Hetz) on return, all 3 crew (commander: Sqn Ldr Mohamed Abdel Gawad) killed
 not known	II-28R	Egyptian Air Force			based at Cairo West; w/o during the night 24/25apr70 on a bombing mission against El Arish when was intercepted and shot down by a "Wirage" IIICO f 119 Taysest of the Israel Air Force (piloted by Lieutenant Colonel Amos Amir) on return, all 3 crew (commander: Sqn Ldr Manis Khodair) ejected safely over the sea
 not known	II-28U	Egyptian Air Force			20 km north-west of Port Said, but only the pilot was rescued after having spent 20 hours in the water based at Cairo West; w/o 15may70 when was accidentally shot down with an S-125 SAM by the Egyptian air defence forces near Cairo-West, all 3 crew (commander: Sqn Ldr Salah Rashed) killed
 M-802	II-28U	Indonesian AF	d/d	1958	photo exists, in natural metal c/s; l/n aug62 photo exists, in natural metal c/s; l/n jul62
 M-803 M-805	II-28U II-28U	Indonesian AF Indonesian AF	d/d d/d	1958 1958	l/n aug62
 M-806 M-820	II-28U II-28	Indonesian AF Indonesian AF	d/d d/d	1958 1958	details from an intelligence report may 62; serial correct 2
 M-821	II-28R	Indonesian AF	d/d	1958	details from an intelligence report may62; serial correct ? f/n Kemajoran 17apr59; l/n aug62
 M-822 M-823	II-28R II-28R	Indonesian AF Indonesian AF	d/d d/d	1958 1958	l/n aug62 photo exists Halim, in natural metal c/s; l/n aug62
 M-824	II-28R	Indonesian AF	d/d	1958	photo exists, in natural metal c/s; l/n jun62; took part in operation "Operasi Jatayu"; w/o 13aug62, details
 M-825	II-28	Indonesian AF	d/d	1958	unknown I/n jun61
 M-838	II-28	Indonesian AF	d/d	1958	I/n jun62
 M-842	II-28	Indonesian AF	d/d	1958	delivered by Czechoslovakia; opb Wing 003 at Kemayoran; in natural metal c/s; photo exists Halim, in natural metal c/s; l/n aug62
 M-843	II-28	Indonesian AF	d/d	1958	photo exists; I/n jul62
 M-844 M-845	II-28 II-28	Indonesian AF Indonesian AF	d/d d/d	1958 1958	photo exists, in natural metal c/s; l/n jul62 photo exists, in natural metal c/s; f/n oct58; l/n jul62
 M-846	II-28	Indonesian AF	d/d	1958	l/n aug62
 M-847 M-848	II-28 II-28	Indonesian AF Indonesian AF	d/d d/d	1958 1958	photo exists; l/n feb62; w/o 07mar62, details unknown dbr 289may62, after a hard landing at Pattimura during the Trikora Campaign, photo exists, in natural
					metal c/s
 M-849 M-850	II-28 II-28	Indonesian AF Indonesian AF	d/d d/d	1958 1958	photo exists; l/n aug62 photo exists; l/n aug62
 M-851	II-28T	Indonesian AF	d/d	1958	torpedo version; I/n aug62
 M-852 506	II-28T II-28T	Indonesian AF Indonesian Navy	d/d i/s	1958 1965	torpedo version; photo exists Halim, in natural metal c/s; l/n aug62 photo, in natural metal c/s; opb Skuadron 500 at Surabaya-Juanda
 508	II-28T	Indonesian Navy	i/s	1965	photo, in natural metal c/s; opb Skuadron 500 at Surabaya-Juanda
 510	II-28T	Indonesian Navy	i/s	1965	photo, in natural metal c/s, 'ALRI' titles but no military roundels; preserved as a gate-guard at Surabaya- Juanda naval aviation base (S7.374119 E112.72944), seen 1986/sep09
 511	II-28U	Indonesian Navy	i/s	1965	photo, in natural metal c/s; opb Skuadron 500 at Surabaya-Juanda
 512	II-28U II-28	Indonesian Navy Indonesian Navy	i/s	1965 1965	opb Skuadron 500 at Surabaya-Juanda 11 Il-28T and 2 Il-28U, arrived TaNjung Perak harbour by ship from Sevastopol; one aircraft was badly
		-		1905	damaged and could not be used
 not known not known	II-28 II-28	Indonesian Navy Indonesian Navy			w/o date unknown, during a navigation training flight on Maselembo Island w/o date unknown, after an emergency landing on Banyuwangi Beach
 not known	II-28	Indonesian Navy			w/o dates unknown, two aircraft crashed on landing at Kemayoran Airport and one at Hasanudin Airport
 not known	II-28	Iraqi Air Force			w/o 16aug62 on a mission against Kurdish peshmerga at Biskan in the Turkish part of Kurdistan when was intercepted by four F-84Fs of 181. Filo of the Turkish Air Force, the II-28 tried to escape into Iraqi airspace,
					but was shot down by gunfire from the fighter flown by 1st Lieutenant Nurettin Gül, caught fire and
 "03" yellow	II-28	Kazakh Air Force	ph.	07jun18	crashed, 2 of the 3 crew members managed to eject, but the pilot was killed when the aircraft crashed in a camo c/s of two shades of olive drab with light blue undersides and Kazakh stars; preserved in these
05 yellow	11-20	Razakii Ali Torce	pn.	07juii10	fake colours/serial at the Military Institute of the Air Defence Forces at Aktobe, seen jun18/may22; see c/n
 NAF-158	II-28	Nigerian Air Force	ph.	1988	54006021, the same aircraft ?
 NAF-552	II-28	Nigerian Air Force		photo	in dark/mid green and sand camouflage c/s
 NAF-805	II-28	Nigerian Air Force	ph.	2001	preserved in the National War Museum at Umuahia Air Base (N5.54479 E7.48597); in natural metal c/s, ex Egyptian Air Force
 2082	II-28	North Vietnam AF	d/d	jun65	ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16
 2084 2086	II-28 II-28	North Vietnam AF North Vietnam AF	d/d d/d	jun65 jun65	ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16 ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16
 2088	II-28	North Vietnam AF	d/d	jun65	ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16; still in operation in
					1971; successfully bombed the LS32 CIA/Air America base and runway at Bouam Long in Laos with cluster bombs 09oct72; soc 1973
 2180	II-28U	North Vietnam AF	d/d	jun65	ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16
 2182 2184	II-28R II-28R	North Vietnam AF North Vietnam AF	d/d d/d	jun65 jun65	ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16 ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16; still in operation in
2101	11 2011		u, u	Junos	1971 and converted to carry out bombing missions jul71; successfully bombed the LS32 CIA/Air America
 2186	II-28R	North Vietnam AF	d/d	jun65	base and runway at Bouam Long in Laos with cluster bombs 09oct72; soc 1973 ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16
 not known	II-28	North Vietnam AF	d/d	jun65	ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16; w/o 30may70 whilst
					practising bombing at the Haolak range when fragments of the eight 250 kg bombs (which had been dropped from low altitude) damaged the aircraft which caught fire and crashed, all crew killed; see
					2082/2084 and 2086 with unknown c/ns
 314	II-28	North Korean AF	h/o	nov52	opb 36th Bomber Aviation Regiment (established at Gongzhuling in China and redeployed to Uiju in North Korea jul53); in natural metal c/s with red code
 417	II-28	North Korean AF		drawing	equipped with two underwing hardpoints and an indigenous terrain-following radar under the forward
 0220	II-28R	North Korean AF		photo	fuselage, the rear gunner station has been removed; in natural metal c/s with red code opb 36th Bomber Aviation Regiment; in natural metal c/s
 2	II-28	Polish Air Force	d/d	31oct52	to Bydgoszcz; opb 7. PLB (with red code); details from polot.net; see c/n 2402108
 3 4	II-28 II-28R	Polish Air Force Polish Navy	d/d	31oct52	to Bydgoszcz; opb 7. PLB (with red code); details from polot.net opb 15 SELR MW at Siemirowice; photo Siemirowice, in natural metal c/s
 6	II-28	Polish Air Force	d/d	31oct52	to Bydgoszcz; opb 7. PLB (with red code); details from polot.net
 7	II-28	Polish Air Force		jul97	reportedly came from Olesnica; preserved in Parco Tematico dell' Aviazione (N43.99524 E12.51220) at Cerbaiola near San Marino, seen jul97/jul17
 8	II-28	Polish Air Force	d/d	31oct52	to Bydgoszcz; opb 7. PLB (with red code); details from polot.net
 8 '10'	II-28R II-28R	Polish Air Force Polish Air Force		aug96	preserved with this fake serial at Witkowo (N52.43856 E17.76786), seen aug96/may24
 9	II-28	Polish Air Force	d/d	11dec52	to Bydgoszcz; opb 7. PLB (with red code); details from polot.net
 11 13	II-28 II-28	Polish Air Force Polish Air Force	d/d d/d	11dec52 11dec52	to Bydgoszcz; opb 7. PLB (with red code); details from polot.net to Bydgoszcz; opb 7. PLB (with red code); details from polot.net
 14	II-28	Polish Air Force	d/d	11dec52	to Bydgoszcz; opb 7. PLB (with red code); details from polot.net
 15	II-28	Polish Air Force	d/d	1953	to Modlin; opb 7. PLB (with red code); details from polot.net

 16	II-28	Polish Air Force	d/d	1953	to Modlin; opb 7. PLB (with red code); details from polot.net
 17	II-28	Polish Air Force	d/d	1953	to Modlin; opb 7. PLB (with red code); details from polot.net
 18	II-28	Polish Air Force	d/d	1953	to Modlin; opb 7. PLB (with red code); details from polot.net
 19	II-28	Polish Air Force	d/d	1953	to Modlin; opb 7. PLB (with red code); details from polot.net
20	II-28	Polish Air Force	d/d	1953	to Modlin; opb 7. PLB (with red code); details from polot.net; see c/n 52517
 21	II-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
 23	II-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
 24	II-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
 25	II-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
 25	II-28	Polish Navy		photo	photo Siemirowice, in natural metal; details from galeria aviateam pl
 26	II-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
					to Modiline and 22. PLB (with blue code), details from poletier
 27	II-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
 28	II-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
 29	II-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
 30	II-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net; see c/n 41302
 31	II-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
 32	II-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net; see c/n 54006217
 33	II-28	Polish Air Force	d/d	1953	to Modin; opb 33. PLB (with blue code); details from polot.net; see c/n 54006207
					to Modiline and 22. PLB (with blue code), details from politicity, see C/II 54000207
 34	II-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
 35	II-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
 36	II-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
 37	II-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
 38	II-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot net
 39	II-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
 40	II-28	Polish Air Force	d/d	1953	to Modlin; opb 33. PLB (with blue code); details from polot.net
 41	II-28	Polish Air Force	d/d	1953	to Modlin; opb 35. PLB (with yellow code outlined in blue); trf oct55 to 21. SPLR at Sochaczew; details
					from polot.net
 41	II-28	Polish Air Force	ph.	1964	opb 7. PLB at Powidz; details from galeria.aviateam.pl
 42	II-28	Polish Air Force	d/d	1953	to Modlin; opb 35. PLB (with yellow code outlined in blue); trf oct55 to 21. SPLR at Sochaczew; details
					from polot.net; see c/n 54006203
 43	II-28	Polish Air Force	d/d	1953	to Modlin; opb 35. PLB (with yellow code outlined in blue); trf oct55 to 21. SPLR at Sochaczew; details
45	11-20	FOIISH AIL FOICE	u/u	1955	
				1050	from polot.net; see c/n 2402008
 44	II-28	Polish Air Force	d/d	1953	to Modlin; opb 35. PLB (with yellow code outlined in blue); trf oct55 to 21. SPLR at Sochaczew; details
					from polot.net
 45	II-28	Polish Air Force	d/d	1953	to Modlin; opb 35. PLB (with yellow code outlined in blue); details from polot.net; see c/n 41307
 46	II-28	Polish Air Force	d/d	1953	to Modlin; opb 35. PLB (with yellow code outlined in blue); details from polot net
 47	II-28	Polish Air Force	d/d	1953	to Modlin; opb 35. PLB (with yellow code outlined in blue); details from polot.net; se c/n 2402010
 48	II-28	Polish Air Force	d/d	1953	to Modin; opb 35. PLB (with yellow code outlined in blue); details from polot.net
 49					
	II-28	Polish Air Force	d/d	1953	to Modlin; opb 35. PLB (with yellow code outlined in blue); details from polot.net
 50	II-28	Polish Air Force	d/d	1953	to Modlin; opb 35. PLB (with yellow code outlined in blue); took part in a parade 1957; details from
					polot.net; see c/n 55006538
 51	II-28	Polish Air Force	d/d	1954	to Modlin; opb 35. PLB (with yellow code outlined in blue); details from polot.net
 52	II-28	Polish Air Force	d/d	1954	to Modlin; opb 35. PLB (with yellow code outlined in blue); details from polot.net
 53	II-28	Polish Air Force	d/d	1954	opb 35. PLB (with yellow code outlined in blue); details from polot net
 54	II-28	Polish Air Force	d/d	1954	to Modlin; opb 35. PLB (with yellow code outlined in blue); details from polot.net
 55					
 22	II-28	Polish Air Force	d/d	09jun55	to Modlin; opb 35. PLB (with yellow code outlined in blue); took part in a parade 1957, also made record
					breaking skydiving flights 03/04sep57; details from polot.net
 61	II-28	Polish Air Force	d/d	1955	opb 35. PLB (with yellow code outlined in blue); details from polot.net
 62	II-28	Polish Air Force	d/d	1955	opb 35. PLB (with yellow code outlined in blue); details from polot.net
 63	II-28	Polish Air Force	d/d	1955	opb 35. PLB (with yellow code outlined in blue); details from polot.net
 66	II-28	Polish Air Force	d/d	1955	opb 35. PLB (with yellow code outlined in blue); details from polot.net
 67	II-28	Polish Air Force	d/d	1955	opb 35. PLB (with yellow code outlined in blue); details from polot.net
 68	II-28	Polish Air Force	d/d	1955	opb 35. PLB (with yellow code outlined in blue); details from polot.net
 71					
 /1	II-28	Polish Air Force	d/d	1955	opb 35. PLB (with yellow code outlined in blue); took part in a parade 1957; details from polot.net; see c/n
					41909
 74	II-28	Polish Air Force	d/d	1955	opb 35. PLB (with yellow code outlined in blue); took part in a parade 1957; details from polot.net
 75	II-28	Polish Air Force	d/d	1955	opb 35. PLB (with yellow code outlined in blue); took part in a parade 1957; details from polot.net
 85	II-28	Polish Air Force	d/d	1956	opb 35. PLB (with yellow code outlined in blue); took part in a parade 1957; details from polot.net
 86	II-28	Polish Air Force	d/d	1956	opb 35. PLB (with yellow code outlined in blue); took part in a parade 1957; details from polot.net
 001	II-28	Polish Air Force	ph.	1959	in natural metal c/s
 101	II-28	Polish Air Force	p	photo	in natural metal c/s
 119	II-28	Polish Air Force		photo	in natural metal c/s; was a test-bed used by the Institute of Aviation to test the HO-10 and SO-1 engInes
115	11-20	FOIISH AIL FOICE		photo	
105	71.20	Dellah Alu Ferra			for the TS-11
 135	II-28	Polish Air Force		photo	at Modlin; in natural metal c/s
 137	II-28	Polish Air Force		photo	at Modlin; in natural metal c/s
 S2	II-28U	Polish Air Force	ph.	1978	at Pienieznica, in natural metal c/s
 S5	II-28U	Polish Navy	•	photo	opb 15 SELR MW at Siemirowice; in natural metal c/s
 S11	II-28U	Polish Air Force		photo	in natural metal c/s
 U2	II-28U	Polish Air Force		photo	at Powidz, in natural metal c/s
 		Somali Air Force		prioro	
 not known	II-28	Somali All Force			delivered some time between 1967 and 1972; based at Hargeisa; w/o on a training flight well before the
and to	71.00	Comellatin 5			Ogaden War of 1977 when suffered a bird strike and crashed, killing its Somali pilot and a Soviet adviser
 not known	II-28	Somali Air Force			delivered some time between 1967 and 1972; based at Hargeisa; w/o jul77 on a combat mission during
					the Ogaden War when crashed east of Jijiga
 not known	II-28	Somali Air Force			delivered some time between 1967 and 1972; based at Hargeisa; w/o 12aug77 while being prepared for
					take-off at Hargeisa when 4 F-5Es of the Ethopian Air Force attacked the airfield and the II-28 was hit and
					destroyed by unguided rockets
 not known	II-28	Somali Air Force			delivered some time between 1967 and 1972; based at Hargeisa; w/o 27dec77 whilst parked at Berbera
 HOL KHUWH	11-20	Soman All FUICE			
					when 4 F-5Es of the Ethopian Air Force attacked the airfield and the II-28 was hit and destroyed by the
					cannon of the F-5E piloted by Bacha Hunde
 71 ?	II-28U	South Yemen AF	ph.	20oct05	derelict at Riyan (old airport), Arabic serial difficult to read on photo
 81	II-28	South Yemen AF		1992	derelict at Hodeida
			<b>T</b>  _		

# Ilyushin Il-62

Designed for Aeroflot's intercontinental routes and looking very similar to the Vickers VC-10, the II-62 made its first flight on 2 January 1963. However, it was another four years before it entered scheduled passenger services on 10 March 1967 from Moscow to Novosibirsk and Khabarovsk, indicative of the initial problems with both the airframe and engines. First scheduled international service was on 15 September 1967 to Montreal, following which the aircraft became a familiar sight all over the Aeroflot network

Production was at Kazan and was said to have continued until 1995. However, later reports said that the last aircraft were built during 1993. The final decision to stop building the Il-62 was taken on 10 January 1996. Five aircraft were subsequently completed, with the last one in 2009 and h/o to the Russian Air Force in March 2010. Total production was 290 aircraft: 3 prototypes, 2 static test airframes, 95 II-62 sans suffixe and 190 II-62Ms. In total the factory delivered 88 aircraft to foreign customers in 10 countries.

Early models of the II-62 have a five-digit construction number which denoted the year of manufacture, the batch number and the number of the aircraft in the batch (never more than 05). In 1975, after completion of 19th batch, a new system was introduced using a seven-digit number. The first digit showed the quarter of the year in which manufacture took place while the second digit was the year of manufacture, this is followed by the two-digit batch number, the fifth digit has no meaning as it is random which is not uncommon for the Kazan plant, the penultimate digit is the number in the batch and the last number is the number of the team of workers assembling the aircraft. Some aircraft in batches 20/24 were originally reported with the five-digit construction numbers, painted as such in the wheel bay, but were already reported on the old Soviet register with the seven-digit version. If access to the log book is not possible the construction number can be seen stencilled on the rear bulkhead of the main undercarriage housing, the manufacturer's plate is to be found on the right main undercarriage. A number of upgrades/modifications to the IL-62M are known to have taken place including the following. In 1978 the wing was reinforced and take-off weight increased to

167 tons. This is often incorrectly reported as the II-62MK (an unrelated project that was actually abandoned by coincidence in 1978). From 2002, many aircraft (over 60) were subsequently upgraded to allow the assigned resource (flight hours, cycles and calendar life) to be extended with the version given as the II-62MK and these appear in some official documents as such. In 2007 a cargo version (II-62MGr) took to the air by converting existing passenger aircraft and adding a cargo door on the port side allowing 40 tons of freight to be carried. Due to the economic situation at the time only 3 aircraft were converted. By 2021, only a handful of aircraft are still flying, the majority of these flying for the Russian Air Force with relatively low airframe hours.

#### 3 II-62 flying prototypes and 2 static test airframes built by Ilyushin OKB at Moscow-Khodynka

3 00	01 CCCP-0	06156 Il-62	Ilyushin OKB	first prototype, with AL-7PB engines; in Aeroflot c/s; airframe completed 04nov61; r/o at Khodynka
				24sep62 in the presence of Soviet leader Nikita Khrushchov; ground transport to Zhukovski, taxi trials
				started there 19dec62; f/f 02jan63; service trials started 11feb65; w/o 25feb65 when crashed on take-off
				from Zhukovski (the 127th take-off) on a test flight to Tashkent and Ashgabat, killing all 10 crew
3 00	02	II-62	Ilyushin OKB	static test airframe; probably it is this airframe which underwent wind tunnel tests at Zhukovski with TsAGI
				(T-101), photos exist, in bare metal c/s
3 00	03 CCCP-0	06176 Il-62	Ilyushin OKB	second prototype, with NK-8-2 engines; in Aeroflot c/s; f/f 24apr64; displayed at LBG jun65; flew
				Zhukovski-KHV-Zhukovski 03feb66, completing the first stage of the joint trials; used as a ground

4 00 04 Il-62 Ilyushin OKB 4 00 05 CCCP-06300 Il-62 Ilyushin OKB	instructional airframe by the Kiev Institute of Civil Engineering from early 1970s; forward fuselage only by sep94 dynamic test airframe for fatigue trials (water tank) third prototype, with NK-8-2 engines; in Aeroflot c/s; ground transport to Zhukovski 15may65; commenced manufacturer trials 28jul65; state trials ended 10aug67; later wfu and sat at the SVO technical school. //n 11fe080. //n 28aug89 and broken up
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# 95 Il-62 and 190 Il-62M built by Factory No. 22 at Kazan-Borisoglebskoye from 1966 to 2009

5 01 01	CCCP-86661	II-62	AFL/Moscow	f/f	13feb66	van-Borisoglebskoye from 1966 to 2009 line # 01-01; from Kazan; d/d 30jun66; toc 14jul66; 168 pax configuration, later converted to 174 pax
	CCCP-86661	II-62	AFL/International	trf	03dec67	configuration, date unknown; photo exists DME 14jul66; photo again DME 09jul67 rgd 27dec67; f/n DEL 31jan68
	CCCP-86661	II-62	AFL/Moscow	trf	02jan69	
	CCCP-86661 CCCP-86661	II-62 II-62	AFL/International AFL/Moscow	trf trf	29mar73 08may74	f/n ARN 22apr73; I/n LHR 31mar74
	CCCP-86661	II-62	AFL/Krasnoyarsk	trf	29dec82	soc 28jul89 as life-time expired and canx same date
5 01 02	CCCP-86662	II-62	AFL/Moscow	SXF	03sep68	line # 01-02; 174 pax configuration; toc 02dec68; was only rgd on 08jan70 !
	CCCP-86662 CCCP-86662	II-62 II-62	AFL/International AFL/Moscow	trf trf	19may70 01oct70	f/n LBG jun70 soc 11feb83 as required an overhaul
6 01 03	CCCP-86663	II-62	AFL/Moscow	mfd	23sep66	line # 01-03; rgd 06feb67; f/n DME 09jul67; toc 03feb68
	CCCP-86663	II-62	AFL/GosNII GA	trf	06aug68	
	CCCP-86663	II-62	LOT	lsd	15may78	f/n LHR 23may78, in full Aeroflot c/s with additional 'chartered by LOT Polish Airlines' titles; I/n LHI 22aug78
	CCCP-86663 CCCP-86663	II-62 II-62	AFL/Moscow LOT	ret Isd	16oct78 05may79	
	CCCP-86663	II-62	AFL/Moscow	ret	12sep79	
	CCCP-86663	II-62	AFL/KrasnoyarKJA	trf	16feb83	I/n DME 15dec83; soc 12dec89 as life-time expired and canx same date
6 01 04	CCCP-86664	II-62	AFL/Moscow	toc	27dec66	line # 01-04; 168 pax configuration, later converted to 174 pax configuration, date unknown
	CCCP-86664 CCCP-86664	II-62 II-62	AFL/International AFL/Moscow	trf trf	02sep67 03jan69	rgd 23sep67; f/n SXF 28sep67 photo exists date unknown, with 'Official Olympic Carrier' titles below the cheatline on the forward
	00004	11 02	AI L/HOSCOW	cri	05jun05	fuselage; I/n DME 02oct85; soc 11feb83 as required an overhaul
6 01 05	CCCP-86665	II-62	AFL/Moscow	toc	24dec66	line # 01-05; 168 pax configuration, later converted to 142 pax configuration, date unknown
	CCCP-86665 CCCP-86665	II-62 II-62	AFL/International CSA	trf Isd	30aug67 apr68	was already f/n YMX 11jul67 !; rgd 13nov67 seen LHR 01mar69
	CCCP-86665	II-62	AFL/International	ret	jul69	
	CCCP-86665	II-62	AFL/Moscow	trf	20aug69	
6 02 01	CCCP-86665 CCCP-86666	II-62 II-62	AFL/Uzbekistan AFL/Moscow	trf toc	16apr81	soc 02mar87 as life-time expired and canx same date
6 02 01	CCCP-00000	11-02	AFL/ MOSCOW	LUC	21jan67	line # 02-01; in 168 passenger configuration; rgd 23sep67; opb Domodedovski OAO; made a non-stop flight from Moscow via Murmansk, the North Pole and Sverdlovsk back to Moscow 11jul67; later converter to 142 passenger configuration, date unknown
	CCCP-86666 CCCP-86666	II-62 II-62	AFL/International CSA	trf Isd	08sep67 02may68	leased from Aeroflot; in basic Aeroflot c/s with 'CSA' titles and Czechoslovakian flag; f/n LHR 11may68; l/i
				.50	52	LHR 03aug68; returned 20aug68
	CCCP-86666	II-62	AFL/International	ret	jun69	see return date above
	CCCP-86666 CCCP-86666	II-62 II-62	AFL/Moscow Soviet AF/AFL c/s	trf trf	29sep69 18apr79	opb Domodedovski OAO based on a decree issued 25dec78
	CCCP-86666	II-62	Sov. Navy/AFL c/s	trf	unknown	initially based at Khorol; later opb 2nd detachment of 278 otae (part of 33 TsBP i PLS MA) at Nikolayev
						Kulbakino; I/n KJA 14nov84
	86666	II-62	Ukraine Air Force	trf	1992	in basic Aeroflot c/s, no titles; f/n Mykolayiv-Kulbakino 18sep96; l/n Mykolayiv-Kulbakino 08may98 scrapped before may99
6 02 02	CCCP-86667	II-62	AFL/GosNII GA	mfd	28apr67	line # 02-02; toc 28aug68; the first II-62 built without an antenna on the top of the fuselage forward o
						the fin; f/n BRU 07jul70
	CCCP-86667 CCCP-86667	II-62 II-62	AFL/Moscow AFL/International	trf trf	28jun72 05dec72	rgd 14jul72 f/n LBG 08sep73
	CCCP-86667	II-62 II-62	AFL/Moscow	trf	22mar75	I/II LBG 08Sep73
	CCCP-86667	II-62	AFL/Uzbekistan-TAS	trf	24sep80	seen PRG feb88; soc 19nov90 as life-time expired and canx same date; I/n TAS 15apr92 with nose con-
7 02 03	CCCP-86668	II-62	AFL/Moscow	LBG	jun67	missing, wfu; broken up line # 02-03; toc 29sep67; 168 pax configuration; CofR renewal 29sep77; photo exists; soc 18mar83 a
7 02 04	CCCP-86669	II-62	AFL/Moscow	toc	20oct67	modification would not be economically viable line # 02-04; CofR renewal 28oct68; 168 pax configuration, later converted to 174 pax configuration, date
						unknown; f/n LBG early70
	CCCP-86669 CCCP-86669	II-62 II-62	AFL/International AFL/Moscow	trf trf	29may70 12jun70	photos exist in post 1973 Aeroflot c/s
	CCCP-86669	II-62	Soviet AF/AFL c/s	trf	21apr79	based on a decree issued 25dec78; reported based at Riga and broken up 1983
7 02 05	CCCP-86670	II-62	AFL/Moscow	mfd	sep67	line # 02-05; f/f 28sep67; toc 18dec67; f/n ALA 17oct68; rgd 05nov68; 168 pax configuration, late
	CCCD 86670	11.60	AEL /International	h6	07	converted to 142 pax configuration, date unknown
	CCCP-86670 CCCP-86670	II-62 II-62	AFL/International AFL/Moscow	trf trf	07mar73 24jan74	I/n FRA 23jun73 t/t 14,891 hours and 4,288 cycles by may81; last flight 17jul83 from Zhukovski to Monino; soc 21jul83 a
		1. 02	11 271052011		2 1juni 1	modification would not be economically viable; preserved in the Russian Air Force museum at Moning
7 00 04	0000 00074					(N55.832175 E38.181890); I/n sep23 looking tatty
7 03 01	CCCP-86671	II-62	AFL/International	mfd	28may67	line # 03-01; f/n LBG 29may67/15jun67; 168 paxconfiguration; toc 28may68; CofR renewal 14jun68; l/n LHR 28sep68
	CCCP-86671	II-62	CSA	lsd	jun69	
	CCCP-86671	II-62	AFL/International	ret	oct69	opb 217 LO; w/o 13oct72 on the leg from Leningrad to Moscow-Sheremetyevo of a charter flight from Pari to Moscow when crashed on approach to Sheremetyevo at night from a height of some 500-600 metre (with neither landing gear nor flaps or spoilers deployed), the aircraft came down in a field nea Ozeretskoye (N56.080556 E37.410001), Dmitrov district of the Moscow region) with an IAS of 620 km/ and a vertical speed of 12 m/s and ended up in a forest, all 10 crew and 164 passengers killed, the cause
7 03 02	CCCP-86672	II-62	AFL/International	toc	10jul68	of the accident was never established; t/t 4,374 hours and 1,674 cycles; soc 27dec72 line # 03-02; rgd 12jul68; the last II-62 built with an antenna on the top of the fuselage forward of the fin
						small passenger doors and without fairings on the end of the wings; f/n LHR 10aug68; 168 pa: configuration
	CCCP-86672	II-62	CSA	lsd	jul69	in basic ex Aeroflot c/s with CSA titles and Czechoslovak flag on tail
	CCCP-86672 CCCP-86672	II-62	AFL/International AFL/Moscow	ret trf	oct69 17nov71	carried additional small 'Cubana' titles PRG 06may74; soc 18mar83 as modification would not be
	CCCP-000/2	II-62	ALC PROSCOW	trf	1/10//1	economically viable; I/n ULV 09sep92, being broken up
7 03 03	CCCP-86673(1)	II-62	AFL/GosNII GA	f/f	14may68	line # 03-03; the first II-62 with an AC power system and NK-8-4 engines; converted to the II-62N prototype in 1969; toc by GosNII GA 04jan71 according to the MGA document; presented at SVO 24jan71
	CCCP-86673(1)	II-62M-200	AFL/GosNII GA	f/f	13mar69	see c/n 3154416 II-62M with D-30KU engines; the line for this registration was left blank in the Soviet register; seen VKC
	CCCF-00073(1)	11-0211-200	ALL OUSINIL GA	1/1	13110103	17may71 and LBG 25may71/08jun71 with the exhibition number '830'; seen LBG may73 with the exhibition number '454'
	CCCP-86673(1)	II-62M-200	MAP MMZ "Strela"	trf	04nov76	based on a decree by the Council of Ministers issued 18jun76; trf to the Riga Aviation Institute (RKIIGA
						and used as a ground instructional airframe; seen aug92 still with the exhibition number '454', 1/1 23aug96; broken up by sep97 (residual fuel in wing tanks exploded when the wings were cut during
		-				scrapping)
8 03 04	CCCP-86674	II-62	AFL/International	mfd	01jun68	line # 03-04; on charge as of 01nov68
	CCCP-86674 CCCP-86674	II-62 II-62	AFL/GosNII GA MAP MMZ "Strela"	trf trf	08apr69 04nov76	photo 1973 based on a decree issued 18jun76; rgd 04oct78; f/n ANC 18may90 in Aeroflot c/s; l/n ZIA 16aug92; lin
						for this reg left blank on the Soviet register
	RA-86674	II-62	MAP MMZ "Strela"	CDG	21jun93	
	RA-86674	II-62	Gromov Air	trf	30aug94	latest CofR 30aug93, according to register dated apr16; I/n ZIA 23aug97, in Aeroflot c/s; canx by 2008 with t/t 5,878 hours 2.826 cycles, but still present on Russian register 2020
8 03 05	CCCP-86675	II-62	AFL/International	toc	08oct68	line # 03-05; was already f/n SVO 24may68 !; rgd 05nov68; 122 pax configuration; l/n LHR 14jun69
	CCCP-86675	II-62	CSA	Isd	aug69	
	CCCP-86675 SU-ARX	II-62 II-62	AFL/International EgyptAir	LHR LBG	31jul70 22apr72	leased; I/n LHR 10sep72
	CCCP-86675	II-62	AFL/International	ret	1973	
	CCCP-86675	II-62	AFL/Moscow	trf	24oct74	
	CCCP-86675 RA-86675	II-62	AFL/Krasnoyarsk Aeroflot	trf KJA	25dec83	I/n ATH 07oct92
8 04 01	RA-86675 CCCP-86676	II-62 II-62	Aeroflot AFL/International	KJA toc	13jul93 22oct68	soc 25mar93 as life-time expired line # 04-01; rgd 11nov68; 122 pax configuration; f/n LHR 22may69; l/n ARN 03jan73
	CCCP-86676	II-62	AFL/Uzbekistan	trf	12sep74	first II-62 of Uzbekistan directorate; first service TAS-DME oct74; soc 19nov87 as life-time expired; I/n TAS
0.04.00		11.62	AFL (Intermetic	<b>.</b>		apr92/may95 derelict; broken up
8 04 02	CCCP-86677	II-62	AFL/International	toc	27oct68	line # 04-02; rgd 14nov68; mfd 19nov68 !; f/n LHR 22feb69; 168 pax configuration; operated jointly with JAL during jul69, photo shows additional 'Japan Air Lines' titles 1969; carried additional small 'Cubana titles dec2/un24
	CCCP-86677	II-62	AFL/Moscow	trf	03mar76	titles dec73/aug74
			AFL/KrasnoyarKJA	trf	31mar82	soc 16dec91 as life-time expired and canx same month; I/n KJA jul92/jun94, derelict
	CCCP-86677	II-62				
8 04 03	CCCP-86677 CCCP-86678	II-62	AFL/International	toc	17dec68	line # 04-03; f/n FCO 28dec68; rgd 14jan69;168 pax configuration
8 04 03	CCCP-86677 CCCP-86678 CCCP-86678	II-62 II-62	AFL/International CSA	toc Isd	17dec68 jul69	
8 04 03	CCCP-86677 CCCP-86678	II-62	AFL/International	toc	17dec68	

8 04 04	CCCP-86678 CCCP-86679	II-62	AFL/Krasnoyarsk	trf	22mar82	soc 15feb92 as life-time expired; f/n KJA 09jul94, cannibalized
	CCCP-86679	II-62 II-62	AFL/International AFL/Uzbekistan-TAS	mfd trf	29nov68 04oct74	line # 04-04; toc 20dec68; rgd 14jan69; f/n LHR 27may69; 122 pax configuration reported TAS 10jul87 in an incident report; soc 30dec93 as life-time expired; l/n TAS 08may95; broken up
8 04 05	CCCP-86680 CCCP-86680	II-62 II-62	AFL/International AFL/Kazakhstan	toc trf	27dec68 03apr74	line # 04-05; rgd 31jan69; f/n LHR 01apr69; l/n VIE 02aug72; 122 pax configuration soc 19dec84 as life-time expired
9 05 01	CCCP-86681 SU-ARW	II-62 II-62	AFL/International EgyptAir	toc Isd	22feb69 oct71	line # 05-01; rgd 07mar69; f/n LHR 12apr69; 122 pax configuration f/n FRA 15jan72; l/n LHR 13feb72; returned may72
	CCCP-86681	II-62	AFL/International	LHR	18may72	rgd again, probably on 19apr72; seen ARN 22apr73; photos MAD jul73 with additional small 'Cubana' titles and MAD jul74 as such
9 05 02	CCCP-86681 CCCP-86682	II-62 II-62	AFL/Uzbekistan AFL/International	trf toc	31may73 04mar69	soc 21sep85 as life-time expired line # 05-02; rgd 07mar69; f/n LHR 08mar69; 122 pax configuration; operated jointly with JAL jul69, photo as such with JAL titles TVO 20apr69 and still as such BRU oct69; opf KLM apr71; l/n LHR 02jul74
9 05 03	CCCP-86682 CCCP-86683	II-62 II-62	AFL/Moscow AFL/International	trf mfd	16dec75 17may69	soc 02mar87 as life-time expired and canx same date line # 05-03; ltoc 18may69; rgd 12jun69; f/n LBG 02jun69 with exhibition number '829'; seen LHR 21jun69
9 05 04	CCCP-86683 CCCP-86684	II-62	AFL/Uzbekistan-TAS AFL/International	trf	unknown	on charge as of 01jan75; last reported IEV 12mar87 in an incident report; soc 06oct87 as life-time expired line # 05-04; f/n LHR 31jul69; rgd 12auq69; operated jointly with KLM from oct71
9 05 04	2004	II-62 II-62	Civ Avn Adm China	toc d/d	12jul69 08jul72	I/n GVA 24feb73; returned 1973
0.05.05	CCCP-86684 CCCP-86684	II-62 II-62	AFL/International AFL/Moscow	FCO trf	22jun75 26nov75	carried additional small 'Cubana' titles PRG 20nov75 soc 19nov87 as life-time expired
9 05 05	CCCP-86685 CCCP-86685	II-62 II-62	Soviet Gvt/AFL c/s AFL/International	toc trf	04oct69 31jan73	line # 05-05; rgd 17oct69; opb 235 OAO; f/n SXF 03jan70 f/n ORY 02jun73; reportedly seen with additional small 'Cubana' titles PRG may73/sep73
	CCCP-86685	II-62	AFL/Moscow	trf	08jul76	soc 31dec86 as life-time expired; displayed in front of the Ulyanovsk Aviation College (near the Aviastar factory N54.369076 E48.594315) from 1986, I/n intact jun05; seen without tail jun07/mar11, left wing broke off due to heavy snow loading jan11, repaired by Aviastar and fitted with a new 'fantasy' tail
9 06 01	CCCP-86686	II-62	Soviet Gvt/AFL c/s	mfd	17oct69	(without horizontal stabiliser) apr11; l/n aug23 line # 06-01; toc 18oct69; rgd 23oct69; opb 235 OAO; f/n SXF 03jan70; participated aug72 in a joint
	CCCP-86686	II-62	AFL/International	trf	03feb73	check flight with the first serial built II-62M CCCP-86656 on the route Tokyo-Moscow for comparison of flight performance of the two aircraft in the same weather conditions; I/n ORY 29aug72 f/n LHR 04feb73; carried additional small 'Cubana' titles PRG apr73; seen LHR 10apr74; carried additional
	CCCP-86686	II-62	AFL/Moscow-DME	trf	08jul76	small 'Cubana' titles PRG jun74 last reported 13oct87 in an incident report; soc 19feb88 as life-time expired and canx same date
9 06 02	OK-YBA	II-62 II-62	CSA	d/d	29oct69	line # 06-02; named 'Praha'; rgd 30oct69; f/n LHR 01nov69; wfu 04sep87; at PRG; canx 09nov87; moved
9 06 03	OK-YBB	II-62	CSA	d/d	28nov69	to Rozkos Dam and became a restaurant 05sep88; broken up 22aug94 line # 06-03; named 'Bratislava'; rgd 28nov69; f/n LHR 13dec69; wfu 05sep83 at PRG; canx 15feb84; destroyed during 'Semtex' tests 28/30nov85
9 06 04	CCCP-86687 CCCP-86687	II-62 II-62	AFL/International LII MAP	toc trf	09jan70 23mar73	line # 06-04; rgd 23jan70; f/n LHR 10feb70 and returned to the MGA 10may73; photo SXF apr73 with additional small 'Cubana' titles; trf as of 01jul73
0 06 05	CCCP-86648	II-62	Soviet Gvt/AFL c/s	toc	09apr70	to LII line # 06-05; rgd 27apr70; opb 235 OAO; c/n confirmed in Soviet register and MGA document; f/n PRG
	CCCP-86648	II-62	Soviet AF/AFL c/s	trf	09feb72	05may70 with Leonid Brezhnev aboard opb 223 LO at Chkalovski; photo CKL 08apr72; f/n Sperenberg 08oct77; a regular vistior to Sperenberg,
						I/n there 16mar82; later based Khorol (Far East) and then at Mykolayiv-Kulbakino with 278 otae, 2nd detachment (33 TsBP i PLS MA) and presumably operated by Soviet Navy ?; I/n TAS 14apr92; canx but
	86648	II-62	Ukraine AF, n/t	Mkk	22aug97	date unknown l/n Mykolayiv-Kulbakino 27may02, wfu with painted out 'Aeroflot' titles again visible; c/n checked this date as 2241758 (line # 41-05), suggesting perhaps parts were inadvertently switched during overhaul with
0 07 01	OK-ZBC	II-62	CSA	rgd	03apr70	CCCP-86538, sometime prior to jul88; see that c/n line # 07-01; named 'Ostrava'; d/d 12apr70; f/n LHR 27jun70; wfu 28sep84; canx 07feb85; used as
0 07 02	DM-SEA	II-62	Interflug	rgd	21apr70	ground instructional airframe; I/n PRG 10sep90; broken up nov90 line # 07-02; w/o 14aug72 near Königs Wusterhausen, at 8,900 m on a flight from Berlin-Schönefeld
						Airport to Burgas, the captain reported problems with the elevator movement and stated that he wanted to return to SXF, fuel was dumped and an emergency descent initiated, a fire was then detected at the rear
						which led to an uncontrolled descent during which the tail section failed and crashed some 30 minutes after take-off, all 8 crew and 148 passengers were killed
0 07 03	CCCP-86649	II-62	Soviet Gvt/AFL c/s	mfd	15jul70	line # 07-03; toc 15jul70; rgd 29jul70; opb 235 OAO; f/n SXF 14jun71; carried additional small 'Cubana' titles PRG 29jan76
	CCCP-86649 CCCP-86649	II-62 II-62	AFL/Moscow-DME AFL/Domodedovo	trf trf	15jun76 oct86	photo SVO 1976 with additional 'Dalnevostochny ' titles, I/n again DME sep79 as such I/n DME 09jun92
	RA-86649 RA-86649	II-62 II-62	Aeroflot Domodedovo Airl.	DME DME	07jul93 15may95	soc 12jan94 as life-time expired; canx 17jan94; I/n DME 09jul94 presumably did not fly as such, see previous line; not in fleet list jul95; I/n DME 21may96; broken up at
0 07 04	DM-SEB	II-62	Interflug	rgd	02jun70	DME line # 07-04; l/n SXF 01may80
0 07 05	DDR-SEB CCCP-86650	II-62 II-62	Interflug AFL/International	rgd toc	07oct81 05jul70	was preserved at Rangsdorf; destroyed by arson 02aug90; remains seen 16sep90 line # 07-05; rgd 01sep70; f/n LBG 26may/03jun73; l/n LHR 13aug70
	SU-ARO SU-ARO	II-62 II-62	United Arab Airl. EgyptAir	lsd Isd	15jun71 nov71	f/n LHR 20jun71; l/n LHR 18jul71; renamed, see next line f/n ZRH 20mar72; l/n LHR 27may72; returned aug72
	CCCP-86650 CCCP-86650	II-62 II-62	AFL/International EgyptAir /Aeroflot	HND Isd	16sep72 jul73	carried additional small 'Cubana' titles PRG 10jan73; I/n LBG 03jun73 after lease ?
	CCCP-86650 CCCP-86650	II-62 II-62	AFL/International AFL/Moscow	ret trf	sep73 02apr77	seen FRA 01sep73
	CCCP-86650	II-62	AFL/GosNII GA	trf	01mar82	preserved in the Museum of Civil Aviation at Ulyanovsk (N54.291370 E48.232125); since 1984; soc 21jun85 for performance studies; I/n aug24
0 08 01	CCCP-86651	II-62	AFL/International	toc	17sep70	line # 08-01; f/n LHR 22sep70; rgd 06oct70; soc 24jun72 and canx same date, crashed as SU-ARN, see next lines
	SU-ARN SU-ARN	II-62 II-62	United Arab Airl. EgyptAir	lsd Isd	jun71 nov71	In LHR 12jun71; I/n LBG sep71; renamed, see next line I/n LHR 02mar72; dbr Cairo Almaza 16jun72 when landed on Almaza runway 36 instead of Cairo runway
						34, it landed 700 metres down the (shorter) runway 36, because the first 650 metres of the Cairo runway was unserviceable
0 08 02	CCCP-86652 CCCP-86652	II-62 II-62	AFL/International United Arab Airl.	mfd Isd	30sep70 jan71	line # 08-02; toc 20oct70; f/n LBG 21oct70; rgd 04nov70
	CCCP-86652 CCCP-86652	II-62 II-62	AFL/International EgyptAir	ret Isd	mar71 jun72	operated jointly with KLM from apr71/may71; seen LHR 02jan72 and then r/r to, see next line
	SU-AVU CCCP-86652	II-62 II-62	EgyptAir AFL/International	LHR rgd	09aug72 10jan73	l/n LGW 31dec72; returned feb73 f/n HND 08feb73; carried additional small 'Cubana' titles PRG feb74/oct74
	CCCP-86652 CCCP-86652	II-62 II-62	AFL/Moscow-DME AFL/Domodedovo	trf trf	21may76 oct86	canx 14feb88; soc 19feb88 as life-time expired
0 08 03	CCCP-86653 CCCP-86653	II-62 II-62	AFL/International United Arab Airl.	mfd Isd	30oct70 jan71	line # 08-03; toc 16nov70; rgd 23nov70; f/n LHR 24dec70
	CCCP-86653	II-62	AFL/International	ret	apr71	f/n LHR 25apr71; operated jointly with KLM from apr71/aug71; photo HND 15sep71, still with additional KLM titles
	CCCP-86653 SU-AWJ	II-62 II-62	EgyptAir EgyptAir	lsd Isd	jan72 jan73	until dec72 then r/r to, see next line; f/n LHR 13feb72 until jul73 then r/r to, see next line; f/n LHR 07jan73; l/n LHR 05apr73
	CCCP-86653 CCCP-86653	II-62 II-62	EgyptAir AFL/International	rgd FRA	24may73 08aug73	returned aug73 I/n LHR 28apr74
0 08 04	CCCP-86653 CCCP-86654	II-62 II-62	AFL/Moscow AFL/International	trf toc	05aug76 27jan71	I/n DME 16jun87; soc 29nov89 as life-time expired; canx 11dec89 line # 08-04; f/n LHR 09feb71; rgd 10feb71; operated jointly with KLM during oct71; seen LHR 17oct71
	CCCP-86654 SU-AVL	II-62 II-62	EgyptAir EgyptAir	lsd Isd	jun72 jul72	until jul72, then r/r to, see next line f/n LHR 22jul72; l/n LHR 06aug72; returned sep72
	CCCP-86654 CCCP-86654	II-62 II-62	AFL/International AFL/Moscow	ret trf	sep72 06aug74	f/n LHR 02oct72, but was rgd 23oct73 !; carried additional small 'Cubana' titles PRG during dec72/dec74
0 08 05	CCCP-86654 CCCP-86655	II-62 II-62	AFL/Kazakhstan AFL/International	trf toc	19aug80 29jan71	soc 14feb86 as life-time expired and canx same date line # 08-05; f/n LHR 16feb71; rgd 19feb71; operated jointly with KLM from apr71/nov71; l/n ARN 23jul72
	SU-AVW CCCP-86655	II-62 II-62	EgyptAir AFL/International	lsd HND	oct72 10oct73	f/n LHR 07oct72; l/n FRA 23apr73; returned sep73 carried additional small 'Cubana' titles PRG nov73/jun74; l/n LHR 21apr76
	CCCP-86655 CCCP-86655	II-62 II-62	AFL/Moscow AFL/Kazakhstan	trf trf	13may76 14feb81	soc 14feb86 as life-time expired and canx same date
0 09 01	CCCP-86656	II-62M	AFL/International	f/f	15feb72	line # 09-01; first serial built II-62M; mfd 11apr72; f/n HAJ 19apr72; toc 15may72; rgd 18may72; participated aug72 in a joint check flight with II-62 CCCP-86686 on the route Tokyo-Moscow for
	CCCP-86656 CCCP-86656	II-62M II-62M	AFL/GosNII GA AFL/International	trf trf	27feb73 unknown	comparison of flight performance of the two aircraft in the same weather conditions transfer not mentioned in MGA document; carried additional small 'Cubana' titles PRG 18sep74
	CCCP-86656 CCCP-86656 CCCP-86656	II-62M II-62M II-62M	AFL/International AFL/Moscow-DME AFL/Domodedovo	trf trf trf	05sep80 oct86	transfer not mentioned in MGA document; carried additional small 'Cubana' titles PKG 18sep/4 I/n DME 10sep92
	RA-86656	II-62M II-62M II-62M	AFL/Domodedovo Aeroflot Domodedovo Airl.	trr DME trf	09jul93	l/n DME 16jun94
1 09 02	RA-86656 OK-ABD	II-62M II-62	CSA	d/d	25jul94 12mar71	f/n DME 07may95; soc 15apr97 as life-time expired; canx 28apr97; l/n DME 25aug97; broken up at DME line # 09-02; rgd 15mar71; f/n LHR 06apr71; named 'Kosice'; wfu 30aug86; canx 04nov86; used as ground instructional airframe; l/n PRG 05jun92, broken up in 1992
1 09 03	DM-SEC DDR-SEC	II-62 II-62	Interflug Interflug	rgd rgd	26mar71 20apr82	line # 09-03; I/n SXF 30apr80 used as ground instructional airframe by the Interflug training school near Schönefeld airport since sep88;
	DM-SEC	II-62	Interflug	ph.	may02	was preserved as a restaurant at Gross Machnow, seen early 1991 until early 2002 registration changed back its old prefix by may02; dismantled and moved to Merseburg in spring 2003; preserved in Luftfahrt und Technik Museumspark at Merseburg, f/n jun03 (still dismantled), later re-
1 09 04	CCCP-86657	Il-62	Soviet Gvt/AFL c/s	mfd	04aug71	assembled by sep05 line # 09-04; toc 04aug71; rgd 07sep71; opb 235 OAO; f/n HEL 17mar74

	CCCP-86657	II-62	AFL/Moscow-DME	trf	13apr76	
	CCCP-86657 RA-86657	II-62 II-62	AFL/Domodedovo Aeroflot	trf DME	oct86 07jul93	l/n DME 10sep92 l/n DME 23sep94, see next line
1 09 05	RA-86657 CCCP-86688	II-62 II-62	Domodedovo Airl. Soviet Gvt/AFL c/s	trf toc	25jul94 30nov71	f/n DME 07may95; I/n DME 26aug95; canx 11sep95 as life-time expired; canx 27sep95; broken up at DME line # 09-05; rgd 09dec71; opb 235 OAO; was delivered for Leonid Brezhnev; f/n CGN 03may73
1 10 01	CCCP-86688 CCCP-86689	II-62 II-62	AFL/Uzbekistan AFL/International	trf toc	29jun76 14aug71	soc 20dec89 as life-time expired; canx 22dec89; I/n TAS life/sol l
1 10 01	CU-T994	II-62	Cubana	Isd	sep72	never seen as such, only allocated and not taken up ?
	CCCP-86689 CCCP-86689	II-62 II-62	AFL/International AFL/International	MAD ret	01oct72 1974	seen PRG 18oct72, carried additional 'Cubana' titles, I/n SXF 07aug74 seen LHR 04dec74
1 10 02	CCCP-86689 CCCP-86690	II-62 II-62	AFL/Kazakhstan AFL/International	trf toc	25jun76 13sep71	soc 27may85 as life-time expired; canx 24jul85 line # 10-02; rgd 24sep71; f/n LHR 06oct71; operated jointly with KLM during dec71; carried additional
						small 'Cubana' titles PRG sep72/apr73; seen JFK 27may73 after lease; carried additional small 'Cubana' titles again jan74 and mar75
1 10 03	CCCP-86690 CCCP-86691	II-62 II-62	AFL/Uzbekistan AFL/International	trf toc	03feb76 22sep71	soc 07jul86 as life-time expired line # 10-03; f/n LHR 24sep71; rgd 04oct71; operated jointly with KLM from jan72/nov72; carried
			,			additional small 'Cubana' titles PRG nov72/jan73 and photo MAD 06may73; seen again nov73/jul74, as such
1 10 04	CCCP-86691 SP-LAA	II-62 II-62	AFL/Uzbekistan LOT	trf rgd	12feb76 15mar72	canx 1986; soc date not given in MGA document line # 10-04; named 'Mikolaj Kopernik'; f/n LBG 10jun72; w/o 14mar80 on a flight from New York to
1 10 04	Jr-LAA	11-02	201	rgu	131110172	Warsaw, on approach the crew initiated an overshoot procedure due to problems with the locking of the
						landing gear, when power was increased, # 2 engine disintegrated (probable cause: metal fatigue of a turbine disc) and its debris damaged rudder and elevator control lines, causing an uncontrolled descent,
						the aircraft struck the ground nose down under an angle of 20 degrees and exploded, all 10 crew and 77 passengers killed; canx 12aug80
1 10 05	2022 B-2022	II-62 II-62	Civ Avn Adm China Civ Avn Adm China	d/d r/r	dec71 jul74	line # 10-05; I/n PEK 25sep72 f/n LHR 08dec76; wfu PEK may87/oct93 and broken up by feb94
1 11 01	2024 B-2024	II-62 II-62	Civ Avn Adm China Civ Avn Adm China	d/d r/r	dec71 jul74	line # 11-01; f/n HND 23mar73; l/n LHR 06jun73 wfu PEK may87; seen PEK 02oct88 as such; preserved in the China Aviation Museum at Shahezhen AFB
1 11 02	CCCP-86692	II-62M	AFL/International	mfd	24oct72	(N40.184291 E116.35997 Changping) jun93/oct24 line # 11-02; toc 14dec72; rgd only 09jan74; f/n LHR 11jan74
1 11 02	CCCP-86692	II-62M	AFL/Far East-KHV	trf	30dec77	I/n FRA jul79
	RA-86692	II-62M	Dalavia	trf	01jun93	f/n SVO 20apr93, in Aeroflot c/s and titles; I/n KHV 12may95 as such; soc 05jun96 as life-time expired; canx 18jun96; broken up
1 11 03	CCCP-86693 CCCP-86693	II-62M II-62M	AFL/International AFL/Far East	toc trf	20feb73 03jan78	line # 11-03; f/n LHR 18feb74, CofR renewal 25feb74
	RA-86693	II-62M	Dalavia	trf	01jun93	f/n KHV 02jun93, in Aeroflot c/s and titles; soc 10feb95 as repair not economically viable; canx 13feb95; I/n KHV 12may95, derelict
1 11 04	CCCP-86694	II-62	Soviet Gvt/AFL c/s	mfd	28mar72	line # 11-04; toc 16may72; rgd 22may72; opb 235 OAO; f/n LBG 27jun73; seen YQX 13jan74; carried additional small 'Cubana' titles PRG 04sep75
	CCCP-86694 CCCP-86694	II-62 II-62	AFL/Kazakhstan AFL/Uzbekistan-TAS	trf trf	17jan77 12dec86	l/n TAS 15apr92
	UK-86694	II-62	Uzbekistan Airways	TAS	19may94	wfu 05may97; soc and canx date unknown; I/n TAS oct97 stored; broken up by the ATB at Tashkent in 1997/98
2 11 05	SP-LAB	II-62	LOT	mfd	10apr72	line # 11-05; rgd 22apr72; named 'Tadeusz Kosciuszko'; f/n LHR 05sep72; d/d ex WAW 21nov82; canx
	CCCP-86706	II-62	AFL/KrasnoyarKJA	toc	30jun83	07dec82 rgd 29aug83; f/n LED 28jun87; l/n LED 06sep92
	RA-86706 RA-86706	II-62 II-62	Aeroflot KrasAir	KJA trf	13jul93 05apr94	f/n LED 30aug95; soc 17dec97 as life-time expired and canx same date; sat wfu at KJA, without titles and
2 12 01	2026	II-62	Civ Avn Adm China	d/d	feb72	prefix, seen jun01/jan02; broken up line # 12-01; photo SVO 19sep74
	B-2026	II-62	Civ Avn Adm China	r/r	late74	f/n HEL 18aug75; wfu PEK may87/oct93 and discovered near the road in Zhengzhou on road to Luoyang 17may01/aug01, in use as an office, in CAAC c/s with 'Hubei Aviation Catering Company' inscriptions
2 12 02	2028	II-62	Civ Avn Adm China	d/d	apr72	amongst others; subsequently reported broken up due to lack of funds line # 12-02
2 12 02	B-2028	II-62	Civ Avn Adm China	r/r	jul74	f/n SVO 13jul77; wfu PEK may87/oct93; seen displayed at "World Park" in Beijing, China (N39.810949 E116.27974), photo 1999; I/n dec21
2 12 03	2020	II-62	Civ Avn Adm China	d/d	apr72	line # 12-03; f/n CAN feb73
	B-2020	II-62	Civ Avn Adm China	r/r	jul74	seen FRA 17jun80; sat wfu at PEK may87, seen 02oct88; dismantled aug93; was owned by the Haide Group at Yantai (Shandong province); sold to a businessman in 2003 and preserved in Bund Park at Ruian
2 12 04	CCCP-86695	II-62	AFL/Kazakhstan	toc	24aug72	(eastern Zhejiang province), f/n jun07; scrapped before may09 line # 12-04; rgd 29sep72; f/n BEY 06mar73; soc 26nov86 as life-time expired
2 12 05	CCCP-86696	II-62	AFL/Kazakhstan	toc	20oct72	line # 12-05; rgd 27oct72; f/n oct73; reported DME 03apr74 in incident report; still in service 17mar84 (flew DME-ALA this date); soc 18mar85 as life-time expired; was preserved in the Kiev Institute of Civil
						Engineering since 1987, I/n aug02; trf to the Oleg Antonov State Aviation Museum at Kiev (N50.405997 E30.458419), f/n oct03; I/n 07oct19
2 13 01	CCCP-86697	II-62	AFL/International	mfd	06oct72	line # 13-01; toc 27oct72; f/n ARN 29oct72; rgd 01nov72; carried additional small 'Cubana' titles PRG 27dec74; seen LBG 31may75 after lease; I/n ARN oct75
	CCCP-86697	II-62	AFL/Uzbekistan	trf	10dec76	
	CCCP-86697 CCCP-86697	II-62 II-62	AFL/Domodedovo AFL/Uzbekistan	trf trf	14jun87 20sep87	soc 27jan88 as life-time expired and canx same date; I/n TAS apr92/may95, derelict; broken up
2 13 02	YR-IRA	II-62	TAROM	rgd	17apr73	line # 13-02; seen LHR 31mar74; CofA expired 02may91; seen wfu OTP aug95; canx 01feb96; broken up OTP 98/99
2 13 03	CCCP-86698 CCCP-86698	II-62 II-62	Soviet Gvt/AFL c/s AFL/International	mfd trf	21dec72 03apr75	line # 13-03; toc 26jan73; f/n HND 02feb73; rgd 05feb73; opb 235 OAO
	CCCP-86698 CCCP-86698	II-62 II-62	AFL/Moscow-DME AFL/Domodedovo	trf trf	11feb77 oct86	soc 23oct91 as life-time expired and canx same date; seen DME mar93, wfu; I/n DME 08sep93, in the
2 13 04	CCCP-86699	II-62	Soviet Gvt/AFL c/s	toc	02feb73	process of being broken up line # 13-04; rgd 20feb73; opb 235 OAO; f/n SYD 15mar73; l/n LHR 03jul74
	CCCP-86699 RA-86699	II-62 II-62	AFL/Moscow Aeroflot	trf DME	22oct75 09jul93	I/n DME 10sep92
2 13 05	RA-86699 YR-IRB	II-62 II-62	Domodedovo Airl. TAROM	trf mfd	25jul94 06apr73	f/n DME 23sep94; l/n DME 26aug95; soc 25sep95 as life-time expired; canx 29sep95; broken up at DME line # 13-05; rgd 28apr73; f/n LBG 31may73; CofA expired 15mar93; canx 01feb96; l/n OTP jul96,
2 13 03						stored; offered for sale jan98
	UN-86502(2)	II-62	Trans Asian Al	IST	27aug98	registration without hyphen; named 'Babay'; seen wfu at ALA 24sep99/08jun01 and later broken up; see c/n 3933345
3 14 01	SP-LAC	II-62	LOT	rgd	24mar73	line # 14-01; VIP aircraft, used by the Polish leader Edward Gierek; named 'Fryderyk Chopin' after a 19th century composer; f/n LHR 13may73; returned to the Soviet Union reportedly in 1980 (but possibly only in
	no code	II-62	Soviet Air Force	toc	1983 ?	1982); canx 18nov82; overhauled by 243 ARZ at Tashkent opb 37th Air Army (long-range aviation) at Engels, used by the commander of long-range aviation; in
	CCCP-86556	II-62	Soviet AF/AFL c/s	r/r	late80s	blueish grey c/s with Red Stars; photo exists opb 37th Air Army at Engels; f/n CKL 04jun92; seen Engels 13aug96 and 12aug99; preserved in the long-
	RA-86556	II-62	Soviet AF/AFL c/s	ph.	2007	range aviation museum at Engels from 08aug00, f/n aug01 preserved in the long-range aviation museum at Engels (N51.472777 E46.189906) with changed prefix
3 14 02	DM-SEF	II-62	Interflug	rgd	10apr73	(while 'CCCP-' remained on engine No. 4), seen mid-2007/may21 line # 14-02; I/n SXF 30apr80
5 14 02	DDR-SEF	II-62 II-62	Interflug	rgd	26mar81	wfu 03may89; canx 14apr89; ferried to LEJ and used as a rescue trainer (at N51.410058 E12.217655), l/n oct10; the tail was removed by 28nov10 and relocated to Leipzig city for use as a café at Arno-Nitzsche-
						Strasse 43-45 (N51.309743 E12.392802), f/n 29jan11 (still without the wings attached), seen jul11 being
3 14 03	DM-SEG	II-62	Interflug	rgd	04may73	repainted, f/n in full c/s 20aug11; l/n aug24 line # 14-03; l/n SXF 30apr80
	DDR-SEG	II-62	Interflug	rgd	15oct81	last flight 23oct89 (to the grass strip at Stölln-Rhinow); preserved at Stölln-Rhinow (N52.744940 E12.383930), named 'Lady Agnes' after Agnes Lilienthal, the wife of the German aviation pioneer Otto
3 14 04	CCCP-86659	II-62	Soviet AF/AFL c/s	mfd	23aug73	Lilienthal; in use as a museum; l/n jun24 line # 14-04; opb 223 LO at Chkalovski; rgd 29dec73; f/n Sperenberg 09dec76; l/n Sperenberg 04jul78;
	CCCP-86659	II-62	AFL/Uzbekistan-TAS	trf	06apr79	photo still in Soviet Air Force magazine jul80, but see next line f/n PRG jul88; l/n TAS 15apr92
3 14 05	UK-86659 DM-SEH	II-62 II-62	Uzbekistan Airways Interflug	FRA	27jul93 04jul73	//n TAS 00may98; wfu 21oct98; canx but date unknown; broken up line # 14-05; l/n SXF 30apr80
	DDR-SEH	II-62	Interflug	rgd	19may81	wfu 09nov89; I/n ERF may91; preserved as a restaurant at Allach (2 km from Erfurt airport), I/n 04sep99; broken up sep99, by 25sep99 only a small piece of the nose and the tail cone were left
3 15 01	OK-DBE	II-62	CSA	rgd	20aug73	line # 15-01; named 'Brno'; d/d 23aug73; wfu 01dec88; canx 05jan89 used as ground instructional
3 15 02	OK-DBF	II-62	CSA	d/d	17sep73	airframe; I/n PRG 10sep90; broken up 1992 line # 15-02; rgd 24sep73; f/n LHR 03nov73; w/o 20aug75 when hit a sand dune on approach to
3 15 03	CCCP-86700	II-62M	AFL/International	mfd	17dec73	Damascus and exploded; all 11 crew and 115 passengers killed; canx 06oct75 line # 15-03; toc 29dec73; rgd 09jan74; f/n LHR 18jan74; in an incident report 16apr74 when had a near-
	CCCP-86700	II-62M	AFL/Far East-KHV	trf	22dec77	miss with Tu-104B CCCP-42430 over Serbino near Leningrad I/n TAS 15apr92
	RA-86700 RA-86700	II-62M II-62M	Aeroflot Dalavia	DME trf	20mar93 01jun93	l/n KHV 12may95, in Aeroflot c/s and titles; soc 11mar97 as life-time expired; canx 19mar97; broken up
3 15 04	CCCP-86701	II-62M	AFL/International	mfd	09jan74	line # 15-04; toc 10jan74; f/n LHR 12jan74; rgd 18jan74; in an incident report 09jun74 en route from Rabat to SVO on flight SU334 (near-miss with II-18 CCCP-74260 en route from SVO to Sofia on flight
	CCCP-86701	II-62M	AFL/Moscow-DME	trf	25may78	SU171)
	CCCP-86701	II-62M	AFL/Domodedovo	trf	oct86	I/n DME 16aug92

3 15 05	RA-86701 CCCP-86702 CCCP-86702	II-62M II-62M II-62M	Aeroflot AFL/International AFL/Far East-KHV	mfd trf	20mar93 09dec73 25may78	soc 26jan93 as life-time expired; broken up; was still current on register feb01; canx by sep01 line # 15-05; toc 18jan74; f/n LHR 25jan74; rgd 29jan74
	RA-86702 RA-86702	II-62M II-62M	Aeroflot Dalavia	KHV trf	24may93 01jun93	l/n DME 25aug97; soc 29jan98 as life-time expired; canx 30jan98; broken up
3 16 01	CCCP-86703	II-62M	AFL/International	toc	28jul74	line # 16-01; rgd 28aug74
	CCCP-86703 CCCP-86703	II-62M II-62M	AFL/GosNII GA AFL/Domodedovo	trf trf	19may75 31jan89	f/n SVO 04oct75 I/n DME 16aug92
	RA-86703	II-62M	Aeroflot	DME		opb DPO GA; w/o 07nov92 during maintenance at DME when a fuel tank in the right wing caught fire (ignited by an electrical lamp) while a valve was being changed, the fire could not be extinguished and the aircraft burnt out; wreck scrapped at DME mar93; only soc in 2001
4 16 02	OK-EBG	II-62	CSA	d/d	07mar74	line # 16-02; named 'Banská Bystrica'; rgd 11.mar74; f/n AMS 23may74; wfu 26oct91; departed Prague 25nov91 to USA; canx 16jan92; to Charlotte Aerospace Company, NC, apr92; seen with 'British Aerospace VC-10' titles in a scrapyard at Maxton Laurinburg, NC, 02jun93/oct00; subsequently broken up and not noted by jul05
4 16 03	CCCP-86704	II-62	AFL/International	toc	30mar74	line # 16-03; f/n LHR 31mar74; rgd 24apr74; l/n AMS 10may74; carried additional small 'Cubana' titles PRG sep74/mar75; photo LHR aug75, with just Aeroflot titles
	CCCP-86704 UK-86704	II-62 II-62	AFL/Uzbekistan Uzbekistan Airways	trf LED	01feb77 11jul94	l/n KBP 15apr92 l/n TAS 08may95; soc 30nov95 as life-time expired; broken up by ATB at Tashkent in 1997/98
4 16 04	SP-LAD	II-62	LOT	mfd	apr74	line # 16-04; rgd 25apr74; named 'Kazimierz Pulaski'; f/n FRA 01jun74; d/d ex WAW 17apr83; canx 03may83
	CCCP-86707 RA-86707	II-62 II-62	AFL/KrasnoyarKJA Aeroflot	toc DME	13jul83 20mar93	rgd 29aug83; f/n DME 24mar86; l/n LED 16jul91
	RA-86707	II-62	KrasAir	trf	05apr94	f/n DME 26aug95; I/n BCN 28aug98
4 16 05	RA-86707 CCCP-86705	II-62 II-62M	Aeroflot c/s, n/t AFL/International	KJA mfd	03jun01 25may74	wfu, in technical School; not in jan02 fleet list; soc 19jul01 as life-time expired; canx 15dec03; l/n 20jun06 line # 16-05; toc 07jun74; f/n AMS 09jun74; rgd 20jun74; carried additional small 'Cubana' titles mar76
1 10 00	CCCP-86705	II-62M	AFL/Moscow-DME	trf	14jun78	
	CCCP-86705 RA-86705	II-62M II-62M	AFL/Domodedovo Aeroflot	trf DME	oct86 20mar93	I/n DME 10sep92 I/n DME 04jul94
	RA-86705	II-62M	Domodedovo Airl.	trf	25jul94	soc 06feb95 as life-time expired and canx same date; broken up
4 17 01	CCCP-86605	II-62	AFL/International	toc	18jun74	line # 17-01; rgd 02jul74; f/n LHR 04sep74; leased to Cubana in late 1974, seen with additional small 'Cubana' titles PRG nov74 and aug75; l/n LHR 08feb76
	CCCP-86605	II-62	AFL/Kazakhstan	trf	19may77	opb Alma-Altinski OAO; was acquired by Krasnoyarski OAO as a source of spares and ferried to KJA jan87 (was not yet there 26dec86); seen KJA 29jan87, still complete; soc 02mar87 as life-time expired and canx the same day; seen partially disassembled KJA 21aug88; the hulk was scrapped
4 17 02	CCCP-86606	II-62	AFL/International	mfd	05jul74	line # 17-02; toc 23jul74; rgd 14aug74; f/n LHR 18aug74; l/n LGW 02jul77; carried additional small 'Cubana' titles PRG jan75/sep75, seen as such at SXF
4 17 03	CCCP-86606 CCCP-86607	II-62 II-62	AFL/Uzbekistan-TAS AFL/International	trf mfd	21oct78 12sep74	last reported in an incident report at DME 04jul87; soc 27jan88 as life-time expired and canx same date line # 17-03; toc 27sep74; f/n LHR 04oct74; rgd 18oct74; carried additional small 'Cubana' titles PRG
	CCCP-86607	II-62	AFL/Moscow	trf	22aug78	11mar76; seen LGW 28may77, after lease seen DME 24sep87; soc 11mar92 as life-time expired; canx 11jul92; l/n DME sep92/sep93 being broken
4 17 04	CCCP-86608	II-62	AFL/International	toc	11sep74	up line # 17-04; f/n AMS 14sep74; rgd 18oct74; carried additional small 'Cubana' titles PRG dec74/may75;
	CCCP-86608	II-62	AFL/Uzbekistan	trf	17jul77	seen ARN jun75 and LHR 02nov75 after lease; I/n LGW 09jul77 soc 18dec89 as life-time expired; canx 22dec89
4 17 05	CCCP-86609	II-62	AFL/International	toc	18oct74	line # 17-05; rgd 30oct74; f/n ARN 03nov74; carried additional small 'Cubana' titles PRG mar75/may75; I/n LGW 17sep77
4 18 01	CCCP-86609 CCCP-86610	II-62 II-62	AFL/Kazakhstan AFL/International	trf toc	11dec77 03nov74	soc 26nov86 as life-time expired; I/n ALA 22apr93, derelict line # 18-01; f/n ARN 17nov74; rgd 21nov74; carried additional small 'Cubana' titles PRG jan75/oct75
	CCCP-86610	II-62	AFL/Uzbekistan	trf	09dec77	
	CCCP-86610 CCCP-86610	II-62 II-62	LOT AFL/Uzbekistan	lsd ret	29mar85 09oct85	in full Aeroflot c/s and titles with additional 'Chartered by LOT Polish Airlines' titles I/n TAS 15apr92
	UK-86610	II-62	Uzbekistan Airways	LHR	20apr93	wfu 08aug95; I/n TAS 1995/2010 used as ground trainer but no longer present by 2011; soc and canx date unknown and broken up
4 18 02	SP-LAE	II-62	LOT	mfd	nov74	line # 18-02; rgd 07dec74; named 'Henryk Sienkiewicz'; f/n LHR 15dec74; d/d ex WAW 25sep83; canx 10oct83
	CCCP-86708 RA-86708	II-62 II-62	AFL/KrasnoyarKJA Aeroflot	toc LED	14jan84 14jun93	rgd 21feb84; f/n LED 05may89; l/n TAS 15apr92
	RA-86708	II-62 II-62	KrasAir	trf	05apr94	f/n IST 11aug95; I/n KJA 27jan02; soc 17sep02 as life-time expired; canx 15dec03; moved to a lake near
4 10 02	CCCD 86611	11.60		mfd		Krasnoyarsk, seen there 10jul05/27aug07; broken up in late jul08, only cockpit and tail remained by 03aug08
4 18 03	CCCP-86611	II-62	Soviet Gvt/AFL c/s	mfd	mar75	line # 18-03; Salon; rgd 04apr75; mfd also given as 08aug75, after modifications ?; toc 13sep75; f/n SXF 30jun76
	CCCP-86611 CCCP-86611	II-62 II-62	AFL/Uzbekistan-TAS LOT	trf Isd	30aug77 26may84	f/n LHR 02jun84; I/n LHR 21jul84
	CCCP-86611 CCCP-86611	II-62 II-62	AFL/Uzbekistan LOT	ret Isd	22nov84 31mar85	
	CCCP-86611	II-62	AFL/Uzbekistan	ret	05sep85	
	CCCP-86611 RA-86611	II-62 II-62	AFL/Domodedovo Aeroflot	trf DME	12aug88 20mar93	I/n DME 10sep92 I/n DME 01sep93; was rep for Domodedovo Airlines; soc 13dec93 as life-time expired; canx 27dec93;
4 18 04	CCCP-86612	II-62TS	Soviet Gvt/AFL c/s	mfd	25may75	broken up line # 18-04; Salon (HF/SatCom equipped); toc 13sep75; rgd 26sep75; opb 235 OAO at VKO; f/n SXF
	CCCP-86612	II-62TS	Soviet AF/AFL c/s	trf	26aug78	jun76; l/n HEL 06apr78 based on a decree issued 20jul78; rgd 01feb79; VIP aircraft; opb military unit 15565 at Chkalovski; f/n
	CCCP-86612	II-62TS	Sov. Navy/AFL c/s	trf	1981	Sperenberg 20oct78; I/n Sperenberg 12mar81 reportedly initially based either at Khorol or at Kipelovo, but that is not confirmed; opb the 2nd detachment
	86612	II-62TS	Ukraine Air Force	Mkk	18sep96	of 278 otae 33 TSBP i PLS MA at Nikolayev-Kulbakino VIP aircraft, but SatCom removed; in full 'blue' Aeroflot c/s including titles, but with a Ukrainian flag on the
	00012	1-0213		PIKK	1056090	fin; was the personal aircraft of Ukrainian defence minister Valeri Shutay (the whith a Short time; later leased to Atlant-SV and based at Simferopol until ran out of hours; sat wfu at Mykolayiv-Kulbakino, seen may02/dec09; sold to a private person (reportedly a Kiev businessman) in 2010; disassembled starting apr10 and paint removed, the bare metal fuselage was seen 27aug10; transported in parts on low loaders to Hlevakha just north of Vasilkiv air base in autumn 2010 (there are photos of the forward fuselage on a low loader 15oct10); assembly completed 21dec10; preserved in bare metal at Hlevakha (N50.248861 E30.292511), //n jan21
4 18 05	OK-BYV (1) OK-FBF	II-62 II-62	Cs-Gvt (LSFMV) CSA	d/d rgd	dec74 04aug81	line # 18-05; rgd 13feb75; canx 04aug81 d/d 05aug81; wfu 03nov91
	OK-FBF	II-62	Espe Air	PRG	12mar93	named 'HumanitÚ'; I/n PRG jul93
	OK-FBF	II-62	Georgia Air Prague	PRG	28nov93	I/n operational PRG feb95; canx 12mar98; stored at OSR, seen jun95/sep98; bought by Ronald Seunig's company Ronja in 1997, assembled in his "Excalibur City" shopping and entertainment centre at
						Chvalovice-Hate near the Czech-Austrian border (N48.76390 E16.06529) in 1998/99 and decorated in spectacular colours by professor Ernst Fuchs, f/n jun99; in use as the "Jet Restaurant" from 2000, l/n
5 19 01	CCCP-86613	II-62	Soviet Gvt/AFL c/s	mfd	feb75	sep24 line # 19-01; toc 25mar75; f/n LHR 30mar75; rgd 08apr75; opb 235 OAO
	CCCP-86613 CCCP-86613	II-62 II-62	AFL/Moscow-DME AFL/Domodedovo	trf trf	22jul76 oct86	dbr 21nov90 on a flight from DME to Yakutsk when was diverted to Magan because of fog at Yakutsk,
						touched down only 1,647 metres beyond the runway threshold and did not use reverse, so overran the runway, ended up in a ravine 3,978 metres behind the runway threshold and 2,331 metres after touch-
						down and broke up, 3 out of 10 crew and 9 of the 179 passengers injured; canx 11jan91; tail section still present at Magan (N62.099689 E129.54164) by jul04; soc 11jan91
5 19 02	YR-IRC YR-IRC	II-62 II-62	TAROM Cubana	mfd Isd	31mar75 jan90	line # 19-02; rgd 14apr75; f/n AMS 19jul75 l/n MAD 24jun90
	YR-IRC UN-86503(2)	II-62 II-62	TAROM Trans Asian Al	ret BKK	1990 14feb99	CofA expired 14jun94; canx 01feb96 as 'scrapped'; I/n OTP jun95/sep98 stored, offered for sale jan98 named 'Djanik'; I/n IST 07aug00; see c/n 4934512; see f/n next line
	UN-86503(2) EX-62100	II-62 II-62	Quadrotour-Aero Quadrotour-Aero	IST FRU	07aug00 17aug00	in basic ex Trans Asian Al c/s; I/n FRU sep04/nov04 wfu; broken up FRU 2005
5 19 03	CCCP-86614	II-62M	AFL/International	mfd	23apr75	line # 19-03; toc 30apr75; f/n LHR 07may75; rgd 16may75; carried additional small 'Cubana' titles, seen as such PRG 12feb76; w/o 27may77 on the leg from Lisbon to Havana of a flight from Moscow to Havana when the crew did not feed the correct air pressure into the altimeters (ATC had transmitted a wrong pressure), the aircraft descended too early, entered fog on final approach, collided at a height of 23-25 metres with a power-line 1,820 metres in front of the runway threshold, lost its stabiliser and parts of the right flap, cut the tops of 22 pain trees, crashed on wasteland 1,270 metres from the runway threshold and 212 metres to the right of its extended centreline and burnt out, all 10 crew and 57 of the 59 passengers killed and the 2 survivors seriously injured; t/t 5,549 hours and 1,144 cycles; soc 30jun77 and canx same date
5 19 04 5 19 05	CCCP-86615 CCCP-86616	II-62 II-62	AFL/Kazakhstan AFL/Moscow-DME	toc mfd	28may75 13jun75	line # 19-04; rgd 19jun75; f/n Gross Dölln (Templin) 06nov75; soc 26nov86 as life-time expired line # 19-05; toc 30jul75; rgd 04aug75; f/n DME 30oct77
> 00	CCCP-86616 CCCP-86616	II-62 II-62	AFL/Ulyanovsk HFS AFL/Moscow-DME	trf trf	23mar85 18jun85	······································
	CCCP-86616 CCCP-86616	II-62 II-62	AFL/Moscow-DME AFL/Domodedovo	trf	oct86	soc 23oct91 as life-time expired; canx 29oct91; I/n DME 20mar93; in the process of being broken up at
25 20 3 1 4	CCCP-86617	II-62	Soviet Gvt/AFL c/s	mfd	jul75	DME 14may93 line # 20-01; toc 18sep75; rgd 30sep75; f/n LHR 09oct75 and again 28dec75; opb 235 OAO
	CCCP-86617 CCCP-86617	II-62 II-62	AFL/Moscow AFL/Domodedovo	trf trf	27apr77 15jul87	soc 23oct90 as life-time expired

35 20 4 2 2	CCCP-86618	II-62M	AFL/International	mfd	jul75	line # 20-02; toc 31aug75; f/n LHR 13sep75; rgd 30sep75; c/n in MGA document as just '20422'; carried additional small 'Cubana' titles PRG 06nov75 and early 1976; at LHR 04jul76 after lease; at SXF sep78; carried additional 'Official Olympic Carrier' titles
	CCCP-86618 RA-86618	II-62M II-62M	AFL/Far East Dalavia	trf trf	06mar80 01jun93	<pre>//n 24may93 f/n DME 09jul93, Aeroflot c/s and titles; l/n KHV 12may95; soc 15may97 as life-time expired; canx 26may97</pre>
35 20 2 3 3	CCCP-86619 CCCP-86619	II-62M II-62M	AFL/Moscow AFL/GosNII GA	mfd trf	25aug75 21nov75	line # 20-03; toc 08oct75; rgd 10oct75
	CCCP-86619 CCCP-86619	II-62M II-62M	AFL/Moscow AFL/KrasnoyarKJA	trf trf	03feb76 10jan83	f/n DME 13nov77 I/n DME 22feb92
35 20 3 4 5	RA-86619 CCCP-86620	II-62M II-62M	KrasAir AFL/International	trf mfd	05apr94 sep75	f/n VIE oct95; soc 12apr99 as life-time expired and canx same date line # 20-04; toc 17oct75; f/n AMS 29oct75; rgd 04nov75; l/n LHR 12aug78; l/n LHR 08jun79, without 'Official Olympic Carrier' titles
	CCCP-86620 RA-86620	II-62M II-62M	AFL/Far East-KHV Dalavia	trf trf	05dec79 01jun93	f/n DME 01sep93, Aeroflot c/s and titles; l/n DME 07may95, as such; soc 18aug97 as life-time expired;
35 20 5 5 6	CCCP-86621	II-62M	AFL/International	mfd	sep75	canx 22aug97; broken up line # 20-05; toc 10nov75; rgd 14nov75; f/n LHR 21dec75; carried additional small 'Cubana' titles PRG
	CCCP-86621 CCCP-86621	II-62M II-62M	AFL/Moscow	trf	13apr82	dec75/jan76; photo SXF 31aug76; photo LHR 1979 with 'Official Olympic Carrier' titles
	RA-86621 RA-86621	II-62M II-62M II-62M	AFL/Domodedovo Aeroflot	trf DME	oct86 07jul93	I/n DME 22feb92 I/n DME 06sep93 I/n DME 10sep93
45 21 6 1 7	CCCP-86622 CCCP-86622 CCCP-86622	II-62M II-62M II-62M	Domodedovo Airl. AFL/International AFL/Moscow-DME	trf mfd trf	25jul94 06nov75 24apr82	f/n GDX 13may95; soc 04sep96 as life-time expired; canx 05sep96; broken up line # 21-01; toc 27nov75; f/n AMS 06dec75; rgd 08dec75; 'Official Olympic Carrier' titles
	CCCP-86622 RA-86622	II-62M II-62M	AFL/Domodedovo Aeroflot	trf	oct86 02sep93	I/n DME 20mar93
45 21 7 2 8	RA-86622 CCCP-86623	II-62M II-62M	Domodedovo Airl. AFL/International	trf mfd	25jul94 22nov75	f/n DME 02jul95; l/n DME 28aug95; soc 29dec95 as life-time expired and canx same date; broken up line # 21-02; toc 12dec75; f/n LHR 27dec75; rgd 14jan76; photo BUD may78 with 'Official Olympic
	CCCP-86623	II-62M	AFL/Far East-KHV	trf	28oct80	Carrier' titles I/n DME 10sep92
	RA-86623 RA-86623	II-62M II-62M	Aeroflot Dalavia	DME trf	20mar93 01jun93	l/n KHV 12may95; soc 01dec97 as life-time expired; canx 04dec97; broken up
45 21 8 3 9	CCCP-86624 CCCP-86624	II-62 II-62	Soviet AF/AFL c/s AFL/Moscow-DME	mfd trf	24dec75 05may77	line # 21-03; toc 17jan76; opb 235 OAO; rgd 22jan76; f/n SVO 07feb76; l/n SXF 02apr77
45 21 9 4 1	CCCP-86624 CCCP-86450	II-62 II-62TS	AFL/Domodedovo Soviet Gvt/AFL c/s	trf mfd	oct86 19aug76	I/n SXF 24jun90; soc 23oct91 as life-time expired; canx 29oct91; broken up line # 21-04; Salon (HF/SatCom equipped); toc 23aug76; rgd 07sep76; opb 235 OAO; f/n BRU 05oct76 and HAM 26apr78 with Leonid Brezhney; J/n CGN 04may78
	CCCP-86450 CCCP-86450	II-62 II-62	AFL/Moscow LOT	toc Isd	26mar80 07apr80	SatCom removed; rgd 04apr80 in full Aeroflot c/s with additional 'chartered by LOT Polish Airlines' titles; f/n LHR 30apr80; l/n ATH 27jul80
	CCCP-86450 CCCP-86450	II-62 II-62	AFL/Moscow AFL/Ulyanovsk HFS	ret trf	11oct80 02mar82	
	CCCP-86450 CCCP-86450	II-62 II-62	AFL/Moscow AFL/Ulyanovsk HFS	trf trf	09aug82 01oct82	
	CCCP-86450 CCCP-86450	II-62 II-62	AFL/Domodedovo AFL/Ulyanovsk HFS	trf trf	16jun87 22dec87	
	CCCP-86450 CCCP-86450	II-62 II-62	AFL/Domodedovo AFL/Ulyanovsk HFS	trf trf	18may88 15oct88	
	CCCP-86450 CCCP-86450	II-62 II-62	AFL/Domodedovo AFL/Ulyanovsk HFS	trf trf	28may89 01jul89	
	CCCP-86450 CCCP-86450	II-62 II-62	AFL/Domodedovo AFL/Ulyanovsk HFS	trf trf	12may90 unknown	on charge as of 01jul90
	CCCP-86450 CCCP-86450	II-62 II-62	AFL/Domodedovo AFL/Ulyanovsk HFS	trf trf	19apr91 01jul91	soc 02mar93 as life-time expired and canx same date; I/n ULV sep92/jun94 as a ground instructional
45 21 1 5 2	CCCP-86451	II-62	Soviet AF/AFL c/s	mfd	feb77	airframe line # 21-05; c/n also given as 52105, but see below; based at Chkalovski; rgd 10feb77; f/n HAV 24apr77; l/n Gross Dölln (Templin) 24feb81; later based Khorol (Far East) and then at Mykolayiv-Kulbakino with 278 otae, 2nd detachment (33 TsBP i PLS MA) and presumably operated by Soviet Navy ?
	86451 UR-86451	II-62 II-62	Ukraine Air Force Atlant	trf Mkk	1992 18sep96	leased from Ukrainian Air Force and based at Simferopol until the hours ran out; wfu at Mykolayiv- Kulbakino; seen aug05 with faded titles and logo, seven digit c/n checked; l/n Mykolayiv-Kulbakino 03sep09; not seen aug10, fate ?
16 22 2 1 2	CCCP-86452 CCCP-86452	II-62M II-62M	AFL/International AFL/Far East-KHV	mfd trf	11mar76 20jan79	line # 22-01; toc 07apr76; f/n LHR 12apr76; rgd 23apr76
	RA-86452 RA-86452	II-62M II-62M	Dalavia Tretyakovo	trf SHJ	01jun93 28dec01	initially still in full Aeroflot c/s including titles; f/n KHV 07jul94; l/n KHV 12may95, as such; repainted in full Dalavia c/s; f/n DME 22jul00, as such; l/n KHV 31jul01 cargo aircraft; l/n IST 25sep02; w/o 23oct02 on a positioning flight from Moscow-DME to Bishkek-Manas
	KA-004J2	11-0214	Петдакомо	2112	2000001	when the captain (the general manager of Tretyakovo who was not actually qualified to act as a captain) committed several severe mistakes on landing and initiated a go-around at low speed with engines # 2 and
						3 shut down, the nose gear lifted off again, the aircraft veered off the runway, crashed into the concrete perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22oct04
16 22 3 2 3	CCCP-86453 CCCP-86453	II-62 II-62	Soviet Gvt/AFL c/s AFL/Moscow	mfd trf	01jun76 09jun77	perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060
16 22 3 2 3	CCCP-86453 CCCP-86453 RA-86453	II-62 II-62 II-62	AFL/Moscow AFL/KrasnoyarKJA Aeroflot	trf trf LED	09jun77 22may86 16jun93	perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22oct04 line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; f/n LHR 22aug76
16 22 3 2 3	CCCP-86453 CCCP-86453	II-62 II-62	AFL/Moscow AFL/KrasnoyarKJA	trf trf	09jun77 22may86	perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22oct04 line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; f/n LHR 22aug76 f/n IST 31jan96; not in fleet list 02nov04; soc 05oct05 as life-time expired; l/n KJA 20jun06 and seen in technical school (N56.182066 E92.461471) aug07; with SibGAU (Siberian State Aerospace University)
16 22 3 2 3 16 22 4 3 4	CCCP-86453 CCCP-86453 RA-86453	II-62 II-62 II-62	AFL/Moscow AFL/KrasnoyarKJA Aeroflot	trf trf LED	09jun77 22may86 16jun93	<ul> <li>perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22oct04</li> <li>line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; f/n LHR 22aug76</li> <li>f/n IST 31jan96; not in fleet list 02nov04; soc 05oct05 as life-time expired; l/n KJA 20jun06 and seen in technical school (N56.182066 E92.461471) aug07; with SibGAU (Siberian State Aerospace University) titles since at least 16aug14; l/n Jul20</li> <li>line # 22-03; toc 03may76; f/n LHR 15may76; rgd 24may76; l/n LHR 25feb79, with 'Official Olympic</li> </ul>
	CCCP-86453 CCCP-86453 RA-86453 RA-86453	II-62 II-62 II-62 II-62	AFL/Moscow AFL/KrasnoyarKJA Aeroflot KrasAir	trf trf LED trf	09jun77 22may86 16jun93 05apr94	<ul> <li>perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22oct04</li> <li>line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; f/n LHR 22aug76</li> <li>f/n IST 31jan96; not in fleet list 02nov04; soc 05oct05 as life-time expired; l/n KJA 20jun06 and seen in technical school (N56.182066 E92.461471) aug07; with SibGAU (Siberian State Aerospace University) titles since at least 16aug14; l/n jul20</li> <li>line # 22-03; toc 06may76; f/n LHR 15may76; rgd 24may76; l/n LHR 25feb79, with 'Official Olympic Carrier' titles</li> <li>l/n KHV oct92</li> <li>f/n KHV 12may95; soc 19dec96 as life-time expired; canx</li> </ul>
	CCCP-86453 CCCP-86453 RA-86453 RA-86453 CCCP-86454 CCCP-86454 RA-86454 SP-LAF	II-62 II-62 II-62 II-62 II-62M II-62M II-62M II-62	AFL/Moscow AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Far East Dalavia LOT	trf LED trf mfd trf trf	09jun77 22may86 16jun93 05apr94 apr76 18may79 01jun93 20may76	<ul> <li>perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22oct04</li> <li>line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; f/n LHR 22aug76</li> <li>f/n IST 31jan96; not in fleet list 02nov04; soc 05oct05 as life-time expired; l/n KJA 20jun06 and seen in technical school (N56,182066 E92.461471) aug07; with SibGAU (Siberian State Aerospace University) titles since at least 16aug14; l/n jul20</li> <li>line # 22-03; toc 06may76; f/n LHR 15may76; rgd 24may76; l/n LHR 25feb79, with 'Official Olympic Carrier' titles</li> <li>l/n KHV cot92</li> <li>f/n KHV 24may93, in Aeroflot c/s and titles; l/n KHV 12may95; soc 19dec96 as life-time expired; canx 23dec96; broken up</li> <li>line # 22-04; rgd 30may76; named 'Adam Mickiewicz'; d/d ex WAW 22may83; canx 14jun83</li> </ul>
16 22 4 3 4	CCCP-86453 CCCP-86453 RA-86453 RA-86453 CCCP-86454 CCCP-86454 RA-86454	II-62 II-62 II-62 II-62 II-62M II-62M II-62M	AFL/Moscow AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Far East Dalavia	trf trf LED trf mfd trf	09jun77 22may86 16jun93 05apr94 apr76 18may79 01jun93 20may76 22nov83 02sep93	<ul> <li>perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22oct04</li> <li>line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; f/n LHR 22aug76</li> <li>f/n IST 31jan96; not in fleet list 02nov04; soc 05oct05 as life-time expired; I/n KJA 20jun06 and seen in technical school (N56.182066 E92.461471) aug07; with SibGAU (Siberian State Aerospace University) titles since at least 16aug14; I/n jul20</li> <li>line # 22-03; toc 06may76; f/n LHR 15may76; rgd 24may76; I/n LHR 25feb79, with 'Official Olympic Carrier' titles</li> <li>I/n KHV oct92</li> <li>f/n KHV 24may93, in Aeroflot c/s and titles; I/n KHV 12may95; soc 19dec96 as life-time expired; canx 23dec36; broken up</li> </ul>
16 22 4 3 4	CCCP-86453 CCCP-86453 RA-86453 RA-86453 CCCP-86454 CCCP-86454 RA-86454 SP-LAF CCCP-86709 RA-86709	II-62 II-62 II-62 II-62 II-62M II-62M II-62M II-62 II-62 II-62	AFL/Moscow AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Far East Dalavia LOT AFL/KrasnoyarKJA Aeroflot	trf LED trf mfd trf trf mfd rgd DME	09jun77 22may86 16jun93 05apr94 apr76 18may79 01jun93 20may76 22nov83	<ul> <li>perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22oct04</li> <li>line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; f/n LHR 22aug76</li> <li>f/n IST 31jan96; not in fleet list 02nov04; soc 05oct05 as life-time expired; l/n KJA 20jun06 and seen in technical school (N56.182066 E92.461471) aug07; with SibGAU (Siberian State Aerospace University) titles since at least 16aug14; l/n jul20</li> <li>line # 22-03; toc 06may76; f/n LHR 15may76; rgd 24may76; l/n LHR 25feb79, with 'Official Olympic Carrier' titles</li> <li>l/n KHV cot92</li> <li>f/n KHV 24may93, in Aeroflot c/s and titles; l/n KHV 12may95; soc 19dec96 as life-time expired; canx 23dec96; broken up</li> <li>line # 22-04; rgd 30may76; named 'Adam Mickiewicz'; d/d ex WAW 22may83; canx 14jun83 on charge as of 01jan84; f/n DME 23apr89; l/n KJA 01jul92</li> <li>in full c/s; f/n DXB 08oct96; l/n IST 19nov03; last flight 2004, not in fleet list 02nov04; sat wfu at KJA with additional 'Nebesny BAR' (Sky Bar) titles on the forward fuselage, seen as such 09jul05/apr08; soc 05oct05</li> </ul>
16 22 4 3 4	CCCP-86453 CCCP-86453 RA-86453 RA-86453 CCCP-86454 CCCP-86454 RA-86454 SP-LAF CCCP-86709 RA-86709 RA-86709 RA-86709 CCCP-86455 CCCP-86455	II-62 II-62 II-62 II-62 II-62M II-62M II-62 II-62 II-62 II-62 II-62 II-62	AFL/Moscow AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Far East Dalavia LOT AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/International AFL/International AFL/Indercow-DME	trf trf LED trf trf mfd rgd DME trf trf	09jun77 22may86 16jun93 05apr94 apr76 18may79 01jun93 20may76 22nov83 02sep93 05apr94 01jun76 26oct80	<ul> <li>perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22oct04</li> <li>line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; f/n LHR 22aug76</li> <li>f/n IST 31jan96; not in fleet list 02nov04; soc 05oct05 as life-time expired; l/n KJA 20jun06 and seen in technical school (N56.182066 E92.461471) aug07; with SibGAU (Siberian State Aerospace University) titles since at least 16aug14; l/n jul20</li> <li>line # 22-03; toc 06may76; f/n LHR 15may76; rgd 24may76; l/n LHR 25feb79, with 'Official Olympic Carrier' titles</li> <li>l/n KHV oct92</li> <li>f/n KHV 24may93, in Aeroflot c/s and titles; l/n KHV 12may95; soc 19dec96 as life-time expired; canx 23dec96; broken up</li> <li>line # 22-04; rgd 30may76; named 'Adam Mickiewicz'; d/d ex WAW 22may83; canx 14jun83 on charge as of 01jan84; f/n DME 23apr89; l/n KJA 01jul92</li> <li>in full c/s; f/n DXB 08oct96; l/n IST 19nov03; last flight 2004, not in fleet list 02nov04; sat wfu at KJA with additional 'Nebesny BAR' (Sky Bar)' titles on the forward fuselage, seen as such 09jul05/apr08; soc 05oct05 as life-time expired; cadditional titles not mentioned in reports apr/oct09; scrapped at KJA in autumn 2009 line # 22-05; toc 10jun76; f/n LHR 03jul76; rgd 12jul76; photo exists with 'Official Olympic Carrier' titles</li> </ul>
16 22 4 3 4 6 22 04	CCCP-86453 CCCP-86453 RA-86453 RA-86453 CCCP-86454 CCCP-86454 RA-86454 SP-LAF CCCP-86709 RA-86709 RA-86709 CCCP-86455	II-62 II-62 II-62 II-62 II-62M II-62M II-62 II-62 II-62 II-62 II-62	AFL/Moscow AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Far East Dalavia LOT AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International	trf trf LED trf trf trf mfd trf trf DME trf	09jun77 22may86 16jun93 05apr94 apr76 18may79 01jun93 20may76 22nov83 02sep93 05apr94 01jun76 26oct80 01jun76 26oct80 10sep92	<ul> <li>perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22oct04</li> <li>line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; f/n LHR 22aug76</li> <li>f/n IST 31jan96; not in fleet list 02nov04; soc 05oct05 as life-time expired; l/n KJA 20jun06 and seen in technical school (N56.182066 E92.461471) aug07; with SibGAU (Siberian State Aerospace University) titles since at least 16aug14; l/n jul20</li> <li>line # 22-03; toc 06may76; f/n LHR 15may76; rgd 24may76; l/n LHR 25feb79, with 'Official Olympic Carrier' titles</li> <li>l/n KHV oct92</li> <li>f/n KHV 24may93, in Aeroflot c/s and titles; l/n KHV 12may95; soc 19dec96 as life-time expired; canx 23dec96; broken up</li> <li>line # 22-04; rgd 30may76; named 'Adam Mickiewicz'; d/d ex WAW 22may83; canx 14jun83 on charge as of 01jan84; f/n DME 23apr89; l/n KIA 01jul92</li> <li>in full c/s; f/n DXB 08oct96; l/n IST 19nov03; last flight 2004, not in fleet list 02nov04; sat wfu at KJA with additional 'Nebesny BAR' (Sky Bar) titles on the forward fuselage, seen as such 09jul05/apr08; soc 05oct05 as life-time expired; carier' titles</li> <li>l/n DME 22may91</li> <li>l/n DME 22may91</li> <li>l/n DME 16jun94</li> </ul>
16 22 4 3 4 6 22 04	CCCP-86453 CCCP-86453 RA-86453 RA-86453 CCCP-86454 CCCP-86454 RA-86454 SP-LAF CCCP-86455 RA-86709 RA-86709 RA-86709 CCCP-86455 CCCP-86455	II-62 II-62 II-62 II-62M II-62M II-62M II-62 II-62 II-62 II-62 II-62M II-62M II-62M	AFL/Moscow AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Far East Dalavia LOT AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/International AFL/Domodedovo	trf trf LED trf trf trf trf trf trf	09jun77 22may86 16jun93 05apr94 apr76 18may79 01jun93 20may76 22nov83 02sep93 05apr94 01jun76 26oct80 oct86	perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22oct04 line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; f/n LHR 22aug76 f/n IST 31jan96; not in fleet list 02nov04; soc 05oct05 as life-time expired; l/n KJA 20jun06 and seen in technical school (N56.182066 E92.461471) aug07; with SibGAU (Siberian State Aerospace University) titles since at least 16aug14; l/n jul20 line # 22-03; toc 06may76; f/n LHR 15may76; rgd 24may76; l/n LHR 25feb79, with 'Official Olympic Carrier' titles l/n KHV oct92 f/n KHV 47may93, in Aeroflot c/s and titles; l/n KHV 12may95; soc 19dec96 as life-time expired; canx 23dec96; broken up line # 22-04; rgd 30may76; named 'Adam Mickiewicz'; d/d ex WAW 22may83; canx 14jun83 on charge as of 01jan84; f/n DME 23apr89; l/n KJA 01jul92 in full c/s; f/n DXB 08oct96; l/n IST 19nov03; last flight 2004, not in fleet list 02nov04; sat wfu at KJA with additional 'Nebesny BAR' (Sky Bar) titles on the forward fuselage, seen as such 09jul05/apr08; soc 05oct05 as life-time expired; additional titles not mentioned in reports apr/oct09; scrapped at KJA in autumn 2009 line # 22-05; toc 10jun76; f/n LHR 03jul76; rgd 12jul76; photo exists with 'Official Olympic Carrier' titles l/n DME 22may91 l/n DME 22may91 l/n DME 20may95; soc 22sep95 as life-time expired and canx same date; broken up line # 22-01; already f/n SV0 19may76; toc 24jun76; rgd 16jul76; photo aug79 with 'Official Olympic
16 22 4 3 4 6 22 04 26 22 6 5 6	CCCP-86453 CCCP-86453 RA-86453 RA-86453 CCCP-86454 CCCP-86454 CCCP-86454 SP-LAF CCCP-86455 RA-86709 RA-86709 CCCP-86455 CCCP-86455 CCCP-86455 RA-86455 RA-86455	II-62 II-62 II-62 II-62 II-62M II-62M II-62 II-62 II-62 II-62 II-62 II-62 II-62M II-62M II-62M II-62M II-62M	AFL/Moscow AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Far East Dalavia LOT AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Moscow-DME AFL/Domodedovo Aeroflot Domodedovo Airl.	trf trf LED trf trf mfd trf trf mfd trf trf trf DME trf DME trf	09jun77 22may86 16jun93 05apr94 apr76 18may79 01jun93 20may76 22nov83 05apr94 01jun76 26oct80 oct86 10sep92 25jul94	<pre>perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22oct04 line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; f/n LHR 22aug76 f/n IST 31jan96; not in fleet list 02nov04; soc 05oct05 as life-time expired; l/n KJA 20jun06 and seen in technical school (N56.182066 E92.461471) aug07; with SibGAU (Siberian State Aerospace University) titles since at least 16aug14; l/n jul20 line # 22-03; toc 06may76; f/n LHR 15may76; rgd 24may76; l/n LHR 25feb79, with 'Official Olympic Carrier' titles l/n KHV cet92 f/n KHV cet92 f/n KHV cet92 in full c/s; f/n DXB 08oct96; l/n IST 19nov03; last flight 2004, not in fleet list 02nov04; sat wfu at KJA with additional 'Nebesny BAR' (Sky Bar) titles on the forward fuselage, seen as such 09jul05/apr08; soc 05oct05 as life-time expired; additional titles not metrioned in reports apr/oct09; scrapped at KJA in autumn 2009 line # 22-05; to 10jun76; f/n LHR 03jul76; rgd 12jul76; photo exists with 'Official Olympic Carrier' titles l/n DME 12gmay91 l/n DME 12gmay91 l/n DME 12gmay91 l/n DME 12gmay76; NO YO 19may76; toc 24jun76; rgd 16jul76; photo aug79 with 'Official Olympic Carrier' titles; l/n ORY 02sep78 dbr 30jun90 on landing at Yakutsk when engines # 1 and 4 were unintentionally set to take-off thrust instead of reverse, the aircraft rolled into a ravine, 1 passenger died but all other 108 occupants escaped;</pre>
16 22 4 3 4 6 22 04 26 22 6 5 6	CCCP-86453 RA-86453 RA-86453 RA-86453 CCCP-86454 CCCP-86454 CCCP-86454 SP-LAF CCCP-86455 RA-86709 RA-86709 RA-86709 RA-86709 RA-8675 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455	II-62 II-62 II-62 II-62 II-62M II-62M II-62M II-62 II-62 II-62 II-62 II-62M II-62M II-62M II-62M II-62M II-62M II-62M II-62M	AFL/Moscow AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Far East Dalavia LOT AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Domodedovo Aeroflot Domodedovo Airl. AFL/International AFL/Moscow-DME AFL/Domodedovo AFL/International	trf trf LED trf mfd trf trf mfd trf mfd trf trf trf mfd trf trf	09jun77 22may86 16jun93 05apr94 apr76 18may79 01jun93 20may76 22nov83 02sep93 05apr94 01jun76 26oct80 oct86 10sep92 25jul94 22jun94 22jun94 22jun94 22jun94	<pre>perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22oct04 line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; f/n LHR 22aug76 f/n IST 31jan96; not in fleet list 02nov04; soc 05oct05 as life-time expired; l/n KJA 20jun06 and seen in technical school (N56.182066 E92.461471) aug07; with SibGAU (Siberian State Aerospace University) titles since at least 16aug14; l/n jul20 line # 22-03; toc 06may76; f/n LHR 15may76; rgd 24may76; l/n LHR 25feb79, with 'Official Olympic Carrier' titles l/n KHV oct92 f/n KHV 24may93, in Aeroflot c/s and titles; l/n KHV 12may95; soc 19dec96 as life-time expired; canx 23dec96; broken up line # 22-04; rgd 30may76; named 'Adam Mickiewicz'; d/d ex WAW 22may83; canx 14jun83 on charge as of 01jan84; f/n DME 23apr89; l/n KIA 01jul92 in full c/s; f/n DXB 08oct96; l/n IST 19nov03; last flight 2004, not in fleet list 02nov04; sat wfu at KJA with additional 'Nebesny BAR' (Sky Bar)' titles on the forward fuselage, seen as such 09jul05/apr08; soc 05oct05 as life-time expired; additional titles not mentioned in reports apr/oct09; scrapped at KJA in autumn 2009 line # 22-05; toc 10jun76; f/n LHR 03jul76; rgd 12jul76; photo exists with 'Official Olympic Carrier' titles l/n DME 15jun94 f/n DME 15jun94 f/n DME 07may95; soc 22sep95 as life-time expired and canx same date; broken up line # 22-01; aready f/n SVO 19may76; toc 24jun76; rgd 16jul76; photo aug79 with 'Official Olympic Carrier' titles; l/n ORY 02sep78 dbr 30jun90 on landing at Yakutsk when engines # 1 and 4 were unintentionally set to take-off thrust</pre>
16 22 4 3 4 6 22 04 26 22 6 5 6 26 23 7 1 7	CCCP-86453 RA-86453 RA-86453 RA-86453 CCCP-86454 CCCP-86454 RA-86454 SP-LAF CCCP-86454 RA-86709 RA-86709 RA-86709 RA-86709 CCCP-86455 CCCP-86455 RA-86455 RA-86455 RA-86455 CCCP-86455 CCCP-86456 CCCP-86457 CCCP-86457 CCCP-86457	II-62 II II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 III	AFL/Moscow AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Far East Dalavia LOT AFL/Far East Dalavia LOT AFL/Far East Dalavia LOT AFL/Far East Dalavia AFL/Far East Dalavia AFL/Far East Dalavia AFL/Far East Dalavia AFL/Moscow-DME AFL/Domodedovo AFL/International AFL/Moscow-DME AFL/Domodedovo	trf trf LED trf mfd trf trf trf DME trf DME trf trf trf trf trf	09jun77 22may86 16jun93 05apr94 apr76 18may79 01jun93 20may76 22nov83 02sep93 05apr94 01jun76 26oct80 oct86 10sep92 25jul94 22jun76 30aug82 oct86	perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22oct04 line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; f/n LHR 22aug76 f/n IST 31jan96; not in fleet list 02nov04; soc 05oct05 as life-time expired; l/n KJA 20jun06 and seen in technical school (N56.182066 E92.461471) aug07; with SibGAU (Siberian State Aerospace University) titles since at least 16aug14; l/n jul20 line # 22-03; toc 06may76; f/n LHR 15may76; rgd 24may76; l/n LHR 25feb79, with 'Official Olympic Carrier' titles l/n KHV oct92 f/n KHV 0ct92 f/n KHV 0ct92 f/n KHV 0ct92 in full cvs; f/n DMB 08oct96; l/n IST 19nov03; last flight 2004, not in fleet list 02nov04; sat wfu at KJA with additional 'Nebesny BAR' (Sky Bar) titles on the forward fuselage, seen as such 09jul05/apr08; soc 05oct05 as life-time expired; additional titles not mentioned in reports apr/oct09; scrapped at KJA in autumn 2009 line # 22-05; toc 10jun76; f/n LHR 03jul76; rgd 12jul76; photo exists with 'Official Olympic Carrier' titles l/n DME 02may91 i/n DME 16jun94 f/n DME 02may91 i/n DME 16jun94 f/n DME 02may91 i/n DME 16jun94 f/n DME 07may95; soc 22sep95 as life-time expired and canx same date; broken up line # 22-01; aready f/n SVO 19may76; toc 24jun76; rgd 16jul76; photo aug79 with 'Official Olympic Carrier' titles; l/n ORY 02sep78 dbr 30jun90 on landing at Yakutsk when engines # 1 and 4 were unintentionally set to take-off thrust instead of reverse, the aircraft rolled into a ravine, 1 passenger died but all other 108 occupants escaped; soc 30nov90 and canx same date; wreck still present jul94
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16 22 4 3 4 6 22 04 26 22 6 5 6 26 23 7 1 7 26 23 8 2 2	CCCP-86453 RA-86453 RA-86453 RA-86453 CCCP-86454 CCCP-86454 RA-86454 SP-LAF CCCP-86454 RA-86709 RA-86709 RA-86709 RA-86709 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86457 CCCP-86457 CCCP-86457 RA-86457 RA-86457 RA-86457 RA-86457 CCCP-86458 CCCP-86458 CCCP-86458	II-62 II II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 III	AFL/Moscow AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Far East Dalavia LOT AFL/Far East Dalavia LOT AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Moscow-DME AFL/Domodedovo Aeroflot Domodedovo Airl. AFL/International	trf trf LED trf mfd trf trf DME trf DME trf trf ET trf ET trf trf trf trf trf trf trf trf trf trf	09jun77 22may86 16jun93 05apr94 apr76 18may79 01jun93 20may76 22nov83 02sep93 05apr94 01jun76 26oct80 00t86 10sep92 25jul94 22jun76 30aug82 oct86 14may82 oct86 20mar93 225jul94 jun76 01apr84 20sep84	perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22oct04 line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; f/n LHR 22aug76 f/n IST 31jan96; not in fleet list 02nov04; soc 05oct05 as life-time expired; l/n KJA 20jun06 and seen in technical school (N56.182066 E92.461471) aug07; with SibGAU (Siberian State Aerospace University) titles since at least 16aug14; l/n jul20 line # 22-03; toc 06may76; f/n LHR 15may76; rgd 24may76; l/n LHR 25feb79, with 'Official Olympic Carrier' titles //n KHV oct92 f/n KHV 24may93, in Aeroflot c/s and titles; l/n KHV 12may95; soc 19dec96 as life-time expired; canx 23dec96; broken up line # 22-04; rgd 30may76; named 'Adam Mickiewicz'; d/d ex WAW 22may83; canx 14jun83 on charge as of 01jan84; f/n DME 23apr89; l/n KJA 01jul92 in full c/s; f/n DXB 08oct96; l/n IST 19nov03; last flight 2004, not in fleet list 02nov04; sat wfu at KJA with additional 'Nebesny BAR' (Sky Bar) titles on the forward fuselage, seen as such 09jul05/apr08; soc 05oct05 as life-time expired; additional titles not mentioned in reports apr/oct09; scrapped at KJA in autumn 2009 line # 22-05; toc 10jun76; f/n LHR 03jul76; rgd 12jul76; photo exists with 'Official Olympic Carrier' titles //n DME 22may91 //n DME 22may91 //n DME 16jun94 f/n DME 07may95; soc 22sep95 as life-time expired and canx same date; broken up line # 23-01; already f/n SVO 19may76; toc 24jun76; rgd 16jul76; photo aug79 with 'Official Olympic Carrier' titles; l/n ORY 02sep78 dbr 30jun90 on landing at Yakutsk when engines # 1 and 4 were unintentionally set to take-off thrust instead of reverse, the aircraft rolled into a ravine, 1 passenger died but all other 108 occupants escaped; soc 30nov90 and canx same date; wreck still present jul94 line # 23-02; toc 29jul76; f/n LHR 03aug76; rgd 11aug76; 'Official Olympic Carrier' titles; l/n LHR 01sep79
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16 22 4 3 4 6 22 04 26 22 6 5 6 26 23 7 1 7 26 23 8 2 2	CCCP-86453 RA-86453 RA-86453 RA-86453 CCCP-86454 CCCP-86454 CCCP-86454 SP-LAF CCCP-86709 RA-86709 RA-86709 RA-86709 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 CCCP-86458	II-62 III-62 III-62 II-6	AFL/Moscow AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Far East Dalavia LOT AFL/Far East Dalavia LOT AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Moscow-DME AFL/Domodedovo Aeroflot Domodedovo Airl. AFL/International AFL/Moscow-DME AFL/Domodedovo Aeroflot Domodedovo Airl. AFL/International AFL/Moscow-DME AFL/Domodedovo Aeroflot Domodedovo Airl. AFL/International AFL/International AFL/International AFL/Jupanovsk HFS AFL/Jomodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS	trf trfD LED trf mfd trf mfd trf mfd trf mfd trf mfd trf trf trf trf trf trf trf trf trf trf	09jun77 22may86 16jun93 05apr94 18may79 01jun93 20may76 22nov83 02sep93 05apr94 01jun76 26oct80 0ct86 10sep92 25jul94 22jun76 30aug82 oct86 20mar93 305apr94 30aug82 oct86 20mar93 25jul94 22jun76 14may82 0ct86 20mar93 25jul94 23aug88 24oct88 20may89 unknown 15may90 07nov90 22feb91 unknown	<pre>perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22oct04 line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; f/n LHR 22aug76 f/n IST 31jan96; not in fleet list 02nov04; soc 05oct05 as life-time expired; l/n KJA 20jun06 and seen in technical school (N56.182066 E92.461471) aug07; with SibGAU (Siberian State Aerospace University) titles since at least 16aug14; l/n jul20 line # 22-03; toc 06may76; f/n LHR 15may76; rgd 24may76; l/n LHR 25feb79, with 'Official Olympic Carrier titles l/n KHV otd92 l/n KHV atd92 line # 22-04; rgd 30may76; named 'Adam Mickiewicz'; d/d ex WAW 22may83; canx 14jun83 on charge as of 01jan84; rfn DHE 23apr89; l/n KIA 01jul92 line # 22-05; toc 10jun76; f/n LHR 15 nov03; last flight 2004, not in fleet list 02nov04; sat wfu at KJA with additional 'Nebesny BAR' (Sky Bar) titles on the forward fuselage, seen as such 09jul05/apr08; soc 05oct05 as life-time expired; additional titles not mentioned in reports aprotect09; soct 076ct09 line # 22-05; toc 10jun76; f/n LHR 03jul76; rgd 12jul76; photo exists with 'Official Olympic Carrier' titles //n DME 27may91 //n DME 27may91 line # 23-01; aiready f/n SV0 19may76; toc 24jun76; rgd 16jul76; photo aug79 with 'Official Olympic Carrier' titles //n DME 07may95; soc 22sep95 as life-time expired and canx same date; broken up line # 23-01; aiready f/n SV0 19may76; toc 24jun76; rgd 16jul76; photo aug79 with 'Official Olympic Carrier' titles //n DME 02may91 line # 23-01; aiready f/n SV0 19may76; toc 24jun76; rgd 16jul76; photo aug79 with 'Official Olympic Carrier' titles //n DME 02may91 line # 23-02; toc 29jul76; f/n FRA 03aug76; rgd 11aug76; 'Official Olympic Carrier' titles; l/n LHR 01sep79 //n DME 23sep94; l/n DME 26aug95 being scrapped; canx 20dec95; soc 08feb96 as life-time expired line # 23-03; toc 03sep76; f/n LHR 11sep76; rgd 22oct76; seen jul79 with 'Official Olympic Carrier' titles; l/n LGW 30jul83 on charge as of 01jul91; seen ULV 09sep92 with Russian flag</pre>
16 22 4 3 4 6 22 04 26 22 6 5 6 26 23 7 1 7 26 23 8 2 2	CCCP-86453 RA-86453 RA-86453 RA-86453 CCCP-86454 CCCP-86454 RA-86454 SP-LAF CCCP-86454 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 CCCP-86458	II-62 II II-62 III-62 III-62 II II II-62 II II II-62 II II II-62 II II II-6	AFL/Moscow AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Far East Dalavia LOT AFL/Far East Dalavia LOT AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Moscow-DME AFL/Domodedovo Aeroflot Domodedovo Airl. AFL/International AFL/Domodedovo AFL/International AFL/Domodedovo AFL/International AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo	trf LED Ltf mfd trf DME trf DME trf DME trf DME trf Efd trf Ltf trf Ltf trf Ltf trf Ltf Ltf M Ltf Ltf M Ltf Ltf M Ltf Ltf Ltf Ltf Ltf Ltf Ltf Ltf Ltf Ltf	09jun77 22may86 16jun93 05apr94 apr76 18may79 01jun93 20may76 22nov83 02sep93 05apr94 01jun76 26oct80 0ct86 10sep92 25jul94 22jun76 30aug82 oct86 20mar93 25jul94 jun76 14may82 oct86 20mar93 25jul94 jun76	<pre>perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22oct04 line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; f/n LHR 22aug76 //n IST 31jan96; not in fleet list 02nov04; soc 05oct05 as life-time expired; l/n KJA 20jun06 and seen in technical school (N56.182066 E92.461471) aug07; with SibGAU (Siberian State Aerospace University) titles since at least 16aug14; l/n jul20 line # 22-03; toc 06may76; f/n LHR 15may76; rgd 24may76; l/n LHR 25feb79, with 'Official Olympic Carrier'titles l/n KHV atray23, in Aeroflot c/s and titles; l/n KHV 12may95; soc 19dec96 as life-time expired; canx 23dec96; broken up line # 22-04; rgd 30may76; named 'Adam Mickiewicz'; d/d ex WAW 22may83; canx 14jun83 on charge as of 01jan84; f/n DME 23apr89; l/n KIA 01jul92 in full c/s; f/n DXB 08oct96; l/n IST 19nov03; last flight 2004, not in fleet list 02nov04; sat wfu at KIA with additional 'Nebesny BAR' (Sky Bar) titles on the forward fuselage, seen as such 09jul05/apr08; soc 05oct05 as life-time expired; additional titles not mentioned in reports apr/oct09; scrapped at KJA in autumn 2009 line # 22-01, laready f/n SVO 19may76; toc 24jun76; rgd 16jul76; photo aug79 with 'Official Olympic Carrier' titles l/n DME 22may91 //n DME 16jun94 //n DME 07may95; soc 22sep95 as life-time expired and canx same date; broken up line # 23-01; already f/n SVO 19may76; toc 24jun76; rgd 16jul76; photo aug79 with 'Official Olympic Carrier' titles; l/n OKY 02sep78 dbr 30jun90 on landing at Yakutsk when engines # 1 and 4 were unintentionally set to take-off thrust instead of reverse, the aircraft rolled into a ravine, 1 passenger died but all other 108 occupants escaped; soc 30nov90 and canx same date; wreck still present jul94 line # 23-03; toc 03sep76; f/n LHR 11sep76; rgd 22oct76; seen jul79 with 'Official Olympic Carrier' titles; l/n LHR 01sep79 //n DME 26aug95 being scrapped; canx 20dec95; soc 08feb96 as life-time expired line # 23-03; toc 03sep76; f/n LHR 11sep76; rgd 22oct76; seen jul79 w</pre>
16 22 4 3 4 6 22 04 26 22 6 5 6 26 23 7 1 7 26 23 8 2 2	CCCP-86453 RA-86453 RA-86453 RA-86453 CCCP-86454 CCCP-86454 RA-86454 SP-LAF CCCP-86454 RA-86709 RA-86709 RA-86709 RA-86709 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 CCCP-86458 CCCP-86458 CCCP-86458 CCCP-86458 CCCP-86458 CCCP-86458 CCCP-86458 CCCP-86458 CCCP-86458 RA-86458 RA-86458 RA-86458 RA-86458	II-62 III-62 II II-62 II II-62 II II-62 II II-62 II II-62 II II-62 II II-62 II	AFL/Moscow AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Far East Dalavia LOT AFL/Far East Dalavia LOT AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Moscow-DME AFL/Domodedovo Aeroflot Domodedovo Airl. AFL/International AFL/Domodedovo AFL/International AFL/Domodedovo AFL/International AFL/Domodedovo Airl. AFL/International AFL/Domodedovo Airl. AFL/International AFL/Domodedovo ArFL/International AFL/Jonodedovo AFL/Ulyanovsk HFS AFL/Danodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Diromodedovo AFL/Ulyanovsk HFS AFL/Diromodedovo AFL/Ulyanovsk HFS AFL/Diromodedovo AFL/Ulyanovsk HFS AFL/Diromodedovo AFL/Ulyanovsk HFS AFL/Diromodedovo AFL/Ulyanovsk HFS AFL/Diromodedovo AFL/Ulyanovsk HFS AFL/Diromodedovo AFL/Ulyanovsk HFS AFL/Diromodedovo	trf LED Ltf mfd trf DME trf DME trf DME trf DME trf DME trf DME trf DME trf DME trf MG trf trf DME trf MG trf DME trf MG trff MG	09jun77 22may86 16jun93 05apr94 apr76 18may79 01jun93 20may76 22nov83 02sep93 05apr94 01jun76 26oct80 oct86 10sep92 25jul94 22jun76 30aug82 oct86 20mar93 25jul94 jun76 14may82 oct86 20mar93 225jul94 jun76 01apr84 24oct88 20mar93 225jul94 jun76	<pre>perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22x0ct04 line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; t/n LHR 22aug76 //n LST 31jan96; not in fleet list 02nov04; soc 05oct05 as life-time expired; l/n KIA 20jun06 and seen in technical school (N56.182066 E92.461471) aug07; with SibGAU (Siberian State Aerospace University) titles since at least 16aug14; /n jul20 line # 22-03; toc 06may76; t/n LHR 15may76; rgd 24may76; l/n LHR 25feb79, with 'Official Olympic Carrier'titles //n KHV ot52 //n KHV ot52 //n KHV armay33, in Aeroflot c/s and titles; l/n KHV 12may95; soc 19dec96 as life-time expired; canx 23dec96; broken up line # 22-04; rgd 30may76; named 'Adam Mickiewicz'; d/d ex WAW 22may83; canx 14jun83 on charge as of 01jan84; t/n DME 23apr89; l/n KIA 01jul92 in full c/s; f/n DXB 08oct96; l/n IST 19nov03; last flight 2004, not in fleet list 02nov04; sat wfu at KJA with additional 'Webeny BAR' (Sky Bar) titles on the forward fuselage; seen as such 03jul05/apr08; soc 05oct05 as life-time expired; additional titles not mentioned in reports apr/oct09; scrapped at KJA in autumn 2009 line # 22-01; aready 1/n SVO 19may76; toc 24jun76; rgd 16jul76; photo aug79 with 'Official Olympic Carrier' titles //n DME 22may91 //n DME 22may91 //n DME 22may91 //n DME 07may95; soc 22sep95 as life-time expired and canx same date; broken up line # 23-01; already f/n SVO 19may76; toc 24jun76; rgd 16jul76; photo aug79 with 'Official Olympic Carrier' titles; l/n ORY 02sep78 //n DME 02sep78 //n DME 02sep78; l/n LHR 11sep76; rgd 22oct76; seen jul79 with 'Official Olympic Carrier' titles; l/n LHR 01sep79 //n DME 23sep94; l/n DME 26aug95 being scrapped; canx 20dec95; soc 08feb96 as life-time expired line # 23-03; toc 03sep76; f/n LHR 11sep76; rgd 22oct76; seen jul79 with 'Official Olympic Carrier' titles; l/n LHR 01sep79 //n DME 23sep94; l/n DME 26aug95 being scrapped; canx 20dec95; soc 08feb96 as life-time expired line # 23-03; toc 03sep76; f/n LHR 11sep76; rgd 22oct7</pre>
16 22 4 3 4 6 22 04 26 22 6 5 6 26 23 7 1 7 26 23 8 2 2 36 23 8 3 4	CCCP-86453 RA-86453 RA-86453 RA-86453 CCCP-86454 CCCP-86454 RA-86454 SP-LAF CCCP-86454 RA-86709 RA-86709 RA-86709 RA-86709 RA-86709 RA-86709 RA-86709 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86455 CCCP-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 RA-86457 CCCP-86458 CCP-86458 CCP-86458 CCP-86458 C	II-62 II II-62 III-62 II II-62 II II-62 II II-62 II II-62 II II-62 II II-62 II II	AFL/Moscow AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Far East Dalavia LOT AFL/Far East Dalavia LOT AFL/KrasnoyarKJA Aeroflot KrasAir AFL/International AFL/Moscow-DME AFL/Domodedovo Aeroflot Domodedovo Airl. AFL/International AFL/Domodedovo AFL/International AFL/Domodedovo AFL/International AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS AFL/Domodedovo AFL/Ulyanovsk HFS	trf trfD LED trf mfd trf mfd trf mfd trf mfd trf mfd trf mfd trf mfd trf trf trf trf trf trf trf trf trf trf	09jun77 22may86 16jun93 05apr94 apr76 18may79 01jun93 20may76 22onv83 02sep93 05apr94 01jun76 26oct80 0ct86 10sep92 25jul94 22jul94 22jun76 30aug82 oct86 14may82 20mar93 225jul94 22jul94 22jun76 30aug82 oct86 14may82 20mar93 25jul94 22jun76	<pre>perimeter wall and burnt out, all 7 crew and 2 passengers escaped; t/t 34,662 hours 37 minutes and 6,060 cycles; soc 22x0ct04 line # 22-02; toc 08jun76; rgd 19jul76; opb 235 OAO; t/n LHR 22aug76 //n IST 31jan96; not in fleet list 02nov04; soc 05oct05 as life-time expired; l/n KIA 20jun06 and seen in technical school (N56.182066 F92.461471) aug07; with SibGAU (Siberian State Aerospace University) titles since at least 16aug14; //n jul20 line # 22-03; toc 06may76; t/n LHR 15may76; rgd 24may76; l/n LHR 25feb79, with 'Official Olympic Carrier' titles //n KHV ots2 //n KHV 24may93, in Aeroflot c/s and titles; l/n KHV 12may95; soc 19dec96 as life-time expired; canx 23dec96; broken up line # 22-04; rgd 30may76; named 'Adam Mickiewicz'; d/d ex WAW 22may83; canx 14jun83 on charge as of 01jan84; t/n DME 23apr89; l/n KIA 01jul92 lin full c/s; f/n DXB 08oct96; l/n IST 19nov03; last flight tout not in fleet list 02nov04; soc 05oct05 as life-time expired; additional titles not mentioned in reports apr/oct09; scrapped at KJA in autumn 2009 line # 22-01; act 20may91 //n DME 05may95, soc 22sep95 as life-time expired and canx same date; broken up line # 23-01; already f/n SVO 19may76; toc 24jun76; rgd 16jul76; photo aug79 with 'Official Olympic Carrier' titles; l/n OKY 02sep78 dbr 30jun90 on landing at Yakutsk when engines # 1 and 4 were unintentionally set to take-off thrust instead of reverse, the aircraft rolled into a ravine, 1 passenger died but all other 108 occupants escaped; soc 30nov90 and canx same date; wered still present jul94 line # 23-01; already f/n DME 26aug95 being scrapped; canx 20dec95; soc 08feb96 as life-time expired line # 33-03; toc 03sep76; f/n LHR 11sep76; rgd 22oct76; seen jul79 with 'Official Olympic Carrier' titles; //n DME 03sep78; f/n LHR 11sep76; rgd 22oct76; seen jul79 with 'Official Olympic Carrier' titles; //n LGW 30jul83 on charge as of 01jul91; seen ULV 09sep92 with Russian flag soc 05feb96 as life-time expired and canx same date; seen ULY 17aug99; seen 2011/sep20 preserved at the Jnstut</pre>

	RA-86459	II-62	KrasAir	trf	29may95	f/n DXB 19feb97; seen KJA 03jun01 with additional 'Heaven's Bar' titles; I/n KJA 27jan02; still in fleet list dec02 but no longer by jan03; seen KJA 04jul03 in use as a bar on public holidays; soc 25feb03 as life-
36 23 8 5 6	CCCP-86460	II-62M	Soviet Gvt/AFL c/s	mfd	06jan77	Lime expired; canx 29au(3); Jr KJA (N56.175346 E92.491957) oct10/17sep19 Lime # 23-05; II-62M Salon TM-3SUR (SatCom-equipped), opb 235 OAO; toc 10jan77; rgd 21jan77; f/n VKO 24jan77; l/n CGM 25nov81
	CCCP-86460 CCCP-86460	II-62M II-62M	AFL/Moscow-DME AFL/Domodedovo	trf trf	09sep82 oct86	SatCom removed f/n DME 24sep87; l/n DME 10sep92
	RA-86460	II-62M	Aeroflot	DME	23may93	I/n DME 16jun94
36 24 7 1 1	RA-86460 CCCP-86461	II-62M II-62M	Domodedovo Airl. Soviet Gvt/AFL c/s	trf mfd	25jul94 26jan77	f/n DME 15may95; canx 12aug98; soc 27aug98 as life-time expired; l/n DME 22jul00, derelict; broken up line # 24-01; II-62M Salon TM-3SUR (SatCom-equipped), opb 235 OAO; toc 02feb77; rgd 09feb77; f/n
	CCCP-86461	II-62M	AFL/Moscow-DME	trf	12mar83	ORY 20jun77; seen HAM 06may78; I/n VIE jun79
	CCCP-86461 RA-86461	II-62M II-62M	AFL/Domodedovo Aeroflot	trf DME	oct86 07jul93	f/n DME 24sep87; SatCom removed; l/n DME 16aug92 l/n DME 16jun94
36 24 6 2 3	RA-86461 CCCP-86462	II-62M II-62M	Domodedovo Airl. AFL/International	trf mfd	25jul94 12nov76	f/n DME 23sep94; soc 30jul98 as life-time expired; canx 08oct98; l/n DME 22jul00 derelict; broken up line # 24-02; toc 27nov76; rgd 06dec76; f/n LHR 06dec76; 'Official Olympic Carrier' titles
	CCCP-86462 CCCP-86462	II-62M II-62M	AFL/Moscow-DME AFL/Domodedovo	trf trf	01apr82 oct86	I/n DME 22may91
	RA-86462 RA-86462	II-62M II-62M	Aeroflot Domodedovo Airl.	DME trf	06sep93 25jul94	//n DME 16jun94 //n DME 16jun94 f/n DME 07may95; soc 16aug96 as life-time expired and canx same date; broken up
46 24 4 3 4	CCCP-86463	II-62M	AFL/International	mfd	29nov76	line # 24-03; toc 10dec76; f/n LHR 12dec76; rgd 17dec76
	CCCP-86463 CCCP-86463	II-62M II-62M	AFL/Moscow-DME AFL/Domodedovo	trf trf	04jan83 oct86	
	RA-86463 RA-86463	II-62M II-62M	Aeroflot Domodedovo Airl.	trf	23may93 25jul94	f/n DME 07may95; soc 30jan97 as life-time expired; canx 18feb97; l/n DME 25aug97; broken up
6 24 04	OK-GBH OK-GBH	II-62 II-62	CSA Espe Air Prague	d/d PRG	23dec76 mar93	line # 24-04; named 'Ustí nad Labem'; rgd 27dec76; f/n LHR 09apr77; wfu 05nov91 I/n MAD 11sep93; in basic ex CSA c/s
	OK-GBH	II-62	Georgia Air	PRG	apr94	wearing 'Air Prague' titles only; I/n PRG 14aug94 as such; stored at OSR jun95/sep98; canx 12mar99; moved to Heidenreichstein, is in use as restaurant there (N48.853452 E15.107733) I/n aug12/nov13 with
						'PREFA' titles; seen may18 preserved on the roof of a four storey building in the north of the city of Graz, with NOVA-AIR titles, will be used as an event location for hotel guests; I/n may23
46 24 1 5 1	CCCP-86464	II-62M	AFL/International	mfd	17dec76	line # 24-05; toc 14feb77; f/n LHR 18feb77; rgd 10mar77; seen PRG aug78; photo ARN aug80 with 'Official Olympic Carrier' titles
	CCCP-86464	II-62M	AFL/Far East-KHV	trf	02dec83	damaged 16aug91 on a flight from DME to Yuzhno-Sakahlinsk when engine # 4 suffered an uncontained failure after take-off at an altitude of 150 m but the aircraft managed to land safely 7 min after take-off
	RA-86464 RA-86464	II-62M II-62M	Aeroflot Dalavia	DME trf	23may93 01jun93	seen DME aug96; in Aeroflot c/s and titles; I/n KHV 12may99, as such
46 25 3 1 5	RA-86464 CCCP-86465	II-62M II-62M	Dalavia AFL/International	DME mfd	15aug99 09apr77	soc 20mar00 as life-time expired; canx 26jun00; broken up at KHV oct00 line # 25-01; toc 06may77; rgd 23may77; f/n LHR 30jun77; 'Official Olympic Carrier' titles
	CCCP-86465 CCCP-86465	II-62M II-62M	AFL/Moscow-DME AFL/Domodedovo	trf trf	01feb82 oct86	l/n DME 10sep92
	RA-86465 RA-86465	II-62M II-62M	Aeroflot Domodedovo Airl.	DME		f/n DME 15may95; l/n DME 25aug97; soc 31oct97 as life-time expired and canx same date; broken up
17 25 1 2 1	CCCP-86469	II-62M	Soviet Gvt/AFL c/s	mfd	mar77	dec97 line # 25-02; toc 28mar77; f/n LHR 03apr77; rqd 07apr77; opb 235 OAO
17 23 1 2 1	CCCP-86469 CCCP-86469	II-62M II-62M	AFL/International AFL/Moscow-DME	trf	08jul77 22may82	f/n LHR 24jul77; photo FRA 19aug78 and PRG apr79 with 'Official Olympic Carrier' titles
	CCCP-86469 RA-86469	II-62M II-62M	AFL/Domodedovo Aeroflot	trf	oct86 23may93	l/n DME 10sep92 l/n DME 16jun94
	RA-86469	II-62M	Domodedovo Airl.	trf	25jul94	f/n DME 14may95; I/n DME aug96; soc 17sep96 as life-time expired and canx same date; broken up at DME
17 25 2 3 4	CCCP-86470 CCCP-86470	II-62M II-62M	Soviet Gvt/AFL c/s AFL/International	mfd trf	mar77 09dec77	line # 25-03; toc 06apr77; rgd 19apr77; opb 235 OAO at VKO; f/n LHR 01may77 carried 'Official Olympic Carrier' titles ARN 1979; dbr 29sep82 on the leg from Moscow to Luxemburg-
	CCCF-00470	11-0214	Alginternational		0900077	Findel at night of a flight from Moscow to Lima when the thrust reverser of engine No. 1 did not apply
						during the landing run, the crew failed to switch off the engine, the aircraft swerved to the right, veered off the runway 1,300 metres behind the runway threshold, the wing struck a 1.3 metre high building, the aircraft broke through the perimeter fence, entered a forest, came to rest in a ravine and caught fire, all 11
27 25 2 4 5	CCCD 0(471	TL COM			2277	crew escaped but 7 of the 66 passengers killed; t/t 10,325 hours; soc 28jan83
27 25 3 4 5	CCCP-86471 CCCP-86471	II-62M II-62M	Soviet Gvt/AFL c/s AFL/International	mfd trf	23mar77 04dec78	line # 25-04; toc 20may77; rgd 02jun77; opb 235 OAO; f/n ORY 12jun77; l/n LHR 27may78 seen MUC 25mar79; photo PRG apr80 with 'Official Olympic Carrier' titles
	CCCP-86471 RA-86471	II-62M II-62M	AFL/Far East-KHV Aeroflot	trf SVO	14aug80 15may93	f/n LED 28feb81; l/n DME 10sep92
	RA-86471 RA-86471	II-62M II-62M	Dalavia Dalavia	trf DME	01jun93 20sep98	f/n DME 21may96, in Aeroflot c/s and titles t/t 34,293 hours and 6,072 cycles as of 01jul00; I/n DME 01mar01; no longer in fleet list by 2007; still
27 25 4 5 6	SP-LAG	II-62	LOT	rgd	25may77	current on register nov09; soc and canx date unknown; broken up line # 25-05; named 'Maria Curie-Sklodowska' after an early 20th century physicist and chemist; f/n LHR
	not known	II-62	Soviet Air Force	no	reports	12jun77; canx 18nov82; returned to the Soviet Union by 1983; overhauled by 243 ARZ at Tashkent probably opb 37th Air Army at Engels; in blueish grey c/s with Red Stars (seen as such at Tashkent)
	CCCP-86557 RA-86557	II-62 II-62	Soviet AF/AFL c/s Russian AF/AFL c/s	DME Eng	03jun92 12aug99	sighting correct, or in error for DME based II-62 CCCP-86657 c/n 10904 ? opb 37th Air Army (long-range aviation) at Engels, probably used by the commander of long-range
				5		aviation; I/n flying dec08; whi in the 2nd half of 2010 as the life-time of the engines had expired; sat whu at Engels, seen mar11/nov12; was preserved in the base museum at Engels from 2012, I/n may13; later
						parked on remote dispersals on the far north-east corner of Engels airfield, I/n there apr19; placed back on the flight line, f/n there 21aug19 and still present oct20; moved back to the long-range aviation museum
						at Engles by jun21 (N51.472777 E46.189906) and parked opposite RA-86556; J/n apr23; seen 22sep23 with wings and tail detached in the Patriot Park in Engles city (51.444819, 46.072811); J/n 04aug24 now
27 26 5 1 7	CCCP-86472	II-62M	Soviet Gvt/AFL c/s	toc	27jun77	complete line # 26-01; f/n HND 17jul77; rgd 26jul77; opb 235 OAO
2, 2001,	CCCP-86472 CCCP-86472	II-62M II-62M	AFL/Moscow-DME AFL/Domodedovo	trf trf	05oct78 oct86	I/n DME 10sep92
	RA-86472	II-62M	Domodedovo Airl.	trf	25jul94	f/n DME 14may95; soc 22aug97 as life-time expired; canx 02sep97; l/n DME jul00/may14 wfu/derelict; broken up jun14 at DME
27 26 6 2 8	CCCP-86495(1) RA-86495(1)	II-62M II-62M	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	18oct77 15apr93	line # 26-02; opb 223 LO at Chkalovski; rgd 12dec77; f/n Sperenberg 15mar79 seen CKL 18aug02 with engine covers marked 260231 (ie, fuselage number 2602 and tactical code 31 ?);
	101 00435(1)	11 0211	Russiun Alyare 6/5	Spi	1500155	I/n CKL 13jul07/09jan13, still in full Aeroflot c/s with titles, wfu with a damaged nose cone; t/t 6,180 hours and 3,400 cycles as of 01jul08; a press release feb10 from the Kazan factory stated this aircraft had
						arrived at the factory and it was subsequently determined unfit to be repaired, but photo dated jul10/sep10 at Chkalovski shows damaged nose, so obviously never went to Kazan; I/n CKL jan13
						(N55.875942 E38.033041), photo with nose cone from another aircraft; dismantled at CKL nov14/sep16; see RA-66495(2) with unknown c/n
37 26 7 3 9	CU-T1208	II-62M	Cubana	d/d	01jun77	line # 26-03; mfd 01jun77 from Aviacion en Cuba facebook site; named "Captain Wilfredo Perez" in honour of a Cubana pilot who was killed when his aircraft was sabotaged; last flight was 18jan92; t/t 17,864.45
37 26 8 4 1	CCCP-86473	II-62M	AFL/International	mfd	29jul77	hours and 4,122 cycles; I/n HAV 16nov96 wfu; not in 1998 fleet list, broken up line # 26-04; toc 26aug77; f/n LHR 02sep77? rgd 09sep77
5, 200 1 2	CCCP-86473 CCCP-86473	II-62M II-62M	AFL/Moscow-DME AFL/Domodedovo	trf trf	unknown oct86	on charge as of 01apr82 I/n DME 10sep92
	RA-86473	II-62M	Aeroflot	DME	20mar93	j/n DME 23sep94, see next line
37 26 9 5 2	RA-86473 CCCP-86474	II-62M II-62M	Domodedovo Airl. Soviet Gvt/AFL c/s	trf mfd	25jul94 sep77	f/n DME 07may95; canx 01nov96; soc 04nov86 as life-time expired; I/n DME 03sep97, being scrapped line # 26-05; f/n HND 13sep77 !; toc 24nov77; rgd 05dec77; opb 235 OAO; I/n CDG 30aug78
	CCCP-86474 RA-86474	II-62M II-62M	AFL/International Aeroflot Rus. Al	trf LUX	26sep79 05nov92	l/n SVO 14aug92 l/n CPH aug95; soc 30jan96 as life-time expired and canx same date; broken up at SVO
37 27 2 1 3	CCCP-86475	II-62M	Soviet Gvt/AFL c/s	mfd	14sep77	line # 27-01; toc 14mar78; rgd 27mar78; f/n VKO 04may78; II-62M Salon TM-3SUR (SatCom-equipped), opb 235 OAO; I/n CGN 21nov81, as such with SatCom
	CCCP-86475 CCCP-86475	II-62M II-62M	AFL/Moscow-DME AFL/Domodedovo	trf trf	28jul83 oct86	SatCom removed I/n DME 16aug92
	RA-86475 RA-86475	II-62M II-62M	Aeroflot Domodedovo Airl.	DME trf	20mar93 25jul94	I/n DME 16jun94 f/n DME 15may95; CofA expired 18may02; t/t 35,276 hours and 5,517 cycles; sat wfu at DME, seen
47 27 3 2 4	CCCP-86484	II-62M	AFL/GosNII GA	mfd	29may78	apr06/apr11; still current on register nov09; soc and canx date unknown; scrapped at DME 29/30apr11 line # 27-02; the first aircraft with a stronger wing and mentioned in the MGA document as such; h/o
	CCCP-86484	II-62M	AFL/Moscow-DME	trf	29mar79	03jul78; toc 03jul78; rgd 19jul78 f/n DME 30jun79
	CCCP-86484 RA-86484	II-62M II-62M	AFL/Domodedovo Aeroflot	trf DME	oct86 07jul93	l/n DME 16aug92 l/n DME 16jun94
	RA-86484	II-62M	Domodedovo Airl.	trf	25jul94	f/n DME 15may95; sat wfu at DME, seen jun06/aug09; t/t 47,824 hours and 7,427 cycles as of 01jul09; still current on Russian register nov09; scrapped at DME around 25feb/03mar10; soc and canx dates
47 27 4 3 5	CCCP-86477	II-62M	AFL/International	mfd	sep77	unknown line # 27-03; toc 15nov77; f/n LHR 08nov77; rgd 23nov77; seen LHR 04nov78 with 'Official Olympic
47 77 5 4 6	VD IDD	TI COM	TADOM	ا- مد	20000777	Carrier' titles; soc 08sep92 as life-time expired; canx 29sep92; I/n SVO 10jul94, derelict, broken up shortly afterwards
47 27 5 4 6	YR-IRD SP-LBR YR-IRD	II-62M II-62M II-62M	TAROM LOT TAROM	rgd rgd LHR	29sep77 27may86 01nov87	line # 27-04; f/n LHR 04jan78 f/n LHR 14jun86; canx 16apr87 but only restored to the register 25oct88 (or just a renewal); canx 25jun96
	YR-IRD YR-IRD	II-62M	Trans Asian Al		26mar98 ?	dbr 24apr98 at Istanbul, when an engine exploded as the aircraft was preparing to take-off and caught fire, all 9 crew and 64 passengers escaped; seen IST may98; canx 26may98; CofA was valid until 01oct98;
						hulk still present IST aug00; broken up

47 37 6 5 7	CCCP-86478	TL COM	AFI (International	mfd	29oct77	line # 37 OF, too 31dee77, f/s LUD 20dee77, and 02dee70, eees CUA 31euro70 with 10fficial Olympic
47 27 6 5 7		II-62M	AFL/International			line # 27-05; toc 21dec77; f/n LHR 30dec77; rgd 02jan78; seen GVA 31aug78 with 'Official Olympic Carrier' titles; I/n I/n SVO 18may91
47 28 1 1 8	RA-86478 CCCP-86479	II-62M II-62M	Aeroflot Rus. Al AFL/International	FRA mfd	24dec92 24dec77	I/n SVO 24sep94; soc 29aug95 as life-time expired and canx same date; broken up dec95 at SVO line # 28-01; toc 18jan78; rgd 01feb78; f/n CDG 14feb78
	CCCP-86479 RA-86479	II-62M II-62M	AFL/Far East-KHV Aeroflot	trf KHV	17aug80 28may93	I/n KHV oct92
	RA-86479	II-62M	Dalavia	trf	01jun93 12may99	I/n KHV 12may95, engineless, in Aeroflot c/s and titles
	RA-86479 RA-86479	II-62M II-62M	Dalavia Tretyakovo	DME	17jul02	l/n DME 18jul02; additional 'Tretyakovo' titles/logo jan02/jul02 l/n DME 19aug02
	RA-86479	II-62M	Dalavia	GMP	19apr04	I/n active KHV 23sep07; not in fleet list 08nov07; t/t 37,566 hours and 6,816 cycles as of 01jul08; stored at KHV, I/n 10may08; still current on register nov09; soc and canx date unknown; broken up
47 28 2 2 9	CCCP-86476 CCCP-86476	II-62M II-62M	AFL/International AFL/Far East-KHV	mfd trf	01apr78 20aug80	line # 28-02; toc 06apr78; f/n LHR 11apr78; rgd 25apr78; 'Official Olympic Carrier' titles
	RA-86476 RA-86476	II-62M II-62M	Aeroflot Dalavia	KHV trf	24may93 01jun93	I/n KHV 12may95 no engines, in Aeroflot c/s and titles; soc 10aug98 as life-time expired; canx 11sep98;
					-	broken up at KHV dec98
18 28 1 3 2	CU-T1209	II-62M	Cubana	mfd	13dec77	line # 28-03; d/d jan78; last flight 30jun96, t/t 23,168.43 hours and 5,187 cycles; l/n HAV nov97/jul99 wfu; not in 2001 fleet list, broken up
18 28 2 4 3	CU-T1215	II-62M	Cubana	mfd	04jan78	line # 28-04; d/d 09feb78; last flight 31jul95; t/t 23,878.09 hours and 5,152 cycles; l/n HAV nov97/jul99 wfu; not in 2001 fleet list; broken up
28 28 3 5 4	CCCP-86480 CCCP-86480	II-62M II-62M	AFL/Moscow-DME AFL/Domodedovo	mfd trf	12feb78 oct86	line # 28-05; toc 07mar78; rgd 17mar78 f/n DME 27jul87; l/n DME 12apr92
	RA-86480 RA-86480	II-62M II-62M	Aeroflot Domodedovo Airl.	DME trf	07jul93 25jul94	f/n DME 12may95; soc 24mar97 as life-time expired; canx 27mar97; broken up aug97
28 29 4 1 5	CCCP-86481	II-62M	AFL/Far East	toc	27apr78	line # 29-01; rgd 16may78; f/n DME 30aug88
	RA-86481	II-62M	Dalavia	trf	01jun93	f/n DME 01sep93, in Aeroflot c/s and titles; soc 03may01 as life-time expired and canx same date; I/n KHV 31jul01; broken up
28 29 5 2 6	CCCP-86482 CCCP-86482	II-62M II-62M	AFL/Moscow-DME AFL/Domodedovo	mfd trf	mar78 oct86	line # 29-02; toc 19apr78; rgd 05may78 I/n DME 10sep92
	RA-86482 RA-86482	II-62M II-62M	Aeroflot Domodedovo Airl.	DME trf	20mar93 25jul94	f/n DME 15may95; soc 17may96 as life-time expired; canx 21may96; l/n DME 16aug01 wfu, no engines;
28 29 6 3 7	CCCP-86483	II-62M	AFL/International	mfd	19may78	broken up line # 29-03; toc 19may78; rgd 06jun78; f/n LHR 17jun78; 'Official Olympic Carrier' titles
	RA-86483	II-62M	Aeroflot Rus. Al	PRG	20nov92	l/n SVO 17jun94; soc 30jan96 as life-time expired and canx same date; broken up
38 29 7 4 8 38 29 8 5 9	CU-T1216 CCCP-86496(1)	II-62M II-62M	Cubana Soviet AF/AFL c/s	d/d f/f	jun 78 19feb 79	line # 29-04; l/n HAV 16nov96, wfu; not in 1998 fleet list, broken up line # 29-05; Il-62M Salon TM-3SUR (SatCom-equipped); mfd 01mar79; rgd 10apr79; opb 223 LO at
	RA-86496(1)	II-62M	Russian AF/AFL c/s	Spr	08mar93	Chkalovski; f/n Sperenberg 08nov79 SatCom removed and converted to all-economy configuration; opb 223 LO at Chkalovski; seen in KAPO
						Factory at Kazan 02sep96; I/n CKL 25aug03; offered for sale as scrap 15aug08/09feb09, was at Kazan (KAPO) at that time; see RA-86496(2) with unknown c/n
38 30 9 1 2	CCCP-86485 RA-86485	II-62M II-62M	AFL/International Aeroflot Rus. Al	mfd SNN	10jul78 29oct92	line # 30-01; toc 14jul78; f/n LHR 22jul78; rgd 17aug78; 'Official Olympic Carrier' titles; l/n SVO 14aug92 l/n SVO 17jun94; soc 30jan96 as life-time expired and canx same date; broken up
38 30 1 2 3	CCCP-86486	II-62M	AFL/International	mfd trf	12aug78	line # 30-02; toc 18sep78; f/n LHR 16sep78; rgd 03oct78
	CCCP-86486 RA-86486	II-62M II-62M	AFL/Far East-KHV Aeroflot	DME	15aug80 20mar93	I/n DME 16aug92
	RA-86486	II-62M	Dalavia	trf	01jun93	I/n KHV 12may99, Aeroflot c/s and titles; t/t 33,887 hours and 6,527 cycles as of 01jul00; no longer in fleet list by by 2007; still current on register nov09; soc and canx dates unknown; broken up
38 30 2 3 4	CCCP-86487 CCCP-86487	II-62M II-62M	Soviet Gvt/AFL c/s AFL/International	mfd trf	24aug78 22oct79	line # 30-03; toc 13sep78; f/n LHR 17sep78; rgd 28sep78; opb 235 OAO seen MEX aug80, with 'Official Olympic Carrier' titles
	CCCP-86487 CCCP-86487	II-62M II-62M	AFL/Moscow-DME AFL/Domodedovo	trf trf	02oct80 oct86	I/n DME 10sep92
	RA-86487 RA-86487	II-62M II-62M	Aeroflot Domodedovo Airl.	DME trf	20mar93 25jul94	f/n DME 21may96; soc 26may97 as life-time expired; canx 30may97; l/n DME 19sep99 for scrapping
48 30 3 4 5	CCCP-86488	II-62M	AFL/International	mfd	sep78	line # 30-04; toc 03oct78; f/n LHR 11oct78; rgd 13oct78; aircraft built with a stronger wing and
	RA-86488	II-62M	Aeroflot Rus. Al	SVO	07sep93	mentioned in the MGA document as such; 'Official Olympic Carrier' titles; I/n SVO 14aug92 I/n SVO aug95/may96 wfu; soc 30jan96 as life-time expired and canx same date; broken up at SVO
48 30 4 5 6	CCCP-86489	II-62M	Soviet Gvt/AFL c/s	mfd	10oct78	line # 30-05; toc 27oct78; rgd 04nov78; opb 235 OAO; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n LHR 05nov78; I/n LHR 29apr79
	CCCP-86489 RA-86489	II-62M II-62M	AFL/International Aeroflot Rus. Al	trf CPH	26feb82 27nov92	l/n SVO 14aug92 l/n SVO may97, active; canx 19mar99; soc 22mar99 as life-time expired; broken up oct99 at SVO
48 31 5 1 7	DM-SEK DDR-SEK	II-62M II-62M	EGAF/Interflug c/s EGAF/Interflug c/s	mfd rgd	14oct78 01jul81	line # 31-01; d/d 17nov78; rgd 23nov78; East German Air Force serial '121' allocated; l/n SXF 30apr80 operated for East German Air Force until being transferred to Interflug
	DDR-SEK	II-62M	Interflug	trf	15dec87	
	D-AOAE CCCP-86562	II-62M II-62M	Interflug AFL/International	rgd d/d	03oct90 19oct90	f/n SXF 06oct90 f/n SXF 16oct90; rgd 10dec90; photo still in full Interflug c/s and titles SVO nov90; f/n SVO 10apr91 in full
	RA-86562	II-62M	Aeroflot Rus. Al	LHR	24sep93	Aeroflot c/s and titles sat wfu at SVO, without engines, seen mar02/29jan09, titles and registration painted out by 31jan09; I/n
48 31 6 2 8	YR-IRE	II-62M	TAROM	rgd	27dec78	15feb09 in the process of being scrapped line # 31-02
	YR-IRE YR-IRE	II-62M II-62M	LOT TAROM	lsd ret	27may84 04nov84	f/n LHR 17jun84 in full TAROM colours with additional 'Chartered by LOT' titles; I/n 28oct84, as such
	YR-IRE YR-IRE	II-62M II-62M	LOT TAROM	lsd ret	01dec84 05dec85	
	YR-IRE	II-62M	Cubana	SNN	02nov89	on delivery this day; seen PRG 16mar90; returned aug90
	YR-IRE YR-IRE	II-62M II-62M	TAROM TAROM c/s	FRA SHJ	11aug90 jul97	l/n OTP jun95/jul96 stored opb Alfa Line Kazakhstan
	YR-IRE UN-86501(2)	II-62M II-62M	Trans Asian Al Trans Asian Al	HAJ HAJ	08may98 13jun98	named 'Sultan'; I/n HAJ 22may98; canx 01jun98; CofA was valid until 16apr99 registration without hyphen; named 'Sultan'; sat wfu at ALA, I/n sep00/may04; see c/n 3933121
48 31 7 3 9	CCCP-86490	II-62M	AFL/International	mfd	14dec78	line # 31-03; toc 30dec78; rgd 08jan79; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n LHR 06mar79; seen LHR nov79 with 'Official Olympic Carrier' titles
	CCCP-86490 CCCP-86490	II-62M II-62M	AFL/Moscow-DME AFL/Domodedovo	trf trf	06mar81 oct86	I/n DME 10sep92
	RA-86490 RA-86490	II-62M II-62M	Aeroflot Domodedovo Airl.		20mar93 25jul94	/n DME 16jun94 f/n DME 07may95; soc 24dec98 as life-time expired; canx 28dec98; l/n DME 15aug99; broken up
19 31 1 4 2	CCCP-86491	II-62M	AFL/International	mfd	jan79	line # 31-04; toc 16feb79; rgd 28feb79; aircraft built with a stronger wing and mentioned in the MGA
	CCCP-86491	II-62M	AFL/Moscow-DME	trf	22sep80	document as such; f/n LHR 09mar79, seen LHR 09jun79 with 'Official Olympic Carrier' titles
	CCCP-86491 RA-86491	II-62M II-62M	AFL/Domodedovo Aeroflot	trf DME	oct86 07jul93	l/n DME 22feb92 l/n DME 06sep93
19 31 2 5 3	RA-86491 CCCP-86497	II-62M II-62M	Domodedovo Airl. AFL/International	trf mfd	25jul94 26feb79	f/n DME 16may95; soc 10jun98 as life-time expired; canx 10jul98; l/n DME 18nov98, awaiting scrapping line # 31-05; toc 07mar79; rgd 15mar79; aircraft built with a stronger wing and mentioned in the MGA
	RA-86497	II-62M	Aeroflot Rus. Al	FRA	19dec92	document as such; f/n SVO 15mar79; seen JFK 26aug79 with 'Official Olympic Carrier' titles canx 19mar99; soc 22mar99 as life-time expired; l/n SVO 30may99; broken up at SVO oct99
19 32 3 1 4	CCCP-86498	II-62M	AFL/International	mfd	mar79	line # 32-01; toc 27mar79; rgd 06apr79; f/n FRA 12apr79; 'Official Olympic Carrier' titles; l/n ARN 27jan80
	CCCP-86498 CCCP-86498	II-62M II-62M	AFL/Moscow-DME AFL/Domodedovo	trf trf	14aug80 oct86	
	RA-86498	II-62M	Aeroflot	DME	01sep93	ter 2014/0511/2 DME 25240074 and 240407 as life time surjust easy 02524074 services aug00 at DME
29 32 5 2 6	RA-86498 SP-LBA	II-62M II-62M	Domodedovo Airl. LOT	KHV mfd	12may95 apr79	trf 20jul95; l/n DME 25aug97; soc 24oct97 as life-time expired; canx 03nov97; scrapped aug98 at DME line # 32-02; rgd 28apr79; named initially 'Juliusz Slowacki' and later 'Janusz Kusocilski'; d/d ex WAW
	CCCP-86581	II-62M	Avialini. Ukrayiny	rgd	28jan92	08jan92; canx 14jan92 f/n KBP 07sep92; with additional small 'Aeroflot' titles
29 32 6 3 7	UR-86581 CCCP-86499	II-62M II-62M	Avialini. Ukrayiny AFL/International	rgd mfd	21jan93 25apr79	f/n SHJ feb93; canx 30dec03; sat wfu at KBP, seen sep99/may04; probably broken up as not present jul07 line # 32-03; toc 11may79; f/n LHR 15may79; rgd 28may79; aircraft built with a stronger wing and
						mentioned in the MGA document as such; seen MXP feb80 with 'Official Olympic Carrier' titles; I/n LHR 04jan81
	CCCP-86499 CCCP-86499	II-62M II-62M	AFL/Moscow-DME AFL/Domodedovo	trf trf	28jan81 oct86	I/n DME 22feb92
	RA-86499	II-62M	Aeroflot	DME	07jul93	I/n DME 16jun94
	RA-86499	II-62M	Domodedovo Airl.	DME	07may95	trf 20jul95; I/n DME 18apr06; stored DME (N55.421381 E37.904486) jul06/apr22; t/t 44,412 hours and 6,950 cycles as of 01jul09; not canx from the Russian register; is the last Russian II-62 present at
29 32 7 4 8	OK-JBI	II-62M	CSA	mfd	21apr79	Domodedovo line # 32-04; d/d 31may79; rgd 08jun79; named 'Plzen'; trf to CSA Czech Airlines 01jan93, but titles were
	OK-JBI	II-62M	Georgia Air Prague	trf	01apr96	not changed; wfu 16aug94; I/n PRG 12jul95 without titles f/n PRG aug96
	OK-JBI OK-JBI	II-62M II-62M	GEA Air Praha IDG Technology Al	trf trf	07aug96 24jun97	f/n CFU 17aug96; all-white c/s with old CSA cheatline; I/n PRG 07sep96 f/n PRG 24jun97; delivered PRG-VKO 04nov97 for Rybinsk Motors; canx 21nov97; I/n VKO 27nov97; sold
					, <i>,</i>	by Russian Customs to RusAvia Charter 17aug00; stored at VKO marked '-JBI', seen aug99/aug02, but reportedly flew to KZN 29dec00 at 16:15 hours according to ATC at VKO
	RA-86597	II-62M	VIM Airlines, n/t	rgd	14jan03	f/n VKO 01feb03
	RA-86597	II-62M	VIM Airlines	IST	05mar03	Isf Alfa-Avialinii OOO; named 'Yuliya'; I/n TRV 14jna05; seen DME 20feb05 stored; handed back to Alfa- Avialinii OOO before CofA expired 21mar05 and ferried to Yaroslavl; I/n IAR 10jan07; t/t 26,405 hours and
29 32 8 5 9	CCCP-86500	II-62M	AFL/International	mfd	jun79	6,729 cycles; still current on register nov09; broken up line # 32-05; toc 22jun79; rgd 04jul79; aircraft built with a stronger wing and mentioned in the MGA
						document as such; f/n ARN 14jul79; seen LHR sep79 with 'Official Olympic Carrier' titles; severely

						damaged 09jun84 whilst parked at Moscow-Sheremetyevo when a tornado hit the area and a gantry fell on the aircraft, resulting in damage at 70 positions; soc 19dec84; used as a ground instructional airframe by the Moscow Tochnical Liniversity of Civil Avisition (MCTL CA) at 500 January Tochnical Califormia and the second term of term of the second term of
39 33 9 1 3	885	II-62M	Chosonminhang	d/d	jun79	the Moscow Technical University of Civil Aviation (MGTU GA) at SVO, I/n aug11; scrapped feb12, the forward fuselage was still present 20feb12, but gone by 10aug12 line # 33-01; no titles; f/n SXF 12aug79; seen VIE 23jul82; I/n MLA 11jun83
29 22 9 1 2	885 P-885 P-885	II-62M II-62M II-62M	Chosonminhang Air Koryo	r/r SXF	unknown 01oct92	Inne # 35-01; no dues; i/ii 5AF 12aug/9; seen vie 25jui82; i/ii MLA 11jui185 f/n ORY apr87; became Air Koryo 28mar92 l/n VVO 09nov24
39 33 1 2 1	CCCP-86501(1) CCCP-86501(1)	II-62M II-62M	Soviet Gvt/AFL c/s AFL/Moscow-DME	mfd trf	09aug79 unknown	line # 33-02; toc 03sep79; rgd 10sep79; f/n CDG 13oct79; opb 235 OAO; see c/n 4831628 on charge as of 01apr82
	CCCP-86501(1) RA-86501(1)	II-62M II-62M	AFL/Domodedovo Aeroflot	trf DME	oct86 20mar93	I/n DME 12apr92 I/n DME 06sep93
	RA-86501(1)	II-62M	Domodedovo Airl.	trf	25jul94	f/n DME 23sep594; soc 30jul98 as life-time expired and canx same date; l/n DME 23oct99, awaiting scrapping
39 33 2 3 2 39 33 3 4 5	CU-T1217 CCCP-86502(1)	II-62M II-62M	Cubana AFL/International	d/d mfd	jul79 06sep79	line # 33-03; f/n MIA 20jul79, l/n HAV aug01/mar06 wfu; not in fleet list 04feb02; broken up line # 33-04; toc 15sep79; aircraft built with a stronger wing and mentioned in the MGA document as
55 55 5 4 5	CCCP-86502(1)	II-62M	Soviet AF/AFL c/s	trf	26sep79	such; f/n JFK 23sep79; 'Official Olympic Carrier' titles; see c/n 21305 opb 235 OAO; rgd 05oct79; f/n LHR 18nov79
	CCCP-86502(1) RA-86502(1)	II-62M II-62M	AFL/International Aeroflot Rus. Al	trf ORD	05sep80 06nov92	(/n SVO 09sep92 canx 10jul98; soc 17aug98 as life-time expired; l/n SVO 20sep98; broken up at SVO
49 33 4 5 6	OK-JBJ HA-LIA	II-62M II-62M	CSA MALÉV	d/d f/f	10oct79 29jun91	line # 33-05; named 'Hradec Kralove'; rgd 17oct79; canx 25jun91 used only for charter flights to Japan; canx 20sep91
	OK-JBJ	II-62M	CSA	ret	sep91	rgd 16oct91; trf to CSA Czech Airlines 01jan93, but titles were not changed; wfu 03oct94; sold to Bemoair may96
	OK-JBJ OK-JBJ	II-62M II-62M	Bemoair Egretta BMI	MAN trf	09jun96 19nov96	l/n PMI 21jul96 date is date sold, seen PRG jan97/sep97; canx 18may98; departed to Sharjah for Air Cess 19may98
	XU-299	II-62M	Yana Airlines	UTP	24jan99	stored at SHJ sep99/apr00, gone by 14apr00; I/n NIM mar01; seen RKT 26may01 in all-white c/s, with the reg only under the wings; I/n RKT 15sep01; seen stored at NKC 03mar02 (titles not reported); stored NIM
49 34 5 1 2	CCCP-86503(1)	II-62M	Soviet Gvt/AFL c/s	mfd	04jun80	since at least aug03, in full c/s with titles; l/n (N13.47847 E2.18667) 24mar22 line # 34-01; II-62M Salon TM-3SUR (SatCom-equipped), opb 235 OAO; toc 11aug80; rgd 19aug80;
						aircraft built with a stronger wing and mentioned in the MGA document as such; f/n GVA 25jan82; l/n SXF 19jan83, with SatCom; l/n LHR 15dec84, with SatCom removed; see c/n 51902
	CCCP-86503(1) RA-86503(1)	II-62M II-62M	AFL/Far East-KHV Dalavia	trf trf	24dec85 01jun93	SatCom removed; f/n SXF oct90; l/n DME 22may91 f/n KHV 07jul94, in Aeroflot c/s and titles; l/n KHV 12may95
	RA-86503(1) RA-86503(1)	II-62M II-62M	Dalavia Tretyakovo	DME SHJ	nov98 04mar02	l/n KHV 31jul01 still with 'Dalavia' logo; l/n DME 17jul02
	RA-86503(1) CU-T1245	II-62M II-62M	Dalavia Dalavia	UTP YQX	04jan03 27oct04	l/n DME 23aug04; trf to Cuba 11oct04 in full c/s with titles and small Cuban flag; l/n HAV 28oct04
	CU-T1245 CU-T1245	II-62M II-62M	Cubana Dalavia	HAV SNN	05may05 21feb06	in full c/s with titles; l/n CCS 19oct05 in full c/s; en route to Moscow after lease to Cubana; arrived KHV 02mar06; l/n KHV 18jun06, wfu; broken
49 34 6 2 3	CCCP-86504	II-62M	AFL/International	mfd	oct79	up 08/09nov06 as no hours left line # 34-02; toc 17nov79; rgd 30nov79; aircraft built with a stronger wing and mentioned in the MGA
	SP-LBI	II-62M	LOT	rgd	17jun87	document as such; f/n LHR 03dec79; canx 09jun87 as to Poland in full LOT c/s with grey undersides; f/n LHR 01jul87; canx 08jun88
	CCCP-86504 CCCP-86504	II-62M II-62M	AFL/International AFL/Far East	rgd trf	08jun88 03dec90	f/n LHR 28aug88 the first Soviet-built aircraft equipped with TCAS (installed by Allied Signal at Orlando in 1992); I/n KHV
	RA-86504	II-62M	Dalavia	trf	01jun93	28may93 in Aeroflot c/s and titles; CofR renewal 09jun94; I/n SGN sep97, as such
49 34 7 3 4	RA-86504 DM-SEL	II-62M II-62M	Dalavia EGAF/Interflug c/s	DME mfd	nov98 11nov79	soc 02mar99 as life-time expired; canx 20mar99; broken up line # 34-03; d/d 03dec79; rgd 19dec79; East German Air Force serial '122' allocated; l/n SZG 13nov80
	DDR-SEL DDR-SEL	II-62M II-62M	EGAF/Interflug c/s Interflug	rgd trf	01jul81 30nov84	
	D-AOAF CCCP-86564	II-62M II-62M II-62M	Interflug AFL/International Aeroflot Rus. Al	rgd SNN SVO	03oct90 16jan91	not taken up, aircraft was on overhaul during re-unification CofA gives registration date 22aug90; was rgd 10jan91 ; //n 24jun92 dat 11ac09, while and a the Assesse the winder of the view Pacing 747 495 UI 7414 of Asiana, callidad
	RA-86564	11-0214	Aeronot Rus. Ai	300	04jul92	dbr 11nov98 whilst parked at Anchorage, the wingtip of taxiing Boeing 747-48E HL7414 of Asiana, collided and sliced through half of the tail; I/n ANC 07jun99, still with the wingtip lodged in the tail; canx 06sep99; soc 06nov99; broken up at ANC oct99
49 34 8 4 7 ?	CCCP-86505	II-62M	Aeroflot	SVO	21sep85	line # 34-04; c/n not checked this date, sighting correct ?; the source of the given c/n is not known for this line-number; the c/n/registration does not appear in any Russian/Soviet registers or the MGA document;
10 34 1 5 2	SP-LBB	II-62M	LOT	mfd	dec79	reported by Russian sources as opb 8 adon; fate ? line # 34-05; rgd 02feb80; named 'Ignacy Paderewski'; d/d ex WAW 25jan92; canx 27jan92
1001102	CCCP-86132 UR-86132	II-62M II-62M	Avialini. Ukrayiny Avialini. Ukrayiny	rgd rgd	12mar92 21jan93	f/n KBP 13apr92; with additional small Aeroflot titles; /n SVO 09sep92 f/n SNN 16apr93; with additional small Aeroflot titles; /n SVO 09sep92
10 35 2 1 3	CCCP-86510	II-62M	AFL/International	mfd	feb80	line # 35-01; toc 20feb80; rgd 29feb80; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n CPH 25may80; photo CDG sep81 with 'Official Olympic Carrier' titles; I/n SVO
	RA-86510	II-62M	Aeroflot Rus. Al	AMS	31jan93	30jun92 I/n CAN 16oct02; soc 14feb03 as life-time expired; canx 09apr03; broken up 21aug03 at SVO
10 35 3 2 4	CCCP-86506(1)	II-62M	AFL/International	mfd	mar80	line # 35-02; toc 21mar80; f/n LHR 24mar80; rgd 02apr80; aircraft built with a stronger wing and mentioned in the MGA document as such; seen LHR 31aug80 with 'Official Olympic Carrier' titles; I/n SXF
	RA-86506(1)	II-62M	Aeroflot Rus. Al	LUX	09jan93	18apr92; see UN-86506, c/n 1138234 l/n SVO mar96/aug97 wfu; canx 24apr98; soc 27apr98 as life-time expired; broken up at SVO
10 35 4 3 5	OK-KBK	II-62M	CSA	d/d	30apr80	line # 35-03; named 'Ceské Budejovice'; rgd 05may80; wfu 20nov92; broken up PRG dec94; canx 30sep94
20 35 5 4 6	CCCP-86507(1)	II-62M	AFL/International	mfd	10apr80	line # 35-04; toc 30apr80; rgd 12may80; f/n LHR 16may80; aircraft built with a stronger wing and mentioned in the MGA document as such; 'Official Olympic Carrier' titles; see c/n 4242654
	CCCP-86507(1) RA-86507(1)	II-62M II-62M	AFL/Ulyanovsk HFS Aeroflot	trf SVO	11apr83 04jul93	I/n ULV 09sep92 I/n SVO 20apr93
	RA-86507(1) RA-86507(1)	II-62M II-62M	Moscow Airways Mavial	SNN trf	20aug93 01mar95	I/n ULV 11jun94 f/n MSQ 08oct95, in Aeroflot c/s and titles
	RA-86507(1)	II-62M	Mavial	ZIA	19aug99	returned to lessor; I/n ULV aug01/2014, stored missing two engines, t/t 11,607 hours and 5,528 cycles as of 01jan10; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at least and the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at the Museum of Civil Aviation at
20 35 6 5 7	CU-T1218	II-62M	Cubana	d/d	may80	least aug14; [/n aug24 line # 35-05; [/n HAV 14nov98 stored; not in 2001 fleet list, broken up line # 36-01; mfd given as jun80 in Soviet register: rod 25jun80; oob Sheremetvevski OAO; aircraft built
20 36 7 1 8	CCCP-86508(1)	II-62M	AFL/International	toc	30apr80	Inne # 36-01; mrd given as junsu in Soviet register; rgd 25junsu; opb Sneremetyevski OAO; aircrart built with a stronger wing and mentioned in the MGA document as such; f/n FRA 12jul80; 'Official Olympic Carrier' titles; I/n LHR 09nov80; dbr 06dec81 while being parked at SVO when caught fire due to a short
						circuit in the aircraft's electrical system and suffered considerable damage, no casualties; soc 29jan82; see c/n 4242654
20 36 8 2 9	CCCP-86509(1)	II-62M	Soviet Gvt/AFL c/s	mfd	06aug80	line # 36-02; toc 25aug80; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n LHR 31aug80; rgd 15sep80; see c/n 1951525
	CCCP-86509(1) CCCP-86509(1)	II-62M II-62M	AFL/International AFL/Domodedovo	trf trf	03feb83 01jan92	f/n AMS 09aug84 //n DME 10sep92
	RA-86509(1) RA-86509(1)	II-62M II-62M	Aeroflot Domodedovo Airl.	DME trf	20mar93 25jul94	//n DME 16jun94 //n DME 16jun94 f/n TAS 08may95; sat wfu at DME, seen apr06/dec09; t/t 40,738 hours and 7,438 cycles; still current on
30 36 9 3 1	DM-SEI	II-62M	Interflug	mfd	12sep80	Russian register nov09; scrapped at DME feb10 line # 36-03; d/d 19sep80; rgd 02oct80
	DDR-SEI D-AOAD	II-62M II-62M	Interflug Interflug	rgd rgd	10sep81 03oct90	not taken up but reported seen SXF 13oct90
	CCCP-86563 RA-86563	II-62M II-62M	AFL/Domodedovo Aeroflot	d/d SVO	25oct90 16may93	f/n SXF 18oct90 in full Interflug c/s; was rgd 10oct91 !; l/n DME 10sep92
	RA-86563	II-62M	Domodedovo Airl.	trf	25jul94	f/n DME 07may95; soc 21jul98 as life-time expired and canx same date; I/n DME 23oct99, awaiting scrapping
30 36 1 4 2	CCCP-86511	II-62M	AFL/International	mfd	12aug80	line # 36-04; toc 12aug80; f/n CDG 26aug80; rgd 28aug80; aircraft built with a stronger wing and mentioned in the MGA document as such
	RA-86511	II-62M	AFL/GosNII GA	trf	01jul85	f/n SVO 20apr93; in Aeroflot c/s; l/n SVO 22aug97; sold to Air Cess 28sep97; still current on Russian register 12mar03 !
	3D-RTI TL-ACL	II-62M II-62M	Centrafrican, n/t Centrafrican, n/t	PTG PTG	12feb98 09jan99	seen PTG 01sep98 without registration illegal TL- registration 1; I/n ALA 13may99
	TL-ACL C5-GNM	II-62M II-62M	Centrafrican Gambia New Mill.	RKT BJL	jul99 feb00	I/n DXB oct99; reportedly left RKT around mid feb00 Gambia New Millennium Air; in basic Centrafrican (c); seen BJL (N13.329556 W16.638275) jan09/oct09, parked and convision come matchanages here and convision
						parked and requiring some maintenance; photo nov12, complete but in very poor condition; parked (N13.344126 W16.657471) on the military ramp; feb15/nov20; broken up after mar22 and before jun22 according to Goople Farth images.
30 36 2 5 3	SP-LBC CCCP-86582	II-62M II-62M	LOT Avialini. Ukrayiny	mfd rgd	sep80 31jan92	according to Google Earth images line # 36-05; rgd 16oct80; named 'Joseph Conrad-Korzeniowski'; d/d ex WAW 09jan92; canx 14jan92 f/n SVO 02jun92; with additional small 'Aeroflot' titles; l/n SXF 16oct92
	UR-86582	II-62M II-62M	Avialini. Ukrayiny Avialini. Ukrayiny	rga rgd	31jan92 10jan93	I/n SVO U2JUN92; with additional small Aeronot titles; I/n SXF 160Ct92 already f/n SNN 05jan93; canx 27jun07; sat wfu at KBP, seen sep99/jul07, fuselage in two sections by jan08/may08
30 37 3 1 4	CCCP-86512	II-62M	AFL/International	mfd	jul81	Januovinayuo line # 37-01; toc 20aug81; f/n LHR 30aug81; rgd 07sep81; aircraft built with a stronger wing and mentioned in the MGA document as such
	CCCP-86512	II-62M	Air India	BOM	09jan88	in basic Aeroflot c/s with white tail, titles in Hindi on left-hand side and in English on right-hand side; arrived at BOM 17nov87 and commenced the Mumbai-Moscow service 20nov87; I/n SNN 26mar91
	CCCP-86512 RA-86512	II-62M II-62M	Aeroflot Aeroflot Rus. Al	ret AMS	may91 19nov92	seen SVO 06jul91; I/n TAS 15apr92 soc 23may97 as life-time expired and canx same date; I/n SVO 25aug97 wfu; broken up
40 37 4 2 5	OK-BYW OK-KBN	II-62M II-62M	CS-Gvt (LSFMV) CSA	d/d d/d	31oct80 01dec86	line # 37-02; rgd 27nov80; canx 11sep86 rgd 06dec86; wfu 23aug93; l/n PRG 12jul95/30jan97 without titles; broken up PRG feb97; canx 06mar98

40 37 5 3 6	CCCP-86513	II-62M	AFL/International	mfd	21nov80	line # 37-03; toc 08dec80; rgd 30dec80; f/n LHR 27mar81; aircraft built with a stronger wing and mentioned in the MGA document as such; opb 210 LO; w/o 06jul82 on the leg from SVO to Dakar at night of a flight from SVO to Freetown when the engine fire warning lights of engines No. 1 and 2 illuminated 8 resp. 38 seconds after lift-off (as it turned out later they were false), the pilot shut down the two engines and tried to return to SVO on the remaining two engines but the aircraft lost height and speed, stalled at a height of 75 metres, crashed in a swampy forest 1.5 km east of Mendeleyevo (at N56°01'37" E37°15'37" in
40 37 6 4 7	CCCP-86514	II-62M	AFL/International	mfd	09nov80	the Solnechnogorsk district of the Moscow region) and burnt out, all 10 crew and 80 passengers killed; t/t 4,818 hours and 1,139 cycles; soc 06sep82 and canx same date line # 37-04; toc 09dec80; f/n LHR 11dec80; rgd 30dec80; aircraft built with a stronger wing and mentioned in the MGA document as such; I/n LHR 18jul92
40 37 7 5 8	RA-86514 CCCP-86527 86527	II-62M II-62M II-62M	Aeroflot Rus. Al Sov. Navy/AFL c/s Ukr AF/Av Ukr c/s	FRA mfd trf	06nov92 18dec80 1992	I/n SVO mar96/aug97 wfu; canx 02jul98; soc 06jul98 as life-time expired; broken up line # 37-05; rgd 02mar81; opb 278 otae 33 TsBP i PLS at Mykolayiv-Kulbakino; f/n SNN 16mar89 opb 278 otae 33 TsBP i PLS at Mykolayiv-Kulbakino; f/n FCO 26aug92; I/n BZZ 06dec92; ferried in bare
	UR-86527	II-62M	Ukraina	trf	1995	metal for painting to MST 24sep95 in full c/s; f/n MST 04oct95; l/n active KBP 17apr13; wfu jun13; canx between 04aug17 and 08aug17;
40 38 1 1 1	CCCP-86528	II-62M	Sov. Navy/AFL c/s	mfd	04feb81	photo oct18 with registration removed; l/n KBP 04oct19 line # 38-01; rgd 02mar81; opb 278 otae 33 TsBP i PLS at Mykolayiv-Kulbakino; f/n SNN 08oct86
	86528 UR-86528	II-62M II-62M	Ukraine Air Force Atlant	trf Isd	1992 1993	opb 278 otae 33 TsBP i PLS at Mykolayiv-Kulbakino leased from the Ukrainian Air Force and based at Simferopol; in basic Aeroflot c/s with own titles; f/n SNN 06jan94; I/n SIP 20sep94; ferried in bare metal for painting to MST 28aug97
	UR-86528	II-62M	Ukraina	trf	1997	departed MST 13sep97 after painting; in full c/s; new CofR issued 02feb07; l/n operational KBP 22may15; wfu aug15; canx 15nov17; photo oct18 with registration removed; l/n KBP 04oct19
40 38 6 2 5	CCCP-86529 86529 UR-86529	II-62M II-62M II-62M	Sov. Navy/AFL c/s Ukraine Air Force Atlant	rgd trf Isd	02mar81 1992 1992	line # 38-02; opb 278 otae 33 TsBP i PLS at Mykolayiv-Kulbakino; f/n SNN 10sep89 opb 278 otae 33 TsBP i PLS at Mykolayiv-Kulbakino leased from the Ukrainian Air Force and based at Simferopol; in basic Aeroflot c/s with own titles and logo; f/n CHC sep92; l/n active SNN 05jul95; t/t 5,678 hours and 1,804 cycles; sat wfu at Mykolayiv-Kulbakino (M46.921385 E32.082080), seen may02/aug20; offered for sale by the Ukrainian privatisation agency in
11 38 2 3 4	SP-LBD	II-62M	LOT	mfd	20feb81	2005, but could not be sold; bought by NARP jan18/sep21 and cannibalised line # 38-03; rgd 18mar81; named 'Gen. Wladyslaw E. Sikorski'; d/d ex WAW 15jan92; canx 17jan92
	CCCP-86133 UR-86133 UN-86506(2)	II-62M II-62M II-62M	Avialini. Ukrayiny Avialini. Ukrayiny Kokshetau Al, n/t	rgd rgd FRU	12mar92 21jan93 27oct04	f/n TAS 15apr92 with additional small 'Aerofiot' titles, I/n KBP 07sep92 f/n SHJ feb93; seen bare metal DME 31aug94 as just '66133'; stored at KBP, I/n 30apr03; canx 24jul03 owned by Harari; sat wfu at ALA, seen jun09/jan19 and used for spares; since 04may13 the registration is
	UP-I6202	II-62M	Kokshetau Airlines	no	reports	painted out c/n confirmed; current on register by late 2011; not taken up as was already wfu, see previous line
11 38 5 4 6	SP-LBE CCCP-86134	II-62M II-62M	LOT Avialini. Ukrayiny	mfd rgd	feb81 12mar92	line # 38-04; rgd 06apr81; named 'Stanislaw Moniuszko'; d/d ex WAW 05feb92; canx 07feb92 f/n KBP 07sep92 with additional small 'Aeroflot' titles; l/n KBP 17jun93 as such
	UR-86134	II-62M	Avialini. Ukrayiny	JFK	27may94	wfu at KBP, f/n sep99; towed onto the grass 20mar07, l/n jul07; photo KBP jul08, with tail cut off from fuselage
21 38 6 5 7	CCCP-86515	II-62M	Soviet Gvt/AFL c/s	mfd	01jul81	line # 38-05; late rgd 31may84 II-62W Salon TM-3SUR (SatCom-equipped); was used by the MRP/NPO 'Vzlyot' as satellite navigation systems test-bed with non-standard antenna housing on top of forward fuselage; aircraft built with a stronger wing and mentioned in the MGA document as such
	CCCP-86515 RA-86515	II-62M II-62M	LII Zhukovski Moscow Airways	trf ZIA	22feb85 03sep93	SatCom-equipped; f/n LED 04jun89 in Aeroflot c/s; l/n ZIA 15aug92 l/n ZIA 21aug99; reported for Volare; still present Zhukovski aug01/aug02 stored
	RA-86515	II-62M	Airstars	DME	16apr03	SatCom-equipped; I/n DME 18aug05 missing engines; converted to freighter; seen parked on the grass DME jul06/jun13; t/t 3,512 hours and 889 cycles; broken up at DME 03mar14
2139.1. ?		II-62M	Chosonminhang	PRG	11aug81	line # 39-01; no titles; seen MLA 10oct82, I/n MLA 29mar83; crashed in the Fouta Djallon Mountains (Guinea) 01jul83, killing all 23 aboard
21 39 5 2 4	CCCP-86516	II-62M	Soviet Gvt/AFL c/s	mfd	15jun82	line # 39-02; toc 21jun82; rgd 12jul82; II-62M Salon TM-3SUR (SatCom-equipped), opb 235 OAO; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n LED 16may85; l/n GVA 21nov85
	CCCP-86516 RA-86516	II-62M II-62M	AFL/Domodedovo Aeroflot	trf DME	31oct87 20mar93	SatCom removed; I/n DME 22feb92 I/n DME 23sep94, see next line
	RA-86516	II-62M	Domodedovo Airl.	trf	25jul94	f/n DME 07may95; sat wfu at DME, seen nov06/15mar10; t/t 28,033 hours and 4,775 cycles as of 01jul09; scrapped at DME mar10
31 39 7 3 2	CCCP-86517	II-62M	AFL/International	mfd	03jul81	line # 39-03; toc 11jul81; f/n LHR 19jul81; rgd 05aug81; aircraft built with a stronger wing and mentioned in the MGA document as such; I/n SVO 30jun92
	RA-86517 RA-86517	II-62M II-62M	Aeroflot Rus. Al VIM Airlines	BRU rgd	23jan93 11jun03	l/n SVO 11apr03 Isf Alfa-Avialinii OOO; f/n VKO 27jun03 in ex Aeroflot c/s, n/t; l/n VKO 23aug03 as such; f/n SNN 30dec03
	RA-86517 RA-86517	II-62M II-62M	ex VIM Airlines Aviaenergo	UTP DME	30dec06 19feb08	with titles; named 'Anush'; rgd Alfa-Avialinii OOO 15jun04; l/n DME 05jul06 parked on the grass seen BKK 07feb07 without titles, opb Interavia; l/n DME 17sep07, still without titles small titles only; t/t 41,696 hours and 8,159 cycles as of 01jan08; seen DME apr08/dec08 stored at the end of RW 32L, being cannibalized DME 17apr09, with additional 'AviaTechKom' titles on the nose; l/n DME
31 39 8 4 5	CU-T1225	II-62M	Cubana	mfd	23jun81	26jun09 wings/rear cabin and tail cut off, very little left later the same day line # 39-04; d/d jun81; last flight 17jun00 with t/t 26,433.01 hours and 5,736 cycles; l/n HAV
	CCCP-86518	II-62M			-	jan01/apr04 being broken up
31 39 9 5 6	RA-86518 RA-86518 RA-86518	II-62M II-62M II-62M	AFL/International Aeroflot Rus. Al VIM Airlines	mfd LHR rgd	08sep81 18dec92 23apr03	line # 39-05; toc 22sep81; f/n LHR 04oct81; rgd 21oct81; l/n SVO 22aug92 l/n SVO 19aug02 Isf Alfa-Avialinii OOO; f/n VKO 15may03; in ex Aeroflot c/s, n/t; l/n VKO 24aug03 as such; f/n VKO 23oct03 with titles; rgd Alfa-Avialinii OOO 16apr04; l/n DME 08nov04
	RA-86518	II-62M	Alpha Airlines	DME	25jun05	with additional 'Russian Sky' titles; in Russian Sky fleet list dec05; I/n as such DME 29aug08, stored on the grass; seen DME 07sep08 without registration and titles (no longer on the grass)
	UP-I6209 UP-I6209	II-62M II-62M	no titles Deta Air	DME	09sep08 06may09	c/n confirmed offered for sale feb10 with t/t 41,036 hours and 8,173 cycles; I/n CIT 23sep11
	UP-16209	II-62M	Trust Air Company	SAW	late'11	current on register; f/n ALA 23aug12 in full Trust c/s; l/n TAS aug13/sep18, stored; ferried ALA-Jurmala- Tukums 06feb19 for display at the Sky Zoo Museum, Jurmala-Tukums Airport, Latvia; l/n 30apr24; offered
41 40 2 1 2	CCCP-86519	II-62M	Soviet Gvt/AFL c/s	mfd	24feb82	for sale on the Jurmala-Tukums Airport website with t/t 41,932.54 hours and 8,383 cycles line # 40-01; Il-62M Salon TM-3SUR (SatCom-equipped); rgd 25mar82; toc 01apr82; opb 235 OAO at
	CCCP-86519	II-62M	AFL/Domodedovo	trf	23feb88	VKO; f/n HEL 11dec82 SatCom removed; l/n DME 10sep92
	RA-86519 RA-86519	II-62M II-62M	Aeroflot Domodedovo Airl.	DME trf	04may94 25jul94	opb Domodedovskiye Avialinii f/n DME 16jun94 with titles but Russian flag on the fin; new CofR issued 03jun98; l/n active PKC 02aug08; the operator's certificate was revoked 01nov08; sat wfu at KHV, seen jan09; t/t 29,662 hours and 4,979 cycles as of 01jul09; used as a ground instructional airframe at KHV, received the small inscription
						'Uchebny' (training) on the right side while the registration was reduced to 'RA-86' and the titles to 'Avialinii', sep12/aug24; still current on register 13jan20
41 40 3 2 4	CCCP-86492 CCCP-86492	II-62M II-62M	Soviet Gvt/AFL c/s Guyana Airways	mfd Isd	30oct81 jun84	line # 40-02; toc 23nov81; rgd 02dec81; f/n LHR 05jan82; opb 235 OAO f/n LHR 06jun84
	CCCP-86492 RA-86492	II-62M II-62M	AFL/International Aeroflot Rus. Al	trf LUX	18jul84 12nov92	rgd 13aug84; f/n AMS apr86; l/n TAS 15apr92 l/n SVO mar96 (operational ?); soc 24apr98 as life-time expired and canx same date; titles removed, date unknown; trf to the Moscow Technical University of Civil Aviation (MGTU GA) at SVO, used as a rescue
	CCCP-86492	II-62M	Aeroflot	SVO	29apr15	trainer; moved to a new position 13nov09; I/n mar15; towed again to a new position in front of the ATC centre (old Car park), for preservation; I/n 18apr15, serial removed by 25apr15 repainted back into original Aeroflot c/s with registration on top of the wings only; lifted on to plinths just
41 40 5 3 6	DDR-SEM	II-62M	Interflug	mfd	12oct81	East of the SVO tower, land-side 04may15; seen 04jun15, also with registration now on the tail; l/n oct24 line # 40-03; rgd 20nov81
	D-AOAG CCCP-86573	II-62M II-62M	Interflug AFL/Uzbekistan	rgd	03oct90 jul91	f/n SXF 03oct90 f/n SXF aug91 in Interflug c/s; rgd 30oct91; l/n TAS 15apr92/mar93; still in basic Interflug c/s with Aeroflot titles; canx but date unknown
41 40 7 4 8	UK-86573 CCCP-86493	II-62M II-62M	Uzbekistan Airways Soviet Gvt/AFL c/s	FRA mfd	24jan94 03feb82	I/n TAS 25may04; still in fleet list jan03 as stored; not in fleet list 14dec07 and and broken up line # 40-04; toc 04mar82; rgd 12mar82; f/n LHR 27apr82; opb 235 OAO
	CCCP-86493 RA-86493	II-62M II-62M	AFL/Far East-KHV Dalavia	trf trf	08dec86 01jun93	f/n TAS 08may95, in Aeroflot c/s and titles
	RA-86493 CU-T1248	II-62M II-62M	Dalavia Cubana	KHV CCS	12may99 25jun05	/n ICN 10apr05; tri to Cuba 03jun05 in basic Dalavia c/s with 'Cubana' titles; I/n HAV 16sep05
	RA-86493	II-62M	Dalavia	KHV	18jun06	t/t 32,884 hours and 6,583 cycles as of 01jul08; operator's certificate was revoked 26jan09; stored KHV
41 40 8 5 9	CCCP-86494	II-62M	Soviet Gvt/AFL c/s	mfd	01feb83	30may10/may15 with engines missing; broken up by jul15 line # 40-05; toc 26feb83; rgd 04mar83; II-62M Salon TM-3SUR (SatCom-equipped), opb 235 OAO; f/n OPY 02oct5 and G/V 18nov85: Up 872 07der87
	CCCP-86494	II-62M	AFL/Domodedovo	trf	24feb89	ORY 02oct85 and GVA 18nov85; I/n BZZ 07dec87 f/n DME 10sep92; SatCom removed; I/n DME 10sep92
	RA-86494 RA-86494	II-62M II-62M	Aeroflot Domodedovo Airl.	DME trf	23may93 25jul94	I/n DME 06sep93 f/n DME 09jul94; CofR renewal 03jun98; operator's certificate revoked 01nov08; sat wfu at DME, I/n may09/aug09; t/t 32,112 hours and 5,349 cycles as of 01jul09; scrapped at DME starting 06nov09; not
12 41 3 1 4	CCCP-86520	II-62M	AFL/International	mfd	02feb82	canx from Russian register line # 41-01; toc 26feb82; f/n LHR 02apr82; rgd 19apr82; l/n SVO 11sep92
	RA-86520 RA-86520	II-62M II-62M	Aeroflot Rus. Al VIM Airlines	FRA rgd	03dec92 23apr03	I/n SVO 19aug02 Isf Alfa-Avialinii OOC; f/n VKO 15may03 in ex Aeroflot c/s, n/t; I/n VKO 27jun03; seen DME 13aug03 with red cheatline and tall, white top and grey undersides with titles and named Yekaterina'; I/n DME 26mar05
	RA-86520 RA-86520	II-62M II-62M	Alpha Airlines MChS Rossii	SNN trf	15jul05 early06	current in Russian Sky fleet list dec05, named 'Yekaterina' still owned by Alfa-Avialinii 000; named 'Yekaterina'; in Alpha Airlines c/s and titles with small 'FGUAP MChS Rossii' titles behind the nose; f/n 01jul06; I/n DME 22may07 as such; seen DME 21jul07 still in basic Alpha c/s but with only small 'FGUAP MChS Rossii' titles behind the nose and now named 'Atlantis'; I/n DME 23aug07 as such; seen without name DME 28nov07
	RA-86520	II-62M	KAPO Avia	DME	17jun08	in basic ex Alpha c/s with small titles behind the nose and without name; I/n DME 10aug10; seen DME 14apr11 in the process of being scrapped
12 41 4 2 5	CCCP-86521	II-62M	AFL/GosNII GA	mfd	07apr82	line # 41-02; toc 12may83; rgd 15jun83

	CCCP-86521 CCCP-86521	II-62M II-62M	AFL/International AFL/Domodedovo	trf trf	19jun84 unknown	f/n LHR 29oct84 on charge as of 01jan92; l/n DME 10sep92
	RA-86521 RA-86521	II-62M II-62M	Aeroflot Domodedovo Airl.	DME trf	20mar93 25jul94	<pre>//n DME 23sep94, see next line f/n DME 16may95; sat wfu at DME, seen aug05/sep09; t/t 42,087 hours and 6,982 cycles as of 01jul09;</pre>
22 41 5 3 6	CCCP-86522	II-62M	AFL/International	mfd	07may82	scrapped at DME mar10, only the nose remained by 25mar10 line # 41-03; f/n LHR 04jun82; rgd 07jun82; on charge as of 01jul82; l/n SNN 11oct91
22 41 6 4 7	RA-86522 CCCP-86523	II-62M II-62M	Aeroflot Rus. Al AFL/International	MIA mfd	11jan93 10jun82	I/n SVO mar02/dec02 stored; soc 14feb03 as life-time expired; canx 09apr03; broken up line # 41-04; toc 28jun82; rgd 15jul82; f/n LHR 17jul82; I/n SVO 24jun92
	RA-86523 RA-86523	II-62M II-62M	Aeroflot Rus. Al Aeroflot c/s, n/t	FRA DME	03nov92 21aug03	CofR renewal 22nov99; I/n SVO mar02/jul03 stored I/n DME 28aug03 Lef Alfe Avielarii CoCu (r. PUD 17dec23 titles get reported but probably VIM Aidiaeu eges with titles DVD
	RA-86523	II-62M	VIM Airlines	rgd	05sep03	Isf Alfa-Avialinii OOO; f/n BUD 17dec03, titles not reported but probably VIM Airlines; seen with titles DXB 27feb04 with red cheatline and tail, white top and grey undersides and named 'IVANYCH Viktor Merkulov'; /n DME 11jul04
	RA-86523	II-62M	Alpha Airlines	BUD	29apr05	with 'East Line' titles on forward fuselage, still named 'IVANYCH Viktor Merkulov'; seen DME 25jun05 with additional 'Russian Sky' titles; in Tesis fleet list 29dec06; I/n DME 26jan07/23auq07 wfu and parked on the
	RA-86523	II-62M	Airstars	DME	02aug08	grass with additional small 'Tesis' titles in ex Alpha Airlines c/s, no titles; I/n DME 18aug08, no titles; purchased 01oct08 from Premier Air Service
	RA-86523	II-62M	Airstars	DME	23dec08	still in ex Alpha Airlines c/s, with very small titles as such; stored at DME by dec09; t/t 43,558 hours and 8,715 cycles as of 01jan10; l/n DME 10aug10, in the process of being scrapped 06may11
22 41 7 5 8	P-880 CCCP-86538	II-62M	Chosonminhang	mfd	02dec82 01feb83	line # 41-05; reported in a Russian handbook on aircraft flying to Europe but never reported seen, possibly was intended for delivery to North Korea; according to Russian register delivered dec82 as CCCP-86538 ! II-62M Salon TM-3SUR (SatCom-equipped); c/n confirmed on Soviet register; opb 223 LO at Chkalovski;
	CCCF-00338	II-62M	Soviet AF/AFL c/s	rgd	0116065	f/n Sperenberg 19jan87; seen regularly at Sperenberg until 1992; c/n checked at SNN 05jul88 as 00605, suggesting parts were inadvertently switched perhaps during overhaul with CCCP-86648, see that c/n; l/n
	RA-86538	II-62M	Russian AF/AFL c/s	rgd	28apr94	CKL 04jun92 SatCom-equipped; opb 223 LO at Chkalovski; was not seen between 1992 and 1999; f/n CKL 08aug99; l/n
	RA-86538	II-62M	Russian Air Force	UUS	19jun07	CKL 14aug06 SatCom-equipped; opb 223 LO at Chkalovski; in grey c/s with cheatlines in the colours of the Russian flag
32 42 2 1 9	CU-T1226	II-62M	Cubana	d/d	jul82	without titles, carried a '223 LO' badge; I/n active UUS 19may09; seen CKL 13aug12 with additional 'VVS Rossii' titles; I/n CKL oct20 line # 42-01; I/n HAV 02jun95 wfu; not in 1998 fleet list, broken up
32 42 3 2 1	CCCP-86524	II-62M	AFL/International	mfd	10aug82	line # 42-02; toc 19aug82; rgd 21aug82; f/n LHR 30aug82; featured in the Soviet movie "Reis 222" (Flight 222); l/n SVO 30jun92
	RA-86524 RA-86524	II-62M II-62M	Aeroflot Rus. Al VIM Airlines	HEL DME	19nov92 17aug03	l/n SVO 28jun03 named 'Galina'; rgd 28aug03; lsf Alfa-Avialinii OOO
	RA-86524 UN-86524	II-62M II-62M	Alpha Airlines Alpha Airlines	DME SAW	25jun05 25mar06	named 'Galina'; I/n DME 10jul05, stored; current in Russian Sky fleet list dec05; trf to Kazakhstan 26dec05 owned by BGB Air; see lsd date below
	UN-86524 UP-I6206	II-62M II-62M	Deta Air Deta Air	lsd TLL	nov05 08jul08	still in basic Alpha Airlines c/s; f/n SAW 03aug06; initially still named 'Galina' but renamed to 'Dilda' and f/n as such ALA 28may07; bought sep07; I/n ALA 02jun08
32 42 4 3 2	DDR-SEN	II-62M	EGAF/Interflug c/s	rgd	21sep82	named 'Dilda'; seen SAW 30jun09; offered for sale feb10 with t/t 43,359 hours and 8,640 cycles and an expired CofA; I/n CIT 03dec10, wfu with titles removed; current on register by late 2011 line # 42-03; had East German AF serial '120' allocated
JZ 72 7 J Z	11+21 UK-86932	II-62M II-62M	German Air Force ex Interflug c/s	rgd	03oct90 sep93	seen stored Ingolstadt-Manching 12may93; in basic ex Interflug c/s no titles
	UK-86932 SU-ZDB	II-62M II-62M	Alim-Air Lines Alim-Air Lines	TAS	jul94	still stored TAS may95/jun08; named 'Mrs. Aida'; canx but date unknown; reported broken up TAS 2010 allocated
42 42 5 4 3	CCCP-86530 CCCP-86530	II-62M II-62M	Soviet Gvt/AFL c/s LOT/Aeroflot	mfd WAW	29oct82 30nov85	line # 42-04; toc 19nov82; rgd 24nov82; f/n LHR 30nov82; opb 235 OAO and on a LOT flight LHR 18dec85, leased; but no mention in LOT records as such
	CCCP-86530 CCCP-86530	II-62M II-62M	Soviet Gvt/AFL c/s AFL/Domodedovo	ret trf	unknown 19dec87	but soon after the date mentioned above I/n DME 10sep92
	RA-86530 RA-86530	II-62M II-62M	Aeroflot Domodedovo Airl.	DME trf	01sep93 25jul94	f/n DXB 09apr95; damaged 18jun07 on a flight to KHV when the nose cone disintegrated in mid-air, one
						hour prior to arrival at KHV, the debris also causing damage to engine number 3, but landed safely; seen repaired DME 21jul07; operator's certificate was revoked 01nov08; sat wfu at DME, seen nov08/nov09; t/t 37,623 hours and 6,199 cycles as of 01jul09; scrapped at DME starting 19nov09
42 42 6 5 4	CCCP-86531 RA-86531	II-62M II-62M	AFL/International Aeroflot Rus. Al	rgd FRA	10dec82 23may93	line # 42-05; on charge as of 01jan83; f/n SNN 15jan83 I/n SVO 19aug01 without engines
	RA-86531	II-62M	Aerofreight	VKO	31may02	with red cheatline and tail, white top and grey undersides, Aerofreight Airlines titles and named 'Ivan'; I/n VKO 01feb03
	RA-86531	II-62M	VIM Airlines BGB Air	rgd	13mar03	Isf Alfa-Avialinii OOO; f/n BUD 05apr03; with red cheatline and tail, white top and grey undersides and named 'Ivan'; I/n DME 24jul04; trf 07feb05 to Kazakhstan with red cheatline and tail, white top and grey undersides and named 'Ivan'; I/n AYT 30auq06, see trf date
	UN-86507(2) UN-86508(2)	II-62M II-62M	Deta Air	SAW trf	15feb05 20jun06	below; see c/n 2035546 c/n not confirmed, but likely; mentioned in incident report 04oct07; f/n DMB 28nov07; damaged 08feb08
	011 00000(2)	11 0211		cri	20ju100	on a flight from Taraz to Tashkent when the crew forgot to extend the landing gear on landing at Tashkent- Yuzhny, went around but the flaps touched the runway, landed safely on the second attempt 57 minutes
						later; I/n DMB 29jul10 wfu, with red cheatline and tail, white top and grey undersides, name overpainted; reported broken up 2011; see c/n 2036718
42 43 1 1 1	CCCP-86532 RA-86532	II-62M II-62M	AFL/International Aeroflot Rus. Al	mfd	30nov82 05nov92	line # 43-01; on charge as of 01jan83; rgd 19jan83; f/n SNN 31jan83; photo exists in primer c/s with just the registration; I/n SVO 09sep92 I/n SVO 29aug03, stored
	RA-86532	II-62M	Alpha Airlines	rgd	24aug04	f/n DME 04sep04 with red cheatline and tail, white top and grey undersides; seen DME 25jun05 with additional 'Russian Sky' titles, named 'Radi Papkovski'; current in Russian Sky fleet list dec05; I/n DME
						mar07/aug09, wfu and parked on the grass; t/t 40,220 hours and 8,083 cycles as of 01jan08; broken up aug10
13 43 1 2 3	CCCP-86533 RA-86533	II-62M II-62M	AFL/International Aeroflot Rus. Al	mfd SVO	28jan83 17jun94	line # 43-02; f/n FRA 31jan83; toc 11feb83 by 235 OAO according to MGA document; rgd 18feb83; l/n SVO 20apr93 J/n SVO 29aug03
	RA-86533	II-62M	VIM Airlines	rgd	18dec03	Isf Alfa-Avialinii OOO; f/n DME 08dec03 in ex Aeroflot c/s, n/t; named 'Genrikh Novozhilov' after the General Designer of Ilyushin OKB; I/n DME 10dec03; seen with titles FAO 11jun04, still in basic Aeroflot c/s
	RA-86533	II-62M	Russian Sky	FNJ	25nov05	and named 'Genrikh Novozhilov' still in basic AFL c/s and named 'Genrikh Novozhilov' with small 'Russian Sky' titles on nose; current in
	RA-86533	II-62M	MChS Rossii	trf	early06	Russian Sky fleet list dec05; I/n LGK 05jan06 still owned by Alfa-Avialinii OOO; named 'Genrikh Novozhilov'; in basic Aeroflot c/s with small 'FGUAP MChS Rossii' subtitles; based at Surgut since apr06; I/n DME 15auq06
	RA-86533	II-62M	Interavia	DME	01oct06	still in basic AFL c/s, with titles; named 'Genrikh Novozhilov'; I/n DME may09/aug12, stored; t/t 45,259 hours and 8,700 cycles as of 01jul09; broken up
13 43 3 3 2	CCCP-86534 RA-86534	II-62M II-62M	AFL/International Aeroflot Rus. Al	toc SVO	12apr83 19apr93	line # 43-03; rgd 25apr83; f/n SNN 26apr83 l/n SVO may95/apr97 wfu; soc 15sep97 as life-time expired and canx same date; broken up
23 43 3 4 1 23 43 5 5 4	CU-T1252 SP-LBF	II-62M II-62M	Cubana LOT	d/d mfd	apr83 jun83	line # 43-04; I/n HAV 16nov96 wfu; not in 1998 fleet list; last flight 29apr95, t/t 20,436.57 hours and 3,903 cycles; broken up line # 43-05; rgd 21jul83; named 'Frederyk Chopin'
23 43 3 5 4	SP-LBF SP-LBF CCCP-86580	II-62M II-62M II-62M	LOT LOT c/s, n/t Avialini. Ukrayiny		jun83 01apr89 12mar92	line # 43-05; rgd 21jul83; named 'Frederyk Chopin' d/d ex WAW 15feb92; canx 17feb92 f/n SNN 23jun92; with additional small 'Aeroflot' titles; l/n JFK 15dec92
23 44 6 1 5	UR-86580 CCCP-86539	II-62M II-62M	Avialini. Ukrayiny Soviet AF/AFL c/s	rgd mfd	10jan93 27oct83	already f/n SNN 29dec92; canx 27jun07; sat wfu at KBP, seen sep99/jul07 line # 44-01; rgd 06dec83; II-62M Salon TM-3SUR (SatCom-equipped); opb 223 LO at Chkalovski; f/n
	RA-86539	II-62M	Russian AF/AFL c/s	IST	13may93	Sperenberg 02feb87 SatCom-equipped; I/n Andrews 19sep02
22 44 7 2 4	RA-86539	II-62M	Russian Air Force	LIS	22sep02	SatCom-equipped; opb 223 LO at Chkalovski; in white c/s with broad blue/red cheatline, no titles; I/n PEK 15oct24
33 44 7 2 4	C9-BAE RA-86931	II-62M II-62M	LA de Moçambique no titles	mfd DME	05dec83 15may93	line # 44-02; d/d jun84; VIP aircraft; 'Linhas Aéreas de Moçambique' titles; stored at DME, seen sep91/mar93 in basic Linhas Aéreas de Moçambique c/s; I/n DME 07jul93
	RA-86931	II-62M	Aviakompaniya Nebo	trf	12aug93	in basic Linhas Aéreas de Moçambique c/s; f/n IST 18feb94; stored at KHV, seen jun94/may95; t/t 3,047 hours and 824 cycles as of 01jul95; CofR renewal 28dec95 to Dalnevostochnye GAL (Far Eastern Freight
33 44 8 3 3	DDR-SEO	II-62M	Interflug	mfd	28nov83	Airlines); not canx from the Russian register; broken up line # 44-03; rgd 02jan84
	D-AOAH CCCP-86574 CCCP-86574	II-62M II-62M II-62M	Interflug Interflug AFL/Uzbekistan	rgd SXF	03oct90 1990 jul91	f/n SXF 02oct90 ! full c/s and titles prior to delivery to Uzbekistan
	86574 UK-86574	II-62M II-62M	Uzbekistan Airways Uzbekistan Airways	ZRH FRA	mar93 04apr93	f/n SXF jul91 in Interflug c/s; rgd 30oct91; l/n TAS 15apr92; canx but date unknown seen without prefix seen wfu TAS oct97/jan03; in fleet list oct00/jan03 as stored; broken up TAS
33 44 9 4 2	SP-LBG	II-62M	LOT	rgd	03apr84	line # 44-04; named Tadeusz Kosciuszko'; w/o 09may87 about 30 minutes after take-off from Warsaw when 2 engines caught fire and the aircraft crashed near Kabacki; t/t 6,972 hours and 1,752 cycles; canx
24 44 5 5 5	CCCP-86535	II-62M	Soviet Gvt/AFL c/s	mfd	11may84	02jun87 line # 44-05; toc 25may84; f/n LHR 28may84; rgd 31may84; opb 235 OAO
	CCCP-86535 CCCP-86535	II-62M II-62M	AFL/International AFL/Domodedovo	trf trf	09feb88 unknown	l/n SVO 18may91 on charge as of 01jan92; l/n ATH aug92
	RA-86535 RA-86535	II-62M II-62M	Aeroflot Domodedovo Airl.	DME LED	10sep92 06jul94	I/n DME 06sep93 trf 25jul94; sat wfu at DME, seen parked on the grass apr06/aug09; t/t 34,991 hours and 6,250 cycles as of 01jul94; scrapped at DME 16/23ort09
34 45 1 1 1	CU-T1259	II-62M	Cubana	mfd	06jun84	of 01jul09; scrapped at DME 16/22oct09 line # 45-01; d/d jul84; last flight 03mar98 with t/t 22,355 hours 26 minutes, 4573 cycles; seen apr98/jan11 on display, in all white c/s with multi-coloured triangles painted on the fuselage and tail, used
44 45 8 2 7	DDR-SEP	II-62M	EGAF/Interflug c/s	rgd	04oct84	as bar with 'Bar Cafetra'i titles; photo in the process of being broken up 16mar11 line # 45-02; had East German Air Force serial 176 allocated; f/n SXF 11mar85; l/n HEL 18jun90
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	11+22	II-62M	German Air Force	rgd	03oct90	f/n SXF 02oct90, stored Ingolstadt-Manching 12may93
	UK-86934 UK-86934	II-62M II-62M	ex IFL c/s, n/t Alim-Air Lines	SXF TAS	26aug93 jul94	delivered to Tashkent this day named 'Mrs. Laila'; canx but date unknown
	SU-ZDA	II-62M	Alim-Air Lines	CAI	25may96	named 'Mrs. Laila'; seen KBP mar97/jul99, stored; reportedly took off Kiev 20aug00 heading for Cairo but had to return to Kiev; later stored at CAI with faded paint and covered with sand, seen feb02/sep07 as
						such; photo mar09, showing fire damage to the rear fuselage and port engines broken off; I/n sep12, derelict; photo, fuselage by tail in two sections with wings broken off 29oct14; remains visible on GE
44 45 0 3 2	OK-OBL	II-62M	CSA	d/d	23nov84	(N30.124171 E31.421357), l/n 25jun15 as such line # 45-03; named 'Ostrava'; rgd 28nov84
	OK-OBL OK-OBL	II-62M II-62M	Air Moravia n/t CSA	lsd ATH	dec91 jun92	ret jun92 white c/s, no titles; red OK on tail; trf to CSA Czech Airlines 01jan93, but titles were not changed; I/n PRG
	OK-OBL	II-62M	CSA c/s, n/t	HEL	15aug94	23may94 wfu 29oct94; I/n PRG 25oct95, sold by mar96 to Bemoair
	OK-OBL OK-OBL	II-62M II-62M	Bemoair Egretta	PRG PRG	apr96 22may97	sold late 1996 to, see next line canx 18may98; departed to Sharjah for Air Cess 19may98; sold to Russia 30jun98, see next line
	XU-229 no reg	II-62M II-62M	Yana Airlines all-white c/s, n/t	UTP RKT	24jan99 18jan01	with additional 'Cen-Sad' titles since 14oct00 (but actually painted in English as Sin Sad); I/n RKT 18dec00 being painted
	XU-229	II-62M	all-white c/s, n/t	RKT	21feb01	reported as Mekong Air International 19apr04; I/n RKT may01/oct06 stored; scrapping commenced 03sep06
44 45 9 4 8	CCCP-86536 RA-86536	II-62M II-62M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s	mfd PRG	04apr85 09jan93	line # 45-04; toc 12apr85; rgd 19apr85; opb 235 OAO; l/n VKO 11sep92 l/n VKO 16jun94
	RA-86536	II-62M	Rossiya	trf	22jul94	in Aeroflot c/s and titles; t/t 4,623 hours and 1,248 cycles as of 01jul06; l/n VKO 03jul08; photo (oct12?) in the process of being broken up at the KAPO factory at Kazan-Borisoglebskoye
15 45 9 5 1	OK-PBM	II-62M	CSA	mfd	13mar85	line # 45-05; d/d 23mar85; named 'Bratislava'; rgd 27mar85; trf to CSA Czech Airlines 01jan93, but titles were not changed; I/n PRG 02sep94; wfu 23oct94
	OK-PBM	II-62M	Air Prague	sld	dec94	f/n PRG 20feb95, in CSA c/s no titles; l/n PRG oct95; sold to Russia 12feb96; ferried PRG-SVO 19feb96; canx 20feb96; seen SVO may96/sep99, no titles and with the registration painted out
	RA-86935 RA-86935	II-62M II-62M	Rusavia CSA c/s, n/t	SVO DME	29may00 01jun01	I/n SHJ 18dec00; ex CSA c/s with an 'M' above the cockpit; Rusavia went bankrupt jan01; named 'Natalya' I/n RMI 27oct01; named 'Natalya'
	RA-86935 RA-86935	II-62M II-62M	Aerofreight VIM Airlines	OST SHJ	15dec01 01jan03	converted to a freighter, but without side cargo door; named 'Natalya'; I/n TAS 31aug02 I/n SHJ 27sep04; basic Aerofreight/CSA c/s; named 'Natalya'
	RA-86935 UN-86935	II-62M II-62M	Alpha Airlines Deta Air	TLL Isd	30mar05 01aug06	I/n DME 24aug05; current in Russian Sky fleet list dec05; wfu and parked on the grass DME 01jul06 from Premier Avia Service; still in basic Aerofreight/CSA c/s; f/n SAW 13sep06; bought sep07; I/n FJR
	UP-I6207	II-62M	Deta Air	TLL	17aug08	26mar07 named 'Tomiris'; current on register by late 2011 as Trust; seen wfu CIT aug11/sep23
25 46 8 1 2	DDR-SER D-AOAI	II-62M II-62M	Interflug Interflug	mfd rgd	16may85 03oct90	line # 46-01; d/d 16may85; rgd 28may85 not taken up, aircraft was on overhaul during reunification
	CCCP-86565 RA-86565	II-62M II-62M	AFL/International Aeroflot Rus. Al	d/d SXF	sep90 17oct92	arrived SNN 28dec90 in primer for painting; rgd 10jan91; l/n MIA 20may92 l/n DME 02apr02
	RA-86565 RA-86565	II-62M II-62M	Aerofreight VIM Airlines	DME rgd	18jun02 07feb03	I/n VKO 01feb03; named 'Sarkis' Isf Alfa-Avialinii OOO; f/n VKO 06may03; I/n DME 22aug05 stored; named 'Sarkis'; wfu and parked on the
25 46 6 2 4	P-618	II-62M	Chosonminhang	NRT	19aug85	grass DME aug06/aug08; t/t 31,159 hours 7,180 cycles as of 01jan08; broken up at DME line # 46-02; probably a government aircraft; photo exists with titles
	P-618 no reg	II-62M II-62M	North Korean Gvt North Korean Gvt	SVO ph.	26apr93 10may14	in similar c/s to Air Koryo, but no titles; seen again CPH 13jun93; I/n FNJ 16may12 in all-white c/s, grey undersides with North Korean flag and star/bird emblem on the tail, Democratic
						PeopleÆs Republic of Korea titles; given as ex P-618 on the CAAK facebook page; I/n FNJ 20sep14; seen ICN 04oct14, in the same c/s with registration now given as P-883 on the CAAK facebook page, but
	no reg	II-62M	North Korean Gvt	ph.	02jul15	registration is not worn, just a call-sign/flight plan ? at Wonsan; in revised all-white c/s, grey stripes, with North Korean flag and star/bird emblem on the tail,
35 46 7 3 3	- CCCP-86537	II-62M	Soviet Gvt/AFL c/s	mfd	03dec86	Democratic PeopleÆs Republic of Korea titles; I/n PEK 20jun18 line # 46-03; II-62M Salon TM-3SUR (SatCom-equipped); opb 235 OAO; toc 16jul87; rgd 02aug87; f/n
	CCCP-86537	II-62M	Soviet Gvt/AFL c/s	SNN	11aug92	VKO 30aug88 SatCom equipment removed; I/n LHR 07nov92
	RA-86537 RA-86537	II-62M II-62M	Russ. Gvt/AFL c/s Rossiya	LHR trf	08jan93 22jul94	I/n ARN 07sep93 in Aeroflot c/s and titles; I/n VKO 12aug06; t/t 6,294 hours and 1,454 cycles as of 01jul06; broken up by
35 46 5 4 8	CCCP-86540	II-62M	Soviet Gvt/AFL c/s	mfd	30jun86	VARZ-400 aug06 line # 46-04; Il-62M Salon TM-3SUR (SatCom-equipped); toc 22may87; rgd 04jun87; opb 235 OAO at
	CCCP-86540	II-62M	Sovyetski Soyuz	SNN	19may90	VKO; f/n BZZ 07dec87; l/n MLA 03dec89 SatCom-equipped; in basic Aeroflot c/s with additional small 'Aeroflot' titles below the cockpit; l/n VKO
	RA-86540	II-62M	Sovyetski Soyuz	SNN	28feb93	27sep91 SatCom-equipment removed now; in basic Aeroflot c/s with additional small 'Aeroflot' titles below the
	RA-86540	II-62M	Russ. Gvt/AFL c/s	VKO	05sep93	cockpit and a Russian flag in basic Aeroflot c/s with 'Rossiya' titles; I/n VKO 16jun94
	RA-86540	II-62M	Rossiya	trf	22jul94	rgd 22aug94; initially in white/light grey c/s with blue/red cheatline, a gold-on-red Russian coat-of-arms on the fin and titles in red; no reports between jan96 and dec01; overhaul (by KAPO) completed 11dec01;
						repainted in light grey c/s with 'Russian flag' cheatline, otherwise as before; f/n as such jul05; new CofR issued 04aug09; t/t 5,811 hours and 1,752 cycles by jun12; l/n active MSQ 19nov13; CofA expired
	RA-86540	II-62M	Russian Air Force	rgd	18sep18	11dec13; stored at VKO, seen jan14 re-flown 01aug19 after more than five years of storage and ferried from VKO to CKL, still with 'Rossiya'
45 46 2 5 7	DDR-SET	TL COM	Interflue	mfd	21 a at 95	titles; seen KZN apr20/aug20; repainted at ULY in light grey c/s with 'Russian flag' cheatline, no titles; f/n as such ULY 12jan22; I/n LED 14apr24 lise # 46 05 cm of 104 apr5 cm or SVE 07 un 86
43 40 2 3 7	D-AOAK CCCP-86576	II-62M II-62M	Interflug Interflug AFL/Uzbekistan	mfd rgd	31oct85 03oct90	line # 46-05; rgd 19dec85; seen SXF 07jun86 f/n SXF 02oct90 ! f/n SXF i Jahadius c/or and 20oct91; l/n TAS 15oct93; carry but data unknown
	86576	II-62M II-62M II-62M	Uzbekistan Airways	LHR LHR	1991 02jan93 19mar93	f/n SXF in Interflug c/s; rgd 30oct91; l/n TAS 15apr92; canx but date unknown
	UK-86576 UK-86576	II-62M	Uzbekistan Airways Panaf Airways	OST	30apr93 27dec93	I/n STN 05may93
	UK-86576 RA-86576	II-62M II-62MGr	Uzbekistan Airways KAPO im. Gorbunova	FRA NSK	13mar07	I/n TAS 24may04, active converted to II-62MGr freighter with side cargo door (the second aircraft); in all-white c/s, no titles; I/n K10.1246214.00C review feb15
	EW-450TR	Il-62MGr	Rada Airlines	ODS	06oct15	KJA 13dec14; AOC revoked feb15 in all-white c/s with very small titles, logo on the tail; seen MSQ 27jun18; slightly damaged KRT 16aug18 when overshot the runway on landing, repaired; I/n SVO 24aug23
45 47 3 1 5	CCCP-86555 RA-86555	II-62M II-62M	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd CKL	31mar87 08aug99	line # 47-01; II-62M Salon TM-3SUR (SatCom-equipped); rgd 17jun87; f/n SNN 01oct87; I/n CKL 04jun92 SatCom-equipped; opb 223 LO at Chkalovski; not seen anywhere between 1992 and aug99, where was it
	RA-86555	II-62M	Russian Air Force	CKL	23jul07	during this time ?; I/n CKL 14aug06 oob 223 LO at Chkalovski; in basic Rossiva c/s without titles, carried a '223 LO' badge: It flew to KZN
				CITE		28oct21, was overhauled, performed an air test on 03feb22 and departed the next day to CKL; I/n LED 03feb22 and departed the next day to CKL; I/n
16 47 9 2 8	DDR-SES D-AOAJ	II-62M II-62M	Interflug Interflug	mfd rgd	24feb86 03oct90	line # 47-02; rgd 26mar86; f/n SXF 07jun86
	CCCP-86575 86575	II-62M II-62M	AFL/Uzbekistan Uzbekistan Airways	SXF TLV	jul91 sep92	in Interflug c/s; rgd 30oct91; l/n TAS 15apr92; canx but date unknown l/n LHR 27apr93
	UK-86575 UK-86575	II-62M II-62M	Uzbekistan Airways all-white c/s, n/t	FRA SOF	09may93 13jan98	seen WAW jun97 with additional 'Sayakhat' titles and emblem behind nose; still reported as such oct97 I/n TAS 07/09may98, but c/s not reported
	UK-86575 UK-86575	II-62M II-62M	Uzbekistan Airways Interavia	ATH DME	01sep98 18jun05	/n ATH 13aug04 I/n DME 06aug05
	RA-86575	II-62M	Interavia	DME	15aug05	t/t 21,282 hours and 5,351 cycles by 01jan10; I/n DME may10/aug12, stored; offered for sale by Finprombank 27feb10; broken up DME sep12, tail cut off by 30sep12; canx before apr16
26 47 7 3 7	OK-BYZ OK-BYZ	II-62M II-62M	CS-Gvt (LSFMV) Czech Government	mfd trf	16jun86 01jan93	line # 47-03; f/n PRG 03jul86; rgd 04jul86; l/n PRG 17sep92
	OK-BYZ	II-62M	Ensor Air	PRG	03sep93	in basic ex Czech Government c/s with titles; impounded at STN 18oct93/may94; l/n PRG 02aug94; canx 24aug94
	RA-86590	II-62M	Orient Avia	rgd	05apr95	named 'Nakhodka' after a town in the Russian Far East; f/n SVO 14apr97; Orient Avia filed for bankruptcy jul97; stored at Vladivostok in 1997/99
	RA-86590	II-62M	Mavial/Magadan Al	trf	oct99	rgd 08feb00; f/n PRG apr00; named 'Gubernator Valentin Tsvetkov' after the governor of the Magadan region who was killed in Moscow 18oct02, by jan04; sat wfu at DME, seen mar07/aug11; scrapped at DME
26 47 6 4 6	CCCP-86710	II-62M	Soviet Gvt/AFL c/s	mfd	30jun86	sep11, wings and tail cut off by 27sep11; remains only by 02oct11; t/t 12,122 hours and 2,132 cycles line # 47-04; opb 235 OAO; toc 01aug86; rgd 15aug86; f/n CDG 27aug86; l/n VKO 21mar93
	RA-86710 RA-86710	II-62M II-62M	Russ. Gvt/AFL c/s Rossiya	SVO trf	13apr93 22jul94	l/n VKO 11jul94 f/n CGN 15aug94, in basic Aeroflot c/s with Rossiya titles below the cockpit; repainted in 1995, in white c/s
						with red/blue cheatline, gold/red coat of arms on the tail and grey undersides with titles in red; CofA expired 27jul04; t/t 17,994 hours and 3,622 cycles by 01jul08; photo Kazan-Borisoglebskoye (North)
36 47 8 5 3	P-881	II-62M	Chosonminhang	SVO	18sep86	jun09; tender for assessment of value published 14apr11; reported broken up line # 47-05; became Air Koryo 28mar92
	P-881 P-881	II-62M II-62M	Air Koryo no titles	SXF KHV	may93 28nov14	l/n FNJ 17sep14 without titles and with revised flag on the tail; seen FNJ nov18, active; l/n FNJ 23nov19; seen VKO
						14jan24, in white c/s with grey undersides and thin red cheatline, flag on the fin, no titles; I/n VKO 18jan24
46 48 4 1 4	P-881 CCCP-86711	II-62M II-62M	Air Koryo Soviet Gvt/AFL c/s	VKO mfd	29aug24 mar87	in white c/s with grey undersides and thin red cheatline, flag on the fin, with titles; I/n VKO 31aug24 line # 48-01; toc 22may87; rgd 04jun87; opb 235 OAO; f/n SNN 31oct87; I/n ADW 22may92
	86711 RA-86711	II-62M II-62M	Russ. Gvt/AFL c/s Russ. Gvt/AFL c/s	VKO AKL	08jul92 05mar93	l/n VKO 11sep92 with small Aeroflot titles below the cockpit; l/n VKO 16jun94
	RA-86711 EL-ALM	II-62M II-62M	Rossiya Cen-Sad	trf rgd	22jul94 23oct00	f/n VKO 22aug95; I/n VKO 17may99; soc and canx 23oct00 as to Central African Republic f/n RKT 29oct00; I/n RKT 18dec00; seen RKT 18jan01, being repainted, in all-white c/s, no titles
	3C-QQR	II-62M	Trans African Al	rgd	14may01	f/n BRU 27jun01, no titles; named 'Rayane'; l/n RKT 26jan02

46 48 5 2 5	5A-DKT D2-TIF	II-62M II-62M	Trans African, n/t TAAG Angola	VIR d/d	28jun02 end87	c/n confirmed; named 'Rayane'; l/n wfu DME may07/jun20 line # 48-02; f/n HAV 27oct89; l/n active HRE 31oct97; dumped at LAD, seen sep99/nov04, not seen mid-
46 48 3 3 9	CCCP-86712	II-62M	Soviet Gvt/AFL c/s	mfd	27apr87	2006 line # 48-03; Il-62M Salon TM-3SUR (SatCom-equipped); toc 25aug87; rgd 02sep87; opb 235 OAO at
	CCCP-86712	II-62M	Sovyetski Soyuz	SNN	may90	VKO; f/n BZZ 07dec87; l/n SNN nov89 SatCom-equipped; seen ORY oct90; carried these titles may90/jul91, with additional small Aeroflot titles
	86712	II-62M	Russ. Gvt/AFL c/s	SNN	26jan92	below the cockpit; I/n LHR 19jul91 SatCom-equipped; with Rossiya titles and additional small Aeroflot titles below the cockpit, grey tail; I/n
	RA-86712 RA-86712	II-62M II-62M	Russ. Gvt/AFL c/s Rossiya	VKO trf	21mar93 22jul94	VKO 11sep92 SatCom-equipped; with small Rossiya titles below the cockpit; f/n without SatCom equipment ORY mar94 f/n VKO 01jul95; in white c/s with red/blue cheatline, gold/red coat of arms on the tail and grey undersides with titles in red; I/n active CPT 05sep06; CofA expired 30jan07; waited for prolongation of time between overhauls at the KAPO factory at Kazan-Borisoglebskoye, I/n aug07; t/t 4,709 hours and 1,358 cycles by 01jul08; tender for assessment of value published 14apr11, so probably to be sold; I/n aug13/sep24 with registration, titles and tail logo removed but reg readable on top of wings on GE
17 48 4 4 5	SP-LBH CCCP-86135 UR-86135	II-62M II-62M II-62M	LOT Avialini. Ukrayiny Avialini. Ukrayiny	mfd rgd rgd	22jun87 12mar92 21jan93	line # 48-04; rgd 24jul87; canx 28feb92; d/d ex WAW 29feb92 f/n KBP 07sep92; with additional small 'Aeroflot' titles f/n SHJ feb93; stored at KBP, I/n 30apr03; canx 17jun03; offered for sale on the internet feb04 with 2,895
	UN-86505	II-62M	Kokshetau Al, n/t	BTS	17jan04	cycles, see next line c/n from JP-05; sat wfu at ALA, seen jun09/nov12; seen ALA 04may13, serial overpainted on the tail; l/n ALA aug14/jun18; noted being scrapped as such ALA 29jan19; tail and rear fuselage broken off; also see line # 34-04
27 48 5 5 2	UP-I6201 DDR-SEU D-AOAL CCCP-86577	II-62M II-62M II-62M II-62M	Kokshetau Airlines Interflug Interflug AFL/Uzbekistan	no mfd rgd rgd	reports 10jun87 03oct90 30oct91	(/n confirmed; current on register by late 2011; not taken up, see previous line line # 48-05; rgd 30jun87 f/n SXF 04oct90 opb Tashkentski OAO; initially still in full Interflug c/s; seen as such at SXF in 1991; later in basic Interflug c/s with 'Aeroflot' titles; seen as such TAS dec91; canx but date unknown
	86577 UK-86577 UK-86577	II-62M II-62M II-62M	Uzbekistan Airways Uzbekistan Airways Air Zena	TAS LHR SNN	15apr92 11may93 jul97	in full c/s with 'Uzbekistan' titles; I/n ZRG 09feb96 leased from Uzbekistan Airways; in white c/s with light grey belly, with 'Georgia' titles above the cheatline and small 'Air Zena' titles on the nose; I/n SNN 04sep00
	UK-86577 UK-86577 RA-86577	II-62M II-62M II-62M	Uzbekistan Airways Interavia Interavia	SVO DME DME	apr02 18jun05 15aug05	in full new c/s with 'Uzbekistan' titles; I/n TAS 25may04 in full c/s; I/n DME 06aug05 owned by Finansovaya Lizingovaya Kompaniya; in full c/s; I/n operational YKS 29sep08; new CofR issued 11dec08; the operator's certificate of Interavia was annulled 26feb09; CofA expired 20jun09; t/t 20,697 hours and 5,109 cycles; sat wfu Bratsk, seen oct09/10mar15; scrapped at Bratsk starting 09/10mar15, nothing was left by late mar15; canx before mar16
27 49 3 1 6	CCCP-86466 RA-86466 RA-86466	II-62M II-62M II-62M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	mfd SNN trf	sep87 22mar93 22jul94	line # 49-01; toc 08sep87; rgd 16sep87; opb 235 OAO; f/n SNN 06oct87; l/n VKO 16aug92 l/n IAD 18jun94 f/n SHJ 28feb95; initially in basic Aeroflot c/s with Rossiya titles below the cockpit; canx 27sep95 but restored (latest CofR issued 26aug09); repainted in grey c/s with cheatlines in the colours of the Russian
37 49 2 2 4	DDR-SEV 11+20 UK-86933 UK-86933	II-62M II-62M II-62M II-62M	EGAF/Interflug c/s German Air Force ex Interflug c/s Alim-Air Lines	rgd rgd SXF TAS	19nov87 03oct90 07sep93 jul94	flag; reportedly retired 01sep12; I/n VKO 30may13; scrapped at VKO 05/06jun13 line # 49-02; had East German AIr Force serial 108 allocated seen stored Ingolstadt-Manching 12may93; in basic ex Interflug c/s no titles, on delivery to Tashkent I/n TAS may95/mar99 stored; named 'Dr. Ali'; canx but date unknown; two Alim aircraft seen TAS dec05
37 49 7 3 3	SU-ZDC CCCP-86467 CCCP-86467	II-62M II-62M II-62M	Alim-Air Lines Soviet Gvt/AFL c/s Avialini. Ukrayiny	mfd SVO	28dec87 02sep91	but not identified; reported broken up at TAS 2010 allocated line # 49-03; toc 12jan88; rgd 22jan88; opb 235 OAO; f/n SNN 05may88; l/n SVO 16may91 leased from Soviet Government
	CCCP-86467 RA-86467 RA-86467 RA-86467	II-62M II-62M II-62M II-62M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya Rossiya	SVO LHR trf YOW	29jun92 20dec92 22jul94 10sep00	<pre>//n SVO 14aug92 I/n ARN 08jan94 //n SVD 11sep99, in Aeroflot c/s and titles in grey c/s with cheatlines in the colours of the Russian flag; t/t 23,289 hours and 4,814 cycles by</pre>
37 49 6 4 8	CU-T1280 P-886P	II-62M II-62M	Cubana Air Koryo n/t	d/d trf	mar88 jul12	01jan10; I/n VKO 27oct12, awaiting to be scrapped; broken up at VKO 01nov12; canx before apr16 line # 49-04; named 'Febreroi'; f/n PRG 25mar88; I/n HAV 27jan11 in basic Cubana c/s; ferried HAV-FNJ 20/21jul12; I/n FNJ 26oct12 used for spares with many parts missing; broken up before may13; only the nose was seen sep13, now attached to the outside of the
47 49 8 5 7	CCCP-86468	II-62M	Soviet Gvt/AFL c/s	mfd	28jun88	training centre building; I/n sep15 line # 49-05; II-62M Salon TM-3SUR (SatCom-equipped); toc 20sep88; rgd 30sep88; opb 235 OAO; f/n SNN 24nov88; I/n VKO 19may91
	86468 RA-86468	II-62M II-62M	Russ. Gvt/AFL c/s Russ. Gvt/AFL c/s	SNN LHR	12dec91 10nov92	SatCom-equipped; //n VKO 15may31 SatCom-equipped; //n VKO 11sep92 SatCom-equipped; in Aeroflot c/s with Rossiya titles and small Aeroflot titles below the cockpit; I/n VKO
	RA-86468	II-62M	Rossiya	trf	22jul94	17jul93; seen ZRH 29jan94, in Aeroflot c/s with Rossiya titles SatCom-equipped; f/n VKO 22aug95; in Aeroflot c/s with Rossiya titles; repainted in grey c/s with cheatlines in the colours of the Russian flag; latest CofR issued 02jul09; l/n VKO 21sep12; was authorised for service until 17oct12 according to Ilyushin.org; broken up at VKO, commencing 26jul13
47 50 9 1 9 28 50 3 2 4	D2-TIG DDR-SEW	II-62M II-62M	TAAG Angola Interflug	d/d rgd	22may87 09aug88	line # 50-01; I/n LAD aug99/nov04 on the dump, not seen mid 2006 line # 50-02; J/n LAD aug99/nov04 on the dump, not seen mid 2006 line # 50-02; dbr SXF 17jun89 on a flight bound for SVO, the captain elected to abort take-off after the control column did not respond during VR, instead of using reverse thrust, the flight engineer shut down all four engines, the aircraft overran the end of the runway slightly left of the centre-line due to the excess speed, crossed an excavation pit causing the right main gear to collapse and hit a water tank, the airport fence, an embankment and trees, before coming to rest; the fuselage had broken in to three parts and the wings torn off, before it caught fire; all 10 crew survived but 21 passengers of 113 aboard were killed; the cause of the accident was due to locked elevators and failure of the crew to carry out the proper procedures and check; t/t 1,939 hours and 546 cycles
28 50 2 3 6	P-882 P-882	II-62M II-62M	Chosonminhang North Korean Gvt	SVO ZRH	20dec88 10apr93	line # 50-03; I/n PRG 27jan89; probably a government aircraft; photo exists PRG with titles in similar c/s to Air Koryo, but no titles; I/n FNJ 15may12 as such; according to Ilyushin.org was authorised for service until 12sep13; reported in North Korea sep15 as no longer in service and not seen on any North Korean trip since; fate ?
38 50 1 4 5	OK-BYV (2) OK-BYV (2) OK-BYV (2) OK-BYV (2)	II-62M II-62M II-62M II-62M	CS-Gvt (LSFMV) Czech Government GEA Min. of Int. Georgia Air	mfd trf PRG PRG	19dec88 01jan93 apr93 mar94	line # 50-04; d/d 23dec88; rgd 29dec88; seen PRG 15jun89; l/n PRG 17sep92 allocated OK-RBZ sep93, but not taken up l/n PRG feb95
	OK-BYV (2) OK-BYV (2) RA-86945	II-62M II-62M II-62M	Czech Republic no titles KAPO im. Gorbunova	PRG PRG rgd	18jun95 26jan00 03apr02	with small titles; seen HND 06sep96; sold to Georgia Air Prague jul97 still in Czech Government c/s; first flight for three years 26jan00; //n PRG aug01; canx 06aug01 f/n DME 24apr02; overhaul completed 14jul04; converted to II-62MGr freighter with side cargo door in 2006 (the first aircraft)
	RA-86945	Il-62MGr	KAPO im. Gorbunova	KJA	08sep06	in white/grey c/s with 'KAPO' logo on the fin; I/n as such DME 02jul08; seen VOG 06dec08 with additional 'BCT' titles on the lower fuselage; AOC revoked feb15; seen KZN mar15/may24 stored; canx between 01dec16 and 10mar17
38 50 4 5 3	CU-T1281	II-62M	Cubana	mfd	05jan89	line # 50-05; d/d 06feb89; l/n ORY 17jun89; w/o 03sep89 on the leg from Havana to Cologne of a charter flight from Havana to Milan when took off in poor weather (heavy rainfall, low clouds and 30-40 km/h winds), after becoming airborne the aircraft was caught in downdrafts and descended again after having reached a height of 56 metres, struck ILS aerials 67 seconds after commencing the take-off run and 220 metres behind the runway threshold, broke up and burst into flames as it proceeded up a hill before crashing into a residential area, all 11 crew members and 115 passengers plus 24 persons on the ground were killed (it was considered the pilot should not have taken off in rapidly deteriorating weather conditions); t/t 1,326 hours and 254 cycles
48 51 6 1 2	CCCP-86525 RA-86525 RA-86525 RA-86525	II-62M II-62M II-62M II-62M	AFL/Far East Aeroflot Dalavia Dalavia	mfd KHV trf DME	28apr89 24may93 01jun93 13aug01	line # 51-01; toc 06may89; rgd 23may89; f/n DME 29sep89 l/n IST 01nov00, in Aeroflot c/s l/n active SVO 25jul07; not in fleet list 08nov07; stored at KHV, l/n apr08; t/t 19,801 hours 3,550 cycles as of 01jul08; broken up
19 51 5 2 5	DDR-SEY D-AOAM	II-62M II-62M	Interflug Interflug	mfd rgd	09jun89 03oct90	line # 51-02; rgd already 01jun89; l/n SXF 20may90
	CCCP-86578 86578 UK-86578 EX-602 UN-86509(2)	II-62M II-62M II-62M II-62M II-62M	AFL/Uzbekistan Uzbekistan Airways Uzbekistan Airways Air Central Asia Deta Air	SXF LHR FRA TAS Isd	22jul91 jan93 28mar93 23mar07 oct07	still in basic Interflug c/s; rgd 30oct91; f/n in Aeroflot c/s AMS 18sep92 in full c/s; l/n active TAS 21oct03; l/n TAS jul04; not in fleet list 14dec07 owned by Dzhigayev; in white/grey c/s with blue cheatline, probably no titles; canx 17oct07 c/n not confirmed, but with '86578' on engine covers; leased from Meridian; in white/grey c/s with red
	UP-I6208 UP-I6208	II-62M II-62M	Deta Air Aria Air	SAW trf	11jul08 31jan09	cheatline and fin; f/n UTP 30oct07, still without titles; f/n with titles ALA 26nov07; l/n LGK 31dec07 c/n confirmed registration painted on as 'UP I 6208'; in white/grey c/s with red cheatline and fin; leased from nov08, opb Deta Air; f/n MHD mar09; w/o 24jul09 on a flight from THR to Mashhad when approached too fast, landed too long, touched down at a speed of 197 mph (the usual landing speed for an II-62 is between 145/165 mph) and the flight engineer forgot to apply the thrust reversers before giving full throttle so that the aircraft overran the runway, collided with the concrete perimeter wall of the airport (820 metres behind the runway threshold), resulting in the whole nose section being smashed, and came to rest on a road, 11 of the 17 crew and reserve crew and 5 of the 156 passengers killed plus 2 crew and 29 passengers injured; t/t 13,573 hours and 3,987 cycles; the remainder of the aircraft including the wings was used as a restaurant near the airport at Mashhad (NS6.242844 E59.625271), seen 03febi1; later Google Earth
29 51 6 3 6	DDR-SEZ D-AOAN	II-62M II-62M	Interflug Interflug	mfd rgd	18aug89 03oct90	imagery suggests this has subsequently been scrapped, not seen mar14 line # 51-03; rgd 22aug89; I/n SXF 20may90 f/n SXF 03oct90

	CCCP-86579 86579	II-62M II-62M	AFL/Uzbekistan Uzbek Government	ZRH	jul91 05feb92	was f/n SXF 1991 in Interflug c/s; rgd 30oct91; canx but date unknown carried 'Uzbekistan' titles; I/n TAS 15apr92 as such; seen in full new c/s ZRH 29jan93 with 'Uzbekistan'
	UK-86579 RA-86579	Il-62M Il-62M	Uzbek Government KAPO im. Gorbunova	FRA KHV	27jun93 19jun07	titles; I/n SXF 29apr93 I/n TAS 24may04; frequently operated by Uzbekistan Airways based at Blagoveshchensk; used as VIP aircraft by the governor of the Amur region; in white c/s with
	NA-00373	11-0211	KAPO III. GOIDUIIOVA	KIIV	19301107	red/blue/white fin, no titles; mentioned in incident report at KHV 21jun07; seen KZN 30aug08; still current on Russian register nov09; t/t 11,456 hours and 2,994 cycles as of 01jan10; l/n KZN aug10/jul17 stored;
29 51 4 4 7	CCCP-86526 RA-86526	II-62M II-62M	AFL/Domodedovo Aeroflot	mfd DME	21oct89 20mar93	AOC revoked feb15; broken up by may18 line # 51-04; toc 23oct89; rgd 31oct89; f/n DME 15mar90; l/n DME 22may91 l/n DME 06sep93
	RA-86526	II-62M	Domodedovo Airl.	trf	25jul94	f/n OVB 09aug94; I/n DME 01oct05; wfu and parked on the grass DME mar06/aug09; t/t 24,477 hours and 4,061 cycles as of 01jul09; broken up at DME
39 51 3 5 9	CCCP-86541 RA-86541 RA-86541	II-62M II-62M II-62M	AFL/Domodedovo Aeroflot Domodedovo Airl.	mfd DME trf	13dec89 10sep92 22jun93	line # 51-05; toc 14dec89; rgd 22dec89; f/n DME 02aug90; l/n DME 22feb92 l/n DME 22mar93 f/n DME apr94, with titles and initially a Russian flag on the fin; wfu at DME, parked on the grass
39 52 7 1 4	CCCP-86542 RA-86542 RA-86542	II-62M II-62M II-62M	AFL/Domodedovo Aeroflot Domodedovo Airl.	mfd DME trf	05feb90 15may93 25jul94	apr06/aug09; t/t 30.0715 hours and 4,925 cycles as of 01jul09; in process of being broken up 25dec09 line # 52-01; toc 08feb90; rgd 26feb90; f/n DUB 06mar90; l/n DME 16apr92 l/n DME 06sep93 f/n DME 04jul94; sat wfu at DME, seen apr06/aug09; t/t 30,095 hours and 4,925 cycles as of 01jul09;
10 52 1 2 8	CCCP-86558 RA-86558 4L-86558	II-62M II-62M II-62M	AFL/International Aeroflot Rus. Al Air Zena	mfd FRA JFK	09dec89 08nov92 04oct01	scrapped at DME feb10 line # 52-02; toc 09jul90; f/n SNN 10jul90; rgd 17jul90; l/n SVO 02jun92 last overhaul completed 30apr98; l/n SVO 19aug01; soc and canx 19sep01 as leased to Georgia in basic ex Aeroflot c/s with Georgian flag on the tail and 'Georgia' titles; l/n SVO 23apr02, under
	4L-86558	II-62M	Georgian Gvmt	PRG	22nov02	maintenance I/n TBS 12jul05; in Tbilaviamsheni fleet list apr04; offered for sale on internet 18feb05 with t/t 30,764
	UN-86558 UP-I6203	II-62M II-62M	Skyjet Skyjet n/t	UTP AYT	27dec06 15jul08	hours and 6,152 cycles; sold to Sky Jet, Kazakhstan early 2006 I/n UTP 14jan07; seen again no titles FJR 23mar08 offered for sale aug08 with t/t 31,402 hours and 6,328 cycles, for \$2.7 million; seen ALA 28aug08/07jun09
	UP-I6203	II-62M	Fourty Eight Avn.	KRT	18feb10	still without titles; I/n FJR 12dec09 still in basic ex-Aeroflot colours, grey tail with logo and titles
20 52 4 3 6	ST-OHO CU-T1282	II-62M II-62M	Fourty Eight Avn. Cubana	KRT d/d	29mar10 sep90	still in basic ex-Aeroflot colours, grey tail with logo and titles; named 'Ashragat'  /n KRT wfu sep11/mar23 line # 52-03; last flight 03jul04; t/t 20,033.11 and 4,725 cycles; seen HAV 03mar07, with engines missing; l/n HAV 04feb09 derelict and resting on its nose; photo on the Aviacion en Cuba Facebook site showing it being broken up; date given as 10mar09, only the rear half of the fuselage sitting on its tail survived by then; scrapped shortly afterwards
20 52 3 4 5	CCCP-86552 RA-86552	II-62M II-62M	Aeroflot Aeroflot		30aug90 15may93	line # 52-04; toc 04sep90; opb Domodedovskoye PO; f/n DME 12apr91; l/n ATH 02jun92 opb Domodedovo Airlines
	RA-86552	II-62M	Domodedovo Airl.	trf	25jul94	f/n DME 06may94; leased to Bemoair 17jun95/03oct95; new CofR issued 03jun98; overshot on landing at Gyandzha 30jul01; I/n operational DME 29aug08; the operator's certificate was revoked 01nov08; CofA expired 27dec08; sat wfu at DME, seen apr09/may18; t/t 28,468 hours and 4,646 cycles; scrapped at DME starting 05mar20 or 06mar20; canx 05feb20; the cockpit section was cut off and transported to ATP-18 at
30 52 6 5 7	CCCP-86553	II-62M	Soviet AF/AFL c/s	mfd	oct90	Zhukovski, seen there 20jun20 line # 52-05; f/n SNN 15nov90; rgd 20nov90; on charge as of 01jan91; opb 235 OAO; seen YYZ 25may91 with additional 'Avialiniyi Ukrayiny' titles; I/n VKO 16aug92
	RA-86553 RA-86553	II-62M II-62M	Russ. Gvt/AFL c/s Rossiya	DUS rgd	28mar93 10nov94	l/n SVO 02jul94 initially in full Aeroflot c/s and titles; seen VKO 16apr97, in basic Aeroflot c/s with 'Rossiya' titles; l/n VKO
	EL-ALZ 3C-QQZ	II-62M II-62M	Cen-Sad, n/t Trans African, n/t	RKT rgd	18jan01 23aug01	20may00; soc 21dec00 and canx 25dec00 as to the Central African Republic in basic ex Aeroflot c/s, white tail; //n RKT 13mar01; canx by the new Liberian CAA named 'VIP Jalal'; f/n RKT 15sep01; //n RKT 26jan02
	TL-ABW 5A-DNY	II-62M/VIP II-62M/VIP	Trans African, n/t Trans African, n/t	JNB DME	13apr02 30jun04	named 'VIP Jalal'; I/n JNB 10jul02 c/n checked; named 'VIP Jalal'; was stored at DME for some years, I/n parked on the grass 12aug06; seen
	5A-DNY	II-62M/VIP	Libyan Air Cargo	ILM	02nov08	back on the apron at DME 04sep06, being worked on; seen under rework at TAS 14may08, paint stripped down apart from the green tail in full colours with titles; named 'Ghadamis'; I/n wfu MJI in an ever deteriorating condition oct13/jun21 at the north side of the airports and by 26jun21 at the south side of the airport (N32.892011 E13.273597) in
40 53 5 1 4	CCCP-86554	II-62M	Soviet Gvt/AFL c/s	SNN	15nov90	terrible condition; still present on 19apr23 line # 53-01; rgd 20jan91; toc 01jul91; opb 235 OAO; reserve aircraft for Soviet leader Mikhail
	86554	II-62M	Russ. Gvt/AFL c/s	VKO	08jul92	Gorbachov; reportedly used by the leaders of the coup against Gorbachov 21aug91 to visit him in the Crimea; I/n VKO 13apr92 in basic Aeroflot c/s with 'Rossiya' titles; I/n VKO 16aug92
	RA-86554 RA-86554	II-62M II-62M	Russ. Gvt/AFL c/s Rossiya	VKO rgd	21mar93 11jan95	in basic Aeroflot c/s with 'Rossiya' titles; I/n VKO 05sep93 in basic Aeroflot c/s with 'Rossiya' titles; I/n VKO 17may99
	RA-86554 5A-DKR	II-62M II-62M	no titles Cen-Sad	RKT LHR	28apr00 08jun00	soc 30mar00 and canx 04apr00 as to the Central African Republic no titles, only 'Cen-Sad' logo on fin; I/n RKT 17mar01
	5A-DKR	II-62M	Libyan Government	RKT	29dec01	opb Libavia; in basic Cen-Sad c/s, no titles; I/n TIP 28jan06; w/o 29mar06 on a ferry flight (for overhaul) from MII to DME when the flight engineer failed to deploy thrust reverse in time and the aircraft touched down 1,100 metres behind the runway threshold, then the flight engineer made some more mistakes in handling thrust reverse so that the aircraft accelerated, overran the runway, lost its landing gear, collided after 680 metres with the slope of a ravine and broke into three parts, 2 of the 6 crew injured; wreckage
40 53 8 2 3	CU-T1283	II-62M	Cubana	d/d	early91	still present 15aug06 line # 53-02; f/n YYZ 01may92; l/n HAV 13nov07; dbr 20apr08 on a flight from Santo Domingo
						(Dominican Republic) to Havana when a failing inter-shaft bearing in engine No. 2 lead to an uncontained engine failure while the aircraft was climbing through 25,000 feet 45 nautical miles from Santo Domingo airport, the fuselage was damaged by turbine blades and a fire erupted due to compromised fuel lines to engine No. 1, but the aircraft managed to land safely at Santo Domingo and all 117 occupants escaped unhurt; the aircraft was provisionally repaired and ferried to Havana, but later determined to be a write- off; seen HAV 27aug08; the aircraft was subsequently preserved west of Terminal 3 at Havana "Air Park",
40 53 7 3 2	CU-T1284	II-62M	Cubana	mfd	mar91	seen 08apr09/nov11; broken up shortly afterwards and no longer visible on Google Earth mar12 line # 53-03; f/n DME 14apr91; seen active CCS nov10; last flight 01mar11; l/n HAV may13/nov20 wfu; was earmarked to be preserved, however, the condition of the interior is very poor and the ouside very dirty; scrapped apr21
21 53 3 4 7	CCCP-86560 RA-86560	II-62M II-62M	AFL/Far East Aeroflot	mfd KHV	31may91 24may93	line # 53-04; toc 12jun91; rgd 25jun91; f/n DME 04sep91
	RA-86560 RA-86560	II-62M II-62M	Dalavia Dalavia	trf DME	01jun93 19aug99	I/n KHV 12may95, in full Aeroflot c/s and titles t/t 18,875 hours and 3,931 cycles as of 01jul08; I/n DME 16aug08; operator's certificate was revoked Z6jan09; broken up at KHV
21 53 2 5 8	CCCP-86559	II-62M	Russian Air Force	mfd	17sep92	line # 53-05; in all-grey c/s with Soviet flag, no titles; II-62M Salon TM-3SUR (SatCom-equipped); already f/n ZIA 10jun92; on charge as of 01jan93 according to MGA document with operator given as just 'OAO'
	RA-86559 RA-86559	II-62M II-62M	Russian AF/AFL c/s Rossiya	SNN trf	13dec92 22jul94	SatCom-equipped; in basic Aeroflot c/s with grey tail and 'Rossiya' titles, small Aeroflot titles below the cockpit; I/n ATH 24jun94 SatCom-equipped; F/n VKO 18sep94; in white c/s with red/blue cheatline, gold/red coat of arms on the tail
					-	and grey undersides with titles in red; I/n VKO apr97; repainted in grey c/s with cheatlines in the colours of the Russian flag; I/n DME 12sep14
31 54 4 1 6	RA-86559 CCCP-86673(2)	II-62M II-62M	Russian Air Force AFL/Domodedovo	DME mfd	17nov14 25nov91	SatCom-equipped; in basic Rossiya c/s, no titles; //n PEK 30oct23 line # 54-01; photo exists at Kazan on the production line, in bare metal c/s, marked '5401'; toc 28nov91; rgd 02dec91; f/n DME 22feb92; //n DME 10sep92; see c/n 70303
	RA-86673(2) RA-86673(2)	II-62M II-62M	Aeroflot Domodedovo Airl.	KHV trf	oct92 25jul94	I/n SHJ feb93 already f/n DME 25may94; I/n DME 28may05, active; wfu and parked on the grass at DME, I/n mar07/aug09; t/t 21,075 hours and 3,597 cycles as of 01jul09; still current on register nov09; broken up at DME feb10
31 54 6 2 4	CCCP-86572 RA-86572	II-62M II-62M	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd SNN	01nov92 08sep93	line # 54-02; II-62M Salon TM-3SUR (SatCom-equipped); photo shows it was 'CCCP-' SatCom-equipped; opb 223 LO at Chkalovski; engine covers marked '540224' (ie, line # 5402; tactical
	RA-86572	II-62M	Russian Air Force	BRU	01dec03	code "24" allocated?); //n CKL 26aug02 equipped with "Asteroid 1-S" SatCom; opb 223 LO at Chkalovski; in basic Rossiya c/s, no titles; l/n in China 15jun22; still active 30mar23 CKL-Latikia; l/n CKL may23
41 54 5 3 5	RA-86126	II-62M	Orient Avia	mfd	27feb92	line # 54-03; f/n SVO 06may95, named 'Kazan'; Orient Avia filed for bankruptcy jul97; sold to Kazan Aviation Production Association; left DME for Kazan 28jun00 after three years of storage
	RA-86126	II-62M	KAPO im. Gorbunova	TFS	31dec00	leased from 22dec00; rgd 09jan01, in white/grey c/s with KAPO emblem on fin and titles; seen DME 13aug01; I/n IST 06dec03; overhaul completed 31aug06; converted to II-62MGr freighter with side cargo door (the third aircraft)
	RA-86126 EX-62001	II-62MGr II-62MGr	KAPO im. Gorbunova Manas Airways	NSK rgd	29oct07 26feb16	in white/grey c/s with KAPO emblem on fin; AOC revoked feb15; I/n KZN 18apr15 c/n confirmed; f/n KZN 27jun16, in white c/s with grey undersides; photo KZN 22sep16 in the same c/s with large 'manasaircargo.com' and smaller 'Manas Airways' titles below; I/n active VKO 22may17; seen KZN 25sep17/14sep20 stored; canx between 28may19 and 17jan20 four this data for the first time in ours 2 wares; bad and then pretored to the Bursian projector by 04de20
	no reg	Il-62MGr	all-white c/s, n/t	KZN	16nov20	flew this date for the first time in over 3 years; had not been restored to the Russian register by 04dec20, but still shows as RA-86126 on the ilyuhhin.org website (which had never shown as EX-62001) with authorised service until 27apr21
41 54 8 4 2	EW-505TR CCCP-86561	II-62MGr II-62M	Rada Airlines Russian Air Force	MES mfd	21dec20 10dec92	in all-white c/s with grey undersides and titles; //n URC 17sep24 line # 54-04; in all-grey c/s with Soviet flag, no titles; II-62M Salon TM-3SUR (SatCom-equipped); already f/n ZIA 15aug92; rgd 31aug92 to Ilyushin; on charge as of 01jan93 according to MGA document with
	RA-86561	II-62M	Russian AF/AFL c/s	SNN	28mar93	operator given as just 'OAO'; I/n 18mar93 SatCom-equipped; in basic Aeroflot c/s with grey tail and 'Rossiya' titles, small Aeroflot titles below the cockpit; I/n VKO 05sep93

	RA-86561	II-62M	Rossiya	trf	22jul94	SatCom-equipped; f/n VKO 18sep94; in white c/s with red/blue cheatline, gold/red coat of arms on the tail and grey undersides with titles in red; repainted in grey c/s with cheatlines in the colours of the Russian flaq; I/n VKO 27oct13
	RA-86561 RA-86561	II-62M II-62M	Russian Air Force Russian Air Force	CKL CKL	22aug14 27aug15	SatCom-equipped; still with Rossiya titles, now operated by 223 LO based at CKL; I/n AER 16may15 SatCom-equipped; in basic Rossiya c/s, no titles; seen CKL dec19; still active mar20; I/n CKL sep21; still active 06jun22 CKL-tatkia; seen parked KZN 19apr24; I/n BEN 26nov24
12 54 8 5 1	RA-86127 RA-86127	II-62M II-62M	AFL/Domodedovo Domodedovo Airl.	mfd trf	27may92 05dec94	line # 54-05; toc 10jun92; rgd 26jun92; f/n SNN 09apr93 already f/n DME 23sep94; l/n DME 12oct07; sat wfu at DME, seen apr08/aug09; t/t 19,695 hours and
22 55 7 1 9	RA-86128	II-62M	AFL/Far East	mfd	14jul92	3,470 cycles as of 01jul09; scrapped at DME starting 07mar10 line # 55-01; toc 24aug92
	RA-86128 RA-86128	II-62M II-62M	Dalavia Dalavia	trf KHV	01jun93 01aug01	f/n DME 07jul93, in full Aeroflot c/s and titles; I/n TAS 08may98 I/n active UTP 29dec06; not in fleet list 08nov07; stored at KHV, I/n nov08; t/t 12,725 hours and 2,548 cycles as of 01jul08; broken up at KHV
22 55 5 2 5	RA-86129 RA-86129	II-62M II-62M	AFL/Domodedovo Domodedovo Airl.	mfd trf	18sep92 05sep94	Line # 55-02; toc 20oct92; f/n DUS 28mar93 already f/n DME 25may94; sat wfu at DME, seen apr08/aug09; t/t 19,154 hours and 3,221 cycles as of 01jul09; scrapped at DME early mar10
32 55 3 3 3	UN-86130 RA-86130	II-62M II-62M	Aral Air Aviaenergo	mfd rgd	30oct92 02nov95	line # 55-03; f/n ZIA 24aug95 leased from EES Rossii 03aug95/03aug20 !; f/n VKO dec95; current in fleet list 01dec05; offered for sale
	UN-86130	II-62M	Investavia	LGW	22mar07	15may06 with t/t 9,200 hours and 1,458 cycles as of 14apr06; I/n SVO 27nov06 in basic Aviaenergo c/s with additional 'NRG' titles on side of fuselage; I/n FJR 15nov08/01jul09, see next
	UP-I6210	II-62M	Investavia	THR	oct09	line was offered for sale on web as such may09 with t/t 10,569 hours, see above; still in basic Aviaenergo c/s
42 55 2 4 4	DA 96121	IL 62M	Dalavia	mfd	doc02	with additional 'NRG' titles on the side of the fuselage, opb Aria Air; impounded THR oct09/may16 (N35.695695 E51.272235) after AOC was revoked following the crash of UP-16208; dismantled between feb15/apr15 and moved to the Police hangar area by 27oct15; removed form this location early 2020 line # EF 04.tep 01/in021 (I/S E11.1000) and 11.0000 and 11.0000 and 12.0000 and 12.0000 and 12.0000 and 12.0000
42 55 2 4 4	RA-86131 RA-86131	II-62M II-62M	Dalavia Dalavia	mfd DME	dec92 20aug99	line # 55-04; toc 01jul93; f/n SIN 11oct93, in full Aeroflot c/s and titles; l/n DME 23apr97 t/t 15,301 hours and 3,187 cycles as of 01jul08; operator's certificate was revoked 26jan09; l/n KHV
42 55 1 5 2	RA-86566	II-62M	AFL/Far East	mfd	28dec92	18nov08/aug24, wfu and with a damaged nose since aug15 line # 55-05; f/n KHV 24may93; toc 01jul93; also operated International flights for Aeroflot Russian Al; I/n SVO 27nov97
	RA-86566	II-62M	Sakhal. AviaTrassy	rgd	20jun00	reportedly bought from a cargo airline at Khabarovsk; started scheduled services 07jul00 and f/n VKO that day; scheduled services to Moscow stopped after 168 flights feb01; fin damaged by the wing of a taxing II- 96 RA-96009 02jun01; I/n UUS 09feb04; reportedly put into storage at TAS in 2004 and still noted there dec05; in fleet list mar07 as stored
	UN-86566 UP-16204	II-62M	Sayat Air	KGF VAR	08aug07 04jul08	in basic Sakhalin c/s with large 'SAYAT air' titles; f/n AYT 31aug07; l/n ALA 29jun08 in basic Sakhalin colours with large 'SAYAT air' titles; l/n UTP 29dec08
	UP-16204 UP-16204	II-62M II-62M	Sayat Air Aria Air	MHD	mar09	in basic Sakhalin (2); impounded at THR (N35.709294 E51.294865) after the operator's certificate was revoked following the crash of UP-16208, seen jul09/apr12; current on register by late 2011 as Sayat Air; dismantled 30may16 and transported by road to the East of the city in Perdis at Novar 8 in the Pardis Technology Park to become a Restaurant and seen as such aug16/nov20
42 56 3 1 4	RA-86567	II-62M	Orient Avia	mfd	18jan93	line # 56-01; mfd also given as 30jun95; rgd 08aug95; named 'Primorye'; f/n SVO 21aug95; Orient Avia filed for bankruptcy jul97; l/n SVO 22aug97, stored
	RA-86567	II-62M	East Line	СМВ	30apr99	CofR renewal 01jun99; leased from Gosinkor 16dec98/16dec99; CofR renewal 14dec01; leased from Arminda 20sep01/20oct04; I/n DME 26jul05
	RA-86567 RA-86567	II-62M II-62M	Russian Sky Interavia	DME DME	12aug05 25may06	current in fleet list dec05; I/n DME 18apr06 in white c/s with blue fin; reported DME 25may06 with small 'MChS Rossii' subtitles on the nose; I/n active DME 17aug08; sat wfu at Magadan-Sokol, I/n dec08/oct11; t/t 13,933 hours and 2,266 cycles; broken up at Magadan Sokol, I/n dec08/oct11; t/t 13,933 hours and 2,266 cycles; broken up
42 56 2 2 3	RA-86568	II-62M	Orient Avia	mfd	28sep93	at Magadan-Sokol mar15 line # 56-02; rgd 21sep94; named 'Vladivostok'; f/n SVO 08oct94; Orient Avia went bankrupt; l/n SVO
	RA-86568 RA-86568	II-62M II-62M	East Line Tretyakovo Al	DME DME	24may00 01apr01	apr97/jun99 engineless
	RA-86568	II-62M	Airstars	DME	07apr03	rgd 27apr01; I/n DME 26jan03; CofR renewal 27jan03 leased from 23jul03; CofR renewal 09sep03 to Vertikal OOO, with operator as Airstars; CofR renewal 15mar04 to Argo OOO with operator as Airstars; wfu at DME and parked on the grass since early jul06; t/t 9,473 hours and 1,645 cycles; I/n jun13; broken up at DME in 2013; canx before apr16
13 56 2 3 4	UK-86569 C5-RTG EW-564TR	II-62M II-62M II-62M	Uzbek Government Gambia Government Rada Air	AMS trf DJE	08jun93 aug05 08aug21	line # 56-03; I/n TAS 24may04 large 'Republic of the Gambia' titles; f/n BJL 18nov05; seen IST 17apr16; I/n wfu BJL aug16/aug21 still in basic Republic of the Gambia c/s, no titles; arrived at Vitebsk aug21 and stored there since; I/n
13 56 3 4 7	RA-86570	II-62M	MChS Rossii	mfd	20dec95	30dec22 still complete, although was reported to be used for spares line # 56-04; rgd 22apr96; f/n SVO 11may96; named 'Mikhail Gromov' 31jul97 after a legendary Soviet
13 56 8 5 1	RA-86583	II-62M	Aviaenergo	mfd	31jul96	pilot of the 1930s; last seen active dec13; was authorised to fly until 29dec13; canx 19mar14; seen wfu ZIA aug15/aug20; new CofR 23mar23 line # 56-05; rgd 18sep96; f/n ZIA 23aug97; seen ATH 04apr99, white fuselage and tail, and red cyrillic
10 00 0 0 1			-		-	titles on both sides with additional 'RAO <ues rossii="">' (Unified Energy System of Russia) cyrillic titles below the front windows; I/n GRO 22aug00, as such</ues>
	RA-86583 RA-86583	II-62M/VIP II-62M/VIP	Aviaenergo Aviaenergo	SVO SVO	12jun01 01jul03	in new c/s, no titles; I/n SVO 18dec02 with VIP' titles; I/n KHV 31jul09
	RA-86583 RA-86583	II-62M/VIP II-62M/VIP	Rostelecom Aviaenergo	ph. KZN	18feb10 07apr13	in the Roand workshops; chartered from Aviaenergo for the Olympic Games; in basic Aviaenergo c/s with 'Rostelecom' and additional small 'www.rt.ru' titles; I/n KZN 23aug12, stored stored; I/n KZN may13; broken up at KZN, photo 10dec14, top of the fuselage cut away and in two
23 57 7 1 1		II-62M	bare metal	Kzp	1996	sections, with clipped wings line # 57-01; airframe basically completed by 1993; stored unsold at the factory, l/n aug97
	ST-PRA	II-62M	Sudan Government	mfd	30dec04	donated by the president of Tatarstan, Mintimer Shaimiyev, to the Sudanese president Omar al-Bashir; ferried to Khartoum and h/o there 01jan05; carried large 'SUDAN' titles; f/n OSL 11apr05; seen KZN may16/mar17; l/n KRT 2017/mar23 stored and not used since Omar al-Bashir lost power apr19; destroyed KRT 16/17apr23 during fighting between different factions of the military
23 57 4 2 3		II-62M	bare metal	Kzp	1996	line # 57-02; line number confirmed as unsold and present at the factory; seen aug97; photo aug14, a plate on the main landing gear gives the full c/n as such with mfd as 22ju93 (this is not the aircraft release date), was originally to have been completed aa an II-62M Salon TM-3SUR (SatCom-equipped)
57.3.?		II-62M	bare metal	Kzp	aug97	line # 57-03; in total four bare metal II-62s present this date; a candidate to be either RA-86495(2) or RA- 86496(2)
33 57 9 4 7	RA-86586	II-62M	Magma	mfd	10jun99	line # 57-04; seen stored at the factory in primer 1996/aug97 without registration; f/n SVO 17aug99; l/n SVO 23aug99
	RA-86586 RA-86586	II-62M II-62M	KAPO im. Gorbunova BGB Airlines, n/t	rgd UTP	19may00 27dec06	f/n VKO 22jul00; l/n SAW 25mar06; returned to owner by oct06
	UN-86586 UN-86586	II-62M II-62M	Eastern Express Sayat Air	VAR	31jan07 26jun07	flight planned TSE-KBP, with 'LIS' callsign; reported for Skyjet I/n KGF 23mar08
	UP-I6205 UP-I6205	II-62M II-62M	Sayat Air Aria Air	KGF Isd	26sep08 early09	l/n KGF 27nov08 in basic Sayat Air c/s; f/n THR 05mar09; l/n THR 10aug09, stored (gone by dec09); current on register by
						late 2011 as Sayat Air; I/n FJR 06sep12 still as Aria Air; seen FJR 27oct12 in basic ex Aria c/s, no titles; I/n FJR dec12/sep22, stored, but no longer present apr23, probably broken up; see next line
57 . 5 . ?	RA-86586	II-62M II-62M		rgd	19jan16	the fuselage was reported to have severe corrosion aug16; still current on register jun23; see previous line line # 57-05; a photo exists probably of this airframe at Kazan in the production hall 24apr98, with the caption 'farewell photo of the last factory aircraft II-62'; a candidate to be either RA-86495(2) or RA- 86496(2)
<u>II-62s w</u> it	<u>h unknow</u>	<u>n const</u> r	uction number	<u>s inc</u>	lude	
	RA-86495(2)	II-62M	Russian Air Force	mfd	08oct09	replacement for RA-86495 (1) c/n 2726628 which was deemed unfit to be repaired by the KAPO factory;
						although it is a new airframe its c/n is nevertheless given as 2726628 in all documents including the technical passport (probably because it was financed from repair funds and not from acquisition funds); is in reality line # 57-03 or 57-05; the last II-62 completed; underwent trials feb10; opb 223 LO at Chkalovski; in basic Rossiya c/s with a '223 LO' badge, no titles; h/o mar10; f/n 23mar10, flying; rgd
						14apr10; I/n ZIA 20feb24; see c/n 2726628

Chkalovski; in basic Rossiya c/s with a '223 LO' badge, no titles; h/o mar10; t/n 23mar10, flying; rgd 14apr10; 1/n ZIA 20feb24; see c/n 2726628
 mfd 29jun05 replacement for RA-86496 (1) c/n 3829859 which was probably deemed unfit to be repaired by the KAPO factory; although it is a new airframe its c/n is nevertheless given as 3829859 in all documents (probably because it was financed from repair funds and not from acquisition funds); is in reality line # 57-03 or 57-05; opb 223 LO at Chkalovski; in basic Rossiya c/s, no titles; f/n VKO 14aug06; seen CKL 20aug07 with '223 LO' badge; t/t 1,074 hours and 308 cycles by 01jul09; l/n PKC 05nov23 line number 57-02 or 57-03 ?, plus two other bare metal II-62s, registrations could not be seen l/n Kazan-Borisoglebskoye 21may98; line number 57-02 ?

Only three bare-metal aircraft were present by 17aug99. The third being possibly -86585 filling, batch -86552 to -86586

Russian Air Force

bare metal bare metal

RA-86496(2)

RA-86571 RA-86584

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II-62M

II-62M II-62M

# Ilyushin Il-76

The Il-76 made its western debut at the Paris Air Show in 1971, having first flown from the Ilyushin plant at Khodynka on 25 March 1971. Khodynka produced three aircraft, then production switched to Factory No. 84 at Tashkent from where circa 950 aircraft emerged up to 2012. Current production is now undertaken by Aviastar at Ulyanovsk-Vostochny, with the first aircraft flying in April 2012.

Initially, the aircraft were simply designated II-76, then II-76T and II-76M, indicating civil and military use respectively. 73 II-76s sans suffixe were built. The II-76M/MD often has a gun turret but there are also M/MD versions without, for example the Cuban (CU-T1258/1271), Chinese (B-4030/39) and several Iraqi (YI-ANA/O) II-76MDs. Additionally, many former Iraqi II-76M/MDs returned to the CIS, were de-converted and now wear II-76T/TD designations, but still retain their gun turret. The presence of a gun turret does NOT actually differentiate between these two versions.

The II-76M/MD has different navigational systems, para-dropping equipment, an additional APU and other equipment not installed on the civil variants (II-76T/TD). Many military aircraft have also been converted to civil standards with the tail turret being blanked off or filled in. However, towards the end of the 1990s a more substantial de-militarisation programme commenced, with the removal of the pressurised tail gunner's position and replacement with an ordinary tail-cone. These modifications reduce the empty weight by 2,200 lb, allowing an increase in payload and/or fuel to be carried. As a result of these changes, many aircraft have now been converted to true II-76T/TDs

The type has seen sterling service within Russia and the former Soviet republics for more than thirty years, flying heavy loads from poorly equipped airfields with short runways. A runway and manoeuvring area need only to be able to cope with a pressure of 6 kilos per square centimetre to accommodate the type. A 6000 feet unpaved runway is capable of handling a fully laden II-76. Other II-76 variants include the II-76/A-50 AWACS (NATO codename 'Mainstay'), the cosmonaut trainer version designated II-76MDK and the tanker version, the II-78. A fire-fighter version was also displayed at the 1993 Paris and Zhukovski Air Shows and this version was frequently used, for example, by the Greek government in fighting the summer forest fires.

By January 1994, the II-76 production line was dormant. The modernised version II-76MF with more powerful engines, a 6.6 metre longer fuselage, and a glass cockpit was to save the situation. The first flight of this version took place on 1 August 1995. Unfortunately, the break-up of the former Soviet Union resulted in only four II-76MF being built of which two were delivered to Jordan. The Tashkent factory re-started in the early 2000's and over a period of some 10 years some 20 plus aircraft of various versions were completed for customers like the Indian Air Force, Silk Way, Volga Dnepr. An order for 20 II-76s by the Chinese Air Force was disrupted by the factory. When indications that TAPO would go bankrupt became apparent, the Russian government decided to relocate the II-76 production to the "Aviastar" factory at Ulyanovsk.

The main model built there, the II-76MD-90A, is an updated version of the II-76MD with new engines as per some later build aircraft from Tashkent. The next generation of AWACS aircraft will be represented by the A-100 (based on the II-76MD-90A). Two unfinished II-76s were dismantled and transferred by land from Tashkent to Taganrog to be completed there as A-50EI models for the Indian Air Force.

Naturally the bulk of the aircraft built were delivered to the Soviet Air Force. Apart from the main transport, tanker, and A-50 bases, several other locations received one or two aircraft, for details see the production list. Some original II-76 bases have since closed and the only remaining operational Russian Air Force II-76 transport/tanker bases are Ivanovo, Orenburg, Pskov, Ryazan, (tankers and overhaul), Seshcha, Taganrog and Tver. Since December 2019 aircraft are also based at Ulyanovsk-Vostochny again. In addition to this there are Chkalovski (including some test aircraft), Nizhni Novgorod and Yermolino (National Guard aircraft), Staraya Russa (overhaul) and Zhukovski (test aircraft). In Belarus just Machulischi remains open and from the previous seven II-76 bases in Ukraine just Melitopol is still active.

Regarding the many Russian Air Force II-76s reported in the text as cancelled with an unknown date, we would like to make the following comment: Most of these (not those exported to other CIS republics) were cancelled during 2000 and have no date of cancellation mentioned, probably they had been 'not fit to fly' for a long period of time. For a good number of these aircraft we have sightings as being active or seen since 2000 and possibly these were just removed from the civil aircraft register and transferred to the military register. The majority of the Russian Air Force, straight II-76 and II-76M were not mentioned in the post-1998 civil registration records (but were in the OKB production list)

received and also do not appear any longer in the lists of cancelled aircraft. It is likely that some may have already been broken up by the turn of the century including the CCCP- registered aircraft that have never been reported as RA- in documents or sightings. By early 2004 the Russian Air Force reported just over one hundred II-76s were potentially active. However, in more recent years some of the older aircraft have been overhauled and are now back in service.

The c/n of the II-76 is to be found in the rear cargo-hold pressure bulkhead which lifts up to the ceiling of the aircraft for loading and unloading and can easily be read off when the cargo doors are open. Some aircraft do not have it painted there, but in those cases, and all others, both doors to the cockpit from the cargo-bay carry a small plate with the last five digits. We received a full 1996 and 1997 II-76 list from Russia giving details of registrations, line numbers, c/ns, total hours, total landings, delivery dates and actual and previous

bases where the aircraft was stationed.

The first one or two digits give the decade of certification, (0 = 1970/1979, 00 = 1980/1989, 10 = 1990/1999, 20 = 2000 onwards), this is followed by one digit representing year of certification, (so 04 = 1974, 005 = 1985, 102 = 1992, 205 = 2005) then there is the figure 34 indicating the factory code (which actually is 84 !) and It is now known that the Ilyushin OKB uses only the so called line-numbers. Most of these line-numbers are now known and they are presented with each individual

aircraft. It has become evident there is a system linking the last three of the c/n to the line-number. This allocation was repeated every 25 batches of ten aircraft, allowing a maximum in this system to be of 1000 airframes. The build-up itself is simple, the last three of the c/n are in groups of four related to the line-number, allowing a good cross-check on both systems:

For example: c/ns ending 001 to 004 are line # 01-01, 26-01, 51-01 and 76-01

c/ns ending 009 to 008 (but not necessarily in that order relate to) line # 01-03, 26-03, 51-02 and 76-02 c/ns ending 009 to 012 (but not necessarily in that order relate to) line # 01-03, 26-03, 51-03 and 76-03 c/ns ending 993 to 996 (but not necessarily in that order relate to) line # 25-09, 50-09, 75-09 and 100-09

c/ns ending 997 to 000 (but not necessarily in that order relate to) line # 25-10, 50-10, 75-10 and 100-10

The following also shows a system to decipher the last 3 digits of the construction number to determine the line number of the actual aircraft.

1) for the aircraft built from 1973 to 1980 (for batches 01-25): The last 3 digits of the c/n is divided by 4 and the remainder is rounded up. This gives the sequence number of the aircraft, which relates to the batch and the number in the batch. For example: for c/n 073407199 - last 3 digits are 199. Divide this by 4 equals 49.75 which is then rounded up to 50. As each batch contains 10 aircraft and the first batch built by TAPOICh is batch 1, the 50th aircraft equates to serial number of the aircraft as 05-10.

2) for the aircraft built from 1981 to April 1986 (for batches 26-50): We add 1000 to the last 3 digits of the c/n and then divide by 4 with any remainder once again rounded up. For example: for c/n 0053463896 - last 3 digits are 896. Add 1000 = 1896, then divide this by 4 equals 474. 47 batches of 10 aircraft equals 470, so the serial number is the 4th aircraft of the next batch 48-04.

3) for the aircraft built after April 1986 until approx. March 1990 (for batches 51-75): We add 2000 to the last 3 digits of the c/n and then divide by 4 with any remainder 74 batches of 10 aircraft equals 740, so the serial number is the 3rd aircraft of the next batch 75-03.

4) for the aircraft of batches 76-97 series (approx. after March 1990): We add 3000 to the last 3 digits of the c/n and then divide by 4 with any remainder once again rounded up. For example: for c/n 1043420696 - last 3 digits are 696. Add 3000 = 3696, then divide this by 4 equals 924. 92 batches of 10 aircraft equals 920, so the serial number is the 4th aircraft of the next batch 93-04.

Starting at batch number 1, the last 3 digits of the c/n, increment in the range 001 to 999 for every 25 batches and then reset back at the 26th, 51st and 76th batch, with the last three digits being unique throughout.

There is only one slight exception to the above rules, with the addition of an 11th aircraft to batch 16 line # 16-07A (1043418628).

Finally the first two digits of the last five of the c/n, again increment by 1 after every few aircraft starting from 01 and reach 99 by batch 75, resetting back to 01 from batch 76, the meaning at present of this unknown. Surmised c/ns and/or surmised line numbers are always given with a question mark, as long as no official confirmation on these is received, no matter how certain the

surmising can be. As with most other types, aircraft are listed in build-order and therefore we use the line-numbers to position every aircraft.

### 3 II-76 prototypes built by Ilyushin OKB (MMZ No. 30 'Znamya Truda') at Moscow-Khodynka in 1971-73

line #01-01	CCCP-86712	Il-76	Ilyushin OKB	f/f	25mar71	from Khodynka; first prototype; in Aeroflot c/s; no c/n issued but should have ended at 001; presented to the Soviet leadership at VK0 17may71 and to the public at SV0 18may71; fr1 LBG 25may/08jun71; tail cone modified to house an anti-spin parachute for low speed/high/alpha trials (as per later build II-76K/MDKs); underwent service trials with Aeroflot's Tyumen directorate 22dec75/07feb76 (132 flights), by this time painted in standard Aeroflot post 1973 c/s, but retained the blue rudder; seen LBG 26jun77 with exhibition number '829'; almost certainly the fuselage minus wings and tail section that is located near to a radar station at the Institute of 'Physics of the Earth' - now renamed FSUE "Space Communication" (N55.870365 E37.95261) near to Dolqoye Ledvoy: reported present since the 1980's seen jun03/oct18
line #01-02		II-76	Ilyushin OKB			static test airframe; no c/n issued but should have ended at 007; possibly this is the fuselage seen at Khodynka 22auo99 in Aeroflot c/s or is just a mock-up
line #01-03	CCCP-86711	Il-76	Ilyushin OKB	f/f	25feb73 second prototype; photo exists in bare metal c/s with just the registrat ended at 012; f/n LBG 26may/03jun73, in Aeroflot c/s with exhibition the grass strip at Melitopol 24/29aug73; I/n Iruma 16sep73; later repair c/s; dbr when struck an airport building while taxiing, place and	second prototype; photo exists in bare metal c/s with just the registration; no c/n issued but should have ended at 012; f/n LBG 26may/03jun73, in Aeroflot c/s with exhibition number '455'; underwent trials on the grass strip at Melitopol 24/29aug73; l/n Iruma 16sep73; later repainted in standard Aeroflot post 1973 c/s; dbr when struck an airport building while taxing, place and date unknown; used as ground instructional airframe by Riga aviation institute (RKIIGA), seen 198./aug96; seen being broken up there

### 944 Il-76s were completed by Factory No. 84 at Tashkent-Tuzel from 1973

0334 01016	CCCP-76500	II-76	Ilyushin OKB	f/f	05may73	line # 01-04; first production II-76, in Aeroflot c/s; trooping and parachuting factory trials started 20nov73; photo exists, with tail turret; tail turret later removed and repainted in standard Aeroflot post 1973 c/s; seen LBG 03jun75 with exhibition number '366', seen LBG jun77 with exhibition number '346'; world records were set by Soviet parachutists jumping from this aircraft 26oct77; seen LBG jun79 with exhibition number 'a47'; fuselage seen dumped at Zhukovski aug92/may93, still with exhibition number
						'347'; broken up by aug95

1919.10.     COD 7600     P.3     Provide Wires (P.1)     Provide Wires (P.1)     Provide Wires (P.1)       1919.10.00     COD 7600     P.3     Provide Wires (P.1)     Provide Wires (P.1)       1919.10.00     P.3     Provide Wires (P.1)     Provide Wires (P.1)     Provide Wires (P.1)       1919.10.00     P.3     Provide Wires (P.1)     Provide Wires (P.1)     Provide Wires (P.1)       1919.10.00     P.3     Provide Wires (P.1)     Provide Wires (P.1)     Provide Wires (P.1)       1919.10.00     P.3     Provide Wires (P.1)     Provide Wires (P.1)     Provide Wires (P.1)       1919.10.00     P.3     Provide Wires (P.1)     Provide Wires (P.1)     Provide Wires (P.1)       1919.10.00     P.3     Provide Wires (P.1)     Provide Wires (P.1)     Provide Wires (P.1)       1919.10.00     P.3     Provide Wires (P.1)     Provide Wires (P.1)     Provide Wires (P.1)       1919.10.00     P.3     Provide Wires (P.1)     Provide Wires (P.1)     Provide Wires (P.1)       1919.10.00     P.3     Provide Wires (P.1)     Provide Wires (P.1)     Provide Wires (P.1)       1919.10.00     P.3     Provide Wires (P.1)     Provide Wires (P.1)     Provide Wires (P.1)       1919.10.00     P.3     Provide Wires (P.1)     Provide Wires (P.1)     Provide Wires (P.1)       1919.							
433 1 201         Cont 4000         5000 MM (MyC)         44         3000 MM (MyC)         4000 MM (MyC)         3000 MM (MyC)         4000 MM (MyC)         3000 MM (MyC)	0334 01019	CCCP-76501	II-76	OKB/NII VVS	r/o	oct73	undertook evaluation of weapons at Akhtubinsk (including the firing of shells and dropping combat air bombs through the cargo hatch); a world record was set by a group of Soviet parachutists jumping from this aircraft 24apr75 over Akhtubinsk; undertook tests with the UPAZ refuelling system in 1983 (which was
MAX BOOK         Reddeling         The Standard Structure         The Standa	0334 01022	CCCP-86600	Il-76	Soviet AF/AFL c/s	d/d	03jun74	Kirovograd, Ukraine, from 1986 (N48.541683 E32.277541) seen jul93/jun21 line # 01-06; delivered to Ivanovo; rgd 20jun75; first series aircraft delivered to the Air Force; sold by the
BANK 2000         CDU-MORD 1000         Secter MAY 1000         Alter Sector MAY 10000         Alter Sector MAY 10000         Alter Sector MAY 10000         Alter Sector MAY 10000         Alter Sector MAY 100000         Alter Sector MAY 100000         Alter Sector MAY 100000         Alter Secto	0334 02026						l/n ZIA 23aug97; Zhukovski based mar97; in Aeroflot c/s; canx 07dec01 and broken up line # 01-07; d/d to Vitebsk 13jun74; rgd 20jun75; later based at Ukurei; last flight 05aug93; t/t 2,800
C42-0329         C42-04-03         L12 Balaccia         C42         Display balance base of particle base of partingart base of particle base of particle base of partin	0334 02031						12jun08; offered for sale as scrap metal 09feb09; not seen nov10 and reportedly broken up line # 01-08; delivered to Ivanovo; rgd 23jun75; no reports based at Ivanovo-Severny by mar97; ferried Ivanovo-Severny-IKT 24mar06; used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAIU) at the civil airfield from 25mar06 until the College was closed down jan09; offered for sale as scrap metal 05sug09
OL41 2020         CCC 4664         1.9         Solid AVPA (2)         Col 1 31, 24 - 21 - 21 - 21 - 21 - 21 - 21 - 21 -	0434 02035	CCCP-86603	II-76/276	LII Zhukovski	d/d	23jun75	sections by 05nov15 and gone before mar16 line # 01-09; rgd 04jun84 !; f/n Kaliningrad-Chkalovsk 03jul94 in Aeroflot c/s and derelict this date; according to the line-number list, based Kaliningrad mar97 and wfu; not seen on later visits, broken up ?;
CCD READ         Line         Abul         Current and their is 7.8 (here) <sup>11</sup> How Box         For Park         100         Park         Park<	0434 02039	CCCP-86604	II-76	Soviet AF/AFL c/s	d/d	31aug74	line # 01-10; delivered to Ivanovo, then Ukurei based; rgd 18jun75; sold ex Soviet Air Force 16jun92; f/n
Bit of the second sec							in Aeroflot c/s and titles; I/n ZIA 03sep93
10.3 Tu         10.7 tu <t< td=""><td></td><td></td><td></td><td></td><td></td><td>-</td><td>soc and canx 25dec95</td></t<>						-	soc and canx 25dec95
SC-04.         1.7.6         A. Greened Trader         opport of the Unite Trader docume starts, in starts, in the Unite Schedt are provided in United Trader Schedt are the Unite Schedt are the United Trader Schedt are United T		3D-RTX	II-76	Air Pass	JNB	16oct97	in all-white c/s with grey undersides, no titles; I/n SHJ 30mar98 in all-white c/s with grey undersides, no titles; an illegal TL- registration; I/n RKT 15dec01, see rgd next
Bit 1993/32         Display         Attack matching         Opt         Special           Bit 1993/32         Display         Bit Network		3C-QRA	II-76	Air General Trader	rgd	10sep01	reported in United Nations document sep01; in all-white c/s with grey undersides, no titles; f/n RKT
SP 605 B         B 70 B         all which C A, Ph CM         FM B         B Month         FM B         B Month         Company							in all-white c/s with grey undersides, no titles; I/n SHJ 12dec03; seen FJR 29feb04, I/n CIT 22may04
0414         CCCP-46404         IP-76         Soviet AFAPC         Office Super-Super		S9-DBX	II-76	all-white c/s, n/t	FJR	31jan09	and seen again FJR 04feb09; {/n EBB 13aug10, parked in all-white c/s with grey undersides, no titles, version painted as 'II-76TD'; had already been stored for a while, finally left EBB 23jul11; seen FJR dec12/mar18, stored; {/n sep22 with GST Aero titles once again
BA 744 (61)         IP 70         PMC 500 (bmc 75)         Sector APP 100 (bmc 75)         Sector APP	0434 02041						line # 02-01; delivered to Vitebsk, then Ivanovo and Ukurei based; rgd 18jun75; no reports
9434 2006         CCCP-8644         II-75         Sevet Al/AL os         6/d         JBary         Performance         Performance <td></td> <td>RA-76416(1)</td> <td>II-76</td> <td>NSA Soyuz</td> <td>rgd</td> <td>28sep92</td> <td>f/n SVO 19mar93; officially Sheremetyevo based mar97</td>		RA-76416(1)	II-76	NSA Soyuz	rgd	28sep92	f/n SVO 19mar93; officially Sheremetyevo based mar97
"Add Tables"         10-26 Feb A System         Book 10-200 Tables         Description           02:14 02:041         17-26 Feb A System         Secret A///L // 6 Feb A System A Febrare         1/6 Feb A System         1/6 Feb A Syste	0434 02046						0093495854
MA 74612         IP-76         Next Algoring         Nov D (1999)	0434 02040						
0434 02194         CCCP-4644         11-76         Sovet A//AL C/S         64         Bin or XI / Ing 1 JB(J/X) S (delivered to Vitebs), reg 21007 X (delivered to Vitebs), reg 2100 X (delivered to Vitebs), reg 2100 X (delivered		RA-76417	II-76	NSA Soyuz	rgd	28sep92	based Sheremetyevo mar97; I/n Kubinka 25aug97; soc and canx 17nov97, retired at Kubinka and
delta 0053         CCCP-66464         II-76         Soviet Af /ATL c/s         G/d         III 10025           448 0056         CCCP-66474         II-78         Soviet Af /ATL c/s         G/d         III 10025         IIII 10025         IIII 100025         III	0434 02049						line # 02-03; rgd 18jun75; delivered to Vitebsk; later based at Ukurei; no reports
0434 0086         CCCR-86471         1:7.6         Soviet AF/ARL of solution         0           0434 0086         CCCR-86471         1:7.6         Soviet AF/ARL of solution         0           0434 0086         CCCR-86471         1:7.6         Soviet AF/ARL of solution         0           0534 0367         CCCR-86174         1:7.6         Soviet AF/ARL of solution         0           0534 0367         CCCR-86174         1:7.6         Soviet AF/ARL of solution         0           0534 0367         CCCR-86174         1:7.6         Soviet AF/ARL of solution         0           0534 0367         CCCR-86175         1:7.6         Soviet AF/ARL of solution         0           0534 0307         CCCR-86175         1:7.6         Alter         rpd         0           0534 0307         CCCR-86175         1:7.6         Alter         rpd         0	0434 02053		Il-76				aug07/nov07; offered for sale as scrap metal 09feb09; reportedly broken up Smolensk 19sep09 line # 02-04; delivered to Vitebsk; rgd 23jun75; f/n Gross Dölln 09apr94; l/n Sperenberg 30aug94; to Belarus AF, Vitebsk based but not noted since 1994; reported CKL 15aug99/05nov99 wfu in faded c/s and
0434 0060         CCCP-86713         II-76         Soviet AF/AFL c/s         d/d         10apr75           71.37 black         II-76         Soviet AF/AFL c/s         Kin         Gemay 54         Line # 0.2-60; mit High marks         Line # 0.2-60; mit High marks           0534 00067         CCCP-86714         II-76         Soviet AF/AFL c/s         mit Mit Janu 276; desting to Mit J	0434 02060						line # 02-05; delivered to Vitebsk; no reports; rgd 23jun75
311mad95 (mon kin) and wis since them; bit 1,466 hours and 2,637 cycles; with at Kin-5 airbase, frin           0534 03067         CCCP-66714         II-76         Soviet AF/AFL c/s         mfd         may75 7           0534 03067         CCCP-66714         II-76         Soviet AF/AFL c/s         mfd         may75 7           0534 03067         CCCP-66714         II-76         Soviet AF/AFL c/s         d/d         22           0534 03067         CCCP-66714         II-76         Soviet AF/AFL c/s         d/d         22           0534 03067         CCCP-66714         II-76         Soviet AF/AFL c/s         d/d         23         20         disk 22 mor35 in the comport and com the same and to the same and com the same and to the same and to th	0434 03061					-	line # 02-06; mfd 13mar75 (despite c/n commencing 04 !, late mfd); delivered to Vitebsk; rgd 09feb76; no reports
when the left flag retracted indexpected y and portical LS m from the numery (late to a broken cigo y more characteristic) and portical LS m from the numery (late to a broken cigo y more characteristic).           0534 03072         CCCP-86715         II-76         Soviet AF/AFL c/s         4/d         23gmr37         III-76         Alkor         100         100-000         100-000         23gmr37         III-76         Alkor         100         100-000         100-							31mar95 (from Klin) and wfu since then; t/t 1,406 hours and 2,637 cycles; wfu at Klin-5 airbase, f/n 03oct02, l/n 12jun08; offered for sale as scrap metal 09feb09; not seen nov10 and reportedly broken up
6534 03072         CCCP-86215         II-76         Soviet AF/AFL c/s         (// d)         28 μm/s         Illine # 02-88 μm/s         Reads and Frace 3 (u)(1) (I) (II ABA 2 Tags)(2) (II BAA	0534 03067	CCCP-86714	II-76	Soviet AF/AFL c/s	mfd	may75 ?	when the left flap retracted inadvertently on approach 12 km from the runway (due to a broken cog- wheel), the aircraft banked steeply and eventually crashed in a field near Goryane (Vitebsk district), all 7
RA-85/15         II-76         Alkor         rgd         Objective         still in fluid Aerofict C/s Include titles; for 2LA 60(July)5; soc 254eC35 and ife time expired and can't the same dip/, operating titles; for 2LA 60(July)5; soc 254eC35 and ife time expired and can't the same dip/, operating titles; for 2LA 60(July)5; soc 254eC35 and ife time expired and can't the same dip/, operating titles; for 2LA 60(July)5; soc 254eC35 and ife time expired and can't the same nov64 particle in white c/s with light grey bely, no titles; if novel white expired and can't the same nov64 particle in white c/s with light grey bely, no titles; stored white expired and can't the same nov64 particle in white c/s with light grey bely, no titles; stored white expired and can't the same nov64 particle in white c/s with light grey bely, no titles; stored white expired and can't the same nov64 particle in white c/s with light grey bely, no titles; stored white wears in 2CO- 6054 03073           0534 03073         CCCP-66005         II-76         Soviet AF/AFL c/s         Kin         12cccr4           82 CCP-66007         II-76         Soviet AF/AFL c/s         Kin         12cccr4         Soviet AF/AFL c/s         Kin           0534 04083         CCCP-66007         II-76         Soviet AF/AFL c/s         G/d         04/d         05surg 7         In a A 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0	0534 03072	CCCP-86715	II-76	Soviet AF/AFL c/s	d/d	28jun75	line # 02-08; delivered to 339 vtap at Vitebsk; rgd only 26jun78; later opb 192 vtap at Ukurei; sold from
EL-RDT         II-76         Air Cess         SH1         B080279         rgd not available; in white C with light grey belty, no titles; I/n SH2 3Dur97           TL-ACN         II-76         Centrafrican         SH1         B080279         argd and countents as ext.E-107; in white C with light grey belty, no titles; I/n SH2 3Dur97           0534 03073         CCCP-86805         II-76         Soviet AF/AFL c/s         mtd         26/07         Soviet AF/AFL c/s         mtd         26/07         Soviet AF/AFL c/s         mtd         26/07         Soviet AF/AFL c/s         Kin         12/07         aptice and finant Base Base Base Base Base Base Base Base		RA-86715	II-76	Alkor	rgd	02sep93	still in full Aeroflot c/s including titles; f/n ZIA 04jul95; soc 25dec95 as life-time expired and canx the same
TL-ACN     II-76     Centrafrican     SHD     aug98     chr.confirmed; in white light grow belly, no title; stored without engines at RKT, seen nove63/avel, and RKT to SUV (CA, Pardomers); and anothonel (with the engine curves and vortisity). In RKT to SUV (LAC, Pardomers); and anothonel (with the engine curves and vortisity). In RKT to SUV (LAC, Pardomers); and anothonel (with the engine curves and vortisity). Centrafrican in RKT to SUV (LAC, Pardomers); and anothonel (with the engine curves and vortisity). In RKT to SUV (LAC, Pardomers); and another Curves and RKT to SUV (LAC, Pardomers); and another Curves and RKT to SUV (LAC, Pardomers); and another Curves and RKT to SUV (LAC, Pardomers); and another Curves and RKT to SUV (LAC, Pardomers); and another Curves and RKT to SUV (LAC, Pardomers); and another Curves and RKT to SUV (LAC, Pardomers); and another Curves and RKT to SUV (LAC, Pardomers); and another Curves and RKT to SUV (LAC, Pardomers); and another Curves and RKT to SUV (LAC, Pardomers); and and RKT to SUV (LAC, P							rgd not available; in white c/s with light grey belly, no titles; l/n SHJ 29nov97
0534 03073         CCCP-86805         II-76         Soviet AF/AFL c/s         Mrd         26/U/S         Im are 10.2-0; c/d to Vicebak 25/U/S; rod 26/U/S; ro		TL-ACN	Il-76	Centrafrican	SHJ	aug98	nov98/jan00; last flight 31jan00 from RKT to QIW ('UAQ Aerodrome'); abandoned (with the engine covers of 3D-RTA) on the apron of the closed airfield (N25.580275 E55.652925); carried 'Palma Beach Hotel'
RA-66805         II-76         Russian AF/AFL c/s         Kin         12:0:024         opb miL unit 23225 at Kin; yfu at Kin-5 airbase, f/n aug01, i/n jun08, in poor condition; offered for sale ses movel 00 reportedly broken up line # 02-10; rrd 25µ/72; delivered to Vitebsk, later Movgorod based; photo at Ryazn-Dyaglievo 1992; in # 02-10; rrd 25µ/72; delivered to Vitebsk, later Movgorod based; photo at Ryazn-Dyaglievo 1992; in # 02-10; rrd 25µ/72; delivered to Vitebsk; for GVA 21feb78; opb miL unit 32025 at Kin y ma77; set wire at Kin-5 airbase, i/n aug01; i/n jun08, in poor condition; offered for sale by Russian privatisation agency deb7 and broken up at Seshcha; in 20-30; rrd 14aug75 (detred rd 7); rgd 19µ/77; delivered to Vitebsk; for GVA 21feb78; opb miL unit 32025 at Kin y ma77; set wire at Kin-5 airbase, i/n 12µ/08; offered for sale as scrap metal 09feb09; reportedly broken up 566 vizg at Seshcha; life based at Kin and I anovo; /in GCVA 22p/78; opb 566 vizg at Seshcha; life based at Kin and I anovo; /in GCVA 22p/78; opb 566 vizg at Seshcha; life based at Kin and I anovo; /in GCVA 22p/78; opb 566 vizg at Seshcha; life based at Kin and I anovo; /in GCVA 22p/78; opb 566 vizg at Seshcha; life based at Kin and I anovo; /in GCVA 22p/78; opb 566 vizg at Seshcha; life based at Kin and I anovo; /in GCVA 22p/78; opb 566 vizg at Seshcha; life based at Kin and I anovo; /in GCVA 22p/78; opb 566 vizg at Seshcha; life based at Kin and I anovo; /in GCVA 22p/78; opb 566 vizg at Seshcha; life based at Kin and I anovo; /in GCVA 22p/78; opb 566 vizg at Seshcha; life based at Kin and I anovo; /in GCVA 22p/78; opb 566 vizg at Seshcha; life based at Kin and I anovo; /in GCVA 22p/78; opb 566 vizg at Seshcha; life based at Kin and I anovo; /in GCVA 22p/78; opb 566 vizg at Seshcha; /in COVA 22p/78; opb 566 vizg at Seshcha; /in CNA 22p/78; opb	0534 03073	CCCP-86805	II-76	Soviet AF/AFL c/s	mfd	26jul75	line # 02-09; d/d to Vitebsk 26jul75; rgd 26jun78; a photo exists 1986, presumably of this aircraft painted
0534 03078         CCCP-86806         II-76         Soviet AF/AFL c/s         d/d         02aug75         Ine # 02-10; grd 25jun78; delivered to Vitebak; later Novgordo based; photo at Ryazan-Oyagilevo 1992; (Min-S airbase Zsaug07; canx but date unknown; offered for sale by Russian photosation agency dec27; and broken up descha Zsaug07; canx but date unknown; offered for sale by Russian photosation agency dec27; and broken up descha Zsaug07; canx but date unknown; offered for sale as scrap metal 09feb09; not sale novel at Kim-S airbase, (Min-S airbase, (Min-S airbase, Min-S airb		RA-86805	II-76	Russian AF/AFL c/s	Kln	12oct94	opb mil. unit 32925 at Klin; wfu at Klin-5 airbase, f/n aug01, l/n jun08, in poor condition; offered for sale
RA-86806       II-76       Russian AF/AFL c/s       See       09aug9       opb 566 typa at Seshcha; /m Seshcha Z6aug07; canx but date unknown; offered for sale as scrap metal 09elo09;         0534 04083       CCCP-86808       II-76       Soviet AF/AFL c/s       d/d       05aug7; cant dut date unknown; offered for sale as scrap metal 09elo09;         0534 04085       CCCP-86808       II-76       Soviet AF/AFL c/s       d/d       30sep75       inte # 0.3-01;       attract function approximate 0.99elo09;         0534 04085       CCCP-86809       II-76       Soviet AF/AFL c/s       d/d       30sep75       inte # 0.3-01;       attract function approximate 0.99elo09;         0534 04091       CCCP-86809       II-76       Russian AF/AFL c/s       d/d       30sep75       inte # 0.3-01;       attract function approximate 0.99elo09;       attract function approximate 0.99elo00;       attract funct	0534 03078	CCCP-86806	II-76	Soviet AF/AFL c/s	d/d	02aug75	line # 02-10; rgd 26jun78; delivered to Vitebsk, later Novgorod based; photo at Ryazan-Dyagilevo 1992;
0534 04083       CCCP-86807       II-76       Soviet AF/AFL c/s       d/d       05au 075       ine # 0.3-02; rmd 14au 075 (after d/d ?); rqd 19jul77; delivered to Vitebsk; (hr GVA 21feb78; opb mil. unit 32925 at Kin by mar97; sat will as defined for sale as scrap metal 0964009; not seen nor 100 and reportedly broken up         0534 04095       CCCP-86808       II-76       Soviet AF/AFL c/s       d/d       30sep75         0534 04091       CCCP-86809       II-76       Russian AF/AFL c/s       d/d       30sep75         0534 04094       CCCP-86810       II-76       Russian AF/AFL c/s       d/d       30sep75         0534 04094       CCCP-86810       II-76       Russian AF/AFL c/s       d/d       30sep75         0534 04094       CCCP-86810       II-76       Russian AF/AFL c/s       d/d       29oct73         0534 04094       CCCP-86810       II-76       Russian AF/AFL c/s       d/d       29oct73         0534 04094       CCCP-86810       II-76       Azerbaijan IAF       SH1       02feb7         0534 04094       CCCP-86810       II-76       Azerbaijan IAF       SH1       02feb7         0534 04098       CCCP-86811       II-76       Azerbaijan IAF       SH1       02feb7         0534 04098       CCCP-86811       II-76       Soviet AF/AFL c/s       d/d<		RA-86806	II-76	Russian AF/AFL c/s	Sec	09aug99	opb 566 vtap at Seshcha; I/n Seshcha 26aug07; canx but date unknown; offered for sale by Russian
0534 04085       CCCP-86808       II-76       Soviet AF/AFL c/s       d/d       30sep75       line # 03-02; rgd 25jun78; delivered to Vitebsk; later based at Klin and Ivanovo; fin CGN 22apr/36; opb 566 vtap at Seshcha by ma757; with at Seshcha, fin 22upu00, Jin Z6up073; offered for sale as scrap metal 09feb09; reportedly broken up Seshcha         0534 04091       CCCP-86809       II-76       Soviet AF/AFL c/s       d/d       30sep75         RA-86809       II-76       Russian AF/AFL c/s       See       22aug05       based at Uyanovs-losic hy ma757; later opb 566 vtap at Seshcha; I/n Seshcha 26aug07; offered for sale strap miralisation agency dec07; reportedly broken up Usersinabi of all control in the scale at Uyanovs-losic hy ma757; delivered to Vitebsk, fin CGN 22apr/38         0534 04094       CCCP-86810       II-76       Soviet AF/AFL c/s       d/d       29oct75       based at Uyanovs-losic hy ma757; delivered to Vitebsk, fin CGN 22apr/38         0534 04094       CCCP-86810       II-76       Azerbaijani AF       SHJ       02feb94       prefix must have been used lilegally; in basic Aerofix c/s, no titles; I/n KVD 16may96; based at Cyanot2ha         0534 04098       CCCP-86811       II-76       Azerbaijan AF       SHJ       02feb94       prefix must have been used lilegally; in basic Aerofix c/s, no titles; I/n KVD 16may96; based at Cyanot2ha         0534 04098       CCCP-86811       II-76       Soviet AF/AFL c/s       d/d       31ocr75       line # 03-06; rgd 25jun78; del	0534 04083	CCCP-86807	II-76	Soviet AF/AFL c/s	d/d	05aug75	line # 03-01; mfd 14aug75 (after d/d ?); rgd 19jul77; delivered to Vitebsk; f/n GVA 21feb78; opb mil. unit 32925 at Klin by mar97; sat wfu at Klin-5 airbase, l/n 12jun08; offered for sale as scrap metal 09feb09;
0534 04091       CCCP-86809       II-76       Soviet AF/AFL c/s       d/d       30sep75       line # 03-03; a photo exists; presumably of this aircraft painted as CCCP-86609 which was an II-62; rgd 19µ177; delivered to Vitebsk; /fn CGN 22apr78         0534 04094       CCCP-86810       II-76       Russian AF/AFL c/s       Sec       23au95       based at Ulyanovsk-Vostochny mar97; later opb 566 vtap at Seshcha; //n Seshcha 26aug07; offered for sale P Russian privatisation agency dec07; reportedly horeken up inter # 03-04; rgd 26jun78; delivered to Vitebsk; later based at Ukurei and at Zhukovski; a photo exists presumably of this aircraft painted as CCCP-86610         0534 04094       CCCP-86810       II-76       Azerbaijani AF       SH1       02feb94       presumably of this aircraft painted as CCCP-8610 which was an II-62; rgd rate vitake off from Dallyar 09jun92 and ferried by a civil Azeri orew to Baku-Bina in order to get it out of reach of Russian forces; trf to Azerbaijan formalised 16jun92; //n BKA 10sep92; canx 15sep94, see next line.         0534 04098       CCCP-86811       II-76       Azerbaijan AI       BAK       14apr01       in basic Aeroflot c/s, no titles; l/n KVD 16may96; based at Gyandzha by mar97         0534 04098       CCCP-86811       II-76       Soviet AF/AFL c/s       d/d       31oct75       line # 03-06; rgd 26jun78; delivered to Vitebsk, later Seshcha based; f/n LBG 10jun83; canx but date unknown; winkown         0534 04103       CCCP-86812       II-76       Russian Air Force       ULY       27aug97       based	0534 04085	CCCP-86808	II-76	Soviet AF/AFL c/s	d/d	30sep75	line # 03-02; rgd 26jun78; delivered to Vitebsk; later based at Klin and Ivanovo; f/n CGN 22apr78; opb 566 vtap at Seshcha by mar97; wfu at Seshcha, f/n 22jun00, l/n 26aug07; offered for sale as scrap metal
RA-86809       II-76       Russian AF/AFL c/s       Sec       23aug95       based at Ulyanovsk-Vostochny mar97; later opb 566 vtap at Seshcha; J(n Seshcha 26aug07; offered for sale by Russian privatisation agency dec07; reportedly broken up         0534 04094       CCCP-86810       II-76       Soviet AF/AFL c/s       d/d       29oct75       line # 03-04; rgd 26jun78; delivered to Vitebsk; later based at Ukurei and at Zhukovski; a photo exists presumably of this aircraft painted as CCCP-86610       II-76       Azerbaijani AF       SHJ       02feb94       perfix must have been used illegally; in basic Aerofit c/s, no titles; I/n KVD 16may96; based at Gyandzha Umar97; later opb 566 vtap at Seshcha; J(n KVD 16may96; based at Gyandzha Umar97; stater 20nov03, but not on the next registred ated 22nov05; one of two aircraft stored at Baku-Qala since at least 2010 (registration is readable on a GE image) and scrapped baxee must like.         0534 04098       CCCP-86811       II-76       Soviet AF/AFL c/s       d/d       31oct75       line # 03-05; rgd 26jun78; delivered to Vitebsk, later Seshcha based; f/n LBG 10jun83; canx but date unknown         0534 04103       CCCP-86812       II-76       Soviet AF/AFL c/s       d/d       29nov75       line # 03-06; rgd 26jun78; delivered to Vitebsk, later Ivanov based; rgi russian orivisation agency dec07; (f) Seshcha 09may11; broken up may13         0534 04103       CCCP-86813       II-76       Russian AF/AFL c/s       d/d       29nov75       line # 03-06; rgd 26jun78; delivered to Vitebsk, later Ivanovo based; rgi stration galine as RA-86612 on t	0534 04091	CCCP-86809	II-76	Soviet AF/AFL c/s	d/d	30sep75	line # 03-03; a photo exists, presumably of this aircraft painted as CCCP-86609 which was an II-62; rgd
0534 04094       CCCP-86810       II-76       Soviet AF/AFL c/s       d/d       290ct75       line # 03-04; rigd 26jun78; delivered to Vitebsk; later based at Ukurei and at Zhukovski; a photo exists presumably of this aircraft painted as CCCP-86610 with was an II-62; was prevented by Azeri millitamen to take off from Dallyar 09jun92 and ferried by a dvil Azeri crew to Baku-Bina in order to get it out of reach of Russian forces; trf to Azerbaijan formalised 16jun92; l/n BKA 10sep92; canx 15sep94, see next line         RA-86810       II-76       Azerbaijan IAF       SHJ       02feb94       prefix must have been used illegally; in basic Aeroflot c/s, no titles; l/n KVD 16may96; based at Gyandzha by mar97         4K-86810       II-76       Azerbaijan IAF       SHJ       02feb94       prefix must have been used illegally; in basic Aeroflot c/s, no titles jut 'AZAL' logo and small 'AHC' on fin; seen Gostomel 31may02; l/n RKT         0534 04098       CCCP-86811       II-76       Soviet AF/AFL c/s       d/d       31oc775       line # 03-05; rgd 26jun78; delivered to Vitebsk, later Seshcha based; f/n LBG 10jun83; canx but date unknown         **811"       black       II-76       Russian AF/AFL c/s       d/d       29oor75       line # 03-06; rgd 26jun78; delivered to Vitebsk, later Seshcha seen Seshcha 25aug04; offered for sale by Russian privatisation agency dec07; l/n Seshcha 09may11; broken up may13         0534 04103       CCCP-86812       II-76       Russian AF/AFL c/s       d/d       29oor75       line # 03-06; rgd 26jun78; delivered to Vitebsk, later Ivano		RA-86809	II-76	Russian AF/AFL c/s	Sec	23aug95	based at Ulyanovsk-Vostochny mar97; later opb 566 vtap at Seshcha; l/n Seshcha 26aug07; offered for
Ine Ine prefix must have been used illegally; in basic Aeroflot c/s, no titles; I/n KVD 16may96; based at Gyandzha by mar974K-86810II-76Azerbaijan AIBAK14apr01in basic Aeroflot c/s, no titles but 'AZAL' logo and small 'AHC' on fin; seen Gostomel 31may02; I/n RKT 105may03; still current on Azerbaijani register 20nov03, but not on the next register dated 22nov05; one of two aircraft stored at Baku-Qala since at least 2010 (registration is readable on a GE image) and scrapped between jul22/oct220534 04098CCCP-86811II-76Soviet AF/AFL c/sd/d31oct75line # 03-05; rgd 26jun78; delivered to Vitebsk, later Seshcha based; f/n LBG 10jun83; canx but date unknown0534 04103CCCP-86812II-76Russian Air ForceULY27aug97based at Ulyanovsk-Vostochny mar97; later opb 566 vtap at Seshcha; seen Seshcha 25aug04; offered for sale by Russian privatisation agency dec07; I/n Seshcha 09may11; broken up may130534 04103CCCP-86812II-76Russian AF/AFL c/sd/d29nov75line # 03-05; rgd 26jun78; delivered to Vitebsk, later Vanovo based; registration given as 86612 in ITyushin OKB document, seen ext line; f/n LBG 16may810534 04105CCCP-86813II-76Russian AF/AFL c/sd/d30nov75line # 03-07; registration given as 86613 in Ilyushin OKB document; rgd 19ju177; delivered to Vitebsk; f/n Jun830534 04105CCCP-86814II-76Soviet AF/AFL c/sd/d30nov75line # 03-08; registration given as 86613 in Ilyushin OKB document; rgd 19ju177; delivered to Vitebsk; f/n Jun830534 04105CCCP-86814II-76Soviet AF/AFL c/sd/d30nov75line # 03-08;	0534 04094	CCCP-86810	II-76	Soviet AF/AFL c/s	d/d	29oct75	line # 03-04; rgd 26jun78; delivered to Vitebsk; later based at Ukurei and at Zhukovski; a photo exists presumably of this aircraft painted as CCCP-86610 which was an II-62; was prevented by Azeri militiamen to take off from Dallyar 09jun92 and ferried by a civil Azeri crew to Baku-Bina in order to get it out of
4K-86810II-76Azerbaijan AlBAK14apr01In basic Aerofito c/s, no titles but 'AZAL' logo and small 'AHC' on fin; seen Gostomel 31may02; I/n RKT OSmay03; still current on Azerbaijani register 20nov03, but not on the next register dated 22nov05; one of two aircraft stored at Baku-Qala since at least 2010 (registration is readable on a GE image) and scrapped between jul22/oct220534 04098CCCP-86811II-76Soviet AF/AFL c/sd/d31oct75line # 03-05; rgd 26jun78; delivered to Vitebsk, later Seshcha based; f/n LBG 10jun83; canx but date unknown"811" blackII-76Russian Air ForceULY27aug97based at Ulyanovsk-Vostochny mar97; later opb 566 vtap at Seshcha; seen Seshcha 25aug04; offered for sale by Russian privatisation agency dec07; I/n Seshcha 09may11; broken up may130534 04103CCCP-86812II-76Russian AF/AFL c/sd/d29nov75line # 03-05; rgd 26jun78; delivered to Vitebsk, later Ivanovo based; registration given as 86612 in lyushin OKB document, see next line; f/n LBG 16may810534 04103CCCP-86812II-76Russian AF/AFL c/sd/d29nov75line # 03-05; rgd 26jun78; delivered to Vitebsk, later Ivanovo based; registration given as 86612 in tyushin OKB document; see next line; f/n LBG 16may810534 04103CCCP-86813II-76Russian AF/AFL c/sd/d30nov75line # 03-07; registration given as 86613 in Ilyushin OKB document; rgd 19jul77; delivered to Vitebsk, later Seshcha 25aug04; offered for sale by Russian privatisation agency dec07; l/n Seshcha 09may11; photo 2012 of the starboard side shows the registration given as 86612; reportedly broken up Do 507 registration given as 86613 in Ilyushin OKB document; rgd 19jul77		RA-86810	II-76	Azerbaijani AF	SHJ	02feb94	line
0534 04098CCCP-86811II-76Soviet AF/AFL c/sd/d310cr75Iline # 03-05; rgd 26jun78; delivered to Vitebsk, later Seshcha based; f/n LBG 10jun83; canx but date unknown0534 04098CCCP-86811II-76Russian Air ForceULY27aug97based at Ulyanovsk-Vostochny mar97; later opb 566 vtap at Seshcha; seen Seshca 25aug04; offered for sale by Russian privatisation agency dec07; I/n Seshcha 09may11; broken up may130534 04103CCCP-86812II-76Soviet AF/AFL c/sd/d29nov75line # 03-06; rgd 26jun78; delivered to Vitebsk, later Ivanovo based; registration given as 86612 in Ilyushin OKB document, see next line; f/n LBG 16may810534 04105CCCP-86813II-76Russian AF/AFL c/sSec09aug99opb 566 vtap at Seshcha; asos see the previous line; canx but date unknown; wfu at Seshcha 20aug07: offered for sale by Russian privatisation agency dec07; I/n Seshcha; seen Seshcha 22mov46; offered to vitebsk, later Ivanovo based; registration given as 86612; in Ilyushin OKB document, see next line; f/n LBG 16may810534 04105CCCP-86813II-76Soviet AF/AFL c/sd/d30nov75line # 03-07; registration given as 86613 in Ilyushin OKB document; rgd 19ju177; delivered to Vitebsk; f/n jun830534 05110CCCP-86814II-76Soviet AF/AFL c/sd/d30nov75line # 03-08; registration given as 86614 in Ilyushin OKB document; rgd 19ju177; delivered to Vitebsk, later Ukurei and Ivanovo based; on reports agaug07; offered for sale by Russian privatisation agency dec07; reportedly broken up line # 03-07; registration given as 86614 in Ilyushin OKB document; rgd 19ju177; delivered to Vitebsk, later Ukurei and Ivanovo based; no reports							by mar97
"811" blackII-76Russian Air ForceULY27aug97based at Ulyanovsk-Vostochny mar97; later opb 566 vtap at Seshcha; seen Seshcha 25aug04; offered for sale by Russian privatisation agency dec07; I/n Seshcha 09may11; broken up may130534 04103CCCP-86812II-76Soviet AF/AFL c/sd/d29nov75line # 03-06; rgd 26jun78; delivered to Vitebsk, later Ivanovo based; registration given as 86612 in Ilyushin OKB document, see next line; f/n LBG 16may81RA-86812II-76Russian AF/AFL c/sSec09aug99opb 566 vtap at Seshcha; a photo shows the registration painted as RA-86612 on the port side (paint possibly just faded on the third digit), but also see the previous line; canx but date unknown; wfu at Seshcha 09may11; photo 2012 of the starboard side shows the registration painted as RA-86812; reportedly broken up0534 04105CCCP-86813II-76Soviet AF/AFL c/sd/d30nov75line # 03-07; registration given as 86613 in Ilyushin OKB document; rgd 19jul77; delivered to Vitebsk; f/n jun830534 05110CCCP-86814II-76Soviet AF/AFL c/sd/d25dec75line # 03-08; registration given as 86614 in Ilyushin OKB document; rgd 19jul77; delivered to Vitebsk, later Ukurei and Ivanovo based; no reports at a filter Ukurei and Ivanovo based; no reports0534 05110CCCP-86814II-76Russian AF/AFL c/sd/d25dec75RA-86814II-76Russian AF/AFL c/sSec23aug95opb 566 vtap at Seshcha; canx but date unknown; wfu at Seshcha; I/n Seshcha 26aug07; offered for sale	0534 07555					-	05may03; still current on Azerbaijani register 20nov03, but not on the next register dated 22nov05; one of two aircraft stored at Baku-Qala since at least 2010 (registration is readable on a GE image) and scrapped between jul22/oct22
31       CCCP-86812       II-76       Soviet AF/AFL c/s       d/d       29nov75       line # 03-06; rgd 26jun78; delivered to Vitebsk, later Ivanovo based; registration given as 86612 in IIyushin OKB document, see next line; f/n LBG 16may81         RA-86812       II-76       Russian AF/AFL c/s       Sec       09aug99       opb 566 vtap at Seshcha; a photo shows the registration painted as RA-86612 on the port side (paint possibly just faded on the third digit), but also see the previous line; canx but date unknown; w/u at Seshcha; seen Seshcha 25aug04 and 26aug07; offered for sale by Russian privatisation agency dec07; l/n Seshcha 09may11; photo 2012 of the starboard side shows the registration painted as RA-86612; reportedly broken up         0534 04105       CCCP-86813       II-76       Soviet AF/AFL c/s       d/d       30nov75       line # 03-07; registration given as 86613 in Ilyushin OKB document; rgd 19ju177; delivered to Vitebsk; f/n jun83         0534 05110       CCCP-86814       II-76       Russian AF/AFL c/s       d/d       25dec75       line # 03-08; registration given as 86614 in Ilyushin OKB document; rgd 19ju177; delivered to Vitebsk, later Ukurei and Ivanovo based; no reports         0534 05110       CCCP-86814       II-76       Russian AF/AFL c/s       d/d       25dec75       line # 03-08; registration given as 86614 in Ilyushin OKB document; rgd 19ju177; delivered to Vitebsk, later Ukurei and Ivanovo based; no reports         0534 05110       CCCP-86814       II-76       Russian AF/AFL c/s       Sec       23aug95       opb 566	0334 04098						unknown
RA-86812       II-76       Russian AF/AFL c/s       Sec       09aug99       Opside of the third digit, but also see the previous line; canx but date unknown; wfu at Seshcha; a photo shows the registration painted as RA-86612 on the port side (paint possibly just faded on the third digit), but also see the previous line; canx but date unknown; wfu at Seshcha; opsibly just faded on the third digit), but also see the previous line; canx but date unknown; wfu at Seshcha; 09aug99         0534 04105       CCCP-86813       II-76       Soviet AF/AFL c/s       d/d       30nov75       line # 03-07; registration given as 86613 in Ilyushin OKB document; rgd 19jul77; delivered to Vitebsk; f/n jun83         0534 05110       CCCP-86814       II-76       Russian AF/AFL c/s       d/d       25dec75       line # 03-07; registration given as 86614 in Ilyushin OKB document; rgd 19jul77; delivered to Vitebsk, later Ukurei and Ivanovo based; no reports         0534 05110       CCCP-86814       II-76       Russian AF/AFL c/s       g/d       25dec75       line # 03-08; registration given as 86614 in Ilyushin OKB document; rgd 19jul77; delivered to Vitebsk, later Ukurei and Ivanovo based; no reports         0534 05110       CCCP-86814       II-76       Russian AF/AFL c/s       Sec       23aug95       opb 566 vtap at Seshcha; canx but date unknown; wfu at Seshcha; line for sale by Russian privatisation agency dec07; reportedly broken up         0534 05110       CCCP-86814       II-76       Soviet AF/AFL c/s       g/d       25dec75       line # 03-08; registration given a	0524 04102					-	sale by Russian privatisation agency dec07; I/n Seshcha 09may11; broken up may13
<ul> <li>possibly just faded on the third digit), but also see the previous line; canx but date unknown; wfu at Seshcha 96813</li> <li>II-76</li> <li>Soviet AF/AFL c/s</li> <li>d/d</li> <li>30nov75</li> <li>graphic factor</li> /ul>	0004 04103						Ilyushin OKB document, see next line; f/n LBG 16may81
0534 04105       CCCP-86813       II-76       Soviet AF/AFL c/s       d/d       30nov75       line # 03 <sup>-</sup> 07; registration given as 86613 in Ilyushin OKB document; rgd 19jul77; delivered to Vitebsk; f/n jun83         RA-86813       II-76       Russian AF/AFL c/s       Sec       09aug99       opb 566 vtap at Seshcha; canx but date unknown; l/n Seshcha 30sep02; wfu at Seshcha, f/n 25aug04, l/n 26aug07, prefix washed away; offered for sale by Russian privatisation agency dec07; reportedly broken up         0534 05110       CCCP-86814       II-76       Soviet AF/AFL c/s       d/d       25dec75       line # 03-08; registration given as 86614 in Ilyushin OKB document; rgd 19jul77; delivered to Vitebsk, later Ukurei and Ivanovo based; no reports         RA-86814       II-76       Russian AF/AFL c/s       Sec       23aug95       opb 566 vtap at Seshcha; canx but date unknown; wfu at Seshcha; l/n Seshcha 26aug07; offered for sale		NA-00012	11-10	NUSSIAII AF/AFL C/S	Sec	0290ÅAA	possibly just faded on the third digit), but also see the previous line; canx but date unknown; wfu at Seshcha, seen Seshcha 25aug04 and 26aug07; offered for sale by Russian privatisation agency dec07; l/n Seshcha 09may11; photo 2012 of the starboard side shows the registration painted as RA-86812;
RA-86813       II-76       Russian AF/AFL c/s       See       09aug99       opb 566 vtap at Seshcha; canx but date unknown; I/n Seshcha 30sep02; wfu at Seshcha; f/n 25aug04, I/n 26aug07, prefix washed away; offered for sale by Russian privatisation agency dec07; reportedly broken up         0534 05110       CCCP-86814       II-76       Soviet AF/AFL c/s       d/d       25dec75       line # 03-08; registration given as 86614 in Ilyushin OKB document; rgd 19jul77; delivered to Vitebsk, later Ukurei and Ivanovo based; no reports         RA-86814       II-76       Russian AF/AFL c/s       Sec       23aug95       opb 566 vtap at Seshcha; canx but date unknown; wfu at Seshcha; l/n Seshcha 26aug07; offered for sale	0534 04105	CCCP-86813	II-76	Soviet AF/AFL c/s	d/d	30nov75	line # 03-07; registration given as 86613 in Ilyushin OKB document; rgd 19jul77; delivered to Vitebsk; f/n
0534 05110 CCCP-86814 II-76 Soviet AF/AFL c/s d/d 25dec75 line # 03-08; registration given as 86614 in Ilyushin OKB document; rgd 19jul77; delivered to Vitebsk, later Ukurei and Ivanovo based; no reports RA-86814 II-76 Russian AF/AFL c/s Sec 23aug95 of 566 vtap at Seshcha; canx but date unknown; wfu at Seshcha; l/n Seshcha 26aug07; offered for sale		RA-86813	II-76	Russian AF/AFL c/s	Sec	09aug99	opb 566 vtap at Seshcha; canx but date unknown; I/n Seshcha 30sep02; wfu at Seshcha, f/n 25aug04, I/n 26aug07, prefix washed away; offered for sale by Russian privatisation agency dec07; reportedly broken
RA-86814 II-76 Russian AF/AFL c/s Sec 23aug95 opb 566 vtap at Seshcha; canx but date unknown; wfu at Seshcha; I/n Seshcha 26aug07; offered for sale	0534 05110	CCCP-86814	II-76	Soviet AF/AFL c/s	d/d	25dec75	line # 03-08; registration given as 86614 in Ilyushin OKB document; rgd 19jul77; delivered to Vitebsk,
		RA-86814	II-76	Russian AF/AFL c/s	Sec	23aug95	opb 566 vtap at Seshcha; canx but date unknown; wfu at Seshcha; I/n Seshcha 26aug07; offered for sale

0534 05114	CCCP-86821	Il-76	Soviet AF/AFL c/s	d/d	31dec75	line # 03-09; rgd 13jan81; delivered to Novgorod; registration given as 86621 in Ilyushin OKB document; later based at Ivanovo; f/n Smolensk-Severny 23aug95; based at Ulyanovsk-Vostochny mar97; later opb 566 vtap at Seshcha; canx but date unknown; wfu at Seshcha, f/n Seshcha 2Saug04, I/n 26aug07; offered
0534 05117	CCCP-86822	II-76	Soviet AF/AFL c/s	KHI	17sep79	for sale by Russian privatisation agency dec07; reportedly broken up line # 03-10; rgd 15mar79; in official line-number list as instructional; no reports after jul92 when
0534 05124	CCCP-86823	II-76	Soviet AF/AFL c/s	d/d	31jan76	transferred to Belarus Air Force, and probably broken up; canx but date unknown line # 04-01; rgd 26jun78; delivered to Vitebsk; registration given as 86623 in Ilyushin OKB document; f/n
	CCCP-86823	II-76	Aeroflot c/s, n/t	Mma	18aug97	LBG 20may81; arrived Maushulischi early 1996 for use as ground instructional airframe still in use as ground instructional airframe; canx but date unknown; l/n Minsk-Maushulischi jun00;
0534 05128	CCCP-86824	II-76	Soviet AF/AFL c/s	d/d	10feb76	reportedly broken up there line # 04-02; rgd 25jan82; delivered to Ivanovo; registration given as 86624 in Ilyushin OKB document; f/n SVO 08jun92; based at Ulyanovsk-Vostochny mar97; later opb 566 vtap at Seshcha; canx but date unknown; I/n Seshcha 26aug07, wfu; offered for sale by Russian privatisation agency dec07; reportedly
0634 05130	CCCP-86625	II-76	Soviet AF/AFL c/s	d/d	03mar76	broken up line # 04-03; rgd 13jan81; delivered to Novgorod, later Ukurei based; f/n 1978; l/n Smolensk-Severny
	RA-86625	II-76	Soviet AF/AFL c/s	Sms	14jun96	23aug95 based Smolensk mar97; I/n Smolensk-Severny 24aug04; canx but date unknown and reportedly broken up
0634 05135	CCCP-86626	II-76	Soviet AF/AFL c/s	d/d	25mar76	Smolensk 2009 line # 04-04; rgd 15mar79; delivered to Novgorod; canx but date unknown
	"626" black	II-76	Russian Air Force	Rzd	03sep93	opb 610 TsBPiPLS VTA at Ivanovo-Severny; I/n Ivanovo-Severny 27aug04; broken up at Ivanovo-Severny by 2006
0634 05137	CCCP-86627	II-76	Soviet AF/AFL c/s	d/d	09apr76	line # 04-05; rgd 13jan81; delivered to Novgorod, later Ukurei based; no reports; sold ex Soviet Air Force 10aug92
0624 05144	RA-86627 RA-86627 CCCP-86628	II-76 II-76 II-76	Aeroflot c/s Uralinteravia	rgd FRA	26nov92 02apr94	to Uralinteravia; f/n ZIA 03sep93 in full red/blue c/s with titles; c/s; Uralinteravia ceased operations in nov96; seen SVX 19aug99, wfu/derelict with the tail removed; l/n 14aug01; later broken up; not canx from the Russian register line # 0.0 (b i d/d to Nunceron 23 rourze: end 13 intel i no scorter.
0634 05144	RA-86628	II-76 II-76	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Kln	24apr76 20aug95	line # 04-06; d/d to Novgorod 27apr76; rgd 13jan81; no reports based at Klin mar97; seen Klin-5 airbase 03jun01; later opb mil. unit 21350 at Tver-Migalovo; l/n KLD
0634 06148	CCCP-86629	II-76	Soviet AF/AFL c/s	d/d	14may76	22aug08, prefix faded; offered for sale as scrap metal 09feb09 and reportedly broken up line # 04-07; rgd 09feb81; delivered to Novgorod, later Seshcha based; no reports; canx but date
	"629" black	II-76	Russian Air Force	Rzd	03sep93	unknown based Ulyanovsk-Vostochny mar97; I/n Novgorod-Krechevitsy 28sep02; broken up Novgorod-Krechevitsy
0634 06149	CCCP-86630	II-76	Soviet AF/AFL c/s	d/d	01jun76	26sep05 line # 04-08; rgd 09feb81; delivered to Novgorod; later based at Ivanovo; based at Ulyanovsk-Vostochny mar97, f/n 27aug97; later opb 566 vtap at Seshcha; l/n Seshcha 25aug04; canx but date unknown;
0634 06156	CCCD 96716	II-76	Soviet AE/AEL c/c	d/d	1 Fiun 76	offered for sale by Russian privatisation agency dec07; reportedly broken up line # 04-09; rgd 13jan81; delivered to Novgorod, later Seshcha based; no reports; canx but date
0634 06156	CCCP-86716		Soviet AF/AFL c/s	d/d	15jun76	unknown
	"716" black	II-76	Russian Air Force	Sec	23aug95	based at Ulyanovsk-Vostochny mar97; for sale 09aug01 at a minimum price of 2,233,200 Rubles; l/n Seshcha 17aug03; reported scrapped
0634 06160	CCCP-86717	Il-76	Soviet AF/AFL c/s	d/d	08jul76	line # 04-10; rgd 13jan81; delivered to Novgorod; opb 610 TsBPIPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny 24aug95; seen Ivanovo-Severny mar02/aug03, wfu parked on the grass; canx but date unknown; broken up at Ivanovo-Severny by 2006
0634 07162	CCCP-86745	II-76	Soviet AF/AFL c/s	d/d	26jul76	line # 05-01; rgd 13jaB1; delivered to Novgorod; opb 610 TsBPiPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny 24aug95; l/n Ivanovo-Severny 19aug01; reported Smolensk-Severny 24aug04 as 'RA-', confirmation welcome; cans but date unknown; broken up at Ivanovo-Severny by 2006
0634 07165	CCCP-86746	II-76	Soviet AF/AFL c/s	d/d	05aug76	line # 05-02; rgd 25jan82; delivered to Novgorod, later Ukurei based; f/n OVB 21apr93; I/n Smolensk- Severny 23aug95
	RA-86746	II-76	Russian AF/AFL c/s	Sms	09aug99	based at Smolensk mar97; I/n Smolensk-Severny 24aug04; canx but date unknown and reportedly broken up
0634 07170	CCCP-86747	II-76	Soviet AF/AFL c/s	mfd	23aug76	line # 05-03; d/d 23aug76 to Novgorod, later Ukurei based; rgd 15mar79; f/n in East Germany 20jan87; sold by the Soviet Air Force 10aug92
	RA-86747 RA-86747	II-76 II-76	Uralinteravia Uralinteravia	Kho DME	07jul93 23sep94	in Aeroflot c/s and titles; I/n ATH nov93, in Aeroflot c/s, no titles in full red/blue c/s with titles; seen SVX 23aug95; Uralinteravia ceased operations in nov96; I/n SVX
	D2-FDX	II-76	Uralinteravia	JNB	14jun01	19aug99 wfu/missing engines and additional small 'Star' badge; canx 08may00 as to Angola seen JNB jul02; operator reported as Angola Air Charter; still in full Uralinteravia c/s and titles; seen LAD
	D2-1 DA	11-70	or annuer avia		14,000	Seen 3rto junz, operator leporter as Anguaran Cranter, solin into oraniterator of and turks, seen buo 12apr06 as such; photo LAD 06aug07 wfu 2, registration not visible, but still in the same full c/s with titles; an II-76 forward fuselage was seen in the scrap compound 28mar09, same colours with part of the Uralinteravia titles visible, suggesting it is likely to be this aircraft
0634 07175	CCCP-86748	II-76	Soviet AF/AFL c/s	d/d	30aug76	line # 05-04; rgd 13jan81; delivered to Novgorod; later based at Ukurei; f/n Smolensk-Severny 05jul95; I/n Smolensk-Severny 23aug95
	RA-86748	II-76	Russian AF/AFL c/s	Sms	14jun96	opb mil. unit 06755 at Smolensk-Severny; sat wfu at Smolensk- Severny for several years, I/n aug07/nov07; offered for sale as scrap metal 09feb09 and reportedly broken up
0634 07179	CCCP-86749	II-76	Soviet AF/AFL c/s	d/d	13sep76	line # 05-05; rgd 13jan81; delivered to Novgorod; later based at Ukurei; f/n in former East Germany 1992; I/n Smolensk-Severny 23aug95
	RA-86749	II-76	Russian AF/AFL c/s	Sms	14jun96	opb mil. unit 06755 at Smolensk-Severny; sat wfu at Smolensk- Severny, I/n 26aug07; offered for sale as scrap metal 09feb09 and reportedly broken up
0634 07183	CCCP-86815	II-76	Soviet AF/AFL c/s	d/d	24sep76	line # 05-06; delivered to Ivanovo; registration given as 86615 in Ilyushin OKB document; opb 610 TsBPiPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny 24aug95; l/n Ivanovo-Severny 06aug06,
0634 07185	CCCP-86816	II-76	Soviet AF/AFL c/s	d/d	06oct76	wfu and missing engines; broken up at Ivanovo-Severny in autumn 2006 line # 05-07; delivered to Ivanovo; registration given as 86616 in Ilyushin OKB document, see next line
	"616" black	II-76	Russian Air Force	Iva	24aug95	opb 610 TsBPIPLS VTA at Ivanovo-Severny; I/n Ivanovo-Severny 06aug06, without engines; broken up at Ivanovo-Severny in autumn 2006
0634 07191	CCCP-86817	II-76	Soviet AF/AFL c/s	d/d	19oct76 02iun92	line # 05-08; delivered to Ivanovo; registration given as 86617 in Ilyushin OKB document; f/n SXF 14nov91; I/n SVO 01jun92
	CCCP-86817 EK-86817	II-76 II-76	Yerevan Avia Yerevan Avia	rgd ZAG	17nov93	sold ex Soviet Air Force 24sep92; in full Aeroflot c/s and titles; I/n BAK 02sep93 in Aeroflot c/s, no titles; I/n AMS 10aug94
	EK-86817 EP-TPO	II-76 II-76	Yer Avia Payam Air	DXB SHJ	08oct96 07may97	Yerevan based mar97 I/n SHJ 03nov00; also had '86817' painted on for a long time
	EK-86817 EK-86817	II-76 II-76	Yer Avia, n/t Yer Avia	SHJ OST	15jan01 20may01	I/n STN 18may01 seen ZIA oct02/aug04, wfu; probably scrapped as tail/engines missing in a photo dated aug04; not seen
0634 07194	CCCP-86818	II-76	Soviet AF/AFL c/s	d/d	27oct76	aug05 line # 05-09; rgd 13jan81; delivered to Novgorod; registration given as 86618 in Ilyushin OKB document
0624 07100	CCCD 0(010	11.76			0576	and a photo exists as such, CCCP-86618 was an II-62; f/n Ivanovo-Severny 24aug95; Ivanovo based mar97; I/n Ivanovo-Severny aug01/aug17 wfu; canx but date unknown
0634 07199	CCCP-86819 "819" black	Il-76 Il-76	Soviet AF/AFL c/s Russian Air Force	d/d Sms	05nov76 07jul95	line # 05-10; rgd 13jan81; delivered to Novgorod; later based at Ukurei; no reports opb mil. unit 06755 at Smolensk-Severny; sat wfu at Smolensk- Severny, I/n 26aug07; offered for sale as scrap metal 09feb09 and reportedly broken up
0634 07202	CCCP-86631	Il-76	Soviet AF/AFL c/s	mfd	27nov76	line # 06-01; d/d to Novgorod 27nov76; rgd 09feb81; f/n Klin-5 airbase 20aug95; based at Klin by mar97; later opb mil. unit 21350 at Tver-Migalovo; seen wfu KLD 26aug03/22aug08, in tatty condition; offered for
					01476	sale as scrap metal 09feb09 and reportedly broken up
0634 07206	CCCP-76502(1)	II-76	AFL/Tyumen-TJM	f/f	01dec76	line # 06-02; d/d 22dec76; toc 01jan77; rgd 22nov77; first civil (MGA) Il-76 delivered
0634 07206	CCCP-76502(1) CCCP-76502(1) CCCP-76502(1)	II-76 II-76 II-76	AFL/Tyumen-TJM AFL/GosNII GA AFL/Privolzhsk	f/f trf trf	16aug83 13feb87	soc 18jan90 as worn out and canx same date; f/n Omsk sep89, wfu as a ground instructional airframe; l/n may97; present at the Omsk Aviation Technical School since at least jul02 according to GE image; see c/ns
0634 07206	CCCP-76502(1)	II-76	AFL/GosNII GA	trf	16aug83	soc 18jan90 as worn out and canx same date; f/n Omsk sep89, wfu as a ground instructional airframe; l/n may97; present at the Omsk Aviation Technical School since at least jul02 according to GE image; see c/ns 0083483502 and 1003401004 still present at the Omsk Aviation Technical School may16 (N54.955730 E73.329122), now with Russian
0634 07206 0634 08209	CCCP-76502(1) CCCP-76502(1)	II-76 II-76	AFL/GosNII GA AFL/Privolzhsk	trf	16aug83 13feb87	soc 18jan90 as worn out and canx same date; f/n Omsk sep89, wfu as a ground instructional airframe; l/n may97; present at the Omsk Aviation Technical School since at least jul02 according to GE image; see c/ns 0083483502 and 1003401004 still present at the Omsk Aviation Technical School may16 (N54.955730 E73.329122), now with Russian flag and RA- prefix; l/n oct22 line # 06-03; toc 01jan77; gd 22nov77; see c/n 2113422748 soc 10jan89 and canx same date; f/n ULV (N54.275285 E48.240657) aug92, in use as ground instructional
	CCCP-76502(1) CCCP-76502(1) RA-76502(1) CCCP-76503(1) CCCP-76503(1) CCCP-86634	II-76 II-76 II-76 II-76 II-76 II-76	AFL/CosNII GA AFL/Privolzhsk AFL/Privolzhsk AFL/Tyumen-TJM AFL/Ulyanovsk HFS Soviet AF/AFL c/s	trf trf d/d trf d/d	16aug83 13feb87 nov09 dec76 22apr82 21dec76	soc 18jan90 as worn out and canx same date; f/n Omsk sep89, wfu as a ground instructional airframe; l/n may97; present at the Omsk Aviation Technical School since at least jul02 according to GE image; see c/ns 0083483502 and 1003401004 still present at the Omsk Aviation Technical School may16 (N54.955730 E73.329122), now with Russian flag and RA- prefix; l/n oct22 line # 06-03; toc 01jan77; rgd 22nov77; see c/n 2113422748 soc 10jan89 and canx same date; f/n ULV (N54.275285 E48.240657) aug92, in use as ground instructional airframe; l/n 19aug22 line # 06-04; rgd 13jan81; delivered to Novgorod; later based at Ukurei; no reports
0634 08209	CCCP-76502(1) CCCP-76502(1) RA-76502(1) CCCP-76503(1) CCCP-76503(1)	II-76 II-76 II-76 II-76 II-76	AFL/GosNII GA AFL/Privolzhsk AFL/Privolzhsk AFL/Tyumen-TJM AFL/Ulyanovsk HFS	trf trf d/d trf	16aug83 13feb87 nov09 dec76 22apr82	soc 18jan90 as worn out and canx same date; f/n Omsk sep89, wfu as a ground instructional airframe; l/n may97; present at the Omsk Aviation Technical School since at least jul02 according to GE image; see c/ns 0083483502 and 1003401004 still present at the Omsk Aviation Technical School may16 (N54.955730 E73.329122), now with Russian flag and RA- prefix; l/n oct22 line # 06-03; toc 01jan77; rgd 22nov77; see c/n 2113422748 soc 10jan89 and canx same date; f/n ULV (N54.275285 E48.240657) aug92, in use as ground instructional airframe; l/n 19aug22
0634 08209 0634 08214	CCCP-76502(1) CCCP-76502(1) RA-76502(1) CCCP-76503(1) CCCP-76503(1) CCCP-86634 "634" black	II-76 II-76 II-76 II-76 II-76 II-76 II-76	AFL/GosNII GA AFL/Privolzhsk AFL/Privolzhsk AFL/Tyumen-TJM AFL/Ulyanovsk HFS Soviet AF/AFL c/s Russian Air Force	trf trf d/d trf d/d Sms	16aug83 13feb87 nov09 dec76 22apr82 21dec76 07jul95	soc 18jan90 as worn out and canx same date; f/n Omsk sep89, wfu as a ground instructional airframe; l/n may97; present at the Omsk Aviation Technical School since at least jul02 according to GE image; see c/ns 0083483502 and 1003401004 still present at the Omsk Aviation Technical School may16 (N54.955730 E73.329122), now with Russian flag and RA- prefix; l/n oct22 line # 06-03; toc 01jan77; rgd 22nov77; see c/n 2113422748 soc 10jan89 and canx same date; f/n ULV (N54.275285 E48.240657) aug92, in use as ground instructional airframe; l/n 19aug22 line # 06-04; rgd 13jan81; delivered to Novgorod; later based at Ukurei; no reports opb mil. unit 06755 at Smolensk-Severny; sat wfu at Smolensk-Severny, l/n 26aug07; offered for sale as scrap metal 09feb09; scrapped 01oct09
0634 08209 0634 08214 0634 08217 0634 08222	CCCP-76502(1) CCCP-76502(1) RA-76502(1) CCCP-76503(1) CCCP-76503(1) CCCP-86634 "634" black CCCP-86635 "635" black CCCP-86636	II-76 II-76 II-76 II-76 II-76 II-76 II-76 II-76 II-76	AFL/CosNII GA AFL/Privolzhsk AFL/Privolzhsk AFL/Tyumen-TJM AFL/Ulyanovsk HFS Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s	trf trf d/d trf d/d Sms d/d Sms d/d	16aug83 13feb87 nov09 dec76 22apr82 21dec76 07jul95 25dec76 07jul95 09feb77	soc 18jan90 as worn out and canx same date; f/n Omsk sep89, wfu as a ground instructional airframe; l/n may97; present at the Omsk Aviation Technical School since at least jul02 according to GE image; see c/ns 0083483502 and 1003401004 still present at the Omsk Aviation Technical School may16 (N54.955730 E73.329122), now with Russian flag and RA- prefix; l/n oct22 line # 06-03; toc 01jan77; rgd 22nov77; see c/n 2113422748 soc 10jan89 and canx same date; f/n ULV (N54.275285 E48.240657) aug92, in use as ground instructional airframe; l/n 19aug22 line # 06-04; rgd 13jan81; delivered to Novgorod; later based at Ukurei; no reports opb mil. unit 06755 at Smolensk-Severny; sat wfu at Smolensk- Severny, l/n 26aug07; offered for sale as scrap metal 09feb09; scrapped 01oct09 line # 06-05; rgd 13jan81; delivered to Novgorod; later based at Ukurei; photo in 1978 opb mil. unit 06755 at Smolensk-Severny; sat wfu at Smolensk- Severny, l/n 26aug07; offered for sale as scrap metal 09feb09 scrapped 01oct09 line # 06-06; delivered to Ivanovo; opb 610 TsBPiPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny autumn 2006
0634 08209 0634 08214 0634 08217	CCCP-76502(1) CCCP-76502(1) RA-76502(1) CCCP-76503(1) CCCP-76503(1) CCCP-86634 "634" black CCCP-86635 "635" black	II-76 II-76 II-76 II-76 II-76 II-76 II-76 II-76 II-76	AFL/CosNII GA AFL/Privolzhsk AFL/Privolzhsk AFL/Tyumen-TJM AFL/Ulyanovsk HFS Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force	trf trf d/d trf d/d Sms d/d Sms	16aug83 13feb87 nov09 dec76 22apr82 21dec76 07jul95 25dec76 07jul95	soc 18jan90 as worn out and canx same date; f/n Omsk sep89, wfu as a ground instructional airframe; l/n may97; present at the Omsk Aviation Technical School since at least jul02 according to GE image; see c/ns 0083483502 and 1003401004 still present at the Omsk Aviation Technical School may16 (N54.955730 E73.329122), now with Russian flag and RA- prefix; l/n oct22 line # 06-03; toc 01jan77; rgd 22nov77; see c/n 2113422748 soc 10jan89 and canx same date; f/n ULV (N54.275285 E48.240657) aug92, in use as ground instructional airframe; l/n 19aug22 line # 06-04; rgd 13jan81; delivered to Novgorod; later based at Ukurei; no reports opb mil. unit 06755 at Smolensk-Severny; sat wfu at Smolensk-Severny, l/n 26aug07; offered for sale as scrap metal 09feb09; scrapped 01oct09 line # 06-06; rgd 13jan81; delivered to Novgorod; later based at Ukurei; photo in 1978 opb mil. unit 06755 at Smolensk-Severny; sat wfu at Smolensk- Severny, l/n 26aug07; offered for sale as scrap metal 09feb09 seen Ivanovo; opb 610 TsBPIPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny in autumn 2006 line # 06-07; delivered to Ivanovo; opb 610 TsBPIPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny 42aug95; seen Ivanovo-Severny sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny schaug95; seen Ivanovo-Severny sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny Seen Ivanovo-Severny sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny Seen Ivanovo-Severny sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny Seen Ivanovo-Severny sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny Seen Ivanovo-Severny Sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny Seen Ivanovo-Severny sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny Seen Ivanovo-Severny Sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny Seen Ivanovo-Severny Sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny Seen Ivanovo-Severny Sep01/aug05, wfu parked
0634 08209 0634 08214 0634 08217 0634 08222	CCCP-76502(1) CCCP-76502(1) RA-76502(1) CCCP-76503(1) CCCP-76503(1) CCCP-86634 "634" black CCCP-86635 "635" black CCCP-86636	II-76 II-76 II-76 II-76 II-76 II-76 II-76 II-76 II-76	AFL/CosNII GA AFL/Privolzhsk AFL/Privolzhsk AFL/Tyumen-TJM AFL/Ulyanovsk HFS Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s	trf trf d/d trf d/d Sms d/d Sms d/d	16aug83 13feb87 nov09 dec76 22apr82 21dec76 07jul95 25dec76 07jul95 09feb77	soc 18jan90 as worn out and canx same date; f/n Omsk sep89, wfu as a ground instructional airframe; l/n may97; present at the Omsk Aviation Technical School since at least jul02 according to GE image; see c/ns 0083483502 and 1003401004 still present at the Omsk Aviation Technical School may16 (N54.955730 E73.329122), now with Russian flag and RA- prefix; l/n oct22 line # 06-03; toc 01jan77; rgd 22nov77; see c/n 2113422748 soc 10jan89 and canx same date; f/n ULV (N54.275285 E48.240657) aug92, in use as ground instructional airframe; l/n 19aug22 line # 06-04; rgd 13jan81; delivered to Novgorod; later based at Ukurei; no reports opb mil. unit 06755 at Smolensk-Severny; sat wfu at Smolensk- Severny, l/n 26aug07; offered for sale as scrap metal 09feb09; scrapped 01oct09 line # 06-05; rgd 13jan81; delivered to Novgorod; later based at Ukurei; photo in 1978 opb mil. unit 06755 at Smolensk-Severny; sat wfu at Smolensk- Severny, l/n 26aug07; offered for sale as scrap metal 09feb09 line # 06-06; rdelivered to Ivanovo; opb 610 TsBPiPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny in autumn 2006 line # 06-07; delivered to Ivanovo; opb 610 TsBPiPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny in 1990s; f/n Ivanovo-Severny in 06-07; delivered to Ivanovo; opb 610 TsBPiPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny in autumn 2006 line # 06-07; delivered to Ivanovo; opb 610 TsBPiPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny in autumn 2006 line # 06-07; delivered to Ivanovo; opb 610 TsBPiPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny in autumn 2006 line # 06-07; delivered to Ivanovo; opb 610 TsBPiPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny in autumn 2006 line # 06-07; delivered to Ivanovo; opb 610 TsBPiPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny in autumn 2006 line # 06-07; delivered to Ivanovo; opb 610 TsBPiPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny in autumn 2006 line # 06-07; delivered to Ivanovo; opb 610 TsBPiPLS VTA at Ivanovo-Severny in
0634 08209 0634 08214 0634 08217 0634 08222 0634 09228	CCCP-76502(1) CCCP-76502(1) RA-76502(1) CCCP-76503(1) CCCP-76503(1) CCCP-86634 "634" black CCCP-86635 "635" black CCCP-86636 CCCP-86637 CCCP-86638	11-76 11-76 11-76 11-76 11-76 11-76 11-76 11-76 11-76 11-76 11-76 11-76	AFL/CosNII GA AFL/Privolzhsk AFL/Privolzhsk AFL/Tyumen-TJM AFL/Ulyanovsk HFS Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Soviet AF/AFL c/s Soviet AF/AFL c/s	trf trf d/d trf d/d Sms d/d Sms d/d d/d	16aug83 13feb87 nov09 dec76 22apr82 21dec76 07jul95 25dec76 07jul95 09feb77 27dec76 jan77 ?	soc 18jan90 as worn out and canx same date; f/n Omsk sep89, wfu as a ground instructional airframe; l/n may97; present at the Omsk Aviation Technical School since at least jul02 according to GE image; see c/ns 0083483502 and 1003401004 still present at the Omsk Aviation Technical School may16 (N54.955730 E73.329122), now with Russian flag and RA- prefix; l/n oct22 line # 06-03; toc 01jan77; gd 22nov77; see c/n 2113422748 soc 10jan89 and canx same date; f/n ULV (N54.275285 E48.240657) aug92, in use as ground instructional airframe; l/n 19aug22 line # 06-04; rgd 13jan81; delivered to Novgorod; later based at Ukurei; no reports opb mil. unit 06755 at Smolensk-Severny; sat wfu at Smolensk- Severny, l/n 26aug07; offered for sale as scrap metal 09feb09; scrapped 01oct09 line # 06-05; delivered to Ivanovo; opb 610 TsBPiPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny autumn 2006 line # 06-07; delivered to Ivanovo; opb 610 TsBPiPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny 24aug95; seen Ivanovo-Severny sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny 24aug95; seen Ivanovo-Severny sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny 24aug95; seen Ivanovo-Severny sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny 24aug95; seen Ivanovo-Severny sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny 24aug95; seen Ivanovo-Severny sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny 24aug95; seen Ivanovo-Severny sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny 24aug95; seen Ivanovo-Severny sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny 24aug95; seen Ivanovo-Severny sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny 24aug95; seen Ivanovo-Severny sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny 24aug95; seen Ivanovo-Severny sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severny 24aug95; seen Ivanovo-Severny sep01/aug05, wfu parked on the grass; broken up
0634 08209 0634 08214 0634 08217 0634 08222 0634 09228	CCCP-76502(1) CCCP-76502(1) RA-76502(1) CCCP-76503(1) CCCP-76503(1) CCCP-86634 "634" black CCCP-86635 "635" black CCCP-86636 CCCP-86637 CCCP-86638	11-76 11-76 11-76 11-76 11-76 11-76 11-76 11-76 11-76 11-76 11-76 11-76	AFL/CosNII GA AFL/Privolzhsk AFL/Privolzhsk AFL/Tyumen-TJM AFL/Ulyanovsk HFS Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Soviet AF/AFL c/s Soviet AF/AFL c/s	trf trf d/d trf d/d Sms d/d Sms d/d d/d	16aug83 13feb87 nov09 dec76 22apr82 21dec76 07jul95 25dec76 07jul95 09feb77 27dec76 jan77 ?	soc 18jan90 as worn out and canx same date; f/n Omsk sep89, wfu as a ground instructional airfframe; l/n may97; present at the Omsk Aviation Technical School since at least jul02 according to GE image; see c/ns 0083483502 and 1003401004 still present at the Omsk Aviation Technical School may16 (N54.955730 E73.329122), now with Russian flag and RA- prefix; l/n oct22 line # 06-03; toc 01jan77; rgd 22nov77; see c/n 2113422748 soc 10jan89 and canx same date; f/n ULV (N54.275285 E48.240657) aug92, in use as ground instructional airfframe; l/n 19aug22 line # 06-04; rgd 13jan81; delivered to Novgorod; later based at Ukurei; no reports opb mil. unit 06755 at Smolensk-Severny; sat wfu at Smolensk- Severny, l/n 26aug07; offered for sale as scrap metal 09feb09; scrapped 01oct09 line # 06-05; rgd 13jan81; delivered to Novgorod; later based at Ukurei; photo in 1978 opb mil. unit 06755 at Smolensk-Severny; sat wfu at Smolensk- Severny, l/n 26aug07; offered for sale as scrap metal 09feb09 scrapped 01oct09 line # 06-06; delivered to Ivanovo; opb 610 TsBPIPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny in autumn 2006 line # 06-07; delivered to Ivanovo; opb 610 TsBPIPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny Vaug95; seen Ivanovo-; opb 610 TsBPIPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny Vaug95; seen Ivanovo-; opb 610 TsBPIPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny Vaug95; seen Ivanovo-; opb 70 oitap on / Space Training Centre at Chkalovski; last flight 14dec88; h/o to the Perm Higher Technical Aviation School (PVATU) feb89 and was used as a ground instructional airfframe until the school was closed in 1999; the fuselage without the rear part and the tail
0634 08209 0634 08214 0634 08217 0634 08222 0634 09228 0734 09232	CCCP-76502(1) CCCP-76502(1) CCCP-76503(1) CCCP-76503(1) CCCP-76503(1) CCCP-86634 "634" black CCCP-86635 "635" black CCCP-86635 CCCP-86637 CCCP-86638 CCCP-86638	II-76 II-76 II-76 II-76 II-76 II-76 II-76 II-76 II-76 II-76 II-76 II-76	AFL/CosNII GA AFL/Privolzhsk AFL/Privolzhsk AFL/Tyumen-TJM AFL/Ulyanovsk HFS Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Soviet AF/AFL c/s Soviet AF/AFL c/s Soviet AF/AFL c/s	trf trf d/d Sms d/d Sms d/d d/d f/f	16aug83 13feb87 nov09 dec76 22apr82 21dec76 07jul95 25dec76 07jul95 09feb77 27dec76 jan77 ? 02aug81	soc 18jan90 as worn out and canx same date; f/n Omsk sep89, wfu as a ground instructional airframe; l/n may97; present at the Omsk Aviation Technical School since at least jul02 according to GE image; see c/ns 0083483502 and 1003401004 still present at the Omsk Aviation Technical School may16 (N54.955730 E73.329122), now with Russian flag and RA- prefix; l/n oct22 line # 06-03; toc 01jan77; rgd 22nov77; see c/n 2113422748 soc 10jan89 and canx same date; f/n ULV (N54.275285 E48.240657) aug92, in use as ground instructional airframe; l/n 19aug22 line # 06-04; rgd 13jan81; delivered to Novgord; later based at Ukurei; no reports opb mil. unit 06755 at Smolensk-Severny; sat wfu at Smolensk- Severny, l/n 26aug07; offered for sale as scrap metal 09feb09; scrapped 01oct09 line # 06-05; rgd 13jan81; delivered to Novgorod; later based at Ukurei; photo in 1978 opb mil. unit 06755 at Smolensk-Severny; sat wfu at Smolensk- Severny, l/n 26aug07; offered for sale as scrap metal 09feb09 line # 06-06; delivered to Novgorod; later based at Ukurei; photo in 1978 opb mil. unit 06755 at Smolensk-Severny mar02/aug06, wfu parked on the grass; broken up at Ivanovo-Severny i nautumn 2006 line # 06-06; delivered to Ivanovo; opb 610 TsBPIPLS VTA at Ivanovo-Severny in 1990s; f/n Ivanovo-Severny in autumn 2006 line # 06-08; no reports; converted to, see next line the first 11-76 zero-gravity trainer; opb 70 oitap on / Space Training Centre at Chkalovski; last flight 14dec88; h/o to the Perm Higher Technical Aviation School (PVATU) feb89 and was used as a ground instructional airframe until the school was closed in 1999; the fuselage without the rear part and the tail sat in a scrapyard at V. Muly near Perm (on the left-hand side of the road if looking towards Perm), f/n 14aug01; the nose section went to the aviation museum of Mikhail Pavlov at V. Muly near Perm (000000000000000000000000000000000000

	RA-76418	II-76	Dobrolet	rgd	28sep92	f/n BKA 02sep93; still had 640 on nose, ex CCCP-86640
	RA-76418 RA-76418	II-76 II-76	Dobrolet logo, n/t Dobrolet	SVO DME	06may95 13aug01	l/n DME 10jul00 l/n DME 28aug03, with titles; soc 17mar03; canx 20oct03; reportedly broken up
0734 09243	CCCP-86641 no code	II-76 A-50	Soviet AF/AFL c/s TANTK	no f/f	reports 19dec78	line # 07-01; converted by TMZ to, see next line from Taganrog; first A-50 prototype, still without mission equipment; in Soviet Air Force c/s; underwent
	"10" red	A-50	Soviet AF/PVO	Cho	06jul94	trials with the LII trf to the otryad at Vitebsk, probably in 1986; used as a ground instructional airframe by 111 VAShM at Chortkiv, f/n 06jul94, all A-50 equipment removed, I/n 18aug97; broken up by may98
0734 09248	CCCP-86642	II-76	Soviet AF/AFL c/s	d/d	21apr77	line # 07-02; delivered to Ivanovo; performed the first II-76 landing at Khodynka 25jul78; f/n Tashkent- Tuzel apr89
	RA-86642	II-76	Russian AF/AFL c/s	Iva	24apr97	opb 610 TsBPiPLS VTA at Ivanovo-Severny; I/n Ivanovo-Severny 19aug01; broken up at Ivanovo-Severny by 2006
0734 09251	CCCP-86632 "632" black	II-76 II-76	Soviet AF/AFL c/s Russian Air Force	d/d Sms	26apr77 07jul95	b) 2000 line # 07-03; rgd 13jan81; delivered to Novgorod; later based at Ukurei; photo exists, date unknown opb mil. unit 06755 at Smolensk-Severny; sat wfu at Smolensk- Severny, I/n aug07/nov07; offered for sale as scrap metal 09feb09; reportedly broken up
0734 09256	CCCP-86633	II-76	Soviet AF/AFL c/s	d/d	16may77	line # 07-04; no reports; Artsyz based mar97
0734 09259	86633 CCCP-86718	II-76 II-76	Ukraine Air Force Soviet AF/AFL c/s	Mtp rgd	06jul96 13jan81	in basic ex Aeroflot c/s, no titles or prefix; I/n Melitopol 29apr99, used for spares; broken up line # 07-05; version given in the accident report as II-76M; opb opb 110 vtap at Novgorod-Krechevitsy; w/o 10aug89 on an airdrop training flight in squadron formation from Novgorod-Krechevitsy when was hit after the airdrop by a lightning which disabled the crew so that the aircraft went out of control, climbed steeply from 940 to 1,300 metres, entered a dive and crashed between Rogavka railway station and Glukhaya Kerest' village (32 km from Krechevitsy airfield), all 7 crew members were killed; canx 02mar90
0734 09263	CCCP-86719 "719" black	II-76 II-76	Soviet AF/AFL c/s Russian Air Force	d/d Sms	14jun77 07jul95	line # 07-06; rgd 13jan81; delivered to Novgorod; later based at Ukurei; f/n in East Germany before 1990 opb mil. unit 06755 at Smolensk-Severny; l/n Smolensk-Severny 24aug04, probably wfu; offered for sale
0734 09267	CCCP-86720	II-76	Soviet AF/AFL c/s	d/d	27jun77	as scrap metal 09feb09; reported broken up line # 07-07; rgd 13jan81; delivered to Novgorod, later based at Ukurei; f/n in East Germany before 1990; reld to Portice the Strem 10 uncle of the strem 10 uncle of the strema s
	RA-86720	II-76	Aeroflot	SVX	20apr93	sold by Russian Air Force 10aug92 in full c/s with titles, operated by Uralinteravia; painted as just 'II-76'
	RA-86720	II-76	Uralinteravia	OST	22dec93	with titles, painted as just 'II-76'; seen BKA 30aug94, repainted in full red/blue c/s with titles, still painted as just 'II-76'
	RA-86720	II-76T	Uralinteravia	STN	31mar95	in full red/blue c/s with titles; seen ZRH aug95, painted as II-76TD, but II-76T in papers; I/n SVX 23aug95, as such; seen STN apr96, once again painted as II-76T; Uralinteravia ceased operations in nov96; soc and canx 18aug97 as sold to China; used as a ground instructional airframe by the Aviation University of the
	'H-4670'	II-76T	Chinese Air Force	ph.	29aug16	Chinese Air Force at Changchun-Dafangshen, I/n 28aug11, still in full colours and with registration repainted, but still in c/s similar to Uralinteravia and with Chinese titles applied; '720' still in the cockpit windows; used as a ground instructional airframe by the Aviation University of the Chinese Air Force at
	'H-6670'	II-76T	Chinese Air Force	ph.	02sep16	Changchun-Dafangshen; photo digitally amended ?, see next line still in c/s similar to Uralinteravia and with Chinese titles applied; '720' still in the cockpit windows; used as a ground instructional airframe by the Aviation University of the Chinese Air Force at Changchun-
	'35'	II-76T	Chinese Air Force	ph.	27aug22	Dafangshen (N43.906469 E125.20809); //n 20oct19 in bluish grey c/s with light grey undersides, military roundels and titles, red code; used as a ground instructional airframe by the Aviation University of the Chinese Air Force at Changchun-Dafangshen
0734 10271	CCCP-86721	II-76/676	LII Zhukovski	d/d	06jul77	(N43.906469 E125.20809); I/n 15apr24 line # 07-08; telemetry pick-up aircraft for missile tests with small tail radome below the turret, ECM blister/probes and pylon under the wing; these were later removed with the exception of the tail radome; in Aeroflot c/s and titles; delivered to Zhukovski; rgd 04jun84; f/n ZIA 16aug91; seen ZIA 03sep93; I/n
0734 10276	CCCP-86722	II-76	Soviet AF/AFL c/s	d/d	14jul77	Staraya Russa 06aug96; based at Ivanovo mar97; wfu 1997; canx 16oct01; broken up line # 07-09; rgd 26jun78; delivered to Vitebsk; f/n VIE jun79; l/n SXF 06oct79; this is the only straight
	"722" black	II-76	Russian Air Force	Sec	09aug99	II-76 with a gun turret; canx but date unknown opb 566 vtap at Seshcha; I/n Seshcha 25aug04; offered for sale by Russian privatisation agency dec07;
0734 10279	CCCP-86723	II-76	Soviet AF/AFL c/s	d/d	23jul77	reported broken up line # 07-10; delivered to Chkalovski; converted to II-76K zero-gravity trainer in the early 1980s; opb 70
070110275	CCCP-86723	II-76K	Star	u/u	feb93	oitap on / Space Training Centre at Chkalovski operator from Ilyushin OKB listing mar97; based at Chkalovski
	RA-76372 RA-76372	II-76T II-76T	Express United Nations/WFP	rgd SHJ	01apr97 08dec98	retains II-76K tail cone; I/n SHJ 10oct97; I/n SHJ 30mar98 retains II-76K tail cone; I/n SHJ 14dec98; canx 11dec98 as leased to Sao Tomé
	S9-BOM S9-BOM	II-76T II-76T	Aeroflot c/s, n/t	HRE	04mar99 sep99	retains II-76K tail cone; I/n JNB 15sep99
	3C-QQD	II-76T	Express Intl.Cargo Express Intl.Cargo	SHJ	05oct00	retains II-76K tail cone; I/n SHJ 09dec00; confirmed ex S9-BOM and RA-76372
	Z-WTV Z-WTV	II-76T II-76T	Flywell Al, n/t Avient	JNB JNB	12jan01 21oct04	retains II-76K tail cone; in basic Aeroflot c/s; I/n SHJ 09oct04; c/n and ex S9-BOM/RA-76372 checked retains II-76K tail cone; in basic Aeroflot c/s; I/n JNB jan05 as such; seen LBV feb07. repainted with bits for direct bits of the set of Januard 0.
0734 10284	CCCP-86724	II-76	Soviet AF/AFL c/s	d/d	27jul77	blue/red/black cheatline; I/n FJR 13mar10 line # 08-01; delivered to Ivanovo; version given in Ilyushin OKB listing mar97 as II-76U; rgd 02jun92 to Yerevan Avia; f/n SVO 30jun92; sold ex Soviet Air Force 24sep92; I/n EVN mar93, still in full Aeroflot and titles
	EK-86724	II-76 II-76	Yer Avia	OST PRG	29jul93 22mar95	l/n SHJ 23jan94; in Aeroflot c/s, no titles
	EK-86724 EP-TPZ	II-76	Yer Avia no titles	ph.	feb97	I/n DXB 04oct96
0724 10205	EP-TPZ EK-86724	II-76 II-76	Payam Air Yer Avia	SHJ EVN	30jun97 08may01	carried 86724 under the wing for a long time; I/n THR mar01 I/n RKT 01feb07 no longer current on register dated 22jan09; Yer Avia ceased ops in 2009
0734 10285	CCCP-86725 "725" black	II-76 II-76	Soviet AF/AFL c/s Russian Air Force	d/d Iva	08aug77 24aug95	line # 08-02; delivered to Ivanovo; no reports; version given in Ilyushin OKB listing mar97 as II-76U opb mil. unit 13696 at Ivanovo; offered for sale by Russian privatisation agency 09aug01/18oct06, but obviously not sold; I/n Ivanovo-Severny aug06/aug07, probably wfu; offered for sale as scrap metal 09feb09 and reportedly broken up
0734 10292	YI-AIK CCCP-76495	II-76 II-76T	IrAF/Iraqi Aw c/s MAP Moskovski OAO	d/d rgd	27sep77 18jun84	line # 08-03; f/n ORY 03nov80; in full Iraqi Airways green c/s; l/n DRS 12oct82 f/n TAS 15seb87. in Aeroflot c/s
	CCCP-76495 CCCP-76495	II-76T II-76T	Trans-Aero Inversija, n/t	SVO	mar93 20apr93	based at Domodedovo; operator from Ilyushin OKB document mar97 in basic ex-Aeroflot c/s; I/n SVO 06jul93
	RA-76495 ST-SFT	II-76T II-76T	Inversija, n/t Sud Flt Trd & S C	DME	02sep93 19mar94	in basic ex-Aeroflot c/s Sudanese Flight and Trading Services; I/n DME 23sep94, without titles
	RA-76495	II-76T	Scoda Airvita	rgd DME SHJ	16may95 18dec96	in basic ex-Aeroflot colours with type painted as just 'II-76'; I/n SHJ 24nov95
	RA-76495 RA-76495	II-76T II-76T	Iron Dragonfly	rgd	25jun97	seen ZIA aug97, titles not reported; CofR renewal 16sep97; I/n BKA 17aug99, in Aeroflot c/s, no titles
	RA-76495 EK-76707(2)	II-76TD II-76TD	Aeroflot c/s, n/t Aeroflot c/s, n/t	BKA SHJ	16jun00 24jan05	seen BKA aug01/jul04 stored; still current on Russian register oct04 as Iron Dragon Fly opb South Airlines; RA-76495 visible on tail; I/n SHJ 04mar05; see c/n 0063472166
	EK-76707(2) EK-76292	II-76TD II-76TD	South Airlines Air Highnesses	SHJ rgd	06mar05 20jan10	in full c/s; current on Armenian register 01jan09 as such, version given as II-76T; I/n FJR 30dec09 f/n KHI 16feb10; I/n SHJ 06dec10, in basic ex-South Airlines c/s, no titles, without hyphen in registration
	EK-76992	II-76TD	Ayk Avia	МСТ	03feb11	c/n confirmed; in basic ex-South Airlines c/s, no titles, without hyphen in registration; canx 31dec11; leased to Zaabu International and operated illegally by the government of the Democratic Republic of the
	no reg	II-76TD	Zaabu Internat.	FIH	12jun17	Congo since 2012; I/n PNR 21oct12 in basic ex-South Airlines c/s, no titles; operated illegally by the government of the Democratic Republic of the Congo; I/n FIH 31mar18
	YI-BAT	II-76TD	Zaabu Internat.	FIH	nov18	the Congo; i/n Fin Simaria in basic ex-South Airlines c/s, no titles; was an illegal registration and operated by the government of the Democratic Republic of the Congo; seen GOM 22oct19; i/n GOM 25feb20 seemingly stored
0734 10293	YI-AIL CCCP-76528 RA-76528	II-76 II-76T II-76T	IrAF/Iraqi Aw c/s LII Zhukovski LII Zhukovski	d/d rgd ZIA	13sep77 07may86 12may93	Democratic Republic of the Ongo, Serio Soft 2002, (i) GON 201627, (ii) GON 201627, Series 2016, Series 201
0834 10300	CCCP-86729	II-76	Soviet AF/AFL c/s	d/d	29sep78	19aug99 wfu; I/n ZIA 19aug01; broken up line # 08-05; delivered to Chkalovski; mfd given as 13dec78; converted to II-76K zero-gravity trainer in
0054 10500	CCCP-86729	II-76K	Star	u/u	feb93	the early 1980s; opb 70 oitap on / Space Training Centre at Chkalovski; f/n Neu-Welzow 01jun91 operator from Ilyushin OKB listing mar97; based at Chkalovski
	RA-76430(2) RA-76430(2)	II-76T II-76T	Volare Iron Dragonfly	rgd IST	24mar98 12aug98	owner and version from Russian canx register feb01 retains II-76K tail cone; 1DP <sup>+</sup> titles; seen without titles dec98; I/n BRU 19jan99; canx 12feb99 as to Sao Tomé !; see c/n 093415475
	HA-TCI HA-TCI	II-76T II-76T	HUK - Hung Ukr Al all-white c/s, n/t	rgd OST	04feb99 20feb00	retains II-76K tail cone; with red/blue cheatline; delivered 13apr99; f/n BUD 13apr99 retains II-76K tail cone; c/n painted on bulkhead as 083410300; opb Express (PSR call-signs); opb Aerocom OST apr00/jun00 (MCC call-signs) and later opb Jet Line International (MJL call-signs) OST jun01;
	ER-IBF	II-76T	Jet Line Internat.	rgd	29jan03	I/n EIN 30jun02 retains II-76K tail cone; in all-white c/s, initially without titles; f/n BUD 03mar03; I/n DXB as such 03feb05; in fleet list 28apr05; seen DXB 18jun05 with small 'Jet Line International' titles; I/n RKT 27oct06; canx
	TN-AHT	II-76T	Heavylift Congo	rgd	23aug07	14sep07 as to Congo to Jet Line International; f/n PNR 23sep07; retains II-76K tail cone; in white/light grey c/s, titles not visible; flight planned MII-CHR 200ct07; seen SOB 11aug08 with small titles only on the lower fuselage; Via CON 200-000-000 to the lower fuselage;
	EK-76300	II-76T	Air Highnesses	rgd	30mar09	I/n SOB 03sep08; canx only 26apr15 retains II-76K tail cone; carried 'Heavylift' titles; delivered SOB-EVN 03apr09; f/n FJR 12dec09; seen Nyala
						21jul10 still with 'Heavylift titles', opb Sudan Air Force, c/n checked this date; flew Yerevan Erbuni-KRT 11jun11; seen PNR O7aug11; I/n PNR 24nov12 no titles; reported opb Aero Service; crashed on final approach to Brazzaville 30nov12 in poor visibility on a flight from Point Noire after clipping tree tops, the wreckage came to rest some one thousand metres before the threshold of runway 05L, killing all 6 crew on board, 26 people on the ground and injuring another 14 people
0734 10301	YI-AIN CCCP-76496	II-76 II-76T	IrAF/Iraqi Aw c/s	d/d	31oct77	line # 08-06, c/n and d/d not confirmed; f/n SDA 18nov78; in full Iraqi Airways green c/s; l/n BTS 1984
	CCCP-76496 CCCP-76496	II-76T II-76T	MAP Moskovski OAO MAP Kazan APO	rgd rgd	22nov84 18jul86	c/n confirmed; in Aeroflot c/s c/n confirmed; in Aeroflot c/s; modified to transport horizontal stabilizers of the Tu-160 above the finalane reports speak of 3 fins: f/f as such 30oct86; carried the stabilizers from KAPD at Kazan to 184
						fuselage, reports speak of 3 fins; f/f as such 30oct86; carried the stabilizers from KAPO at Kazan to 184 tbap at Priluki in 1986; f/n SXF 20oct87

	RA-76496 UN-76496 UN-76496	II-76T II-76T II-76T	KAPO im. Gorbunova Taraz Wings GST Aero	ZIA FJR HEL	23aug97 03apr99 13may00	in Aeroflot c/s; soc 14jan99 and canx 22feb99 as to Kazakhstan c/n in documents; with tail turret; l/n FJR 09dec99 initially with tail turret, but turret removed by mar02; painted as 'II-76'; carried additional small 'UN' titles sep03; l/n SHJ 06feb05
	UN-76496	II-76T	Berkut, n/t	SHJ	23nov05	still owned by GST Aero; based in Eritrea; I/n FJR 25nov05; involved in arms smuggling for the Islamist
	S9-SAB	II-76T	Aerolift	EBB	10may07	Court Union (ICU) in Somalia, reported at MGQ 26/28jul06; reported for Aerolift dec06 being made airworthy; painted as 'II-76'; in all-white c/s, no titles; already offered for lease may07; I/n FJR 15nov08; w/o 09mar09 on a supply flight for the African Mission to Somalia (chartered by DynaCorp) when two engines caught fire shortly after take-off from Entebbe and the aircraft crashed into Lake Victoria, all 4 crew and 7 passengers (peacekeepers from Uganda, Burundi and South Africa) killed
0734 10308	YI-AIP	II-76	IrAF/Iraqi Aw c/s	d/d	12sep77	line # 08-07; in full 'green' Iraqi Airways c/s; f/n SDA 18nov78; l/n LHR 01may81; returned to the Soviet Union and converted to an engine test-bed
	CCCP-76529	II-76LL4	MAP LII Zhukovski	f/f	1989	engine test-bed; in Aeroflot c/s; used initially to test the experimental D-236T propfan engine with the SV- 36 propeller and from 1990 the D-27 propfan engine with the SV-27 propeller (for the An-70); f/n HAJ may90; l/n ZIA 03sep93
	RA-76529	II-76LL4	LII Zhukovski	SXF	28may94	engine test-bed; in Aeroflot c/s with additional 'LII' titles; still with a D-27 engine when seen at SXF 28may94; stored without engines at ZIA from 1997, seen jun02/may13; overhauled at ZIA, seen
	76529	II-76LL4	LII Zhukovski	rgd	unknown	sep13/aug15 on the Russian experimental aviation register; in bare metal c/s with an 'Aviadigatel' ? logo behind the cockpit, no titles; f/n ZIA 16oct15; r/o with a PD-14 engine (for the MC-21) on position No. 2 20oct15; first
						test flight with the PD-14 30oct15 from ZIA; I/n in bare metial c/s ZIA 26feb16; the tests of the PD-14 were completed mar16 after 16 flights (the engine had worked in the air for 22 hours 22 minutes); repainted in light grey/blue c/s with 'Gromov Flight Research Institute' titles in Russian and English; f/n as such ZIA may16 and I/n as such ZIA mar17; received additional 'OAK' titles; f/n as such TIA 18jul17; used to test the PD-8 engine for the RRJ-95NEW; first test flight with the PD-8 (on position No. 2) 26dec22 from ZIA; I/n ZIA dec24 active
0734 10311	not known "15" red	II-76 A-50	Soviet AF/AFL c/s Soviet AF/PVO	no	reports photo	line # 08-08; d/d aug/sep77 ? to Taganrog; converted by TMZ by oct83 to, see next line second A-50 prototype; opb the otryad at Vitebsk; was used as a ground instructional airframe at Taganrog-Tsentralny (N47.245704, E38.860204), seen mar97/may20; moved to the museum of 325 ARZ at Taganrog-Tsentralny (N47.240823 E38.851275) seen aug20/oct21
0734 10315	YI-AIO	II-76	IrAF/Iraqi Aw c/s	PRG	jun78	line # 08-09; opb 33 Squadron; in full 'green' Iraqi Airways c/s; seen ORY 02jul79; w/o 23sep80 on a positioning flight from Rasheed air base to Baghdad IAP (after a flight from Paris-Orly) when approached during an attack by fighter-bombers of the Iranian Air Force, was shot down by the Iraqi air defence with
0734 10320	YI-AIM	II-76	IrAF/Iraqi Aw c/s	mfd	15aug78	two S-125 "Neva" SAMs by mistake and crashed near the airport, all 3 crew members were killed line # 08-10; d/d 18aug78 (mfd and d/d 1978 !); f/n SDA 18nov78; in full 'green' Iraqi Airways c/s; l/n MXP ian81
	CCCP-76497(1) RA-76497(1)	II-76 II-76	MAP Moskovski OAO Myasishchev OKB	rgd ZIA	22nov84 03sep93	f/n GVA 08aug90; in Aeroflot c/s with tail turret; l/n DME 22may91 l/n ZIA 24aug95; wfu before mar97; in Aeroflot c/s, no titles; canx but date unknown and reportedly
0734 10322	CCCP-86728	II-76M	Soviet AF/AFL c/s	d/d	27aug77	broken up; soc by 01jan01 line # 09-01; delivered to PanevePys; the first serial Il-76M; f/n Sperenberg 18mar91
	"728" black	II-76M	Russian Air Force	Sms	09sep97	Smolensk based mar97; seen Smolensk-Severny aug07/sep10, already wfu for some years; broken up at Smolensk-Severny in 2013
0734 11328	CCCP-76504 CCCP-76504 RA-76504	II-76T II-76T II-76T	AFL/GosNII GA AFL/Tyumen-TJM Abakan Avia	mfd trf BKA	18sep77 02jun78 24may94	line # 09-02; d/d 20oct77; toc 04nov77; the first serial II-76T; f/n SVO 22apr78 CofR renewal 16mar79 /n VKO 11jul02; still current on register mar03, but not on register feb04; soc 22dec03 as life-time
0734 11331	CCCP-76505	II-76T	AFL/Tyumen-TJM	mfd	25nov77	expired; photo exists, in the process of being broken up at Zhukovski, possibly in 2007 line # 09-03; d/d 25nov77; toc 13dec77; f/n oct78; CofR renewal 16mar79; l/n BKA 27apr93
	RA-76505 ER-IBH	II-76T II-76T	Abakan Avia white/grey c/s,n/t	BKA rgd	09jul93 09mar05	seen ZIA 23aug03/23aug04 with large 'UN/WFP' titles as well; soc 01mar05 as to Moldova f/n SHJ 01may05; canx 13may05 c/n configured //a /10may06; reported on Click Airwaya in 06; in Air Airwaya floot list earg(), reported
	EX-032 ER-IBH	II-76T II-76T	white/grey c/s,n/t white/grey c/s,n/t	SHJ rgd	15may05 18dec06	c/n confirmed; I/n RKT 10nov06; reported opb Click Airways jun06; in Air Almaty fleet list sep06; reported in Chinese CAA documents dated 12jan07 as Tenir Air I, see next line f/n SHJ 20jan07; I/n RKT 26mar07; canx 30oct07 to Laos
0734 11334	RDPL-34154 CCCP-76506	II-76T II-76T	white/grey c/s,n/t AFL/International	RKT mfd	14nov07 02dec77	/n RKT 11sep10; /n RKT 02dec10 being broken up, tail already cut off line # 09-04; d/d 02dec77 to Tyumen; toc 23dec77; rgd 24jul78; f/n FRA 29jan79
	CCCP-76506 RA-76506	II-76T II-76T	AFL/Tyumen Aeroflot	trf BKA	20feb79 27apr93	//n VKO 11apr91 I/n BKA 15may93
	RA-76506	II-76T	Uralinteravia	SHJ	24oct93	photo OST 27feb94; in basic Aeroflot c/s with grey tail, no titles; trf 02apr94 according to MGA document; seen STN 07jul94, same c/s, no titles; carried small 'Star' titles jun96 on the port side; Uralinteravia
	RA-76506	II-76T	Aviacon Zitotrans	rgd	25mar97	ceased operations in nov96 seen IST 05nov97, still with Uralinteravia titles starboard side only; f/n RKT 13feb99; l/n RKT 27mar99; canx 24aug99 as to United Arab Emirates; soc 17nov99
	3C-JJJ 3C-JJJ	II-76T II-76T	Aeroflot c/s, n/t Colair	RKT RKT	17sep99 oct99	c/n not confirmed c/n not confirmed; I/n RKT 21nov99
	TL-ADH	II-76T	Centrafrican, n/t	RKT	09dec99	c/n not confirmed; I/n JNB 17aug00 with 3C-JJJ still on top of wings, operated for Angolan Army under a Centrafrican call-sign; c/n reported in JP-01 only
	EL-AMH 3C-QRB	II-76T II-76T	Centrafrican, n/t Air General Trader	LAD RKT	16mar01 26jan02	c/n not confirmed; I/n FJR 27mar01; no turret, a - T or -TD; not on the Liberian register 13jul01 c/n confirmed according to Air Britain; I/n LAD jun03; Centrafrican colours, no titles; became an instructional airframe at Cabo Ledo, visible on GE from 2006 (59.646009, E13.275652); missing an engine by jun14; still as such 08aug14; still visible on GE image dated may17
0734 11338	CCCP-76507 RA-76507	II-76T II-76T	AFL/Tyumen-TJM Tyumen Airlines	d/d trf	05dec77 31aug94	line # 09-05; toc 26dec77; CofR renewal 16mar79; f/n BKA 15aug92 f/n TJM 14may95, in Aeroflot c/s and titles; seen TJM jul00/aug04 with faded paint; not current in fleet list 27oct00; soc 12nov04 as to Moldova
	ER-IBD	II-76T	Airline Transp.Inc	rgd	21nov04	in all-white c/s with 'Air Trans' badge; f/n SHJ 30nov04; reported for Jet Stream Airlines nov06; at SHJ 03may07; canx 29oct07 to Laos; reported FJR 15nov07 !
0834 11342	RDPL-34155 CCCP-86736	II-76T II-76M	SkyLink Arabia Soviet AF/AFL c/s	RKT d/d	08jan08 20jan78	all-white (cs, with small titles behind cockpit; opb Lao Capricorn; I/n RKT dec12/dec23, stored line # 09-06; delivered to PanevePys; rgd 05mar90; f/n in former East Germany 04nov91; I/n Kluczewo
	RA-86736	II-76M	Russian AF/AFL c/s	Ors	21apr97	10jul92 based at Orenburg by mar97; later opb 708 vtap at Taganrog-Tsentralny, f/n there 31aug04; canx but
0834 11347	CCCP-86737	II-76M	Soviet AF/AFL c/s	d/d	27jan78	date unknown; sat wfu at Taganrog-Tsentralny, seen sep11/aug12; scrapped at Taganrog-Tsentralny around 2012 line # 09-07; rgd 15mar84; delivered to PanevePys; f/n SZW 17sep92; based at Smolensk mar97
0834 11347	RA-86737 CCCP-86738	II-76M II-76M	Russian AF/AFL c/s Soviet AF/AFL c/s	Tgr d/d	20jun99 13feb78	l/n Taganrog-Tsentralny 10aug99 wfu; canx 16oct01 not seen since and reported broken up line # 09-08; rgd 02mar83; delivered to PanevePys; was assigned the code "03" within the unit and
			,	-, -		stencilled in the port-holes of the front emergency exit hatches of the cargo compartment until the numbering system was abolished in 1989; f/n in former East Germany 16jan91
	RA-86738	II-76M	Russian AF/AFL c/s	ph.	in 1996	based at Orenburg by mar97; later opb 708 vtap at Taganrog-Tsentralny, f/n there 31aug04; canx but date unknown; sat wfu at Taganrog-Tsentralny, l/n oct10/sep11; broken up at Taganrog-Tsentralny
0834 12354	CCCP-86739	II-76M	Soviet AF/AFL c/s		photo	line # 09-09; c/n not confirmed but must end in 1.354, but both 11354 and 12354 are possible; opb 128 vtap at PanevePys; w/o 27oct84 (not 26nov84) on a transport flight from Tashkent to Kabul (carrying PX goods) when was shot down by Mujahedeen with a shoulder-fired "Strela" SAM 20 km south-west of Kabul, all crew and 10 passengers killed
0834 12358	CCCP-86740 RA-86740	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	27feb78 21apr97	line # 09-10; rgd 15mar84; delivered to PanevePys; f/n KBL may87 based at Orenburg mar97; seen Taganrog-Tsentralny 10aug99 and 13aug01; canx but date unknown; l/n
0834 12361	CCCP-86741 RA-86741	II-76M	Soviet AF/AFL c/s	d/d Ors	27mar78	Taganrog-Tsentralny 03jun11, wfu and broken up feb13 line # 10-01; delivered to PanevePys; f/n Neuruppin 14jan90; l/n Eberswalde-Finow 18jun93 based at Orosphurg by magQ: later onb 708 vitap at Tagangga-Tsentralpy, f(n there 31aug04; cat wfu at
0834 12366	CCCP-86742	II-76M II-76M	Russian AF/AFL c/s Soviet AF/AFL c/s	Ors mfd	21apr97 mar78	based at Orenburg by mar97; later opb 708 vtap at Taganrog-Tsentralny, f/n there 31aug04; sat wfu at Taganrog-Tsentralny, seen jun11/sep11; scrapped at Taganrog-Tsentralny around 2012 line # 10-02; probably opb 128 vtap at PanevePys; rgd only 02mar83; f/n ARN 05jan88; probably the
						aircraft which was lost in early 1989 when it suffered an uncontained engine failure while taxiing and the tanks in the right wing were ruptured so that the aircraft caught fire and burnt out, the crew escaped; canx 18apr89; confirmed destroyed before mar97
0834 12369	CCCP-86743	Il-76M	Soviet AF/AFL c/s	d/d	19apr78	line # 10-03; rgd 02mar83; delivered to PanevePys; was assigned "04" within the unit and stencilled in the port-holes of the front emergency exit hatches of the cargo compartment until the numbering system was abolished in 1989; no reports
	RA-86743	II-76M	Russian AF/AFL c/s	Ors	21apr97	based at Orenburg by mar97; later opb 708 vtap at Taganrog-Tsentralny, f/n there 10aug99; l/n operational Taganrog-Tsentralny 13aug01; canx but date unknown; sat wfu at Taganrog-Tsentralny, seen nov10/aug12; scrapped at Taganrog-Tsentralny around 2012
0834 12376	CCCP-86744 RA-86744	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	10apr78 21apr97	line # 10-04; delivered to PanevePys; f/n Grossenhain 22may91 based at Orenburg mar97; later opb 708 vtap at Taganrog-Tsentralny, f/n there 31aug04; sat wfu at
0834 12380	CCCP-86726	II-76M	Soviet AF/AFL c/s	d/d	23may78	Taganrog-Tsentralny, seen jun1/sep11; broken up there in 2013 line # 10-05; rgd 02mar83; delivered to PanevePys; was assigned the code "01" (the Commander's aircraft) within the unit and stencilled in the port-holes of the front emergency exit hatches of the cargo compartment until the numbering system was abolished in 1989; f/n KEF 02oct86; sold ex Soviet Air
	RA-86726	II-76M	Transaero	BKA	27apr93	Force 10aug92; I/n BKA 15aug92
0834 13383	RA-86726 CCCP-86727	II-76M II-76M	Solar Wind Soviet AF/AFL c/s	BKA d/d	02sep93 24apr78	in basic Transaero c/s; operator given as II-Avia feb94, according to IJyushin OKB document mar97; soc 16dec96 as life-time expired; canx 17dec96; J/n ZIA 08juJ98 in poor condition; broken up line # 10-06; rgd 15mar84; delivered to PanevePys; was assigned the code "02" within the unit and
	RA-86727	II-76M	Russian AF/AFL c/s	Ors	27aug03	stencilled in the port-holes of the front emergency exit hatches of the cargo compartment until the numbering system was abolished in 1989; f/n HEL 02jan87; l/n Mahlwinkel 18dec92 based at Orenburg mar97; l/n Orenburg-2 (Southwest) 29aug04; canx but date unknown and reportedly
0834 13388	CCCP-86732	II-76M	Soviet AF/AFL c/s	no	reports	broken up line # 10-07; opb 128 vtap at PanevePys; w/o 11dec88 on a flight from Nasosny to Leninakan in difficult weather exciting a single was a surger of a single sector of 614 mm was fed into the altimate
						weather conditions at night when a wrong air pressure (734 instead of 634 mm) was fed into the altimeter

						and the aircraft crashed into the slope of a mountain 15 km from Leninakan, all 9 crew and 68 of the 69 passengers killed and the sole survivor seriously injured
0834 13391	CCCP-86731 RA-86731	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	19may78 21apr97	line # 10-08; rgd 02mar83; delivered to PanevePys; f/n Eberswalde-Finow 25nov90; l/n SZW 14nov92 based at Orenburg by mar97; later opb 708 vtap at Taganrog-Tsentralny, f/n there 10aug99; canx but
	101 00701	11 / 011		0.5	2100107	date unknown; sat wfu at Taganrog-Tsentralny, I/n 03jun11; scrapped at Taganrog-Tsentralny around 2012
0834 13396	CCCP-86733	II-76M	Soviet AF/AFL c/s	d/d	07jun78	line # 10-09; opb 128 vtap at PanevePys; rgd only 15mar84; f/n in former East Germany 28may91; l/n
	RA-86733	II-76M	Russian AF/AFL c/s	Sec	09aug99	Staraya Russa 06aug96 based at Orenburg by mar97; overhaul completed 13feb98; later based at Seshcha; seen Seshcha
						26aug07 and CKL 22nov07; canx but date unknown; stored in faded colours at Seshcha, seen may11/aug14; arrived at an overhaul plant 28jul17
0834 13397	RF-86733 CCCP-86734	II-76M II-76M	Russian Air Force Soviet AF/AFL c/s	VVO d/d	01dec19 07jul78	equipped with guns; based at Seshcha; in basic Aeroflot c/s, no titles; l/n 21aug21 line # 10-10; rgd 15mar84; delivered to PanevePys; f/n Brandis 11apr92
	RA-86734	II-76M	Russian AF/AFL c/s	Sty	06aug96	based at Orenburg by mar97; later opb 708 vtap at Taganrog-Tsentralny, f/n there 31aug04; canx but date unknown; sat wfu at Taganrog-Tsentralny, seen sep11/aug12; scrapped at Taganrog-Tsentralny
0834 13403	CCCP-86020	II-76M	Soviet AF/AFL c/s	d/d	21jul78	around 2012 line # 11-01; rgd 15mar84; delivered to PanevePys; f/n Neuruppin 02mar91; based at Orenburg mar97;
	RA-86020	II-76M	Russian AF/AFL c/s	Ors	29auq04	l/n Orenburg-2 (Southwest) 27aug03 canx but date unknown; broken up Orenburg apr13
0834 13405	CCCP-86021	II-76M	Soviet AF/AFL c/s	mfd	1978	line # 11-02; rgd 02mar83; opb 128 vtap at PanevePys; f/n GVA 17dec88; w/o 01feb90 on a check flight from PanevePys in poor visibility when went around from a height of some 70 metres, failed to climb out in
						clouds, entered a steep descent and crashed in a forest 3,700 metres behind the runway threshold and 400
						metres to the left of the runway's extended centre-line, all 8 crew members were killed, the reason for the accident could not be established (the investigation commission suggested loss of spatial orientation after the followed the active line with emperiper and the second secon
0834 13412	CCCP-76508	II-76T	AFL/KrasnoyarKJA	mfd	11aug78	the failure of the auto-pilot's rudder machine); canx 26jun90 line # 11-03; d/d 11aug78; toc 28aug78; rgd 16mar79; f/n DME apr79
	RA-76508 76508	II-76T II-76T	KrasAir KrasAir	trf KJA	04may94 03jun01	f/n KJA 12jun94; in Aeroflot c/s and titles with many parts and engines missing, wfu ? wfu with faded titles; still in dec02 fleet list; soc 25feb03 as life-time expired; cannibalized by jul03; canx
0834 13415	CCCP-76509	II-76T	AFL/KrasnoyarKJA	mfd	28aug78	29aug03; broken up KJA aug03 line # 11-04; d/d 28aug78; on charge as of 01oct78; rgd 16mar79; f/n sep79
	RA-76509 RA-76509	II-76T II-76T	Aeroflot KrasAir	KJA trf	13jul93 04may94	f/n LUX 15sep95; seen KJA jun01/jun03, wfu with faded titles and again as such Zhukovski 23aug03; on
	RA-76509	II-76T	Abakan Avia	SHJ	02nov04	Russian register feb04 as leased for foreign work, but not in jan04 fleet list opf UN-WFP and with such titles
	RA-76509	II-76T	all-white	SHJ	10nov06	of Sudanese list of foreign aircraft operating in Sudan jan07 as opb UN-WFP; I/n DXB 26mar07; I/n SHJ 05may07 all-white c/s, no titles
	RA-76509	II-76T II-76T	United Nations all-white c/s, n/t	EBB	09apr08	
	RA-76509 UP-I7641	II-76T	all-white c/s, n/t	SHJ DXB	02mar09 10mar10	l/n FJR 12dec09 c/n from Ilyushin website; l/n FJR may12/sep22, stored
0834 13417	CCCP-86022 RA-86022	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	31aug78 21apr97	line # 11-05; rgd 15mar84; delivered to PanevePys; f/n Zerbst 21aug91; l/n Sperenberg 23jun94 based at Orenburg mar97; l/n Orenburg-2 (Southwest) 29aug97; canx but date unknown; l/n PKV
0834 13422	CCCP-86023	II-76M	Soviet AF/AFL c/s	d/d	10sep78	feb11/feb12, wfu and in poor condition line # 11-06; rgd 02mar83; delivered to PanevePys; f/n KBL may87; l/n Sperenberg oct91
	RA-86023	II-76M	Russian AF/AFL c/s	Ors	21apr97	based at Orenburg mar97; seen Orenburg-2 (Southwest) 29aug97; canx but date unknown; I/n PKV feb11/aug11 in poor condition with prefix missing
0834 14425	CCCP-86024	II-76M/776	LII Zhukovski	d/d	20sep78	line # 11-07; telemetry pick-up aircraft for missile tests; with small tail radome below the turret, ECM blister/probes and pylon under the wing; these were later removed with the exception of the tail radome;
						in Aeroflot c/s and titles; delivered to Zhukovski; rgd O4jun84; f/n ZIA 16aug91; based at Ivanovo mar97; l/n Ryazan-Dyagilevo 28may99; still current on Russian register sep01, but canx before mar03; broken up
0834 14432	CCCP-76510	II-76T	AFL/International	mfd	01aug78	line # 11-08; d/d to Tyumen 25aug78; toc 05nov78; f/n KHI 11nov78; seen LHR 08dec78 and 16dec78;
	CCCP-76510	II-76T	AFL/Tyumen	trf	19aug82	rgd only 16mar79; l/n LUX 28aug79
	CCCP-76510 CCCP-76510	II-76T II-76T	AFL/International AFL/Tyumen	trf trf	26jun87 unknown	on charge as of 01jul88
	CCCP-76510 RA-76510	II-76T II-76T	Inversija Inversija	LTN MUC	26jun92 01apr93	l/n RIX 10sep94; soc 14oct94 as to Latvia
	YL-LAJ (1) RA-76510	II-76T II-76T	Inversija Tyumen Airlines	rgd	21oct94	in white c/s with red cheatline; f/n SNN 02nov94; canx 25feb96; l/n MSE 15oct99; see c/n 1013409295 under arrest 15sep00 according to Russian canx register feb01 and also in fleet list 08dec00 as such
	RA-76510	II-76T	Aviacon Zitotrans	rgd	07may01	leased 06mar01 from Tyumen Airlines; f/n SVX 12may01; l/n SVX 14aug01; seen stored at SVX without
	UN-76023	II-76T	Asia Continental	SVX	29mar07	engines jul03/jul05; I/n SVX 23jun06, with registration removed in all-white c/s, no titles; I/n SVX 14sep07; not in fleet list sep07
	UN-76023 UP-17603	II-76T II-76T	Almaty Aviation Air Almaty	TTH FJR	12jan08 25jul08	c/n checked; in all-white c/s, no titles; l/n KWI jun08, titles not reported c/n confirmed (reported on Ilyushin,org website as 0834144329, which is an incorrect c/n !); in all-white
	UP-17603	II-76T	Air Almaty	AKT	16feb09	c/s, no titles; l/n Akrotiri 07jan09 with 'Air Almaty' titles; l/n DXB 12mar10
	UP-I7603 EK-76603(2) ER-IBZ	II-76T II-76T II-76T	Air Almaty Ark Airways Aerotranscargo	AKT rgd NLV	16feb09 02apr10 04jan13	
0834 14433	EK-76603(2)	II-76T	Ark Airways	rgd	02apr10	with 'Air Almaty' titles; I/n DXB 12mar10 in all-white c/s with titles; f/n Camp Bastion 02jun10; I/n JNB 20jun12
0834 14433	EK-76603(2) ER-IBZ CCCP-86025	II-76T II-76T	Ark Airways Aerotranscargo Soviet AF/AFL c/s	rgd NLV	02apr10 04jan13 27oct78	with 'Air Almaty' titles; I/n DXB 12mar10 in all-white (2) with titles; f/n Camp Bastion 02jun10; I/n JNB 20jun12 photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93
	EK-76603(2) ER-IBZ CCCP-86025 RA-86025	II-76T II-76T II-76M II-76M	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s	rgd NLV mfd Rbn	02apr10 04jan13 27oct78 11mar94	with 'Air Alma'sy' titles; I/n DXB 12mar10 in all-white c/s with titles; I/n Camp Bastion 02jun10; I/n JNB 20jun12 photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93 based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12
0834 14433 0834 14439	EK-76603(2) ER-IBZ CCCP-86025	II-76T II-76T II-76M	Ark Airways Aerotranscargo Soviet AF/AFL c/s	rgd NLV mfd	02apr10 04jan13 27oct78	with 'Air Alma'sy' titles; I/n DXB 12mar10 in all-white c/s with titles; f/n Camp Bastion 02jun10; I/n JNB 20jun12 photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93 based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12 line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90 in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-
	EK-76603(2) ER-IBZ CCCP-86025 RA-86025 CCCP-86026	II-76T II-76T II-76M II-76M II-76M II-76M	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s	rgd NLV mfd Rbn	02apr10 04jan13 27oct78 11mar94 31oct78	with 'Air Alma'zy' titles; I/n DXB 12mar10 in all-white c/s with titles; I/n CMB 12mar10 photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93 based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12 line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90 in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod- Krechevitsy 25aug07; presumably broken up, as not seen in 2011 line # 12-01; f/n SV0 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe
0834 14439	EK-76603(2) ER-IBZ CCCP-86025 RA-86025 CCCP-86026 RA-86026	II-76T II-76T II-76M II-76M II-76M II-76M	Ark Airwa'ys Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s	rgd NLV mfd Rbn d/d	02apr10 04jan13 27oct78 11mar94 31oct78 apr93	with 'Air Almaby' titles;  /n DXB 12mar10 in all-white c/s with titles; i/n Camp Bastion 02jun10; I/n JNB 20jun12 photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93 based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12 line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90 in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod- Krechevitsy 25aug07; presumably broken up, as not seen in 2011 line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n
0834 14439	EK-76603(2) ER-IBZ CCCP-86025 RA-86025 CCCP-86026 RA-86026	II-76T II-76T II-76M II-76M II-76M II-76M	Ark Airwa'ys Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s	rgd NLV mfd Rbn d/d	02apr10 04jan13 27oct78 11mar94 31oct78 apr93	<ul> <li>with 'Air Alma'sy' titles;  /n DXB 12mar10</li> <li>in all-white c/s with titles; i/n Camp Bastion 02jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; rf/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> </ul>
0834 14439	EK-76603(2) ER-IBZ CCCP-86025 RA-86025 CCCP-86026 RA-86026 CCCP-76511(1)	II-76T II-76M II-76M II-76M II-76M II-76M II-76T	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International	rgd NLV mfd Rbn d/d	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78	<ul> <li>with 'Air Alma'zy' titles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; f/n Camp Bastion 02jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev, painted as 'UR-UCI' to commemorate the real UR-UCI which had crashed; I/n nov15; see c/n 0083481440</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to</li> </ul>
0834 14439	EK-76603(2) ER-IBZ CCCP-86025 RA-86025 CCCP-86026 RA-86026 CCCP-76511(1) 'UR-UCI' CCCP-76511(1) CCCP-76512	II-76T II-76M II-76M II-76M II-76M II-76T II-76T II-76T II-76T	Ark Airwa'ys Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM	rgd NLV mfd Rbn d/d toc	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78	<ul> <li>with 'Air Alma'sy' titles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; f/n Camp Bastion 02jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; I/n 05dec21</li> <li>line # 12-02; toc 25nov78; rgd 16mar79; f/n KHI 24mar79; I/n SVO 16aug92</li> </ul>
0834 14439 0834 14444 0834 14447	EK-76603(2) ER-IBZ CCCP-86025 CCCP-86025 CCCP-86026 RA-86026 CCCP-76511(1) 'UR-UCI' CCCP-76511(1) CCCP-76512 RA-76512	II-76T II-76M II-76M II-76M II-76M II-76T II-76T II-76T II-76T II-76T	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Tyumen Airlines	rgd NLV mfd Rbn d/d toc d/d trf	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94	with 'Air Alma'sy' titles; I/n DXB 12mar10 in all-white c/s with titles; I/n CAMP Bastion 02jun10; I/n JNB 20jun12 photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93 and sep93 and sep93 line # 11-10; delivered to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 in the Baltics; based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12 line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90 in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod- Krechevitsy 25aug07; presumably broken up, as not seen in 2011 line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752 preserved in the Oleg Antonov State Aviation Museum at Kiev, painted as 'UR-UCI' to commemorate the real UR-UCI which had crashed; I/n nov15; see c/n 0083481440 preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; I/n 05dec21 line # 12-02; toc 25nov78; rgd 16mar79; f/n KHI 24mar79; I/n SVO 16aug92 f/n TJM 14may95, in Aeroflot c/s and titles; canx 17apr98; soc 20apr98 as life-time expired; I/n TJM 27jul00/13aug01, nose cone and engines missing; broken up
0834 14439 0834 14444	EK-76603(2) ER-IBZ CCCP-86025 RA-86025 CCCP-86026 RA-86026 CCCP-76511(1) 'UR-UCI' CCCP-76511(1) CCCP-76512	II-76T II-76M II-76M II-76M II-76M II-76T II-76T II-76T II-76T	Ark Airwa'ys Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM	rgd NLV mfd Rbn d/d toc	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78	<ul> <li>with 'Air Alma'zy' titles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; f/n Camp Bastion 02jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; rf/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev, painted as 'UR-UCI' to commemorate the real UR-UCI which had crashed; I/n nov15; see c/n 0083481440</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; I/n 05dec21</li> <li>line # 12-02; toc 25nov78; rgd 16mar79; f/n KHI 24mar79; I/n SVO 16aug92</li> <li>I/n TJM 14may95, in Aeroflot c/s and titles; canx 17apr98; soc 20apr98 as life-time expired; I/n TJM</li> </ul>
0834 14439 0834 14444 0834 14447	EK-76603(2) ER-IBZ CCCP-86025 CCCP-86025 CCCP-76511(1) 'UR-UCI' CCCP-76511(1) CCCP-76512 RA-76512 CCCP-76513	II-76T II-76M II-76M II-76M II-76M II-76T II-76T II-76T II-76T II-76T II-76T II-76T	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Tyumen Airlines AFL/Tyumen-TJM	rgd NLV mfd Rbn d/d toc d/d trf	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78	<ul> <li>with 'Air Alma'sy' titles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; I/n Camp Bastion 02jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; I/n 05dec21</li> <li>line # 12-02; toc 25nov78; rgd 16mar79; f/n KHI 24mar79; I/n SVO 16aug92</li> <li>f/n TJM 14may95, in Aeroflot c/s and titles; canx 17apr98; soc 20apr98 as life-time expired; I/n TJM 27jul00/13aug01, nose cone and engines missing; broken up</li> <li>line # 12-03; toc 23nov78; rgd 16mar79; f/n PRG 09oct79; I/n BKA 20jul91</li> <li>in baic Aeroflot c/s with own titles; I/n SXF 16jul96; w/o 19aug96 on the leg from Belgrade to Luqa of a flight from Yeskerinburg to Africa when the crew forgot to switch on the VU-6A AC/DC converter after</li> </ul>
0834 14439 0834 14444 0834 14447	EK-76603(2) ER-IBZ CCCP-86025 CCCP-86025 CCCP-76511(1) 'UR-UCI' CCCP-76511(1) CCCP-76512 RA-76512 CCCP-76513	II-76T II-76M II-76M II-76M II-76M II-76T II-76T II-76T II-76T II-76T II-76T II-76T	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Tyumen Airlines AFL/Tyumen-TJM	rgd NLV mfd Rbn d/d toc d/d trf	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78	<ul> <li>with 'Air Alma'sy' titles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; I/n CAmp Bastion 02jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>int Haltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev, painted as 'UR-UCI' to commemorate the real UR-UCI which had crashed; I/n nov15; see c/n 008341440</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; I/n 05dec21</li> <li>line # 12-02; toc 25nov78; rgd 16mar79; f/n KHI 24mar79; I/n SVO 16aug92</li> <li>f/n TJM 14may95, in Aeroflot c/s and titles; canx 17apr98; soc 20apr98 as life-time expired; I/n TJM 27jul00/13aug01, nose cone and engines missing; broken up</li> <li>line # 12-03; toc 23nov78; rgd 16mar79; f/n RFG 090ct79; I/n BKA 20jul91</li> <li>in basic Aeroflot c/s with own titles; I/n SXF 16jul96; w/o 19aug96 on the leg from Belgrade to Luqa of a flight from Yekaterinburg to Africa when the crew forgot to switch on the VU-6A AC/DC converter after start-up of the engines so that the 27 V electrical system con</li></ul>
0834 14439 0834 14444 0834 14447	EK-76603(2) ER-IBZ CCCP-86025 CCCP-86025 CCCP-76511(1) 'UR-UCI' CCCP-76511(1) CCCP-76512 RA-76512 CCCP-76513	II-76T II-76M II-76M II-76M II-76M II-76T II-76T II-76T II-76T II-76T II-76T II-76T	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Tyumen Airlines AFL/Tyumen-TJM	rgd NLV mfd Rbn d/d toc d/d trf	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78	<ul> <li>with 'Air Alma'zy' titles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; I/n Camp Bastion 02jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev, painted as 'UR-UCI' to commemorate the real UR-UCI which had crashed; I/n nov15; see c/n 0083481440</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; I/n 05dec21</li> <li>line # 12-02; toc 25nov78; rgd 16mar79; f/n KHI 24mar79; I/n SVO 16aug92</li> <li>f/n TJM 14may95, in Aeroflot c/s and titles; crax 17apr98; soc 20apr98 as life-time expired; I/n TJM Z7jul00/13aug01, nose cone and engines missing; broken up</li> <li>line # 12-03; toc 23nov78; rgd 16mar79; f/n RFG 090ct79; I/n BKA 20jul91</li> <li>in basic Aeroflot c/s with own titles; I/n SXF 16jul96; // 019aug96 on the leg from Belgrade to Luqa of a flight from Yekaterinburg to Africa when the crew forgot to switch on the VU-6A AC/CC converter after sta</li></ul>
0834 14439 0834 14444 0834 14447 0834 14451	EK-76603(2) ER-IBZ CCCP-86025 CCCP-86026 RA-86026 CCCP-76511(1) 'UR-UCI' CCCP-76511 RA-76512 RA-76513 RA-76513	II-76T II-76M II-76M II-76M II-76M II-76T II-76T II-76T II-76T II-76T II-76T II-76T	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Tyumen Airlines AFL/Tyumen-TJM SPair	rgd NLV mfd Rbn d/d toc toc	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78 22sep93	<ul> <li>with 'Air Alma'sy' titles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; I/n CAmp Bastion 02jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; rf/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev, painted as 'UR-UC1' to commemorate the real UR-UC1 which had crashed; I/n nov15; see c/n 0083481440</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; I/n 05dec21</li> <li>line # 12-02; toc 25nov78; rgd 16mar79; f/n KHI 24mar79; I/n SVO 16aug92</li> <li>f/n TJM 14may95, in Aeroflot c/s and titles; canx 17apr98; soc 20apr98 as life-time expired; I/n TJM 27jul00/13aug01, nose cone and engines missing; broken up</li> <li>line # 12-03; toc 23nov78; rgd 16mar79; f/n KRI 090ct79; I/n BKA 20jul91</li> <li>ni basic Aeroflot c/s with own titles; I/n SXF 16jul96; w/o 19aug96 on the leg from Belgrade to Luqa of a flight from Yekaterinburg to Africa when the crew forgot to switch on the VU-6A AC/DC converter after start-up of the engines so that the 27 V electrical syste</li></ul>
0834 14439 0834 14444 0834 14447	EK-76603(2) ER-IBZ CCCP-86025 CCCP-86025 CCCP-76511(1) 'UR-UCI' CCCP-76511(1) CCCP-76512 RA-76512 CCCP-76513	II-76T II-76M II-76M II-76M II-76M II-76T II-76T II-76T II-76T II-76T II-76T II-76T	Ark Airwa'ys Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Tyumen Airlines AFL/Tyumen-TJM SPair	rgd NLV mfd Rbn d/d toc d/d trf	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78 22sep93	<ul> <li>with 'Air Alma'sy' titles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; I/n CAmp Bastion 02jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; I/n 05dec21</li> <li>line # 12-03; toc 23nov78; rgd 16mar79; f/n KHI 24mar79; I/n SVO 16aug92</li> <li>f/n TJM 14may95, in Aeroflot c/s and titles; canx 17apr98; soc 20apr98 as life-time expired; I/n TJM 27jul00/13aug01, nose cone and engines missing; broken up</li> <li>line # 12-03; toc 23nov78; rgd 16mar79; f/n PRG 09oct79; I/n BKA 20jul91</li> <li>in basic Aeroflot c/s with own titles; I/n SXF 16jul96; w/ 0 19aug96 on the leg from Belgrade to Luqa of a flight from Yexaterinburg to Africa when the crew forgot to switch on the VU-6A AC/DC converter after start-up of the engines so that the 27 V electrical system continued to be fed from the batteries, when the batteries ran flat all avionics and boosters were left without power, the crew made several attempts to conduct an emer</li></ul>
0834 14439 0834 14444 0834 14447 0834 14451	EK-76603(2) ER-IBZ CCCP-86025 RA-86025 CCCP-76511(1) 'UR-UCI' CCCP-76511 RA-76512 RA-76512 CCCP-76513 RA-76513 RA-76513	II-76T II-76M II-76M II-76M II-76M II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Tyumen Airlines AFL/Tyumen-TJM SPair AFL/International AFL/Tyumen	rgd NLV mfd Rbn d/d toc d/d trf d/d SHJ d/d trf AMS	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78 22sep93	with 'Air Alma'sy' titles; I/n DXB 12mar10 in all-white c/s with titles; I/n CAmp Bastion 02jun10; I/n JNB 20jun12 photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless line # 11-10; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93 based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12 line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90 in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod- Krechevitsy 25aug07; presumably broken up, as not seen in 2011 line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752 preserved in the Oleg Antonov State Aviation Museum at Kiev, painted as 'UR-UCI' to commemorate the real UR-UCI which had crashed; I/n nov15; see c/n 0083481440 preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; I/n 05dec21 line # 12-02; toc 25nov78; rgd 16mar79; f/n KHI 24mar79; I/n SVO 16aug92 f/n TJM 14may95, in Aeroflot c/s and titles; carxu 17apr98; soc 20apr98 as life-time expired; I/n TJM 27jul00/13aug01, nose cone and engines missing; broken up line # 12-03; toc 23nov78; rgd 16mar79; f/n PRG 09oct79; I/n BKA 20jul91 in basic Aeroflot c/s with own titles; I/n SXF 16jul96; w/o 19aug96 on the leg from Belgrade to Luqa of a flight from Yekaterinburg to Africa when the crew forgot to switch on the VU-6A AC/CC converter after start-up of the engines so that the 27 V electrical system continued to be fed from the batteries, when the batteries ran flat all avionics and boosters were left without power, t
0834 14439 0834 14444 0834 14447 0834 14451	EK-76603(2) ER-IBZ CCCP-86025 CCCP-86026 RA-86026 CCCP-76511(1) 'UR-UCI' CCCP-76512 CCCP-76512 CCCP-76513 RA-76513	II-76T II-76M II-76M II-76M II-76M II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM SPair AFL/International AFL/International AFL/International	rgd NLV mfd Rbn d/d toc d/d trf d/d SHJ d/d trf	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78 22sep93	<ul> <li>with 'Air Alma'sy' titles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; I/n CXB 12mar10</li> <li>in all-white c/s with titles; I/n CXB 12mar10</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless</li> <li>line # 11-109; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; I/n 05dec21</li> <li>line # 12-02; toc 25nov78; rgd 16mar79; f/n RKI 24mar79; I/n SVO 16aug92</li> <li>f/n TJM 14may95, in Aeroflot c/s and titles; I/n SRG 15gu976; no the lag from Belgrade to Luqa of a flight from Yekaterinburg to Africa when the crew forgot to switch on the VU-6A AC/CC converter after start-up of the engines on the 17 yellowido to be fed from He batteries, when the batteries ron flat all avionics and boosters were left without power, the crew made several attempts to conduct an emergency landing at Belgrade, but due to night and difficult weather conditions the odds were against them and the aircraft crashed in a field 800 metres from the runway, all 8 crew and 3 paseen gainsted in fake 0500 cross; rung 136mar79</li> <li>in Lus 2-</li></ul>
0834 14439 0834 14444 0834 14447 0834 14451	EK-76603(2) ER-IBZ CCCP-86025 RA-86025 CCCP-86026 RA-86026 CCCP-76511(1) CCCP-76511(1) CCCP-76512 RA-76512 CCCP-76513 RA-76513 CCCP-76514	11-76T 11-76T 11-76M 11-76M 11-76M 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Tyumen Airlines AFL/Tyumen-TJM SPair	rgd NLV mfd Rbn d/d toc d/d trf d/d SHJ d/d trf AMS VKO	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78 22sep93	<ul> <li>with 'Air Alma'zy' titles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; I/n Camp Bastion 02jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; rf/n in (former) East Germany 05jun90</li> <li>in the Batitcs; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; I/n 05dec21</li> <li>line # 12-03; toc 23nov78; rgd 16mar79; f/n KHI 24mar79; I/n SVO 16aug92</li> <li>f/n TJM 14may95, in Aeroflot c/s and titles; canx 17apr98; soc 20apr98 as life-time expired; I/n TJM 27jul00/13aug01, nose cone and engines missing; broken up</li> <li>line # 12-03; toc 23nov78; rgd 16mar79; f/n RKG 09oct79; I/n BKA 20jul91</li> <li>in basic Aeroflot c/s with own titles; I/n SXF 16jul96; w/o 19aug96 on the leg from Belgrade to Luqa of a flight from Yekaterinburg to Africa when the crew forgo to switch on the VU-6A AC/DC converter after start-up of the engines so that the 27 V electrical system continued to be fed from the batteries, when the batteries ran flat all avionics and boosters were left without power, the crew made several attempts to conduct an emerg</li></ul>
0834 14439 0834 14444 0834 14447 0834 14451	EK-76603(2) ER-IBZ CCCP-86025 CCCP-86025 CCCP-86026 CCCP-76511(1) 'UR-UCI' CCCP-76511 CCCP-76512 RA-76512 CCCP-76513 RA-76513 CCCP-76514 CCCP-76514 CCCP-76514 CCCP-76514 RA-76514	II-76T II-76M II-76M II-76M II-76M II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Tyumen Airlines AFL/Tyumen-TJM SPair	rgd NLV mfd Rbn d/d toc d/d trf d/d SHJ d/d trf AMS VKO trf	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78 22sep93	<ul> <li>with 'Air Alma's' titles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; I/n Camp Bastion 02jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul2</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; I/n 05dec21</li> <li>line # 12-03; toc 23nov78; rgd 16mar79; f/n KHI 24mar79; I/n SVO 16aug92</li> <li>f/n TJM 14may95, in Aeroflot c/s and titles; canx 17apr98; soc 20apr98 as life-time expired; I/n TJM 27jul00/13aug01, nose cone and engines missing; broken up</li> <li>line # 11-03; toc 23nov78; rgd 16mar79; f/n PRG 09oct79; I/n BKA 20jul91</li> <li>in basic Aeroflot c/s with own titles; I/n SXF 15jul96; w/ 0 19aug96 on the leg from Belgrade to Luqa of a flight from Yexaterinburg to Africa when the crew forgot to switch on the VU-6A AC/DC converter after start-up of the engines so that the 27 V electrical system continued to be fed from the batteries, when the batteries ran flat all avionics and boosters were left without power, the crew made several attempts to conduct an emerge</li></ul>
0834 14439 0834 14444 0834 14447 0834 14451	EK-76603(2) ER-IBZ CCCP-86025 CCCP-86026 RA-86026 CCCP-76511(1) 'UR-UCI' CCCP-76511 CCCP-76512 RA-76512 CCCP-76513 RA-76513 CCCP-76514 CCCP-76514 CCCP-76514 RA-76514 RA-76514 RA-76514 EX-049 CCCP-86027	II-76T II-76M II-76M II-76M II-76M II-76T	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Tyumen Airlines AFL/Tyumen-TJM SPair AFL/International AFL/Tyumen-TJM SPair AFL/International AFL/Tyumen Metro Cargo, n/t Aeroflot Tyumen Airlines Aviacon Zitotrans Reem Air Soviet AF/AFL c/s	rgd NLV mfd Rbn d/d toc d/d trf d/d SHJ d/d trf SHJ d/d trf SHJ d/d trf SHJ d/d trf SHJ d/d d d/d d d d d d d d d d d d d d d	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78 22sep93 30nov78 16jan83 28mar91 05jun92 20jul94 27sep00 19feb05 08dec78	<ul> <li>with 'Air Alma'sy' titles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; I/n Camp Bastion 02jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul2</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev, painted as 'UR-UCI' to commemorate the real UR-UCI which had crashed; I/n nov15; see c/n 008341440</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; I/n 05dec21</li> <li>line # 12-03; toc 23nov78; rgd 16mar79; f/n KHI 24mar79; I/n SVO 16aug92</li> <li>f/n TJM 14may95, in Aeroflot c/s and titles; canx 17apr98; soc 20apr98 as life-time expired; I/n TJM 27jul00/13aug01, nose cone and engines missing; broken up</li> <li>line # 12-03; toc 23nov78; rgd 16mar79; f/n PRG 09oct79; I/n BKA 20jul91</li> <li>in basic Aeroflot c/s with own titles; I/n SXF 16jul96; w/o 19aug96 on the leg from Belgrade to Luqa of a flight from Yekaterinburg to Africa when the crew forgot to switch on the VU-6A AC/DC converter after start-up of the engines so that the 27 V electrical system c</li></ul>
0834 14439 0834 14444 0834 14447 0834 14451 0834 15453	EK-76603(2) ER-IBZ CCCP-86025 CCCP-86026 RA-86025 CCCP-76511(1) 'UR-UCI' CCCP-76511 CCCP-76512 RA-76512 CCCP-76513 RA-76513 RA-76514 CCCP-76514 RA-76514 RA-76514 RA-76514 RA-76514 RA-76514	11-76T 11-76M 11-76M 11-76M 11-76M 11-76T	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Tyumen Airlines AFL/Tyumen-TJM SPair AFL/International AFL/Tyumen-TJM SPair AFL/Tyumen Airlines Aviacon Zitotrans Reem Air	rgd NLV mfd Rbn d/d toc d/d trf d/d SHJ d/d SHJ VKO trf rgd DXB	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78 22sep93 30nov78 16jan83 28mar91 05jun92 20jul94 27sep00 19feb05	<ul> <li>with 'Air Alma'p' titles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; I/n Camp Bastion 02jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev, painted as 'UR-UCI' to commemorate the real UR-UCI which had crashed; I/n nov15; see c/n 0083481440</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; I/n 05dec21</li> <li>line # 12-02; toc 25nov78; rgd 16mar79; f/n RK0 09oct79; I/n BKA 20jul91</li> <li>line # at carflot c/s and titles; I/n SXF 15jul96; w/o 19aug96 on the leg from Belgrade to Luqa of a fight from Yekaterinburg to Africa when the crew forgot to switch on the V-6A AC/DC converter after start-up of the engines so that the 27 V electrical system continued to be fed from Belgrade to Luqa of a fight from Yekaterinburg to Africa when the crew forgot to switch on the batteries, when the batteries from the runway, all 8 crew and 3 pasengers killed; the right half of the elevator was painted in fake USAF</li></ul>
0834 14439 0834 14444 0834 14447 0834 14451 0834 15453	EK-76603(2) ER-IBZ CCCP-86025 CCCP-86026 RA-86026 CCCP-76511(1) 'UR-UCI' CCCP-76511 CCCP-76512 CCCP-76513 RA-76513 CCCP-76514 CCCP-76514 CCCP-76514 CCCP-76514 RA-76514 EX-049 CCCP-86027 RA-86027	11-76T 11-76T 11-76M 11-76M 11-76M 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Cargo Aw AFL/Tyumen-TJM SPair AFL/Tyumen-TJM SPair AFL/Tyumen Airlines AFL/Tyumen Airlines Aviacon Zitotrans Reem Air Soviet AF/AFL c/s	rgd NLV mfd Rbn d/d toc d/d trf d/d SHJ d/d trf rgd DXB d/d Rbn	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78 22sep93 30nov78 16jan83 28mar91 05jun92 20jul94 27sep00 19feb05 08dec78 25may94	<ul> <li>with 'Air Almary' titles; I/n DXB 12mar10</li> <li>in all-white (5 with titles; f/n Camp Bastion O2jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless</li> <li>line # 11-109; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dcc78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dcc80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev, painted as 'UR-UC1' to commemorate the real UR-UC1 which had crashed; I/n nov15; see c/n 0083481440</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; I/n 05dcc21</li> <li>line # 12-02; toc 25nov78; rgd 16mar79; f/n KHI 24mar79; I/n SVO 16aug92</li> <li>f/n TJM Hamay95, in Aeroflot c/s with own titles; I/n SXF fuj196; w/o 19aug96 on the leg from Belgrade to Luqa of a fight from Yekaterinburg to Africa when the crew forgot to switch on the VI-6A AC/DC converter after start-up of the engines so that the 27 V electrical system continued to be fed from the batteries, when the batteries ran fiat all avionics and boosters were left without power, the crew and 3 passengers killed; the right half of the elevator was painted in afke USAF colours (marked '16A/4) for a mo</li></ul>
0834 14439 0834 14444 0834 14447 0834 14451 0834 15453	EK-76603(2) ER-IBZ CCCP-86025 CCCP-86026 RA-86025 CCCP-76511(1) 'UR-UCI' CCCP-765112 RA-76512 CCCP-76513 RA-76513 CCCP-76514 CCCP-76514 CCCP-76514 CCCP-76514 RA-76528 RA-76428(1)	11-76T 11-76M 11-76M 11-76M 11-76M 11-76T 11-76M 11-76M 11-76M	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Tyumen Airlines AFL/Tyumen-TJM SPair AFL/International AFL/Tyumen-TJM SPair AVIACON ZITOTANS Recem Air Soviet AF/AFL c/s Soviet AF/AFL c/s	rgd NLV mfd Rbn d/d toc d/d trf AMS VKO trf rgd DXB d/d Rbn d/d rgd	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78 22sep93 30nov78 16jan83 28mar91 05jun92 20jul94 27sep00 19feb05 08dec78 25may94 19dec78	<ul> <li>with 'Air Aimaty' Ittles; I/n DXB 12mar10</li> <li>in all-white c/s with titles; f/n Camp Bastion 02jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/in in East Germany 26nov90; still CCCP- 15may93 and sep3</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevity 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev, painted as 'UR-UCI' to commemorate the real UR-UCI which had crashed; I/n nov15; see c/n 0083481440</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; I/n 05dec21</li> <li>line # 12-03; toc 25nov78; rgd 16mar79; f/n KHI 24mar79; I/n SVO 16aug92</li> <li>f/n TJM 14may95, in Aeroflot c/s and titles; canx 17apr98; soc 20apr98 as life-time expired; I/n TJM 27jul00/13aug01, nose cone and engines missing; Iroken up</li> <li>line # 12-03; toc 23nov78; rgd 16mar79; f/n PRG 09oct79; I/n BKA 20jul91</li> <li>in basic Aeroflot c/s with own titles; I/n SXF 16jul96; w/o 19aug96 on the leg from Belgrade to Luqa of a flight from Yekaterinburg to Africa when the crew forgot to switch on the V-6A AC/DC converter after start-up of the engines so that the 27 V electrical system co</li></ul>
0834 14439 0834 14444 0834 14447 0834 14451 0834 15453	EK-76603(2) ER-IBZ CCCP-86025 CCCP-86026 RA-86026 CCCP-76511(1) 'UR-UCI' CCCP-76512 CCCP-76512 CCCP-76513 RA-76513 RA-76513 CCCP-76514 CCCP-76514 CCCP-76514 RA-76514 RA-76514 EX-049 CCCP-86027 RA-86027 CCCP-86028	11-76T 11-76T 11-76M 11-76M 11-76M 11-76T	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Cargo Aw AFL/Tyumen-TJM SPair AFL/Tyumen-TJM SPair AFL/Tyumen Airlines AFL/Tyumen Airlines Aviacon Zitotrans Reem Air Soviet AF/AFL c/s	rgd NLV mfd Rbn d/d toc d/d trf SHJ d/d trf SHJ d/d trf SHJ d/d trf SHJ d/d trf SHJ d/d d trf SHJ d/d	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78 22sep93 30nov78 16jan83 28mar91 05jun92 20jul94 27sep00 19feb05 08dec78 25may94 19dec78	<ul> <li>with 'Air Almaty' Ittles; I/n DXB 12mar10</li> <li>in all-white C/s with Ittles; f/n Camp Bastion 02jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/in in East Germany 26nov90; still CCCP- 15may93 and sep3</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitzy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev, painted as 'UR-UCI' to commemorate the real UR-UCI which had crashed; I/n nov15; see c/n 0083481440</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (NS0.405311 E30.459352), painted back to its original c/s; I/n 05dec21</li> <li>line # 12-03; toc 23nov78; rgd 16mar79; f/n KRI 24mar79; I/n SVO 16aug92</li> <li>f/n TJM 14may95, in Aeroflot c/s and titles; canx 17apr98; soc 20apr98 as life-time expired; I/n TJM 27jul00/13aug01, nose cone and engines missing; Iroken up</li> <li>line # 12-03; toc 23nov78; rgd 16mar79; f/n RK0 99oct79; I/n BKA 20jul91</li> <li>in basic Aeroflot c/s with own titles; I/n SXF 16jul96; w/0 19aug96 on the leg from Belgrade to Luqa of a flight from Yekaterinburg to Africa when the crew forgot to switch on the VU-6A AC/DC converter after start-up of the engines so that the 27 V electrical system</li></ul>
0834 14439 0834 14444 0834 14447 0834 14451 0834 15453	EK-76603(2) ER-IBZ CCCP-86025 CCCP-86026 RA-86025 CCCP-76511(1) 'UR-UCI' CCCP-765112 RA-76512 CCCP-76513 RA-76513 CCCP-76514 CCCP-76514 CCCP-76514 CCCP-76514 RA-76528 RA-76428(1)	11-76T 11-76M 11-76M 11-76M 11-76M 11-76T 11-76M 11-76M 11-76M	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Tyumen Airlines AFL/Tyumen-TJM SPair AFL/International AFL/Tyumen-TJM SPair AVIACON ZITOTANS Recem Air Soviet AF/AFL c/s Soviet AF/AFL c/s	rgd NLV mfd Rbn d/d toc d/d trf AMS VKO trf rgd DXB d/d Rbn d/d rgd	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78 22sep93 30nov78 16jan83 28mar91 05jun92 20jul94 27sep00 19feb05 08dec78 25may94 19dec78	<ul> <li>with '\u00e4r Almady' titles; I/n DXB 12mar10</li> <li>in all-white (5% with titles; I/n DXB Bastion 02jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino feb19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; I/n in East Germany 26nov90; still CCCP- 15may93 and sep93</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitey 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 11-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev, painted as 'UR-UCI' to commemorate the real UR-UCI which had crashed; I/n nor15; see c/n 0083481440</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; I/n 05dec21</li> <li>line # 12-03; toc 23nov78; rgd 16mar79; f/n KHI 24mar79; I/n SVO 16aug92</li> <li>f/n TJM 14may95, in Aeroflot c/s and titles; canx 17ap78; soc 20apr98 as life-time expired; I/n TJM 27jul00/13aug01, nose cone and engines missing; iproken up</li> <li>line # 12-03; toc 23nov78; rgd 16mar79; f/n RKI 090ct79; I/n BKA 20jul91</li> <li>in basic Aeroflot c/s with own titles; I/N SXF 16jul6; w/o 19aug96 on the leg from Belgrade to Luqa of a flight from Yekaterinburg to Africa when the crew forgot to switch on the VU-6A AC/DC converter after start-up of the engines so that the 27 V electrical syste</li></ul>
0834 14439 0834 14444 0834 14447 0834 14451 0834 15453 0834 15459 0834 15464	EK-76603(2) ER-IBZ CCCP-86025 RA-86025 CCCP-76511(1) 'UR-UCI' CCCP-76511 CCCP-76511 CCCP-76512 CCCP-76513 RA-76513 CCCP-76514 CCCP-76514 CCCP-76514 CCCP-76514 RA-76514 RA-76514 EX-049 CCCP-86027 RA-8027 CCCP-86027 RA-8028 RA-76428(1) 86028 CCCP-86029 UR-76429(1)	11-76T 11-76T 11-76M 11-76M 11-76M 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76M	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Cargo Aw AFL/Tyumen-TJM SPair AFL/Tyumen-TJM SPair AFL/Tyumen AFL/Tyumen Metro Cargo, n/t Aeroflot Tyumen Airlines Aviacon Zitotrans Reem Air Soviet AF/AFL c/s Soviet AF/AFL c/s	rgd NLV mfd Rbn d/d toc d/d trf d/d SHJ d/d trf rgd DXB d/d Rbn d/d Mtp d/d	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78 22sep93 30nov78 16jan83 28mar91 05jun92 20ju194 27sep00 19feb05 08dec78 25may94 19dec78 15oct92 07may97 21dec78	<ul> <li>with '\u03e4 Armaby' titles; I/n DXB 12mar10</li> <li>in all-white (sx with titles; I/n DXB 12mar10</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oc114; I/n Mykolayiv-Kulbakino fel9, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep3</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11:10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 11:01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev, painted as 'UR-UCI' to commemorate the real UR-UCI which had creahed; I/n no15; see c/n 0083481440</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c; i/s (n 05dec21)</li> <li>line # 12-02; toc 25nov78; rgd 16mar79; f/n KHI 24mar79; i/n SVO 16aug92</li> <li>(fn TJM Hamay55, in Aeroffot c/s and titles; carx 172p798; soc 20apr98 as life-time expired; I/n TJM 27ju100/13aug01, nose cone and engines missing; broken up</li> <li>line # 12-02; toc 25nov78; rgd 16mar79; f/n KHI 24mar79; rd 18dc on the VU-6A AC/DC converter after start-up of the engines so that the 27 V electrical system continued to be fed from the batteries, when the batteries ran flat all avionics and boosters were left without power; yee rd mathes and flight from Yekaterinburg to Africa when the crew forgot to switch on the VU-</li></ul>
0834 14439 0834 14444 0834 14447 0834 14451 0834 15453 0834 15459 0834 15464	EK-76603(2) ER-IBZ CCCP-86025 RA-86025 CCCP-76511(1) 'UR-UCI' CCCP-76511(1) CCCP-765112 RA-76512 CCCP-76513 RA-76513 RA-76513 RA-76514 CCCP-76514 CCCP-76514 CCCP-76514 RA-76512 RA-76528 RA-76428(1) 86028 CCCP-86029	II-76T II-76M II-76M II-76M II-76M II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76M II-76M II-76M II-76M II-76M II-76M	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Tyumen Airlines AFL/Tyumen-TJM SPair AFL/Tyumen-TJM SPair AFL/Tyumen Airlines AFL/Tyumen Airlines Aviacon Zitotrans Reem Air Soviet AF/AFL c/s Soviet AF/AFL c/s	rgd NLV mfd Rbn d/d toc d/d trf d/d SHJ d/d trf SHJ DXB d/d Rbn d/d Rbn d/d Trg d DXB	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78 22sep93 30nov78 16jan83 28mar91 05jun92 20jul94 27sep00 19feb05 08dec78 25may94 19dec78 15oct92 07may97	<ul> <li>with 'Air Alma'y 'titles; //n CXB 12mar10</li> <li>In all-white (5 with titles; if n Camp Bastion 02jun10; //n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oc14; //n Mykolayiv-Kulbakino fe19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep33</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up Jul12</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitys Z3aug07; presumably Droken up, as not seven in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transfered 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev, painted as 'UR-UCI' to commemorate the real UR-UCI which had crashed; I/n nov15; see c/n 003481440</li> <li>preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/3; to c23nov78; rgd 16mar79; f/n KRI 124mar79; l/n SVO 16aug92</li> <li>f/n TJM Haray5, in Aeroflot c/s and titles; canx 17apr98; soc 20apr98 as life-time expired; I/n TJM 27JU00/J3aug01, nose cone and engines missing; broken up</li> <li>line # 12-02; toc 23nov78; rgd 16mar79; f/n KRI 04pot79; l/n BKA 20jul91</li> <li>n basic Aeroflot c/s with own titles; l/n SXF 16jul96; w/o 19aug96 on the leg from Helgrade to Luga of a tight from Yeakterinburg to Africa when the crew frogot to switho on the VL-6A AC/DC converter after start-up of the engines so that the 27V electric</li></ul>
0834 14439 0834 14444 0834 14447 0834 14451 0834 15453 0834 15459 0834 15464	EK-76603(2) ER-IBZ CCCP-86025 CCCP-86025 CCCP-86026 RA-86026 CCCP-76511(1) CCCP-76511 CCCP-76512 CCCP-76513 RA-76513 CCCP-76514 CCCP-76514 CCCP-76514 RA-76514 EX-049 CCCP-86027 RA-8027 CCCP-86028 RA-76428(1) 86028 CCCP-86029 UR-76429(1)	II-76T II-76T II-76M II-76M II-76M II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76M II-76M II-76M II-76M II-76M II-76M	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Tyumen Airlines AFL/Tyumen-TJM SPair AFL/Tyumen-TJM SPair AFL/Tyumen-TJM SPair AFL/Tyumen-TJM SPair Aviacon Zitotrans Reem Air Soviet AF/AFL c/s Soviet AF/AFL c/s Soviet AF/AFL c/s Ukraine Air Force	rgd NLV mfd Rbn d/d toc d/d trf d/d SHJ d/d trf SHJ d/d trf rgd DXB d/d Rbn d/d rgd Mtp d/d Mtp	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78 22sep93 30nov78 16jan83 28mar91 05jun92 20jul94 27sep00 19feb05 08dec78 25may94 19dec78 15oct92 07may97 21dec78	<ul> <li>with 'Air Alma'r 'titles; I/n DXB 12mar10</li> <li>in all-white (5 with titles; I/n Camp Bastion 02jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolayiv-Kulbakino fe19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep3</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevity 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the alframe suffered structural deformation and as a result was transferred 13aug60 to the Klev Institute of Civil Engineering (KIIGA) and used as ground instructional alframe; soc 22dec80; I/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Klev, painted as 'UR-UCI' to commemorate the real UR-UCI which had crashed; I/n nov15; see c/n 0083481440</li> <li>preserved in the Oleg Antonov State Aviation Museum at Klev (N50.405311 E30.459352), painted back to its original c3; to c23nov78; rgd 16mar79; f/n KR1 24mar79; I/n SVO 16aug92</li> <li>f/n TJM 14may95, in Aeroflot c/s and titles; canx 17apr98; soc 20apr98 as life-time expired; I/n TJM 27JU00/13aug01, nose cone and engines missing; broken up</li> <li>line # 12-02; toc 25nov78; rgd 16mar79; f/n KR 0090ct79; I/n BKA 20jul91</li> <li>n basic Aeroflot c/s with own titles; I/n SXF 16jul96; w/o 19aug96 on the leg from Belgrade to Luqa of a flight from Yeakerinburg to Africa when the crew forgot to swith on the VU-6A AC/DC converter after start-up of the engines so that the 27 V electrical s</li></ul>
0834 14439 0834 14444 0834 14447 0834 14451 0834 15453 0834 15459 0834 15464	EK-76603(2) ER-IBZ CCCP-86025 RA-86025 CCCP-86026 RA-86026 CCCP-76511(1) CCCP-76511 CCCP-76512 RA-76512 CCCP-76513 RA-76513 RA-76514 CCCP-76514 CCCP-76514 RA-76514 EX-049 CCCP-86027 RA-86027 CCCP-86028 RA-76428(1) 86028 CCCP-86029 UR-76429(1) 86029	II-76T II-76M II-76M II-76M II-76M II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76M II-76M II-76M II-76M II-76M II-76M	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM Tyumen Airlines AFL/Tyumen-TJM SPair AFL/Tyumen-TJM SPair AFL/Tyumen Airlines Aviacon Zitotrans Reem Air Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Ukraine AF/AFL c/s	rgd NLV mfd Rbn d/d toc d/d trf d/d SHJ d/d SHJ d/d trf SHJ d/d Rbn d/d rgd Rbn d/d Rbn d/d SHJ d/d trf f sHJ d/d SHJ d/d SHJ sHJ sHJ sHJ sHJ sHJ sHJ sHJ sHJ sHJ s	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78 22sep93 30nov78 16jan83 28mar91 05jun92 20jul94 27sep00 19feb05 08dec78 25may94 19dec78 15oct92 07may97 21dec78	<ul> <li>with 'Air Alma'r titles; (/n DXB 12mar10</li> <li>in all-white (5 with titles; if n Camp Bastion 02jun10; l/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oc14; (/n Mykolayiv-Kulbakino fe19, engineless</li> <li>line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep3</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; l/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; l/n Novgorod-Krechevity 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the alframe suffered structural deformation and as a result was transferred 13aug60 to the Klev Institute of Civil Engineering (KIIGA) and used as ground instructional alframe; soc 22dec80; l/n aug02; see c/n 2123422752</li> <li>preserved in the Oleg Antonov State Aviation Museum at Klev, painted as 'UR-UCI' to commemorate the real UR-UCI which had crashed; l/n nov15; see c/n 0083481440</li> <li>preserved in the Oleg Antonov State Aviation Museum at Klev (N50.405311 E30.459352), painted back to its original c3; toc 23nov78; rgd 16mar79; f/n KRI 24mar79; l/n SVO 16aug92</li> <li>f/n TM 14may95, in Aerofot c/s and titles; canx 17apr98; soc 20apr98 as life-time expired; l/n TJM 27ju100/13aug01, nose cone and engines missing; broken up</li> <li>line # 12-02; toc 25nov78; rgd 16mar79; f/n KRI 04002191</li> <li>n basic Aeroftot c/s with own titles; l/n SXF 16ju96; w/o 19aug96 on the leg from He patreise, when the batteries rate and the alroxes and back to regulat them and the aircas cashed in a field 800 metres from the stater conditions the odds were against them and the aircash ca</li></ul>
0834 14439 0834 14444 0834 14447 0834 14451 0834 15453 0834 15459 0834 15464	EK-76603(2) ER-IBZ CCCP-86025 RA-86025 CCCP-76511(1) 'UR-UCI' CCCP-76511 CCCP-76511 CCCP-76512 CCCP-76513 RA-76513 CCCP-76514 CCCP-76514 CCCP-76514 CCCP-76514 CCCP-76514 CCCP-76514 RA-76514 EX-049 CCCP-86027 RA-76514 EX-049 CCCP-86027 CCCP-86028 RA-76428(1) 86028 CCCP-86029 SA-DRR	11-76T 11-76T 11-76M 11-76M 11-76M 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76T 11-76M 11-76M 11-76M 11-76M 11-76M 11-76M 11-76M 11-76M	Ark Airways Aerotranscargo Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s AFL/International Ukrainian Cargo Aw Aeroflot AFL/Tyumen-TJM AFL/Tyumen-TJM SPair AFL/Tyumen-TJM SPair AFL/Tyumen-TJM SPair AFL/Tyumen Airlines AFL/Tyumen Airlines Aviacon Zitotrans Reem Air Soviet AF/AFL c/s Soviet AF/AFL c/s Ukraine Air Force Soviet AF/AFL c/s Ukraine AF/AFL c/s Ukraine AF/AFL c/s Ukraine AF/AFL c/s	rgd NLV mfd Rbn d/d toc d/d trf d/d SHJ d/d trf rgd DXB d/d Kff RdM d/d Mtp d/d Mtp d/d Mtp Mtp Mtp Mtp	02apr10 04jan13 27oct78 11mar94 31oct78 apr93 24nov78 06oct03 05mar16 03nov78 31aug94 03nov78 22sep93 30nov78 22sep93 30nov78 16jan83 28mar91 05jun92 20jul94 27sep00 19feb05 08dec78 25may94 19dec78 15oct92 07may97 21dec78	<ul> <li>with 'Air Almaty' titles; I/n DXB 12mar10</li> <li>in all-white (5 with titles; I/n Camp Bastion 02jun10; I/n JNB 20jun12</li> <li>photo nose on, registration on engine covers as such; seen Mykolayiv-Kulbakino 23dec13; canx between 15jul14 and 09oc14; I/n Mykolayiv-Kulbakino fe19, engineless</li> <li>line # 11-09; (Jd 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep3</li> <li>based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90</li> <li>in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011</li> <li>line # 11-0; fin SVO 05dec78; rgd 16mar79; filowing a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; I/n 05dec21</li> <li>line # 12-02; toc 25nov78; rgd 16mar79; f/n KHI 24mar79; I/n SVO 16aug92</li> <li>f/n TJM 14may95, in Aeroflot c/s and titles; canx 17ap98; soc 20ap98 as life-time expired; I/n TJM 27jul00/13aug01, nose cone and engines missing; broken up</li> <li>line # 12-03; toc 23nov78; rgd 16mar79; f/n KRG 09oct79; I/n BKA 20jul91</li> <li>in basic Aeroflot c/s with N titles; I/n NSK 16jul96; i/o 19aug96 on the leg from Belgrade to Luqa of a flight from Yekaterinburg to Africa when the crew forgot to switch on the VI-6A Ac/DC converter after start-up of the engines so that the 27V electric</li></ul>

and the aircraft crashed into the slope of a mountain 15 km from Leninakan, all 9 crew and 68 of the 69

	RA-76430(1)	II-76M		rgd	15oct92	according to the Russian register feb98 with owner given as 'Ukraine', but serial was probably never used;
0934 15477	86030 86030 CCCP-86031	II-76M II-76M II-76M	Ukraine AF/AFL c/s Ukraine Air Force Soviet AF/AFL c/s	Mtp Mtp rgd	14may96 06may98 19mar79	see c/n 073410300 I/n Melitopol 06jul96; still with 'Aeroflot' titles; based at Dzhankoi mar97 in basic ex Aeroflot c/s, no titles or prefix; I/n Melitopol 29apr99; broken up line # 12-10; possibly delivered to PanevePys; trf to Dzhankoi in 1985; f/n in former East Germany 001er027; invelued in a cerciett at Police data price data data data data data around as around
	86031	II-76M	Aeroflot c/s, n/t	Vas	10may98	09jan87; involved in an accident at Pskov, damaging a helicopter, details unknown; used as a ground instructional airframe by the VVATU technical school at Kiev-Vasilkiv, I/n 05may97 used as a ground instructional airframe by the VVATU technical school at Kiev-Vasilkiv, I/n 27jun99;
0934 15482	CCCP-86032 RA-86032	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	03feb79 14aug94	scrapped 2004 line # 13-01; d/d 07feb79 to PanevePys; rgd 02mar83; f/n Sperenberg 11mar90 based at Orenburg mar97; wfu at Klin-5 airbase (N56.365937 E36.725977) f/n 20aug03, l/n sep10/aug12
0934 16488	CCCP-86033 RA-86033	II-76M II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d ULY	31jan79 27aug97	in poor condition; brandy, who at Kning and base (hst.302357 (sto.72377) fin 2000005, fin septo/a0012 in poor condition; broken up line # 13-02; rgd 02mar83; delivered to PanevePys; f/n in (former) East Germany 19aug91 based at Orenburg mar97; seen Seshcha 26aug07; canx but date unknown; l/n Seshcha 09may11 stored;
0934 16489	CCCP-86034 RA-86034	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Sms	27feb79 09aug99	broken up may13 line # 13-03; rgd 13jan81; delivered to Pskov; f/n in (former) East Germany 01jun91 based at Pskov mar97; l/n Smolensk-Severny 26auq07/sep10, wfu; canx but date unknown; broken up at
0934 16494	CCCP-86035	II-76M	Soviet AF/AFL c/s	d/d	16mar79	Smolensk-Severny in 2013 line # 13-04; rgd 13jan81; delivered to Pskov; f/n Zerbst 01jun91
0934 16500	RA-86035 CCCP-86036	II-76M II-76M	Russian AF/AFL c/s Soviet AF/AFL c/s	Grs no	30jun93 reports	Pskov based mar97; I/n Seshcha 26aug07 wfu; canx but date unknown; broken up dec12 line # 13-05; opb 128 vtap at PanevePys; w/o 25dec79 (the day of the Soviet invasion of Afghanistan) on approach to Kabul at night (carried the engineer component of the Vitebsk airborne division) when dropped below the glide path and crashed into a mountain at about 5,000 m altitude near Kanzak (north-east of Kabul), all 47 crew and passengers killed
0934 16501	5A-DZZ	II-76M	Libyan Arab	d/d	22apr79	line # 13-06; opb the Libyan Air Force in full Libyan Arab 'gold' c/s; f/n PRG 07jul80; damaged 15apr86 whilst parked at Tripoli (TTP), when was hit by Mk.82 AIR bombs which were released by F-111F s/n 71- 0893 (call-sign 'Puffy-11') of the 492nd TFS, 48th TFW of the US Air Force; I/n JIB sep85
	5A-DZZ	II-76M	Jamahiria AT	Juf	05nov00	in white c/s with green cheatline and fin; seen again Staraya Russa 26may05, not seen in between these dates; turret removed by mar06; I/n TIP 07oct09
	5A-DZZ	II-76M	no titles	TIP	06may13	in white c/s with green cheatline and fin, small Libyan flag behind the cockpit; destroyed 16jul14 whilst parked at Tripoli (TIP), hit by an RPG and caught fire, the tail section only remained
0934 16506	2803 YI-AKO	II-76M II-76M	Iraqi Air Force IrAF/Iraqi Aw c/s	mfd PRG	24apr79 13feb81	line # 13-07; no reports; ever registered as such ? in white c/s grey undersides with Iraqi Airways titles, emblem and flag on the tail; I/n FRA 19mar86; returned prior to jan91
	RA-76490	II-76T	Zhukovski LII	rgd	25dec91	converted to II-76-11 ELINT test-bed, with large antenna fairing on the starboard forward fuselage; f/n ZIA 15may93, in Aeroflot c/s, no titles; wfu by aug95; l/n Zhukovski 24aug97 as such, without engines
	RA-76490	II-76T	Zhukovski LII	ZIA	10aug99	returned to airworthy condition and stripped of ELINT equipment (ie, re-converted to standard II-76T, but retains tail turret), in basic Aeroflot c/s, no titles
	RA-76490	II-76T	Elf Air	rgd	23feb00	f/n ZIA 18aug00; I/n SHJ 17mar01, with additional 'ACS' titles and logo on the tail and by the entrance door
	RA-76490	II-76T	Airstars	DME	16aug01	in basic ex Aeroflot c/s; CofR renewal 24aug01 to Elf Air; I/n DME 08oct02; CofR renewal 16jan03 to Airstars
	RA-76490	II-76T	no titles	DME	10aug03	titles scrubbed out; I/n DME 28aug03; CofR renewal 09dec03 to LII and still current on Russian register feb04; ferried to Changchun-Dafangshen where the cockpit section was cut out (possibly for use as a simulator), seen without cockpit section and engines mar06; used as a ground instructional airframe by the Aviation University of the Chinese Air Force at Changchun-Dafangshen, I/n mar09
0934 17511	CCCP-86037 RA-86037	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Spr	10apr79 26apr94	line # 13-08; rgd 13jan81; delivered to Pskov; f/n in (former) East Germany 29sep90 based at Novgorod mar97; canx but date unknown; seen Novgorod-Krechevitsy 25aug07/30sep07 wfu already for some time; l/n Novgorod-Krechevitsy aug11 as such; broken up at Novgorod-Krechevitsy in 2013
0934 17514	CCCP-86038 RA-86038	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d PKV	27apr79 25oct94	line # 13-09; rgd 13jan81; delivered to Pskov; no reports based at Pskov mar97; I/n Seshcha 26aug07 stored, with very faded c/s; canx but date unknown; broken up mar13
0934 17518	CCCP-86039 RA-86039	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	rgd	13jan81	line # 13-10; opb 334 vtap at Pskov; f/n Milovice 14mar91 opb 334 vtap at Pskov; w/o 08jul93 on approach to Pskov when fire broke out in the tail-gunner's compartment (probably the gun's ammunition caught fire), crashed into a forest near Pskov-Lyubyatovo,
0934 17521	CCCP-86040 RA-86040	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d PKV	10may79 25oct94	all 11 crew killed; tail preserved as a monument at the crash site (N57.822663 228.425158); l/n 2021 line # 14-01; rgd 30oct81; delivered to Pskov; f/n in (former) East Germany 02mar91 based at Pskov mar97; l/n Klin-5 airbase 16may99; canx 10sep04 as to Armenia
0934 17526	86040 CCCP-76515	II-76M II-76T	Armenian Air Force AFL/International	CKL	dec04 10may79	and GOJ Zlaug10 in basic Aeroflot colours, no titles and without prefix; I/n VKO dec17 line # 14-02; d/d 16may79 to Krasnoyarsk; toc 04jun79; rgd 14jun79; f/n SXF 15oct80; I/n KJA 01jul92
0554 17520	CCCP-76515 CCCP-76515	II-76T II-76T	AFL/GosNII GA AFL/International	trf trf	24apr81 25jun82	
	CCCP-76515 RA-76515	II-76T II-76T	AFL/Krasnoyarsk Aeroflot	trf KJA	22jan83 13jul93	
0024 17522	RA-76515 CCCP-86041	II-76T II-76M	KrasAir	trf	04may94	in Aeroflot c/s and titles; seen BKA 24sep94 dismantled for overhaul; seen BKA aug99/jun01, wfu; seen BKA 14aug01, in basic Aeroflot c/s, no titles; I/n BKA aug02/aug08, stored in BASCO rework plant; canx but date unknown; still in fleet list dec02 as stored bykovo; broken up
0934 17532	RA-86041	II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Fal	24may79 11may93	line # 14-03; rgd 02nov81; delivered to Pskov; f/n in (former) East Germany 14mar91 seen PKV 21aug95; based at Pskov mar97; canx but date unknown; I/n PKV feb11/aug11, wfu and in poor condition; broken up sep12
0934 17535	CCCP-86042 RA-86042	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Nvk	06jun79 23oct94	line # 14-04; rgd 30oct81; delivered to Pskov; f/n HEL 06jul91; //n Novgorod-Krechevitsy 07jul94 based at Novgorod mar97; canx but date unknown; seen Novgorod-Krechevitsy 25aug07/aug11 wfu; not visible on GE image dated 13sep13, presumably broken up
0934 18539	CCCP-86043 RA-86043	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	29jun79 29aug97	line # 14-05; rgd 28mar80; delivered to Vitebsk, later PanevePys based; f/n LBG 13may81 based at Orenburg mar97; seen Smolensk-Severny 24aug04; canx but date unknown; l/n Smolensk- Severny 17nov07/sep10 wfu; broken up at Smolensk-Severny in 2013
0934 18543	2068 YI-AKS	II-76M II-76M	Iraqi Air Force IrAF/Iraqi Aw c/s	d/d FRA	01aug79 02mar86	line # 14-06; certification date in CofA 31jul79; no reports in white c/s grey undersides with Iraqi Airways titles, emblem and flag on tail; I/n LHR 06mar86 fro CiVI (Grandou Ling Zia Accimite c/u, ace action 0.003405556
	CCCP-76759(1) RA-76759(1)	II-76T II-76T II-76T	MAP Sukhoi MSZ MAP Sukhoi MSZ Traverse Cargo	rgd LBG ATH	24nov89 21jun93 11apr96	f/n SVO 16mar90; l/n ZIA 06jun93 in Aeroflot c/s; see c/n 0083485558 in Aeroflot c/s; l/n MST dec95
	RA-76759(1) RA-76759(1) ER-IBW	II-76T II-76T	Sukhoi Airline Transp.Inc	SHJ	12nov97 02aug04	I/n LBG 21jun97 Chkalovski based mar97; I/n ZIA 23aug03; soc 24jul04 and canx 27jul04 as to Moldova f/n OST 09sep04, all-white with 'Air Trans' badge; involved in an incident whilst en route over the Red Sea
	LK-IDW	11-701	Amine mansp.inc	igu	02aug04	11dec04, the left forward emergency door came open resulting in one crew member of the eight on board being sucked out, the plane then made a safe landing at Jeddah; I/n BTS 06mar05 named 'Gennadi
	4L-MMB EX-117	II-76T II-76T	Georgian National all-white c/s, n/t	rgd DXB	06apr05 10nov07	Mitakov'; canx 01apr05 in all-white c/s, no titles; named 'Gennadi Mitakov', f/n SAW 12apr05; l/n SHJ 14jan06 named 'Gennadi Mitakov'; l/n FJR 10feb08
	4L-GLM	II-76T	Sakaviaservice n/t	KDH	15mar08	named 'Gennadi Mitakov'; in all-white c/s, grey undersides; seen RKT 21mar10; canx late 2010/early 2011, operator reported as Sun Way; I/n OSS 06nov11/25nov23, wfu
0934 18548	YI-AKT	II-76M	IrAF/Iraqi Aw c/s	mfd	20jul79	line # 14-07; d/d 28jul79; f/n PRG 06oct81; in white c/s grey undersides with Iraqi Aw titles, emblem and flag on tail; l/n FRA 02jun86
	CCCP-76492(2) RA-76492(2)	II-76T II-76T	MOM Kuibyshev Vladivostok Avia	rgd trf	02apr87 30mar94	see c/n 0043452549 ! f/n SXF 24may95, Aeroflot c/s and titles; l/n DME 25aug97
	RA-76492(2) RA-76492(2)	II-76T II-76T	Vladivostok Avia East Line	DME DXB	29jun98 22feb01	I/n DME 18nov98, Aeroflot c/s with additional small 'East Line' titles I/n DME 18jun02; leased from Vladivostok Avia 19sep01/31dec04; soc 15nov04 as to Moldova
	ER-IBG	II-76T	all-white c/s, n/t	rgd	26nov04	opb Jet Line Intl, later opb Airline Transport Inc; lsd to Euro-Asia Air Intl, sightings as such ?; turret removed; f/n CGN 10jan05; l/n SHJ 15mar07; canx 04oct07 to Kazakhstan
	UN-76031 UN-76031	II-76T II-76T	all-white c/s, n/t SkyLink Arabia	RKT RKT	29jan08 09feb08	c/n not confirmed c/n not confirmed; with small titles only c/n confirmed; as not line; small titles actus //n SUI 180:r00
	UP-I7611 4L-FFE	II-76T II-76T	SkyLink Arabia Skyway n/t	RKT SHJ	25jul08 11sep09	c/n confirmed, see next line; small titles only; I/n SHJ 18aug09 c/n confirmed, also carries UP-I7611 confirming the c/n for this; in all-white c/s, no titles; seen RKT 11sep10, as such; canx late 2010/early 2011; stored at OSS; I/n OSS 25sep15/04sep23, wfu
0934 18552	CCCP-86044 RA-86044	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Nvk	20jun79 07aug99	line #14-08; rgd 28mar80; delivered to Vitebsk; later based at Sod Jinia; f/n SXF 09oct79 based at Shadrinsk by mar97; later opb 110 vtap at Novgorod-Krechevitsy; named 'Veliki Novgorod' aug00; canx but date unknown; sat wfu at Novgorod-Krechevitsy, seen sep07/aug11; scrapped at Novgorod-Krechevitsy jul12
0934 18556	CCCP-76516 RA-76516	II-76T II-76T	AFL/KrasnoyarKJA Aeroflot	mfd KJA	06jul79 13jul93	line #14-09; d/d 06jul79; f/n PRG 06aug79; rgd 11aug79; on charge as of oct79; l/n BKA 10sep92 l/n KJA 09jul94, see next line
	RA-76516 RA-76516 RA-76516	II-76T II-76T II-76T	KrasAir Rus KrasAir	trf rgd rgd	04may94 18mar99 02aug01	(i) IGA 03/05/7; See Inck mine Aeroflot c/s with grey tail; I/n SHJ 31mar98 in all-white c/s, titles visible under the paint when seen aug01, see next line f/n DME 13aug01; in all-white c/s with large Russian flag behind the cockpit; still in fleet list dec02, see
	RA-76516	II-76T	KrasAir Abakan Avia	rga rgd	02aug01 28mar02	If DME Isaugui; in all-white C/s with large Russian hag benind the cockpit; still in neet list dec02, see next line see next line
	RA-76516 RA-76516 RA-76516	II-76T II-76T II-76T	United Nations Atruvera	ZIA rgd	29jun02 19jun03	in all-white c/s with large 'UN'/'WFP' and operated by Abakan Avia titles lease began 11jun03 with owner given as Rus; f/n DME 13aug03, in all-white c/s with small titles; l/n DME
	ER-IBP ER-IBP	II-76T II-76T	Jet Line Internat. Airline Transp.Inc	rgd SHJ	11dec03 21nov04	23aug03; soc and canx 09dec03 as sold to Moldova f/n VIE 01jan04; I/n SHJ 09oct04; all-white c/s, no titles no titles, but with 'Air Trans' badge; reported for Jet Stream Airlines nov06; canx to Laos 18dec07; I/n FJR 13feb08 all-white, no titles
	RDPL-34157 RDPL-34157	II-76T II-76T	all-white c/s, n/t SkyLink Arabia	KDH AKT	20apr08 21may09	c/n checked; l/n FJR 04may09; operated by Lao Capricorn Air in all-white c/s with titles; still opb Lao Capricorn Air; l/n FJR feb12/mar18, stored
0934 18560	CCCP-76517 RA-76517	II-76T II-76T	AFL/KrasnoyarKJA KrasAir	mfd trf	20aug79 04may94	line # 14-10; d/d 20aug79; f/n DME 30aug79; rgd 12sep79; on charge as of oct79; l/n BKA 15aug92 f/n KJA 12jun94, in Aeroflot c/s and titles

	76517	II-76T	KrasAir	KJA	03jun01	wfu with faded titles, CCCP- prefix visible by jun03; I/n KJA 16jun06; canx but date unknown, still present
0934 18564	CCCP-86045 RA-86045	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d ph.	30jul79 1996	in dec02 fleet list as stored at KJA, not in fleet list 02nov04; broken up line # 15-01; delivered to Kedainiai; f/n Merseburg 06may91 based at Shadrinsk mar97; l/n PKV feb11/aug11, wfu in poor condition; photo sep12 with many parts
0934 18565	CCCP-86046	II-76M	Soviet AF/AFL c/s	d/d	10aug79	missing, broken up same month line # 15-02; delivered to Kedainiai according to the mar97 list, (a photo taken at Kedainiai also appears in the 600 vtap album), but reported initially opb 1 ae 196 vtap at Tartu; f/n in (former) East Germany 25may90; l/n Mahlwinkel 29nov92; based at Shadrinsk mar97
0934 18572	RA-86046 CCCP-86047	II-76M II-76M	Russian AF/AFL c/s Soviet AF/AFL c/s	PKV f/f	feb11 aug79	wfu and in poor condition; broken up sep12 line # 15-03; ferried from the factory to PanevePys sep79; opb 1 ae196 vtap at Tartu from sep79; trf to 600 vtap at Kedainiai probably in late 1979; trf to 128 vtap at PanevePys before 1985; damaged in 1985 on landing at Kedainiai probably in late 1979; trf to 128 vtap at PanevePys before 1985; damaged in 1985 on landing at Kadi Ruda (Lithuania) when the crew forgot to extend the landing gear and the aircraft made a belly landing; ferried to TAPOICh at Tashkent for repair; damaged aug87 while going around at PanevePys when the flight engineer retracted the flaps too early so that the aircraft plunged down and collided with tree tops, but managed to land at Kedainiai (instead of home base PanevePys); provisionally repaired, ferried to Monino and used as a ground instructional airframe by the "Gagarin" Air Force
						Academy, seen apr91/apr09; moved to the Russian Air Force museum at Monino in 2012, seen 23jul12/sep23, with the colours almost completely faded away
0934 19573	CCCP-86048	II-76M	Soviet AF/AFL c/s	mfd	03sep79	line # 15-04; delivered to 1 ae 196 vtap at Tartu; later based at PanevePys; f/n in East Germany before 1990
	RA-86048	II-76M	Russian AF/AFL c/s	Sty	06aug96	overhauled in 1996; based at Orenburg by mar97; I/n operational Smolensk-Severny 19may08; stored at Orenburg, seen aug12; ferried from Orenburg to 123 ARZ at Staraya Russa for overhaul 20feb18;
0934 19580	RF-86048 CCCP-86049 RA-86049	II-78M II-76M II-76M	Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s	Iva d/d PKV	aug19 15sep79 25oct94	I/n Minsk-Machulishchi feb22 line # 15-05; rgd 02nov81; delivered to Pskov; f/n Brandis 15apr92 opb 334 vtap at Pskov; named 'Pskov' 20jan00 (or 20jan01 ?), f/n as such PKV 09jul02; I/n PKV 01jun03; canx but date unknown; wfu by autumn 2006; seen Voronezh-Baltimor (N51.621935 E39.160519) jul09/may21, in use as an instructional airframe
0934 19581	CCCP-86825 RA-86825	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Nvk	28sep79 07jul94	line # 15-06; delivered to Pskov; rgd only 30oct81; f/n SZW 09apr92 based at Novgorod by mar97; later opb 103 vtap at Smolensk; named 'Gorod-geroi Smolensk' 28apr00; I/n without badge Smolensk-Severny 24aug04; seen with '224 LO' badge Smolensk-Severny 26aug07; opb 708 vtap at Taganrog-Tsentralny by sep11; seen Taganrog-Tsentralny 16sep11/19aug12, without badge; I/n KLD nov13
	RF-86825	II-76M	Russian Air Force	Sec	09may14	in basic Aeroflot c/s, no titles, equipped with guns; still named 'Gorod-geroi Smolensk' (city of hero's Smolensk); I/n Kubinka aug21
0934 19588	CCCP-86826	II-76M	Soviet AF/AFL c/s	d/d	27sep79	line # 15-07; rgd 29may80; delivered to Vitebsk; later PanevePys based; f/n LBG 25may81; l/n CKL 02jul95 flying as CCCP-
	RA-86826	II-76M	Russian AF/AFL c/s	Ors	21apr97	based at Orenburg mar97; canx but date unknown; seen Novgorod-Krechevitsy 30sep07, wfu already for sometime; I/n aug11; broken up at Novgorod-Krechevitsy in 2013
0934 19589	CCCP-86827 RA-86827	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Kln	10oct79 07jul94	line # 15-08; rgd 02nov81; delivered to Pskov; f/n Mahlwinkel 10dec92 seen Novgorod-Krechevitsy 20aug95; based at Pskov mar97; canx but date unknown; I/n Pskov jul11/aug11, wfu in poor condition; broken up sep12
0934 20594	CCCP-76518 RA-76518	II-76T II-76T	AFL/Tyumen-TJM Aeroflot	mfd VKO	26oct79 27apr93	line # 15-09; d/d 26oct79; toc 05nov79; rgd 19nov79; f/n SVO 29aug88; l/n SVO 16aug92
	RA-76518	II-76T	Tyumen Airlines	trf	31aug94	in full Aeroflot c/s including titles; I/n as such TJM 14may95; seen DME 21may96 with additional 'UN-WFP' titles; I/n TJM 15aug99, titles not reported
	RA-76518 RA-76518	II-76T II-76T	Sukhoi KrasAir	TYN ZIA	14apr00 17aug01	bought ? as not in Tyumen Airlines fleet list 27oct00 //n DME 22nov01; in KrasAir fleet list jan02 in basic Ascretche (are black to DDP 12 ctb02
	RA-76518 RA-76518	II-76T II-76T	Aviacon Zitotrans TyumenAviaTrans	BTS rgd	10may02 06feb02	in basic Aeroflot c/s, no titles; I/n ORB 12oct02 in basic Aeroflot c/s with own titles; f/n SVX 06jul03, minus at least one engine; I/n SVX 24aug03
	RA-76518 UP-I7633	II-76T II-76T	Aviacon Zitotrans Air Almaty	TMP FJR	01apr04 02mar09	initially in basic Aeroflot c/s with own titles and tail logo; seen CGN 05julOS with additional 'UN' titles; repainted in white c/s with light grey undersides, with titles and tail logo; f/n as such EKT 25jan09 in white c/s with light grey undersides, initially without titles; I/n as such FIR 18aug09; f/n with titles JNB
	EK-76633(2)	II-76T	Ark Airways	res	2010	25sep09; I/n FJR 11sep10 in white c/s with light grey undersides, with titles; f/n NLV 24mar11; see c/n 0053459764
	UR-CIE	II-76T	ZetAvia	rgd	08jul11	In white of swinging by dindersides, wind datas, (in the z-final risks de (in 02455764 to Technoline FZC of Sharjah, UAE; already transferred jun11; in white c/s with light grey undersides, 'Ark Airways' titles still visible when seen NLV 29jun11; new CofR issued 11jan16; //n AQJ 17nov17; canx between 20dec19 and 19feb20; reported jul20 to have been placed in storage
0934 20599	CCCP-76519 RA-76519 RA-76519	Il-76T Il-76T Il-76T	AFL/InternatSVO Aeroflot Rus. Al Ilavia	mfd FRA SHJ	31oct79 21jan94 14oct98	line # 15-10; d/d 31oct79; toc 22nov79; f/n PRG 26nov79; rgd 11feb80; l/n SVO 05sep93 with grey tail; l/n FJR 17nov97 l/n OST 21apr99; not in apr00 fleet list; l/n ZIA 17aug01, titles not reported; soc and canx 26apr02 as sold
0934 20604	CCCP-86828	II-76M	Soviet AF/AFL c/s	d/d	05nov79	to China; photo taken in China dated 17may02, still in Ilavia c/s with registration not visible; fate unknown line # 16-01; delivered to Pskov; rgd only 30oct81; f/n Sperenberg 06oct90
	RA-86828	II-76M	Russian AF/AFL c/s	PKV	21aug95	based at Pskov by mar97, opb 708 vtap at Taganrog-Tsentralny by sep11; seen Taganrog-Tsentralny 19aug12/18aug15, still with Aeroflot titles; I/n Staraya Russa 22aug17
0934 20605	RF-86828 CCCP-76520 CCCP-76520 RA-76520 RA-76520	II-76M II-76T II-76T II-76T II-76T	Russian Air Force AFL/InternatSVO AFL/East SibIKT Aeroflot Baikalavia	Rzd d/d trf IKT rgd	23jul19 06nov79 01jul84 23dec93 25oct94	in basic Aeroflot c/s with Russian flag on fin, no titles; I/n OVB 20jun20 line # 16-02; delivered to Irkutsk ?!; toc 26jan80; f/n LUX 09feb80; rgd 28apr80 in Aeroflot c/s with titles; I/n IKT 11may95; soc 14dec96 as life-time expired; canx 15dec96; seen iKT
0934 21612	5A-DLL (1)	II-76M	Libyan Arab	TIP	14nov80	05jun01, wfu without engines at IKT, I/n 04jul04; broken up at IKT in 2004 line # 16-03; destroyed 15apr86 while being parked at Tripoli IAP when was hit by Mk.82 AIR bombs which were released by F-111F s/n 71-0893 (call-sign 'Puffy-11') of the 492nd TFS, 48th TFW of the US Air
0934 21613	YK-ATA	II-76M	Syrianair	d/d	26mar80	Force; see c/n 0093493799 line # 16-04; rgd 01apr80; opb 522 Sqn of the Syrian Air Force; in white/grey c/s with three blue
	YK-ATA	II-76T	Syrianair	DME	22nov06	cheatlines; f/n DAM 16jan81; l/n DAM 01sep04 tail turret removed; in full Syrianair c/s with 'Syrian' titles; overhauled at ZIA in 2018/19 (seen test-flying
0934 21619	YK-ATB	II-76M	Syrianair	d/d	20mar80	in bare metal feb19), returned to Syria 03jul19; I/n THR 02mar20 line # 16-05; opb 522 Sqn of the Syrian Air Force; in white/grey c/s with three blue cheatlines; f/n PRG
	YK-ATB	II-76T	Syrianair		09aug01	apr80; I/n DAM feb99 export CofA as II-76T this date; f/n SNN 23feb02, now with filled-in tail turret; opb the Syrian Air Force; in full Syrianair c/s; arrived for overhaul at ZIA dec16; f/n with just 'Syrian' titles dec17; returned from ZIA
0934 21621	CCCP-86925(1)	II-76M	KGB/Aeroflot c/s	mfd	17dec79	to Syria after overhaul 24mar18; l/n DAM 23feb23 line # 16-06; d/d 17dec79 to Sheremetyevo; rgd 07aug80; f/n SVO 25aug87; l/n DYU 19sep87; see c/n
	CCCP-76457 CCCP-76457	II-76M	KGB/Aeroflot c/s	rgd	04feb88	0093492766; canx 18feb88 version from Soviet register; photo exists with tail turret; f/n SVO 22jul88
	RA-76457	Il-76T Il-76T	KGB/Aeroflot c/s FSB/Aeroflot c/s	SVO LED	08apr91 26oct94	tail turret removed; I/n SVO 07sep93 CofR renewal 10mar94; confirmed as II-76T but still on Russian register feb98 and Ilyushin OKB listing as II-76M; I/n SVO 21aug99; canx but date unknown; sold at auction 16may03, was opb 1 ottap at Yoshkar- Ola-Danilovo at the time
	RA-76457 RA-76457	II-76T II-76T	Abakan Avia United Nations	rgd SHJ	25mar04 09nov04	in Russian register oct04 as leased 'foreign lease' via Abakan Avia 18jun03/18jun06 with additional WFP on tail and titles; I/n Juba 29jun06
	RA-76457 RA-76457	II-76T II-76T	all-white c/s, n/t United Nations	SHJ FIH	29dec06 19jul07	in Sudanese list of foreign aircraft operating in Sudan jan07 as opb UNMIS; // n SH105may07 in all-white c/s with additional 'WFP' titles; seen ACC 20feb11, just United Nations titles; stationed in Kinshasa uag11, allocated code UNO-823; // n EBB 13mar14; seen JUB 20jul14, again with 'WFP' titles and
0934 21626	RA-76457 CCCP-86830	II-76T II-76M	Abakan Avia Soviet AF/AFL c/s	ABA d/d	jun18 25dec79	small operated by 'Abakan Air' behind the cockpit; I/n ABA 22sep17 in all-white c/s, no titles; I/n NUX 08aug18 line # 16-07; rgd 02nov81; delivered to Pskov; f/n Zerbst 27apr92; I/n Alt Lönnewitz (Falkenberg)
	RA-86830	II-76M	Russian AF/AFL c/s	Nvk	07jul94	16nov92 based at Novgorod mar97; canx but date unknown; seen Novgorod-Krechevitsy 30sep07 still with Soviet flag, wfu already for sometime; I/n aug11 as such; not visible on GE image dated 13sep13, presumably
0934 21628	CCCP-86891	II-76M	LII Zhukovski	d/d	01oct81	broken up line # 16-17 and/or 16-07A (both numbers used in official documents); not an ex-export aircraft; c/n
	CCCP-86891	II-76LL	LII Zhukovski	f/f	1982	1043418628 also ends at 628 and was confirmed in official files as such engine test-bed; in Aeroflot c/s; used to test the D-18T jet engine (for the An-124); f/n GYG mar89; l/n
	RA-86891	II-76LL	LII Zhukovski	ZIA	24aug95	ZIĀ 09jul94 c/n checked; in Aeroflot c/s; still with D-18T; l/n ZIA (N55.570910 E38.139411) aug07/sep11, tail cone
						removed for an II-76MD to TD conversion, wfu; canx but date unknown; seen again ZIA 23jul12 resting on its left wing
0934 21630	YI-AKP YI-AKP YI-AKP	Il-76M Il-76M Il-76M	IrAF/Iraqi Aw c/s Alia IrAF/Iraqi Aw c/s	d/d ORY ret	11mar80 21nov81 1982	line # 16-08; f/n ORY 04may81 in full c/s f/n GVA 25jan82, in white c/s grey undersides with Iraqi Airways titles, emblem and flag on tail; I/n AMS 10sep86
	CCCP-76491 RA-76491 RA-76491	II-76T II-76T II-76T	MAP Ulyanovsk APK MAP Ulyanovsk APK Aviastar	rgd STN trf	26nov87 17jan93 02nov93	IUSEPBO f/n SVO 03jun89 in Aeroflot c/s and titles; l/n ULV 09sep92 in full Aeroflot c/s and titles in full Aeroflot c/s and titles; a document dated 11oct95 gives Volga-Dnepr as the operator; rgd 11oct95 with owner as such according to Russian register feb01, however, Russian register mar03 gives Aviastar with the same rgd !; based at Ulyanovsk by mar97; sat wfu at BKA, seen aug01/aug09; scrapped at BKA
0934 21635	YI-AKQ	II-76M	IrAF/Iraqi Aw c/s	d/d	19feb80	dec09, nose and tail cut off by 05dec09, gone by 28dec09 line # 16-09; in white c/s with grey engines and belly, with 'Iraqi Airways' titles plus the logo and an Iraqi
5557 <u>21</u> 033	CCCP-06188	II-76LL5	LII im. Gromova	f/f	1989	flag on the fin; f/n FRA 25jan86; I/n FRA 25apr86; returned to Soviet Union and converted to an II-76LL engine test-bed; in 'blue' Aeroflot c/s including titles; version painted on the nose as 'II-76T'; used to test the TV7-117 turbo-prop engine with SV-34 propeller (for the II-114) - 70 flights with 210 hours; f/n ZIA
						aug90; sat wfu (without test engine) at ZIA , seen aug01/aug19; offered by Rostekh to the administrations of the Russian regions 17dec20, for preservation or display, but there was no interest; scrapped at ZIA starting 15apr21

0934 21637	YI-AKU	II-76M	IrAF/Iraqi Aw c/s	mfd	10mar80	line # 16-10; d/d 14mar80; f/n SDA sep82; in white c/s grey undersides with Iraqi Airways titles, emblem
	CCCP-76754	II-76T	MOM PO Transp. Av.	rgd	16sep87	and flag on tail; I/n CHR 24jun86 f/n TAS 15sep87; in Aeroflot c/s with titles; I/n LTN 12apr92
	RA-76754 RA-76754	II-76T II-76T	AFL/Far East Aviatrans	trf trf	22mar93 21mar94	f/n AMS 16feb93; I/n STN 09dec93 already f/n LUX 24jan94; I/n Myachkovo 25aug97 engineless; reported for Atran
	RA-76754	II-76T	Aeroflot c/s, n/t	SHJ	04feb99	still operated by Atran but reported for Krylo
	RA-76754 RA-76754	II-76T II-76T	Aviast Aviast c/s, n/t	ZIA ZIA	17aug99 05aug05	l/n OSR 10oct03; l/n BKA 26aug04, no titles !; not in fleet list 18nov04 l/n ZIA 26aug07, basic c/s, white tail; converted to true Il-76T; in Grizodubova fleet list 30dec06
	UN-76754 EK-76754	II-76T II-76T	ATMA, n/t no titles	DXB KBL	09feb08 14jun08	in basic Aviast c/s with white tail; I/n FJR 05mar08 in basic Aviast c/s with white tail; opb Click Airways; current on Armenian register 01jan09 as such; later opb Ayk Avia; I/n SHJ 17oct09; involved in an incident at SHJ 19oct09, aborted take-off due to vibrations
	EK-76155	II-76T	Rus Aviation	SHJ	19nov09	and sustained damage to left main undercarriage Reliable Unique Services Aviation LLC; registration without hyphen; former registration EK-76754 still
0004 04640	0000 0000		a		251 70	visible; seen DXB 08jan10 in white/light grey c/s with blue cheatline, no titles; seen FJR feb12, stored; canx 19jul12; l/n FJR jun16/mar18, as such
0934 21642	CCCP-86831 RA-86831	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d PKV	25dec79 feb11	line # 17-01; delivered to Pskov; f/n jun81; rgd 30oct81; based at Pskov mar97; canx but date unknown in poor condition, wfu; l/n PKV jul11/aug11; broken up sep12
00034 21646	CCCP-86832 RA-86832	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d BKA	31jan80 30aug94	line # 17-02; delivered to PanevePys; rgd 24mar89; f/n in East Germany 01dec90; l/n Mahlwinkel 12dec92 based at Orenburg mar97; l/n Orenburg-2 (Southwest) aug12 11aug12, stored; canx but date unknown;
00034 22650	CCCP-86833	II-76M	Soviet AF/AFL c/s	d/d	03jan80	broken up Orenburg mar13 line # 17-03; delivered to Tartu; later opb 128 vtap at PanevePys; f/n Altenburg 17oct91; l/n Sperenberg
00054 22050					-	29jul94
	RA-86833	II-76M	Russian AF/AFL c/s	Spr	09aug94	conducted the last flight within the re-deployment of the Russian forces from Germany 09aug94; based at Orenburg by mar97; later opb 103 vtap at Smolensk; named 'Valentina Grizodubova' 25may01 after a distinguished Soviet female pilot; seen Smolensk-Severny 26aug07; dbr 21apr08 on landing at Rogachovo (Novaya Zemlya archipelago) when overran the runway and suffered damage to the undercarriage and the underside of the fuselage; provisionally repaired on-site and ferried to Voronezh-Baltimor; used as a ground instructional airframe by Voronezhskoye VAIU (N51.62193 E39.16128), seen jul09/may21
00034 22655	CCCP-86834	II-76M	Soviet AF/AFL c/s	IKT	04sep89	line # 17-04; dbr in a hard landing at Novokuznetsk before 1989 and flown after minimal repairs to Irkutsk, used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAIU) at the civil airfield until the College was closed down jan09, //n oct09; offered for sale as scrap metal 05aug/04dec09; scrapped apr10, seen with wings and tail cut off 20apr/06may10 and gone by sep10
00034 22658	CCCP-86835 RA-86835	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d PKV	08feb80 25oct94	line # 17-05; f/n KBL 1980; rgd 30oct81; delivered to Pskov; l/n Brandis apr92 based at Pskov based; canx but date unknown; l/n PKV feb11/aug11, wfu and in poor condition
00034 22661	CCCP-86836	II-76M	Soviet AF/AFL c/s	d/d	27feb80	line # 17-06; rgd 15mar84; delivered to PanevePys; f/n in former East Germany 16mar91; still with prefix (CCCP-' mar/apr93
	RA-86836	II-76M	Russian AF/AFL c/s	Spr	02sep94	based at Orenburg by mar97; I/n Orenburg-2 (Southwest) 29aug04; canx but date unknown; scrapped at Orenburg-2 (Southwest) nov12
00034 23668	CCCP-86837 RA-86837	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	29feb80 21apr97	line # 17-07; delivered to PanevePys; f/n Eberswalde-Finow 03dec91; l/n Wittstock 03jun94 based at Orenburg by mar97; l/n Orenburg-2 (Southwest) 30aug11
00034 23669	RF-86837 CCCP-86838	II-76M II-76M	Russian Air Force Soviet AF/AFL c/s	ph. mfd	feb19 27mar80	with small registration on the tail and equipped with guns; I/n LED 24nov24, without guns line # 17-08; d/d 27mar80 to Tartu, later PanevePys based; f/n SZW 02dec90; still CCCP- mar/apr93
00034 23009	RA-86838	II-76M	Russian AF/AFL c/s	Ors	21apr97	based at Orenburg mar97; seen Klin-5 airbase 20aug01 and KLD 01sep07; I/n KLD 18jul12 with many parts missing, reported broken up jul12
00034 23675	5A-DKK	II-76M	Libyan Arab	d/d	may80	line # 17-09; opb Libyan Air Force in full Libyan Arab gold c/s; f/n TIP 14nov80; w/o 07aug87 or 08aug87 during the evacuation of the Aouzou strip in northern Chad when Chadian insurgents recaptured the Aouzou strip and the aircraft took off under shelling, because of the resulting hurry the altimeter was not set correctly and the aircraft crashed on approach to Sebha, all occupants (several dozen people) killed; remains still present (N26.922946, E14.551432) 2009; registration subsequently worn by Yak-40 c/n
00034 23679	5A-DMM	II-76M	Libyan Arab	mfd	may80	9420235 line # 17-10; f/n TIP 14nov80; opb Libyan Air Force; reported damaged ? 15apr86 Tripoli during American air-raid; not in official list as being destroyed before mar97; photo exists PRG in Libyan Arab gold c/s with
	5A-DMM	II-76M	Jamahirian AT	TIP	30oct07	titles; I/n TIP feb00, see next line in all-white colours stored, registration removed and small unreadable Arabic titles port side, in poor condition; photo TIP oct09, shows Jamahirian Air Transport titles starboard side; I/n TIP jun10, with some
00034 23684	CCCP-86839	II-76M	Soviet AF/AFL c/s	d/d	31mar80	engines removed line # 18-01; rgd 02nov81; delivered to Pskov; f/n LBG 15jun85; l/n Gross Dölln (Templin) 03dec92
	RA-86839	II-76M	Russian AF/AFL c/s	PKV	25oct94	based at Pskov mar97; seen PKV 18aug03; canx but date unknown; I/n PKV feb11, wfu and in poor condition
00034 23688	CCCP-86840	II-76M	Soviet AF/AFL c/s	d/d	31mar80	line # 18-02; delivered to Kedainiai; rgd 12jan88; f/n in East Germany 31jan91; based at Shadrinsk mar97
	RA-86840	II-76M	Russian AF/AFL c/s	Ors	27aug03	l/n Orenburg-2 (Southwest) 2007 with totally worn out paint; canx but date unknown; broken up Orenburg
00034 23690	CCCP-86841	II-76M	Soviet AF/AFL c/s	d/d	16apr80	apr13 line # 18-03; rgd 01oct80; delivered to Vitebsk, later PanevePys based; f/n LBG 07may83; l/n Sperenberg
	RA-86841	II-76M	Russian AF/AFL c/s	Ors	21apr97	20nov92 based at Orenburg mar97; I/n Orenburg-2 (Southwest) 29aug04; canx but date unknown; broken up
00034 23694	CCCP-86842	II-76M	Soviet AF/AFL c/s	d/d	22apr80	Orenburg-2 (Southwest) 2012 line # 18-04; rgd 30oct81; delivered to Pskov; f/n ORY 25sep85; l/n ORY 06oct85
	RA-86842 RA-86842	II-76M II-76M	Russian AF/AFL c/s Russian Air Force	PKV PKV	25oct94 jan10	I/n PKV 21aug95; based at Pskov mar97; canx but date unknown; photo PKV mar07 in basic Aeroflot c/s, no titles; I/n Ivanovo-Severny jun17
00034 23699	RF-86842 CCCP-76521	II-76M II-76T	Russian Air Force AFL/International	Iva mfd	22nov19 14may80	in basic Aeroflot c/s, no titles; I/n Shaikova late 2021 line # 18-05; opb Sheremetyevski OAO; already f/n SVO 14apr80; d/d 14may80 to Magadan according
	CCCP-76521	II-76T	AFL/Magadan	trf	02oct84	Ilyushin OKB listing; toc 29may80; rgd 11jun80 opb 181 LO Magadanskogo OAO
	RA-76521 RA-76521	II-76T II-76T	Magadan Cargo Al Ilavia	rgd ZIA	28may93 17aug99	still in full Aeroflot c/s including titles; f/n GDX 08jul94; l/n GDX 12may95 l/n ZIA 20aug99; soc 11nov99 as to Moldova and canx 29nov99
	ER-IBV	II-76T	Aerocom	rgd	01dec99	to Jet Line; in white c/s with grey belly, no titles, 'RA-76521' still visible on the wing; f/n OST 14feb00; in Jet Line fleet list 28apr05; seen ODS 30apr07/05may07, parked ?; current on Moldovan register 06may08
	UP-17627 UP-17627	II-76T II-76T	Jet Line Internat. Asia Continental	ODS GKE	27sep08 04mar09	c/n confirmed; in white c/s with grey belly and engines, no titles; l/n ODS 15nov08 c/n confirmed; version painted on as 'II-76TD'; in white c/s with grey belly and engines, with full titles; l/n
	4L-SKL	II-76T	Sky Georgia	SXF	21jan10	SHJ 10dec09 version painted on as 'II-76TD', but on Ilyushin's website still as an II-76T; in white c/s with grey belly and
	ER-IAF	II-76T	Aerotranscargo	KIV	04jan12	engines, with titles; I/n KIV 07oct11 in white c/s with grey belly and engines, no titles; seen SHJ 08may13; canx between 01jan16 and
	UR-CPV	II-76T	Yuzhmashavia	rgd	28feb17	11mar16; I/n Bila Tserkva 23apr16/16mar17 to the Artic Group of the UK; in white c/s with grey belly and engines, no titles; f/n Bila Tserkva 11may17;
00034 23701	CCCP-86843	II-76M	Soviet AF/AFL c/s	d/d	27may80	seen Bila Tserkva jul19/oct19; I/n TSN 20may20; canx between 27jun20 and 07aug20 line # 18-06; rgd 02nov81; delivered to Pskov; f/n ORY 25sep85; I/n Sperenberg oct90
	RA-86843	II-76M	Russian AF/AFL c/s	Nvk	23oct94	based Novgorod mar97; seen Staraya Russa 21may99/07aug99; based Ivanovo-Severny by 2005; I/n OVB 06apr16, still with Aeroflot titles
00034 24707	RF-86843 CCCP-76522	II-76M II-76T	Russian Air Force AFL/Tyumen-TJM	ph. mfd	may18 12jun80	in basic Aeroflot c/s with Russian flag on the fin, no titles; I/n Ivanovo-Severny (oct?)21 line # 18-07; d/d 19jun80; toc 22jun80; rgd 21jul80; f/n TAS 15sep87
	CCCP-76522 CCCP-76522	II-76T II-76T	Metro Cargo Inversija, n/t	ZRH AMS	28oct90 23dec91	named 'Ascona'; I/n AMS jan91, with additional Red Cross emblem
	RA-76522 RA-76522	II-76T II-76T	Inversija, n/t ODA/UNHCR	AMS MSE	20apr93 15jul94	l/n AMS 16jun94 in basic Aeroflot c/s with a Russian flag on the fin, large 'ODA' (Overseas Development Agency) titles and a
	RA-76522	II-76T	Inversija	SHJ	22feb95	'Union Jack' behind the cockpit on the starboard side and large 'UNHCR' titles behind the cockpit on the port side, 'UN' titles on the rear fuselage both sides; //n SJJ Jul94 soc 27mar95 as to Latvia; canx 15sep00, with comment as under arrest in Latvia, see next line for STT 12 as 05- control and the bit of the starboard set of the starboard with a different set of the starboard set of the starboard
	YL-LAK	II-76T	Inversija	rgd	21apr95	f/n RTM 11may95; seen OST 09jul97 without titles (photo proof); seen JNB 05jun07 with additional 'www.adag0ld.com' titles; seen RIX 19sep09 with Inversija logo on fin and 'LARK' titles on rear fuselage; operator's certificate suspended 16mar10; sold for spares to either Aerorent or Ergostar in summer 2011; left Riga for Russia 05aug11; I/n intact Zhukovski 18aug11, still with Inversija logo and 'LARK' titles; still current on Latvian register 22aug11; cannibalised, mainly for RA-76489; hulk with tail cut off seen ZIA aug12 and just forward fuselage left by oct12
00034 24711	CCCP-86844	II-76M	Soviet AF/AFL c/s	d/d	30may80	line # 18-08; rgd 02nov81; delivered to Pskov; f/n BRS 01aug86
00034 24715	RA-86844 CCCP-86851	II-76M II-76M	Russian AF/AFL c/s Soviet AF/AFL c/s	PKV d/d	21aug95 10jun80	based at Pskov mar97; canx but date unknown; seen KLD 20aug03; I/n PKV jul11/aug11, wfu line # 18-09; rgd 02nov81; opb 334 vtap at Pskov; f/n Forli sep83; seen LHR 06feb87; I/n Neu Welzow
	RA-86851	II-76M	Russian AF/AFL c/s	Wit	25mar94	05jul93 opb 334 vtap at Pskov; overhaul completed 19mar02; seen PKV 29may04; canx before aug10; stored at
00024 21710	RF-86851	II-76M	Russian Air Force	Iva	11aug19	PKV, seen feb11/jul1; arrived with 123 ARZ at Staraya Russa for overhaul aug17 in basic Aeroflot c/s with Russian flag on fin, no titles; I/n OVB 22jan22
00034 24719	CCCP-86852	II-76M	Soviet AF/AFL c/s	d/d	30jun80	line # 18-10; delivered to Kedainiai; f/n Merseburg 28jan91; still CCCP- mar/apr93; based at Shadrinsk mar97
	RA-86852 86852	II-76M II-76M	Russian AF/AFL c/s Armenian Air Force	Nvk Rzd	28sep02 18aug05	without prefix, flag on fin painted out and RA- prefix visible under the paint; in basic Aeroflot c/s, no titles;
00034 24723	CCCP-86853	II-76M	Soviet AF/AFL c/s	d/d	26jun80	seen CKL 10may15; I/n VKO jun21 line # 19-01; rgd 30oct81; delivered to Pskov; f/n LBG 27may85; I/n Jüterborg-Altes Lager 27oct90; a film clip exists, date unknown, of an II-76M with a Red Star on the tail, no titles and just '53' in the lower
	RA-86853	II-76M	Russian AF/AFL c/s	Wit	12feb94	cockpit windows, suggesting it was this aircraft that was probably used for the film based at Pskov mar97; canx but date unknown; seen Smolensk-Severny aug07/sep10, wfu; broken up at Constant Communic 2022
00034 25728	CCCP-86854	II-76M	Soviet AF/AFL c/s	Vas	05may97	Smolensk-Severny in 2013 line # 19-02; delivered to 1 ae 196 vtap at Tartu; reportedly trf to Kedainiai later; used as a ground instructional airframe by the VVATU technical school at Kiev-Vasilkiv, I/n may97

00034 25732	86854 CCCP-76523	II-76M II-76T	Aeroflot c/s, n/t AFL/Tyumen-TJM	Vas mfd	10may98 03sep80	used as a ground instructional airframe by the VVATU technical school at Kiev-Vasilkiv, l/n jan04; scrapped line # 19-03; d/d 09sep80; on charge as of 01oct80; rgd 14oct80; f/n TAS 24sep89
00034 23732	CCCP-76523	II-76T	Metro Cargo	ZRH	12nov90	named 'Locarno'; I/n SXF 05feb91
	CCCP-76523 RA-76523	II-76T II-76T	Aeroflot Aeroflot	FRA	jul91 25nov93	still CCCP- 20mar93
	RA-76523	II-76T	Tyumen Airlines	trf	31aug94	seen BKA 24aug97; in Aeroflot c/s and titles; I/n BKA 19aug99, as such; not current in fleet list 27oct00; I/n BKA aug01/aug05 in Aeroflot c/s, no titles; fuselage wfu in BASCO rework plant, broken up
00034 25734	CCCP-86855 RA-86855	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d KLD	11jul80 25aug95	line # 19-04; delivered to PanevePys; f/n Eberswalde-Finow 02dec90 based at Orenburg mar97; l/n Orenburg-2 (Southwest) 29aug97; seen Staraya Russa sep02/aug07, wfu
00034 25740	CCCP-86856	II-76M	Soviet AF/AFL c/s	d/d	31jul80	and broken up aug12 line # 19-05; delivered to Kedainiai; f/n Merseburg 18apr91; based at Shadrinsk mar97
00034 25744	RA-86856 CCCP-86857	II-76M II-76M	Russian AF/AFL c/s Soviet AF/AFL c/s	Ors d/d	27aug03 22aug80	canx but date unknown; broken up 2006 line # 19-06; delivered to Tartu; later based at Kedainiai; f/n Ked 07nov91; l/n Sperenberg 04sep94
	RA-86857	II-76M	Russian AF/AFL c/s	Sty	21may99	based at Shadrinsk mar97; later opb 610 TsBPiPLS at Ivanovo- Severny; l/n Ivanovo-Severny 04apr04; featured in Russian action movie 'Lichny nomer' (Personal Number), was used in a crash landing scene at
						Ivanovo-Severny and probably dbr but see next line; seen Ivanovo-Severny 17aug05/30aug07 in damaged
	RF-86857	II-76M	Russian Air Force	KLD	10jun18	condition; registration sometimes reported as RA-86657 which is an Il-62 in basic Aeroflot c/s with Russian flag on the fin, no titles; l/n Ivanovo-Severny 2021
00034 25746	CCCP-76524 RA-76524	II-76T II-76T	AFL/KrasnoyarKJA Aeroflot	mfd KJA	25sep80 13jul93	line # 19-07; d/d 30sep80; toc 20oct80; rgd 11nov80; f/n VKO 22dec80
	RA-76524	II-76T	KrasAir	trf	04may94	in Aeroflot c/s and titles; I/n TJM 15may95; seen BKA 01jul95, in Aeroflot c/s, no titles; I/n OST 25jan99,
	RA-76524	II-76T	United Nations/WFP	FJR	11dec99	as such I/n BUD 28may00 in basic AFL c/s with 'UN-WFP' on side of fuselage; still in KrasAir fleet list for jan03 but
	RA-76524	II-76T	United Nations/WFP	ZIA	16aug05	not jan04; trf to Abakan Avia in all-white c/s with large 'WFP' on tail and 'UN' on forward fuselage; l/n ZIA 30jun06
	ER-IAT UN-76032	II-76T II-76T	United Nations/WFP Eastern Express	rgd SHJ	12dec06 23dec07	c/n confirmed; f/n SHJ 05may07; l/n FJR 23jun07; canx 02nov07 to Kazakhstan c/n confirmed; all-white c/s, no titles; l/n SHJ 29apr08
00034 26751	UP-I7612 CCCP-86858	II-76T II-76M	Eastern Express Soviet AF/AFL c/s	DXB d/d	08aug08 22aug80	all-white c/s, no titles; I/n OSS 25jan16/25nov23 wfu line # 19-08; delivered to Kedainiai; f/n Zerbst 13mar91; I/n Sperenberg 04sep94; based at Shadrinsk
00034 20751					-	mar97
00034 26755	RA-86858 CCCP-86859	II-76M II-76M	Russian AF/AFL c/s Soviet AF/AFL c/s	Ors d/d	27aug03 29aug80	I/n Orenburg-2 (Southwest) 11aug12, stored; canx but date unknown; broken up nov12 line # 19-09; delivered to Kedainiai; f/n Neu-Welzow 22apr91; I/n Mahlwinkel 21dec92, active; based at
						Shadrinsk mar97; dbr when the undercarriage struts were damaged on landing at Shadrinsk in winter, details unknown; sat wfu at Shadrinsk, I/n 15aug99; scrapped at Shadrinsk, gone by early 2001
00034 26759	CCCP-86860	II-76M	Soviet AF/AFL c/s	d/d	29aug80	line # 19-10; delivered to Kedainiai; f/n in East Germany aug80 and Kedainiai 07nov91; based at Shadrinsk mar97
00004 06760	RA-86860	II-76M	Russian AF/AFL c/s	KLD	24jun02	l/n KLD 20aug03; l/n KLD 18jul12; reported broken up jul12
00034 26762	CCCP-86845	II-76M	Soviet AF/AFL c/s	d/d	30aug80	line # 20-01; delivered to Tartu, later Kedainiai based; rgd 12jan88; f/n PRG 14dec88; based at Shadrinsk mar97
00034 26765	RA-86845 CCCP-86846	II-76M II-76M	Russian AF/AFL c/s Soviet AF/AFL c/s	Ors d/d	27aug03 19sep80	I/n Orenburg-2 (Southwest) 29aug04; canx but date unknown; broken up Orenburg-2 (Southwest) dec12 line # 20-02; delivered to Klin; f/n PRG 14dec88; sold 10aug92; I/n BKA 10sep92
	RA-86846	II-76M II-76M	Trans-Aero	SHJ trf	20jan94 24feb95	in Ilyushin OKB listing mar97 with this operator nov94; in all-white c/s, grey undersides, no titles in all-white c/s, grey undersides, no titles; in Russian register with owner as Veteran and latest CofRs
	RA-86846	11-7014	Veteran	ui	2416095	29sep95 and 22nov96; photo SHJ feb96; l/n SHJ 07may97; in papers as an Il-76T; canx as to Malaysia,
	3D-RTA	II-76T	Air Pass	GOM	08aug97	date not given c/n in documents as 20-02 which is the line number; tail turret filled in; in white c/s with grey undersides
	TL-ACY	II-76T	Centrafrican	RKT	11dec99	and engines, no titles; I/n SHJ 14dec98 illegal TL- registration; no titles; former registration 3D-RTA still visible under paint; seen RKT
	UN-76007	II-76T	GST Aero	BTS	11may03	06oct00/26may01 with registration painted out; seen RKT 01feb02; I/n RKT 03mar03 c/n confirmed; tail turret filled in; in white c/s with grey undersides and blue engines, no titles; opb Burag
					-	Air by jun04/aug05; I/n DXB aug05
	UN-76011	II-76T	East Wing	FJR	29jan07	c/n confirmed; tail turret filled in; in white c/s with grey undersides and blue engines, initially no titles; type painted as just 'II-76'; flight PAK-PDV planned 16jan07 with EWZ call-sign; I/n without titles KDH
	UP-17622	II-76T	East Wing	KUL	20jul08	18apr08; f/n with titles PED 11may08; l/n SOF 26jun08 c/n confirmed; tail turret filled in; in white c/s with grey undersides and blue engines, with titles; type
	UP-17635	II-76T	Beibars	PDV	20may09	painted as just 'II-76'; I/n Gostomel 14apr09 c/n confirmed; tail turret filled in; in white c/s with grey undersides and blue engines, no titles; type
	4L-AWA	II-76T	Air West Georgia	rgd	24sep09	painted as just 'II-76'; registration not visible on photos; I/n Gostomel 21aug09; canx 07oct09 version and c/n confirmed; tail turret filled in; confirmed by the Kazakh CAA as having been operated
	41-404	11-701	All West Georgia	rgu	245ep09	previously by Beibars and East Wing; owned officially by Overseas Cargo FZE but in fact by Alexander
						Zykov of Shymkent; leased by SP Trading; in white c/s with grey undersides and blue engines, no titles; flew arms from Montenegro to Burundi sep09; f/n BJM 10oct09; impounded at DMK 12dec09 after 35
						tonnes of North Korean arms intended for Iran were found on board during refuelling, having arrived from Pyongyang; I/n FJR 10dec10; canx in late 2010 or early 2011
	3X-GFR	II-76TD	GR Avia	rgd	09dec10	c/n confirmed; f/n SHJ 19apr11; tail turret filled in; in white c/s with grey undersides and blue engines, no titles; canx 08aug11; seen CPT 09nov11, active; reported stored Lilongwe, seen aug13; l/n mar16 sitting
00004 00700	CCCD 06047	11 7614			2000	on its tail (S13.787938 E33.783983); photo jan23
00034 26769	CCCP-86847 RA-86847	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Spr	29sep80 20sep93	line # 20-03; delivered to Tartu, later Novgorod based; no reports based at Ivanovo mar97; seen Ivanovo-Severny 30aug07; l/n Ivanovo-Severny aug12/aug17, stored
00034 26776	CCCP-86848 RA-86848	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	30sep80 27aug03	line # 20-04; delivered to Kedainiai; f/n LED 04jun90; l/n Kedainiai 07nov91; based at Shadrinsk mar97 l/n Orenburg-2 (Southwest) 11aug12, stored; canx but date unknown
00034 26779	CCCP-86849	II-76M	Soviet AF/AFL c/s	d/d	15oct80	line # 20-05; delivered to Kedainiai; rgd 12jan88; f/n SZW 21nov90; l/n Sperenberg 01jun94; based at Shadrinsk mar97
	RA-86849	II-76M	Russian AF/AFL c/s	KLD	19may99	seen Orenburg-2 (Southwest) 27aug03, fresh from overhaul; was canx but date unknown; l/n Ivanovo-
	RF-86849	II-76M	Russian Air Force	ph.	late'21	Severny 19aug17, still with Aeroflot titles at Shaikova
00034 27782	CCCP-86850 RA-86850	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Spr	16oct80 jan94	line # 20-06; delivered to Kedainiai; f/n in (former) East Germany 31jan91; l/n Grossenhain 10nov92 based at Shadrinsk mar97; seen KLD 22aug08; l/n KLD aug12/apr15 stored; broken up KLD sep20
00034 27787	CCCP-76525 CCCP-76525	II-76T II-76T	AFL/East SibIKT Baikalavia	mfd trf	29oct80 30jun92	line # 20-07; d/d 29oct80 to Irkutsk; toc 20nov80; rgd 12jan81; f/n IKT apr82 in Aeroflot c/s and titles; l/n IKT 11sep93, as such
00034 27792	RA-76525 CCCP-76526	II-76T II-76T	Baikalavia AFL/East SibIKT	IKT	06jul94 20oct80	in Aeroflot c/s and titles; wfu at IKT, seen 05jun01/jun03; broken up at IKT aug03
00034 27792	CCCP-76526	II-76T	Baikalavia	d/d trf	30jun92	line # 20-08; toc 28nov80; rgd 12jan81; delivered to Irkutsk in Aeroflot c/s and titles; l/n IKT 05jul92, as such
	RA-76526	II-76T	Baikalavia	IKT	06jul94	in Aeroflot c/s and titles; seen jun01, wfu in the Technical school (N52.264763 E104.36435) without engines; soc 08jul03; canx 12nov03; l/n apr16/aug24, as such
00034 27796	CCCP-76527 RA-76527	II-76T II-76T	AFL/Tyumen Aeroflot	mfd SVO	20nov80 25feb93	line # 20-09; toc 09dec80; rgd 06jan81; opb 435 LO 2-go Tyumenskogo OAO; f/n LED 24aug91 opb Tyumen Airlines
	RA-76527	II-76T	Tyumen Airlines	trf	22jul94	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles;
	RA-76527	II-76T	Sukhoi	TYN	14apr00	f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00
	RA-76527 EX-039	II-76T II-76T	Aviacon Zitotrans Reem Air	SVX DXB	14aug01 12oct04	l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ
	UN-76034	II-76T	Air Almaty	FJR	13feb08	03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08,
	UP-17602	II-76T	Air Almaty	ALA	27aug08	in white c/s with light grey belly; initially no titles; I/n as such ALA 28aug08; received titles; f/n as such
					-	SHJ 09nov09, '76527' still visible on the tail; I/n FJR 13mar10
	EK-76602(2)	II-76T	Ark Airways	rgd	01apr10	without a hyphen in the registration; in white/light grey c/s; flew BEN-RBA 13apr10; initially no titles; l/n as such AKT 27apr10; received titles; f/n as such FJR 18nov11; l/n OSS 27mar12
	ER-IBA	II-76T	Aerotranscargo	FJR	27oct12	in white/light grey c/s, no titles; I/n flying MSQ 19jan13; wfu jan13 with 9,000 cycles (a record for the Il- 76); I/n MSQ 16apr13
	'EW-76709'	II-76T	Trans Avia Export	MSQ	01jul13	received Tu-154 engine pylons and nacelles for display; in white/light grey c/s with dark blue cheatline and engines, with titles; preserved in these fake markings at MSQ (replacing EW-76710 c/n 0063473182) from
	no reg	II-76T	Trans Avia Export	ph.	sep17	between 09jul13 and 14jul13, I/n apr17; see c/n 0063473173 with Tu-154 engine pylons and nacelles; in white/light grey c/s with dark blue cheatline and engines, with
0000 / 0000 -	-					titles; preserved in these fake markings at MSQ (N53.892459 E28.033171), seen sep17/aug24
00034 27798	CCCP-86829 RA-86829	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d KLD	27oct80 19may99	line # 20-10; delivered to Kedainiai; f/n Neuruppin 14jan90; l/n Mahlwinkel 17dec92 based at Shadrinsk mar97; seen KLD 22aug08; photo KLD apr14/apr15, stored; broken up KLD sep20
00034 27804	CCCP-86861 RA-86861	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Kln	28nov80 16may99	line # 21-01; d/d 28nov80 to Kedainiai; f/n Brandis 14apr91 based at Shadrinsk mar97; seen KLD 20aug03; l/n KLD aug12/apr15 stored; broken up KLD sep20
00034 27806	CCCP-86862	II-76M	Soviet AF/AFL c/s	d/d	02dec80	line # 21-02; delivered to Kedainiai; f/n PRG 14dec88; based at Shadrinsk mar97
	RA-86862	II-76M	Russian AF/AFL c/s	Ors	27aug03	canx but date unknown; I/n Orenburg-2 (Southwest) 29aug04 reported as CCCP- !; photo jul10 in faded colours with Russian flag and clearly CCCP- prefix, RA- washed away ?; broken up Orenburg-2 (Southwest)
00034 28809	CCCP-86863	II-76M	Soviet AF/AFL c/s	mfd	16dec80	apr13 line # 21-03; d/d 16dec80 to Kedainiai; f/n AOC 15apr92; still 'CCCP-' by 08jun94
	RA-86863	II-76M	Russian AF/AFL c/s	Ors	29aug97	based at Shadrinsk mar97; seen KLD 01sep07; video footage exists, swerved off the runway after landing at Pskov in 2008; I/n 2018 active, still with Aeroflot titles and equipped with guns
00034 28816	RF-86863 CCCP-86864	II-76M II-76M	Russian AF/AFL c/s Soviet AF/AFL c/s	f/n d/d	2020 29dec80	in basic Aeroflot c/s, no titles; I/n Ivanovo-Severny apr21 line # 21-04; rgd 11mar81; delivered to Vitebsk, later Klin and Novgorod based; f/n SNN 01nov84; based
						at Ivanovo mar97; seen Ivanovo-Severny sep01/aug17 wfu; canx but date unknown
00034 28817	CCCP-86865 RA-86865	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Sms	31dec80 14jun99	line # 21-05; delivered to Chkalovski; f/n CKL 19jul91; Russian Parachute Research Institute based at Zhukovski mar97; l/n Smolensk-Severny aug07/nov07, had been wfu for some time; broken up
00034 28821	CCCP-86866	II-76M	Soviet AF/AFL c/s	d/d	29dec80	at Smolensk-Severny in 2013 line # 21-06; rgd 11mar81; delivered to Vitebsk, later Pskov based; f/n LHR 19mar88

	RA-86866	II-76M	Russian AF/AFL c/s	Nvk	23oct94	based at Novgorod mar97; I/n Novgorod-Krechevitsy 26aug07/30sep07, wfu; canx but date unknown;
00134 28828	CCCP-86867	II-76M	Soviet AF/AFL c/s	d/d	14jan81	broken up at Novgorod-Krechevitsy in 2013 line # 21-07; delivered to Kedainiai; rgd 12jan88; f/n Sperenberg 14aug92; based at Shadrinsk mar97; l/n
00134 28831	RA-86867 YI-AKV	II-76M II-76M	Russian AF/AFL c/s IrAF/Iraqi Aw c/s	Ors mfd	27aug03 29apr81	Ivanovo-Severny 22jun00 canx but date unknown; //n Orenburg-2 (Southwest) 11aug12, stored line # 21-08; d/d 18may81; in white c/s with grey belly, with 'Iraqi Airways' titles, logo and flag on fin; f/n
	CCCP-78731	II-76T	MOM "Polyot"	rgd	25dec87	GVA 15dec81; I/n DRS 04jan82 in Aeroflot c/s
	CCCP-78731 RA-78731	II-76T II-76T	TransSuper no titles	trf BKA	13mar92 21may96	in basic Aeroflot c/s; f/n SVO 16mar92 reportedly opb Atlant-Soyuz; in basic Aeroflot c/s
	RA-78731 EP-TPF	II-76T	Remex	BKA	15apr97	in white c/s with green fin, blue tail logo and with titles; returned to the lessor by the end of 1999; I/n BKA 25apr00 Lesson to the second to the loss in late 1000
	RA-78731 RA-78731	II-76T II-76T II-76T	Payam Air Volga-Dnepr Atlant-Soyuz	no PRG rgd	reports 20may00 17jan01	leased to Iran in late 1999 former registration EP-TPF still visible under the paint; I/n FRA 25sep00 in white c/s with green fin, with titles; f/n VKO 15aug01; soc 11apr05 as to Kyrgyzstan; I/n FJR 14apr05
	EX-046 EX-046	II-76T II-76T	no titles Reem Air	BTS CGN	03jun05 02nov05	c/n checked; in white c/s with green fin; i/n EIN 15aug05. version painted on as 'II-76T'; in all-white c/s, with titles; i/n FJR 03dec06
	UN-76022	II-76T	Asia Continental	GKE	26apr07	c/n confirmed; version painted on as 'II-76TD'; in white c/s with grey belly and engines, with titles; l/n KDH 17apr08
	UP-I7618	II-76T	Asia Continental	BUD	18sep08	c/n confirmed; version painted on as 'II-76TD'; in white c/s with grey belly and engines, with titles; I/n GKE 09dec08
	UP-I7618 UP-I7618	II-76T II-76T	no titles Air Almaty	SHJ Wtk	05nov09 01oct11	version painted on as 'II-76T'; in white c/s with grey belly and engines; I/n FJR 06aug11 version painted on as 'II-76T'; in white c/s with grey belly and engines, with 'Air Almaty' titles; seen JNB 28oct11 with an additional 'operated for Avient' sticker on the lower fuselage behind the cockpit; I/n in Jordan 07feb17
	UR-CPS	II-76T	ZetAvia	rgd	28dec17	to Technoline FZC of Sharjah, UAE; version on the register and on the c/n plate as II-76T; registration already as such on the c/n plate when seen in Jordan 14dec17; new CoR issued 02dec20; was rgd to Astra Way FZC of the UAE 1/Tmay21; I/n FRU 25sep22; canx between 23nov22 and 16feb23
	EX-76011	II-76T	New Way Cargo	rgd	31jan23	f/n SHJ 18may23, in white c/s with grey undersides, no titles; according to New Way Cargo, the lease terminated in dec23; last tracked flight Aqaba to Port Sudan 30dec23; canx 12jan24 to Sudan and
	ST-JAN	II-76T		w/o	21oct24	became, see next line #\$\$ canx 12jan24 and became ST-JAN evidence found at the wreckage site, suggest that it was this airframe that was probably shot down by missiles near AI Malha, North Darfur by RSF (Rapid Support Forces) fighters on a flight from EI Fasher, killing all five crew onboard (two Russian and three Sudanese nationals)
00134 28833	CCCP-86868 RA-86868	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d PKV	30jan81 25oct94	line # 21-09; rgd 23mar81; opb 339 vtap at Vitebsk; f/n LBG 06jun83 based at Pskov as of mar97; stored at Smolensk-Severny, seen 26aug07; canx but date unknown
	RF-86868	II-76M	Russian Air Force	SVX	23sep18	with tail turrent and guns; opb 117 vtap at Orenburg; in basic 'blue' Aeroflot c/s, no titles; seen KHV 2Dnov20; w/o 24jan24 on a flight from Chkalovski to Belgorod with 65 Ukrainian PoWs (who were to be exchanged near Kolotilovka) on board when was hit on approach to Belgorod by two MIM-104A "Patriot" SAMs which had been fired by a foreign-manned Ukrainian air defence unit from the area of Liptsy (Kharkiv region), caught fire, started to break up in mid-air, crashed in a field some 5 km from Yablonovo in the Korocha district of the Belgorod region (N50°53'35.03" E37°20'20.71) and exploded, all 6 crew members (pilot: Major Stanislav Bezzubkin) and 68 passengers were killed
00134 28839	YI-AKW	II-76M	IrAF/Iraqi Aw c/s	d/d	01jul81	line # 21-10; f/n PRG 15feb82, in white c/s grey undersides with Iraqi Airways titles, emblem and flag on tail; l/n PRG aug87
	CCCP-76756 CCCP-76756	II-76T II-76T	MAP LII Zhukovski MRP NPO "Vzlyot"	Tac rgd	25apr89 17feb90	in Aeroflot c/s in Aeroflot c/s //n ZIA 15aug92
	RA-76756 RA-76756	II-76T II-76T	NPO "Vzlyot" Elf Air	STR SHJ	18sep92 21jan94	in basic Aeroflot c/s, no titles l/n BUD 14apr99; Aeroflot c/s, no titles; registration in flight plan as being S9-BAC ! of Air Cargo Centre;
	S9-BAC	II-76T II-76T	not reported	LAD ZIA	feb00 18aug00	canx 10mar99 as leased to Sao Tomé and Principe c/n not confirmed, but see previous and next lines (no.710.17.2001): registration 2755 only on tap of the wines and traces of former foreign registration
	no reg RA-76756	II-76T	Aeroflot c/s, n/t Elf Air	ZIA	09aug02	I/n ZIA 17aug01; registration 76756 only on top of the wings and traces of former foreign registration overpainted; had not moved since aug00 so probably stored; I/n ZIA 28mar02 c/n confirmed; reg applied on the fuselage instead of the tail; I/n ZIA 23aug04, no titles; soc 10mar04 as
	EX-54000	II-76T	Tenir Airlines	ZIA	04apr09	to Sao Tome and Principe c/n confirmed; in white/light grey c/s, # 2 engine with blue nacelle, no titles; I/n RKT nov11/dec23, stored
00134 28844 00134 29847	CCCP-86869 RA-86869 CCCP-86870	II-76M II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s	d/d Grd d/d	29jan81 15jun93 31jan81	line # 22-01; rgd 25jan82; delivered to Novgorod; f/n AMS 02sep90; l/n Sperenberg oct90 based at Pskov mar97; l/n Staraya Russa 21aug03/jun08, wfu and broken up nov08 line # 22-02; rgd 25jan82; delivered to Novgorod, later Pskov based; no reports
	RA-86870 RF-86870	II-76M II-76M	Russian AF/AFL c/s Russian Air Force	Sms Iva	09sep97 08may15	based at Novgorod mar97; seen Smolensk-Severny 18aug03 active; canx but date unknown; I/n SVX 19mar14 active, equipped with guns in Aeroflot c/s, no titles, equipped with guns; I/n OVB jan22
00134 29850	CCCP-86873 RA-86873	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d PKV	20feb81 25oct94	line # 22-03; rgd 25jan82; f/n in East Germany before 1990; based at Pskov mar97 l/n PKV feb11/aug11, wfu and in poor condition
00134 29853	CCCP-86874 RA-86874	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Spr	20feb81 24jun93	line # 22-04; rgd 02nov81; delivered to Novgorod; f/n LHR 31mar89 based at Pskov by mar97; overhauled at Staraya Russa, seen there sep02/aug03; later opb 708 vtap at
0010100000	RF-86874	II-76M	Russian Air Force	ph.	may17	Taganrog-Tsentralny, f/n there 18may11; l/n Ivanovo-Severny aug15, still with Aeroflot titles in basic Aeroflot c/s, no titles; l/n Minsk-Machulishchi feb22
00134 29859	CCCP-86875 RA-86875	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Sty	21feb81 24aug02	line # 22-05; opb 334 vtap at Pskov, was the commander's aircraft; rgd 30oct81; f/n BRU jul89; l/n FRA 10nov90 opb 334 vtap at Pskov by mar97; later opb 103 vtap at Smolensk; overhaul completed 26may03; named
	RF-86875	II-76M	Russian AF/AFL c/s	ZIA	29apr18	'Gvardeiski Krasnoselski' 19may04; later based at Orenburg and at Ivanovo-Severny; l/n Ivanovo-Severny feb16 based at Ivanovo-Severny; named 'Gvardeiski Krasnoselski'; l/n nov18
00134 29861	RF-86875 CCCP-86876	II-76M II-76M	Russian Air Force Soviet AF/AFL c/s	Iva d/d	22jan20 02apr81	based at Uranovo-Severny; in basic Aeroflot c/s; named 'Gvardeiski Krasnoselski'; l/n OVB nov21 line # 22-06; rgd 30oct81; delivered to Pskov; f/n CGN 06feb91; still CCCP- 19mar93
	RA-86876	II-76M	Russian AF/AFL c/s	PKV	25oct94	based at Pskov mar97; I/n PKV 08aug99; canx but date unknown; seen Staraya Russa sep02/sep07, wfu already for some years and broken up oct08
00134 29867	CCCP-86877 RA-86877	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	14apr81 27aug03	line # 22-07; delivered to Kedainiai; rgd 12jan88; f/n Zerbst 23may91; l/n Sperenberg aug92 based at Shadrinsk mar97; l/n Orenburg-2 (Southwest) 29aug04; canx but date unknown
00134 30869	5A-DNJ 5A-DNJ 5A-DNJ	II-76T II-76T II-76T	Jamahirian AT Libyan Arab Libyan Arab c/s	d/d BKA DME	28may81 15mar90 11jul04	line # 22-08; titles as such; f/n PRG 15may82 I/n TIP feb00, titles not reported I/n DME 25jun05; in Libyan Arab gold c/s without titles and tail logo
	5A-DNJ	II-76T	all-white c/s, n/t	DME		with grey undersides; seen TIP 09oct09; photo TIP 16jul14 with red/white/green flag, reported as damaged this date after rocket attacks; destroyed TIP 27jul14 whilst parked, struck by RPG fire and caught
00134 30875	CCCP-86878 "20" red	II-76M A-50	Soviet AF/AFL c/s Soviet AF/PVO	d/d TGK	30mar81 19aug92	fire, the rear fuselage and tail section only remain line # 22-09; registration not confirmed; converted by TMZ by oct83 to, see next line third A-50 prototype; I/n aug93 wfu; c/n confirmed; code reported in official list and also in list as
00134 30878	5A-DNI 5A-DNI	II-76T II-76T	Jamahiria AT Libyan Air Cargo	d/d RKT	05jun81 19apr04	wfu/used as ground instructional airframe by mar97; fate unknown line # 22-10; photo 1982; f/n OST 12dec89; l/n MLA 17sep01 using call-sign 'Libyan Arab Air Force 5911' confirmation of titles welcome; stored at RKT, in all-white c/s, no titles, seen as such oct04/dec23
00134 30882	5A-DNK 5A-DNK	II-76T II-76T	Jamahiria AT Libyan Arab Cargo	d/d PRG	02jun81 03aug91	line # 23-01; f/n PRG 27sep81 rgd 30oct91; l/n JNB 03jul99; seen WDH 12aug00 all-white c/s, no titles; photo DXB 15dec00, with titles;
	5A-DNK 5A-DNK	II-76T II-76T	Jamahiria AT Libyan Air Force	DME ph.	26jun08 25dec13	I/n TIP 07nov05; photos undergoing rework at Staraya Russa in feb08 seen FCO 3laug10, in white c/s with green cheatline and fin, I/n SSH 18jan11 in all-white c/s with red/blue cheatline and new Libyan flag on the tail; destroyed by fire at MJI 30jan15,
00134 30888	CCCP-76458 CCCP-76458	II-76T II-76T	AFL/East SibIKT	mfd trf	28may81	exact details unknown line # 23-02; d/d 28may81; toc 17jun81; rgd 17jul81; f/n IKT 23sep86; l/n BKA 13apr92 f/a DK/d 27jul23 is confet a/a and titles with Ducaina flag.
	RA-76458 RA-76458 RA-76458 RA-76458	II-76T II-76T II-76T II-76T	Baikalavia Pride African Int. Aeroflot East Line	SVO IKT DME	30jun92 19mar93 06jul94 06aug99	f/n BKA 07jul92, in Aeroflot c/s and titles with Russian flag in basic Aeroflot c/s with Pride African International sticker on fin; l/n IKT 05jul95 leased from 30dec97; CofR renewal 25may99; l/n DME 04oct99; soc and canx 31jan00 as sold to China in
	no reg	II-76T	CETC	ph.	2012	a non-airworthy condition (left behind in China after 1999 customs problems with East Line ?) c/n not confirmed; China Electronic Technology Group Corporation; KJ2000 test aircraft with smaller non-
00124 20800	CCCD 76450	11 767		mfd	14	standard rotordome, in basic Aeroflot c/s with Chinese flag on tail and roundel on rear fuselage, 'YH2000' on tail and still with II-76T designation
00134 30890	CCCP-76459 RA-76459 RA-76459	II-76T II-76T II-76T	AFL/KrasnoyarKJA Aeroflot KrasAir	mfd LUX trf	14may81 03jan93 04may94	line # 23-03; d/d 14may81; toc 28may81; rgd 26jun81; f/n VKO 26sep86; l/n KJA 01jul92 f/n SHJ 13nov95; current in fleet list by 02nov04; on Russian register oct04 as 'foreign lease' via Atlant- Soyuz 20aug03/30dec04; l/n KJA 09jul05; soc 08sep05 as to Kyrgyzstan
	EX-062 UN-76021	II-76T II-76TD	Reem Air Asia Continental	ZRH GKE		c/n confirmed; in basic Aeroflot c/s, no titles; current in fleet list by dec05; l/n GME 06aug06 was still an II-76T in fact; l/n GKE 08may08
	UP-I7617 4L-SKG	II-76TD II-76TD	Asia Continental Sky Georgia	BRQ BOD	01jul08 15jan10	c/n confirmed; was still an II-76T in fact; I/n MSQ 03jun09 in white/light grey c/s; I/n with 'II-76TD' painted on GKE 23feb11; seen painted as 'II-76T' KWG 23dec11; I/n MVQ jun14/apr18, stored
00134 30893	CCCP-86879 CCCP-86879	II-76A1 A-60 (1A)	primer ? TANTK/AFL c/s	f/f d/d	19aug81 02oct83	line # 23-04; converted by TANTK im. Berieva at Taganrog to, see next line laser test aircraft (izd. 1A or 761A) based on the II-76M; had an AI-24UBE APU (later replaced by an AI-
						24UBEAI APU), an enlarged nose housing a "Ladoga-3" (izdeliye 3L) radar for seeking high-altitude targets and some unknown device (possibly a kind of radar array) behind the sealed cargo doors; laser turret installed in the cargo bay which opened to the top; engaged a target in low earth orbit for the first time
						27apr84; was used in 1983/87 to test the laser for the "Polyus" ("Skif DM") combat satellite the launch of which failed 15may87; reportedly substantially damaged in a ground fire at Chkalovski in 1989 (or jun86 ?)
	CCCP-86879	A-60 (1A2)	TANTK/AFL c/s	f/f	29aug91	modified laser test aircraft (izd. 1A2); based at Taganrog; seen under maintenance at Taganrog in 1993; 37 cycles only by feb94; photo CKL aug96; I/n CKL 20aug99 in faded c/s, still with 'CCCP-' prefix and
						Aeroflot titles

		RA-86879	A-60 (1A2)	TANTK/AFL c/s	TGK	31aug04	in basic Aeroflot c/s with a 'Sokol-Echelon' (a GSKB "Almaz-Antei" laser research programme) badge, no titles; contract for modernisation between TANTK im. Berieva and GSKB "Almaz-Antei" signed 01jun06 (code name of the laser complex "Duelyant-T"); modernised with an additional large housing on top of the fuselage behind the wings and two aerials forward of the wings; f/n as such Taganrog-Yuzhny 03apr07; seen Taganrog-Yuzhny 18may13; a new laser station was to be installed in 2014/15; J/n Taganrog-Yuzhny
(	0134 30897	CCCP-86880	II-76M	Soviet AF/AFL c/s	mfd	18jun81	apr19 line # 23-05; d/d 18jun81 to Kedainiai; rgd only 12jan88; f/n in East Germany 03apr90; l/n Kedainiai
		RA-86880	II-76M	Russian AF/AFL c/s	Kln	16may99	07nov91; still 'CCCP-' by mar/apr93 based at Shadrinsk mar97; I/n Ryazan-Dyagilevo jun02/aug05; photo (location unknown) aug07, paintwork in very poor condition; offered for sale as scrap metal 09feb09, was in 360 ARZ at Ryazan at that time; seen in 360 ARZ 27mar09 in the process of being scrapped, already many parts of the airframe cut off
(	00134 30901	CCCP-86926 CCCP-76780 RA-76780	II-76T II-76T II-76T	KGB/Aeroflot c/s KGB/Aeroflot c/s FSB/Aeroflot c/s	d/d rgd SVO	24jun81 04feb88 11apr94	line # 23-06; rgd 21jul81; based at Sheremetyevo; f/n SVO 25aug87; canx 04feb88 opb mil. unit 83475 at Chashnikovo/SVO; f/n SVO 22jul88; l/n SVO 27aug93 opb mil. unit 83475 at Chashnikovo/SVO; last overhaul completed 03sep97; l/n SVO 27nov06, still in full Aeroflot c/s; offered for sale by Russian privatisation agency 29mar07 with t/t 7,528 hours and 3,785 cycles; sold to Avia-lizing 27apr07
		RA-76780	II-76T	Abakan Avia	ZIA	16aug07	in all-white c/s; initially no titles; I/n as such RKT 14nov07; seen SHJ 06dec07 with small titles under the cockpit; I/n RKT 15nov08
		RA-76780	II-76T	United Nations	KRT	04aug11	Stilles not reported; stationed in Entebbe aug11, operating for United Nations and allocated code UNO-824; seen in full UN colours BOM dec11; seen FIH 08nov12; I/n MGQ 30sep13
		RA-76780 RA-76780	II-76T II-76T	Abakan Avia, n/t United Nations	ABA ABA	01dec13 14aug14	all-white c/s, 'UN' still visible on tail all-white c/s, 'UN World Food Programme' titles and badge on forward fuselage; opf United Nations at Juba (UNO 062H); CofR renewal 03jul15; //n JUB 06dec21; canx 16feb23
		EX-76016 EX-76016	II-76T II-76T	MAK KG United Nations	rgd JUB	10mar23 04oct23	tracked over South Sudan 08may23 in all-white c/s with 'World Food Programme' titles, 'WFP' on the tail and small operated by 'MAK KG', call-
(	0134 31906	CCCP-86881	II-76M	Soviet AF/AFL c/s	d/d	29may81	sign 'UNO-050H' line # 23-07; delivered to Kedainiai; rgd 12jan88; f/n Kedainiai 07nov91 head at Chadriad, mag 21, annu but data yalangung annu Navanad Keabavitar 200007, wfu alandu fan
	0134 31911	RA-86881 YK-ATC	II-76M II-76M	Russian AF/AFL c/s Syrianair	Nvk d/d	07aug99 31jul81	based at Shadrinsk mar97; canx but date unknown; seen Novgorod-Krechevitsy 30sep07, wfu already for sometime; I/n aug11 as such; broken up at Novgorod-Krechevitsy in 2013 line # 23-08; rgd 30aug81; without tail turret; opb 522 Sqn of the Syrian Air Force; f/n DAM 21oct81; in
	0134 31915	YK-ATD	II-76M	Svrianair	d/d	31jul81	line # 23-09; without tail turret; opb 522 Sqn of the Syrian Air Force; f/n DAM 21oct31; l/n SVO mar01 line # 23-09; without tail turret; opb 522 Sqn of the Syrian Air Force; f/n DAM 21oct81; l/n SVO mar01
		YK-ATD	II-76T	Syrianair	u, u	24oct03	export CofA as II-76T this date; f/n DAM 01sep04; opb the Syrian Air Force; in full Syrianair c/s; overhauled at ZIA nov15/jul16; l/n AUH 24mar22; last tracked flight DAM-BEN 09jul24
(	0134 31917	CCCP-86882	II-76M	Soviet AF/AFL c/s	d/d	10jul81	line # 23-10; delivered to Kedainiai; rgd 12jan88; f/n Sperenberg 19apr90; based at Shadrinsk mar97; canx but date unknown; l/n Novgorod-Krechevitsy 05aug01
		RA-86882	II-76M	Russian AF/AFL c/s	Nvk	24aug01	seen Novgorod-Krechevitsy 30sep07, wfu already for sometime; l/n aug11 as such; broken up at Novgorod-Krechevitsy in 2013
	0134 31921	CCCP-86883 RA-86883 CCCP-76460(1)	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d	04aug81 1996	line # 24-01; delivered to Kedainiai; rgd 12jan88; f/n in (former) East Germany 11jun90 photo at Domna; based at Shadrinsk mar97; seen Smolensk-Severny 09aug99; canx but date unknown; I/n Smolensk-Severny aug07/sep10 wfu; broken up at Smolensk-Severny in 2013
ſ	0134 31928	RA-76460(1)	II-76T II-76T	AFL/InternatSVO Aeroflot Rus. Al	mfd LUX	21aug81 08feb93	line # 24-02; d/d 21aug81; toc 04sep81; rgd 23oct81; f/n PRG 08nov81; l/n SVO 11sep92; see c/n 1023410344 soc 30aug95 as life-time expired and canx same date; used as a ground instructional airframe by the
							Moscow Technical University of Civil Aviation (MGTU GA) at SVO (N55.984755 E37.441954), seen mar95/may24
C	0134 31932	CCCP-86884 RA-86884	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Kln	24aug81 16may99	line # 24-03; d/d 11aug81 to Kedainiai; rgd 12jan88; f/n Neuruppin 14jan90; l/n Kedainiai 07nov91 Shadrinsk based mar97; seen Klin-5 airbase 07aug99; canx but date unknown; l/n KLD aug12/apr15, stored; broken up KLD sep20
	0134 31935	CCCP-76461 RA-76461	Il-76T Il-76T	AFL/InternatSVO Aeroflot Rus. Al	d/d SVO	03sep81 03jul94	line # 24-04; toc 18sep81; rgd 23oct81; f/n ZRH 17apr82; l/n SVO 11apr94 seen wfu SVO may95; soc 05feb96 as life-time expired and canx same date; l/n feb06; broken up at SVO
(	0134 31939	CCCP-86885 RA-86885	Il-76M Il-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Sms	16sep81 09aug99	line # 24-05; delivered to Kedainiai, later Shadrinsk based; rgd 12jan88; f/n Merseburg 21jun91 based at Smolensk mar97; canx but date unknown; l/n Smolensk-Severny 24aug04/sep10 wfu; broken up
0	00134 31943	CCCP-86886 RA-86886	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Kln	29sep81 15jun99	at Smolensk-Severny in 2013 line # 24-06; delivered to Kedainiai; rgd 12jan88; f/n in former East Germany 30nov90 based at Shadrinsk by mar97; later opb 708 vtap at Taganrog-Tsentralny; l/n operational Smolensk-
(	0134 31945	CCCP-86887	II-76M	Soviet AF/AFL c/s	mfd	30sep81	Severny 24aug04; canx but date unknown; sat wfu at Taganrog-Tsentralny, l/n sep11/ apr19 line # 24-07; delivered to 600 vtap at Kedainiai (relocated to Shadrinsk in 1992); photo Kedainiai
		RA-86887	II-76M	Russian AF/AFL c/s	trf	1992	22jun83; rgd only 12jan88; seen SZW 07jun91; //n Kedainiai 07nov91 opb 600 vtap at Shadrinsk from 1992 (still by mar97) and by 110 vtap at Novgorod-Krechevitsy by 1999; last flight in Air Force service 16feb99, t/t 2,428 hours and 1,790 cycles by then; stored at Novgorod-
		RF-76328 RF-86887	II-76M II-76M	Russian MVD/VV Russian MVD/VV	rgd Sty	2006 ? 02jan08	Krechevitsy, I/n 07aug99 in a Rosimushchestvo (State Property Agency) listing in 2010, but not taken up initially opb 70 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; last overhaul completed in late 2007; trf to 675 osap on at Nizhni Novgorod before may12; I/n Yermolino nov14
		RF-86887	II-76M	Rosgvardiya	trf	05apr16	opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n Ryazan-Dyagilevo 25jul16; l/n ZIA mar21
	00134 32952 00134 32955	5A-DNE 5A-DNE CCCP-76462	II-76T II-76T II-76T	Jamahiria AT Libyan Arab AFL/East SibIKT	d/d SVO mfd	28oct81 12aug89 06oct81	line # 24-08; f/n PRG 08jun82 //n TIP apr01; wfu in Libyan Arab gold c/s with registration/titles and tail logo removed TIP 2003/sep09 line # 24-09; d/d 06oct81; rgd 18oct81; toc 01nov81; f/n IKT apr02; photo exists at Pevek in Aeroflot c/s
		RA-76462 RA-76462	II-76T II-76T	Baikalavia Pride African Int.	trf OST	30jun92 10jan93	with blue tail; later repainted back to standard c/s; l/n SVO 11sep92 in Aeroflot c/s and titles; f/n OST 06jan93 in basic Aeroflot c/s; l/n 20mar93
		RA-76462 RA-76462 RA-76462	II-76T II-76T	Aeroflot c/s, n/t East Line	IKT	06jul94 17aug99	l/n DME 26aug95 stored DME aug03/jul04, no engines; ready for service DME 25jun05; seen ZIA 20aug05 basic East Line
		EX-069	II-76T	all-white c/s, n/t		31may06	c/s, no titles; soc 01sep05 as to Kyrgyzstan I/n RKT 27oct06 c/n confirmed; f/n SHJ 01dec06; I/n RKT 23jun07; ex reg EX-069 visible; canx 10aug07 to Kazakhstan
		ER-IAU UN-76028 UP-I7608	II-76T II-76T II-76T	all-white c/s, n/t Eastern Express Eastern Express	rgd KDH SHJ	16nov06 02oct07 13sep08	c/n confirmed; f/n SHJ 010ecus; f/n KKI 23Jun07; ex reg EX-069 visible; canx 10aug07 to Kazakhstan at SHJ 14nov07 all-white, small titles only; f/n KDH 20apr08 c/n confirmed by Kazakhstan CAA; f/n SHJ 01jul09
		4L-GLR	II-76T	Sakaviaservice n/t	SHJ	16sep09	c/n confirmed; with Sakaviaservice engraved on the c/n plate, forward bulkhead, in all-white colours no titles; seen BOM 10jul10, as such; canx late 2010/early 2011; I/n OSS 01aug15, stored; sections only 12jul19
(	0134 32960	CCCP-76463(1) 76463(1)	II-76T II-76T	AFL/KrasnoyarKJA Aeroflot	d/d KJA	15oct81 01jul92	line # 24-10; toc 23oct81; rgd 25dec81; f/n TAS 24apr89 I/n SVO 11sep92 see c/n 0053464934
		RA-76463(1) RA-76463(1)	II-76T II-76T	Aeroflot KrasAir	KJA trf	13jul93 04may94	f/n IST jun96; seen KJA 09jul05 with additional 'UN-WFP' titles; stored at KJA, still with these titles, l/n jul07/jul08
		EK-76463(1)	II-76T	no titles	KJA	11jan11	without engines; in white c/s with blue undersides; was never officially registered according to the Armenian CAA; seen KJA 10aug12, engineless; I/n KJA jul14/jun15, still as such
(	0134 32961	5A-DNG 5A-DNG	Il-76T Il-76T	Libyan Arab Jamahirian AT	d/d MLA	09jan82 21apr89	line # 25-01 in all-white c/s with titles as such; I/n FRA 19may89
		5A-DNG 5A-DNG	II-76T II-76T	Libyan Arab Cargo all-white c/s, n/t	BKA JNB	15mar90 apr00	reported as Libyan Arab; I/n FRA 30jul91, photo proof in white c/s with grey undersides operating for the Libyan Air Force; I/n OUA jul00
		5A-DNG 5A-DNG	II-76T II-76T	Libyan Afr. Air Tr Jamahiria AT	TIP Sty	18aug04 26aug07	in all-white c/s with titles and tail logo; I/n TIP 24apr05 in white c/s with green cheatline and fin, with titles; I/n MJI 18jul10
		5A-DNG 5A-DNG	II-76T II-76T	all-white c/s, n/t no titles	FJR	15may12 photo	<pre>//n FJR 19aug12/06sep12 in white c/s with green cheatline and fin; destroyed TIP 16jul14 whilst parked, struck by RPG fire and crucht fire</pre>
(	0134 32966	CCCP-86888	II-76M	Soviet AF/AFL c/s	d/d	09nov81	caught fire line # 25-02; delivered to 600 vtap at Kedainiai (relocated to Shadrinsk in 1992); photo Kedainiai 08aug83; rgd only 12jan88; I/n PRG 14dec88
		RA-86888	II-76M	Russian AF/AFL c/s	trf	1992	obbiology (190 on (12) and (190 of (19
		RF-76329 RF-86888	II-76M II-76M	Russian MVD/VV Russian MVD/VV	rgd toc	2006 ? 2009 ?	in a Rosimushchestvo (State Property Agency) listing in 2010, but not taken up opb 70 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; f/n OVB 12jun09; l/n OVB 08jul15
(	0134 32969	RF-76329 RF-86888 CCCP-86892	II-76M II-76M II-76M	Rosgvardiya Rosgvardiya Soviet AF/AFL c/s	trf IKT d/d	05apr16 21aug17 20nov81	opb 70 osap on at Yermolino, but not taken up, see next line opb 70 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; l/n YKS mar23 line # 25-03; delivered to Novgorod; rgd 05oct90; f/n Ivanovo-Severny 24aug95; based at Ivanovo
	0134 32975	CCCP-86893	II-76M	Soviet AF/AFL c/s	d/d	03dec81	mar97; I/n Ivanovo-Severny mar02/aug17, wfu; canx but date unknown line # 25-04; delivered to Kedainiai, later Shadrinsk based; rgd 12jan88; f/n Merseburg 18apr91; I/n
		RA-86893	II-76M	Russian AF/AFL c/s	Sms	09sep97	Mahlwinkel 24may94 based at Smolensk mar97; canx but date unknown; seen Smolensk-Severny 26aug07/sep10 wfu; broken
(	00134 32977	CCCP-86894	II-76M	Soviet AF/AFL c/s	d/d	16dec81	up at Smolensk-Severny in 2013 line # 25-05; delivered to Ivanovo; no reports based at Ivanovo.Severny margar, seen Ivanovo.Severny 30aug07; damaged 07oct00 just before take.off
		RA-86894	II-76M	Russian AF/AFL c/s	Iva	24aug95	based at Ivanovo-Severny mar97; seen Ivanovo-Severny 30aug07; damaged 07oct09 just before take-off from Ivanovo-Severny when the pilot engaged full throttle in preparation for take-off when # 3 engine broke off the pylon (probably due to fatigue failure) and flew for 150 metres, no-one was hurt, t/t 3,607 hours and 6,206 cycles by then; photo feb10 still with Aeroflot titles; I/n Ivanovo-Severny aug12/aug17,
0	00134 33984	4600 YI-ALL	II-76M II-76M	Iraqi Air Force IrAF/Iraqi Aw c/s	mfd CHR	08jan82 03mar82	wfu line # 25-06; d/d 28feb82; no reports, see below in white c/s with grey undersides, with 'Iraqi Airways' titles, logo and flag on fin; l/n GVA may82

	YI-ALL	II-76M	IrAF/Iraqi Aw c/s		photo	converted to a single point tanker aircraft with refuelling pod (probably a Douglas D-704 'Buddy') carried on the centreline on the underside of the fuselage on a pyion; a poor quality photo exists with registration visible, but not clear; in white c/s with grey undersides, Iraqi Aw logo and flag on the fin with two black vertical stripes on the rear fuselage beneath the tail; operational by 1985 according to intelligence reports; a later photo shows without Iraqi Airways logo and with the registration removed; converted back to a
	YI-ALL	II-76M	IrAF/Iraqi Aw c/s	FRA	17dec85	standard aircraft, see next line in white c/s with grey undersides, with 'Iraqi Airways' titles, logo and flag on fin, two vertical stripes overpainted but visible on the rear fuselage beneath the tail and what looks to be the Air Force serial overpainted by the registration; I/n LHR 04jun86
	CCCP-76755 CCCP-76755	II-76T II-76T	MAP Moscow APO Inversija	rgd BRU	04oct88 26may92	in Aeroflot c/s; f/n DME 08dec89; l/n DME 22sep91 leased from Aviatrans
	RA-76755 YL-LAL	II-76T II-76T	Inversija Inversija	KLD rgd	05may94 28feb96	soc and canx 21feb96 as to Latvia; I/n BKA 12mar96 f/n MAN 02apr96; I/n as such KWI 16jun04; seen KUL 22jan05 with additional 'www.adagold.com' titles;
			2	5		I/n as such JNB 04jul08; seen DXB 10jul09 with Inversija logo on fin and 'LARK' titles on rear fuselage; operator's certificate suspended 16mar10; I/n RIX 01dec10, still with Inversija logo and 'LARK' titles;
00124 22005		11 76M	Coviet AF/AFL a/a	al (al	2040001	current on register by 22aug11; sold to either Aerorent or Ergostar in summer 2011, officially for spares; ferried from Riga to Zhukovski 18nov11 (probably last flight); //n jul12 and broken up aug12 lise #
00134 33985	CCCP-86895 RA-86895	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Iva	30dec81 24aug95	line # 25-07; delivered to Ivanovo; version given in Ilyushin OKB listing mar97 as II-76U; f/n BKA 19may91 version painted as 'II-76MD'; Ivanovo based mar97; seen Staraya Russa 21aug03; I/n Staraya Russa
00134 33990	YI-AKX	II-76M		mfd	24aug95 27nov81	26aug07, in poor condition; broken up sep08 line # 25-08; d/d 11dec81; f/n ORY 07apr82; in full Iraqi Airways green c/s
00134 33990	CCCP-76757 RA-76757	II-76T II-76T	IrAF/Iraqi Aw c/s MAP Moscow APO Aeroflot	rgd DME	04oct88 20mar93	in Aeroflot c/s; f/n DME 02aug90; l/n DME 10sep92
	RA-76757 RA-76757	II-76T II-76T	Aviatrans Atran	DME	04may94 24spr94	see trf next line f/n KUF 28nov97; l/n Myachkovo aug01/aug05, wfu; soc 01sep05 as life-time expired; broken up around
00134 33996	4660	II-76M	Iraqi Air Force	d/d	245pi 94 26jan82	2005 line # 25-09; no reports, see below
00134 33330	YI-ALO	II-76M	IrAF/Iraqi Aw c/s	PRG	14jun82	in white c/s grey undersides with Iraqi Airways titles, emblem and flag on tail; I/n FRA 22jun86, an overpainted patch can be seen above the registration suggesting the Air Force serial was worn
	CCCP-76788(1) RA-76788(1)	II-76T II-76T	MAP Moscow APO Aviatrans	rgd rgd	04oct88 28may93	f/n DME 02aug90 in Aeroflot c/s and titles; I/n DME 22feb92; see c/n 0033446325
	RA-76788(1) RA-76788(1)	II-76T II-76T	Inversija Express Air Cargo	OST OST	02sep93 11feb94	in Aeroflot c/s, no titles, operated 'INV' flight this date; leased from Aviatrans in Aeroflot c/s, no titles, operated 'EXP' flight this date
	RA-76788(1) RA-76788(1)	II-76T II-76T	Express Air Cargo Aviatrans	OST Iva	09jun94 21aug96	in basic ex Aeroflot c/s, with titles; I/n RIX nov94, leased from Aviatrans in basic ex Aeroflot c/s, no titles, soc and canx 25nov98 as life-time expired; seen Myachkovo jul00/jun02
00134 33999	4601	II-76M	Iragi Air Force	d/d	17feb82	wfu; broken up jul02, remains only in a pile aug02 line # 25-10; no reports, see below
	YI-ALP	II-76M	IrAF/Iraqi Aw c/s	PRG	07aug82	in white c/s with light grey belly and engines, with 'Iraqi Airways' titles plus a logo below the Iraqi flag on the fin; an overpainted patch could be seen by the registration, suggesting the Air Force serial had been
	CCCP-76789	II-76T	MAP Moskovski OAO	rgd	04oct88	worn; I/n OST 16jun86 in standard 'blue' Aeroflot c/s; f/n DME 15mar90; I/n DME 10sep92
	RA-76789 RA-76789	II-76T II-76T	Aviatrans Atran	LŪX DME	13may94 18aug97	I/n AMS 07jul95; new CofR issued 30nov94; Aviatrans was renamed Atran 01jan97 in basic 'blue' Aeroflot c/s with own titles and logo; sat wfu at Myachkovo, seen jul00/aug03; soc 18apr03
						as life-time expired and time between overhauls exceeded; canx 09sep03; scrapped at Myachkovo before jul04
00134 34002	CCCP-86871	II-76MD	Ilyushin OKB	f/f	06mar81	line # 26-01; d/d 25mar81; delivered to Zhukovski; the first serial II-76MD; f/n ZIA 16aug92; I/n ZIA 03sep93; became a prototype for the demilitarised II-76MD designated II-76MDP; in Aeroflot c/s
	RA-86871	II-76MD	Ilyushin OKB	ZIA	19aug97	at Zhukovski 30jun06 avionics test-bed with ECM antennas for II-76MF in wingtips; Zhukovski based; Aeroflot c/s; canx but date unknown; seen ZIA aug07/jul17, wfu
	no reg	II-76MD	bare metal c/s	ZIA	feb18	active, with call-sign '86871'; now without turret
00134 34008	CCCP-86872	II-76MD	Soviet AF/AFL c/s	d/d	30jun81	line # 26-02; delivered to 1 ae 196 vtap at Tartu (relocated to Tver-Migalovo in 1992); f/n TAY 14nov91; l/n Eberswalde-Finow 01dec92
	RA-86872	II-76MD	Russian AF/AFL c/s	Grd	19apr94	opb 196 vtap at Tver-Migalovo; stored at KLD, seen jul12/apr15; reflown after storage 04aug17 and ferried to 123 ARZ for overhaul; I/n Staraya Russa 22aug17
00134 34009	RF-86872 CCCP-86889	II-76MD II-76PP	Russian Air Force Soviet AF/AFL c/s	ph. IKT	25sep18 06jul92	in basic Aeroflot c/s with Russian flag on the fin, no titles; I/n PEK 12may24 line # 26-03; ECM aircraft (izd. 176) based on the II-76MD, production completed in 1983; f/f in 1987;
						version confirmed in line-number list; type painted as 'II-76MD'; underwent trials at the Chornaya Rechka radio-electronic test range near Tashkent; did not enter series production because it was not possible to reach electromagnetic compatibility of the jamming equipment; used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAIU) at the civil airfield until the College was closed down jan09; offered for sale as scrap metal 05aug09 but still present (N52.269001 E104.34739) may10/05dec24; fuselage cut in two pieces by 18dec24
00134 34013	CCCP-86890	II-76MD	Soviet AF/AFL c/s	d/d	04dec81	line # 26-04; delivered to the SibNIA institute at Novosibirsk; no reports; mentioned in bulletin 1603-BUV as not being concerned by that bulletin
00134 34018	CCCP-86896 YA-YAA	II-76MD II-76MD	Soviet AF/AFL c/s Aeroflot fcs	mfd TV	23nov81 02nov88	line # 26-05; d/d 23nov81; according official OKB list to Afghanistan c/n not confirmed; in a BBC film showing YA- on wing using call-sign 'YAA', a shot of the flight-deck
	RA-86896	II-76MD	Russian AF/AFL c/s		jul92	showed 06146; in a Russian II-76 book as CCCP-06146; returned from Afghanistan 12may92; reported flew to 123 ARZ; f/n MSE 22may93; c/n confirmed; stored at Manston until 23apr94, operator by
	RA-86896	II-76TD	Zenit	trf	11apr95	this time not known; converted to II-76TD, see next line f/n OST 14jan96, in Aeroflot c/s, no titles; retains tail turret; CofR renewal 11jun98; soc and canx 09dec98
	EP-ALJ	II-76TD	Atlas Air	rgd	01dec98	as to Iran; I/n FJR 17dec98 f/n LGW 07jan99; in white c/s with grey undersides; I/n THR mar01; leased from Zenit
	EP-ALJ	II-76TD	Atlas Air, n/t	RKT	27mar01	I/n FJR 25may01; probably one of four aircraft 'hijacked' 19jun01 and landed in Taraz (Kazakhstan) on a flight from Tehran to Bishkek, due to a financial dispute between Atlas Air and its trading partners; owner given as Gulf Sands, UAE
	UN-76004	II-76TD	GST Aero	SHJ	06nov01	turret removed by dec03; seen USH 10nov04 with additional 'Scientific Research Centre' titles; photo FJR 24oct05, showing titles scrubbed, I/n FJR 22feb06, reported as GST Aero; reportedly put into storage
	UN-76006	II-76TD	East Wing	FJR	29dec06	mar06; I/n Gostomel 09jun06; reported for Berkut registration without hyphen; flight PDV-ABB planned 22dec06 with EWZ call-sign; c/n checked on the
	UP-I7621	II-76TD	East Wing	KUL	12jul08	pressure bulkhead of the cargo bay ASK 27jul07; I/n FJR 13feb08 c/n checked DXB 05may09; I/n FJR may12/jun16, stored
00134 34023	CCCP-86897	II-76MD	Soviet AF/AFL c/s	d/d	25dec81	line # 26-06; rgd 23nov83; delivered to Zaporozhye; f/n in East Germany 28may90; l/n Ivanovo-Severny 02sep97
	RA-86897	II-76MD	Russian AF/AFL c/s	Iva	26may99	based at Ivanovo mar97; seen Orenburg-2 (Southwest) 29aug04; canx but date unknown; seen Chelyabinsk-Shagol sep08
00234 35028	RF-86897 CCCP-86898	II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s	OVB d/d	jan19 28jan82	in basic Aeroflot c/s with Russian flag on the fin, no titles; I/n LED 07sep24 line # 26-07; delivered to Tartu, later based at Ivanovo and Tver; f/n Grossenhain 02jul91; I/n Gross Dölln (Templin) 25aug93
	RA-86898 RF-86898	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Spr PKV	04oct93 feb18	based at Novgorod by mar97; I/n Orenburg-2 (Southwest) 30aug11 in basic Aeroflot c/s with Russian flag on the fin, no titles; I/n LED 12oct24
00234 35030	CCCP-86899 CCCP-86899	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d OZH	27jan82 22mar97	line # 26-08; delivered to Zaporozhye; f/n Finsterwalde 18jul91 based at Zaporozhye mar97 operated by Khors Air; seen OZH 28apr99/26may02 wfu, in very faded
00234 35034	CCCP-86900	II-76MD	Soviet AF/AFL c/s	mfd	12feb82	Aeroflot c/s, no titles or flag; I/n OZH 08jul07; broken up after aug08 and before sep10 line # 26-09; delivered to 196 vtap at Tartu (relocated to Tver-Migalovo in 1992); f/n AOC 10jul91; I/n
0020100001	86900	II-76MD	Russian AF/AFL c/s	KLD	20aug95	KLD 07jul94 I/n KLD 25aug95; opb 196 vtap at Tver-Migalovo by mar97
	RA-86900	II-76MD	Russian AF/AFL c/s	KLD	30jun03	opb 196 vtap at Tver-Migalovo; in standard 'blue' Aeroflot c/s; named 'Tver' may03 after the main VTA base; l/n apr14, still with 'Aeroflot' titles and equipped with guns; probably stored by 2012/13; l/n 2020
	RF-86900	II-76MD	Russian Air Force	KLD	02sep21	opb 196 vtap at Tver-Migalovo; in basic 'blue' Aeroflot c/s with Russian flag on fin, no titles; named 'Tver'; last overhaul completed 26may21; seen OVB oct23; destroyed in the early hours of 20oct23 (local time, according to Moscow time still 19oct23) on take-off from Aini (aka Gissar) air base near Dushanbe (Tajikistan) when engine No. 4 exploded at a speed of 190 km/h during the take-off run (probably after an uncontained engine failure), the aircraft suffered a complete loss of electrical power, veered off the runway to the right and came to rest in a field, the fire spread to the wing and the aircraft burnt out (only the tail and the left outer wing section remained), all 8 crew members escaped unhurt; t/t 6,054 hours and 4,231
00234 36038	CCCP-86901	II-76MD	Soviet AF/AFL c/s	d/d	08feb82	cycles line # 26-10; mfd reported as 22feb82 which is not in line with the d/d; delivered to 1 ae 196 vtap at Tartu (relocated to Tver-Migalovo in 1992); f/n KBL 08feb89; trf (on paper) to the AFL/Uzbekistan directorate
	RA-86901	II-76MD	Russian AF/AFL c/s	KLD	20aug95	O4jul89 for use in Afghanistan opb 196 vtap at Tver-Migalovo; offered for sale by the Russian privatisation agency dec07, but not sold; stored at KLD, seen may13; ferried to 123 ARZ for overhaul 08apr15; t/t 3,542 hours and 2,441 cycles by 20xer15
	RF-86901	II-76MD	Russian Air Force	ph.	02jan17	20apr15 opb 117 vtap at Orenburg until 30nov17; in basic Aeroflot c/s with Russian flag on fin, no titles; opb 235
00234 36043	CCCP-86902	II-76MD	Soviet AF/AFL c/s	d/d Kub	26feb82	vtap at ULY from 01dec17; I/n LED 16jul23 line # 27-01; delivered to 1 ae 196 vtap at Tartu (relocated to Tver-Migalovo in 1992); f/n Zerbst 13mar91 orb 196 vtap at Tver-Migalovo: seen KID 20aur03; stored at KID seen aug12(may13; t/t 2 840 bours
	RA-86902	II-76MD	Russian AF/AFL c/s	Kub	01sep93	opb 196 vtap at Tver-Migalovo; seen KLD 20aug03; stored at KLD, seen aug12/may13; t/t 2,840 hours and 1,934 cycles by 19aug15 opb 117 vtap at Orenburg until 30nov17; in basic Aeroflot c/s with Russian flag on fin, no titles; seen in
00234 36048	RF-86902 CCCP-86903	II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s	KLD d/d	mar17 10mar83	opb 11/ vtap at Orenburg until 3Unov17; in basic Aerohot C/S with Russian flag on fin, no titles; seen in water-bomber configuration Kubinka 05aug17; opb 235 vtap at ULY from 01dec17; I/n CKL oct22 line # 27-02; delivered to Zaporozhye; no reports
33234 30040	UR-86903 UR-76382	II-76MD II-76MD II-76TD	Atlant Atlant	no SHJ	reports 29oct94	converted to II-76TD in 1991 supplied to owner 21mar94 according to Russian canx register, see next line
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	RA-76382	II-76TD	Atlant	rgd	18feb95	f/n SHJ 21feb95; seen SHJ 13apr95; in fleet list 29apr95; soc and canx 10oct95 as to Ukraine; d/d
	HA-TCG	II-76TD	Atlant Aerobatics	rgd	30jul96	04mar96 to Budapest; I/n BUD 15jun96 f/n BUD 16aug96; Zaporozhye based mar97; I/n BUD 02may00; named 'Saint George'; no titles by
	HA-TCG	II-76TD	Atlant Hungary	BUD	22may00	19may00 was not reported anywhere between nov01 and feb04; seen FJR 06jun07 and not reported again until, CIT 15feb10, fuselage only, tail and wings cut off; I/n CIT 20jan11; centre section of fuselage remains CIT
00234 36050	CCCP-86904	II-76MD	Soviet AF/AFL c/s	d/d	16mar82	(N42.362403 E69.499451) 19jun11/mar23; canx 22nov17 (CofA expired 03mar06) line # 27-03; rgd 23nov83; delivered to Zaporozhye; f/n PRG 02jan89; based at Zaporozhye mar97; l/n Bila Tserkva 27feb01, engines, rudder and tailplane missing; broken up summer 2001
00234 36054	CCCP-86905 CCCP-86905	II-76MD II-76MD	Soviet AF/AFL c/s AFL/Uzbekistan-TAS	mfd trf	25mar82 04jul89	line # 27-04; opb 1 ae 196 vtap at Tartu; photo KBL 13feb89 trf for flights to Afghanistan after the withdrawal of the Soviet forces; opb svodny aviaotryad at TAS, flown
		II YOND			0430105	by Aeroflot crews; dbr 12jun90 una flight from Tashkent to Kabul when a "Stinger" SAM hit the forward fuselage on the left-hand side while the aircraft was at 7,700 metres altitude above Pagman pass (70 km from Kabul), causing engines No. 1 and 2 to fail and making a large hole in the fuselage, the aircraft force- landed wheels-up on the grass at Kabul 8 minutes after the hit, all 10 crew escaped; t/t 3,343 hours and 2,342 cycles
00234 36059	"30" red	A-50	Soviet AF/PVO	d/d	30dec83	line # 27-05; the first production A-50; late d/d due to the conversion; based initially at èiauliai and later at Beryozovka
	"30" red	A-50	Russian Air Force		08may95	overhead Moscow; based at Beryozovka by mar97; later opb 2457 aviatsionnaya baza BP SRLDN at Ivanovo-Severny; seen Ivanovo-Severny 26may99/17aug05; repainted in white/light grey c/s with two thin blue cheatlines, no titles; f/n as such Alabino 24apr10; f/n with 'VVS Rossi' titles and Russian stars Ivanovo-Severny 03aug11; earmarked by the Russian MoD for conversion into an A-90 jamming aircraft with "Diskomfort" jamming complex 23sep10, but not yet handed over to TANTK im. Berieva by aug12; seen Taganrog-Yuzhny 19aug12; I/n Taganrog-Yuzhny apr19
00234 36064	CCCP-86906	II-76MD	Soviet AF/AFL c/s	f/f	23jul83	line # 27-06; II-76MD "Skalpel-MT" (izd. 576) medevac version; photo TAS 1984 in standard Aeroflot c/s; delivered to Chkalovski 15jan84; late d/d; rgd 30jun87; carried Red Cross on the fin instead of flag; based at Zaporozhye with 338 vtap in the late 1980s, operated flights to Kabul via Tashkent and transported troops back to hospitals in Moscow and Leningrad; f/n Sperenberg 25mar91
	RA-86906 RA-86906	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Spr CKL	17aug93 26dec08	carried Red Cross on fin instead of flag; based at Chkalovski mar97; I/n CKL 14dec07 opb 8 adon at Chkalovski; in basic Rossiya c/s without titles; carried Red Cross on fin instead of flag and '223 LO' badge behind cockpit; seen ZRH 04apr17, now with Russian flag instead; of Red Cross on fin; I/n
00234 36065	CCCP-86907	II-76MD	Soviet AF/AFL c/s	d/d	09apr82	CKL dec22 line # 27-07; delivered to 196 vtap at Tartu (relocated to Tver-Migalovo in 1992); f/n in former East
	RA-86907	II-76MD	Russian AF/AFL c/s	KLD	05may94	Germany 16jan91 opb 196 vtap at Tver-Migalovo; seen KLD 22aug08; stored at KLD, seen apr14/aug15; t/t 2,367 hours and 1,692 cycles by 08oct15
	RF-86907	II-76MD	Russian Air Force	KLD	27may17	1.052 Cycles by boocc13 opb 117 vtap at Orenburg until 30nov17; in basic Aeroflot c/s with Russian flag on fin, no titles; opb 235 vtap at ULY from 01dec17; intercepted by German Eurofighters 19mar24, whilst patrolling NATO airspace on the West coast
00234 37070	CCCP-86908 RA-86908	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d PKV	17apr82 25oct94	line # 27-08; delivered to 1 ae 196 vtap at Tartu; f/n LED 12mar90 based at Pskov mar97; l/n Pskov feb11/jul11, wfu; flown to Staraya Russa end 2016 for overhaul
00234 37076	RF-86908 CCCP-86909	II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s	OVB d/d	11may18 22apr82	in basic Aeroflot c/s, no titles; l/n Ivanovo-Severny oct21 line # 27-09; rgd 23nov83; delivered to Zaporozhye; f/n in East Germany 03jun91
	UR-86909 RA-76383	II-76MD II-76TD	Atlant Atlant	no rgd	reports 18feb95	possibly became UR-76383; supplied to owner 21mar94 according to Russian canx register, see next line f/n SHJ 21feb95; retains tail turret; seen MSE 13jul95; in fleet list 29apr95; soc and canx 10oct95 as to
	9L-LBK	II-76TD	Atlant logo, n/t	SHJ	03oct96	Ukraine; I/n SHJ apr96 in basic Aeroflot c/s; operator reported as Air Sultan; logo painted out by 18jan97; seen SHJ 09may97; in
	EP-TQC	II-76TD	Qeshm Air	SHJ	10nov97	white/grey c/s with thin black cheatline by oct97 in white/grey c/s with thin black cheatline; I/n FJR 13jan98
	EP-ALB T9-CAA	II-76TD II-76TD	Atlas Air Phoenix	FJR rgd	10feb98 01nov98	in white/grey c/s with thin black cheatline and red titles; I/n RKT 15dec98; see rgd next line see I/n date previous line; f/n SHJ jan99
	T9-QAA T9-CAC	II-76TD II-76TD	Phoenix Phoenix	rgd rgd	29dec98 29dec98	reported seen jan99, but not taken up; see rgd next line f/n SHJ 03feb99; in white/grey c/s with thin black cheatline, blue engines; I/n SHJ 07oct00; the reason
	T9-CAC ST-CAC	II-76TD II-76TD	Phoenix, n/t Phoenix, n/t	SHJ SHJ	28oct00 11sep01	behind the Bosnia-Herzegovina registration was that it was jointly operated with Bio Air Company in white/grey c/s with thin black cheatline, blue engines; I/n SHJ 26may01 confirmed ex T9-CAC and c/n checked; in white/grey c/s with thin black cheatline, blue engines; seen FJR nov03/feb06 derelict in pieces by 27oct06, I/n as such 03dec06; canx from register before jan07; broken
00234 37077	CCCP-86910	II-76MD	Soviet AF/AFL c/s	d/d	20apr82	up 2007 line # 27-10; delivered to 3 ae 196 vtap at Tartu; f/n in (former) East Germany 17aug90; l/n Sperenberg
	RA-86910 RA-86910	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	KLD PKV	05may94 jan08	23jan93 based at Tver mar97; I/n Seshcha 09sep06 in basic Aeroflot c/s, no titles; I/n PKV 17jun16
00234 37084	5A-DNC 5A-DNC	II-76TD II-76TD	Jamahiria AT Libyan Arab	d/d SXF	02dec82 11jul84	In basic reformance (3), in the arrive of particle line # 28-01 and PRG 03mar86 in all-white c/s; photo ATH 17jan91 in full Libyan Arab gold c/s; believed wfu with registration/titles and tail logo removed at TIP 31oct07/31oct09
00234 37086	5A-DNB 5A-DNB	II-76TD II-76TD	Jamahiria AT Libyan Arab	d/d BKA	06oct82 15mar90	line # 28-02; f/n PRG 03mar86 and TIP jun99; l/n TIP apr01; in Libyan Arab gold c/s; seen wfu with registration/titles and tail logo removed TIP 31oct07/31oct09
00234 37090	CCCP-76464	II-76TD	AFL/KrasnoyarKJA	f/f	05may82	line # 28-03; mfd 17may82; d/d 17may82; the first serial Il-76TD; toc 21jun82; rgd 28jul82; f/n TAS 24apr89
	RA-76464 RA-76464	II-76TD II-76TD	Aeroflot KrasAir	LUX trf	27mar93 05apr94	
	RA-76464 RA-76464	II-76TD II-76TD	Fime Air Cargo S Aeroflot		23sep94 02may95	
	RA-76464 RA-76464	II-76TD II-76TD	KrasAir Aeroflot c/s, n/t	SVO DME	16jul95 09aug00	operated by Atlant-Soyuz mar99; I/n DME 22jul00
	RA-76464	II-76TD	KrasAir	KJA	03jun01	Ist Atlant-Soyuz 08oct03/30oct04; current in fleet list 19nov06; for sale on web mar07 for \$1,000,000, t/t 19,518 hours, seen KJA aug07/oct09, stored
	EK-76464 EK-76464	II-76TD II-76TD	KrasAir no titles	rgd SHJ	08dec09 09mar10	to Phoenix Avia; f/n IEV 08jan10 in Aeroflot c/s, titles partly covered by snow; l/n SHJ 25jan10, still wearing KrasAir titles still in Aeroflot c/s with Russian flag on the tail and RA- prefix under the wings; using Rayyan, Pakistan
	EY-609	II-76TD	no titles	5115	31may12	cell m Accioned (control and a control of a
	EK-76464	II-76TD	no titles	MSQ	03jul14	08jul12; I/n ALA 09jun13 in white c/s with grey undersides; no dash in the registration
	EW-412TH	II-76TD	Ruby Star		jul14	c/n confirmed by ilyushin.org; f/n MSQ 05aug14, in white c/s with grey undersides and titles; l/n MSQ oct24
00234 37093	CCCP-86911	II-76MD	Soviet AF/AFL c/s	f/f	05may82	line # 28-04; d/d 21may82; delivered to Zaporozhye; rgd 14dec88; f/n DME 18may91; Zaporozhye based mar97; l/n Bila Tserkva 25apr99 with severe shortline at thite but emptil (Patie Aviel badges and 20mar00, ese part line)
	EX-86911 JY-JIA	II-76TD II-76TD	Botir Avia Jord.Int.Air Cargo	SAW rgd	05apr05 20apr05	with green cheatline, no titles but small 'Botir Avia' badge; canx 20mar06, see next line c/n confirmed by Jordanian CAA; registered to Botir Avia (Bishkek); operated for Jordanian Air Force; f/n ADJ 19apr05, with Jordanian flag on tail; seen ADJ 21apr11; I/n Mykolayiv 28sep11
00234 38099	3X-GGU CCCP-86912	II-76TD II-76MD	ex-JIAC c/s Soviet AF/AFL c/s	Mkk TAS	23feb14 15sep87	still with green cheatline; I/n Mykolayiv-Kulbakino jul19; see II-18 c/n 182004801 line # 28-05, which is confirmed in official line-number list as an instructional airframe mar97; c/n only mentioned in a 1986 technical operations manual about the II-76; seen Balashov, in the flying Academy
00234 38101	CCCP-76465 RA-76465 RA-76465	II-76TD II-76TD II-76TD	AFL/KrasnoyarKJA Aeroflot KrasAir	mfd BKA trf	10jun82 09sep92 05apr94	(N51.531808 E43.185605) 20aug06/aug12; still visible on GE in 2018 line # 28-06; d/d 10jun82; toc 07jul82; rgd 13aug82; f/n DME 01feb84 f/n FJR 29nov95; with grey tail; seen KJA 04jul03 engineless; offered for sale mar07 with t/t 19,079 hours,
00234 38108	CCCP-86913	II-76MD	Soviet AF/AFL c/s	mfd	28jun82	for \$ 700,000; I/n KJA aug07/jan12, stored line # 28-07; d/d 28jun82 to Kryvy Rih; f/n TAS 15sep87; rgd 24mar89; trf (on paper) to AFL/Uzbekistan 04jul89 for use in Afghanistan; based at Ivanovo mar97; seen Ivanovo-Severny 30mar02 wfu, parked on the grass; seemed to have been preserved in the museum of 610 TsBPIPLS VTA at Ivanovo (N57.045075 E40.995000) seen aug03/aug15; offered for sale by Russian privatisation agency 04jul06 with t/t 3,384
00234 38111	CCCP-86914	II-76MD	Soviet AF/AFL c/s	d/d	15jun82	hours line # 28-08; delivered to Kryvy Rih; rgd 24mar89; Kryvy Rih based according to document mar97; seen Bila Tserkva sep96/jun13, (N49.810707 E30.042692) stored and missing many parts; I/n dec13, just the
00234 38116	CCCP-86915	II-76MD	Soviet AF/AFL c/s	mfd	05jul82	fuselage remained; no longer visible on GE 2014 line # 28-09; d/d 05jul82 to Kryvy Rih; rgd 24mar89; trf on paper to the AFL/Uzbekistan directorate 04jul89 for use in Afghanistan; f/n KBL 24mar89; I/n SVO 18may91, with chaff dispensers
00234 38120	86915 CCCP-86916	II-76MD II-76MD	Ukraine AF, n/t Soviet AF/AFL c/s	Krv d/d	05jul96 13jul82	Kryvy Rih based mar97; I/n Kryvy Rih 26apr99; reported broken up jun99 line # 28-10; delivered to Kryvy Rih; rgd 24mar89; f/n Brandis 07jun91
55254 50120	UR-86916 EX-86916	II-76MD II-76MD II-76TD	Liana Botir Avia	Blt OST	11sep96 25feb01	based at Kryvy Rih mar97, operated by Lana; I/n Bila Tserkva 25apr99 named 'Camilla'; t/t 2,273 hours 36 minutes and 1,533 cycles as of 11oct01; arrived FJR 08oct02, and parked since that time; still current in fleet list dec05; repainted all-white without titles by mar09, I/n FJR
00234 38122	CCCP-86917	II-76MD	Soviet AF/AFL c/s	d/d	26aug82	jan11/sep22, stored; scrapped 2022 line # 29-01; delivered to Kryvy Rih; f/n BOJ 15jul90; l/n Bila Tserkva sep96/jun99 stored; based at Kryvy Pih mar97
	EX-86917 ST-EWB	II-76TD II-76TD	Botir Avia East West Cargo	SHJ SHJ	05may01 27sep04	Rih mar97 I/n SHJ 18apr04; only has a BA logo; named 'Medina' c/n confirmed by Sudanese CAA; I/n SHJ 27jan05; w/o 03feb05 on a flight from Sharjah to Nyala (carrying
	51-200	1-7010	Lost West Calgu	LUC	275ep04	c/n confirmed by Sudanese CAA; (/n SHJ 2/JahOS; W/o UsfebUS on a hight from SharJah to Myala (carrying 46 tons of humanitarian aid for refugees in the war-torn Sudanese province of Darfur) when reported problems with the fuel system and the pilot was advised to make an emergency landing at Aad Babaker (about 15 km west of Khartoum), but the aircraft did not make it and crashed in the desert near Khartoum and broke up

00234 38127	CCCP-86918 86918	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d Krv	13aug82 05jul96	line # 29-02; delivered to Kryvy Rih; rgd 24mar89; f/n in the Baltics nov91
	UR-76318	II-76MD	Ukraine AF, n/t	Mtp	22mar97	registration was faded; Kryvy Rih based, operated by Atlant mar97; not in 1998 fleet list; seen Melitopol 06may98; l/n Melitopol 29apr99; reported broken up 1999
00234 38129	CCCP-86919 UR-76319	II-76MD II-76MD	Soviet AF/AFL c/s Atlant	d/d Blt	27aug82 11sep96	line # 29-03; delivered to Kryvy Rih; rgd 24mar89; f/n TAS 15sep89 based at Kryvy Rih mar97, operated by Atlant; I/n Bila Tserkva 14jun99; not in 1998 fleet list
	EX-86919 ST-EWC	II-76TD II-76TD	Botir Avia East West Cargo	SHJ SHJ	05aug02 02nov03	I/n SHJ 25sep03; canx 22sep03 I/n SHJ 16mar05
	ST-EWC	II-76TD	Air West Cargo	FRA	27mar05	current on register jan07; I/n KRT jan08/mar10 wfu and missing engines; not visible on GE sep13 and probably broken up
00234 39133	CCCP-86927	II-76TD	KGB/Aeroflot c/s	mfd	15aug82	line # 29-04; rgd 26aug82; d/d to Sheremetyevo 28aug82; f/n SVO 30may83; based at Sheremetyevo in 1982/1987; canx 04feb88
	CCCP-76781 RA-76781	II-76TD II-76TD	KGB/Aeroflot c/s FSB/Aeroflot c/s	rgd	04feb88 16mar92	f/n SVO 22jul88; l/n SVO 11sep92 at Damgarten; based at Sheremetyevo by mar97, later opb 1 ottap at Yoshkar-Ola-Danilovo; l/n BKA
			- , , -			19aug99; wfu and canx, but date unknown; seen in bare metal c/s without engines in the BASCO rework plant at BKA (N55.617558 E38.073437) jun00/aug11, identified by the line number; very derelict by apr12
00234 39140	5A-DNA	II-76TD	Jamahiria AT	d/d	30sep82	and fuselage forward of wings cut off by junt2 line # 29-05; f/n PRG 28jan83; l/n MAO 21apr83
0020100110	5A-DNA	II-76TD	Libyan Arab Cargo	BKA	25sep91	impounded at Bykovo 1991/may00 due to United Nations embargo; in non-flying condition after ban was lifted, seen in bare metal undergoing refurbishment jun00/jul04 with the line number painted on
00234 39141	5A-DNA 5A-DNT	II-76TD II-76TD	Buraq Air Transp. Jamahiria AT	BRQ d/d	25sep04 01jan83	c/n not checked !; reported burnt out TIP 17mar11 line # 29-06; f/n PRG 18sep83
00254 55141	5A-DNT 5A-DNT	II-76TD II-76TD	Libyan Arab Libyan Arab Cargo	FRA BKA	1987 20jul91	in all-white c/s with titles and small black tail logo; l/n MLA 24aug89 and 25sep91; with small orange/green tail logo, by apr92; l/n TIP 07nov05; stored, registration removed
00234 39145	5A-DNS	II-76TD	Jamahiria AT	d/d	15jan83	before TP 31oct07; I/n TP 07oct09, registration still visible on top of wing line # 29-07; f/n MAO 08may83
00254 55145	5A-DNS 5A-DNS	II-76TD II-76TD	Libyan Arab Jamahirian AT	PRG STR	1984 02nov90	In MXP 15jan85 in all-white c/s with titles as such; I/n active LBG 14jun91; sat wfu at TIP, seen feb00/oct09; registration
00234 40152	CCCP-86920	II-76MD	Soviet AF/AFL c/s	d/d	06sep82	removed before 31cct07, but still recognisable by oct09; I/n TIP jun13, as such line # 29-08; delivered to Kryvy Rih; f/n KBL 13feb89; rgd 24mar89
00201 10102	86920 86920	II-76MD II-76MD	Lana Atlant	Mtp Mtp	22mar97 25aug97	unsure if it carried a prefix; based at Kryvy Rih mar97, operated by Lana also still carries 'Lana' titles, see next remark !
00234 40153	UR-86920 CCCP-76466	II-76MD II-76TD	Lana AFL/Ulyanovsk HFS	Mtp mfd	06may98 08sep82	I/n Melitopol 29apr99 as such; I/n Melitopol may07, titles not reported; broken up 2007 line # 29-09; toc 22sep82; rgd 10oct82; opb Ulyanovski Tsentr GA SEV; f/n VKO 14sep86; w/o 20oct89 on
00201 10100		1. / 01.0	,	init	0000002	a training flight from Ulyanovsk to Leninakan with 37 tonnes of humanitarian aid for the victims of the Leninakan earthquake on board when the crew fed a wrong air pressure into the altimeter (distorting the
						displayed height by 1,100 metres) so that the aircraft crashed on approach to Leninakan at a speed of 440 km/h, all 10 crew and 5 passengers killed; t/t 2,053 hours 49 minutes and 2,193 cycles; soc 19feb90;
00234 40157	CCCP-76467	II-76TD	AFL/InternatSVO	d/d	17sep82	canx 01mar90 line # 29-10; toc 05oct82; f/n FRA 09oct82; rgd 15oct82; l/n SVO 11sep92
00234 40161	RA-76467 CCCP-86921	II-76TD II-76TD II-76MD	Aeroflot Rus. Al Soviet AF/AFL c/s	LUX d/d	26nov92 05jan83	l/n SVO mar02/jan04 minus three engines; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 30-01; delivered to Zaporozhye; f/n Merseburg 17jul91
00234 40101	UR-86921 RA-76849	II-76MD II-76TD	Hoseba Aviast	ZIA VKO	24aug95 06aug99	In Zi A 23aug97: logo only behind cockpit, no titles; based at Zaporozhye mar97, operated by Hoseba tail turret removed; CofR renewal 10jan00; current in fleet list dec05; stored Bykovo (N55.615321
	KA-70049	11-7010	Avidst	VKU	0080999	E38.051497), seen aug04/oct11; still current on Russian register nov09; seen very derelict by
00234 40168	CCCP-86922 86922	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d OZH	29oct82 22mar97	apr12/oct12; completely scrapped by 26sep13 line # 30-02; delivered to Zaporozhye; no reports heard the Zaporozhym mar27_ commended by leader in finded Aprillation (a pa titles on finan 1/a
00224 41160	CCCP-86923					based at Zaporozhye mar97, operated by Hoseba; in faded Aeroflot c/s, no titles or flag; I/n OZH 28apr99/jul07, wfu; broken up after aug08 and before sep10
00234 41169	86923	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d OZH	21oct82 22mar97	line # 30-03; delivered to Zaporozhye; no reports based at Zaporozhye mar97; seen OZH 18may98 wfu; in basic Aeroflot c/s, no titles or flag, without
00234 41174	CCCP-86924	II-76MD	Soviet AE/AEL c/c	d/d	05jan83	registration but '86923' on engine covers; I/n OZH 08jul07, with CCCP- prefix bleeding through; broken up after aug08 and before sep10
00234 41174	UR-86924	II-76MD	Soviet AF/AFL c/s United Nations	ZAG	03feb94	line # 30-04; rgd 23nov83; delivered to Zaporozhye; f/n Merseburg 17jul91 in all-white c/s with titles and large 'UN' on the tail; leased from Air Service; I/n ZAG 08jun95 hand to Tzaparathu and Zaparathu hu file carian and Melitanal Jonardov of found for and bu Ukraining
	UR-86924	II-76MD	ex UN c/s, n/t	OST	16sep96	based at Zaporozhye mar97, operated by Air Service; seen Melitopol 29apr99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,705 hours and 2,000 cycles; seen Melitopol 06aug09/14may13, still in av UM selver prior and action and action with account of balance and action actio
00234 41180	CCCP-76530	II-76MD	Soviet AF/AFL c/s	d/d	30oct82	in ex UN colours, missing an engine, wfu; reported broken up in 2018 line # 30-05; delivered to Zaporozhye, later Ukurei based; no reports
00004 41101	RA-76530 RF-76530	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Ors ph.	21apr97 17jun17	based at Orenburg mar97; I/n Orenburg-2 (Southwest) 29aug04 still with old flag! at Pogonovo, in basic Aeroflot c/s, no titles; in water bomber configuration this date; I/n PEK 12may24
00234 41181	CCCP-76531 76531	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d OZH	30nov82 06jul96	line # 30-06; delivered to Zaporozhye; no reports based at Zaporozhye mar97, operated by Khors Air; in basic Aeroflot c/s, no titles; I/n OZH 08jul07;
00234 41186	CCCP-76499	II-76TD	MOM NPO "Energiya"	mfd	oct82	broken up after aug08 and before sep10 line # 30-07; d/d 05nov82; rgd 12dec82; in full Aeroflot c/s including titles; f/n VKO 23apr89; seen with
	RA-76499	II-76TD	RKK "Energiya"	VKO	28aug93	additional large 'UN-WFP' titles SVO 07jul92; I/n 15may93 reported for Korsar; in basic Aeroflot c/s, no titles; I/n PRG 18nov94
	RA-76499	II-76TD	Kosmos	trf	20jul95	owned by RKK "Energiya", based at VKO; in white/light grey c/s with blue/white/red cheatline and blue fin, with titles; f/n VKO 11mar96; opb Aeronet during 2002; l/n VKO 01oct02; soc and canx 17apr03 as to kernet before the second se
	UN-76499	II-76TD	no titles	SHJ	may03	Kazakhstan c/n not checked; in white/light grey c/s with ex-Kosmos cheatline and blue fin in white the second
	UN-76499	II-76TD	Euro-Asia Air	DXB	23sep03	in white/light grey c/s with ex-Kosmos cheatline and blue fin, titles carried on the left side only; I/n VKO 21aug05
	UN-76499	II-76TD	ATMA	KBL	09feb06	in an official document dec05 as opb ATMA; in white/light grey c/s with ex-Kosmos cheatline and white fin, no titles; I/n MSQ 08aug06
	UN-76499	II-76TD	Air Almaty	FJR	03dec06	in white/light grey c/s with ex-Kosmos cheatline and white fin, with titles; already reported in an Air Almaty fleet list 30aug06; l/n SHJ 19aug07
	UN-76499	II-76TD	ΑΤΜΑ	DXB	12nov07	in white/light grey c/s with ex-Kosmos cheatline and white fin, with 'Atma' titles; I/n operational DXB 14nov09; seen FJR jan11/jun16, stored; offered for sale on the internet may15; I/n FJR 14jan18/sep22;
00234 41189	UP-17632	II-76TD	Asia Wing	rgd	unknown	see next line c/n confirmed; already current on register by late 2011, see previous line; not taken up
00234 41189	YI-ALQ	II-76MD	IrAF/Iraqi Aw c/s	d/d	04dec82	line # 30-08; f/n CHR jun83 and MUC 11aug83; in white c/s grey undersides with Iraqi Airways titles, emblem and flag on tail; I/n OST 09jun86; returned to Soviet Union prior to jan91
	CCCP-76823 RA-76823	II-76TD II-76TD	LII Zhukovski Elf Air	rgd rgd	12mar92 11oct92	in Aeroflot c/s, small titles only; f/n AMS 14jul93; converted to real II-76TD by ARZ-123 in 1998; I/n SHJ
	RA-76823	II-76TD	Airstars	rgd	25may01	16nov00 f/n SXF 26jun01; in basic ex Aeroflot c/s, white tail with titles; l/n DME 28aug03
	RA-76823 EX-123	II-76TD II-76TD	Grizodubova AvCo ex-Aeroflot c/s	rgd RKT	09dec03 25jul08	f/n DME 26apr04; seen DME 05jul06 named 'Kreml'; in fleet list 30dec06; l/n ZIA 26aug07 with small blue badge on tail, no titles; l/n RKT 15sep08; small badge no longer on tail RKT oct08
	UP-I7630 4L-MGC	II-76TD II-76TD	SkyLink Arabia SkyLink Arabia	DXB SHJ	24dec08 13mar10	l/n RKT 25feb10 l/n DXB 30oct10, previous registrations RA-76823 and UP-I7630 both visible under paint; canx late
	no reg	II-76TD	no titles	FRU	22oct13	2010/early 2011, operator reported as Sun Way; seen FJR 06sep11 in basic ex Aeroflot c/s, white tail and without registration; I/n FRU 10jul19/01oct20, stored
00004 41105	EX-123	II-76TD	AEL (Tehemet, C) (O	FRU	14dec23	in basic ex Aeroflot c/s, white tail; registration very clear on the rear fuselage, suggesting either a sticker has been removed or the registration has been re-appled; I/n FRU 08may24
00234 41195	CCCP-76468 RA-76468	II-76TD II-76TD	AFL/InternatSVO Aeroflot Rus. Al	mfd LUX	27oct82 01dec92	line # 30-09; d/d 25nov82; rgd 20dec82; on charge as of 01jan83; f/n ZRH 20feb83; l/n BKA 10sep92 with grey tail; seen SVO sep03/jan04 stored; soc 27nov03 as life-time expired; canx 04mar04; broken up
00234 41200	YI-ALR	II-76MD	IrAF/Iraqi Aw c/s	mfd	01dec82	line # 30-10; d/d 04dec82; in white c/s with grey undersides and engines, with 'Iraqi Airways' titles plus a logo on the fin; f/n STN 20jan83; I/n LHR 25jan86; returned to the Soviet Union prior to jan91
	CCCP-76821 UK-76821	II-76TD II-76TD	MAP Tashkent APO TAS A/c Prod Corp	rgd SHJ	22apr91 11nov95	tail turret removed; in Aeroflot c/s; f/n DME 17feb92 in white c/s with double red cheatline and light blue undersides and engines, with 'Tashkent Aircraft
	UK-76821	II-76TD	Airstars	DME	01jun01	Production Corporation' titles and a logo on the fin; based at Tashkent by mar97; I/n OSR 28dec98 in basic Tashkent Aircraft Production Corporation c/s with own titles plus a logo on the fin; according to the
	UK-76821	II-76TD	TAS A/c Prod Corp	Тас	24may04	Russian register feb01 leased by the TAPC to Abakan Avia 07sep00/31dec01; I/n DME 08oct02 in full c/s with Tashkent Aircraft Production Corporation' titles and a logo on the fin; I/n SHJ 20dec04; the picture for the factor was expected TAPC Aviations Aircraft Productions and the fine of the factor of the pictor
			6.11 M. A. I.		00 1 00	airline branch of the factory was renamed TAPC Aviatrans Aircompany; current in fleet list nov06, see below
	4K-AZ62	II-76TD	Silk Way Airlines	KNR	02dec06	already in fleet list 30oct06; in basic TAPC c/s with 'Silk Way' titles; f/n KNR 02dec06; l/n GYD 07aug07; no longer in fleet list 18jan08 is full could be the set of the set
	UK-76821	II-76TD	TAS A/c Prod Corp	DEL	13dec07	in full c/s with 'Tashkent Aircraft Production Corporation' titles and a logo on the fin; current on register dec10; stored at Tashkent-Tuzel following the closure of the factory
	UK-76821	II-76TD	Uzbekistan Airways	rgd	24mar15	still in full TAPC c/s including titles; sat wfu at Tashkent-Tuzel, seen may15/may21; offered for sale jan16/may22; still current on register 27aug19; to be scrapped if not sold by 01jul22; still present
00234 41201	CCCP-76532	II-76MD	Soviet AF/AFL c/s	d/d	29sep82	Tashkent-Tuzel 18aug23 line # 31-01; delivered to Zaporozhye; f/n EVN dec88
	UR-76532 UR-76532	II-76MD II-76MD	all-white c/s, n/t Sipan	SJJ BEY	19apr94 30aug95	with blue cheatline and emblem on tail, titles in Armenian script
	UR-76532 UR-76532	II-76MD II-76MD	Hoseba Ukraine Air Force	MSE OZH	02feb96 26aug97	based at Zaporozhye mar97, operated by Hoseba; I/n OZH 07may97, titles not reported in basic ex Aeroflot c/s, no titles; seen OZH 28apr99; I/n OZH 08jul07, wfu; broken up after aug08 and
00234 42205	CCCP-76533	II-76MD	Soviet AF/AFL c/s	d/d	28dec82	before sep10 line # 31-02; rgd 23nov83; delivered to Zaporozhye; f/n Zerbst 02dec90 heard the sector of the sector
	RA-76533	II-76MD	Russian AF/AFL c/s	Iva	24aug95	based at Ivanovo mar97; at Orenburg-2 (Southwest) 27aug03; canx but date unknown; I/n CKL 05feb09, flying
	RA-76533 RF-76533	II-76MD II-76MD	Russian Air Force Russian Air Force	ABA ph.	may14 aug14	in basic Aeroflot c/s, no titles in basic Aeroflot c/s, no titles; I/n OVB 13oct17

00234 42210	CCCP-76534 UR-76534 UR-76534 UR-76534 UR-76534 UR-76534	II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Hoseba United Nations Hoseba Ukraine Air Force	d/d ADB ZAG OZH OZH	29dec82 04jul94 15dec94 06jul96 28apr99	line # 31-03; rgd 23nov83; delivered to Zaporozhye; f/n LED 04sep88 in basic ex Aeroflot c/s, no flag and small badge behind the cockpit; l/n Gostomel 22sep94 l/n LAD 01apr96; small 'Hoseba' titles and logo behind cockpit l/n OZH 22mar97; based at Zaporozhye mar97, operated by Hoseba in basic ex Aeroflot c/s, no titles; with both UR- prefix and CCCP- prefix visible; broken up after aug08 and
00234 42213	CCCP-76535	II-76MD	Soviet AF/AFL c/s	d/d	30dec82	before sep10 line # 31-04; delivered to Zaporozhye; rgd 14dec88; f/n Altenburg 16jul91
	UR-76535 UR-76535 UR-76535	II-76MD II-76MD II-76MD	Veteran Hoseba Ukraine Air Force	ZIA Kub OZH	06may94 08may95 26aug97	based at Zaporozhye mar97, operated by Hoseba; I/n OZH 07may97, titles not reported in basic ex Aeroflot c/s, no titles; I/n OZH 08jul07 wfu, CCCP- prefix visible; broken up after aug08 and
00234 42218	CCCP-76498	II-76TD	MAP Tashkent APO	mfd	30dec82	before sep10 line # 31-05; d/d 30dec82 to Sheremetyevo; rgd 01feb83 f/n DME 14sep87 in Aeroflot c/s; l/n SVO 11sep92
	RA-76498 RA-76498	II-76TD II-76TD	Aeroflot Moscow Airways	AMS BKA	29oct92 04jul93	trf 27aug93; I/n SVO 21may96
	RA-76498 RA-76498	II-76TD II-76TD	ex Moscow Aw c/s Continental Aw	SVO VKO	14apr97 24aug97	no titles, operated for Continental Airways; last CofR renewal 28mar97 still in ex-Moscow Airways c/s; soc and canx 03nov97 as to United Arab Emirates; l/n SHJ 17nov97
	EP-ALC	II-76TD	Atlas Air	SHJ SHJ	may98	in ex-Moscow Airways c/s; I/n SHJ 22nov98
	ST-AQA ST-AQA	II-76TD II-76TD	ex Moscow Aw c/s Phoenix	OST	27nov98 23jan99	I/n SHJ 15dec98; 'EP-ALC' and 'ST-AQA' on cockpit panels in ex-Moscow Airways c/s; had additional 'Trans Attico' titles ATH feb99/SHJ mar00 but subsequently reserved. (J. ED. 2019).
	UN-76002	II-76TD	all-white c/s, n/t	VIE	13dec01	removed; I/n FJR 25may01 I/n FJR 29dec01
	UN-76002 ER-IBC (2)	II-76TD II-76TD	GST Aero Tiramavia	SHJ rgd	21aug02 01mar06	I/n FJR 15may05 see c/n 0083489683; f/n FJR 08may06; I/n SHJ 31aug06
	ER-IBC (2) UN-76033	II-76TD II-76TD	all-white c/s, n/t all-white c/s, n/t	BEN FJR	11jan07 08jan08	l/n SHJ 26mar07; blue engines; canx 09nov07 to Kazakhstan l/n FJR 13feb08; blue engines
	UP-17624	II-76TD	East Wing	PDV	27sep08	in white c/s with grey undersides and with titles; seen FJR feb12/sep22, stored; c/n obtained from CofA; //n 20aug24 with many parts missing and to be broken up
00234 42221	CCCP-76536 CCCP-76536	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d OZH	24jan83 26aug97	line # 31-06; delivered to Zaporozhye; f/n in East Germany before 1990 I/n OZH 29apr99; based at Zaporozhye mar97, operated by Khors Air; in basic ex Aeroflot c/s, no titles or
00334 42225	CCCP-76537	II-76MD	Soviet AF/AFL c/s	mfd	25jan83	flag; I/n OZH 08jul07/06aug08 wfu; broken up before sep10 line # 31-07; rgd 12feb85; delivered to Zaporozhye; f/n in East Germany before 1990
	UR-76537 UR-76537	II-76MD II-76MD	United Nations ex UN c/s, n/t	SJJ OST	apr94 21jan96	in all-white c/s with titles and large 'UN' on the tail; leased from Air Service; I/n KTM 20dec95 opb Air Service; based at Zaporozhye mar97; seen Melitopol 29apr99 as such; offered for sale by Ukrainian individual to a construct the 2020 second to the second to the second
00234 42231	CCCP-76538	II-76MD	Soviet AF/AFL c/s	d/d	31jan83	privatisation agency 18apr01 with t/t 2,933 hours; l/n Melitopol may07 line # 31-08; rgd 12feb85; delivered to Zaporozhye; later based at Ukurei; f/n Tashkent-Tuzel apr90
	RA-76538 RA-76538	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Ors PKV	21apr97 22dec06	based at Orenburg mar97; I/n Orenburg-2 (Southwest) 29aug04; underwent overhaul until 2006 in basic Aeroflot c/s, no titles; h/o to 334 vtap at Pskov nov06 and named 'Pskov' 22dec06; I/n over
						Moscow 03may14; seen PKV 31may14, with Russian stars on tail; I/n PKV 19apr16; seen Ivanovo-Severny 2021 now in standard c/s with Russian flag on tail still named 'Pskov'; I/n 02sep24 location unknown
00334 42234	CCCP-76539 UR-76539	II-76MD II-76MD	Soviet AF/AFL c/s not reported	mfd KRR	31jan83 19sep94	line # 31-09; d/d 31jan83 to Zaporozhye; rgd 23nov83; f/n GVA 17dec88 probably Ukrainian Air Force
	UR-76539	II-76MD	Hoseba	LUX	24may95	manned by a crew from 338 vtap at Zaporozhye; w/o 06jun96 on a flight from Kinshasa to Athens when the crew taxied backwards by using the thrust reversers and forgot to extend the flaps before take-off, the
						aircraft failed to lift off, veered off the runway with the nose gear up in the air, ran over rough ground, ended up in a hollow, turned over, broke up and caught fire, all 7 crew and 3 passengers killed; t/t 2,134
00334 42238	CCCP-76540	II-76MD	Soviet AF/AFL c/s	mfd	18feb83	hours and 1,358 cycles line # 31-10; rgd 23nov83; delivered to Zaporozhye 19feb83; f/n FRA 17dec88
	CCCP-76540	II-76MD	Ukraine Air Force	OZH	06may98	based at Zaporozhye mar97; in basic Aeroflot c/s, no titles or flag; seen OZH 28apr99, wfu; canx but date unknown; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,519 hours; I/n OZH
00334 42241	CCCP-76541	II-76MD	Soviet AF/AFL c/s	mfd	28feb83	06aug08, as such; broken up before sep10 line # 32-01; rgd 23nov83; delivered to Zaporozhye; f/n Sperenberg 11jun91
	UR-76541 UR-76541	II-76MD II-76MD	United Nations ex UN c/s, n/t	ZAG OZH	feb94 22mar97	l/n ZAG mid-1995 based at Zaporozhye, operated by Aviaservice mar97; l/n OZH 06may98 as such; offered for sale by
00334 42247	YI-ALS	II-76MD	IrAF/Iraqi Aw c/s	d/d	02feb83	Ukrainian privatisation agency 18apr01 with t/t 2,989 hours; I/n Melitopol may07, titles not reported line # 32-02; f/n CHR 16may83; in full Iraqi Airways green c/s; I/n LHR 10may86; returned to Soviet
	CCCP-78738	II-76TD	LII Zhukovski	rgd	29mar91	Union prior to jan91 f/n BKA 25sep91 in Aeroflot c/s; still CCCP- 06jul93
	RA-78738 RA-78738	II-76TD II-76TD	Aeroflot Aeroflot c/s, n/t	SVO DME	24feb94 18aug97	reported for Volare reported for Gromov Air; stored at Zhukovski (N55.570900 E38.140288), seen aug11/aug19
00334 43249	CCCP-76542 RA-76542	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d PKV	28feb83 05aug96	line # 32-03; rgd 23nov83; delivered to Zaporozhye; f/n in East Germany before 1990 based at Pskov mar97; cans but date unknown; l/n PKV jul11/jan14, stored in very faded colours
00334 43255	RF-76542 CCCP-76543	II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s	PKV mfd	may18 31mar83	in basic Aeroflot c/s, no titles; l/n ZUH 21nov24 line # 32-04; rgd 12feb85; delivered to Zaporozhye; f/n Gross Dölln 21may91
	UR-76395	II-76MD	Khors Air	STN	24oct93	based at Zaporozhye mar97, in basic ex Aeroflot c/s with tail logo; operated by Khors Air; seen OZH 18may98; not in 1998 fleet list; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,744
	UR-76395	II-76MD	Ukraine Air Force	OZH	28may02	hours wfu, in basic Aeroflot c/s with ex-Khors Air tail logo; no titles, CCCP- prefix bleeding through; I/n OZH Of the here we observe and before we to
00334 43258	"46" red (2) "46" red (2)	A-50	Soviet AF/PVO	d/d	28feb89	08jul07, broken up after aug08 and before sep10 line # 32-05; delivered to ètauliai; late delivery due to tests ?; see c/n 0053451498 hered to the second
00334 43262	CCCP-76544	A-50 II-76MD	Russian Air Force Soviet AF/AFL c/s	Kln d/d	16apr97 10mar83	based at Ukurei mar97; seen Ivanovo-Severny may99/jun00 and Staraya Russa aug03/oct10 line # 32-06; delivered to 3 ae 196 vtap at Tartu; rgd only 01dec89; f/n Zerbst 25nov90 oob 196 vtap at Tver-Miaalovo by mar97: offered for sale in 1998, but was not sold: seen KLD 22aug02:
	RA-76544 RF-76544	II-76MD II-76MD	Russian AF/AFL c/s		05may94	l/n operational Byelaya 21aug11; stored at KLD, seen jul12/aug15
00334 43266	CCCP-76545 RA-76545	II-76MD II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	KLD d/d	12aug17 31mar83 05may94	in basic Aeroflot c/s, no titles; I/n 25nov20 line # 32-07; delivered to 3 ae 196 vtap at Tartu; rgd only 01dec89; f/n in former East Germany 29nov90 opb 196 vtap at Tver-Migalovo; offered for sale by the Russian privatisation agency dec07, but was not
	RF-76545	II-76MD	Russian Air Force	KLD	dec17	sold; seen KLD 22aug08; canx but date unknown; stored at KLD, seen apr15 in basic Aeroflot c/s, no titles
00334 43272	RF-76545 CCCP-76546	II-76MD-M II-76MD	Russian Air Force Soviet AF/AFL c/s	ZIA d/d	14oct20 26mar83	now without guns and turret; in basic Aeroflot c/s, no titles; I/n ZIA 23dec20 line # 32-08; delivered to Tartu; f/n in (former) East Germany 27nov90
00334 43272	RA-76546 RF-76546	II-76MD	Russian AF/AFL c/s	KLD	20aug95	in a serve, derivered to rardy, if in (corner) Last derivary 2710/50 based at Tver mar97; I/n KLD 18jul12 in basic Aeroflot c/s, no titles, equipped with guns; I/n LED 08feb24
00334 43273	CCCP-76547 RA-76547	II-76MD II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	d/d KLD	jan15 30mar83 05may94	line # 32-09; delivered to 3 ae 196 vtap at Tartu; f/n KOQ 26jan91; l/n Mahlwinkel 17dec92 based at Tver mar97; seen CKL 16aug08; l/n 21may12 with Aeroflot titles, location unknown
00334 43278	RA-76547 CCCP-76548	II-76MD II-76MD II-76MD	Russian Air Force	ZIA	10aug12 27apr83	in basic Aeroflot c/s, no titles; l/n KLD 19jan19
0000T TJ2/0	RA-76548 RF-76548	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d KLD KLD	27apros 05may94 12aug17	line # 32-10; delivered to 3 ae 196 vtap at Tartu; f/n KOQ 16jan91 based at Tver mar97; I/n KLD aug12/jun16, stored in basic Aeroflot c/s, no titles; received substantial damage to it's rear fuselage and loading ramp when a
00334 44283	CCCP-76549	II-76MD	Soviet AF/AFL c/s	d/d	16apr83	snow removal vehicle hit it at Vladivostok on 07dec21 line # 33-01; delivered to Tartu; f/n Merseburg 07jun91
	RA-76549 RA-76549	II-76MD II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	KLD CKL	05may94 27feb14	Tver based mar97; I/n KLD 2012 still with Aeroflot titles in basic Aeroflot c/s, no titles and equipped with quns; I/n Ivanovo-Severny jun16
00334 44286	RF-76549 CCCP-76469	II-76MD II-76TD	Russian Air Force AFL/Tyumen	Kub	aug16 10apr83	in basic Aerofiot c/s, no titles; //n TAS 24may24 line # 33-02; d/d 10apr83 to Tyumen; toc 07may83; rgd 17may83; f/n ZRH mar86
	CCCP-76469 RA-76469	II-76TD II-76TD	AFL/InternatSVO Aeroflot Rus. Al	trf BKA	14jun88 27apr93	(in SV0 11sep92 with grey tail; I/n SV0 26aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up
00334 44291	CCCP-76470	II-76TD	AFL/InternatSVO	d/d	22apr83	line # 33-03; toc 07may83 rgd 13may83; f/n ZRH 16jun83; c/n given in MGA document as 0033445291; initially in Aeroflot colours with blue tail, repainted by 1990 with white tail; I/n SVO 14aug92
	RA-76470	II-76TD	Aeroflot Rus. Al	LUX	02jan93	with grey tail; seen SVO mar02, stored/wfu in good condition; soc 27nov03 as life-time expired; canx 04mar04; l/n aug07; broken up
00334 45294	CCCP-76556 RA-76556	Il-78 Il-78	Ilyushin OKB Ilyushin OKB	f/f DXB	26jun83 08nov93	line # 33-04; II-78 prototype; in Aeroflot c/s; d/d 30jun83 to ZIA; f/n BKA 22feb92; l/n ZIA 03sep93 initially in full Aeroflot c/s; photo AVV mar95 without titles; based at Zhukovski mar97; still not current on Russian register feb98; l/n as such Ryazan-Dyaqilevo 29aug07; refuelling kit removed around 2008; l/n
00334 45299	5A-DND	II-76TD	Jamahiria AT	d/d	29apr83	12aug19, location withheld line # 33-05; f/n SXF 29may84; l/n TIP jun99, titles not reported
	5A-DND	II-76TD	Libyan Air Cargo	TIP	18aug04	opf the Air Force; seen ACC 10oct04, green tail and cheatline no titles; seen MLA 23jun09; I/n TIP 16jul14, in the same c/s and seemingly intact (parked next to 5A-DNG on the ramp that had been destroyed)
00334 45302	5A-DNF	II-76TD	Jamahiria AT	PRG	29may84	line # 33-06; photo MXP jun85; destroyed 15apr86 while being parked at Tripoli IAP when was hit by Mk.82 AIR bombs which were released by F-111F s/n 71-0893 (call-sign 'Puffy-11') of the 492nd TFS, 48th TFW of the US Air Force; wreck seen TIP jun99/apr01, titles not reported; w/o also confirmed in official line
00334 45306	CCCP-76550	II-76MD	Soviet AF/AFL c/s	d/d	25may83	number list line # 33-07; delivered to 1 ae 196 vtap at Tartu; f/n TAS 25apr89; rgd only 01dec89; l/n Mahlwinkel Odder92
	RA-76550	II-76MD	Russian AF/AFL c/s	KLD Dri	05may94	09dec92 based at Tver mar97; I/n Seshcha 21aug12 active, still with 'Aeroflot' titles still with 'Aeroflot' titles: I/n OVB 24aug10
00334 45309	RF-76550 CCCP-76551	II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s	Pri d/d	26mar15 20may83	still with 'Aerofiot' titles; I/n OVB 24aug19 line # 33-08; mfd reported as 31may83 which is not in line with the d/d; delivered to 2 ae 196 vtap at Tartu (relocated to Tver-Migalovo in 1992); on a TASS photo 29may86; I/n SXF 15sep88
	RA-76551	II-76MD	Russian AF/AFL c/s	Wit	11may94	opb 196 vtap at Tver-Migalovo as of mar97; I/n KLD 14aug12, still equipped with guns and with 'Aeroflot' titles
	RA-76551 RF-76551	II-76MD II-76MD	Russian Air Force Russian Air Force	ph. OVB	07may13 sep21	over Moscow; opb 196 vtap at Tver-Migalovo; in basic Aeroflot c/s, no titles; l/n KLD 19apr19 opb 196 vtap at Tver-Migalovo; in basic Aeroflot c/s, no titles; seen LED 27jul23; w/o 12mar24 on a flight
						from Ivanovo-Severny to Plesetsk when engine No. 4 suffered an uncontained failure and caught fire, the crew tried to return to the airfield, but the damaged engine broke off and the aircraft crashed in a forest 1
						km from Bogorodskoye between the outer and the inner marker, all 7 crew members (pilot: Sergei P.

						Sveshnikov) and 9 passengers (mostly members of an II-76 crew from 117 vtap at Orenburg) as well as 2
00334 45313	CCCP-76552	II-76MD	Soviet AF/AFL c/s	mfd	31may83	persons on the ground were killed line # 33-09; d/d 31may83 to Tartu; trf on paper to the AFL/Uzbekistan directorate 04jul89 for use in
	RA-76552	II-76MD	Russian AF/AFL c/s	Spr	10feb94	Afghanistan; f/n KBL jan90 based at Ivanovo mar97; I/n Orenburg-2 (Southwest) 29aug04; seen CEK sep08 still with Aeroflot titles
00334 45318	RF-76552 CCCP-76553	II-76MD	Russian AF/AFL c/s	OVB	02jul15 07jun83	and chaff dispensers; I/n OVB 25sep14 still with Aeroflot titles; I/n HRB 13may24 I/n # 821 de delivers in the 100 meta-taken and ack 01 de 00 f/s in East Company before 1000
00534 45516	RA-76553 RA-76553	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d KLD CKL	19aug97 22may09	line # 33-10; delivered to 196 vtap at Tartu; rgd only 01dec89; f/n in East Germany before 1990 based at Tver mar97; I/n CKL 20aug07 in basic Aeroflot c/s, no titles; I/n VKO 29mar13 as such; equipped with guns; I/n Chelyabinsk-Shagol
	RF-76553	II-76MD	Russian Air Force	ZIA	jun15	jun14 in basic Aeroflot c/s, no titles, equipped with guns; I/n PKV aug18
00334 45324	CCCP-76554	II-76MD	Soviet AF/AFL c/s	d/d	15jun83	line # 34-01; delivered to 37 vtap at Artsyz; later opb 192 vtap at Ukurei; f/n in East Germany before 1990
	RA-76554	II-76MD	Russian AF/AFL c/s	Ors	21apr97	opb 117 vtap at Orenburg-2 by mar97; l/n operational Orenburg-2 29aug04; stored in faded colours at Orenburg-2, seen in 2010; arrived for overhaul with 123 ARZ at Staraya Russa 21jan11 (seen under
	RA-76554	II-76MD	Russian Air Force	Sty	19may11	overhaul 03feb11) equipped with guns; in basic 'blue' Aeroflot c/s with the registration on the side of the rear fuselage now,
	RF-76554	II-76MD	Russian Air Force	SVX	24aug14	no titles; I/n Ryazan-Dyagilevo 25may14 equipped with guns; in basic 'blue' Aeroflot c/s with the registration on the side of the rear fuselage, no
00334 46325	CCCP-76555(2)	II-76MD	Soviet AF/AFL c/s	mfd	22jun83	titles; I/n CKL oct22 line # 34-02; delivered to 363 vtap at Krivoi Rog 30jun83; f/n in East Germany before 1990; trf to the
	UR-76555(2)	II-76MD	Avialini. Ukrayiny	YOW	18oct94	Ukrainian Air Force in 1992; see c/n 1033416515 based at Kryvy Rih, operated by Avialiniyi Ukrayiny by mar97; in basic Aeroflot c/s with additional
						'Avialiniyi Ukrayiny Cargo' titles; I/n as such Kryvy Rih 17may98; offered for sale by the Ukrainian privatisation agency 18apr01 with t/t 1,988 hours; on a photo at SVO in 2001 in very faded former Avialiniyi Ukrayiny (z), so titles; converted to, see next line
	RA-76788(2)	II-76TD	Volga-Dnepr	rgd	16may01	turret removed; leased from VARZ-400; in white c/s with grey undersides, with titles; f/n ZIA 23aug03; l/n DEL 21jan05; see c/n 0023433996
	EX-033	II-76TD	Click Airways	SHJ	24jun05	c/n checked; reported opb Click Airways on lease from VARZ-400 jun06/oct06; in white c/s with grey undersides, no titles; I/n SHJ 29jul07
	UN-76026	II-76TD	Eastern Express ?	KDH	01oct07	c/n not confirmed; in white c/s with grey undersides, no titles; operated a Beibars flight 01oct07; l/n SHJ 02jun08
	UP-17606	II-76TD	Eastern Express ?		jul08	c/n confirmed and reported checked; in white c/s with grey undersides, no titles; seen SHJ 07mar09; l/n SHJ 19apr11
	3X-GGX ER-IAD	Il-76TD Il-76TD	GR Avia ? Jet Star	OSS trf	06nov11 jan13	c/n confirmed; in white c/s with grey undersides, no titles c/n confirmed; current on register 19apr13; in white c/s with grey undersides, no titles; f/n SHJ 30apr13;
	UR-CMB	II-76TD	Eleron	rgd	09oct13	I/n SHJ 08may13 in white c/s with grey undersides, no titles; f/n OSS 24oct13; operated by Alfa Air by oct15, see next line;
	UR-CMB	II-76TD	Alfa Air	rgd	23may19	I/n SHJ 13nov17; offered for sale on the internet feb19 to Global Charter Services of the UAE; canx between 31dec19 and 26jan20 to the the University OVI number of the university of the up of the the University of the the University of the
	UP-I7656	II-76TD	Jenis Air		dec19	reported on the Ilyushin OKB website; CofA expired 21may20; operating from BEN for the Haftar Affiliated Forces (HAF) since jun20 according to UN document dated 08mar21; photo exists, in white c/s with grey undersides, no titles
	5A-7656	II-76TD		ph.	29may21	c/n confirmed, in white c/s with grey undersides, no titles; opb Haftar Affiliated Forces (HAF); took part in the parade over Benghazi 29may21
00334 46329	CCCP-76557 76557	Il-76MD Il-76MD	Soviet AF/AFL c/s Ukraine AF, n/t	d/d Krv	30jun83 05jul96	line # 34-03; delivered to Kryvy Rih; f/n in (former) East Germany 04jun90 based at Kryvy Rih by mar97; seen Melitopol 29apr99; offered for sale by Ukrainian privatisation agency in
						2005 with t/t 1,557 hours and 1,170 cycles; stored at Melitopol with prefix 'CCCP-' bleeding through, seen aug10/aug13
00334 46333	CCCP-76558 RA-76558	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d KLD	14jul83 05may94	line # 34-04; delivered to Tartu; f/n TAY 14nov91; l/n Sperenberg 08feb93 based at Tver mar97; l/n KLD 14aug12
00334 46340	RF-76558 CCCP-76559	II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s	KLD mfd	jul14 28jul83	in basic Aeroflot c/s, no titles, equipped with guns; I/n PEK 15oct23 line # 34-05; delivered to Kryvy Rih; f/n in (former) East Germany 15mar91
000004 46044	76559	II-76MD	Ukraine AF, n/t	Krv	05jul96	based at Kryvy Rih mar97; I/n Kryvy Rih 23jun99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,851 hours
00334 46341	CCCP-76560 UR-76560	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine AF, n/t	mfd Krv	29jul83 05jul96	line # 34-06; delivered to Kryvy Rih; rgd 23mar89; no reports based at Kryvy Rih mar97, operated by Avialiniyi Ukrayiny; seen Kryvy Rih 17may98; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1.616 hours and 1.213 cycles; I/n Kryvy Rih jul11/mar17,
						wfu and in poor condition, with some engines missing, 'CCCP' prefix bleeding through and small 'Sipan' ? (Armenia) emblem on the tail; reported scrapped sep19
00334 46345	CCCP-76471 RA-76471	Il-76TD Il-76TD	AFL/Magadan-GDX Magadan Cargo Al	mfd trf	26jul83 20may93	line # 34-07; d/d 26jul83; toc 13aug83; rgd 06sep83; f/n TAS 15sep87; l/n SVO 19mar93 f/n SVO 13jun93, in Aeroflot c/s and titles
	EP-MKA RA-76471	II-76TD II-76TD	Aeroflot c/s, n/t Aeroflot c/s, n/t	OST OST	26aug94 30nov94	still carried RA-76471 on the tail and EP-MKA on the forward fuselage; I/n KBP 22sep94 I/n DME 23aug97
	RA-76471 RA-76471	II-76TD II-76TD	Atlant-Soyuz Sukhoi	BUD ZIA	01jun98 22aug99	in basic ex-Aeroflot c/s with titles and tail logo
	RA-76471 RA-76471	II-76TD II-76TD	Magadan Avialeas. Atruvera	ATH rgd	11sep99 08sep00	MagadanAviaLeasing; in basic ex-Aeroflot c/s with titles; I/n SHJ 17oct99 f/n DME 01jun01; stored at DME with faded titles (previous titles also visible), I/n DME aug01/nov06; many
00334 46350	CCCP-76472	II-76TD	AFL/Magadan-GDX	d/d	30jul83	parts missing by jul06; broken up; still current on register jan23 line # 34-08; mfd 02aug83; toc 20aug83; rgd 06sep83; f/n OVB 19sep86; l/n AMS 17may93
	CCCP-76472 RA-76472	II-76TD II-76TD	Aeroflot Aeroflot	DME AMS	01sep93 25jan94	'Aerotrans' titles on left side
	RA-76472 RA-76472 RA-76472	II-76TD II-76TD II-76TD	North-East Cargo Atlant-Soyuz Airlines 400	trf ZIA VKO	25jul94 17aug99 11sep00	in Aeroflot c/s and titles; I/n DME 27nov97 operated by Atlant-Soyuz from mar99; I/n VKO 22jun00/13jul00 in VARZ rework, missing two engines with small 'Atlant-Soyuz' titles since jul04; I/n KDH 15apr08 with additional ALCI titles
	UN-76472 UP-17625	II-76TD II-76TD II-76TD	Beibars n/t Air Trust	SAW ph.	08jul07 jul08	(In FJR 13feb08, still in full Airlines 400 c/s with additional 'ALCI' titles; I/n FJR 24may08 still in full Airlines 400 c/s with additional 'ALCI' titles; I/n FJR 02nov11; operator given as 'Air Trast' in
	01-17025	11-7010	Air Huse	pn.	Juloo	official UAE document following an incident at DWC 20jun12, after damaging all 16 tyres on landing due to the parking brake being set to 'on' before landing; seen Mazar-I-Sharif 11jan12, in white c/s, blue
						cheatline and grey undersides, no titles, with '562' in rear lower cockpit window on the starboard side, presumably the window was changed during overhaul, see c/n 0033447365; seen DWC 14sep12 in same
	UR-EAA	II-76TD	Yevropa Air	rgd	25jun14	c/s with Air Trust titles and badge on tail; I/n DWC 16nov13 owned by Air Trust Kazakhstan; photo mar16 in Saudi Arabia, in white c/s with grey undersides and blue
00334 46356	5A-DNH	II-76TD	Jamahiria AT	d/d	17aug83	cheatlines, no titles; I/n FJR 05jun16; canx between 01dec18 and 07dec18 line # 34-09; f/n ORY 26may89, photo SXF in all-white c/s with titles
	5A-DNH	II-76TD	Libyan Arab	TIP	apr01	reported as wfu this date; seen TIP 15may03/26jun04; believed stored with registration removed TIP oct07/oct09
00334 47357	5A-DNL	II-76TD	Jamahiria AT	PRG	11feb84	line # 34-10; I/n SXF 12jul84; damaged 15apr86 while being parked at Tripoli IAP when was hit by Mk.82 AIR bombs which were released by F-111F s/n 71-0893 (call-sign 'Puffy-11') of the 492nd TFS, 48th TFW of the US Air Force; I/n TIP jun99, condition and titles not reported; see also An-72 c/n 36572080789
00334 47364	CCCP-76561	II-76MD	Soviet AF/AFL c/s	d/d	30aug83	line # 35-01; delivered to Kryvy Rih; rgd 23mar89; f/n in East Germany 05jul91; reported in one source as to Soviet Air Force "23" red before becoming UR-76561, but this is unconfirmed
	UR-76561 UR-76561	II-76MD II-76MD	Air Ukraine Cargo Aeroflot c/s, n/t	ZAG Krv	09jun95 05jul96	based at Kryvy Rih mar97 opb Avialiniyi Ukrayiny; I/n Kryvy Rih 12may97; correct no titles ? see above
	UR-76561	II-76MD	Air Ukraine Cargo	Krv	05may98	and below I/n Kryvy Rih 17may98 but reported no titles
	RA-76368 RA-76368	II-76TD II-76TD	Rus Atruvera	ZIA DME	17aug01 17aug03	I/n DME 28aug02; lsd to Atruvera 11jun03 I/n DME 27aug03
	ER-IBT EX-070	II-76TD II-76TD	Airline Transp.Inc Click Airways	rgd SHJ	25mar04 15may05	f/n KBL 23may04; I/n SHJ 13apr05; all-white no titles; canx 13may05 in all-white colours no titles; no longer in Chinese CAA approved fleet list oct06; I/n SHJ 29jul07
	UN-76027 UN-76027	II-76TD II-76TD	Eastern Express United Nations	KDH KRT	08sep07 24jun08	in all-white c/s, no titles; I/n KWI 02jan08 reported opb Eastern Express
	UP-I7607 4L-GLK	II-76TD II-76TD	all-white c/s, n/t Sakaviaservice n/t	SHJ DXB	25jul08 10mar10	c/n confirmed by Kazakhstan CAA; I/n RKT 30dec09 its first registration (CCCP-76561) just visible; in all-white c/s; I/n OCT 19oct10; canx late 2010/early 2011
00334 47365	3X-GGP CCCP-76562 76562	II-76TD II-76MD II-76MD	all-white c/s, n/t Soviet AF/AFL c/s	SHJ mfd Krv	06aug11 29aug83 21mar97	seen OSS 06nov11; operator reported as GR Avia, stored at Osh; l/n OSS 25sep15/12nov22, wfu line # 35-02; delivered to Kryvy Rih; no reports based at Kryvy Rih mar97; l/n Kryvy Rih 26apr99
	UR-76562 UR-76562	II-76MD II-76TD II-76TD	Ukraine AF, n/t white c/s, n/t Aram Air	SHJ SHJ	17apr01 26may01	offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,385 hours; l/n SHJ 09may01
	EP-RAJ	II-76TD	Aram Air	SHJ	may01	'562' visible behind cockpit windows; I/n as such RKT 18mar02; seen RKT 19aug02 and DXB 25sep02, titles not reported
	RDPL-34138 ST-AWR	II-76TD II-76TD	Euro Asia Aviation East West Cargo	BTS FRA	09jan03 22jul03	based at Sharjah; also reported ex EP-RAM but '562' on engine covers; I/n SHJ 05may03 c/n from Sudanese CAA; named 'Faris'; '562' visible behind cockpit windows; I/n SHJ 27nov04
	ST-AWR	II-76TD	Air West Cargo	FJR	06mar05	named 'Faris'; '562' visible behind cockpit windows; seen FJR feb08/sep08, stored; repainted all-white by oct08; operator now given as Ababeel Aviation from FJR ground log 01nov08; also in Alfa Airlines fleet
	ST-AWR	II-76TD	Alfa Airlines	FJR	15nov09	2008, new trading name of Ababeel Aviation in all-white c/s with Alfa Airlins.sd titles (painted as such); I/n FJR 18nov11
	ST-AWR ST-AWR	II-76TD II-76TD	Tarco Air Nile Basin	ELF JUB	02feb12 11nov14	all-white c/s with grey undersides and gold stripe, no titles; opb United Nations may14; I/n KRT oct14 all-white c/s with grey undersides and gold stripe, titles and logo behind cockpit; I/n KRT 04apr15; seen
00334 47372	CCCP-76563	II-76MD	Soviet AF/AFL c/s	mfd	31aug83	KRT 17dec16/2018, same c/s but no titles or logo line # 35-03; delivered to Kryvy Rih; no reports baced ot Kreng Rib me37, onb Autolinia Ukraina (/ Kreng Rib 12may)7
	76563	II-76MD	Avialini. Ukrayiny	LUX	05may95	based at Kryvy Rih mar97, opb Avialiniyi Ukrayiny; I/n Kryvy Rih 12may97

	UR-76563	II-76MD	Air Ukraine Cargo	Krv	05may98	I/n Kryvy Rih 17may98, reportedly no titles; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,003 hours and 1,559 cycles; //n Kryvy Rih sep09/mar17, wfu and in poor condition; reported
00334 47373	CCCP-76564 76564	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine AF, n/t	mfd Krv	27sep83 05jul96	scrapped sep19 line # 35-04; delivered to Kryvy Rih 29sep83; no reports based at Kryvy Rih mar97; l/n Melitopol 29apr99; offered for sale by Ukrainian privatisation agency
00334 47379 00334 48382	"38" red "38" red CCCP-76565	A-50 A-50 Il-76MD	Soviet AF/PVO Russian Air Force Soviet AF/AFL c/s	d/d Iva mfd	29jun88 26may99 30sep83	18apr01 with t/t 1,760 hours line # 35-05; delivered to èlauliai, late d/d; later to Beryozovka and still based there mar97 seen Ivanovo-Severny aug07; I/n Ivanovo-Severny 08may15, stored line # 35-06; the last five diaits of the c/n are given in several documents as 47382; delivered to 363 vtap
00001 10002	76565	II-76MD	Ukraine Air Force	trf	1992	at Krivol Rog-Dolgintsevo; no reports opb 363 vtap at Kryvy Rih (disbanded 02may00); in basic Aeroflot c/s with Ukrainian flag on fin, no roundels and no titles; seen Kryvy Rih 05jul96/26apr99; offered for sale by the Ukrainian privatisation agency 18apr01 with t/t 1,710 hours and 1,172 cycles; sold to Ukrainskaya aviatsionnnaya transportnaya kompaniya (UATK), but never operated by them; sat wfu at Kryvy Rih, seen nov09/mar17, prefix 'CCCP-', 'Aeroflot' titles and Soviet flag bleeding through; sold by UATK to Granpaks 17jan18; scrapped at Kryvy Rih, rear fuselage cut off by 27feb18
00334 48385	CCCP-76566 76566	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine AF, n/t	mfd Krv	29sep83 05jul96	line # 35-07; delivered to Kryvy Rih; f/n in East Germany before 1990 based at Kryvy Rih mar97; l/n Kryvy Rih 26apr99; offered for sale by Ukrainian privatisation agency
00334 48390	CCCP-76567 76567 RA-76848 RA-76848 RA-76848 ER-IBN ER-IBN	II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Soviet AF/AFL c/s Ukraine AF, n/t Rus ali-white c/s, n/t Atruvera Airline Transp.Inc Trast-Aero	d/d Krv rgd DME rgd USH	30sep83 05jul96 09feb01 02apr02 10aug03 28may04 19jan07	18apr01 with t/t 1,682 hours line # 35-08; delivered to Kryvy Rih; f/n Jüterbog 05apr91 Kryvy Rih based mar97; l/n Kryvy Rih 26apr99 f/n DME 11may01; l/n DME 01jun01; turret removed l/n DME 28aug02; leased to Abakan Avia 27apr02/03jul04, see next line l/n DME 28aug03; canx 21mar04 as leased to Moldova f/n KBL jun04; in all-white c/s, no titles; l/n BTS apr06 with 'www.trast-aero.com' titles; leased to Trade Aero Space Technologies apr07; l/n SHJ 06jun07; canx
	EW-263TH	II-76TD	all-white c/s, n/t	REC	30oct07	09aug07 to Belarus c/n confirmed; with Belarus flag and small 'ALE' sticker (Antarctic Logistics Expeditions LLC), reported operating for Avient; photo apr08, all-white c/s without sticker and flag; l/n DXB 17mar09; reported delivered on lease to Trans Avia Export by jul08
	4L-GLX	II-76TD	Skyway n/t	SHJ	26jun09	c/n confirmed; in all-white c/s; l/n SHJ 17mar10; operator from official document dec09 and operating flights as such mar10; l/n SHJ 24sep10; canx late 2010/early 2011
	ER-IAG	II-76TD	Jet Star	OSS	16may15	stored, in all-white c/s no titles; was already canx between 08may13 and 02jul13; l/n OSS 25sep15/12jul19, wfu
00334 48393	YI-ALT	II-76MD	IrAF/Iraqi Aw c/s	d/d	30sep83	line # 35-09; replacement for c/n 073410292; f/n FCO 23feb84; in full Iraqi Airways green c/s; l/n ATH 12jul90; evacuated to Iran 16jan91 and impounded there
	15-2284	II-76TD	Iranian RGC AF	THR	dec98	c/n from PARS Aviation Service; converted from MD to TD and tail turret removed; in all-white c/s, no markings apart from serial and Iranian flag on nose; last overhaul completed 20oct95; t/t 2,747 hours and 1,018 cycles by 19mar05; repainted by feb10 after rework in Russia, with white fuselage, large green and smaller red cheatline along the fuselage and tail, grey undersides, no titles; I/n THR 10aug13; reported still active jan14, see next line
	EP-PUL	II-76TD	Pouya Air	rgd	14oct13	registration assigned for international flights only, according to sources; see I/n previous line; f/n THR 19feb14, in basic IRGC AF c/s with emblem on tail; I/n VKO 17nov24
00334 48398	YI-ALU	II-76MD	IrAF/Iraqi Aw c/s	d/d	31oct83	line # 35-10; in full green Iraqi Airways c/s; f/n PRG 25feb85; l/n LHR 16jul86, photo PRG aug89 ?; destroyed during the Gulf War jan91 (according to one source destroyed by bombing on the ground at Al- Tooz 18jan91 and according to another source shot down by a USAF F-15C 27jan91 while trying to escape to TFB.2 at Tabriz in Iran)
00334 48404	CCCP-76473 CCCP-76473	II-76TD II-76TD	AFL/GosNII GA AFL/InternatSVO	mfd toc	29oct83 27sep84	line # 36-01; d/d 31oct83; toc 30nov83 rgd 05oct84; f/n ZRH 14oct84; l/n SVO 11sep92
	RA-76473 RA-76473	II-76TD II-76TD	Aeroflot Rus. Al Ilavia	LUX ZIA	08nov92 11may96	with grey tail by 1994; seen SVO may95/sep95 without engines I/n ZIA 08jul98; soc and canx 16oct98 as to Iran, but still present on Russian register sep01 marked
	EP-ALG	II-76TD	Atlas Air	rgd	01aug98	'excluded, foreign work' f/n SHJ 14dec98; in all-white c/s with grey undersides; I/n NBO 11may01; leased from Ilavia; probably one of four aircraft 'hijacked' 19jun01 and landed in Taraz (Kazakhstan) on a flight from Tehran to Bishkek, due to a financial dispute between Atlas Air and its trading partners; owner given as Gulf Sands, UAE
	9L-LCW ST-AQY	II-76TD II-76TD	all-white c/s, n/t Trans Attico	FNA SHJ	2001 27jan03	(/n SHJ 24aug02 c/n from Sudanese CAA; in all-white c/s with grey undersides, no titles; leased by Volga Atlantic Airlines during mar03; (/n KND 30nov03
	UN-76008 UN-76010	II-76TD II-76TD	all-white c/s, n/t East Wing	DXB FJR	26feb04 29jan07	opb Buraq Air jun04; banned by the EU mar06; l/n JNB 05apr06; opb GST Aero c/n confirmed; l/n BRQ 27feb08
	UP-17623 UP-17644	II-76TD II-76TD	East Wing Air Trust	JNB FJR	18sep08 12nov11	c/n confirmed in document mar10; in white/grey c/s; l/n FJR 11sep10 c/n confirmed; in all-white c/s, no titles; seen FJR may12/mar18, stored; l/n sep22, missing many parts
00334 48407	CCCP-76474 RA-76474	II-76TD II-76TD	AFL/InternatSVO Aeroflot Rus. Al	mfd LUX	30sep83 27nov92	line # 36-02; d/d 31oct83; toc 02dec83; f/n ZRH 11dec83; rgd 12dec83; initially in Aeroflot c/s with blue tail; repainted with white tail by apr89 and subsequently grey tail; l/n BKA 01jun92 with Russian flag but still with CCCP- prefix
	RA-76474	II-76TD	Ilavia	PRG	04apr97	with grey tail; seen stored missing engines at SVO, jun94/sep95 //n SHJ feb98; soc and canx 16oct98 as to Iran, but still present on Russian register sep01 marked /excluded, foreign work'
	EP-ALF UN-76001	II-76TD II-76TD	Atlas Air all-white	rgd ZIA	01aug98 15aug01	f/n IST 24sep98; I/n FJR 02apr99; canx 24apr99 with small Kazakh flag on fuselage; c/n not checked, but in the Russian Register sep01 as sold to Kazakhstan as UN-76001 for Gulf Sand Tours Cargo
	RA-76474	II-76TD	Ilavia	rgd	24sep01	f/n DME 19aug02; seen ZIA 23aug03 with additional 'East Line' titles; stored in a derelict state at DME, f/n 18apr06, l/n 05jul06; broken up DME at the ATB around 17/21jul06; still current on register jan23
00334 48409 00334 48416	YI-ALV YI-ALW	II-76MD II-76MD	IrAF/Iraqi Aw c/s IrAF/Iraqi Aw c/s	d/d d/d	31oct83 05nov83	line # 36-03; replacement for c/n 073410308; f/n SDL 24oct84; in full Iraqi Airways green c/s; seen FRA 14jan86 and 27oct86; damaged by bombing at Al Miqdadiyah Salum 29jan91, but repaired; f/n active SDA dec00; seen SDA jun03/jul17 (N33.250111 E44.236299) in damaged condition, no engines line # 36-04; replacement for c/n 073410301; f/n MRS 27mar84; in full Iraqi Airways green c/s; l/n LHR
00554 40410				-		19mar86; evacuated to Iran 16jan91 and impounded there
	5-8207	II-76MD	Iranian Air Force	SYZ	14mar00	c/n from Ilyushin source; in two tone grey came c/s with light grey undersides, no markings apart from serial and Iranian flag on the fin; last overhaul completed 13jan98; t/t 2,727 hours and 1,090 cycles; grounded Shiraz since early 2000s after it was deemed too expensive to convert to II-76TD standard; I/n SYZ 07feb11
00334 48420	CCCP-76568 UR-76568	II-76MD II-76MD	Soviet AF/AFL c/s Atlant	mfd Krv	30nov83 21mar97	line # 36-05; d/d 30nov83, delivered to Artsyz; rgd 11jun86; f/n CGN 29may91 based at Artsyz mar97; seen Kryvy Rih 26apr99; offered for sale by Ukrainian privatisation agency in 2005
00334 48421	CCCP-76569	II-76MD	Soviet AF/AFL c/s	mfd	1983	with t/t 2,238 hours and 1,684 cycles; seen OZH jul07/15apr19, wfu with Atlant tail logo line # 36-06; opb 37 vtap at Artsyz; rgd only 11jun86; w/o in the late hours of 18oct89 on a transport flight with 48 paratroopers from Nasosnaya to Bolgrad when the inter-shaft bearing of engine No. 1 failed and the engine suffered an uncontained failure at a height of 1,600 metres 5 minutes after take-off, the engine caught fire and separated some 1.5 minutes later and the left wing caught fire as well as the fuel tanks in the wing were damaged, the crew tried to return to Nasosnaya but the wing failed and the aircraft crashed in shallow water of the Caspian Sea (some 1.5 km off-shore and 5,250 metres from the runway threshold) 16 minutes into the flight, all 9 crew members and 48 passengers were killed; canx 07feb90
00334 48427	CCCP-76570 UR-76570 UR-76570	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force Belbek 5P	mfd OZH Mtp	30nov83 06jul96 22mar97	line # 36-07; delivered to Artsyz; f/n Zerbst 12may91 reported in Atlant fleet list based at Artsyz mar97; I/n as such Melitopol 29apr99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,818 hours; seen Melitopol may07/may13 in poor condition
00334 48429	CCCP-76571 UR-76571 UR-76571	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Atlant Belbek 5P	mfd no OST	23oct83 reports 14mar95	line # 36-08; delivered to Artsyz 30nov83; rgd 11jun86; f/n SXF 03may91; l/n in the Baltics nov91 based at Artsyz mar97; in basic ex Aeroflot c/s with Belbek 5P titles and logo on the tail: l/n Melitopol
00334 49434	CCCP-76572	II-76MD	Soviet AF/AFL c/s	d/d	16dec83	29apr99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,059 hours line # 36-09; delivered to 1 ae 196 vtap at Tartu; f/n in (former) East Germany 11mar91; l/n Grossenhain 13may93
	RA-76572 RF-76572	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Spr Sty	14jul94 22aug17	based at Tver mar97; I/n KLD aug12/apr15, stored in basic Aeroflot c/s no titles; I/n OVB 17jul23
00334 49437	CCCP-76573 UR-76573 UR-76573	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force Belbek 5P	d/d PED Mtp	19dec83 17dec93 22mar97	line # 36-10; rgd 02apr87; delivered to Årtsyz; f/n in (former) East Germany 21mar91; l/n UTC 23mar93 in Atlant fleet list; l/n OZH 06jul96 based at Artsyz mar97; seen Melitopol 29apr99 as such; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,082 hours; l/n Melitopol may07, titles not reported
00334 49441	CCCP-76574 UR-76574 UR-76574	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Atlant Lana	mfd Krv Krv	29dec83 05jul96 05may98	line # 37-01; delivered to Kryvy Rih; rgd 23mar89; f/n in East Germany 20dec91 l/n Kryvy Rih 21mar97, titles not reported based at Kryvy Rih mar97, opb Lana; l/n Kryvy Rih 17may98; offered for sale by Ukrainian privatisation
	9Q-CGV	II-76TD	Gran Propeller	rgd	11jun03	agency 18apr01 with t/t 2,013 hours f/n FIH 21feb04, no titles, c/n checked; in white c/s with blue/white/red cheatline; no titles; seen TIP 27ia016 coverating for Air Libyas Tibesti: trf to Victoria Air mar06
	9Q-CGV	II-76TD	Morning Star	MJI	dec06	27 Jan06 operating for Air Libya Tibesti; trf to Victoria Air mar06 with 'Morning Star' titles in white c.c. with blue/white/red cheatline, small 'Morning Star' titles on right-band side only: seen COO
00334 49445	9Q-CGV CCCP-76575	II-76TD II-76MD	Alajnihah Air Trp Soviet AF/AFL c/s	MJI mfd	28oct07 26dec83	in white c/s with blue/white/red cheatline, small 'Morning Star' titles on right-hand side only; seen COO 12jul09; stored at Rundu, Namibia (S17.961448 E19.724985) from 26dec09, still present aug18, part of an on-going legal dispute with the Authorities line # 37-02; delivered to Artsyz; no reports
33334 <del>4944</del> 9	76575 76575	II-76MD II-76MD II-76MD	Ukraine Air Force Air Ukraine Cargo	Krv Krv	05jul96 05may98	based at Kryvy Rih mar97; I/n Kryvy Rih 12may97 seen Kryvy Rih 26apr99 with faded titles; offered for sale by Ukrainian privatisation agency 18apr01 with
		1. 7000		IN V	55may 50	broken up
00434 49449	CCCP-76576	II-76MD	Soviet AF/AFL c/s	d/d	06jan84	line # 37-03; delivered to Kryvy Rih; rgd 23mar89; f/n UTC 31mar93

Number         Number<		UR-76576	II-76MD	Volare logo, n/t	Mtp	14sep96	based at Kryvy Rih mar97, opb Volare but not in mar00 fleet list !; seen Melitopol 29apr99; offered for sale by Ukrainian privatisation agency in 2005 with t/t 2,121 hours and 1,538 cycles; I/n Melitopol
Number         Number<	00434 49455	YI-ALX	II-76MD	IrAF/Iraqi Aw c/s	d/d	07feb84	27sep11/10may13, stored line # 37-04; c/n given by Ilyushin OKB as 0033449455, in several official Ilyushin OKB listings as YI-ALY
Cold Add Solution         Solution <td></td> <td>5-8201</td> <td>II-76MD</td> <td>Iranian Air Force</td> <td>SYZ</td> <td>03sep06</td> <td>16jan91 and impounded there c/n from Ilyushin source; version confirmed; in white/light grey c/s with dark green cheatline, no markings apart from serial and Iranian flag on the fin; retains tail turret; last overhaul completed 26feb98; grounded Shiraz after it was deemed too expensive to convert to II-76TD standard; t/t 1,978 hours by 19mar05;</td>		5-8201	II-76MD	Iranian Air Force	SYZ	03sep06	16jan91 and impounded there c/n from Ilyushin source; version confirmed; in white/light grey c/s with dark green cheatline, no markings apart from serial and Iranian flag on the fin; retains tail turret; last overhaul completed 26feb98; grounded Shiraz after it was deemed too expensive to convert to II-76TD standard; t/t 1,978 hours by 19mar05;
Outstands         LUC NUM         None of ALTER         Outstand Form	00434 49460	"34" red	A-50	Soviet AF/PVO	d/d	31aug87	by feb22 the former Iraqi Airways c/s were clearly visible again line # 37-05; delivered to Ukurei and still based there mar97; late d/d; probably one of the eight uncoded
Ab 2577 Biolog         Biolog         Builty Affection Biolog         Color Biolog         Biolog	00434 49462						line # 37-06; rgd 11jun86; delivered to Pskov; f/n Sperenberg 07jul90
Bits A deele         CLE Process (Process A deeled         Door and Process A deeled         Door A d		RA-76577	II-76MD	Russian Air Force	OVB	01mar09	in basic Aeroflot c/s no titles, equipped with guns; I/n ARH 16dec19
House         House <th< td=""><td>00434 49468</td><td>CCCP-76578</td><td>II-76MD</td><td>Soviet AF/AFL c/s</td><td>mfd</td><td>28jan84</td><td>line # 37-07; rgd 02apr87; f/n in former East Germany 21mar91; l/n UTC 23mar93</td></th<>	00434 49468	CCCP-76578	II-76MD	Soviet AF/AFL c/s	mfd	28jan84	line # 37-07; rgd 02apr87; f/n in former East Germany 21mar91; l/n UTC 23mar93
HURD, VA10         PATOD         Instruct Antene         Unit of the Superson and the Supere			II-76MD	Atlant	Krv	05jul96	
GRE-1416 $J_{1100}$ James AnalysisOneIssue 3Operating discrete from a Las Caster for a Las Caster f		RA-76578	II-76TD	Ilavia	rgd	04jun02	
View         Line         Line <thline< th="">         Line         Line         <thl< td=""><td></td><td>RDPL-34146</td><td>II-76TD</td><td>Imtrec Aviation</td><td>BKK</td><td>18feb04</td><td>c/n confirmed; operator given as Lao Capricorn Air in a FJR ground log 01nov08; I/n SHJ 24oct09, still as</td></thl<></thline<>		RDPL-34146	II-76TD	Imtrec Aviation	BKK	18feb04	c/n confirmed; operator given as Lao Capricorn Air in a FJR ground log 01nov08; I/n SHJ 24oct09, still as
Schultz         Schultz <t< td=""><td></td><td>YA-KAN</td><td>II-76TD</td><td>Kabul Air</td><td>rgd</td><td>05oct09</td><td>with red titles on the forward fuselage and very large registration; f/n DXB 09nov09; l/n Al Udeid 26jun11;</td></t<>		YA-KAN	II-76TD	Kabul Air	rgd	05oct09	with red titles on the forward fuselage and very large registration; f/n DXB 09nov09; l/n Al Udeid 26jun11;
UP COV B							in all-white c/s, no titles; seen without registration OSS 07nov12
In any biology         17.2700 bio		YA-KAN	II-76TD	Kabul Air ?			photo of the rear of the aircraft only, in all-white c/s with grey undersides details from Ilyushin.org 26mar18; operator from russianplanes.net; reported stored TEQ in late 2020, in
BOLSA BART         CCCP-7627F         11.7640         Soviet AF/AFL (2)         Image: A display of the Amage: A di				Libyan AE - GNA	TEQ		in all-white c/s with grey undersides; I/n TEQ 22nov22, being worked upon
Upper Version         Upper Version         Attach         Upper Version         Upper Version </td <td>00424 40471</td> <td>-</td> <td></td> <td></td> <td>d/d</td> <td>-</td> <td>18mar24 and 07aug24 with the same call-sign; no serial is worn</td>	00424 40471	-			d/d	-	18mar24 and 07aug24 with the same call-sign; no serial is worn
on serial         V3000         First Akor, Ind.:         (b)         Outer State         Control First Akor, Ind.:         (b)         Outer State         (c)         Control First Akor, Ind.:         (c)	00434 49471					-	'CCCP-'
Accord 10:000         CCCP -VGAB UP, 74669         UP AVR UP, 74669         Since A //AL CP AVR AVRA         dial Avra Avra Ferret Streep Avra F							seen at Xian-Yanliang without titles and prefix, in the process of being converted to the static test airframe of the KJ2000 by the First Aircraft Institute
UP: 7408IP: 7408MathProgramProgram(0) 27.006ProgramDSouth AF/AP, C/SProgramDSouth AF/AP, C/S(0) 28.007ProgramDSouth AF/AP, C/SDProgramDDDD(0) 28.007ProgramDSouth AF/AP, C/SDProgramDDDDD(0) 28.007ProgramDDDProgramDD <tdd< td="">DDD</tdd<>				First Aircr. Inst.			Aircraft Institute' titles in English on the right-hand side and in Chinese on the left-hand side, institute's logo on fin; I/n jul09/oct19
Op/04/92/92         Op/24/92/92         Soviet AT MPL v/a         Usaming production signed (Lag C) and (Lag C)	00434 50476						
Bit All Mark         Bit Verbal         Shower AP/AR L (r)         Shower AP/AR L (r)         Shower AP/AR L (r)           6943         5044         CCCP 7581         77600         Sover AP/AR L (r)         Sover AP/AR L (r)         Sover AP/AR L (r)           6943         5044         Sover AP/AR L (r)           6943         5044         Sover AP/AR L (r)         Sover AP		UR-76580	II-76MD	Belbek 5P	LAD	09mar95	
OD434 60484         CCCP -2681         11-76HD         Sound M/AFL (c): Stan Autime         (d): Dealer         29Hbbbs         Imit 2 8H (1): print 1 4 per 107: print 1 for 1 4 per 107: prin 1 for 1 4 per 107: print 1 for 1 4 per 107: print 1	00434 50479	not known	II-76MD	Soviet AF/AFL c/s			and with Atlant titles and tail logo bleeding through; broken up before sep10 line # 37-10; was planned to be an ECM aircraft (izd. 176) based on the II-76MD; production completed in
EK-767.7(2)IP-7670South ArlinesD28195056c/rc/rc/rC/r	00434 50484	CCCP-76581	II-76MD	Soviet AF/AFL c/s	d/d	29feb84	
EP 457         II-76T0         Nutton Alv         DVC         max         200121 cmm 180012         Cmm 100000000000000000000000000000000000							c/n confirmed; see c/n 0073474216; current on Armenian register 01jan09 as such; in dark blue/white c/s;
BP-RUN         11-76TD         Popug Air         The         01/11/12         The		EY-637	II-76TD	Khatlon Air	DWC	may12	20jan12; canx 16apr12
0013 5049         CCCP-76583         II-76H0         Seviet AT/AL C/s Attent         mid         24fead Model           0013 5049         CCCP-76583         II-76H0         Seviet AT/AL C/s Attent         mid         24fead Model         mid         24fead Model           0013 5049         CCCP-76583         II-76H0         Seviet AT/AL C/s Model         4/d         24modf         24modf <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>07nov12/27sep17, stored</td>							07nov12/27sep17, stored
00434 50487         CCCP-76582         11-76400         Soviet AF/AFL (r/s UK-75832         minit a B-32-32 (r) minit number (r) mode			11 / 012	i ouyu Ali	iiiix	011110110	forward port fuselage; photo exists, date unknown in full Pouya c/s, fate ?; registration worn by an Emb-
UR-76582         II-76HD         Centre         O21         22mm37         Issed at Arysy: mer97; (In O21 B32497) as such; offeren for sale by Ukrainan privatisation agency in the instance of the instan	00434 50487						line # 38-02; rgd 11jun86; delivered to Artsyz; f/n Grossenhain 02jul91
00434 50491       CCCP-75583       II-76HD       Soviet AF/AFL (*, d)       d/d       29mark4       Ine # 38-03; (*, in ind Soviet AF, in out Soviet AF, in and S							based at Artsyz mar97; I/n OZH 28apr99 as such; offered for sale by Ukrainian privatisation agency
UR-7583         II-76HD         Allent         KPP         O3/J95         based at Atry: by mar3, construct by Availabily Ukrywir; (In as such RP 13may96); seen in here metal in an IF-37 seumonal 2010; converted to, see nort line.           UR-75833         II-76TD         Ukraine Government         KPP         segod         Attry: by mar3, construct by Availabily Ukrywir; (In as such RP 13may96); seen in here metal in an UF-37 seumonal arrant, but the project late failed and China have sing conversion as an IF-37 seumonal arrant, but the project late failed and China have sing conversion as an IF-37 seumonal arrant, but the project late failed and China have sing conversion as an IF-37 seumonal arrant, but the project late failed and China have sing conversion as an IF-37 seumonal arrant, but the project late failed and China have sing conversion as an IF-37 seumonal arrant, but the project late failed and China have sing conversion as an IF-37 seumonal arrant, but the project late failed and China have sing conversion as an IF-37 seumonal arrant, but the project late failed and China have sing conversion as an IF-37 seumonal arrant, but here and military roundels; in AN 21/31/31; repointed in Info the L c's with tiles and military roundels; in AN 21/31/31; repointed in Info the L c's with tiles and military roundels; in AN 21/31/31; repointed in Info the L c's with tiles and military roundels; in AN 21/31/31; repointed in Info the L c's with tiles and military roundels; repointed in Info the L c's with tiles and military roundels; in AN 21/31/31; repointed in Info the L c's with tiles and military roundels; repointed in Info the L c's with tiles and military roundels; repointed in Info the L c's with tiles and military roundels; repointed in Info the L c's with tiles and military roundels; repointed in Info the L c's with tiles and military roundels; repointed in Info the	00434 50491	CCCP-76583	II-76MD	Soviet AF/AFL c/s	d/d	29mar84	line # 38-03; c/n in old Soviet register as 0043450441 in error; delivered to Artsyz; rgd only 11jun86; f/n
UR-75583         II-76TD         Ukraine Government         KBP         sep06         and KBP 16marG7, carter large 'ukrynia' titles, with lat lurrer removed; i/n KBO DisluG7, ferried large 'ukrynia' titles, with lat lurrer removed; i/n KBO DisluG7, ferried large 'ukrynia' titles, with lat lurrer removed; i/n KBO DisluG7, ferried large 'ukrynia' titles, with lat lurrer removed; i/n KBO DisluG7, ferried large 'ukrynia' titles, with lat lurrer removed; i/n KBO DisluG7, ferried large 'ukrynia' titles, with lat lurrer removed; i/n KBO DisluG7, ferried large 'ukrynia' titles, with lat lurrer removed; i/n KBO DisluG7, ferried large 'ukrynia' titles, with lat lurrer removed; i/n KBO DisluG7, ferried large 'ukrynia' titles, with lat lurrer removed; i/n KBO DisluG7, ferried large 'ukrynia' titles, with lat lurrer removed; i/n KBO DisluG7, ferried large 'ukrynia' titles, with lat lurrer removed; i/n KBO DisluG7, ferried large 'ukrynia' titles, with lat lurrer removed; i/n KBO DisluG7, ferried large 'ukrynia' titles, with lat lurrer removed; i/n KBO DisluG7, ferried large 'ukrynia' titles, with lat lurrer removed; i/n KBO DisluG7, ferried large 'ukrynia' titles, with lat lurrer removed; i/n KBO DisluG7, ferried large 'ukrynia' titles, with lat lurrer removed; i/n KBO DisluG7, ferried large 'ukrynia' titles, with lat lurrer removed; i/n KBO DisluG7, ferried large 'ukrynia' titles, with large 'ukrynia'', with large 'ukrynia'', with large 'ukryni		UR-76583	II-76MD	Atlant	KBP	03jul96	based at Artsyz by mar97, operated by Avialiniyi Ukrayiny; I/n as such KBP 13may98; seen in bare metal
<ul> <li>6331</li> <li>B-76TD</li> <li>Chinese Air Force</li> <li>ph. 35(01)</li> <li>B</li> <li>B</li> <li>B</li> <li>B-76TD</li> <li>Chinese Air Force</li> <li>ph. 17eg12</li> <li>Control Air Control A</li></ul>		UR-76583	II-76TD	Ukraine Government	KBP	sep06	and KBP 18mar07; carried large 'Ukrayina' titles; with tail turret removed; I/n KBP 05jul07; ferried to Mykolayiv for maintenance jul07; sold to China Aviation Technology Corp and exported 14aug07 with a set
B         II-76TD         Chinese Air Force         ph.         172en12         Version painted as such, in civilian of a with titles and military roundels; serial obscured by the wing;           00434 50493         CCCP-76584         II-76MD         Soviet AF/AFL of s         ph.         april         on and such, in civilian of such, in civ		6331	II-76TD	Chinese Air Force	ph.	30jul08	later failed and China have since purchased II-78 aircraft from Ukraine at Hubei-Dangyang; c/n not confirmed, but very likely; in white c/s with two small blue cheatlines, no
21141         II-76TD         Chinese Air Force         ph.         apr13         cm         apr14         cm		В	II-76TD	Chinese Air Force	ph.	17sep12	probably became, see the next two lines
00434 50493       CCCP-76584       II-76MD       Soviet AF/AFLc/s       mfd       30ma94         00434 50493       CCCP-76584       II-76MD       Soviet AF/AFLc/s       mfd       30ma94         00434 50493       CCCP-76584       II-76MD       Tesis       mgd       20nov2       met # 38-04; regulation of the sale by Ukrainan privatisation agency 18ap01       met agency 11apd0; diverged to Artsy; f/n 20ap04; met and military         00434 51498       Ma-76:380(2)       II-76TD       Tesis       mgd       20nov2       met moved, acquired odu?; f/n TSN 01apr04; l/n BUD 15sep04; see (-n 1033418578         00434 51498       "46" red (1)       A-50       TANTK       d/d       30jum85       met # 38-05; tesi intract, opb TANTK at Taganrog; in Soviet Air Force (s; no reports; see (n 0033443258         00434 51498       "46" red (1)       A-50       TANTK       d/d       30jum85       me # 38-05; tesi intract, opb TANTK at Taganrog; in Soviet Air Force (s; no reports; see (n 0033443258         00434 51503       CCCP-76558       II-76MD       Ukraine AF, nft       C/d       30ma74         00434 51508       CCCP-76558       II-76MD       Soviet AF/AFLC/s       d/d       30ma74         00434 51508       CCCP-76558       II-76MD       Ukraine AF, nft       C/d       30ma74         00434 51508       Soviet AF/AFLC/s							became see next line
00434 50493       CCCP-76584       II-76M0       Soviet AF/AFL c/s       mfd       30mar44       line # 38-047; qot 11jun65; delivered to Artsyz; f/n Zerbst 02jun91         RA-76380(2)       II-76TD       Tesis       rgd       Quov02       Tesis		21141	1-7010	chinese Air Torce	pn.	api 15	roundels; I/n NAY 12jul14; repainted in light blue c/s with white undersides, with titles and military
R.A.76380(2)11-76TDTesis GomelaviaGod God200v0200434 51498"46" red (1)A-50TANTKgdd00434 51498"46" red (1)A-50TANTKgdd00434 51498"46" red (1)A-50TANTKgdd00434 51498"46" red (1)A-50TANTKgdd00434 51502CCCP-7658511-76MDSoviet AF/AFL c/sgdd00434 51503CCCP-7658511-76MDSoviet AF/AFL c/sgdd00434 51503CCCP-7658611-76MDSoviet AF/AFL c/sgdd00434 51508CCCP-7658611-76MDSoviet AF/AFL c/sgdd00434 51509SA-DNO11-76TDJamahiria ATgdd00434 51509SA-DNO11-76TDJamahiria ATgdd00434 51515SA-DNP11-76TDJamahiria ATgdd00434 51515SA-DNP11-76TDJamahiria A	00434 50493						line # 38-04; rgd 11jun86; delivered to Artsyz; f/n Zerbst 02jun91 based at Kryvy Rih mar97, opb Altoplan; l/n as such OST jul98; seen Kryvy Rih 26apr99, titles not
EW-243TH UN-76020II-76TDGomelavia Asia ContinentalGKE130ct06 BTS11teD700434 51498"46" red (1)A-50TANTKd/d30jun6500434 51498"46" red (1)A-50TANTKd/d30jun6500434 51503CCCCP-76585II-76MDSoviet AF/AFL c/sd/d30jun6500434 51503CCCCP-76585II-76MDSoviet AF/AFL c/sd/d30jun6500434 51503CCCCP-76586II-76MDSoviet AF/AFL c/sd/d30mar9400434 51503CCCP-76586II-76MDSoviet AF/AFL c/sd/d30mar9400434 51503CCCP-76586II-76MDSoviet AF/AFL c/sd/d30mar9400434 51508CCCP-76586II-76MDSoviet AF/AFL c/sd/d30mar9400434 51509GCCP-76586II-76MDSoviet AF/AFL c/sd/d30mar9400434 51509SA-DNOII-76MDSoviet AF/AFL c/sd/d30mar9400434 51509SA-DNOII-76TDJamahiria ATd/d19may9400434 51509SA-DNOII-76TDJamahiria ATd/d19may9400434 51509SA-DNOII-76TDJamahiria ATd/d19may9400434 51516SA-DNOII-76TDJamahiria ATd/d19may400434 51516SA-DNOII-76TDJamahiria ATd/d19may400434 51516SA-DNOII-76TDJamahiria ATd/d19may400434 51516SA-DNOII-76TDJamahiria ATd/d<		PA-76380(2)		Tesis	rad	2000/02	2,124 hours; converted to, see next line
00434 51498"46" red (1)A-50TANTKd/d30juns5Interpretation of the state of the s		EW-243TH	II-76TD	Gomelavia	GKE	13oct06	
00434 51498       "46" red (1)       A-50       TANTK       d/d       30jun65       Ine # 38-05; test alrcraft, opb TANTK at Taganorg; in Soviet Air Force c/s; this is probably the uncoded A-50 seen Taganorg- Yuzhny aug9/aug12         00434 51503       CCCP-75585       II-76MD       Soviet AF/AFL c/s       d/d       30mar64       Ime # 38-06; rgd 11jun66; delivered to Artsyz; f/n Alt Lönnewitz (Falkenberg) 05jun91         00434 51508       CCCP-75686       II-76MD       Ukraine AF, n/t       OZH       22mar97       Soviet AF/AFL c/s       d/d       30mar64       Ime # 38-06; rgd 11jun66; delivered to Artsyz; f/n Alt Lönnewitz (Falkenberg) 05jun91         00434 51508       CCCP-76586       II-76MD       Soviet AF/AFL c/s       d/d       30mar64       Ime # 38-06; rgd 11jun66; delivered to Zaporozhye; f/n BRU 23aug88       in basic exection c/s with tail logo and titles; based at Zaporozhye mar97, operated by Khors Air; 1/n         00434 51509       SA-DNO       II-76TD       Jamahiria AT       d/d       19may44       Ime # 38-07; rgd 12jet855; lel ercer dis 2jet855; lel ercer dis 2jet855; lel ercer dis 2jet855; l/n PRG 04aug86; seen stored at RKT jan04/feb04; see c/n 1003403063; l/n TIP         0434 51516       SA-DNO       II-76TD       Jamahiria AT       d/d       10mar45       Ime # 38-07; rgd 12jet855; l/n PRG 04aug86; seen stored at RKT jan04/feb04; see c/n 1003403063; l/n TIP         0434 51516       SA-DNP       II-76TD       all-white c/s, n		014-70020	11-7010	Asia Continental	013	TTIED07	left wing and wing root burnt away; wreck cannibalized by technicians flown in by II-76TD UN-76021
no codeA-50TANTKphotoopb TANTK at Taganrog; still in Soviet Air Force c/s; this is probably the uncoded A-50 seen Taganrog- Yuzhny aug99/aug1200434 51503CCCP-7658511-76MDSoviet AF/AFL c/s Ukraine AF, n/td/d30mar64Ine # 38-06; rgd 11jun86; dellvered to Artsyz; f/n Alt Lönnewitz (Falkenberg) 05jun9100434 51508CCCP-7658611-76MDSoviet AF/AFL c/s BK horo Aird/d30mar64Ine # 38-07; rgd 12feb85; dellvered to Zaporozhye; f/n BRU 23aug8800434 51509CCCP-7658611-76MDSoviet AF/AFL c/s BK horo Aird/d30mar64Ine # 38-07; rgd 12feb85; dellvered to Zaporozhye; f/n BRU 23aug8800434 51509SA-DNO11-76TDJamahiria AT Libyan Arabd/d19may94Ine # 38-07; rgd 12feb85; dellvered to Zaporozhye; f/n BRU 23aug8800434 51509SA-DNO11-76TDJamahiria AT Libyan Arabd/d19may94Ine # 38-07; rgd 12feb85; dellvered to Zaporozhye; f/n BRU 23aug8800434 51516SA-DNO11-76TDJamahiria AT Libyan Arabd/d19may94Ine # 38-07; rgd 12feb85; dellvered to Zaporozhye; f/n BRU 23aug8800434 51516SA-DNP11-76TDBamahiria AT Bal-with a ATd/d19may94Ine # 38-07; rgd 12feb85; dellvered to Zaporozhye; f/n BRU 23aug8800434 51516SA-DNP11-76TDBal-with a AT BRd/d19may94Ine # 38-07; rgd 12feb85; dellvered to Zaporozhye; f/n BRU 23aug84; seen rh 1003403063; l/n TIP 18aug0400434 51516SA-DNP11-76TDBal-with a AT BRd/d19may94Ine # 38-07; rgd 12feb86; dellvered t	00434 51498	"46" red (1)	A-50	TANTK	d/d	30jun85	line # 38-05; test aircraft, opb TANTK at Taganrog; in Soviet Air Force c/s; no reports; see c/n
00434 51503       CCCP-76585       II-76MD       Ukraine AF, n/t       K/v       O5jul96         00434 51508       CCCP-76586       II-76MD       Ukraine AF, n/t       O2H       22mar97         00434 51508       CCCP-76586       II-76MD       Soviet AF/AFL c/s       d/d       30mar84         00434 51508       CCCP-76586       II-76MD       Soviet AF/AFL c/s       d/d       30mar84         00434 51508       CCCP-76586       II-76MD       Khors Air       ATH       09may94       line # 38-03(r) rgd 12feb85; delivered to Zaporozhye; f/n BRU 23aug88         00434 51509       SA-DNO       II-76TD       Jamahiria AT       d/d       19may84       line # 38-03(r) fn PRG 10jan85         00434 51516       SA-DNO       II-76TD       Jamahiria AT       d/d       19may84       line # 38-03(r) fn PRG 10jan85         00434 51516       SA-DNO       II-76TD       all-white c/s, n/t       TIP       07nov05       seen MRS 20apr85; l/n PRG 10jan85         5A-DNP       II-76TD       Jamahiria AT       d/d       16may84       line # 38-03(r) fn PG 10jan85         00434 51516       SA-DNP       II-76TD       Jamahiria AT       d/d       16may84       line # 38-03(r) fn PRG 10jan85         00434 51516       SA-DNP       II-76TD       all-		no code	A-50	TANTK		photo	opb TANTK at Taganrog; still in Soviet Air Force c/s; this is probably the uncoded A-50 seen Taganrog-
76585II-76MDUkraine AF, n/tOZH22mar97based at Dzhankoi mar97; seen OZH 18may98/28pr99 without registration, but with '76585' on engine cover; seen Melliopal 27may92/03may1300434 51508CCCP-76586II-76MDSoviet AF/AFL c/sd/d30mar84line # 38-07; rgl 12feb85; delivered to Zaporozhye; fn BRU 23aug8800434 51509La-76MDUkraine Air ForceOZH28may02with ui, ln basic ex Aeroflot c/s with ex-khors Air tail logo and titles; based at Zaporozhye mar97, operated by Khors Air; /n OZH 28pr9900434 515095A-DNOII-76TDJamahiria ATd/d19may8EX-043II-76TDReem Airrgd02nov04operated arms flights from Tuzla-Dubrave to Rwanda according to official documents; canx 11may05; returned to Libyan00434 515165A-DNOII-76TDJamahiria ATd/d16may816may800434 515165A-DNPII-76TDJamahiria ATd/d16may81mag0/400434 515165A-DNPII-76TDJamahiria ATd/d16may81mag0/400434 515165A-DNPII-76TDJamahiria ATd/d16may81mag0/400434 515165A-DNPII-76TDJamahiria ATd/d16may81mag0/400434 515165A-DNPII-76TDJamahiria ATd/d16may81mag0/400434 51517CCCP-76587II-76TDJamahiria ATd/d16may81mag0/400434 51517CCCP-76587II-76TDJamahiria ATd/d16may81mag0/400434 51517CCCP-765	00434 51503						
00434 51508CCCP-76586II-76MDSoviet AF/AFL c/sd/d30mar84line # 38-07; rgd 12feb5; delivered to Zaporozhye; f/n BRU 23aug8800434 51509UR-76396II-76MDKhors AirATH09may94in basic ex Aeroflot c/s with tail logo and titles; based at Zaporozhye mar97, operated by Khors Air; //n OZH 28apr9900434 51509SA-DNOII-76TDJamahiria ATd/d19may48line # 38-08; f/n PKG 10jan855A-DNOII-76TDJamahiria ATd/d19may48line # 38-08; f/n PKG 10jan855A-DNOII-76TDall-white c/s, n/tTIP07nov05seen MRS 20apr85; l/n PKG 10jan855A-DNOII-76TDall-white c/s, n/tTIP07nov05seen fRS 20apr85; l/n PKG 10jan855A-DNPII-76TDall-white c/s, n/tTIP07nov05seen fRS 60aug11, operating 'GAK' flight, Global Aviation; seen Misurata 21may13, in same c/s with small Libyan flag; l/n MSQ 28nov16 as such; seen IST 18nov21, first sighting in five years; l/n MJI 17jun2300434 51516SA-DNPII-76TDJamahiria ATd/d16may845A-DNPII-76TDJamahiria ATd/d16may84may855A-DNPII-76TDJamahiria ATd/d16may84may850434 51517CCCP-76587II-76MDSoviet AF/AFL c/sd/d30mar840434 51517CCCP-76587II-76MDSoviet AF/AFL c/sd/d30mar840434 51523CCCP-76475II-76TDSoviet AF/AFL c/sd/d30mar840434 51523CCCP-76475II-76TDSoviet AF/AFL c/s <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>							
UR-76396II-76MDUkraine Air ForceOZH 28ap9900434 515095A-DNOII-76TDJamahiria ATd/d19may8410 404 515095A-DNOII-76TDJamahiria ATd/d19may8410 40 20mar25II-76TDJamahiria ATd/d19may8410 40 20mar25II-76TDJamahiria ATd/d19may8410 40 20mar25II-76TDII-76TDReem Airrgd10 40 20mar25SA-DNOII-76TDReem Airrgd10 40 20mar25SA-DNOII-76TDall-white c/s, n/tTIP10 40 45 15165A-DNPII-76TDJamahiria ATd/d10 434 515165A-DNPII-76TDJamahiria ATd/d10 434 515165A-DNPII-76TDJamahiria ATd/d10 434 515165A-DNPII-76TDJamahiria ATd/d10 434 51517CCCP-76587II-76TDJamahiria ATMRS10 434 51517CCCP-76587II-76TDLibyan Arab Al10 434 51517CCCP-76587II-76TDLibyan Arab Cargo10 434 51523CCCP-76475II-76TDSoviet AF/AFL c/s10 434 51523CCCP-76475II-76TD10 434 51523CCCP-76475II-76TD10 434 51523CCCP-7647511 -76TDArerofot10 434 51523CCCP-7647511 -76TDArerofot10 434 51523CCCP-7647511 -76TDArerofot10 44 51523CCCP-7647511 -76TDArerofot10 44	00434 51508						line # 38-07; rgd 12feb85; delivered to Zaporozhye; f/n BRU 23aug88
00434 515095A-DNO 5A-DNOII-76TD II-76TDJamahiria AT Libyan Arabd/d d/d Imanhiria AT Libyan Arab19may84 MLA O2mar55Imanhiria AT Correct00/mar55 Imanhiria AT Imanhiria AT Imanhiria AT Imanhiria AT A-DNO19may84 Imanhiria AT Amanhiria AT Imanhiria AT A-DNO19may84 Imanhiria AT Amanhiria AT A-DNO19may84 Imanhiria AT Amanhiria AT Amanhiria AT Imanhiria AT A-DNP1000000000000000000000000000000000000							OZH 28apr99
5A-DNOII-76TDLibyan ArabMLA02mar85seen MRS20apr85; I/n PRGVnRG04aug86; seen stored at RKT jan04/feb04; see c/n 1003403063; I/n TIPEX-043II-76TDReem Airrgd02nov0operated arms flights from Tuzla-Dubrave to Rwanda according to official documents; canx 11may05; returned to Libya5A-DNOII-76TDall-white c/s, n/tTIP07nov05seen FIR 06aug11, operating 'GAK' flight, Global Aviation; seen Misurata 21may13, in same c/s with small Libyan flag; I/n MSQ 28nov16 as such; seen IST 18nov21, first sighting in five years; I/n MJI 17jun2300434 515165A-DNPII-76TDJamahiria ATd/d16may84location not confirmed; in all-white c/s with 'Libyan Arab Air Jamahiria AT5A-DNPII-76TDLibyan Arab AirMRSmay85location not confirmed; in all-white c/s with 'Libyan Arab Air Jamahiria AT00434 51517CCCP-76587II-76TDLibyan Arab CargoSVO08apr91seen TIP jun99/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP Juctor039; fate unknown00434 51517CCCP-76587II-76TDSoviet AF/AFL c/sd/d30mar84line # 38-10; rgd 12feb85; delivered to Zaporozhye; f/n ORY 26oct90; I/n Jüterbog 199100434 51523CCCP-76475II-76TDVirainian Cargo AwSTN04apr01I/n SHJ 09feb03; I/n FII 11sep03, titles not reported00434 51523CCCP-76475II-76TDAFL/Privolzhsk-KUFmfd13apr84line # 39-01; d/d 26apr84; toc 22may84; rgd 31may84; f/n TAS 15sep8700434 51523CCCP-76475II-76TDAFL/Privolzhsk-KUF <td< td=""><td></td><td></td><td></td><td></td><td></td><td>-</td><td>08jul07, broken up after aug08 and before sep10</td></td<>						-	08jul07, broken up after aug08 and before sep10
EX-043       II-76TD       Reem Air       rgd       02nov04       operated arms flights from Tuzla-Dubrave to Rwanda according to official documents; canx 11may05; returned to Libya         5A-DNO       II-76TD       all-white c/s, n/t       TIP       07nov05       seen FJR 06aug11, operating 'GAK' flight, Global Aviation; seen Misurata 21may13, in same c/s with small Libyan flag; I/n MSQ 28nov16 as such; seen IST 18nov21, first sighting in five years; I/n MJI 17jun23         00434 51516       5A-DNP       II-76TD       Jamahiria AT       d/d       16may84       line # 38-09         5A-DNP       II-76TD       Jamahiria AT       MRS       may85       location not confirmed; in all-white c/s with 'Libyan Arab All ines' titles         5A-DNP       II-76TD       Jamahiria AT       MRS       may85       location not confirmed; in all-white c/s with 'Libyan Arab All ines' titles         5A-DNP       II-76TD       Libyan Arab Cargo       SVO       08apr91       seen TIP jun99/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP 31oct07/31oct09; fate unknown         00434 51517       CCCP-76587       II-76MD       Soviet AF/AFL c/s       (/d       30mar44       line # 38-10; rgd 12feb85; delivered to Zaporozhye; f/n ORY 26oct90; I/n Jüterbog 1991         UR-UCV       II-76TD       Ukrainin Cargo Aw       STN       04ay01       line # 38-10; rgd 12feb85; delivered to Zaporozhye; f/n ORY 26oct90; I/n Jüter	00434 51509						seen MRS 20apr85; I/n PRG 04aug86; seen stored at RKT jan04/feb04; see c/n 1003403063; I/n TIP
5A-DNO     II-76TD     all-white c/s, n/t     TIP     070v05     seen FJR 06auj011, operating 'GAK' flight, Global Aviation; seen Misurata 21may13, in same c/s with small Libyan flag; I/n MSQ 28nov16 as such; seen IST 18nov21, first sighting in five years; I/n MJI 17jun23       00434 51516     5A-DNP     II-76TD     Jamahiria AT     d/d     16may8       5A-DNP     II-76TD     Libyan Arab Al     MS     may85       5A-DNP     II-76TD     Libyan Arab Al     MS     may85       5A-DNP     II-76TD     Libyan Arab Al     MS     may85       5A-DNP     II-76TD     Libyan Arab Cargo     VO     08apr1       5A-DNP     II-76TD     Libyan Arab Cargo     SVO     08apr1       5A-DNP     II-76TD     Libyan Arab Cargo     SVO     08apr1       5A-DNP     II-76TD     Libyan Arab Cargo     SVO     08apr1       00434 51517     CCCP-76587     II-76MD     Soviet AF/AFL c/s     d/d     30mar84       UR-76397     II-76MD     Khors Air     U2     29mar94     with additional 'Air Nacoia' titles; based at Zaporozhye; f/n ORY 26oct90; I/n Jüterbog 1991       UR-UCV     II-76TD     United Nations     FIH     21feb04     opb Ukraine Cargo Airways; stored at OZH jun06; not in fleet list 01mar07; canx 01oct08; I/n mar10/15apr19 as such       00434 51523     CCCP-76475     II-76TD <td></td> <td>EX-043</td> <td>II-76TD</td> <td>Reem Air</td> <td>rgd</td> <td>02nov04</td> <td>operated arms flights from Tuzla-Dubrave to Rwanda according to official documents; canx 11may05;</td>		EX-043	II-76TD	Reem Air	rgd	02nov04	operated arms flights from Tuzla-Dubrave to Rwanda according to official documents; canx 11may05;
00434 51516       5A-DNP       II-76TD       Jamahiria AT       d/d       16may84       line # 38-09         00434 51516       5A-DNP       II-76TD       Libyan Arab AI       MRS       may85       location not confirmed; in all-white c/s with 'Libyan Arab Airlines' titles         5A-DNP       II-76TD       Jamahiria AT       MRS       may85       location not confirmed; in all-white c/s with 'Libyan Arab Airlines' titles         5A-DNP       II-76TD       Jamahiria AT       MRS       may85       location not confirmed; in all-white c/s with 'Libyan Arab Airlines' titles         5A-DNP       II-76TD       Libyan Arab Cargo       SVO       08apr91       seen TIP jun99/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP 310c07/310c109; fate unknown         00434 51517       CCCP-76587       II-76MD       Soviet AF/AFL c/s       d/d       30mar84       line # 38-10; rgd 12feb85; delivered to Zaporozhye; f/n ORY 26oct90; I/n Jüterbog 1991         00434 51517       CCCP-76587       II-76TD       Khors Air       LV       29mar94       with additional 'Air Nacoia' titles; based at Zaporozhye mar97, opb Khors Air; I/n BUD 20nov98       with additional 'Air Nacoia' titles; based at C2H jun06; not in fleet list 01mar07; canx 01oct08; I/n EH1 15ep03; titles not reported         00434 51523       CCCP-76475       II-76TD       AFL/Privolzhsk-KUF       mfd       13apr84       <		5A-DNO	II-76TD	all-white c/s, n/t	TIP	07nov05	seen FJR 06aug11, operating 'GAK' flight, Global Aviation; seen Misurata 21may13, in same c/s with small
5A-DNP     II-76TD     Jamahiria AT     PRG     06sep88     operated by the Libyan Air Force; equipped with 2 in-flight refuelling pods (developed by the West German company ITTL) around 1988/89; underwent successful refuelling trials e.g. with 2 "Mirage" F-1ADs before the programme was cancelled due to US pressure on ITTL; titles not visible on the photo with the pod seen TIP jun99/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP 30007/310c109; fate unknown       00434 51517     CCCP-76587     II-76MD     Soviet AF/AFL c/s     d/d     30mar84     line # 38-10; rgd 12feb85; delivered to Zaporozhye; f/n ORY 26oct90; I/n Jüterbog 1991       00434 51517     CCCP-76587     II-76MD     Khors Air     LUX     29mar94     with additional 'Air Nacoia' titles; based at Zaporozhye; mar97, opb Khors Air; I/n BUD 20nov98       0434 51523     CCCP-76475     II-76TD     Ukrainian Cargo Aw     STN     OH4701     /n SHJ 09feb03; J/n FIH 11sep03, titles not reported       00434 51523     CCCP-76475     II-76TD     AFL/Privolzhsk-KUF     mfd     13apr84     line # 39-01; d/d 26apr84; toc 22may84; rgd 31may84; f/n TAS 15sep87       00434 51523     CCCP-76475     II-76TD     Sarrafott     K/F     26apr39       0434 51523     CCCP-76475     II-76TD     AFL/Privolzhsk-KUF     mfd     13apr84     line # 39-01; d/d 26apr84; toc 22may84; rgd 31may84; f/n TAS 15sep87       0434 51523     CCCP-76475     II-76TD     Samara     f/n OST 24jan95;	00434 51516						line # 38-09
5A-DNP       II-76TD       Libyan Arab Cargo       SVO       08apr91       seen TIP jun99/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP Jun90/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP JUN90/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP JUN90/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP JUN90/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP JUN90/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP JUN90/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP JUN90/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP JUN90/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP JUN90/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP JUN90/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP JUN90/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP JUN90/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP JUN90/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP JUN90/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP JUN90/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP JUN90/26jun04, titles not reported; believed wfu (with the reported second matching as such matrix).         00434 51523       CCCP-76475       II-76TD       AFL/Privolzhsk-KUF       mfd       13apr84       line # 39-01; d/d 26apr84; toc 22may84; rgd 31may84; f/n TAS 15sep87     <							operated by the Libyan Air Force; equipped with 2 in-flight refuelling pods (developed by the West German company ITTL) around 1988/89; underwent successful refuelling trials e.g. with 2 "Mirage" F-1ADs before
00434 51517       CCCP-76587       II-76MD       Soviet AF/AFL c/s       // d       30mar84       line # 38-10; rgd 12feb85; delivered to Zaporozhye; f/n ORY 26ot:00; //n Ditterbog 1991         UR-76397       UR-76397       II-76MD       Khors Air       LUX       29mar94       with additional 'Air Nacoia' titles; based at Zaporozhye; mar97, opb Khors Air; //n BUD 20nov98         UR-UCV       II-76TD       Ukrainian Cargo Aw       STN       0449r01       // SHJ 09feb03; //n FIH 11sep03, titles not reported         00434 51523       CCCP-76475       II-76TD       AFL/Privolzhsk-KUF       mfd       13apr84       line # 39-01; d/d 26apr84; toc 22may84; rgd 31may84; f/n TAS 15sep87         0434 51523       CCCP-76475       II-76TD       Aeroflot       KIF       26apr39         RA-76475       II-76TD       Samara       tf       01jan95       f/n OST 24jan95; initially in basic ex Aeroflot c/s with titles, later repainted into red/white c/s with tail		5A-DNP	II-76TD	Libyan Arab Cargo	SVO	08apr91	seen TIP jun99/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP
UR-UCV         II-76TD         Ukrainian Cargo Aw         STN         04apr01         //n SHJ 09feb03; I/n FIH 11sep03, titles not reported           UR-UCV         II-76TD         United Nations         FIH         21feb04         opb Ukraine Cargo Airways; stored at OZH jun06; not in fleet list 01mar07; canx 01oct08; I/n mar10/15apr19 as such           00434 51523         CCCP-76475         II-76TD         AFL/Privolzhsk-KUF         Mfd         13apr84         line # 39-01; d/d 26apr84; toc 22may84; rgd 31may84; f/n TAS 15sep87           RA-76475         II-76TD         Samara         tf         01jan95         f/n OST 24jan95; initially in basic ex Aeroflot c/s with titles, later repainted into red/white c/s with tail	00434 51517						line # 38-10; rgd 12feb85; delivered to Zaporozhye; f/n ORY 26oct90; l/n Jüterbog 1991
00434 51523         CCCP-76475         II-76TD         AFL/Privolzhsk-KUF         mfd         13apr84         line # 39-01; d/d 26apr84; toc 22may84; rgd 31may84; rfn TAS 15sep87           RA-76475         II-76TD         Aeroflot         KUF         25apr93           RA-76475         II-76TD         Samara         trf         01jan95         f/n OST 24jan95; initially in basic ex Aeroflot c/s with titles, later repainted into red/white c/s with tail		UR-UCV	II-76TD	Ukrainian Cargo Aw	STN	04apr01	I/n SHJ 09feb03; I/n FIH 11sep03, titles not reported opb Ukraine Cargo Airways; stored at OZH jun06; not in fleet list 01mar07; canx 01oct08; I/n
RA-76475 II-76TD Samara trf 01jan95 f/n OST 24jan95; initially in basic ex Aeroflot c/s with titles, later repainted into red/white c/s with tail	00434 51523						

	EP-TPV RA-76847 4L-SKN	II-76TD II-76TD II-76TD	Payam Air Aviacon Zitotrans Sky Georgia	rgd no rgd	01jan00 reports jul10	f/n SHJ 13jan00; in basic ex Samara c/s and tail logo with Payam tiles; stored at KUF, seen jul04/dec05 based at KUF; current on Russian register nov09 f/n BTS 05apr11, in basic ex Samara c/s, no tail logo or titles, still wearing "EP-TPV" on top of starboard wing, repainted in white c/s with grey undersides and with titles; f/n HHN 21oct11 as such; damaged Erzurum, Turkey 30oct11, cockpit clipped by the wing of another II-76 EX-036 on landing, causing
00434 51528	CCCP-76476	II-76TD	AFL/InternatSVO	mfd	26apr84	extensive damage; seen nov18 stored, with parking fee debts of over 1 million eurors; still present 2022 (N39,96058 E41.18426); to be auctioned 22nov22; I/n 17dec22; by aug22 just the fuselage without the entire tailsection were left line # 39-02; d/d Z6apr84; toc 20jun84; rgd 29jun84; f/n AMS 27aug84; I/n SVO 16aug92
0015151520	RA-76476	II-76TD	Aeroflot Rus. Al	MST	02dec92	with grey tail; Coff renewal 21apr98; J/n OST 16aug00, reported by the crew that it was on its last flight and would be scrapped; seen SVO oct00/aug01, stored
	RA-76476	II-76TD	Airstars	rgd	12feb02	f/n DME 24apr02; basic ex Aeroflot c/s with titles and tail logo; offered for sale jul04 with t/t 25,878 hours; I/n ZIA 21aug11, engineless; seen ZIA aug12, bare metal without registration; seen ZIA 06mar13 all-white c/s, no titles; I/n ZIA 30aug13 as such
	EW-430TH	II-76TD	Ruby Star	ZIA	06aug14	c/n from ilyushin.org, in all-white c/s with grey undersides, no titles, small Belarus flag behind the cockpit; /n NEG 19aug15
	EW-395TH EW-395TH	II-76TD II-76TD	Ruby Star Trans Avia Export	MSQ trf	11nov15 dec16 ?	c/n from Ilyushin.org; in all-white c/s with grey undersides, no titles; l/n MSQ 24apr16 in all-white c/s with grey undersides, no titles; l/n MSQ 16apr19; reported opb Abakan Air jul19
	EW-395TH EW-395TH	II-76TD II-76TD	WFP Trans Avia Export	MSQ PEK	29aug21 04sep21	in all-white c/s with 'World Food Programme' titles and small 'Transaviaexport' titles on the lower forward fuselage in all-white c/s with grey undersides, no titles
	RA-76476	II-76TD	Abakan Avia	rgd	19sep22	f/n ZIA 23sep22, undertook test flights this date; CofR renewal 31oct22; in all-white c/s no titles; I/n LED 10may24
00434 51530	CCCP-76588 RA-76588	II-76MD II-76MD	Soviet AF/AFL c/s Atruvera	f/f Siv	20apr84 26oct94	line # 39-03; d/d 27apr84 to Artsy2; rgd 14jan87; f/n KBP 22aug91 Leased to Tupolev Aerotrans 30jan96, returned and stored Siverskaya 07may96; according OKB this was Melitopol based mar97; leased to Ros JCS sep99 and sold to them 30may00
	RA-76588 RA-76588	II-76MD II-76TD	Aeroflot c/s, n/t Rus	Pus OST	07aug99 03aug00	turret removed; w/o 14jul01 when crashed shortly after take-off from Chkalovskaya due to being overloaded by 15 tonnes and pilot error (early stabilizer trim change), experiments showed either of these factors singly would not have caused the crash, all 8 crew and 2 passengers killed; t/t 3,523 hours and 1,831 cycles
00434 52534	CCCP-76589 CCCP-76443	Il-76MD Il-76MD	Soviet AF/AFL c/s unknown	mfd rgd	29apr84 21sep92	line # 39-04; delivered to Melitopol; rgd 12feb85; f/n Eberswalde-Finow 01dec90 according to Russian register feb98 with owner given as 'Ukraine' and also mentioned in the MGA document; f/n LCA 24dec92, in Aeroflot c/s and titles; seen LTN 08jan93 opb Pacific Express; still 'CCCP-'
	UR-76443 UR-76443	II-76MD II-76MD	United Nations Atlant	rgd OST	26jan93 15nov94	17jul93, soc 06feb95, see rgd next line f/n NBO oct93; leased from Atlant; in all-white c/s with 'UN' titles; l/n NBO 03aug94 based at Melitopol mar97, opb Atlant; l/n Melitopol 29apr99; offered for sale by Ukrainian privatisation
	RA-76443	II-76MD	Atlant-Soyuz	Mho	jan06	agency 18apr01 with t/t 2,571 hours and 1,648 cycles reported by operator as ex UR-76443; no reports, but see next line
00534 52537	76443 "39" red	II-76MD A-50	Ukraine AF/AFL c/s Soviet AF/PVO	Mtp d/d	may07 31oct88	seen Melitopol 06aug08/14may13, with Atlant logo on tail, 'CCCP-', 'RA-' prefix and Aeroflot titles bleeding through; canx 21mar07 line # 39-05; delivered to èiauliai, late d/d; later to Beryozovka and still based there mar97; probably one
	"39" red	A-50	Russian Air Force	Iva	04apr04	of the eight uncoded A-50s seen at Ivanovo summer 1999 c/n not checked; l/n Ivanovo-Severny 19aug11/19aug17, stored
00434 52544	CCCP-76590 UR-76590 UR-76590	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s ATI Airlines Aeroflot c/s, n/t	d/d MST Krv	30may84 25mar96 17may98	line # 39-06; rgd 30jun87; delivered to Artsyz; f/n Sperenberg 07jul90 based at Kryvy Rih mar97, operated by Altoplan; I/n Kryvy Rih 05may98 seen Kryvy Rih 26apr99; seen Chuhuyiv aug05/aug10, CCCP- prefix still visible on tail; just CCCP- prefix
00434 52546	CCCP-76591	II-76MD	Soviet AF/AFL c/s	mfd	29may84	carried by aug12; l/n sep12 as such line # 39-07; d/d 29may84 to Artsyz; rgd 14jan87; f/n in (former) East Germany 05dec91
	RA-76591 RA-76591 RA-76591	II-76MD II-76TD II-76TD	Atruvera Rus Volga-Dnepr	SVO VKO DME	19sep93 06sep99 10aug03	based at Melitopol mar97; I/n VKO 06aug99 tail turret removed; I/n DME 25aug02 I/n TLS 24apr04; soc 24may05 as to Moldova
	ER-IBO EX-071	II-76TD II-76TD	Airline Transp.Inc white/grey c/s,n/t	rgd FRU	15jun04 aug05	f/n SHJ 18jul04, no titles; I/n SHJ 16mar05; 'Air Trans' badge since mid jan05; canx 10jun05 c/n confirmed; seen SHJ 14nov05 opb Tenir Airlines; in Air Almaty fleet list sep06; I/n DXB 17nov06, titles
	EX-071	II-76TD	Photros Air	DXB	24nov06	not reported reported 17jan07 in Chinese CAA documents as opb Tenir Air; I/n as such JNB 05jun07; seen JNB 31aug07 without titles; I/n KDH 16apr08 as such
	4L-GNI	II-76TD	Sakaviaservice n/t	MYP	08jul08	operator reported as Rus Aviation in FJR ground log dec08; according to Georgian CAA opb Sakaviaservice dec09; I/n SHJ 11sep10; crashed 28nov10 two minutes after take-off from Karachi Airport at 01:45am local; Georgian register 10jun13 gives operator as Sun Way and owner as AirTransInc, canx 15may11
00434 52549	CCCP-76492(1) CCCP-76492(1)	II-76MD II-76LL3	MAP LII Zhukovski MAP LII Zhukovski	d/d f/f	19jun84 26dec86	line # 39-08; delivered to Zhukovski; rgd 22feb85; see c/n 093418548 engine test-bed; in Aeroflot c/s; canx 31may87; used to test the D-90A (PS-90A) jet engine (for the II-96
	RA-76492(1)	II-76LL3	LII Zhukovski		photo	and Tu-204) until 1994; f/n ZIA 16aug92; l/n ZIA 23aug03 engine test-bed; prefix not confirmed; in Aeroflot c/s; used to test the NK-93 ducted propjet engine, f/f with a switched-off NK-93 29dec06; 'Aeroflot' titles and Soviet flag painted out by apr07; flight tests
	76492(1)	II-76LL3	LII Zhukovski	ZIA	19aug07	started 03may07 repainted in all-white c/s with 'Gromov Flight Research Institute' titles; named 'Mikhalych'; second test flight with the NK-93 engine conducted 15dec08; the NK-93 programme was terminated after only three test flights and the engine was to be removed by 14may09 on the basis of a decree dated 03apr09; used to test the Indian GTRE GTX-35VS 'Kaveri' get engine, carried additional 'GTRE-DRDO' titles during the test
						campaign; first test flight with the "Kaveri" conducted 03nov10; I/n as such ZIA 17feb17; used to test the TV-7-117ST turbo-prop engine (for the II-112V); f/n with this engine on position No. 2 ZIA 17jul17 and first test flight conducted 12sep17; used to test the exhaust assembly of an engine for a supersonic business jet on position No. 4; I/n ZIA 25jul21
00434 52555	CCCP-76592(1)	II-76MD	Soviet AF/AFL c/s		31may84	line # 39-09; delivered 31may84 to Artsyz, later Ivanovo based; rgd 30jun87; f/n in (former) East Germany 13jul91; see c/n 0083483502
	RA-76592(1) RA-76592(1)	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Spr VKO	14may94 19aug99	based at Pskov mar97; I/n SHJ 07apr99 in basic Aeroflot c/s, no titles; '224 LO' badge on fin, f/n as such VKO 18jun02; I/n CKL 23jul07; seen CKL 12mar09, without '224 LO' badge on fin; I/n Minsk-Machulishchi jan22
00434 53559	CCCP-76607 CCCP-76607	II-78 II-78MKI	Soviet AF/AFL c/s AK im. Ilyushina	d/d ph.	19jun84 05may12	line # 39-10; operated for a short time by 409 apsz at Uzyn; converted to, see below dynamic test airframe for this version; underwent fatigue trials with the Novosibirsk Scientific Research Institute (SibNLA) in 1990/2004; '76607' on wing visible on photo taken 05may12; the SibNLA demanded from AK im. Ilyushina and the Russian MoD to remove the airframe from its territory, but both denied
00434 53562	CCCP-76593 UR-76390	Il-76MD Il-76MD	Soviet AF/AFL c/s Atlant	d/d ZAG	12jun84 may94	ownership and a court ruled 10lpr13 that the owner of the airframe cannot be established line # 40-01; delivered to Artsyz; no reports based at Melitopol mar97; seen Melitopol 29apr99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,794 hours and 1,095 cycles; seen Melitopol may07, Aeroflot titles bleeding through; I/n
00434 53568	CCCP-76594 UR-76391	II-76MD II-76MD	Soviet AF/AFL c/s Atlant	mfd AMS	18may84 28nov93	Melitopol 27jul11/14may13, stored line # 40-02; delivered to Artsyz d/d 18jun84; rgd 30jun87; f/n flying over Kiev 22aug91
	RA-76391	II-76MD	Atlant	rgd	29jun94	according to Russian register and also mentioned in MGA document; no reports; in fleet list 29apr95; soc in 1995 ?, returned to Ukraine
	UR-76391	II-76MD	Atlant	Mtp	22mar97	based at Melitopol mar97; not in 1998 fleet list; seen Melitopol may98/apr99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,159 hours and 1,305 cycles; I/n Melitopol 27sep11, Atlant tail logo with very faded paint, stored
00434 53571	CCCP-76595 UR-76595	II-76MD II-76MD	Soviet AF/AFL c/s Atlant	d/d rgd	12jul84 26jan93	line # 40-03; delivered to Melitopol; f/n Zerbst 01jul91 f/n MSE 05oct95; based at Melitopol, opb Atlant mar97; canx 21mar97; seen Melitopol 29apr99 offered for sale by Ukrainian privatisation agency in 2005 with t/t 2,116 hours and 1,632 cycles; seen Melitopol Oбaug08, Aerofiot titles bleeding through; I/n 27sep11/14may13
00434 53575	CCCP-76477 RA-76477	II-76TD II-76TD	AFL/InternatSVO Aeroflot Rus. Al	mfd LUX	06jul84 28nov92	line # 40-04; d/d 26jul84; toc 11aug84; f/n ZRH 18aug84; rgd 24aug84; l/n SVO 11sep92
	RA-76477 RA-76477 RA-76477	II-76TD II-76TD II-76TD	ODA Aeroflot Rus. Al Ilavia	FRA SVO DME	06aug94 21aug95 05aug96	opb Overseas Development Agency, UK, with a 'Union Jack' on the tail with grey tail; I/n NKM 01dec95 I/n OST 30jul97; soc and canx 16oct98 as to Iran, but was still present on Russian register sep01 marked
	EP-ALE EP-ALE	II-76TD II-76TD	Atlas Air all-white	rgd RKT	01aug98 15apr01	'excluded, foreign work' f/n IST 12sep98; I/n SHJ 13mar01; leased from Ilavia I/n IST 24may01; probably one of four aircraft 'hijacked' 19jun01 and landed in Taraz (Kazakhstan) on a flight from Tehran to Bishkek, due to a financial dispute between Atlas Air and its trading partners; owner given as Gulf Sands, UAE
	9L-LCX ST-AQR	II-76TD II-76TD	all-white c/s, n/t all-white c/s, n/t	FJR SHJ	28dec01 20feb02	l/n SHJ 19jan02; still with EP-ALE on engine covers l/n JNB 13oct02; opb Aerolift
	ST-AQR ST-AQR	II-76TD II-76TD	Trans Attico Alfa	SHJ JUB	02dec02 17jun09	in white/light grey c/s; l/n FJR 31mar09, operational in white/light grey c/s; seen FJR dec12, stored; offered for sale on the internet may15; l/n FJR
00434 53577	"47" red	A-50	Soviet AF/PVO	d/d	09dec86	jun16/mar18, stored; I/n sep22, missing many parts line # 40-05; delivered to Vitebsk; transferred to Belarus and based at Vitebsk according to official mar97 list
	"47" red	A-50	Russian Air Force	Akc	14aug96	opb 2457 AB BP SRLDN at Ivanovo-Severny; carried a 'AB BP SRLDN' badge behind the cockpit; seen Ivanovo-Severny 04aug01/aug07
	"47" red RF-92957	A-50U A-50U	Russian Air Force Russian Air Force	TGK TGK	21may11 aug11	the first A-50U from series-conversion by TANTK im. Berieva also carried code "47" red; based at Ivanovo-Severny; with 'VVS Rossii' titles and Russian stars; h/o 31oct11; I/n OMS 18aug17; seen Kubinka 24aug18, now with 'VKS Rossii' titles; I/n Taganrog-Yuzhny
00434 53583	CCCP-76596	II-76MD	Soviet AF/AFL c/s	mfd	27jul84	2019 line # 40-06; delivered to Melitopol 23jul84; f/n SOF 13jun88

	76596	II-76MD	Ukraine AF/AFL c/s	Mtp	14sep96	still with 'Aeroflot' titles; based at Melitopol mar97; seen Melitopol 29apr99, wfu, CCCP- prefix overpainted; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,790 hours and 1,323 cycles; l/n
00434 53585	CCCP-76597	II-76MD	Soviet AF/AFL c/s	mfd	30jul84	27sep11/14may13; reported broken up in 2018 line # 40-07; delivered to Melitopol; no reports
	76597 76597	Il-76MD Il-76MD	Ukraine AF/AFL c/s Ukraine Air Force	Mtp Mtp	06jul96 07may97	I/n Melitopol 14sep96, still with 'Aeroflot' titles based at Melitopol mar97; in basic Aeroflot c/s, no titles; seen OZH 28may02; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,815 hours and 1,423 cycles; I/n OZH jul07/15apr19, 'CCCP-' prefix
00434 53591	CCCP-76598	II-76MD	Soviet AF/AFL c/s	d/d	30jul84	also visible line # 40-08; delivered to Artsyz; f/n in (former) East Germany 21dec91; l/n SVO 24jun92
	76598 76598	II-76MD II-76MD	Ukraine AF/AFL c/s Ukraine Air Force	Mtp Mtp	06jul96 07may97	still with 'Aeroflot' titles; I/n Melitopol 14sep96 based at Melitopol by mar97; in basic Aeroflot c/s, no titles; seen Melitopol 29apr99; offered for sale by
00434 53593	CCCP-76599(1)	II-76MD	Soviet AF/AFL c/s	d/d	08aug84	Ukrainian privatisation agency in 2005 with t/t 1,545 hours and 1,230 cycles; stored at OZH, seen jul07/15apr19, prefix 'CCP-' bleeding through line # 40-09; delivered to Artsyz, later Ivanovo based; f/n flying over Kiev 22aug91; I/n Sperenberg
00434 33393	RA-76599(1)	II-76MD	Russian AF/AFL c/s	Maw	04mar94	based at Taganrog mar97; I/n Novgorod-Krechevitsy 19aug03
00434 53597	RA-76599(1) RA-76599(1) CCCP-76609	II-76MD	Russian Air Force	CKL	01aug07	in basic Aeroflot $c/s$ , no titles; l/n Minsk-Machulishchi jan $22$ , prefix not visible on photo
00434 53597	UR-76609 76609	II-78 II-78 II-78	Soviet AF/AFL c/s Busol Airline no titles	d/d LAD	29sep84 09mar95	line # 40-10; delivered to Uzyn; opb 409 apsz at Uzyn; f/n Sperenberg 06oct90 based at Uzyn mar97; I/n Uzyn 25apr99; refuelling equipment removed confirmation without titles welcome; sold to Scimitar Systems S.A for \$ 3.733 million, see next line
	76609 7T-WIF	II-78 II-78	Algerian Air Force	Uzn d/d	27jun99 apr00	photo with refuelling equipment removed, opb 374 Sqn; underwent overhaul at 123 ARZ
						31aug99/06mar00; engine cover seen on 7T-WID FLL 04may01; seen DME 29jan09, version no longer painted on the left hand side; seen Boufarik aug10 with titles; photo sep23, with refuelling equipment
00434 54602	CCCP-76600	II-76MD	Soviet AF/AFL c/s	d/d	15aug84	under the wings; I/n 01nov24 in the flypast over Algiers line # 41-01; delivered to Artsyz; f/n IEV 22aug91
	UR-76392 UR-76392	II-76MD II-76MD	United Nations all-white c/s, n/t	NBO AMS	03sep93 20dec93	in basic ex Aeroflot c/s with large 'UN' on the forward fuselage and fin; I/n NBO nov93; leased from Atlant based at Melitopol mar97; I/n Melitopol 25aug97; owned by Atlant Ver Melitopol Care of the Melitopol 25aug97; owned by Atlant
00434 54606	UR-76392 CCCP-76601 UR-76601	II-76MD II-76MD II-76MD	Atlant Soviet AF/AFL c/s Centre	Mtp d/d OZH	06may98 24aug84 06jul96	//n Melitopol 19apr99 as such; //n Melitopol may07, titles not reported line # 41-02; rgd 02apr87; delivered to Artsyz; f/n Sperenberg 03may91 based at Kryvy Rih mar97; l/n 0ZH 26apr99 as such
00424 54611	76601	II-76MD	Ukraine AF/AFL c/s	Mtp	08jul07	prefix reported as such, prefix 'CCCP-' also visible; I/n Melitopol 07oct10/23jul13
00434 54611	CCCP-76602(1) 4K-78130	II-76MD II-76MD	Soviet AF/AFL c/s Aeroflot	d/d SHJ	29aug84 13sep93	line # 41-03; delivered to Artsyz, later Ivanovo based; f/n flying over Kiev 22aug91 still with 'Aeroflot' titles KBP 22sep94
	4K-78130 UR-78130	II-76MD II-76MD	Aeroflot c/s, n/t Aeroflot c/s, n/t	SHJ DXB	17jan95 18nov00	I/n KVD 16may96; Gyandzha based mar97; operated for Azerbaijan Air Force I/n SHJ 23jan01; ATI Airlines/'AHC'; in Azerbaijan register 12dec00 as UR-78130 !
	4K-78130 EX-78130	Il-76MD Il-76MD	Azerbaijan Al Click Airways	SHJ	09may01 2004	I/n DXB 10may04; still with 'ATI' titles and 'AHC'/Azerbaijan Al logo on the tail no longer in Chinese CAA approved fleet list oct06; probably one of the two stored at Baku-Qala since at
00434 54615	CU-T1258	II-76MD	Cubana	mfd	02sep84	least 2010 and broken up between oct18/feb19 line # 41-04; d/d 29sep84; seen ORY mar85; last overhaul completed 28may90; l/n AMS 03feb94
	CU-C1258 CU-C1419	II-76MD II-76MD	Cubana Cubana	HAV CDG	15nov96 18aug00	l/n HAV 24apr00 flew Gander-Ivano-Frankovsk 09nov01; t/t 6,235 hours 1.952 cycles; not in fleet list 04feb02
	ER-IBE	II-76TD	Aerocom, n/t	rgd	16may02	f/n BTS 14jun02 in all-white c/s, grey undersides with red cheatlines (partial ex Cubana scheme); operated by Jet Line and in fleet list 28apr05; for sale on web jul05 with t/t 6,881 hours and 2,148 cycles for \$ 1,700,000; canx 05jul06 as to Angola; I/n LAD 22jul06
	D2-FCO	II-76TD	white/blue c/s n/t	LAD	25oct06	c/n not confirmed; no turret, red paint at top of rudder suggests this may be ex ER-IBE; seen LAD 30oct11; l/n LAD jun14/dec14, wfu; broken up by aug15
00434 54618	"33" red "33" red	A-50 A-50	Soviet AF/PVO Russian Air Force	d/d Kln	27may87 10sep95	line # 41-05; delivered to èiauliai (late d/d); based at Beryozovka by mar97 opb 2457 AB BP SRLDN at Ivanovo-Severmy; carried an 'AB BP SRLDN' badge behind the cockpit; seen
	"33" red	A-50U	Russian Air Force		21may11	Ivanovo-Severny 26may99/06aug06 the second A-50U from series-conversion by TANTK im. Berieva at Taganrog (conversion started in early
						2011); seen Taganrog dec12 on a test-flight, partially repainted in grey c/s and with 'VVS Rossii' titles on the fin
	RF-50602	A-50U	Russian Air Force	TGK	feb13	also carried code "33" red; in dark grey c/s with 'VVS Rossii' titles and Russian stars; officially h/o to the Russian Air Force after the conversion apr13 (as the 2nd A-50U); pob adpbsdrio 610 TSBPIPLS at Ivanovo- Severny from apr13; named 'Vladimir Ivanov' since late 2015; seen Rostov-na-Donu Tsentralny now with NVC Dervici hebro 1: 0001 to the inclusion because the conversion of the conversion of the conversion of the conversion apr13 (conversion of the conversion apr13) and the conversion of the conversion apr13 (conversion apr13) (con
00434 54623	CCCP-76603(1)	II-76MD	Soviet AF/AFL c/s	mfd	29jul84	'VKS Rossii' titles; l/n 2021 location unknown line # 41-06; delivered 31aug84 to Artsyz; f/n Sperenberg 24apr91; l/n Krzywa 18feb92
	UR-76603(1) UR-76603(1)	II-76MD II-76MD	Air Service Atlant	Mtp Mtp	14sep96 22mar97	based at Melitopol mar97; I/n Melitopol 29apr99; offered for sale by Ukrainian privatisation agency
	UR-CBR	II-76TD	Ukr. Air Alliance	BRQ	14jul03	18apr01 with t/t 1,405 hours carried additional 'Kyrgyzstan Airlines' titles; photo FRU 26sep03 with just 'UAA' titles on port side; l/n BUD
	ER-IBR	II-76TD	Airline Transp.Inc	rgd	20jan04	01oct03 in all-white c/s, no titles; f/n BTS 10mar04; last F1 check completed 20sep04; l/n SHJ 04mar05; w/o
						23mar05 on a flight from Mwanza (Tanzania) via Khartoum to Osijek (Croatia) with a cargo of fish when the crew did not monitor the altitude after take-off from Mwanza at night and the aircraft hit the surface of Lake Victoria at 317 km/h 1.71 km beyond the end of runway 30, all 8 crew killed; t/t 2,615 hours and 1,548 cycles; canx O7jun06
00434 54625	CCCP-76604	II-76MD	Soviet AF/AFL c/s	d/d	27sep84	line # 41-07; rgd 14jan87; delivered to Melitopol; f/n CGN 10jan91; Ukurei based probably end 1991 until mid 1993 ?
	RA-76604	II-76MD	Russian AF/AFL c/s	Ors	21apr97	based at Orenburg mar97; I/n Orenburg-2 (Southwest) 29aug04; canx but date unknown; I/n Staraya Russa 03mar11, undergoing rework
	RA-76604 RF-76604	II-76MD II-76MD	Russian Air Force Russian Air Force	Sty Sec	2011 16mar16	in basic Aeroflot c/s without titles and equipped with guns; I/n SVX 28jun14 in basic Aeroflot c/s without titles; I/n OVB 27jun20
00434 54631	CCCP-76605 RA-76605	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d KLD	25sep84 05may94	line # 41-08; rgd 14jan87; delivered to Mellopol; f/n in (former) East Germany 12oct90 Tver based mar97; seen KLD 01sep07; canx but date unknown; l/n KLD apr14/apr15, stored
00434 54633	RF-76605 CCCP-76606	II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s	ph. mfd	jan19 15oct84	location withheld; I/n Ryazan-Dyagilevo jun21 line # 41-09; d/d 16oct84; opb 363 vtap at Krivoi Rog; rgd only 23mar89; f/n CKL 09apr91; trf to the
00-34 34033						Ukrainian Air Force in 1992
	UR-76316	Il-76MD	Liana	VKO	28sep93	in basic Aeroflot c/s with 'LANA' (sic) titles and logo; based at Kryvy Rih and opb Liana by mar97; Liana ceased operations in 1997; seen Kryvy Rih 17may98, stored; offered for sale by the Ukrainian privatisation agency 18apr01 with t/t 2,261 hours and 1,488 cycles, but could not be sold; sat wfu at OZH, seen jul07/apr19 and seen at an early stage of scrapping jan20
00434 54640	CCCP-76610 UR-76610	II-78 II-78	Soviet AF/AFL c/s BSL Airline	d/d Uzn	29dec84 10may98	line # 41-10; delivered to Uzyn; photo 1989 based at Uzyn mar97; refuelling equipment removed; I/n Uzyn 02may99; sold to Scimitar Systems S.A for
	7T-WIL	II-78	Algerian Air Force	d/d	jun99	5.1.921 million, see next line f/n TMR oct02, c/n confirmed from slide; opb 374 Sqn; seen oct03; l/n Boufarik 20apr14, in very faded c/s
00434 54641	5A-DNQ	II-76TD	Jamahiria AT	d/d	10oct84	and probably has not flown for many years; visible on GE (N36.541939, E2.868022), still visible sep20 line # 42-01; in all-white c/s; f/n PRG 05apr85; photo without titles, FRA 21may88; seen LWO 06aug05
00434 34041	SA DIQ	11 / 010		u/u	1000004	and MRS 15/mar07, again with titles; dbr probably oct07 in a hard landing at Bamako Mali, nose-gear collapsed, nose section and loading ramp damaged; sat in this condition on a taxiway, seen 17oct/15nov07; seen 08apr08 with engines removed, being slowly cannibalized and scrapped
00434 54645	5A-DNV	II-76TD	Jamahiria AT ?	d/d	24oct84	line # 42-02; the Ilyushin OKB listing dated mar97 gives this registration, c/n and d/d (and was at TAPO in 1990 according to this listing), but there are no sightings of 5A-DNV as an II-76; which was known to have
						been an An-26 c/n 12301 by 1990; it may perhaps be possible that SA-DNV was re-registered SA-DNV de to a clash with the An-26 or is simply given in error in the OKB listing; the Libyan CAA report this c/n
		11 7 ( T D	Liberra Arrah	DDC	20+07	as 5A-DNU and c/n 0043454651 as 5A-DNW, with no mention of 5A-DNV
	5A-DNW	Il-76TD	Libyan Arab	PRG	29oct87	c/n not confirmed; the Ilyushin OKB listing and BASCO have no details of this registration in their files; damaged 15apr86 whilst parked at Tripoli IAP after it was hit by Mk.82 AIR bombs which were released by F-111F s/n 71-0893 (call-sign 'Puffy-11') of the 492nd TFS, 48th TFW of the US Air Force; reported repaired and flown back to the Soviet Union via Prague 29oct87; also reported TIP jun99 and TIP feb00,
00434 54651	5A-DNU	II-76TD	Jamahiria AT ?	d/d	30oct84	status and titles not noted line # 42-03; the Ilyushin OKB listing dated mar97 gives this registration, c/n and d/d; the Libyan CAA
	5A-DNU	II-76TD	Libyan Arab Cargo	MLA	09jun00	report his (n as 5A-DNW and c/n 0043454645 as 5A-DNU ! in all-white c/s, no titles; with a LCR call-sign this date
	5A-DNU	II-76TD	Libyan Afr. Air Tr	MAD	03oct03	and CAI 26oct03; port undercarriage damaged, Bobo Dioulasso 11jul04 on landing, photo exists as such nov04; seen TIP 31oct07, all white c/s, serial faded/removed; I/n AMM may08, titles not reported
00434 55653	CCCP-76611 UR-76393	II-76MD II-76MD	Soviet AF/AFL c/s Atlant	mfd BTS	29oct84 jan94	line # 42-04; delivered to Melitopol 30oct84; f/n in East Germany before 1990
	UR-76393 UR-76393 UR-76393	II-76MD II-76MD II-76MD	Red Cross Ukraine AF, n/t	SHJ Mtp	06feb94 14sep96	leased from Atlant; in all white c/s with Red Cross on the fuselage and fin; I/n NBO 03aug94 based at Melitopol mar97; seen Melitopol 29apr99; offered for sale by Ukrainian privatisation agency
00424 55000					-	18apr01 with t/t 2,454 hours; I/n Melitopol may07
00434 55660	CCCP-76612 RA-76612	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Tgr	31oct84 20jun99	line # 42-05; delivered to Melitopol; f/n LED 31aug91 based at Taganrog mar97; seen Taganrog-Tsentralny 31aug04; featured in tender issued 04apr07; l/n Staraya Russa 11may11 on overhaul
	RA-76612 RF-76612	II-76MD II-76MD	Russian Air Force Russian Air Force	Tgr BQT	dec11 12jun17	in basic Aeroflot c/s, no titles; I/n Kubinka 10sep16 in basic Aeroflot c/s, no titles; seen Ryazan 25may18, in water bomber configuration; I/n VKO apr19; seen
00434 55664	CCCP-76613	II-76MD	Soviet AF/AFL c/s	d/d	20oct84	Rostov-na-Donu Tsentralny mid 2020 showing RA- under its wings but registration on the tail not visible line # 42-06; delivered to Melitopol, later Ukurei based; f/n Sperenberg 27aug91
	RA-76613 RA-76613	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Ors Ors	21apr97 21oct11	based at Orenburg mar97; I/n SVX 23jun06 with titles; photo Staraya Russa 13apr11 undergoing rework in basic Aeroflot c/s, no titles, equipped with guns; I/n OVB oct14
00434 55665	RF-76613 CCCP-76614	II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s	CKL mfd	jun15 28oct84	in basic Aeroflot c/s, no titles, equipped with guns; I/n OVB 10aug16 line # 42-07; delivered to Melitopol; rgd 14jan87; f/n ZRH 06jan89
	UR-76614 UR-76614	II-76MD II-76MD	UNHCR Skylink	SJJ OST	may94 25jul94	with Canadian flag; leased from Atlant

	UR-76614	II-76MD	Ukraine AF, n/t	Mtp	25aug97	based at Melitopol mar97; seen Melitopol 29apr99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,374 hours and 1,585 cycles; seen Melitopol 06aug09, all-white c/s, no titles, wfu, 'UN'
00434 55672	CCCP-76615	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d	30oct84	still visible under paint; I/n 27sep11/14may13, stored; reported broken up jul18 line # 42-08; delivered to Tartu; f/n Grossenhain 24dec90
	RA-76615 RA-76615 RF-76615	II-76MD II-76MD II-76MD	Russian Ar/AFL C/S Russian Air Force Russian Air Force	KLD CKL ph.	05may94 may10 05may15	based at Tver by mar97; I/n KLD 01sep07 equipped with guns; opb 708 vtap at Taganrog-Tsentralny; in basic Aeroflot c/s, no titles; I/n OVB 06feb15 with Russian Stars on the tail; I/n LED 25mar21
00434 55676	CCCP-76616	II-78	Soviet AF/AFL c/s	mfd	31mar85	line # 42-09; d/d 31mar85 to Uzyn; seen Sperenberg 05oct91, in Aeroflot c/s and titles with Soviet flag, registration painted out on the tail, 'CCCP-' still on the top of the port wing, with call-sign '76616' this date; seen again as CCCP-76616 Engels 13aug96; code "53" blue was reportedly assigned, see c/n340727
	RA-76616 "53" blue	II-78 II-78	Russian AF/AFL c/s Russian Air Force	Eng Rzd	12aug99 09may10	for which no confirmedfate is known and also two lines down; also see "616" black c/n 063407185 based at Engels mar97; I/n CKL 28may01, titles not reported reportedly opb 203 oapsz at Ryazan; details from russianplanes.net; seen Ryazan-Dyagilevo 06may15,
00434 55677	CCCP-76617	II-76MD	Soviet AF/AFL c/s		bef.'90	stored; I/n Ryazan-Dyagilevo 23aug18, as such; see c/n 1013407227 line # 42-10; c/n not confirmed and not mentioned in the Ilyushin OKB line-number list mar97; it is reported that this line-number was planned to be built originally as an ECM aircraft (izd. 176) based on the II-76MD, delivered to Krivoi Rog and to have undertaken some tests at Kirovskoye, presumably only completed with some of the equipment; f/n in (former) East Germany, exact date and location unknown;
	UR-76441 UR-76441	II-76MD II-76MD	Tristar Airways Avilond	OSR OST	07mar95 24jun95	see next line c/n confirmed operated an Icar Airlines (ICR) flight this date
	UR-76441 UR-76441	II-76MD II-76MD	Romoco Cargo SA Avilond	JNB Kke	aug95 24aug97	Inally departed 17apr96, leased from Avilond //n Kirovskoye 07may98; subsequent fate ?
00434 55682	CCCP-76618 UR-76618	II-76MD II-76MD	Soviet AF/AFL c/s Lana	d/d OST	29dec84 06feb95	line # 43-01; delivered to Kryvy Rih; rgd 23mar89; f/n Gross Dölln 13jul91 I/n SXF 20jul95 with titles; based at Kryvy Rih mar97, opb Lana; was reported without registration
	76618	II-76MD	Ukraine Air Force	OZH	28may02	17may98; I/n Kryvy Rih 26apr99 in basic ex Aeroflot c/s, no titles; offered for sale by Ukrainian privatisation agency in 2005 with t/t 2,249
00434 55686	CCCP-76619 UR-76320	II-76MD II-76MD	Soviet AF/AFL c/s Lana	mfd OST	29nov84 20apr95	hours and 1,436 cycles; seen OZH 08jul07/15apr19, CCCP- prefix bleeding through on the tail line # 43-02; delivered to Kryvy Rih 29dec84; rgd only 23mar89; f/n LCA 16jul90 based at Kryvy Rih mar97; I/n Kryvy Rih 17may98; offered for sale by Ukrainian privatisation agency
	UR-UDB	II-76MD	Ukrainian Cargo Aw	КВР	31may02	18apr01 with t/t 1,950 hours stored as of jun06; not in fleet list 01mar07; seen OZH jul07/oct10; canx 13aug08; registration removed
00434 56692	CCCP-76620	II-76MD	Soviet AF/AFL c/s	mfd	26dec84	but still readable when seen stored OZH 25sep12/02aug18 line # 43-03; delivered to Kryvy Rih; rgd 23mar89; f/n KBP 22aug91
	UR-76620	II-76MD	Volare logo, n/t	DXB	16nov95	based at Kryvy Rih mar97, opb Volare; I/n OST 14may99 with small blue badge on tail; not in Volare fleet list mar00
	UR-UCL UR-UCL	II-76MD II-76TD	United Nations	SEZ PED	18jun00 22jun04	operated by Ukraine Cargo Airways; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,021 hours; converted to, see next line variated activity 1751/160214
	UR-UCL	II-76TD	United Nations Ukrainian Cargo Aw	OZH	07jul07	version painted as just II-76; I/n OZH 28dec04 still with UN-WFP titles; stored at OZH jun06; not in fleet list 01mar07; canx 01oct08, with version given as such; seen OZH may10/aug10; I/n OZH 22sep10/03aug18 with serial removed; reported in the process of being broken up feb19
00434 56695	CCCP-76621	II-76PS	Soviet AF/AFL c/s	f/f	18dec84	line # 43-04; c/n and line # not confirmed for this registration, but very likely; this c/n is mentioned in bulletin 1603-BUV as not being applicable to that bulletin; SAR version with a droppable "Fregat" life-boat; 'II-76MD' on nose; project closed down 07apr89 (ironically the day the submarine "Komsomolets" sank); wfu with only about 300 cycles; photo 1991 at Lugansk; used as ground instructional airframe by the technical school at Lugansk; I/n apr99; preserved in Lugansk-Ostraya Mogila Aircraft Plant Museum
00434 56700	CCCP-76493 CCCP-76493	II-76TD II-76TD	MAP Voronezh APO Pacific Express	d/d AKL	29dec84 29jun92	(N48.527216 E39.384045) jun08/nov13 line # 43-05; rgd 06mar85; in Aeroflot c/s; f/n FRA 25dec90; l/n SVO 08apr91 leased from Voronezh Aviation Production Association; l/n MEL 27jul92; in basic ex Aeroflot c/s, white tail
	RA-76493 RA-76493	II-76TD II-76TD II-76TD	Aeroflot c/s, n/t Atlant-Soyuz	OST rgd	28aug93 21feb00	//n SHJ 08oct99: reported for Voronezh Aviation Production Association f/n DE 22jul02; /n Voronezh-Pridacha 08aug01
	RA-76493 RA-76493	II-76TD II-76TD	Titan Aero Volga-Dnepr	rgd rgd	25dec01 21jun04	f/n DME 15jan02; in basic ex Aeroflot c/s, white tail; l/n ZIA 23aug03 f/n GYD jun04; l/n FJR 04may09
	4L-FFF	II-76TD	Eastern Exp. Geor.	รัษว	15sep09	opb Eastern Express Georgia in basic ex-Aeroflot c/s, no titles; renamed Skyway and in official document dec09 as such; I/n DXB 02jul10
	UP-17643	II-76TD		rgd	<jul11< td=""><td>f/n OSS 12jul19; in all-white c/s with grey undersides, no titles; c/n confirmed by Kazakhstan CAA, see next line</td></jul11<>	f/n OSS 12jul19; in all-white c/s with grey undersides, no titles; c/n confirmed by Kazakhstan CAA, see next line
00534 57702	ER-IAA CCCP-76622	II-76TD II-76MD	Jet Star Soviet AF/AFL c/s	no d/d	reports 31jan85	current on register 19apr13; canx before 12dec13, marks ntu, see previous line line # 43-06; delivered to Melitopol; f/n in East Germany before 1990
	UR-76622 UR-76622 76622	II-76MD II-76MD II-76MD	Atlant Air Service Ukraine Air Force	SHJ OST OZH	01feb94 26oct96 08jul07	based at Melitopol mar97; I/n Melitopol 29apr99 with Ukraine badge on tail, CCCP- prefix still visible; seen OZH 06aug08/15apr19 with CCCP- bleeding
00534 57705	CCCP-76623	II-76MD	LII Zhukovski	d/d	31jan85	line # 43-07; delivered to Zhukovski; rgd 25dec87; f/n SVO 23apr89; Aeroflot c/s, still CCCP- 15may93;
	RA-76623	II-76MD	LII Zhukovski	ZIA	03sep93	became a prototype for the demilitarised II-76MD designated II-76MDP Aeroflot c/s; water bomber; reported for Gromov Air; extinguished a fire in an ammunition depot Vladivostok 15may92; Chkalovski based mar97; seen Staraya Russa 07aug99 and again BKA 29jul00 with wings removed !; soc 01jul01 as life-time expired; canx 16oct01; I/n Staraya Russa auq02/sep02 with
00534 57710	CCCP-76624 UR-76624	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d OST	28feb85 05jul96	many parts missing, scrapped line # 43-08; rgd 14jan87; delivered to Melitopol; f/n Sperenberg 25may91 based at Melitopol mar97; in basic ex Aeroflot c/s, no titles or flag; seen Melitopol 06may98; l/n Melitopol
	76624	II-76MD	Ukraine Air Force	OZH	08jul07	28mar02 in basic ex Aeroflot c/s, no titles or flag with faded UR- prefix bleeding through, wfu; I/n OZH
00534 57713	CCCP-76625	II-76MD	Soviet AF/AFL c/s	d/d	31jan85	27jul11/15apr19, as such line # 43-09; rgd 14jan87; delivered to Melitopol; f/n CGN 02feb91
	UR-76321 76321	II-76MD II-76MD	Atlant Ukraine AF, n/t	rgd Mtp	26jan93 27may02	f/n AMS 29sep93; based at Melitopol mar97, operated by Atlant; I/n Melitopol 29apr99; canx 21mar97 with 'CCCP-76625' still on top of wings; I/n Melitopol 29aug10
00534 57720	CCCP-76626 CCCP-76423	II-76MD II-76MD	Soviet AF/AFL c/s Aeroflot	d/d JNB	31jan85 24apr93	line # 43-10; rgd 14jan87; delivered to Melitopol; f/n ADD apr89 //n JNB 05may93; officially rgd 26jan93 as UR-
	RA-76423 UR-76423	II-76MD II-76MD II-76MD	Atlant Atlant	rgd Mtp	29jun94 06may98	f/n OST 25jul94; I/n MST 16jan95; in fleet list 29apr95; soc and canx 08aug95 as to Ukraine based at Melitopol mar97 operated by Atlant; officially canx 21mar97; I/n Melitopol 29apr99 I/n Melitopol 22iun11
00534 58722	76423 K2661	II-76MD II-76MD	Ukraine AF, n/t Indian Air Force	Mtp d/d	27may02 28feb85	I/n Meintopol 22/0111 line # 44-01; f/n BKA 24aug95; coded 'A' 44 sqdn; seen KBP 11sep96 coded 'Y'; l/n IXC 12jan00 as such; seen NAG mar06, no code and in light grey c/s; seen ZIA 26feb15, as such; l/n Leh apr17
00534 58725	KI2661 K2662	II-76MD II-76MD	Indian Air Force Indian Air Force	ph. d/d	06oct22 30mar85	in a flypast over Chandigarh, serial not visible in the photo line # 44-02; f/n BOD jul85; seen AGR 11mar98 and nov01, coded 'B', 44 sqdn; seen DME 10jul08, as
00524 50721	KI2662	II-76MD	Indian Air Force	ZIA	aug18	such without tail turret; I/n Bangalore-HAL 24may13 still coded 'B' still coded 'B'; I/n CGK 29may21; I/n IXC 27oct24 uncoded
00534 58731 00534 58733	K2663 CCCP-76627	II-76MD II-76MD	Indian Air Force Soviet AF/AFL c/s	d/d d/d	31mar85 28feb85	line # 44-03; f/n CAI jun86; seen AGR 11mar98 and nov01, coded 'C', 44 Sqn, named 'Bharani'; seen NAG mar06, no code; I/n DME 03dec14, as such; seen ZIA 21aug15, coded 'C'; I/n DMK 18jun21 line # 44-04; rgd 14jan87; delivered to Melitopol; f/n Zerbst 02dec90
	UR-76317	II-76MD	Atlant	rgd	26jan93	f/n Melitopol 06jul96; based at Melitopol mar97, opb Atlant; l/n Melitopol 06may98; seen Melitopol 29apr99, titles not reported; canx date given as per UR-UCW
	UR-UCW	II-76TD	United Nations	ACC	12jun04	opb Ukraine Cargo Airways; in all-white c/s; in Ukraine Cargo Airways fleet list janO2 and 01marO7; I/n as such NBO 09decO5; seen KBP 10junO6 in all-white c/s without titles, stored; seen as such OZH 08jul07/15apr19; was canx 30apr09
00634 58738	"48" red	A-50	Soviet AF/PVO	d/d	30sep86	line # 44-05; late d/d; delivered to Vitebsk according to the mar97 list, but reportedly operated by the otryad at Ukurei and detached to Vitebsk most of the time; photo exists
	"48" red	A-50	Russian Air Force	Kln	02sep97	based at Pechora-Beryozovka mar97; photo exists with '8738' on engine cover; l/n Ivanovo-Severny 08may15, stored
00534 58741	CCCP-76628 UR-76628	Il-76MD Il-76MD	Soviet AF/AFL c/s Ukraine Air Force	mfd trf	28feb85 1992	line # 44-06; opb 363 vtap at Kryvy Rih; rgd 23mar89; f/n BOJ 15jul90; l/n Sperenberg oct91 in basic Aeroflot c/s, no titles; f/n Kryvy Rih 05jul96; based at Kryvy Rih by mar97, operated by Avialiniyi
	UR-76628 UR-76628	II-76MD II-76TD	Volare East Line	SIN DUS	24feb98 27dec99	Ukrayiny; I/n Kryvy Rih 21mar97; leased by the Ukrainian MoD to Volare 05aug97 in basic Aeroflot c/s with own logo on fin, no titles; I/n ORY 12aug99; still in Volare fleet list mar00 leased from Volare; in basic Aeroflot c/s with own titles and 'Volare' logo on fin; I/n MUC 05mar01
	UR-76628	II-76TD	Volare	OST	18mar01	in basic Aeroflot c/s with own logo on fin; initially without titles; I/n as such JNB 09oct03; f/n with titles JNB 26apr04; I/n JNB 15nov06
	RA-76628	II-76TD	Polet	rgd	29oct08	to Dateline Overseas of Cyprus; painted in full c/s, but never entered service; CoFA expired 28aug09; there is a photo from late 2010, but it does not show the registration; stored at ULY, seen 22apr11/jun12; offered for sale on the internet 27may11 with t/t 5,979 hours, for \$ 2,950,000
	UR-CIU	II-76TD	ZetAvia	rgd	02jul12	to Dateline Overseas of Cyprus; in basic Polet c/s, no titles; ferried from ULY to NLV 04jul12; photos at NLV 23jul12 and 03aug12, but registration not visible on either photo; I/n operational JNB 29mar13; CoFA expired 28jun14; stored at FJR, seen oct13/jun16; offered for sale 10sep14, but could not be sold; canx 15nov17; I/n FJR 10dec17/25mar18, stored
00534 58745	CCCP-76629 UR-76629	Il-76MD Il-76MD	Soviet AF/AFL c/s ATI Airlines	d/d Mtp	28feb85 06jul96	line # 44-07; delivered to Kryvy Rih; rgd 23mar89; f/n Alt Lönnewitz (Falkenberg) 03dec90 based at Kryvy Rih based mar97, operated by Avialiniyi Ukrayiny; I/n Melitopol sep97 as such; seen OST aug98 with additional "AZAL' logo; I/n OST 21dec98 as such; not in fleet list 13sep00
00534 58749	76629 CCCP-76630	II-76MD II-76MD	Ukraine AF, n/t Soviet AF/AFL c/s	Mtp d/d	06aug08 31mar85	l/n Melitopol 12jun09/03may13, missing engines line # 44-08; delivered to Melitopol; f/n Sperenberg 21nov90
	UR-76630 UR-UCO	II-76MD II-76MD	Atlant United Nations	LUX BDS	14jan94 18mar01	based at Melitopol mar97; seen Melitopol 06may98; I/n Melitopol 29apr99, titles not reported opb Ukraine Cargo Airways; in all-white c/s
	UR-UCO UR-UCO UR-UCO	II-76MD II-76TD II-76TD	DFS Ukrainian Cargo Aw United Nations	BOH EMA FIH	31jan02 12nov05 17may06	opb Ukraine Cargo Airways; in all-white c/s; I/n FIH 21feb04 converted to II-76TD by nov05; in all-white c/s, no titles, UN markings overpainted
	0 000		Shield Nations		_,a,00	

	UR-UCO	II-76TD	Ukrainian Cargo Aw	KBP	07sep06	reported again FIH jan07 as United Nations; seen EIN 08/14nov07 in all-white c/s, no titles; l/n OZH
00534 58756	CCCP-76631	II-76MD	Soviet AF/AFL c/s	d/d	31mar85	07sep09/15apr19; canx 20jul10 line # 44-09; delivered to Melitopol; rgd 27jun90; f/n CGN 10jan91
	76631 76631	II-76MD II-76MD	Atlant Ukraine AF, n/t	Mtp Mtp	06jul96 07may97	based at Melitopol mar97; I/n Melitopol 29aug10/may13, CCCP- prefix still visible on tail
00534 59757	CCCP-76632 RA-76632	Il-78 Il-78	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Iva	06jun85 24aug95	line # 44-10; delivered to Uyzn; later based at Engels; photo 1991 based at Ivanovo mar97 (sole Ivanovo Il-78); l/n Ryazan-Dyagilevo 09may10
	RA-76632	II-78	Russian Air Force	KLD	aug10	in basic Aeroflot c/s, no titles; seen Ryazan-Dyagilevo 16aug14; to undergo overhaul by 360 ARZ in 2016; I/n Ryazan-Dyagilevo 08sep16
	RF-94280	II-78	Russian Air Force	Rzd	23aug18	parked on the 360 ARZ ramp; also carried code "63" blue, in white/grey c/s with Russian Stars on tail and 'VKS Rossii' titles; I/n Ryazan-Dyagilevo 30aug21
00534 59764	CCCP-76633(1)	II-76MD	Soviet AF/AFL c/s	d/d	31mar85	line # 45-01; rgd 14jan87; delivered to Melitopol; f/n Alt Lönnewitz (Falkenberg) 06dec90; see c/n 093420594
	76633(1) UR-76633(1)	II-76MD II-76MD	Ukraine Air Force Aeroflot c/s, n/t	Mtp OST	06jul96 14nov96	
	UR-76633(1) UR-76633(1)	II-76MD II-76MD	ATI Airlines Aeroflot c/s, n/t	SHJ Mtp	19jan97 25aug97	l/n OST 18mar97; based at Melitopol mar97, operated by Avilond; not in 1998 fleet list
	UR-76633(1) 76633(1)	II-76MD II-76MD	Air Service ex-Aeroflot c/s	Mtp Mtp	06may98 27may02	l/n Melitopol 29apr99 no titles; l/n Melitopol 01jan11, with Ukraine AF badge
00534 59767	CU-T1271 CU-C1271	II-76MD II-76MD	Cubana Cubana	d/d	30mar85 may96	line # 45-02; mfd given as 21apr85 from Aviacion en Cuba facebook site; f/n SNN 21feb88 seen HAV jul99/mar00 stored in faded c/s; last flight 04jan97 with t/t 25,067.24 hours and 8,611 cycles;
	00 012/1	1170112	Cubulu		mayso	I/n HAV jan01/apr02 unmarked and no colours, down on its tail, nose up; gone by jan03 and broken up; was not in fleet list 04feb02
00534 59770	CCCP-76634	II-76MD	Soviet AF/AFL c/s	d/d	19apr85	line # 45-03; delivered to Melitopol (still based there jul91); rgd only 30jun87; f/n in former East Germany 21nov90
	RA-76634	II-76MD	Russian AF/AFL c/s	Ors	21apr97	initially based at Ukurei; based at Orenburg-2 by mar97; seen Orenburg-2 29aug04; seen in 123 ARZ at Staraya Russa 13apr11, awaiting overhaul, t/t 2,569 hours and 1,811 cycles by then
	RA-76634 RA-76634	II-76MD II-76MD	Russian Air Force Syrian Air Force	Ors KAC	06feb12 nov15	in basic Aeroflot c/s, no titles; I/n OVB 29mar15 leased from the Russian Air Force; in basic Aeroflot c/s with a Syrian flag on the fin, no titles; I/n DAM
	YK-ATF	II-76MD	Syrian Air Force	ph.	05may19	22jan17 at an aiffield in Iran; in basic Aeroflot c/s with a Syrian flag on the fin, no titles and also painted as 'II-76T'
00534 59775	CCCP-76635	II-76MD		mfd	30apr85	by the registration on the rear fuselage; I/n DAN 14mar23 line # 45-04; delivered 05apr85 to Melitopol, but see mfd; later based at Taganrog; no reports
00534 59775	RA-76635 "31" red	II-76MD A-50	Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/PVO	Dem	03jun93 31dec86	based at Chkalovski mar97; I/n CKL 29dec15, still in full Aeroflot c/s with titles; I/n CKL jul19 line # 45-05; delivered to Beryozovka and still based there mar97; late d/d
	"31" red	A-50	Russian Air Force	d/d Iva	26may99	seen Ivanovo-Severny aug07; I/n Ivanovo-Severny 08may15/2019, stored
00534 59781	CCCP-76636 UR-76636	II-76MD II-76MD	Soviet AF/AFL c/s Volare	mfd LGK	30apr85 dec95	line # 45-06; d/d 04may85 to 369 vtap at Dzhankoi; f/n in former East Germany 09jan91 no titles, logo only; based at Dzhankoi by mar97; l/n Kryvy Rih 12may97; mentioned in legal documents
	UR-76636	II-76MD	Avialini. Ukrayiny	BUD	16feb98	as leased to Volare from the Ukrainian MoD from 05aug97 still with a 'Volare' logo on the fin; I/n RKT 18dec98
	UR-76636 UR-76636 UR-76636	II-76MD II-76TD	Volare, no titles East Line	OST OST	15may99 02apr00	l/n OST 21oct99 still with a 'Volare' logo on the fin; l/n RKT 14oct00 is beit here the date of the (children in the second in here is the second second second second second second
	UK-76636	II-76TD	Volare	BUD	20oct01	in basic 'blue' Aeroflot c/s with own titles; mentioned in legal documents 12mar09 as a seized asset, due to substantial debts owed by the company; canx 20jul10; sat wfu at NLV (N47.056559 E31.920474), seen to 2000 the company; canx 2010 to 2000 the company canx 2010 to 2000 to
00534 59788	CCCP-76478	II-76TD	AFL/InternatSVO	mfd	29may85	oct09/oct12 and sitting on its tail feb17/sep21; survived the fighting at NLV 27feb22, seen 01apr22 line # 45-07; d/d 29may85; toc 29jun85; rgd 05jul85; photo exists ZRH ? aug85 in standard Aeroflot c/s;
	DA 76470	11 7670	A surflat Due Al		12	I/n LUX 01jun87; repainted with red cheatline and red outer wing surfaces; f/n MLA 24mar89; I/n SVO 06jul92
00504 60700	RA-76478	II-76TD	Aeroflot Rus. Al	LUX	13nov92	with red cheatline and red outer wing surfaces; repainted into standard c/s with grey tail by aug95; l/n SVO 12jan04 stored; soc 27nov03 as life-time expired; canx 04mar04; broken up
00534 60790	CCCP-76479	II-76TD	AFL/InternatSVO	mfd	14may85	line # 45-08; d/d 31may85; toc 26jun85; rgd 05jul85; f/n SNN 28oct85; initially in standard c/s; l/n GVA 21nov85; repainted in full 'Polar' c/s; was the first II-76 to make a landing in Antarctica 25feb86, having
						flown Moscow-Leningrad-Larnaca-Djibouti-Maputo- ôMolodezhnayaö station- ôNovolazarevskayaö station and back, between 18feb86 and 04mar86, delivering to Antarctica 58 participants of the 31st Soviet
						Antarctic Expedition and bringing back 59 participants of the previous expedition; I/n SNN 28mar88; repainted with white tail but retained the red cheatline; seen ATH 09jun92, now with grey tail, Russian flag
	RA-76479	II-76TD	Aeroflot Rus. Al	SNN	11jan93	and still with CCCP- prefix; I/n FRA 30sep92 with red cheatline and grey tail; repainted into standard c/s, still with grey tail after overhaul in 1999; I/n
	ER-IBK	II-76TD	ex-Aeroflot c/s	rgd	31mar05	SVO jun04/sep04 stored, gone by 19oct04; soc 12nov04 as to Moldova with grey tail, no titles; $f/n$ ZIA 19aug05; damaged at Dubai 12feb06, when it missed the taxiway after
						landing and ended up in the sand, causing extensive damage to the nose and wingtip; reported RKT 19oct06 as Tiramavia but confirmation welcome; reported for Jet Stream Airlines nov06; I/n RKT 01feb07
	EW-264TH	II-76TD	ex-Aeroflot c/s	SHJ	12nov07	no titles, grey tail; canx 09aug07 to Belarus //n KDH 21apr08, still with grey tail and no titles till with grey tail and to titles.
	UP-17628	II-76TD	ex-Aeroflot c/s	SHJ	09aug08	still with grey tail and no titles, ex Belarus flag just visible; seen KDH 30mar10, now with a white tail; the c/n plate on the cockpit door was checked and also gave 'Eastern Express Airlines, Republic of Kazakhstan';
00534 60795	CCCP-76481	II-76TD	AFL/GosNII GA	d/d	23jul85	seen SHJ 28jan11; I/n OSS 01aug15/12jul19, stored line # 45-09; in Aeroflot c/s; delivered to Sheremetyevo; toc 15aug85; II-76TD test and developement
	CCCP-76481	II-76TD	Metro Cargo	AMS	14jan91	aircraft; CofR renewal 25sep87 leased from AFL/GosNII GA; named 'Berne'
	CCCP-76481 CCCP-76481	II-76TD II-76TD	AFL/GosNII GA Sudania, n/t	SVO OST	26sep91 29oct91	in Aeroflot c/s leased from AFL/GosNII GA
	CCCP-76481 CCCP-76481	II-76TD II-76TD	Mexair, n/t AFL/GosNII GA	RTM SVO	11nov91 08jul92	leased from AFL/GosNII GA //n AMS 07oct92; in Aeroflot c/s, no titles
	RA-76481 EP-ALA	II-76TD II-76TD	GosNII GA Atlas Air	SVO TAS	19mar93 11nov97	in Aeroflot c/s, no titles; //n SVO 22aug97; leased to Phoenix FZE, UAE 23oct97; soc and canx 21nov97 as leased to Iran, but still present on Russian register sep01 marked as 'excluded' based at SHJ; in white/grey c/s with thin black cheatline and red titles; //n SHJ 22nov98, c/n checked
	ST-AQB	II-76TD	Atlas Air	rgd	26nov98	f/n SHJ 25nov98; in white/grey c/s with thin black cheatline and red dues, (if SH) 22nov98; c/n diecked f/n SHJ 25nov98; in white/grey c/s with thin black cheatline; l/n OST 23mar99 in white/grey c/s with thin black cheatline with red titles; seen SHJ 26apr00, with additional 'Trans Attico'
	ST-AQB ST-AQB	II-76TD II-76TD	Phoenix AZZA	OST HAM	20mar99 13jun00	titles; considered not airworthy without rework by Russian authorities 14sep99 not current on register jan07; wfu at KRT, titles and registration painted out, seen jan06/jun12 with CCCP-
00534 60797	СССР-76637	II-76MD	Soviet AF/AFL c/s	d/d	31may85	76481 visible again on top of the wings; I/n jan13; broken up KRT jul13 line # 45-10; delivered to Melitopol; rgd 27jun90; f/n Merseburg 23may91
00534 00797	UR-76637 UR-76637	II-76MD II-76MD II-76MD	Veteran Atlant	Dzh Mtp	06jul96 06may98	line 4 310, denoted to rentopol, 190 27 juneo, 171 Persebulg 23 hays1 based at Melitopol mar97 //n Melitopol 29apr99
00534 60802	76637 CCCP-76638	II-76MD II-76MD II-76MD	Ukraine AF, n/t Soviet AF/AFL c/s	Mtp mfd	27may02 31may85	//n Melitopol 07oct10/03may13 l/n Melitopol 07oct10/03may13 line # 46-01; delivered 31may85 to Dzhankoi; rgd 12mar92; f/n SZW 15aug92
00004 00002	RA-76638 RA-76638	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	PKV GVA	05aug96 16jun03	based at Pskov mar97; I/n VKO 22aug01 I/n PKV 20aug03, no titles; seen HAJ 07apr05 with 224th Flight Unit badge, no titles; I/n LED 18jun22
00534 60805	CCCP-76639	II-76MD	Soviet AF/AFL c/s	d/d	20jun85	line # 46-02; rgd 14jan87; delivered to 175 vtap at Melitopol (still based there jun91); f/n SNN 29nov89; I/n KHV oct92
	RA-76639 RA-76639	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Ors PEE	21apr97 19jul10	initially based at Ukurei; based at Orenburg by mar97; I/n Ivanovo-Severny 30aug07 equipped with guns; in basic Aeroflot c/s, no titles; I/n CKL 14jun13
	RF-76639	II-76MD	Russian Air Force	OVB	19dec14	equipped with guns; in basic Aeroflot c/s, no titles; (in PEE 29apr15; reportedly leased to the Syrian Air Force in autumn 2015; reported by some sources apr19 as likely to have become YK-ATE following photos
						of YK-ATF c/n 0053459770 appearing, but as of apr24, some five years later, there are still no confirmed sightings or photos as such
00534 60811	CCCP-76640(1) RA-76640(1)	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Kln	28jun85 16may99	line # 46-03; d/d 28jun85 to Klin; see c/n 0053465956 based at Klin mar97; l/n Pskov jan10/jul11, wfu still with Aeroflot titles
00534 60813	RF-76640(1) CCCP-76641	II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s	PKV mfd	jan18 29jun85	in basic Aeroflot c/s, no titles; I/n Minsk-Machulishchi jan22 line # 46-04; d/d 29jun85 to Klin; f/n Klin-5 airbase 06may94; based at Klin mar97; I/n Klin-5 airbase
	RA-76641	II-76MD	Russian AF/AFL c/s	Sty	07aug99	02sep97 opb 334 vtap at Pskov; named 'Nikolai Zaitsev' 01jun05 after a WWII Hero of the Soviet Union; equipped
	RF-76641	II-76MD	Russian AF/AFL c/s	ph.	jan19	with guns; seen PKV 16aug12; to undergo overhaul at 360 ARZ in 2017 location withheld; I/n KHV 25jan22
00534 60820	CCCP-76642 RA-76408	II-76MD II-76MD	Soviet AF/AFL c/s	d/d rgd	28jun85 29oct92	line # 46-05; rgd 14jan87; delivered to Melitopol; f/n CGN 21may91 according to Russian register; no reports; ntu ?
	UR-76408 UR-76408	II-76MD II-76MD	Aeroflot c/s, n/t Pacific Express	rgd SIN	26jan93 12apr93	f/n LUX 04mar93 leased from Atlant
	UR-76408 UR-76408	II-76MD II-76MD	Atlant Ukraine Air Force	HEL Mtp	08jul94 14sep96	l/n OST 04sep94 l/n OST 28nov96; both times as Air Force
	UR-76408 4K-AZ19	II-76MD II-76MD	Air Service Azerbaijan Al	OST BKK	28nov96 30jun02	l/n Melitopol 29apr99; Melitopol based, operated by Atlant mar97; canx 23sep08 ! l/n EDL 17sep02; checked as ex UR-76408
	4K-AZ19 4K-AZ19	II-76MD II-76TD	Silk Way Al, n/t Silk Way Airlines	BTS IST	03oct02 09sep04	converted to TD by jun03; I/n GKE 23jun04; AZAL tail logo turret filled in; in white/blue c/s with 'Silk Way Azerbaijan Cargo' titles; seen ZIA 21aug11, awaiting
			-			service life extension; seen again GYD 19feb12; l/n GYD 20may13; seen GYD oct15/apr18, stored engineless
00534 60822	CCCP-76643(1) RA-76643(1)	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Spr	29jun85 01sep94	line # 46-06; delivered to Ivanovo; f/n in (former) East Germany 04jun90; see c/n 0083488643 Ivanovo based mar97; l/n Ivanovo-Severny 22jun00; canx but date unknown; l/n Pskov jan10/jul11 wfu,
	RF-76643(1)	II-76MD	Russian Air Force	PKV	10jun16	still with Aeroflot titles in basic Aeroflot c/s, no titles; I/n OVB mar23
00534 60827	CCCP-76644 RA-76433	II-76MD II-76MD	Soviet AF/AFL c/s	mfd rgd	29jun85 20oct92	line # 46-07; delivered 29jun85 to Melitopol; rgd 06feb89; f/n Sperenberg 07dec90 according to the Russian register feb98 with owner given as 'Ukraine'
	UR-76433	II-76MD	Atlant	rgd	26jan93	based at Melitopol; f/n Sperenberg 18nov93, the crew requested asylum in Russia after the unauthorised flight to Sperenberg; opb Atlant mar97; canx 21mar97; l/n Uzyn 27jun99

	ER-IBS 4K-AZ27	II-76MD II-76TD	Azerbaijan Al, n/t Silk Way Al, n/t	rgd CGN	04oct01 16nov02	f/n BAK 19may02; i/n IST 08aug02; tail logo only; canx 31oct02 i/n SHJ 20feb04; yellow 'AZAL' badge on tail; crashed 18may04 after take-off from Urumqi probably due to
00504 60000						being overloaded; still given as current on Azerbaijan register 22nov05
00534 60832	CCCP-76482 RA-76482	II-76TD II-76TD	AFL/InternatSVO Aeroflot Rus. Al	mfd STN	04jul85 23jan93	line # 46-08; d/d 23jul85; toc 29aug85; rgd 10sep85; f/n SNN 27sep85; l/n SVO 30jun92 with grey tail; seen stored at SVO aug03/jul04; soc and canx 12aug04 as to Moldova
	ER-IBY EX-065	II-76TD II-76TD	Airline Transp.Inc Tenir Airlines	rgd KDH	23aug04 30may05	no titles but with 'Air Trans' logo; f/n SHJ 08oct04; I/n SHJ 22may05; canx 26may05 c/n checked; in basic Aeroflot c/s, no titles; I/n SHJ 30sep06
	ER-IBY	II-76TD	not known	rgd	19dec06	in basic Aeroflot c/s, no titles; f/n RKT 01feb07; l/n RKT 26mar07; canx 04oct07 as to Kazakhstan
	UN-76030 UP-17610	II-76TD II-76TD	SkyLink Arabia SkyLink Arabia	RKT BZV	12nov07 06oct08	small titles by the nose; I/n DXB 11jan08 I/n DXB 09dec09
	UP-I7610 RDPL-34163	II-76TD II-76TD	Sky Lao Capricorn Air	SHJ AKT	02feb10 05mar10	in basic Aeroflot c/s with grey fin, with titles as such; I/n SHJ 08feb10 c/n confirmed and checked AKT 14mar10; in basic Aeroflot c/s with grey fin, no titles
	3X-GGY	II-76TD	no titles	SHJ	06aug11	c/n confirmed; in basic Aeroflot c/s with grey fin; I/n SHJ 21aug11
	ER-IAB UR-CMD	II-76TD II-76TD	Jet Star Ak Eleron	trf rgd	feb13 19aug14	c/n confirmed; current on register 12dec13; canx before 20may14 owned by Alpha Express Aviation of Sharjah; f/n Eritrea 09feb16, in basic ex Aeroflot c/s with grey fin, no
00534 61834	CCCP-76645	II-76MD	Soviet AF/AFL c/s	d/d	29jul85	titles; seen FJR 02jun16; canx between 07jun19 and 29jun19; I/n FJR sep22, missing many parts line # 46-09; rgd 14jan87; delivered to Melitopol; f/n Brandis 07dec90
	76645	II-76MD	Ukraine AF, n/t	Mtp	06jul96	based Melitopol mar97 operated by Antey; seen Melitopol 08jul07 'CCCP-' prefix visible; I/n may13/aug13 in fair condition with Ukrainian shield on tail
00534 61837	CCCP-76646	II-78	Soviet AF/AFL c/s	mfd	25sep85	line # 46-10; d/d 16oct85; opb 409 apsz at Uzyn; no reports
	UR-76646	II-78	Aeroflot c/s, n/t	Uzn	16may98	prefix not confirmed for this sighting; based at Uzyn mar97; sold to Scimitar Systems S.A for \$ 3.676 million, see next line
	7T-WIH	II-78	Algerian Air Force	d/d	dec99	f/n Staraya Russa 19aug03; opb 374 Sqn; seen Boufarik nov04; seen ZIA 14jul11 with Algerian Air Force titles; l/n 24oct24 during the flypast rehearsal over Algiers
00534 61843	CCCP-76647	II-76MD	Soviet AF/AFL c/s	d/d	29jul85	line # 47-01; delivered to Dzhankoi; f/n SVO 03jun89
	UR-76647 76647	II-76MD II-76MD	Veteran Ukraine AF, n/t	OST Mtp	18oct95 27may02	based Dzhankoi mar97, operated by Veteran; I/n Melitopol 29apr99 small 'Speed Space' titles near the door; I/n Melitopol 07oct10/30jun13 stored
00534 61848	CCCP-76648 RA-76648	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	30jul85 21apr97	line # 47-02; delivered to Melitopol; later based at Ukurei; rgd 06feb89; f/n Sperenberg 28aug89 based at Orenburg mar97; l/n Tver-Migalovo 01sep07
00534 61849	RA-76648 K2664	II-76MD II-76MD	Russian Air Force Indian Air Force	CKL d/d	02sep10 29aug85	basic ex-Aeroflot c/s no titles, equipped with guns; I/n Taganrog Tsentralny apr19 line # 47-03; opb 44 Sqn; named 'Kartika'; f/n DXB sep89; seen AGR 05dec98 and nov01 with code 'D';
00004 01040					-	seen ZIA 21aug07, stripped of paint but still coded 'D'; seen LEH 24oct14, without turret; I/n ZIA nov16
00534 62856	KI2664 K2665	II-76MD II-76MD	Indian Air Force Indian Air Force	ZIA d/d	05jul17 30aug85	I/n ALA 11nov23 still coded 'D'; I/n IXC 27oct24 uncoded line # 47-04; f/n BKA 28feb90; seen AGR 11mar98 and 05dec98, coded 'E' 44 sqdn; named 'Rohini'; seen
						PKV sep07, coded 'E', tail turret removed; I/n CKL sep21, as such; used call-sign 'VU-FGE' jun/jul24 according to flight trackers
00534 62857	KI2665 K2666	II-76MD II-76MD	Indian Air Force Indian Air Force	IXC d/d	27oct24	uncoded
00334 02837	K2000	1-70MD	Indian All Force	u/u	26sep85	line # 47-05; f/n apr94; seen DEL 03jul98 and BHJ 04feb01, coded 'F', 44 sqdn; tail turret removed and avionics upgraded in 2006, callsign 'VU-FGF', f/n Hasimara as such; seen TSE 05may12, still coded 'F';
	KI2666	II-76MD	Indian Air Force	ALA	24sep18	seen ZIA mar17 and Staraya Russa 22aug17 still coded 'F' I/n DME aug22 still coded 'F'
00534 62864	CCCP-76649 RA-76649	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Tgr	31aug85 20jun99	line # 47-06; delivered to Melitopol; f/n in East Germany before 1990 opb 708 vtap at Taganrog-Tsentralny by mar97; l/n Smolensk-Severny 19may08
00504 60065	RA-76649	II-76MD	Russian Air Force	Sty	15oct10	opb 708 vtap at Taganrog-Tsentralny; in basic Aeroflot c/s, no titles; l/n OVB aug21
00534 62865	CCCP-76650 RA-76650	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	12aug85 08apr94	line # 47-07; d/d 31aug85 to Dzhankoi; f/n SZW 05jul91; rgd 12mar92; l/n Grossenhain 12feb93 based at Pskov mar97; l/n KBL 05feb02, still with Aeroflot titles; soc and canx 16feb04; featured in tender
	RF-76650	II-76MD	Russian Air Force	PKV	may16	issued 04apr07 in basic Aeroflot c/s, no titles; l/n LED aug21
00534 62872	CCCP-76651 UR-76651	II-76MD II-76MD	Soviet AF/AFL c/s Khors Air	d/d LTN	31aug85 08nov95	line # 47-08; delivered to Melitopol; rgd 25feb91; f/n Köten 23may91; l/n UTC 27apr93 based Melitopol mar97; not in 1998 fleet list; l/n Uzyn 22jun99
	D2-FCN	II-76TD	Angolan Air Force	SHJ	31jan01	in white c/s with grey undersides and red/black/orange cheatlines, no titles; I/n LAD 22jul06; turret filled
						in; used T-900 as call-sign between feb02 to dec04; opb Angola Air Charter according to JP-05; flew MSQ- LXR 10jan07; seen LAD 17mar07 in dark grey c/s with light grey undersides, no titles; I/n LAD 08mar08;
						photos exist as an instructional airframe at Cabo Ledo (S9.6464969 E13.275507), visible on GE since 02feb10; photo mar12; still visIble on GE apr19
00534 62873	CCCP-76652	II-76MD	Soviet AF/AFL c/s	d/d	24sep85	line # 47-09; delivered to 175 vtap at Melitopol; rgd 14jan87; f/n SNN 30jul88
	UR-76322	II-76MD	Atlant	rgd	26jan93	based at Melitopol by mar97, operated by Atlant; in basic 'blue' Aeroflot c/s with own titles; f/n Melitopol 22mar97; l/n Melitopol 06may98; canx 21mar97
	76322	II-76MD	Ukraine Air Force	Mtp	27may02	in basic 'blue' Aeroflot c/s, no titles; wfu around 2007; sat wfu at Melitopol, seen oct10/jun13; destroyed by a Russian attack on Melitopol 24feb22 (the forward fuselage burnt out)
00534 62879	CCCP-76653 76653	II-78 II-78	Soviet AF/AFL c/s Ukraine Air Force	d/d Uzn	31dec85 28jun95	line # 47-10; delivered to Uzyn; f/n ZRH 06jan89 based at Uzyn mar97; l/n Uzyn 16may98
	UR-76653	II-78	Atlant	Blt	25apr99	confirmation as such welcome; sold to Scimitar Systems S.A for \$ 3.617 million, see next line
	7T-WIQ	II-78	Algerian Air Force	d/d	sep99	f/n SVO 26may03, no titles or version and '4628.79' painted on the tail, refuelling equipment removed; opb 374 Sqn; photo date unknown with titles; seen Boufarik aug10; seen ZIA 25jan14; seen ZIA
00534 62884	CCCP-76654	II-76MD	Soviet AF/AFL c/s	d/d	27sep85	15may15, with '2879' on the tail and 'II-78' on the nose; I/n ZIA 26jan22 line # 48-01; delivered to Dzhankoi; f/n DME 12jun90
	UR-76654 UR-76654	II-76MD II-76MD	Avilond Ukraine Air Force	SHJ OZH	14feb96 28may02	based at Dzhankoi mar97, operated by Antey mar97; I/n Kryvy Rih 17may98 in basic ex Aeroflot c/s with Ukrainian shield on fin, no titles; stored at OZH, I/n OZH jul11/15apr19 with
00534 63885	CCCP-76655	II-76MD	Soviet AF/AFL c/s	d/d	30sep85	'CCCP-' prefix bleeding through line # 48-02; rgd 14jan87; delivered to Melitopol; was equipped with the experimental L-369 system for
00534 03885	CCCF-70055	1-70MD	Soviet AF/AFE C/S	u/u	30sep65	radio electronic counter-measures (the equipment was removed in 1990); f/n HAJ 12may90; still had pods
						on the wingtips and sensors behind the nose when seen Sperenberg 1991; trf to the Ukrainian Air Force by jul92, but still carried the prefix 'CCCP-' when seen ZIA 06jul93
	UR-76655 76655	II-76MD II-76MD	Air Service Ukraine Air Force	LUX Mtp	01sep95 may07	leased from the Ukrainian Air Force, based at Melitopol by mar97; I/n Melitopol 29apr99 initially in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; stored at Melitopol, seen
					,	may10/apr13; ferried to Mykolayiv-Kulbakino jul18 for overhaul by NARP; seen jul19, in bare metal c/s; repainted in dark grey c/s with light grey undersides and 'Ukrainian Armed Forces' titles in Ukrainian and
						English; f/n as such in NARP 27sep19; ferried Mykolayiv-Kulbakino to Melitopol 16dec19 after overhaul; l/n
						Deblin 14may22/08mar23; 7 Ukraine Air Force II-76s still visible on Google Earth at Deblin 20sep24 @@ Adrian all seven as such still these all mentioned in the file
00534 63891	CCCP-76656 CCCP-76656	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d JNB	30sep85 09dec92	line # 48-03; opb 175 vtap at Melitopol; rgd 28dec88; f/n CGN 26feb91 opb 175 vtap at Melitopol; in basic Aeroflot c/s, no titles
	UR-76656 UR-76656	II-76MD II-76MD	not reported	Mtp	25aug97 06may98	based at Melitopol by mar97, operated by Azov Avia I/n Melitopol 29apr99
	UR-ZVC	II-76TD	Azov Avia Azov Avia	Mtp BTS	30apr03	tail turret filled in; c/n checked; in basic Aeroflot c/s, no titles; I/n SHJ 27jul06
	76656	II-76TD	Ukraine Air Force	Mtp	06aug08	in white c/s with light grey belly, no titles; wfu 22nov06; offered for sale on the internet in 2009 with t/t 3,801 hours and 1,970 cycles; sat wfu at Melitopol, l/n may13
00534 63896	CCCP-76657 76657	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d Mkk	30sep85 22aug97	line # 48-04; rgd 14jan87; delivered to Melitopol; photo DYR 1987; f/n MST 12dec91 based at Melitopol mar97; seen Mykolayiv-Kulbakino 30apr99; seen OZH 08jul07/aug18 wfu, still in basic
00534 63900	CCCP-76450(1)	II-82	LII Zhukovski	f/f	29apr87	ex Aeroflot c/s, no titles; seen 15apr19 in very poor condition line # 48-05; airborne command post (II-76VKP aka izd. 9-A9676/65s324); in Aeroflot c/s; d/d 22sep87 to
	RA-76450(1)	II-82	LII Zhukovski	CKL	29aug95	The start of th
				CAL	-	Aeroflot c/s, no titles, with 'GLITs' badge on starboard side, CKL sep10; I/n CKL aug18, active
	RF-93646	II-82	Russian Air Force		photo	in basic Aeroflot c/s with Russian stars on the fin, 'VKS Rossii' titles and with a 'GLITs' badge on the starboard side; f/n CKL jul19; l/n CKL mar21 active
00534 63902	CCCP-76658 UR-76658	II-76MD II-76MD	Soviet AF/AFL c/s Air Service	d/d ATH	31oct85 12oct95	line # 48-06; rgd 30jun87; delivered to Melitopol; f/n ORY 21oct90 based at Melitopol mar97, operated by Antey; l/n Melitopol 29apr99
	UR-ZVB UR-ZVB	II-76TD II-76TD	United Nations Tobruk Air	BUD HAJ	09feb03 12jun04	I/n SHJ 28may04; opb Azov Avia; no titles
	UR-ZVB 76658	II-76TD II-76TD	United Nations	ph.	15feb05 12oct07	near Darfur, Sudan; with 'WFP' on tail and operated by Azov Avia; I/n SHJ 01sep06 in all-white c/s, 'WFP' titles still visible and UR-ZVB still visible on top of the wing; wfu 31oct06; offered for
			Ukraine AF, n/t	Mtp		sale on the internet in 2009 with t/t 3,995 hours and 2,104 cycles; stored Melitopol, I/n 06aug08/10may13
00534 63908	CCCP-76659 RA-76659	II-76MD II-76MD	Soviet AF/AFL c/s Atruvera	d/d PKC	31oct85 08jul94	line # 48-07; delivered to Melitopol; rgd 25feb91; f/n in the Baltics nov91
	RA-76659 RA-76659	II-76TD II-76TD	Aviacon Zitotrans Sukhoi	FJR SHJ	12nov95 16dec98	leased from Atruvera; still present 20jan96; based at Melitopol mar97, opb Atruvera I/n SHJ 26oct99
	RA-76659	II-76TD	Atruvera	rgd	18feb00	f/n VKO 29may00, still with tail turret; I/n TSN 03nov03, with tail turret removed; soc and canx 20apr04 as to Moldova
	ER-IBL	II-76TD	Airline Transp.Inc	rgd	23apr04	f/n SDA jun04, no titles; l/n KBL 09nov04
	ER-IBL EX-075	II-76TD II-76TD	Juba Air Cargo white/grey c/s,n/t	SHJ SHJ	21nov04 24jun05	l/n SHJ 22may05; canx 01jun05 c/n confirmed; opb Tenir Al; l/n RKT 03dec06; in Air Almaty fleet list sep06
	EX-075 4L-GLP	II-76TD II-76TD	Tenir Air Eastern Exp. Geor.	FJR	12jan07 14sep08	reported in Chinese CAA documents; seen SHJ 29jul07, all-white c/s, no titles; l/n KDH 08may08 all-white no titles; according Georgian CAA opb Skyway dec09 the new name of Eastern Express Georgia;
	3X-GGO	II-76TD		крн	15jul11	In SHI 17jul10, still no titles; canx late 2010/early 2011 I/n SHJ 17jul10, still no titles; canx late 2010/early 2011
00534 63910	CCCP-76660	II-76MD	all-white c/s, n/t Soviet AF/AFL c/s	d/d	01nov85	line # 48-08; rgd 14jan87; delivered to Melitopol; f/n CGN 21feb91; l/n UTC 27apr93
	76660	II-76MD	Ukraine AF, n/t	Mtp	06jul96	based at Melitopol mar97; seen Melitopol 27may02 as such; I/n Melitopol 26aug09/06jul13, with Avilond titles visible under paint
00534 63913	CCCP-76661 76661	II-76MD II-76MD	Soviet AF/AFL c/s Air Ukraine Cargo	d/d ZAG	31oct85 13jun95	line # 48-09; opb 175 vtap at Melitopol; rgd 25feb91; f/n Merseburg 06may91
	76661	II-76MD	Ukraine Air Force	Mtp	06jul96	based at Melitopol by mar97; in basic 'blue' Aeroflot c/s with Ukrainian roundels and a Ukrainian shield on the fin, no titles; stored at Melitopol, seen jul07/may13; arrived at Mykolayiv-Kulbakino oct18 for overhaul
						with NARP (entered into the books 13nov18); seen being stripped of paint outside the hangar at NARP

						jul19; seen under overhaul aug20; repainted in dark grey c/s with medium grey undersides and Ukrainian
00534 64919	CCCP-76662	Il-78	Soviet AF/AFL c/s	d/d	31mar86	shield on the fin; test flown after overhaul 02jul21 and flew to Melitopol 03aug21; I/n Deblin 14may22/08mar23; 7 Ukraine Air Force II-76s still visible on Google Earth at Deblin 20sep24 @@ line # 48-10; opb 409 apsz at Uzyn; photo exists
	UR-76662 7T-WIS	II-78 II-78	BSL Airline Algerian Air Force	Uzn d/d	10may98 oct99	based at Uzyn mar97; //n as such Uzyn 16may98; refuelling equipment removed; seen Bila Tserkva 25apr99, titles not reported; sold to Scimitar Systems S.A for \$ 3.32 million, see next line f/n Staraya Russa 26aug07; opb 374 Sqn; reported to be the only II-78 in service as of 2007; seen DME
00534 64922	CCCP-76663	II-76MD	Soviet AF/AFL c/s	d/d	26nov85	22oct07, refuelling equipment now removed, version still painted as II-78; seen Boufarik aug10; seen Boufarik 15apr14, missing engines; I/n Tamanrasset 16dec24 line # 49-01; delivered to Melitopol; f/n Alt Lönnewitz (Falkenberg) 06feb91; rgd 25feb91; I/n UTC
	UR-76663	II-76MD	Aeroflot c/s, n/t	OST	12dec95	28apr93 reported for Polyssaviatrans; based at Melitopol mar97, opb Icar; I/n Melitopol 29apr99
	UR-CAT 76663	II-76TD II-76TD	Ukr. Air Alliance Ukraine Air Force	BTS Mtp	04mar04 06aug08	opb Awsaj Aviation of Libya with 'UAA' titles and logo; opb Tobruk Air jan05; l/n Melitopol 01nov06; not in fleet list oct07 and reported stored l/n Melitopol 10mav13
00534 64926	CCCP-76664 CCCP-76664	II-76MD II-76MD	Soviet AF/AFL c/s Aeroflot c/s, n/t	d/d JNB	30nov85 aug92	line # 49-02; delivered to Melitopol; rgd 14jan87; f/n Brandis 13nov90; l/n NRT apr91 and JNB 10oct92, operated for SAA; l/n SIN 13oct92
	UR-76664 4K-AZ22	II-76MD II-76TD	Khors Air Silk Way Al, n/t	ATH CGN	28jul95 04may03	based at Melitopol mar97, opb Antey; I/n Melitopol 29apr99 owned by Ukrainian deputy Anatoli Lyovin; registration painted on as 4KAZ-22, small AZAL badge on tail;
	4L-ZIL 4L-ZIL	Il-76TD Il-76TD	Sarit Airlines Global Georgian Aw	rgd SHJ	21dec04 15may05	//n SHJ 30sep04; canx 01dec04 in full c/s with tail logo; f/n 14jan05; l/n SHJ 20apr05 with red cheatline, no titles; l/n SHJ 22jul05
	4L-ZIL	II-76TD	Royal Al Cargo	DXB	sep05	w/o 11nov05 on a flight from Kabul to Bagram, crashed into a mountain in the Khak-e Shahidan area of the Guldara district, 30 km north-west of Kabul, all eight persons aboard killed
00534 64930	CCCP-76665 76665	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d Mkk	30oct85 10may97	line # 49-03; rgd 14jan87; delivered to Melitopol; f/n CGN 07feb91 reported Mykolayiv-Kulbakino 18sep96 but 'CCC' in prefix missing based at Melitopol mar97, opb Antey; in basic ex Aeroflot c/s, no titles; seen Mykolayiv-Kulbakino 30apr99,
00534 64934	CCCP-76666	II-76MD	Soviet AF/AFL c/s	mfd	25dec85	as such; I/n OZH 08jul07/15apr19, in all-white c/s, no titles; registration from top of the wing only line # 49-04; d/d 25dec85 to Melitopol; rgd 25feb91; f/n Neuruppin 21may91
	RA-76666 RA-76666 RA-76666	II-76MD II-76MD II-76MD	Atruvera Iron Dragonfly Atruvera	Siv LUX IST	26oct94 21nov95 30may96	in basic ex Aeroflot c/s with titles and logo on the tail; I/n AMS 30aug95 in basic ex Aeroflot c/s with large 'IDF' and logo on the tail; I/n SHJ 12feb96 photo proof; in Ilyushin OKB listing mar97 as Atruvera; I/n oct97
	RA-76666	II-76TD	Aviacon Zitotrans	RKT	18mar98	in basic ex Aerofot c/s, with titles and logo on the fuselage and Atruvera logo on the tail; version painted as such, still with tail turret; soc 04dec98 as to UAE; //n RKT 15dec98
	RA-76666 RA-76666	II-76TD II-76TD	Atlant-Soyuz Atlant-Soyuz	SHJ OST	13jul99 20dec99	in all-white c/s, no titles; converted by ARZ-123 during 1999, tail turret removed, to full II-76TD standard CofR renewal 20oct00; //n SHJ 14apr05; had additional 'Aviakompaniya Pravitelstva Moskvy' (Moscow
	EX-066 EX-066	Il-76TD Il-76TD	Reem Air Reem Air	EIN EIN	14jul05 04aug05	Government Air Company) titles; soc 27jun05 as to Kyrgyzstan in all-white c/s with grey undersides, no titles; owned by Lider Ltd in all-white c/s with grey undersides and with titles; I/n ASB 26feb06
	EW-239TH UP-I7638	II-76TD II-76TD	Gomelavia Asia Continental	HHN TMP	20apr06 16jun09	seen FJR 14sep08/01nov08, parked; I/n RUN 29mar09 c/n confirmed; operated by Asia Continental Avialines; I/n TBS 22sep09
	4L-SKY EW-343TH ER-IAN	II-76TD II-76TD II-76TD	Sky Georgia Trans Avia Export Aerotranscargo	FNB trf trf	23oct09 jul12 mar13	in white/light grey c/s, former registration '76666' still visible on tail; I/n KWG 21dec11 f/n SHJ 15nov12; I/n FJR 15feb13 current on register 19apr13; f/n MVQ 28apr13, all-white c/s with grey undersides, no titles; I/n stored MVQ
	RA-76463(2)	II-76TD	Abakan Avia	rgd	15feb18	02jul14; canx 23dec14 operator from russianplanes.net; f/n TJM 15oct19 in all-white c/s, no titles; l/n IKT 20dec21; see c/n
	RA-76463(2)	II-76TD	United Nations	JUB	12apr22	0013432960 in all-white c/s with 'WFP' on the fin; I/n 17oct22 over South Sudan
00534 64938	RA-76463(2) CCCP-76451	II-76TD II-82	Abakan Avia LII Zhukovski	d/d	30nov87	canx 24nov22 as sold abroad; CofR renewal 16dec22; flight trackers show active ZIA 26sep23 with NKP (Abakan Air) call-sign; I/n TAS 22oct23, in all-white c/s, no titles line # 49-05; airborne command post (II-76VKP aka izd. 9-A9676/65s324); in Aeroflot c/s; delivered to
	RA-76451	II-82	LII Zhukovski	ZIA	22aug95	Zhukovski, late d/d; f/n ZIA 16aug92; l/n ZIA 04sep93 in Aeroflot c/s; based at Chkalovski mar97; seen CKL 13aug12, still with Aeroflot titles; l/n CKL may22
00534 65941	CCCP-76667 UR-76667 UR-76667	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Aeroflot c/s, n/t all-white c/s, n/t	d/d ZIA SHJ	31jan86 27aug95 08aug01	line # 49-06; delivered to Dzhankoi; f/n SVO 03jun89 based at Dzhankoi mar97, operated by Veteran; l/n Melitopol 29apr99; not in 2000 fleet list converted to TD in 2001; l/n SHJ 11aug01; canx 21aug01
	EP-ALK EP-RAB	II-76TD II-76TD	Atlas Air Aram Air	SHJ SHJ	03sep01 25jan02	I/n SHJ 28dec01; ex reg checked ending in '7.667' in all-white c/s with grey undersides, tail logo and titles; I/n SHJ 09nov02
	RDPL-34141 RDPL-34141	Il-76TD Il-76TD	all-white c/s, n/t Astro Air	rgd BKK	13dec02 28dec02	f/n SHJ 03dec02; 'Aram Air' titles removed this date titles on right side and Euro Asia Aviation on left side; I/n BKK 01jan03; w/o 31jan03 when crashed on approach to Baucau (East Timor); remains of the wreck visible (S8.4661558 E126.385191) on GE image
00534 65946	CCCP-76668	II-76MD	Soviet AF/AFL c/s	mfd	30jan86	dated 01apr04 line # 49-07; delivered 30jan86 to Dzhankoi; rgd 14jan87; f/n Brandis 04apr92; l/n Ivanovo-Severny
	RA-76432	II-76MD	unknown	rgd	15oct92	24aug95/24apr97 according to Russian register feb98 with owner given as 'Ukraine', but serial was probably never used, see above and below
	RA-76668 RA-76668	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Iva KLD	26aug97 jun07	based at Ivanovo mar97; l/n Ivanovo-Severny (North) 06aug06 with '224 LO' badge, no titles; photo 02sep10 location unknown without '224 LO' badge; l/n Ivanovo-
	RF-76668 RF-76668	Il-76MD Il-76MD-M	Russian Air Force Russian Air Force	ZIA ZIA	2017 07dec22	Severny 15jan16 in basic Aeroflot c/s, no titles; I/n ZIA jun19 in basic Aeroflot c/s, no titles, tail turret removed; I/n LED 04apr24
00534 65949	CCCP-76669	II-76MD	Soviet AF/AFL c/s	mfd	30jan86	line # 49-08; d/d 30jan86 to Dzhankoi; f/n in (former) East Germany 12dec91; rgd 12mar92; l/n Grossenhain 08jun93
	RA-76669 RA-76669	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Spr VKO	26apr94 10jun00	based at Pskov mar97; I/n SHJ 05feb98 seen PKV 06aug01 with '224 LO' badge, no titles; featured in tender issued 04apr07; seen PKV jan08, no titles and with '224 LO' badge; seen Kubinka 16mar12 equipped with guns; I/n LED 31jul22
00534 65956	CCCP-76494	II-76TD	MOM Omsk	mfd	04dec85	line # 49-09; d/d 20dec85 to Omsk; rgd 24feb86; in full Aeroflot c/s including titles; f/n DME 14sep87; l/n SOF 31jul92
	RA-76494 RA-76494	II-76TD II-76TD	Aviaobshchemash Remex	trf SHJ	12nov93 30nov98	initially in full Aeroflot c/s including titles; f/n GVA 01nov94; l/n with titles DME 20aug97; f/n without titles DME 24aug97 /n ZIA 21aug99; in basic ex Aeroflot c/s with tail logo and titles; returned to the lessor Aviaobshchemash
	RA-76494	II-76TD	East Line	LUX	23feb00	by the end of 1999 in basic ex Aeroflot c/s with titles; I/n DME 03sep00
	RA-76494 RA-76494	Il-76TD Il-76TD	Aviast Atlant-Soyuz	rgd rgd	20dec00 01feb02	seen VKO 17apr02, titles not read off; f/n DME 13aug03; in basic ex Aeroflot c/s with titles; l/n SHJ 15mar05; canx 14may05 as to Kyrgyzstan
	EX-064	II-76TD	Reem Air	DXB	03jun05	c/n checked; owned by TBK Service; initially in basic Aeroflot c/s with just a small badge on the fuselage, no titles; l/n as such BTS 22aug05; repainted in white c/s with light grey undersides, with titles; f/n as such EIN 14nov05; l/n HHN 14mar06
	EW-240TH UP-17640	II-76TD II-76TD	Gomelavia Asia Continental	HHN GKE	27apr06 08jul09	in white c/s with light grey undersides; I/n FJR 12mar09 c/n confirmed; in white c/s with light grey undersides; seen without any markings SCO 22oct09
	UR-CID	II-76TD	ZetAvia	KDH	26jan10	c/n from Ilyushin website; owned by Technoline FZC of Sharjah, UAE and opb Ukraine Air Alliance; assumed to be still associated with Asia Continental as 'CID' is their airline code; in white c/s with light grey undersides, no tilles; I/n SHJ 01mar10; the previous operator Ukraine Air Alliance reported 'leased by our company on a temporary basis and at present it has been excluded from our AOC and withdrawn from
	EK-76640(2)	II-76TD	Ark Airways	rgd	23mar10	the State Register of Civil Aircraft of Ukraine in mar10 in white c/s with light grey undersides, no titles; ferried SIP-SHJ 02apr10; f/n SHJ 10apr10; l/n NLV 24mar11; see c/n 0053460811
	UR-CID	II-76TD	ZetAvia	rgd	24jun11	to Technoline FZC of Sharjah, UAE; in white c/s with light grey undersides, no titles; f/n FJR 06aug11; l/n JUB 28aug14, with a ZetAvia call-sign; new CofR issued 11jan16; canx 26oct16
	UP-I7645 UP-I7645	Il-76TD Il-76TD	Air Almaty Sigma Airlines	DAM rgd	mar17 14aug17	in all-white c/s with light grey undersides and with titles; I/n JUB 04jul17 f/n AQ1 17nov17; in all-white c/s with light grey undersides and with titles; I/n DWC 05dec18; opb Haftar Affiliated Force (JUA) is library that Toronship for Bore 20inc10. (a 26inc10, comp. 10con10, comp. 10con10)
	5A-POL	II-76TD	Libyan Government	trf	sep19	Affiliated Forces (HAF) in Libya; photo Tamanhint Air Base 29jan19; I/n 26aug19; canx 10sep19 details from Ilyushin.org website dec19; opb Police Aviation according to UN document 08mar21; f/n IST 21mar20; in all-white c/s with light grey undersides, no titles; seen IST 21feb21; reported parked at Misrata apr21; still as such according to satellite image 04mav23
00634 65958	CCCP-76670 UR-76670	II-78 II-78	Soviet AF/AFL c/s BSL Airline	d/d MST	31mar86 22jul95	line # 49-10; opb 409 apsz at Uzyn; f/n Tashkent-Tuzel mar86 refuelling equipment removed in the early 1990s; based at Uzyn by mar97; in basic Aeroflot c/s; seen Uzyn 02may99; stored at Mykolayiv-Kulbakino from 2002, seen aug10/sep21; was used as a spares
00634 65963	CCCP-76671 UR-76671	II-76MD II-76MD	Soviet AF/AFL c/s Veteran	mfd	31jan86 photo	resource for the Chinese and Pakistan Air Force II-78 contracts line # 50-01; opb 369 vtap at Dzhankoi; no reports; trf to the Ukrainian Air Force in 1992 leased from the Ukrainian Air Force
	4K-76671 UR-76671	II-76MD II-76MD	Veteran Veteran	SHJ OZH	11nov95 23jun99	based at Dzhankoi, opb Veteran by mar97; I/n OZH 28apr99 confirmation as 'UR-' welcome; in basic Aeroflot c/s, no titles
	UR-UCQ UR-UCQ	II-76TD II-76TD	Ukrainian Cargo Aw United Nations	LIS FIH	01nov01 21feb04	I/n SHJ 07feb03; I/n FIH 11sep03, titles not reported opb Ukrainian Cargo Airways
	UR-UCQ UR-UCQ UR-UCQ	II-76TD II-76TD II-76TD	Ukrainian Cargo Aw United Nations Ukrainian Cargo Aw	BUD KRT KBP	24dec04 25oct05 10jun06	in white c/s with light grey belly, no titles opb Ukrainian Cargo Airways; in full white UN c/s; I/n as such KRT 28feb06 in all-white c/s, no titles; canx 31dec08; last flight 30sep09; t/t 5,306 hours 26 minutes and 2,766 hours
	-		-		-	(never overhauled); sat wfu at OZH, seen jul07/apr19 (without registration from at least sep10); offered for sale as scrap metal and sold to TOV Radalis 10dec19 and scrapped 2020
00634 65965	CCCP-76452	Il-76/976	LII Zhukovski	d/d	27may87	line # 50-02; missile tracking/telemetry relay aircraft; delivered to Zhukovski, late d/d (due to the conversion); version painted on as '976'; in Aeroflot c/s; f/n ZIA jun92; stored at ZIA from around 1995, core and conversion and

line # 50-02; missile tracking/telemetry relay aircraft; delivered to Zhukovski, late d/d (due to the conversion); version painted on as '976'; in Aeroflot c/s; f/n ZIA jun92; stored at ZIA from around 1995, seen aug05/aug16

	76452	II-976	Rosatom	rgd	2017	on the experimental aviation register; without rotodome, but still a missile tracking/telemetry relay aircraft, in particular for tests of the nuclear-powered cruise missile 9M730 "Burevestnik"; seen in bare metal with just the serial on the fin ZIA 23aug17; left ZIA for the first "Burevestnik" test campaign (which took place at the Nyonoksa range west of Arkhangelsk) 1Boc117 and returned to ZIA O7nov17; /in in bare metal SLY 05nov17; painted in grey c/s with blue trim, with 'Gosudarstvennaya Korporatsiya po Atomnoi
						Energii "Rosatom" titles and a 'FRYaTs-VNIIEF' (Russian Scientific Research Institute of Experimental Physics) logo, version painted on as 'II-976 SKIP'; f/n as such ARH 31jan18; I/n OVB 01aug23, active
00634 65970	K2878	II-76MD	Indian Air Force	d/d	31mar86	line # 50-03; f/n ATH 06jun86; seen AGR 11mar98, coded 'G' 44 sqdn; seen WTN 29jun07, still coded 'G' without tail turret; I/n AGR 10mar08, as such; I/n DEL 01jan10
	KI2878	II-76MD	Indian Air Force		23may18	still coded 'G'; I/n SIN 05may21; used call-sign 'VU-FGG' on a tracked flight over India 19apr24; I/n IXC 27oct24 uncoded
00634 65973	K2879	Il-76MD	Indian Air Force	d/d	31mar86	line # 50-04; f/n LGG 19sep87; seen AGR 11mar98 and DEL 13dec07, coded 'H', 44 sqdn; seen MDL 27oct08, with tail turret removed; uses call-sign 'VU-FGH'; seen DME 29nov15, still coded 'H'; I/n ZIA sep16 still coded 'H'
	KI2879	II-76MD	Indian Air Force	ph.	26feb23	in the Ladakh region; in all-grey c/s, still coded 'H'; used call-sign 'VU-FGH ' on a tracked flight Bangalore 05apr24; I/n IXC 27oct24 uncoded
00634 66979	"32" red	A-50	Soviet AF/PVO	d/d	20may87	line # 50-05; delivered to Beryozovka and still based there mar97; late d/d; probably one of the eight uncoded A-50s seen at Ivanovo summer 1999, code "32" read on covers 06aug99; reported in storage at 123 ARZ from 2000, still without code; seen Staraya Russa aug02/sep08, as such
00634 66981	CCCP-76672 RA-76672	II-76MD II-76MD	Soviet AF/AFL c/s Atruvera	mfd OST	25feb86 15aug94	line # 50-06; d/d 25feb86 to Melitopol; f/n in (former) East Germany 02jun90; rgd 25feb91
	RA-76672 RA-76672	II-76MD II-76MD	Express Air Cargo Aeroflot c/s, n/t	OST OST	12dec94 10may95	with Atruvera logo on the tail with Atruvera logo on the tail
	RA-76672 RA-76672	II-76MD II-76TD	Atruvera KrasAir	OST OST	aug96 15dec98	based Melitopol mar97; CofR renewal 11jul97; l/n SHJ 31mar98 l/n ZIA 22aug99; converted to Il-76TD
	RA-76672 RA-76672	II-76TD II-76TD	Aeroflot c/s, n/t Atruvera	OST NUE	07aug00 jul00	l/n SVO 08aug00 l/n NUE 23aug00
	RA-76672	II-76TD	Airstars	DME		in basic ex Aeroflot c/s with titles and tail logo; leased from Atruvera, CofR renewal 29aug01; l/n DME 22nov01
	EP-CFC RA-76672	II-76TD II-76TD	Chabahar Air Atruvera	OST rgd	19jan02 02jul02	in basic ex Aeroflot c/s with titles and white tail; I/n SHJ 31may02; leased from Atruvera f/n ZIA 19aug03; I/n ZIA 22aug03; soc and canx 19may04 as to Moldova
	ER-IBM	II-76TD	Airline Transp.Inc	rgd	24may04	Åirline Transport İncorporation, in all-white c/s with 'Åir Trans' logo; named 'Sergi Radonezhski' after a Russian saint; f/n BUD 10jun04; I/n BUD 01dec04; severely damaged 30dec04 on a UN relief flight from Billund (Denmark) via Baku to Kabul when tried to land at Kabul in below-minima weather conditions and descended too fast, 910 metres from the runway threshold and 45 metres to the left of its extended centreline the left main landing gear hit an obstacle and was ripped off, the belly of the fuselage was also damaged, the captain decided to go around and divert to Dushanbe, the aircraft landed there on grass on the two remaining gears, all 6 crew and 2 passengers escaped unhurt; the investigation showed that the crew used outdated Jeppsen information and that all 4 engines were beyond their time between overhaul and the aircraft should not have had a CofA; canx 06mar06; hulk sat at DYU, engines removed, I/n 23mar06
00634 66988	CCCP-76673 UR-76323	Il-76MD Il-76MD	Soviet AF/AFL c/s United Nations	d/d rgd	25feb86 26jan93	line # 50-07; delivered to Melitopol; rgd 06feb89; f/n Alt Lönnewitz (Falkenberg) 04dec90 initially in ex Aeroflot c/s with 'UN' titles; seen NBO 16oct93; in all-white c/s with 'UN' and 'WFP' titles;
	UR-76323	II-76MD	Atlant	Mtp	22mar97	leased from Atlant; I/n EBB jul94 based at Melitopol mar97, in ex UN all-white c/s, no titles; canx 21mar97; I/n Melitopol 29apr99
00634 66989	76323 CCCP-76674	II-76MD II-76MD	Ukraine AF, n/t Soviet AF/AFL c/s	Mtp d/d	27may02 25feb86	still in ex UN all-white c/s with Ukrainian shield on the fin; I/n Melitopol 07oct10/01jun13 line # 50-08; rgd 14jan87; delivered to Melitopol; f/n Brandis 01dec90
	UR-76394 UR-CAP	II-76MD II-76TD	Atlant Ukr. Air Alliance	Mtp rgd	06may98 16aug02	based at Melitopol, opb Atlant mar97; I/n Melitopol 29apr99 f/n BRQ sep02; carried additional 'Kyrgyzstan Airlines' titles aug/oct03; opb Tobruk Air jan05; current in
	ST-EWD	II-76TD	Air West Cargo		oct06	fleet list 31oct05; sold jan06; I/n KRT 27feb06 mentioned in UN report; f/n KRT 19jan07; c/n confirmed, from Air Operator's Certificate; I/n KRT 10feb09,
	ST-EWD	II-76TD	Alfa Airlines	NLV	26feb11	all-white; I/n Mykolayiv- Kulbakino mar10 on overhaul and flew again on 29dec10 in all-white c/s with small 'Alfa' titles; I/n KRT 15may14; seen JUB 08jun14, without titles; I/n KRT
	ST-EWD	II-76TD	Kush Aviation	KRT	23aug16	22jun15/28mar16, stored without titles and with an unknown tail logo in all-white c/s with gold cheatline and grey undersides, no titles or badge; aircraft being worked upon; still
00634 66995	CCCP-76453	II-76/976	LII Zhukovski	d/d	08sep87	current and monitored aug18 according to MIDRMA RVSM listing; I/n KRT 09mar23, stored; destroyed KRT 16apr23 during fighting between different factions of the military line # 50-09; missile tracking/telemetry relay aircraft; delivered to Zhukovski, late d/d (due to the
	B4 36453	1 76 (976			D.4 05	conversion); version painted on as '976'; in Aeroflot c/s; photo published 23may91; f/n ZIA 16aug92; l/n ZIA 03sep93
	RA-76453	II-76/976	LII Zhukovski	ZIA	24aug95	version painted on as '976'; in full Aeroflot c/s with an additional LII badge on the nose; stored at ZIA, I/n jun16
	76453	II-976	Rosatom	rgd	2017	on the experimental aviation register; without rotodome, but still a missile tracking/telemetry relay aircraft, in particular for tests of the nuclear-powered cruise missile 9M730 "Burevestnik"; seen in bare metal with just the serial on the fin ZIA 19aug17; left ZIA for the first "Burevestnik" test campaign (which took place at the Nyonoksa range west of Arkhangelsk) 18oc117 and returned to ZIA 07nov17; I/n in bare metal SIV 05nov17; painted in grey c/s with blue trim, with 'Gosudarstvennaya Korporatsiya po Atomnoi Energii "Rosatom" titles and a 'FRYaTs-VNIIEF' (Russian Scientific Research Institute of Experimental Physics) logo, version painted on as 'II-976 SKIP'; f/n as such ZIA 20dec17; seen ARH jan18 and 26feb18; I/n ZIA Jul21 active
00634 66998	CCCP-76675 76675	II-78 II-78	Soviet AF/AFL c/s Ukrainian AF, n/t	d/d Uzn	30jun86 28jun95	line # 50-10; opb 409 apsz at Uzin; no reports based at Uzyn by mar97; seen Uzyn 27jun99; I/n Mykolayiv-Kulbakino 03sep09; sold to A.T.E International
	882792BT	II-78MP	Pakistan Air Force	f/f	11dec10	(Rawalpindi, Pakistan) for \$6.42 million, see next line from Mykolayiv-Kulbakino; in basic Pakistan Air Force c/s, but without roundels, flag and serial; flew under this temporary Ukrainian number (a sort of diplomatic clearance number) allowing it to overfly countries on
	R11-003	II-78MP	Pakistan Air Force	ISB	05feb11	delivery/ferry flights; I/n Mykolayiv-Kulbakino 30dec10 in dark grey c/s with light grey undersides, with titles; ferried to Mykolayiv-Kulbakino in late dec20 for overhaul by NARP; seen in bare metal under overhaul sep21; reflown in late dec21 and ferried from
00634 67003	CCCP-76676	II-76MD	Soviet AF/AFL c/s	d/d	31mar86	Ukraine to Pakistan 27jan22; f/n again CRX 03apr22; l/n Nur Khan 21feb24 line # 51-01; delivered to Dzhankoi; f/n CGN 23dec91
	UR-76676 UR-UCB	II-76MD II-76MD	Veteran Ukrainian Cargo Aw	RKT JNB	18jan96 12aug00	based at Dzhankoi mar97; I/n OZH 06may98; not in fleet list 2000 I/n OST 01sep00
	UR-UCB	II-76MD	United Nations	FIH	15mar01	I/n OZH 28may02; involved in an accident in the DR Congo 08may03, losing many passengers when the cargo door broke open in flight; stored as of jun06
	UR-UCB	II-76MD	Ukrainian Cargo Aw	OZH	08jul07	in all-white c/s with titles and logo; not in fleet list 01mar07; canx 13aug08; seen OZH 06aug08/07sep09; l/n OZH 06oct10/02aug18, serial removed; reported in the process of being broken up feb19
00634 67005	CCCP-76677 UR-76677	II-76MD II-76MD	Soviet AF/AFL c/s Veteran	d/d OST	31mar86 29aug95	line # 51-02; delivered to Dzhankoi; f/n AOC 05jul91
	4K-76677 UR-76677	II-76MD II-76MD	Veteran Ukraine Air Force	ATH Mtp	09oct95 29apr99	based at Dzhankoi mar97, operated by Veteran; I/n Melitopol 06may98 based Melitopol jun99; I/n KRK 29sep99
00634 67011	76677 CCCP-76678	II-76MD II-76MD	Ukraine Air Force Soviet AF/AFL c/s	Mtp d/d	08jul07 31mar86	l/n Melitopol 30jul09/03may13, no titles line # 51-03; delivered to Kirov; no reports; still based at Kirov mar97
	UR-UDC UR-UDC	II-76MD II-76MD	ex-Aeroflot c/s Ukrainian Cargo Aw	OZH	28may02	no titles; reported in JP-01 as Galairservice in fleet list jun06 as stored, not in fleet list 01mar07
	UR-UDC	II-76MD	Gals	OZH	08jul07	with titles as such, 'CCCP-76678' visible on tail; I/n OZH 06aug08 canx 13aug08; seen OZH 22sep10/15apr19, with serial removed but still with titles
00634 67014	CCCP-76679	Il-76MD	Soviet AF/AFL c/s	no	reports	line # 51-04; c/n only mentioned in a 1986 technical operations manual about the II-76; opb 369 vtap at Dzhankoi; w/o 02apr87 on a training flight from Dzhankoi (practising formation flight at night) when left its position in the formation due to crew error_collided at a height of 1,500 metres with II-76MD CCCP-76685,
00634 67020	CCCP-76680 RA-76431	II-76MD II-76MD	Soviet AF/AFL c/s	d/d rgd	18apr86 15oct92	exploded and crashed into Lake Sivash, all 8 crew members were killed line # 51-05; rgd 14jan87; opb 369 vtap at Dzhankoi; f/n SVO 03jun89 according to the Russian register feb98, with the owner given as 'Ukraine'; UR-76431 was reported at Melitopol 14sep96, but the sighting is not in line with other reports, was possibly in error for UR-76437 ?; see next line
	UR-76680 UR-76680	II-76MD II-76MD	Ukraine AF/AFL c/s Busol Airline	KBP	22sep94 nov94	in white/light grey c/s with 'Ukrainian flag' cheatline, initially with 'Busol Airline' titles; seen OST apr95; based at Dzhankoi by mar97, operated by Veteran; I/n with titles KBP 15may98; f/n without titles KBP
	76680	II-76MD	Ukraine Air Force	BZG	mar02	Dased at Danalikol by Initiary, operated by veterall, in with dutes kbr 15may96, in without dutes kbr 25apr99; (in KBP 07)10199 opb military unit A1049-G; in basic 'blue' Aerofiot c/s with Ukrainian roundels and a Ukrainian shield on the fin, no titles; stored at Melitopo), seen feb09/jun13; ferried to Mykolayiv-Kulbakino Z6mar20 for overhaul
00634 67021	CCCP-76681	II-76MD	Soviet AF/AFL c/s	d/d	29apr86	by NARP; stored with NARP by aug20 line # 51-06; rgd 30jun87; delivered to Melitopol; f/n FRA 10nov90; l/n UTC 25apr93
	UR-76681 UR-76681	II-76MD II-76MD	Aeroflot c/s, n/t Air Service	SIN ATH	24may93 23oct94	and OST 11aug93; leased to SAA arrived JNB 05aug93, seen as such AMS 15nov93; l/n JNB 30jun94 full colour scheme; additional small SAA/SAL below the titles
	UR-76681 UR-76681	II-76MD II-76MD	Belbek 5P ATI Airlines	KBP OST	29jun95 05dec96	(In OST 07oct96; see next line based at Kiev based mar97, operated by Avialiniyi Ukrayiny; I/n OST 16may97; not in 1998 fleet list;
	UR-76681 UR-76681 EK-76727(2)	II-76MD II-76MD II-76TD	Ukraine Air Force South Airlines	KBP KBP	05dec96 04may99 12nov06	based at Kiev based mar97, operated by Avlaimiyi Ukrayiny; Vh OS1 16may97; not in 1998 neet list; with 'Ukraine' titles; seen KBP sep99/may04 wfu flight plan only this date; c/n confirmed; f/n SH1 10jan07; seen SH3 30may07, in full c/s; l/n FJR 12dec09;
	EK-76727(2)	II-76TD II-76TD	Air Highnesses	rgd	20jan10	see c/n 0073475268 f/n MCT 17feb10, in basic South Airlines c/s, no titles; l/n FJR 06aug11; Il-76 UN-76021 c/n 0013430890
	EK-76021	II-76TD II-76TD	V-Bird Avia	igu	20jan10 12aug11	also existed flight planned Yerevan-Erbuni to Fujairah this date; operated by SKIVA Air LLC; seen SHJ 06oct11; I/n SHJ
	EY-617	II-76TD	Khatlon Air n/t	trf	mar12	O3feb12; canx 05mar12 c/n confirmed; owned by Azilzoda FZE; in basic South Airlines c/s, no titles; f/n SHJ 09mar12; l/n Yerevan-
			,-			Erebuni 03aug14

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00634 67027	CCCP-76682 UR-76682	II-78 II-78	Soviet AF/AFL c/s Busol Airline	d/d MST	25sep86 23may95	line # 51-07; opb 409 apsz at Uzyn; no reports refuelling equipment removed; based at Uzyn by mar97; I/n Uzyn 22jun99; sold to A.T.E International
	882790BT	II-78MP	Pakistan Air Force	Mkk	30aug11	(Rawalpindi, Pakistan) for \$6.42 million, see next line temporary Ukrainian number allowing to overfly countries on delivery/ferry flights (a sort of diplomatic clearance number); in basic Pakistan Air Force c/s, no roundel, flag or serial; f/f after overhaul and modification 02sep11; J/n Mykolayiv-Kulbakino 20sep11; ferried to Pakistan 23dec11
00634 68029	R11-004 CCCP-76683	II-78MP II-76MD	Pakistan Air Force	h/o	23dec11 29mar86	In Nur Khan 10feb22 line # 51-08; opb 369 vtap at Dzhankoi; f/n SVO 03jun89; I/n Sperenberg 13mar91
00634 68029	UR-76683	II-76MD	Soviet AF/AFL c/s Atlant	d/d KBP	29jun95	I/n OZH 07may97, titles not reported
	UR-76683 76683	II-76MD II-76MD	Veteran Ukraine Air Force	Mtp Mtp	06may98 27may02	based at Dzhankoi by mar97, operated by Veteran; I/n Melitopol 29apr99 equipped with guns; opb 25 BrTrA at Melitopol; initially in basic Aeroflot c/s with a Ukrainian shield on the
						fin, no titles; f/n Melitopol 08jul07; l/n as such Mykolayiv-Kulbakino may13; overhauled by NARP at Mykolayiv-Kulbakino in 2011/dec13 and repainted in dark grey c/s with medium grey undersides, a
						Ukrainian shield on the fin and 'Zbroini Syly Ukrainy'/'Ukrainian Armed Forces' titles in Ukrainian and English; f/n as such Mykolayiv-Kulbakino 20dec13; ferried to Melitopol 18jan14; I/n without name Melitopol
						19jan14; named 'Oleksandr Bielyi' after a Ukrainian Air Force pilot who was killed 14jun14 when II-76MD 76777 was shot down; f/n as such KBP 28feb18; l/n Deblin 14may22/08mar23; 7 Ukraine Air Force II-76s
00634 68036	CCCP-76684	II-76MD	Soviet AF/AFL c/s	d/d	30apr86	still visible on Google Earth at Deblin 20sep24 @@ line # 51-09; delivered to Dzhankoi; no reports
	UR-76684	II-76MD	Veteran	OST	03apr95	based at Dzhankoi mar97, operated by Veteran; I/n Kryvy Rih 17may98 not in 1998 fleet list; seen Kryvy Rih 26apr99, titles not reported
	UR-ZVA	II-76MD	Aeroflot c/s, n/t	BTS	11dec02	opf Azov Avia, with small 'AA' on nose; I/n SHJ 06dec03; w/o 04mar04 when crashed on take-off from Baku due to retracted leading-edge slats and flaps
00634 68037	CCCP-76685	II-76MD	Soviet AF/AFL c/s	no	reports	line # 51-10; c/n only mentioned in a 1986 technical operations manual about the II-76; opb 369 vtap at Dzhankoi; w/o 02apr87 on a training flight from Dzhankoi (practising formation flight at night) when II-
						76MD CCCP-76679 left its position in the formation due to crew error and collided at a height of 1,500 metres with CCCP-76685 so that it exploded and crashed into Lake Sivash, all 8 crew members were killed
00634 68042	CCCP-76483	II-76TD	AFL/Magadan-GDX	mfd	31may86	line # 52-01; d/d 31may86; toc 18jun86; rgd 15jul86; f/n ANC 08jun89; seen BKA 11apr91; still CCCP- 08apr93
	RA-76483 RA-76483	Il-76TD Il-76TD	Aeroflot North-East Cargo	MSE trf	05aug93 25jul94	in Aeroflot c/s and titles; I/n OST 15sep97
	RA-76483	II-76TD	Atlant-Soyuz	OST	21aug98	I/n ZRH 06jan99
	RA-76483 RA-76483	II-76TD II-76TD	Sukhoi Airlines 400	LBG rgd	06jun99 25jan01	I/n DME 03sep00; seen with additional 'SVGAL' titles aug00 f/n OST 17may01, in full c/s, operated an Atlant-Soyuz flight this date; not in dec01 fleet list
	RA-76483 RA-76483	II-76TD II-76TD	Tesis Volga-Dnepr	rgd KWI	12jul01 may08	acquired jun01; f/n DME 02apr02; l/n UUS 17nov07 in basic Tesis c/s, with Volga-Dnepr titles and tail logo; l/n SVX 22mar10
	RA-76483 RA-76483	II-76TD II-76TD	Abakan Avia Aero Rent	PEE Gos	08apr10 sep10	in basic ex-Tesis c/s with Abakan Avia titles; I/n PEE 09apr10 in white c/s, grey undersides and blue cheatline with small Aero Rent titles; I/n MSQ 23apr11
	RA-76483	II-76TD	Aviacon Zitotrans	UUS	04jun11	in white c/s with blue cheatline, grey undersides and titles; CofR renewal 27jul12; I/n ZIA 11aug12; seen ZIA 26sep12 without titles; I/n ABA 02nov12; stored at Orsha-Bolbasovo oct14/oct19; canx 13aug19; no
00634 68045	CCCP-76686	II-76MD	Soviet AF/AFL c/s	mfd	20mar86	longer visible on GE at Orsha-Bolbasovo sep20, presumably broken up line # 52-02; rgd 30jun87; delivered to 175 vtap at Melitopol; f/n OVB 03jul92
0000100010	RA-76686 RA-76686	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	trf VKO	1992 20aug99	opb 708 vtap at Taganrog-Tsentralny by mar97; f/n SHJ 19jan98; l/n Taganrog-Tsentralny 20jun99 initially opb 708 vtap at Taganrog-Tsentralny; in basic Aeroflot c/s with a '224 LO' badge on the fin, no
	NA-70000	11-701-10	Russian Air Torce	VKO	2080955	titles; new CofR issued 07jun00, as operated by 224 LO; last overhaul completed nov11; t/t 5,084 hours
00004 000004	0000 76607	11 2010	0	.,,		and 2,501 cycles by 25nov11; new CofR issued 30mar12; opb 117 vtap at Orenburg from 2014 until 30nov17; opb 235 vtap at ULY from 01dec17; I/n VKO 2021
00634 69051	CCCP-76687 UR-76687	Il-76MD Il-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d EIN	01jun86 23dec94	line # 52-03; delivered to 369 vtap at Dzhankoi; f/n KBP 22sep94 opb 1st regiment at KBP; according to an Ilyushin OKB listing based at Dzhankoi by mar97; l/n KBP
	UR-76687	II-76MD	Abakan Avia	lsd	unknown	27aug97 titles still visible under paint by 1999
	UR-76687	II-76TD	Volare	OST	17dec97	in legal documents as leased to Volare by the Ukrainian MoD from 05aug97; given in register as owned by Aerotekhservis of Kiev; in basic 'blue' Aeroflot c/s with a logo on the fin, initially no titles; I/n as such BUD
						02nov03; received titles; f/n as such CPH 20feb04; l/n operational HHN 24dec05; still in fleet list jul06; canx 01oct08; sat wfu at NLV (N47.051241 E31.913419), seen sep09/sep21; survived the fighting at NLV
00634 69055	YI-ANA	II-76MD	IrAF/Iraqi Aw c/s	d/d	31may86	27feb22, seen 01apr22 line # 52-04; replacement for c/n 093416506; f/n LHR 14jul86; in full Iraqi Airways green c/s; l/n LHR
	5-8210	II-76MD	Iranian Air Force	SYZ	14mar00	15aug88; evacuated to Iran 19jan91 and impounded there c/n not confirmed; opb 73rd Transport Squadron at TEB.7 at Shiraz; in white c/s with green cheatline; t/t 3,389 hours and 1,355 cycles by 19mar05; l/n SYZ 03sep06, reported for Pars Air; t/f 27jan09 after two
	5-8210	II-76TD	Iranian Air Force	SYZ	feb10	years of storage at THR; overhaul including conversion completed in late 2009 c/n not confirmed; operational; seen SYZ 15jan13, in all-white with grey undersides, no markings apart form end and Vision for the former at 100 for the late which the bar of a set of the set of th
00624 60057		. 50			2007	from serial and Iranian flag on the fin; seen THR 14jan17, in white/light grey c/s with thick dark blue and thin red cheatline and blue fin, no markings apart from serial and Iranian flag on the fin; //n THR 16mar20
00634 69057	"49"	A-50	Soviet AF/PVO	d/d	30sep87	line # 52-05; delivered to Ukurei and still based there mar97; late d/d; f/n Ivanovo-Severny 30aug07, code from engine covers ?; photo Ivanovo-Severny 17aug13, reported as such, but no code is visible
00634 69062	CCCP-76688 UR-76688	II-76MD II-76MD	Soviet AF/AFL c/s Avialini. Ukrayiny	d/d RKT	31may86 18jan96	line # 52-06; rgd 30jun87; delivered to Melitopol; f/n ORY 21oct90; l/n CGN 22oct93 l/n KBP 19mar97; based at Kiev mar97
	UR-76688 UR-76688	II-76MD II-76MD	ATI Airlines Ukraine titles	OST IEV	apr97 04may99	l/n KBP 15may98 l/n KBP 11sep99 wfu
	D2-FEM	II-76MD	Angolan Air Force	HLA	oct04	'Gira Globo' badge on the nose; already in fleet list early 2004; noted using call-sign T-905 at least between sep04 and dec04; seen SHJ 15may05 with 'Rei Ekuikui' titles on nose and Gira Globo Lda.
						Aeronautica on tail; f/n as IL-76TD still with turret NOV 20nov07; seen LAD 28mar09 and LAD 07may10; see also T-905 c/n 1013407223; photo LAD 06apr11, in white c/s with grey undersides and two red
	T-908	II-76TD	Angolan Air Force	LAD	07nov12	cheatlines; I/n LAD 23jul12 c/n confirmed; in white c/s with grey undersides and two red cheatlines, 'OSB' (Organizacoes Santos
						Bikuku) titles; de-converted II-76MD with filled in turret; I/n LAD sep15; visible on GE images at Saurimo (S9.68665 E20.42276) with 'D2-FEM' on top of the wings; I/n may21
00634 69066	CCCP-76689 76689	II-78 II-78	Soviet AF/AFL c/s Ukraine Air Force	d/d Uzn	30sep86 28jun95	line # 52-07; delivered to Uzyn; f/n 01jul89 refuelling equipment probably removed
	UR-76689 UR-76689	II-78 II-78	BSL Airline Ukraine Air Force	Mtp Blt	06jul96 08aug08	based at Uzyn mar97; seen Uzyn 27jun99; refuelling equipment removed stored, still with BSL logo on fin, no titles; seen Bila Tserkva 03nov12 as such; moved to rework area by
						21may13; flew Bila Tserkva to Mykolayiv-Kulbakino 12jul13; destined for the Chinese Air Force after rework
	UR-CPA	II-78	NARP	rgd	12may16	seen 07apr16 test flying from Mykolayiv-Kulbakino this date, in bluish grey c/s with light grey undersides, no markings or registration worn; sold to China for \$14.9 million; delivered Kulbakino to ISB-URC-Wuhan
	20643	II-78	Chinese Air Force	ph.	nov16	07jun16; canx 14jun16 in bluish grey c/s with light grey undersides, red code; opb 38th Air Regiment at Wuhan-Paozhuwan; seen
00634 69071	YI-ANB	II-76MD	IrAF/Iraqi Aw c/s	d/d	28jun86	24may22 active, now with yellow code, without refuelling equipment; I/n URC 17jul23 line # 52-08; replacement for c/n 093418543; f/n FRA 17jul86; in full Iraqi Airways green c/s; I/n GVA
	15-2283	II-76TD	Iranian RGC AF	THR	dec98	23feb90; evacuated to Iran 18jan91 and impounded there c/n from PARS Aviation Service; obviously converted from MD to TD; in all-white c/s, no markings apart
						from serial, Iranian flag behind the cockpit and unknown badge on fin; last overhaul completed 30sep96; t/t 2,562 hours and 1,285 cycles by 19mar05; modified to water- bomber by Pars Aviation and h/o aug10,
	2283	II-76TD	Iranian RGC AF	KRT	apr12	with first test carried out at Dasht-e-Naz airport, Sari 06feb11; I/n THR 19nov11 all-white c/s and Iranian flag behind the cockpit; former prefix '15-' painted out and contours of IRGC
	15-2283	II-76TD	Iranian RGC AF	THR	jan14	badge still visible on tail reported active as such; in all-white c/s with Iranian flag behind the cockpit and without the badge on the
	10 2205	117010			jani	fin; seen THR 02nov16, now with small badge on the tail; badge later removed; I/n 24may22 in Pakistan; seen THR 19feb23, in white c/s with grey undersides and green cheatline extending up the tail, no titles or badge; I/n BEN 16sep23
00734 69074	CCCP-76454	II-76/976	LII Zhukovski	d/d	30mar88	line # 52-09; missile tracking/telemetry relay aircraft; delivered to Zhukovski, late d/d is in line with late year in c/n, although c/n given in Ilyushin OKB listing as 0063469074; in Aeroflot c/s; f/n ZIA jun92; l/n ZIA 23aug03; seen Zhukovski 20aug05/22apr07 under conversion, rotodome removed
	76454	II-76LL	LII Zhukovski	ZIA	19aug07	c/n checked; initially an engine test-bed; used to test the SaM146 jet engine (for the RRJ-95); engine installed at Zhukovski probably apr07; in all-white c/s, carried additional 'Gromov Flight Research
						Institute', 'Saturn', 'Snecma' and 'PowerJet' titles; f/f as such 06dec07; seen ZIA 07jul09, flying with the SaM146 engine; l/n in its old c/s Zhukovski 23oct14; t/t 255 hours and 118 cycles by 06nov14; repainted
						during overhaul in blue/grey c/s; f/n as such ZIA 16sep15; l/n ZIA sep22; to be modified into a carrier aircraft for the GLL-AP-02 hypersonic flying laboratory
00634 69080	CCCP-76690	II-78 II-78	Soviet AF/AFL c/s	d/d MST	31dec86	line # 52-10; delivered to Uzyn; f/n mar91
	UR-76690 7T-WIN	II-78 II-78	BSL Airline	MST	18jan96 jul99	based at Uzyn mar97; refuelling equipment removed; I/n Uzyn 16may98; sold to Scimitar Systems S.A for \$ 3.495 million, see next line f(n SV/0 23und5: on b 374 Son no titles or version; refuelling equipment removed; engine cover seen on
000010000			Algerian Air Force	d/d	jul99	f/n SVO 23aug05; opb 374 Sqn, no titles or version; refuelling equipment removed; engine cover seen on 7T-WID FLL 04may01; underwent overhaul at 123 ARZ 24aug05/17oct06; seen Boufarik 15apr14 with titles, missing engines; seen Chlef AFB 15mar16; seen ZIA dec16; I/n ZIA 08oct23
00634 69081	CCCP-76484 CCCP-76484	II-76TD II-76TD	AFL/East SibIKT Metro Cargo, n/t		30jun86 10may91	line # 53-01; d/d 30jun86; rgd 01aug86; f/n DME 25sep86; on charge as of 01oct86 carried no name
	CCCP-76484 CCCP-76484	II-76TD II-76TD	Jet Air Cargo Aeroflot	BSL MST	22jul91 10dec91	in basic ex Aeroflot c/s with white tail and titles; I/n MST 05sep91
	CCCP-76484 RA-76484	II-76TD II-76TD	Baikalavia Baikalavia	trf SVO	30jun92 05sep93	in Aeroflot c/s and titles; I/n IKT 06jul92 in Aeroflot c/s, no titles; I/n HEL 23sep94
	RA-76484 RA-76484	II-76TD II-76TD	Baikalavia Tesis	DME BKA	13mar96 28apr99	in basic Aeroflot c/s with Baikal Airlines titles leased from Baikalavia 01may02/01may05; l/n VKO 28sep07
	RA-76484	II-76TD	Volga-Dnepr	KWI	05dec07	I/n BRQ nov09

	RA-76484 RA-76484	II-76TD II-76TD	Aero Rent Volga-Dnepr n/t	NSK XCR	28mar11 10nov14	in basic ex-Aeroflot c/s, white tail; l/n LED 21jun11 in basic ex-Aeroflot c/s, white tail; named 'Nikolai Kolesnikov'; l/n ABA oct15/mar16, stored without
	RA-76484	II-76TD	Abakan Air	rgd	30nov20	f/f ABA 04sep21 after 5 years of storage, in all white c/s, no titles; seen ZIA 25dec21; J/na 10, stored window f/f ABA 04sep21 after 5 years of storage, in all white c/s, no titles; seen ZIA 25dec21; J/n jan22; canx 24nov22; the airframe was present EBB 04dec22, satellite image shows '76484' still visible on top of the
	TL-LIZ	II-76TD	Liz Aviation ?		20mar23	starboard wing, see next line routed Lome to Bobo; details from flight trackers, giving this call-sign; last tracked flight 12jun23; photo
00634 70088	XT-EBO CCCP-76485	II-76TD II-76TD	Liz Aviation AFL/Yakutiya	MSQ mfd	26aug23 30jun86	Corlu 22jun23, in all-white c/s, no titles in all-white c/s, no titles; l/n MSQ 20dec24 line # 53-02; d/d 30jun86; toc 13aug86; rgd 02sep86; opb Yakutski OAO; f/n DME 14sep87; l/n SVO
	76485	II-76TD	Yakutavia	YKS	05jul92	16apr92 carried both 'Aeroflot' and 'Yakutavia' titles
	RA-76485 RA-76485	II-76TD II-76TD	Yakutavia Sakha Avia Aviact	MST trf	15oct92 20jul95 22nov01	carried both 'Aeroflot' and 'Yakutavia' titles; I/n SXF 10oct94 f/n YEG 24mar96; CofR renewal 30sep96; I/n ZIA 14aug01
	RA-76485 RA-76485	II-76TD II-76TD	Aviast Aviast	DME rgd	09jul02	with operator as East Line; seen DME 06mar03 with additional 'East Line' titles; I/n DME 16nov03
	RA-76485 UN-76485	II-76TD II-76TD	East Line ATMA	DME SHJ	11jul04 13jan05	<pre>I/n RKT 06nov04; soc and canx 23aug04 as to Kazakhstan in basic Aeroflot c/s, no titles; I/n RIX jul06</pre>
	EW-258TH UP-17637	II-76TD II-76TD	Gomelavia	GKE TMP	27jun07	c/n confirmed, former registration '76485' still in cockpit; reported as involved in an incident at KDH 14aug08, details not known; I/n SHJ 06may09 Acia Corbinanta Audional Job Tachton
	EK-76485	II-76TD	Asia Continental RUS Aviation	rgd	19jun09 23oct09	Asia Continental Avialines;  /n FJR 17oct09 Reliable Unique Services Aviation LLC; no hyphen in registration; in white c/s with grey undersides, no titles; f/n SHJ 09nov09;  /n SHJ 16sep11; canx 11apr12
	EY-660 EY-701 ER-IAP	II-76TD II-76TD II-76TD	Khatlon Air Asia Airways Aerotranscargo	trf DWC rgd	may12 11dec12 13jun13	in white c/s with grey undersides; stored at FJR, seen feb13/24jan15; see rgd next line probably never taken up, see previous and next lines; current on register 14apr15 and 31dec15, canx
	ER-IAR	II-76TD	Grixona	KRT	18jun15	between 01jan16 and 11mar16 c/n from the Ilyushin website; opb Sky Prim Air; in white c/s with grey undersides, no titles; I/n SAW
	ER-IAX	II-76TD	Oscar Jet	toc	feb16 ?	04sep15; canx between 01jan16 and 11mar16 in white c/s with grey undersides, no titles; ferried from Bila Tserkva to IEV 03mar16; f/n SAW 28apr16;
						I/n operational JUB 25jan17; canx between 14jan18 and 22mar18; seen FJR 21jan20, being slowly disassembled and scrapped
00634 70089	CCCP-76691 UR-76691	II-76MD II-76MD	Soviet AF/AFL c/s Veteran	mfd rgd	09jul86 20aug93	line # 53-03; opb 369 vtap at Dzhankoi; no reports; trf to the Ukrainian Air Force in 1992 leased from the Ukrainian Air Force; f/n Dzhankoi 06jul96; based at Dzhankoi, opb Veteran by mar97; seen Kryvy Rih 05may98 and 17may98, reportedly without titles
	UR-UCT UR-UCT	II-76MD II-76MD	Ukrainian Cargo Aw Azov Avia	rgd OST	23sep98 15mar02	in basic Aeroflot c/s, no titles; f/n OZH 28apr99; l/n OST 09jul01 leased from Ukrainian Cargo Airways; in basic Aeroflot c/s with a small logo on the forward fuselage, no titles; l/n OST 07apr02
	UR-UCT UR-UCT	II-76MD II-76TD	Ukrainian Cargo Aw United Nations	ODS EBB	24may02 10may07	in all-white c/s; seen ATH 27aug04; I/n SSG 31may05 opb Ukrainian Cargo Airways; in full all-white UN c/s; I/n OZH 08jul07
	UR-UCT	II-76TD	Ukrainian Cargo Aw	YTR	05oct07	in all-white c/s, no titles; type painted on as 'II-76TD'; sustained minor damage on approach to Trenton 05oct07 when the right main landing gear struck a group of trees approximately 70 feet high located on
						the approach centre-line, 0.7 nautical miles before the runway threshold; last flight 28may08; t/t not known as the technical passport got lost (never overhauled); canx 20jul10; sat wfu at OZH, seen
00634 70096	CCCP-76692	II-76MD	Soviet AF/AFL c/s	mfd	15jul86	oct10/apr19; offered for sale as scrap metal and sold to TOV Radalis 10dec19 line # 53-04; d/d 15jul86 to Melitopol; f/n AOC 05jul91; rgd only 22nov91
	RA-76424 UR-76424	II-76MD II-76MD	Atlant Atlant	rgd rgd	08oct92 26jan93	according to Russian register and also mentioned in MGA document; no reports, returned to Ukraine; soc 06feb95, see rgd next line photo exists EVN mar93, with a white tail and without a flag or emblem; f/n AMS 27feb94; I/n OST
	UR-76424	II-76MD	ATI Airlines	SHJ	11nov97	06sep97 w/o 13jul98 on a flight from Ras al-Khaimah to Mykolayiv with the MTOW exceeded by between 15 and 25
						tonnes when took off at night with tail wind at a temperature of 37° C, lost height after retracting the flaps and crashed into the Persian Gulf 16 km from the airport and 800 metres off the coast 140 seconds after lift-off, all 5 crew and 3 passengers killed; t/t 3,569 hours and 1,978 cycles; the wreck was recovered from
00634 70100	CCCP-76693 RA-76693	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Wer	29jul86 17jun93	the water and was still present on the airfield apr99; canx only 29sep03 ! line # 53-05; delivered to Melitopol; no reports opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Taganrog-Tsentralny aug12/jun13 in faded c/s,
	RF-76693	II-76MD	Russian Air Force	OVB	28feb17	still with titles in basic Aeroflot c/s, no titles; I/n OVB jan22
00634 70102	YI-ANC	II-76MD	IrAF/Iraqi Aw c/s	d/d	18jun86	line # 53-06; replacement for c/n 093418548; f/n LHR 10sep86; in full Iraqi Airways green c/s; l/n SDA 30jul87; see next lines; evacuated to Iran 23jan91 and impounded there
	no serial	Baghdad-1	Iraqi Air Force			c/n not confirmed, AEW aircraft, converted from an II-76MD in Iraq in 1988; had a Thomson-CSF TRS- 2100 "Tigre S" surveillance radar mounted behind a blister radome in place of the aft clamshell doors; deemed unsuccessful due to unspecified problems; f/n SDA 11mar89, in full green Iraqi Airways c/s with titles; photo exists with titles overpainted, with badge of of the Iraqi Baath party on the fin and without
	5-8205	II-76	Iranian Air Force	THR	dec98	registration c/n not confirmed, but Pars Air document gives mfd as 1986; impressed by the Iranian Air Force with the
						blister radome still in place (the radar may have been removed, though); opb 73rd Transport Squadron at TFB.7 at Shiraz; originally in green ex Iraqi Airways c/s, I/n as such THR 01dec99; repainted in white/light
						grey c/s with '7' badge on fin, f/n as such 13mar00; t/t 1,269 hours and 508 cycles by 19mar05; l/n THR jun08/nov15; reportedly stored since its arrival in 1991; seen active for the first time THR 15jun21; l/n
00634 70107	CCCP-76694	II-76MD	Soviet AF/AFL c/s	d/d	15aug86	THR 12mar22 active line # 53-07; delivered to Dzhankoi; f/n VKO 28aug93; l/n LNZ 05sep93
	UR-76694 UR-76694	II-76MD II-76MD	Veteran Yakutaviatrans	ZRH LUX	23dec93 13jan94	all-white with small titles, no flag still wearing small 'Veteran' sticker Ma Detected 2014 IOC will with the 2. Detected based as a ted by Materia and 2.
	UR-76694 UR-76694	II-76MD II-76MD	Veteran Aeroflot c/s, n/t	ZIA Dzh	06may94 15sep96	l/n Dzhankoi 04jul96 still with titles ?; Dzhankoi based operated by Veteran mar97 l/n Uzyn 22jun99; not in 1998 Veteran fleet list
	D2-FCM	II-76TD	Angolan Air Force	LAD	15mar01	and LAD 06feb03; turret filled in; in white c/s with grey undersides and red/black/orange cheatlines, no titles; used T-901 as call-sign at least between feb03 and sep04; opb Angola Air Charter according JP-05;
						I/n MSQ 11may06, same c/s, no titles; seen LAD 17mar07, dark grey c/s with light grey undersides, no titles; I/n LAD (S8.8569589 E13.225036) 08mar08; seen parked in the scrap compound, complete 28mar09; broken up and no longer visible on GE by jan13
00634 70112	CCCP-76695 UR-76695	II-76MD II-76MD	Soviet AF/AFL c/s Atlant	d/d Mtp	31jul86 14sep96	line # 53-08; delivered to Melitopol; f/n Sperenberg 13mar91; rgd only 22nov91 reported for Polyssaviatrans by sep96; based at Melitopol mar97, operated by Atlant; I/n Melitopol
	UR-UCX	II-76MD	United Nations	VIE	14oct00	ofmay98 owned by Ukrainian Cargo Airways; converted to, see next line
	UR-UCX UR-UCX	II-76TD II-76TD	United Nations Ukrainian Cargo Aw	FIH OZH	12feb05 08jul07	owned by Ukrainian Cargo Airways; I/n JNB 28aug06 in all-white c/s, no titles; stored at OZH according to UCA fleet list 01mar07; sat wfu at OZH, seen
00634 70113	CCCP-76696	II-76MD	Soviet AF/AFL c/s	d/d	06aug86	jul07/aug18; canx 03feb10; l/n OZH 06oct10/15apr19, serial removed line # 53-09; delivered to Melitopol; f/n in East Germany before 1990; rgd only 22nov91
	UR-76444 RA-76444	II-76MD II-76MD	Ukraine Air Force Atlant	rgd EIN	26jan93 27jul94	f/n ORY 11may93 with Ukrainian flag, no titles; canx date as per UR-UCS in fleet list 29apr95; soc 30may96; based at Melitopol mar97; I/n Melitopol 25aug97 as such; seen Melitopol 06may98 and OZH 28apr99, but titles not reported
	UR-UCS UR-UCS	II-76MD II-76TD	United Nations Ukrainian Cargo Aw	PRN VIE	06jul99 02jan02	opb Ukraine Cargo Airways; I/n VIE 13oct99 in all-white c/s without titles; I/n airworthy KBP 07jun05; canx 13aug08; sat wfu at KBP, seen
00634 70118	CCCP-76697	II-76MD	Soviet AF/AFL c/s	d/d	12aug86	may06/oct19; offered for lease feb17 line # 53-10; delivered to 369 vtap at Dzhankoi; f/n Sperenberg 22mar91; l/n AMS 26dec93 head the Dzhankoi war972 compared by Vataran J/a Kang, Dip 17mar99
	UR-76697 UR-76697 76697	II-76MD II-76MD II-76MD	Veteran Ukraine Air Force Ukraine Air Force	OZH FFD Mtp	22mar97 21jul99 27may02	based at Dzhankoi by mar97, operated by Veteran; I/n Kryvy Rih 17may98 based at Kryvy Rih by jun99; in basic 'blue' Aeroflot c/s, no titles; I/n TSR 18jun00 opb 25 BrTrA at Melitopol; initially in basic 'blue' Aeroflot c/s, no titles; I/n as such Melitopol 31jul13; seen
	70097	11-70140	Okraine Air Force	мер	27111ay02	with the nose in bare metal with NARP at Mykolayiv sep16; repainted in dark grey c/s with light grey undersides and 'Ukrainian Armed Forces' titles during overhaul by NARP; ferried from Mykolayiv-Kulbakino
						to Meltopol 03oct18; flew from Lielvarde via KBP to Meltopol 17feb22; reportedly the II-76 which was destroyed by a Russian attack on Melitopol 24feb22 (burnt out completely)
00634 71123	CCCP-76698	II-76MD	Soviet AF/AFL c/s	d/d	31aug86	line # 54-01; delivered to 369 vtap at Dzhankoi; f/n in East Germany before 1990; trf to the Ukrainian Air Force in 1992
	HA-TCD UR-76698	II-76MD II-76MD	Szer Bon Kft. Veteran	rgd ZIA	1995 03sep93	in official register, but not taken up in basic Aeroflot c/s with white fin; based at Dzhankoi by mar97, operated by Veteran; I/n Melitopol
	UR-76698	II-76MD II-76MD	Ukraine Air Force	LWO Mtp	2001	06may98; seen Melitopol 29apr99, titles not reported in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; photo-proof of prefix based at Melitopol: in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles: I/n Mukalaviv.
00634 71125	76698 CCCP-76455	II-76MD II-76/976	Ukraine Air Force LII Zhukovski	Mtp d/d	27may02 18may89	based at Melitopol; in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; I/n Mykolayiv- Kulbakino 14jul17, active line # 54-02; missile tracking/telemetry relay aircraft; delivered to Zhukovski, late d/d; in Aeroflot c/s; f/n
	76455	II-76/976	LII Zhukovski	ZIA	17aug99	Tashkent-Tuzel 25apr95; I/n ZIA 23aug97 in Aeroflot c/s; with Russian flag, but 'CCCP-' prefix still carried on the wings when seen ZIA 23aug03; f/n
00634 71131	CCCP-76699	II-76MD	Soviet AF/AFL c/s	d/d	28aug86	after modernisation ZIA 12sep17; I/n ZIA 21aug18; seen ZIA 12oct22, in bare metal c/s, active line # 54-03; opb 175 vtap at Melitopol; f/n in (former) East Germany before 1991; I/n SZW 05jul91; rgd
	UR-76699	II-76MD	Ukraine Air Force	Mtp	22mar97	only 12mar92 based at Melitopol, operated by Avilond by mar97; in basic Aeroflot c/s with a Ukrainian shield on the fin,
	76699	II-76MD	Ukraine Air Force	Mtp	27may02	no titles; I/n Zeltweg 01jul00 opb 25 BFTFA at Melitopol; in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; was stored at Melitaget for a stored at Costernal in 2014 with abs//dema dispersion and finite
						Melitopol, seen feb09/jul13; f/n active again at Gostomel in 2014, with chaff/flare dispensers; seen flying Melitopol 22oct14; a contract for the prolongation of life-time until 28aug21 was signed with NARP Z6apr19; seen KBP 22aug21; underwent maintenance at Melitopol and was captured there by Russian

						forces in late feb22; was adorned with the slogan 'Sila Rossii v kazhdom iz nas' (The strength of Russia is
00634 71134	CCCP-76700 UR-76700 UR-76700 76700	II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force ATI Airlines Ukraine Air Force	d/d Nor DXB Mtp	10sep86 15aug94 13oct97 08jul07	in each of us) on the upper side of the wing, as such on a photo aug22, in good condition line # 54-04; delivered to Dzhankoi; l/n LWO 08jul19 l/n KBP 18mar97; 1st Polk, Borispil; based at Dzhankoi mar97, operated by Veteran l/n BAK 30aug01; Azerbaijan logo; not in fleet list 13sep00 l/n Melitopol 06saug08/10may13
00634 71139	CCCP-76701	II-78M	Ilyushin OKB	f/f	07mar87	line # 54-05; II-78M prototype; d/d 16mar87 to Zhukovski; late f/f and d/d; in Aeroflot c/s; f/n ZIA 11au092
	RA-76701	II-78M	Ilyushin OKB	ZIA	15may93	in Aeroflot c/s; based at Zhukovski mar97; seen wfu Zhukovski 17aug99, engines and nose gear unit missing; I/n ZIA aug07/aug19, wfu
00634 71142	CCCP-76702	II-76MD	Soviet AF/AFL c/s	d/d	18sep86	line # 54-06; delivered to Ukurei; f/n Klin-5 airbase 07jul94; Ukurei based mar97; l/n Ivanovo-Severny 06aug99
	RA-76702 RF-76702	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Iva Iva	04aug01 30jul15	opb 2457 AB BP SRLDN at Ivanovo-Severny; I/n Ivanovo-Severny 15jul13 in basic Aeroflot c/s, no titles, equipped with guns; seen Ivanovo-Severny 11aug18 in water-bomber configuration; I/n LED 16sep23
00634 71147	CCCP-76703 76703	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	mfd trf	18sep86 1992	line # 54-07; delivered 18sep86 to Melitopol; f/n CKL 20may91 based at Melitopol by mar97; in basic Aeroflot c/s, no titles; f/n Mykolayiv-Kulbakino 22aug97; l/n Mykolayiv-Kulbakino 30apr99
	ER-IBB ER-IBB 4K-AZ28	II-76MD II-76MD II-76TD	Airline Transport Azerbaijan Al Silk Way Airlines	rgd BAK BAK	04oct01 20apr02 12mar03	in basic Aeroflot c/s, no titles; f/n DME 29mar02 in basic Aeroflot c/s with an 'AZAL' logo on the fin, no titles; I/n ADD 10feb03; canx 19feb03 reportedly leased from Sky Wind; in basic Aeroflot c/s with an 'AZAL' logo on the fin, no titles; I/n SHJ
	4L-AIL	II-76TD	Global Georgian Aw	SHJ	30nov04	27nov04; 4K-A222 visible under paint on tail, painted in error ?; see also c/n 0053464926 in basic Aeroflot c/s with an 'AZAL' logo on the fin, no titles; 4K-A222 still visible under paint on tail, see above line; I/n FJR 22feb06; leased from Styron Trading Inc. and returned 03mar06
	S9-DBR	II-76TD	Styron Trading Inc	rgd	20apr06	in basic Aeroflot (5% with an 'AZAL' logo on the fin; f(r) JNB mayO6, with 'Lines-Cargo' titles and 4K-AZ22 still visible under paint on tail, see above lines; I/n as such PEK augO6; sustained significant damage from small arms projectiles and a rocket-propelled grenade (RPG) that fortunately failed to explode inside the aircraft whilst on approach to Mogadishu 09nov07, the aircraft landed safely; f/n without titles EBB 10nov07; stored at Mykolayiv-Kulbakino, seen aug10/dec10; registration later removed
	UP-17642	II-76TD	Air Almaty	res	2010	c/n confirmed by the Kazakh CAA; possibly rgd 01dec10; flew to NLV 10mar11; in basic Aeroflot c/s with white fin, with titles; f/n BTS 12apr11; l/n NLV 20mar12
	UR-CIV	II-76TD	ZetAvia	rgd	17apr12	to Technoline FZC of Sharjah, UAE; in basic Aeroflot c/s with white fin, no titles; f/n BRQ 29apr12; new CofR issued 11jan16; seen JUB 12feb17; l/n SAL 07dec18, in white c/s with grey undersides and with www.zetavia.net titles; canx between 23dec20 and 16jan21
	EX-76005 EX-76005	II-76TD II-76TD	Sapsan Bu Shames	rgd ph.	14jan21 jun22	seen FRU the same date, in all white c/s, grey undersides, no titles; I/n NDJ aug21 photo also at Khost, in all white c/s with Bu Shames titles; I/n KRT 21oct22; I/n FJR 19jan24, without titles ?
00634 71150	CCCP-76704	II-76MD	Soviet AF/AFL c/s	d/d	17oct86	line # 54-08; delivered to Dzhankoi; f/n Sperenberg 26jul91; seen SVO 27apr93; l/n ZIA 15may93; see next line
	RA-76404 UR-76704	II-76MD II-76MD	Aeroflot Volare logo, n/t	rgd SHJ	22sep92 20jan96	ntu ? see sightings previous line; canx as to Ukraine based at Dzhankoi, opb Veteran mar97; mentioned in legal documents as leased to Volare from the
	UR-76704	II-76MD	Volare	OST	20jul01	Ukrainian MoD from 05aug97; I/n OST Imay01 I/n BUD 20nov02; still in fleet list 30sep04; canx 31dec08; mentioned in legal documents 12mar09 as a seized asset, due to substantial debts owed by the company; I/n NLV 03sep09; stored at NLV all-white c/s
	3X UK	II-76TD II-76TD				without registration, photo as such 17jan11 according to Ilyushin website jul11, presumably ntu according to Ilyushin website jul12, presumably ntu
	ER-IAV	II-76TD	Aerotranscargo	NLV	06sep12	without registration painted on this date; I/n NLV 26sep12 as such; seen NLV 18nov12, active again after nearly 10 years, all-white c/s no titles; seen FJR oct13/feb15, stored; reported for Sky Prim Air; current on
00634 71155	YI-AND	II-76MD	IrAF/Iraqi Aw c/s	mfd	16may86	register 31dec15; I/n FJR jun16/sep22, as such line # 54-09; d/d 14oct86, replacement for c/n 093421630; in full 'green' Iraqi Airways c/s; f/n LHR 27nov86; I/n PRG 1988; evacuated to Iran I6jan91 and impounded there
	15-2282	II-76TD	Iranian RGC AF	KBL	07apr02	c/n confirmed by Pars Aviation Service and checked on rear pressure bulkhead as well as on plate in cargo bay at Zhukovski 06apr10, see c/n 0073481442; obviously converted from MD to TD; (possibly still seen as MD in Afghanistan apr02, as no type painted on the nose this date) in white/light grey c/s with green/gold cheatline and green fin (similar to Qeshm c/s), no markings apart from serial, Iranian flag on nose and badge on fin; overhaul completed 10oct96; t/t 2,822 hours and 1,615 cycles by 19mar05; f/n as II-76TD THR 02sep06; I/n as such THR feb10; seen under rework at Zhukovski 06apr10; seen flying
	15-2282	II-76TD	Syrian Air		23jan13	Zhukovski Z5jan11, repainted with white fuselage, large green and smaller red cheatline along the fuselage and tail, grey undersides, no titles; I/n THR 19nov11 at Hama, Syria; wet-leased by Syrian Air, in a slightly revised scheme, without the red cheatline and trim,
	15-2282	II-76TD	Iranian RGC AF	ret	oct13	with Syrian Air titles, logo and Syrian flag; I/n Hama 22sep13 f/n THR 03jan16; in white c/s with grey undesides, green cheatline and stripe across the tail; I/n Karaj
00634 72158	CCCP-76705	II-76MD	Soviet AF/AFL c/s	d/d	30oct86	06mar24, in water bomber configuration line # 54-10; delivered to Melitopol; rgd 28dec88; was already f/n Kabul jul88
	CCCP-76705 76705	II-76MD II-76MD	ex-Aeroflot c/s ex Aeroflot c/s	JNB SIN	10oct92 08dec92	white tail, operated by SAA; I/n ORY 23nov92
	UR-76705 UR-76705 UR-76705	II-76MD II-76MD II-76MD	Aeroflot c/s, n/t Lviv Airlines Avialini. Ukrayiny	JNB trf MST	08nov93 31may95 11aug95	departed JNB 17/Jul94 after storage in Aeroflot c/s, no titles; l/n LWO 27jun95 based at Lviv mar97, operated by Avialiniyi Ukrayiny; l/n LWO 30may03/mid05
	EK-76705 ST-ATH	II-76TD II-76TD	Trans Attico Trans Attico	SHJ KRT	12oct06 15jan07	fight planned with 'UTU' call-sign this date; operator reported in UN report as such; I/n KRT 01dec06 c/n confirmed; tail turret filled in; in all-white c/s with 'Trans Attico Carqo' titles; I/n KRT 28apr09
	ST-ATH	II-76TD	Almajara Aviation	NDJ	14aug09	I/n MJI 07oct09; seen KWG 13apr10 all-white c/s with just 'Cargo' titles in green; I/n MJI 12nov11, with prefix removed; according to Ilyushin.org 25sep19, was authorised to fly until 30oct11, prior to next overhaul; fate ?
00634 72163	CCCP-76706 UR-76706	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine AF/AFL c/s	d/d r/r	31oct86 24apr93	line # 55-01; delivered to 175 vtap at Melitopol; f/n Sperenberg 26dec88 f/n JNB 24apr93
	UR-76706	II-76MD	Ukraine Air Force	OST	11sep93	based at Melitopol, opb Antey by mar97; in basic 'blue' Aeroflot c/s, no titles; sat wfu with NARP at Mykolayiv-Kulbakino, seen 27may02/aug20; soc 01apr09 and entered into the books of NARP; was to be overhauled as of 2009, but nothing came of this and still seen at the plant sep21
00634 72166	CCCP-76707(1) UR-76707(1)	II-76MD II-76MD	Soviet AF/AFL c/s Veteran	d/d ZIa	31oct86 22aug95	line # 55-02; delivered to Dzhankoi; f/n Jüterbog 18jul91; see c/n 073410292 I/n ZIA 24aug95
	HA-TCE no reg	II-76MD II-76MD	Quick Air Trans ex Quick Air Trans	rgd OZH	31jan96 28may02	f/n Dzhankoi 06jul96; based at Dzhankoi mar97, operated by Veteran; I/n Melitopol 06may98; not on Hungarian register oct97 as CofA expired 01feb97! ex HA-TCE painted out but readable; seen OZH 08jul07/15apr19 with reg still painted out, 'Quick Air Trans'
00634 73171	CCCP-76708	II-76MD	Soviet AF/AFL c/s	d/d	20nov86	titles with 'CCCP-76707' once again clearly visible on the tail on the starboard side line # 55-03; opb the outlet of 929 GLITs at Chkalovski; rgd only 06may91; f/n LBG 25jun91; l/n 21jun93
	RA-76708	II-76MD	Russian AF/AFL c/s	SNN	14sep93	opb the outlet of 929 GLITs at Chkalovski; f/n CKL 15aug99, c/n checked; carried 'Stinol' (a Russian brand of refrigerators) and 'Novolipetsk Iron & Steel Works' stickers when seen CKL 15aug99
	RA-76708	II-76MD	Ekspress	rgd	14aug95	to the Russian Federation, owned by the NII VVS of the Russian Air Force; version given as II-76TD on the register, possibly for insurance reasons; still in full Aeroflot c/s including titles; the lease ended 06nov97
	RA-76708 RA-76708	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	CKL CKL	20aug01 18aug02	opb the outlet of 929 GLITs at Chkalovski opb the outlet of 929 GLITs at Chkalovski; in basic Aeroflot c/s with a 'GLITs' badge, no titles; I/n CKL 17aug09; t/t 3,989 hours and 2,558 cycles by 26jan12; overhauled by ARZ-123 at Staraya Russa in 2012; still current on register 21jul20 with the rgd 14aug95 (the version was given on the register as II-76TD until 13may20 and changed to II-76MD 21jul20)
00634 73173	RF-95669 CCCP-76709	II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s	CKL d/d	25dec12 06nov86	opb the outlet of 920 GLITs at Chkalovski; in basic Aeroflot c/s, no titles and no badge; I/n CKL 20feb20 line # 55-04; rgd 24feb87; delivered to Vitebsk; f/n SNN 16nov87; transferred to Belarus but not noted after jul92 until, see next line
	CCCP-76709 EW-76709	II-76MD II-76MD	Aeroflot c/s, n/t Trans Avia Export	Mma Mma	18aug97 1998	opb Belarus Air Force basic ex Aeroflot c/s with blue tail, no logo or titles; seen Minsk-Machulishchi 17jun00; l/n Minsk-
			· · · F. ·			Machulishchi jun01; seen MSQ 20may05 still as such; seen MSQ may06/oct08, wfu; t/t less than 1,800 hours; photo MSQ 16jun09, in very faded c/s with fuselage cut into three and other parts including engines missing; see c/n 0003427796
00634 73178	"35" red	A-50	Soviet AF/PVO	d/d	31dec87	line # 55-05; delivered to Beryozovka and still based there mar97; late d/d; probably one of the eight uncoded A-50s seen at Ivanovo summer 1999; code "35" was read off engine covers Ivanovo-Severny 19au01
00634 73182	CCCP-76710	II-76MD	Soviet AF/AFL c/s	mfd	29nov86	line # 55-06; d/d 29nov86 to Vitebsk; rgd 24feb87; f/n LBG 29may87; l/n PEK nov91; transferred to Belarus but not seen after jul92 until aug97
	CCCP-76710 EW-76710	II-76MD II-76TD	Aeroflot c/s, n/t Trans Avia Export	ZIA	18aug97 17aug99	converted in 1998 to Il-76TD, tail turret removed; I/n ZIA 19aug99
	EW-76710 RA-76710 RA-76710	II-76TD II-76TD II-76TD	Atlant-Soyuz Atlant-Soyuz, n/t Krylo	ZIA rgd VKO	19sep99 03jul01 07aug02	I/n DME 03sep00; in basic Trans Avia Export c/s to Krylo ?; f/n DME 13aug01; I/n VKO 16aug01; Atlant-Soyuz logo only leased from Trans Avia Export 25mar02/31mar03; leased to Ilavia 10mar04/10sep04 and seen DME
	EW-76710	II-76TD	Trans Avia Export	SHJ	13feb05	23jun04 with additional small 'Ilavia' titles //n JNB 27aug05; in basic Aeroflot c/s with all white tail, no and small Belarus flag c/s configured, for VTT 17jun06; current or projector inp07; i/o VDT 27ch07, pamed 'Sodoom'
	ST-ATX ST-ATX ST-ATX	II-76TD II-76TD II-76TD	Air Taxi & Cargo Trans Avia Exsport Trans Avia Export	rgd FRU MSQ	04feb06 21may07 27aug07	c/n confirmed; f/n KRT 17jun06; current on register jan07; l/n KRT 27feb07, named 'Sadeem' photo proof as such; with additional 'www.airtaxisudan.com' titles, named 'Sadeem' l/n POR 28aug07, in all-white c/s
	EW-76710	II-76TD	Trans Avia Export		jan08	current in fleet list jan08; photo MSQ 20jan08, all-white c/s without registration; seen DME 09jul08, all- white with serial and titles; I/n SHJ 12mar09, as such; seen MSQ 16jun09 in full colours; I/n MSQ 18may12; subsequently preserved MSQ and f/n as such 15sep12; I/n 07may13; replaced by c/n
						0003427796 and moved back onto the airfield; I/n MSQ jul14/15apr19, stored; could be made airworthy again in the future, if required, according to Trans Avia Export document 27jan15; still parked MSQ 19may21, missing at least engine # 4

00634 73187	CCCP-76711	II-76MD	Soviet AF/AFL c/s	mfd	29nov86	line # 55-07; d/d 29nov86 to Vitebsk; rgd 24feb87; f/n LBG 23jun87; transferred to Belarus but not noted after jul92 until first seen at Zhukovski 23aug97; converted in 1999 to II-76TD; seen VKO 17jun99, but
	EW-76711 EW-76711	II-76TD II-76TD	Ilavia Atlant-Soyuz	ZIA ADD	19aug99 15mar01	prefix and titles not reported, CofR issued 25feb99 to Ilavia ? according to Russian register feb01 tail turret removed; I/n ZIA 21aug99; not in apr00 fleet list in all-white c/s with titles and logo on the fin; I/n MSO 20may05; leased 29auq00/31auq01 from Trans
	EW-76711	II-76TD	Trans Avia Export		11aug06	Avia Export and still in their fleet list 01sep03 seen MSQ 27aug07 in all-white c/s without titles, wfu; h/o to "Aviastar" at Ulyanovsk in 2007 as an instructional airframe for the preparation of the production of the II-76MD-90A, probably in early 2008; sat in an "Aviastar" hangar in primer without any markings and without engines, f/n aug08, seen 24aug12 in main production hangar (NS4.374246 E48.616995) with "MAKET" titles on lower fuselage port side only; l/n
00634 73190	CCCP-76712	II-76MD	Soviet AF/AFL c/s	d/d	28nov86	18aug18 line # 55-08; rgd 24feb87; delivered to Vitebsk; f/n LBG 24may87; transferred to Belarus but not noted after jul92 until first reported seen unmarked at Zhukovski 23aug97; converted to 11-76TD
	RA-76712 EW-76712 EW-76712	II-76TD II-76TD II-76TD	Ilavia Ilavia Trans Avia Export	rgd OST MSQ	09jul98 07jun99 11may06	f/n SHJ feb99; tail turret removed; canx 26feb99 as to Belarus; CofR renewal 09mar99 /n MSQ 20may05; leased from Trans Avia Export 28nov01/31dec05 and still in their fleet list 01sep03 in all-white ex Ilavia c/s, no titles; seen MSQ aug06/15apr19, stored; could be made airworthy again in the
00634 74193	CCCP-76713 RA-76713	II-76MD II-76MD	Soviet AF/AFL c/s Russian Air Force	mfd LUX	29nov86 06may99	future, if required, according to Trans Avia Export document 27jan15 line # 55-09; d/d 29nov86 to Taganrog; f/n Sperenberg 12apr91 based at Taganrog by mar97; in basic Aeroflot c/s, no titles, carried a '224 LO' badge; last overhaul completed in 2011; seen OVB 11auq16; l/n LED 30dec21
00634 74198	CCCP-76714	II-76MD	Soviet AF/AFL c/s	d/d	26dec86	line # 55-10; delivered to Gyandzha, later Ukurei based
	RA-76714 RA-76714 RF-76714	II-76MD II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force Russian Air Force	Ors ph. ph.	21apr97 jul10 29jan15	based at Orenburg mar97; I/n Chelyabinsk-Shagol sep08, faded Aeroflot titles location unknown, in basic Aeroflot c/s, no titles; I/n CKL jul14 in basic Aeroflot c/s, no titles; chaff dispensers and under wing pylons fitted to carry bombs; seen Ivanovo-
00734 74203	RF-76714 CCCP-76758	II-76MD-M II-76TD	Russian Air Force MAP Ulyanovsk APK	mfd	photo 30dec86	Severny 19aug17, in water bobmer configuration; I/n ZIA 18may21 at ZIA; in basic Aeroflot c/s, no titles; now without guns and turret; I/n LED 24aug24 line # 56-01; d/d 30dec86 to Ulyanovsk East; with tail turret; rgd 16sep87, version given as such in Soviet
	CCCP-76758 CCCP-76758	II-76TD II-76TD	Volga-Dnepr Heavylift	STN STN	04nov91 29jan92	register; f/n BKA 25sep91 I/n BKA 22feb92; with additional small 'Oil Spill Service Centre, Southampton' titles, f/n SOU mar92, l/n
	RA-76758	II-76TD	Heavylift	STN	24feb93	STN 09sep92 with additional small 'Oil Spill Service Centre, Southampton' titles, I/n STN 28jun94; seen ZRH 13feb95
	RA-76758	II-76TD	Volga-Dnepr	STN	10dec95	with just Heavylift titles still with tail turret and in full c/s; l/n ZIA 22aug99; turret removed by oct99; f/n YHM oct99; l/n BTS
00734 74208	CCCP-76456	II-76/976	MAP LII Zhukovski	d/d	23oct89	09nov02; damaged beyond repair by a typhoon at Guam 08dec02; soc 22may03; canx 26may03 line # 56-02; missile tracking/telemetry relay aircraft; delivered to Zhukovski, late d/d; in Aeroflot c/s; f/n ZIA jun92; I/n ZIA 17auq01; converted in early 2004 to, see next line
	76456	II-76LL	Chinese Air Force	ZIA	23aug04	engine test-bed; d/d 2005; opb China Filight Test Establishment; carried no markings apart from 'China Filight Test Establishment' logo and titles; used to test the WS10 turbofan engine (for the J10 and J11 findhers)
	760	II-76LL	Chinese Air Force		photo	engine test-bed; opb China Flight Test Establishment; in light grey c/s with red/grey cheatline, carried no markings apart from 'China Flight Test Establishment' logo and titles; initially still with the WS10 turbofan on No. 2 position; seen Xian-Yanliang may11 with 4 standard engines; used to test the WS20 turbofan
00734 74211	CCCP-76716 UR-76716	II-76MD II-76MD	Soviet AF/AFL c/s Lana	d/d OST	29jan87 12jan94	engine (for the Y20 transport) in spring 2013 and the WS18 turbofan engine 29oct14/16dec14 line # 56-03; delivered to Dzhankoi; f/n in (former) East Germany 20nov90 photo with 'Lana' titles, OST dec94; I/n Kryvy Rih 21mar97; based at Kryvy Rih mar97, operated by Lana
	UR-76716 UR-76716	II-76MD II-76MD	ATI Airlines	ALP Mtp	16sep97 27may02	in all-white c/s, grey undersides; seen OST 04jul99 with additional AZAL tail logo and small 'AHC' on tail; I/n SXF 23dec00 I/n Melitopol may07/30jun13 stored
00734 74216	CCCP-76717(1) UR-76717(1)	II-76MD II-76MD II-76MD	white/grey, n/t Soviet AF/AFL c/s Veteran	d/d ZIA	29jan87 24aug95	line # 56-04; delivered to Dzhankoi; f/n DME 12jun90; see c/n 0043450484 based at Dzhankoi mar97
	4K-76717(1) UR-76717(1)	II-76MD II-76MD	Veteran Ukraine Air Force	SHJ Krv	17mar96 26apr99	In SHJ 03apr97; I/n Kryvy Rih 05may98, but prefix not read in basic Aeroflot c/s with Air Force roundels, no titles
	UR-76717(1)	II-76MD	Lviv Airlines	OST	09apr00	Lvivski avialiniyi; no titles, but logo on fin; last flight 29jan01; severely damaged 27jul02 when Ukrainian Air Force Su-27UB "42" crashed during an airshow at LWO and hit the nose of the parked II-76; still in fleet list jan04; stored with damaged nose at LWO, seen aug05/jan12; canx 13aug08; offered for sale 06may11
00734 74219	CCCP-76718 RA-76718	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Tgr	31jan87 20jun99	with t/t 3,249 hours and 1,582 cycles; in the process of being broken up 28jan12 line # 56-05; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; I/n Taganrog-Tsentralny 16sep11, still with titles;
	RA-76718	II-76MD	Russian Air Force	Roc	30nov13	stored Staraya Russa apr12/oct12 in basic Aeroflot c/s, no titles; equipped with guns; seen OVB 19may15; I/n Taganrog Tsentralny 12mar19,
00734 74224	YI-ANE	II-76MD	IrAF/Iraqi Aw c/s		23mar87	stored, no engines
00734 74224	5-8202	II-76TD	Iranian Air Force	d/d ph.	oct05	line # 56-06; replacement for c/n 093421635; f/n FRA 06jun87; in full Iraqi Airways green c/s; l/n MAN 30mar89; evacuated to Iran 18jan91 and impounded there at Omidiyeh AFB, missing three engines with damage to the port wing, in white/light grey c/s with dark
						green cheatline, no markings apart from serial and Iranian flag on the fin; t/t 2,840 hours and 1,136 cycles by 19mar05; was damaged by an engine fire near Omidiyeh, after long-tem storage and repairs. flown in 2008 back to Shiraz where it was properly overhauled, repainted and returned to service; seen SYZ 01jan09, c/n checked in navigator's cabin; opb 73rd Transport Squadron at TFB.7 at Shiraz; in white/light grey c/s with thick dark blue and thin red cheatline and blue fin, no markings apart from serial and Iranian flag on the fin; seen SYZ feb10 with large 'II-76TD' designation behind the cockpit, had not flown since may09 due to fatigue in wing components; I/n SYZ feb14/feb22
00734 74226	CCCP-76719 RA-76719	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd TV	30jan87 18jan95	line # 56-07; delivered 31jan87 to Taganrog; no reports at Komsomolsk-na-Amure; opb 708 vtap at Taganrog-Tsentralny by mar97; I/n Taganrog-Tsentralny 10aug99
00734 75229	RA-76719 CCCP-76720 RA-76720	II-76MD II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	TYN d/d Spr	apr00 02feb87 14jul93	opb 708 vtap at Taganrog-Tsentralny; in basic Aeroflot c/s with '224 LO' badge, no titles; I/n PEK 17may24 line # 56-08; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97 and later on; I/n operational Taganrog-Tsentralny 2 based variables of the second
00734 75236	RF-76720 YI-ANF	II-76MD II-76MD	Russian Air Force IrAF/Iraqi Aw c/s	OVB d/d	23aug16 30may87	31aug04; stored at Taganrog-Tsentralny, I/n sep11/aug12 in basic Aeroflot c/s, no titles; I/n VKO 16aug24 line # 56-09; replacement for c/n 093421637; f/n FRA 16jul87; evacuated to Iran 16jan91 and impounded
	15-2281	II-76MD	Iranian RGC AF	no	reports	there c/n from Pars Aviation Service; possibly the reports of 15-2291 actually concern this aircraft; last overhaul
					-	completed 30oct96; dbr 24feb02 on a flight from Mashhad when # 3 engine caught fire, the crew managed to return to Mashhad and land the aircraft safely, all 230 occupants escaped unhurt but the right wing burnt through and bent to the ground; sat derelict at Mashhad (N36.218964 E59.653132), wings and tail cut off by jun09; I/n sep10
00734 75239	CCCP-76721	II-78	Soviet AF/AFL c/s	d/d	25apr87	line # 56-10; delivered to Uzyn; was the aircraft shown to US Secretary of Defense Frank Carlucci at Kubinka 02aug88, in basic Aeroflot c/s with Red Star, no code or registration worn
	UR-76721 D2-FEW	II-78 II-76TD	BSL Airline Angolan Air Force	MST d/d	24feb95 feb02	based at Uzyn mar97; refuelling equipment removed; I/n Uzyn 22jun99 f/n LAD Offeb03; opb Angola Air Charter according to JP-05, converted to II-76TD; in Aeroflot c/s, no titles; c/n checked OZH 25dec04, serial T-904 painted on the flight-deck; seen LAD 03may06 in all-white
00734 75242	T-907 D2-FEW CCCP-76722	II-76TD II-76TD II-76MD	Angolan Air Force Angolan Air Force Soviet AF/AFL c/s	LAD LAD d/d	11may10 20jul12 26feb87	c/s, no titles; seen MSQ 27aug07 in dark grey c/s with light grey undersides, no titles; I/n LAD 28mar09 c/n not confirmed; in dark grey c/s with light grey undersides with titles in dark grey c/s with light grey undersides with titles; I/n LAD 22dec14; possibly broken up line # 57-01; delivered to Taganrog; f/n Werneuchen 22apr93; I/n Ribnitz-Damgarten 08nov93, equipped
	RA-76722 RA-76722	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Maw PKV	26jan94 sep06	with guns and flare dispensers based at Taganrog-Tsentralny mar97; I/n Taganrog-Tsentralny 31aug04 in basic Aeroflot c/s, no titles; seen CKL 14jul10, equipped with guns; seen Staraya Russa 27nov11, parts
00734 75245	RF-76722 CCCP-76723	II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s	Tgr d/d	18aug15 27feb87	missing prior to overhaul; I/n OVB 17jun15 in basic Aeroflot c/s, no titles; I/n VKO 28aug23 line # 57-02; delivered to Ukurei; f/n in (former) East Germany 12jan91
00734 75250	RA-76723 CCCP-76724	II-76MD II-76MD	Russian AF/AFL c/s Soviet AF/AFL c/s	Ors d/d	21apr97 28feb87	based at Orenburg mar97; I/n Orenburg-2 (Southwest) 29aug97; was destroyed on emergency landing at Privolshskiy 23jun00, overran on landing after an inflight fire line # 57-03; delivered to Taganrog; no reports
	RA-76724	II-76MD	Russian AF/AFL c/s	Tgr	20jun99	opb 708 vtap at Taganrog-Tsentralny mar97/sep11; named 'Georgi Pakilyov' after a former Commander of the VTA, f/n as such CKL sep09; I/n SVX sep16, still with Aeroflot titles
00734 75252	RA-76724 RF-76724	II-76MD II-76MD	Russian Air Force Russian Air Force	Kub VKO	apr17 29aug19	in basic Aeroflot c/s, no titles, but still named 'Georgi Pakilyov'; I/n OVB jun17 in basic Aeroflot c/s, no titles; I/n over Moscow 07may22
00734 75253	CCCP-76725 RA-76725	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Grd	28feb87 27may94	line # 57-04; delivered to Taganrog; f/n in (former) East Germany 04jun90 based at Taganrog mar97; I/n Taganrog-Tsentralny 31aug04; I/n I/n Pskov sep10
00704 75	RA-76725 RF-76725	II-76MD II-76MD	Russian Air Force Russian Air Force	KLD OVB	03may12 07sep16	in basic Aeroflot c/s, no titles; I/n CKL 03feb16 in basic Aeroflot c/s, no titles; I/n OVB may23
00734 75260	"36" red	A-50	Soviet AF/PVO	d/d	25jan88	line # 57-05; delivered to Beryozovka and still based there mar97; late d/d; probably one of the eight uncoded A-50s Ivanovo-Severny summer 1999, code "36" read off covers 06aug99/30aug07
00734 75261	CCCP-76726 RA-76726	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Wit	28feb87 07jun94	line # 57-06; delivered to Taganrog; f/n Eberswalde-Finow 22nov92 based at Taganrog by mar97; l/n ROV I8jun10; last overhaul completed in 2011
	RA-76726 RF-76726	II-76MD II-76MD	Russian Air Force Russian Air Force	KLD ph.	30dec11 07apr17	in basic Aeroflot c/s, no titles; I/n OVB 15apr16 in basic Aeroflot c/s, no titles; I/n Moscow region 2020
00734 75268	CCCP-76727(1)	II-76MD	Soviet AF/AFL c/s	mfd	31mar87	line # 57-07; d/d 31mar87 to Dzhankoi; f/n in former East Germany 19nov90; l/n ZIA 03sep93; see c/n 0063467021
	UR-76727(1)	II-76MD	Volare logo, n/t	MST	14feb96	based at Dzhankoi mar97, opb Veteran; mentioned in legal documents as leased to Volare from the Ukrainian MoD from 05aug97; seen OST 28feb98 with additional 'Avialiniyi Ukrayiny' titles; I/n BKK 09oct99
	UR-76727(1)	II-76MD	East Line	OST	14jul00	carried a 'Volare' logo on fin; I/n DME 05sep00

	UR-76727(1) UR-76727(1)	II-76TD II-76TD	Volare logo, n/t Volare	OST NLV	16dec00 26may02	l/n OST 16sep01 now with titles; still in fleet list 30sep04; canx 31dec08; mentioned in legal documents 12mar09 as a
	3X-GFK	II-76TD	GR Avia, n/t	rgd	23jun10	seized asset, due to substantial debts owed by the company; I/n NLV 03sep09 f/n NLV 02nov10; with blue cheatline, white top and tail with grey undersides; ferried NLV-SHJ 13nov10
00734 75270	CCCP-76728	II-76MD	Soviet AF/AFL c/s	d/d	31mar87	with Air Guinée call-sign; canx 24oct12; l/n NLV (N47.056246 E31.919929) 26sep12/sep21 line # 57-08; delivered to Dzhankoi; f/n in (former) East Germany 09sep91
	UR-76728 UR-UCR	II-76MD II-76MD	Veteran Ukrainian Cargo Aw	AMS IST	11jan94 21oct98	based at Dzhankoi mar97; l/n OZH 07may97; not in 1998 fleet list l/n IST 12jan00
	UR-UCR	II-76MD	United Nations	BDS	19mar01	opb Ukraine Cargo Airways; in white/grey c/s, titles not noted; I/n OZH 28may02 as such; not in fleet list 01mar07; seen OZH 08jul07 in all-white c/s, no titles; I/n OZH 06aug08/07sep09 as such; canx 13aug08;
00734 76275	CCCP-76729	II-76MD	Soviet AF/AFL c/s	mfd	23mar87	l/n OZH 22sep10/15apr19 with serial removed line # 57-09; d/d 30mar87; opb 369 vtap at Dzhankoi; f/n Eberswalde-Finow 05jul91; trf to the Ukrainian
	UR-76729	II-76MD	Veteran	AMS	03mar94	Air Force in 1992 leased from the Ukrainian Air Force; based at Dzhankoi, opb Veteran by mar97; I/n OZH 07may97
	HA-TCF UR-76729	II-76MD II-76MD	Napkelet Airlines ATI Airlines	res OST	1995 21jun98	in official register, but not taken up carried an 'Azerbaijan' logo; not in fleet list 13sep00
	UR-UCU	II-76MD	United Nations	BDS	08oct00	I/n OZH 28may02
	UR-UCU UR-UCU	II-76MD II-76TD	Ukrainian Cargo Aw United Nations	BUD KRT	05mar03 25oct05	in all-white c/s; initially no titles; l/n as such BZZ 17apr03; f/n with titles OSR 04apr04 operated for UNMIS in Sudan, based at Kadugli; in full all-white UN c/s, carried code 'UN517'
	UR-UCU	II-76TD	Ukrainian Cargo Aw	BEG	01apr06	in all-white c/s with 'Ukrainian Cargo Airways' titles and an 'UCA' logo on the fin; last flight 30mar09; t/t 6,772 hours 28 minutes and 2,628 cycles (never overhauled); canx 07jul11; sat wfu at OZH, seen
00734 76277	CCCP-76730	II-78	Soviet AF/AFL c/s	d/d	31may87	oct10/aug18; offered for sale as scrap metal and sold to TOV Radalis 10dec19 line # 57-10; opb 409 apsz at Uzyn; no reports
	UR-76730 76730	II-78 II-78	BSL Airline ex-Aeroflot c/s	OST Mtp	15dec94 27may02	based at Uzyn mar97; l/n Uzyn 27jun99; refuelling equipment removed no titles; sold to A.T.E International (Rawalpindi, Pakistan) for \$6.42 million, see next line
	 883383BC	II-78 II-78MP	Pakistan Air Force Pakistan Air Force	Mkk Mkk	23jul10 27aug10	basic Pakistan c/s no roundel, flag or serial, undertaking test flights same c/s as above and flew under this temporary Ukrainian number allowing it to overfly countries on
	R10-002	II-78MP	Pakistan Air Force	d/d	29oct10	delivery/ferry flights (a sort of diplomatic clearance number) in full c/s; f/n ISB 29oct10; I/n CTU 17mar22
00734 76281	CCCP-76486 CCCP-76486	II-76TD II-76TD	AFL/Yakutiya-YKS	mfd CGN	28apr87	line # 58-01; d/d 28apr87; toc 28may87; rgd 12jun87
			Metro Cargo		09jan91	named 'Zurigo'; photo LUX 16feb91 all white c/s grey undersides with Red Cross, no titles; seen LNZ 13mar91 again with titles and name; I/n AMS 09may91, as such
	CCCP-76486 CCCP-76486	II-76TD II-76TD	Jet Air Cargo Aeroflot	BSL BKA	22jul91 22feb92	I/n DME 10sep92
	RA-76486 RA-76486	II-76TD II-76TD	Aeroflot Sakha Avia	MST trf	17sep92 19oct94	l/n DME 27apr93 f/n OST 25mar96; l/n ZIA 21aug99
	RA-76486 RA-76486	II-76TD II-76TD	Aviast East Line	rgd rgd	15mar00 20sep02	f/n TSN 15apr00; l/n DME 28jun02, in full c/s, see next line leased from 28jun02
	RA-76486	II-76TD	Aviast	rgd	11mar03	I/n SVO 03nov05, active; in Aviakompaniya im. Grizodubova fleet list 30dec06; stored on the grass at DME, seen aug07/dec07; broken up at DME 29jan08 (wings and tail cut off that day)
00734 76288	YI-ANG	II-76MD	IrAF/Iraqi Aw c/s	d/d	26jun87	line # 58-02; replacement for c/n 0013428839; f/n LHR 16jul87; in full Iraqi Airways green c/s; l/n LHR may90; evacuated to Iran 16jan91 and impounded there
	5-8203	II-76MD	Iranian Air Force	SYZ	14mar00	c/n not confirmed; opb 73rd Transport Squadron at TFB.7 at Shiraz; in white/light grey c/s with dark green
	5 0202	11 7010	Turning Air France	0/7	6-1-10	cheatline, no markings apart from serial and Iranian flag on the fin; t/t 2,813 hours and 1,125 cycles by 19mar05 (mart05 cycles by 19mar05)
00734 76290	5-8203 CCCP-76731	II-76MD II-76MD	Iranian Air Force Soviet AF/AFL c/s	SYZ d/d	feb10 30apr87	c/n not confirmed; operational; l/n SYZ 07feb11 line # 58-03; delivered to Ivanovo; rgd only 25feb91; no reports
	RA-76731 RA-76731	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Maw ph.	14mar94 jun12	based at Ivanovo by mar97; I/n PKV 01apr10; last overhaul completed in 2011 in basic Aeroflot c/s, no titles; I/n OVB 04sep16
00734 76296	RF-76731 CCCP-76732	II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s	PKV d/d	mar17 29apr87	in basic Aeroflot c/s, no titles; l/n Minsk-Machulishchi jan22 line # 58-04; opb 175 vtap at Melitopol; f/n Brandis 01jul91; rgd only 22nov91
	UR-76732 76732	II-76MD II-76MD	Air Service Ukraine Air Force	AMS Mtp	12sep95 27may02	based at Melitopol by mar97; in basic Aeroflot c/s with own titles; I/n Melitopol 29apr99 in basic Aeroflot c/s with roundels and a Ukrainian shield on the fin; left KBP 11apr00 for a para-dropping
						flight to the North Pole; carried the inscription 'Ukraine South Pole 2000' in English and Ukrainian behind the cockpit; took part in a fly-past over Kiev 24jul08; contract for the prolongation of life-time signed with
						NARP 23apr20; I/D Deblin 14may22/08mar23; 7 Ukraine Air Force II-76s still visible on Google Earth at Deblin 20sep24 @@
00834 76298	"37" red	A-50	Soviet AF/PVO	d/d	29jun88	line # 58-05; delivered to Beryozovka (late $d/d$ ) and still based there by mar97
	"37" red	A-50	Russian Air Force	TGK	31aug03	opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'AB BP SRLDN' badge behind the cockpit; I/n Taganrog-Yuzhny 12dec06; arrived for conversion by TANTK im. Berieva at Taganrog-Yuzhny in autumn
	"37" red	A-50U	Russian Air Force	TGK	22jul09	2008 the prototype of the conversion to this modernised version; underwent trials by jul09; joint state trials
						completed 26nov09; I/n with Red Stars and without titles Taganrog-Yuzhny 21may11; named 'Sergei Atayants' after the Deputy of the General Designer of ANTK im. Berieva; repainted in white/light grey c/s
						with 'VVS Rossii' titles and Russian stars; f/n as such ROV 19jan14; officially handed over to the Russian Air Force after the conversion 25mar14 (as the 3rd A-50U); opb agbpsdrio 610 TsBPiPLS at Ivanovo-
	RF-93966	A-50U	Russian Air Force	ph.	09may14	Severny from 25mar14; I/n over Moscow 03may14 over Moscow; also carried code "37" red; opb agbpsdrlo 610 TsBPiPLS at Ivanovo-Severny; in white/light
	14 55566			p	051110/21	grey c/s with 'VVS Rossii' titles and Russian stars; titles changed to 'VKS Rossii'; f/n as such ZIA 22jul21; w/o in the late hours of 14jan24 on a mission over the western part of Sea of Azov when was shot down by
						Russian rather than by Ukrainian forces immediately upon the entering the patrol zone near
						Kyrylivka/Kirillovka (south of Melitopol) and crashed into the sea, all 11 crew members (pilot: Lieutenant- Colonel V.V. Levchenko) were killed
00734 76304	CCCP-76733 RA-76733	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Spr	30apr87 05jun93	line # 58-06; delivered to Melitopol; f/n KBL jan89 based at Novgorod mar97; l/n Novgorod-Krechevitsy 07aug99
	RA-76733 RF-76733	II-76MD II-76MD	Russian Air Force Russian Air Force	Nvk OVB	05aug01 05may16	seen Novgorod-Krechevitsy 24aug02, no titles; I/n KJA 02jul14 in basic Aeroflot c/s, no titles; I/n over Moscow 07may22
00734 76307	YI-ANH	II-76MD	IrAF/Iraqi Aw c/s	d/d	30jun87	line # 58-07; f/n LHR 07oct87; in full Iraqi Airways green c/s; l/n LHR 12jul90; destroyed by bombing at Al-Qadisiya 18jan91
00734 76312	CCCP-76734	II-76MD	Soviet AF/AFL c/s	d/d	31may87	line # 59-08; delivered to Ivanovo; rgd 27jun90; f/n PEK nov91; transferred to Belarus but not noted between BTS 25feb93 and ZIA 08jul98
	EW-76734 EW-76734	II-76TD II-76TD	Ilavia East Line	ZIA DME	17aug99 jan00	l/n ZIA 21aug99; tail turret removed l/n OST 15mar00
	EW-76734	II-76TD II-76TD	Krylo	no	reports 02apr02	leased to Krylo from 30mar01, according to Russian register sep01
	EW-76734 EW-76734	II-76TD	Atlant-Soyuz Trans Avia Export	DME TAM	21jun02	already reported in an incident report at Norilsk 23nov01 I/n SHJ 05mar08
	EW-76734	II-76TD	Volga-Dnepr	-	09may08	in basic Trans Avia Export c/s; already reported in technical inspection document 25apr08; I/n LED 16dec09
	EW-76734	II-76TD	Trans Avia Export	MSQ	23apr11	in basic Trans Avia Export c/s, no titles; seen MSQ may13/jul16, stored; could be made airworthy again in the future, if required, according to Trans Avia Export document 27jan15; seen MSQ 01oct16, in all-white
00734 76314	CCCP-76735	II-76MD	Soviet AF/AFL c/s	d/d	25may87	c/s with grey undersides, no titles; l/n MSQ 19aug21 line # 58-09; delivered to Vitebsk; mfd reported as 31may87 which is not in line with the d/d; rgd
	RA-76735	II-76MD	Aeroflot	ZIA	23aug97	18aug87; f/n SNN 02dec87; l/n Ribnitz-Damgarten 07nov93, transferred to Belarus Air Force by jul92
	RA-76735 EW-76735	II-76TD II-76TD	Ilavia Aero Concept	SHJ ZIA	feb98 17aug99	l/n SHJ 14dec98; tail turret removed; CofR renewal 19jul99 l/n LGK 05dec99
	EW-76735 EW-76735	II-76TD II-76TD	Atruvera Trans Avia Export	MSO	feb03 11may06	no reports; still in Trans Avia Export fleet list 01sep03 seen MSQ aug06/aug18, all-white c/s, no titles; stored; could be made airworthy again in the future, if
00734 76317	CCCP-76736	II-78	Soviet AF/AFL c/s	d/d	31aug87	required, according to Trans Avia Export document 27jan15 line # 58-10; delivered to Uzyn; f/n TAS 13may88; trf to MOM KB, date unknown; l/n Yuzhnaya 15oct91;
0075470517					-	still 'CCCP-' by 06jul93
	76736	Il-78	Ukraine Air Force	Uzn	10may98	based at Uzyn by mar97; I/n Uzyn 27jun99; dbr whilst parked at Uzyn 25mar93, when its hardstand had not been completely cleared of snow so that the aircraft could not be pushed back to the rear end of the bardstand when UZ NU 276CE baried alger a bailet its when bit when bit and destruct the and the 2720;
						hardstand, when II-78 UR-76653 taxied along at night its wing hit and destroyed the cockpit of 76736; scrapped
00734 77323	CCCP-76737(1)	II-76MD	Soviet AF/AFL c/s	mfd	31may87	line # 59-01; d/d 31may87 to Vitebsk; rgd 18aug87; f/n CDG 31dec89; transferred to Belarus, seen jul92; photo ZIA feb97, with turret section removed; see c/n 0083483502
	RA-76737(1) EW-76737(1)	II-76TD II-76TD	Ilavia Volga-Dnepr	rgd rgd	16jun97 19jul99	based at Zhukovski mar97; f/n VKO 24aug97; tail turret removed; I/n LUX 29jan99; canx 23jun99 f/n SNN 13aug99, in all-white c/s, no titles; I/n SVO 19aug99
	EW-76737(1) EW-76737(1)	II-76TD II-76TD	Volga-Dnepr Atruvera	SNN DME	17sep99 15jan02	in all-white c/s with titles; I/n SNN 08nov00 in all-white c/s with titles; I/n VKO 01aug02; leased from Trans Avia Export 13jun01/17jul04 and still in
	EW-76737(1)	II-76TD	Atlant-Soyuz		20may05	their fleet list 01sep03; I/n MSQ 16feb04, titles not reported
	EW-76737(1)	II-76TD	Trans Avia Export	MSQ	11aug06	in all-white c/s, no titles; stored at MSQ, seen aug07/jul11; to be overhauled in Russia in 2012 and then to be delivered to the Chinese Air Force; took off from Minsk 21sep12 bare metal, wearing no registration
	RA-78699(1)	II-76TD	Chinese Air Force	ZIA	11dec13	c/n from russianplanes.net; in bluish grey c/s with light grey undersides and titles with small Russian flag behind the cockpit; see also c/n 0083486582, 0093492763, 0093493794 and 1023498978
	27603	II-76TD	Chinese Air Force	no	reports	serial for delivery to China; details from a document, but possibly not worn externally
00734 77326	20542 CCCP-76738	II-76TD II-76MD	Chinese Air Force Soviet AF/AFL c/s	ZUH mfd	09nov14 01jun87	in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/n Wuxi 03oct19 line # 59-02; delivered 30jun87 to Ivanovo; rgd 05oct90; f/n BKA 25sep91; still 'CCCP-' 06jul93
	RA-76738 RA-76738	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Spr CGN	28jun94 20jul07	based at Ivanovo mar97; l/n Ivanovo-Severny 22jun00 in basic Aeroflot c/s, no titles, carried a '224 LO' badge; l/n PKV 2011 as such; seen PKV 25aug12 without
00734 77332	CCCP-76739	II-76MD	Soviet AF/AFL c/s	d/d	30jun87	'224 LO' badge; I/n KLD 16jun17 line # 59-03; opb 708 vtap at Kirovabad (relocated to Taganrog-Tsentralny apr/may92); f/n PEK 19nov91

	RA-76739	II-76MD	Russian AF/AFL c/s	Tgr	20jun99	opb 708 vtap at Taganrog-Tsentralny from 07apr95 (renamed 6958 AvB 15oct09); l/n Taganrog-Tsentralny 19aug12, still with titles; ferried to 123 ARZ at Staraya Russa jan13; t/t 2,487 hours and 1,921 cycles by
	RF-94406	II-76MD	Russian Air Force	ph.	mar14	11jan13 at Rostov-na-Donu Tsentralny; c/n from russianplanes.net
00724 77225	RF-76739	II-76MD	Russian Air Force	SVX	11jul14	in basic Aeroflot c/s, no titles; l/n OVB 10jul21
00734 77335	CCCP-76740 RA-76740	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Grd	30jun87 03apr94	line # 59-04; delivered to Taganrog; f/n Finsterwalde 19mar93; l/n Gross Dölln (Templin) 04aug93 opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; named 'Taganrog' oct02; l/n Taganrog-Tsentralny
	RF-76740	II-76MD	Russian Air Force	Tgr	sep14	07feb13, still with titles in basic Aeroflot c/s, no titles, with Chaff dispensers; I/n OVB mar22
00734 78337	CCCP-76741	II-76MD	Soviet PVO/AFL c/s	d/d	29jul87	line # 59-05; mfd reported as being 30jul87 which is not in line with the d/d; delivered to Klin; possibly
	RA-76741	II-76MD	Russian AF/AFL c/s	Kln	12oct94	opb the A-50 otryad at Vitebsk at some time; f/n Klin-5 airbase 06may94; l/n Klin-5 airbase 07jul94 based at Klin mar97; l/n PKV 29may04
	RA-76741	II-76MD	Russian Air Force	PKV	jan08	in basic Aeroflot c/s, no titles; seen SVX 01nov13; to undergo overhaul at 360 ARZ in 2017; I/n TAS 24may24
00734 78343	K2901	II-76MD	Indian Air Force	d/d	26nov87	line # 59-06; f/n MLE 11nov88; seen SHJ mar93 coded "T" named 'Indus'; seen DXB early 2000 coded 'Z', still named 'Indus' 25 sqdn; no longer with name when repainted in grey c/s; I/n BOM 19aug19, still coded
	KI2901	II-76MD	Indian Air Force	Ban	12feb23	'Z' in grey c/s, coded 'Z'; I/n IXC 27oct24 still coded 'Z'
00734 78346	CCCP-76742	II-78	Soviet AF/AFL c/s	d/d	30sep87	line # 59-07; opb 409 apsz at Uzyn; f/n CGN 29may91
	UR-76742 UR-76742	Il-78 Il-78	BSL Airline Ukraine AF, n/t	OST Mtp	01sep94 27may02	based at Uzyn mar97; I/n Uzyn 27jun99; refuelling equipment removed I/n Mykolayiv-Kulbakino 01sep09, stripped; sold to A.T.E International (Rawalpindi, Pakistan) for \$6.42
	R09-001	II-78MP	Pakistan Air Force	Mkk	14nov09	million, see next line d/d dec09; l/n CTU 03aug10
	883374BC	II-78MP	Pakistan Air Force	PIKK	19dec10	probably no Pakistan roundel, flag or serial were carried and flew under this temporary Ukrainian number
	R09-001	II-78MP	Pakistan Air Force		25dec10	allowing it to overfly countries on delivery/ferry flights (a sort of diplomatic clearance number) again in full colours; seen Nikolaev-Kulbakino 24mar12; I/n URC 01jun24
00734 78349	CCCP-76743 RA-76743	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Maw	30jul87 22mar94	line # 59-08; delivered to Taganrog; f/n SVO 07apr89; l/n Werneuchen 08jun93 opb 708 vtap at Taganrog-Tsentralny by mar97 and later on; l/n operational Taganrog-Tsentralny
						12may08; stored at Taganrog-Tsentralny, l/n sep11
	RA-76743 RF-76743	II-76MD II-76MD	Russian Air Force Russian Air Force	Tgr Kub	nov12 25aug17	active, repainted and equipped with guns; I/n ARH 29mar17 in basic Aeroflot c/s, no titles Kubinka 25aug17; I/n CKL 22mar20
00734 78353	K2902	II-76MD	Indian Air Force	d/d	27nov87	line # 59-09; f/n PIK 11jun89 coded 'K'; seen AGR 18jan00 coded 'K'; seen BZZ 29jun03 without code; l/n IXC 27oct24 still uncoced
00734 78359	CCCP-76744	II-78	Soviet AF/AFL c/s	d/d	31dec87	line # 59-10; opb 409 apsz at Uzyn; photo Minsk-Minsk-Machulishchi 13feb92, demonstrated to CIS leaders, in basic Aeroflot c/s with Red Star, no code or registration worn and only '744' on the engine
						covers
	UR-76744	II-78	Busol Airline	no	reports	refuelling equipment removed and used for commercial cargo flights from 1993; impounded by Russian customs at Krasnodar sep93, after nine flights to Yerevan, carrying a total of approximately three hundred
	UR-76744	II-78	BSL Airline	OST	16oct94	thousand litres of A-76 petrol; subsequently released and returned to Ukraine based at Uzyn by mar97; I/n Uzyn 27jun99
	76744	II-78	Ukraine Air Force	Mtp	08jul07	stored at Melitopol from 2001 to 2012; ferried to Mykolayiv-Kulbakino 20jun12 for overhaul by NARZ;
						repainted in medium grey c/s with light grey undersides without any markings after overhaul; f/f after overhaul 25mar14 (from Mykolayiv-Kulbakino); sold to China for \$14.9 million
	UR-CLX 20641	II-78 II-78	NARP Chinese Air Force	rgd ph.	28jul14 mar14	for the Chinese Air Force; delivered to Wuhan-Yangluo 18sep14; canx 23sep14 the first to be delivered; in bluish grey c/s with light grey undersides, red code; opb 38th Air Regiment at
	20041	11 70	chinese Air Force	pii.	110114	Wuhan-Paozhuwan; I/n OVB 12jan21, without refuelling equipment and en route to ZIA and Staraya Russa
00734 79362	CCCP-76745	II-76MD	Soviet AF/AFL c/s	d/d	30jul87	for overhaul, now with yellow code line # 60-01; delivered to Taganrog; f/n 1992
	RA-76745 RA-76745	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Fst BJY	08apr93 02sep12	opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; I/n Taganrog-Tsentralny 19sep11, still with titles in basic Aeroflot c/s, no titles; I/n Ryazan-Dyagilevo 08sep16
00734 79367	RF-76745 CCCP-76487	II-76MD II-76TD	Russian Air Force AFL/Yakutiya-YKS	OVB mfd	01apr17 31jul87	in basic Aeroflot c/s, no titles; l/n OVB 06oct21 line # 60-02; d/d 31jul87; toc 18aug87; rgd 02sep87; f/n BKA 25sep91; l/n YKS 03jul92
00/34 / 550/	RA-76487	II-76TD	Aeroflot	SVO	20apr93	
	RA-76487 RA-76487	II-76TD II-76TD	Sakha Avia Aviast	trf ZIA	19oct94 18aug00	f/n VIE 05apr96; seen with additional 'Samara' titles dec98/21aug99 seen with additional small 'East Line' titles 08oct02; l/n DME 24aug03; not in fleet list 18nov04
	RA-76487 UN-76487	II-76TD II-76TD	no titles ATMA	RIX ZIA	01may05 05aug05	in basic Aviast c/s; l/n RIX 02jun05; soc 10jun05 as to Kazakhstan in basic Aviast c/s, no titles
	UN-76487 UN-76487	II-76TD II-76TD	Air Almaty ATMA	LJU DXB	24sep06 13apr07	in basic Aviast c/s, with titles; I/n BRQ 02feb07
	EK-76487	II-76TD	Click Airways	SHJ	23may08	in basic Aviast c/s, with titles; I/n RKT 05mar08 in basic Aviast c/s, no titles; later opb Ayk Avia; I/n KWI 01oct09
	EK-76111	II-76TD	Rus Aviation	rgd	29oct09	Reliable Unique Services Aviation LLC; no hyphen in registration; in white/light grey c/s with blue cheatline, initially without titles; f/n SHJ 09nov09; l/n as such SHJ 12apr10; f/n with titles DXB 21sep10;
	EY-680	II-76TD	Khatlon Air	trf	may12	l/n EVN 13mar12; canx 11apr12 in white/light grey c/s with blue cheatline, no titles; f/n EVN jun12
	EY-702	II-76TD	Asia Airways	trf	dec12	in white c/s with two blue cheatlines; f/n DWC 11dec12
	ER-IAW	II-76TD	Aerotranscargo	trf	jul13	rgd 13jun13; current on register 09oct14; offered for sale on the internet as such, with location given as OSS; in all-white c/s, grey undersides, no titles; I/n KBP 25feb16; canx between 01jan16 and 11mar16
	ER-IAE	II-76TD	Grixona	rgd	unknown	rgd before 11mar16; f/n Bila Tserkva 25mar16, in all-white c/s with grey undersides, no titles; l/n JNB 24feb18; canx between 22mar18 and 03may18
	UP-I7651	II-76TD	AZee Air	rgd	09jul19	f/n FJR 02dec19; owned by Space Cargo Inc (FZE), operating for the Haftar Affiliated Forces (HAF) since mar20 according to UN document; I/n Beida 22mar20; AOC suspended 21apr20; canx 13may20; CofA
		11 / 01 0		igu		
00724 70271			AEL (Internat S)/O	-	iul197	expiry 25sep20
00734 79371	CCCP-76488 RA-76488	II-76TD II-76TD	AFL/InternatSVO Aeroflot Rus. Al	mfd SNN	jul187 20oct92	line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92 with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up
00734 79371 00734 79374	CCCP-76488	II-76TD		mfd		line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92
	CCCP-76488 RA-76488 CCCP-76746 RA-76746	II-76TD II-76TD II-76MD II-76MD II-76MD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian AF/AFL c/s	mfd SNN d/d Grd	20oct92 29aug87 10may94	line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92 with grey tail; J/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97 and later on; J/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, in jan12; ferried to Ryazan apr12
	CCCP-76488 RA-76488 CCCP-76746	II-76TD II-76TD II-76MD	Aeroflot Rus. Al Soviet AF/AFL c/s	mfd SNN d/d	20oct92 29aug87	line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92 with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, l/n jan12; ferried to Ryazan apr12 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; modernised by the Ilyushin OKB outlet at Zhukovski
	CCCP-76488 RA-76488 CCCP-76746 RA-76746 RA-76746 RF-76746 RF-76746	II-76TD II-76TD II-76MD II-76MD II-76MD II-76MD II-76MD-M	Aeroflot Rus. Al Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Russian Air Force	mfd SNN d/d Grd Chh ZIA f/f	20oct92 29aug87 10may94 21feb13 oct14 28feb16	line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92 with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, l/n jan12; ferried to Ryazan apr12 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; modernised by the Ilyushin OKB outlet at Zhukovski from late 2014 to, see next line the first II-76MD-M; in basic Aeroflot c/s, no titles; now without guns and turret; f/n ZIA apr16
	CCCP-76488 RA-76488 CCCP-76746 RA-76746 RA-76746 RF-76746	II-76TD II-76TD II-76MD II-76MD II-76MD II-76MD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	mfd SNN d/d Grd Chh ZIA	20oct92 29aug87 10may94 21feb13 oct14	line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92 with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, l/n jan12; ferried to Ryazan apr12 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; modernised by the Ilyushin OKB outlet at Zhukovski from late 2014 to, see next line the first II-76MD-M; in basic Aeroflot c/s, no titles; now without guns and turret; f/n ZIA apr16 in basic Aeroflot c/s, no titles; l/n ZIA 04aug17; h/o 13mar18 at ZIA; l/n ZIA 23jul21 line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the
00734 79374	CCCP-76488 RA-76488 CCCP-76746 RA-76746 RF-76746 RF-76746 RF-76746 76746 "43" red	II-76TD II-76TD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M II-76MD-M A-50	Aeroffot Rus. Al Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Russian Air Force Russian Air Force Soviet AF/PVO	mfd SNN d/d Grd Chh ZIA f/f ZIA d/d	20oct92 29aug87 10may94 21feb13 oct14 28feb16 may16 31aug89	line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SSV 16aug92 with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny, by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, l/n jan12; ferried to Ryazan apr12 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; modernised by the Ilyushin OKB outlet at Zhukovski from late 2014 to, see next line the first II-76MD-M; in basic Aeroflot c/s, no titles; now without guns and turret; f/n ZIA apr16 in basic Aeroflot c/s, no titles; l/n ZIA 04aug17; h/o 13mar18 at ZIA; l/n ZIA 23jul21 line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at Ivanovo-Severmy in summer 1999
00734 79374	CCCP-76488 RA-76488 CCCP-76746 RA-76746 RA-76746 RF-76746 RF-76746 76746	II-76TD II-76TD II-76MD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M	Aeroflot Rus. Al Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Russian Air Force Russian Air Force	mfd SNN d/d Grd Chh ZIA f/f ZIA	20oct92 29aug87 10may94 21feb13 oct14 28feb16 may16	line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92 with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, l/n jan12; ferried to Ryazan apr12 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; modernised by the Ilyushin OKB outlet at Zhukovski from late 2014 to, see next line the first II-76MD-M; in basic Aeroflot c/s, no titles; now without guns and turret; f/n ZIA apr16 in basic Aeroflot c/s, no titles; l/n ZIA 04aug17; h/o 13mar18 at ZIA; l/n ZIA 23Jul21 line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at Ivanovo-Severny in summer 1999 c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VXS Rossi' titles, but still with Red Stars; l/n Vorkuta-
00734 79374	CCCP-76488 RA-76488 CCCP-76746 RA-76746 RF-76746 RF-76746 RF-76746 76746 "43" red	II-76TD II-76TD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M II-76MD-M A-50	Aeroffot Rus. Al Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Russian Air Force Russian Air Force Soviet AF/PVO	mfd SNN d/d Grd Chh ZIA f/f ZIA d/d	20oct92 29aug87 10may94 21feb13 oct14 28feb16 may16 31aug89	line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92 with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog-Tsentralny by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, l/n jan12; ferried to Ryazan apr12 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; modernised by the Ilyushin OKB outlet at Zhukovski from late 2014 to, see next line the first II-76MD-M; in basic Aeroflot c/s, no titles; now without guns and turret; f/n ZIA apr16 in basic Aeroflot c/s, no titles; l/n ZIA 04aug17; h/o 13mar18 at ZIA; l/n ZIA 23jul21 line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at Ivanovo-Severny in summer 1999 c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; arried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; l/n Vorkuta- Sovyetski 29may13 also carried code "43" red; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS
00734 79374	CCCP-76488 RA-76488 CCCP-76746 RA-76746 RA-76746 RF-76746 RF-76746 76746 "43" red	II-76TD II-76MD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M A-50 A-50	Aeroffot Rus. Al Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Russian Air Force Soviet AF/PVO Russian Air Force	mfd SNN d/d Grd Chh ZIA f/f ZIA d/d Iva	2Óoct92 29aug87 10may94 21feb13 oct14 28feb16 may16 31aug89 04aug01	line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92 with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog: no reports opb 708 vtap at Taganrog-Tsentralny, by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, l/n jan12; ferried to Ryazan apr12 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; modernised by the Ilyushin OKB outlet at Zhukovski from late 2014 to, see next line the first II-76MD-M; in basic Aeroflot c/s, no titles; now without guns and turret; f/n ZIA apr16 in basic Aeroflot c/s, no titles; U/n ZIA 04aug17; h/o 13mar18 at ZIA; l/n ZIA 23juI21 line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at Ivanovo-Severny in summer 1999 c/n not checked; opb 2457 AB B SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; l/n Vorkuta- Sovyetski 29may13 also carried code "43" red; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; f/n PKC sep14; l/n OVB 27aug17 also carried code "43" red; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS
00734 79374	CCCP-76488 RA-76488 CCCP-76746 RA-76746 RF-76746 RF-76746 RF-76746 "43" red "43" red RF-50608	II-76TD II-76MD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M A-50 A-50 A-50	Aeroffot Rus. Al Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Russian Air Force Soviet AF/PVO Russian Air Force Russian Air Force	mfd SNN d/d Grd Chh ZIA f/f ZIA d/d Iva trf	20oct92 29aug87 10may94 21feb13 oct14 28feb16 may16 31aug89 04aug01 jul13	line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92 with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, l/n jan12; ferried to Ryazan apr12 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; l/n ZIA 04aug17; h/o 13mar18 at ZIA; l/n ZIA apr16 in basic Aeroflot c/s, no titles; l/n ZIA 04aug17; h/o 13mar18 at ZIA; l/n ZIA 23jul21 line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at Ivanovo-Severny in summer 1999 c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; l/n Vorkuta- Sovyetski 29may13 also carried code "43" red; opb agbsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; f/n PKC sep14; l/n OVB 27aug17
00734 79374	CCCP-76488 RA-76488 CCCP-76746 RA-76746 RF-76746 RF-76746 RF-76746 "43" red "43" red RF-50608	II-76TD II-76MD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M A-50 A-50 A-50	Aeroffot Rus. Al Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Russian Air Force Soviet AF/PVO Russian Air Force Russian Air Force	mfd SNN d/d Grd Chh ZIA f/f ZIA d/d Iva trf	20oct92 29aug87 10may94 21feb13 oct14 28feb16 may16 31aug89 04aug01 jul13	line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; f/n SVO 16aug92 with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog: no reports opb 708 vtap at Taganrog-Tsentralny, by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, l/n jan12; ferried to Ryazan apr12 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; modernised by the Ilyushin OKB outlet at Zhukovski from late 2014 to, see next line the first II-76MD-M; in basic Aeroflot c/s, no titles; now without guns and turret; f/n ZIA apr16 in basic Aeroflot c/s, no titles; l/n ZIA 04aug17; h/o 13mar18 at ZIA; l/n ZIA 23juI21 line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at Ivanovo-Severny in summer 1999 c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; l/n Vorkuta- Sovyetski 29may13 also carried code "43" red; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; f/n PKC sep14; l/n OVB 27aug17 also carried code "43" red; seen on a test flight over Taganrog in autumn 2021, in faded colours; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; possibly slightly damaged 26feb23 whilst parked at Minsk- Machulishchi, was attacked by 'Belarussian partisans' with drones, the 'partisans' reported that the front and central parts of the aircraft left
00734 79374	CCCP-76488 RA-76488 CCCP-76746 RA-76746 RF-76746 RF-76746 "43" red "43" red RF-50608 RF-50608 RF-50608	II-76TD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M II-76MD-M A-50 A-50 A-50 II-76MD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian Air Force Russian Air Force	mfd SNN d/d Grd Chh ZIA f/f ZIA d/d Iva trf h/o	20oct92 29aug87 10may94 21feb13 oct14 28feb16 31aug89 04aug01 jul13 29dec21 31aug87	line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92 with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog: no reports opb 708 vtap at Taganrog-Tsentralny, by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, l/n jan12; ferried to Ryazan apr12 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; modernised by the Ilyushin OKB outlet at Zhukovski from late 2014 to, see next line the first II-76MD-M; in basic Aeroflot c/s, no titles; now without guns and turret; f/n ZIA apr16 in basic Aeroflot c/s, no titles; l/n ZIA 04aug17; h/o 13mar18 at ZIA; l/n ZIA 23juI21 line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at Ivanovo-Severny in summer 1999 c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; l/n Vorkuta- Sovyetski 29may13 also carried code "43" red; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; f/n PKC sep14; l/n OVB 27aug17 also carried code "43" red; epianus and partisans' with drones, the 'partisans' wilk fore/23 whilst parked at Minsk- Machulishchi, was attacked by 'Belanussian partisans' with drones, the 'partisas' wilk for 'Belanus and the radar aerial were damaged, but the aircraft left Machulishchi Ocs delivered to Taganrog and the radar aerial were damaged, but the aircraft left Machulishchi 05; delivered to Taganrog in or ports
00734 79374 00934 79377	CCCP-76488 RA-76488 CCCP-76746 RA-76746 RF-76746 RF-76746 "43" red "43" red RF-50608 RF-50608 RF-50608 CCCP-76747 RA-76747	II-76TD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M A-50 A-50 A-50 A-50 II-76MD II-76MD II-76MD II-76MD II-76MD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s Russian Force	mfd SNN d/d Grd Chh ZIA f/f ZIA d/d Iva trf h/o d/d RzD	20oct92 29aug87 10may94 21feb13 oct14 28feb16 31aug89 04aug01 jul13 29dec21 31aug87 12jun99 23mar13	line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92 with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog: no reports opb 708 vtap at Taganrog-Tsentralny, by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, l/n jan12; ferried to Ryazan apr12 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; rul ZIA 04ug17; h/o 13mar18 at ZIA; l/n ZIA 23jul21 line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-500 seen at Vianovo-Severny in summer 1999 c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; l/n Vorkuta- Sovyetski 29may13 also carried code "43" red; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; f/n RKC sep14; l/n OVB 27aug17 also carried code "43" red; seen on a test flight over Taganrog in autumn 2021, in faded colours; opb agbpsdrio 610 TsBPIPLS at Ivanovo-Severny; possibly slightly damaged 26feb23 whilst parked at Minsk- Machulishchi, was attacked by 'Belarussian partisans' with drones, the 'partisans' reported that the front and central parts of the aircraft, the avionics and the radar aerial were damaged, but the aircraft left Machulishchi 02mar23; seen active 30aug23 location unknown line # 60-06; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97; sep11; l/n Staraya Russa 10jun12, still with titles in basic Aeroflot C/s, no titles ad equipped with guns; l/n ABA 19aug14
00734 79374 00934 79377	CCCP-76488 RA-76488 CCCP-76746 RA-76746 RF-76746 RF-76746 "43" red "43" red RF-50608 RF-50608 CCCP-76747 RA-76747	II-76TD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M A-50 A-50 A-50 II-76MD II-76MD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Air Force Russian Air Force	mfd SNN d/d Grd Chh ZIA f/f ZIA d/d Iva trf h/o d/d Rzd	20oct92 29aug87 10may94 21feb13 oct14 28feb16 may16 31aug89 04aug01 jul13 29dec21 31aug87 12jun99	line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; f/n SVO 16aug92 with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog: no reports opb 708 vtap at Taganrog-Tsentralny, by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, l/n jan12; ferried to Ryazan apr12 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; modernised by the Ilyushin OKB outlet at Zhukovski from late 2014 to, see next line the first II-76MD-M; in basic Aeroflot c/s, no titles; now without guns and turret; f/n ZIA apr16 in basic Aeroflot c/s, no titles; l/l ZIA 04aug17; h/o 13mar18 at ZIA; l/n ZIA 23jul21 line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at Ivanovo-Severny in summer 1999 c/n not checked; opb 2457 AB B SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; l/n Vorkuta- Sovyetski 29may13 also carried code "43" red; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; f/n PKC sep14; l/n OVB 27aug17 also carried code "43" red; seen on a test flight over Taganrog in autumn 2021, in faded colours; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; possibly slightly damaged 26feb23 whilst parked at Minsk- Machulishchi, was attacked by 'Belarussian partisans' with drones, the 'partisans' reported that the front and central parts of the aircraft, the avionics and the radar aerial were damaged, but the aircraft left Machulishchi 02mar23; seen active 30aug23 location unknown line # 60-06; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Staraya Russa 10jun12, still with titles in basic Aeroflot c/s, no titles; i/n VKO 21jun24
00734 79374 00934 79377 00734 79381	CCCP-76488 RA-76488 CCCP-76746 RA-76746 RF-76746 RF-76746 "43" red "43" red RF-50608 RF-50608 RF-50608 CCCP-76747 RA-76747 RA-76747 RA-76747 RF-76748 76748	II-76TD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M II-76MD-M A-50 A-50 A-50 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force	mfd SNM d/d Grd Chh ZIA f/f ZIA d/d Iva trf h/o d/d KEP MCA KBP	20oct92 29aug87 10may94 21feb13 oct14 28feb16 31aug89 04aug01 jul13 29dec21 31aug87 12jun99 23mar13 sep15 30sep87 29jun95	line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92 with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog: no reports opb 708 vtap at Taganrog-Tsentralny, by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, l/n jan12; ferried to Ryazan apr12 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13 in basic Aeroflot c/s, no titles; loguipped with guns; modernised by the Ilyushin OKB outlet at Zhukovski from late 2014 to, see next line the first II-76MD-M; in basic Aeroflot c/s, no titles; now without guns and turret; f/n ZIA apr16 in basic Aeroflot c/s, no titles; l/n ZIA 04aug17; h/o 13mar18 at ZIA; l/n ZIA 23jul21 line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at Ivanovo-Severny in summer 1999 c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; l/n Vorkuta- Sovyetski 29may13 also carried code "43" red; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; f/n PKC sep14; l/n OVB 27aug17 also carried code "43" red; seen on a test flight over Taganrog in autumn 2021, in faded colours; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; possibly slightly damaged 26feb33 whilst parked at Minsk- Machulishchi, was attacked by 'Belanussian partisans' with drones, the 'partisast' enorted that the front and central parts of the aircraft, the avionics and the radar aerial were damaged, but the aircraft left Machulishchi 02mar23; seen active 30aug23 location unknown line # 60-06; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Staraya Russa 10jun12, still with titles in basic Aeroflot
00734 79374 00934 79377 00734 79381	CCCP-76488 RA-76488 CCCP-76746 RA-76746 RF-76746 "43" red "43" red "43" red RF-50608 RF-50608 RF-50608 CCCP-76747 RA-76747 RA-76747 RA-76747 RA-76748 UR-76748	II-76TD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M A-50 A-50 A-50 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian Air Force Russian Air Force Avialini. Ukrayiny Air Ukraine Cargo	mfd SNN d/d Grd Chh ZIA f/f ZIA d/d Iva trf h/o d/d Rzd KLD Azp mfd KBP RKT	20oct92 29aug87 10may94 21feb13 oct14 28feb16 may16 31aug89 04aug01 jul13 29dec21 31aug87 12jun99 23mar13 sep15 30sep87 29jun95 12nov95 12nov95	<ul> <li>line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92</li> <li>with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up</li> <li>line # 60-04; delivered to Taganrog; no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny, l/n gnl2; ferried to Ryazan apr12</li> <li>in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13</li> <li>in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13</li> <li>in basic Aeroflot c/s, no titles; rul ZIA 04ug17; h/o 13mar18 at Z1A; l/n ZIA 23jul21</li> <li>line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at Vianovo-Severny in summer 1999</li> <li>c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; l/n Vorkuta-Sovyetski 29may13</li> <li>also carried code "43" red; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; l/n PKC sep14; l/n OVB 27aug17</li> <li>also carried code "43" red; seen on a test flight over Taganrog in autumn 2021, in faded colours; opb agbpsdrio 610 TsBPIPLS at Ivanovo-Severny; the 'partisans' reported that the front and central parts of the aircraft, the avionics and the radar aerial were damaged, but the aircraft left Machulishchi 02mar23; seen active 30aug23 location unknown</li> <li>line # 60-06; delivered to Taganrog; no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny by mar97/spl11; l/n Staraya Russa 10jun12, still with titles in basic Aeroflot c/s, no titles; l/n VKO 21jun24</li> <li>line # 60-07; d/d 30sep87 to Melitopol; f/n MST 25jul91</li> <li>based at Kiev by mar97, opb Avialiniyi Ukrayiny; l/n KBP 19mar97</li> <li>l/n KBP 11sep99, stored</li> </ul>
00734 79374 00934 79377 00734 79381	CCCP-76488 RA-76488 CCP-76746 RA-76746 RF-76746 RF-76746 "43" red "43" red RF-50608 RF-50608 RF-50608 CCCP-76747 RA-76747 RA-76747 RA-76747 RA-76748 UR-76748	II-76TD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M II-76MD-M A-50 A-50 A-50 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Air Force	mfd SNN d/d Grd Chh ZIA d/d Iva trf h/o d/d Rzd KLD Azp mfd KBP RKT	20oct92 29aug87 10may94 21feb13 oct14 28feb16 may16 31aug89 04aug01 jul13 29dec21 31aug87 12jun99 23mar13 sep15 30sep87 29jun95	<ul> <li>line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92</li> <li>with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up</li> <li>line # 60-04; delivered to Taganrog; no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny, by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, inj anl 2; ferried to Ryazan apr12</li> <li>in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13</li> <li>in basic Aeroflot c/s, no titles; rul 7LA 04qug17; h/o 13mar18 at Z1A; l/n ZIA 23jul21</li> <li>lin basic Aeroflot c/s, no titles; l/n ZIA 04qug17; h/o 13mar18 at Z1A; l/n ZIA 23jul21</li> <li>lin e # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at lianovo-Severny in summer 1999</li> <li>c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; l/n Vorkuta-Sovyetski 29may13</li> <li>also carried code "43" red; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; l/n NC sep14; l/n OVB 27aug17</li> <li>also carried code "43" red; seen on a test flight over Taganrog in autum 2021, in faded colours; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; by badg52 whilst parked at Minsk-Machulishchi 02mar23; seen active 30aug23 location unknown</li> <li>line # 60-06; delivered to Taganrog; no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Staraya Russa 10jun12, still with titles in basic Aeroflot c/s, no titles; l/n VKO 21jun24</li> <li>line # 60-06; delivered to Taganrog; no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Staraya Russa 10jun12, still with titles</li> <li>lin basic Aeroflot c/s, no titles mod equipped with guns; l/n ABA 19aug1</li></ul>
00734 79374 00934 79377 00734 79381 00734 79386	CCCP-76488 RA-76488 CCCP-76746 RA-76746 RF-76746 "43" red "43" red "43" red RF-50608 RF-50608 RF-50608 CCCP-76747 RA-76747 RA-76747 RF-76748 UR-76748 UR-76748 UR-76748 UR-76748 SC-HAV 3C-LGF	II-76TD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M II-76MD-M A-50 A-50 A-50 II-76MD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Avialini. Ukrayiny Air Ukraine Cargo Ecuatorial Cargo Equat. Guinea Gvt	mfd SNN d/d Grd Chh ZIA f/f ZIA d/d Iva trf h/o d/d Rzd KBP RKT KBP RKT KBP RKT KBP RKT KBP CVLC	20oct92 29aug87 10may94 21feb13 oct14 28feb16 31aug89 04aug01 jul13 29dec21 31aug87 12jun99 23mar13 sep15 30sep87 29jun95 13may98 02nov02 25nov06	<ul> <li>line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92</li> <li>with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up</li> <li>line # 60-04; delivered to Taganrog: no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny, by mar97 and later on; l/n operational Taganrog-Tsentralny oct06;</li> <li>stored at Taganrog-Tsentralny, l/n jan12; ferried to Ryazan apr12</li> <li>in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13</li> <li>in basic Aeroflot c/s, no titles; equipped with guns; modernised by the Ilyushin OKB outlet at Zhukovski from late 2014 to, see next line</li> <li>the first II-76MD-M; in basic Aeroflot c/s, no titles; now without guns and turret; f/n ZIA apr16</li> <li>in basic Aeroflot c/s, no titles; l/n ZIA 04aug17; h/o 13mar18 at ZIA; l/n ZIA 23jul21</li> <li>line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at Ivanovo-Severny in summer 1999</li> <li>c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; l/n Vorkuta-Sovyetski 29may13</li> <li>also carried code "43" red; opb agbpdrol 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; f/n PKC sep14; l/n OVB 27aug17</li> <li>also carried code "43" red; belanussian partisans' with drones, the 'partisans' reported that the front and central parts of the aircraft, the avionics and the radar aerial were damaged, but the aircraft left Machulishchi Quara23; seen active 30aug23 locatio unknown</li> <li>line # 60-07; d/d 30sep87 to Melitopoi; f/n MST 25jul91</li> <li>basec Aeroflot c/s, no titles; l/n VKO 21jun24</li> <li>line # 60-07; d/d 30sep87 to Melitopoi; f/n MST 25jul91</li> <li>basec Aeroflot c/s, no titles; l/n VKO 21jun24</li> <li>li</li></ul>
00734 79374 00934 79377 00734 79381	CCCP-76488 RA-76488 CCCP-76746 RA-76746 RF-76746 "43" red "43" red "43" red RF-50608 RF-50608 RF-50608 CCCP-76747 RA-76747 RA-76747 RA-76747 RA-76748 UR-76748 UR-76748 UR-76748 3C-HAV 3C-LGF CCCP-76749	II-76TD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M II-76MD-M A-50 A-50 A-50 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76TD II-76TD II-76MD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Ukraine Air Force Soviet AF/AFL c/s Ukraine Air Force Soviet AF/AFL c/s Ukraine Air Gargo Equat. Guinea Gvt Soviet AF/AFL c/s	mfd SNN d/d Grd Chh ZIA f/f ZIA d/d Iva trf h/o KBP RKT KBP RKT KBP RKT KBP KBP KBP KBP KBP KBP KC VLC d/d KBP	20oct92 29aug87 10may94 21feb13 oct14 28feb16 may16 31aug89 04aug01 jul13 29dec21 31aug87 12jun99 23mar13 sep15 30sep87 29jun95 12nov95 13may98 02nov02 25nov06 30sep87 03jul96	<ul> <li>line # 60-03; d/d 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog: no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny, by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, l/n Jn12; ferried to Ryazan apr12</li> <li>in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13</li> <li>in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13</li> <li>in basic Aeroflot c/s, no titles; l/n ZIA 04ug17; h/o 13mar18 at ZIA; l/n ZIA 23jul21</li> <li>line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at Vianovo-Severny in summer 1999</li> <li>c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; l/n Vorkuta-Sovyetski 29may13</li> <li>also carried code "43" red; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; l/n VorK sep14; l/n OVB 27aug17</li> <li>also carried code "43" red; seen on a test flight over Taganrog in autumn 2021, in faded colours; opb agbpsdrio 610 TsBPIPLS at Ivanovo-Severny; bossibly slightly damaged 26feb23 whilst parked at Minsk-Machulishchi 02mar23; seen active 30aug23 location unknown</li> <li>line # 60-06; delivered to Taganrog; no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Staraya Russa 10jun12, still with titles in basic Aeroflot c/s, no titles; l/n VKO 21jun24</li> <li>line # 60-07; d/d 30sep87 to Melitopol; f/n MST 25ju91</li> <li>based at Kiev by mar97, opb Avialiniyi Ukrayiny; l/n KBP 19mar97</li> <li>l/n KBP 11sep99, stored</li> <li>turret removed; c/n checked Vatry 14jun03; l/n SSG 06jul06, now without tit</li></ul>
00734 79374 00934 79377 00734 79381 00734 79386	CCCP-76488 RA-76488 CCP-76746 RA-76746 RF-76746 RF-76746 "43" red "43" red "43" red "43" red RF-50608 RF-50608 RF-50608 CCCP-76747 RA-76747 RA-76747 RA-76747 RA-76748 UR-76748 UR-76748 UR-76748 UR-76748 CCP-76749 76749 76749	II-76TD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M A-50 A-50 A-50 A-50 II-76MD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Air Force Avialini. Ukrayiny Air Ukraine Cargo Equat. Guinea Gvt Soviet AF/AFL c/s Aeroflot C/s, n/t	mfd SNN d/d Grd Chh ZIA f/f ZIA f/f ZIA f/f ZIA f/f ZIA f/f ZIA d/d Iva trf h/o d/d RZD AZp mfd KBP RKT KBP KBP KBP	20oct92 29aug87 10may94 21feb13 oct14 28feb16 31aug89 04aug01 jul13 29dec21 31aug87 12jun99 23mar13 sep15 30sep87 29jun95 13may98 02nov02 25nov06 30sep87 03jul96 11sep96	<ul> <li>line # 60-03; d/d 29aug07; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92</li> <li>with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up</li> <li>line # 60-04; delivered to Taganrog; no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny, l/n gnl 2; ferried to Ryazan apr12</li> <li>in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13</li> <li>in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13</li> <li>in basic Aeroflot c/s, no titles; routipped with guns; l/n ARH 29sep13</li> <li>in basic Aeroflot c/s, no titles; l/n ZIA 04ug17; h/o 13mar18 at ZIA; l/n ZIA 23jul21</li> <li>line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-500 seen at lianovo-Severmy in summer 1999</li> <li>c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severmy; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; l/n Vorkuta-Sovyetski 29may13</li> <li>also carried code "43" red; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; l/n Vorkuta-Soverny; possibly slightly damaged 26feb23 whilst parked at Minsk-Machulishchi, was attacked by 'Belarussian partisans' with drones, the 'partisans' reported that the front and central parts of the aircraft, the avionics and the radar aerial were damaged, but the aircraft left Machulishchi 02mar23; seen active 30aug23 location unknown</li> <li>line # 60-06; delivered to Taganrog; no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Staraya Russa 10jun12, still with titles in basic Aeroflot c/s, no titles; i/n VKO 21jun24</li> <li>line # 60-06; delivered to Melitopol; f/n MST 25jul91</li> <li>based at Kiev by mar97, opb Avialiniyi Ukrayiny; l/n KBP 19mar97</li> <li>l/n KBP 11sep99, stored</li> <li>turret removed; c/n chec</li></ul>
00734 79374 00934 79377 00734 79381 00734 79386	CCCP-76488 RA-76488 CCP-76746 RA-76746 RF-76746 RF-76746 "43" red "43" red "43" red RF-50608 RF-50608 RF-50608 CCCP-76747 RA-76747 RA-76747 RA-76747 RA-76747 RA-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76749 76749 76749 76749 76749 76749 76749 UN-76005	II-76TD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M A-50 A-50 A-50 A-50 II-76MD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Avialini. Ukrayiny Air Ukraine Cargo Equat. Guinea Gvt Soviet AF/AFL c/s Aeroflot c/s, n/t Atlant Aeroflot c/s, n/t	mfd SNNN d/d Grd Chh ZIA f/f ZIA d/d Iva trf h/o d/d Rzd KBP RKT KBP RKT KBP RKT KBP ST ST	20oct92 29aug87 10may94 21feb13 oct14 28feb16 may16 31aug89 04aug01 jul13 29dec21 31aug87 12jun99 23mar13 sep15 30sep87 29jun95 12nov95 13may98 02nov02 25nov06 30sep87 03jul96 11sep96 18mar97 14jun02	<ul> <li>line # 60-03; d/d 29aug03; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92</li> <li>with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up</li> <li>line # 60-04; delivered to Taganrog; no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny, by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, inj n12; ferried to Ryazan apr12</li> <li>in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13</li> <li>in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13</li> <li>in basic Aeroflot c/s, no titles; loguipped with guns; modernised by the Ilyushin OKB outlet at Zhukovski from late 2014 to, see next line</li> <li>the first II-76MD-M; in basic Aeroflot c/s, no titles; now without guns and turret; f/n ZIA apr16</li> <li>in basic Aeroflot c/s, no titles; l/n ZIA 04aug17; h/o 13mar18 at ZIA; l/n ZIA 23jul21</li> <li>line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at Ivanovo-Severmy in summer 1999</li> <li>c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; l/n Vorkuta-Sovyetski 29may13</li> <li>also carried code "43" red; seen on a test flight over Taganrog in autum 2021, in faded colours; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; l/n CK Sep14; l/n OVB 27aug17</li> <li>also carried code "43" red; seen or serts</li> <li>matchilo 102mar23; seen active 30aug23 Location unknown</li> <li>line # 60-06; delivered to Taganrog; no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Staraya Russa 10jun12, still with titles in basic Aeroflot c/s, no titles in /n MST 25jul91</li> <li>based at Kiev by mar97, opb Avialiniyi Ukrayiny; l/n KBP</li></ul>
00734 79374 00934 79377 00734 79381 00734 79386	CCCP-76488 RA-76488 CCCP-76746 RA-76746 RF-76746 "43" red "43" red "43" red "43" red RF-50608 RF-50608 RF-50608 CCCP-76747 RA-76747 RA-76747 RA-76747 RA-76748 UR-76748 UR-76748 UR-76748 3C-HAV 3C-LGF CCCP-76749 76749 76749 76749	II-76TD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M II-76MD-M A-50 A-50 A-50 A-50U II-76MD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Air Force Avialini. Ukrayiny Air Ukraine Cargo Equat. Guinea Gvt Soviet AF/AFL c/s n/t Atlant Aeroflot c/s, n/t Buraq Aviation	mfd SNN d/d Grd Chh ZIA f/f ZIA d/d Iva trf h/o trf h/o d/d Rzd KBP RKT KBP RKT KBP RKBP SBP IST DXB	20oct92 29aug87 10may94 21feb13 oct14 28feb16 may16 31aug89 04aug01 jul13 29dec21 31aug87 12jun99 23mar13 sep15 30sep87 22jun95 12nov95 13may98 02nov02 25nov06 30sep87 03jul96 11sep96 18mar97 14jun02	<ul> <li>line # 60-03; d/d 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog: no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny, by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, l/n Jan12; ferried to Ryazan apr12</li> <li>in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13</li> <li>in basic Aeroflot c/s, no titles; in ZIA 04ug17; h/o 13mar18 at ZIA; l/n ZIA 23jul21</li> <li>line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at Vianovo-Severny in summer 1999</li> <li>c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; l/n Vorkuta-Sovyetski 29may13</li> <li>also carried code "43" red; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; l/n VorKs cep14; l/n OVB 27aug17</li> <li>also carried code "43" red; seen on a test flight over Taganrog in autumn 2021, in faded colours; opb agbpsdrio 610 TsBPIPLS at Ivanovo-Severny; bossibly slightly damaged 26feb23 whilst parked at Minsk-Machulishchi 02mar23; seen active 30aug23 location unknown</li> <li>line # 60-06; delivered to Taganrog; no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Staraya Russa 10jun12, still with titles in basic Aeroflot c/s, no titles; l/n VKO 21jun24</li> <li>line # 60-07; d/d 30sep87 to Melitopol; f/n MST 25ju91</li> <li>based at Kiev by mar97, opb Avialiniyi Ukrayiny; l/n KBP 19mar97</li> <li>l/n KBP 11sep99, stored</li> <li>turret removed; c/n checked Vatry 14jun03; l/n SSG 06jul06, now without titles and tail logo c/n confirmed; Gobierod de Iargoing in SG 02sep09; scrapped at S</li></ul>
00734 79374 00934 79377 00734 79381 00734 79386	CCCP-76488 RA-76488 CCP-76746 RA-76746 RF-76746 RF-76746 "43" red "43" red "43" red RF-50608 RF-50608 RF-50608 CCCP-76747 RA-76747 RA-76747 RA-76747 RA-76747 RA-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76749 76749 76749 76749 76749 76749 76749 UN-76005	II-76TD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M A-50 A-50 A-50 A-50 II-76MD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Avialini. Ukrayiny Air Ukraine Cargo Equat. Guinea Gvt Soviet AF/AFL c/s Aeroflot c/s, n/t Atlant Aeroflot c/s, n/t	mfd SNNN d/d Grd Chh ZIA f/f ZIA d/d Iva trf h/o d/d Rzd KBP RKT KBP RKT KBP RKT KBP ST ST	20oct92 29aug87 10may94 21feb13 oct14 28feb16 may16 31aug89 04aug01 jul13 29dec21 31aug87 12jun99 23mar13 sep15 30sep87 29jun95 12nov95 13may98 02nov02 25nov06 30sep87 03jul96 11sep96 18mar97 14jun02	<ul> <li>line # 60-03; d/d 29aug03; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 16aug92</li> <li>with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up</li> <li>line # 60-04; delivered to Taganrog; no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny, l/n gnl 2; ferried to Ryazan apr12</li> <li>in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13</li> <li>in basic Aeroflot c/s, no titles; l/n ZIA 04aug17; h/o 13mar18 at ZIA; l/n ZIA 23jul21</li> <li>line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-500 seen at Vianovo-Severny in summer 1999</li> <li>c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; l/n Vorkuta-Sovyetski 20may13</li> <li>also carried code "43" red; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; l/n Vorkuta-Sovetski 20may13</li> <li>also carried code "43" red; seen on a test flight over Taganrog in autum 2021, in faded colours; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in the 'partisans' reported that the front and central parts of the aircraft, the avionics and the radar aerial were damaged, but the aircraft left Machulishchi 02mar23; seen active 30aug23 location unknown</li> <li>line # 60-06; delivered to Taganrog; no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Staraya Russa 10jun12, still with titles in basic Aeroflot c/s, no titles; l/n VKO 21jun24</li> <li>line # 60-08; delivered to Melitopol; f/n MST 25jul91</li> <li>based at Kiev by mar97, opb Avialiniyi Ukrayiny; l/n KBP 19mar97</li> <li>l/n KBP 11sep99, stored</li> <li>turret removed; c/n checked Vatry 14jun03; l/n SSG 06jul06, now without titles and tail logo c/n confirmed; Gobieron de la República de Guinea Ecu</li></ul>
00734 79374 00934 79377 00734 79381 00734 79386	CCCP-76488 RA-76488 CCP-76746 RA-76746 RF-76746 RF-76746 "43" red "43" red "43" red RF-50608 RF-50608 RF-50608 CCCP-76747 RA-76747 RA-76747 RA-76747 RA-76747 RA-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76749 76749 76749 76749 76749 76749 76749 XG-LGF	II-76TD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M A-50 A-50 A-50 A-50 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Air Force Avialini. Ukrayiny Air Ukraine Cargo Equat. Guinea Gvt Soviet AF/AFL c/s Aeroflot c/s, n/t Atiant Aeroflot c/s, n/t GST Aero, n/t Buraq Aviation Trans Attico United Arabian Al	mfd SNNd d/d Grd Chh ZIA f/f ZIA d/d Iva trf h/o d/d RZD Azp mfd KBP RKT KBP RKT ST DXB SHJ SKRT	20oct92 29aug87 10may94 21feb13 oct14 28feb16 may16 31aug89 04aug01 jul13 29dec21 31aug87 12jun99 23mar13 sep15 30sep87 29jun95 12nov96 12sep86 12sep9	<ul> <li>line # 60-03; d/d 29aug037; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; //n SVO 16aug92</li> <li>with grey tall; i/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up</li> <li>line # 60-04; delivered to Taganrog: no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny, l/n jan12; ferried to Ryazan apr12</li> <li>in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13</li> <li>in basic Aeroflot c/s, no titles; inpeed with guns; l/n ARH 29sep13</li> <li>in basic Aeroflot c/s, no titles; rout provide the gund and turret; f/n ZIA apr16</li> <li>in basic Aeroflot c/s, no titles; l/n ZIA 04aug17; h/o 13mar18 at ZIA; l/n ZIA 23jul21</li> <li>line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at Ivanovo-Severny; normer 1999</li> <li>c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'Avlatsionaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; l/n VVS Rossii' titles and Red Stars; l/n PKC sep14; l/n OVB 27aug17</li> <li>also carried code "43" red; opb agbpsdrio 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; l/n PKC sep14; l/n OVB 27aug17</li> <li>also carried code '43" red; seen on a test flight over Taganrog in autumn 2021, in faded colours; opb agbpsdrio 610 TsBPIPLS at Ivanovo-Severny; busishly damaged 26feb23 whilst parked at Minsk-Machulishchi. U2mar23; seen active 30aug23 location unknown</li> <li>line # 60-06; delivered to Taganrog; no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Staraya Russa 10jun12, still with titles in basic Aeroflot c/s, no titles and equipped with guns; l/n ABA 19aug14</li> <li>in basic Aeroflot c/s, no titles and equipped with guns; l/n ABA 19aug14</li> <li>in basic Aeroflot c/s, no titles and equipped with guns; l/n SGG 06jul06, now without titles and tail</li></ul>
00734 79374 00934 79377 00734 79381 00734 79386	CCCP-76488 RA-76488 CCP-76746 RA-76746 RF-76746 RF-76746 "43" red "43" red "43" red "43" red RF-50608 RF-50608 CCCP-76747 RA-76747 RA-76747 RA-76747 RA-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76749 76749 76749 76749 76749 76749 76749 76749 76749 76749 76749 76749 76749 76749 76749 76749 76749 76749	II-76TD II-76MD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M A-50 A-50 A-50 A-50 A-50 II-76MD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Cargo Equat. Guinea Gvt Soviet AF/AFL c/s Aeroflot c/s, n/t Atlant Aeroflot c/s, n/t Buraq Aviation Trans Attico	mfd SNNN d/d Grd Chh ZIA f/f ZIA d/d Iva trf h/o d/d Rzd Rzd KBP KBP KBP KBP KBP SHJ	20oct92 29aug87 10may94 21feb13 oct14 28feb16 31aug89 04aug01 jul13 29dec21 31aug87 12jun99 23mar13 sep15 30sep87 12nov95 13may98 02nov02 25nov06 30sep87 03jul96 11sep96 18mar97 14jun02 12feb04 08jan06	<ul> <li>line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; //n SVO 16aug92</li> <li>with grey tall; i/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog-Tsentralny by mar97 and later on; i/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, i/n jan12; ferried to Ryazan apr12</li> <li>in basic Aeroflot c/s, no titles; equipped with guns; i/n ARH 29sep13</li> <li>in basic Aeroflot c/s, no titles; equipped with guns; modernised by the Ilyushin OKB outlet at Zhukovski from late 2014 to, see next line</li> <li>the first IT-76MD-M; in basic Aeroflot c/s, no titles; now without guns and turret; f/n ZIA apr16</li> <li>in basic Aeroflot c/s, no titles; i/n ZIA 04aug17; h/o 13mar18 at ZIA; i/n ZIA 23jul21</li> <li>line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at Ivanovo-Severny in summer 1999</li> <li>c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN'</li> <li>badge behind the cockpit; seen PKC 21aug11 with VVS Rossi' titles, but still with Red Stars; i/n Vorkuta-Sovyetski 29may13</li> <li>also carried code "43" red; opb agbpsdrio 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossi' titles, and Red Stars; f/n PKC sep14; i/n OVB 27aug17</li> <li>also carried code "43" red; opb agbpsdrio 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossi' titles, and Red Stars; f/n PKC sep14; i/n OVB 27aug17</li> <li>also carried code "43" red; opb agbpsdrio 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossi' titles, and extra aerial water damaged, but the aircraft left Machulishchi, was attacked by 'Belarussian partisans' with drones, the 'partisans' reported that the front and central parts of the aircraft, the avionics and the radar aerial were damaged, but the aircraft left MacAulishchi 02mar23; seen active 30aug23 lo</li></ul>
00734 79374 00934 79377 00734 79381 00734 79386 00734 79392	CCCP-76488 RA-76488 CCCP-76746 RA-76746 RF-76746 RF-76746 "43" red "43" red "43" red RF-50608 RF-50608 RF-50608 CCCP-76747 RA-76747 RA-76747 RA-76747 RA-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76749 76749 76749 76749 76749 76749 76749 76749 76749 76749 X6749	II-76TD II-76MD II-76MD II-76MD II-76MD II-76MD-M A-50 A-50 A-50 A-50 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Aviatorial Cargo Equat. Guinea Gvt Soviet AF/AFL c/s Russian Air Force Russian Air Fo	mfd SNN d/d Grd Chh ZIA f/f ZIA ZD ZZ ZZ ZZ ZZ ZZ ZZ ZZ ZZ ZZ ZZ ZZ ZZ	20oct92 29aug87 10may94 21feb13 oct14 28feb16 may16 31aug89 04aug01 jul13 29dec21 31aug87 12jun99 23mar13 sep15 30sep87 29jun95 12nov95 12nov95 12nov95 12nov95 12nov96 11sep96 11sep96 11sep96 18mar97 14jun02 12feb04 08jan06 26oct07 18jun13	<ul> <li>line # 60-03; d/d 29aug07; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; i/n SVO 16aug92</li> <li>with grey tai; i/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up</li> <li>line # 60-04; delivered to Taganrog; no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny by mar97 and later on; i/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny by mar97 and later on; i/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, i/n jan12; ferried to Ryazan apr12</li> <li>in basic Aeroflot c/s, no titles; equipped with guns; i/n ARH 29sep13</li> <li>in basic Aeroflot c/s, no titles; i/n ZIA 04aug17; h/o 13mar18 at ZIA; i/n ZIA 23jul21</li> <li>line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-S0s seen at Ivanovo-Severny in summer 1999</li> <li>(r) not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; i/n Vorkuta-Sovyetski 29may13</li> <li>also carried code "43" red; opb agbpsdrio 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; i/n PKC sep14; i/n OVB 27aug17</li> <li>also carried code "43" red; opb agbpsdrio 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; i/n PKC sep14; i/n OVB 27aug17</li> <li>also carried code "43" red; opb agbpsdrio 610 tsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; i/n KOK 91aug24 in obas; i/n ABA 19aug14</li> <li>in basic Aeroflot c/s, no titles; avanovo-Severny; possibly slightly damaged 26feb23 whilst parked at Minsk-Machulishchi, was attacked by 'Belarussian partitioner aganrog in autumn 2021, in faded colours; opb agbpsdrio 610 TsBPIPLS at Ivanovo-Severny; opsibly slightly damaged 26feb23 whilst parked at Minsk-Machulishto 12mar25, eno title 30aug23 location</li></ul>
00734 79374 00934 79377 00734 79381 00734 79386	CCCP-76488 RA-76488 CCP-76746 RA-76746 RF-76746 RF-76746 "43" red "43" red "43" red RF-50608 RF-50608 RF-50608 CCCP-76747 RA-76747 RA-76747 RA-76747 RA-76747 RA-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76749 JCCCP-76749 JCCCP-76749 JC749 T6749 JC749 J	II-76TD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M A-50 A-50 A-50 A-50 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian Air Force Russian Air Force Avialini. Ukrayiny Air Ukraine Cargo Equat. Guinea Gvt Soviet AF/AFL c/s Aeroflot c/s, n/t Atlant Aeroflot c/s, n/t Buraq Aviation Trans Attico United Arabian Al Kush Aviation	mfd SNN d/d Grd Chh ZIA f/f ZIA d/d Iva trf h/o d/d RZD Azp mfd KBP RKT KBP RKT ST ST ST ST ST ST ST ST ST ST ST ST ST	20oct92 29aug87 10may94 21feb13 oct14 28feb16 may16 31aug89 04aug01 jul13 29dec21 31aug87 12jun99 23mar13 sep15 30sep87 29jun95 13may98 02nov02 25nov06 30sep87 03jul96 11sep96 18mar97 14jun02 12feb04 08jan06 26oct07 18jun13 30sep87 01mar97	In # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; i/n SVO 16aug92 with grey tai; i/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97 and later on; i/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, i/n jan12; ferried to Ryazan apr12 in basic Aeroflot c/s, no titles; equipped with guns; i/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; modernised by the Ilyushin OKB outlet at Zhukovski from late 2014 to, see next line the first IT-76MD-M; in basic Aeroflot c/s, no titles; now without guns and turret; f/n ZIA apr16 in basic Aeroflot c/s, no titles; i/n ZIA 04aug17; h/o 13mar18 at ZIA; i/n ZIA 23ju21 line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-S0s seen at Ivanovo-Severny in summer 1999 (/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossii' titles, but still with Red Stars; i/n Vorkuta- Sovyetski 29may13 also carried code "43" red; opb agbpsdrio 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; f/n PKC sep14; i/n OVB 27aug17 also carried code "43" red; opb agup30 and the over Taganrog in autumn 2021, in faded colours; opb agbpsdrio 610 TsBPIPLS at Ivanovo-Severny; possibly slightly damaged 26feb23 whilst parked at Minsk- Machulishchi, was attacked by 'Belarussian partiasns' with drones, the 'partisans' reported that the front and central parts of the aircraft, the avionics and the radar aerial were damaged, but the aircraft left Machulishchi 02mar23; seen active 30aug23 location unknown line # 60-06; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; i/n Staraya Russa 10jun12, still with titles in basic Aeroflot c/s, no titles and equipped with guns; i/n ABA 19aug14 in basic Aeroflot c/
00734 79374 00934 79377 00734 79381 00734 79386 00734 79392	CCCP-76488 RA-76488 CCP-76746 RA-76746 RF-76746 RF-76746 "43" red "43" red "43" red RF-50608 RF-50608 RF-50608 CCCP-76747 RA-76747 RA-76747 RA-76747 RA-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76748 UR-76749 76749 76749 76749 76749 76749 76749 T6749 76749 T6749 SA-DMQ ST-ASX ST-ASX ST-ASX	II-76TD II-76MD II-76MD II-76MD II-76MD-M II-76MD-M II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Aeroflot Rus. Al Soviet AF/AFL c/s Russian Air Force Russian Air F	mfd SNN d/d Grd Chh ZIA f/f ZIA f/f ZIA trf h/o trf h/o d/d Rzd KBP RKT KBP KKT KBP KBP IST DXB SHJ KRT d/d mfd	20oct92 29aug87 10may94 21feb13 oct14 28feb16 31aug89 04aug01 jul13 29dec21 31aug87 12jun99 23mar13 sep15 30sep87 23jun95 12nov95 13may98 02nov02 25nov06 30sep87 14jun02 12feb04 08jan06 26oct07 18jun13 30sep87	<ul> <li>line # 60-03; d/d 29aug07; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; l/n SVO 15aug92</li> <li>with grey tail; l/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up line # 60-04; delivered to Taganrog: no reports</li> <li>opb 708 vtap at Taganrog-Tsentralny by mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny thy mar97 and later on; l/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, l/n jan12; ferried to Ryazan apr12</li> <li>in basic Aeroflot c/s, no titles; equipped with guns; l/n ARH 29sep13</li> <li>in basic Aeroflot c/s, no titles; quipped with guns; modernised by the Ilyushin OKB outlet at Zhukovski from late 2014 to, see next line</li> <li>the first II-76MD-M; in basic Aeroflot c/s, no titles; now without guns and turret; f/n ZIA apr16</li> <li>in basic Aeroflot c/s, no titles; l/n ZIA 04aug17; h/o 13mar18 at ZIA; l/n ZIA 23jul21</li> <li>line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at Ivanovo-Severny in summer 1999</li> <li>c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC Zlaug11 with 'VVS Rossii' titles, but still with Red Stars; l/n Vorkuta-Sovyetski 29may13</li> <li>also carried code "43" red; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and Red Stars; l/n PKC sep14; l/n OVB 27aug17</li> <li>also carried code "43" red; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VVS Rossii' titles and tax attacked by 'Belarussian partisans' with drones, the 'partisans' reported that the front and central parts of the aircraft, the avionics and the radar aerial were damaged, but the aircraft left Machulishchi 02mar23; seen active 30aug23 location unknown line # 60-06; delivered to Taganrog in reports</li> <li>opb 708 vtap at Taganrog-Tsentr</li></ul>

	UR-UCA	II-76TD	Ukrainian Cargo Aw	KBP	05mar06	seen KBP 27aug08 in full colours; had United Nations code 'UNO-517' allocated but no reports a such;
00734 79400	CCCP-76760	II-78	Soviet AF/AFL c/s	d/d	01feb88	placed into storage; canx 08oct10; I/n 02H 05oct10/aug18 still with registration line # 60-10; delivered to Uzyn; no reports; mfd reported as being 29feb88 which is not in line with the
0070175100	UR-76760	II-78	BSL Airline	LTN	01jan95	d/d ! based at Uzyn mar97; I/n Uzyn 27jun99; refuelling equipment removed
	76760	II-78	Ukraine Air Force	Mtp	27may02	in basic Aeroflot c/s, no titles but roundel on fin; sat wfu at Melitopol, slowly being cannibalised, seen feb09/oct10; flew to Mykolayiv-Kulbakino 27jun13, for overhaul
	UR-CML	II-78	NARP	rgd	10jun15	f/n Mykolayiv-Kulbakino 02jun15 test flying, in bluish grey c/s with light grey undersides, no markings or registration worn; I/n Mykolayiv-Kulbakino 03jun15, as such; operator is given in the Ukraine register as ZetAvia; sold to China for \$14.9 million; delivery flight to China, commenced 26jun15, routing NLV-ISB- URC-WUH; canx 29jun15
	20642	Il-78	Chinese Air Force	ph.	oct20	in bluish grey c/s with light grey undersides, red code; opb 38th Air Regiment at Wuhan-Paozhuwan; //n OVB 12jan21, //without refuelling equipment and en route to ZIA and Staraya Russa for overhaul, now with yellow code; seen ZIA sep23 after overhaul, in bluish grey c/s with light grey undersides, red code and
00734 79401	CCCP-76761	II-76MD	Soviet AF/AFL c/s	d/d	31oct87	once again with refuelling equipment line # 61-01; delivered to 196 vtap at Tartu (relocated to Tver-Migalovo in 1992); f/n LAD jan89; rgd only
	RA-76761 RA-76761	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Grd KLD	07apr94 14oct10	11dec89; (/n Grossenhain 23jun93 equipped with guns; opb 196 vtap at Tver-Migalovo; //n YKS 09jul10 equipped with guns; opb 1 AvGr 6955 AvB at Tver-Migalovo; in basic Aeroflot c/s with Russian flag on fin,
		II YOND	Kussian Air Force	RED	1400010	no titles; last overhaul completed in 2010; dbr during the night 26/27/in12 on a training flight from Tver- Migalovo when the trainee pilot did not cope on landing so that the aircraft touched down very hard and bounced 3 times, causing the nose undercarriage leg to penetrate the floor of the fuselage and winkling the fuselage in the process, all crew escaped unhurt; the hulk sat at KLD, I/n 19jan19; seen being broken up end 2021, tail already cut off
00734 80406	CCCP-76762	II-76MD	Soviet AF/AFL c/s	d/d	31oct87	line # 61-02; delivered to Novgorod; rgd 12jan88; f/n in East Germany 16apr90; l/n Gross Dölln (Templin) 15sep93
	RA-76762 RA-76762	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Nvk Ore	23oct94 10aug12	based at Novgorod mar97; I/n Novgorod-Krechevitsy 25aug07; canx but date unknown active seen firing flares; no titles, carried a '224 LO' badge; I/n KLD apr14; seen KLD 09may14 now with
00734 80410	RF-76762 K2999	II-76MD II-76MD	Russian Air Force	Kub	20aug19 10mar88	Russian Stars on tail; seen KLD aug17; I/n 2019, location withheld Aeroflot type c/s, no titles; Russian flag on tail; I/n BEN sep23
00734 80410	K2999	11-76MD	Indian Air Force	d/d	101118188	line # 61-03; f/n SVO 02jun92; seen AGR 11mar98 and 05dec98, coded 'U' and IXC 22jun00 coded 'X' 44 sqdn; named 'Zaskar; tracked 01dec23 near Bangalore using call-sign 'VU-FGX'; l/n IXC 27oct24 still coded 'X'
00734 80413	CCCP-76763 RA-76763	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Grd	31oct87 19may94	line # 61-04; delivered to Novgorod; rgd 12jan88; f/n CGN 21mar91 based at Novgorod mar97; seen Novgorod-Krechevitsy 19aug03; canx but date unknown;
00734 80419	RA-76763 K3000	II-76MD II-76MD	Russian Air Force Indian Air Force	PKV d/d	13apr11 10mar88	in basic Aeroflot c/s, no titles; I/n CKL 22aug19 line # 61-05; f/n BOD 02may88; coded 'M'; seen IXC 04dec98 coded 'U' 25 sqdn; seen Staraya Russa
00734 80424	CCCP-76764	II-76MD	Soviet AF/AFL c/s	mfd	31oct87	22oct10 as such with tail turret, on maintenance, l/n 03feb11, bare metal; seen DOH 14jul11/02dec11, coded 'U'; l/n IXC 27oct24 still coded 'U' line # 61-06; opb 110 vtap at Novgorod-Krechevitsy; rgd 12jan88; f/n LAD jan89; l/n Grossenhain 27jul93
0075100121	RA-76764	II-76MD	Russian AF/AFL c/s	SVO	03may94	opb 110 vtap at Novgorod-Krechevitsy by mar97; later based at Smolensk and at Orenburg; l/n Orenburg- 2 30aug11; t/t 2,364 hours by 13oct11
	RA-76764	II-76MD	Russian Air Force	Ors	23aug12	opb 117 vtap at Orenburg from 2014; in basic Aeroflot c/s with Russian flag on fin, no titles; l/n Irkutsk-2 29dec15
	RF-76764	II-76MD	Russian Air Force	Sec	16mar16	opb 117 vtap at Orenburg until 30nov17; initially in basic Aeroflot c/s with Russian flag on fin, no titles; l/n as such Seshcha 16mar16; seen with 'VVS Rossii' titles and Russian stars over Moscow 07/09may16; f/n again with Russian flag on fin and without titles OVB 04jul16; opb 235 vtap at ULY from 01dec17; l/n Moscow region 2020
00734 81426	CCCP-76765 RA-76765	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Tgr	30nov87 20jun99	line # 61-07; delivered to Taganrog; f/n KBL jul88 opb 708 vtap at Taganrog-Tsentralny by mar97 and later on; l/n operational Taganrog-Tsentralny
				-	-	31aug04; stored at Taganrog-Tsentralny, seen sep11/aug15 with faded paint; I/n Staraya Russa 22aug17 on overhaul
	RF-76765	II-76MD	Russian Air Force	Tgr	mar19	with an unusual shape tail flag; seen Taganrog-Tsentralny apr19, stored with parts missing; I/n OVB may23
00834 81431	CCCP-76766 RA-76766	II-76MDK II-76MDK	Soviet AF/AFL c/s	f/f OST	06aug88 08apr94	line # 61-08; second II-76 zero-gravity trainer; opb 70 oitap on / Space Training Centre at Chkalovski; d/d 31aug88; rgd only 25feb91; f/n LED 30may92; l/n Ribnitz-Damgarten 24mar93 reportedly operated for Tubelair
	RA-76766	II-76MDK	all-white c/s, n/t Russian AF/AFL c/s	CKL	15aug99	opb 70 oitap on / Space Training Centre at Chkalovski; last overhaul completed 03mar04; t/t 1,704 hours and 1,176 cycles by 09jul10; l/n CKL 29apr11; see next line
00734 81436	RF-75351 CCCP-76767(1)	II-76MDK II-76MD	Roscosmos Soviet AF/AFL c/s	DME d/d	14aug11 30nov87	in Rosimuschestvo (State Property Agency) listing 2010; in basic Aeroflot c/s, no titles; I/n ZIA 31aug19 line # 61-09; delivered to Novgorod; rgd 12jan88; f/n AOC 19apr92; see c/n 0083487598; I/n Kubinka
	RA-76767(1)	II-76MD	Russian AF/AFL c/s	Nvk	31aug96	14may94 with CCCP- prefix on tail and RA- prefix on wings and Russian flag! opb 110 vtap at Novgorod-Krechevitsy; canx but date unknown; sat wfu at Novgorod-Krechevitsy, seen
	RA-76767(1)	II-76MD	Russian Air Force		29may13	sep07/apr09; probably remained there when the unit left the base; reported stored Staraya Russa mar12 at Vorkuta-Sovyetski; in basic Aeroflot c/s, no titles equipped with guns; I/n ZIA 23mar20
00024 01440	CCCD 76775	11 70		d/d	211100	ling # 61 10; corial is out of convence and c/n pet confirmed; delivered to Uzun; photos of UR 7641E chew
00834 81440	CCCP-76775 RA-76415	II-78 II-78	Soviet AF/AFL c/s	d/d rad	31jul88 25sen92	line # 61-10; serial is out of sequence and c/n not confirmed; delivered to Uzyn; photos of UR-76415 show an overpainted serial on the tail, which may have been '76775' c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably pever
00834 81440	CCCP-76775 RA-76415 UR-76415	II-78 II-78 II-78	Soviet AF/AFL c/s Busol Airline	d/d rgd rgd	31jul88 25sep92 05may93	
00834 81440	RA-76415	II-78		rgd rgd FFD	25sep92	an overpainted serial on the tail, which may have been '76775' c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worn refuelling equipment removed; f/n KBP 22sep94; I/n Gostomel 03jul96 based at Uzyn by mar97; canx only 27sep02, see next line w/o 17jul98 on a flight from Burgas to Asmara with the MTOW exceeded by at least 37 tonnes (of which the crew was probably not aware) when performed a visual approach to runway 15 at Asmara at night in difficult weather conditions (that runway is not suited for approaches), lost height inadvertently due to the high landing weight and crashed at a height of 2,405 metres (72 metres above the elevation of the runway) into the rocky slope of a hill 7,2 km from the airport, all 9 crew and the sole passenger killed;
00834 81440 00734 81442	RA-76415 UR-76415 UR-76415 UR-UCI YI-ANI	II-78 II-78 II-78 II-78 II-76MD	Busol Airline Ukraine Air Force Ukrainian Cargo Aw IrAF/Iraqi Aw c/s	rgd rgd FFD	25sep92 05may93 18jul97 18may98 30dec87	an overpainted serial on the tail, which may have been '76775' c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worn refuelling equipment removed; f/n KBP 22sep94; l/n Gostomel 03jul96 based at Uzyn by mar97; canx only 27sep02, see next line w/o 17jul98 on a flight from Burgas to Asmara with the MTOW exceeded by at least 37 tonnes (of which the crew was probably not aware) when performed a visual approach to runway 15 at Asmara at night in difficult weather conditions (that runway is not suited for approaches), lost height inadvertently due to the high landing weight and crashed at a height of 2,405 metres (72 metres above the elevation of the runway) into the rocky slope of a hill 7,2 km from the airport, all 9 crew and the sole passenger killed; remains still present at N15.304268 E38.959811 by dec12; see c/n 08314444 line # 62-01; replacement for c/n 0013433984; f/n LHR 10mar88; in full 'green' Iraqi Airways c/s; l/n FCO 15feb90; seen on TV 10apr97, but that must have been old footage; evacuated to Iran 16jan91 and impounded there
	RA-76415 UR-76415 UR-76415 UR-UCI	II-78 II-78 II-78 II-78	Busol Airline Ukraine Air Force Ukrainian Cargo Aw	rgd rgd FFD OZH	25sep92 05may93 18jul97 18may98	an overpainted serial on the tail, which may have been '76775' c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worn refuelling equipment removed; f/n KBP 22sep94; I/n Gostomel 03jul96 based at Uzyn by mar97; canx only 27sep02, see next line w/o 17jul98 on a flight from Burgas to Asmara with the MTOW exceeded by at least 37 tonnes (of which the crew was probably not aware) when performed a visual approach to runway 15 at Asmara at night in difficult weather conditions (that runway is not suited for approaches), lost height inadvertently due to the high landing weight and crashed at a height of 2,405 metres (72 metres above the elevation of the runway) into the rocky slope of a hill 7,2 km from the airport, all 9 crew and the sole passenger killed; remains still present at N15.304268 E38.959811 by dec12; see c/n 083414444 line # 62-01; replacement for c/n 0013433984; f/n LHR 10mar88; in full 'green' tragi Airways c/s; l/n FCO 15feb90; seen on TV 10apr97, but that must have been old footage; evacuated to Iran 16jan91 and impounded there c/n from Ilyushin source; toc reportedly in 1997; in all-white c/s; w/o 19feb03 on a flight from Zahedan to Kerman (with Revolutionary Guards from the "Sarallah" 41st Army Division) when crashed into Sirch mountain 35 km south-east of Kerman (at N30.203103 E57.380873) in bad visibility, all 275 occupants (reportedly 8 crew and 267 passengers) killed, so far the heaviest death toll ever involving a Soviet-built aircraft; an accident report in Farsi gave c/n 0063471155 for this aircraft, be ethere; it was reported that footage of the crash site shown on Iranian TV showed c/n 0063471155 being painted on the rear
	RA-76415 UR-76415 UR-76415 UR-UCI YI-ANI 15-2280 CCCP-76768 RA-76768	II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD	Busol Airline Ukraine Air Force Ukrainian Cargo Aw IrAF/Iraqi Aw c/s Iranian RGC AF Soviet AF/AFL c/s Russian AF/AFL c/s	rgd rgD OZH d/d d/d Tgr	25sep92 05may93 18jul97 18may98 30dec87 photo 30nov87 10aug99	an overpainted serial on the tail, which may have been '76775' c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worn refuelling equipment removed; f/n KBP 22sep94; I/n Gostomel 03jul96 based at U2yn by mar97; canx only 27sep02, see next line w/o 17jul98 on a flight from Burgas to Asmara with the MTOW exceeded by at least 37 tonnes (of which the crew was probably not aware) when performed a visual approach to runway 15 at Asmara at night in difficult weather conditions (that runway is not suited for approaches), lost height inadvertently due to the high landing weight and crashed at a height of 2,405 metres (72 metres above the elevation of the runway) into the rocky slope of a hill 7,2 km from the airport, all 9 crew and the sole passenger killed; remains still present at N15.304268 E38.959811 by dec12; see c/n 083414444 line # 62-01; replacement for c/n 0013433984; f/n LHR 10mar88; in full 'green' Traqi Airways c/s; I/n FCO 15feb90; seen on TV 10apr97, but that must have been old footage; evacuated to Iran 16jan91 and impounded there c/n from Ilyushin source; toc reportedly in 1997; in all-white c/s; w/o 19feb03 on a flight from Zahedan to Kerman (with Revolutionary Guards from the "Sarallah" 41st Army Division) when crashed into Sirch wountain 35 km south-east of Kerman (at N30.203103 E57.380873) in bad visibility, all 275 occupants (reportedly 8 crew and 267 passengers) killed, so far the heaviest death toll ever involving a Soviet-built thar footage of the crash site shown on Iranian TV showed c/n 0063471155 being painted on the rear bulkhead, but these bulkheads can be swapped between aircraft line # 62-02; delivered to Taganrog; f/n SV0 27sep91; 1/n 22mar93 based at Taganrog mar97; 1/N Taganrog-Tsentralny 19aug12, still with 'Aeroflot' titles and equipped with guns; reported on overhaul at Starya Russa (ARZ-123) 17jan13
00734 81442	RA-76415 UR-76415 UR-76415 UR-UCI YI-ANI 15-2280 CCCP-76768	II-78 II-78 II-78 II-76MD II-76MD II-76MD	Busol Airline Ukraine Air Force Ukrainian Cargo Aw IrAF/Iraqi Aw c/s Iranian RGC AF Soviet AF/AFL c/s	rgd rgd FFD OZH d/d	25sep92 05may93 18jul97 18may98 30dec87 photo 30nov87	an overpainted serial on the tail, which may have been '76775' c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worm refuelling equipment removed; f/n KBP 22sep94; I/n Gostomel 03jul96 based at Uzyn by mar97; canx only 27sep02, see next line w/o 17jul98 on a flight from Burgas to Asmara with the MTOW exceeded by at least 37 tonnes (of which the crew was probably not aware) when performed a visual approach to runway 15 at Asmara at night in difficult weasther conditions (that runway is not suited for approaches), lost height inadvertently due to the high landing weight and crashed at a height of 2,405 metres (72 metres above the elevation of the runway) into the rocky slope of a hill 7,2 km from the airport, all 9 crew and the sole passenger killed; remains still present at N15.304268 E38.959811 by dec12; see c/n 083414444 line # 62-01; replacement for c/n 0013433984; f/n LHR 10mar88; in full 'green' Iraqi Airways c/s; I/n FCO 15feb90; seen on TV 10apr97, but that must have been old footage; evacuated to Iran 16jan91 and impounded there c/n from Ilyushin source; toc reportedly in 1997; in all-white c/s; w/o 19feb03 on a flight from Zahedan to Kerman (with Revolutionary Guards from the "Sarallah" 41st Army Division) when crashed into Sirch mountain 35 km south-east of kerman (at N30.203103 E57.380873) in bad visibility, all 275 occupants (reportedly 8 crew and 267 passengers) killed, so far the heaviest death toll ever involving a Soviet-built aircraft; an accident report in Farsi gave c/n 0063471155 bring painted on the rear bulkhead, but these bulkheads can be swapped between aircraft line # 62-02; delivered to Taganrog; f/n SVO 27sep91; I/n 22mar93 based at Taganrog mar97; I/n Taganrog-Tsentralny 19aug12, still with 'Aeroflot' titles and equipped with guns; reported on overhaul at Staraya Russa (AR2-123) 17jan13 details from russianplanes.net; I/n Taganrog-Tsentralny 19aug12, still with 'Aeroflot' titles and equipped with gunsis re on the ali; seen Tagan
00734 81442	RA-76415 UR-76415 UR-76415 UR-UCI YI-ANI 15-2280 CCCP-76768 RA-76768 RF-94413	II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Busol Airline Ukraine Air Force Ukrainian Cargo Aw IrAF/Iraqi Aw c/s Iranian RGC AF Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s	rgd rgd FFD OZH d/d d/d Tgr Sty	25sep92 05may93 18jul97 18may98 30dec87 photo 30nov87 10aug99 oct13	an overpainted serial on the tail, which may have been '76775' c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worn refuelling equipment removed; f/n KBP 22sep94; I/n Gostomel 03jul96 based at Uzyn by mar97; canx only 27sep02, see next line w/o 17jul98 on a flight from Burgas to Asmara with the MTOW exceeded by at least 37 tonnes (of which the crew was probably not aware) when performed a visual approach to runway 15 at Asmara at night in difficult weather conditions (that runway is not suited for approaches), lost height inadvertently due to the high landing weight and crashed at a height of 2,405 metres (72 metres above the elevation of the runway) into the rocky slope of a hill 7,2 km from the airport, all 9 crew and the sole passenger killed; remains still present at N15.304268 E38.959811 by dec12; see c/n 083414444 line # 62-01; replacement for c/n 0013433984; f/n LHR 10mar88; in full 'green' Iraqi Airways c/s; I/n FCO 15feb90; seen on TV 10apr97, but that must have been old footage; evacuated to Iran 16jan91 and impounded there c/n from Ilyushin source; toc reportedly in 1997; in all-white c/s; w/o 19feb03 on a flight from Zahedan to Kerman (with Revolutionary Guards from the "Sarallah" 41st Army Division) when crashed into Sirch mountain 35 km south-east of Kerman (at N30.203103 E57.380873) in bad visibility, all 275 occupants (reportedly 8 crew and 267 passengers) killed, so far the heaviest death toll ever involving a Soviet-built ine # 62-02; delivered to Taganrog; f/n SVO 27sep91; I/n 22mar93 based at Taganrog mar97; I/n Taganrog-Tsentralny 15apr14 in basic Aeroflot c/s no titles and large Russian star on tail; I/n OVB 05mar16; seen OVB 31may16 with Russian Stars on the tail; seen Taganrog-Tsentralny 15apr34 in basic Stars on the tail; seen Taganrog-Tsentralny 15ama48, in water bomber configuration; I/n over Moscow 07may222 line # 62-03; obp 708 ovtap at Kirovabad (relocated to Taganrog-Tsentralny apr92/may92); f/n KHV
00734 81442 00734 81448	RA-76415 UR-76415 UR-76415 UR-UCI YI-ANI 15-2280 CCCP-76768 RA-76768 RF-94413 RF-76768	II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Busol Airline Ukraine Air Force Ukrainian Cargo Aw IrAF/Iraqi Aw c/s Iranian RGC AF Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	rgd FFD OZH d/d d/d Tgr Sty AAQ	25sep92 05may93 18jul97 18may98 30dec87 photo 30nov87 10aug99 oct13 may14	an overpainted serial on the tail, which may have been '76775' c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worn refuelling equipment removed; f/n KBP 22sep94; I/n Gostomel 03jul96 based at U2yn by mar97; canx only 27sep02, see next line w/o 17jul98 on a flight from Burgas to Asmara with the MTOW exceeded by at least 37 tonnes (of which the crew was probably not aware) when performed a visual approach to runway 15 at Asmara at night in difficult weather conditions (that runway is not suited for approaches), lost height inadvertently due to the high landing weight and crashed at a height of 2,405 metres (72 metres above the elevation of the runway) into the rocky slope of a hill 7,2 km from the airport, all 9 crew and the sole passenger killed; remains still present at N15.304268 E38.959811 by dec12; see c/n 083414444 line # 62-01; replacement for c/n 0013433984; f/n LHR 10mar88; in full 'green' Traqi Airways c/s; I/n FCO 15feb90; seen on TV 10apr97, but that must have been old footage; evacuated to Iran 16jan91 and impounded there c/n from Ilyushin source; toc reportedly in 1997; in all-white c/s; w/o 19feb03 on a flight from Zahedan to Kerman (with Revolutionary Guards from the "Sarallah" 41st Army Division) when crashed into Sirch mountain 35 km south-east of Kerman (at N30.203103 E57.380873) in bad visibility, all 275 occupants (reported) 8 crew and 267 passengers) killed, so far the heaviest death toil ever involving a Soviet-built aircraft; an accident report in Farsi gave c/n 0063471155 for this aircraft, but see there; it was reported that footage of the crash site shown on Iranian TV showed c/n 0063471155 being painted on the rear bulkhead, but these bulkheads can be swapped between aircraft line # 62-02; delivered to Taganrog; f/n SVO 27sep91; I/n 22mar93 based at Taganrog mar97; //n Taganrog-Tsentralny 15agr14 in basic Aeroffot c/s no titles and large Russian star on tail; //n OV8 05mar16; seen OVB 31may16 with Russia
00734 81442 00734 81448	RA-76415 UR-76415 UR-76415 UR-UCI YI-ANI 15-2280 CCCP-76768 RA-76768 RF-94413 RF-76768 CCCP-76769	II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Busol Airline Ukraine Air Force Ukrainian Cargo Aw IrAF/Iraqi Aw c/s Iranian RGC AF Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s	rgd rgd FFD OZH d/d d/d Tgr Sty AAQ d/d	25sep92 05may93 18jul97 18may98 30dec87 photo 30nov87 10aug99 oct13 may14 30nov87	an overpainted serial on the tail, which may have been '76775' c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worn refuelling equipment removed; f/n KBP 22sep94; I/n Gostomel 03jul96 based at Uzyn by mar97; canx only 27sep02, see next line w/o 17jul98 on a flight from Burgas to Asmara with the MTOW exceeded by at least 37 tonnes (of which the crew was probably not aware) when performed a visual approach to runway 15 at Asmara at night in difficult weather conditions (that runway is not suited for approaches), lost height inadvertently due to the high landing weight and crashed at a height of 2,405 metres (72 metres above the elevation of the runway) into the rocky slope of a hill 7,2 km from the airport, all 9 crew and the sole passenger killed; remains still present at N15.304268 E38.959811 by dec12; see c/n 083414444 line # 62-01; replacement for c/n 0013433984; f/n LHR 10mar88; in full 'green' Iraqi Airways c/s; I/n FCO 15feb90; seen on TV 10apr97, but that must have been old footage; evacuated to Iran 16jan91 and impounded there c/n from Ilyushin source; toc reportedly in 1997; in all-white c/s; w/o 19feb03 on a flight from Zahedan to Kerman (with Revolutionary Guards from the "Sarallah" 41st Army Division) when crashed into Sirch mountain 35 km south-east of Kerman (at N30.203103 E57.380873) in bad visibility, all 275 occupants (reportedly 8 crew and 267 passengers) killed, so far the heaviest death toll ever involving a Soviet-built aircraft; an accident report in Farsi gave c/n 0063471155 for this aircraft, bus ese there; it was reported that footage of the crash site shown on Irania TV showed c/n 0063471155 being painted on the rear bulkhead, but these bulkheads can be swapped between aircraft line # 62-02; delivered to Taganrog; f/n SV0 27sep91; I/n 22mar93 based at Taganrog mar97; J/n Taganrog-Tsentralny 13aug12, still with 'Aeroflot' titles and equipped with gurs; reported on overhaul at Staraya Russa (AR2-123) 17jan13 details from russianpla
00734 81442 00734 81448	RA-76415 UR-76415 UR-76415 UR-UCI YI-ANI 15-2280 CCCP-76768 RA-76768 RF-94413 RF-76768 CCCP-76769 RA-76769	II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Busol Airline Ukraine Air Force Ukrainian Cargo Aw IrAF/Iraqi Aw c/s Iranian RGC AF Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	rgd rgd FFD OZH d/d Tgr Sty AAQ d/d Sms	25sep92 05may93 18jul97 18may98 30dec87 photo 30nov87 10aug99 oct13 may14 30nov87 09aug99	an overpainted serial on the tail, which may have been '76775' c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worn refuelling equipment removed; f/n KBP 22sep94; I/n Gostomel 03jul96 based at Uzyn by mar97; canx only 27sep02, see next line w/o 17jul98 on a flight from Burgas to Asmara with the MTOW exceeded by at least 37 tonnes (of which the crew was probably not aware) when performed a visual approach to runway 15 at Asmara at night in difficult weather conditions (that runway is not suited for approaches), lost height inadvertently due to the high landing weight and crashed at a height of 2,405 metres (72 metres above the elevation of the runway) into the rocky slope of a hill 7,2 km from the airport, all 9 crew and the sole passenger killed; remains still present at N15.304268 E38.959811 by dec12; see c/n 083414444 line # 62-01; replacement for c/n 0013433984; f/n LHR 10mar88; in full 'green' traig Airways c/s; I/n FCO 15feb90; seen on TV 10apr97, but that must have been old footage; evacuated to Iran 16jan91 and impounded there c/n from Ilyushin source; toc reportedly in 1997; in all-white c/s; w/o 19feb03 on a flight from Zahedan to Kerman (with Revolutionary Guards from the "Sarallah" 41st Army Division) when crashed into Sirch mountain 35 km south-east of Kerman (at N30.203103 E57.380873) in bad visibility, all 275 occupants (reportedly 8 crew and 267 passengers) killed, so far the heaviest death toll ever involving a Soviet-built aircraft; an accident report in Farsi gave c/n 0063471155 for this aircraft, but see there; it was reported that footage of the crash site shown on Iranian TV showed c/n 0063471155 being painted on the rear bulkhead, but these bulkheads can be swapped between aircraft line # 62-02; delivered to Tagaarnog-Tsentralny 19aug12, still with 'Aeroflot' titles and equipped with gurs; reported to noverhaul at Staraya Russa (ARZ-123) 17jan13 details from russianplanes.net; I/n Tagaanrog-Tsentralny 19aug12, still with 'Aeroflot'
00734 81442 00734 81448 00734 81452	RA-76415 UR-76415 UR-76415 UR-UCI YI-ANI 15-2280 CCCP-76768 RA-76768 RF-94413 RF-76768 CCCP-76769 RA-76769 RF-76769 CCCP-76770 RA-76770	II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Busol Airline Ukraine Air Force Ukrainian Cargo Aw IrAF/Iraqi Aw c/s Iranian RGC AF Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s	rgd rgd FFD OZH d/d Tgr Sty AAQ d/d Sms ph.	25sep92 05may93 18jul97 18may98 30dec87 photo 30nov87 10aug99 oct13 may14 30nov87 09aug99 aug14 30dec87 07aug99	an overpainted serial on the tail, which may have been '76775' c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worn refuelling equipment removed; f/n KBP 22sep94; I/n Gostomel 03jul96 based at Uzyn by mar97; canx only 27sep02, see next line w/o 17jul98 on a flight from Burgas to Asmara with the MTOW exceeded by at least 37 tonnes (of which the crew was probably not aware) when performed a visual approach to runway 15 at Asmara at night in difficult weather conditions (that runway is not suited for approaches), lost height inadvertently due to the high landing weight and crashed at a height of 2,405 metres (72 metres above the elevation of the runway) into the rocky slope of a hill 7,2 km from the airport, all 9 crew and the sole passenger killed; remains still present at N15.304268 E38.959811 by dec12; see c/n 083414444 line # 62-01; replacement for c/n 0013433984; f/n LHR 10mar88; in full 'green' Iraqi Airways c/s; I/n FCO 15feb90; seen on TV 10apr97, but that must have been old footage; evacuated to Iran 16jan91 and impounded there c/n from Ilyushin source; toc reportedly in 1997; in all-white c/s; w/o 19feb03 on a flight from Zahedan to Kerman (with Revolutionary Guards from the "Sarallah" 41st Army Division) when crashed into Sirch mountain 35 km south-east of Kerman (at N30.203103 E57.380873) in bad visibility, all 275 occupants (reportedly 8 crew and 267 passengers) killed, so far the heaviest death toll ever involving a Soviet-built aircraft; an accident report in Farsi gave c/n 0063471155 for this aircraft, bus es there; it was reported that footage of the crash site shown on Irania TV showed c/n 0063471155 being painted on the rear bulkhead, but these bulkheads can be swapped between aircraft line # 62-02; delivered to Taganrog: Fisentralny 13aug12, still with 'Aeroflot' titles and equipped with gurs; reported on overhaul at Staraya Russa (AR2-123) 17jan13 details from russianplanes.net; //n Taganrog-Tsentralny 19may18, in water bomber configura
00734 81442 00734 81448 00734 81452 00734 81456	RA-76415 UR-76415 UR-76415 UR-UCI YI-ANI 15-2280 CCCP-76768 RA-76768 RF-94413 RF-76768 CCCP-76769 RA-76769 RF-76769 RF-76770 RA-76770 RA-76770	II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Busol Airline Ukraine Air Force Ukrainian Cargo Aw IrAF/Iraqi Aw c/s Iranian RGC AF Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force	rgd rgd FFD OZH d/d d/d Tgr Sty AAQ d/d Sms ph. d/d Nvk Roc Kub	25sep92 05may93 18jul97 18may98 30dec87 photo 30nov87 10aug99 oct13 may14 30nov87 09aug99 aug14 30dec87 07aug99 30aug13 jun15	an overpainted serial on the tail, which may have been '76775' c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worn refuelling equipment removed; f/n KBP 22sep94; I/n Gostomel 03jul96 based at Uzyn by mar97; canx only 27sep02, see next line w/o 17jul98 on a flight from Burgas to Asmara with the MTOW exceeded by at least 37 tonnes (of which the crew was probably not aware) when performed a visual approach to runway 15 at Asmara at night in difficult weather conditions (that runway is not suited for approaches), lost height inadvertently due to the high landing weight and crashed at a height of 2,405 metres (72 metres above the elevation of the runway) into the rocky slope of a hill 7,2 km from the airport, all 9 crew and the sole passenger killed; remains still present at N15.304268 E38.959811 by dec12; see c/n 083414444 line # 62-01; replacement for c/n 0013433984; f/n LHR 10mar88; in full 'green' traig Airways c/s; l/n FCO 15feb90; seen on TV 10apr97, but that must have been old footage; evacuated to Iran 16jan91 and impounded there c/n from Ilyushin source; toc reportedly in 1997; in all-white c/s; w/o 19feb03 on a flight from Zahedan to Kerman (with Revolutionary Guards from the "Sarallah" 41st Army Division) when crashed into Sirch mountain 35 km south-east of Kerman (at N30.203103 E57.380873) in bad visibility, all 275 occupants (reportedly 8 crew and 267 passengers) killed, so far the heaviest death toll ever involving a Soviet-built aircraft; an accident report in Farsi gave c/n 0063471155 for this aircraft, but see there; it was reported that footage of the crash site shown on Iranian TV showed c/n 0063471155 being painted on the rear bulkhead, but these bulkheads can be swapped between aircraft line # 62-02; delivered to Tagaarnog-Tsentralny 19aug12, still with 'Aerofiot' titles and equipped with gurs; reported on overhaul at Staraya Russa (AR2-123) 17jan13 details from russianplanes.net; I/n Tagaanrog-Tsentralny 19aug12, still with 'Aerofiot' t
00734 81442 00734 81448 00734 81452	RA-76415 UR-76415 UR-76415 UR-VCI YI-ANI 15-2280 CCCP-76768 RA-76768 RF-94413 RF-76768 CCCP-76769 RA-76769 RF-76769 CCCP-76770 RA-76770 RA-76770	II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Busol Airline Ukraine Air Force Ukrainian Cargo Aw IrAF/Iraqi Aw c/s Iranian RGC AF Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s	rgd rgd FFD OZH d/d d/d Tgr Sty AAQ d/d Sms ph. d/d Nvk Roc	25sep92 05may93 18jul97 18may98 30dec87 photo 9hoto 30nov87 10aug99 oct13 may14 30nov87 09aug99 aug14 30dec87 07aug99 30aug13	an overpainted serial on the tail, which may have been '76775' c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worm refuelling equipment removed; f/n KBP 22sep94; I/n Gostomel 03jul96 based at Uzyn by mar97; canx only 27sep02, see next line w/o 17jul98 on a flight from Burgas to Asmara with the MTOW exceeded by at least 37 tonnes (of which the crew was probably not aware) when performed a visual approach to runway 15 at Asmara at night in difficult weather conditions (that runway is not suited for approaches), lost height inadvertently due to the high landing weight and crashed at a height of 2,405 metres (72 metres above the elevation of the runway) into the rocky slope of a hill 7,2 km from the airport, all 9 crew and the sole passenger killed; remains still present at N15.304268 E38.959811 by dec12; see c/n 083414444 line # 62-01; replacement for c/n 0013433984; f/n LHR 10mar88; in full "green" Iraqi Airways c/s; I/n FCO 15feb90; seen on TV 10apr97, but that must have been old footage; evacuated to Iran 16jan91 and impounded there c/n from Ilyushin source; toc reportedly in 1997; in all-white c/s; w/o 19feb03 on a flight from Zahedan to Kerman (with Revolutionary Guards from the "Sarallah" 41st Army Division) when crashed into Sirch mountain 35 km south-east of Kerman (at N30.203103 E57.380873) in bad visibility, all 275 occupants (reportedly 8 crew and 267 passengers) killed, so far the heaviest death toll ever involving a Soviet-built aircraft; an accident report in Farsi gave c/n 0063471155 being painted on the rear buikhead, but these buikheads can be swapped between aircraft line # 62-02; delivered to Taganrog. Stentralny 15apr14 in basic Aeroflot c/s no titles and large Russian star on tail; I/n OVB 05mar16; seen OVB 31may16 with Russian Stars on the tail; seen Taganrog-Tsentralny 15apr14 in basic Aeroflot c/s no titles, equipped with guns; I/n OVB oC14 with chaff dispensers in, no titles; I/n Taganrog-Tsentralny 15mg/13, low are forther stored
00734 81442 00734 81448 00734 81452 00734 81456 00934 81457	RA-76415 UR-76415 UR-76415 UR-76415 UR-UCI YI-ANI 15-2280 CCCP-76768 RA-76768 RF-94413 RF-76768 CCCP-76769 RA-76769 RF-76769 CCCP-76770 RA-76770 RA-76770 "40" red	II-78 II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Busol Airline Ukraine Air Force Ukrainian Cargo Aw IrAF/Iraqi Aw c/s Iranian RGC AF Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/PVO Russian Air Force	rgd rgd FFD OZH d/d Tgr Sty AAQ d/d Sms ph. d/d Nvk Roc Kub d/d Iva	25sep92 05may93 18jul97 18may98 30dec87 photo 30nov87 10aug99 oct13 may14 30nov87 09aug99 aug14 30dec87 07aug99 30aug13 jun15 29dec88 may99	an overpainted serial on the tail, which may have been 76775' c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worn refuelling equipment removed; f/n KBP 22sep94; I/n Gostomel 03jul96 based at Uzyn by mar97; canx only 27sep02, see next line W/o 17jul98 on a flight from Burgas to Asmara with the MTOW exceeded by at least 37 tonnes (of which the crew was probably not aware) when performed a visual approach to runway 15 at Asmara at night in difficult weather conditions (that runway is not suited for approaches), lost height inadvertently due to the high landing weight and crashed at a height of 2,405 metres (72 metres above the elevation of the runway) into the rocky slope of a hill 7,2 km from the airport, all 9 crew and the sole passenger killed; remains still present at N15.304268 E38.959811 by dec12; see c/n 083414444 line # 62-01; replacement for c/n 0013433984; f/n LHR 10mar88; in full 'green' Iraqi Airways c/s; I/n FCO 15feb90; seen on TV 10apr97, but that must have been old footage; evacuated to Iran 16jan91 and impounded there c/n from Ilyushin source; toc reportedly in 1997; in all-white c/s; w/o 19feb03 on a flight from Zahedan to Kerman (with Revolutionary Guards from the "Sarallah" 41st Army Division) when crashed into Sirch mountain 35 km south-east of Kerman (at N30.203103 E57.380873) in bad visibility, all 275 occupants (reportedly & crew and 267 passenger) killed, so far the heaviest death toll ever involving a Soviet-builti aircraft; an accident report in Farsi gave c/n 0063471155 being painted on the rear bukhead, but these bukheads can be swapped between aircraft line # 62-02; delivered to Tagarorg; I/n SV0 27sep91; I/n 22mar93 based at Tagarong mar97; I/n Tagarog-Tsentralny 19may18, in water bomber configuration; I/n over Moscow OTmay22 line # 62-03; opb 708 ovtap t Kirovabad (relocated to Taganrog-Tsentralny apr92/may92); f/n KHV 24ju189 opb 708 ovtap (redesignated 6958 AvB 15oct09) at Taganrog-Tsentralny, seen
00734 81442 00734 81448 00734 81452 00734 81455 00934 81457 00834 81461	RA-76415 UR-76415 UR-76415 UR-76415 UR-0615 UR-0615 T15-2280 15-2280 CCCP-76768 RA-76768 RF-94413 RF-76769 RF-76769 RA-76769 RA-76769 RA-76769 RA-76769 RA-76770 RA-76770 RA-76770 RA-76771 RA-76771 RA-76771 RA-76771 RA-76772	II-78 II-78 II-78 II-78 II-76MD	Busol Airline Ukraine Air Force Ukrainian Cargo Aw IrAF/Iraqi Aw c/s Iranian RGC AF Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Air Force	rgd rgd FFD OZH d/d Tgr Sty AAQ d/d Sms ph. d/d Sms ph. d/d Nvk Roc Kub d/d Vva mfd ZIA mfd PKV ph. d/it	25sep92 05may93 18jul97 18may98 30dec87 photo 30nov87 10aug99 oct13 may14 30nov87 09aug99 aug14 30dec87 09aug99 aug14 30dec87 07aug99 30aug13 jun15 29dec88 may99 24jun88 15may93 20jan88 jun01 18aug03 apr19 29jan88 04may94	an overpainted serial on the tail, which may have been '76775' (r/ confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worn refuelling equipment removed; f/n KBP 22sep34; I/n Gostomel 03jul96 based at Uzyn by mar97; canx only 27sep02, see next line w/o 17jul98 on a flight from Burgas to Asmara with the MTOW exceeded by at least 37 tonnes (of which the crew was probably not aware) when performed a visual approach to runway 15 at Asmara at night in difficult weather conditions (that runway is not suited for approaches), lost height inadvertently due to the high landing weight and crashed at a height of 2,405 metres (72 metres above the elevation of the runway) into the rocky slope of a hill 7,2 km from the airport, all 9 crew and the sole passenger killed; remains still present at N15.304268 E3:959811 by dec12; see c/n 03341444 line # 62-01; replacement for c/n 0013433984; f/n LHR 10mar68; in full 'green' Iraqi Airways c/s; l/n FCO 15feb30; seen on TV 10par97, but that must have been ofl footage; evacuated to Iran 16jan91 and impounded there c/n from flyushin source; toc reportedly in 1997; in all-white c/s; w/o 19feb03 on a flight from Zahedan to Kerman (with Revolutionary Guards from the "Sarallah" 41st Army Division) when crashed into Sirch mountain 35 km south-east of Kerman (at N30.20130 ES7.308073) in bad visibility, all 275 occupants (reportedly 8 crew and 267 passengers) killed, so far the heaviest death toll ever involving a Soviet-built aircraft; an accident report in Farsi gave c/n 0063471155 for bia aircraft, but see there; it was reported bulkhead, but these bulkheads can be swapped between aircraft line # 62-02; delivered to Taganrog; fry SVO 27sep91; //n 22mar93 based at Taganrog mar97; //n Taganrog-Tsentrainy 13may12, still with 'Aeroflot' titles and equipped with gus; reported on overhaul at Staraya Russa (AR2-123) 17jan13 details from russianplanes.net; //n Taganrog-Tsentrainy, 15may145, in water bomber configuration; //n o
00734 81442 00734 81448 00734 81452 00734 81455 00934 81457 00834 81461 00834 82466	RA-76415 UR-76415 UR-76415 UR-76415 UR-UCI 15-2280 CCCP-76768 RA-76768 RF-94413 RF-76768 CCCP-76769 RA-76769 RF-76769 CCCP-76770 RA-76770 RA-76770 RA-76770 RA-76770 RA-76771 RA-76771 RA-76771 RA-76771 RA-76771 RA-76771 RA-76771 RA-76771 RA-76771 RA-76771 RA-76771	II-78 II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Busol Airline Ukraine Air Force Ukraine Air Force Ukrainian Cargo Aw IrAF/Iraqi Aw c/s Iranian RGC AF Iranian RGC AF Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Air Force MOM NPO	rgd rgd FFD OZH d/d Tgr Sty AAQ d/d Sms ph. d/d Nvk Roc Kub d/d Iva mfd PKV ph. d/d	25sep92 05may93 18jul97 18may98 30dec87 photo 30nov87 10aug99 oct13 may14 30nov87 09aug99 aug14 30dec87 07aug99 30aug13 jun15 29dec88 may99 24jun88 15may93 20jan88 jun01 18aug03 apr19 29jan88	an overpainted serial on the tail, which may have been '76775' (r/ confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worn refuelling equipment removed; f/n KBP 22sep34; I/n Gostomel 03jul96 based at Uzyn by mar97; canx only 27sep02, see next line w/o 17jul98 on a flight from Burgas to Asmara with the MTOW exceeded by at least 37 tonnes (of which the crew was probably not aware) when performed a visual approach to runway 15 at Asmara at night in difficult weather conditions (that runway is not suited for approaches), lost height inadvertently due to the high landing weight and crashed at a height of 2,405 metres (72 metres above the elevation of the runway) into the rocky slope of a hill 7,2 km from the airport, all 9 crew and the sole passenger killed; remains still present at N15.30426B 238.959811 by dec12; see (-/n 083114444 line # 62-01; replacement for c/n 0013433984; f/n LHR 10mar88; in full 'green' Iraqi Airways c/s; I/n FCO 15feb30; seen on TV 10apr97, but that must have been old footage; evacuated to Iran 16jan91 and impounded there c/n from Tlyushin source; toc reportedly in 1997; in all-white c/s; w/o 19feb03 on a flight from Zahedan to Kerman (with Revolutionary Guards from the "Sarallah" 41st Army Division) when crashed into Sirch mountain 35 km south-aest of Kerman (at N30.20130 ES7.380873) in bad visibility, all 275 occupants (reportedly 8 crew and 267 passengers) killed, so far the heaviest death toll ever involving a Soviet-built aircraft; an accident report in Farsi gave c/n 0063471155 for this aircraft, but see there; it was reported that footage of the crash site shown on Iranian TV showed c/n 0063471155 being painted on the rear bukhead, but these bukheads can be swapped between aircraft line # 62-02; delivered to Taganrog-Tsentralny 19aug12, still with 'Aeroflot' titles and equipped with gurs; reported on overhaul at Straraya Russa (ARZ-123) 17jan13 details from russianplanes.net; I/n Taganrog-Tsentralny 19aug12, sti

	RF-76773	II-76MD	Russian Air Force	Kub	02oct14	in basic Aeroflot c/s, no titles, equipped with guns; seen SLY 01aug16; seen IKT 07feb17, with Russian
00834 82478	CCCP-76774 RA-76414	II-78 II-78	Soviet AF/AFL c/s	mfd	10jun88 25sep92	Stars on tail; I/n CKL 2020 line # 62-10; opb 409 apsz at Uzyn; no reports; trf to the Ukrainian Air Force in 1992 c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never
	UR-76414	II-78	Busol Airline	rgd KBP	23sep92 22sep94	worn refuelling equipment removed and used as a transport aircraft, but officially remained an II-78; still based
	UR-UCG	II-78	Ukrainian Cargo Aw	Uzn	10may98	at Uzyn by mar97 used as a transport aircraft, but officially remained an Il-78; l/n OSR 18jun00
	UR-UCG	II-78	United Nations	DLA	apr01	used as a transport aircraft, but officially remained an II-78; type painted on as 'II-76'; opb Ukrainian Cargo Airways; in full UN c/s; last flight 14jan02; t/t 2,651 hours and 1,343 cycles (never overhauled); cary 13,000 cst with output to 074, care injugate the format for the constraint of 074, care injugate the constraint of 074 care injugate the c
00834 82481	YI-ANJ	II-76MD	IrAF/Iraqi Aw c/s	d/d	31jan88	canx 13aug08; sat wfu (with the refuelling equipment still extant) at OZH, seen jul07/apr19; offered for sale as scrap metal 23dec19 but the auction did not take place line # 63-01; f/n FRA 21apr88; in white c/s grey undersides with Iraqi Airways titles, emblem and flag on
00834 82486	CCCP-76776	II-76MD	Soviet AF/AFL c/s	d/d	31jan88	tail; destroyed in landing accident SDA 12jan89 line # 63-02; delivered to Novgorod; rgd 11mar88; f/n in East Germany 23apr91; l/n SZW 02nov92
	RA-76776 RA-76776	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Lrz PKV	08jul93 01jun13	based at Novgorod mar97; I/n Novgorod-Krechevitsy 25aug07; canx but date unknown in basic Aeroflot c/s no titles, equipped with guns; I/n Ryazan-Dyagilevo jul17
00834 82490	CCCP-76777(1) UR-76777(1)	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d trf	17feb88 1992	line # 63-03; delivered to Melitopol; f/n KBL jan89; see c/n 1023412395 in basic Aeroflot c/s; f/n Melitopol 06jul96, reported for Azov Avia; based at Melitopol by mar97, operated
	EP-TPY UR-76777(1)	II-76MD II-76MD	Payam Air ATI Airlines	Uzn	10may98	by Avilond; I/n Melitopol 22mar97, titles not reported registration was allocated in 1998, but not taken up as the lease fell through in basic Aeroflot c/s; I/n with titles OST 19aug01; seen Melitopol 27may02, titles not reported
	76777(1)	II-76MD	Ukraine Air Force	Mtp	19sep06	opb 25 TABr at Melitopol; in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; l/n KBP 04jun14; w/o in the early hours of 14jun14 on a flight from Melitopol to Luhansk with troops from the 25th airborne
						brigade and up to 3 BMD-2 armoured personnel carriers on board when was hit by a shoulder-fired "Igla" SAM (which had been fired by Novorossiya forces) on approach, caught fire and crashed in a field some 2.5
						km north-west of the Samsonovskaya Zapadnaya mine (N48.3989 E39.4789), all 9 crew and 40 passengers killed
00834 82495	YI-ANK	II-76MD	IrAF/Iraqi Aw c/s	d/d	17may88	line # 63-04; replacement for c/n 0013433996; f/n OST 13oct88; in white c/s grey undersides with Iraqi Airways titles, emblem and flag on tail; //n PRG aug90; evacuated to Iran 18jan91 and impounded there
	5-8204	II-76TD	Iranian Air Force	THR	06apr06	c/n not confirmed; version confirmed; opb 73rd Transport Squadron at TFB.7 at Shiraz; in white/light grey c/s with dark green cheatline, no markings apart from serial and Iranian flag on fin; t/t reportedly only 855 hours by 19mar05; I/n SYZ feb14
00834 83499	"41" red "41" red	A-50 A-50	Soviet AF/PVO Russian Air Force	d/d Akc	29dec88 14aug96	line # 63-05; delivered to èiauliai based at Vitebsk-Zhurzhevo by mar97; initially without titles and with Red Stars; l/n as such Ivanovo-
					2.22922	Severny 30aug07; f/n with 'VVS Rossii' titles and Russian stars overhead Moscow 05may10; l/n overhead Moscow 09may10
	RF-94268	A-50	Russian Air Force	ZIA	10aug12	also carried code "41" red; based at Ivanovo-Severny; in white/light grey c/s with 'VVS Rossii' titles and Russian stars; I/n Ivanovo-Severny 17aug13
	RF-94268	A-50U	Russian Air Force	TGK	22oct16	also carried code "41" red; based at Ivanovo-Severny; in white/light grey c/s with 'VVS Rossii' titles and Russian stars; named 'Taganrog'; f/f after modernisation 07dec16; h/o at Taganrog 06mar17 and ferried to
00834 83502	CCCP-76778 UR-76778	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine AF/AFL c/s	mfd JNB	24feb88 24apr93	Ivanovo-Severny 09mar17; //n Ivanovo-Severny jan22 line # 63-06; d/d 24feb88 to Melitopol; f/n in (former) East Germany 10jun90 in full Aeroflot c/s; trf to Lviv Airlines 31may95
	UR-76778 UR-76778	II-76MD II-76MD	Aeroflot c/s, n/t Avialini. Ukrayiny	LWO MST	27jun95 27aug95	opb Lvivski avialiniyi; I/n OST 07may00
	UR-76778 UR-76778	II-76MD II-76TD	Lviv Airlines Lviv Airlines	OST LWO	05nov00 feb09	Lvivski avialiniyi; in basic Avialiniyi Ukrayiny c/s with modified tail logo; I/n LWO 30may03 converted to II-76TD by may07; canx 13aug08; I/n LWO feb09
	EK-76737(2)	II-76TD	South Airlines	KBP	22may09	c/n confirmed; blue cheatline, white top with grey undersides and white tail, no titles; I/n SHJ 10dec09; see c/n 0073477323
	EK-76502(2) EK-76592(2)	II-76TD II-76TD	Air Highnesses V-Bird Avia	rgd rgd	20jan10 07may10	see c/n 063407206 and 1003401004 see c/n 0043452555; f/n SHJ 19may10 with orange tail, cheatline and engines, dark blue rear underside,
	EK-76599(2) EY-627	II-76TD II-76TD	white/blue c/s n/t Khatlon Air	SHJ DWC	20aug11 27apr12	no titles; I/n Yerevan-Erbuni 08mar11; seen KRT 11jun11 in white/blue, c/s without titles see c/n 0043453593; operator reported as SKIVA Air LLC; I/n SHJ 20dec11; canx 16apr12 c/n confirmed; owned by Azilzoda FZE; in basic South Airlines c/s; I/n KWG 05jun13
	EK-76778 YI-BAC	II-76TD II-76TD II-76TD	South Airlines Al-Rafedain Falcon	rgd EBL	25jul14 17feb15	c/n confirmed; ferried KWG-Marculesti 03aug14; canx 20de14 c/n cochecked DWC 03apr15; in basic ex South Airlines c/s with titles painted as such (their actual website
						has a different spelling - http://www.alrafidainfalcon.com) and tail logo; seen Bila Tserkva 26nov20, active after overhaul and repainted in blue/grey colours; l/n IST 10jun21
00834 83505	CCCP-76779 RA-76779	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d AAQ	29feb88 29sep96	line # 63-07; delivered to Taganrog; f/n Merseburg 12jul91; l/n Sperenberg 29jul94 opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Taganrog-Tsentralny 19aug12, still with titles;
	RF-76779	II-76MD	Russian Air Force	Sty	apr14	reported undergoing overhaul at Staraya Russa feb13 in basic Aeroflot c/s no titles, equipped with guns and chaff dispensers; seen over Moscow 09may16, with Durating the set of the set of the set of the OVM in 2020.
00834 83510	CCCP-78750 RA-78750	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Maw	29feb88 13may94	Russian stars on the fin; seen CKL 21aug18, as such; I/n OVB jan22 line # 63-08; delivered 29feb88 to Taganrog; f/n Mahlwinkel 12apr94; I/n Mahlwinkel 05may94 opb 708 vtap at Taganroq-Tsentralny by mar97
	RA-78750	II-76MD	Russian Air Force	KZN	28aug05	opb 708 vtap at Taganrog-Tsentralny; in basic Aeroflot c/s with '224 LO' badge, no titles; seen CKL jul17; I/n LED may21
00834 83513	CCCP-78751 76438	II-76MD II-76MD	Soviet AF/AFL c/s Khors Air	d/d rgd	05mar88 16dec92	line # 63-09; delivered to Melitopol; rgd 23mar89; f/n KBL 09feb89 seen OST 27mar93, in Aeroflot c/s, no titles
	UR-76438 UR-76438	II-76MD II-76MD	Hung Ukr Heavylift Eco PATROL	OST OST	27apr93 02dec93	operating with HUK, Air Foyle and Khors Air call-signs; I/n STN 14jul93 based at Melitopol mar97, operated by Eco Patrol; I/n BUD 03mar99, when the registration was removed
	HA-TCH HA-TCH HA-TCH	II-76MD II-76MD II-76MD	Eco PATROL no titles Atlant Hungary	rgd BUD BUD	10mar99 21sep99 23apr01	f/n BUD 04mar99 and registration applied this date; l/n BUD 21sep99 l/n BUD 22apr01 l/n BUD 27jun01
	S9-DAE S9-DAE	II-76MD II-76MD	Aeroflot c/s, n/t SkyLink	rgd SDA	05oct02 24jan04	f/n JNB 10dec02; J/n OSM dec03; opf Goliaf Air from and to Luanda photo with titles on a sticker, basic ex-Aeroflot c/s
	S9-DAE	II-76MD	Aeroflot c/s, n/t	SHJ	17feb04	ex UR-76438 and HA-TCH checked; arrived FJR 13jul06, opb Global Aviation; I/n FJR 13feb08/23jan09, stored; in the process of being broken up 17feb09, I/n mar11 in three sections
00834 83519	CCCP-78752 UR-78752	II-76MD II-76MD	Soviet AF/AFL c/s Hoseba	d/d Gos	28mar88 22sep94	line # 63-10; delivered to Zaporozhye; rgd 27jun90; f/n Alt Lönnewitz (Falkenberg) 05jun91 based at Zaporozhye mar97, operated by Hoseba; I/n OZH 22jun97
00924 94522	UR-78752 78752 CCCP-78753	II-76MD II-76MD II-76MD	ATI Airlines Ukraine Air Force	DXB Mtp	22jan98 08jul07 30mar88	I/n DXB 20aug00 as such, has an Azerbaijan logo seen Melitopol 06aug08/16may12, without badge on tail line # 64-01; delivered to Zaporozhye; rad 14dec88; trf on paper to AFL/Uzbekistan 04jul89 for use in
00834 84522	UR-76398	II-76MD	Soviet AF/AFL c/s Khors Air	d/d LTN	09sep93	Afghanistan; f/n Zerbst 03jun91 based at Zaporozhye mar97; l/n OZH 22jun97
	UR-UCE UR-UCE	II-76MD II-76MD	Khors Air United Nations	KBP BDS	02may98 aug99	I/n OZH 22jun99 used for relief flights to Kosovo; seen PRN 24jan00, titles not reported (possibly in all-white c/s without
	UR-UCE UR-UCE	II-76MD	Ukrainian Cargo Aw	OSR	06apr00	titles) in all-white c/s, no titles; I/n as such IST 07nov00; seen with titles YHM oct00; I/n SHJ 13mar01 warrien painted on as 'II 76', one Ukraine Carroe Airmana, eany 130009; I/n KBR con13/oct10; offered for
00834 84527	UR-UCE CCCP-78754	II-76MD II-76MD	United Nations Soviet AF/AFL c/s	KBP d/d	31may02 31mar88	version painted on as 'II-76'; opb Ukraine Cargo Airways; canx 13aug08; l/n KBP sep12/oct19; offered for lease feb17 line # 64-02; delivered to Artsyz; rgd 27jun90; f/n KBP 22aug91; c/n in old Soviet register in error as
000010102,	CCCP-76437	II-76MD	Khors Air	rgd	10aug92	0083484531 but given c/n in OKB listing and Eco Patrol fleet list
	CCCP-76437 UR-76437	II-76MD II-76MD	Hung Ukr Heavylift Hung Ukr Heavylift	RTM OST	09dec92 01may93	in basic ex-Aeroflot c/s, no titles, Ukraine flag behind the cockpit; seen FRA 25mar93; I/n OST 28apr93 in basic ex-Aeroflot c/s, no titles, also operating with Air Foyle call-signs; I/n OST 05may93
	UR-76437	II-76MD	Eco PATROL	OST	12oct93	based Melitopol mar97 operated by Eco Patrol; in basic ex-Aeroflot c/s; I/n BUD 26mar99, when registration was removed
	HA-TCJ HA-TCJ	II-76MD II-76MD	Eco PATROL HUK - Hung Ukr Al	rgd BUD	01apr99 22may00	f/n BUD 29mar99 and registration applied this date; I/n JNB 21dec99; CofA expired 01apr00 in basic ex-Aeroflot c/s, no titles; seen LAD 15mar01; I/n Mykolayiv-Kulbakino 01sep09; converted to II- 76TD, retains filled in tail turret
	ER-IBX 4L-MGM	II-76TD II-76TD	ex-Aeroflot c/s	Mkk Mkk	dec09 apr10	until apr10 Intil apr10 flew Mykolayiv-Kulbakino to NLV 30apr10; I/n Mykolayiv-Kulbakino 23sep10, in basic ex-Aeroflot c/s, no
	UP-I7647	II-76TD	ex-Aeroflot c/s	NLV	26feb11	titles; canx late 2010/ early 2011, operator reported as Sun Way flew to OSS this date; seen OSS 06nov11 missing an engine, no titles; I/n OSS 03aug15/12jul19, stored, in
00934 94531		11 7640	Soviet AF/AFL -1-	-11-	21	all-white c/s with grey undersides, without registration; reported active over Jordan 20mar20 with AZee Air call-sign, the AOC for this company was subsequently suspended 21apr20; i/N OSS 25nov23 stored line # 64 02; coli in edit Switz registration are as 00/2342127 but given glo in OSS 25nov24 but here as 00/234212 but given glo in the store of the st
00834 84531	CCCP-78755 UR-78755	II-76MD II-76MD	Soviet AF/AFL c/s Khors Air	d/d LTN	31mar88	line # 64-03; c/n in old Soviet register in error as 0083484527, but given c/n in OKB listing and in Khors Air fleet list; delivered to Artsyz; rgd only 27jun90; f/n KBP 22aug91 seen with additional 'Air Foyle' titles feb94/feb97; based at Zaporozhye mar97
	UR-UCJ	II-76MD II-76MD	Khors Air Khors Air	OZH	16jan94 06may98	seen with additional Air royle titles reb9/; based at Zaporoznye mary, owned by Ukraine Cargo Airways; in white/light grey c/s; stored as of jun06, not in Ukraine Cargo Airways fleet list 01mar07; seen OZH 08jul07; canx; seen OZH 06oct10 with serial painted out and missing two
00834 84536	CCCP-78756	II-76MD	Soviet AF/AFL c/s	mfd	31mar88	engines, Khors Air titles visible under paint; //n aug13/15apr19, serial bleeding through line # 64-04; d/d 31mar88 to Zaporozhye; rgd 14dec88; f/n GVA 17dec88; l/n JNB 16jan93 with titles and
	CCCP-78756	II-76MD	ex-Aeroflot c/s	JNB	mar93	Soviet flag with white tail no titles; photo JNB with small SAA/SAL sticker head of a face provide the OCT of an idea to off a face of the oct
	UR-78756 UR-78756 UR-UCH	II-76MD II-76MD II-76MD	Air Service Yuzhmashavia	rgd PRG OZH	14jan93 nov97 06may98	based at Zaporozhye; f/n OST 07nov94; l/n OZH 22jun97 in register as canx 30apr09, but see UR-UCH l/n Gostpanel 02maye9, reported without titler: onf Ukraine Cargo OST 02cen00
	UR-UCH UR-UCH	II-76MD II-76MD	Ukrainian Cargo Aw United Nations	OZH DLA	06may98 apr01	I/n Gostomel 03may99, reportedly without titles; opf Ukraine Cargo OST 02sep00 opb Ukraine Cargo Airways; I/n BDS 16aug01; seen SNN 27mar02 in all-white c/s without titles; I/n OZH 28may02 and FIH 11sep03, titles not reported
	UR-UCH UR-UCH	II-76MD II-76TD	Ukrainian Cargo Aw all-white c/s, n/t	ZRH BTS	28dec03 07feb06	I/n VIE 30dec03; see FIH 21feb04, reported as United Nations I/n KBP 10jun06, stored

	UR-UCH	II-76TD	United Nations	JNB	28aug06	opb Ukraine Cargo Airways; in all-white c/s with large 'UN' on tail and fuselage; I/n JNB as such 16sep06; current in Ukraine Cargo Airways fleet list 01mar07; seen OZH 08jul07/07sep09; canx 30apr09; seen OZH 06oct10 with serial painted out, '814' in nose windows (UN-814); I/n OZH mar13/15apr19 engines missing and devoid of any markings with the exception of 'UN' on the tail
00934 84538	"42" red "42" red	A-50 A-50	Soviet AF/PVO Russian Air Force	d/d trf	30jun89 1992	line # 64-05; late d/d; delivered to Pechora-Beryozovka; l/n feb92 still based at Pechora-Beryozovka by mar97; in white/grey c/s; l/n without titles and with Red Stars Kubinka 13apr10; received 'VVS Rossii' titles and Russian stars; f/n as such Ivanovo-Severny 03aug11; l/n Bvelava feb12
	RF-50610	A-50	Russian Air Force	ZIA	10aug12	also carried code "42" red; opb agbpsdrlo 610 TsBPiPLS at Ivanovo-Severny; in white/grey c/s with 'VVS
	RF-50610	A-50U	Russian Air Force	ТGК	28mar19	Rossil' titles and Russian stars; I/n Ivanovo-Severny 08aug15 also carried code "42" red; opb agbpsdho 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VKS Rossil' titles and Russian stars; h/o after modernisation by TANTK im. Berieva at Taganrog 28mar19; seen Ivanovo-Severny feb21; w/o 23feb24 on a mission from Akhtubinsk over the Sea of Azov when the Ukrainian air defence fired an S-200 SAM at the aircraft while it was on its way back to Akhtubinsk, a Russian air defence unit based near Taganrog fired 2 SAMs in order to destroy the S-200 - one of them did destroy the S-200, but the second one hit the A-50U although it had fired flares, the aircraft broke up in mid-air and crashed near Trudovyaya Armeniya (Kanevskaya district of the Krasnodar region), all 10 crew members (pilot: Major Valeri Borovikov) were killed
00834 84542	YI-ANL	II-76MD	IrAF/Iraqi Aw c/s	d/d	21jun88	line # 64-06; delivered as a replacement for c/n 0013433999; in white/light grey c/s with 'Iraqi Airways' titles, logo and flag on fin; f/n JIB oct88; l/n MAN 16nov88
	no serial	Adnan-1	Iraqi Air Force		photo	AEW aircraft, converted in Iraq in 1989; had a Thomson-CSF TRS-2105/06 "Tigre G" surveillance radar mounted in a 9 metre rotodome on top of the fuselage; was originally designated Baghdad-2, but renamed after Iraqi defence minister Adnan Khairallah who was killed in a helicopter crash 04may89; in white/light grey c/s, no markings apart from Iraqi fin flash; escaped to Kushk-e Nosrat (Iran) jan91 and impounded
	5-8208	Simorgh	Iranian Air Force	SYZ	14mar00	there c/n from pressure bulkhead; in white/light grey c/s, no markings apart from serial and Iranian flag on fin; t/t reported by Pars Aviation Service as only 13 hours and 5 cycles by 19mar05; stored at Shiraz until oct06, seen 03sep06 with serial in Arabic only by the nose; made airworthy for propagandistic purposes only as none of the AEW systems was working; opb 73rd Transport Squadron at TFB.7 at Shiraz //n THR 20sep09; w/o 22sep09 while taking part in the fity-past over Teheran when the rotodome came off due to fatigue and struck the fin, the aircraft went out of control and crashed near Varamin, all 7 crew killed
00834 84547	CCCP-78757 RA-78757	II-76MD II-76MD	Soviet AF/AFL c/s Pilot, AFL c/s	mfd DME	27apr88 16jun94	line # 64-07; d/d 27apr88 to Krasnodar based at Krasnodar mar97; seen Batajnica 15jun97, without titles; seen Klin-5 airbase 01jun01 and PKV jan08, active still without titles, and presumably returned to the Air Force; photo 2008 with chaff dispensers on rear fuselage; seen PKV 27jul1 equipped with guns; I/n BAH 20jan12, support for Russian Knights; photo at KLD mar13 fring its guns !
	RF-94347 RF-78757	II-76MD II-76MD	Russian Air Force Russian Air Force	Sty EGO	feb14 19apr14	at ARZ-123, details from russianplanes net, see next line in basic Aeroflot c/s, no titles; I/n Chelyabinsk-Shagol jun14 with chaff dispensers; I/n Kabil 19dec21
00834 84551	CCCP-78758	II-76MD	Soviet AF/AFL c/s	d/d	29apr88	line # 64-08; delivered to Kryvy Rih; f/n KBL 08feb89; rgd 23mar89; still CCCP- 26mar93; mfd reported as being 30apr88 which is not in line with the d/d !
	UR-78758 EP-TPX	II-76MD II-76MD	Air Ukraine Cargo Payam Air	RKT	12nov95	l/n Kryvy Rih 21mar97, titles not reported; based at Kryvy Rih mar97, operated by Avialiniyi Ukrayiny registration was allocated 1998 but not taken up as lease fell through
	UR-78758 UR-78758	II-76MD II-76MD	ATI Airlines Ukraine Air Force	RKT Mtp	10nov97 06aug08	I/n OST 15jan01; had additional 'Payam Air' titles until may99 and additional Azalaviacargo logo since with blue cheatline and white tail, no titles; wfu 04apr01; offered for sale on the internet in 2009 with t/t
00834 85554	CCCP-76489	II-76TD	AFL/Magadan-GDX	mfd	31may88	4,279 hours and 1,997 cycles; stored Melitopol, I/n 23aug09/19jan14 line # 64-09; d/d 31may88; toc 16jun88; rgd 04jul88; f/n DME 23apr89; I/n OVB 01jul92
	RA-76489 RA-76489	II-76TD II-76TD	Aeroflot North-East Cargo	BKA trf	20mar93 25jul94	
	RA-76489 RA-76489	II-76TD II-76TD	Atlant-Soyuz Sukhoi	OST SHJ	25feb98 20jan00	l/n SHJ 22nov98; additional 'SVGAL' titles; seen DME 18aug99, titles not reported l/n DME 22jul00
	RA-76489 RA-76489	II-76TD II-76TD	Atlant-Soyuz Aeroflot c/s, n/t	DME SHJ	09aug00 28oct00	//n SHJ 27nov00
	EP-RAM	II-76TD	Aram Air	SHJ	29jan01	I/n BLL 08mar02
	RA-76489 RA-76489	II-76TD II-76TD	Aram Air Russian Sky	DME OVB	21jun02 12dec11	in basic Aeroflot c/s; stored with VARZ-400 at VKO for 9 years, seen aug02/aug11, overhaul started may11 CofR renewal 21jul11; in white c/s with grey undersides; I/n ZIA 28jan14
	RA-76489	II-76TD	United Nations	ZIA	01apr16	UN-WFP; with additional very small, operated by Abakan Air titles; I/n ZIA 03jun16; opf United Nations at Entebbe (UNO 056H)
	RA-76489	II-76TD	Aviacon Zitotrans	UFA	27mar18	CofR renewal 02jun17; in white c/s with grey undersides, no titles; seen ZIA 30nov18; l/n 31dec20 operational; canx 29jun21
	EW-564TH	II-76TD	Ruby Star	ZIA	22jul21	in white c/s with grey undersides, no titles; registration was painted in error (see II-62M EW-564TR c/n 1356234 with the same three digits in the registration)
00834 85558	EW-567TH CCCP-78759 UR-76759(2)	II-76TD II-78 II-78	Ruby Star Soviet AF/AFL c/s BSL Airline	ZIA d/d OST	aug21 30sep88 02nov94	registration corrected, exact date unknown; I/n HAN 30oct24 line # 64-10; opb 409 apsz at Uzyn; f/n in East Germany before 1990 painted in error for UR-78759; see c/n 093418543
	EP-TPD UR-76759(2)	II-78 II-78 II-78	Payam Air ATI Airlines	MST	01may96	barried in end of the second s
	76759(2) UR-76759(2)	Il-78 Il-78	Ukraine Air Force Ukraine Air Force	Mtp Mtp	27may02 13oct05	based at Melitopol; in basic 'blue' Aeroflot c/s, no titles and again 15oct05; in basic 'blue' Aeroflot c/s, no titles; sold by Ukrinmash to Air Support Systems LLC 14jul05; tanker configuration restored during overhaul by NARP at Mykolayiv-Kulbakino nov05/dec05; repainted in dark grey c/s (without serial and titles); seen as such Mykolayiv-Kulbakino 18jan06/apr06; see rad date below
	N78GF	Il-78	Air Support Syst.	rgd	01aug05	Airport 31may06; sold to Air Support Systems LLC 07aug06 and back to North American Tactical Aviation Inc. 08mar06; in dark grey c/s, no titles; arrived at Grayson County Airport 31may06; sold to Air Support Systems LLC 07aug06 and back to North American Tactical Aviation Inc. 06sep06; was to be ferried via Iceland to Pakistan, flew PNX-OSH 17jul09 (only the third flight in US airspace) and after refuelling later diverted to MQT, reportedly as entry into Canadian airspace was refused, the aircraft was impounded after landing and the Ukrainian crew members were detained as visas
	N78GF	Il-78	Temco Industries	rgd	03jan11	were found to have expired; still present at MQT 23mar10 purchased for \$ 60,000 after a court order in apr10 and was to be scrapped by Temco, but objections by Air Support Systems with regards to the potential market value of the aircraft started new court proceedings; possession was awarded to Headlands Inc. in early 2012 and work was once again started to get the aircraft airworthy mar12; //n may12; rgd 27jul12 to Bank of Utah Trustee of Salt Lake City, UT;
	N78GF	II-78	Meridian Inc	rgd	01may19	current on register may18 with a CofR expiry date of 31jul21
00834 85561	N20NS CCCP-76750	II-78 II-76TD	Meridian Inc AFL/InternatSVO	res mfd	19jul19 31may88	rgd 07nov19; seen MQT 27feb21/01jul24, with no markings at all line # 65-01; d/d 31may88; rgd 30jun88; on charge as of 01jul88; f/n BRU 06jul88; l/n SVO 14aug92
	RA-76750 RA-76750 RA-76750	II-76TD II-76TD II-76TD	Aeroflot Rus. Al Airstars Abakan Avia, n/t	FRA rgd ABA	07dec92 17nov00 10oct12	with grey tail; //n SVO 26feb00 f/n SHJ 15jan01; //n Yaroslavl 22aug12; still in basic ex-Aeroflot Russian Airlines c/s with grey tail //n YKS 10feb14; still in basic ex-Aeroflot Russian Airlines c/s with grey tail; seen ABA 02jun14 with 'WFP'
			_			titles on the tail; I/n EBB 31oct14 as such; seen Zhukovski feb15, without 'WFP' titles on the tail; I/n ZIA oct15, as such; seen EBB 30may17 with 'WFP' titles on the tail; canx between 16feb18 and 22mar18
	EW-510TH EW-510TH	II-76TD II-76TD	Trans Avia Export United Nations	THR MSQ		c/n confirmed by Ilyushin; in all-white c/s, no titles, with overpainted 'World Food Programme' titles visible in all-white c/s with 'WFP' on the tail
	EW-510TH	II-76TD	Trans Avia Export	MSQ		in all-white c/s, no titles, with overpainted 'World Food Programme' titles visible; I/n MSQ 02sep19; authorised to fly until 07aug19 according to Ilyushin.org website dated mar22, see next lines
	TL-ART (1)	II-76TD	Lapara Centrafr.Av	ZIA	12mar21	Lapara Centrafrique Aviation; in all-white c/s, no tilles; photo exists, with overpainted WFP' on the fin; c/n confirmed, departed ZIA bound for Libya 12mar21, according to flight trackers using the hex code of EW- 510TH; see c/n 1053417563
	TL-KMZ TL-KPA	II-76TD II-76TD	all-white c/s, n/t all-white c/s, n/t	ph.	aug21 03dec22	c/n not confirmed but likely, in identical c/s to TL-ART; I/n BGF mar22; confirmed became, see next line c/n not confirmed but likely; flew LTK-BEN according to flight plan this date and reported using the same hex code as TL-KMZ; photo BGF 07jun23, in all-white c/s, no titles; photo 18jul23 showing both TL-KMZ and TL-KPA on the instrument panel in the cockpit
00834 85566	CCCP-78760 UR-76399	II-76MD II-76MD	Soviet AF/AFL c/s	d/d EVN	30apr88 mar93	line # 65-02; delivered to Zaporozhye; rgd 14dec88; f/n KBL 08feb89 in basic ex Aeroflot c/s, no titles or flag on the tail
	UR-76399 UR-UCY	II-76MD II-76MD	Khors Air Ukrainian Cargo Aw	AMS OST	23dec93 06oct98	based at Zaporozhye mar97; I/n OZH 18may98 I/n OZH 28may02, operational; stored as of jun06; not in fleet list 01mar07; seen OZH 08jul07/aug18 with
00834 86570	CCCP-78761	II-76MD	Soviet AF/AFL c/s	d/d	31may88	version painted as just 'II-76'; canx 13aug08 line # 65-03; delivered to Vitebsk; rgd 25jul88; f/n HEL 05sep90; transferred to Belarus but not noted
	EW-78761	II-76MD	Belarus Air Force	Mma	17jun00	after jul92 until reported at Minsk-Machulishchi 24aug96 in basic Aeroflot c/s with Belarus flag on fin, no titles; stored at Minsk-Machulishchi, seen jun09/apr11; to be overshuled in Ruscia in 2012 and then to be delivered to the Chinese Air Forrer can Minck-
	27601	II-76TD	Chinese Air Force	ZIA	22may13	be overhauled in Russia in 2012 and then to be delivered to the Chinese Air Force; seen Minsk- Machulishchi 28apr12 stripped of paint, still with tail turret c/n from russianplanes.net; serial for delivery to China; in bluish grey c/s with light grey undersides,
	20541	II-76TD	Chinese Air Force	OVB	31jul13	military roundels and titles, red code, no turret; I/n ZIA 31may13 c/n from russianplanes.net; in bluish grey c/s with light grey undersides, military roundels and titles, red
00834 86574	CCCP-78762	II-76MD	Soviet AF/AFL c/s	mfd	30jun88	code; I/n 31aug21 location unknown, now with yellow code line # 65-04; no tail turret; delivered to 110 vtap at Novgorod-Krechevitsy; I/n PKC 08jul94
	RA-78762	II-76MD	Russian AF/AFL c/s	trf	1992	based at Chelyabinsk by mar97; f/n Orenburg-2 29aug97; later based at Orenburg, Tver and Smolensk (concerns also the next line)
	RA-78762	II-76MD	Russian Air Force	DME	08aug00	in basic Aeroflot c/s with a <sup>1</sup> 224 LO' badge on the fin, no titles; new CofR issued 23jun09, as operated by 224 LO; t/t 5,687 hours and 2,304 cycles by 23dec10; opb 117 vtap at Orenburg from 2014 until 30nov17; opb 235 vtap at ULY from 01dec17; l/n VKO oct21

00934 86579	"44" red	A-50	Soviet AF/PVO	d/d	31mar90	line # 65-05; delivered to Beryozovka and still based there mar97; late d/d; code from official listing; converted to A-50I (izd. AI) for the Chinese Air Force by the TANTK im. Berieva at Taganrog aug97/jul99,
	no code	A-50I	TANTK	f/f	28jul99	see next line from Taganrog; in white/grey c/s without titles or code, later received Russian flag on fin; undertook 15
	RA-78740	A-50I	TANTK	rgd	26oct99	test flights and 7 training flights before delivery to Israel delivered from Taganrog to Tel Aviv 26oct99 for installation of an Israeli Elta ELW-2090 "Phalcon" phased- array radar; in white/grey c/s
	4X-AGI	A-50I	IAI	TLV	may00	radar installation nearly completed by may00, but contract was abrogated due to pressure from the US jul00 and officially cancelled in 2001; still stored TLV 24apr01
	RA-78740 762	A-50I KJ2000	no titles Chinese Air Force	TLV f/f	10jun02 11nov03	left for China this date with all Israeli electronics removed; in white/grey c/s c/n confirmed; Chinese phased-array radar (developed by Nanjing Research Institute of Electronic Technology or 14th Institute) installed at Xian Aircraft Industry Co. in 2002/03; received new designation Kongjing 2000; opb China Flight Test Establishment; carries no markings apart from China Flight Test Establishment badge and titles, black code; f/n flying above Nanjing nov03; seen Nanjing-Dajiaochang 27nov04; repainted by mar11, in white c/s with red/blue cheatlines and grey undersides, China Flight Test Establishment badge and titles, black code; photos exist preserved at Xian-Yanliang (visible on GE from 27aug18 at N34.648270, E109.237314), serial still carried port side on one photo, but removed on the starboard side on another; l/n dec23
00834 86582	CCCP-78763	II-76MD	Soviet AF/AFL c/s	d/d	29jun88	line # 65-06; delivered to Vitebsk; rgd 25jul88; f/n SNN 15mar89; transferred to Belarus but not noted after jul92 until sighting at Machulishchi 24aug96
	EW-78763 78699(2)	II-76MD II-76TD	Belarus Air Force Chinese Air Force	Mma ZIA	18aug97 19jun14	in basic Aeroflot c/s with Belarus flag on fin, no titles; I/n Minsk-Machulishchi 23apr11, still with tail turret, probably stored; to be overhauled in Russia in 2012 and then to be delivered to the Chinese Air Force c/n from russianplanes.net; in bluish grey c/s with light grey undersides, military roundels and titles with
	20543	II-76TD	Chinese Air Force	СТО	14aug14	small Russian flag behind the cockpit, no turret; I/n ZIA 20jun14; see also c/n 0073477323, 0093492763, 0093493794 and 1023498978 c/n from russianplanes.net; in bluish grey c/s with light grey undersides, military roundels and titles, red
00834 86586	CCCP-78764	II-76MD	Soviet AF/AFL c/s	mfd	29jun88	code, no turret; I/n URC 29dec17 line # 65-07; delivered 30jun88 to Pskov; rgd 15aug88; f/n in (former) East Germany 09sep91; I/n
	RA-78764	II-76MD	Russian AF/AFL c/s	Spr	27jul94	Grossenhain 22mar93 based at Pskov mar97; f/n with 224th badge VKO 20nov01; l/n VKO 28jun02
00004 06500	RA-78764	II-76MD	Russian Air Force	PKV	29may04	224th badge, no titles; I/n AAQ 28mar13 in faded colours, with flare dispensers; reported undergoing overhaul at Staraya Russa aug13; I/n OVB 17oct19
00834 86590	CCCP-78765 EW-78765	II-76MD II-76MD	Soviet AF/AFL c/s	mfd	30jun88 16dec93	line # 65-08; rgd 15aug88; opb 339 vtap at Vitebsk; I/n SNN 10sep89; trf to the Belarussian Air Force in 1992
			Trans Avia Export			in basic 'blue' Aeroflot c/s with own titles and logo; based at Minsk-Machulishchi by mar97; l/n Minsk- Machulishchi jun01; no longer in fleet list by 01sep03; stored at Balbasovo; converted to an II-76TD in 2010
	EW-78765 RA-78765	II-76TD II-76TD	Aviacon Zitotrans Aviacon Zitotrans	trf VKO	mar12 11dec12	without tail turret now; in white c/s with light grey belly, no titles; f/n MSQ 13may12 in white c/s with light grey belly, no titles; new CofR issued 22jul15; seen VKO 26may20 now completly white, no titles; l/n SGN 22oct24
00834 86595	CCCP-78766	II-76MD	Soviet AF/AFL c/s	d/d	30jun88	line # 65-09; delivered to 110 vtap at Novgorod-Krechevitsy; rgd 15aug88; f/n 05may89; l/n Grossenhain 25jun93
	RA-78766 RF-94380	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Spr Sty	27may94 sep13	opb 110 vtap at Novgorod-Krechevitsy by mar97; later opb 128 vtap at Orenburg; seen Orenburg-2 29aug04; I/n Chelyabinsk-Shagol oct10; t/t 3,595 hours and 2,436 cycles by 12dec12 in basic Aeroflot c/s with Russian flag on fin, no titles; last overhaul completed 16oct13; I/n KLD apr14
	RF-78766	II-76MD	Russian Air Force	Roc	jun14	in basic kerolog of with kassian riag on init, no titles, last overriad completed tooloculs, (in Rud ap 14 with chaff/flare dispensers; opb 117 vtap at Orenburg from 2014 until 30nov17; in basic Aeroflot c/s with Russian flag on fin, no titles; seen in water-bomber configuration Ivanovo-Severny 19aug17; opb 235 vtap at ULY from 01dec17; (in SV002)an23
00834 87598	CCCP-78767 UR-76767(2)	II-78 II-78	Soviet AF/AFL c/s Busol Airline	d/d AZI	31oct88 10apr95	line # 65-10; opb 409 apsz at Uzyn; f/n in East Germany before 1990; l/n Poltava sep93 painted in error for UR-78767; see c/n 0073481436
	UR-76767(2) EP-TPU (1)	II-78 II-78	ATI Airlines Payam Air	MST	22may96	carried an Azerbaijani logo on the fin; based at Uzyn by mar97; I/n OST 22may00; not in fleet list 13sep00 the registration was allocated in 1998, but was not taken up as the lease fell through; see c/n 0093497936
	76767(2) no reg	II-78 II-78	Ukraine Air Force no titles	Mtp Mtp	27may02 01sep09	in dark grey c/s, no titles in dark grey c/s, no markings whatsoever; sold by Ukrinmash to North American Tactical Aviation Inc. 11nov05 and sold on to Air Support Systems LLC probably 07aug06; sold by Air Support Systems to a
						private person in the US 08feb10; never left storage at Mykolayiv-Kulbakino, seen there sep09/aug20, see next lines
	N78RX	II-78	IL78-2 LLC	rgd	24mar10	IL78-2 LLC of Saint Louis, MO; already reserved 19feb10; never taken up; canx 25nov14; NARP tried to restore ownership of the aircraft via Ukrainian courts in 2017/18
00024 07602	N78MX	II-78	N. American T. A.	rgd	25oct18	North American Tactical Aviation Inc. of Newark, DE; owned by Meridican LLC of Philadelphia as of Olaug20; never taken up, but current on register oct20 with a CofR expiry date of 31oct21; canx 09sep21 as to Ukraine
00834 87603	CCCP-78768	II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d	30jun88	line # 66-01; rgd 15aug88; opb 110 vtap at Novgorod-Krechevitsy; f/n Grossenhain 17aug92; l/n Sperenberg 08jul94 opb 110 vtap at Novgorod-Krechevitsy; l/n PKV 21jul11, still with prefix 'CCCP-' under the wings
	RA-78768 RA-78768 RF-94346	II-76MD II-76MD II-76MD	Russian Air Force Russian Air Force	Nvk PKV KLD	20aug95 21jul12 apr14	based at Pskov; I/n SVX 17oct12; t/t 4,206 hours and 2,980 cycles by 15jan13 last overhaul completed 10dec13; in basic Aeroflot c/s, no titles; see next line
00834 87607	RF-78768 CCCP-78769	II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s	KLD d/d	apr14 30jul88	in basic Aerofiot c/s, no titles; seen over Moscow 09may14 with Russian stars on tail; I/n OVB 13jul24 line # 66-02; delivered to Vitebsk; rgd 14dec88; f/n in (former) East Germany 16nov90; I/n Eberswalde-
	EW-78769	II-76MD	Trans Avia Export	Mma	-	Finow 20apr93 based at Machulishchi mar97; I/n MSQ 17aug03; still in fleet list 01sep03; seen MSQ feb05/jul19, stored in full c/s and titles; could be made airworthy again in the future, if required, according to Trans Avia Export
00834 87610	CCCP-76751	II-76TD	AFL/InternatSVO	mfd	30jul88	document 27jan15 line # 66-03; d/d 30jul88; toc 30aug88; f/n SVO 31aug88; rgd 13sep88; l/n NGO 31oct92
	RA-76751	II-76TD	Aeroflot Rus. Al	LUX	12jan93	engines were to be replaced with PS-90 engines by Ilyushin at Khodynka, but this was never done; seen at Khodynka 26apr93 and without engines aug05; underwent static/fatigue trials in the Ilyushin complex at Khodynka, I/n jul12/jun23
00834 87614	K3012 KI3012	II-76MD II-76MD	Indian Air Force Indian Air Force	d/d DEL	02aug88 28feb20	line # 66-04; f(n NAG feb89; l/n DEL 29dec15 seen DEL 14aug22 with tatty paintwork, serial no longer on the tail but on the rear fuselage; l/n DEL 09dec23
00834 87617	CCCP-78770	II-76MDK-2	Soviet AF/AFL c/s	mfd	12dec90	line # 66-05; third II-76 zero-gravity trainer; d/d 31dec90; opb 70 oitap on / Space Training Centre at Chkalovski; rgd 25feb91; f/n CKL 24sep91
	RA-78770 RF-75352		Russian AF/AFL c/s Roscosmos	Spr ZIA	26may94 06apr10	opb 70 oitap on / Space Training Centre at Chkalovski; I/n CKL 17aug09 based at Chkalovski; in basic Aeroflot c/s, no titles; t/t 1,207 hours and 956 cycles by 09jul10; I/n CKL
00834 87622	CCCP-78771	II-76MD	Soviet AF/AFL c/s	rgd	14dec88	21jul15; to undergo overhaul by 360 ARZ in 2016; I/n CKL 2021 line # 66-06; late rgd, see the accident date; opb 110 vtap at Novgorod-Krechevitsy; carried the small inscription 'Komsomolsko-molodyozhny ekipazh' (crew out of young Komsomol members); dbr 19nov88 on a flight from Arkhangelsk to Rogachovo (Novaya Zemlya archipelago) during the polar night when touched down with 1.85 g 5 metres right off the runway's centreline as the crew was blinded by a snow flurry which reflected the landing lights, the aircraft bounced, touched down again with 1.8 g after 160 metres and veered off the runway to the right, the right main gear collided with an APM-90 spot-light (on a ZiL-130 truck chassis), causing the right wing to touch the ground, all 7 crew and 3 passengers escaped unhurt; canx 02mar90; the hulk still sat at Rogachovo mar91
00834 87627	CCCP-78772 UR-78772	II-76MD II-76MD	Soviet AF/AFL c/s Air Ukraine Cargo	mfd RKT	31aug88 27nov95	line # 66-07; rgd 23mar89; opb 363 vtap at Krivoi Rog; f/n SZW 01jul91 based at Kryvy Rih by mar97; in basic Aeroflot c/s with own titles; l/n Kryvy Rih 21mar97, titles not reported
	EP-TPW UR-78772	II-76MD II-76MD	Payam Air ATI Airlines	OST	22aug97	the registration was allocated in 1998, but not taken up as the lease fell through had additional 'Payam Air' titles; I/n as such OST 22jan01; put into storage at Melitopol 26mar01 (did not
	78772	II-76MD	Ukraine Air Force	Mtp	feb09	fly until at least 2013), seen jul07/aug08 in basic Aeroflot (5 with a Ukrainian shield on the fin, no titles; stored at Melitopol, seen feb09/jun13; contract for the prolongation of life-time signed with NARP 23apr20; //n Deblin 14may22/08mar23; 7
00834 88629	K3013 KI3013	II-76MD II-76MD	Indian Air Force Indian Air Force	d/d Plm	31aug88 15mar19	Ukraine Air Force II-76s still visible on Google Earth at Deblin 20sep24 @@ line # 66-08; f/n NAG feb89; I/n DEL 01apr16 serial no longer on the tail but on the rear fuselage; seen DEL 28feb20; I/n DEL 21nov23
10034 88634	"51" red "51" red	A-50 A-50	Soviet AF/PVO Russian Air Force	d/d	15jan91 09may95	behavior to construct the base of the transmission of the based there margor; late d/d; f/n ZIA 16aug92 overhead Moscow; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'SRLDN' badge behind the cockpit; seem Minsk-Machulishchi 22apr08 still with the badge; // Vorkuta 22sep11
	RF-50606	A-50	Russian Air Force	ph.	sep13	opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'SRLDN' badge behind the cockpit and still coded "51" red; I/n may21 active location unknown
00834 88638	CCCP-78773 RA-76412	II-78 II-78	Soviet AF/AFL c/s	mfd rgd	26dec88 25sep92	line # 66-10; opb 409 apsz at Uzyn; no reports; trf to the Ukrainian Air Force in 1992 c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never
	UR-76412	II-78	Busol Airline	RWN	27jun95	worn refuelling equipment removed and used as a transport aircraft, but officially remained an II-78; I/n OST 21 de06, still based at law by mar07.
	UR-UCF	II-78	Ukrainian Cargo Aw	OZH	06may98	21dec96; still based at Uzyn by mar97 used as a transport aircraft, but officially remained an II-78; in white/light grey c/s with 'Ukrainian Cargo Airways' titles and an 'UAC' logo on the fin; I/n operational OST 26aug01; last flight 30nov02; t/t 3,020 hours and 1,381 cycles (never overhauled); canx 13aug08; sat wfu (without refuelling equipment) at OZH,
00834 88643	CCCP-78774 UR-78774	II-76MD II-76MD	Soviet AF/AFL c/s Air Service	d/d rgd	31aug88 14jan93	seen jul07/apr19; offered for sale as scrap metal 23dec19 but the auction did not take place line # 67-01; delivered to Zaporozhye; rgd 26apr89; f/n in former East Germany 24dec90; l/n LHR 17jul91 based at Zaporozhye; f/n ATH 19sep94; additional small SAA/SAL below the titles; l/n OZH 25auq97
	UR-UCD UR-UCD	II-76MD II-76MD II-76MD	United Nations Ukrainian Cargo Aw	IST KBL	20may98 29mar02	owned by Ukraine Cargo Airways; //n PRN 05feb00 in all-white c/s, no titles; type painted as just 'II-76', with filled in tail turret
	UR-UCD UR-UCD	II-76TD II-76TD	Ukrainian Cargo Aw United Nations	JNB no	15nov06 reports	in all-white c/s, no titles; I/n OZH 08jul07 operated in Sudan for UNMIS, based at Khartoum; carried code 'UN518'
	UR-UCD	II-76TD	Ukrainian Cargo Aw	DKR	13sep08	canx 30apr09

Part State     Part State <th></th> <th>EK-76643(2)</th> <th>II-76TD</th> <th>Taron Avia</th> <th>rgd</th> <th>01mar10</th> <th>initially in all-white c/s, no titles but small logos on fin and behind cockpit; f/n DXB 05apr10; l/n as such DXB 17oct10; repainted in white/grey c/s without titles and logos; f/n as such SHJ 03feb11; l/n SHJ</th>		EK-76643(2)	II-76TD	Taron Avia	rgd	01mar10	initially in all-white c/s, no titles but small logos on fin and behind cockpit; f/n DXB 05apr10; l/n as such DXB 17oct10; repainted in white/grey c/s without titles and logos; f/n as such SHJ 03feb11; l/n SHJ
Chr/20         Jerror         Also Allowse         Framework of a start with the start bart in the start bart bart in the start bart in the st							17oct11; see c/n 0053460822
June 1         June 2         June 1         June 2         June 1         June 2         June 1         June 2         June 2<							
OBE MODE         LICE MUDE         LICE MUDE <th< td=""><td></td><td></td><td></td><td></td><td>ZIA</td><td>apr16</td><td>in white c/s with grey undersides, no titles; still with filled in tail turret; line number only mentioned in an insurance document jun16 with the owner given as Ilyushin for 3 flights on the route Staraya Russa-</td></th<>					ZIA	apr16	in white c/s with grey undersides, no titles; still with filled in tail turret; line number only mentioned in an insurance document jun16 with the owner given as Ilyushin for 3 flights on the route Staraya Russa-
UNICE         19700         UNICE	00834 89647	CCCP-78775	II-76MD	Soviet AF/AFL c/s		-	register by mar01 !
UR-SCC         Li-PARD         Under Stergen-Structure         Under Stergen-Stergen-Structure <t< td=""><td></td><td>UR-UCC</td><td>II-76MD</td><td>United Nations</td><td>NBO</td><td>30jul98</td><td>I/n NBO 01apr99</td></t<>		UR-UCC	II-76MD	United Nations	NBO	30jul98	I/n NBO 01apr99
utility CC         19 7470         Usakain Carpo An         000         19 400 (c), rest bing and ships 2 bank 2 bank (c), rest bing and ships 2 bank 2 bank (c), rest bing and ships 2 bank 2 bank (c), rest bing and ships 2 bank 2 bank (c), rest bing and ships				-		-	OST 09aug00 with titles plus logo on fin; seen OST 09jan01 with additional 'Skylink' titles
UBUE 10002         CUT-107/0         IP-2010         Soute AV/01 Cp         mm         ZORD         The state Soute Core         The state Soute Core           UBUE 10004         Core TV/01         IP-2010         <		UR-UCC	II-76TD	Ukrainian Cargo Aw	ODS	25jul07	in all-white c/s, no titles; canx 10jan12; l/n KBP 25jun12; seen KBP 22sep12 with just UR- prefix; l/n KBP
Bit 72776         Bit 72776         Bit 72776         Bit 72776         Bit 72776         Bit 72776         Bit 72776         Bit 72776         Bit 72776         Bit 72776         Bit 72776         Bit 72776         Bit 72776         Bit 72776         Bit 72776         Bit 72776         Bit 72777         Bit 72777 <t< td=""><td>00834 89652</td><td>CCCP-78776</td><td>II-76MD</td><td>Soviet AF/AFL c/s</td><td>mfd</td><td>30sep88</td><td>line # 67-03; delivered 30sep88 to Tartu; f/n LAD jan89; rgd 11dec89; l/n Alt Lönnewitz (Falkenberg)</td></t<>	00834 89652	CCCP-78776	II-76MD	Soviet AF/AFL c/s	mfd	30sep88	line # 67-03; delivered 30sep88 to Tartu; f/n LAD jan89; rgd 11dec89; l/n Alt Lönnewitz (Falkenberg)
0029-18 Hold         CCCP, 7977         10-700         Sevent AVAL, C.G.         64         Sevent AVAL, C.G							l/n Żeltweg 21jun96; based at Tver mar97 224th badge, no titles; l/n KLD dec11, as such; seen KLD sep12, without 224th badge; seen KLD
BF-34/54         II. 17900         Names A Processor         System A Processor         System A Processor         System A Processor         System A Processor           00824 BM55         CCCP-7077         LI-3000         Names A Processor         System A Processor         S	00834 89654	RA-78777	II-76MD		Maw	18apr94	line # 67-04; delivered to Novgorod; rgd 14dec88; f/n LAD jan89; l/n Lärz 22apr93 based at Novgorod mar97; l/n Pskov 15apr10, still with Aeroflot titles and equipped with guns
BBESK BESK         CCCP-MT77         IP-XML         Borlet AP/L (2): BESK BESK         IF-XML         Borlet AP/L (2): BESK BESK BESK BESK BESK BESK BESK BESK		RF-94345	II-76MD	Russian Air Force		feb14	at ARZ-123, details from russianplanes.net
HF 78778         IF 78076         Russes AF FORCE         DVI         Ipp113         In batch depths ( <i>L</i> , in bittle): ( <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i> , in <i>DPKI</i> ) disp12( <i>L</i>	00834 89659	CCCP-78778	II-76MD	Soviet AF/AFL c/s		30sep88	line # 67-05; delivered to Novgorod; rgd 14dec88; f/n LAD jan89; l/n Demmin-Tutow 16aug93
OBIES RMD2         CCCP #727         II 7500         Final # / 20 / 20 / 20 / 20 / 20 / 20 / 20 /							in basic Aeroflot c/s, no titles; I/n PVG 04apr20; w/o 24jun22 after take-off from Ryazan-Dyagilevo (on a training flight from Orenburg to Belgorod with a refuelling stop at Ryazan); shortly after take-off the air traffic controller reportedly observed a fire in engine no.4, the aircraft went out of control and crashed in a field about 1 km from the airbase, rolled until it struck trees, broke up and burst into flames; five of the
EV-7477         ID-7610         March Soyue         Op         Biology         Test Among Amon	00834 89662						line # 67-06; d/d 30sep88 to Vitebsk; rgd 24mar89; f/n LBG 19jun89
EV-7472         B-7570							leased from Trans Avia Export with owner given as Belarus and version as such in Russian register; f/n SHJ
EW-10/79         LP-610         Under Nations         ADD         Zaspit is in their, sen CPI (Biotic) is in added IALCI strated Logitatic (Arbitratic Logitatic) is and added ALCI strate Added Added ALCI strate Added Added Added Added Added							already reported as East Line 01jun02 in an incident report
LW-97/9LP-R1DUnder RutionsADDDaspet 16ans-winte of with any WF on the tail, or a product of with any WF on the tail, or a product of with any WF on the tail, or a product of with any WF on the tail, or a product of with any WF on the tail, or a product with the tails or a product of with any WF on the tail, or a product with the tails or a product of with any WF on the tail, or a product with the tails or a product with the tail or a product		EW-78779	II-76TD	Trans Avia Export	BRQ	18jan08	26oct11 full c/s with titles; seen CPT 09nov11 with additional 'ALCI' sticker (Antarctica Logistics Centre
ev. War 2019         Hi-2010         Image Support         Model         Jamma		EW-78779	II-76TD	United Nations	ADD	23sep16	in all-white c/s with large 'WFP' on the tail, on a Trans Avia Export call-sign this date; opf United Nations at Gambela, Ethiopia (UNO 050H); seen MSQ 19sep17; I/n MSQ 21feb21, with faded paint and engines # 2
95-AAV         II-72TD         MSQ         068m23         origination continued, but likely, in white of xet monolog, performance memolog,		EW-78779	II-76TD	Trans Avia Export	MSQ	19may18	in white c/s with grey undersides, no titles; I/n MSQ 19aug21 seemingly stored, reamibs of 'WFP' still
95-F1T         11-76TD         DB Conpo Air Force         F1H         15-57D         DB Conpo Air Force		9S-AAV	II-76TD		MSQ	06mar23	c/n not confirmed, but likely; in white c/s with grey undersides and small DRC flag, no titles, remains of
0034 9650         07-178         11-7610         DB Cong. Air Force         1564:23           0034 9650         CCCP-78730         11-7640         DB Cong. Air Force         1564:23           0034 9650         CCCP-78731         11-7640         Ar Vatachiodri, 11 and Vata		9S-PII	II-76TD	DR Congo Air Force	FIH	15oct23	c/n not confirmed, but likely; all white c/s, no titles; the first letter 'P' in a registration denotes provisional
O0834 89670         CCCP-787781         II76800         Swite Ar/APL 0/s mfd         Information of the ground by a Casc thread by the Mydinidee and Cast the Casc thread by a Casc thread by Casc thread by a Casc thread by Casc							at Waterkloof; all white c/s, no titles; c/n not confirmed, but likely; l/n Waterkloof 12jun24
CCCP-78781         II-70M         AFL/Uzbekista-TAS         tri         0 (a)(19)         24ays59         CCCP-78781         CCCP-78781         II-70M         AFL/Uzbekista-TAS         tri         0 (a)(19)         CCCP-78781         CCCP-78781         II-78M         Algerian Air Force         (a)(10)         CCCP-78781         CCCP-78781         II-78M         Algerian Air Force         (a)(10)         CCCP-78781         II-78M         Algerian Air Force         (a)(10)         (a)(1							from Kabul when was hit on the ground by a rocket fired by the Mujahideen and caught fire, no casualties; wreck still present jan02
<ul> <li>Market Response in Vaccount of the segment of the seg</li></ul>							24apr89
00834 89678         CCCP-78782         11-78         Soviet AF/ARL 0's NA-73782         mind 30dec88         104         16         67-10; (//d) 31dec84 (//s) for Speer neuroparty 1, basic Aterofic 1/s, no titles; 1/n Senara-Bacymyalka 164de15           00834 89683         CCCP-78783         11-78         Russian Af FOrce Red         Red         13881 FLS         Rysaan-Dysallerou (in basic Aterofic 1/s, no titles; 1/n Senara-Bacymyalka 164de15           00834 89683         CCCP-78783         11-75MD         Soviet AF/AFL 0's         mind 31de28         31de2         mind 31de28           00834 89683         CCCP-78783         11-75MD         Aerofiot fcs         BK         Office 1/s         BK							
RA-78722         II-78         Russian Air Force         Rz         18ep 10         0p 43 TaBP / PLS 48 regrundments flow; White King, Saman-Besymparka 16dec16           00834 89683         CCCP-78783         II-76N         Swiet AF/AFL c/s         md         310:83           00834 89683         CCCP-78783         II-76N         Swiet AF/AFL c/s         md         310:83           AHY-78001         II-76N         Ascribalian AI         SWIE Arbitrop (SWIE register in error as 008349970 but given c/n confirmed in OKB listing and zarbitrop (SWIE register in error as 008349970 but given c/n confirmed in OKB listing and zarbitrop (SWIE register in error as 008349970 but given c/n confirmed in OKB listing and zarbitrop (SWIE register in error as 008349970 but given c/n confirmed in OKB listing and zarbitrop (SWIE register in error as 008349970 but given c/n confirmed in OKB listing and zarbitrop (SWIE register in error as 008349970 but given c/n confirmed in OKB listing and zarbitrop (SWIE register in error as 008349970 but given c/n confirmed in OKB swie register in error as 008349970 but given c/n confirmed in OKB swie register in error as 008349970 but given c/n confirmed in OKB swie register in error as 008349970 but given c/n confirmed in OKB swie register in error as 008349970 but given c/n confirmed in OKB swie register in error as 008349970 but given c/n confirmed in CKB swie register in error as 008349970 but given c/n confirmed in CKB swie register in error as 008349970 but given c/n confirmed in CKB swie register in error as 008349970 but given c/n confirmed in CKB swie register in error as 008349970 but given c/n confirmed in CKB swie register in error as 008349970 but given c/n confirmed in CKB swie register in error as 008349970 but given c/n c						-	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90
00834 89683         CCCP-78783         II-76MD         Soviet AT/AFL (/s)         mfd         3 lock8         Image: a for an analysis of the second		CCCP-78782	II-78	Soviet AF/AFL c/s	mfd	30dec88	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 7GMD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; l/n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99
AHV-78001       II-76MD       Aerofot fcs       BAK       070e423         AHV-78001       II-76MD       Aerofot fcs       BAK       070e423         AHV-78001       II-76MD       Aerofot fcs       SHI       051m0         AK-78129       II-76MD       Aerofot fcs       SHI       051m0         KK-78129       II-76MD       Aerofot fcs       Gast       051m0         KK-78129       II-76MD       Aerofot fcs       Gast       051m0         KK-78129       II-76MD       Arothalian AF       Gast       Gastman Jinit       Gastman Ji		CCCP-78782 RA-78782 RA-78782	Il-78 Il-78 Il-78	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd ph. Rzd	30dec88 2000 18sep10	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; I/n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; I/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; I/n Samara-Bezymyanka 16dec16
AHY-78129II-76MDAzerbaijan AJF Force rgdVin KVD 15me/704; was in fleet list 13sep00 and confirmed in Azerbaijan register 200054K-78129II-76MDATT AirlinesOST14sug014K-78129II-76TDno titlesGos27jun094K-78129II-76TDAzerbaijan register 20005the Thysching register 200054K-78129II-76TDAzerbaijan FSOF12apc114K-78129II-76TDAzerbaijan FSOF12apc124K-78129II-76TDAzerbaijan FSOF12apc124K-78129II-76TDAzerbaijan FSOF12apc124K-78784II-76MDRussian AF/Frc27gesp10Sovet AF/AFL c/s00834 89691CCCP-78785II-76MDRussian AF/Frc27gesp1000834 89691II-76MDRussian AF/FrcVin 30apre00834 89691II-76MDAtantCKSP00834 89691II-76MDAtantCKSP00834 89691II-76MDAtantCKSP00834 89691II-76MDAtantCKSP00834 89691II-76MDAtantCKSP00834 89691II-76MDAtantCKSP00834 89691II-76MDAtantCKSP00834 90693CCCP-78785II-76MDAtantCK00834 90693CCCP-78786II-76MDAtantCK00834 90693CCCP-78787II-76MDAtantCK00834 90693CCCP-78787II-76MDAtant <t< td=""><td>00834 89678</td><td>CCCP-78782 RA-78782 RA-78782 RF-94281</br></td><td>II-78 II-78 II-78 II-78</td><td>Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force</td><td>mfd ph. Rzd Rzd</td><td>30dec88 2000 18sep10 24jul19</td><td>by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; I/n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; I/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo opb 43 TsBP i PLS at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; I/n Samara-Bezymyanka 16dec16 also carries "78" blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; I/n Ryazan- Dyagilevo 30aug21</td></t<>	00834 89678	CCCP-78782 RA-78782 RA-78782 	II-78 II-78 II-78 II-78	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	mfd ph. Rzd Rzd	30dec88 2000 18sep10 24jul19	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; I/n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; I/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo opb 43 TsBP i PLS at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; I/n Samara-Bezymyanka 16dec16 also carries "78" blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; I/n Ryazan- Dyagilevo 30aug21
4K-78129         II-76MD         ATI Arilnes         OST         14 aug01         (/n RK 048prd); was in fleet list 13 sep00 and confirmed in Azerbaijan register 32 Aug05           4K-78129         II-76TD         no titles         Gos 27 Jun9         the Tuyobin website gives as 4K-nov08; blue cheatline, white tail, without turret; seen Nasonaya 23feb12 and Gostonel Jul4, active, operator so SW Wind //n CTO Blun15 stored together with three dives for 4K-nov08; blue cheatline, white tail, without turret; seen Nasonaya 23feb12 and Gostonel Jul4, active, operator togotods as SW Wind //n CTO Blun15 stored together with three dives for 4K-nov08; blue cheatline, white tail, without turret; seen Nasonaya 23feb12 and Gostonel Jul4, active, operator togotods as SW Wind //n CTO Blun15 stored together with three dives for 4K-nov08; blue cheatline, white tail, without turret; seen Nasonaya 23feb12 and Gostonel Jul4, active, operator to Novgorod run37; /n Pskov Jul09, with Aeroflot titles           00834 89691         CCCCP-78784         II-76MD         Rx-7874         Force         PKV 039pr15         in basic Aeroflot C/s, no titles; /n CED 28mp24         in basic Aeroflot C/s, no titles; /n CED 28mp24           00834 89691         UR-78785         II-76MD         Ars Service         AK5         T/J11995         in basic Aeroflot C/s, no titles; /n CFI 21gn96         in basic Aeroflot C/s, no titles; /n CFI 21gn96           00834 90693         not known         II-76TD         Xuzhmashavia         ISF         28sep10         in basic Aeroflot C/s, no titles; /n CFI 21gn96         in basic Aeroflot C/s, no titles; /n CFI 23mp36	00834 89678	CCCP-78782 RA-78782 RA-78782 RF-94281 CCCP-78783	II-78 II-78 II-78 II-78 II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s	mfd ph. Rzd Rzd mfd	30dec88 2000 18sep10 24jul19 31oct88	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo opb 43 TsBP i PLS at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; l/n Samara-Bezymyanka 16dec16 also carries "78" blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; l/n Ryazan- Dyagilevo 30aug21 line # 68-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register
4K-78129     II-76TD     no titles     Gos 27jun09     the Hyvisin website gives as 4K-nov08; buile cheatine, white tail, without turret; seen Nasonaya 23feb12       00834 89687     II-76TD     Azerbaijan AF     SoF     12apr1       00834 89687     II-76TD     Azerbaijan AF     SoF     12apr1       00834 89687     II-76TD     Azerbaijan AF     SoF     12apr1       00834 89691     II-76TD     Azerbaijan AF     SoF     12apr1       00834 89691     II-76TD     Soviet AF/AFL c/s     G/d     20mav8       00834 89691     II-76TD     Soviet AF/AFL c/s     G/d     20mav8       00834 89691     II-76TD     Soviet AF/AFL c/s     KV     99apr15     in basic ext Aeroflot c/s, no titles; I/n ED Zamar34       00834 89691     II-76TD     Soviet AF/AFL c/s     MX     110er 46     10me 456     10me 456     10me 456     10me 456       00834 89691     II-76TD     Attant     STJ     110er 46     120mar55     1176MD     10me 456     10m	00834 89678	CCCP-78782 RA-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78129	II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Aeroflot fcs Azerbaijan Al	mfd ph. Rzd Rzd mfd BAK SHJ SHJ	30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; l/n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; l/n Samara-Bezymyanka 16dec16 also carries '78' blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; l/n Ryazan- Dyagilevo 30aug21 line # 66-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register Azerf lag c/n checked !, attacked and damaged by an Armenian Fighter 20sep94; l/n SHJ 27mar95 l/n KVD 16may96; still with turret; Gyandzha based mar97; operated for Azerbaijan Air Force
4K-78129 00834 9967II-76TD CCCP-78784II-76MD II-76TDSoviet AF/AFL c/s Soviet AF/AFL c/sSOF Soviet AF/AFL c/sI2apr21 Soviet AF/AFL c/sIIhe t/s with grey undersides, Azerbaijan flag on the nose, no titles; //n ADB 03aug24 line # 68-02; delivered to Knycorod; rgd 056895; //h Srandi Simay32; //n VKO 04sep33 base Aerofict c/s, no titles; //n LD 25mar24 at Severomors4: lin basic Aerofict c/s, no titles; //n LD 25mar24 at Severomors4: lin basic Aerofict c/s, no titles; //n LD 25mar24 line # 66-03; delivered to Knycy Rhir rgd 01ded89; f/m DR 140c89; still CCCP- 31mar93 line # 66-03; delivered to Knycy Rhir rgd 01ded89; f/m DR 140c89; still CCCP- 31mar93 line # 66-04; delivered to Knycy Rhir rgd 01ded89; f/m DR 140c89; still CCCP- 31mar93 line # 66-04; delivered to Knycy Rhir rgd 01ded89; f/m DR 140c89; still CCCP- 31mar93 line # 66-04; delivered to Knycy Rhir rgd 01ded89; f/m CPG 140c89; still CCCP- 31mar93 line # 66-04; delivered to Knycy Rhir rgd 21mar86; incomer at least feb05 until late 2009; //n MSQ 19aug16; canx between 01dec18 and 07dec18, see next line c/n from russianplanes.net; test flying with atil turret removed; underwent rework at Staraya Russa (123 At 21mg 2017, serial for delivere to Kryny Rhir rgd 24mar89; f/n KBL 08feb89 at Andrews AFB00834 90693CCCP-78786 UR-78786 Li-76MDChinese Air Force Noviet AF/AFL c/sd/m30nov86 staraya Russa (123 At 24mar89; f/n KBL 08feb89 at Andrews AFB00834 90693CCCP-78787 UR-78786 Li-76MDChinese Air Force VubmushaviaG0110059 staraya Russa (123 At 24mar89; f/n KBL 08feb89 at Andrews AFB00834 90703CCCP-78788 Li-76MDLi-76MDSoviet AF/AFL c/sd/d30nov88 starayaa00834 90703CCCP-78788 <b< td=""><td>00834 89678</td><td>CCCP-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78129 ER-IBC (1)</td><td>II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD</td><td>Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Aeroflot fcs Azerbaijan Al Azerbaijan Al</td><td>mfd ph. Rzd Rzd mfd BAK SHJ SHJ rgd</td><td>30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01</td><td>by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; l/n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; l/n Samara-Bezymyanka 16dec16 also carries "78" blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; l/n Ryazan- Dyagilevo 30aug21 line # 68-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register Azerbaijan register Azerbaijan register (/n checked !, attacked and damaged by an Armenian Fighter 20sep94; l/n SHJ 27mar95 l/n KVD 16may96; sill with turret; Gyandzha based mar97; operated for Azerbaijan Air Force canx 12nov01; see c/n 0023442218 (/n RIX 03pr04; was in fleet list 13sep00 and confirmed in Azerbaijan register as UR-; current as 4K- on</td></b<>	00834 89678	CCCP-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78129 ER-IBC (1)	II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Aeroflot fcs Azerbaijan Al Azerbaijan Al	mfd ph. Rzd Rzd mfd BAK SHJ SHJ rgd	30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; l/n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; l/n Samara-Bezymyanka 16dec16 also carries "78" blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; l/n Ryazan- Dyagilevo 30aug21 line # 68-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register Azerbaijan register Azerbaijan register (/n checked !, attacked and damaged by an Armenian Fighter 20sep94; l/n SHJ 27mar95 l/n KVD 16may96; sill with turret; Gyandzha based mar97; operated for Azerbaijan Air Force canx 12nov01; see c/n 0023442218 (/n RIX 03pr04; was in fleet list 13sep00 and confirmed in Azerbaijan register as UR-; current as 4K- on
RA-78784       II-76MD       Russian AF/AFL c/s       Spr       28jen94       absed at Novgorod mar97; //n Pskov júl09, with Aerofict titles         00834 89691       RA-78784       II-76MD       Russian Air Force       PKV       09ap15       in absic Aerofitot c/s, no titles; //n LED 28mar24         00834 89691       UR-78785       II-76MD       Sverice       PKV       09ap15       in basic Aerofitot c/s, no titles; //n LED 28mar24         00834 90693       UR-78785       II-76MD       Attant       SHI       11deC94       //n SHI 20mar95         00834 90693       OR5496(2)       II-76TD       bare metal c/s       ZIA       16feb17       /n from russianplanes.net; test flying with full turrer removed; underwent rework at Staraya Russa (123 Adrews AFB         00834 90693       OCCP-78786       II-76MD       Sviet AF/AFL c/s       d/d       30nv88       in # 66-04; delivery to China; see c/n 103408257         00834 90693       CCCP-78786       II-76MD       Air Ukraine Cargo       Mrl       Varainashavia       Title 34 Adrews AFB         0/834 90698       CCCP-78786       II-76MD       Air Ukraine Cargo       Mrl       Sint Jin 26mar4       Sint Jin 26mar4         0/834 90698       CCCP-78786       II-76MD       Kir Viraine Cargo       Mrl       Sint Jin 26mar4       Sint Viraine Cargo       Mrl	00834 89678	CCCP-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78129 ER-IBC (1) 4K-78129	II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Aeroflot fcs Azerbaijan Al Azerbaijan Al ATI Airlines	mfd ph. Rzd Rzd mfd BAK SHJ SHJ SHJ rgd OST	30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01 14aug01	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; l/n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; l/n Samara-Bezymyanka 16dec16 also carries "78" blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; l/n Ryazan- Dyagilevo 30aug21 line # 66-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register Azerl flag c/n checked !, attacked and damaged by an Armenian Fighter 20sep94; l/n SHJ 27mar95 l/n KVD Ifmay96; still with turret; Gyandzha based mar97; operated for Azerbaijan Air Force canx 12nov01; see c/n 0023442218 l/n RIX 09apr04; was in fleet list 13sep00 and confirmed in Azerbaijan register as UR-; current as 4K- on Azerbaijan register 20nov03; not on Azerbaijan register 22nov05 the Ilyushin website gives as 4K- nov08; biue cheatline, white tail, without turret; seen Nasosnaya 23feb12 and Gostomel jul14, active, operator reported as Sky Wind; l/n GYD Biyn19 stored together with three
RF-78784         II-76MD         Russian Air Force         PKU         09apr15         in basic Aeroflot (/s, no titles; /In LED 28mar24           00834 89601         UR-78785         II-76MD         Atlant         Shi Noves         Iine # 66-03; delivered to Kryvy Rih; rgd 01dec89; rfm DD 14oct89; still CCCP-31mar93           UR-78785         II-76MD         Atlant         Shi Noves         Iine # 66-03; delivered to Kryvy Rih; rgd 01dec89; rfm DD 14oct89; still CCCP-31mar93           UR-78785         II-76MD         Yuzhmashavia         DNK         05jul96         based at Kryvy Rih may97; with Yuzmashavia' titles painted in English; with filled in tail turret; /n FIR 01aug04; was stored at Gostomel from at least feb05 until late 2009; /n MSQ 19aug16; canx between 01dec18 and 07dec18, see next line           not known         II-76MD         Soviet AF/AFL (/s         d/d         30nov88         line # 68-04; delivered to Kryvy Rih; rgd 24mar89; f/n KBL 08feb89           UR-78786         II-76MD         Airu Uraine Cargo         stil Anter         SH 224mar55         line # 68-04; delivered to Kryvy Rih; rgd 04mar89; f/n CST 02may01           UR-78786         II-76MD         Airu Uraine Cargo         stil Anter         SH 224mar55         line # 68-04; delivered to Kryvy Rih; rgd 04mar89; f/n CST 02may01           UR-78786         II-76MD         Airu turaine Cargo         stil Anter         SH 224mar55         linex# 68-04; delivered to Kryvy Rih; rgd 04mar89; f/n	00834 89678	CCCP-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78012 AHY-78129 4K-78129 4K-78129	II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD II-76TD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Aeroflot fcs Azerbaijan Al Azerbaijan Al ATI Airlines no titles Azerbaijan AF	mfd ph. Rzd Rzd Mfd BAK SHJ SHJ rgd OST Gos SOF	30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01 14aug01 27jun09 12apr21	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; l/n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; l/n Samara-Bezymyanka 16dec16 also carries "78" blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; l/n Ryazan- Dyagilevo 30aug21 line # 68-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register Azerbaijan register Azerbaijan register in from a sum arg/s; operated for Azerbaijan Air Force (/n checked !, attacked and damaged by an Armenian Fighter 20sep94; l/n SHJ 27mar95 l/n KVD 16may96; still with turret; Gyandzha based mar97; operated for Azerbaijan Air Force canx 12nov01; see c/n 0023442218 /n RIX 049n74; was in fleet list 13sep00 and confirmed in Azerbaijan register as UR-; current as 4K- on Azerbaijan register 20nov03; not on Azerbaijan register 22nov05 the Ijuyahin website gives as 4K- nov08; blue cheatline, whithe tail, without turret; seen Nasonaya 23feb12 and Gostomel jul14, active, operator reported as Sky Wind; l/n GYD 18jun19 stored together with three Slik Way II-76s liw White C/s with grey undersides, Azerbaijan flag on the nose, no titles; l/n ADB 03aug24
UR-78785II-76MDAtlantSHJ11deespUR-78785II-76MDNir ServiceAMS17jun95in basic ex Aerofto C/s, no titles; //n FIR 21jan96UR-78785II-76MDYuzhmashaviaDNK05jul95in basic ex Aerofto C/s, no titles; //n FIR 21jan96UR-78785II-76MDYuzhmashaviaDNK05jul95in basic ex Aerofto C/s, no titles; //n FIR 21jan96UR-78785II-76TDYuzhmashaviaDNK05jul95in basic ex Aerofto C/s, no titles; //n FIR 21jan9600834 90693CCCP-78786II-76MDSoviet AF/AFL c/sd/danonxesianplanes.net; test flying with tail turret; trouderwent rework at Staraya Russa (123 ARZ) during 2017, serial for delivery to China; see c/n 101340825700834 90693CCCP-787866II-76MDAtlantSHJ24mar95UR-78786II-76MDAtlantSHJ24mar95in e 46-04; delivered to Kryvy Rih; rgd 24mar89; f/n KBL 08feb89 at Andrews AFBUR-78786II-76MDYuzhmashaviargd30oct03f/n BUD 9agu94; with 'Yuzmashavia' titles painted in English; I/n OST 02may01 with Yuzmashavia' titles painted in English; I/n OST 02may01 with Yuzmashavia' titles painted in English; I/n OST 02may01 with Yuzmashavia' titles painted in turret; I/n CGK 25apr23 based Machuisht/im ar97; still in fled in turret; I/n CGK 25apr23 based Machuisht/imar97; still in fled in turret; I/n CGK 25apr23 based Machuisht/imar97; still in fled in turret; I/n CGK 25apr23 based Machuisht/imar97; still in the fled in 2003en3/15//in XGQ 0424 without titles and in god condition more at 27jan5; seen Neig Outavity; I/n CST 02may01 title granted in English; I/n DST 02may01 wi	00834 89678	CCCP-78782 RA-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78129 ER-IBC (1) 4K-78129 4K-78129 4K-78129 CCCP-78784 RA-78784	II-78 II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76TD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Aeroflot fcs Azerbaijan Al Azerbaijan Al ATI Airlines no titles Azerbaijan AF Soviet AF/AFL c/s Russian AF/AFL c/s	mfd ph. Rzd mfd BAK SHJ SHJ SHJ SHJ SGS Gos SOF d/d	30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01 14aug01 27jun09 12apr21 30nov88 28jan94	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; l/n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo opb 43 TsBP i PLS at Ryazan-Dyagilevo in basic Aeroflot c/s, no titles; l/n Samara-Bezymyanka 16dec16 also carries "78" blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; l/n Ryazan-Dyagilevo 30aug21 line # 68-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register 20nov01; see c/n 0023442218 [/n RKVD 16may96; still with turret; Gyandzha based mar97; operated for Azerbaijan Air Force canx 12nov01; see c/n 0023442218 [/n RX 09apr04; was in fleet list 13sep00 and confirmed in Azerbaijan register as UR-; current as 4K- on Azerbaijan register 20nov03; not on Azerbaijan register 22nov05 the Ilyushin website gives as 4K- nov08; blue cheatline, white tail, without turret; seen Nasosnaya 23feb12 and Gostomel jul14, active, operator reported as Sky Wind; l/n GYD 18jun19 stored together with three Silk Way 11-76s all white c/s with grey undersides, Azerbaijan flag on the nose, no titles; l/n ADB 03aug24 line # 68-02; delivered to Novgorod; rgd 06be89; f/n Brandis 15may92; l/n VKO 04sep93 based at Novgorod mar97; l/n Rekov jul09, with Aeroflot titles
UR-78785II-76MDYuzhmashaviaDNKÓSidebased at Kryv Rih may97; with 'Yuzmashavia' titles painted in English; //n OST 02aug00UR-78785II-76TDYuzhmashaviaIST28sep03with 'Yuzmashavia' titles painted in English; with file in tail turret; //n FIH 08aug04; was stored at Gostomel from at least feb05 until late 2009; //n MSQ 19aug16; canx between 01dec18 and 07dec18, see next line78696(2)II-76TDbare metal c/sZIA16feb17c/n from russianplanes.net; test flying with ail turret removed; underwent rework at Staraya Russa (123 AR2) during 2017, serial for delivery to China; see c/n 101340825700834 90693CCCP-78786II-76MDAir Ukraine CargoIine # 68-04, delivered to Kryv Rih; rgd 24mar89; f/n KBL 08feb89uR-78786II-76MDAir Ukraine CargoIine # 68-04, delivered to Kryv Rih; rgd 24mar89; f/n KBL 08feb89uR-78786II-76MDAir Ukraine CargoIine # 68-04, delivered to Kryv Rih; rgd 24mar89; f/n KBL 08feb89uR-78786II-76MDAir Ukraine CargoIine # 68-04, delivered to Kryv Rih; rgd 24mar89; f/n KBL 08feb89uR-78786II-76MDAir ServiceLUX11oct95uR-78786II-76MDYuzhmashaviargd05ct1uR-78786II-76MDSoviet AF/AFL c/srgd06jan22uR-78787II-76MDSoviet AF/AFL c/srgd06jan22o0834 90698CCCP-78787II-76MDSoviet AF/AFL c/srgd00834 90703CCCP-78788II-76MDSoviet AF/AFL c/srgd00834 90703CCCP-78788II-76MDSoviet AF/AFL c/sd/d <t< td=""><td>00834 89678 00834 89683 00834 89687</td><td>CCCP-78782 RA-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78129 ER-IBC (1) 4K-78129 4K-78129 4K-78129 4K-78129 CCCP-78784 RA-78784 RA-78784</td><td>II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76TD II-76TD II-76MD II-76MD II-76MD II-76MD</td><td>Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Aeroflot fcs Azerbaijan Al Azerbaijan Al ATI Airlines no titles Azerbaijan AF Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force</td><td>mfd ph. Rzd Rzd mfd BAK SHJ SHJ SHJ Gos Gos SOF d/d Spr PKV</td><td>30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01 14aug01 27jun09 12apr21 30nov88 28jan94 29sep10 09apr15</td><td>by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; //n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo opb 43 TsBP i PLS at Ryazan-Dyagilevo in basic Aeroflot c/s, no titles; l/n Samara-Bezymyanka 16dec16 also carries "78" blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; l/n Ryazan- Dyagilevo 30aug21 line # 68-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register 20nov3; not on Azerbaijan register 20sep94; l/n SHJ 27mar95 l/n KVD 16may96; still with turret; Gyandzha based mar97; operated for Azerbaijan Air Force canx 12nov01; see c/n 0023442218 l/n RIX 09apr04; was in fleet list 13sep00 and confirmed in Azerbaijan register as UR-; current as 4K- on Azerbaijan register gives as 4K- nov08; blue cheatline, white tail, without turret; seen Nasoanaya 23feb12 and Gostomel jul14, active, operator reported as Sky Wind; l/n GYD 18jun19 stored together with three Silk Way II-76s all white c/s with grey undersides, Azerbaijan flag on the nose, no titles; l/n ADB 03aug24 line # 68-02; delivered to Novgorod; rgd 06feb89; f/n Brandis 15may92; l/n VKO 04sep93 based at Novgorod mar97; l/n Pskov jul09, with Aeroflot titles at Severomorsk-1 in basic Aeroflot c/s, no titles; l/n CKL 13jun13 in basic Aeroflot c/s, no titles; l/n LED 28mar24</td></t<>	00834 89678 00834 89683 00834 89687	CCCP-78782 RA-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78129 ER-IBC (1) 4K-78129 4K-78129 4K-78129 4K-78129 CCCP-78784 RA-78784 RA-78784	II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76TD II-76TD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Aeroflot fcs Azerbaijan Al Azerbaijan Al ATI Airlines no titles Azerbaijan AF Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd ph. Rzd Rzd mfd BAK SHJ SHJ SHJ Gos Gos SOF d/d Spr PKV	30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01 14aug01 27jun09 12apr21 30nov88 28jan94 29sep10 09apr15	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; //n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo opb 43 TsBP i PLS at Ryazan-Dyagilevo in basic Aeroflot c/s, no titles; l/n Samara-Bezymyanka 16dec16 also carries "78" blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; l/n Ryazan- Dyagilevo 30aug21 line # 68-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register 20nov3; not on Azerbaijan register 20sep94; l/n SHJ 27mar95 l/n KVD 16may96; still with turret; Gyandzha based mar97; operated for Azerbaijan Air Force canx 12nov01; see c/n 0023442218 l/n RIX 09apr04; was in fleet list 13sep00 and confirmed in Azerbaijan register as UR-; current as 4K- on Azerbaijan register gives as 4K- nov08; blue cheatline, white tail, without turret; seen Nasoanaya 23feb12 and Gostomel jul14, active, operator reported as Sky Wind; l/n GYD 18jun19 stored together with three Silk Way II-76s all white c/s with grey undersides, Azerbaijan flag on the nose, no titles; l/n ADB 03aug24 line # 68-02; delivered to Novgorod; rgd 06feb89; f/n Brandis 15may92; l/n VKO 04sep93 based at Novgorod mar97; l/n Pskov jul09, with Aeroflot titles at Severomorsk-1 in basic Aeroflot c/s, no titles; l/n CKL 13jun13 in basic Aeroflot c/s, no titles; l/n LED 28mar24
78696(2)II-76TDbare metal c/sZIA16feb17(/n from russianplanes.net; test flying with tail turret removed; underwent rework at Staraya Russa (123 ARZ) during 2017, serial for delivery to China; see c/n 101340825700834 90693not known UR-78786II-76TDChinese Air Force Soviet AF/AFL c/sd/d30nov88 mar94line # 68-04; delivered to Kryvy Rih; rgd 24mar89; f/n KBL 08feb89 at Andrews AFB0R-78786II-76MDAir Ukraine Cargo MR-78786II-76MDAira turSHJ24mar950R-78786II-76MDAira turSHJ24mar95all-white c/s, no titSes; l/n OST 13jun96 with Yuzmashavia' titles painted in English; l/n OST 02may01 with Yuzmashavia' titles painted in English; l/n OST 02may01 with Yuzmashavia' titles painted in English; l/n OST 02may01 with Yuzmashavia' titles painted in English; l/n SHJDefeb22 and again 02mar22; photo REC 29oct22, in all white c/s with grey undersides, no titles; still with filled in turret; l/n CGK 25apr23 with grey undersides, no titles; still with filled in turret; l/n CGK 25apr23 with grey undersides, no titles; still with filled in turret; l/n CGK 25apr2300834 90698CCCP-78787 EW-78787II-76MDSoviet AF/AFL c/smfd30dec88 Iine # 68-05; d/d 30dec88 Iine # 68-05; d/d 30dec88 to raskers flew KBP to AQJOgnap15; l/n NN 27mar3900834 90703CCCP-78788 R-78788II-76MDSoviet AF/AFL c/smfd30dec88 Iine # 68-06; built with avionics similar to that of In-16s; opb 610 TSBP i PLS at Ivanovo; soc and canx 16feb04 (probably a 'paper exercise'); l/n ZIA nov16; modernised by the Ilyushin OKB outlet at Zhukovski to an II-76MD.00834 90703CCCP-78788 </td <td>00834 89678 00834 89683 00834 89687</td> <td>CCCP-78782 RA-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78001 AHY-78129 ER-IBC (1) 4K-78129 4K-78129 4K-78129 4K-78129 CCCP-78784 RA-78784 RA-78784 RA-78784 RF-78784 Starsen Starsen /td> <td>II-78 II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD</td> <td>Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Aeroflot fcs Azerbaijan AI Azerbaijan AI ATI Airlines no titles Azerbaijan AF Soviet AF/AFL c/s Russian Air Force Russian Air Force Russian Air Force Soviet AF/AFL c/s Atlant</td> <td>mfd ph. Rzd Rzd BAK SHJ SHJ SHJ SGS OST Gos SOF d/d Spr PKV d/d SHJ</td> <td>30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01 14aug01 27jun09 12apr21 30nov88 28jan94 29sep10 09apr15 30nov88 11dec94</td> <td>by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; l/n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; l/n Samara-Bezymyanka 16dec16 also carries "78" blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; l/n Ryazan-Dyagilevo 30aug21 line # 66-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register 20av01; see c/n 0023442218 l/n KVD 16may96; still with turret; Gyandzha based mar97; operated for Azerbaijan Air Force canx 12nov01; see c/n 0023442218 l/n RX 09apr04; was in fleet list 13sep00 and confirmed in Azerbaijan register as UR-; current as 4K- on Azerbaijan register gonv03; not on Azerbaijan register 22nov05 the Ilyushin website gives as 4K- nov08; blue cheatline, white tail, without turret; seen Nasosnaya 23feb12 and Gostomel jul14, active, operator reported as Sky Wind; l/n GYD 18jun19 stored together with three Silk Way II-76s all With Zres (r/s, no titles; l/n CAL 13jun13 in basic Aeroflot c/s, no titles; l/n CAL 13jun13 in basic Aeroflot c/s, no titles; l/n CAL 13jun13 in basic Aeroflot c/s, no titles; l/n CAL 13jun13 in basic Aeroflot to Kryvy Rih; rgd 01dec89; f/n DDR 14oct89; still CCCP- 31mar93 l/n SIJ 20mar95 l/n SHJ /td>	00834 89678 00834 89683 00834 89687	CCCP-78782 RA-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78001 AHY-78129 ER-IBC (1) 4K-78129 4K-78129 4K-78129 4K-78129 CCCP-78784 RA-78784 RA-78784 RA-78784 RF-78784 Starsen Starsen	II-78 II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Aeroflot fcs Azerbaijan AI Azerbaijan AI ATI Airlines no titles Azerbaijan AF Soviet AF/AFL c/s Russian Air Force Russian Air Force Russian Air Force Soviet AF/AFL c/s Atlant	mfd ph. Rzd Rzd BAK SHJ SHJ SHJ SGS OST Gos SOF d/d Spr PKV d/d SHJ	30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01 14aug01 27jun09 12apr21 30nov88 28jan94 29sep10 09apr15 30nov88 11dec94	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; l/n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; l/n Samara-Bezymyanka 16dec16 also carries "78" blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; l/n Ryazan-Dyagilevo 30aug21 line # 66-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register 20av01; see c/n 0023442218 l/n KVD 16may96; still with turret; Gyandzha based mar97; operated for Azerbaijan Air Force canx 12nov01; see c/n 0023442218 l/n RX 09apr04; was in fleet list 13sep00 and confirmed in Azerbaijan register as UR-; current as 4K- on Azerbaijan register gonv03; not on Azerbaijan register 22nov05 the Ilyushin website gives as 4K- nov08; blue cheatline, white tail, without turret; seen Nasosnaya 23feb12 and Gostomel jul14, active, operator reported as Sky Wind; l/n GYD 18jun19 stored together with three Silk Way II-76s all With Zres (r/s, no titles; l/n CAL 13jun13 in basic Aeroflot c/s, no titles; l/n CAL 13jun13 in basic Aeroflot c/s, no titles; l/n CAL 13jun13 in basic Aeroflot c/s, no titles; l/n CAL 13jun13 in basic Aeroflot to Kryvy Rih; rgd 01dec89; f/n DDR 14oct89; still CCCP- 31mar93 l/n SIJ 20mar95 l/n SHJ
00834 90693CCCP-78786II-76MDSoviet AF/AFL c/sd/d30nov88line # 68-04; delivered to Kryvy Rih; rgd 24mar89; f/n KBL 08feb89UR-78786II-76MDAit Ukraine Cargo UR-78786AtlantSHJ24mar95i/n SHJ 10apr95UR-78786II-76MDAtlantSHJ24mar95i/n SHJ 10apr95UR-78786II-76TDYuzhmashaviaOST16aug96iih 'Yuzmashavia' titles painted in English; I/n OST 02may01UR-78786II-76TDYuzhmashaviargd30oct0330oct03according to trackers flew KBP to AQJ 09feb22 and again 02mar22; photo REC 29oct22, in all white c/s with grey undersides, no titles; still with filled in turret; I/n CGK 25apr2300834 90698CCCP-78787II-76MDSoviet AF/AFL c/smfd30dec88iin e # 68-05; d/d 30dec88Viteks; rgd 06feb89; f/n SNN 27mar8900834 90703CCCP-78788II-76MDSoviet AF/AFL c/smfd30dec88line # 68-06; built with avionics similar to that of the Indian II-76s; op 610 TsBP i PLS at Ivanovo; in basic Aerofibet c/s, no titles; f/n ZNA nov16; modernised by the Ilyushin00834 90708CCCP-78788II-76MDRussian AF/AFL c/sM/d30dec88line # 68-06; built with avionics similar to that of the Indian II-76s; op 610 TsBP i PLS at Ivanovo; in basic Aerofibet c/s, no titles; f/n ZIA nov16; modernised by the Ilyushin00834 90708RF-78788II-76MDRussian Air ForceIIAgluesgluesop 610 TsBP i PLS at Ivanovo; in basic Aerofibet c/s, no titles; f/n ZIA nov16; modernised by the Ilyushin00834 90708RF-78788II-76MDRussian Air Force	00834 89678 00834 89683 00834 89687	CCCP-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78129 ER-IBC (1) 4K-78129 4K-78129 4K-78129 4K-78129 CCCP-78784 RA-78784 RA-78784 RA-78784 RF-78784 RF-78784 RF-78785 UR-78785 UR-78785	II-78 II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Aeroflot fcs Azerbaijan Al Azerbaijan Al ATI Airlines no titles Azerbaijan AF Soviet AF/AFL c/s Russian Air Force Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Atlant Force Soviet AF/AFL c/s Atlant Service Yuzhmashavia	mfd ph. Rzd Rzd mfd BAK SHJ rgd OST Gos SOF d/d Spr PKV d/d SHJ AMS DNK	30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01 14aug01 27jun09 12apr21 30nov88 28jan94 29sep10 09apr15 30nov88 11dec94 17jun95 05jul96	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; l/n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; l/n Samara-Bezymyanka 16dec16 also carries '78' blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; l/n Ryazan-Dyagilevo 30aug21 line # 68-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register (no 023442218 l/n KVD 16may96; still with turret; Gyandzha based mar97; operated for Azerbaijan Air Force canx 12nov01; see c/n 0023442218 l/n RXI 39ep04; was in fleet list 13sep00 and confirmed in Azerbaijan register as UR-; current as 4K- on Azerbaijan register 20nov03; not on Azerbaijan register 22nov05 the Ilyushin website gives as 4K- nov08; blue cheatline, white tail, without turret; seen Nasosnaya 23feb12 and Gostomel jul14, active, operator reported as Sky Wind; l/n GYD 18jun19 stored together with three Silk Way II-76s all white c/s with grey undersides, Azerbaijan flag on the nose, no titles; l/n ADB 03aug24 line # 68-02; delivered to Kovgorod; rgd 06feb89; f/n Brandis 15may92; l/n VKO 04sep93 based at Novgorod mar97; l/n FRX 21jan96 based at Kryvy Rih may97; with 'Yuzmashavia' titles painted in English; l/n OST 02aug00 with 'Yuzmashavia' titles painted in English; l/n MST 02aug00 with 'Yuzmashavia' titles painted in English; i/n MST 02
UR-78786 UR-78786 UR-78786II-76MD II-76MDAir Service Yuzhmashavia YuzhmashaviaLUX 110ct95 16aug96 rgdall-white c/s, no titSes; l/n OST 13jun96 with 'Yuzmashavia' titles painted in English; l/n OST 02may01 with 'Yuzmashavia' titles painted in English; l/n Bila Cherkov 18dec20; canx between 05/23nov21 according to trackers flew KBP to AQ1 09feb22 and again 02mar22; photo REC 29oct22, in all white c/s with grey undersides, no titles, still with filled in turret; l/n CGK 25apr2300834 90698CCCP-78787 II-76MDII-76MD Trans Avia Exportrgd06jan22 40dec88according to trackers flew KBP to AQ1 09feb22 and again 02mar22; photo REC 29oct22, in all white c/s with grey undersides, no titles; still with filled in turret; l/n CGK 25apr2300834 90703CCCP-78787 II-76MDSoviet AF/AFL c/s Trans Avia Exportrdd30dec88line # 68-05; d/d 30dec88to the field in 11-76s; opb 610 TsBP i PLS at Ivanovo, used to train foreign II-76 crews; f/n TAS 25apr89; l/n Eberswalde-Finow 09mar9300834 90703CCCP-78788 R-78788II-76MDRussian AF/AFL c/s Russian Air ForceSpr08jun94 yul16opb 610 TsBP i PLS at Ivanovo; soc and canx 16feb04 (probably a' paper exercise'); l/n ZIA 16sep15 opb 610 TsBP i PLS at Ivanovo; in basic Aeroflot c/s, no titles 00834 9070600834 90708RF-78789 RA-78789II-76MDRussian Air Force Russian Air ForceZIA ddec18 410dec88line # 68-07; delivered to Novgorod; rig 24mar89; f/n Sperenberg 26jan90 based at P	00834 89678 00834 89683 00834 89687	CCCP-78782 RA-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78001 AHY-78129 ER-IBC (1) 4K-78129 4K-78129 4K-78129 CCCP-78784 RA-78784 RA-78784 RA-78784 RA-78784 RA-78785 UR-78785 UR-78785 UR-78785	II-78 II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Aeroflot fcs Azerbaijan Al Azerbaijan Al ATI Airlines no titles Azerbaijan AF Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Atlant Air Service Yuzhmashavia Yuzhmashavia	mfd ph. Rzd Rzd BAK SHJ SHJ SHJ SHJ GoS GoS GoS SOF d/d Spr PKV d/d SHJ SHJ SI SI SI SI SI SI SI SI SI SI SI SI SI	30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01 14aug01 27jun09 12apr21 30nov88 28jan94 29sep10 09apr15 30nov88 11dec94 17jun95 05jul96 28sep03	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; l/n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; l/n Samara-Bezymyanka 16dec16 also carries "78" blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; l/n Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; l/n Samara-Bezymyanka 16dec16 line # 66-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register 2 hatcked and damaged by an Armenian Fighter 20sep94; l/n SHJ 27mar95 l/n KVD 16may96; still with turret; Gyandzha based mar97; operated for Azerbaijan Air Force canx 12nov01; see c/n 0023442218 l/n RX 049apr04; was in fleet list 13sep00 and confirmed in Azerbaijan register as UR-; current as 4K- on Azerbaijan register 20nov03; not on Azerbaijan register 22nov05 the Ilyushin website gives as 4K- nov08; blue cheatline, white tail, without turret; seen Nasosnaya 23feb12 and Gostomel jul14, active, operator reported as Sky Wind; l/n GYD 18jun19 stored together with three Silk Way II-76s all white c/s with grey undersides, Azerbaijan flag on the nose, no titles; l/n ADB 03aug24 line # 68-02; delivered to Novgorod; rgd 06feb89; f/n Brandis 15may92; l/n VKO 04sep93 based at Knyvy Rih may97; l/n FRD 21jan96 based at Knyvy Rih may97; l/n FRD 21jan96 based at Knyv Rih may97; l/n FRM 21jan96 based at
0834 90698       CCCP-78787       II-76MD       ZetAvia       rgd       06jan22       according to trackers flew KBP to AQJ 09feb22 and again 02mar22; photo REC 29oct22, in all white c/s with grey undersides, no titles; still with filled in turret; I/n CGK 25apr23         00834 90698       CCCP-78787       II-76MD       Soviet AF/AFL c/s       mfd       30dec88       line # 68-05; d/d 30dec88 to Vitebsk; rgd 06feb89; f/n SNN 27mar89         00834 90703       CCCP-78788       II-76MD       Soviet AF/AFL c/s       Mfd       30dec88       line # 68-05; d/d 30dec88 to Vitebsk; rgd 06feb89; f/n SNN 27mar89         00834 90703       CCCP-78788       II-76MD       Soviet AF/AFL c/s       d/d       30dec88       line # 68-05; built with avionics similar to that of the Indian II-76s; opb 610 TsBP i PLS at Ivanovo, used to train foreign II-76 crews; f/n TAS 25apr89; l/n Eberswalde-Finow 09mar93         00834 90703       CCCP-78788       II-76MD       Russian AF/AFL c/s       Spr       08jun94       opb 610 TsBP i PLS at Ivanovo; used to train foreign II-76 crews; f/n TAS 25apr89; l/n Eberswalde-Finow 09mar93       opb 610 TsBP i PLS at Ivanovo; in basic Aerofilot c/s, no titles; l/n ZIA 16sep15         00834 90706       RF-78788       II-76MD       Russian Air Force       ZIA       dec18       now without gues and turre; to p56 10 TsBP i PLS at Ivanovo; in basic Aerofilot c/s, no titles       move in basic Aerofilot c/s, no titles         00834 90706       RF-78789       II-76MD	00834 89678 00834 89683 00834 89687 00834 89691	CCCP-78782 RA-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78129 ER-IBC (1) 4K-78129 4K-78129 4K-78129 4K-78129 CCCP-78784 RA-78784 RA-78784 RA-78784 RA-78784 RA-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785	II-78 II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Aeroflot fcs Azerbaijan Al Azerbaijan Al ATI Airlines no titles Azerbaijan AF Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Atlant Air Service Yuzhmashavia Yuzhmashavia bare metal c/s Chinese Air Force Soviet AF/AFL c/s Atlant Chinese Air Force Soviet AF/AFL c/s Atlant Chinese Air Force Soviet AF/AFL c/s Atlant Chinese Air Force Soviet AF/AFL c/s	mfd ph. Rzd Rzd BAK SHJ SHJ SHJ SGS OST Gos SOF d/d Spr PKV d/d SHJ SDK IST ZIA d/d	30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01 14aug01 27jun09 12apr21 30nov88 28jan94 29sep10 09apr15 30nov88 11dec94 17jun95 28sep03 16feb17 30nov88 mar94	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; l/n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo in basic Aeroflot c/s, no titles; l/n Samara-Bezymyanka 16dec16 also carries "78" blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; l/n Ryazan-Dyagilevo 30aug21 line # 66-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register 20x003; not on Azerbaijan register 20x003; blue cheatline, white tai, without turret; seen Naosanaya 23feb12 and Gostomel jul14, active, operator reported as Sky Wind; l/n GYD 18jun19 stored together with three Silk Way II-76s all Way II-76s line # 66-03; delivered to Novgorod; rgd 06feb89; f/n DR 14, without turret; seen Naosanaya 23feb12 and Gostomel jul14, active, operator reported as Sky Wind; l/n GYD 18jun19 stored together with three Silk Way II-76s in basic Aeroflot c/s, no titles; l/n DR 14oct89; still CCCP- 31mar93 line & 68-03; delivered to Novgorod; rgd 06feb89; f/n DR 14oct89; still CCCP- 31mar93 line & 68-03; delivered to Novgorod; rgd 06feb89; f/n DR 14oct89; still CCCP- 31mar93 line basic Aeroflot c/s, no titles; l/n CAL 13jun13 in basic Aeroflot c/s, no titles; l/n CAL 13jun13 in basic Aeroflot c/s, no titles; l/n CAL 13jun13 in basic Aeroflot c/s, no titles; l/n CAL 13jun13 in basic Aeroflot c/s, no titles; l/n FIR 21jap96 based a
00834 90698       CCCP-78787       II-76MD       Soviet AF/AFL c/s       mfd       30dec88       line # 68-05; d/d 30dec88 to Vitebsk; rgd 06feb89; f/n SNN 27mar89         00834 90703       CCCP-78788       II-76MD       Trans Avia Export       mfd       30dec88       line # 68-05; d/d 30dec88 to Vitebsk; rgd 06feb89; f/n SNN 27mar89         00834 90703       CCCP-78788       II-76MD       Soviet AF/AFL c/s       d/d       30dec88       line # 68-06; built with avionics similar to that of the Indian II-76s; opb 610 TsBP i PLS at Ivanovo, used to train foreign II-76 crews; f/n TAS 25apr89; I/n Eberswalde-Finow 09mar93         0834 90706       RA-78788       II-76MD       Russian AF/AFL c/s       Spr       08jun94       opb 610 TsBP i PLS at Ivanovo; soc and canx 16feb04 (probably a 'paper exercise'); I/n ZIA 16sep15         00834 90706       RF-78788       II-76MD       Russian Air Force       ZIA       dec18       now without guns and turre; opb 610 TsBP i PLS at Ivanovo; in basic Aeroflot c/s, no titles; I/n ZIA nov16; modernised by the Ilyushin OKB outlet at Zhukovski to an II-76MD-M in 2018         00834 90706       RC-78789       II-76MD       Russian Air Force       ZIA       dec18       now without guns and turre; opb 610 TsBP i PLS at Ivanovo; in basic Aeroflot c/s, no titles         00834 90706       RC-78789       II-76MD       Russian Air Force       ZIA       dec18       now without guns and turre; opb 610 TsBP i PLS at Ivanovo; in basic Aeroflot	00834 89678 00834 89683 00834 89687 00834 89691	CCCP-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78001 AHY-78129 ER-IBC (1) 4K-78129 4K-78129 4K-78129 CCCP-78784 RA-78784 RA-78784 RA-78784 RA-78784 CCCP-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786	II-78 II-78 II-78 II-78 II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76TD II-76TD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Aeroflot fcs Azerbaijan Al Azerbaijan Al Azerbaijan Al ATI Airlines no titles Azerbaijan AF Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Atlant Air Service Yuzhmashavia bare metal c/s Chinese Air Force Soviet AF/AFL c/s Atlant Air Service Yuzhmashavia	mfd ph. Rzd Rzd BAK SHJ SHJ OST Gos SOF d/d SHJ AMS DNK IST ZIA d/d SHJ LUX OST	30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01 14aug01 27jun09 12apr21 30nov88 28jan94 29sep10 09apr15 30nov88 11dec94 17jun95 05jul96 28sep03 16feb17 30nov88 mar94 24mar95 11oct95 16aug96	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; l/n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; l/n Samara-Bezymyanka 16dec16 also carries '78' blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; l/n Ryazan- Dyagilevo 30aug21 line # 68-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbajian register Azerbajian register Azerbajian register (n checked !, attacked and damaged by an Armenian Fighter 20sep94; l/n SHJ 27mar95 l/n KVD 16may96; still with turret; Gyandzha based mar97; operated for Azerbaijan Air Force canx 12nov01; see c/n 0023442218 l/n RIX 03apr04; was in fleet list 13sep00 and confirmed in Azerbaijan register as UR-; current as 4K- on Azerbaijan register 20nov03; not on Azerbaijan register 22nov05 the Ijuyahin website gives as 4K- nov08; blue cheatline, white tail, without turret; seen Nasonsaya 23feb12 and Gostomel jul14, active, operator reported as Sky Wind; l/n GYD 18jun19 stored together with three Slik Way II-76s all white c/s with grey undersides, Azerbaijan flag on the nose, no titles; l/n ADB 03aug24 line # 68-02; delivered to Kryvy Rih; rgd 01dec89; f/n DDR 14oct89; still CCCP- 31mar93 l/n SHJ 20mar95 in basic Aeroflot c/s, no titles; l/n EID 28mar24 line # 68-03; delivered to Kryvy Rih; rgd 01dec89; f/n DDR 14oct89; s
EW-78787       II-76MD       Trans Avia Export       VTB       05oct95       based Machulishchi mar97; still in fleet list 01sep03; seen MSQ aug06/jul14, full c/s and titles, wfu; offered for sale 27jan15; seen being towed MSQ 09may15; //n MSQ 08may16/17oct19; seen MSQ oct24 without titles and in good condition         00834 90703       CCCP-78788       II-76MD       Soviet AF/AFL c/s       d/d       30dec88       line # 68-06; built with avionics similar to that of the Indian II-76s; opb 610 TsBP i PLS at Ivanovo, used to train foreign II-76 crews; f/n TAS 25apr89; l/n Eberswalde-Finow 09mar93         RA-78788       II-76MD       Russian AF/AFL c/s       Spr       08jun9       60 to TsBP i PLS at Ivanovo; soc and canx 16feb04 (probably a 'paper exercise'); l/n ZIA 16sep15         RF-78788       II-76MD-M       Russian Air Force       ZIA       dec18       ow without guns and lurret; opb 610 TsBP i PLS at Ivanovo; in basic Aeroflot c/s, no titles; l/n ZIA nov16; modernised by the Ilyushin OKB outlet at Zhukovski to an II-76MD- Min 2018         00834 90706       CCCP-78789       II-76MD       Russian Air Force       ZIA       dec18       now without guns and lurret; opb 610 TsBP i PLS at Ivanovo; in basic Aeroflot c/s, no titles       not litles         00834 90706       CCCP-78789       II-76MD-M       Russian Air Force       ZIA       dec18       now without guns and lurret; opb 610 TsBP i PLS at Ivanovo; in basic Aeroflot c/s, no titles         00834 90706       CCCP-78789       II-76MD       Soviet	00834 89678 00834 89683 00834 89687 00834 89691	CCCP-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78001 AHY-78129 ER-IBC (1) 4K-78129 4K-78129 4K-78129 4K-78129 CCCP-78784 RA-78784 RA-78784 RA-78784 RA-78784 RA-78784 RA-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78786	II-78 II-78 II-78 II-78 II-76MD	Soviet AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Aeroflot fcs Azerbaijan Al Azerbaijan Al Azerbaijan Al ATI Airlines no titles Azerbaijan AF Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Soviet AF/AFL c/s Atlant Air Service Yuzhmashavia Yuzhmashavia Yuzhmashavia Yuzhmashavia Yuzhmashavia Yuzhmashavia Yuzhmashavia	mfd ph, Rzd Rzd BAK SHJ SHJ SHJ SHJ SGS Gos SOF d/d Spr PKV d/d SHJ ISK IST ZIA d/d SHJ LUX SHJ SHJ SGS DKK ST SOF TST SOF COS SOF SOF SOF SOF SOF SOF SOF SOF SOF S	30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01 14aug01 27jun09 12apr21 30nov88 28jan94 29sep10 09apr15 30nov88 11dec94 17jun95 28sep03 16feb17 30nov88 mar94 24mar95 16aug96 30oct03	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; l/n VKO 10feb22 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; l/n Samara-Bezymyanka 16dec16 also carries "78" blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; l/n Ryazan-Dyagilevo 30aug21 line # 68-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register as flex in turre; Gyandzha based mar97; operated for Azerbaijan Air Force canx 12nov01; see c/n 0023442218 (line # 68-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in Arerbaijan Air Force canx 12nov01; see c/n 0023442218 (line # 68-02; delivered to Nov08; blue cheatline, white tail, without turret; seen Nasosnaya 23feb12 and Gostomel jul14, active, operator reported as Sky Wind; l/n GYD 18jun19 stored together with three Silk Way II-76s all white c/s with grey undersides, Azerbaijan flag on the nose, no title; l/n ADB 03aug24 line # 68-02; delivered to Novgorod; rgd 06feb89; f/n DDR 14oct89; still CCCP- 31mar93 l/n SH1 20mar95 in basic Aeroflot c/s, no titles; l/n CKL 13jun13 in basic Aeroflot c/s, no titles; l/n CKL 13jun13 in basic Aeroflot c/s, no titles; l/n CKL 13jun13 in basic Aeroflot c/s, no titles; l/n CKL 13jun1
RA-78788       II-76MD       Russian AF/AFL c/s       Spr       08jun94       opb 610 TsBP i PLS at Ivanovo; in basic Aerofilot c/s, no titles; I/n ZIA nov16; modernised by the Ilyushin         00834 90706       CCCP-78789       II-76MD       Russian AF/AFL c/s       ZIA       dect8         00834 90706       CCCP-78789       II-76MD       Russian AF/AFL c/s       Fin       09mar93         00834 90706       CCCP-78789       II-76MD       Russian AF/AFL c/s       Fin       09mar93         00834 90706       CCCP-78789       II-76MD       Russian AF/AFL c/s       ZIA       dect8       now without guns and turret; opb 610 TsBP i PLS at Ivanovo; in basic Aerofilot c/s, no titles         00834 90706       CCCP-78789       II-76MD       Russian AF/AFL c/s       fin       09mar93         00834 90706       CCCP-78789       II-76MD       Russian AF/AFL c/s       fin       09mar93         00834 90706       CCCP-78789       II-76MD       Russian AF/AFL c/s       fin       09mar93         00834 90706       CCCP-78789       II-76MD       Russian AF/AFL c/s       fin       09mar93         00834 90706       CCCP-78789       II-76MD       Russian AF/AFL c/s       fin       90mar93       seed at Pskov mar97; seen Novgorod-Krechevitsy 07aug99; soc and canx 16feb04 (paper exercise ?); seen PKV feb11, wfu; reporte	00834 89678 00834 89683 00834 89687 00834 89691 00834 90693	CCCP-78782 RA-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78001 AHY-78129 ER-IBC (1) 4K-78129 4K-78129 4K-78129 CCCP-78784 RA-78784 RA-78784 RA-78784 RA-78784 RA-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786	II-78 II-78 II-78 II-78 II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Aeroflot fcs Azerbaijan Al Azerbaijan Al ATI Airlines no titles Azerbaijan AF Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Soviet AF/AFL c/s Atlant Air Service Yuzhmashavia Dare metal c/s Chinese Air Force Soviet AF/AFL c/s Air Ukraine Cargo Atlant Air Service Yuzhmashavia Yuzhmashavia	mfd ph. Rzd Rzd BAK SHJ SHJ SHJ SG SOF Gos SOF d/d Spr PKV d/d SJ SAMS DNKV IST ZIA d/d SHJ ST T ZIA d/d ST rgd rgd	30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01 14aug01 27jun09 12apr21 30nov88 28jan94 29sep10 09apr15 30nov88 11dec94 17jun95 16feb17 30nov88 mar94 24mar95 16aug96 30oct03 06jan22	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; f/n VAR sep89; //n VKO 10feb22 line # 67-10; d/d 31dct88 to Engels; f/n Sperenberg 27ap71; based at Engels mar97; i/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; i/n Samara-Bezymyanka 16dec16 also carries "78" blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; i/n Ryazan- Dyagilevo 30aug21 line # 68-01; d/d 31dct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register Azerh lag c/n checked 1, attacked and damaged by an Armenian Fighter 20sep94; i/n SHJ 27mar95 i/n KVD 16may96; still with turret; Gyandzha based mar97; operated for Azerbaijan Air Force canx 12nov03; see c/n 0023442218 //n RIX 09apr04; was in fleet list 13sep00 and confirmed in Azerbaijan register 20nv03 the IJyushin website gives as 4K- nov08; blue cheatline, white tail, without turret; seen Nasonsaya 23feb12 and Gostomel jul14, active, operator reported as Sky Wind; i/n GYD 18jun19 stored together with three Silk Way II-76s all white c/s with grey undersides, Azerbaijan flag on the nose, no titles; i/n ADB 03aug24 line # 68-02; delivered to Novgorod; rgd 06feb89; f/n Brandis 15may92; i/n VKO 04sep93 based at Novgord mar97; i/n Fsko yill04, with Aeroflot titles at Severomorsk-1 in basic Aeroflot c/s, no titles; i/n EID 28mar24 line # 68-02; delivered to Kryvy Rih; rgd 24mar89; f/n KDR 140zt89; still CCCP- 31mar93 i/n SHJ 20mar95 in basic cx Aero
RF-78788       II-76MD       Russian Air Force       Iva       jul16       opb 610 TsBP i PLS at Ivanovo; in basic Aeroflot c/s, no titles; I/n ZIA nov16; modernised by the Ilyushin OKB outlet at Zhukovski to an II-76MD-M in 2018         RF-78788       II-76MD-M       Russian Air Force       ZIA       dec18       now without guns and turret; opb 610 TsBP i PLS at Ivanovo; in basic Aeroflot c/s, no titles; I/n ZIA nov16; modernised by the Ilyushin OKB outlet at Zhukovski to an II-76MD-M in 2018         00834 90706       CCCP-78789       II-76MD       Soviet AF/AFL c/s       d/d       31dec88       line # 68-07; delivered to Novgorod; rgd 24mar89; f/n Sperenberg 26jan90         RA-78789       II-76MD       Russian AF/AFL c/s       fin       09mar93       based at Pskov mar97; seen Novgorod-trevitsy 07aug99; soc and canx 16feb04 (paper exercise ?); seen PKV feb11, wfu; reported at 123-ARZ jan15, stored	00834 89678 00834 89683 00834 89687 00834 89691 00834 90693 00834 90698	CCCP-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78001 AHY-78129 ER-IBC (1) 4K-78129 4K-78129 4K-78129 CCCP-78784 RA-78784 RA-78784 RA-78784 RA-78784 RA-78784 RA-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786	II-78 II-78 II-78 II-78 II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Aeroflot fcs Azerbaijan AI Azerbaijan AI ATI Airlines no titles Azerbaijan AF Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Atlant Air Service Yuzhmashavia Yuzhmashavia Dare metal c/s Chinese Air Force Soviet AF/AFL c/s Airlant Air Service Yuzhmashavia ZetAvia Soviet AF/AFL c/s Trans Avia Export	mfd ph. Rzd Rzd Mfd BAK SHJ SHJ GoS GoS SOF d/d SHJ OST GoS SOF d/d SHJ ST ZIA d/d SHJ ZIA d/d SHJ Trgd RV GOS DNK ST ZIA MG SHJ ST ZIA SHJ ST ZIA	30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01 14aug01 27jun09 12apr21 30nov88 28jan94 29sep10 09apr15 30nov88 11dec94 17jun95 05jul96 28sep03 16feb17 30nov88 mar94 24mar95 11oct95 16aug96 30oct03 06jan22 30dec88 05oct95	by Aerofiot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul, with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-09; opb 374 Sqn; /fn VAR sep89; /ln VKO 10feb22 line # 67-10; d/d 31dce88 to Engles; /fn Sperenberg 27apr31; based at Engels mar97; l/n Engels 12aug99 opb 203 oapsz at Ryazan-Dyagilevo; in basic Aeroflot C/s, no titles; l/n Samara-Bezymyanka 16dec16 also carries "78" blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; l/n Ryazan-Dyagilevo 30aug21 line # 68-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register 2001; see (-n 0023442218 line # 68-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register 2001; see (-n 0023442218 line # 68-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in geister 20003; set on Azerbaijan register 20005 the Ilyushin website gives as 4K- nov08; blue cheatline, white tail, without turret; seen Nasosnaya 23feb12 and Gostomel jul14, active, operator reported as Sky Wind; l/n GYD 18jun19 storet together with three Silk Way II-76s all white c/s with grey undersides, Azerbaijan flag on the nose, no titles; l/n ADB 03aug24 line # 68-02; delivered to Novgorod; rgd 06feb89; f/n DDR 14oct89; still CCCP- 31mar93 l/n SH2 0mar95 lin basic Aeroflot c/s, no titles; l/n FIR 21jan96 based at Knyvy Rih may97; with Yazmashavia' titles p
00834 90706 CCCP-78789 II-76MD Soviet AF/AFL c/s d/d 31dec88 line # 68-07; delivered to Novgorod; rgd 24mar89; f/n Sperenberg 26jan90 RA-78789 II-76MD Russian AF/AFL c/s Fin 09mar93 based at Pskov mar97; seen Novgorod-Krechevitsy 07aug99; soc and canx 16feb04 (paper exercise ?); seen PKV feb11, wfu; reported at 123-ARZ jan15, stored	00834 89678 00834 89683 00834 89687 00834 89691 00834 90693 00834 90698	CCCP-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78001 AHY-78129 ER-IBC (1) 4K-78129 4K-78129 4K-78129 4K-78129 4K-78784 RA-78784 RA-78784 RA-78784 RA-78784 CCCP-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78786	II-78 II-78 II-78 II-78 II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s Aeroflot fcs Azerbaijan Al Azerbaijan Al Azerbaijan Al ATI Airlines no titles Azerbaijan AF Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Atlant AIr Service Yuzhmashavia bare metal c/s Chinese Air Force Soviet AF/AFL c/s Air Jervice Yuzhmashavia Yuzhmashavia ZetAvia Soviet AF/AFL c/s Trans Avia Export	mfd ph, Rzd Rzd BAK SHJ SHJ SHJ SHJ GoS GoS GoS GoS GoS GoS CA Spr PKV d/d SHJ LUX CST ZIA d/d SHJ LUX Trgd mfd VTB	30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01 14aug01 27jun09 12apr21 30nov88 28jan94 29sep10 09apr15 30nov88 11dec94 17jun95 05jul96 28sep03 16feb17 30nov88 mar94 24mar95 11oct95 16aug96 30oct03 06jan22 30dec88 05oct95 30dec88	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul, with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; I/n Engels 12aug99 opb 20 aopsz at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; I/n Samara-Bezymyanka 16dec16 also carries "78" blue; while top, grey underneath, Russian star on tail, with 'VKS Rossi' titles; I/n Ryazan-Dyagilevo 30aug21 line # 68-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register are in feet its 13sep00 and confirmed in Azerbaijan register 20nov03; not on Azerbaijan register 20nov03; not no Azerbaijan register 20nov03; not no Azerbaijan register 20nov03; not aerbaijan register 20nov03; not aerbaijan register 20nov03; not trey of dofe889; f/n DDR 14oct89; t/ln CMD 03aug24 line # 68-03; delivered to Nvagorod; rgd 06fe88; f/n DDR 14oct89; t/ln CMD 03aug24 line # 68-03; delivered to Nvagorod; rgd 06fe88; f/n DDR 14oct89; still CCCP- 31mar93 (/n SH2 Omar95 //n SH2 Omar95; //n CKL 13jun13 lin basic Aeroflot c/s, no titles; //n LDB 20mar24 line # 68-03; delivered to Kryvy Rih; rgd 01dec89; f/n DDR 14oct89; still CCCP- 31mar93 (/n SH2 Omar95 lin basic exteroflot c/s, no titles; //n FR 21jan96 based at Nvogord mar97; with 'Yuzmashavia' titles painted in English; //n OST 02aug00 with Yuzmashavia' titles painted in English; with filed in tall turret
seen PKV feb11, wfu; reported at 123-ARZ jan15, stored	00834 89678 00834 89683 00834 89687 00834 89691 00834 90693 00834 90698	CCCP-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78001 AHY-78129 ER-IBC (1) 4K-78129 4K-78129 4K-78129 CCCP-78784 RA-78784 RA-78784 RA-78784 RA-78784 RA-78784 RA-78784 RA-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78786 UR-78787 CCCP-78788 RA-78788 RA-78788 RA-78788	II-78 II-78 II-78 II-78 II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Russian Air Force Russian Air Force Soviet AF/AFL c/s Acerbaijan AI Azerbaijan AI Azerbaijan AI Azerbaijan AF Soviet AF/AFL c/s Russian Air Force Russian Air Force Russian Air Force Soviet AF/AFL c/s Atlant Air Service Yuzhmashavia bare metal c/s Chinese Air Force Soviet AF/AFL c/s Aitant Air Service Yuzhmashavia ZetAvia Soviet AF/AFL c/s Russian Air Evore Soviet AF/AFL c/s Russian Air Service Yuzhmashavia ZetAvia	mfd ph. Rzd Rzd Mfd BAK SHJ SHJ GoS GoS SOF d/d SFJ GoS SOF d/d SHJ IST ZIA d/d SHJ LUX OST ZIA d/d SHJ ST ZIA d/d SHJ ST ZIA d/d SHJ ST ZIA d/d SHJ ST ZIA	30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01 14aug01 27jun09 12apr21 30nov88 28jan94 29sep10 09apr15 30nov88 11dec94 17jun95 05jul96 28sep03 16feb17 30nov88 mar94 24mar95 11oct95 16aug96 30oct03 06jan22 30dec88 08jun94 jul16	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99 opb 203 oasysz at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; l/n Samara-Bezrymyaka 16dec16 also carries '78' blue; white top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; l/n Ryazan- Dyagilevo 30aug21 line # 66-01; d/d 31dec88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azer flag c/n checked 1, attacked and damaged by an Armenian Fighter 20sep94; l/n SHJ 27mar95 l/n KVD Ifamay66; still with turret; Gyandzha based mar97; operated for Azerbaijan Air Force canx 12nov01; see c/n 002344218 l/n RLV 0appr04; was in fleet list 13sep00 and confirmed in Azerbaijan register as UR-; current as 4K- on Azerbaijan register 20nov03; not n Azerbaijan register 22nov05 the liyushin webite gives as 4K- nov08; blue cheatline, white tail, without turret; seen Nasosnaya 23feb12 and Gostomel jul14, active, operator reported as SKy Wind; l/n GYD 18jun19 stored together with three Sik Way II-766 all white c/s with grey undersides, Azerbaijan flag on the nose, no titles; l/n ADB 03aug24 line # 66-01; delivered to Novgorod; rgd 06feb89; f/n Brandis 15may92; l/n VKO 04sep93 based at Novgorod mar97; l/n Pskoy jul09, with Aeroflot titles at Severomorsk-1 in basis cAeroflot c/s, no titles; l/n FJR 21jan96 based at Kryvy Rih may97; with 'Yuzmashavia' titles painted in English; l/n OST 02aug00 with 'Yuzmashavia' titles
	00834 89678 00834 89683 00834 89687 00834 89691 00834 90693 00834 90698 00834 90698	CCCP-78782 RA-78782 RF-94281 CCCP-78783 AHY-78001 AHY-78001 AHY-78001 AHY-78129 ER-IBC (1) 4K-78129 4K-78129 4K-78129 4K-78129 4K-78784 RA-78784 RA-78784 RA-78784 RA-78784 RA-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78785 UR-78786 UR-78788 R-78788 R-78788 RF-78788 RF-78788 RF-78788	II-78 II-78 II-78 II-78 II-78 II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Russian Air Force Russian Air Force Soviet AF/AFL c/s Acerbaijan Al Azerbaijan Al Azerbaijan Al Atri Airlines no titles Azerbaijan AF Russian AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Atlant Air Service Yuzhmashavia Yuzhmashavia ZetAvia Soviet AF/AFL c/s Russian Air Service Soviet AF/AFL c/s Air Ukraine Cargo Atlant Air Service Yuzhmashavia ZetAvia Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian Air Force Russian Air Force Russian Air Force	mfd ph, Rzd Rzd Mfd BAK SHJ SHJ SHJ SHJ GoS GoS GoS GoS GoS SOF d/d SHJ LUST ZIA d/d SHJ LUST rgd mfd VTB d/d Spr IVB d/d Spr IVB CIA d/d	30dec88 2000 18sep10 24jul19 31oct88 07dec92 05may93 19apr95 05jan01 14aug01 27jun09 12apr21 30nov88 28jan94 29sep10 09apr15 30nov88 11dec94 17jun95 05jul96 28sep03 16feb17 30nov88 11dec94 17jun95 05jul96 28sep03 16feb17 30nov88 05oct95 16aug96 30dec88 05oct95 30dec88 08jun94 jul16 dec18 31dec88	by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II- 76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90 line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; I/n Engels 12aug99 opb 43 TsBP i PLS at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; I/n Samara-Bezymyanka 16dec16 also carries 78* bite; while top, grey underneath, Russian star on tail, with 'VKS Rossii' titles; I/n Ryazan- Dyagilevo 30aug21 line # 66-10; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register 2001; see c/n 0023442218 //n RLV 09apr04; was in fleet list 13sep00 and confirmed in Azerbaijan register as UR-; current as 4K- on Azerbaijan register 20003; not on Azerbaijan register 22novOS the Ilyushin website gives as 4K- novO8; blue cheatline, white tail, without turret; seen Nasonaya 23feb12 and Gostomel jul14, active, operator reported as Sky Wind; I/n GYD 18jun19 stored together with three Sik Way II-76s all white c's with grey undersides, Azerbaijan flag on the nose, no titles; I/n ADB 03aug24 line # 68-02; delivered to Novgorod; rgd 06feb89; f/n Brandis 15may92; I/n VKO 04sep93 based at Novgorod mar97; I/n Rskoy 1109, with Aeroflot titles at Sevenomsk-1 in basic Aeroflot c/s, no titles; I/n LDB 23aug24 line # 68-03; delivered to Kryvy Rih; rgd 01dec89; f/n DDR 14oct89; still CCCP- 31mar93 I/n SH2 0mar95 in basic ex Aeroflot c/s, no titles; I/n LDE 28mar24 line # 68-04; delivered to Kryvy Rih; rgd 01dec89; f/n KBL 08feb89 it Andrews AFB I/n SH1 0apr95 all-white c/s, no titles; I/n LDE 28ma

00834 90712	CCCP-78790	II-76MD	Soviet AF/AFL c/s	d/d	31dec88	line # 68-08; delivered to 196 vtap at Tartu; rgd only 01dec89; f/n Neu-Welzow 14jun93; l/n Neu-Welzow
00054 50712	RA-78790	II-76MD	Russian AF/AFL c/s	KLD	20auq95	lojun93 based at Tver mar97; I/n CKL nov13 still with Aeroflot titles
00934 90714	RF-78790 CCCP-78791	II-76MD II-76MD	Russian Air Force MAP MMZ Ilyushin	CKL rgd	30jul15 14jun90	in basic Aeroflot c/s, no titles, equipped with guns; I/n ULN 02sep21 active, location unknown line # 68-09; delivered to Nizhni Novgorod; f/n YYZ 30jun90; late d/d 11feb91 according to an official list
	RA-78791	II-76MD	Russian AF/AFL c/s	Grd	24mar94	opb 110 vtap at Novgorod-Krechevitsy by mar97; seen Novgorod-Krechevitsy jun08; stored at KLD, seen jul12/apr13; t/t 1,464 hours and 912 cycles by 11sep14
00024 00710	RF-78791	II-76MD	Russian Air Force	CKL	05may16	still equipped with guns; last overhaul completed 18mar16; opb 117 vtap at Orenburg until 30nov17; in basic Aeroflot c/s with Russian flag on fin, no titles; opb 235 vtap at ULY from Oldec17; I/n LED 22sep21
00934 90718	CCCP-78792 RA-78792	II-76MD II-76TD	Soviet AF/AFL c/s Ilavia	d/d SHJ	30jan89 03apr97	line # 68-10; delivered to Vitebsk; rgd 24mar89; f/n CGN 21jan91; transferred to Belarus but not seen after jul92 until apr97; converted to II-76TD in 1996 tail turret removed; based at Zhukovski mar97; I/n ZIA 19aug99; canx 18aug99 as to Belarus
	EW-78792 EP-CFA	II-76TD II-76TD II-76TD	Ilavia Ilavia Chabahar, n/t	SHJ	27jul00	in apr00 fleet list as EW- c/n confirmed, checked SHJ as such; Iranian CAA gave c/n as 6810 which is the line number
	EP-CFA EW-78792	II-76TD II-76TD	Chabahar Air all-white c/s, n/t	DXB ADD	02oct00 mar01	I/n SHJ oct00 with titles; not in 2001 fleet list opb Atlant-Soyuz; c/n confirmed; I/n OST 06apr01
	EW-78792 EW-78792	II-76TD II-76TD	Atlant-Soyuz Trans Avia Export	VKO SHJ	16aug01 21may02	I/n DME 21aug01 I/n FRA 05oct07
	EW-78792	II-76TD	Continent	тој	27dec07	in all-white c/s with titles and small Russian flag; presumably leased as current in Trans Avia Export fleet list jan08
	EW-78792 RA-78792	II-76TD II-76TD	Trans Avia Export KAPO Avia	SZZ trf	25apr08 nov12	in all-white c/s with titles; I/n MSQ 23apr11 details from Ilyushin.org; f/n IAR IBmay13, all-white c/s with grey undersides and titles; undershot the runway by 65 metres on landing at Novokuznetsk 28jun13, causing damage to the starboard undercarriage, still present there 05jul13; canx but date unknown; I/n MVQ 07jun14/06apr18, without engines and titles overpainted but still readable; could be made airworthy again in the future, if required,
	EW-434TH	II-76TD	Trans Avia Export		08oct14	according to Trans Avia Export document 27jan15 with registration given as EW-78792, see next line details from russianplanes.net; reservation only, see previous line
00934 90721	CCCP-78793	II-76MD	Soviet AF/AFL c/s	d/d	30jan89	line # 69-01; delivered to Vitebsk; rgd 24mar89; f/n in East Germany before 1990; transferred to Belarus but not noted after jul92 until, see next line
	EW-78793 EW-004DE	II-76MD II-76MD	Belarus AF, n/t Belarus AF, n/t	FCO Mma	09sep95 10aug06	in basic ex Aeroflot c/s, Belarus flag; I/n ALG 12jun05 in basic ex Aeroflot c/s, Belarus flag; I/n DOH oct08 r/css/endedlot/s, Belarus flag; I/n DOH oct08
	EW-304TH EW-004DE	II-76MD II-76MD	Ruby Star Belarus AF, n/t	Mma	10dec10 30jun13	c/n confirmed; reported as a flight Minsk to Entebbe; in basic ex Aeroflot c/s with Ruby Star titles and Belarus flag; l/n MSQ 03nov12 as such; seen MSQ 14jan13 and 07may13 without titles in basic ex Aeroflot c/s, Belarus flag, underwent overhaul during 201819, repainted in mainly white c/s
	EW-004DE	11-701-10	Delarus Ar, Int	Pina	50,0115	with stylish red and green, Belarus flag, cheatine and flag on the first /n ZIA 18may19; named 'Minsk Gorod-Geroi' (Minsk Hero City) since aug23; //n in Belarus active 24jun24
00934 90726	CCCP-78794	II-76MD	Soviet AF/AFL c/s	mfd	31jan89	line # 69-02; delivered 31jan89 to 196 vtap at Tartu; rgd only 01dec89; f/n SNN 13jun92; l/n Neu-Welzow 12jun93
	RA-78794 RA-78794	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Wit VKO	05aug93 20aug01	based at Tver mar97; I/n Uppsala aug00 with '224 LO' badge, no titles; I/n KLD mar12; seen KLD apr13 without '224 LO' badge; seen over Moscow
00934 91729	RF-78794 CCCP-78795	II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s	PEJ d/d	14oct23 28feb89	13aug16, in water bomber configuration; I/n CKL 21jul21 in basic Aeroflot c/s, no titles, named 'Gorod-Geroi Tula' (Hero City Tula); I/n PEK 01jan24 line # 69-03; delivered to Novgorod; rgd 26apr89; f/n BOJ 12jul89; I/n Eberswalde-Finow 26jun93
00954 91729	RA-78795	II-76MD	Russian AF/AFL c/s	Wit	28jan94	based at Novgorod mr97; seen Novgorod-Krechevitsy 30sep07, wfu; I/n KLD 18jul12, in very faded c/s still with Aeroflot titles, wfu
	RF-78795	II-76MD	Russian Air Force	OVB	15sep15	in basic Aeroflot c/s, no titles; I/n apr16; seen KLD may16 with Russian Stars and 'VVS Rossii' titles on the fin; seen Engels feb17, in basic Aeroflot c/s and Russian flag on the fin, no titles; I/n PEK 17oct23
00934 91735	CCCP-78796 RA-78796	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	28feb89 05may94	line # 69-04; delivered 28feb89 to 196 vtap at Tartu; f/n SNN 12jul89; rgd only 01dec89 based at Tver mar97; l/n VKO 20aug99
10134 91739	RA-78796 "52" red	II-76MD A-50	Russian Air Force	Ors d/d	27aug03 30apr92	opb 224 Flight Unit; no titles; I/n Orenburg-2 (Southwest) 29aug04, as such; seen Chelyabinsk-Shagol 20aug07 with '224 LO' badge; I/n OVB 11apr20 line # 69-05; late d/d; delivered to Beryozovka and still based there by mar97
10134 91739	"52" red "52" red	A-50 A-50 A-100LL	Soviet AF/PVO Russian Air Force Russian Air Force	Iva TGK	26may99 22oct16	seen Ivanovo-Severny 06aug06/30aug07; converted by TANTK im. Berieva to, see next line demonstrator of this new AWACS aircraft (but still with D-30KP-2 engines); in grey c/s with 'VVS Rossii'
	RF-93953	A-100LL	Russian Air Force	TGK	21apr17	titles and Russian stars; seen in the process of conversion 22oct16; f/f 26oct16 also carried code "52" red; in grey c/s with 'VVS Rossii' titles and Russian stars; first test flight with the
00934 91742	CCCP-78797	II-76MD	Soviet AF/AFL c/s	mfd	28feb89	"Premier" complex switched on 21apr17; l/n Taganrog-Yuzhny apr19 line # 69-06; delivered to 196 vtap at Tartu 20feb89, but see the mfd; rgd only 01dec89; f/n Kluczewo
	RA-78797 RA-78797	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Maw SHJ	27jan94 18mar98	07feb92; I/n Krzywa 18feb92 based at Tver by mar97; I/n IST 06nov97 orb 234 Elistet Linit: in basic Appflet of with a 124 LOL loss on the finite of these new Coff issued
	KA-76797	11-701410	Russian Air Force	5115	1011101 90	opb 224 Flight Unit; in basic Aeroflot c/s with a '224 L0' logo on the fin, no titles; new CofR issued 07feb01; I/n operational KLD 17jul07; stored at KLD, seen dec08/may13; t/t 5,462 hours and 2,762 cycles by jan14; canx between aug10 and mar16
00934 91747	RF-78797 CCCP-78798	II-76MD II-78	Russian Air Force Soviet AF/AFL c/s	rgd mfd	unknown 30mar89	in basic Aeroflot c/s, no logo and no titles; overhauled in 2014; f/n CKL jan15; l/n LED 12nov22 line # 69-07; d/d 30mar89 to Engels; f/n in East Germany before 1990
	RA-78798	II-78	Russian AF/AFL c/s	Eng	30aug97	opb 230 apsz at Engels; I/n DYR 07sep07; seen Ryazan-Dyagilevo 18jun08 with Aeroflot badge, but without titles; I/n SVX 22jun10
00934 91750	RF-94282 K3014	II-78 II-76MD	Russian Air Force	Vob d/d	apr13	also carried code "79" blue with 'VVS Rossii' titles, in white/grey c/s with Russian Stars on tail, opb oaesz 43 TsBP i PLS at Ryazan-Dyagilevo; I/n feb19, location withheld line # 69-08; f/n LCA 07aug89; I/n ZIA 01feb16
00934 91750	KI3014 KI3014 CCCP-78799	II-76MD II-76MD II-76MD	Indian Air Force Indian Air Force Soviet AF/AFL c/s	DEL d/d	31mar89 19mar18 30mar89	line # 69-09; delivered to Vitebsk; rgd 21jul89; f/n SNN 23may90; l/n Eberswalde-Finow 10may93
	EW-78799 EW-78799	II-76MD II-76TD	Trans Avia Export East Line	OST DME	17nov93 11jul98	based at Machulishchi mar97; I/n SHJ 02feb98 tail turret removed; I/n DME 22nov01; leased from Trans Avia Export 01feb98/01feb00
	EW-78799 EW-78799	II-76TD II-76TD	Airstars no titles	JNB	17aug03 25jul04	l/n RIX 20apr04; still in Trans Avia Export fleet list 01sep03 opf Trans Avia Export; basic East Line c/s; l/n JNB 18jan05
	EW-78799 EW-78799	II-76TD II-76TD	Trans Avia Export United Nations	JUB	11may06 25apr17	initially still in basic green East Line c/s with titles, I/n as such MSQ 27aug07; flight planned LED-NBO 30oct07 as YRY9173, operator reported as GosNII GA; I/n with just 'Trans Avia Export' titles CPT 11feb08; seen SXF 13sep08 with additional 'ALCI' titles on nose; named 'Igor Vashkevich' after the captain of Il- 76TD EW-78849 which was shot down at Mogadishu 23mar07, f/n as such FIH jun09 (without additional 'ALCI' titles by then); I/n FNB 07aug09, as such; I/n MSQ 23apr11/13may12, stored; seen OSR 05mar13 active, in full c/s with titles and still named 'Igor Vashkevich'; I/n MSQ 06sep16; opf United Nations at Entebbe (UNO 081H); in all-white c/s with large WFP 'World Food Programme' titles; undershot the runway on final approach to Juba 22aug17 in poor weather, hitting a tree and a single story house, after performing a go-around the
						crew elected to divert to Entebbe and on landing, its main undercarriage, which had apparently been damaged collapsed; a child was killed and four other people on the ground were injured when the aircraft hit the house; I/n MSQ 12dec18 having reportedly been repaired and returned to service; I/n MSQ 10jun22, still all white c/s with 'WFP' titles on the tail partly faded away
00934 91758	CCCP-78800	II-78M	Soviet AF/AFL c/s	mfd	30jun89	line # 69-10; d/d 30jun89 to Engels; initially opb 1230 apsz at Engels; opb 203 apsz at Engels from 1994 (relocated to Ryazan in 2000 and disbanded 01dec09); f/n Engels 13aug96; seen with Russian flag Ryazan-Dyagilevo 29auq07; l/n Voronezh-Baltimor 27may11, still with prefix 'CCCP-'
	RF-94283	II-78M	Russian Air Force	rgd	2011	also carried code "80" blue with 'VVS Rossii' titles; in white/grey c/s with Russian Stars on tail; opb oaesz 43 TsBP i PLS at Ryazan-Dyagilevo; I/n OVB 2017
00934 92763	CCCP-78801 EW-78801	II-76MD II-76MD	Soviet AF/AFL c/s Trans Avia Export	mfd BRU	31mar89 08dec93	line # 70-01; d/d 31mar89 to Vitebsk; f/n Tashkent-Tuzel 24apr89; rgd 21jul89 l/n Minsk-Machulishchi 12jun96; based at Machulishchi mar97
	EW-78801 EW-78801	II-76TD	Atlant-Soyuz	OST	27mar98	I/n Minsk-Machulishchi jun01; turret removed; still in Trans Avia Export fleet list 01sep03; I/n MSQ 20may05, titles not reported in Foreign of a billion thereign the billion terminal of MCO area pure?/(art11) to be such available in 2012 and
	78699(3)	II-76TD II-76TD	Trans Avia Export Chinese Air Force	MSQ ZIA	11aug06 22jan15	in basic Aeroflot c/s, no titles; stored at MSQ, seen aug07/apr11; to be overhauled in Russia in 2012 and then to be delivered to the Chinese Air Force c/n from russianplanes.net; in bluish grey c/s with light grey undersides, military roundels and titles; l/n
	27604	II-76TD	Chinese Air Force	no	reports	ZIA 24feb15; see c/n 0073477323, 0083486582, 0093493794 and 1023498978 serial for delivery to China; only the first and last digit visible under tape feb15, see sightings previous line
	20546	II-76TD	Chinese Air Force	ZUH	07nov16	in bluish grey c/s with light grey undersides, military roundels and titles, red code; see worn by a YY20 by apr24
00934 92766	CCCP-86925(2)	II-76MD	MVD/Aeroflot c/s	d/d	31mar89	line # 70-02; built without tail gunner's station; opb 675 osap on at Nizhni Novgorod; f/n YKS 03jul92; see c/n 093421621
	RA-86925(2) RF-86925(2)	II-76MD II-76MD	MVD/Aeroflot c/s Russian MVD/VV	trf rgd	1992 11may06	opb 675 osap on at Nizhni Novgorod; still in full Aeroflot c/s including titles; f/n GOJ 22aug95; l/n GOJ 08mar14; see rgd next line opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n
	RF-86925(2)	II-76MD	Rosgvardiya	trf	05apr16	GOJ 16apr15 named 'Vechislav Tikomirov'; I/n GOJ 22jun15 opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; named
00934 92771	CCCP-78802	II-76MD	Soviet AF/AFL c/s	d/d	31mar89	'Vechislav Tikomirov'; f/n f/n GOJ 19aug16; l/n OVB 21may22 line # 70-03; delivered to Vitebsk; opb 50 osap; f/n Tashkent-Tuzel 25apr89; rgd 21jul89; took part in the
					10	Afghan war; transferred to Belarus AF; seen Eberswalde-Finow 10may93, operated by a military factory; I/n Minsk-Machulishchi 24aug96, opb Belarus AF
	EW-78802 EW-005DE	II-76MD II-76MD	Belarus AF, n/t Belarus AF, n/t	Mma Mma	18aug97 23feb08	opb 50 sab at Machulishchi; in basic ex Aeroflot c/s, Belarus flag; I/n Minsk-Machulishchi 20may05 c/n confirmed; in basic ex Aeroflot c/s, Belarus flag; seen Minsk-Machulishchi 16may15, active; flew 14oct15 to 360 ARZ at Ryazan-Dyagilevo to undergo overhaul; seen ZIA dec16 after overhaul, in mainly white c/s with stylish red and green, Belarus flag, cheatline and flag on the fin; named 'brestskaya Krepost Core: / Greet hars Ectored sizes und23 file March Machulishchi add. 2, 10 O/R emvil.
00934 92774	CCCP-78803 RA-78803	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Ors	21apr89 21apr97	Geroi' (Brest Hero Fortress) since aug23; f/n Minsk-Machulishchi dec23, l/n OVB may24 line # 70-04; f/n Tashkent-Tuzel 25apr89; opb 369 vtap at Dzhankoi (still by jul91) initially opb 192 vtap at Ukurei; trf to 128 vtap at Orenburg jun95; l/n Orenburg-2 04apr12
	RA-78803	II-76MD	Russian Air Force	PKV	20feb14	opb 128 vtap at Orenburg; in basic Aeroflot c/s with Russian flag on fin, no titles; I/n Kubinka 03mar16

	RF-78803	II-76MD	Russian Air Force	KLD	may16	still equipped with guns; opb 117 vtap at Orenburg from 2014 until 30nov17; in basic Aeroflot c/s with 'VVS Rossii' titles; initially with Russian stars, seen as such KLD may16; later with Russian flag on fin; f/n
00934 92778	CCCP-78804	II-76MD	Soviet AF/AFL c/s	d/d	29apr89	as such Irkutsk-2 (Vostochny) 18oct16; opb 235 vtap at ULY from Oldec17; I/n OVB mar20 line # 70-05; delivered to Dzhankoi and based there until at least jul91; f/n Tashkent-Tuzel 25apr89; later based at Ukurei
	RA-78804	II-76MD	Russian AF/AFL c/s	no	reports	opb 117 vtap at Orenburg-2 by 1996; w/o 27nov96 on the leg from Abakan to Petropavlovsk-Kamchatski of a cargo flight from Zhukovski to Petropavlovsk-Kamchatski when took off from Abakan at night with the MTOW substantially exceeded, was not able to climb out and crashed into the slope of a hill (337 metres above the elevation of the runway) 13.4 km behind the runway threshold, all 10 crew members and 13
00934 92783	CCCP-78805 RA-78805	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Wit	29apr89 01feb94	passengers were killed line # 70-06; delivered to Novgorod; f/n Tashkent-Tuzel 25apr89; rgd only 30jan90; l/n SZW 11dec92 based at Novgorod mar97; seen KLD dec11 equipped with guns; l/n mar16
00934 92786	RF-78805 CCCP-78806	II-76MD II-78	Russian Air Force Soviet AF/AFL c/s	mfd	apr16 30jun89	in basic Aerflot C/s, no titles; seen KLD 10junt3, with small registration; //n ATH 31aug21 line # 70-07; d/d 30jun89 to Engels; f/n Wittstock 06apr94; based at Engels mar97; l/n Ryazan-Dyagilevo 23aud01
	RA-78806 RF-94284	Il-78 Il-78	Russian Air Force Russian Air Force	Rzd ph.	18aug05 09oct17	opb 203 oapsz at Ryazan; in basic Aeroflot c/s, no titles; I/n Ryazan-Dyagilevo 06may15 also carried code "86" blue with 'VVS Rossii titles, in white/grey c/s with Russian Stars on tail; I/n OVB jan22
00934 93791	CCCP-78807 RA-78807	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Kln	29apr89 06may94	line # 70-08; d/d 29apr89 to Klin; f/n Tashkent-Tuzel 25apr89 based at Klin mar97; various photos taken on different dates show '78007' under the left wing, the third digit has probably just worn away; seen Smolensk-Severny 26aug07; based at Novgorod by 2008; seen Novgorod 23jun09, mussing some engines; //n UUS 19jul13, still with worn serial under the wing
	RA-78807 RF-78807	II-76MD II-76MD	Russian Air Force Russian Air Force	OVB ph.	22jan15 2018	in basic Aeroflot c/s, no titles; I/n aug17 in basic Aeroflot c/s, no titles; I/n aug17 in basic Aeroflot c/s, no titles; registration not visible in the photo; seen KLD 10jun18, with small registration on the fin; I/n VKO 29aug19
00934 93794	CCCP-78808 EW-78808	II-76MD II-76MD	Soviet AF/AFL c/s Trans Avia Export	mfd LUX	31may89 18jun93	line # 70-09; d/d 31may89 to Vitebsk; rgd 21jul89; f/n SNN 23may90; l/n PEK nov91 l/n Minsk-Machulishchi 12may96; based at Machulishchi mar97
	EW-78808 EW-78808	II-76MD II-76MD	East Line Trans Avia Export		may98 11may06	Russian flag and basic Trans Avia Export c/s; I/n MSQ 20may05 converted to, see next line
	EW-78808	II-76TD	Trans Avia Export	MSQ	27aug07	in basic Aeroflot c/s with blue fin, no titles; current in fleet list jan08; stored at MSQ, seen aug07/jul11; to be overhauled in Russia in 2012 and then to be delivered to the Chinese Air Force; photo MSQ 14nov12
	78699(4)	II-76TD	Chinese Air Force	ZIA	29mar16	and Staraya Russa jan13, bare metal, still with filled in tail turret c/n from Russian sources; in bluish grey c/s with light grey undersides, military roundels and titles; I/n ZIA 01apr16; Chinese serial under sticker looks to end '9', see next line; see c/n 0073477323, 0083486582, 0093492763 and 1023498978
	27609 20549	II-76TD II-76TD	Chinese Air Force Chinese Air Force	no SHA	reports 17sep16	see previous line; serial for delivery to China in bluish grey c/s with light grey undersides, military roundels and titles, red code; I/n CGK 12may20
00934 93799	5A-DLL (2)	II-78	Libyan Arab	d/d	31mar90	line # 70-10; operated by the Libyan Air Force; f/n TIP apr01; l/n TIP 26jun04; titles not reported on either occasion; see c/n 093421612
	5A-DLL (2) 5A-DLL (2)	II-78 II-78	Jamahiria AT Libyan Air Force	SV0	04apr05	in white ccsasion's see of 059421012 in white c/s with green cheatline and fin; I/n MJI 02may10, complete with refuelling equipment refuelling equipment removed; in all-white c/s with 'LAAF' on the fin; the registration was removed from
	JA-DEL (2)	11-78		ph.	jun16	the fuselage, but remained on the upper side of the wing; was stored at MII, seen feb2()apr20; w/o 09may20 when the Air Force of the Libyan National Army of Field Marshal Khalifa Haftar attacked Mitiga airport (which was held by forces of the Government of National Accord) and the aircraft was hit and burnt out, only the tail remained
00934 93803 00934 93807	7T-WIB CCCP-78809	II-76MD II-76MD	Algerian Air Force Soviet AF/AFL c/s	d/d d/d	30jun89 31may89	line # 71-01; opb 374 Sqn; f/n SVO 1990; seen SXF 26sep91; l/n ZIA 16aug24 line # 71-02; delivered to Novgorod; rgd 30jan90; f/n in East Germany before 1990; l/n Werneuchen
0050150007	RA-78809	II-76MD	Russian AF/AFL c/s	Maw	18jan94	21aug93 based at Novgorod mar97; soc and canx 16feb04 (paper exercise ?); I/n Staraya Russa mar12, still with
	RA-78809	II-76MD	Russian Air Force	KLD	apr13	Aeroflot titles in basic Aeroflot c/s, no titles; seen KLD 10jun18, with small registration
00934 93810	RF-78809 CCCP-76800	II-76MD II-76TD	Russian Air Force KGB/Aeroflot c/s	ph. d/d	2018 09jun89	at KLD; reg not visible, quoted from russianplanes.net; I/n 21jun24 location unknown line # 71-03; delivered to Sheremetyevo; f/n SVO 16mar90; rgd 20nov90; I/n SVO 14aug92
	RA-76800 RA-76800	II-76TD II-76TD	FSB/Aeroflot c/s FSB	SVO SVO	11apr94 18sep05	based at Sheremetyevo mar97; I/n SVO 29jun04 in white c/s with grey undersides and blue cheatline, no titles
	RF-76325	II-76TD	FSB	SVO	16mar06	c/n confirmed; opb oao sn FSB at SVO; in white c/s with grey undersides and blue cheatline, no titles; seen Staraya Russa 15oct10, undergoing rework, c/n given as such; I/n SVO mar21
00934 93814	CCCP-78810 RA-78810	Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	30jun89 21apr97	line # 71-04; delivered to Ukurei; rgd 22oct91; no reports based at Orenburg mar97; seen Orenburg-2 (Southwest) 27aug03; seen Chelyabinsk-Shagol 08sep11, still with Aeroflot titles; I/n Tver mar12 titles not reported
00934 93818	RF-78810 "45" red	II-76MD A-50	Russian Air Force Soviet AF/PVO	ph. d/d	09apr15 29sep90	at Privolski; in basic Aeroflot c/s, no titles and equipped with guns; I/n KHV 10jun22 line # 71-05; late d/d; delivered to Beryozoka and still based there by mar97
00934 93818	"45" red	A-50	Russian Air Force	Iva	26may99	opb agbpsdrlo 610 TsBPiPLS at Ivanovo-Severny; in white/grey c/s; seen Ivanovo-Severny 04aug01 and
	RF-93952	A-50U	Russian Air Force	TGK	06dec18	06aug06; stored at Ivanovo-Severny, seen aug11/aug15; I/n Staraya Russa 22aug17 also carried code "45" red; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severny; in white/grey c/s with 'VKS Descill white and Duscing about 16 of the anti-minimum INTER of Teaching of descillations of the and the set of the anti-minimum set of the set of
00934 94823	CCCP-78811	II-76MD	Soviet AF/AFL c/s	d/d	30jun89	Rossii' titles and Russian stars; h/o after modernisation by TANTK at Taganrog 06dec18; l/n OVB 14mar21 line # 71-06; delivered to Ukurei; rgd only 22oct91; no reports
	RA-78811 RF-78811	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Spr OVB	15aug94 09jun15	based at Orenburg mar97; seen Orenburg-2 (Southwest) 29aug04; I/n CKL may11 in basic Aeroflot c/s, no titles; I/n KBL 25aug21
00934 94826	CCCP-78812 RA-78812	II-78 II-78	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Eng	31aug89 30aug97	line # 71-07; d/d 31aug89 to Engels; f/n spring 1996 opb 230 apsz at Engels; l/n Ryazan-Dyagilevo aug13
	RF-94285	II-78	Russian Air Force	Eng	06mar15	in white c/s with grey undersides, Russian stars and 'VVS Rossii' on tail, also wearing "81" blue; I/n Engels 23dec20
00934 94830	CCCP-78813 RA-78813	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Orn	31jul89 28mar94	line # 71-08; delivered to 192 vtap at Ukurei; rgd 22oct91; no reports based at Orenburg by mar97; l/n Orenburg-2 29aug97
	RA-78813	II-76MD	Russian Air Force	KLD	24jun02	in basic Aeroflot c/s with Russian flag on fin, no titles; named 'Orenburg' aug00; opb 117 vtap at Orenburg from 2014; l/n apr16
	RF-78813	II-76MD	Russian Air Force	ph.	07may16	opb 117 vtap at Orenburg; named 'Orenburg'; initially in basic Aeroflot (/s with 'VVS Rossil' titles and Russian stars; seen as such over Moscow 07/09may16; later with Russian flag on fin and without titles; f/n as such OVB 30jul16; seen in water-bomber configuration Ivanovo-Severny 19aug17; I/n CKL 2020
00934 94835	CCCP-76784	II-76TD	NPTs Informatika	mfd	30jun89	line # 71-09; d/d 28jul89 and rgd 10aug89; f/n SVO 06dec89 in Aeroflot c/s; trf 01jan90 to the Myasishchev OKB's flying division; canx 07jul90
	LZ-INK	II-76TD	Metro Cargo	rgd	12jul90	f/n LGW 24aug90; named 'Lugano'; crashed whilst trying to make an off field landing after running out of fuel and failing to locate the runway at Bakhtaran, Iran, 24may91 in below minima weather conditions; t/t 1,099 hours 20 minutes and 353 cycles
00934 94838	CCCP-78814 RA-78814	Il-78 Il-78	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Eng	30sep89 30aug97	line # 71-10; d/d 30sep89 to Engels; f/n DME 22feb92; l/n Engels 13aug96 based at Engels mar97; opb 203 oapsz at Ryazan; l/n Ryazan-Dyagilevo 29aug07
	RA-78814 RF-94286	II-78 II-78	Russian Air Force Russian Air Force	Rzd Rzd	09may10 19aug21	in basic Aeroflot c/s, no titles; l/n OVB 29sep18 in white c/s with grey undersides, Russian stars and 'VKS Rossii' on tail, also wearing "85" blue; l/n over
00934 94842	CCCP-78815	II-76MD	Soviet AF/AFL c/s	d/d	31jul89	Moscow 07may22 line # 72-01; delivered to Novgorod; rgd 30jan90; f/n in East Germany 12feb90; l/n Brandis 25may92
	RA-78815 RA-78815 RF-78815	II-76MD II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force Russian Air Force	Wer VVO PEE	30aug93 16jul10 04may15	based at Novgorod mar97; soc 16feb04 (paper exercise ?); I/n CKL 11aug08 in basic Aeroflot c/s, no titles; I/n PKV 13jun13 in basic Aeroflot c/s, no titles and equipped with guns; I/n Kubinka 26may18; seen KIH 26nov18 with guns
00934 95846	CCCP-78816	II-76MD	Soviet AF/AFL c/s	mfd	31jul89	removed; l/n Minsk-Machulishchi jan22 line # 72-02; delivered 31jul89 to 196 vtap at Tartu; rgd only 11dec89; f/n Alt Lönnewitz (Falkenberg) 11may93; l/n Gross Dölln (Templin) 08aug93
00934 95851	RA-78816 RA-78816 CCCP-78817	II-76MD II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force Soviet AF/AFL c/s	Maw VKO mfd	12jan94 20aug99 31jul89	based at Tver mar97, operated by East Line; //n DME 06jul98 with '224 LO' badge, no titles; //n VKO 06aug23 line # 72-03; delivered 31jul89 to Novgorod; rgd 30jan90; f/n (former) East Germany 14aug91; l/n
	RA-78817	II-76MD	Russian AF/AFL c/s	Grd	15jun94	Grossenhain 22jun93 I/n Novgorod-Krechevitsy 20aug95; based at Novgorod mar97
00934 95854	RA-78817 CCCP-76787	II-76MD II-76TD	Russian Air Force AFL/Magadan-GDX	ph. mfd	jan99 31aug89	carried a '224 LO' badge; l/n VKO 05nov23 line # 72-04; d/d 31aug89; rgd 22dec89; on charge as of 01jan90; f/n DME 15mar90; l/n OST 20jul92
	CCCP-76787 CCCP-76787	II-76TD II-76TD	North-East Cargo Aeroflot c/s, n/t	OST OST	08nov92 02mar93	in basic ex Aeroflot c/s with 'Northern-East Cargo' titles opb TAAG Angola; I/n OST 04mar93
	RA-76787 RA-76787	II-76TD II-76TD	North-East Cargo Volga-Dnepr	GDX MST	08jul94 04mar96	in basic ex Aeroflot c/s with 'Northern-East Cargo' titles; I/n SXF 05apr95 in fleet list early 1995, leased from North-East Cargo
	RA-76787 RA-76787	II-76TD II-76TD	SVGAL Atlant-Soyuz	SHJ OST	2.mar97 22may98	I/n OST 25jul97 in fleet list 1998; I/n SHJ 14feb99
	RA-76787 RA-76787	II-76TD II-76TD	Sukhoi MagadanAviaLeas.	SVX SHJ	19aug99 25nov99	MagadanAviaLeasing; in basic ex Aeroflot c/s with titles; I/n DME 10jul00
	EP-SFA EP-CFB	II-76TD II-76TD	Safiran Chabahar Air	SHJ IST	18aug00 30jun01	l/n SHJ 26may01; c/n checked l/n DME 18jun02; '76787' on engine covers; mentioned in UN report, with regards to delivering undeclared
	RA-76787	II-76TD	Airlines 400	VKO	02aug02	weapons via Mwanza in oct01, having originated in Slovakia bound for Angola I/n as such IKT 04jul04; leased to Atlant-Soyuz from 01aug02 and rgd 22aug02; seen ADD 27oct04 with
	RA-76787	II-76TD	Russian Sky	VKO	05jul07	additional 'Atlant-Soyuz' titles; seen DXB 30jul06 with just 'Airlines 400' titles; I/n VKO 16jun07 leased from Mavial; new markings applied by VARZ-400 05jul07, still in basic Airlines 400 c/s; offered for
	EK-76787	II-76TD	Phoenix Avia, n/t	SHJ	23sep09	sale 18apr09; I/n FJR 18aug09 and KBL the same day in basic Airlines 400 c/s, without hyphen in the registration; c/n confirmed; I/n VKO
	RA-76416(2)	II-76TD	Kosmos c/s, n/t	trf	nov12	01nov12 details from Ilyushin.org; see c/n 043402041; f/n VKO 29dec12; in all-white c/s; l/n VKO 23jun13; broken
00934 95858	CCCP-78818	II-76MD	Soviet AF/AFL c/s	mfd	31aug89	up VKO nov14 line # 72-05; delivered 31aug89 to Novgorod; f/n Sperenberg 16apr90; rgd 20aug90; l/n Sperenberg
						24sep93

	RA-78818 RA-78818	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Orn Nvk	24apr94 05aug01	Novgorod based mar97; I/n Novgorod-Krechevitsy 07aug99 '224 LO' badge, no titles; I/n LED 30jul23
00934 95863	CCCP-76785 RA-76785	II-76TD II-76TD	AFL/InternatSVO Aeroflot Rus. Al	mfd LUX	13oct89 13nov92	line # 72-06; d/d 31oct89; f/n DXB 04dec89; toc 21dec89; l/n SVO 11sep92 with grey tail; l/n SVO 08jul04 stored; soc 09aug04 and canx 10aug04 as to Kyrgyzstan
	EX-036 EX-036	II-76TD II-76TD	Kyrgyzstan Ababeel Aviation	SHJ SHJ	17sep04 14jan06	c/n confirmed; small titles only; l/n SHJ 25nov05 Isd 21dec05 from Click Airways; l/n SHJ 27jul06, titles not reported
	EX-036	II-76TD	Kyrgyzstan	SHJ	21dec06	already in Chinese CAA-approved Click fleet list oct06; in Sudanese list of foreign aircraft operating in Sudan jan07 for Ababeel Aviation; in Click Airways fleet list 23jan08, I/n SHJ 20aug11, still with small Kyrgyzstan titles; damaged Erzurum, Turkey 30oct11 when the wingtip clipped the cockpit of parked II-76 4L-SKN on landing
00934 95866	EY-610 ER-IAO CCCP-76801	Il-76TD Il-76TD Il-76MD	Par Air Jet Star MVD/Aeroflot c/s	trf rgd d/d	jul12 13jun13 31aug89	f/n OSS 12nov12, in basic ex Aeroflot c/s with grey tail, no titles canx between 15jul14 and 09oc114; seen OSS 01aug15/26nov23, still with grey tall, no titles, stored line # 72-07; rgd 12mar90; built without tail gunner's station; opb 675 osap on at Nizhni Novgorod; f/n
	RA-76801	II-76MD	MVD/Aeroflot c/s	trf	1992	SID 28mar90 opb 675 osap on at Nizhni Novgorod (still by mar97); still in full Aeroflot c/s including titles; f/n Yermolino
	RF-76801	II-76MD	Russian MVD/VV	rgd	2006 ?	15aug95; I/n GOJ 22aug95 opb 70 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; f/n Staraya
						Russa 26aug07; w/o 01nov09 on the leg from Mirny to Irkutsk of a positioning flight from Mirny to Chita when took off with a clamped right aileron due to crew error, banked to the right immediately after lift-off and crashed into a surface dump of the "Mir" diamond mine some 1.5 km behind the runway 59 seconds after lift-off, all 7 crew and 4 reserve crew killed; remains still seen in 2019
10134 95871	CCCP-78825	II-76MDK-2	Soviet AF/AFL c/s	mfd	31mar91	line # 72-08; fourth and last Il-76 zero-gravity trainer; opb 70 oitap on / Space Training Centre at Chkalovski; f/n CKL 06sep91; l/n Ribnitz-Damgarten 24apr93
	RA-78825	II-76MDK-2		MIR	25sep93	in Aeroflot c/s and titles, with Tubelair titles below the cheatline and logo behind the nose; seen FRA late 1993, with Aeroflot titles removed and with Tubelair logo on the tail in place of the Russian flag, Tunisian flag on outer engine; l/n OST 30jun94; ceased operations 06jul94
	RA-78825		Russian AF/AFL c/s		29may99	opb 70 oitap on / Space Training Centre at Chkalovski; partly scrubbed-out "tubelai" titles (in Arabic on left-hand side and in English on right-hand side) still visible by 1999; I/n CKL 17aug09; t/t 1,600 hours and 828 cycles by 09jul10; see next line
	RF-75353	II-76MDK-2		CKL	02apr13	already in Rosimushchestvo (State Property Agency) listing 2010; seen in full colours with additional 'Cosmonaut Training Center'/Tsentr podgotovki kosmonavtov' titles on the forward fuselage; I/n LED 10sep22
00934 95874	CCCP-76802	II-76MD	MVD/Aeroflot c/s	d/d	27sep89	line # 72-09; built without tail gunner's station; opb 675 osap on at Nizhni Novgorod (still by mar97); f/n OMS 31aug91; I/n CKL 05aug00, still with the prefix 'CCCP-'
	RA-76802	II-76MD	MVD/Aeroflot c/s	trf	1992	initially opb 675 osap on at Nizhni Novgorod and later trf to 70 osap on at Yermolino; still in full Aeroflot c/s including titles; f/n Yermolino aug02; l/n Yermolino 22nov14; t/t 4,043 hours by 27nov14
	RF-76802	II-76MD	Russian MVD/VV	rgd	2006 ?	opb 70 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; f/n IKT 02dec15; l/n IKT 14mar16
00024 05990	RF-76802 CCCP-78822	II-76MD	Rosgvardiya	trf	05apr16 27dec89	opb 70 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; f/n OVB 03jun16; seen Tambov 25may19 now named 'Igor Grydnov' a commander of the Rossyardia and Hero of the Russian Federation; l/n LED 05mar22; l/n ZIA 01mar23
00934 95880		II-78M	Soviet AF/AFL c/s	mfd		line # 72-10; d/d 27dec89 to Engels; opb 230 apsz at Engels; f/n Engels 13aug96; received a Russian flag but retained the 'CCCP' prefix; I/n Ryazan-Dyagilevo 26aug12
00934 95883	RF-94287	II-78M	Russian Air Force	Rzd	aug13	in white c/s with grey undersides, Russian stars and 'VVS Rossii' on tail, also wearing "82" blue; I/n over Moscow 07may16
00934 95883	CCCP-78819 EW-78819 EW-78819	II-76MD II-76MD	Soviet AF/AFL c/s Trans Avia Export	mfd OST	29sep89 25aug93	line # 73-01; d/d 29sep89 to Vitebsk; rgd 01dec89; f/n CGN 10nov90 based at Machulishchi by mar97; l/n DME 25aug97
	EW-78819	II-76MD II-76MD	East Line Trans Avia Export	DME Mma	29jun98 17jun00	seen OST 23dec98 in Trans Avia Export c/s with Russian flag
	RA-78819 EW-78819 EW-78810	II-76MD II-76MD	not known East Line Debrolet	rgd DME	early01 05jun02	canx 04apr02 as to Belarus
	EW-78819 EW-78819	II-76MD II-76TD	Dobrolet Tesis	VKO MSQ	01aug02 24feb05	leased from Trans Avia Export 05mar02/29mar04; in basic TAE c/s with 'Dobrolet' titles and logo on fin; I/n BUD 26feb04 In basic TAE c/s with additional 'East Line' titles
	EW-78819 EW-355TH	II-76TD II-76TD	Trans Avia Export	MSQ trf	20may05	in basic c/s without titles or logo on fin; seen as such MSQ may06/oct08, stored; f/n in full c/s TIP 09sep09; l/n MSQ 16apr13 still owned by Trans Avia Export; f/n MSQ 26may13 in basic Trans Avia Export c/s, no titles; l/n MSQ
	EW-355TH	II-76TD	Ruby Star		may13	24sep13
	EW-355TH EW-355TH EW-355TH	II-76TD II-76TD II-76TD	United Nations/WFP Trans Avia Export United Nations	MSQ MSQ MSQ	09mar14 30jun14 21jul17	in all-white c/s with grey undersides and large 'WFP' on the tail and titles on the fuselage; I/n MSQ 14jun14 in all-white c/s with grey undersides, no titles; I/n MSQ 23mar16, as such opf United Nations at Gambela, Ethiopia (UNO 067H); seen MSQ 21may18; I/n KGA 09jun19
	EW-355TH EW-355TH	II-76TD II-76TD II-76TD	Trans Avia Export United Nations/WFP	MSQ	30oct19 19may21	in all-white c/s, no titles; I/n MSQ 07nov20 in all-white c/s no titles; I/n MSQ 07nov20 in all-white c/s with grey undersides and large 'WFP' on the tail and titles on the fuselage as well as small
	EW-355111	1-7010	oniced Nations, with	noq	19118921	Transaviaexport Airlines' titles; I/n MSQ 19jun21; seen MSQ 19aug21 in process of removing the titles; seen CTU 09jul22, no titles; I/n TSN 24dec22, as such
00934 95886 00934 96892	YI-ANM K3077	II-76MD II-76MD	Iraqi Airways Indian Air Force	d/d d/d	26feb90 30sep89	line # 73-03; f/n RXF 05oct89 coded 'V'; //n Leh 08apr17 as such; l/n IXC 27oct24 uncoced
00934 96894 00934 96899	YI-ANN "50" red	II-76MD A-50	Iraqi Air Force Soviet AF/PVO	d/d d/d	02mar90 28dec91	line # 73-04; no reports; evacuated to Iran 23jan91 and impounded there line # 73-05; delivered to Beryozovka and still based there mar97; late d/d; photo feb92
00934 90899	"50" red RF-50601	A-50 A-50 A-50	Russian Air Force Russian Air Force	Iva SVX	26may99 07oct12	and Ivanovo-Severny 09aug03; I/n AAQ sep12 also carried code "50" red and 'VVS Rossii' titles; I/n Taganrog-Yuzhny apr19
00934 96903	CCCP-76790	II-76MD	MOM KB Gos. IASS	d/d	29dec89	line # 73-06; rgd 10jan91; f/n KBP 22aug91; became an II-76LL test-bed, was possibly based at Nizhni Taoil
	RA-76790 RA-76790	Il-76MD Il-76TD	SP Air SP Air	AMS AMS	08apr92 26jul94	in basic Aeroflot c/s, no titles; with 'SpaiR' titles SVO 07jul92; l/n 07sep93; converted to, see next line in basic Aeroflot c/s with 'SpaiR' titles; based at SVX mar97; l/n Ryazan-Dyagilevo 09aug99/18aug99
	RA-76790 EX-54001	II-76TD II-76TD	Rus Rus c/s	ZIA SVX	18aug00 28oct09	opb AviaPRAD (ceased operations 11feb08); in all-white c/s with titles; seen SVX jul05; i/n SVX oct09 still in full Rus colours with titles; i/n SVX 03mar10
	EX-76002	II-76TD	Click Airways	rgd	12dec12	owned by Airline Transport Inc. FZE; f/n ZIA 31aug13 in all-white c/s n/t; grounded at Zhukovski, awaiting heavy maintenance and change of engines; l/n ZIA 28feb14
	78698(1) 27607	Il-76TD Il-76TD	Chinese Air Force Chinese Air Force	no ZIA	reports 02feb15	c/n from russianplanes.net; see c/n 0083488643 overhauled at Staraya Russa (123 ARZ); c/n from russianplanes.net; in bluish grey c/s with light grey undersides, military roundels and titles, red code; serial for delivery to China; I/n ZIA 03feb15
	20545	II-76TD	Chinese Air Force		12nov15	at Nakhon Ratchasima-Khorat; in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/n SHA 05oct20
00934 96907	CCCP-78820 RA-78820	II-76MD II-76MD	Soviet AF/AFL c/s Atlant	d/d rgd	31oct89 29jun92	line # 73-07; delivered to Melitopol; f/n PRG 16dec90; rgd only 22nov91 in basic Aeroflot c/s with own titles; f/n OST 07aug94; soc and canx 08aug95 as to Ukraine; see rgd date next line
	UR-78820	II-76MD	Ukraine Air Force	rgd	26jan93	see canx date previous line; in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; f/n Melitopol 06jul96; based at Melitopol, operated by Atlant by mar97; canx 23sep98; l/n BZZ 09sep01
	78820 RA-78820	II-76MD II-76MD	Ukraine Air Force Atlant-Soyuz	Mtp	27may02	in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; I/n Zielona Góra-Babimost 21aug05; took part in the exercise "Cooperative Key" in Bulgaria aug05/sep05 reported by the operator jan06 - a short term lease or not taken up ?
	78820	II-76MD	Ukraine Air Force	KBP	31aug06	opb 25 BrTrA at Melitopol; in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; //n KBP 26aug20; contract for the prolongation of life-time until 30oct23 signed with NARP 14jul21; //n Deblin 14may22/08mar23; 7 Ukraine Air Force II-76s still visible on Google Earth at Deblin 20sep24 @@
00934 96912 00934 96914	K3078 CCCP-78821	II-76MD II-76MD	Indian Air Force Soviet AF/AFL c/s	d/d d/d	30aug89 31oct89	line # 73-08; f/n SXF 05oct89; coded 'W',named 'Nubra'; l/n BOM 13oct12, still coded 'W' line # 73-09; delivered to Melitopol; no reports
	78821 78821	Il-76MD Il-76MD	Aeroflot c/s, n/t Eco PATROL	Mtp Mtp	14sep96 06may98	Melitopol based, operated by Eco Patrol mar97; l/n Melitopol 25aug97 l/n Melitopol 29apr99
10034 96918	UR-78821 CCCP-78823	II-76MD II-78M	Dart Soviet AF/AFL c/s	OST mfd	12jan01 29apr90	dbr 18apr01 on take-off from Ostend; broken up at Ostend 16/20jun03 line # 73-10; d/d 29apr90 to Engels
	CCCP-78823	II-78M	Russian AF/AFL c/s	trf	1992	received a Russian flag on the fin, but retained the prefix 'CCCP-'; f/n Engels 13aug96; based at Engels by mar97; later opb 203 oapsz at Ryazan-Dyagilevo; l/n Vorkuta-Sovyetski 22sep13
	RF-94288	II-78M	Russian Air Force	Rzd	feb15	also carried code "83" blue; opb agob 6950 AvB at Ryazan-Dyagilevo; in white c/s with grey undersides, with 'VVS Rossii' titles and Russian stars; I/n mar21, flying
00934 96923	CCCP-76786 RA-76786	II-76TD II-76TD	AFL/Domodedovo Pacific Express	mfd SIN	17nov89 23sep92	line # 74-01; d/d 17nov89; toc 25jul90; rgd 05sep90; f/n KBL 08feb90; l/n DME 22feb92 in basic Aeroflot c/s, white tail; l/n MEL nov93
	RA-76786 RA-76786	II-76TD II-76TD	Domodedovo Airl. East Line	trf DME	25jul94 07jul98	f/n SHJ 05mar95; Domodedovo based mar97; I/n DME 25aug97 I/n OST 17sep98
	RA-76786 RA-76786	II-76TD II-76TD	Domodedovo Airl. East Line	TSN rgd	21apr99 05may00	//n DME 19sep99 f/n DME 03sep00; l/n DME 19aug01; leased from Domodedovo Airlines
	RA-76786 RA-76786	II-76TD II-76TD	Airstars East Line	DME rgd	21aug01 13feb03	/n DNE 03oct02; leased from Domodedovo Airlines f/n OVB 02jul03; l/n TLL 12mar05; leased from Domodedovo Airlines
	RA-76786 UP-17636	II-76TD II-76TD II-76TD	Russian Sky Russian Sky c/s	DME SHJ	25jun05 23sep09	parked FJR since 14apr08; //n 18aug09 no titles; //n FJR 13feb12/06sep12; seen with registration on starboard side only FJR nov12/jun16, stored
00934 97927	CCCP-76803 RA-76803	II-76MD II-76MD II-76MD	MVD/Aeroflot c/s MVD/Aeroflot c/s	d/d trf	22nov89 1992	line # 74-02; built without tail gunner's station; opb 675 osap on at Nizhni Novgorod; f/n VKO 20mar92 opb 675 osap on at Nizhni Novgorod; still in full Aeroflot c/s including titles; f/n GOI 22aug95; l/n GOI
	RF-76803	II-76MD	Russian MVD/VV	rgd	1992 11may06	21feb12; t/t 3,448 hours by 30mar12; see rgd next line opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n
	RF-76803	II-76MD	Rosgvardiya	trf	05apr16	GOJ 06mar13; I/n GOJ 04mar16 opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n
00934 97931	CCCP-76804	II-76MD	MVD/Aeroflot c/s	d/d	30nov89	GOJ 17nov16; I/n KEJ 11jun24 line # 74-03; built without tail gunner's station; opb 675 osap on at Nizhni Novgorod; f/n in East Germany
			,	u, u		in 1990; I/n GOJ 26aug97

	RA-76804	II-76MD	MVD/Aeroflot c/s	trf	1992	opb 675 osap on at Nizhni Novgorod; still in full Aeroflot c/s including titles; f/n ARH 12sep03; l/n GOJ
	RF-76804 RA-76804	II-76MD II-76MD	Russian MVD/VV Russian MVD/VV	rgd GOJ	11may06 13sep06	26jun06, stored not taken up opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n
	RF-76804	II-76MD	Rosqvardiya	trf	05apr16	operated by Rosgvardiya (see below) GOJ apr16; engine covers are marked as RF-76804; seen Ryazan- Dyagilevo 23aug18 at 360 AR2; I/n LED 21oct23 opb 675 osap on at Nizhni Novgorod; see previous line
00934 97936	CCCP-76791 RA-76791	II-76TD II-76TD II-76TD	AFL/Privolzhsk-KUF Aeroflot	mfd KUF	28dec89 25apr93	line # 74-04; d/d 28dec89; toc 13feb90; rgd 12mar90 still with 'Aeroflot' titles DME 16jun94
	RA-76791 RA-76791	II-76TD II-76TD	Samara Airlines Tesis	DME trf	may95 05apr96	f/n KUF 20may96; I/n MST 26jul96; leased from Samara Airlines; soc 29dec99 and canx 06mar00 as to
	EP-TPU (2)	II-76TD	Payam Air	rgd	01mar00	Iran f/n DXB 19mar00; I/n KUF jul04/aug05, stored; see c/n 0083487598 ! in basis Tasis c/n vitbout titleau c/n and exercise form Turubis website, seen SUX (inc0) in basis Aviance.
	RA-76846 RA-76846	II-76TD II-76TD	Aviacon Zitotrans United Nations	SVX FIH	19may09 21dec16	in basic Tesis c/s without titles; c/n and operator from Ilyushin website; seen SVX jun09 in basic Aviacon Zitotrans colours; I/n CEK 18aug16 in all white c/s with large 'UN' titles
00934 97940	RA-76846 "53" (red)	II-76TD A-50	Aviacon Zitotrans Soviet AF/PVO	KGP	30mar17	in all white $c/s$ , no titles; I/n ZUH 06nov24 line # 74-05; in official listing as II-76A (as per other A-50s); it is reported that the airframe was not completed; the following also probably relates to this airframe, the prototype A-50M, an improved version of the A-50 (izd. 2A) with "Shmel-2" radar and PS-90 engines, with f/f planned for 1989; the construction was delayed for lack of funds and eventually stopped by a decree issued 22oct90; fate unknown
00934 97942	CCCP-76792 RA-76792	II-76TD II-76TD	AFL/KrasnoyarKJA Aeroflot	mfd LUX	20dec89 04dec92	line # 74-06; d/d 30dec89; toc 13feb90; rgd 12apr90; f/n PIK nov91; l/n SVO 12apr92 l/n SVO 11apr94; see trf next line
	RA-76792 RA-76792	II-76TD II-76TD	KrasAir Remex	trf trf	05apr94 05apr96	f/n LUX 21jul95; leased to Remex as payment for overhaul f/n BKA 15apr97; l/n IST 05aug98
	RA-76792 RA-76792	II-76TD II-76TD	KrasAir Saturn	DME ZIA	04oct99 16aug07	CofR renewal 29oct99; I/n KJA 20jun06 flying test-bed for the modernised D-30KP-3 'Burlak' engine; seen ZIA aug07/aug09, stored; canx before nov09; I/n ZIA 29aug19
10034 97947	CCCP-78824	II-78M	Soviet AF/AFL c/s	mfd	29apr90	line # 74-07; d/d 29apr90 to Engels; f/n Engels 13aug96; Engels based mar97; l/n Ryazan-Dyagilevo 29aug07
	RA-78824 RF-94289	II-78M II-78M	Russian Air Force Russian Air Force	Rzd ph.	27jan11 05may21	freshly painted, no titles; I/n OVB 06apr17 overhead Moscow; also carried code "84" blue; opb agob 6950 AvB at Ryazan-Dyagilevo; in white c/s with grey undersides, with 'VKS Rossii' titles and Russian stars; I/n Kubinka 19auq22
00934 98951	CCCP-76793 CCCP-76793	II-76TD II-76TD	AFL/Uzbekistan-TAS Metro Cargo	mfd ZRH	30dec89 07nov90	line # 74-08; d/d 30dec89; toc 09jan90; rgd 30jan90 named Bellinzona' after a town in Switzerland; I/n OST 21jun91
	CCCP-76793 UK-76793	II-76TD II-76TD	Aeroflot Uzbekistan Airways	SXF STN	19aug91 12aug93	in standard 'blue' (-5; still with the prefix 'CCCP-' 14apr32' repainted in full (-/s with 'Uzbekistan' titles; f/n as such SHJ 31mar97; repainted in the new c/s; f/n as such STN 15feb02; new CofR issued 25jun03; (/n without additional titles SAW 16jul05; seen DXB 16/17dec05 with additional 'Qanot Sharq' titles; offered for sale 27feb07 with t/t 9,013 hours and 2,772 cycles; seen TAS 07oct08, with engine No. 3 missing; sat wfu at TAS, seen aug13/may24; offered for sale again jan16/may21; still current on register 27aug19; to be scrapped if not sold by 01jul22
00934 98954	CCCP-76794	II-76TD	AFL/Uzbekistan-TAS	mfd	30dec89	line # 74-09; d/d 30dec89; toc 09jan90; rgd 30jan90; in standard 'blue' c/s; f/n SVO 12jul90; l/n TAS 15apr92
	CCCP-76794 UK-76794	II-76TD II-76TD	Uzbekistan Airways Uzbekistan Airways	SHJ	05mar95	damaged during an emergency landing at Peshawar 21apr93; repaired last overhaul completed 30nov94; repainted in full c/s with 'Uzbekistan' titles; f/n as such OST 28aug96; //n TAS 31jul99
	UK-76794 UK-76794	II-76TD II-76TD	East Line Uzbekistan Airways	DME TAS	04oct99 24jan03	new CofR issued 25jun03; in fleet lists oct00/dec07 as stored; sat wfu at TAS, seen jan03/may22, in ever
						more fading colours; offered for sale many times between 22dec05 and 10may21, with t/t 4,090 hours and 1,525 cycles; still current on registre 27aug19; to be scrapped if not sold by 01jul22; still present without titles and registration 10sep23
00934 98959	"30" blue "30" blue RF-94269	II-78M II-78M II-78M	Soviet Air Force Russian Air Force Russian Air Force	mfd CKL	31jul90 09may95 11mar14	line # 74-10; d/d 31jul90 to Engels; code from official list overhead Moscow; based at Engels mar97; opb 203 oapsz at Ryazan; I/n PEE sep13 in white c/s with grey undersides, Russian stars and 'VVS Rossii' on tail, also wearing "30" blue; I/n
00934 98962	CCCP-76795	II-76TD	AFL/InternatSVO	mfd	30dec89	Tamboy 25may19 line # 75-01; d/d 30dec89; toc 09feb90; rgd 16feb90; f/n SXF 18feb90; l/n SVO 11sep92
	RA-76795 EX-035	II-76TD II-76TD	Aeroflot Rus. Al Kyrgyzstan	LUX SHJ	20nov92 21sep04	with grey tail; I/n SVO 08jul04, stored; soc and canx 10aug04 as to Kyrgyzstan c/n confirmed; in basic ex Aeroflot c/s with grey tail and small titles only; reported opb Click Airways jun06/jan07; in Click Airways fleet list 23jan08; I/n SHJ 17oct09, still with small Kyrgyzstan titles; seen SHJ 07jul12 with serial now on the side of the fuselage; seen OSS 07nov12; I/n OSS 30oct17/12nov22
00934 98967	CCCP-76752 RA-76752	II-76TD II-76TD	AFL/KrasnoyarKJA Aeroflot	mfd LUX	30dec89 25jan93	line # 75-02; d/d 30dec89; rgd 12apr90; on charge as of 01jul90; f/n HAM 29jan91; l/n LUX 24nov92
	RA-76752 RA-76752 RA-76752	II-76TD II-76TD II-76TD	SALPA Air Trp Rus. UNHCR	SHJ SHJ LUX	may93 nov94	
	RA-76752	II-76TD II-76TD	Aeroflot c/s, n/t KrasAir		29may95 28aug95	w/o 05apr96 on a flight from Novosibirsk to Petropavlovsk-Kamchatski (with the max. allowed take-off weight exceeded by 17 tonnes) when the flight computer was programmed with wrong navigation data so that the aircraft deviated from the prescribed flight path on approach (which was noticed neither by the crew nor by ATC), while descending in clouds the aircraft crashed at a height of 900 metres into the slope of a mountain (1,190 metres) 40 km from the airport, all 9 crew and 11 passengers killed; t/t 7,172 hours and 2,085 cycles; soc 09dec97
00934 98971	CCCP-76782 CCCP-76782	II-76TD II-76TD	AFL/Uzbekistan-TAS Metro Cargo		31jan90 22dec90	line # 75-03; d/d 31jan90; rgd 26mar90; f/n HEL 14nov90 and AMS 28jan91 named 'Gottardo'; I/n OST 30may91
	CCCP-76782 CCCP-76782 UK-76782	II-76TD II-76TD II-76TD	Aeroflot SALPA Air Trp Rus. Uzbekistan Airways	FRA TAS SHJ	23sep91 mar93 mar94	leased from Uzbekistan Airways; in basic Aeroflot c/s with blue titles; I/n SHJ 16may93 in basic Aeroflot c/s, with 'Uzbekistan' titles
	UK-76782 9Q-CLF	II-76TD II-76TD	Uzbekistan Airways	TAS	08may95 reports	in basic Aeroflot (/s, not titles given in Uzbekistan Register (circa oct03) as ex registration, prior to the rgd below
	UK-76782	II-76TD	Uzbekistan Airways	rgd	24oct95	f/n OST 07feb96; I/n TAS 10apr02; carried additional 'East-Line' titles jan/nov98; still in fleet list jan03; last overhaul completed in 2004; offered for sale 22dec05 with t/t 7,181 hours and 1,785 cycles; I/n TAS 12oct13
	78690	Il-76TD		ZIA	21oct14	c/n confirmed; in ex Uzbekistan Airways c/s, without titles and and logo, small Russian flag behind the cockpit; underwent rework at 123 ARZ; line number only mentioned in an insurance document by sep15 with owner given as Ilyushin for 3 flights on the route Staraya Russa-Zhukovski-Urumqi-Dangyang, version given as such
	27610	II-76TD	Chinese Air Force		sep15	details from russianplanes.net; reported at 123 ARZ; f/n ZIA 27nov15; in bluish grey c/s with light grey undersides, military roundels and titles, red code; photo Zhukovski 03dec15 shows '78690' on the tail with '27610' underneath; serial for delivery to China
00934 98974	20547 CCCP-76783 RA-76783	II-76TD II-76TD II-76TD	Chinese Air Force AFL/Ulyanovsk HFS Aeroflot	NAY mfd OST	24nov17 28feb90 29may93	in bluish grey c/s with light grey undersides, military roundels and titles, red code; I/n Kubinka 27aug18 line # 75-04; d/d 28feb90; toc 23mar90; rgd 26apr90; f/n STN 22feb92; I/n EVN mar93 seen STR 24sep94; damaged 3loct95 when overran the runway at Rostov-na-Donu, repaired
	RA-76783 RA-76783 RA-76783	II-76TD II-76TD II-76TD	Aeroflot Volga-Dnepr Aviacon Zitotrans	OST MST RKT	29may93 17oct96 04apr98	seen STR 245ep94; damaged 310Ct95 when overran the runway at Rostov-ha-Johu, repaired in white c/s with light grey belly and engines, no titles; l/n RKT 17nov97 leased from the Ulyanovsk Higher Aviation School of Civil Aviation; in white c/s with light grey belly and
	RA-76783	II-76TD	Atlant-Soyuz	OST	04dec99	engines, with titles; I/n JNB 01feb99 in white c/s with light grey belly and engines; initially no titles; I/n a such OST 16dec99; received titles plus a logo on the fin; f/n as such ULV 15aug01; rgd 24jul08 to the Russian Federation, still on charge of
	RA-76783	II-76TD	Russkoye Nebo	no	reports	the Ulyanovsk Higher Aviation School of Civil Aviation; I/n FJR 25nov08 excluded from the operator's certificate 16jun10
	RA-76783 EK-76783	II-76TD II-76TD	United Nations Veteran	KRT rgd	06jan09 unknown	operated by Russkoye Nebo for the UN in Sudan 05nov08/15dec10; in full all-white UN c/s; I/n SHJ 13aug10 reported on Ilyushin.org 07feb11; registration without hyphen; in white c/s with grey engines, no titles; f/n
	UR-COE	II-76TD	Yevropa Air	rgd	20oct15	SHJ 22feb11; I/n FJR feb15 to Infinite Seal Inc. of the British Virgin Islands; in white c/s with grey engines, no titles; seen SHJ
	UR-COE		-	-	2460020	08aug16; canx 03dec18; stored at FJR; AOC suspended 27jul19; I/n 21jan20; Fly Sky Airlines made an application 19dec19 to restore the aircraft to the register and was due for examination at FJR by the Ukrainians 13feb20
	UR-ECOE UR-FSA EX-76022	II-76TD II-76TD II-76TD	Fly Sky Airlines Fly Sky Airlines Fly Sky Airlines	rgd rgd rgd	24feb20 03nov20 05sep24	to Aganya Holdings of the UAE; canx between 02nov20 and 07nov20 to Aganya Holdings of the UAE; in white c/s with grey engines, no titles; f/n HLP 14dec20; l/n FJR 19jan24
10234 98978	EZ-F421	II-76TD	Turkmenistan Al	mfd	29dec92	line # 75-05; d/d 29dec92; f/n SVO 28aug93; l/n operational AUH 25jan98; not in 2001 fleet and seen stored ASB apr02/oct09 in an ever-deteriorating condition; advertised for sale 14oct12 with t/t 3,925
	78699(5)	II-76TD		ZIA	19may16	hours; I/n OSS 03aug15, still in old c/s, stored in very faded Turkmenistan AI c/s; line number only mentioned in an insurance document by sep16 with owner given as Ilyushin for 4 test flights and flights on the route Zhukovski-Urumqi-Dangyang, version given as such; see c/n 0073477323, 0083486582, 0093492763 and 0093493794
	78699(5)	II-76TD	Chinese Air Force		dec16	c/n from russianplanes.net; in bluish grey c/s with light grey undersides, military roundels and titles with small Russian flag behind the cockpit; see next line; delivered to China mar17
	78612	II-76TD			dec16	details from russianplanes.net, at 123-ARZ; perhaps a combination of two serials, serial for delivery to China as 27612 ?
00934 99982	not known CCCP-76822	II-76TD II-76MD	Chinese Air Force MAP Ilyushin OKB	d/d	28feb90	line # 75-06; rgd 04may90; delivered to Zhukovski; built without tail gunner's station; f/n LEH jun90, in Aeroflot c/s and titles
	CCCP-76822 CCCP-76822	II-76MD II-76MD	Air Moravia Aeroflot	PRG ZIA	17dec91 10jun92	extinguished a fire in Yerevan 09apr/10apr92
	CCCP-76822	II-76MD	Pacific Express	LTN	12dec92	l/n ADL 23jan93

	RA-76822	II-76MD	Pacific Express	FRA	29jun93	
	RA-76822 RA-76822 RA-76822	II-76MD II-76TD II-76TD	Aeroflot c/s, n/t Ilavia Ilyushin OKB	LBG LUX ZIA	19jun95 13dec95 17aug99	I/n ZIA 22aug95 in full c/s with version painted as such seen with 'AK im. Ilyushina' (Ilyushin Aircraft Complex) titles; seen ZIA 21aug00 with small additional 'Abakan Avia' titles; CofR renewals 08dec00 and 02aug01 with operator given as Titan Aero; seen ZIA 18aug01 with 'Atlant-Soyuz/Aviakompaniya Pravitelstva Mosvky' titles
	RA-76822 RA-76822	II-76TD II-76TD	Titan Aero Tesis	VKO DME	06may03 04oct03	was rgd 29jull03 to Ilavia; I/n ZIA 23aug03 //n Kecskemet nov03; soc and canx 17mar04 as sold to Serbia
	RA-76822 YU-AMI	II-76TD II-76TD II-76TD	Kosmas Air Cargo Kosmas Air Cargo	BEG	05apr04 apr04	f/n ZAG may04; l/n KWI 19may08; mentioned in technical inspection document feb08 as RA-76822 and
	RA-76822	II-76TD	Kosmas Air Cargo	Tis	aug08	operator given as Volga-Dnepr //n ROV 31oct10
	4K-AZ60	II-76TD	Silk Way Airlines	res	2010	registration was worn by An-12BP c/n 5343510 until mid 2008; registration mentioned in Euro Control documents 10dec10; f/n GYD 14feb11 in white c/s, grey undersides with small blue cheatlines and engines; l/n GYD nov13; seen ALA 13mar14 in full blue c/s; l/n LED 28dec21
00934 99986	RA-76822 CCCP-78836 EW-78836	II-76TD II-76MD II-76MD	Sky Gates Airlines Soviet AF/AFL c/s Trans Avia Export	rgd d/d OST	22sep22 31may90 21sep93	f/n ULY 07dec22; in basic ex Silk Way c/s, no titles; I/n ALA 25aug24 line # 75-07; delivered to Vitebsk; rgd 20aug90; f/n CGN 25feb91; I/n BLQ sep91 based at Minsk-Machulishchi by mar97; I/n Minsk-Machulishchi 17jun00; still in fleet list 01sep03; stored at
	EW-78836	II-76TD	Aviacon Zitotrans	trf	early12	Balbasovo f/n SAW 07jan14; in all-white c/s, n/t; later reported operating for Ruby Star; reported to use the HEX code relating to YL-LAL c/n 0013433984, which was used for spares in Russia and later broken up,
	EW-78836 RA-76834(2)	Il-76TD Il-76TD	Ruby Star n/t Aviacon Zitotrans	SXF MSQ	15mar14 29may15	suggesting some parts may have been swapped in all-white c/s with Belarus flag; operating 'RSB' flights; I/n TMP 30apr15 all-white c/s, no titles; still with EW-78836 on the tail; rgd 02jun15; seen VKO 18jun15, without the EW-
	RA-76834(2)	II-76TD	Abakan Avia	ZIA	aug16	registration on the tail; I/n ZIA 24dec15; current on register apr16; see c/n 1023409319 all-white c/s, no titles; operator from russianplanes.net; opf United Nations at Jimma (UNO 080H); I/n
10034 99991	CCCP-78826	II-76MD	Soviet AF/AFL c/s	mfd	28feb90	05apr24 location unknown line # 75-08; d/d 28feb90 to Vitebsk; rgd 27jun90; f/n Eberswalde-Finow 28nov90; l/n PEK nov91
	EW-78826 EW-78826	Il-76MD Il-76TD	Trans Avia Export East Line	OST DME	15oct93 29jun98	photo IST 1995, with version painted as just 'II-76'; based at Machulishchi by mar97 CofR issued 14mar97 to ?; in basic Trans Avia Export c/s with Russian flag and version painted as such; I/n DME 03sep00; retains tail turret
	EW-78826	II-76TD	Ilavia	DME	13aug01	leased from Trans Avia Export 09nov00; in basic Trans Avia Export c/s with small titles; I/n ZIA 17aug01; still in Trans Avia Export fleet list 01sep03, see below
	EW-78826 EW-78826	II-76TD II-76TD	Dobrolet Tesis	MSQ IKT	17aug03 04jul04	leased form Trans Avia Export 29mar02/29mar03; I/n TSN 20may04 leased to East Line 09sep04/31dec05
	EW-78826 EW-78826	II-76TD II-76TD	East Line Trans Avia Export	MSQ FRA	24feb05 20sep06	in basic Trans Avia Export c/s, no titles; //n FRA 06aug06 with titles again; //n FRA 15dec06; dbr 09mar07 on a flight from Entebbe to Mogadishu with armoured fighting vehicles for Ugandan peacekeepers on board when was hit on final approach to Mogadishu (at an altitude of some 120-150 metres) by a projectile from an RPG fired by Islamic rebels from a small boat, the projectile hit the fuselage near the left main landing gear and caused a fire, the aircraft managed to land safely and all 9 crew and 6 passengers escaped unhurt; cannibalised engines and other useful parts were
10034 99994	CCCP-76796	II-76TD	AFL/Magadan-GDX	d/d	28mar90	to be flown out by II-76TD EW-78849 23mar07 which was itself shot down; the wreck was still present may12, but no longer visible on Google Earth by nov12 line # 75 Poil rad 24mar00; on charge race of Usil00. (b DME 21mar02
10034 99994	RA-76796 RA-76796	II-76TD II-76TD II-76TD	Aeroflot	d/d OST	21jun94	line # 75-09; rgd 24may90; on charge as of 01jul90; l/n DME 21mar93 l/n OST 02aug94, opb ALAK CofR renewal 05jul96
	RA-76796 RA-76796	II-76TD II-76TD	Magadan Cargo Al East Line	trf DME	30mar95 05aug96	leased from Magadan Cargo Airlines, in basic Aeroflot c/s with East Line titles and green logo; I/n SHJ 29nov97; soc 14jan99 and canx 22feb99 as to Kazakhstan, see below
	EP-ALI	II-76TD	Atlas Air	rgd	01jan99	f/n OST 27feb99; in white c/s with grey undersides; l/n FJR 19may01; probably one of four aircraft hijacked' 19jun01 and landed in Taraz (Kazakhstan) on a flight from Tehran to Bishkek, due to a financial dispute between Atlas Air and its trading partners; owner given as Gulf Sands, UAE
	9L-LCY UN-76009	II-76TD II-76TD	Aerolift GST Aero	rgd SHJ	18dec01 08oct04	f/n CPT oct02, in all-white c/s with grey undersides, no titles; I/n SHJ 25jul04 all-white c/s with grey undersides, no titles; I/n SHJ 18aug05; c/n confirmed and -76796 just visible
	UN-76009 ST-WTB	II-76TD II-76TD	GST Aero Ababeel Aviation	DXB KRT	26nov05 25nov06	all-white c/s with grey undersides and titles; I/n SHJ 14jan06 in all-white c/s with grey undersides, initially no titles; I/n as such SHJ 02feb07; seen SHJ 18mar07 with
						titles; I/n KRT 09jan08; in Alfa Airlines fleet by 2008, the new trading name of Ababeel Aviation; still had '76009' on top of wings jun08; underwent a 3-month overhaul at Sharjah until 11jun08, reportedly equipped with engines which had been repaired by the unlicensed workshop at Sharjah, w/o 30jun08 on a flight from Khartoum to Juba with a take-off weight of 187 t when engines # 1 and 2 failed on take-off, as it was too late to abort the aircraft lifted off but stalled, collided with a high-voltage power-line 1.5 km from the airport and came down on the National Green Square, all 4 crew killed
10034 99997	CCCP-78827 EW-78827	II-76MD II-76TD	Soviet AF/AFL c/s Trans Avia Export	mfd VTB	31mar90 05oct95	line # 75-10; opb 339 vtap at Vitebsk; rgd 27jun90; f/n in former East Germany 26apr91 was already an II-76TD when trf by the Belarussian Air Force to Trans Avia Export in 1995; based at
	EW-78827	II-76TD	Atlant-Soyuz	STN	19mar98	Machulishchi by mar97; type painted on as just 'II-76'; I/n BUD 22dec97 still retained the tail turret; version painted on as 'II-76TD', photo proof as such at SHJ 02jul98; in Russian register feb01 with the rgd 24jan96, owned by Belarus; still in the Trans Avia Export fleet list 01sep03; //n
	EW-78827	II-76TD	Trans Avia Export	MSQ	30may06	MSQ 20may05 initially in basic 'blue' Aeroflot c/s with white fin, no titles; stored at MSQ, seen aug07/feb13; overhauled
	UR-CIB	II-76TD	ZetAvia	rgd	29jan16	and repainted in white c/s with light grey belly and engines, no titles; f/n as such MSQ 12oct15 to Technoline FZC of Sharjah, UAE; in white c/s with light grey belly and engines, initially no titles; ferried MSQ-FJR 10feb16; reported in a ground log at FJR 02jun16; involved in an incident 17sep16 on a flight from Dubai to Kandahar when engine No. 2 failed and was shut down, prompting a return landing back at Dubai; received the URL 'www.zetavia.net'; f/n as such CTU 29may20; new CofR issued 16dec20; rgd to
	EX-76009	II-76TD	New Way Cargo	rgd	11jan23	Astra Way FZC of the UAE 19may21; I/n EIN 08jun22; canx between 23nov22 and 16feb23 f/n SHJ 30jan23, in all white c/s with grey undersides, no titles; I/n TAS 11mar23; reported stored at FIH;
	9T-TIA	II-76TD	DR Congo Air Force	FIH	15oct23	canx between 05sep23 and 26sep23 in all white c/s with grey undersides, no titles, with filled in tail turret; appears in video footage at FIH
10034 01004	CCCP-78828	II-76MD	Soviet AF/AFL c/s	d/d	31mar90	shortly after the elections, which were held 20dec23 line # 76-01; delivered to Vitebsk; rgd 27jun90; f/n Eberswalde-Finow 16nov90
	EW-78828 EW-78828	II-76MD II-76TD	Trans Avia Export Airvita	OST SVO	16nov94 1998	based at Machulishchi mar97 photo; in basic ex Trans Avia Export c/s with titles, tail logo and small Russian flag; tail turret removed
	EW-78828 RA-78828	II-76TD II-76TD	Trans Avia Export Krylo	DME rgd	nov98 30jun00	I/n OST 07apr00 f/n GMP 04nov00; in basic ex Trans Avia Export c/s with titles and tail logo; leased from Trans Avia Export 25aug99/31mar03 and still in their fleet list 31oct03; I/n DME 16nov03; canx 01apr04 as returned to Belarus
	RA-78828 EW-78828	II-76TD II-76TD	Trans Avia Export Trans Avia Export		20may05 12may08	I/n MSQ aug07, blue cheatline, blue tail and no titles, stored I/n MSQ may10, blue cheatline, blue tail and no titles, stored
	RA-76502(3)	II-76TD	Aviacon Zitotrans	MSQ	02jul11	in all-white c/s with titles; titles removed by 15nov17 and tail logo removed by 16jun22; l/n IKT 09aug24; see c/n 063407206 and 0083483502
10134 01006	CCCP-78829 RA-78829 RA-78829	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d Spr SVX	28feb91 16jul94 19aug99	line # 76-02; delivered to Ukurei; f/n KBL 26sep91; rgd only 22oct91 based at Orenburg by mar97; l/n Orenburg-2 (Southwest) 29aug97 canx 13julo1 but obviously restored; seen CKL 23jul07 with '224 LO' badge; opb 708 vtap at Taganrog-
	RF-76327	II-76MD	FSB	DME	27nov11	Tsentralny by sep11; in basic Aeroflot c/s, no titles; l/n as such Taganrog-Tsentralny 06oct11 in basic Aeroflot c/s, no titles; l/n SVO jul24
10034 01010	CCCP-78830 RA-78830	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd MST	01dec90 22aug94	line # 76-03; delivered 28dec90 to Ukurei; rgd 22oct91; no reports opb 223 LO at Chkalovski; I/n Staraya Russa 11jun13, still with 'Aeroflot' titles, undergoing rework
10334 01015	RA-78830 UN-76384	II-76MD II-76TD	Russian Air Force Sayakhat	AER mfd	25jan14 30apr93	in basic Aeroflot c/s, no titles; I/n ZIA 10jan24 line # 76-04; d/d 30apr93 to Almaty, explaining the out-of-sequence year in the c/n; rgd 22sep93; f/n FRA
	UN-76384 UN-76384 UP-17615	II-76TD II-76TD II-76TD	Tesis Sayakhat Sayakhat	URC OST BST	25sep99 15oct00 18may09	13oct93; initially with a small 'Aeroflot' logo under the cheatline on the fuselage; I/n OST 01jun98 leased from Sayakhat; I/n as such OST 24oct99 I/n operational OSR 13apr05; stored at ALA, seen feb08/nov08 recently repainted; I/n DMB 29jul10; current on register by late 2011; ferried from Kazakhstan to TAPO in
	no reg	II-76TD-90	primer	ph.	aug14	summer 2012 to be converted by TAPO into an II-76TD-90 for Equatorial Guinea inside assembly hall at Tashkent-Tuzel aug14, with engines installed
	76384	Il-76TD-90	CEIBA Cargo	ph.	23apr15 ?	at Tashkent-Tuzel being towed to the airfield, in all-white c/s with coat-of-arms of Equatorial Guinea on the fin and small operated by 'SHAR inc ltd' titles, RA- prefix visible, but taped over; named 'Monte-Bata'; I/n Tashkent-Tuzel 10may15
	RA-76384	II-76TD-90	CEIBA Cargo	rgd	23jul15	f/n SSG 29sep15; in all-white c/s with coat-of-arms of Equatorial Guinea on the fin and small operated by 'SHAR inc ltd' titles; named 'Monte-Bata'; l/n GVA 25jun16; canx between 16oct18 and 23nov18
	UP-17655	II-76TD-90	Sigma Airlines	VLC	16oct19	already reported by Al Jazeera as operating from Al-Jafra 12/19apr19 and Bnina 02may19; c/n from Ilyushin.org website; in all-white c/s with Sigma Airlines titles and additional 'EGR Cargo' titles, still named
	EW-550TH	II-76TD-90	Ruby Star	MSQ	12may21	Monte Bata' still with additional 'EGR Cargo' titles still in all-white c/s with coat-of-arms of Equatorial Guinea on the fin,
	3C-MAF	II-76TD-90	-	-	21may22	still named 'Monte Bata'; I/n CTU 16dec21 in-all white c/s with coat-of-arms of Equatorial Guinea on the fin, still named 'Monte Bata'; I/n SAW
10034 01017	CCCP-78831	II-76MD	Soviet AF/AFL c/s	mfd	31aug90	15aug24 line # 76-05; delivered 31aug90 to Novgorod; rgd 25feb91; f/n LED 16apr92; l/n Gross Dölln (Templin)
	RA-78831	II-76MD	Russian AF/AFL c/s	Nvk	07jul94	14feb93 based at Novgorod mar97; I/n DME 19sep99, '224 LO' badge
10034 01024	RA-78831 "01" red	II-76MD II-76MD	Russian Air Force Soviet Air Force	VKO d/d	04oct00 01apr90	seen DME 24aug03, '224 LO' badge, no titles; I/n MSQ 02nov24 line # 76-06; opb 610 TsBP i PLS VTA at Ivanovo; registration given as 78837 in Ilyushin OKB document;
	"01" red	II-76MD	Russian Air Force	Iva	aug95	f/n Zerbst 11may91; used call-sign '78837'; l/n Scampton 20sep91 opb 610 TsBP i PLS VTA at Ivanovo; named 'Marshal Aviatsii Skripko' 01jun00 after the 1st VTA
						commander; I/n AAQ 04sep12

	RF-78837	II-76MD	Russian Air Force	PKV	15apr16	opb 610 TsBP i PLS VTA at Ivanovo; in basic Aeroflot c/s, no titles; named 'Marshal Aviatsii Skripko'; already seen under overhaul with 123 ARZ nov15; l/n ZIA 22jul17; modernised by the Ilyushin OKB outlet
	RF-78837	II-76MD-M	Russian Air Force	ZIA	jan19	at Zhukovski to an II-76MD-M in 2018 now without turret and guns; opb 610 TsBP i PLS VTA at Ivanovo; in basic Aeroflot c/s, no titles; named Marshal Aviatsii Skripko'; h/o and ferried from ZIA to Ivanovo-Severny 30may19; l/n OVB 08jul24
10034 01025	CCCP-78833 RA-78833	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Maw	29apr90 25may93	line # 76-07; delivered to Novgorod; rgd 20aug90; f/n in (former) East Germany 15may91 //n DME 21may96; opb 196 vtap; based at Pskov mar97; soc and canx 16feb04 (paper exercise ?); seen CKL 20aud97, in Aeroflot c/s, no titles; //n Pskov mar10
10034 01032	RF-78833 CCCP-78834	II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s	OVB mfd	mar17 29apr90	in basic Aeroflot c/s, no titles; //n PEK 16dec23 line # 76-08; delivered 29apr90 to Novgorod; rgd 20aug90; f/n CGN 12mar91; l/n Wittstock 18may94
	RA-78834 RA-78834	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Nvk VKO	23oct94 17jun99	based at Novgorod mar97; I/n Novgorod-Krechevitsy 07aug99 no titles, but '224 LO' badge; I/n Chelyabinsk-Shagol 21feb13
	RF-78834	II-76MD	Russian Air Force	Rzd	sep16	in basic Aeroflot c/s, no titles; I/n OVB 24jun22
10034 02033	CCCP-78835 RA-78835	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Grd	25may90 01apr94	line # 76-09; delivered 25may90 to 196 vtap at Tartu; f/n Eberswalde-Finow 10dec90; rgd only 25feb91 based at Tver mar97
10034 02040	RA-78835 "31" blue	II-76MD II-78M	Russian Air Force Soviet Air Force	VKO mfd	19aug99 31aug90	seen SXB 25sep06 with '224 LO' badge, no titles; l/n LED 24nov24 line # 76-10; d/d 31aug90 to Engels; code from official list
	"31" blue	II-78M	Russian Air Force	Eng	13aug96	based at Engels mar97; later opb 203 oapsz at Ryazan; initially without titles and with Red Stars, I/n as such Kubinka mar09; seen with 'VVS Rossii' titles and Russian stars overhead Moscow 04may09; I/n Chelyabinsk-Shagol mar14
	RF-94290	II-78M	Russian Air Force	CAI	24oct14	still wearing "31" blue and with 'VVS Rossii' titles; I/n Ryazan-Dyagilevo 06may15; photo Chelyabinsk- Shagol mar16, active; to undergo overhaul by 360 ARZ in 2016; I/n 2019, location withheld
10034 02044	CCCP-78838	II-76MD	Soviet AF/AFL c/s	mfd	31may90	line # 77-01; delivered 31may90 to 196 vtap at Tartu; f/n Eberswalde-Finow 01dec90; rgd only 25feb91; based at Tver from 1993; l/n Sperenberg 20aug93
	RA-78838 RA-78838	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Rbn SHJ	01sep93 14feb99	l/n Sperenberg 24jul94; based at Tver mar97 with '224 LO' badge, no titles; was the first aircraft to land at Pristina 26jun99 after the Kosovo war; l/n
10034 02047	CCCP-78839 EW-78839	II-76MD II-76MD	Soviet AF/AFL c/s Trans Avia Export	d/d OST	31may90 01oct93	LED 13sep24 line # 77-02; delivered to Vitebsk; rgd 20aug90; CGN 12mar91 based at Machulishchi mar97; small 'East Line' titles jun98/mar02; l/n MSQ may06, stored, in full c/s and
	EW-78839	II-76TD	Trans Avia Export	MSQ	06apr07	titles seen MSQ oct08/25may19, stored
	EX-76024 EX-76024	II-76TD II-76TD	MAK KG United Nations	rgd	08aug24 photo	based Wau, Sudun sep24/dec24, operating for United Nations with call-sign 'UNO-062H'; in all-white c/s
10034 03052	CCCP-76797	II-76TD	AFL/Yakutiya-YKS	mfd	31may90	with grey undersides and large 'WFP' on the tail and titles on the fuselage; first tracked flight 27sep24 line # 77-03; d/d 31may90; toc 18jul90; rgd 27jul90; f/n VKO 11apr91
	CCCP-76797 RA-76797	II-76TD II-76TD	Penas Air Cargo Aeroflot	MEL YKS	02may91 14mar93	l/n SIN 03may92 l/n VKO 27apr93
	RA-76797 RA-76797	II-76TD II-76TD	Aeroflot c/s, n/t Sakha Avia	MST trf	11dec93 19oct94	l/n YKS 08jul94 f/n BKA 12mar96; l/n ZIA 23aug97; seen SHJ 19mar00, titles not reported
	RA-76797	II-76TD	Aviast	DME	13jul00	CofR renewal issued 10oct00 to Gala Trans Cargo and leased to Aviast; CofR renewals 16jan03/22sep03; leased again to Aviast 20dec05, but contract annulled by a court 22nov06; seen CPT 11feb07 and DME
						25aug07; moved to the grass at DME, seen 22sep07/dec07; scrapped at DME around 26feb08 (tail already
10034 03056	CCCP-78840	II-76MD	Soviet AF/AFL c/s	mfd	26jun90	cut off by that date); part of the forward fuselage was still present 03may08 line # 77-04; delivered 26jun90 to Novgorod; f/n in (former) East Germany 08feb91; rgd 16jun92
	RA-78840	II-76MD	Russian AF/AFL c/s	Grs	05jun93	had additional 'ptt Petroleum Authority of Thailand Official Fuel Supplier' titles may94/oct95; based at Novgorod mar97; opb East Line from DME 23apr/25aug97; I/n Staraya Russa 16nov10
10234 03058	RA-78840 76449	II-76MD II-76TD	Russian Air Force Uzbekistan Airways	CKL d/d	26jul12 30nov92	basic Aeroflot c/s, no titles; I/n PVG 08apr20 line # 77-05; delivered to Tashkent; f/n FRA 02mar93
	UK-76449 UK-76449	II-76TD II-76TD	Uzbekistan Airways United Nations/WFP	SHJ SHJ	03may93 1994	l/n SHJ 09nov93 photo, as such
	UK-76449 UK-76449	II-76TD II-76TD II-76TD	Uzbekistan Airways East Line	MST SHA	21may95 23nov98	I/n SHI 07oct97 named 'Shenyang' after the Chinese town which was the standard destination for this aircraft; I/n OST
	UK-76449				13mar03	01mar01
		II-76TD	Uzbekistan Airways			I/n ICN 10apr05; offered for sale 27feb07 with t/t 7,877 hours and 2,106 cycles; in fleet list 14dec07 as stored; I/n TAS 05jul09; current on Uzbekistan register dec10
	T-910	II-76TD	Angolan Air Force	LAD	oct14	in all-white c/s with titles, no turret; seen IAR 01feb16/may16; seen MSQ 28may19, in all dark grey c/s with light grey undersides, with titles; seen LAD 21nov19; I/n LAD 08sep24
10034 03063	CCCP-76798 CCCP-76798	II-76TD II-76TD	AFL/Privolzhsk-KUF Joy Air Cargo	d/d MEL	30jun90 01apr92	line # 77-06; rgd 20sep90; on charge as of 01jan91; f/n MEL 18mar92
	CCCP-76798 RA-76798	II-76TD II-76TD	Aeroflot Aeroflot	VKO KUF	11sep92 25apr93	
	RA-76798	II-76TD	Volga-Dnepr	trf	3194	f/n DUS oct94; trf to Samara Airlines 01mar95, but most probably never painted as such; seen as Volga- Dnepr KUF 16sep97, returned from lease; not in Volga-Dnepr fleet list jan00; I/n BKA 16jun00, still with
	RA-76798	II-76TD	all-white c/s, n/t	ВКА	02jun01	Volga-Dnepr titles last overhaul completed 25apr01
	RA-76798 RA-76798	II-76TD II-76TD	Atlant-Soyuz Libyan flag, n/t	VKO BKA	19aug01 11aug03	in all-white c/s with titles; I/n BKA 29jun03, on overhaul I/n BKA 21aug03; offered for sale by Samara Airlines dec03 with t/t 4,765.36 hours and 1,131 cycles, for \$
	LAF110	II-76TD		SVO	29oct04	1.3 million; soc and canx 17dec03 opb 1274 Sqn; I/n MLA 23mar05
	5A-DRT	II-76TD II-76TD	Libyan Air Force Libyan Air Force	TIP	04mar06	c/n checked MJI 31oct07; in white c/s with green cheatline and fin, no titles; 'LAF110' still visible under paint; I/n TIP 09oct09
10034 03068	"32" blue "32" blue	II-78M II-78M	Soviet Air Force Russian Air Force	mfd ph.	30sep90 05sep93	line # 77-07; d/d 30sep90 to Engels; code from official list over Moscow-Tushino; based at Engels by mar97; later opb 203 oapsz at Ryazan-Dyagilevo; l/n Ryazan-
	RF-94270	II-78M	Russian Air Force		2012	Dyagilevo Ogmay10 also carried code "32" blue; in white/light grey c/s with 'VVS Rossii' titles and Russian stars; I/n 2020,
10034 03069	CCCP-78842	II-76MD	Soviet AF/AFL c/s	ph. mfd	2012 30jun90	location withheld line # 77-08; delivered 30jun90 to Novgorod; f/n Brandis 20may92; rgd 16jun92; l/n Sperenberg 03mar93
10034 05005	RA-78842 RA-78842	II-76MD II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Spr VKO	17may93 04nov01	based at Pskov mar97; I/n SNN 24dec98 seen TYN 14sep00 and SHJ 13feb01, titles not reported based at Pskov; in basic Aeroflot c/s with '224 LO' badge, no titles; damaged while taxiing at Gdansk
10034 03075	CCCP-76799	II-76TD	AFL/Moscow	mfd	31jul90	28aug09 when the left wingtip hit a mast; repaired and seen HEL 08feb10, I/n CKL 14sep22 line # 77-09; d/d 31jul90; toc 28aug90; rgd 30oct90; opb 212 LO Domodedovskogo PO; in standard 'blue'
	RA-76799	II-76TD	Aeroflot	НАМ	23jan93	c/s; f/n MST 09aug91; l/n DME 10sep92 opb Domodedovski PO; l/n DME 21may94
	RA-76799 RA-76799	II-76TD II-76TD II-76TD	Domodedovo Airl. East Line	trf	25jul94	f/n OST 12oct94; l/n DME 19aug99 leased from Domodedovo Airlines; f/n DME 29jul00; l/n DME 10may01
	RA-76799	II-76TD	Airstars	rgd DME	05may00 01jun01	leased from Domodedovo Airlines; I/n DME 26jan03
	RA-76799 RA-76799	II-76TD II-76TD	East Line Russian Sky	rgd DME	14feb03 20mar05	leased from Domodedovo Airlines; f/n DME 28jun03; l/n DME 28aug03 leased from Domodedovo Airlines; in basic 'blue' Aeroflot c/s with the fin in Russian Sky colours, with
	RA-76799	II-76TD	Abakan Avia, n/t	rgd	26jan09	titles; I/n DME 25jun09 to Aerospace Consortium; initially in basic 'blue' Aeroflot c/s with the fin in Russian Sky colours; f/n DME
						25jun09; leased to Abakan Avia 27sep09/31de:10; included into the operator's certificate of Abakan Avia 21oct09; l/n in its old c/s DXB 16oct10; repainted in all-white c/s, no titles; f/n as such SHJ 20mar11; new CofR issued 20jan15; l/n FRU 18jun16; canx between 20jun16 and 29jul16
	EW-480TH UR-EAB	II-76TD II-76TD	Trans Avia Export Yevropa Air	DWC rgd	08dec16 05may17	c/n confirmed by Ilyushin.org; in all-white c/s, no titles; l/n KRT 18jan17 to Infinite Seal Inc. of the British Virgin Islands; in all-white c/s, no titles; f/n SHJ 12may17; l/n FJR
	UR-FSE	II-76TD	Fly Sky Airlines	rgd	01dec20	25nov18; AOC suspended 27jul19; canx between 01sep19 and 05sep19 to Aganya Holdings of the UAE; current on the register 13aug22; f/n FRU 14jun21 in all-white c/s, no
	EX-76017	II-76TD	Fly Sky Airlines	rgd	16nov23	titles; //n ADA 10jan23; last tracked flight 30oct23 to FJR; canx between 13oct23 and 16dec23 f/n FJR 18jan24, fuselage stripped of paint; seen URC 11aug24 all-white c/s, no titles
10034 03079	"50" blue "50" blue	II-78M II-78M	Soviet Air Force Russian Air Force	mfd Eng	15nov90 13aug96	line # 77-10; d/d 15nov90 to Engels; code from official list based at Engels by mar97; later opb 203 oapsz at Ryazan-Dyagilevo; l/n without titles Ryazan-Dyagilevo
	RF-94275	II-78M	Russian Air Force	ph.	10apr15	09may10; received 'VVS Rossii' titles; f/n as such apr11; l/n Ryazan-Dyagilevo sep12 also carried code "50" blue; opb 203 oapsz at Ryazan-Dyagilevo; in white/light grey c/s with 'VVS Rossii'
						titles and Russian stars; f/n over Moscow 10apr15; l/n as such Ryazan-Dyagilevo jul16; titles changed to 'VKS Rossii'; f/n as such Ryazan-Dyagilevo 04may19; l/n over 07may22
10034 03082	CCCP-78843 EW-78843 EW-78843	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Trans Avia Export East Line	d/d TUF DME	30jun90 14jul94 29jun98	line # 78-01; d/d to Vitebsk; rgd 20aug90; f/n SNN 23oct90 l/n OST 28feb97 in Trans Avia Export c/s with Russian Flag !; l/n DME 06jul98; seriously damaged 10jul99 when ran into a
	EW-78843	II-76MD	Aeroflot c/s, n/t	OST	30jan02	hangar at Krasnoyarsk-Yemelyanovo, but repaired //n BLL O7junO2; white tail off Volga-Dnepr
	EW-78843	II-76TD	Trans Avia Export	BTS	28jun02	I/n MSQ 23may06
	EW-78843 EW-78843	II-76TD II-76TD	Gomelavia Trans Avia Export	GVA TOJ	26jul06 may07	in basic Trans Avia Export c/s; I/n RKT 26mar07 photo; I/n RKT 08jan08
	EW-78843 EW-78843	II-76TD II-76TD	Volga-Dnepr Trans Avia Export	SHJ TOJ	10feb08 18dec08	in basic Trans Avia Export c/s, with 'Volga-Dnepr' titles and badge on tail; I/n RKT 15sep08 I/n BUD 02apr09; seen ZRH 18jan10, all-white/grey undersides without titles; I/n EMA 21jan10 as such;
						seen with additional United Nations and 'WFP' titles overpainted, SCL 25mar10; seen SXF 03mar11, no titles on port side; I/n MSQ 23apr11
	EW-78843 EW-78843	II-76TD II-76TD	Aviacon Zitotrans Trans Avia Export	VKO DOH	29aug11 12may12	in all-white c/s/grey undersides with titles and Belarus flag behind the cockpit; I/n PDV 25feb12 in all-white c/s/grey undersides with titles and Belarus flag behind the cockpit; I/n MSQ 21jul17
	EW-78843	II-76TD	United Nations	MSQ		in all-white c/s/grey undersides with 'World Food Programme' titles and badge on the fuselage, 'WFP' on the tail; missing an engine
10034 03087	EW-78843 YI-ANO	II-76TD II-76MD	Trans Avia Export Iragi Air Force	MSQ d/d	21may18 28jun90	in all-white c/s/grey undersides, no titles; I/n MSQ 12nov21 line #78-02; no reports; evacuated to Iran 18jan91 and impounded there
	5-8209	II-76TD	Iranian Air Force		02mar09	c/n not confirmed; converted from MD to TD (has got two aerials above the forward fuselage), no version painted on nose; opb 73rd Transport Squadron at TFB.7 at Shiraz; in faded two tone light grey camo c/s

						with light grey undersides, no markings apart from serial and Iranian flag on the fin; t/t 3,325 hours and 1,130 cycles by 19mar05; l/n SYZ 07feb11/02dec11, stored, in white/light grey c/s with thick dark blue
						and thin red cheatline and blue fin, no markings apart from serial and Iranian flag on the fin; photo SYZ feb14, in static display; I/n SYZ 03jan20
10034 03092	CCCP-78844 RA-78844 RA-78844	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Fal TXL	31jul90 09jun93 17jun00	line # 78-03; delivered 31jul90 to Ukurej; rgd 22oct91; f/n CKL 09apr92; l/n TAS 15apr92 based at Orenburg mar97; l/n Orenburg-2 (Southwest) 21apr97 seen CGN 22jul05 with '224 LO' badge, no titles; l/n LED 13jun23
10034 03095	CCCP-78845 RA-78845	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd SNN	28aug90 28sep94	line # 78-04; delivered to 192 vtap at Ukurei; rgd 22oct91; no reports, probably flew as "845" or with a code based at Orenburg by mar97; I/n Orenburg-2 29aug97
10134 03097	RA-78845 "33" blue	II-76MD II-78M	Russian Air Force Soviet Air Force	EVN	27aug00 30apr91	opb 103 vtap at Smolensk and later by 196 vtap at Tver-Migalovo; in basic 'blue' Aeroflot c/s with a '224 LO' logo on the fin, no titles; seen ZUH 03nov06 with the inscription 'Welcome to MAKS-2007' (sic); new CofR issued 23jun09; overhauled in 2015; t/t 3,980 hours by sep16; I/n VKO sep20 line t 32 06-td(42)0-rod1 to Exercise cond prove official line.
10134 03097	"33" blue RF-94271	II-78M II-78M II-78M	Russian Air Force Russian Air Force	Eng Rzd	13aug96 aug13	line # 78-05; d/d 30apr91 to Engels; code from official list based at Engels by mar97; later opb 203 oapsz at Ryazan; l/n SVX 05jul10 also still wearing "33" blue, with "VVS Rossii" on tail; l/n LED 06mar23
10034 03104	P-912 P-912	II-76TD II-76TD	Chosonminhang Air Koryo	d/d SXF	31aug90 02apr93	line # 78-06; f/n SXF 11dec90; l/n SXF 12sep91; became Air Koryo 28mar92 //n FNJ 05jun13; painted in green camouflage with blue undersides for the July 2013 celebration fly-past;
10034 03106	"51" blue	II-78M	Soviet Air Force	d/d	30dec90	back in Air Koryo c/s by sep13; I/n FNJ 09oct24 line # 78-07; delivered to Engels; code from official list; mfd reported as 28jan91 which is considerably
10034 05100	"51" blue	II-78M	Russian Air Force	Eng	30jul97	later than the d/d and the actual production date based at Engels mar97; later opb 203 oapsz at Ryazan; initially without titles and with Red Stars, l/n
	RF-94276	II-78M	Russian Air Force	Rzd	07may14	overhead Moscow 09may09 as such; seen with 'VVS Rossi' titles and Russian stars overhead Moscow 04may10/09may10; I/n 0VB 10dec12 also carried code "51" blue, with 'VVS Rossi' titles and Russian stars; I/n over Moscow 05may21
10034 03109	CCCP-76805 CCCP-76805	II-76TD II-76TD	AFL/Uzbekistan-TAS Metro Cargo	mfd ZRH	29sep90 07nov90	line # 78-08; d/d 29sep90; toc 16oct90; rgd 11nov90 see rgd previous line !; named 'Ticino'
	CCCP-76805 UK-76805	II-76TD II-76TD	Aeroflot Uzbekistan Airways	TAS SHJ	15apr92 13apr93	//n Zerbst 13jun92 still in fleet list 30oct00, see next lines
	UK-76805 UK-76805	II-76TD II-76TD II-76TD	Uzb Inter Car Ser East Line	TAS DME	12nov97 15auq99	I/n DME 1999, must be before August
	UK-76805	II-76TD	Uzbekistan Airways	URC	25oct02	I/n HHN 26oct06; with a small Samarkand Ainways sticker next to the front door since early 2006; seen OSR 12mar08, full Uzbekistan c/s and titles; new CofR issued 30jan09; I/n TAS 10dec14
10034 03115	76805 UK-76805 CCCP-78846	II-76TD II-76TD II-76MD	Uzbekistan Airways bare metal Soviet AF/AFL c/s	TAS TAS d/d	10may15 27jun19 30sep90	I/n TAS 25aug19/may243 as such; still current on register 27aug19 with owner as Uzbekistan Airways line # 78-09; delivered to Novgorod; f/n in (former) East Germany 20feb91; rgd 16jun92; I/n Grossenhain
	RA-78846	II-76MD	Russian AF/AFL c/s	Maw	10nov93	14aug93 based at Novgorod mar97; canx but date unknown; l/n CKL 29dec15, still in full Aeroflot c/s with titles; l/n
10034 03119	"52" blue "52" blue	II-78M II-78M	Soviet Air Force Russian Air Force	mfd Eng	31mar91 13aug96	CKL jul19 line # 78-10; d/d 31mar91 to Engels; opb 1230 apsz at Engels; code from official list opb 203 oapsz at Engels from 1994 (relocated to Ryazan in 2000 and disbanded 01dec09); l/n Ryazan-
	RF-94277	II-78M	Russian Air Force	rgd	2011	Dyagilevo 29aug07 also carried code "52" blue; opb oaesz 43 TsBP i PLS at Ryazan-Dyagilevo; f/n Ryazan-Dyagilevo mar12;
10034 03121	CCCP-76806	II-76TD	AFL/Domodedovo	mfd	30nov90	with 'VVS Rossii' titles; I/n Ryazan-Dyagilevo 30aug21 line # 79-01; d/d 30nov90; toc 28dec90; rgd 20jan91; f/n DME 12apr91; I/n DME 10sep92
	RA-76806 RA-76806	II-76TD II-76TD	Aeroflot Domodedovo Airl.	AMS trf	31dec92 01jan94	f/n OST 24oct94; l/n DME 21aug99
	RA-76806 RA-76806	II-76TD II-76TD	East Line Airstars	rgd DME	05may00 11jun01	f/n DME 22jul00; l/n DME 10may01; leased from Domodedovo Airlines l/n DME 08oct02; leased from Domodedovo Airlines
10024 04126	RA-76806	II-76TD	East Line	rgd	16jan03	f/n DME 10aug03; parked on the grass, wfu at DME jun06/apr09; seen back in the maintenance area DME 17apr09, engineless and presumably being cannibalised; seen DME aug10/oct14, still engineless and parts missing; in the process of being broken up at DME aug/dec14
10034 04126	P-913 P-913	II-76TD II-76TD	Chosonminhang Air Koryo	d/d SXF	23oct90 19nov92	line # 79-02; f/n SXF 18dec90; became Air Koryo 28mar92 l/n FNJ 05jun13; painted in green camouflage with blue undersides for the July 2013 celebration fly-past; back in Air Koryo c/s by sep13; l/n FNJ 23nov19; three II-76s are visible on GE apr23
10034 04132	CCCP-78847 RA-78847	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Fal	30sep90 05apr93	line # 79-03; delivered 30sep90 to Novgorod; rgd 25feb91; f/n Sperenberg 03mar92 based at Novgorod mar97; opb 223 LO at Chkalovski; I/n SVX Rostov-na-Donu-Tsentralny 28oct15, still with Aeroflot titles and in faded colours; to undergo overhaul by 360 ARZ in 2016
	RA-78847	II-76MD	Russian Air Force	SVX	06sep17	with cheatlines in the colours of the Russian flag rather than the standard blue cheatline and with 223 LO badge; I/n ZIA 27sep23
10034 04136	CCCP-76825 RA-76825	II-76MD II-76MD	MVD/Aeroflot c/s MVD/Aeroflot c/s	d/d GOJ	31oct90 22aug95	line # 79-04; built without tail gunner's station; opb 675 osap on at GOJ/Blizhneye Borisovo; no reports opb 675 osap on at GOJ/Blizhneye Borisovo; I/n GOJ 26jun06
	RA-76825	II-76MD	Russian MVD/VV	GOJ	02feb07	opb 675 osap on at GOJ/Blizhneye Borisovo; in basic Rossiya c/s with white top, no titles; I/n GOJ 12dec07; dbr 15jan09 before take-off from Makhachkala at night in fog when did not stop at the waiting position on the taxiway and taxied too close to the runway, when II-76MD RA-76827 landed its wing struck the cockpit of RA-76825, ripping away a large part of the forward fuselage, 4 crew killed and the other 3 seriously injured; hulk dumped at Makhachkala (N42.814721 E47.661151) and I/n 23mar12/26jun13; no longer visible on GE by 2015; see rgd next line
10134 04138	RF-76825 "34" blue	II-76MD II-78	Russian MVD/VV Soviet Air Force	rgd d/d	11may06 29jan91	never painted on the aircraft, see above line # 79-05; the last II-78 sans suffixe, not an II-78M !; mfd reported as 29jun91 which is considerably
	"34" blue	II-78	Russian Air Force	FFD	22jul93	later than the d/d and the actual production date; opb 1230 apsz at Engels initially opb 1230 apsz at Engels; in white/light grey c/s with Red Stars, no titles; trf to 203 oapsz at Engels in 1994 (relocated to Ryazan-Dyagilevo in 2000 and disbanded 01dec09); opb oaese 43 TsBP i PLS
						at Ryazan-Dyagilevo from 2010; seen ZUH 09nov00 with the additional Chinese inscription 'The powerful Jet Force is from Russia' and a 'Salyut' logo; I/n with Red Stars Ryazan-Dyagilevo 11feb08; received 'VVS Rossii' titles and Russian stars, f/n as such URS 16jul10; was under overhaul with 360 ARZ feb15; I/n over the Caspian Sea 20nov15
	RF-94272	II-78	Russian Air Force	ph.	oct16	also carried code "34" blue; opb agob 6950 AvB at Ryazan-Dyagilevo; in white/light grey c/s with 'VVS Rossii' titles and Russian stars; arrived at ZIA for modernisation 11may16; I/n ZIA apr17, flying; modernised by the Ak im. IJuyshina outlet to an II-78-2 in 2017/19
	RF-94272	Il-78-2	Russian Air Force	r/o	23aug19	the first II-78 of this version; also carried code "34" blue; in white/light grey c/s with 'VVS Rossii' titles and Russian stars; f/f 26sep19; I/n ZIA 23nov21
10034 04143	CCCP-76826	II-76MD	MVD/Aeroflot c/s	d/d	16nov90	line # 79-06; built without tail gunner's station; opb 675 osap on at Nizhni Novgorod; f/n GOJ 25aug95; I/n GOJ 26aug97, see next line
	RA-76826	II-76MD	MVD/Aeroflot c/s	trf	1992	opb 675 osap on at Nizhni Novgorod; still in full Aeroflot c/s including titles; already first reported as 'RA-' CKL 21aug00, but then reported again as 'CCCP' GOJ 04aug01; f/n CKL 12apr05; t/t 4,467 hours and 2,710 cycles by 27feb15; l/n LED ISjun15; see rgd next line
	RF-76826	II-76MD	Russian MVD/VV	rgd	11may06	opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; last overhaul completed 30oct15; f/n GOJ 02dec15; l/n GOJ 04mar16
	RF-76826	II-76MD	Rosgvardiya	trf	05apr16	opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n GOJ 18apr16; l/n KZN 17aug23
10034 04146	P-914 P-914	Il-76TD Il-76TD	Chosonminhang Air Koryo	d/d SXF	29dec90 03dec92	line # 79-07; f/n SXF 02oct91; became Air Koryo 28mar92 I/n FNJ 05jun13; painted in green camouflage with blue undersides for the July 2013 celebration fly-past;
10034 04151	CCCP-76827	II-76MD	MVD/Aeroflot c/s	d/d	30dec90	back in Air Koryo c/s by sep13; I/n FNJ 23nov19; three II-76s are visible on GE apr23 line # 79-08; built without tail gunner's station; opb 675 osap on at Nizhni Novgorod; f/n GOJ 22aug95;
	RA-76827	II-76MD	MVD/Aeroflot c/s	trf	1992	stored at GOJ minus two engines, seen aug01/aug07 opb 675 osap on at Nizhni Novgorod; still in full Aeroflot c/s including titles; f/n GOJ 02apr08; damaged 15jan09 on a flight from Chkalovski to Makhachkala when landed at night in poor visibility, veered off the
						runway to the left and its left wing struck the cockpit of II-76MD RA-76825 which was waiting for take-off too close to the runway, all 3 crew and 28 passengers escaped unhurt; tender for repair published 09jul09; t/t 1,298 hours and 910 cycles by 02oct09; seen Staraya Russa 15oct10 in the process of being resprayed,
	RF-76827	II-76MD	Russian MVD/VV	rgd	11may06	'RA-76827' still on engine covers; see rgd next line opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n
	RF-76827	II-76MD	Rosgvardiya	trf	05apr16	Staraya Russa 27oct10, 'RF-76827' on engine covers; h/o after repair 15dec10; l/n GOJ 22mar16 opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n GOJ antie. / In GOJ Tecent8
10034 05154 10134 05159	7T-WIC CCCP-78848	Il-76MD Il-76MD	Algerian Air Force Soviet AF/AFL c/s	d/d mfd	30dec90 15apr91	GOJ apr16; I/n GOJ 16sep18 line # 79-09; opb 374 Sqn; without tail turret; f/n MKE 21nov91; I/n TSN 21aug21 line # 79-10; d/d 15apr91 to Vitebsk; rgd 16aug91; f/n Brandis 18mar92; I/n Jüterbog 13may92
10137 03137	EW-78848 RA-78848	II-76MD II-76MD II-76MD	Trans Avia Export Russkoye Nebo	LUX	18jun93 24jan96	based at Minsk-Machulishchi by mar97; I/n IEV 15may98 to the Republic of Belarus; still current on the Russian register by aug10
	EW-78848 EW-78848	II-76MD II-76MD II-76TD	Atlant-Soyuz Ilavia	SHJ DME	16feb99 18jun02	I/n Minsk-Machulishchi jun01 leased from Trans Avia Export 15jun01/31dec05, in their fleet list by 31oct03; l/n MSQ 20may05
	EW-78848	II-76TD	Trans Avia Export	MSQ	11aug06	initially in all-white c/s, no titles; l/n as such SQ aug07/oct08, stored; repainted in full c/s with titles; f/n as such TOJ nov08, active; l/n KRT 30mar09
	EW-78848	II-76TD	United Nations	UYL	17apr10	in full all-white UN c/s, assigned code 'UNO 766' but not worn; seen MSQ 25apr10 without titles; seen MSQ 23apr11, c/s and titles not reported; I/n EBD 15jul11, with 'UN' titles
	EW-78848 EW-78848 EW-356TH	II-76TD II-76TD II-76TD	Russian Sky Trans Avia Export Ruby Star	NSK TSN trf	08oct11 09dec11 jul13	in all-white c/s in all-white c/s with small titles only; l/n Istres-Le Tube mar13 leased from Trans Avia Export; in white/light grey c/s; seen MSQ 27aug13 without any markings (freshly
					-	painted); I/n MSQ 02apr14, still without titles; seen MSQ 27jun14, with additional Red Cross stickers - 'Comte International Geneve'; seen EBB jan16 in Red Cross c/s with ICRC titles; I/n MSQ 01nov16, as such
10034 05164	EW-356TH EW-356TH CCCP-76828	II-76TD II-76TD II-76MD	United Nations Trans Avia Export MVD/Aeroflot c/s	JUB MSQ mfd	12feb17 10may17 28mar91	opf United Nations at Juba (UNO 049H); WFP logo and titles; I/n JUB 23mar17 in-all white c/s, no titles; I/n MSQ 19aug23 line # 80-01; rgd 15may91; built without tail gunner's station; opb 675 osap on at Nizhni Novgorod; f/n
						SNN 13jul91; l/n LED 07sep92

	RA-76828	II-76MD	MVD/Aeroflot c/s	trf	1992	opb 675 osap on at Nizhni Novgorod; still in full Aeroflot c/s including titles; f/n Sperenberg 18jul94; seen CKL 15aug99 and then not seen for 6 years (seen again only Yermolino 15aug05); l/n Yermolino 13aug06
	RF-76828	II-76MD	Russian MVD/VV	rgd	2006 ?	opb 70 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; f/n Staraya Russa 30sep07; named 'Vladimir Ponomaryov' at Yermolino 28feb08 after the first commander of Russian
	RF-76828	II-76MD	Rosgvardiya	trf	05apr16	Ministry of Interior aviation; I/n OVB 31jan15 opb 70 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; named
10034 05167	CCCP-76425	II-76TD	KnAAPO KnAAPO	d/d	29apr91	'Vladimir Ponomaryov'; f/n Yermolino 09jul16; l/n LED 05mar22 line # 80-02; delivered to Komsomolsk-na-Amure; in full Aeroflot c/s and titles; f/n ZIA 15may93
	RA-76425 RA-76425	II-76TD II-76TD	Atlant-Soyuz	ZIA trf	06jul93 01nov94	l/n SVO 22may94 rgd 11apr95; f/n OST 13oct95; leased from KnAAPO; l/n BUD 08dec04; soc 13dec05 as to Kyrgyzstan
	EX-105 5A-DQA	II-76TD II-76TD	Click Airways Global Air	KDH rgd	08apr06 18may06	c/n confirmed; in white c/s with grey undersides, blue logo on fin and titles f/n FJR 28jul06; seen BEB 17sep06; operator reported as such in UN document with regards to a flight
						monitored 29sep06; in basic ex Click Airways c/s with large 'Global Air' titles in English on the starboard side; I/n FJR 17mar10
	EK-76425	II-76TD	Rus Aviation	rgd	05may10	Reliable Unique Services Aviation LLC; registration with hyphen; carried titles on fuselage and fin; f/n DXB 16jul10; photo SHJ nov11, without titles and hyphen in the registration; l/n OSS 26mar12
	YI-AQX EW-449TH	II-76TD II-76TD	Alnaser Airlines Ruby Star	trf DWC	aug12 15oct15	f/n SHJ 03nov12; in white c/s with grey undersides and large titles; l/n LWN 08aug15 details from russianplanes.net aug15 and confirmed on Ilyushin.org; in all-white c/s with grey undersides,
	UP-17652	II-76TD	Jupiter Jet	rgd	26nov19	no titles; I/n SHJ 02mar19 f/n DMB 05dec19; in white c/s with grey undersides, small Kazakhstan flag behind the cockpit, no titles;
						dry leased to Jenis Air and operated 'JEN' flights for many months to/from Libya; I/n VKO 23apr20; last tracked flight 30apr20 to SHJ; owned by Space Cargo Inc (FZE), operating from BEN for the Haftar
10034 05164	CCCP-76828	II-76MD	MVD/Aeroflot c/s	mfd	28mar91	Affiliated Forces (HAF) since jun20 according to UN document dated 08mar21; CofA expiry 19jul20; AOC suspended 21jul20 and revoked 23sep20 line # 80-01; rgd 15may91; opb 675 osap on at Nizhni Novgorod; f/n SNN 13jul91; l/n LED 07sep92
10034 05104	RA-76828	II-76MD	MVD/Aeroflot c/s	trf	1992	opb 675 os ap on at Nizhni Novgorod; still in full Aeroflot c/s including titles; f/n Sperenberg 18jul94; seen CKL 15aug99 and then not seen for 6 years (seen again only Yermolino 15aug05); /in Yermolino 13aug06
	RF-76828	II-76MD	Russian MVD/VV	rgd	2006 ?	opb 70 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; f/n Staraya Russa 30sep07; named 'Vladimir Ponomaryov' at Yermolino 28feb08 after the first commander of Russian
	RF-76828	II-76MD	Rosgvardiya	trf	05apr16	Ministry of Interior aviation; I/n OVB 31jan15 opb 70 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; named
10034 05172	CCCP-76829	II-76MD	MVD/Aeroflot c/s	d/d	31may90	'Vladimir Ponomaryov'; f/n Yermolino 09jul16; l/n GOJ 16may18 line # 80-03; built without tail gunner's station; initially opb 675 osap on at Nizhni Novgorod (still by
						mar97); later opb 70 osap on at Yermolino; f/n Yermolino 16apr97; l/n Yermolino 01sep97 and seen on TV 13aug99
	RA-76829	II-76MD	MVD/Aeroflot c/s	trf	1992	opb 70 osap on at Yermolino; still in full Aeroflot c/s including titles; f/n Yermolino aug02; l/n Yermolino 15aug15; see next line
	RF-76829 RF-76829	II-76MD II-76MD	Russian MVD/VV Rosgvardiya	rgd trf	2006 ? 05apr16	in a Rosimushchestvo (State Property Agency) listing in 2010, but not taken up opb 70 osap on at Yermolino; probably in basic Rossiya c/s with white top and blue engines, no titles; f/n
10134 05176	CCCP-76807	II-76TD	AFL/Tyumen	d/d	25mar91	LED 18jul18; seen ZIA 15nov18, named 'Ivan Yakovlev'; I/n OVB 27jul24 line # 80-04; delivered to Tyumen; rgd 15may91; toc 06jun91; f/n FRA 21nov91 in Aeroflot c/s, no titles
	CCCP-76807 RA-76807	II-76TD II-76TD	Jet Air Cargo Jet Air Cargo	DUS AMS	30nov91 30jan93	seen AMS 25dec91; leased from Tyumen Airlines; I/n ATH nov92 with titles seen AMS 02dec93 with additional 'United Nations' titles; I/n FRA 29jul94, as such
	RA-76807 RA-76807	II-76TD II-76TD	Tyumen Airlines Ilavia	trf rgd	31aug94 02mar99	f/n SHJ 24jan96; see c/n 1023408240 leased from 01feb99; in apr00 fleet list; see next line
	RA-76807 RA-76807	II-76TD II-76TD	Tyumen Airlines Aviacon Zitotrans	TJM rgd	13aug01 29may03	stored; rgd 07dec01 f/n SVX 24aug03; l/n BUD 17jul04
	RA-76807 RA-76807	II-76TD II-76TD	United Nations Aviacon Zitotrans	BDS BRQ	10oct04 17apr05	l/n SZB 02feb05 l/n BTS 15oct05
	RA-76807	II-76TD	United Nations	SHJ	05jan06	in all-white c/s with 'UN-WFP' titles; I/n FJR 22feb06
	RA-76807 EW-495TH	II-76TD II-76TD	Aviacon Zitotrans Trans Avia Export	SCL ZIA	11jun06 17dec17	in white/grey c/s; l/n SVX feb13; stored at Orsha-Bolbasovo jul15; canx between 13sep17 and 24oct17 flew Orsha-Bolbasovo-Zhukovski 17dec17; operator and registration confirmed; photo exists, in all-white
1010105177	RA-76807	II-76TD	Aviacon Zitotrans	rgd	12jan18	c/s grey undersides, no titles (but registration is not visible on the photo) seen active ZIA 25apr21, all white c/s, no titles; I/n SGN 07apr24
10134 05177	CCCP-76808 CCCP-76808	II-76TD II-76TD	AFL/East Siberia Baikalavia	mfd trf	27jul91 30jun92	line # 80-05; d/d 27jul91 to Irkutsk; rgd 26aug91; f/n MST 23dec91 in Aeroflot c/s
	RA-76808 RA-76808	II-76TD II-76TD	Aeroflot Aeroflot	MXP SVO	24oct92 16may93	with additional large 'United Nations' titles on charge as of 01jun93 with AFL/East Siberia according to MGA document; opb Dacono Air during 1995,
	RA-76808	II-76TD	Baikalavia			seen OST 17jan95 and LUX 07sep95 operating 'DCA' flights; I/n ZAG 21sep95 I/n DME 23aug96, titles not read off
	RA-76808 EX-108	II-76TD II-76TD	Tesis Click Airways	DME CMB	22jun00 30may06	I/n DME 25jun05; leased from Baikalavia 11may00/11may05; soc 10feb06 as to Kyrgyzstan c/n confirmed, from Air Operator's Certificate jun06/oct06; in white c/s; I/n SHJ 23jun07
	EY-602 (1)	II-76TD	Click Airways	SHJ	07oct07	c/n confirmed from Ilyushin website; was already known to be operating in Afghanistan summer 2007; on FJR ground log 01nov08 as opb Asia Airways; I/n DXB 30mar09; see c/n 0043449468
	4L-GLL	II-76TD	Sakaviaservice n/t	SHJ	01jul09	c/n confirmed; still in Click Airways c/s with Click Airways titles initially and engine covers marked 'EY- 602'; f/n without titles SHJ 09oct09; f/n SHJ 01jun10, as such
	EK-76808 EY-608	II-76TD II-76TD	Rus Aviation Par Air	rgd trf	22jul10 mar12	to Global Aviation Services FZE, opb Reliable Unique Services Aviation LLC; c/n from CofR and checked at DXB 24jul10, with titles and without hyphen in registration; I/n Al Udeid, Qatar 27dec11; canx 20feb12 details from Ilyushin OKB listing; f/n SHJ 28apr12 all white c/s, grey undersides, no titles; seen MLA
	EW-383TH	II-76TD	Ruby Star	trf	feb14	01jull3, operating with Buraq call-signs; I/n KVG 02aug13 f/n MSQ 14mar14, in all-white c/s with grey undersides, no titles; I/n MSQ 20sep24 active
10134 05184	CCCP-76426(1)	II-76TD	Aeroflot	mfd	19mar91	line # 80-06; delivered 19mar91 to Luch Neryungri; f/n SVO 10aug93; l/n SVO 03sep93; see c/n 1043419644
	RA-76426(1) RA-76426(1)	II-76TD II-76TD	Askhab ALLWE	trf OST	09oct93 21jul95	f/n FRA 16mar95, in Aeroflot c/s and titles
	ER-ACG	II-76TD	Aeroflot c/s, n/t	rgd	22sep95	photo at KIV exists, date unknown; canx 06feb96; based at Chisinau mar97 according to OKB listing, see next line
	RA-76426(1)	II-76TD	Askhab	MRV	15may96	in basic Aeroflot c/s, white tail, no titles; seen SHJ 14dec98; l/n ZIA 17aug01; canx 24mar03 as sold to Azerbaijan; soc 22apr03
	4K-AZ31	II-76TD	Silk Way Al, n/t	BAK	31may03	'76426' on top of wings and 'ALLWE' readable under old paint; damaged 14sep04 on take-off from Baku when an engine exploded, but repaired
	4K-AZ31	II-76TD	Silk Way Airlines	HHN	20jun05	now full c/s; seen KBL 18dec06; in fleet list jul07, as leased; seen GYD 16sep11 with additional '10 years in the sky'; I/n GYD oct15/apr18 as such, stored; seen OSS 12jul19, wfu
	RJAF-360 (2)	II-76TD	Jordanian AF	GYD	08aug23	identity confirmed by c/n plate; in white c/s with light grey undersides, no titles; I/n TAS 22nov24; see II- 76MF c/n 1063421724
10134 05188	"35" blue "35" blue	II-78M II-78M	Soviet Air Force Russian Air Force	mfd Eng	30sep91 13aug96	line # 80-07; d/d 30sep91 to Engels; code from official list based at Engels mar97; later opb 203 oapsz at Ryazan; initially without titles and with Red Stars, l/n as
						such overhead Moscow 13apr04; seen with 'VVS Rossii' titles and Russian stars overhead Moscow 04may10; I/n Ryazan-Dyagilevo may14
10134 05192	RF-94273 CCCP-78849	II-78M II-76MD	Russian Air Force Soviet AF/AFL c/s	Rzd d/d	11may16 27apr91	also carried code "35" blue, with 'VVS Rossii' titles and Russian stars; I/n Ryazan-Dyagilevo 2020 line # 80-08; delivered to Vitebsk; f/n AOC 05jul91; rgd 16aug91
	EW-78849 EW-78849	II-76MD II-76TD	Trans Avia Export Trans Avia Export	BRU OST	11jun93 29oct01	based at Machulishchi mar97; carried additional small 'Ilavia' titles sep00 I/n FRA 16mar07; carried technicians to MGQ who cannibalized II-76TD EW-78826 (dbr 09mar07); w/o
						23mar07 shortly after take-off from Mogadishu when was shot down by Islamic rebels with a missile which impacted between the engines, the aircraft lost a wing into the Indian Ocean and shortly thereafter crashed
10134 05196	CCCP-78850	II-76MDK	Soviet AF/AFL c/s	mfd	27apr91	in the eastern outskirts of Mogadishu, all 7 crew and 4 passengers (technicians) killed line # 80-09; no tail turret, version is MDK according to the OKB listing; d/d 27apr91 to Chkalovski; rgd
	RA-78850	II-76MD	Russian AF/AFL c/s	Spr	jul93	25jun91; opb 223 osap at Chkalovski; f/n Sperenberg 22nov91 opb 223 LO; based at Chkalovski mar97; seen HEL 06jul94; I/n CKL 07may15, still in full Aeroflot c/s with titles; to undergo overhaul by 360 ARZ in 2016
10134 05197	RA-78850 "36" blue	II-76MD II-78M	Russian Air Force Soviet Air Force	CKL mfd	may17 30nov91	in c/s similar to Rossia with '223 LO' badge; l/n FNJ nov24 line # 80-10; d/d 30nov91 to Engels; code from official list
10154 05157	"36" blue	II-78M	Russian Air Force	mu	sep94	over Moscow-Tushino; based at Engels mar97; opb 203 oapsz at Ryazan; seen Ryazan-Dyagilevo 29aug07; l/n as such Ryazan-Dyagilevo sep12 active
	RF-94274	II-78M	Russian Air Force	ph.	06may14	over Moscow; also carried code "36" blue, with 'VVS Rossii' titles; I/n Chelyabinsk-Shagol jan15; to undergo overhaul by 360 ARZ in 2016; I/n Ryazan-Dyagilevo 22jul19; seen Engels mar21, now with 'VKS
10134 06204	CCCP-78851	II-76MD	Soviet AF/AFL c/s	mfd	31may91	Rossii <sup>1</sup> titles; l/n Ryazan-Dyagilevo 30aug21 line # 81-01; d/d 31may91; no tail turret; delivered to Ukurei; rgd 26aug91; f/n Sperenberg 10dec91;
	RA-78851	II-76MD	Russian AF/AFL c/s	DME	07jul93	based at CKL 1991/1992; I/n Sperenberg 02dec92 canx but date unknown
	RA-76388 RA-76388	II-76MD II-76MD	Polis Air Veteran	SHJ ZIA	22dec93 06may94	carried 'Polis Air/Zall Trans' titles converted to, see next line
	RA-76388 RA-76388	II-76TD II-76TD	Zall Trans Dobrolet	DME	12aug96 25sep97	based at Zhukovski mar97; I/n DME 19aug97 f/n OST 25jan99; I/n DME 11may05
	RA-76388	II-76TD	Tesis	GVA	30oct05	in basic Dobrolet c/s, carried 'Tesis' titles on outer engines; l/n TLL 10may06, with VDA badge on tail
	ER-IAS UN-76029	II-76TD II-76TD	all-white c/s, n/t Eastern Express	rgd KDH	04dec06 01oct07	c/n confirmed; f/n RKT 22dec06; l/n JNB 16apr07; canx 10aug07 to Kazakhstan c/n confirmed; all-white c/s, no titles, operator not confirmed; l/n RKT 26apr08
	UP-I7609 D2-FGG	II-76TD II-76TD	Servis Air	no LAD	reports 19dec08	c/n confirmed by Kazakhstan CAA in all-white c/s with nultiple blue/red stripes on the fuselage and tail, with titles; I/n HLA 07feb09
	T-909	II-76TD	Angolan Air Force	LAD	21jan11	ex registration D2-FGG visible on photp, all-white fuselage with dark grey tail and titles, in the process of being repainted; I/n LAD 06apr11, in all dark grey c/s with light grey undersides, with titles
	D2-FGG T-909	II-76TD II-76TD	Angolan Air Force Angolan Air Force	ODS LAD	27sep11 01may12	in all dark grey c/s with light grey undersides, with titles; l/n KLD dec11 in all dark grey c/s with light grey undersides, with titles; l/n KLD dec11
	D2-FGG	II-76TD	Angolan Air Force	KWG	04aug13	in all dark grey c/s with light grey undersides, no titles; l/n KWG 06aug13
	T-909	II-76TD	Angolan Air Force	LAD	oct14	in all dark grey c/s with light grey undersides; l/n LAD 05jan23

10134 06207	UK-76427	II-76TD	Uzbekistan Airways	mfd	30apr91	line # 81-02; d/d 30apr91
	06207 UK-76427	II-76TD II-76TD	all-white c/s, n/t Uzbekistan Airways	Gos SHJ	23sep91 27nov94	c/n not confirmed, is the registration the last five digits of the c/n ? c/n confirmed; in basic Aeroflot c/s with white fin; l/n SHJ 09apr95
	UK-76427	II-76TD	TAS A/c Prod Corp	SHJ	20jan96	in white c/s with double red cheatline and light blue undersides and engines, with 'Tashkent Aircraft
	UK-76427	II-76TD	Krylo	SHJ	28oct99	Production Corporation' titles and a logo on the fin; I/n PRG 27jul99 leased from the Tashkent Aircraft Production Corporation; in basic TAPC c/s with own titles plus a logo on the fin; I/n THR 13mar00
	UK-76427 UK-76427	II-76TD II-76TD	TAS A/c Prod Corp Airstars	DME DME	13aug01 16aug01	photo proof as such leased from the Tashkent Aircraft Production Corporation; in basic TAPC c/s with own titles plus a logo on
	UK-76427	II-76TD	TAS A/c Prod Corp	Тас	24may04	the fin; I/n DME 02apr02 in full c/s; the airline branch of the factory was renamed TAPC Aviatrans Aircompany; current in fleet list
	1112 76407		Uzbekietan Ainwaye	rad	24mar1E	nov06; canx before dec07 but date unknown; stored at Tashkent-Tuzel following the closure of the factory, seen mar09/mar10; current on register dec10 till is full IADC of indide at three offered for cale inp16/mpw11, ctill current on register 77auc10, cst wfu
1010107010	UK-76427	II-76TD	Uzbekistan Airways	rgd	24mar15	still in full TAPC c/s including titles; offered for sale jan16/may21; still current on register 27aug19; sat wfu at Tashkent-Tuzel, seen dec20/aug24; was to be scrapped if not sold by 01jul22
10134 07212	CCCP-78852	II-76MD	Soviet AF/AFL c/s	mfd	25may91	line # 81-03; no turret; d/d 31may91 to Ukurei; rgd 26aug91; f/n Sperenberg 25dec91; based at CKL 1991/1992; l/n Sperenberg 21dec92
	RA-78852 RA-76389	II-76MD II-76TD	Russian AF/AFL c/s Veteran	SVO ZIA	16may93 06may94	still II-76MD by feb94, according to Ilyushin OKB listing mar97 with operator as Zall Trans seen with additional 'Zall Trans' titles late94/early95; I/n FAB 06sep96
	RA-76389 RA-76389	II-76TD II-76TD	Tupolev Aerotrans Dobrolet	OST rgd	02oct96 03oct97	based at Zhukovski mar97; I/n ZIA 19aug97 f/n ZIA jun98; with additional 'Samara' titles; I/n PRG 14jan99; seen DME 15aug99 with additional
	RA-76389	II-76TD	East Line	rgd	02jul04	'Samara' titles removed; I/n DME 30jun04 f/n DME 04jul04 with small titles on the lower fuselage; lsd from Dobrolet 29jun04/30sep05
	RA-76389 EX-093	II-76TD II-76TD	Tesis ACI Air	TLL DXB	10may05 04jun06	small titles on outer engine only; not in fleet list 2006; soc 12jan06 as to Kyrgyzstan leased to Aban Air; in gold ex-Dobrolet c/s; I/n SHJ 29dec06
	EX-093	II-76TD	Tenir Air	ABJ	04feb07	still in gold ex-Dobrolet c/s with white tail, no titles; already reported in Chinese CAA documents 12jan07; w/o 10may07, caught fire whilst loading a fuel-leaking 4x4 vehicle at Point Noire (Congo-Brazzaville),
10134 07215	CCCP-78853	II-76MD	Soviet AF/AFL c/s	d/d	28aug91	burnt out completely line # 81-04; opb 409 apsz at Uzin; no reports; trf to the Ukrainian Air Force in 1992
10154 07215	RA-76413	II-76MD	not known	rgd	25sep92	c/n confirmed; was on the Russian register with the owner given as Ukraine, the RA- prefix was probably never worn
	UR-76413 UR-76413	II-76MD II-76MD	Busol Airline Ukraine Air Force	RWN FFD	27jun95 16jul97	opb 409 apsz at Uzyn by mar97; l/n KBP 19mar97, still Busol ? in white/light grey c/s with 'Ukrainian flag' cheatline and a Ukrainian shield on the fin, no titles; l/n Uzyn
	76413	II-76MD	Ukraine Air Force	Hrd	03sep00	27jun99 equipped with flare dispensers; based at Krivy Rih until 2001; opb 25 BrTrA at Melitopol from 2001; in
						white/light grey c/s with 'Ukrainian flag' cheatline, roundels on the wings and a Ukrainian shield on the fin, no titles; received the nose gear of '76760' in spring 2010; f/n with the unit badge behind the cockpit Melitopol 27apr13; I/n ODS 06feb20; contract for the prolongation of life-time until 28jun23 signed with NARP 14jul21; I/n Deblin 14may22/08mar23; 7 Ukraine Air Force II-76s still visible on Google Earth at
						Deblin 20sep24 @@
10134 07220	CCCP-78854	II-76MD	Soviet AF/AFL c/s	mfd	01jun91	line # 81-05; d/d 29aug91; opb 110 vtap at Novgorod-Krechevitsy; f/n in former East Germany 09sep91; rgd only 16jun92; l/n Gross Dölln (Templin) 06apr94
	RA-78854	II-76MD	Russian AF/AFL c/s	GEN	12jun94	opb 110 vtap at Novgorod-Krechevitsy by mar97; I/n EVN 23jun02; converted by VASO at Voronezh in autumn 2003/spring 2006 to, see next line
	RA-78854	II-76MD-90	Russian AF/AFL c/s	r/o	nov05	the first example of this modernised version with PS-90A-76 engines, the tail turret was removed; f/f 02feb06 from Voronezh, remained with VASO until sep06; state trials started oct06; f/n ZIA 05oct06, with the engine nacelles and pylons still in primer
	RA-78854	II-76MD-90	Russian Air Force	CKL	29may07	in light grey c/s with blue cheatline and Russian flag on fin, no titles; I/n operational CKL 23nov11; stored at CKL, seen 2013/sep19
10134 07223	CCCP-76811 UK-76811	II-76TD II-76TD	AFL/Uzbekistan Uzbekistan Airways	mfd SHJ	29jul91 09jun93	line # 81-06; d/d 29jul91 to Tashkent; rgd 16sep91; f/n STN 02sep92; l/n STN 14mar93 l/n TAS 08may98; last overhaul completed apr02; still in fleet list jan03; offered for sale 22dec05/27feb07
	D2-MBQ T-905	II-76TD II-76TD	Angolan Air Force	LAD	28mar09	with t/t 3,989 hours and 1,360 cycles (only 3 flights since overhaul !); in fleet list 14dec07 as 'under repair' in Ilyushin OKB listing apr09; CofA valid until 27mar11 in Alli, ch confirmed in dark care (ch with light care, undersides and with titles, coop IAD 2010; I/o IAD
	D2-MBQ	II-76TD	Angolan Air Force Angolan Air Force	ph.	jul09 13apr11	in Mali; c/n confirmed; in dark grey c/s with light grey undersides and with titles, seen LAD 2010; I/n LAD 21jan11 in static at military air show; see also c/n 0063469062 ferried KRT-KLD probably for maintenance; seen Tver 18apr11, in dark grey c/s with light grey undersides;
	T-905	II-76TD	Angolan Air Force	LAD	29dec12	<pre>//n LAD 20jul12 as such and LAD 03may13; in dark grey c/s with light grey undersides and with titles; seen MSQ 03aug18; I/n LAD</pre>
			-			aug24
34 07227	"53" (blue)	II-78M	Soviet Air Force	no	reports	line # 81-07; code and c/n from OKB listing; fate ?, reported as possibly not completed as no other details are given; see c/n 0043455676
10134 07230	CCCP-76812	II-76TD	AFL/Moscow	mfd	30jul91	line # 81-08; d/d 31jul91; toc 14aug91; rgd 26aug91; opb Domodedovskoye PO; f/n MST 24feb92; l/n DME 10sep92
	RA-76812 RA-76812	II-76TD II-76TD	Aeroflot Euro Atlantic Air	AMS BJL	09dec92 18jan93	l/n DME 16jul94
	RA-76812 RA-76812	II-76TD II-76TD	Domodedovo Airl. East Line	trf DME	25jul94 06jul98	in full c/s; f/n OST 21oct94; l/n DME 25aug97 leased from Domodedovo Airlines; new CofR issued 05may00; l/n OST 21feb01
	RA-76812 RA-76812	II-76TD II-76TD	Airstars East Line		16aug01 16jan03	in basic Domodedovo Airlines c/s with own titles; I/n DME 11dec02 f/n DME 28jun03; in a Russian Sky fleet list dec05; I/n DME 18apr06
	RA-76812	II-76TD	Russian Sky		25may06	in basic Domodedovo Airlines c/s with white fin and 'Russian Sky' titles; parked at FJR, seen 14sep08/01jul09
	ST-MGD FK-76812	II-76TD II-76TD	El Magal Aviation Veteran Avia	FJR rad	01aug09 06aug10	c/n confirmed; in basic Domodedovo Airlines c/s with small 'M.G.L' titles only; I/n UYL 01mar10 to Aerospace Consortium FZE, opb Veteran Avia LLC; c/n from CofR; in basic Domodedovo Airlines c/s, no
	ER-IAL	II-76TD	Grixona	trf	mar13	titles; f/n SHJ 21nov10; I/n FJR 06sep12 current on register 02jul13; in white c/s with gold cheatline and grey undersides, no titles; f/n OSS
	UR-CMC	II-76TD	Eleron	rgd	05may14	24oct13 to Infinite Seal Inc. of the British Virgin Islands
	UR-CMC	II-76TD	Yevropa Air	rgd	08jul14	to Infinite Seal Inc. of the British Virgin Islands; in white c/s with gold cheatline and grey undersides, no titles; f/n FJR 17dec14; I/n RKT 20dec18; new CofR issued 20may19; destroyed in the early hours of
						26jul19 while being parked at al-Jufra (Libya) when was attacked by a TB2 "Bayraktar" UAV of the Libyan Government of National Accord (GNA) and burnt out, the captain tried to save the aircraft's on-board
10134 07233	B-4030	II-76MD	China United Al	d/d	10jul91	documents and was killed; AOC suspended 27jul19; canx between 08aug19 and 06sep19 line # 81-09; f/n Wuhan-Hankou 27nov91; I/n CTU 16may08
10154 07255	B-4030 21041	II-76MD II-76MD	Chinese Air Force Chinese Air Force	CTU ZIA	may08 21aug13	in civilian c/s with titles and military roundels; //n Dangyang 22may09 c/n confirmed; in light blue c/s with white undersides, with titles and military roundels, red code; seen SHA
10134 08240	UK-76351	II-76TD	Uzbekistan Airways	mfd	22dec92	27jul22, now with yellow code; I/n TAO 01mar24 line # 81-10; d/d 22dec92 to Tashkent; f/n FRA 13oct93; c/n checked on upward folding cargo door SHJ
10151 00210	01070001	1.7015	ozbenastan / in nays	ind	LEGGESE	feb96 as 1013405176 which was still current as RA-76807, doors swapped during overhaul at a rework plant ?
	UK-76351 UK-76351	II-76TD II-76TD	East Line Uzbekistan Airways	SHJ ZRH	mar97 12aug99	leased from Uzbekistan Airways; I/n TAS 06oct97 last overhaul completed 22jun99; in fleet list jan03/dec07 as stored; I/n TAS 24may04; offered for sale
						22dec05/27feb07 with t/t 7,144 hours and 1,785 cycles; current on Uzbekistan register dec10; I/n TAS 23oct11
	UK-76351	II-76TD	AERO-Rad Tech LLC		photo	taken at TAS late 2014; in all dark grey c/s with white undersides, for Angolan AF; probably the aircraft visible at TAS on GE image dated 10dec14, see next line
10134 08244	T-911 CCCP-76835	II-76TD II-76TD	Angolan Air Force ANTK Ilyushin	LAD d/d	dec14 28oct91	all dark grey c/s with white undersides and titles, l/n LAD 03jan23 line # 82-01; in Aeroflot c/s; delivered to Zhukovski; rgd 06apr92; f/n MAN 15jul92 with additional 'Interfreight' titles; l/n ZIA 16aug92 as such
	RA-76835 RA-76835	II-76P	ANTK Ilyushin Ilavia	ZIA ZIA	15may93	fire-fighter version; in Aeroflot c/s; with exhibition number '306'
	RA-76835	II-76TD II-76TD	Rus	REN	24aug95 27mar01	in full c/s; leased from Zhukovski Research Institute; I/n ZIA 08jul98; not in apr00 Ilavia fleet list I/n DME 11may01 whether is the later of the second second second second second second second second second second second second
	RA-76835	II-76TD	Algerian Air Force	sld	aug02	photo in full Algerian Air Force c/s, but with original Russian registration; soc 26may03 and canx 28may03 as sold to Algeria
	7T-WIR	II-76TD	Algerian Air Force	SVO	16jun99	sighting correct ?, see date above; registration confirmed by Ilyushin for this c/n; the fuselage was damaged late 2000s by by machine gun fire from Tuareg rebels, flown to Boufarik after repairs; seen ZIA apr16, with titles; I/n ZIA apr17
10134 08246	CCCP-76813 UK-76813	II-76TD II-76TD	AFL/Uzbekistan Uzbekistan Airways	mfd ZRH	20aug91 09jul93	line # 82-02; d/d 20aug91 to Tashkent; rgd 16sep91; f/n DME 26sep91; still 'CCCP-' jan93 last overhaul completed 10sep97; stored at TAS, l/n may98/jan03; in fleet list oct00/jan03 as stored;
					,	offered for sale 22dec05/27feb07 with t/t 3,430 hours and 1,068 cycles; in fleet list 14dec07 as 'under repair'
	D2-MAA T-906	II-76TD II-76TD	Angolan Air Force Angolan Air Force	LAD	19feb09 photo	in dark grey c/s with light grey undersides, no titles; in Ilyushin OKB listing apr09, CofA valid until 20aug11 in all dark grey c/s with light grey undersides and with titles; c/n only given as the aircraft involved in the
						take-off accident at LAD; dbr 27aug09 on take-off from Luanda when the crew forgot to extend the flaps and the aircraft overran the runway, no casualties; photos exist after the accident; I/n LAD oct14; in the
10134 08252	CCCP-76809	II-76TD	MAP PO Transp.Avia	d/d	31aug91	process of being broken up late mar15 line # 82-03; delivered to Domodedovo; rgd 10oct91; f/n HAM 18nov91, in Aeroflot c/s and titles
	RA-76809 RA-76809	II-76TD II-76TD	Aeroflot Aviatrans	LUX AMS	13nov92 29dec93	seen AMS 17nov93 and 22nov93, in full Aeroflot c/s, opb Aviatrans I/n DME 26aug95, still with Aviatrans titles, see trf next line
	RA-76809 RA-76809	II-76TD II-76TD	Atran Dobrolet	trf DME	14jun94 16aug01	f/n DME 26may96; I/n LUX 14feb00 CofR renewal 30dec02; I/n DME 21sep03
	RA-76809 RA-76809	II-76TD II-76TD	East Line Aviast	rgd	31mar04 07may05	f/n SHE 01jun04; I/n RIX 15apr05 in basic Aeroflot c/s, no titles or flag; reported in technical inspection document 06may05 as opb Aviast;
					.,	I/n DME 12sep05; current in Aviast fleet list dec05; soc 30dec05 as to Sudan

	ST-BDE	II-76TD	Badr Airlines	KRT	28feb06	in basic Aeroflot c/s with white tail, small titles on forward fuselage; offered for lease by African Logistic Support Service 22aug06; repainted all-white with titles and badge on tail; seen KRT 10apr10, c/n checked
10134 08254	B-4031	II-76MD	China United Al	d/d	30sep91	this date; I/n stored KRT nov16/mar23 line # 82-04; f/n Wuhan-Hankou 27nov91; I/n CTU nov06
	B-4031 21042	II-76MD II-76MD	Chinese Air Force Chinese Air Force	ZUH ph.	23oct08 11may13	in civilian c/s with titles and military roundels; I/n Dangyang 22may09 opb 39th Transport Regiment at Dangyang; in civilian c/s with titles and military roundels; photo 06may16, in light blue c/s with white undersides, with titles and military roundels, red code; I/n Zhengzhou 08apr20;
	0000 70706	1. 2670				seen 28jul21, now with yellow code; I/n TAO 29oct24
10134 08257	CCCP-78736 CCCP-78736	II-76TD II-76TD	Aeroflot Hung Ukr Heavylift	d/d STN	27sep91 21jan93	line # 82-05; delivered to Donetsk; rgd 15oct91; f/n YKS 03jul92 no titles; seen RTM 09feb93; l/n ATH mar93, small Ukrainian flag behind the cockpit
	UR-78736 HA-TCB	II-76TD II-76TD	Hung Ukr Heavylift Hung Ukr Heavylift	OST rgd	01may93 21mar94	l/n OST 05may93, opf Air Foyle these dates was already f/n BUD 01mar94
	HA-TCB HA-TCB	II-76TD II-76TD	United Nations Aeroflot c/s, n/t	BUD ZRH	29aug94 06mar96	I/n BUD 24oct94; based at Donetsk mar97 arrived at BUD 12jan01 and stored since; CofA expired 06apr02 and wfu 05may02; work to make it
	UP-17629	II-76TD	Eastern Express	BUD	11aug08	airworthy again commenced jun08; registration and flag removed 04aug08 in basic Aeroflot c/s, no titles; registration applied 11aug08; ferried BUD-RKT 14aug08; I/n RKT 17feb09
	UP-17629	II-76TD	SkyLink Arabia	RKT	02mar09	l/n Basra 21mar09; seen AKT 03jun09 without titles; l/n FJR 11sep09
	4L-FFG	II-76TD	Eastern Exp. Geor.	SAW	-	opb Eastern Express Georgia in basic ex-Aeroflot c/s, no titles; renamed Skyway and in official document dec09 as such; I/n SHJ 09oct10, still no titles; canx late 2010/early 2011
	EX-76001	II-76TD	Click Airways	rgd	12dec12	owned by Airline Transport Incorporation, FZE; f/n ZIA 21may13 in all-white c/s with grey undersides and no titles, engines missing; l/n ZIA 31aug13; reported at ARZ 123 nov13
	27606 78696(1)	II-76TD II-76TD	Chinese Air Force Chinese Air Force	ZIA	may14 28sep14	details from russianplanes.net; reported at 123 ARZ; serial for delivery to China c/n from russianplanes.net; in light blue c/s with white undersides, with titles and military roundels, serial
	20544	II-76TD	Chinese Air Force		03may15	taped on tail; last digit under the tape looks to be a '6'; see previous line; see c/n 0083489691 details from russianplanes.net; in bluish grey c/s with light grey undersides, military roundels and titles,
10134 08264	CCCP-76818	II-76TD	all-white c/s	mfd	31oct91	red code; I/n CTU 01may16; serial worn by a YY-20 by mar24 line # 82-06; d/d 31oct91 to Sheremetyevo; f/n DME 17feb92; wearing Russian Federation flag; slide
10134 08204						exists with Soviet Flag !; rgd 14jan92 to Exparc; I/n SVO 11sep92
	CCCP-76818 76818	II-76TD II-76TD	United Nations United Nations	BTS ZAG	07dec92 26feb93	owned by Exparc Air
	RA-76818 RA-76818	II-76TD II-76TD	Exparc Air Ilavia	SHJ SHJ	24nov93 11mar98	l/n SVO 22aug97 l/n VKO 06aug99; not in apr00 fleet list
	RA-76818 RA-76818	II-76TD II-76TD	Rus Abakan Avia	OST VKO	13jun00 2002	I/n DME 16aug01 photo, in all-white c/s with grey undersides and titles; soc and canx 10feb03 as sold to Algeria
10234 08265	7T-WIT RA-76355	II-76TD II-76TD	Algerian Air Force VIA Viktor Al	d/d	nov04 26dec92	at Boufarik; opb 374 Sqn; I/n ZIA 15oct20 line # 82-07; f/n BTS 31jul93; in basic Aeroflot c/s with 'V I A' titles; I/n BTS 08aug93
10251 00205	RA-76355 RA-76355	II-76TD II-76TD	United Nations all-white c/s n/t	ZAG SVO	sep93 1995	and 29nov93; I/n LAD 24jun94; leased from VIA Viktor Airlines seen SVO 06may95; reported for Velocity, formerly VIA Viktor Airlines
	RA-76355	II-76TD	Moscow Airways	OST	16may95	I/n SXF 05jun95 in all-white c/s with titles
	RA-76355 RA-76355	II-76TD II-76TD	TANTK Continental Aw	OST SVO	dec96 23apr97	l/n SHJ 27jan97 l/n SHJ 09nov97; soc and canx 03aug98 as to Sierra Leone
	9L-LBO EP-ALD	II-76TD II-76TD	Intalair Atlas Air	DXB SHJ	sep98 22nov98	registration also reported worn by an An-24, Mi-8 and L-410 in blue/white c/s with red stripe; I/n SHJ 14dec98; c/n checked
	T9-QAB T9-CAB	II-76TD II-76TD	Phoenix Phoenix	rgd rgd	jan99 01jan99	reported seen feb99, but ever taken up ? f/n SHJ 19jan99; in blue/white c/s with red stripe and titles; I/n SHJ 07dec99
	XT-FCB	II-76TD	Faso Airways	OUA	26nov00	c/n confirmed; 'Stage III' titles; reported to have hush-kits, but according to the engine factory this is nonsense; in Sudanese list of foreign aircraft operating in Sudan jan07, with operator given as Azza; I/n
	XT-AZZ	II-76TD	all-white c/s, n/t	KRT	24jun08	FJR 13feb08, still with Faso Airways titles c/n not confirmed; registration applied recently as it looked like a sticker
	XT-AZZ	II-76TD	AZZA	KRT	06jan09	c/n not confirmed; reported as XT-AZZ KRT 24mar09, 31mar09 and 24apr09 confirmed XT- !; see sighting next line
	ST-AZZ	II-76TD	AZZA	KRT	26mar09	c/n confirmed !; in full Azza c/s; l/n KRT 13nov10
	no reg	II-76TD	Sudanese Air Force	OAU		still with ST-AZZ still visible on top of the wing; in all-white c/s with grey undersides and small roundel on rear fuselage; used call-sign 'SAF1106' 27mar11; I/n KRT 20jul12
	1106 no reg	II-76TD II-76TD	Sudanese Air Force Sudanese Air Force	EGN KRT	14feb13 10may14	seen painted with very small serial by the nose and Sudan Air Force titles; I/n KRT 05aug13 in all-white c/s with grey undersides, large 'II-76TD' behind the nose
	ST-AZZ 1106	II-76TD II-76TD	Sudanese Air Force Sudanese Air Force	KRT KRT	15may14 02nov14	in all-white c/s with grey undersides, large 'II-76TD' behind the nose; I/n KRT 21oct14 in all-white c/s with grey undersides, large 'II-76TD' behind the nose and small serial on the rear fuselage
	ST-AZZ	II-76TD	Sudanese Air Force	KRT	05jan15	with 'S.A.F' beneath
	1106 ST-AZZ	II-76TD II-76TD	Sudanese Air Force Sudanese Air Force	KRT KRT	08feb15 04apr15	in all-white c/s with grey undersides, large 'II-76TD' behind the nose and small serial on the rear fuselage in all-white c/s with grey undersides
	no reg	II-76TD	Sudanese Air Force	KRT	may15	in all-white c/s with grey undersides; I/n KRT 25may15 active, wearing no registration
	ST-AZZ 1106	II-76TD II-76TD	Sudanese Air Force Sudanese Air Force	KRT ELF	23nov15 jan16	in all-white c/s with grey undersides; I/n KRT 24nov15, with registration
	ST-AZZ 1106	II-76TD II-76TD	Sudanese Air Force Sudanese Air Force	KRT KRT	aug17 23aug22	in all-white c/s with grey undersides in all-white c/s with grey undersides, wfu, with ST-AZZ still visible; I/n mar23
10134 08269	CCCP-76814	II-76TD	ALAK	mfd	31oct91	line # 82-08; d/d 31oct91 to Sheremetyevo; rgd 06feb92; f/n AMS 22feb92 in Aeroflot c/s; l/n SVO 11sep92
	RA-76814 RA-76814	II-76TD II-76TD	ALAK ALAK c/s, n/t	DUS DME		I/n SHJ 25oct97; operated by East Line
	RA-76814 RA-76814	II-76TD II-76TD	Rusaerolizing East Line		dec97 29jun98	l/n OST 02apr98 l/n SHJ 16feb99
	RA-76814 RA-76843(2)	II-76TD II-76TD	Sukhoi Aviast	DME rgd	11dec02	I/n DME 21aug01; not on Russian register mar03 but also not canx from Russian register ! f/n DME 27aug03; I/n VKO 27jun04; see c/n 1033418584; still in fleet list 18nov04
	RA-76843(2) RA-76843(2)	II-76TD II-76TD	United Nations/WFP Aviast	ZIA DME	16aug05 22jul06	I/n KRT 25oct05; current in Aviast fleet list dec05 full colours and titles; I/n DME oct06
	RA-76843(2) RA-76843(2)	II-76TD II-76TD	United Nations Airstars	JUB rgd	27aug07 17apr09	f/n SHJ 04sep09, opb Airstars, all-white c/s, no titles this date; l/n PEE nov10 as such; f/n with titles UUS
10134 09274	CCCP-76819	II-76TD	LII Zhukovski	mfd	30nov91	18feb11; I/n Ryazan-Dyagilevo apr12/may19, missing two engines line # 82-09; in Aeroflot c/s; d/d 30nov91 to Magadan; rgd 23dec91; f/n MST 06mar91; l/n ZIA 15aug92
10151 05271	CCCP-76819 76819	II-76TD II-76TD	Air Syder United Nations	BTS	01may93	leased to VIA Viktor Airlines; I/n ZAG 24may93
	RA-76819	II-76TD	United Nations	ZAG	11jul93	leased from Exparc Air; in full all-white UN c/s; l/n DME 04may94
	RA-76819 ES-NIT	II-76TD II-76TD	all-white, n/t Enimex	TLL	photo 12oct95	soc and canx 11oct95 as to Estonia //n EMA 13dec97
	RA-76819	II-76TD	Elf Air	OST	16mar98	I/n FJR 03apr99; dbr 26jul99 on the leg from Irkutsk to Perm of a flight from Tianjin to Moscow with the MTOW exceeded by 25 tonnes, the aircraft was not able to lift off, overran the runway, collided with
						approach lights, the perimeter fence and the inner marker, came to rest 1,476 metres behind the runway threshold (near Pivovarikha) and caught fire, 2 of the 7 crew injured; t/t 2,882 hours 28 minutes and
10234 09280	RA-76354	II-76TD	Aeroflot	d/d	29dec92	1,177 cycles; canx 26mar01 line # 82-10; delivered to Domodedovo; f/n BKA 24may94, with a small red cheatline under the normal
	RA-76354	II-76TD	Remex	BRU	22nov97	blue cheatline; I/n BKA 24aug97 owned by Ural Airlines; I/n BKA 21sep98
	4K-AZ11 RA-76354	II-76TD II-76TD	Azerbaijan Al Azerbaijan Al	no trf	reports nov98	but did wear this registration and was mentioned on the Russian register as leased to Azerbaijan nov98 canx 01apr99 as to São Tomé; f/n BUD 12apr99; registration on nose-wheel doors only; registration in
			-			fight-plan as S9-BAD of Air Cargo Centre; I/n BUD 15apr99 f/n BUD 08dec99 when delivered; I/n BUD 23dec99
	HA-TCK HA-TCK	II-76TD II-76TD	Atlant, n/t Atlant Hungary	rgd LAD	07oct99 16mar01	l/n JNB 03apr04; opb for the Angolan Air Force with call-sign T-902 at least between nov02 and apr04;
	T-902	II-76TD	Angolan Air Force	LAD	22jul06	CofA valid until 16apr04; I/n LAD 12apr06 c/n not checked, see a few lines down with T-902
	D2-MBJ	II-76TD	Angolan Air Force	KBP	03dec06	in dark grey c/s with light grey undersides, no titles; I/n LAD 28mar09; c/n confirmed in Ilyushin OKB listing but not current in this listing 2010, see next line
	T-902 D2-MBJ	II-76TD II-76TD	Angolan Air Force Angolan Air Force	HLA LAD	10oct11 01may12	c/n not checked c/n not checked; flew KRT-ODS 20jun12; photo comparison suggests this is likely to be the same aircraft
	T-902	II-76TD	Angolan Air Force	LAD	06jun13	as per the lines above; I/n ODS 30jan13 c/n not checked; in dark grey c/s with light grey undersides, with titles; seen Bila Tserkva 2015 and LAD
					,	Obaug15; seen LAD 21sep16/12nov16, parked; arrived for overhaul at Bila Tserkva 23dec16 and left 22apr17; seen LAD 21nov19; I/n LAD 03jan23, stored
10134 09282	CCCP-76810	II-76TD	AFL/Yakutiya	mfd	24dec91	line # 83-01; d/d 30dec91; toc 12jan92; rgd 04feb92 to Neryungri Sakha Korporatsiya; in Aeroflot c/s; f/n KJA 01jul92
	RA-76810 UN-76810	II-76TD II-76TD	Aviapromservis Aeroflot c/s, n/t	trf FRA	20mar93 11apr94	canx 31jan94 as to Kazakhstan impounded at Maastricht oct95/nov96; was trf 26sep96 to Air Kazakhstan, Karaganda based, but never
	UN-76810	II-76TD	Kazakstan Airlines	ALA	21sep02	had such titles I/n FJR 25nov05
	UN-76810 ST-EWX	II-76TD II-76TD	all-white c/s, n/t East West Cargo	DXB KRT	16dec05 02may06	opb GST Aero, I/n KRT 21mar06 c/n confirmed; I/n DOH 26jun06
	ST-EWX ST-EWX	II-76TD II-76TD	Air West Cargo Green Flag	KRT KRT	13aug06 20aug11	in white/grey c/s; current on register jan07; l/n KRT 27jul11 in white/grey c/s, current on register jan07; l/n KRT 27jul11
	1105	II-76TD	Sudanese Air Force	ELF KVG	jan16 31may16	c/n not confirmed; and version also not confirmed, but suggested as perhaps this aircraft c/n confirmed; in white/grey c/s, no titles; seen KRT 27feb18; operating for the Haftar Affiliated Forces
	ST-EWX	II-76TD	Green Flag		-	(HAF) in Libya since 04jun20 according to UN document dated 08mar21; I/n BEN nov20
	5A-EWX UR-CTX	II-76TD II-76TD	no titles ZetAvia	BEN rgd	04jun21 06dec21	in all white c/s with grey undersides; operating for the Haftar Affiliated Forces (HAF) in Libya; photo exists photo 29jan23, in all white c/s with grey undersides, small web address titles; I/n LEJ 02dec23; canx between Obior21 and 24der24.
						between 08jan24 and 24jan24

	EX-76020	II-76TD	New Way Cargo	rgd	08feb24	flew AQJ-RKT 09apr24; last tracked flight to GOM 26apr24; still active sep24 according to flight trackers
10134 09287	CCCP-76831 UK-76831	II-76TD II-76TD	Transp. Aviatsiya Uzbekistan Airways	rgd DME	10jan92 13aug93	line # 83-02; d/d 22jan92 to Tashkent; the Uzbek register dated 27aug19 gives the mfd as 22oct82 (sic)
	UK-76831	II-76TD	TAS A/c Prod Corp	ZIA	22aug95	in white c/s with double red cheatline and light blue undersides and engines, with 'Tashkent Aircraft Production Corporation' titles and a logo on the fin; I/n BSL 27sep99
	UK-76831	II-76TD	Airstars	DME	10jul00	leased from the Tashkent Aircraft Production Corporation from 27apr00; in basic TAPC c/s with own titles plus a logo on the fin; I/n DME 01apr01
	UK-76831	II-76TD	TAS A/c Prod Corp	FRU	12dec01	in full c/s; the airline branch of the factory was renamed TAPC Aviatrans Aircompany; seen Tashkent-Tuzel 24may04; current in fleet list nov06; current on register dec10; stored at Tashkent-Tuzel following the closure of the factory
	UK-76831	II-76TD	Uzbekistan Airways	rgd	24mar15	still in full TAPC c/s including titles; offered for sale jan16/may21; still current on register 27aug19; sat wfu at Tashkent-Tuzel, seen dec20/aug24; was to be scrapped if not sold by 01jul22
10134 09289	B-4032 B-4032	II-76MD II-76MD	China United Al Chinese Air Force	d/d ph.	30oct91 aug07	line # 83-03; f/n Wuhan-Hankou 27nov91; l/n JJN 15may07 in civilian c/s with titles and military roundels; l/n ZUH 22nov10
	21043	II-76MD	Chinese Air Force	сти	03may15	c/n not confirmed; in light blue c/s with white undersides, with titles and military roundels, red code; seen SHA 27jan21 now with yellow code; l/n CGO 01dec23
10134 09295	CCCP-76820	II-76TD	MOM PO Transp. Av.	d/d	27feb92	line # 83-04; mfd 29feb92; rgd 12mar92 to POTA; delivered to Domodedovo; in standard 'blue' Aeroflot c/s including titles; f/n HEL 16apr92; l/n MST 18may92
	RA-76820 RA-76820	II-76TD II-76TD	Aeroflot Aviatrans	AMS AMS	15dec92 24feb94	opb Aviatrans; I/n LUX 02feb94 in basic 'blue' Aeroflot c/s with own titles
	RA-76820	II-76TD	Atran	trf	14jun94	in basic 'blue' Aeroflot c/s; initially still carried 'Aviatrans' titles; f/n DME 16jul94; l/n as such LUX 09jun97; received 'Atran' titles; f/n as such DME 23aug97; l/n as such ARN 22aug01; seen LUX 26mar02, titles not
	RA-76820	II-76TD	Dobrolet	VKO	21jun02	reported leased from Atran; I/n VKO 01aug02; soc 03apr03 as sold to Latvia and canx the same day
	YL-LAJ (2)	II-76TD	Inversija	FJR	06nov03	leased from Atran; in basic 'polar' Aeroflot c/s, no titles; l/n without URL PMI 31jul99; received the URL 'www.adagold.com' on the rear fuselage; f/n as such PER 02jan04; l/n as such JNB 31dec06; stored at
						RIX, seen 18mar07/22apr07; was made ready for return to Atran jan08; canx 20feb08; I/n RIX 04mar08; see c/n 83414432
	UP-I7601	II-76TD	Air Almaty	RIX	06mar08	initially in basic 'polar' Aeroflot c/s, no titles; registration painted on at RIX 06mar08; ferried RIX-MHP for emergency location transmitter modification 07mar08 and MHP-FJR 09mar08; based in the UAE; I/n in its
						old colours SHJ 16sep08; repainted in white c/s with grey belly, with titles; f/n as such LOS 30oct08; received an 'ALE' (Antarctic and Logistics Expeditions) sticker on the right forward fuselage; f/n as such FJR
	UP-17601	II-76TD	Sigma Airlines	rgd	04oct17	25may09; I/n as such REC 08nov09; I/n SSA 30oct16 in white c/s with grey belly and engines, with titles; f/n SSA 30oct17; I/n Punta Arenas 31oct19; the AOC
	UR-CTO	II-76TD	ZetAvia	rgd	15jun20	was suspended 29may20 and revoked 23sep20 to Technoline FZC of Sharjah, UAE; in white c/s with grey belly and engines and the URL henceful earth of UVL 20marks. A data Was FSC of the UVS 24ma 21 July FSC 20marks.
	EX-76015	II-76TD	Now Way Cargo	rad	20oct 22	'www.zetavia.net'; f/n KHI 09mar21; rgd to Astra Way FZC of the UAE 24may21; l/n TPE 23aug22; last tracked flight 25sep22; canx between 13oct23 and 16dec23 f(n AUH 14oc23; in white c/c white accurations are then the UAE SHI 10feb24.
10134 09297	SU-OAA	II-76TD	New Way Cargo Cairo Char & Cargo	rgd mfd	30oct23 dec91	f/n AUH 11dec23; in white c/s with grey undersides, no titles; l/n SHJ 10feb24 line # 83-05; f/n CAI 03feb92; d/d in files as 13feb92 !
	EP-JAY EP-TQJ	II-76TD II-76TD	Mahan Air Qeshm Air	SHJ rgd	dec93 11sep00	in green/gold c/s; l/n OST 08sep00 f/n DXB 04oct00; in green/gold c/s; l/n THR 11apr06
	EP-PCC EP-GOL	II-76TD II-76TD	Pars Air Yas Air	CMB DXB	30may06 24jun08	c/n confirmed in Iranian RVSM listing; in green/gold c/s; l/n DXB 15dec07 c/n confirmed; in green/gold c/s; l/n THR 19nov11
	EP-PUO	II-76TD	Pouya Air	trf	dec12	a photo exists Hama AFB 27feb14, serial not readable but thought to be this aircraft, as still in the same green/gold c/s, without titles or tail logo
	15-2285	II-76TD	Iranian RGC AF	THR	23nov14	in the same green/gold c/s, without titles or tail logo; serial not visible in the photo; I/n THR 01mar16, still im the same c/s and missing some engines, EP-PUO still visible partially painted out; I/n THR 25may16
10134 09303	CCCP-78734	II-76TD	KB "Yuzhnoye"	mfd	10feb92	line # 83-06; d/d 12feb92; rgd 14feb92; delivered to Donetsk; initially in full Aeroflot c/s; seen BUD 29jul92 as such; later in basic Aeroflot c/s with Ukrainian flag, no titles; l/n BUD 04oct92 as such
	HA-TCA UR-78734	II-76TD II-76TD	Hung Ukr Heavylift Atlant	res SIP	06dec93 20sep94	not taken up, see next line I/n SHJ 27nov94
	UR-78734	II-76TD	KB "Yuzhnoye"	SHJ	13mar95	based at Donetsk by mar97; initially in basic Aeroflot c/s, no titles; I/n as such FJR 19aug00; received 'Yuzhnoye State Office' titles; f/n as such SXF sep00; I/n JNB 03may03; sold by KB "Yuzhnoye" to GST
	RA-78734	II-76TD	Atlant-Soyuz			Aero 24jan06 reported by the operator jan06, but no sightings
	UN-78734 YU-AMJ	II-76TD II-76TD	no titles Air Tomisko	BEG rgd	18mar06 apr06	in basic Aeroflot c/s; sold by GST Aero to Air Tomisko 02mar06 in basic Aeroflot c/s with own titles and logo; f/n BTS 05aug06; l/n VIE 25jul07; sold by Air Tomisko to
	UP-17626	II-76TD	Air Trust	SHJ	05oct08	Aerospace Company FZE 02aug07; stored at FJR, seen mar08/sep08 c/n confirmed; in basic Aeroflot c/s, no titles; seen with an additional 'Rayyan Air' sticker SHJ 16nov11; l/n
	ER-IAM	II-76TD	Grixona	rgd	> jul14	DWC 16nov13 current on register 09oct14; f/n SAW 30oct14; Grixona was renamed Sky Prim Air in 2014 (the Moldovan
	ER-IBI	II-76TD	Air Stork	FJR	02jun16	CAA gave the operator as Sky Prim Air from dec14) in white/light grey c/s, no titles; already on Ilyushin.org dec15; canx between 22mar18 and 03may18; l/n
	UR-CRP	II-76TD	Yevropa Air	rgd	15may18	TBS 06may18 to Infinite Seal Inc. of the British Virgin Islands; f/n FJR jan19; white with gold cheatline and grey
				-		undersides, no titles; destroyed in the early hours of 26jul19 while being parked at al-Jufra (Libya) when was attacked by a TB2 "Bayraktar" UAV of the Libyan Government of National Accord (GNA) and burnt out, no casualties; AOC suspended 27jul19; canx between 08auq19 and 06sep19
10134 09305	CCCP-76836 CCCP-76836	II-76TD II-76TD	ANTK Ilyushin Belair		20mar92 11may93	line # 83-07; d/d 20mar92 to Minsk; rgd 06apr92; f/n ZIA 16aug92 in Aeroflot c/s
10134 09310	EW-76836 CCCP-76815	II-76TD II-76TD	Belair AFL/Kyrgyzstan-FRU	MUC mfd	08jun93 25apr92	dbr on landing Sarajevo 31dec94, l/n derelict 14nov00 and later scrapped; t/t 1,275 hours and 438 cycles line # 83-08; d/d 30apr92; f/n STN 15mar93; l/n NCL 21feb94
	EX-76815	II-76TD	Kyrgyzstan Al	KUL	27jul94	with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard side; I/n active MLA 27dec99; seen FRU nov02/nov04 stored
	RDPL-34148	II-76TD	Imtrec Aviation	RKT	24nov05	c/n confirmed (but given as 1023409310 by the operator); in basic Kyrgyzstan c/s, no titles; current in Intrec fleet list 20nov05, acquired a couple of months earlier; offered for sale apr08 with t/t 5,200 hours, location given as Riga; stored at RKT, I/n 25jul08
	RDPL-34148 EK-76310	II-76TD II-76TD	no titles Air Highnesses	RIX rgd	29nov09 05nov10	in white/grey c/s, no markings apart from registration and type; I/n Jurmala-Tukums 31mar10 photo Yerevan-Erebuni 08mar11, serial not visible; reported flying 20jun11 for the Armenian Air Force
	76310 EK-76345	II-76TD II-76TD	Armenian Air Force Atlantis Armenian	ROV Isd	22dec11 oct20	now without prefix, in white/grey c/s, no titles; I/n PEK 20jun20 f/n VKO 26dec20, in white/grey c/s, no titles; not on the register 12oct20 but was included on the next one
						three days later, dated 15oct20; it was still on the register dated 02nov20 but was not on the register dated 29dec20
10234 09316	76310 CCCP-76837	II-76TD II-76TD	Armenian Air Force Aeroflot	MSQ d/d	17jan22 27mar92	in white/grey c/s, no titles; seen VKO 27dec23; photo 28mar24 being loaded with aid for Gaza line # 83-09; delivered to Minsk; f/n ZIA 16aug92
	EW-76837 ST-APS	II-76TD II-76TD	Belair AZZA, n/t	JNB	06aug93 26jul96	l/n 07oct95; offered for sale jan95 for \$ 3,900,000
	RA-76837 ST-APS	II-76TD II-76TD	SAT Air AZZA	rgd STN	28oct96 04mar98	f/n SHJ dec96; l/n SHJ 04feb97, photo proof; ex-Belair c/s, Russian flag; canx 25apr97 as leased to Sudan in white/grey c/s with red/green/black cheatline, 'AZZA' titles; seen KRT 27jul11, missing engine cowlings;
	ST-APS	II-76TD	Kush Aviation	KRT	12may13	l/n KRT 06nov11 in white c/s with grey undersides, small emblem on tail; l/n KRT 03mar14; seen KRT 10sep14, titles and
	ST-APS	II-76TD	Kata Air Transport	KRT	11sep14	logo now overpainted in white c/s with grey undersides, small sticker only, Kush Aviation logo covered on the tail; I/n KRT
	ST-APS	II-76TD	Kush Aviation	NYL	16sep14	13sep14 in white c/s with grey undersides, with titles and with tail logo again; seen KRT 23nov15 in all-white c/s, no logo or titles; seen BBO 11nov16; l/n KRT 09mar23, stored; destroyed KRT 16apr23 during fighting
10234 09319	CCCP-76834(1)	II-76TD	MAP Voronezh APO	mfd	28apr92	between different factions of the military line # 83-10; d/d 28apr92 to Voronezh; f/n VKO 10jun92 in Aeroflot c/s; rgd 23jun92; see c/n
	RA-76834(1)	II-76TD	Aeroflot	SHJ	30jan94	0093499986 dbr at Anadyr 25jan97 when sank back to the ground on take-off; soc 11jun97; canx 24jun97; t/t 3,309
10234 09321	SU-OAB	II-76TD	Cairo Char & Cargo	rgd	13mar92	hours and 1,083 cycles line # 84-01; f/n SVO 16apr92; l/n AMS aug92
1020 - 07021	EP-MAH EP-TQI	II-76TD II-76TD	Mahan Air Qeshm Air	rgd	early93 19jul00	//n SVO 13jul00 f/n SHJ 27jul00; seen with 'Faraz Qeshm Air' titles jan03/feb03; l/n THR 11apr06
	EP-PCB EP-GOM	II-76TD II-76TD	Pars Air Yas Air	CMB THR	30may06 01jul08	c/n confirmed in Iranian RVSM listing; I/n THR 15may08 c/n confirmed; initially in white c/s with green/yellow cheatline; the landing gear suffered minor damage
	2. 5011				51)0/00	on landing at IEV 09jan10 when the aircraft touched down off the runway; I/n in its old c/s DXB 30apr11; repainted in white c/s with red and green (Iranian flag) bands around the rear fuselage and tail, no titles;
	EP-PUS	II-76TD	Pouya Air	ZAH	06jan13	f/n as such Zhukovski 13jul12; l/n DME 20aug12 in white c/s with red and green (Iranian flag) bands around the rear fuselage and tail, no titles; l/n VKO
10234 10327	CCCP-76824	II-76TD	Uzbekistan Airways	mfd	21apr92	line # 84-02; d/d 21apr92 to Tashkent; rgd 25may92; f/n STN 04sep92; l/n SVO 11sep92
	76824 UK-76824	II-76TD II-76TD	Uzbekistan Airways Uzbekistan Airways	STR FRA	20nov92 10jun93	In 13 mar 93 last overhaul completed 15 may 97; I/n OST feb98
	UK-76824 UK-76824	II-76TD II-76TD	East Line Uzbekistan Airways	SXF	may98 01feb99	I/n DME 25nov98 in fleet list oct00/dec07 as stored; offered for sale 22dec05/27feb07 with t/t 5,480 hours and 1,798 cycles;
	78691	II-76TD	Chinese Air Force	551		In TAS 120ct13, still in old c/s details from russianplanes.net; reported stored at TAS 12nov14; departed TAS 21apr15; at 123 ARZ by
						O6may15; photo ZIA 2015 in bare metal c/s; line number only mentioned in an insurance document by sep15 with owner given as Ilyushin for 3 flights on the route Staraya Russa-Zhukovski-Urumqi-Dangyang, version given as such; in bluish grey c/s with light grey undersides, military roundels and titles; I/n ZIA
	27608	II-76TD	Chinese Air Force	ZIA	11jan16	28dec15 in blush grey c/s with light grey undersides, military roundels and titles, serial visible under sticker; serial
						for delivery to China

	20548	II-76TD	Chinese Air Force	URC	29dec17	in bluish grey c/s with light grey undersides, military roundels and titles, red code; I/n Ryazan-Dyagilevo
10234 10330	RA-76445	II-76TD	AFL/West Siberia	mfd	11nov92	24jul19 line # 84-03; d/d 11nov92 to Barnaul; on charge as of 01jan93; f/n DME 07jul93; in Aeroflot c/s and
	RA-76445	II-76TD	Polyus	ZIA	19aug97	titles; I/n SHJ 05feb97 in basic ex Aeroflot c/s with additional 'Antex' titles on the rudder; I/n ZIA nov97
	RA-76445 4L-76445	II-76TD II-76TD	Novosibirsk Al Lasare Air	SHJ JNB	dec98 23nov99	l/n OST 16may99 l/n EVN 06sep00; for sale sep00 t/t 4,753 hours
	EK-76445 RA-76445	II-76TD II-76TD	Dvin Air Gazpromavia	SHJ VKO	18sep00 21aug01	I/n OST 22dec00, with additional UN-WFP titles on fuselage reported just painted; rgd 28aug01; I/n DME 11sep05; had additional 'Atlant-Soyuz' titles at some stage
	RA-76445 RA-76445	II-76TD II-76TD	Volga-Dnepr, n/t Abakan Avia	EIN UUS	24jan06 26sep10	in basic Gazpromavia c/s with 'Volga-Dnepr' badge on tail; I/n DME 25dec09 in basic Gazpromavia c/s with small Abakan Avia titles; I/n IAR 16nov10
	RA-76445 RA-76445	II-76TD II-76TD	Aviacon Zitotrans Russian Sky	OSR Bib	27feb11 22feb12	in basic Gazpromavia c/s with small Aviacon Zitotrans titles all-white c/s with titles; I/n IAR 16may15, being worked upon
	EW-448TH RA-76445	II-76TD II-76TD	Ruby Star Abakan Avia	rqd	jul15 19apr16	details from russianplanes.net; f/n MSQ 01sep15 in all-white c/s, no titles; l/n HLA 04feb16
	RA-76445	II-76TD	United Nations	JUB	16jun17	opf United Nations at Juba (UN AOG 79); in all-white c/s with 'WFP' on the tail and operated by 'Abakan Air' titles; I/n ZIA 09oct17
	RA-76445	II-76TD	Abakan Avia	IKT	17mar19	all white c/s, no titles (United Nations titles were not removed from the top of the wings); I/n IKT 23dec21; new CofR 31oct22
10234 10336	RA-76445 CCCP-76816	II-76TD II-76TD	Aviacon Zitotrans Aviakompania Vitaz	ZIA mfd	23sep23 31mar92	all white c/s, no titles; l/n ZUH 15nov24 line # 84-04; d/d 30apr92 to Bykovo; f/n BKA 09jun92 in Aeroflot c/s; rgd 10jun92; canx 14feb94 as to
10254 10550	EZ-F425	II-76TD	Turkmenistan Al	ATH	08jun94	Turkmenistan I/n operational OST 30aug98; not in 2001 fleet list but present ASB 16apr02; seen FRU sep04; I/n stored
	22 1 425	117010	Turkinelistan Ar	Am	oojuno4	ASB feb06/cct09 in a ever deteriorating condition; advertised for sale 14oct12 with t/t 3,482 hours; l/n IAR 20apr18/15jun20
10234 10339	RA-76816 UK-76358	II-76TD II-76TD	not known Uzbekistan Airways	rgd mfd	22jun20 21may93	details from Russian register dated 21jul20; current on register jun23 line # 84-05; d/d 21may93 to Tashkent; f/n SVO 18jul93; without titles apr96/sep96; seen TAS 21mar09,
	78692	II-76TD	ex Uzbekistan c/s	ZIA	24jul15	stored, two engines missing; I/n TAS 07aug13/10may15, stored no titles, small Russian flag behind the cockpit; I/n ZIA 28jul15; to undergo rework at 123 ARZ; for the
	70600	1 3675				Chinese Air Force; line number only mentioned in an insurance document by sep15 with owner given as Ilyushin for 4 teat flights, version given as such
	78692 20640	II-76TD II-76TD	Chinese Air Force Chinese Air Force	ZIA SZX	jun16 28oct18	in bluish grey c/s with light grey undersides, military roundels and titles in bluish grey c/s with light grey undersides, military roundels and titles, red code; I/n PEK 24mar21, now with yellow code
10234 10344	RA-76350	II-76TD	Aeroflot c/s, n/t	d/d	06nov92	line # 84-06; delivered to Zhukovski; toc 21apr93 by AFL/East Siberia according to MGA document; f/n ZIA 06jul93; mfd reported as 19nov92, which is not in line with the d/d
	RA-76350 RA-76350	II-76TD II-76TD	C-Air East Line	LCA DME	13oct94 26may97	In basic ex C-Air c/s with East Line titles; I/n BKA 24aug97
	RA-76350	II-76TD	Abakan Avia	DME	03nov98	in basic ex C-Air c/s with Abakan Avia titles and 'Sobol' logo; CofR renewals; 15mar00 and 04jul01; CofR renewal 01aug03 to S.A.Lizing OOO; I/n DME 24aug03; soc 13apr06 as to Belarus
	EW-244TH UP-17639	II-76TD II-76TD	Gomelavia	GME TMP	22jul06 23jun09	seen GKE 06oct06 with small Red Cross sticker; I/n FJR 23jan09 was reported opb Asia Continental Avialines and already flight planned KGF-FNB 19jun09; I/n SHJ 02feb10
	4L-SKD RA-76460(2)	II-76TD II-76TD II-76TD	Asia Continental Sky Georgia	BUD	18feb10	in white/grey c/s, no titles; seen GKE 09mar10, with titles; I/n SXF 03nov11
	KA-70400(2)	1-7010	ShAR Ink	rgd	10dec12	f/n SHJ 30mar13, with UGP call-sign (ShAR Ink) and Shar Ink logo behind the cockpit; I/n SHJ 30apr13; seen XCR 17aug13 with small additional 'Ceiba Cargo' titles on fuselage and engines; seen OSR 30oct14, with just ShAR Ink loac; I/n MVQ 22aug15/17oct17 stored; see c/n 0013431928; canx 27dec21
	T-912	II-76TD	Angolan Air Force	MSQ	10feb22	in white c/s with grey undersides and small flag on the fin, no titles; the previous registration and Sky
		11 7(70)	Angelon Air Ferre		201	titles are just visible under the paint; repainted in all-white c/s with titles; l/n MSQ 15apr22; last tracked over Kaluga 27apr22
10234 10348	D2-ANJ CCCP-76830 EZ-F422	II-76TD II-76TD II-76TD	Angolan Air Force LII im. Gromova Turkmenistan Al	LAD d/d AUH	29jun22 30may92 29jul93	c/n not confirmed; in all white c/s, no titles; I/n LAD aug24 line # 84-07; in Aeroflot c/s; f/n ZIA 11aug92; rgd 20aug92; canx 17jun93 as to Turkmenistan I/n OST 27aug98; not in 2001 fleet list and not present ASB 16apr02; not current in fleet list feb08; seen
		11 / 010		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	2530155	stored ASB nov08/oct09 in an ever deteriorating condition; advertised for sale 14oct12 with t/t 4,382 hours; I/n OSS 04aug15, still in old c/s, stored
	78697	II-76TD			may16	details from russianplanes.net; reported at 123 ARZ; line number only mentioned in an insurance document by sep16 with owner given as Ilyushin for 4 test flights and flights on the route Zhukovski-
	27613	II-76TD	Chinese Air Force		may17	Urumqi-Dangyang, version given as such details from russianplanes.net; reported at 123 ARZ; serial for delivery to China
10334 10351	not known 	II-76TD II-76/1076	Chinese Air Force			line # 84-08; unknown specialised version 1076 (given as such in an official OKB listing); former TAPOiCh
10234 10355	RA-76409	II-76TD	KnAAPO	mfd	31aug92	employees state that this aircraft was never built, probably the assemblies were used to build other II-76s line # 84-09; d/d 30nov92 to Komsomolsk-na-Amure; initially in full Aeroflot c/s including titles; l/n as
	RA-76409	II-76TD	ODA/UNHCR		photo	such ZIA 15may93; operated for Dobrolet apr94/may94; f/n without titles SVO 24sep94; l/n MST 27nov95 at JNB, date unknown, in basic ex Aeroflot c/s with huge 'UNHCR' titles on the port side and 'ODA' titles
	RA-76409	II-76TD	Atlant-Soyuz	MST	08jan96	(Overseas Development Agency) and Union Jack flag on the starboard side leased from KnAAPO 20nov02/31dec04; I/n BUD 14dec04; soc 13dec05 as to Kyrgyzstan
	EX-109 ST-WTA	Il-76TD Il-76TD	Click Airways Ababeel Aviation	FJR KRT	11jan06 21mar06	c/n confirmed; on a photo at FJR with 'Atlant-Soyuz' titles plus logo on the fin; canx 07mar06 c/n confirmed by the Sudanese CAA; in white/light grey c/s; I/n KRT 09jan08
	EY-604	II-76TD	Asia Airways	FJR	10feb08	no turret; in white/light grey c/s, no titles; had a blue stripe across the tail at one time; seen OUA 14sep09 with the same tail logo as 5A-DQA; seen NLV 24mar11; useful life-time ended in 2011; ferried to GYD
						around 09aug11; was reportedly to be leased by Silk Way, but Silk Way refused to employ aircraft with expired life-time; seen NLV 29nov11 and 26sep12; I/n NLV may13
	UR-COZ	II-76TD	Alpha Air	rgd	04nov16	to Volaris Business LP of Scotland; in white/light grey c/s, no titles; f/n Bila Tserkva 16nov16; l/n BGW 09aug17
	UR-COZ	II-76TD	Skyaviatrans	rgd	18jun18	to Volaris Business LP of Scotland; in white/light grey c/s, no titles; f/n BKK 13apr19; new CofR issued 18apr19; w/o in the early hours of 06aug19 after a flight from Mürted to Misurata with Turkish weapons for
						the Libyan Government of National Accord (GNA) on board when was destroyed by an armed UAV of the Libyan National Air Force (probably a Chengdu "Wing Loong" provided by the UAE) shortly after landing
10234 10360	CCCP-76832	II-76TD	Aeroflot	mfd	30may92	and burnt out, 1 of the 8 crew members was slightly injured; canx between 08aug19 and 06sep19 line # 84-10; d/d 30may92 to Donetsk; f/n STN 27jan93; was reportedly opb Dobrolet in 1993
	RA-76832	II-76TD	Gulf Avn Tech Serv	PHX	29nov94	initially in basic 'blue' Aeroflot c/s with 'GATS' titles; I/n as such STN 23jun95; repainted in all-white c/s with 'GATS' titles; f/n as such STN 09oct96; I/n LHR 13mar97; soc 16jul97 as to the United Arab Emirates
	YN-CEW	II-76TD	Gulf Avn Tech Serv	AUH	23jul97	and canx the same day in all-white c/s with 'GATS' titles; I/n GVA 25aug98
	3C-KKG EX-832	II-76TD II-76TD	Gulf Avn Tech Serv Gulf Avn Tech Serv	STN DXB	04nov98 28dec03	in white c/s with light grey belly and 'GATS Airlines' titles; I/n AUH 21nov03 in white c/s with light grey belly and 'GATS Airlines' titles; I/n DME 04jul04
	UR-BXQ UR-BXQ	II-76TD II-76TD	Gulf Avn Tech Serv Experts Cargo	AUH AUH	jan05 04feb05	departed in early jan05 with an 'Ilyushin' call-sign in all-white c/s with 'Experts Cargo' titles; I/n PED 12mar07; in the Ukraine Air Alliance fleet list oct07
	UR-BXQ	II-76TD	Maximus Airlines	SHJ	10feb08	rgd 22nov11 to Maximus Air LLC of the UAE; new CofRs issued 23apr12, 26sep14, 17nov16 and 25oct22; in all-white c/s; initially with 'Maximus Air Cargo' titles; I/n as such JED 13jan17; titles changed to just
10234 11363	CCCP-11363	II-76TD	Aeroflot	ZIA	10jun92	'Maximus'; f/n as such BTR 19oct20; l/n KHI 16dec21 line # 85-01; probably the c/n used as registration, also see h/o date next line; was reported this date as
	RA-76833	II-76TD	Aeroflot	d/d	16jun92	an II-76T f/n KJA 13jul93; delivered to Barnaul; operated by Altai Airlines; mfd also reported as given for the d/d; on
	RA-76833	II-76TD	Polyus	OST	09apr98	charge as of 01jan93 with AFL/West Siberia according to MGA document Antex in tail
	RA-76833 7T-WIM	II-76TD II-76TD	East Line Algerian Air Force	DME	29jun98 aug10	I/n BAX 24jul00, without engines; for sale sep00 t/t 3,258 hours; canx 20nov02 as sold to Algeria at Boufarik; registration confirmed by Ilyushin for this c/n; seen SVO 16jun14; I/n Constantine-Ain El Bey in the second second second second second second second second second second second second second second second second second br>second second seco
10234 11368	76436 RA-76436	II-76TD II-76TD	Donetsk Avn Enter. Gulf Avn Tech Serv	d/d CAI	19jun92 02dec94	16apr17 line # 85-02; delivered to Donetsk; reported for Dobrolet, but not confirmed; f/n STN 29mar93 in basic 'blue' Aeroflot c/s with 'GATS' titles; new CofR issued 20jun96; soc 18jul97 as to the United Arab
	YN-CEX	II-76TD	Gulf Avn Tech Serv	STN	22aug97	Emirates and canx the same day; I/n AUH 23jul97 in all-white c/s with 'GATS Airlines' titles; I/n AUH 10jul98
	3C-KKE EX-436	II-76TD II-76TD II-76TD	Gulf Avn Tech Serv Gulf Avn Tech Serv	GVA DXB	23oct98 28dec03	in all-white c/s with 'GATS Airlines' titles; //n AUH 21nov03 c/n confirmed; l/n BCN 20jun04; canx 01nov04
	UR-BXS UR-BXS	II-76TD II-76TD II-76TD	Gulf Avn Tech Serv	AUH AUH	jan05 01jun05	had departed by 08feb05 with an 'Ilyushin' call-sign; I/n DXB 14apr05, titles not reported c/n checked; in all-white c/s with titles and a UAE flag on the fin; I/n as such SHJ 29jul07; in a Ukraine Air
	UR-BXS	II-76TD	Experts Cargo Maximus Air Cargo	AUH	dec07	Alliance fleet list oct07; seen without titles DME 07nov07 Maximus Air LLC of the UAE; in all-white c/s with titles; new CofRs issued 23apr12 and 26sep14; I/n SHJ
	UR-BXS	II-76TD	Yevropa Air	rgd	21apr15	02mar15; current on register 17apr15 to Infinite Seal Inc. of the British Virgin Islands; in white c/s with grey engines, no titles; reported at FJR
				igu	510hi 13	02jun16; photo at FJR 01jun17; l/n in Oman may18; AOC suspended 27jul19; canx between 01sep19 and 06sep19
	UP-I7660 UR-FSD	II-76TD II-76TD	Jenis Air Fly Sky Airlines	no rgd	reports 01sep20	reported on the Ilyushin OKB website 30jan20 to Infinite Seal Inc. of the British Virgin Islands; already reported on the Ilyushin OKB website 18jun20; f/n
	EV 70000	11 2670	The Clas Abdue		10	Marculesti 21nov20; in white c/s with grey engines, no titles; I/n CGK 04oct21; canx between 21feb22 and 10may22
100011	EX-76006	II-76TD	Fly Sky Airlines	rgd	10may22	f/n CUR 07jun22; in white c/s with grey engines, no titles; I/n OTP 20dec23; last tracked flight is 02nov24 from the UAE to Libya; canx nov24 but before 13nov24
10234 11370	CCCP-76838 RA-76838	II-76TD II-76TD	KGB/Aeroflot c/s FSB/Aeroflot c/s	mfd SVO	30may92 11apr94	line # 85-03; d/d 30may92 to Sheremetyevo; f/n SVO 08jun92; rgd 28jul92; l/n SVO 05sep93 opb oao sn FSB at SVO; l/n SVO 27nov06; referred to as 'RF-76838' in a tender published by the FSB
	RF-76326	II-76TD	FSB/Aeroflot c/s	SVO	02dec06	11apr07 c/n confirmed; opb oao sn FSB at SVO; still in full Aeroflot c/s including titles; photo exists with date given
	RF-76326	II-76TD	FSB	SVO	29mar13	as 17nov06, but see I/n above; I/n SVO 31nov12 in white c/s with grey undersides and blue cheatline, no titles; I/n SVO 11oct21

10234 11375	CCCP-76839	II-76TD	KGB/Aeroflot c/s	mfd	30apr92	line # 85-04; d/d 30apr92 to Sheremetyevo; f/n SVO 02jun92; rgd 28jul92; l/n SVO 05sep93
10234 11378	RA-76839 UK-76352	II-76TD II-76TD	FSB/Aeroflot c/s Uzbekistan	SVO mfd	22may94 24dec92	I/n SVO 19aug01; Sheremetyevo based mar97; crashed near Okhotsk 02dec01 after an in-flight fire line # 85-05; d/d 24dec92 to Tashkent; no reports; titles were painted on; canx but date unknown
	RA-76352 RA-76352 RA-76352	II-76TD II-76TD II-76TD	Uralinteravia n/t Uralinteravia AviaPRAD	STN AMS STN	03mar94 26jan96 25sep96	seen SVX 23aug95; in basic Uzbekistan c/s, Russian flag on the tail; I/n end 1995 I/n CRZ 18may96; also had additional 'Samara' titles I/n STN 13sep99, titles starboard side only and carried overpainted 'Samara', 'Uralinteravia' and 'Tesis'
	RA-76352	II-76TD	Aviacon Zitotrans	rgd	20mar00	titles in fleet list sep/nov00 and current on Russian register sep01, see below
	EP-SFB RA-76352	II-76TD II-76TD	Safiran Aviacon Zitotrans	FJR ZIA	17jan01 09aug02	I/n BTS 31jul02; c/n from JP-01 rgd 16oct02; I/n AUH 19feb05
	RA-76352 RA-76352	II-76TD II-76TD	United Nations Aviacon Zitotrans	MST PER	15jul05 13apr06	I/n SHJ 22jul05 in all-white c/s, initially no titles; I/n as such BTS 05may06; f/n with titles and tail logo SVG 11aug06; I/n GYD 15may11; seen GKE 16nov11, all-white c/s without titles; I/n ZIA 24apr15, as such; reported may15
	RA-76352	II-76TD	United Nations	ZIA	10feb16	still operating with an 'AZS' call-sign in all-white c/s with 'UN-WFP' titles and additional opb 'Abakan Air'
	RA-76352	II-76TD	Aviacon Zitotrans	IKT	10dec16	in all-white c/s, still with blue WFP emblem on forward fuselage, no titles; seen ABA 04apr17, all-white c/s no titles, operator given as Abakan Air ?; I/n ZIA 23aug19; canx 14nov19
	UP-17646	II-76TD	AZee Air	ZIA	18dec19	sale reported nov19 by ATDB; all-white c/s, no titles; was rgd 23dec19; l/n FJR 21jan20; last operation 18feb20; AOC suspended 21apr20
	UP-I7646	II-76TD	Jenis Air	rgd	25jun20	operating from BEN for the Haftar Affiliated Forces (HAF) since jun20 according to UN document dated 08mar21; video exists, in all white c/s, no titles; AOC suspended 21jul20 and revoked 23sep20; canx 02oct20
	EX-76007	II-76TD	Sapsan	rgd	18may21	f/n FRU 22sep21, in all white c/s, no titles; photo exists with an additional UAE flag on the rear fuselage when opb UAE Government to Afghanistan
	EX-76007	II-76TD	Bu Shames	SHJ	26nov21	initially in all-white c/s with very small titles; seen JNB 14jul22, in all white c/s with titles and web address 'www.bushamesfze.com'; operated flights to Mozambique for the South African Air Force jul22, in all-white c/s, no titles and very small registration; (/n BAH 21jul22) iast tracked flight 20feb23; canx between
	TZ-98T	II-76TD	Mali Air Force	d/d	sep23	of sep23 and 26sep23 registration and c/n not confirmed; poor quality photo exists, in all white c/s with 'Armee De L'Air' ? titles
	12-501	11-7010	Hair Air Torce	u/u	36023	and roundel on the fin; w/o 23sep23 on a flight from Bamako to Gao, landed late at Gao and overshot the end of the runway by 380 metres and proceeded down an embankment, before catching fire; the pilot and
10234 11384	RA-76411	II-76TD	Gulf Avn Tech Serv	d/d	20oct92	another crew member were killed line # 85-06; delivered to Donetsk; f/n GVA 03jan95; l/n STN 22may97; soc and canx 03jul97 as to
	YN-CEV	II-76TD	Gulf Avn Tech Serv	FRA	18jul97	Nicaragua I/n SNN 09sep98
	3C-KKF EX-411	II-76TD II-76TD	Gulf Avn Tech Serv Gulf Avn Tech Serv	DME SHJ	25nov98 12jan04	I/n AUH 21nov03 I/n KBL jun04
	UR-BXR UR-BXR	II-76TD II-76TD	Gulf Avn Tech Serv Experts Cargo	AUH AUH	27jan05 19feb05	had departed by 08feb05 with an 'Ilyushin' call-sign c/n checked; l/n SHJ 29jul07
	UR-BXR	II-76TD	Maximus Air Cargo	AUH	sep07	in Ukraine Air Alliance fleet list oct07; l/n AUH 07feb09; wfu for spares; canx 07jul11; seen Al Ain (N24.283971 E55.615675) in all-white c/s and without any markings, missing many parts; l/n
10234 12387	CCCP-76817	II-76TD	Liana	mfd	21may92	dec11/nov13; not visible on latest GE image line # 85-07; d/d 21may92 to Zhukovski; rgd 28may92; f/n SVO 08jul92, in Aeroflot c/s
	CCCP-76817 RA-76817	II-76TD II-76TD	Mals Deoghar Mals Deoghar	ZIA ZIA	31aug93 03sep93	photo proof I/n ZIA 24aug95
	RA-76817 RA-76817	II-76TD II-76TD	Trans Aero Samara Samara Airlines	trf DME	09nov95 18aug99	f/n SHJ 15oct96; l/n SHJ jan98 l/n DME 21aug99; in basic Trans Aero Samara c/s
	RA-76817 RA-76817	II-76TD II-76TD	East Line Sukhoi	DXB SHJ	06feb00 01may01	l/n DME 10may01; small additional 'Ilavia' titles in left side l/n DME 05jun02; in basic East Line c/s
	RA-76817 RA-76817	II-76TD II-76TD	East Line Russian Sky	rgd DME	12feb02 27oct05	f/n BUD 14feb03; I/n DME 11jul04 in basic East Line c/s; current in fleet list dec05; opb Atlant Soyuz BTS 15jan06; I/n BTS 16feb06
	RA-76817 RA-76817	II-76TD II-76TD	Atlant-Soyuz United Nations	BTS MDK	02apr06	still in basic East Line c/s, titles on left-hand side only; I/n FJR 14sep08/17feb09, parked seen FJR jan11, stored, with registration crudely painted; offered for sale on the internet may15; I/n jun16/mar18, stored; photo from the inside of the cockpit 15nov22 shows many parts and instruments
10234 12389	CCCP-76447	II-76TD	Uzbekistan Airways	mfd	22may92	removed line # 85-08; d/d 22may92 to Tashkent; rgd 21jul92; f/n SIN 13oct92
	76447 UK-76447	II-76TD II-76TD	Uzbekistan Airways Uzbekistan Airways	FRA SVO	05nov92 11apr94	l/n BUD jul96
	UK-76447 UK-76447	II-76TD II-76TD	Avialeasing Uzbek. Azerbaijan Al	SHJ IST	04oct96 10jul98	l/n IST 19jun98 l/n OST jan99; in basic Avialeasing colours with AZAL logo on tail, no titles; canx but date unknown
	4K-AZ14 4K-AZ14	II-76TD II-76TD	Azerbaijan Al Avialeasing	OST YHM	09apr99 27jan01	basic Avialeasing colours with AZAL tail logo and large 'Cargo' titles; I/n OST 06dec00 still with AZAL tail logo; I/n YYT 15mar01
	4K-AZ14	II-76TD	Azerbaijan Al	OST	24jul01	still basic Avialeasing colours with AZAL tail logo and large 'Cargo' titles; current in fleet list jun07; I/n GYD jul08/jan09, and broken up since
10234 12395	CCCP-76434	II-76TD	Sayakhat	d/d	24jun92	line # 85-09; mfd reported as 27jun92 which is later than the d/d and the actual production date; delivered to Almaty; rgd 16jul92; f/n LHR 26feb93, with a small 'Aerofiot' logo below the cheatlines on the side of the fuselage; l/n 03jun93; leased to Air India for the Hadj in 1993, used for passenger flights !
	UN-76434	II-76TD	Sayakhat	RTM	12aug93	initially in white c/s with red/white/blue cheatline and grey belly; I/n as such MSE 19dec98; repainted in white c/s with grey belly (without cheatline); f/n as such NTE 17mar01; seen OSR 03apr05 and IST 25may05 with additional Tesis titles on engine No. 4; parked at ALA, awaiting a D-check according to local
	UP-I7613	II-76TD	Sayakhat	no	reports	sources, seen nov07/apr10; offered for sale apr09 with t/t 11,017 hours and 2,982 cycles, for \$ 1.7 million c/n from Kazakhstan CAA, presumably not taken up, see line above
	EK-76777(2)	II-76TD	Ark Airways	rgd	may10	owned by Technoline FZC of Sharjah, UAE; in white c/s with grey belly, with titles; registration without hyphen; f/n SHJ 11sep10; l/n SHJ 18jan11; see c/n 0083482490
	UR-CIF	II-76TD	ZetAvia	rgd	24nov11	to Technoline FZC of Sharjah, UAE; in white c/s with grey belly, no titles; f/n PED 08dec11; new CofRs issued 11jan16 and 10dec20; I/n MUC 20dec20; rgd to Astra Way FZC of the UAE 19may21; seen SHJ
	EX-76010	II-76TD	New Way Cargo	rgd	11jan23	29jun21; I/n ALA 28jan22, with small www.zetavia.net titles; canx between 23nov22 and 16feb23 in white c/s with grey belly, no titles; f/n 21may23 in Jordan; I/n AUH 16jul23; last tracked flight 24sep23 to RKT
10234 12399	CCCP-76401 RA-76401	II-76TD II-76TD	AFL/Ulyanovsk HFS Aeroflot	d/d ULV	30jun92 31aug93	line # 85-10; mfd 28jul92; toc 14aug92; rgd 24aug92; f/n ULV 09sep92 arrived at SNN 28jul95 for repainting
	RA-76401	II-76TD	Heavylift	r/o	31jul95	at SNN after repainting; leased from the Ulyanovsk Higher Aviation School of Civil Aviation/Volga-Dnepr; in full c/s; I/n STN 07dec96
	RA-76401 RA-76401	II-76TD II-76TD	Aerofreight Atlant-Soyuz	STN OVB	jul98 aug99	in white/light grey c/s, no titles in white/light grey c/s with titles plus logo on fin; l/n SHE 30jan08
	RA-76401 RA-76401	II-76TD II-76TD	Russkoye Nebo United Nations	rgd KRT	24jul08 28apr09	to the Russian Federation; still on charge of the Ulyanovsk Higher Aviation School of Civil Aviation operated by Russkoye Nebo for the UN in Sudan 05nov08/15dec10; in full all-white UN c/s, code 'UNO 765'
	EK-76401	II-76TD	Phoenix Avia	rgd	08apr11	assigned but not worn; I/n JUB 19dec10
	EK-76401 ER-IAK	II-76TD II-76TD	Veteran Avia Grixona	rgd JNB	12jul11 25jul14	in white c/s with grey engines, no titles; f/n FJR 06aug11; l/n OSS 23mar12 already reported on the Ilyushin OKB website apr13; in white c/s with grey engines, no titles; Grixona was
	ER-IAZ	II-76TD	Oscar Jet	DWC	23dec15	renamed Sky Prim Air in 2014 (the Moldovan CAA gave the operator as Sky Prim Air from dec14); seen KUL 02nov14; I/n in flight over Khabarovsk 25jan15 Oscar Jet belonged to the same group of companies as Grixona and Sky Prim Air; in white c/s with grey
	UR-CRN	II-76TD	Yevropa Air	rgd	15may18	engines, no titles; I/n SAW 28apr16; canx between 22mar18 and 03may18 to Infinite Seal Inc. of the British Virgin Islands; in white c/s with grey engines, no titles; f/n DWC jun18;
	UR-CRN	II-76TD	Fly Sky Airlines	rgd	24feb20	I/n AAN 20nov18; AOC suspended 27jul19; canx between 01sep19 and 06sep19 to Aganya Holdings of the UAE; I/n VIN 03sep20; still reported on the Ilyushin OKB website as such sep20
	UR-FSC	II-76TD	Fly Sky Airlines	rgd	03nov20	(see below); canx between 16oct20 and 02nov20 to Aganya Holdings of the UAE; already reported on the Ilyushin OKB website 18jun20, but rgd only 03nov20; ferried from KWG to FJR 17nov20; in white c/s with grey engines, no titles; I/n FJR 10sep22; last
	EX-76018	II-76TD	Fly Sky Airlines	rgd	27nov23	tracked flight 28jun23 to UAE; canx between 13oct23 and 16dec23 f/n FJR 19jan24, in all-white c/s, no titles; I/n DLC 23dec14
10234 12402	RA-76405	II-76TD	Aeroflot c/s, n/t	d/d	30sep92	line # 86-01; delivered to Zhukovski; f/n SHJ 21feb95 with a L.I.I. sticker; l/n ZIA sep95; soc and canx 23oct95 as to Yemen
	70-ADG (2)	II-76TD	Yemenia n/t	STN	18apr96	with '76405' on top of wing; in basic ex-Aeroflot c/s with Yemenia tail logo and Yemen flag behind cockpit; I/n STN 25jul96
	70-ADG (2) 70-ADO	II-76TD II-76TD	Yemenia Yemen Air Force	FRA SHJ	11may99 27jan12	I/n MUC may00, in full colours with titles, white fuselage grey undersides; see c/n 1033415497 c/n confirmed; in basic Yemenia c/s with a Yemeni flag replacing the Yemenia logo on the fin, no cheatline; flight HOD-MSQ planned as YAF1317 10may07; seen SHJ 03feb12/25may12 as such; I/n SAH 02apr13,
	70-AD0	II-76TD	Barash Aviation	SHJ	17jun13	now with white tail and flag mainly white c/s with grey undersides and titles; destroyed SAH at the end of mar15, by a Saudi Arabian led coalition, who attacked several targets within Yemen, during the military operation named "Decisive Storm", which targeted Houthi rebels who had vowed to dislodge President Abdrabbu Mansour Hadi; Television footage shows it burnt out on the apron with only the tail section remaining
10234 12408 10234 12411	not known UN-76410	II-76MD II-76TD	Soviet AF/AFL c/s Aeroservice Kazakh	d/d	07oct92	line # 86-02; Il-76MD "Skalpel-MT" (izd. 576) medevac version according to official list, but no further info line # 86-03; delivered to Almaty; f/n ALA 23mar94; Aeroservice Kazakhstan
	UN-76410 UK-76410	II-76TD II-76TD	Sayakhat Avialeasing Uzbek.	OST FRA	13jul94 27aug97	l/n ALA 04jun97 with Sayakhat red/blue cheatline; l/n PRG 10may98
	UK-76410 UK-76410	II-76TD II-76TD	Azerbaijan Al Avialeasing Uzbek.	IST DXB	31jul98 09dec99	with Sayakhat red/blue cheatline, AZAL 'AHC' logo on tail, no titles; I/n OST 04dec99 I/n LUX 20dec00; AZAL 'AHC' logo on tail; canx but date unknown
	4K-AZ16 4K-AZ16	II-76TD II-76TD	Azerbaijan Al, n/t Azerbaijan Al	BNE OST	12feb01 16jan02	in basic Avialeasing colours, AZÄL 'AHC' tail logo; -76410 on top of the wing basic Avialeasing colours with AZAL 'AHC' tail logo and large 'Cargo' titles; sold to Silk Way Airlines but still
						current in fleet list jun07; l/n GYD 08jul07; flight planned GYD-NAJ 16oct07

	4K-AZ61	II-76TD	Silk Way Airlines	TLV	06may08	current in fleet list 18jan08; still in basic Avialeasing colours; l/n GYD sep12; still in fleet list jan13; seen
10234 12414	CCCP-76403	II-76TD	AFL/Far East	mfd	30jun92	GYD oct15/apr18, stored engineless line # 86-04; d/d to Artyom 04jul92; toc 28aug92; f/n MST 01sep92
	RA-76403 RA-76403	II-76TD II-76TD	Aeroflot Vladivostok Avia	BKA trf	08apr93 30mar94	l/n DME 23aug97
	RA-76403 RA-76403	II-76TD II-76TD	East Line Ilavia	DME rgd	08jul98 21aug00	named 'Igor Bykov' after the commercial director of East Line who was murdered in 1997; I/n SNN 22oct99 f/n DME 01jun01, in basic East Line c/s with additional 'Ilavia' titles; Isd from Vladivostok Air from 02aug00
	RA-76403	II-76TD	Abakan Avia	rgd	24jul01	lsd from Vladivostok Avia aug00/dec01
	RA-76403 RA-76403	II-76TD II-76TD	East Line Tesis	rgd DME		f/n DME 03dec01; leased from Vladivostok Avia 19sep01/31dec04; l/n IKT 05jul04 acquired jul04; l/n HEL 12feb06; soc 05apr06 as to Belarus
	EW-241TH UN-76025	II-76TD II-76TD	Gomelavia Asia Continental	GKE GKE	07jun06 31oct07	in white/grey c/s; I/n FJR 23jun07 I/n GKE 08feb08
	UP-17620 RA-76403	II-76TD II-76TD	Asia Continental Continent	BRQ FNB	09jul08 29dec09	c/n confirmed; I/n FJR 18aug09 I/n MVQ 24apr11; titles as such, opb Air Company Continent
	RA-76403	II-76TD II-76TD	Aero Rent	TMP BUD	29oct11 08feb12	I/n XCR 06nov11, white/grey c/s with titles
10234 12418	RA-76403 RA-76446	II-76TD	ShAR Ink AFL/West Siberia	mfd	14aug92	in white/grey c/s with small sticker; seen DAC 17may15; l/n MVQ 06apr18, stored; canx 27dec21 line # 86-05; d/d 31aug92 to Barnaul; on charge as of 01jan93; f/n SHJ 08may94; l/n HAJ 13mar97,
	RA-76446	II-76TD	Novosibirsk Al			reported for Altai Airlines, but still in full Aeroflot c/s including titles no sightings, but titles still visible under the paint when seen jul00
	EK-76446	II-76TD	Dvin-Avia	HRE	13sep99	in white/light grey c/s with blue/green cheatline; seen with additional 'UN-WFP' titles by nov00; I/n OST 22dec00
	RA-76446 RA-76446	II-76TD II-76TD	Altai Airlines Gazpromavia	rgd	12jul02	current on Russian register feb/sep01 with last CofR renewal 30dec98, with remark 'Rented Excluded' in full c/s; f/n BKA 01aug02; I/n CPT 04dec05
	RA-76446 RA-76446	II-76TD II-76TD	Volga-Dnepr Continent	TLV SSG	01apr06 dec09	in basic Gazpromavia c/s with 'Volga-Dnepr' logo on fin; l/n KHI 05aug09 in basic Gazpromavia c/s with own titles; new CofR issued 12mar10, owner given as 'Government'
	101 70110	11 / 012	continent	550	decos	(certainly the Government of Equatorial Guinea); I/n as such SSG 12jan10; repainted in all-white c/s with
	RA-76446	II-76TD	ShAR Ink	VLC	18sep12	titles plus the coat-of-arms of Equatorial Guinea on the fin; f/n as such XCR 04jan11; l/n XCR 25jun11 on register still with the rgd 12mar10; in all-white c/s with tiny 'operated by SHAR inc Ltd' titles below the
	RA-76446	II-76TD	CEIBA Cargo	SSG	21mar13	registration and the coat-of-arms of Equatorial Guinea on the fin; I/n MSQ 18feb13 on register with the rgd 12mar10 until its cancellation; in all-white c/s with large 'CEIBA Cargo' titles, tiny
						'operated by SHAR inc Ltd' titles below the registration and the coat-of-arms of Equatorial Guinea on the fin; I/n MSQ 01jul16; canx between 23nov17 and 26dec17
	3C-MAE 3C-6GE	II-76TD II-76TD	Equat. Guinea Gvt Equat. Guinea Gvt	rgd	16feb18	c/n confirmed; owner given as such in CofR with expiry 16feb22; no reports; see next line reportedly flew SSG-RBA-SSG 26/27sep18
	3C-TM06	II-76TD	Equat. Guinea AF	SAW	02sep20	ferried GYD-SAW-TUN this date; in all-white c/s with small 'Fuerza Aérea de Guinea Ecuatorial' titles, 'FAGE' and coat-of-arms of Equatorial Guinea on the fin; I/n SSG feb23
10234 13423	RA-76440	II-76TD	Aeroflot	d/d	30nov92	line # 86-06; delivered to Arkhangelsk; f/n SVO 20apr93 but not since and still current on Russian register
	7T-WIU	II-76TD	Algerian Air Force	PRG	28mar95	feb98/apr16 with last CofR 15dec94, see next line ! opb 374 Sqn; I/n DME 30jun10; seen in primer undergoing rework at Staraya Russa 15oct10; I/n NBO
10234 13428	CCCP-76435	II-76TD	AFL/Kazakhstan-CIT	mfd	31jul92	18may23 line # 86-07; d/d 31jul92; rgd 26aug92; f/n HEL 25jan93; l/n 25jun93
	UN-76435 UN-76435	II-76TD II-76TD	Aeroflot Kazakstan Airlines	VKO STN	23jul93 14aug93	trf to Air Kazakhstan 26sep96 and based at Shymkent, but never carried such titles; w/o 12nov96 on a
					-	flight from Shymkent to Delhi when the crew failed to maintain the assigned FL-150 on approach in clouds at night and descended unauthorised to FL-140 so that the II-76TD collided with Boeing 747-168B HZ-AIH
						of Saudi Arabian Airlines which had taken off from Delhi, both aircraft plummeted down in flames and crashed in an arid farming area near Charkhi Dadri (Bhiwani district of the state of Haryana), all 10 crew
10224 12420	DA 76400	11 7670	A		2002	and 27 passengers (along with the 312 occupants of the 747) killed; t/t 2,643 hours 39 minutes
10234 13430	RA-76402 RA-76402	II-76TD II-76TD	Aeroflot Mostransgaz	d/d DME		line # 86-08; delivered to Vnukovo; opb Mostransgaz; f/n VKO 12jun93
	RA-76402 RA-76402	II-76TD II-76TD	Aeroflot c/s, n/t Gazpromavia	VVO VKO	19apr97 28feb98	I/n DUS 03sep97 I/n OST 03dec99
	RA-76402 RA-76402	II-76TD II-76TD	Krylo Gazpromavia c/s	DME OST	23jun00 20jul00	leased from Gazpromavia; I/n VKO 13jul00 I/n DME 02oct00
	RA-76402 RA-76402	II-76TD II-76TD	Atlant-Soyuz Gazpromavia	DME ZUH		n basic Gazpromavia c/s with 'Atlant-Soyuz' logo on fin; I/n DME 08oct02 in full c/s; I/n IKT 04jul04
	RA-76402 RA-76402	II-76TD II-76TD	Volga-Dnepr Gazpromavia	LYE	20apr06	in basic Gazpromavia c/s with 'Volga-Dnepr' logo on fin, no titles; I/n SAW 05jul07 no titles, but logo on fin; I/n DME 20aug09, see rgd date below
	RA-76402	II-76TD	Finlight	rgd	10aug09	
	RA-76402 RA-76402	II-76TD II-76TD	Airstars Aviacon Zitotrans	lsd Isd	09nov09 01mar10	from Finlight; excluded from operator's certificate 09mar10 from Finlight; entered into operator's certificate 02apr10; in basic Gazpromavia c/s with own titles; f/n EKT
	RA-76402	II-76TD	AeroRent	JNB	21sep11	11apr10; t/t 10,333 hours and 3,885 cycles by 01jul10; l/n VKO 25aug11 leased from Finlight; in basic Gazpromavia c/s with own titles
	RA-76402	II-76TD	FMBA Rossii	rgd	27feb12	Federalnoye mediko-biologicheskoye agenstvo Rossii (Federal Medical & Biological Agency of Russia); bought from Finlight 05dec11; h/o 15feb12; based at Zhukovski
	RA-76402 RA-76402	II-76TD II-76TD	Abakan Avia FMBA Rossii	ZIA ZIA	may12 26jul12	leased from FMBA Rossii; in basic Gazpromavia c/s with own titles in basic Gazpromavia c/s, no titles; seen ZIA 12aug12; will be converted to an ambulance aircraft; I/n ZIA
10234 13435	RA-76407	II-76TD	Polis Air	mfd	nov92	29aug19 line # 86-09; d/d 30nov92 to Luch at Neryungri; toc 05apr93; in full Aeroflot c/s; seen BKA 08apr93; new
			Algorian Air Farms		mauOE	CofR issued 03oct94; still current on the Russian register by aug10, although without valid CofR and CofA, see f/n date below opb 374 Sqn; in white c/s with green cheatline and light grey undersides, with titles in Arabic and English;
40004 40400	7T-WIG	II-76TD	Algerian Air Force	LAX	may95	seen SVO sep96; I/n Nanjing 30may22
10234 13438	CCCP-76400	II-76TD	AFL/Far East	mfd	30sep92	line # 86-10; d/d 30sep92 to Artyom; opb Vladivostokski OAO; in full Aeroflot c/s with Russian flag on fin; photo as such VVO dec92; on charge with AFL/Far East as of 01jan93 according to an MGA document
	RA-76400 RA-76400	II-76TD II-76TD	Aeroflot Vladivostok Avia	MST trf	26may93 30mar94	initially still in full Aeroflot c/s including titles; I/n as such BKA 11jul98; repainted in own c/s; f/n as such
	RA-76400	II-76TD	East Line	DME		SHJ 01dec98; seen with additional 'East Line' titles nov98/mar02; I/n DME 05jul03 leased from Vladivostok Avia 19sep01/31dec04; in basic Aeroflot c/s with own titles; I/n DME 12jul04
	RA-76400 EX-100	II-76TD II-76TD	Tesis Click Airways	IXC SHJ	15feb05 22mar06	leased from jul04; in basic Aeroflot c/s with own titles; I/n FJR 19nov05; soc 10feb06 as to Kyrgyzstan c/n confirmed from the operator's certificate; I/n ADJ 18may06; canx 30may06
	JY-JIB	II-76TD	JIAC	AMM	11nov06	Jordanian International Air Cargo; operated for the Jordanian Air Force; reported in flight plans AMM 11nov06 and AMM 13nov06
	EK-76400	II-76TD	Click Airways	RKT	01feb07	c/n confirmed; in white/light grey c/s with a small badge on the fin; initially still with 'JIAC' titles and with 'JY-JIB' on the engine covers; I/n as such RKT 01feb07; f/n without titles RKT mar07; damaged 02jul08 on
						a flight from Bagram to Fujairah when engine No. 3 suffered an uncontained failure at FL 280, damaging engine No. 4 and the adjacent fuselage, the aircraft made an emergency descent and landing at Zahedan
						(Iran), all 9 crew escaped unhurt; CofR expired 30sep08; canx between jan09 and aug09; stored at
	15-2286	II-76TD	Iranian RGC AF	THR	08may16	Zahedan as there was no money available for its repair, seen apr09/jul10; finally sold to Iran repaired by Pars Aviation; initially still in basic Click Airways c/s with logo on the fin; repainted in white (light acrus c/c, with a lower bacder between the genue then before) as machine careform acrial.
10224 45	76442	11 347-	Helendari 🔹		20	white/light grey c/s (with a lower border between the colours then before), no markings apart from serial; f/n as such THR 13may17; //n THR 03may18 active
10234 13443	76448 UK-76448	II-76TD II-76TD	Uzbekistan Airways Uzbekistan Airways	mfd LAD	30sep92 28may93	line # 87-01; d/d 30sep92 to Tashkent; f/n STN 24feb93 l/n TAS 07may98; still in fleet list 30oct00, see next line
	UK-76448	II-76TD	East Line	DME	06jul98	I/n DME 03sep00, with Russian flag on tail; canx 31jan00 as to China; seen TSN 06mar02 in basic Uzbekistan Airways c/s with 'East Line' titles on the nose; I/n DME 28mar02
	UK-76448	II-76TD	Uzbekistan Airways	TAS	24jan03	I/n as such KBL 17jul03; seen ALA 06nov03 in basic Uzbekistan Airways c/s, no titles; I/n as such KBL 07apr04; seen CGN 30apr04, titles not reported; seen TAS 24may04, reported as Uzbekistan Airlines; seen
						FRU sep04, titles not reported; offered for sale 27feb07 with t/t 8,001 hours and 2,227 cycles; in fleet list 14dec07 as stored; I/n TAS 07oct08, with titles
	ST-BDN	II-76TD	Badr Airlines	KRT	31mar09	c/n confirmed by Ilyushin; in white/light grey c/s with titles; l/n stored/wfu KRT nov19/mar23; destroyed KRT as of 21apr23 during fighting between different factions of the military
10234 13446	RA-76420	II-76TD	Mirny Avn Enterpr.	d/d	30dec92	line # 87-02; delivered to Domodedovo; toc 27jan93; official mfd 29jan93; in standard 'blue' Aeroflot c/s including titles; f/n VKO 17jul93
	RA-76420	II-76TD	Almazy RosSakha	trf	10aug93	initially still in full Aeroflot c/s including titles; f/n VKO 23may94; l/n as such DME 21may96; received
						'Almazy Rossii-Sakha' titles instead of the 'Aeroflot' titles; f/n as such DME aug96; leased to Samara in 1998, seen with additional 'Samara' titles on the rear fuselage DME 25/27nov98; I/n DME 21aug99,
	RA-76420	II-76TD	Alrosa	rgd	01mar00	probably without titles in full c/s; f/n DME 16aug01; new CofR issued 06feb04; seen YKS 01jul04 with additional 'Tesis' titles;
						seen without 'Tesis' titles again Novosibirsk-Yeltsovka 01jun05; new CofRs issued 10may11 and 04aug16; CofA expired 29jun18; I/n MJZ 21may19; sold by Alrosa to Sky Technik of Domodedovo 13aug20 (Aviacon
						Zitotrans disputed this sale, claiming procedural errors to have taken place in the process of the auction, but their claim was dismissed 31aug20)
	RA-76420	II-76TD	not known	rgd	02nov20	reported for Geliks, but that airline did not have any II-76s in its operator's certificate as of 22dec20; seen MJZ 15apr21 in basic Alrosa c/s, no titles, being worked on; seen MJZ 02jun21, active; I/n MJZ 15jun21
10234 14450	CCCP-76442	II-76TD	Sayakhat	mfd	20oct92	and flown to ULY this same day; new CofR issued 10nov21, for Geliks Airlines line # 87-03; d/d 25oct92, delivered to Almaty; in white/light grey c/s with red/white/blue cheatline, with
10204 14400	UN-76442	II-76TD	Sayakhat	FRA	25jun93	ittles; carried a small 'Aeroflot' logo under the cheatlines; f/n ZRH 25feb93; l/n KUF 25apr93 in white/light grey c/s with red/white/blue cheatline, with titles; carried a small 'Aeroflot' logo under the
	011 / 0112	17010	Suyukilat	I NA	2010190	cheatlines in 1993; f/n without the 'Aeroflot' logo STN 25mar94; wet-leased to Tesis in 1998 and in 2002,
	UP-17614	II-76TD	Sayakhat	no	ronoto	seen with additional 'Tesis' titles ALA 08oct02; seen stored at FJR 14sep08/04may09, already sold according to Sayakhat c/n from the Kazakhstan CAA; presumably the registration was ntu, see previous and next line; the
	01-1/014	11-701D	Jayanıldı	110	reports	c/n from the Kazakhstan CAA; presumably the registration was nitu, see previous and next line; the operator is not confirmed, but also see the other three Sayakhat aircraft which became UP-I7613/7615 and 7616
						/010

	UP-17634	II-76TD	Air Trust	DXB	06may09	c/n checked and confirmed by Ilyushin.org; in white/light grey c/s with red/white/blue cheatline, no titles;
	EK-76442	II-76TD	Phoenix Avia	rgd	14jan10	I/n KDH 26jan10, see rgd next line c/n and former registration confirmed by the Armenian CAA and checked; registration without hyphen; in white/light grey c/s with blue/white/green/white/red cheatline, no titles; named 'Anatoli Makhov'; f/n SHJ
	EK-76450(2)	II-76TD	Air Armenia	trf	dec11	03feb10; I/n SHJ 06dec11 registration without hyphen; in white/light grey c/s, no titles; t/t 11,134 hours and 3,112 cycles by dec11;
	ER-IAH	II-76TD	Grixona	ph.	04dec13	f/n EVN 29feb12; I/n EVN 13mar12; see c/n 0053463900 c/n confirmed by Ilyushin.org; in white/light grey c/s, no titles; f/n in Afghanistan 04dec13; Grixona was renamed Sky Prim Air in 2014 (the Moldovan CAA gave operator as Sky Prim Air from dec14); I/n SHJ
	ER-IBU	II-76TD	Air Stork	rgd	2015	15mar15 registered between 12may15 and 31dec15; in white/light grey c/s, no titles; f/n DAC 05feb17; l/n JNB
	UR-CRQ	II-76TD	Yevropa Air	rgd	15may18	16dec17; canx between 22mar18 and 03may18 to Infinite Seal Inc. of the British Virgin Islands; in white/light grey c/s, no titles; f/n MGQ 05jun18; l/n
	UP-17654	II-76TD	AZee Air	rgd	10apr19	DMB 12jun19; canx between 08jun19 and 29jun19; see rgd next line but see I/n previous line; f/n AUH oct19 in white/light grey c/s, no titles; seen FJR 20jan20; the operator's certificate of AZee Air was annulled 21apr20; operated for Africa One (Zambia) from 22apr20; I/n FRU
	EX-76004	II-76TD	Fly Sky Airlines		18jun20	20may20, all white c/s, no titles; canx 14jul20 reported on the Ilyushin OKB website; rgd 27jul20; in white/light grey c/s; photo at FJR (uploaded oct20);
	EK-76074	II-76TD	Atlantis European	rgd	15oct20	a United Nations report gives rgd as 09jul20 and canx 15oct20 flew EVN-MRV this date with an Atlantis European flight number; c/n from CAA; photo exists oct20, in all-
				-		white c/s with grey undersides, no titles, at an unknown location; l/n MRV 12nov20; canx between 29dec20 and 08jan21; last tracked flight VKO-Gyunri 20jun21
	EK-76074 EX-76025	II-76TD II-76TD	Leya LLC Sapsan	rgd rgd	16sep22 15mar24	with CofR valid until 31dec22; not on the Armenian register 02feb23; f/n Yerevan-Erubuni 02aug23, in all- white c/s with grey undersides, no titles
10234 14454	76353 UK-76353	II-76TD II-76TD	Uzbekistan Airways Uzbekistan Airways	d/d SVO	27jan93 19mar93	line # 87-04; delivered to Tashkent; f/n SHJ 04mar93 reported to have been given to Domodedovo Airlines as payment for debts, operated for Domodedovo
	UK-76353 UK-76353	Il-76TD Il-76TD	East Line Uzbekistan Airways	SXF BZZ	16apr98 03sep03	Airlines, SHJ 14nov95 and seen many times since at SHJ; I/n DME 13mar96 I/n DME 21aug01; small Russian flag on tail; still in Uzbekistan Airways fleet list jan03 I/n SZX 27jul06; in Qanot Sharq fleet list 22sep06; I/n BRQ 02mar07 in full Uzbek c/s with additional
	0K-70555	11-7010		DZZ	03Sep03	Qanot Sharq titles; current in fleet list 14dec07; seen BRQ 01may08, just Uzbekistan titles; I/n TAS 07aug13
	76353	II-76TD	ex Uzbekistan c/s	Тас	10may15	parked on the military ramp, prefix overpainted but still visible; not current on register 27aug19; l/n Tashkent-Tuzel 19aug21 stored, in the same basic ex Uzbek c/s
	EX-76012	II-76TD	Fly Sky Airlines	rgd	19jun23	f/n Tashkent-Tuzel 27jul23; still in basic ex Uzbek c/s, no titles; flew to TAS this date; seen FJR 18jan24, in all-white c/s, no titles; I/n URC 10apr24
10334 14458	EX-76012 RA-76370	II-76TD II-76TD	Sky Line Airlines Zhukovski LII	d/d	30jan93	operator from register dated 21may24, with same rgd date as per the previous line line # 87-05; delivered to Zhukovski; mfd 26feb93, according to sales document may20; f/n OST
	RA-76370	II-76TD	Gazpromavia	DME	11jul98	12may93; in Aeroflot c/s, no titles; l/n VKO 01sep97 with additional 'Atlant-Soyuz' titles aug01; l/n DME 11oct04
	RA-76370 RA-76370	II-76TD II-76TD	Volga-Dnepr, n/t Gazpromavia	HHN DME		in basic Gazpromavia c/s with 'Volga-Dnepr' logo on fin; I/n DME 08aug08 in white/light blue c/s with dark blue trim, no titles but 'Gazprom' logo on fin; I/n DME 22aug09, seemingly stored
	RA-76370 RA-76370	II-76TD II-76TD	Aviacon Zitotrans AeroRent	i/s JNB	20jan10 18mar11	in basic Gazpromavia c/s; f/n OSR 31jan10; l/n LCA 22dec10 still in basic Gazpromavia c/s; l/n JNB 09feb12
	RA-76370 RA-76370	II-76TD II-76TD	Trans Avia Export no titles	JNB MVD	12mar12 17sep12	still in basic Gazpromavia c/s; I/n JNB 16mar12 still in basic Gazpromavia c/s; I/n JNB 16mar12 still in basic Gazpromavia c/s; opb Aviacon Zitotrans; seen PNR 16nov13, operator not confirmed this date;
	10170070	117010	no ddeb		1,00015	I/n MVQ jun14/may19, stored with engines missing; offered for sale by auction may20 by Finlayt-Sokol with location given as MVQ; latest CofR 30nov20
10234 14463	RA-76370 RA-76406	Il-76TD Il-76TD	Abakan Avia Trans Super	MVQ d/d	02dec22 28oct92	in all-white c/s, no titles; l/n ZIA 11jul24 line # 87-06; delivered to Ryazan; f/n SVO aug94; canx 01dec94 as to Algeria; Ilyushin OKB document
10334 14467	7T-WIE	II-76TD II-76TD	Algerian Air Force AFL/Yakutiya	BRU d/d	12jan95	gives c/n as 1033414463 opb 374 Sqn; i/n ZIA aug22 line # 0.27. and exected as 266402 which is not in line with the d/du delivered to Mirry.
10334 14467	RA-76357 RA-76357	II-76TD	Almazy RosSakha	trf	30jan93 18oct94	line # 87-07; mfd reported as 26feb93 which is not in line with the d/d; delivered to Mirny f/n IKT 10may95; in Aeroflot c/s, no titles; I/n BKA 25aug95
	RA-76357 RA-76357	II-76TD II-76TD	Almazy RosSakha Alrosa	DME rgd	18aug97 22apr01	in basic ex Aeroflot c/s with titles; I/n BKA 29apr00 f/n BKA 25apr01; seen DME 17aug09 active; seen MJZ 27sep12 with one engine missing; I/n MJZ
10234 14470	RA-76419	II-76TD	AFL/Arkhangelsk	d/d	31oct92	oct17/jun21, missing more and more parts over time line # 87-08; delivered to Arkhangelsk; toc 18nov92; rgd 25dec92; Ilyushin OKB document gives c/n as 1033414470
	RA-76419 RA-76419	II-76TD II-76TD	Burundi BCR Chart. Virunga Air Cargo	OST OST	21jul93 30nov93	still also wearing 'Aeroflot' titles; still current on the Russian Register feb98/mar03, see next line
10334 14474	7T-WID RA-76367	II-76TD II-76TD	Algerian Air Force Aeroflot	PRG mfd	17feb95 30mar93	opb 374 Sqn; I/n ADA 07feb23 line # 87-09; d/d 30mar93 to Kemerovo; f/n OST 19apr94
	RA-76367 RA-76367	II-76TD II-76TD	C-Air Atlant-Soyuz	LUX SXF	06aug94 09nov96	l/n MST 10sep96 CofR renewal 03nov99; l/n BUD 20nov02; canx 23jun03
	5A-DRS	II-76TD	Libyan Air Cargo	MLA	17feb04	and ACC 08nov04, in white c/s with green cheatline and fin no titles; a picture of the cockpit shows 'SA- DNO' on panels and windscreen blinds, was this SA-DNO(2) not taken up ?; I/n MJI 15nov08, still without titles
	5A-DRS 5A-DRS	II-76TD II-76TD	Jamahiria AT Air Transport	ZIA MJI	jun10 19jan12	in white c/s with green cheatline and fin with titles; I/n FCO 31aug10 in white c/s with green cheatline and fin, with new Libyan flags on the tail and fuselage, LAF call-sign; seen
	5A-DRS	II-76TD	Libyan Nat. Army	ph.	04jun16	MJI may12; I/n FJR 28nov14 in all-white c/s with blue cheatline and engines, new Libyan flag on the tail, no titles; returned from maintenance in Sudan this date; I/n Tarhuna 01may20; wfu at BEN, possibly damaged and missing three
						engines according to GE image jun20; canx date unknown, according to UN document dated 08mar21; believed still present BEN oct23 at the end of the disused runway
10334 14480	RA-76369 RA-76369	II-76TD II-76TD	Aeroflot Air Stan	mfd STN	15mar93 21may95	line # 87-10; d/d 15mar93 to Kazan; f/n KZN 13jun94; l/n OST oct94
	RA-76369 RA-76369	II-76TD II-76TD	East Line Air Stan	PSA rgd	16dec96 15oct98	l/n DME 22sep98 f/n STN 05dec98; l/n DME 18jun02
	RA-76369 RA-76369	II-76TD II-76TD	East Line Airstars	DME rgd	18aug02 05feb03	l/n DME 17oct02 f/n DME 10aug03; l/n DME 23aug04; lsf Air Stan; soc 28feb05 as to Kyrgyzstan
	EX-054 EW-242TH	II-76TD II-76TD	Reem Air Gomelavia	DUS HHN	17dec04 01jun06	c/n confirmed; seen EIN 05apr05; current in dec05 fleet list; lsf Air Stan; l/n OSR 08mar06; canx 08may06 l/n SHJ 05jun07
	UN-76024 UP-I7619	II-76TD II-76TD	Asia Continental	GKE no	20jul07 reports	in white/grey c/s; I/n GME 11may08; to be sold to Libya c/n confirmed by Kazakhstan CAA; reg ever worn as such ?, see previous and next line
	no reg	II-76TD	Libyan Air Force	BJM	15oct08	in white/grey c/s, no titles; previous registration taped over, but last digit was a '4'; used call-sign 'LAAF371' BJM 15oct08 and 'LAAF251' LUN 29oct08
	5A-DNX 5A-DNX	II-76TD II-76TD	Libyan Air Force Libyan Air Cargo	MJI rgd	02nov08 10nov08	in white/grey c/s, no titles f/n REC 23sep09; in white/grey c/s with titles; l/n MJI dec09/nov21, stored in poor condition
10334 14483	UK-76359 UK-76359	II-76TD II-76TD	Uzbekistan Airways East Line	mfd DME	23mar93 19aug99	line # 88-01; d/d 23mar93 to Tashkent; f/n SVO 14may93; still in fleet list 30oct00, see next line named 'Jinan' after the Chinese town which was the standard destination for this aircraft; I/n DME 03sep00
	UK-76359	II-76TD	Uzbekistan Airways	STN	17nov01	named 'Jinan'; seen TAS may04/may08; offered for sale 27feb07 with t/t 6,237 hours and 1,563 cycles; in fleet list 14dec07 as stored; seen TAS 07aug13/04jul16, stored; l/n TAS 12jul17/25aug19, bare metal; still
	UK-76359	II-76TD	UATGroup Airlines	TAS	25aug23	current on register 27aug19, with owner given as AERO-Rad Tech L.L.C and last CofR issued 23dec21 in white c/s with grey undersides, tail logo and titles with additional 'UZ Aero Cargo' on the lower fuselage;
10334 14485	UN-76371	II-76TD	Aeroflot	mfd	30mar93	l/n TAS 17nov24 line # 88-02; d/d 30mar93 to Shymkent; rgd 15apr93; f/n STN 02may93; thought to have carried '14485'
	UN-76371	II-76TD	ex-Aeroflot c/s	ZRH	05dec93	on fuselage, presumably prior to delivery as faded marks could still be seen jul05 no titles, with Kazakhstan flag; I/n FJR 04dec95
	UN-76371 UN-76371	II-76TD II-76TD	Kazakstan Airlines Air Kazakstan	FJR trf	04oct96 26sep96	see next line based Shymkent; f/n feb98; l/n BUD 02dec03
	UN-76371 UP-I7604	II-76TD II-76TD	Berkut Berkut	ALA rgd	29may04 29feb08	with 'Kazakhstan' titles; officially taken on charge by decree dated 22jul04; l/n ALA jul07 in basic Aeroflot c/s with 'Kazakhstan' titles; f/n Payam 10jul08; l/n as such DXB 01may09; seen CIT
	UP-17604	II-76TD	Kazaviaspas	ALA	04jul10	11feb10 with white tail and without titles; I/n FJR 13mar10 in full c/s, repainted during maintenance at FJR mar10; offered for sale by auction 29apr16 for 402.7
1000111	9S-PRR	II-76TD	DR Congo Air Force	ALA	apr24	million Tenge, but was not sold; I/n ALA 20may18/02may22, stored and in a dirty condition in basic ex Kazaviaspas c/s, no titles; opb the presidential flight; I/n FIH 15nov24
10334 14492	RA-76360	II-76TD	Mirny Avn Enterpr.	mfd	27apr93	line # 88-03; delivered to Mirny; toc 01may93; in standard 'blue' Aeroflot c/s including titles; f/n VKO 09oct94
	RA-76360	II-76TD	Almazy RosSakha	trf	10oct94	initially still in full Aeroflot c/s including titles; I/n as such VKO 29jun96; received 'Almazy Rossii-Sakha' titles instead of the 'Aeroflot' titles; f/n as such DME 16aug97; leased to Samara in 1999, seen with additional Compare titles are the compared for an EME 2000 compared to the compared to th
	RA-76360	II-76TD	Alrosa	LED	25may01	additional 'Samara' titles on the rear fuselage DME 20jun99 in full c/s; new CofRs issued 06may05, 10may11 and 09jan17; I/n with titles and logo KJA 30may19, active: CofA expired 12jul19: probably solid by Almosa to an unknown owner 13jul20; titles and logo
	DA-76260	II-76TD	not known	اد درمو	02nov20	active; CofA expired 12jul19; probably sold by Alrosa to an unknown owner 13aug20; titles and logo painted out; f/n as such MJZ 14oct20 reported for Geliks, but that airline did not have any II-76s in its operator's certificate as of 22dec20; in
	RA-76360		not known	rgd		basic Alrosa c/s with titles and logo painted out; f/n MJZ 11jan21; ferried to ULY 01feb21 for maintenance; new CofR issued 10nov21, for Geliks Airlines
10334 14496	RA-76360 UK-76375	II-76TD II-76TD	Gelix Airlines TAS a/c Prod Corp	SVO mfd	06oct22 09nov93	still in basic ex Alrosa c/s with Gelix Airlines titles; I/n VKO 04aug24 line # 88-04; d/d 30nov93; the Uzbekistan register 27aug19 gives mfd as 30nov93; without entry door on
						the port side and has only two windows (in the rear fuselage); was originally to be the second II-76PP (izd. 176) but completed as a cargo aircraft; opb TAPC Aviatrans Aircompany; f/n SHJ 29nov95; CofR renewal
						07jun10; seen Gostomel 01feb11, with titles; stored Tashkent-Tuzel following the closure of the factory; l/n aug14/may22 as such; current on register 27aug19

10334 1	F407	TL-KMS RA-76361	Il-76TD Il-76TD	Aeroflot	Tac d/d	23apr24 29apr93	in basic ex Tashkent Aircraft Production Corp c/s with an all white tail; departed Tashkent-Tuzel this date line # 88-05; delivered to Bykovo; f/n BKA 04jul93; seen BKA 04jul94; J/n MSE 08aug94; soc 06sep94 and
10554 1	.5497	70-ADG (1)	II-76TD	Yemenia n/t	LTN	17oct95	canx 07sep94 as to Yemen ex-reg 76361 under wing, this date; in basic ex-Aeroflot c/s, white tail with Yemen flag behind cockpit; I/n
		70-ADG (1)	IL-76TD	Yemenia n/t	RKT	27oct99	STN 20jan96; see c/n 1023412402 still with a blue cheatline, full Yemenia tail colours and Yemen flag behind cockpit
		70-ADG (1)	II-76TD	Yemen Air Force	Mkk	03sep09	in white colours, grey undersides with titles and 'YAF' on tail; seen Mykolayiv-Kulbakino 26feb10; flew Mykolayiv-Kulbakino to Yemen 03mar10; I/n SAH 25mar13; destroyed SAH 04may15 after bombing raid by Allied (Saudi) Forces, caught fire and burnt out, with only the forward fuselage remaining; remains still extant dec18
10334 1	5504	RA-76421 RA-76421	II-76TD II-76TD	Aeroflot Dacono Air	d/d LUX	21jun93 28feb94	line # 88-06; delivered to Zhukovski; f/n OST 30dec93 with additional small Aeroflot titles; I/n ZIA 23aug97; soc and canx 12sep97 as to Liberia
		EL-WTA TN-AFS	II-76TD II-76TD	Ghostbuster Centrafrican, n/t	CVT MLA	09oct97 06jul99	registered to New Air Lease but date not available; registration later an An-24RV c/n 27307701 c/n confirmed in Ilyushin OKB listing; l/n BOJ 09may02
		TN-AFS TN-AFS	II-76TD II-76TD	all-white c/s, n/t all-white c/s, n/t	CHR JNB	aug02 11aug03	no flag carried a Congo (Brazzaville) flag on tail and II-76TD designation on nose, I/n CHR 18jul07
10334 1	5507	TN-AFS RA-76373	II-76TD II-76TD	no titles Mirny Avn Enterpr.	BZV mfd	17mar09 30jun93	operated by the Presidential Flight; in white c/s with grey belly, Congo (Brazzaville) flag on fin and cheatline in Congolese (Brazzaville) colours; seen BZV 28aug13; opf Congo Air Force; I/n REC 28jul22 line # 88-07; toc 01jul93; in standard 'blue' Aeroflot c/s including titles; f/n VKO 25jan94
105541	.5507	RA-76373 RA-76373 RA-76373	II-76TD II-76TD II-76TD	Almazy RosSakha Alrosa	trf rgd	18oct94 01mar00	in basic 'blue' Aeroflot c/s with 'Almazy Rossii-Sakha' titles; f/n DME 16aug97; l/n DME 25nov98 in full c/s; named 'Anatoli Lyapidevski' after a famous Soviet pilot of the 1930s; leased to Tesis
					-		15feb00/01dec04 and seen with additional 'Tesis' titles may01/jul06; new CofR issued 26feb04; I/n operational KHV 02jun10; excluded from the operator's certificate of Mirmy Aviation Enterprise 14jun10; canx between aug10 and mar16; stored at MIZ, seen sep12/oct18; new CofR issued 06feb19; overhauled in 2019; received a '75 Pobeda! 1945-2020' sticker behind the cockpit in spring 2020; I/n with titles and logo KJA 13may20; sold by Alrosa to Sky Technik of Domodedovo 13aug20 (Aviacon Zitotrans disputed this sale, claiming procedural errors to have taken place in the process of the auction, but their claim was dismissed 31aug20); titles and logo painted out; f/n as such ZIA 19oct20; I/n ZIA 26oct20
		RA-76373	II-76TD	not known	rgd	02nov20	reported for Geliks, but that airline did not have any II-76s in its operator's certificate as of 22dec20; in basic Alrosa c/s with titles and logo painted out; ferried to ULY 29jan21 still in basic Alrosa c/s, no titles, for maintenance; CofA expired 25feb21
10334 1	6512	RA-76373 B-4033	II-76TD II-76MD	Gelix Airlines China United Al	IKT d/d	28aug21 30sep93	in basic Alrosa c/s with 'Gelix Airlines' titles; CofR renewal 10nov21; I/n ULY jul24 line # 88-08
100011		B-4033	II-76MD	Chinese Air Force	ZUH	27oct08	in civilian c/s with titles and military roundels; I/n Dangyang 10oct09; reported undergoing rework at Zhukovski jan13; photo oct13 in all grey/blue c/s, white undersides with titles and military roundels
		21044	II-76MD	Chinese Air Force	NAY	jan14	c/n from russianplanes.net; in light blue c/s with white undersides, with titles and military roundels, red code; seen TYN 25jun22, now with yellow code; l/n 23sep22
10334 1	.6515	UN-76385	II-76TD	Sayakhat	d/d	30jun93	line # 88-09; delivered to Almaty; f/n SHJ 26oct93; l/n BRQ 14jun04; leased to Tesis 14may98/30dec03; seen with 'Tesis' titles on the engines sep01; l/n TLV 02apr08
		UP-I7616 EK-76555(2) UR-CIG	Il-76TD Il-76TD Il-76TD	Sayakhat Ark Airways ZetAvia	DXB rgd rgd	23mar09 17nov10 23dec11	I/n DMB 29jul10 f/n FJR 28nov10; I/n KRT 06nov11; see c/n 0033446325 probably to Technoline FZC of Sharjah, UAE; in white c/s with grey undersides, no titles; f/n SHJ 12jan12; I/n SHJ 08oct13; canx 13nov13
		ST-DAC UR-CIG	II-76TD II-76TD	ZetAvia ZetAvia	KRT rgd	25nov13 10sep15	(i) Sho bootcls; Can's 1510013 c/n from ilyushin.org; in white c/s with grey undersides, no titles; l/n KRT 04apr15 to Technoline FZC of Sharjah, UAE; new CofR issued 11jan16; in white c/s with grey belly and engines;
			11 / 01 0	200 000	.gu	1000010	initially no titles; seen as such PZU 26apr16; received the URL 'www.zetavia.net'; f/n as such DWC 20nov19; l/n ICN jan21; rgd 11jan21 to Bu Shames FZE of the UAE; canx between 08jul21 and 14jul21
		EX-76008	II-76TD	Kyrgyzstan Govern.	rgd	21jul21	listed in the fleet of Peregrine Falcon; other sources have reported it as leased to Sapsan from the Kyrgyzstan Civil Aviation Development Program, Sapsan is Russian for Peregrine Falcon so it is the same company; f/n UGC 21jun22; I/n EBB 04jul23, in white c/s with grey undersides, now with very small
10334 1	6520	UN-76374 UN-76374	II-76TD II-76TD	Aeroflot Aeroflot c/s, n/t	mfd MST	21jul93 feb95	registration; current on register 29mar24 line # 88-10; d/d 31jul93 Shymkent; f/n HEL 24aug93; l/n FRA 21nov94 l/n SHJ 12nov95
		UN-76374 UN-76374	II-76TD II-76TD	Kazakstan Airlines East Line	SHJ OST	02dec95 15mar00	//n CIT 10may98; was trf to Air Kazakstan 26sep96 //n DIE 22jul00; see trf date next line
		UN-76374 UN-76374	II-76TD II-76TD	Air Kazakstan Berkut	trf ALA	26sep96 29may04	Shyrnker Labaed; f/n OST 23jan01; I/n BRQ 18nov03 with 'Kazakhstan' titles; officially taken on charge by decree dated 22jul04; I/n BRQ 19nov07
		UP-17605	II-76TD	Berkut	rgd	29feb08	with 'Kazakhstan' titles; f/n BRQ 16jul08; l/n TSE 28apr19 seen Guangzhou 22apr20 with Qazaqstan titles; l/n ALA 12oct24
10334 1	.6524	B-4034 B-4034	Il-76MD Il-76MD	China United Al Chinese Air Force	d/d ph.	30oct93 aug07	line # 89-01; f/n LXA may99; l/n VTE 12jan06 in civilian c/s with titles and military roundels; seen HRB 05feb08; photo in flight over China 15may12; underwent overhaul at ZIA may12/jan13, repainted in light blue c/s with white undersides; f/n as such
		21045	II-76MD	Chinese Air Force	ph.	apr13	Zhukovski 10jan13; I/n ZIA 13jan13 opb 39th Transport Regiment at Dangyang; in light blue c/s with white undersides, with titles and military
10334 1	6525	CCCP-76844(1) UK-76844(1)	II-76TD II-76TD	Aeroflot TAPO	d/d SHJ	20aug93 07nov95	roundels, red code; seen Changchun 19aug22, now with yellow code; I/n TYN 30jan23 line # 89-02; delivered to Tashkent; no reports; with CCCP- prefix ?; see c/n 1033418592 Tashkent Aircraft Production Association; in white/light blue c/s with red/white/red cheatline; I/n LAD
		UK-76844(1)	II-76TD	Krylo	SHJ	20oct99	Isapr98 leased from TAPO: in basic TAPO c/s: I/n FJR 09dec99
		YL-LAR UK-76844(1)	II-76TD II-76TD	Inversija Avialeasing Uzbek.	rgd rgd	09aug00 06apr01	in basic TAPO c/s with additional 'Uzavialeasing' titles; f/n LUX 23aug00; l/n OST 23dec00; canx 01mar01
		UK-76844(1) 4K-AZ26	II-76TD II-76TD	TAPO Silk Way Airlines	Tac BTS	24may04 15dec04	in basic TAPO c/s with own titles; in fleet list jul07 as leased; seen DXB 16may08; l/n Tashkent-Tuzel
		UK-76844(1)	II-76TD	ΤΑΡΟ	ret	<mar09< td=""><td>03mar10, photo proof, see next line was stored at Tashkent-Tuzel following the closure of the factory, requisitioned by the Uzbek government in 2012 and trf to Uzbekistan Airways; seen Tashkent-Tuzel may15; offered for sale by Uzbekistan Airways jan16</td></mar09<>	03mar10, photo proof, see next line was stored at Tashkent-Tuzel following the closure of the factory, requisitioned by the Uzbek government in 2012 and trf to Uzbekistan Airways; seen Tashkent-Tuzel may15; offered for sale by Uzbekistan Airways jan16
		78695 27605 ?	II-76TD II-76TD	no titles Chinese Air Force	ZIA ZIA	20apr18 10apr19	in basic TAPO c/s and large serial; ferried to Staraya Russa for overhaul 20apr18 c/n from russianplanes.net; the over taped serial may be missing digits with part of the previous serial bleeding through, making it look like '27695'; in bluish grey c/s with light grey undersides, military roundels and titles, red code; see c/n 1033418592
10334 1	6529	not known B-4035	II-76TD II-76MD	Chinese Air Force China United Al	d/d	06dec93	line # 89-03; f/n KBL 25mar02; l/n KBL 29mar02
		B-4035 21046	II-76MD II-76MD	Chinese Air Force Chinese Air Force	Dan NKG	22may09 29apr15	in civilian c/s with titles and military roundels; I/n ZUH 04nov10 c/n not confirmed; in light blue c/s with white undersides, with titles and military roundels, red code; seen
10334 1	.6533	RA-76362	II-76TD	MChS Rossii	d/d	29jul93	25jul22, now with yellow code; I/n 15aug22 line # 89-04; delivered to Zhukovski; f/n ZIA 31aug93; photo with GKChS Rossii inscription on port side
10224 1	7540	DA 76262		MChS Rossii	mfd	2010102	Zhukovski 03sep93; carried additional "Sentro-Spas' titles; named 'Anatoli Lyapidevski' 31jul97; stored ZIA since nov15; I/n ZIA aug19; CofR renewal 06apr23 line # 89-05; d/d 30jul93 to Zhukovski; f/n ZIA 03sep93; carried additional 'Tsentro-Spas' titles; named
10334 1 10334 1		RA-76363 UK-76376	II-76TD II-76TD	MChS Rossii Avialeasing Uzbek.	mfd d/d	30jul93 26auq93	<ul> <li>Yasili Molokov' 31jul97; I/n TJM 13may23</li> <li>line # 89-06; Avialeasing Uzbekistan; delivered to Fergana; blue cheatline with Uzbekistan flag on tail, no</li> </ul>
				5		5	titles; operated by the Air Force; f/n FRA 19nov97; offered for sale by f.investments aug05/mar08 with t/t 609 hours; l/n stored Tashkent-Tuzel dec20/aug24
10334 1	.7545	UK-76377	II-76TD	Avialeasing Uzbek.	d/d	21sep93	line # 89-07; Avialeasing Uzbekistan; delivered to Fergana; blue cheatline with Uzbekistan flag on tail, no titles; operated by the Air Force; f/n Tashkent-Tuzel 24may04; offered for sale by f.investments aug05/mar08 with t/t 297 hours; I/n stored Tashkent-Tuzel dec20/aug24, in very faded colours
10334 1	7550	B-4036 B-4036	II-76MD II-76MD	China United Al Chinese Air Force	d/d Chh	27dec93 20aug07	line # 89-08; f/n XIY 1995; l/n HKG 01jun06 in civilian c/s with titles and military roundels; l/n ZIA nov13; photo, still as such in hangar at Zhukovski
		21047	II-76MD	Chinese Air Force	CTU	03may15	2014; seen ZIA 05/24sep14 in light blue c/s with white undersides, with titles and military roundels details from Russian blog on the internet; in light blue c/s with white undersides, with titles and military work of the second se
10334 1	7553	RA-76378	II-76TD	TAS AO	mfd	oct93	roundels, red code; seen Nakhon Ratchasima-Khorat 22nov15; I/n Dangyang 12oct19; seen TAO 23may23, now with yellow code line # 89-09; rgd 20oct93; d/d 21oct93 to Zhukovski; official mfd 30oct94; in the MGA listing without c/n
							or operator as of jan95; probably opb ALIS on behalf of MChS Rossii; no reports; registration mentioned in the Russian register feb98/feb04 in addition to RA-76840, see next line
		RA-76840	II-76TD	MChS Rossii	trf	15feb95	in full c/s; f/n BRE 18may95; new CofR issued 15apr96; named 'Nikolai Kamanin' 31jul97 after a distinguished Soviet aviator of the 1930s/60s; new CofR issued 09jun08; w/o 01jul16 on a fire-fighting flight from Irkutsk-1 to the Kachug district of the Irkutsk region when descended too low in mountainous terrain, flew inside a dense smoke cloud just above the ground and crashed at a height of 845 metres into the wooded slope of a volcanic cone (945 metres) 4 km south of Rybny Ulyan (at N54*4523.11" E107*48'35.68") which had been invisible to the crew due to the thick smoke from the burning forest, all 8 crew members and 2 passengers (technicians) were killed; t/t 9,064 hours and 3,069 cycles; the wreckage was found 03jul16; canx between 24oct17 and 23nov17
10334 1	7557	B-4037 B-4037 21048	Il-76MD Il-76MD Il-76MD	China United Al Chinese Air Force Chinese Air Force	d/d CTU	17jan94 14may08 photo	line # 89-10; f/n NAY 16nov96; l/n JIN 15may07 in civilian c/s with titles and military roundels; l/n DMK 22oct11 in light blue c/s with white undersides, with titles and military roundels, red code; f/n Lipetsk jul14; l/n
10534 1	7563	17563	II-76MF	Ilyushin OKB	f/f	01aug95	Dangyang 12oct19; seen 15aug22 location not given, now with yellow code; I/n CGO 18jul24 line # 90-01; d/d 08aug95 to Zhukovski nangi in could be a seen to a seen the second
		IS-76900 RA-76900 76900	II-76MF II-76MF II-76MF	Ilyushin OKB Ilyushin OKB Ilyushin OKB	ZIA LBG ZIA	21aug95 14jun97 14aug01	prefix in Cyrillic, coming from the word 'ispytaniya' (tests and/or trials) I/n ZIA 21aug99 I/n ZIA 16aug05; to arrive at TAPO factory apr06 for modifications; seen stored Tashkent factory
		,0,00	TI / UNIF		71W	1-augU1	julo8/aug17; towed to Tashkent-Tuzel between late 2019 and mar20 with its outer wings (outside of the engine pylons) removed; outer wings were mounted back on jun/jul20 and its engines were put back on by
							apr21; remained stored at Tashkent-Tuzel until oct23

	TL-ART (2)	II-76MF		ph.	27dec23	at Tashkent-Tuzel, departed this date to BGF via OSS; still in basic Ilyushin OKB blue/green c/s; see c/n
10334 17567	B-4038	II-76MD	China United Al	d/d	27dec93	0083485561; I/n OSS 21apr24 in bare metal c/s without any extrenal marks line # 90-02; f/n Chengdu-Pengshan 10apr99
	B-4038 21049	II-76MD II-76MD	Chinese Air Force Chinese Air Force	Chh ZUH	20aug07 19nov12	in civilian c/s with titles and military roundels; I/n DMK 22oct11 in civilian c/s with titles and military roundels, see next line
	B-4038	II-76MD	Chinese Air Force	ZIA	may14	in civilian c/s with titles and military roundels; I/n ZIA oct14; photo suggests that another serial has been overpainted above this serial, see previous line; I/n ZIA 17dec15
	21049	II-76MD	Chinese Air Force	SHE	31mar16	in light blue c/s with white undersides, with titles and military roundels, red code; I/n ZUH 07oct21, now with yellow code
10334 17569	17569 RA-76379	II-76TD II-76TD	all-white c/s, n/t all-white c/s, n/t	TAS d/d	1993 29nov93	line # 90-03; used the last five of the c/n as registration grey undersides; f/n OST 11may94; delivered to Luch Neryungri; l/n DME 16jul94
	RA-76379 4K-AZ15	II-76TD II-76TD	green cheatline Aeroflot c/s, n/t	AMS ATH	22sep94 25apr00	l/n ZIA 21aug99, no titles; reported for Krylo; soc and canx 22dec99 as to Azerbaijan Azerbaijan logo on tail
	4K-AZ15	II-76TD	Azerbaijan Al	OST	05dec00	basic Avialeasing colours with AZAL tail logo and large 'Cargo' titles; revised tail logo from oct06; I/n GYD (N40.461701 E50.069760), jul08/jan09, wfu; not visible on 2011 Google Earth image, fate ?
10334 18576	B-4039 B-4039	II-76MD II-76MD	China United Al Chinese Air Force	d/d Chh	04feb94 02aug07	line # 90-04; f/n CTU 26sep99 in civilian c/s with titles and military roundels; l/n DMK 22oct11; photo 14jul12, location unknown
	21140	II-76MD	Chinese Air Force	ph.	17nov12	c/n from russianplanes.net; opb 39th Transport Regiment at Dangyang; in civilian c/s with titles and military roundels; I/n ZIA 21aug13; repainted in light blue c/s with white undersides, with titles and
10334 18578	RA-76380(1)	II-76TD	Aeroflot	d/d	02dec93	military roundels, red code; seen TAO 05sep20, now with yellow code; I/n HET 21jul24 line # 90-05; see c/n 0043450493; delivered to Luch Neryungri; f/n DME 04may94; I/n DME 16jun94; sold
	70-ADF	II-76TD	Yemenia, n/t	STN	06jun95	to Yemen 10nov95 according to Ilyushin OKB listing; originally reported to 70-ADH ex reg visible on wing, in basic ex-Aeroflot c/s with Yemenia emblem on the tail; I/n JNB 21jul96
	70-ADF	II-76TD	Yemenia	DXB	jun99	now in full c/s with titles, white fuselage and grey undersides; I/n SHJ 13feb01 and SAH oct05, as such; seen 27mar13, still in basic Yemenia c/s with titles, but with a flag on the tail replacing the original logo;
	70-ADF	II-76TD	Yemen Air Force	SAH	dec18	I/n TAS 10dec14 photo, only the top of the last letter of the registration can be seen; in white c/s with grey undersides and
10334 18584	RA-76843(1)	II-76TD	Aeroflot	d/d	29dec93	a flsg on the fin, no titles, reported stored after it had been damaged by shrapnel line # 90-06; delivered to Zhukovski; f/n DME 30aug93 which was before the official d/d; see c/n
	RA-76843(1)	II-76TD	Aviaenergo	h/o	17jan95	1013408269 f/n NSK 13may95; l/n DME 15aug99, with additional small 'East Line' titles
	RA-76843(1) 5A-DKS	II-76TD II-76TD	Cen-Sad Cen-Sad	TIP RUH	feb00 10oct00	I/n TIP jun00; soc 28feb00 and canx 01mar00 as to Central African Republic I/n DME summer03
	5A-DKS 5A-DKS	II-76TD II-76TD	Transafrica Al ex Transafrica Al	DME TIP	10aug03 29oct07	l/n DME 19jul06, c/n checked; flight planned DME-TIP 08mar07 and TIP 19nov08, in same c/s without titles; l/n FJR 18aug09
	5A-DKS ST-ALF	II-76TD II-76TD	Libo Air Cargo	FJR KRT	19oct09 13may15	<pre>//n FJR 09may13/27feb15 including chin radar and engines; see 466TH below; I/n KRT 22jun15</pre>
	no reg	II-76TD	all-white c/s, n/t all-white c/s, n/t	JUB	nov15	c/n not confirmed; acquired by the Sudanese Government aug15; flew without registration, reported to be
	EW-466TH	II-76TD	Trans Avia Export		29dec15	the same aircraft as above in a UN report dated jan16; see also 466TH below c/n confirmed by Ilyushin.org; mentioned in Eurocontrol document this date; canx 12aug16
	466TH	II-76TD		JUB	12feb17	in white c/s with 'Rescue Air Ready to Fly' titles on the port side in front of the main door, opf South Sudan military; I/n JUB 10jun17 active, call-sign "5641" which used to be "TXC5641" when the aircraft was
		11 7(70	Turne Anie Frank	MCO	1717	operated by Trans Avia Export; a photo of 466TH shows an overpainted ex registration which looks to read ST-ALF
	EW-466TH	II-76TD	Trans Avia Export	-	17sep17	in all-white c/s, no titles, I/n MSQ 13oct19 with small 'Rescue Air' titles and logo of two fish on the forward fuselage
10634 18587	EW-576TH B-4042	II-76TD II-76TD	Belcanto Airlines China United Al	-	10aug22	in all-white c/s with titles and Belarus flag; I/n TSN 08jan23; destroyed KRT 17apr23 during fighting between different factions of the military
10034 1030/	B-4042 B-4042	KJ2000		d/d	unknown 17mar07	line # 90-07; version from OKB listing and export data; export CofA dated 23sep96; f/n NAY 07jun01; converted by Xian Aircraft Industry Co. to, see next line
	30073	KJ2000	Chinese Air Force Chinese Air Force	ph. ph.	nov07	at Nanjing-Dajiaochang; the fifth KJ2000; in bluish grey c/s with light grey undersides and Chinese flag, no titles; according to a Chinese forum and comparison of photos suggest it became, see next line opb 76th Regiment at Wuxi; in bluish grey c/s with light grey undersides, red code; f/n NAY 07sep08; seen
	30573	KJ2000	Chinese Air Force	pn.	nov17	WUX 04-ct09; I/n aug17; comparison of photos suggest it became, see next line in bluish grey c/s with light grey undersides, red code; seen 10aug22, now with yellow code; I/n WUX
10334 18592	EZ-F424	II-76TD	Turkmenistan Al	d/d	29dec93	Sojul24 line # 90-08; f/n STN 24mar94; l/n OST operational 07oct98; not in 2001 fleet list; seen stored ASB
10554 10552	22 1 727	11 /010	Turkineliistain Ar	u/u	2546655	apr02/oct09 in an ever deteriorating condition; advertised for sale 14oct12 with t/t 3,542 hours; l/n IAR 20apr18/15jun20; reported Baku may22 being prepared for Silk Way
	RA-76844(2) 4K-AZ102	II-76TD II-76TD	Silk Way Airlines	rgd PRG	18feb20 05oct22	see c/n 10/33416525; registration not painted on, see previous line; canx 10jun22 in all-white c/s, dark blue tail with titles; I/n VRN 25mar23; repainted with blue undersides; f/n TAS
10334 18596	RA-76381	II-76TD	Trans Aero Samara	d/d	14mar94	22jun23; I/n Torrejon 27nov24 line # 90-09; delivered to Samara; mfd 15mar94; f/n LED 12jul94; I/n DME 06aug99
1000 1 10000	RA-76381 RA-76381	II-76TD II-76TD	East Line Sukhoi	DME DME	17aug99 01jun01	I/n DME 10may01; was basic Trans Aero Samara c/s for a while I/n DME 19auq01; basic East Line c/s
	RA-76381	II-76TD	East Line	rgd	12feb02	f/n DME 05jun02; l/n DME 30jun04
	RA-76381 RA-76381	II-76TD II-76TD	Russian Sky Tesis	DME TLL	25jun05 07may06	l/n DME 04jul05 still in basic Russian Sky c/s, titles on outer engines; l/n KRT early jan07
	ST-ATI ST-ATI	II-76TD II-76TD	Trans-Attico Almajara Aviation	KRT ACC	27feb07 29jun07	c/n confirmed; in basic Russian Sky c/s, no titles in basic Russian Sky c/s with titles; I/n SEZ 03jul10
	ST-ATI EK-76381	II-76TD II-76TD	Tarco Air n/t Veteran Avia	DXB rgd	02sep10 07oct10	operator reported as such, in basic Russian Sky c/s no titles; l/n DXB 01oct10 f/n SHJ 30nov10, in basic Russian Sky c/s no titles, no hyphen in serial; l/n FJR 03feb12; photo KRT
				5		03may12 with orange cheatline, white top and tail, grey undersides, no titles; seen KRT 12may13, reported opb Tarco Air; I/n EBB 15oct13; canx 04dec14
	ER-IAI ER-IAY	II-76TD II-76TD	Grixona Oscar Jet	FJR	17dec14 dec15	details from Ilyushin.org; in all-white c/s, grey undersides and brown cheatline, no titles; I/n SAW 21feb15 details from Ilyushin.org; f/n JUB 29feb16, in all-white c/s, grey undersides and brown cheatline, no titles;
	UP-17650	II-76TD	AZee Air	rgd	09jul18	seen FJR 09nov17; canx between 14jan18 and 22mar18; I/n FJR 25mar18 f/n sep19, location possibly AQJ, in all-white c/s, grey undersides and brown cheatline, small Kazakhstan
	EX-76003	II-76TD	Fly Sky Airlines	rgd	09jun20	flag behind the cockpit, no titles; AOC reported annulled 21apr20; I/n FRU 20may20; canx 15jun20 already reported 18jun20 on the Ilyushin OKB website; flew ADJ-DWC-HEA 01sep20 with FSQ flight
						number; f/n FRU 28oct20 in all-white c/s, grey undersides and brown cheatline; seen FJR 10sep22; I/n TSN 18nov23
10334 18600	UK-76386	II-76TD	Uzbekistan Airways	mfd	19mar94	line # 90-10; d/d reported as 05mar94; was painted in full c/s with 'Uzbekistan' titles, but not delivered for unknown reasons; delivered to Yekaterinburg instead
	RA-76386 RA-76386	II-76TD II-76TD	Uralinteravia AviaPRAD	AMS rgd	29sep94 23jan97	in basic Uzbekistan Airways c/s; I/n FJR 04oct96 to Aerotrade NPP; in basic Uzbekistan Airways c/s; seen without titles STN 30jan97; received titles; f/n as
	RA-76386	II-76TD II-76TD	Aviacon Zitotrans	CGN	14jan05	such PNG 21jan02; I/n FJR 14mar04 in basic Uzbekistan Airways c/s, no titles; new CofR issued 03may05; I/n TLL 12nov05 in white c/s with grey belly and engines, with 'Aviacon Zitotrans' titles plus logo on the fin, large 'UN' titles
	RA-76386 RA-76386	II-76TD II-76TD	United Nations/WFP Aviacon Zitotrans	LCA FJR	05aug06 27oct06	and a "WFP" badge; I/n FMO 25aug06 in white c/s with grey belly and engines, with titles plus logo on the fin; t/t 12,247 hours and 3,162 cycles
		II-76TD				by 01jul10; l/n with titles HHN 09may11; f/n without titles HHN 04jun11
	RA-76386 RA-76386	II-76TD	United Nations Aviacon Zitotrans	SVX ACC	jun11 21oct11	in full all-white UN c/s; seen PKC 17jul11 and TJM 27jul11; based at Kinshasa by aug11, was allocated code 'UNO-825' in all-white c/s, no titles; I/n operational SVX 24jan14; new CofR issued 22jul15; was stored at Orsha-
	UR-CTU	II-76TD			09feb21	Bolbasovo, seen jul15/jul19; canx 01dec20
	01-010	1-7010	ZetAvia	rgd	0 JIEUZI	to Astra Way FZC of the UAE; f/n SHJ 27jun21; in all-white c/s with grey undersides, small URL 'www.zetavia.net' behind the cockpit; seen TSN 21dec21; I/n TSN 21may22; current on the register 13aud22; last tracked flight 18nov22
10334 18601	EX-76019 RA-76841	II-76TD II-76TD	New Way Cargo MChS Rossii	rgd d/d	15feb24 31mar94	Filew SCO-BEY 14mar24; appears in video 25apr24, in all-white c/s with grey undersides; I/n DLC 08dec24 line # 91-01; delivered to Krasnoyarsk; f/n MST 12jan96; named 'Mavriki Slepnyov' 31jul97; I/n ZIA
10334 18608	EZ-F423	II-76TD	Turkmenistan Al	nfd	01jun95	lfaug24 line # 91-02; d/d 07jun95; f/n OST 26jul95; l/n ASB 16apr02; not in fleet list feb08; seen stored ASB
10334 18609	EZ-F426	II-76TD	Turkmenistan Al	mfd	01jun95	nov08/feb22 line # 91-03; d/d 07jun95; f/n MST 25jul95; l/n BRQ 04jun08; repainted in new c/s, f/n MLA 27dec08; l/n
10334 18616	RA-76842	II-76TD	Air Stan	d/d	29apr94	DEL 28aug20 line # 91-04; delivered to Kazan; f/n RTM 17jan95; chartered by Transavia; intercepted by a MiG-21 of the
						Afghan Taliban militia on a flight from TIA via SHJ to KBL (with 30 tonnes of ammunition aboard) and forced to land at KDH 02aug95; impounded at KDH (and crew arrested) for 378 days until the crew
						managed to escape with the aircraft to SHJ 16aug96; seen MIA 06oct98 with additional Heavylift titles; I/n OST 19jun01 as such
	RA-76842	II-76TD	Airstars		16aug01	in Air Stan c/s, small change of titles to 'Airstars' (photo proof); seen as such DME 22nov01; I/n DME 15jan02 as 'Airstar' (no s at the end)
	RA-76842 RA-76842	II-76TD II-76TD	East Line Airstars	DME DME	28mar02 13aug03	l/n DME 09sep02 l/n DME 24jul04
	RA-76842 RA-76842	II-76TD II-76TD	red c/l, n/t all-white c/s, n/t	CGN KBL	17jan05 30nov05	opb Aviacon Zitotrans; I/n Torrejon 12oct05 I/n FJR 28jul06
	RA-76842	II-76TD	Aviacon Zitotrans	SAW	30sep06	with titles and tail logo; I/n Leeuwarden 19mar11;
	RA-76842 RA-76842	II-76TD II-76TD	United Nations Aviacon Zitotrans	MVQ VKO	28aug11 15sep11	all-white with large titles all-white without titles
	RA-76842 RA-76842	II-76TD II-76TD	United Nations Aviacon Zitotrans	FIH GYD	05nov11 24apr12	I/n EBB 08jan12 all-white c/s without titles; I/n SVX 30mar14; seen PEE 17sep14, with titles; I/n UFA 02nov21; seen ZIA
10334 18620	EZ-F427	II-76TD	Turkmenistan Al	mfd	27dec93	feb22, no titles, l/n MBA 03jm24 line # 91-05; c/n given in fleet list mar07 as 1043418620; d/d 26may95; f/n MST 18jul95; l/n DWC
10020	LL   72/	1-1010	rankmenistän Al	iniu	2100033	ine # 91-05; c/n given in neet list maru/ as 1043418620; d/d 26may95; f/n MS1 18jul95; l/n DWC 07dec23

10424 19624	F7 F420		Turkmenisten Al	mefid	0760000	line # 01 06, 4/4 000 m0E, 5/4 MCT 110-0E, 1/4 DEK 1000-02
10434 18624 10434 18628	EZ-F428 RA-76366	II-76TD II-76TD	Turkmenistan Al Aviaenergo	mfd mfd	07jun95 05mar96	line # 91-05; d/d 09jun95; f/n MST 11jul95; //n PEK 19nov23 line # 91-07; delivered to Zhukovski; f/n ZIA 31may96; c/n checked and also in official files, see c/n 093421628, line # 16-07A; carried additional small 'East Line' titles 29jun98; J/n DME 01jun01
	RA-76366 RA-76366	II-76TD II-76TD	Rus Volga-Dnepr	DME BUD	25jul02 06jan03	leased from Aviaenergo since 22mar01; l/n DME 28aug02 leased from EES Rossii 21nov02/15jun04; rgd 09sep04 to Aviaenergo; offered for sale by Aviaenergo
			- •			15may06 with t/t 6,665 hours and 1,961 cycles as of 14apr06; current in fleet list 16nov06; dbr 18feb08 during an engine test-run at Ras al-Khaimah when caught fire and was severely damaged; l/n RKT
10434 19632	4K-AZ40	II-76TD	Silk Way Airlines	mfd	27oct94	mar08/dec23, all-white c/s, still with Volga Dnepr titles, stored, engineless line # 91-08; delivered ten years after completion; registration mentioned in Euro Control documents 206604/66 CCN 276504/119 decided to the study of a leaded W ZAC 016614
10434 19636	7T-WIP	II-76TD	Algerian Air Force	Sty	19aug03	20feb04; f/n CGN 27feb04; in fleet list jul07 as leased; l/n TAS 01feb24 line # 91-09; export CofA dated 15feb97; opb 374 Sqn; l/n PEK 23jul21 line # 01.10; and 19cor0/37; apared Sigizramula Leuroparki (2 Jul07; f CSL) feb09; con c/n 09241E46E; l/n
10434 19639	RA-76429(2)	II-76TD	MChS Rossii	mfd	30sep97	line # 91-10; rgd 18nov97; named 'Sigizmund Levanevski' 31jul97; f/n SHJ feb98; see c/n 083415465; l/n ALA 06sep24 line # 02, 01, rgd 27cep96; f/n OST 18cet96; l/n active at CCN 20iul04; see c/n 1012405184; in float list
10434 19644	UK-76426(2) 76426(2)	II-76TD II-76TD	Uzbekistan Airways ex Uzbekistan c/s	mfd Tac	30aug96 10may15	line # 92-01; rgd 27sep96; f/n OST 18oct96; l/n active at CGN 29jul04; see c/n 1013405184; in fleet list 14dec07 as stored; l/n TAS 12oct13 operated by the Uzbekistan Air Force as parked on the military ramp, prefix overpainted but still visible;
	UK-76426(2)	II-76TD	Uzbekistan Airways	SVO	jun17	seen CKL 29oct15 as such, active, still with "uzbekistan" titles in full Uzbekistan Al c/s and with prefix again; I/n TAS jul19/sep23, stored; was not current on register
10434 19648	UK-76428(2)	II-76TD	Uzbekistan Airways	mfd	17oct96	27aug19 line # 92-02; rgd 27dec96; f/n IST 14jan97; seen CGN 25sep03 in new c/s, no titles; l/n as such KBL
	(-)		,-			jun04; in Qanot Sharq fleet list 22sep06; seen SHJ 03may07 in full Uzbekistan Al c/s; l/n TAS feb13 as such
	76428(2)	II-76TD	ex Uzbekistan c/s	Тас	10may15	probably to be operated by the Uzbekistan Air Force as parked on the military ramp, prefix overpainted but still visible; see c/n 083415464
	UK-76428(2)	II-76TD	Uzbekistan Airways	PEE	20nov17	in full Uzbekistan Al c/s and with prefix again; I/n active I/n PEK 25apr20, but not current on register 27aug19; I/n TAS aug21/sep23 stored; seen CHR 08jul24, opb Uzbek Air Force; I/n TAS 05oct24
10434 19649	7T-WIV	II-76TD	Algerian Air Force	LBG	apr98	line # 92-03; export CofA dated 15feb97; opb 374 Sqn; I/n Ech-Cheliff 29mar18; crashed shortly after take-off from Boufarik AFB 11apr18, whilst climbing to a height of 150 metres on a flight to Tindouf, with an intermediate stop in Béchar, the aircraft went out of control, the port wing was reported as on fire and crashed in flames near to the airport in an agricultural zone, killing all 247 soldiers (including family members) among them 26 members of the Front Polisario and the 10 crew; the aircraft was destroyed by the impact and fam.
10534 19656	19656	II-76TD	all-white c/s, n/t	mfd	13jul94	the impact and fire line # 92-04; last five digits of the c/n used as the registration; also see the story with c/n 1043420696; fin TAS 1994; version from OKB listing and expect data; expect Cofd dated 31jul96
	B-4040 B-4040	II-76TD II-76TD	China United Al Chinese Air Force	CAN ph.	apr98 2003 ?	f/n TAS 1994; version from OKB listing and export data; export CofA dated 31jul96 in all-grey c/s with Chinese flag, no titles in civilian c/s with titles and military roundels; converted by Xian Aircraft Industry Co. to, see next line
	B-4040 B-4040	KJ2000	Chinese Air Force	f/f	apr04 ?	the second KJ2000; in bluish grey c/s with light grey undersides and Chinese flag, no titles; f/n Nanjing- Dajiaochang 2005; according to a Chinese forum and the comparisons of photos suggest it became, see
	30071	КЈ2000	Chinese Air Force	ph.	nov07	next line opb 76th Regiment at Wuxi; in bluish grey c/s with light grey undersides, red code; l/n WUX 04oct09;
10424 10555	30571	KJ2000	Chinese Air Force	ph.	2017	photo aug15; probably became, see next line in bluish grey c/s with light grey undersides, red code; I/n WNZ 06jun22 line (# 0.05, deliverate 5 excess) for Tacklast Turch 2 may 24, blue sheetline with Unbeliviten flee on
10434 19657	UK-76364	II-76MD	Avialeasing Uzbek.	d/d	03jan95	line # 92-05; delivered to Fergana; f/n Tashkent-Tuzel 24may04, blue cheatline with Uzbekistan flag on tail, no titles; operated by the Air Force; I/n TAS sep18/sep23 stored
10534 20663	B-4041	II-76TD	China United Al	d/d	unknown	line # 92-06; version from OKB listing and export data; export CofA dated 31jul96; f/n NAY 11sep00; l/n PEK 19oct01; converted by Xian Aircraft Industry Co. to, see next line
	B-4041	KJ2000	Chinese Air Force	RIAL!	jan07	at Nanjing-Dajiaochang; the fourth KJ2000; in bluish grey c/s with light grey undersides and Chinese flag, no titles; became according to a Chinese forum, see next line
	30072	KJ2000	Chinese Air Force	NAY	07sep08	opb 76th Regiment at Wuxi; in bluish grey c/s with light grey undersides, red code; seen over Beijing 10aug15; comparison of photos suggest it became, see next line is bluible grey c/s with light grey undersides red code; seen core core2. Jection unknown new with values
10/2/ 20657	30572 UK-76365	KJ2000	Chinese Air Force	<b>د</b> / ۸	dec17	in bluish grey c/s with light grey undersides, red code; seen sep22 location unknown, now with yellow code; //n 29jan24 location unknown line # 92.07; delivered to Ferzona; f/n HPK 21feb04, blue cheating with Lizbekistan flag on tail, no titles;
10434 20667	UK-76365 B-4043	II-76MD	Avialeasing Uzbek.	d/d	08feb95	line # 92-07; delivered to Fergana; f/n HRK 21feb04, blue cheatline with Uzbekistan flag on tail, no titles; operated by the Air Force; I/n TAS aug19/aug24 in the same, fading, colours and possibly stored line # 92-08; version from QVR listing and expect data; verset CoE dated 20nov96; in grav c/s with light
10634 20671	B-4043 B-4043	II-76TD KJ2000	China United Al Chinese Air Force	CAN	apr98 2005	line # 92-08; version from OKB listing and export data; export CofA dated 20nov96; in grey c/s with light grey undersides, no titles; I/n NAY 01jun01; converted by Xian Aircraft Industry Co. to, see next line at Nanjing-Dajiaochang; the third KJ2000; in grey c/s with light grey undersides and Chinese flag, no
	B-4043 30074	KJ2000	Chinese Air Force	ph.	2005 23jun07	titles; became according to a Chinese forum, see next line at Nanjing-Dajiaochang; opb 76th Regiment at Wuxi; still in primer by jun07; repainted in bluish grey c/s
						with light grey undersides, red code; f/n NAY 15sep09; l/n WUX 04oct09; photo aug17; probably became, see next line
105-1-1	30574	KJ2000	Chinese Air Force	ph.	01oct19	in bluish grey c/s with light grey undersides, red code; took part in the flypast over Beijing; see/n WUX 02dec23, colour of code now changed to yellow; I/n WUX 30jul24
10934 20673	4K-AZ41	II-76TD	Silk Way Airlines	PRG	08apr04	line # 92-09; registration already mentioned in Euro control documents 22mar04; c/n on Azerbaijani register as 1063420673; damaged 07jun07 on landing at CFB Trenton (Ontario) in poor visibility when came down too early, struck the airport perimeter fence with the main landing gear (taking out 150 feet of it), touched down briefly 430 feet short of the runway and then managed to climb out, trailing part of the fence from its landing gear, landed safely at Ottawa but suffered 'substantial damage' but subsequently
20534 20680	4K-AZ55	II-76TD	Silk Way Airlines	mfd	20feb05	repaired; I/n ADA 31may24 line # 92-10; f/n CGN 03mar05; I/n GYD 15may11; w/o 06jul11 on a flight from Baku to Bagram (Afghanistan) when the pilot opted for a visual approach at night but did not calculate the approach pattern correctly, the aircraft crashed at a height of some 3,800 metres into the side of a mountain near Siyah Gard (about 25 km from Bagram) at around 00:10 hours local time (19:40 UTC) and exploded, all 9 crew
10634 20681	# 93-01	II-78 ?				killed line # 93-01 and c/n in official list mar97; build/production status not known at the time of the closure of the forten
10634 20685	# 93-02	II-78 ?				the factory line # 93-02 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10634 20689	# 93-03	II-76TD				the factory line # 93-03 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10434 20696	RA-76845 RA-76845	II-76MD II-76TD	MChS Rossii MChS Rossii	mfd ZIA	22mar95 24aug95	the factory line # 93-04; d/d 31mar95 to Zhukovski; version given in official document as such and see next line new CofR issued 15apr96; named 'Mikhail Vodopyanov' 31jul97; inspected DME 17aug02 when fitted out as an II-76TDP waterbomber, nose titles visibly changed to 'II-76TD' from 'II-76MD' ('MD' painted out and 'TD' applied over the new paint which stands out on the weathered background); c/n checked on rear pressure bulkhead as 1043420696 (and on the flight deck access door as 20696), but plates on underside
20534 20697	76950	II-76TD-90	Volga-Dnepr	f/f	05aug05	of both entry doors carried the c/n (10434)19656 and the mfd 13jul94; I/n TJM 18may23 line # 93-05; first aircraft of the version II-76TD-90VD with PS-90A-76 engines; engines mounted mar05; f/n Tashkent-Tuzel 29jul05, primer fuselage with Volga-Dnepr tail c/s; f/n 05aug05 in full c/s; I/n ZIA
	RA-76950	II-76TD-90	Volga-Dnepr	h/o	06may06	19aug05 at Tashkent; named 'Vladimir Kokkinaki'; f/n SXF 16may06; l/n UCT 27may10; seen TLV 03jul10 with additional '20 years' on port side of the fin; CofR renewal 24aug10; l/n TJM 30jun14, with additional titles; l/n ICN 17mar19, active; stored at ULY since 06apr19; undertook 6 test flights only at ULY between
20734 21704	76951 RA-76951		Volga-Dnepr Volga-Dnepr	f/f h/o	31jul07 28sep07	16dec20 and 15oct21 according to flight trackers; seen back in service SVO 04jan23; I/n OVB 08nov24 line # 93-06; II-76TD-90VD; f/n Tashkent-Tuzel 18jul07, primer fuselage with Volga-Dnepr tail c/s at ULY; first commercial flight 01oct07 (ULY-GOT-WAS); I/n STR 31may10; seen PRG 20jun10 with additional '20 years' on the port side of the fin; CofR renewal 24aug10; I/n LED 19apr14, with additional
20734 21708	4K-AZ100	II-76TD-90	Silk Way Airlines	d/d	07may07	titles; I/n CGO 06nov24 line # 93-07; II-76TD-90SW; commenced scheduled flights 10may07; f/n LUX 10may07; seen CGN 02aug11 with additional '10 years in the sky'; I/n MXP 22apr12 as such and later removed; I/n BFS
10634 21709	# 93-08	II-76TD				24oct24 line # 93-08 and c/n in official list mar97; build/production status not known at the time of the closure of
20834 21716	 4K-AZ101	Il-76TD-90 Il-76TD-90	primer Silk Way Airlines	f/f h/o	15may08 10jul08	the factory line # 93-09; Il-76TD-90SW; was marked '101' on its first flight at GYD; seen CGN 25juli1 with additional '10 years in the sky'; I/n RTM 10may12 as such and later
20934 21717	4K-AZ70	II-76TD	Silk Way Airlines	Тас	26may09	removed; I/n LED 25dec24 line # 93-10; without chin radar; in primer, only fin in full Silk Way colours, registration painted on as
						'AZ70'; towed by a K-700 tractor from the factory to Tashkent-Tuzel 26may09; seen flying Tashkent-Tuzel 10jun09; h/o at GYD 25jun09, now in full c/s; seen PEE ocr11 with additional '10 years in the sky'; I/n GKE
	4K-78131	II-76TD	Azerbaijani AF	trf	sep14	21mar12 as such, seen SAW 30apr12 without them; I/n LEJ 10sep14, see next line c/n from ilyushin.org; reported operated by the Azerbaijan Defence Ministry; f/n BOI 19apr15 in basic ex- Silk Way c/s, no titles; I/n ALA 30sep21
10634 21724	76953	II-76MF	Ilyushin OKB	r/o	nov99	Sik way (25, no titles; 1/n ALA 305921 line # 94-01; c/n already in official list mar97; version given in some factory documents as II-76MF-90EI; initially in primer; towed by a K-700 tractor from the factory to Tashkent-Tuzel 01may11; //f 12may11
	JY-JIC	II-76MF	Jord.Int.Air Cargo	ZIA	31may11	Initially in primer; towed by a K-/UU tractor from the factory to I ashkent-Iuzel UImay11; f/T Izmay11 opb the Jordanian Air Force, not on the civil aviation register of Jordan; in white/light grey c/s with 'JIAC' titles and the additional small URL 'www.RoyalFalcon.com.jo'; seen ZIA 24jun11; d/d 29jun11; /n HHN
	360 (1)	II-76MF	Jord.Int.Air Cargo	ADJ	08dec11	times and the additional share OKE www.Rdyaration.com.jo; seen ZIA 24jun11; d/d 25jun11; //f nnn 15nov11 opb the Jordanian Air Force; still with the registration JY-JIC under the wing; seen ZIA 12aug12 with both the registration JY-JIC and the serial '360' on the rear fuselage; seen KRT 20dec12 with '-JIC' and the serial '360'; I/n as such ZIA 23apr16; seen with just the serial '360' DSA 28may16; I/n ZIA sep19 and flew
	SU-BTX/1331	II-76MF	Egyptian Air Force		12dec19	serial 360 () (in as such 21A 29apr1c); seen with just the serial 360 DSA 28may1c; (in 21A sep19 and new back to Jordan 20sep19 as 'RJZ360'; see II-76TD RJAF-360 c/n 1013405184 was active by this date based upon the assigned hexcode; c/n and registration confirmed in MIDRMA RVSM listing dated 01mar20 with an 'expired' monitoring status and still as such 30may22; seen CTU 23sep21;
.0.34 21727	KW3551	II-76A	Indian Air Force	f/f	apr05 ?	l/n ALA 29nov24 line # 94-02; TAPO designation for an A-50 airframe without mission equipment; in primer, no markings;

						by PS-90A-76; photo Taganrog 12dec06, in full Indian Air Force c/s with serial, with some parts still being
	KW3551	A-50EI	Indian Air Force	TGK	29nov07	in primer A-50 export version for India, with Israeli Elta ELW-2090 "Phalcon" phased-array radar; f/f after installation of Russian special kit 29nov07 from Taganrog; ferried to Tel Aviv 20jan08 for installation of radar, in grey c/s with some parts still being in primer; f/f after installation of radar 05jun08 from Tel Aviv; test-flight to Palam Ijan09, now in all-grey c/s; h/o by IAI 24may09; ferried to Jamnagar 25may09; toc
.0.34 21730	KW3552	II-76A	Indian Air Force	f/f	jun05 ?	at Palam 28may09; opb 50 Sqn at Agra with a hyphen in the serial; seen in paint-shop at Ulyanovsk 27jun11; I/n AGR 21feb15 line # 94-03; TAPO designation for an A-50 airframe without mission equipment; in primer, no markings; arrived at Taganrog from Tashkent jun05 for installation of mission equipment; D-30KP-2 engines replaced
	KW3552	A-50EI	Indian Air Force	TGK	22apr09	by PS-90A-76; f/f after installation of Russian special kit (but still without radome) 11jan09 from Taganrog- Yuzhny A-50 export version for India, with Israeli Elta ELW-2090 "Phalcon" phased-array radar; in all-grey c/s; ferried Taganrog-TLV 23jun09; I/n TLV 08mar10; h/o 25mar10 at Mumbai; opb 50 Sqn at Agra with a
.0.34 21736	KW3553	II-76A	Indian Air Force	f/f	jul05 ?	hyphen in the serial; seen at the Pokhran range in Rajastan mar16 line # 94-04; TAPO designation for an A-50 airframe without mission equipment; in primer, no markings; arrived at Taganrog from Tashkent jul05 for installation of mission equipment; D-30KP-2 engines replaced by PS-90A-76; f/f after installation of Russian special kit (but still without radome) 09jun10 from
	KW3553	A-50EI	Indian Air Force	d/d	mar11	Taganrog-Yuzhny; in all-grey c/s; ferried as such Taganrog-TLV 08oct10; I/n TLV 03nov10 A-50 export version for India, with Israeli Elta ELW-2090 "Phalcon" phased-array radar; opb 50 Sqn at
.0.34 21737		II-76TD	primer			Agra; in all-grey c/s with a hyphen in the serial; I/n Hindon 08oct15 line # 94-05; c/n already in official list mar97; bought by E.S.C. Aviation Services Corp. (on behalf of IAI) in late 2011; the airframe was transported on flat-bed trailers from Tashkent to Aktau oct14 (arrived
		A-50EI	Indian Air Force			23oct14) and on a barge from Aktau to Taganrog nov14/apr15 A-50 export version for India, with Israeli Elta ELW-2090 "Phalcon" phased-array radar; India decided to procure better Western built aircraft/technology by dec20 after it was found to be no match against the
20934 22743	76952	II-76TD-90	primer	r/o	feb10	SAAB 2000 operated by Pakistan line # 94-06; II-76TD-90VD; primer fuselage with Volga-Dnepr tail c/s 30jan10; f/f 05mar10; l/n Tachkista Turgel 20-2010, b(0.0000010, flower to Ukungaval, 20-0010)
	RA-76952	II-76TD-90	Volga-Dnepr	TFS	28may10	Tashkent-Tuzel 12mar10; h/o 08apr10; flown to Ulyanovsk 09apr10 entered into operator's certificate 21may10; commenced commercial flights 24may10; seen CUR 03jul10 with additional '20 years' on the port side of the fin; CofR renewal 24aug10; I/n PDX 05may14, as such and
	RA-76952	II-76TD-90	Antarctica	СРТ	06nov24	later removed;  /n SVO 12aug24 in basic Volga-Dnepr c/s with large 'Antarctica' titles and outline map of Antarctica replacing the original tail logo; //n CPT 21nov24; operating for Runbuk a US based running tourism company from Cape Town to
21134 22748	76503(2)	II-76TD-90	primer	r/o	30sep11	Novolazarevskaya Station (Novo) in Antarctica; l/n as such CPT 27nov24 line # 94-07; II-76TD-90VD; c/n already in official list mar97; f/f 15oct11; primer fuselage with Volga- Dnepr tail c/s; see c/n 063408209
	RA-76503(2)	II-76TD-90	Volga-Dnepr	h/o	23nov11	rgd 16dec11; f/n DME 31dec11; seen TLV 11mar16, with additional 'ALCI' sticker (Antarctica Logistics Centre International) forward of front entry door and 'Penguin' stickers behind the titles and the registration; later returned to normal c/s; I/n DAC 02nov24
21234 22752	76511(2)	II-76TD-90	primer	mfd	21apr12	line # 94-008; II-76T0-90VD; the last ever II-76 completed by the TAPOICh factory; f/f 10apr12; primer fuselage with Volga-Dnepr tail c/s; ferried from Tashkent to Ulyanovsk for painting 27apr12; see c/n 033414444
	RA-76511(2)	II-76TD-90	Volga-Dnepr	h/o	16may12	at ULY; rgd 23may12; f/n HAM 21jun12; slightly damaged on landing at St. John's (Newfoundland) 13aug12 when overshot the end of the runway, struck a number of approach lights for the opposite runway and came to a stop on unpaved ground about 200 metres behind the runway threshold, all 9 occupants
.0.34 22753		II-76TD	primer			escaped unhurt; I/n CGO 28nov24 line # 94-09; c/n already in official list mar97; bought by E.S.C. Aviation Services Corp. (on behalf of IAI) in late 2011; seen on the assembly line at Tashkent-Tuzel 23jun12 with '9409' on a sticker; the airframe was transported on flat-bed trailers from Tashkent to Aktau oct14 (arrived 23oct14) and on a barge from
		A-50EI	Indian Air Force			Aktau to Taganrog nov14/apr15 A-50 export version for India, with Israeli Elta ELW-2090 "Phalcon" phased-array radar; India decided to procure better Western built aircraft/technology by dec20 after it was found to be no match against the
10734 22760	# 94-10	II-76TD				SAAB 2000 operated by Pakistan line # 94-10 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 22761	# 95-01	II-76TD				line # 95-01 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 22768	# 95-02	II-76TD				line # 95-02 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 22772	# 95-03	II-76TD				line # 95-03 and c/n in official list mar97; incomplete fuselage seen in production hangar Tashkent-Tuzel 23jun12 with '9503' on sticker; build/production status not known at the time of the closure of the factory
10734 22773	# 95-04	II-76TD				line # 95-04 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 23780	# 95-05	II-76TD				line # 95-05 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 23784	# 95-06	II-76TD				line # 95-06 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 23785	# 95-07	II-76TD				line # 95-07 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10634 23789	"05" red	II-76MD	Uzbek Air Force	LED	21aug01	line # 95-08; was in the official list mar97 as II-76TD c/n 1073423789; had two aerials above the cockpit and was initially equipped with flare dispensers; in basic 'blue' Aeroflot c/s with 'Uz Air Force' titles and an Uzbek flag on the fin; seen LED 25apr02 with '9508' (the line number) on engine covers; I/n TAS 20sep18 also carried the registration UK-76007; in dark grey c/s with 'Uz Air Force' titles and an Uzbek flag on the
10734 23793	"07" white # 95-09	II-76MD II-76TD	Uzbek Air Force	TAS	16oct19	fin, version painted as such; I/n URC 26jan22, c/n checked as such in aircraft's papers; I/n FEG 29sep23 line # 95-09 and c/n in official list mar97; build/production status not known at the time of the closure of
10634 23800	# 95-09 "06" red	II-76MD	Uzbek Air Force	mfd	1996	The $\frac{4}{3}$ S5-30 and $\frac{1}{3}$ m of the official list mar97, build/production states not known at the time of the cost of the factory line $\frac{4}{3}$ S5-10; was in the official list mar97 as II-76TD c/n 1073423800; version not painted on, but
10034 23800	00 120	11-70140	UZDEK All Force	IIIu	1990	confirmed by documents; had two aerials above the cockpit and was initially equipped with flare dispensers; in basic 'blue' Aeroflot c/s with 'Uz Air Force' titles and an Uzbek flag on the fin; f/n CKL 19aug01; later seen without flare dispensers; seen LED 10aug16 with '7606' on all 4 engine covers
	UK-76008 "08" white	II-76MD II-76MD	primer Uzbek Air Force	TAS ALA	20apr19 12jun19	(reportedly the aircraft was referred to as UK-7606 in Uzbek documents); I/n TAS 29may18 no markings apart from registration; re-flown after overhaul 20apr19 still carried the registration UK-76008; in dark grey c/s with 'Uz Air Force' titles and an Uzbek flag on the
10634 23801	# 96-01	II-76MF		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	12,00123	fin, version painted as such; I/n FEG 29sep24 line # 96-01 and c/n in official list mar97; probably the primer aircraft seen Tashkent-Tuzel jun10/aug17
20134 23808	76954	II-76MF	Ilyushin OKB	Тас	17sep10	without engines as visible on GE until aug17; dis-assembled and transported to Tashkent-Tuzel (N41.306630, E69.367050) and now stored without wings and tail plane since apr21 line # 96-02; c/n already in official list mar97; version given in some factory documents as II-76MF-90EI;
	JY-JID	II-76MF	Jord.Int.Air Cargo	ZIA	21apr11	initially in primer; towed by a K-700 tractor from the factory to Tashkent-Tuzel 17sep10; f/f 30sep10; painted in light grey c/s with Russian flag, no titles; f/n as such ZIA 11feb11; l/n ZIA 16mar11 opb the Jordanian Air Force, not on the civil aviation register of Jordan; in white/light grey c/s with 'JIAC'
	361	II-76MF	Jord.Int.Air Cargo	ZIA	22jun12	titles and the additional small URL 'www.RoyalFalcon.com.jo'; d/d 30jun11; l/n SHJ 22dc11 opb the Jordanian Air Force; still with the registration J?-JID in all positions and the serial '361' below the
	501	11 / 01 11	Solution in Cargo	21/1	22,01122	registration on the rear fuselage; seen MEL 27oct12 with just the serial '361' on the rear fuselage, but the registration JY-JID still under and on top of the wing; I/n DME 14dec18
	SU-BTY/1332	II-76MF	Egyptian Air Force	d/d	jul19	in white/light grey c/s with the registration on the nose and the serial on the fin, no titles; Arabic inscription 'Egypt lives for ever' on the forward fuselage; f/n CAI 30jul19; c/n and registration confirmed in MIDRMA RVSM listing dated 01mar20 with an 'expired' monitoring status and still as such 30may22; seen PEK 10nov21; l/n URC 27mar24
10634 24812	# 96-03	II-76MF				line # 96-03 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10634 24815	# 96-04	II-76MF				line # 96-04 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10634 24819	# 96-05	II-76MF				line # 96-05 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10634 24824	# 96-06	II-76MF				line # 96-06 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 24825	# 96-07	II-76MF				line # 96-07 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 24829	# 96-08	II-76MF				line # 96-08 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 24836	# 96-09	II-76MF				line # 96-09 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 24840	# 96-10	II-76MF				line # 96-10 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
34 2.841	# 97-01	II-76		Тас	28feb05	line # 97-01; in assembly hall, c/n surmised; l/n Tashkent-Tuzel 23jun12 without wings and with '9701' on a sticker; build/production status not known at the time of the closure of the factory
20434 25845	RK3449	II-78MKI	Indian Air Force	f/f	11jan03	line # 97-02; h/o 28feb03; d/d 03mar03 in full c/s without serial; c/n from Indian Document; f/n DEL 26jan04, in flypast; with a hyphen in the serial; l/n Istres 09may16
20434 25852	KJ3449 RK3450	II-78MKI II-78MKI	Indian Air Force Indian Air Force	ZIA d/d	apr21 apr03	with a hyphen in the serial; I/n Dover AFB 18jun24 line # 97-03; c/n from Indian document; reported flew Hoedspruit- Mauritius 20sep04 and returned
20424 25555	KJ3450	II-78MKI	Indian Air Force	ZIA	21sep20	03oct04; with a hyphen in the serial; seen Gwailor oct06; I/n Delhi flypast rehearsal 23jan13 with a hyphen in the serial; //n Dover AFB 01jun24
20434 25855	RK3451	II-78MKI	Indian Air Force	d/d	early04	line # 97-04; f/n Monte Real jun04; with a hyphen in the serial; l/n Istres 11jun10

20434 25860	KJ3451 RK3452	II-78MKI II-78MKI	Indian Air Force Indian Air Force	d/d	28jun19 early04	at Mont-de-Marsan; with a hyphen in the serial; I/n SUB 04aug24 line # 97-05; delivery was delayed by approximately eight months; carried call-sign 'VU-FRD' in cockpit; f/n BAH 13mar04; with a hyphen in the serial; I/n AGR 03feb11
20434 25862	KJ3452 RK3453	Il-78MKI Il-78MKI	Indian Air Force Indian Air Force	ZIA d/d	jun19 sep04?	with a hyphen in the serial; I/n SUB 05aug24 line # 97-06; fifth to be delivered; c/n from Indian document; reported flew Hoedspruit-Mauritius 03oct04; with a hyphen in the serial; I/n Elelson AFB Alaska 09may16
	KJ3453	II-78MKI	Indian Air Force	DME	04sep19	with a hyphen in the serial; I/n ZIA 14oct20 as KJ-3453
20434 25868	RK3454	II-78MKI	Indian Air Force	d/d	dec04	line # 97-07; sixth to be delivered; f/n CBD 30dec04; with a hyphen in the serial; photo taken 17jul08 at Mountain Home AFB shows c/n on the rear pressure bulkhead; l/n at the Pokhran range in Rajastan mar16
	KJ3454	II-78MKI	Indian Air Force	ZIA	16apr21	with a hyphen in the serial

## II-76MD-90A built by "Aviastar" at Ulyanovsk-Vostochny from 2011

As of August 2012, only the four digit line number is to be found printed on technical boards/papers together with the product (izdeliye) code 476 in the factory. Some components have been used from the Tashkent production, for example a wing component for line-no 01-03 had a plate stamped as 2123405003

						Tashkent production, for example a wing component for line-no 01-03 had a plate stamped as 2123405003
01-01		II-76MD-90	primer	ULY	01aug11	II-76MD-90A; static and dynamic test airframe, without nose and tail; delivered by barge to Zhukovski (passed Moscow 01oct11); officially $h/o$ to Minpromtorg RF dec11; was to undergo static and fatigue trials with the TsAGI at Zhukovski from early 2012
01-02		II-76MD-90	primer	ULY	01aug11	II-76MD-90A; the first flying prototype; airframe completed by 80 % by aug11; unofficial r/o 15dec11 and official r/o 05jul12; ground trials started 07jul12; I/n ULY 26jul12; no markings apart from 'OAK' titles and
	RA-78650 78650	II-76MD-90 II-76MD-90		ULY ULY	29jul12 28sep12	'0102' on the fin still in primer; ftf 22sep12 without prefix during its second flight 28sep12; initially still in primer; painting completed 21dec12; in grey
	RA-78650 78650	II-76MD-90 II-76MD-90		ULY ZIA	28jan13 11mar13	c/s, no titles; f/n as such in Aviastar 22dec12 now with prefix again; 4th flight (and 1st flight after painting) conducted 28jan13; ferried to ZIA 30jan13 in grey c/s, no titles; completed the first stage of state joint trials 04dec13; underwent modifications by Aviastar in 2014/16, seen in the assembly hall aug15/aug16; f/n flying again KZN 12dec16; the second
01-03	no reg	II-76MD-90	primer	ULY	23aug12	stage of factory trials started 14dec16; I/n ZIA sep24 active II-76MD-90A; the first production aircraft; fuselage in three sections, with wings separate by aug12; under
	RF-78651	II-76MD-90	OAK	ULY	15aug14	final assembly by aug13; r/o 17jun14 with '0103' on the forward fuselage in basic Aeroflot c/s, no titles; named 'Ulyanovsk'; f/n ULY 06jul14, but presence of registration not
	78651	II-76MD-90	ΟΑΚ	ULY	14sep14	confirmed then f/f 03oct14; in basic Aeroflot c/s, no titles; named 'Ulyanovsk'; h/o to TANTK im. Berieva at Taganrog
	78651	A-100	ΟΑΚ	f/f	18nov17	21nov14; converted by TANTK to an A-100 from Taganrog-Yuzhny; the prototype of this new AWACS aircraft based on the II-76MD-90A; in primer
	78651	A-100	Russian Air Force	TGK	09feb19	with the registration on the wings only in light grey c/s with 'VKS Rossii' titles and Russian stars; preliminary trials started 08feb19; made its first
01-04	no reg	II-76MD-90	primer	f/f	30dec14	test flight with the "Premier" complex switched on 09feb22 II-76MD-90A; the second production aircraft; front and rear fuselage seen aug12, under final assembly by
	RF-78652		Russian Air Force	h/o	29apr15	aug13 and basically complete by 31oc114; marked '0104' on the forward fuselage still in primer, with registration and a Russian flag on the fin; h/o to TANTK im. Berieva at Taganrog 29apr15; //n in primer in 2018; painted in basic 'blue' Aeroflot c/s with a Russian flag on the fin; f/n as
		A-60SE				such ULY 14oct21; I/n LED 13feb24, location and date correct ?; see next line laser test aircraft (SE stands for Sokol-Echelon); was to be completed by TANTK im. Berieva at Taganrog; the project, however, was reported as having been cancelled late 2017 and mentioned in legal documents in 2022
01-05		II-76MD-90	primer	r/o	03may15	II-76MD-90A; the third production aircraft; fuselage in sections seen on the assembly line aug13; marked '0105' on the forward fuselage during the roll-out
	RF-78653	II-76MD-90	Russian Air Force	ULY	08jun15	in basic Aeroflot c/s, no titles; named 'Viktor Livanov' after a former General Manager of SK im. Ilyushina; f/f 14aug15; l/n ZIA 23aug15; h/o 02dec15 at Ulyanovsk-Vostochny; opb 610 TsBP i PLS at Ivanovo- Severny from 03dec15; l/n PEE apr16; seen over Moscow 09may16, with Russian Stars on the fin and 'VVS
01-06		II-76MD-90				Rossii' titles; seen Ivanovo-Severny 30may17, with Russian flag on the fin, no titles; I/n active apr21 II-76MD-90A; construction of this airframe was cancelled
01-07 01-08	 RF-78654	II-76MD-90 II-76MD-90	Russian Air Force	f/f	15dec15	II-76MD-90A; construction of this airframe was cancelled II-76MD-90A; the fourth production aircraft (but still not in the required configuration); seen in primer without registration on the assembly line may15/aug15; in basic Aeroflot c/s with Russian flag on fin, no
01-09	RF-78655	II-76MD-90	Russian Air Force	f/f	07nov18	titles; f/n as such ULY 06jan16; h/o 17jan16; opb 610 TsBP i PLS at Ivanovo-Severny; I/n OVB 21sep22 II-76MD-90A; the first aircraft in the required configuration; seen in primer without registration on the assembly line aug15/aug17, marked '0109' on the forward fuselage when seen after r/o 09aug18; in basic Aeroflot c/s with Russian flag on fin, no titles; h/o 02apr19; opb 235 vtap at ULY; I/n SVX 08jul19
01-10	RF-78656	II-76MD-90	Russian Air Force	f/f	22dec18	II-76MD-90A; fuselage in primer without registration seen on the assembly line aug16/aug17; in basic
02-01	no reg	II-78M-90A	primer	r/o	29nov17	Aeroflot c/s with Russian flag on fin, no titles; h/o 16may19; opb 235 vtap at ULY; l/n KHV 12jan24 the prototype of the new II-78 version based on the II-76MD-90A; construction started 16jan15; seen on the assembly line aug15/aug17; marked '0201' on the forward fuselage
	78741 RF-78741	II-78M-90A II-78M-90A	OAK Russian Air Force	f/f ULY	19jan18 08jul18	in primer with Russian star on fin, no titles; painting started 27jun18 in white/grey c/s with 'VKS Rossii' titles and Russian stars; h/o for trials 08jul18; factory trials started
02-02	RF-78657	II-76MD-90	Russian Air Force	f/f	13jun19	27dec18; [// ZIA 27dec21 II-76MD-90A; components only seen on the assembly line aug17/2018; in basic Aeroflot c/s with Russian
02-02	RF-78658		Russian Air Force	f/f	17mar20	In other sol, components only seen on the assention on the assentiation on the assentiation on the second s
02-05	KI-70050	1-701-90	Russian An Torce	1/1	171110120	175658 on the fin oct19; in basic Aeroflot (c) with Russian flag on fin, no titles; named Genrikh Novozhilov' 29jan21 after the General Designer of Ilyushin OKB; h/o at ULY 29jan21; opb 235 vtap at ULY; I/n Kubinka O7jun22
02-04	RF-78659	II-76MD-90	Russian Air Force	r/o	24mar20	I-76MD-90A; r/o still in primer without registration; I/n as such ULY 25mar20; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n as such ULY 12apr20; f/f 26aug20; h/o at ULY 29jan21; opb 235 vtap at ULY; named 'Nikolai Makarovets' 30aug21 after a designer of the Tula-based arms producer NPO "Splav"; I/n OVB jun23
02-05	no reg RF-78660	II-76MD-90 II-76MD-90	primer Russian Air Force	r/o ULY	12nov20 30nov20	II-76MD-90A; r/o still in primer without registration in basic 'blue' Aeroflot c/s with a Russian flag on the fin, no titles; f/f 06dec20; h/o at ULY 29jan21; opb
02-06	78661	II-76MD-90		r/o	16may21	235 vtap at ULY; I/n CKL sep21 II-76MD-90A; the first one built on the new assembly line; r/o still without registration; f/n with
02 00	RF-78661		Russian Air Force	h/o	08sep21	registration ULY 02jun21; f/f 10jun21 at ULY; opb 235 vtap at ULY; in basic 'blue' Aeroflot c/s with a Russian flag on the fin, no titles; f/n OVB
02-07	78662	II-76MD-90		r/o	29sep21	21oct21; I/n OVB 17oct23 II-76MD-90A; f/f 04oct21; photo exists
	RF-78662		Russian Air Force	h/o	dec21	at ULY; opb 235 vtap at ULY; f/n ULY 27jan22; in basic Aeroflot c/s with Russian flag on the fin, no titles; l/n Kubinka 01feb22
02-08	78663 RF-78663	II-76MD-90 II-76MD-90	primer Russian Air Force	r/o ULY	jan22 23feb22	1-76MD-90A; seen partially painted ULY 12jan22 f/f 16mar22; h/o at ULY 22apr22; opb 235 vtap at ULY; in basic Aeroflot c/s with Russian flag on the fin,
02-09	78664	II-76MD-90		ph.	24may22	no titles; I/n OVB sep22 II-76MD-90A; r/o still without registration; f/f 07jun22
	RF-78664	II-76MD-90	Russian Air Force	ÜLY	07dec22	in basic Aeroflot c/s with Russian flag on the fin, no titles, named 'Vyacheslav Yefanov' after the VTA commander of 1986/97; I/n OVB feb24
02-10	78665 RF-78665	II-76MD-90 II-76MD-90	primer Russian Air Force	f/f h/o	26aug22 11oct22	II-76MD-90A flew 01nov22 according to flight trackers this date; in basic Aeroflot c/s with Russian flag on the fin, no titles; (/n LED 09may24
03-01 03-02	78666 78667		primer	r/o r/o	20oct22 29nov22	II-76MD-90A; f/f 05nov22; h/o 28nov22; with some cockpit windows blanked off II-76MD-90A; f/f 04dec22
03-03	RF-78667 78668	II-76MD-90 II-76MD-90	Russian Air Force	h/o	jan23 ?	in basic Aeroflot c/s with Russian flag on the fin, no titles; f/n 22may23 II-76MD-90A; registration and c/n not confirmed for the following accident; one employee was killed and six others were injured in an explosion during cabin pressure testing 02mar23 in a hangar at the Aviastar factory; airframe reported as repaired, see next line
03-04	RF-78668 RF-78669		Russian Air Force Russian Air Force	h/o f/f	30may23 10jun23	II-76MD-90A; in basic Aeroflot c/s with Russian flag on the fin, no titles, registration not visible in any of the published photos; h/o 11aug23
03-05	78670 RF-78670	Il-76MD-90 Il-76MD-90	primer Russian Air Force	ph. h/o	aug23 04oct23	II-76MD-90A; r/o 21aug23; f/f 28aug23
03-06	78671 RF-78671	II-76MD-90 II-76MD-90	primer Russian Air Force	ph. f/f	aug23 09oct23	II-76MD-90A; seen under final assembly aug23 in basic Aeroflot c/s with a Russian flag on the fin, no titles; h/o 18oct23; f/n LED 08apr24
03-07	no reg RF-78672	II-76MD-90 II-76MD-90	primer Russian Air Force	ph. h/o	aug23 21dec23	II-76M-90A; under final assembly; f/f 11nov23 f/n ULY 01jun24
03-08	78673 RF-78673	II-76MD-90 II-76MD-90	Russian Air Force	r/o h/o	26nov23 29dec23	II-76MD-90A; f/f 03dec23 f/n NJC 04jun24, in basic Aeroflot c/s with Russian flag on the fin, no titles; l/n LED 08aug24
03-09	78674 RF-78674	II-76MD-90 II-76MD-90	primer Russian Air Force	ph. h/o	mar24 jul24	II-76MD-90A; under final assembly; f/f 17may24; l/n ULY 27may24; for painting early jun24
03-10	78675 RF-78675	II-76MD-90 II-76MD-90	primer Russian Air Force	ph. h/o	17may24 aug24	II-76MD-90A; under final assembly, registration not visible on the photo; f/f 09jul24 f/n LED 20oct24; in basic Aeroflot c/s with Russian flag on the fin, no titles
04-01	RF-78676	II-76MD-90 II-76MD-90	primer Russian Air Force	h/o	jul24 sep24	II-76MD-90A; under final assembly; f/f 02aug24 f/n 04nov24, in basic Aeroflot c/s with Russian flag on the fin, no titles; I/n LED 04nov24
04-02	RF-78677	II-76MD-90 II-76MD-90	primer Russian Air Force	f/f h/o	02oct24 oct24	II-76MD-90A; for painting end of oct24
04-03	RF-78678	II-76MD-90	primer Russian Air Force	h/o	oct24 nov24	II-76MD-90A; under final assembly; f/f 09nov24
		1 7010-30	Autorian An Torce	170	110727	

04-04	 RF-78679	II-76MD-90 II-76MD-90	primer Russian Air Force	ph. h/o	24apr24 24dec24	II-76MD-90A; small parts only under assembly photo ULY 24dec24, in basic Aeroflot c/s with Russian flag on the fin, no titles
<u>II-76 with</u>	unknown	constru	<u>ction numbers</u>			
	RA-76356	II-76TD	unknown	BOM	06jan96	only reported once; mentioned on Russian register feb98 without c/n as leased from Kazakhstan 18aug94/01jun96, in Russian canx register feb01, with comment 'in a special position/location of Samara of this aircraft'
	CCCP-86730	II-76	Soviet AF/AFL c/s		photo	exists; perhaps c/n 073410311 / line # 08-08 for which the early history is not known ?
	21142	II-76TD	Chinese Air Force	NAY	14aug17	in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/n Dangyang 12oct19
	21143	II-76TD	Chinese Air Force	NAY	08dec17	in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/n Dangyang 12oct19; seen TYN 06mar23, now with yellow code
	21144	II-76TD	Chinese Air Force	ph.	09mar18	in bluish grey c/s with light grey undersides, military roundels and titles, red code; seen Wuhan 06sep21, seen 15aug22, now with yellow code; l/n XIY 04jul23
	21145	II-76TD	Chinese Air Force	OVB	jul18	in bluish grey c/s with light grey undersides, military roundels and titles, red code; seen URC 16oct21, with yellow code; I/n TAO 25aug23
	21146	II-76TD	Chinese Air Force		12oct19	at Dangyang; in bluish grey c/s with light grey undersides, military roundels and titles, red code; seen TAO 25jun22, with yellow code; I/n SHA 03nov22
	21147	II-76TD	Chinese Air Force	ph.	aug22	in bluish grey c/s with light grey undersides, military roundels and titles, yellow code; I/n 05jun23 location unknown
	21148 21149	II-76TD II-76TD	Chinese Air Force Chinese Air Force	CGK TYN	21nov22 07may23	in bluish grey c/s with light grey undersides, military roundels and titles, yellow code in bluish grey c/s with light grey undersides, military roundels and titles, yellow code
	21243	II-76TD II-76TD	Chinese Air Force	ph.	aug24	in bluish grey c/s with light grey undersides, initiary roundels and titles, yellow code; digits 2/3 and 5 look to have been changed, suggesting ex 20x4x from Wuhan
	21245	II-76TD	Chinese Air Force	TAO	09aug24	in bluish grey c/s with light grey undersides, military roundels and titles, yellow code; digits 2/3 and 5 look to have been changed, suggesting ex 20x4x from Wuhan
	T-914	II-76TD	Angolan Air Force	MSQ	03jun22	all white c/s with titles; probably delivered 09jun22 (was tracked over Egypt outbound from MSQ); I/n MSQ 27apr24
	5-8206	II-76TD	Iranian Air Force	mfd	1990	version confirmed; opb 73rd Transport Squadron at TFB.7 at Shiraz; initially in white c/s, I/n as such THR 01dec99; repainted in two tone grey camo c/s with light grey undersides and Air Force roundels, f/n as such SYZ 14mar00; t/t 2,985 hours and 1,194 cycles by 19mar05; seen stored SYZ (N29.551013 E52.576003) feb10/feb11; seen active THR 20jan16, in white/light grey c/s with thick dark blue and thin red cheatline and blue fin, no markings apart from serial and Iranian flag on the fin; I/n THR 05mar22 operational
	not known	II-76TD		FNJ	30nov23	satellite imagery this date, suggest one of the Air Koryo aircraft, possibly now has a mount behind the wings for a rotordome (as per AWACS type aircraft); other satellite images exist 12dec23 and 15jul24
	TL-KMO	II-76			27jun23	operated by PMC Wagner; flew OSS-BEN 27jun23; reported at Al Khadim air base 29jun23; reported destroyed there the next day after an attack by the Government of National Unity forces (GNA), but according to flight trackers TL-KMO is still active; uses Hex code 06CE00 and flew BEN-DAM-BEN 25oct23
	3X-GGS	II-76TD	Sky Guinée	ph.	10aug17	flew DAM-NIM 12aug17; registration previously worn by An-32A c/n 1709; in all-white c/s with gold cheatline, grey undersides with filled in turret; became see next line
	TT-TFD	II-76TD		ph.	21sep17	at Wadi Saedna, Sudan, in all-white c/s with red cheatline, grey undersides with filled in turret; ex 3X-GGS according to the photographer
	YI-ANP	II-76M	IrAF/Iraqi Aw c/s	no	reports	destroyed by an Allied bombing attack on Habbaniya, date unknown but probably jan91; mentioned as such in a document with Kuwait claims against Iraq dated 29oct99, but listings of II-76s by BASCO in 1997 and by the Ilyushin OKB in 1999 do not contain any information about YI-ANP; possibly it was in fact YI- ANM which was destroyed by the bombing attack on Habbaniya as that is the sole Iraqi II-76 for which no fate is known
	no code	Adnan-2	Iraqi Air Force			AEW aircraft, converted from an II-76MD in Iraq; in dark grey- light grey camo and full Iraqi Air Force markings; destroyed by USAF F-117As at Al Taqaddum AB 17jan91; wreckage still present by aug03
	5A-ILA	Il-76		ph.	21aug21	at Benghazi; in all-white c/s, no titles with a small flag behind the registration; operating for the Haftar Affiliated Forces (HAF)
	70-ADH	II-76TD	Yemenia	BUD	nov94	correct sighting 7, was a DHC-6 Twin Otter by dec94, however, re-use of 70- registrations on different aircraft have occurred with IL-76 and An-26 aircraft over the years; a photo exists on the web of three Yemenia aircraft taken SAH 22feb05
	9U-BVT	II-76			photo	tracked flight over Jordan 04jul23, tracked again 18jul23 over Jordan with hex code 800000; photo DNF 21sep23, in all white c/s with grey undersides, no titles; flew a dedicated DVI (Disaster Victim Identification) team in from the United Arab Emirates following the flooding disaster in the region
	9U-BVU 9U-ILO	II-76TD II-76TD		ADJ ADJ	25apr23 16nov22	in all-white c/s with grey undersides, no titles; using the same hex code as 9U-ILO: //n BEN 02nov23 in all-white c/s with grey undersides; no titles; active since 13sep22 according to flight trackers; probably to 9U-BVU which was using the same hex code; according to UN document published 15sep23 9U-ILO/9U- BVU is ex UP-17651 c/n 0073479367, but the evidence it seems is based upon the same colour scheme and the fact that UP-17651 was known to be previously operating in Libya; photo comparison, however, shows the type designation painted in a completely different location on the fuselage, hence other confirmation is perhaps required
	9U-ILZ (1)	II-76TD		ph.	01aug22	at Sabha; opb Libyan (LNA) forces; in all-white c/s with grey undersides, no titles; see 9U-ILZ (2) which is probably a different aircraft
	9U-ILZ (2)	II-76TD		BEN	03oct23	in white c/s with grey undersides, no titles; see 9U-ILZ (1) which is probably a different aircraft; I/n BEN 02nov23

### The following registrations in the II-76s batches are missing:

-76387, -76422, -76439, -76608, -78832\*, -78841 , while registrat ions -86800, -86801, -86802, -86803, -86804, -86928 and -86929 are not used according to all documents we have received. Call-signs -78202, -78283, -78290, -78291, -78429, -78430, -78431, -78432, -78433, -78434 and -78435 are known to have been used for Engels based II-78s and

probably are issued to those II-78s wearing tactical military codes

Additionally, the following are/have been allocated: -78732 is an II-18, -78733 is a Mi-6, -78735 and -78737 are An-2s, -78739 is an An-8.

Note 1: -76457 to -76491: these registrations were earlier allocated to Tu-114s.

Note 2: -76450 to -76451; both airborne command posts (II-82, also designated II-76VKP) with a big antenna fairing on top of the front fuselage.

Note 3: -76452 to -76456; all have the type painted on the nose as '976' as they are conversions used to track spacecraft and test

missiles, they carry a large A-50 type rotodome on top of the fuselage.

An Angolan ! aircraft was reported destroyed by shelling 19jul94 (probably a Russian Air Force aircraft).

# Ilyushin Il-86

It was in 1971 that it was first rumoured that the Soviet Union was planning their first wide-bodied aircraft. By this time the Boeing 747 was already in service, but it was to be another five years before the 350-seat prototype II-86 made its first flight from Khodynka on 22 December 1976, and another four years before the type entered scheduled passenger services on 29 December 1980 from Moscow to Tashkent.

Production was assigned to Voronezh, where 104 series production aircraft (this included 2 test/development aircraft) were manufactured until 1996, to add to the

prototype and static airframe built at Khodynka. All except three (which were exported to China and eventually re-imported to Russia) were built for the domestic market. Of these four were built for the military as flying command posts, albeit with civil registrations and Aeroflot titles. The II-86 was grossly underpowered and uneconomic to operate. It became a regular sight at western airports, notably Shannon, where it had to re-fuel before crossing the Atlantic. It was, however, very popular with passengers, with comfortable seats and reasonable leg room. The high ceiling and the slow, smooth climb provided a feeling that you were either in a large cinema or aboard an ocean liner. Passengers could also carry on their heavy baggage and stow it in the lower deck, thus ensuring that it arrived at the same destination as its owners, something not always achieved by passengers on Boeings and Airbuses! It could be argued that the II-86 has been one of the safest commercial airliners, never having injured or killed a fare-paying passenger in three decades of operations. Three have been written off: RA-86119 was struck on the ground at Delhi by a crashing Indian Boeing 737 and CCCP-86074 was written off at Dubai when the crew forgot to lower the undercarriage. The third accident concerned RA-86060, which was caused by the autopilot failing and the resultant un-commanded change of the trim setting full nose up (-12 degrees), took place on take-off from Sheremetyevo on 28 July 2002. Although all but one on board perished they were staff members of Pulkovo Airlines positioning back to St Petersburg, and thus not fare-paying passengers. The first Voronezh built II-86 was c/n 0103 (0101/0102 at Khodynka), the next twelve aircraft are also given in official documents and registers as just four digits (0001-

0012) and the system mentioned below commenced after these. Two of the first twelve aircraft have subsequently been checked with the full long construction number

By 2025 only 12 of the 106 aircraft built survive. Four belong to the Russian Air Force, two of which are active, one has not flown for over a decade and is stored at Chkalovski with another at Taganrog-Yuzhny, undergoing modernization work. RA-86062 is preserved at Ulyanovsk, RA-86097 is preserved at Novosibirsk, RA-86106 is preserved at Pulkovo Heli Drive, RA-86103 in use as a GIA at Sheremetyevo, EK-86117 stored at Domodedovo since April 2004, EK-86118 (without cockpit and tail sections) at Voronezh-Pridacha with RA-86141 since 2012, the prototype CCCP-86000 preserved at the Kiev Museum.

The long construction number is explained as follows: 514 probably stands for the project number, 8 is perhaps the eighth type built at Voronezh-Pridacha since WWII (supposition), 32 is factory number divided by two (supposition). the next two digits are the batch number. The last three digits clearly are the production sequence number.

## Prototypes built at the Ilyushin OKB's experimental facility at Moscow-Khodynka, MMZ No. 240 "Strela"

<u>Prototype</u>	es built at i	the Ilyı	<u>ıshin OKB's exp</u>	erim	ental fa	<u>cility at Moscow-Khodynka, MMZ No. 240 "Strela"</u>
01 01	CCCP-86000	II-86	Ilyushin OKB	f/f	22dec76	from Khodynka; first prototype; in Aeroflot c/s; f/n LBG 04jun77; with exhibition number '347'; completed first stage of certification tests 06jun77; seen LBG 15jun79 with exhibition number '348'; used as a ground instructional airframe by the Kiev Institute of Civil Aviation (KIIGA), seen apr92/aug02; preserved in the Oleg Antonov State Aviation Museum at Kiev (MS0-0405638 E30.458508), seen oct03/dec21
01 02		II-86	Ilyushin OKB			static test airframe and likely to be the fuselage seen dumped at Zhukovski aug92/aug95 in bare metal c/s
<u>104 Il-86</u>	built by F	actory l	No. 64 at Voron	ezh-H	Pridach	<u>a from 1976 to 1996</u>
01 03	CCCP-86002	II-86	AFL/GosNII GA	r/o	15oct77	f/f 24oct77; first production aircraft, in Aeroflot c/s; mfd feb78 from Soviet register; undertook tests until mid 1979; seen VKO 16aug79; I/n SVO 22may91
	CCCP-86002 RA-86002	II-86 II-86	MAP Ilyushin MMZ MAP Ilyushin MMZ	trf SVO	02dec91 04jul93	in Aeroflot c/s; f/n ZIA 16aug92; l/n ZIA 15may93 in Aeroflot c/s; f/n ZIA 16aug92; l/n ZIA 15may93 in Aeroflot c/s; l/n SVO 25aug95, active; stored ZIA 1995; seen without engines ZIA aug01; soc 11apr05
0001	CCCP-86003	II-86	AFL/GosNII GA	f/f	02mar79	as not economical to operate; I/n ZIA 20aug05; broken up at Zhukovski sep/oct05 toc 15may79; mfd jun79 from Soviet register; i/s 27sep79; f/n SXF 15oct80; seen LBG jun81 with exhibition number '348'; CofR renewal 15may81; trf 12apr89 and used as a ground instructional airframe by the Moscow Technical University of Civil Aviation (MGTU GA) at SVO (N55.985830 E37.443211); soc
0002	CCCP-86004	II-86	AFL/Moscow	d/d	23sep79	18jan90 as worn out and canx same date; f/n mar90; l/n apr15; broken up at SVO 22jun15; see c/n 51483208071 from Voronezh-Pridacha to Vnukovo; mfd 24sep79; toc 24sep79; started service trials with 425 LO of Vnukovski OAO 25sep79; appeared in the 1979 Soviet film "Ekipazh"; new CofR issued 10oct82; l/n VKO
	RA-86004 RA-86004	II-86 II-86	Air AJT Internat. Vnukovo Airlines	DXB rgd	18mar93 16sep93	19may91 in full c/s: arrived for repainting at MST 08may95; c/n checked as 51483200002 to the Russian Federation; initially still in full Air AJT International c/s, see the dates above; repainted in Vnukovo Airlines c/s with a 'VA' logo on the fin, no titles; f/n as such MST 11jun95; t/t 18,063 hours and 7,901 cycles by 01jan99; CofA expired 18aug99; sat wfu at VKO, seen aug01/aug02; broken up at VKO
0003	CCCP-86005	II-86	AFL/Moscow	ph.	1979	04feb03; CofR returned 19apr04, but still on register aug10 mfd jan80; toc 22jan80; rgd 25feb81; seen VKO 11apr91; I/n VKO sep91/aug02, stored/wfu; broken up at
0004	CCCP-86006	II-86	AFL/Moscow	toc	06dec80	VKO 10feb03 rgd 25dec80; i/s 26dec80, first II-86 passenger service (MOW-TAS); f/n MRV apr81 arrived at MST 07jun94 to be repainted
	RA-86006 RA-86006	II-86 II-86	Aeroflot Vnukovo Airlines	IST trf	11dec92 29aug95	arroyed at MST 0/Jun94 to be repainted already f/n MST 22jun94; ferried VKO-OVB for overhaul in 2001, but nothing came of this; t/t 19,436 hours and 7,851 cycles; seen OVB jul03/jul05, minus two engines; broken up at OVB may/jun06
0005	CCCP-86007	II-86	AFL/Moscow-VKO	f/f	oct79	toc 03dec80; rgd 25dec80; opb 425 LO; photo in magazine apr81; damaged 19aug84 on a flight from Tashkent to Moscow when the inner sections of the flaps started to vibrate heavily during cruise flight and were ripped off after 75 seconds, damaging the rear fuselage, the aircraft made an emergency landing at Aktuybinsk, touching down at 345 km/h and bursting 7 tyres, but all crew and 279 passengers escaped
	RA-86007	II-86	Aeroflot	VKO	21mar93	unhurt; repaired; //n VKO 16aug92 c/n given in CofA at AMS 15aug93 as 51483200005 with mfd oct79; small titles only from at least jul93; //n VKO 11jun94
	RA-86007	II-86	Vnukovo Airlines	trf	29aug95	in basic Aeroflot (/s, no titles; f/n VKO 16apr97; wfu jun00 with t/t 19,419 hours and 7,860 cycles; sat wfu at VKO, seen aug01/aug04; still current on register by 13oct04; scrapped at VKO in 2005
0006	CCCP-86008	II-86	AFL/Moscow	mfd	feb81	toc 13feb81; rgd 27feb81; f/n Moscow 08apr81; seen VKO sep91/aug03, stored/derelict, titles crudely painted out; for Vnukovo Airlines; gone by jul04, broken up
0007	CCCP-86009 CCCP-86009 CCCP-86009	II-86 II-86 II-86	AFL/Moscow AFL/International AFL/Moscow	mfd trf trf	mar81 15jan81 10jul86	toc 27mar81; rgd 09apr81 f/n HAM 25oct81 seen VKO sep91/aug02 stored/wfu; was for Vnukovo Airlines; reported no titles by aug02; soc 28oct02 as
0008	CCCP-86010 CCCP-86010	II-86 II-86	AFL/International AFL/Vnukovo	mfd trf	16jun81 13feb87	life-time expired and canx same date; broken up at VKO 05dec02 toc 17jun81; rgd 22jun81; f/n SXF jun81 seen VKO sep91/may95, stored
0009	RA-86010 CCCP-86011	II-86 II-86	Vnukovo Airlines AFL/Moscow	VKO mfd	15apr97 jun81	seen VKO jull0/jull0/j. stored/engineless; broken up 25sep04 toc 09jull81; rgd 28jull81; f/n CDG 13jun84, l/n VKO 27apr93
	RA-86011 RA-86011	II-86 II-86	Aeroflot Vnukovo Airlines	VKO trf	12jun93 30aug94	I/n VKO 07sep93 f/n VKO 25sep94; in full Aeroflot c/s and titles; I/n VKO 20aug99; seen VKO jun01/aug03, stored/wfu, titles on port side only; soc 20mar03 (year assumed as not given in MGA document) as life-time expired;
0010	CCCP-86012	II-86 II-86	AFL/International AFL/Ulyanovsk HFS	mfd trf	08aug81	broken up 23aug03; canx 19apr04 toc 22sep81; rgd 09oct81; f/n ZRH 18oct81; seen LGW 23jul83
	CCCP-86012 CCCP-86012 CCCP-86012	II-86 II-86	AFL/Ulyanovsk HFS AFL/Ulyanovsk HFS	trf	23sep85 14jul90 22oct90	
	CCCP-86012 CCCP-86012 UK-86012	II-86 II-86 II-86	AFL/Uzbekistan Uzbekistan Airways	trf TAS	31may91 92/93	I/n TAS 15apr92 taken between 15apr92 and feb93 no hyphen in the registration and Aeroflot c/l, Uzbekistan titles with logo (old style titles; on the left side in local language), still with soviet flag on tail
	86012 UK-86012 RA-86012	Il-86 Il-86 Il-86	Uzbekistan Airways Uzbekistan Airways KrasAir	SHJ SHJ KJA	feb93 16may93 03jun01	CofR renewal 24nov00; I/n DEL 27feb01 in Uzbekistan Airways c/s with KrasAir titles; I/n SVO 29jun01, photo proof with RA- prefix; leased from Uzbekistan Airlines 26apr01/30oct01, see next line
	UK-86012	II-86	KrasAir	SVO	15jul01	in Uzbekistan Airmes zoapi 1/300ct01, see next line in Uzbekistan Airways c/s with KrasAir titles; photo proof with UK- prefix; I/n SVO 14aug01, see previous line
	UK-86012	II-86	Uzbekistan Airways	TAS	25may04	in fleet list jan03 as stored, broken up at TAS; not present at TAS by dec06 and not advertised for sale 27feb07
0011	CCCP-86013 RA-86013	II-86 II-86	AFL/Moscow Aeroflot	mfd VKO	30oct81 21mar93	toc 04nov81; rgd 10nov81; f/n MUC 09may82; l/n VKO 08jul92
	RA-86013	II-86	Vnukovo Airlines	trf	30aug94	I/n VKO 16apr97, still in full Aeroflot c/s and titles; seen VKO 25aug97 in Aeroflot c/s, no titles; seen VKO jul00/aug02, stored/wfu; soc 20mar03 as life-time expired; broken up 13aug03; canx 19apr04
0012	CCCP-86014	II-86	AFL/Moscow	mfd	24dec81	toc 09jan82; rgd 18jan82; f/n VKO 30aug83; seen VKO sep91/aug03, stored/wfu and titles painted out by iun03: soc 20mar03 as life-time expired: broken up at VKO 14sep03: canx 19apr04
51483202013	CCCP-86015 RA-86015	II-86 II-86	AFL/International	mfd FRA	18mar82 26oct92	toc 21may82; f/n SXF 29may82; was temporarily equipped with 450 ! seats (100 of them on the lower deck) for transporting conscripts of the Soviet Armed Forces; first passenger flight in this configuration MOW-TAS 01jun82 (the first passenger flight ever of an II-86 in such a configuration); I/n SVO 12apr92 I/n SVO 19sep98
	RA-86015 RA-86015 RA-86015	II-86 II-86	VASO Airlines Aeroflot Rus. Al	rgd	23jul99 15jun01	//n SVO 195ep98 f/n SVO 05aug99; l/n SVO 26apr01 l/n SVO sep03/jul04, being cannibalized; soc 09aug04 as life-time expired and canx same date; broken up
51483202014	CCCP-86016 CCCP-86016	II-86 II-86 II-86	AFL/GosNII GA AFL/Moscow	rgd mfd trf	30jun82 11mar83	toc 12jul82; rgd 26jul82
	CCCP-86016 CCCP-86016	II-86 II-86	AFL/International AFL/Uzbekistan	trf trf	08apr83 13oct83	f/n CDG 16apr83 I/n TAS 15apr92
	86016 UK-86016	II-86 II-86	Uzbekistan Airways Uzbekistan Airways	TAS SHJ	07apr93 08may94	seen TAS apr02/dec06, stored; in fleet list oct00/jan03 as stored; broken up at Tashkent; not advertised
51483202015	CCCP-86017	II-86	AFL/Moscow	mfd	31may82	for sale 27/eb07 toc 08jun82; rgd 21jun82; f/n GVA 30aug83
	RA-86017 RA-86017	II-86 II-86	Aeroflot Vnukovo Airlines	VKO trf	21mar93 30aug94	in full Aeroflot c/s and titles; seen VKO jul95/aug05, stored/wfu; titles painted out by jun03; presumed broken up as not present by jul06
51483202016	CCCP-86018 RA-86018 RA-86018	Il-86 Il-86 Il-86	AFL/Moscow Aeroflot Vnukovo Airlines	mfd VKO trf	jun82 12jun93 30aug94	toc 12jul82; rgd 30jul82; f/n VKO 21sep83; l/n VKO 18jul92 in full Aeroflot c/s with titles; seen VKO jul95/oct01, stored/derelict; soc 15dec00 as life-time expired; canx 27dec00; broken up at VKO oct01
51483202017	CCCP-86050 CCCP-86050 RA-86050	II-86 II-86 II-86	AFL/International AFL/Leningrad Aeroflot	mfd trf FRA	31aug82 dec88 28feb93	toc 16sep82; rgd 21sep82; f/n HAM 03oct82; l/n FRA 16mar86 //n LED 05sep92 //n FRA 02oct94; a silde in ful Aeroflot c/s with small China Xingjiang titles over the forward lower door, taken in China but date unknown probably in 1993 or 1994
	RA-86050	II-86	Pulkovo Avia	trf	22nov94	in full Aeroflot c/s and titles; hit a power line on approach to Almaty 22may96, which was close to becoming a disaster; I/n LED 21feb00
	RA-86050 RA-86050	II-86 II-86	Pulkovo Avia Pulkovo Avia	SVO LED	18jun00 06jul01	in basic Aeroflot c/s, no titles; CofR renewal 21nov00; I/n LED 25may01 in basic Aeroflot c/s with 'Pulkovo' titles; seen LED aug03/nov05, stored engineless; broken up
51483202018	CCCP-86051 CCCP-86051	II-86 II-86	AFL/Moscow AFL/Leningrad	mfd trf	28sep82 19jan88	toc 12oct82; rgd 20oct82; f/n VKO 13sep87
	CCCP-86051 RA-86051	II-86 II-86	AFL/Urals Aeroflot	trf SVX	21sep92 20apr93	I/n DME 10sep92
	RA-86051	II-86	Ural Airlines	trf	25jul94	f/n DME 14may95; seen wfu at SVX aug99/jul06 with faded titles, no engines and later even Aeroflot titles bleeding through; soc 08jan01 as life-time expired; broken up at SVX aug06
51483202019	CCCP-86052	II-86	AFL/Uzbekistan-TAS	mfd	30nov82	arrived at TAS 22dec82, first II-86 based at TAS; toc 22dec82; rgd 03jan83; f/n TAS 14sep83; last overhaul completed 18may91; I/n TAS 16apr92
	UK-86052	II-86	Uzbekistan Airways	PEK	30mar93	in basic Aeroflot c/s with Uzbekistan titles and flag on the tail with additional small 'China Xinjiang Airlines Rented' titles in English and Chinese; I/n PEK apr93
	UK-86052	Il-86	Uzbekistan Airways	TAS	07may95	wfu at TAS since 1993, without engines, seen may95/dec06; in fleet list dec96/jan03 as stored; offered for sale 27feb07 with t/t 13,419 hours and 4,180 cycles; no longer in fleet list 14dec07; canx before dec07, but date unknown; broken up at TAS
51483202020	CCCP-86053 UK-86053	Il-86 Il-86	AFL/Uzbekistan-TAS Uzbekistan Airways	mfd FRA	14jan83 15sep94	rgd 08feb83; toc 02mar83; f/n TAS 17sep83; I/n TAS 15apr92 last overhaul completed 30nov93; in full c/s with Uzbekistan titles; I/n DME 22aug97

	RA-86053	II-86	Vector M	rgd	10sep97	f/n VKO 27nov97, in red/blue and white c/s with large titles and Russian flag; in the Russian register feb01 with this rgd and owner given as Uzbekistan, but with no operator given; in the canx register sep01, with
						comment 'UK-86053 aircraft is in the Register of Uzbekistan' and no date given, see next line
	UK-86053	II-86	Vector M	LGK	01dec97	in red/blue and white c/s with large titles and Russian flag, photo proof with prefix as such; I/n LGK 07dec97
	UK-86053	II-86	East Line	DME	06jul98	in Uzbekistan c/s with East Line titles; I/n DME 21sep98
	UK-86053	II-86	Uzbekistan Airways	TAS	25dec98	in fleet list oct00/jan03 as stored; seen TAS apr02/dec06, as such; offered for sale 27feb07 with t/t 14,955 hours and 4,581 cycles; no longer in fleet list 14dec07; broken up at TAS
51483203021	CCCP-86054	II-86	AFL/International	mfd	mar83	toc 14apr83; f/n LGW 16jul83; rgd 18jul83; l/n LUX 29jun91
51483203022	RA-86054 CCCP-86055	II-86 II-86	Aeroflot Rus. Al AFL/Moscow	LED mfd	oct92 29apr83	CofR renewal 13may98; seen MLA 08aug03, active; I/n Voronezh-Pridacha 01sep04; broken up toc 19may83; rgd 08jun83; f/n SNN 28may85; I/n VKO 27apr93
	RA-86055	II-86	Aeroflot	VKO	17jul93	
	RA-86055	II-86	Vnukovo Airlines	trf	30aug94	in full Aeroflot c/s and titles; I/n VKO 24aug97, as such; seen VKO 20aug99, without titles; I/n VKO jul00/aug03, stored/wfu; soc 20mar03 as life-time expired; broken up at VKO; canx 19apr04
51483203023	CCCP-86056	II-86	AFL/Uzbekistan	mfd	27may83	toc 09jun83; rgd 27jun83; f/n TAS 08aug87; last overhaul completed 08aug91; l/n SHA 26nov92
	UK-86056	II-86	Uzbekistan Airways	PEK	27may93	probably operating for China Xinjiang this date; seen SVO 22sep93; in full Uzbekistan c/s; I/n SHJ 11jan94, active; seen TAS may04/oct08 stored, offered for sale 27feb07 with t/t 17,799 hours and 5,652 cycles; in
54 400000004	0000 00053					fleet list 14dec07 as stored; broken up at TAS
51483203024	CCCP-86057	II-86	AFL/Uzbekistan	mfd	28jun83	mfd also given as 29jun83; toc 11jul83; rgd 18jul83; f/n TAS jan84; last overhaul completed 24feb92; l/n TAS 15apr92
	UK-86057	II-86	Uzbekistan Airways	CAN	30mar93	in basic Aeroflot c/s with Uzbekistan titles and flag on the tail with additional small 'China Xinjiang Airlines
	UK-86057	II-86	Uzbekistan Airways	TAS	23apr94	Rented' titles in English and Chinese in basic Aeroflot c/s with Uzbekistan titles and flag on the tail; I/n TAS 07may95
	RA-86057	II-86		rgd	02oct96	included in the Russian register feb01 with this rgd (may actually be the last Uzzbek CofR) and owner
						given as Uzbekistan, but with no operator; prefix ever worn as such ?; in the canx register sep01 with no date given, see next line
	UK-86057	II-86	Uzbekistan Airways	SVO	25aug97	reported as opb Transeuropean, see previous line; in basic Aeroflot c/s with blue Uzbek emblem on the tail
						and Uzbekistan titles, with unknown overpainted titles just visible; in fleet list oct00 as stored; seen TAS 10apr02, as such; I/n TAS 25may04, in all-white c/s
	UK-86057	II-86	East Line	TAS	mid'05	in Uzbekistan Airways fleet list dec06 as stored; offered for sale 27feb07 with t/t 15,283 hours and 4,909
						cycles; in Uzbekistan Airways fleet list 14dec07 as stored; canx before dec07, but date unknown; I/n TAS may08; broken up at TAS
51483203025	CCCP-86058	II-86	AFL/International	mfd	29jul83 dec92	toc 11aug83; rgd 22aug83; f/n FRA 19aug83; l/n SVO 07jul92
	RA-86058 RA-86058	II-86 II-86	Aeroflot Rus. Al Continental Aw	ATH rgd	01jun01	seen LHR 03jan93; CofR renewal 13may98 in Continental fleet list dec01, leased from Aeroflot 14may01
	RA-86058	II-86	Aeroflot Rus. Al	ret	unknown	I/n SVO dec02/sep03, engineless; soc 09aug04 as life-time expired and canx same date; photo 2004,
51483203026	CCCP-86059	II-86	AFL/International	mfd	31aug83	broken up toc 15sep83; f/n HAM 05oct83; rgd 12oct83; l/n SVO 19jul93
51483203027	RA-86059	II-86 II-86	Aeroflot Rus. Al	SVO mfd	07sep93	seen SVO jun94/may96, wfu; soc 29aug95 as life-time expired and canx same date; broken up 12oct99
51485205027	CCCP-86060 RA-86060	II-86	AFL/Leningrad Aeroflot	CDG	29oct83 31aug92	toc 23nov83; rgd 12dec83; first LED based Il-86; f/n LHR 16aug88; l/n LED 17apr92 l/n FRA 15nov92; seen PEK 29oct93, with additional small 'China Northern Airlines Leasing' titles
	RA-86060 RA-86060	II-86 II-86	Pulkovo Avia Pulkovo Avia	trf AYT	22nov94 jul99	in full Aeroflot c/s and titles; I/n LED may99
	RA-86060 RA-86060	II-86 II-86	Pulkovo Avia	LED	25may01	in basic Aeroflot c/s, no titles; I/n SVO 20oct00; CofR renewal 21nov00 in basic Aeroflot c/s with 'Pulkovo' titles; I/n LED 21apr02; w/o 28jul02 when crashed shortly after take-off
						from SVO, on a ferry flight without passengers to LED, due to un-commanded trim change, 14 of the 15 crew killed; t/t 18,363 hours; canx same date; soc 28jul03
51483203028	CCCP-86061	II-86	AFL/Leningrad	mfd	20nov83	toc 09dec83; rgd 21dec83; f/n LED 13jun84; l/n LED 05sep92
	RA-86061 RA-86061	II-86 II-86	Aeroflot Pulkovo Avia	CDG trf	28nov92 22nov94	was leased to China Northern in 1993, seen SHA 03nov93; l/n LED 09jun94 in full Aeroflot c/s and titles; l/n LED 23feb00
	RA-86061	II-86	Pulkovo Avia	AYT	09may00	in basic Aeroflot c/s, no titles; I/n LED 12sep00; CofR renewal 21nov00
	RA-86061	II-86	Pulkovo Avia	LED	28apr01	in basic Aeroflot c/s with 'Pulkovo' titles; CofA expired 30nov05; still in fleet list dec05; wfu at LED, seen
51483203029	CCCP-86062	II-86	AFL/Ulyanovsk HFS	mfd	feb84	24feb/11may07; broken up at LED 19/20may07 toc 13feb84; rgd 27feb84
	CCCP-86062 CCCP-86062	II-86 II-86	AFL/Leningrad AFL/Ulyanovsk HFS	trf	23jun88	f/n VKO 30aug88
	CCCP-86062 CCCP-86062	II-86 II-86	AFL/Uzbekistan	trf trf	05jul88 09jun90	
	CCCP-86062	II-86	AFL/Ulyanovsk HFS	trf trf	17sep90	
	CCCP-86062 CCCP-86062	II-86 II-86	AFL/Uzbekistan AFL/Ulyanovsk HFS	trf	20dec90 18jan91	I/n ULV 09sep92
	EW-86062 RA-86062	II-86 II-86	Belavia Ulyanovsk HFS	trf trf	18aug94 26jan96	leased from Ulyanovsk Higher Aviation School of Civil Aviation; f/n MSQ 09sep94; l/n MSQ 07oct95 f/n SVO 01jul96
	RA-86062	II-86 II-86	Transeuropean	SVO	26jan96 26may97	leased from Ulyanovsk Higher Aviation School of Civil Aviation 11mar97/11mar98; I/n PMI 01sep97
	RA-86062	II-86	Atlant-Soyuz	rgd	21apr98	f/n PMI 02jun98; leased from Ulyanovsk Higher Aviation School of Civil Aviation from 26mar98; l/n active
						SSH 18feb07; sat wfu (without engines) at ULV for some three years; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.291568 E48.235956) since 09jun10; I/n aug23
51483203030	CCCP-86063 RA-86063	II-86 II-86	AFL/Leningrad Aeroflot	mfd HAM	28feb84 27dec92	toc 06mar84; rgd 29mar84; f/n LED 16jun84; l/n LED 17may91
	RA-86063	II-86 II-86	Pulkovo Avia	trf	22nov94	l/n LED 10sep93; was leased to China Northern in 1993 f/n IST 15jul98; in Aeroflot c/s, no titles; CofR renewal 29jul99; l/n BCN 30jun01
	RA-86063	II-86	Pulkovo Avia	LED	06jul01	in basic Aeroflot c/s with 'Pulkovo' titles; CofA expired 28feb06; wfu at LED, seen 12mar/11may07 without
51483204031	CCCP-86064	II-86	AFL/Uzbekistan	mfd	27mar84	engines; broken up at LED around 21/23may07 toc 11apr84; f/n TAS 27apr84; rgd 28apr84; l/n DME 17may91; last overhaul completed 10feb92
	UK-86064	II-86	Uzbekistan Airways	TAS	28jul93	in basic Aeroflot c/s with Uzbekistan titles and flag on the tail; repainted in full c/s with Uzbekistan titles by feb96; I/n TAS 08oct08 stored at TAS; was offered for sale 27feb07 with t/t 16,644 hours and 5,114
						cycles; in fleet list 14dec07 as stored; I/n TAS 12aug10; broken up at TAS
51483204032	CCCP-86065 RA-86065	II-86 II-86	AFL/International Aeroflot Rus. Al	mfd SVO	30may84 20apr93	toc 04jun84; rgd 11jun84; f/n FRA 23jun84; l/n SVO 14aug92 the first Il-86 equipped with TCAS (installed by Collins at Cedar Rapids in 1994); repainted with grey tail by
					-	oct93; l/n GVA 14feb98
	RA-86065 RA-86065	II-86 II-86	Air AJT Internat. Aeroflot	SVO rgd	11jun99 25jun04	leased 09jun98 from VASO, with CofR renewal 09jun00; I/n SVO 09apr03 with owner still as VASO; f/n SVO 29jun04 with small titles and grey fin; I/n active SVO 23aug05; CofA
	NA-00005	11-00	Aeronot	rgu	25juno4	expired 30nov05 and excluded from operator's certificate mar06; sat wfu at Voronezh-Pridacha, I/n
51483204033	CCCP-86066	II-86	AFL/International	mfd	03jun84	27aug07; broken up toc 07jul84; f/n FRA 14jul84; rgd 16jul84
51405204055	RA-86066	II-86	Aeroflot Rus. Al	LHR	22jan93	
	RA-86066 RA-86066	II-86 II-86	Hajvairy Al, n/t Hajvairy Airlines	SVO ISB	mar93 17jun93	l/n SVO 10aug93, in full c/s
	RA-86066	II-86	Aeroflot Rus. Al	ret	jan94	f/n SVO 11apr94; I/n SVO 25aug97
	RA-86066	II-86	VASO Airlines	rgd	17jul00	f/n BCN 09sep00; I/n SVO 25aug05; CofA expiry 06nov05 and excluded from operator's certificate mar06; I/n Voronezh-Pridacha 30jul06, without engines and broken up 2009
51483204034	CCCP-86067	II-86	AFL/International	mfd	20jul84	toc 04oct84; rgd 29dec84; f/n SNN 02nov84; l/n SVO 09sep92
	RA-86067 RA-86067	II-86 II-86	Aeroflot Rus. Al Continental Aw	FRA rgd	02dec92 16sep99	leased from Aeroflot 15aug99
	RA-86067	II-86	Aeroflot Rus. Al	ret	unknown	seen SVO aug02/jul04, wfu; soc 09aug04 as life-time expired and canx same date; broken up
51483204035	CCCP-86068 CCCP-86068	II-86 II-86	AFL/GosNII GA AFL/Kazakhstan-ALA	mfd trf	06nov84 04jun85	toc 16nov84; rgd 15jan85 f/n ALA oct85; l/n ALA 22apr93
	UN-86068	II-86	Kazakstan Airlines	SHJ	12jan96	I/n ALA 14may98; see trf date next line !
	UN-86068 UN-86068	II-86 II-86	Air Kazakstan East Line	trf DME	26sep96 30jul01	Almaty based; f/n SHJ 22nov98; l/n ALA 08jun01 no hyphen in registration, small titles only; l/n DME 24apr02
	RA-86144	II-86	East Line	rgd	11jun02	leased from Avializing; f/n DME 11jun02; l/n DME 08nov04
	RA-86144	II-86	Russian Sky	DME	11may05	in white/natural metal c/s with titles; current in fleet list dec05; CofA expired 31jan06 and excluded from operator's certificate mar06; sold to Kazakhstan, probably for spares; sat wfu at ALA (N43.352916
51 10000 1000						E77.025867), seen aug06/aug13; in the process of being broken up 04apr14
51483204036	CCCP-86069	II-86	AFL/Kazakhstan-ALA	mfd	11oct84	toc 15jan85; rgd 07feb85; f/n ALA oct85; stored since 1992, overhaul stopped mar93; trf 26sep96 to Air Kazakstan, Almaty based, but never had titles as such; seen ALA 24sep99, stored; seen 11apr05/07aug09,
54 40000 4000	0000 00070					resting on its tail, still with Aeroflot titles; broken up
51483204037	CCCP-86070 RA-86070	II-86 II-86	AFL/Leningrad Aeroflot	mfd FRA	07jan85 11oct92	toc 31jan85; rgd 15feb85; f/n LED 16may85; l/n JFK aug92 l/n LED 10jun94
	RA-86070	II-86	Pulkovo Avia	trf	22nov94	f/n IST 15jul98; in basic Aeroflot c/s, no titles; CofR renewal 21nov00; l/n LED 28may01
	RA-86070	II-86	Pulkovo Avia	AYT	02jul01	in basic Aeroflot c/s with 'Pulkovo' titles; I/n LED 22jan07; seen SVO 26may07 with additional small 'Rossiya' titles; I/n AYT 20sep08; wfu late sep08; seen LED 19apr09, engineless with wings and tail cut off
F1 40000 ·····		11.00				by jul09; small sections of the fuselage only left 25jul09
51483204038	CCCP-86071 UN-86071	II-86 II-86	AFL/Kazakhstan-ALA Aeroflot	mfd LED	01mar85 10sep93	toc 18mar85; rgd 02apr85; opb 240 LO; f/n ALA 24mar86; l/n ALA 22apr93 opb Kazakhstan Airlines
	UN-86071	II-86	Aeroflot c/s, n/t	FRA	13apr94	opb Kazakhstan Airlines; carried a Kazakh flag; I/n DME 23sep94
	UN-86071 UN-86071	II-86 II-86	Kazakstan Airlines Air Kazakstan	VKO trf	30aug95 26sep96	based at ALA; photo proof of titles; f/n ALA 13may99; sat wfu at ALA, seen sep03/apr11; scrapped at ALA
E1402204020						jun11
51483204039	CCCP-86072 UK-86072	II-86 II-86	AFL/Uzbekistan Uzbekistan Airways	mfd FRA	04apr85 07sep93	toc 17apr85; rgd 24apr85; f/n DME oct85; last overhaul completed 21dec91; l/n TAS 15apr92 in basic Aeroflot c/s with Uzbekistan titles and flag on the tail; wfu at TAS since 1995; in fleet list
						dec96/dec07 as stored; seen jul99/jun08; offered for sale 27feb07 with t/t 15,198 hours and 4,613 cycles;
51483204040	CCCP-86073	II-86	AFL/Leningrad	mfd	15may85	canx before dec07, but date unknown; broken up at TAS toc 16may85; rgd 06jun85; f/n LED 22jun85; l/n LED 05sep92
	RA-86073 RA-86073	II-86 II-86	Aeroflot Pulkovo Avia	LED trf	16jun93	was leased to China Northern in 1993
	RA-86073	II-86	Air AJT Internat.	no	22nov94 reports	in Aeroflot c/s and titles; I/n ALA 23aug96 reported leased to Air AJT 23may97
	RA-86073	II-86	Pulkovo Avia	IST	20may98	in basic Aeroflot c/s, no titles; CofR renewal 18nov99; I/n LED 28apr01

	RA-86073	II-86	Pulkovo Avia	HAJ	30jun01	in basic Aeroflot c/s with 'Pulkovo' titles; l/n LED 04oct06; wfu at LED, seen 11/24may07; broken up at
51483205041	CCCP-86074 RA-86074	II-86 II-86	AFL/International Aeroflot Rus. Al	mfd LHR	aug85 20nov92	LED 31may07 toc 09aug85; rgd 13aug85; f/n SNN 15aug85; l/n SVO 30jun92 Ceff prevent 12may09, dbg 31aug91 an a flight form Maganu to Dubai when the group format to leven the
	KA-00U/4	11-00	Aeronot Rus. Ai	LHK	2010/92	CofR renewal 13may98; dbr 21sep01 on a flight from Moscow to Dubai when the crew forgot to lower the landing gear and the aircraft made a belly-landing, engines No. 2 and 3 and the tail caught fire and the airframe suffered considerable damage, all 15 crew and 307 passengers escaped unhurt; t/t 23,711 hours and 7,132 cycles; soc 12oct01; canx 06feb02; the hulk was cannibalised (seen DXB oct01/feb03, titles and registration painted out) and eventually scrapped, just the centre fuselage was left by apr03 and this was
51483205042 ?	CCCP-86146	II-80	Soviet AF/AFL c/s	ph.	summ'90	gone by may03; reported sunk on to a reef as a diving aid at Baikonur; airborne command post (II-86VKP); I/n ZIA 16aug92; although the given c/n is probably correct, we have never seen any documents proving this to be fact and therefore we still mark the c/n with
	RA-86146	II-80	Russian AF/AFL c/s	CKL	06sep93	a question mark opb 4 ae VzPU 929 GLITs (mil. unit 22737) at Chkalovski; seen with additional GLITs badge apr09 below
51483205043 ?	RA-86146	II-80 II-80	Russian Air Force Soviet AF/AFL c/s	CKL ZIA	may10 16aug92	the cheatline on port side; tender for 10,000 hours check of this c/n published 22apr10 in basic Aeroflot c/s, no titles; last seen active may10; l/n CKL aug21/may23 still parked and dirty airborne command post (II-86VKP); although the given c/n is probably correct, we have never seen any
51405205045	RA-86147	II-80	Russian AF/AFL c/s	CKL	06sep93	documents proving this to be fact and therefore we still mark the c/n with a question mark opb 4 ae VzPU 929 GLTs (military unit 22737) at Chkalovski; modernised with the "Zveno-2" complex
	RA-86147	II-80	Russian Air Force	VKO	22aug09	(second generation airborne command post), f/f as such in 2007; I/n CKL 08sep08 freshly painted; in basic Aeroflot c/s, no titles; started state trials in 2010; I/n CKL mar14
51483205044	RF-93645	II-80	Russian Air Force	CKL	03jan15	in basic Aeroflot c/s, no titles; completed state trials in late 2015; h/o dec15; opb 4 ae VzPU 929 GLITs at Chkalovski; seen KZN 13aug17; l/n over Moscow 0/may22
51463205044	CCCP-86075 RA-86075	II-86 II-86	AFL/International Aeroflot Rus. Al	mfd FRA	10aug85 07nov92	toc 24sep85; f/n SNN 29sep85; rgd 28oct85; l/n SVO 11sep92 CofR renewal 13may98; stored SVO since 05jun02, t/t 23,408 hours and 6,896 cycles; cannibalized for spares; soc 29jun05 as life-time expired; canx 25aug05; l/n SVO 27nov06; broken up
51483205045 51483205046 ?	CCCP-86076 CCCP-86076 CCCP-86148	II-86 II-86 II-80	AFL/Moscow AFL/Armenia Soviet AF/AFL c/s	mfd trf ZIA	24oct85 01aug91 16aug92	toc 01nov85; rgd 14nov85; f/n VKO 15sep87; l/n VKO 11apr91 seen EVN mar93/mar04 stored; photo 30sep04, in the process of being scrapped, wings removed airborne command post (II-86VKP); although the given c/n is probably correct, we have never seen any documents proving this to be fact and therefore we still mark the c/n with a question mark
	RA-86148 RA-86148	II-80 II-80	Russian AF/AFL c/s Russian Air Force	CKL CKL	06sep93 04aug08	opb 4 ae VzPU 929 GLITs (mil. unit 22737) at Chkalovski; I/n CKL 20aug07 opb 4 ae VzPU 929 GLITs (mil. unit 22737) at Chkalovski; in basic Aeroflot c/s, no titles; I/n CKL 13aug12
51483205047	RF-93642	II-80 II-86	Russian Air Force		01may13	in basic Aeroflot c/s, no titles; seen KZN oct19 now with 'VKS Rossii' titles and Russian stars on the fin; I/n OVB 13may24 red 1364016, och 24010; f(r ALA 24ma266, I/a ALA 23ma26
51465205047	CCCP-86077 UN-86077 UN-86077	II-86 II-86 II-86	AFL/Kazakhstan-ALA Aeroflot c/s, n/t Kazakstan Airlines	mfd DME DME	16dec85 aug93 28aug95	rgd 12feb86; opb 240 LO; f/n ALA 24mar86; l/n ALA 22apr93 opb Kazakhstan Airlines; carried a Kazakh flag; /n SHJ 16apr95 l/n IST 3laug98; see trf date next line !
	UN-86077	II-86	Air Kazakstan	trf	26sep96	based at ALA; photo proof of titles; f/n ALA 13may99; sat wfu at ALA, seen sep03/jan11; scrapped at ALA apr11/may11, tail cut off by 30apr11
51483205048 ?		II-80	Soviet AF/AFL c/s	ZIA	16aug92	airborne command post (II-86VKP); although the given c/n is probably correct, we have never seen any documents proving this to be fact and therefore we still mark the c/n with a question mark
	RA-86149 86149	II-80 II-80	Russian AF/AFL c/s Russian AF/AFL c/s	ZIA CKL	15may93 feb19	still with Aeroflot titles and additional GLITs badge, port side only since sep05; was still active may09; seen CKL aug12/aug18 parked still with Aeroflot titles and additional GLITs badge, port side only; prefix removed on port side; ferried to
	80149	11-00	Russian AF/AFL US	CKL	TED19	Som wich Aerohou dues and additional off is dauge, point side offny, prenx tennoved on point side, remed to Tagarnog-Yuzhny feb19 for repairs and modernization; //n Tagarnog-Yuzhny may21 without engines; thieves broke into this aircraft between 26nov20 and 04dec20 and stole 39 units of equipment and five radio boards
51483205049	CCCP-86078 RA-86078	II-86 II-86	AFL/Leningrad AFL/Urals	mfd trf	07feb86 21sep92	toc 24mar86; f/n LED 04apr86; rgd 09apr86; opb 205 LO Leningradskogo OAO; l/n DME 10sep92 opb 318 LO Sverdlovskogo OAO; f/n SVO 13jun93
	RA-86078	Il-86	Ural Airlines	trf	25jul94	already f/n VKO 04may94; repainted in full c/s; f/n as such AMS 24dec96; new CofR issued 05feb98; l/n operational SSH 02oct09; excluded from the operator's certificate 27oct09; CofA expired 06mar10; t/t 25,940 hours and 9,498 cycles; sat wfu at SVX, seen dec09/sep12; canx between aug10 and mar16; scrapped at SVX oct12, the upper fuselage was gone by 14oct12
51483205050	CCCP-86079 RA-86079	II-86 II-86	AFL/International Aeroflot Rus. Al	mfd MXP	23may86 07feb93	toc 02jun86; rgd 11jun86; r/n SNN 05jun86; i/n SVO 09sep92 CofR renewal 13may98; i/n SVO 26aug06, still with engines; seen SVO 27nov06, wfu; all markings painted out 24jan07; broken up at SVO 28feb/02mar07
51483206051	CCCP-86080 RA-86080	II-86 II-86	AFL/International Aeroflot	mfd LHR	24jun86 10nov92	toc 01jul86; rgd 25jul86; f/n LHR 29jul86; l/n SVO 29jun92
	RA-86080 RA-86080	II-86 II-86	Hajvairy Airlines all-white c/s, n/t	KHI FRA	13may93 25sep93	I/n SVO 07sep93
51483206052	RA-86080 CCCP-86081	II-86 II-86	Aeroflot Rus. Al AFL/Moscow	SNN mfd	06apr94 07auq86	found to be overstressed, probably as a result of a hard landing, exact date unknown and wfu jun98; canx 02jul98; soc 06jul98 as life-time expired; I/n SVO 26feb01, being broken up toc 19aug86; rgd 02sep86; f/n VKO 14sep86; I/n VKO 22apr97, stored
51485200052	RA-86081 RA-86081	II-86 II-86	Vnukovo Airlines Sibir	VKO rgd	28feb98 26apr01	I/n SVO 06sep00; I/n VKO 22nov98; seen VKO 30may01, titles not reported, see next line f/n OVB 08jun01; sat wfu at OVB, seen without engines 29aug07 and dumped on the grass; in very poor
51483206053	CCCP-86082	II-86	AFL/Vnukovo	mfd	17sep86	condition by oct09; wings cut off at OVB by 04jan10; later broken up toc 25sep86; rgd 21oct86; f/n SIP 19aug87
	CCCP-86082 RA-86082 RA-86082	II-86 II-86 II-86	Aerolicht Aeroflot Aeroflot	VKO ULV VKO	23feb92 31aug93 21apr94	leased to Ulyanovsk Higher Flying School aug93/apr94 very small titles; //n AYT aug95
	RA-86082 RA-86082	II-86 II-86	Vnukovo Airlines Aeroflot c/s, n/t	trf AGP	29aug95 aug97	owned by Sibir; stored without titles at VKO, f/n aug99, l/n aug05
54 400000054	RA-86082	II-86	Atlant-Soyuz	toc	27may06	bought from Sibir in 2005; reportedly in poor condition; f/n VKO 28may06; seen wfu at VKO oct11/may17; broken up VKO 20/21may17
51483206054	CCCP-86083 86083	II-86 II-86	AFL/Uzbekistan Aeroflot	mfd KHI	27oct86 29jan93	mfd also given as 29oct86; toc 03nov86; rgd 10dec86; f/n TAS 15sep87; l/n TAS 15apr92; last overhaul completed 06jul92
	86083 UK-86083	II-86 II-86	Uzbekistan Airways Uzbekistan Airways	SHJ DME	11apr93 06dec93	in basic Aeroflot c/s with Uzbekistan titles and flag on the tail; in fleet list oct00/dec07 as stored; wfu at
						TAS (N41.264802 E69.274811), seen apr02/aug10, with Aeroflot titles and CCCP- bleeding through; offered for sale 27feb07 with t/t 14,991 hours and 4,612 cycles; canx before dec07, but date unknown; broken up at TAS
51483206055	CCCP-86084 RA-86084	II-86 II-86	AFL/Vnukovo Vnukovo Airlines	mfd trf	29nov86 29aug95	toc 09dec86; rgd 22dec86; f/n SIP 17sep87; seen VKO aug92/jul95 stored f/n VKO 22aug95, in full Aeroflot c/s and titles; I/n VKO 16apr97, as such; seen DME 17jun99, in Aeroflot c/s, without titles
	RA-86084 RA-86084	II-86 II-86	East line Pulkovo Avia	rgd SVO	14jun00 13mar03	seen stored at VKO aug01/aug02, in Aeroflot c/s, without titles leased from Sibir; I/n CDG 07jun03
	RA-86084	II-86	Sibir	rgd	16may03	in basic Aeroflot c/s; f/n DME 25jun03; carried additional 'S7' logo and 'www.s7.ru' titles since 2006, f/n as such DME 18mar06; seen wfu (without engines) at OVB aug07/jul09; canx 18jun10; t/t 22,107 hours and 8,672 cycles; broken up at OVB
51483206056	CCCP-86085 RA-86085	II-86 II-86	AFL/Vnukovo Vnukovo Airlines	mfd VKO	24dec86 02sep93	toc 29dec86; rgd 20jan87; f/n VKO 30aug88; l/n VKO 27apr93 trf 29aug95 to Vnukovo Airlines, according to register; seen ATH 1995 in full Vnukovo colours with
	RA-86085	II-86	East Line	rgd	31jul00	additional Aeroflot titles; I/n VKO 22jul00 seen DME 03sep00 without titles; f/n DME 01mar01, in basic Vnukovo Airlines c/s with titles, I/n VKO 05sep01
	RA-86085 RA-86085	II-86 II-86	ex-Vnukovo Al c/s Sibir	VKO rgd	18feb02 06aug02	f/n DME 21aug02; in basic Vnukovo Airlines c/s with Sibir titles; l/n DME 16oct05; seen at UTP 30dec05
51483206057	CCCP-86086 UN-86086	II-86 II-86	AFL/Kazakhstan-ALA Aeroflot c/s, n/t	mfd ALA	19mar87 oct94	with 'www.57.ru' titles; seen stored engineless OVB since jul09; //n 26nov11; broken up toc 30mar87; rgd 16apr87; opb 247 L0; f/n SVO 25sep87; i/n ALA 22apr93 based at ALA; trf to Air Kazakstan 26sep96, but was never painted up; sat wfu at ALA with only one hour
51483206058	CCCP-86087 RA-86087	II-86 II-86	AFL/International Aeroflot Rus. Al	mfd FRA	12may87 02jan93	left, with 'Aeroflot' titles (paint faded) and Soviet flag, seen jun97/nov08; scrapped at ALA in 2010 toc 18may87; rgd 22may87; f/n ZRH 24may87; l/n SVO 29jun92 seen PEK 30oct93, with additional small unknown red titles in Chinese only above the entry door; removed by 1994; CofR renewal 13may98; seen AER jul06; l/n SVO 27nov06, wfu; all markings painted out and
51483206059	CCCP-86088 RA-86088	II-86 II-86	AFL/International Aeroflot Rus. Al	mfd FRA	30jun87 30dec92	engines removed 13jan07; broken up 07/14feb07 toc 03jul87; rgd 07jul87; f/n SNN 07jul87; l/n SVO 14aug92 CofR renewal 13may98; l/n BUD 30sep01; seen SVO dec02/aug05, derelict; soc 29jun05 as life-time
51483206060	CCCP-86089 RA-86089 RA-86089	II-86 II-86 II-86	AFL/Vnukovo Aeroflot Vnukovo Airlines	mfd VKO trf	31aug87 27apr93 30aug94	expired; I/n SVO 27nov06; broken up at SVO toc 10sep87; f/n MRV 15sep87; rgd 22sep87; I/n VKO 16aug92 in full Aeroflot c/s and titles; I/n SVO 22sep98, as such; seen VKO 17jun99 in Aeroflot c/s, without titles;
	RA-86089	II-86	Sibir	rgd	30aug94 16may01	I/n DME 19sep99/11feb01, stored as such f/n OVB 07jun01; I/n DXB 28dec07; seen OVB sep08/oct10, no engines, titles painted out; broken up
51483207061	CCCP-86090 UK-86090	II-86 II-86	AFL/Uzbekistan Aeroflot	mfd TAS	30sep87 aug94	toc 16oct87; rgd 28oct87; photo TAS nov87; seen DME 24apr89; I/n LED 17may91
	UK-86090 UK-86090 UK-86090	II-86 II-86 II-86	Uzbekistan Airways East Line Uzbekistan Airways	TAS RMI SVO	08may95 27oct01 jan02	in full c/s with Uzbekistan titles; last overhaul completed 29jun95; CofR renewal 03jul95; I/n DXB 19mar01 in Russian canx register mar03 without date repainted in latest full c/s with Uzbekistan titles by jan03; I/n SHJ 28jan04, active; stored at TAS; offered
	GK 00090	1-00	OZOCINISTAN MILAND	340	Januz	for sale 27feb07 with t/t 20,345 hours and 6,164 cycles; in fleet list 14dec07 as stored; I/n dec10/may12; broken up at TAS sep12
51483207062	CCCP-86091	II-86	AFL/Vnukovo	mfd	17nov87	toc 26nov87; rgd 02dec87; f/n VKO 30sep88; damaged VKO 03feb90 when port main gear unit collapsed on landing but repaired; I/n VKO 16aug92
	RA-86091 RA-86091	II-86 II-86	Aeroflot Vnukovo Airlines	VKO trf	27apr93 29aug95	f/n VKO 24aug97, in full Aeroflot c/s and titles; seen VKO 01jul98, in Aeroflot c/s, no titles; l/n VKO 02jan02, as such

	RA-86091	II-86	Sibir	rgd	06dec01	f/n VKO 16feb02; f/n with additional 'S7' logo and titles DME 21jul07; seen OVB mar09/may12, stored,
51483207063	CCCP-86092 RA-86092	II-86 II-86	AFL/Leningrad Aeroflot	mfd LED	dec87 05sep92	engines missing; broken up toc 25dec87; rgd 26feb88; f/n LED 19jul88; l/n LED 17apr92 l/n KJA 12jun94
	RA-86092 RA-86092	II-86 II-86 II-86	Pulkovo Avia Pulkovo Avia	trf AGP	22nov94 05may99	in full Aerofiot c/s and titles; I/n SVO 30jun98; CofR renewal 18nov98 in full Aerofiot c/s and titles; I/n SVO 30jun98; CofR renewal 18nov98 in full blue/white c/s with 'Pulkovo' titles; seen 17jan07 with additional small 'Rossiya' titles; seen LED
51483207064	CCCP-86093	II-86	AFL/Leningrad	mfd	11mar88	Torotto8, active, I/n LED 20apr09; in the process of being scrapped 29jul09 toc 01jul88; rgd 15jul88; f/n LED 02sep88; seen DME 16aug92 with Russian flag; I/n LED 05sep92
51105207001	CCCP-86093 RA-86093	II-86 II-86	AFL/Urals Aeroflot	trf	21sep92 20mar93	
	RA-86093	II-86	Ural Airlines	trf	25jul94	f/n SHJ apr96; wfu SVX since late 2009, l/n nov12/jan13 parts missing; in the process of being broken up 12mar13; tail section only 20apr13
51483207065	CCCP-86094 RA-86094	II-86 II-86	AFL/Leningrad Aeroflot	mfd VKO	mar88 27apr93	toc 31mar88; rgd 11apr88; f/n BRU 07may88; l/n LED 17apr92
	RA-86094 RA-86094	II-86 II-86	Pulkovo Avia Pulkovo Avia	trf CDG	22nov94 30apr98	in Aeroflot c/s and titles; I/n ZRH 03oct96; CofR renewal 23apr97 in full blue/white c/s with 'Pulkovo' titles and small additional Aeroflot titles which were removed by nov00;
54 400 00 00 00 00 00	0000 00005	1.00				seen DXB 02jan07 with additional small 'Rossiya' titles; t/t 22,011 hours and 7,351 cycles by 01jan10; sat wfu at LED, seen may09/jun10; scrapped at LED dec10, tail cut off by 19dec10
51483207066	CCCP-86095 RA-86095	II-86 II-86	AFL/International Aeroflot Rus. Al	mfd AMS	03jun88 18jul93	toc 06jul88; d/d and rgd 07jul88; f/n SNN 12jul88; l/n FRA 29aug92 CofR renewal 20apr98
	RA-86095 RA-86095	II-86 II-86	VASO Airlines Aeroflot Rus. Al	rgd rgd	27dec02 04dec03	leased from Aeroflot 31oct02 seen SVO 22jun06, active; I/n SVO 27nov06, wfu; canx in late 2006; scrapped at SVO around 24jul/01/2012 catility transported on a flot and trailer from SV/ to Marine 20cently and experience in the
51483207067	CCCP-86096	II-86	AFL/International	mfd	24sep88	24jul/01aug07; cockpit transported on a flat-bed trailer from SVO to Monino 22sep11 and preserved in the Russian Air Force museum since; I/n oct23 toc 30sep88; f/n SNN 06oct88; rgd 18oct88; I/n SVO 29jun92
51405207007	RA-86096	II-86	Aeroflot Rus. Al	JFK	27nov92	CofR renewal 13may98; I/n active SVO 24apr07; I/n with titles SVO 27aug07; seen SVO 03sep07 with titles painted out and nose-cone missing; broken up at SVO sep/oct07, remains (forward fuselage) seen
51483207068	CCCP-86097	II-86	AFL/Vnukovo	mfd	nov88	24/30oct07 toc 22nov88; rgd 05dec88; f/n BRU 03mar90; l/n VKO 21mar93
	RA-86097 RA-86097	II-86 II-86	Aeroflot Vnukovo Airlines	VKO trf	15may93 30aug94	in full Aeroflot c/s and titles; I/n VKO 22jul00, as such; seen VKO 02jun01, in basic Aeroflot c/s, no titles;
	RA-86097	II-86	Sibir	OVB	05jul04	seen VKO aug01/aug03, stored/wfu as such rgd 15jul04; f/n DME 22may07 with 'www.S7.ru' titles; l/n SSH 05nov08; seen stored OVB dec08/sep13
						without engines; to become part of the Museum of Aviation at Novosibirsk Airport (N55.007866 E82.665422), I/n sep24
51483207069	CCCP-86101 UN-86101	II-86 II-86 II-86	AFL/Kazakhstan-ALA Aeroflot c/s, n/t Kazakhstan Al	mfd FRA FRA	19dec88 06jan94	toc I6jan89; rgd 26jan89; f/n SVO 23apr89; l/n ALA 15may93 opb Kazakhstan Airlines titles painted with 'h'!; in basic Aeroflot c/s with only the fin repainted; seen ALA 19aug07, flying,
	UN-86101	11-00	KdZdKIISLdII AI	FKA	jul94	registration now without hyphen; I/n FJR 15nov07; was trf 26sep96 to Air Kazakstan, Almaty based, but never had such titles
	UN-86101	II-86	Global Aviation	FJR	23jan08	in red/grey/white c/s with 'www.global-aviationgroup.com' and large Arabic titles, reg read from top of wing only; I/n FJR 23mar08
51483207070	5A-DQB CCCP-86102	II-86 II-86	Global Aviation AFL/Kazakhstan-ALA	rgd mfd	17jul08 mar89	f/n MII sep08; seen FJR early09/sep22, stored; in the process of being scrapped late 2023 toc 21mar89; rgd 17apr89; f/n ALA 01may89
	CCCP-86102 RA-86102	II-86 II-86	Sibavia Sibir/AFL c/s	trf trf	01jan92 29dec94	l/n OVB 21apr93, in full Aeroflot c/s and titles; CofR renewal 12jul94 still in full Aeroflot c/s; l/n as such LHR 27may98; seen OVB 07jun01/08aug02, wfu, no engines, still in
	RA-86102	II-86	Sibir	DME	06nov03	Aeroflot c/s but now without titles wfu at OVB, seen 04jul04/25may07, no engines or titles; broken up at OVB around 22jun07, rear fuselage
51483208071	CCCP-86103	II-86	AFL/International		05may89	and wings gone by that date; part of fuselage only seen OVB 18jul07 toc O6may89; rgd 23may89; f/n SNN 28may89; l/n SVO 09sep92
	RA-86103	II-86	Aeroflot Rus. Al	FRA	06nov92	wfu oct06; t/t some 28,000 hours; I/n SVO 09oct08; donated to Moscow Technical University of Civil Aviation (MGTU GA) as a ground instructional airframe 03jun08 and moved to its apron there (N55.985526 E37.444684) 15jan09, I/n 28jan14
	'CCCP-86003'	II-86	Aeroflot		mar14	seen in the Moscow Technical University of Civil Aviation (MGTU GA) with these fake marks and old Soviet flag on tail; was used for filming; seen with Russian flag by may15; see c/n 0001
	no reg RA-86103	II-86 II-86	Aeroflot Aeroflot	SVO	may16 13may17	seen in the Moscow Technical University of Civil Aviation (MGTU GA); I/n oct16 seen in the Moscow Technical University of Civil Aviation (MGTU GA); I/n oct16
51483208072	CCCP-86104	II-86	AFL/Vnukovo	mfd	23jun89	on the starboard side; I/n may18/may22 toc 28jun89; rgd 18jul89; f/n PRG 21oct89
	CCCP-86104 CCCP-86104	II-86 II-86	Aeroflot Transaero	FRA TLS	aug91 01dec92	with additional 'Greenair' titles; I/n VKO 11sep92 still also wearing additional 'Aeroflot' and 'Greenair' titles and named 'Ramsi'
	RA-86104 RA-86104	II-86 II-86	Transaero Aeroflot	HAM VKO	31dec92 31aug93	
	RA-86104 RA-86104	II-86 II-86	Vnukovo Airlines Sibir	trf	29aug95 30oct01	in full Aeroflot c/s and titles; I/n VKO 16apr97; seem VKO 24aug97, in basic Aeroflot c/s, no titles; I/n VKO 05sep01, as such f/n VKO nov01; f/n with additional 'S7' logo and titles DME 21jul07; seen OVB (N55.010384 E82.657046)
51483208073	CCCP-86105	II-86	AFL/West SibOVB	rgd mfd	17aug89	11jul09/sep14, parked on the grass without engines; broken up at OVB 01dec14 toc 31aug89; rgd 15sep89; arrived OVB 31aug89, first OVB based II-86; f/n BRU 15mar90; l/n DME
51105200075	RA-86105	II-86	Aeroflot	LHR	01nov92	10sep92
	RA-86105	II-86	Sibir	trf	29dec94	in full Aeroflot c/s and titles; arrived MST 26feb96 for repainting; f/n MST 10mar96, after repaint; last flight sep03; seen wfu at OVB, without engines, 05jul04/29aug07; scrapped at OVB starting 30aug08
51483208074	CCCP-86106 RA-86106	II-86 II-86	AFL/Leningrad Aeroflot	mfd FRA	sep89 27dec92	toc 06oct89; rgd 26oct89; f/n BRU 18nov89; l/n LED 17jul92 l/n DUS 12jun94
	RA-86106 RA-86106	II-86 II-86	Pulkovo Avia Pulkovo Avia	trf LED	22nov94 14apr99	CofR renewal 23apr97; in full Aeroflot c/s and titles; I/n LED 12jan99 in full blue/white c/s with 'Pulkovo' titles; seen LED 26feb07 with additional small 'Rossiya' titles; I/n active
						LED 31oct08; wfu at LED without engines oct09/aug12; moved overnight 25/26feb13 and preserved 2 km to the NW of LED (N59.828328 E30.249962) at the St. Peterburg Heli Drive; I/n dec13/may16; NV to the Net of the the state of the text of the text of the text of the text of the text of the text of the text of te
						'Motocross.ru' titles on the left side only may16/mar17; seen 10jun17 in WW-II decoration with an II-2 chasing a Bf-109 fighter and with large 'Za Nazhu Pobedu' (for our victory) on the tail; still in its latest Pulkovo Avia c/s on the right side all the time; I/n apr24
51483208075	CCCP-86107 RA-86107	II-86 II-86	AFL/West SibOVB Aeroflot	mfd OVB	30nov89 22apr93	toc 10dec89; rgd 05jan90; f/n DME 12apr91; l/n OVB 01jul92
	RA-86107 RA-86107	II-86 II-86	Sibir East Line	trf	29dec94 25may97	seen IST 14apr97, in basic Aeroflot c/s, no titles leased from Sibir; I/n DME 27nov97
	RA-86107 RA-86107	II-86 II-86	Sibir S7 Airlines	VKO AYT	12jul98 13dec06	CofR renewal 16jan98; I/n DME 27feb06, as such; seen DME 30apr06/12aug06 in all-white c/s just with 'S7' logo on fuselage; I/n AYT 30sep08; last flight 18nov08 (DME-OVB) was the last service of a
51483208076	CCCP-86108	II-86	AFL/West Siberia	mfd	05jan90	Soviet-built aircraft for S7 Airlines; broken up toc 15jan90; rgd 08feb90; f/n DME 13mar92
	RA-86108 RA-86108	II-86 II-86	Aeroflot Sibir	trf	20mar93 29dec94 13mar00	in full Aeroflot c/s and titles; I/n SVO 24nov97, as such carried additional 'Savings Bank of Russia 160 Years' titles in early 2002; f/n with additional 'S7' logo and
51483208077	RA-86108 CCCP-86109	II-86 II-86	Sibir AFL/West Siberia		12mar90	titles DME 27may06; I/n DXB 19oct07; seen stored engineless OVB 11jun09, broken up since toc 22mar90; rgd 26apr90; f/n over BKA (overflew from DME ?) 25sep91; I/n DME 16aug92
51405200077	RA-86109 RA-86109	II-86 II-86	Aeroflot Sibir	OVB trf	21apr93 29dec94	in full Aeroflot c/s and titles; I/n SVO 27nov97, as such
	RA-86109 RA-86109	II-86 II-86	Sibir Atlant-Soyuz		19aug99 03jul05	l/n VKO 24jun05 l/n AYT 15oct10; seen ULV oct11/dec14, stored; broken up may17
51483208078	CCCP-86110 RA-86110	II-86 II-86	AFL/International Aeroflot Rus. Al	d/d SNN	22may90 28oct92	mfd reported also as 22may90; toc 26may90; rgd 31may90; f/n SNN 01jun90; l/n SVO 24jun92 l/n SVO 27nov06, stored
_	RA-86110	II-86	Aeroflot-Don	AYT	20jul07	in basic old Aeroflot c/s with Cyrillic titles as 'Aeroflot Don'; I/n DXB 09jan09; scrapped starting late feb09, only forward fuselage remained by 01/06mar09
51483208079	CCCP-86111 CCCP-86111 CCCP-86111	II-86 II-86 II-86	Vnukovo PO Aeroflot Air AJT Internat.	mfd KBP VKO	jun90 17mar91 15aug92	toc 28jun90; rgd 11jul90; Vnukovo Proizv. Ob. (VPO GA, future Vnukovo Airlines) leased from VPO and probably already opb Air AJT (/n VKO 11sep92
	RA-86111 RA-86111	II-86 II-86 II-86	Air AJT Internat. Air AJT Internat. Aeroflot	VKO	12jun93 11may94	//n VKO 15e992 //n VKO 16jul93; seen VKO 04may94, with small Air AJT badge in Aeroflot c/s and small titles only
	RA-86111	II-86	Vnukovo Airlines	trf	30aug94	in Aeroflot c/s and small titles only; I/n VKO 20aug99, as such; seen VKO 02jun01, in basic Aeroflot c/s, no titles; I/n VKO aug01/sep08, stored/wfu in very derelict condition; broken up at VKO apr09
51483208080	CCCP-86112 RA-86112	II-86 II-86	AFL/West Siberia Aeroflot	mfd DME	aug90 01sep93	toc 31aug90; rgd 10nov90; f/n OVB 30jun92
	RA-86112	II-86	Sibir	trf	29dec94	in full Aeroflot c/s and titles; I/n SVO 26nov97, as such; seen OVB 07jun01, in basic Aeroflot c/s, no titles; I/n OVB 02jul03, two engines missing; was stored OVB for many years; CofR renewal 23jan04; f/n DME
	RA-86112	II-86	Atlant-Soyuz	VKO	02apr05	26apr04; I/n DME 08nov04 I/n DME 01nov08, active; CofA expired 31dec08; seen stored at CKL mar09/jan11; to be scrapped and
51/02200001	CCCP 96113	11-04	AEL /International	mfd	250000	photos exist 'nose up'; by mar11 front fuselage section cut off; rear fuselage only left by aug12/aug17 and broken up since to Q1otQ01: arrived at SNN 11oct90 for painting: red 20ppv90: I/p SV/0.09cep92
51483209081	CCCP-86113 RA-86113 RA-86113	II-86 II-86 II-86	AFL/International Aeroflot Hajvairy Airlines	mfd FRA	25sep90 04nov92 jul93	toc 01oct90; arrived at SNN 11oct90 for painting; rgd 20nov90; l/n SVO 09sep92 f/n SVO 29sep93; l/n SNN 19mar94, repainted at Shannon into full Aeroflot c/s, see next line
	RA-86113	II-86	Aeroflot Rus. Al	SNN	08apr94	seen SVO jul03 with additional large red "Wella' titles and logo below windows; I/n as such SVO 22jul03; damaged 21dec04 in a collision with II-96 RA-96015, returned to service 14jul05; I/n SVO 16sep07
	RA-86113	II-86	Aeroflot-Don	SVO	19oct07	already in operator's certificate 05sep07; in basic old Aeroflot c/s with Cyrillic titles as 'Aeroflot Don'; l/n SVO 20sep09; seen SVO 23sep09 with titles painted out starboard side; l/n SVO 29may10, as such

	RA-86113	II-86	Donavia	SVO	10jun10	with titles painted just as 'Donav' on the left-hand side that day, seen SVO 12jun10 with full titles; I/n SVO
51483209082	CCCP-86114	II-86 II-86	AFL/Leningrad AFL/Urals	mfd	05dec90	18dec10; scrapped at SVO jan11 toc 15dec90; rgd 10jan91; f/n LED 17may91; l/n LED 06sep92 fcn DME 15may92 is full Apar@tet c/c and titlec
	RA-86114 RA-86114	II-86 II-86	Ural Airlines	trf trf	21sep92 25jul94	f/n DME 15may93, in full Aeroflot c/s and titles (fn SVX 23aug95; CofR enewal 23may96; I/n SVX 28aug08; still with CofA 17mar09; seen SVX 03dec09, wfu/stored since late 2009; I/n SVX mar10/jan13, some parts and engines missing; photo 15feb13 in the process of biolog be/constrained and set of the set of t
51483209083	CCCP-86115 RA-86115	II-86 II-86	AFL/International Aeroflot Rus. Al	mfd LHR	dec90 16ian93	process of being broken up toc 18jan91; f/n SNN 21jan91; rgd 01feb91; l/n SVO 24jun92 l/n SVO 11apr94; returned 01oct94 to Voronezh Aviation Factory
	RA-86115 RA-86115 RA-86115	II-86 II-86	Orient Avia Air AJT Internat.	SVO	21may96 01mar97	named 'Anataya'; I/n SVO jun96; Orient Avia went bankrupt leased from VASO; in full blue/white c/s; f/n SVO 14apr97; CofR renewal 09jun00; I/n HRG 14nov02
51402200004	RA-86115	II-86	VASO Airlines	SVO	02may04	in all-white c/s with titles and tail logo; I/n SVO 23jun07 active; reported broken up at Voronezh
51483209084	CCCP-86116 UN-86116	II-86 II-86	AFL/Kazakhstan-ALA Aeroflot	mfd Dem	28mar91 07jul93	already f/n DME 12apr91; toc 15apr91; rgd 06may91; l/n ALA 22apr93 opb Kazahkstan Airlines
	UN-86116 UN-86116	II-86 II-86	Aeroflot c/s, n/t Kazakstan Airlines	HAJ DME	10nov93 26aug95	opb Kazahkstan Airlines; I/n VKO 15may95 trf 26sep96 to Air Kazakstan, Almaty based, but titles not worn as such; seen ALA mar03/may04, stored
51483209085	UN-86116 CCCP-86117	II-86 II-86	Yuzhnaya AFL/Armenia	UTP mfd	30dec05 jun91	in white c/s with blue cheatline and fin, with titles; sat wfu at ALA, seen nov08/aug13; broken up toc 01aug91; rgd 15aug91; f/n DME 18aug91, carried small 'Armenian Airlines' titles on the fuselage and
	EK-86117	II-86	Aeroflot c/s, n/t	CDG	10jun93	logo on the fin; I/n EVN mar93 still no titles Vnukovo 23may94, see above !
	EK-86117 EK-86117	II-86 II-86	Armenian Airlines Atlant-Soyuz	CDG SVO	10may95 16jun99	I/n AMS mar98 in basic Armenian c/s; I/n SVO 05aug99; reportedly never taken on charge; mentioned in the Russian
						register feb01 with rgd 13may97 (may actually be the last Armenian CofR) and owner as Armenia; in the Russian canx register sep01 with remark as EK-86117, with no date given
	EK-86117	II-86	Armenian Al, n/t	AMS	14jan00	last CofR 25dec01; seen stored at DME apr04/nov21; canx from the register only by 24sep20 as being the last Soviet Transport aircraft on the Armenian register
51483209086	CCCP-86118	II-86	Armenian Airlines	toc	01aug91	rgd 22nov91; in full Aeroflot c/s with additional small 'Armenian Airlines' titles on the fuselage and logo on the fin; f/n VKO 23feb92; I/n EVN mar93
	EK-86118	Il-86	Armenian Airlines	CDG	24jun93	I/n EVN 12aug04; mentioned in the Russian register feb01 with rgd 13may97 (may actually be the last Armenian CofR) and owner as Armenia; in the canx Russian register sep01 with remark as EK-86118, with no date given
	EK-86118 EK-86118	II-86 II-86	Air Van Armavia	OVB DME	06mar05 19jun05	in basic Armenian Airlines c/s; I/n FJR 15may05 in basic Armenian Airlines c/s with large titles; named 'MIKA' after an Armenian football team; still current
						on Armenian register 01jan09; seen DME 09jul07; sat wfu at Voronezh-Pridacha, seen aug07/jul15; the nose section was cut off probably sep15 and transported on a flat-bed trailer to a test range of "Almaz-
						Antei" in the Nizhni Novgorod region, it was destroyed by a 9M38M1 "Buk M1" SAM 07oct15 in an experiment imitating the shooting down of Boeing 777-200ER 9M-MRD (flight MH17) over the Donbass
51483209087	CCCP-86119	II-86	AFL/International	mfd	sep91	17jul14; the remaining airframe less then nose and tail was still present Voronezh-Pridacha may24 toc 04oct91; rgd 15oct91; opb 216 LO Sheremetyevskogo OAO; f/n BRU 26oct91; l/n BRU 28nov92
	RA-86119	II-86	Aeroflot	LHR	31jan93	destroyed 08mar94 on a stop-over at DEL during a flight from Singapore to Moscow, whilst being prepared for the next leg to Tashkent on Bay No. 45 at the International Terminal Apron the II-86 was hit by
						wreckage of Boeing 737-2R4C(A) VT-SIA of Sahara India which had crashed on a training flight due to pilot error and impacted 130 metres from the II-86, the II-86 caught fire and burnt out, all 4 crew members of
						the Boeing and 5 persons on the ground (4 of them Aeroflot personnel) were killed plus 4 persons on the ground were injured; canx 23mar94 and soc 28mar94
51483209088	CCCP-86120 RA-86120	II-86 II-86	Sibavia Sibavia	mfd OVB	26nov91 21apr93	toc 12dec91; rgd 17jan92; in full Aeroflot c/s and titles; f/n DME 15aug92; l/n KHV oct92 in full Aeroflot c/s and titles
	RA-86120	II-86	Sibir	trf	29dec94	f/n DME 18aug97; I/n PEK 01oct04; sold to Ural Airlines nov04; arrived at SVX 25feb05 after maintenance according to press report
	RA-86120	II-86	Ural Airlines	SVX	21jun06	I/n SVX jul10/mar13, wfu/stored since late 2009 and scrapped apr13, only tail section remaining 20apr13/18may13
51483209089	CCCP-86121 RA-86121	II-86 II-86	Krasnoyarskavia Krasnoyarskavia	mfd DME	26dec91 07jul93	toc 18jan92; rgd 06mar92; in full Aeroflot c/s and titles; f/n DME 09jun92; l/n KJA 01jul92 in full Aeroflot c/s and titles
	RA-86121	II-86	KrasAir	trf	04apr94	f/n SVO 19may96; offered for sale mar07 with t/t 19,415 hours, but not sold; l/n DME 07aug08; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 22,044 hours; reportedly
51483209090	CCCP-86122	II-86	Krasnoyarskavia	mfd	24mar92	broken up toc 04apr92; rgd 08jun92; in full Aeroflot c/s and titles
	RA-86122 RA-86122	II-86 II-86	Krasnoyarskavia KrasAir	DME trf	20mar93 04apr94	in full Aeroflot c/s and titles offered for sale mar07 with t/t 14,988 hours, but not sold; operator's certificate revoked 01nov08; offered
						for sale by Sberbank 17dec08 with t/t 17,590 hours; I/n KJA oct09/oct10, minus engines; reportedly broken up 2011
51483210091	CCCP-86123	II-86	Transaero	mfd	25jun92	rgd 07jul92; with Russian flag next to 'CCCP-' registration; named 'Moskva'; already f/n SVO 30jun92; toc 29jul92
	RA-86123 RA-86123	II-86 II-86	Transaero KrasAir	SVO SVO	19mar93 10jul00	named 'Moskva'; I/n SVO 22aug99 leased from Transaero; in basic Transaero c/s; I/n SVO 06sep00
	RA-86123	II-86	VASO Airlines	SV0	31may01	leased from Transaero; named 'Moskva'; seen with additional 'Wella' titles and logo SVO 15aug05; I/n SVO 14aug06
	RA-86123	II-86	Atlant-Soyuz	SVO	15jan07	leased from Transaero; still named 'Moskva'; I/n operational DXB 02nov08; still with CofA by 17mar09; sat wfu (without engines) in VARZ-400 at VKO, seen aug09/aug10; scrapped in VARZ-400 feb/mar11
51483210092	CCCP-86124 RA-86124	II-86 II-86	Transaero Transaero		29jul92 19mar93	toc 29jul92; f/n LCA 15dec92 named 'Voronezh'; l/n SVO 18apr93
	RA-86124 RA-86124	II-86 II-86	all-white Aeroflot Rus. Al	SVO SNN	22may94 19jul94	I/n AYT 02aug07
	RA-86124	II-86	Aeroflot-Don	SVO	27aug07	in basic old Aeroflot c/s with Cyrillic titles as 'Aeroflot Don'; seen AYT 25sep09, without titles; I/n AYT 19may10
	RA-86124	II-86	Donavia	AYT	30may10	t/t 19,723 hours and 6,107 cycles by 01jan10; //n complete SVO 02jan11; seen SVO 15jun11 with titles scrubbed but still visible, with engine # 1 removed; seen SVO 01jul1/04aug11 without engines, titles, registration and flag on tail painted over; scrapped at SVO nov11, only forward fuselage remaining by
51483210093	RA-86125	II-86	ANPK	mfd	11sep92	14nov11 toc 11sep92; f/n ZIA 15may93; basic Aeroflot c/s with Air Transport School logo superimposed on a
	UN-86125 RA-86125	II-86 II-86	Jana Aral Airlines Sibir			diagonal blue stripe across the forward fuselage, //n ZIA 31aug93 in an insurance list by jan96, but ever taken up ? in 1997/1999 fleet list; seen DME aug99 in the same ATS c/s; l/n DME 24may00, as such; sold to East Line
	RA-86125	II-86	East Line	DME	10jul00	apr00 and seen DME 05jul00 stripped in white c/s with grey undersides and titles; CofR renewals 20dec00 and 23jul01; I/n SNN 16aug01
	RA-86125	II-86	Eurasia Airlines	VKO	16feb02	CofR renewal 10apr02; with a large R&K Computers sticker which was removed VKO 18jun02; was leased from Interavia OOO 06dec01/01jan03; I/n VKO 23aug03; seen DME 21oct03, in Eurasia c/s but opb Atlant-
	RA-86125	II-86	Atlant-Soyuz	rgd	15apr04	Soyuz f/n SVO 29apr04; l/n SVX 13oct10; seen stored at ULV 03jun15; broken up may17
51483210094	RA-86136	II-86	A/O Tiss	toc	17nov92	f/n VKO 21mar93; in Aeroflot c/s, no titles; leased by Transforum-Interservice of Irkutsk to Aeroflot-RIA 29nov93/2001
	RA-86136 RA-86136	II-86 II-86	Aeroflot Aeroflot c/s, n/t	LHR rgd	14aug94 23nov94	in full Aeroflot ( with titles; I/n CDG sep94<br in register with owner as Euro-Avsonia; f/n SVO 25jun95; canx 11nov97 as to Germany; restored, date unknown; I/n LCA 07sep01
	RA-86136 RA-86136	II-86 II-86	IRS Aero Continental Aw	SVO SVO	26feb02 03dec02	in all-white c/s with large titles and tail logo; I/n SVO 14oct02 carried small titles only
	RA-86136 RA-86136	II-86 II-86	Atlant-Soyuz Continental Aw	rgd rgd	21jan03 23apr03	with operator as Atlant Soyuz and owner as Provider VIP Service with operator as Continental and owner as Provider VIP Service; seen AYT 22aug03; in all-white c/s, no
	RA-86136	II-86	Russian Sky	trf	jun05	titles; I/n SVO 26aug04; still in fleet list oct04 in all-white c/s; f/n DME 25jun05, without titles; seen DME 24aug05, with titles; I/n DME 12aug05; current
	RA-86136	II-86	Tatarstan	DME	12may06	in fleet list dec05 in all-white c/s, 'Tatarstan' logo on fin but no titles; l/n VKO 12aug07; seen VKO 17aug07 in all-white c/s
	RA-86136	II-86	Atlant-Soyuz	VKO	18aug07	without any markings leased from Provider VIP Service 10may07; in all-white c/s; painted up by VARZ-400 18aug07; sat wfu in VADZ 400 at V/C con oct 11 (con 12 compand V/C mort2
51483210095	RA-86137 RA-86137	II-86 II-86	Krasnoyarskavia KrasAir	mfd trf	23dec92 12aug94	VARZ-400 at VKO, seen oct11/sep12; scrapped VKO mar13 toc 25dec92; rgd 03feb93; in full Aeroflot c/s and titles; f/n FRA 16apr93 f/n DME 15dec95; offered for sale mar07 with t/t 19,098 hours, but not sold; reportedly leased to
	M-0013/	11-00		ui	12auy94	AviaPRAD jun07 (ceased operations 11feb08); operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 20,987 hours; I/n KJA 14oct09, stored; photo KJA oct10, fuselage only and in the process of being broken up
51483210096	RA-86138 RA-86138	II-86 II-86	Moskovskiye Avial. Moscow Airways		13jan93 22may94	toc 05mar93; in Aeroflot c/s, no titles; I/n AMS 22aug93, owned by VIA Viktor Airlines I/n SVO 04aug94, small titles only
	RA-86138	II-86	Continental Aw		11may96	very small titles on port side only; I/n as such LCA 09oct05; seen SAW 27mar06 with additional 'VASO' titles
51483210097	RA-86138 RA-86145(1) B-2016	II-86 II-86 II-86	Atlant-Soyuz not delivered ?	AYT	25jun06	I/n AYT 14oct10; stored at ULV, I/n oct11/dec14; broken up may17 see next line and c/n 51483211101 to 31may03; t/n BEC 20cet93; PAL96145 visible upder paint on tail: 1/n URC 25oct02, ctored
	B-2016 RA-86142 RA-86142	II-86 II-86 II-86	China Xinjiang Al East Line Pussian Sky	d/d rgd DME	30may93 15may03	toc 31may93; f/n PEK 29oct93; RA-86145 visible under paint on tail; l/n URC 25oct02, stored in basic China Xinjiang AI c/s; f/n DME 25jun03; l/n IST 13feb05 in basic China Xinjiang AI c/s; l/n DME 15auc65; st NB OII mart6 with Pussian Sky tail c/c
	RA-86142 RA-86142	II-86 II-86	Russian Sky Atlant-Soyuz	DME VKO	11jun05 09apr06	in basic China Xinjiang Al c/s; l/n DME 15aug05; at JNB 01mar06 with Russian Sky tail c/s in basic Russian Sky c/s with 'Soyuz' titles on the right-hand side and 'Russkoye Atlant-Soyuz' titles on the loft bade (ide) L/D BME 22mar02.
	RA-86142	II-86	Tatarstan	AYT	10jul07	left-hand side; (/n DME 22may07 dark blue tail with 'Tatarstan' logo only on fin; stored at DME, seen may09/feb13; photo 01mar13 in the process of being broken up
51483210098	RA-86139 RA-86139	II-86 II-86	AFL/International Aeroflot	SVO SVO	17jun93 14sep93	process or being broken up mfd 30jun93 according to Russian register; with small additional 'A/O Tiss' titles; toc 17jul93 seen PEK 29oct93; stored Guangzhou mar94/mar97, see rgd next line
	AA 00133	1,00		540	1-196422	Seen En Esociss, stored outingenou marst/mars/, see ryu nent ille

	RA-86139	II-86	Atlant-Soyuz	rgd	20mar96	to Huble Ltd; leased from 20may97; f/n ZIA 19aug97; l/n DME 02apr02, with additional small 'East Line' titles
	RA-86139	II-86	East Line	rgd	10apr02	f/n DME 18jun02; CofR renewal 16apr04; l/n DME 08nov04; leased from Arminda Invest 29sep01/20oct04
	RA-86139	II-86	Russian Sky		20mar05	I/n DME 18apr05
	RA-86139	II-86	Atlant-Soyuz	VKO	25may05	initially with tail in Russian Sky colours and 'Atlant-Soyuz' titles, I/n as such VKO 14sep06; seen in full c/s VKO 25mar07; I/n CKL active 21jan09; CofA expired 05mar09; stored at CKL, seen 17mar09 as such and
						active again VKO 24may09; I/n VKO 10sep10; stored at ULV, I/n nov13/dec14 missing three engines;
F1 402210000	B-2018	II-86			2002	broken up may17 f/n PEK 29oct93: I/n URC 25oct02. stored
51483210099	B-2018 RA-86143	II-86 II-86	China Xinjiang Al KrasAir	toc rad	30aug93 20mav03	in basic China Xinjiang Airlines c/s; f/n DME 01aug03; l/n KJA 19nov05; excluded from operator's
				5.	,	certificate mar06
	RA-86143	II-86	Tatarstan	DME		in basic China Xinjiang Airlines c/s, no titles but Tatarstan logo on fin; l/n AYT 14sep08
	RA-86143	II-86	Kazan Avn Enterpr.	DME	30nov08	in basic China Xinjiang Airlines c/s, no titles but Kazan Aviation Enterprise logo on fin; still with CofA 17mar09; seen stored DME may09/jul13; scrapped DME sep13
51483210100	B-2019	II-86	China Xinjiang Al	toc	12oct93	f/n PEK 11nov93; I/n URC 25oct02, stored
	RA-86926	II-86	KrasAir	rgd	06jun03	f/n DME 25jun03; l/n DME 10jul05; basic China Xinjiang Airlines c/s; current in fleet list dec05; reportedly
						sold to Tartarstan by mar06
	RA-86926	II-86	Tatarstan n/t	DME	30apr06	in basic China Xinjiang Airlines c/s with 'Tatarstan' logo only on fin; seen stored at DME may09/aug12 and broken up DME may13
51483211101	RA-86145(2)	II-86	Krasnoyarskavia	mfd	08dec93	f/n KJA 12jun94; in full Aeroflot c/s and titles
	RA-86145(2)	II-86	KrasAir	trf	12aug94	see c/n 51483210097
	RA-86145(2)	II-86	Air AJT Internat.		04may95	leased from KrasAir; in full c/s; l/n DME 16aug96
	RA-86145(2)	II-86	KrasAir		23apr97	in basic Air AJT c/s, no titles; I/n SNN 25oct97
	RA-86145(2)	II-86	Transeuropean	SNN		leased from to KrasAir; I/n SHJ 02dec98
	RA-86145(2)	II-86	KrasAir	DME	17jun99	still in basic Transeuropean c/s; offered for sale mar07 with t/t 19,047 hours, but not sold; l/n as such SVX 16may07; leased to AviaPRAD may07 (ceased operations 11feb08); seen DME 25jun07 with additional
						small 'AviaPRAD' titles; I/n as such KJA 27aug07; seen KJA 30apr08 in full AiRUnion c/s with small
						additional 'Krasnoyarskiye avialinii' titles; I/n KHV 09jun08; operator's certificate revoked 01nov08; offered
						for sale by Sberbank 17dec08 with t/t 19,770 hours, without engines; scrapped at KJA nov/dec10, wings
						cut off by 01dec10
51483211102	RA-86140	II-86	Air AJT Internat.	mfd	01jun95	leased from VASO; f/n LGW 05aug95; l/n SVO 29aug03; rgd again to VASO 15dec03
	RA-86140	II-86	Air AJT c/s n/t	SVO		opb VASO; I/n SVO 12oct05
	RA-86140	II-86	VASO Airlines	HKT		I/n SVO 20may07
	RA-86140	II-86	Aeroflot Rus. Al	SVO		in all-white c/s, small titles only; I/n DXB 11apr08
	RA-86140	II-86	Aeroflot-Don	SVO	14jul08	leased from VASO; in all-white c/s, small titles only as 'Aeroflot Don'; in Aeroflot-Don operator's certificate may08; t/t 14,307 hours and 4,645 cycles by 01jul09; l/n operational SVO 25oct09; last flight 27oct09 to
						Voronezh-Pridacha and stored there, I/n oct10; CofA expired 14dec09; canx 28jul10; scrapped at
						Voronezh-Pridacha and stored there, i/i octio; cora expired 14deco9; canx 26juito; scrapped at Voronezh-Pridacha by mar11
51483211103	RA-86141	II-86	Air AJT Internat.	Vox	22oct96	last Il-86 built; mfd 26jun97 from Russian register; leased from VASO; seen SVO 05nov97; photo PMI
51405211105	104 00141	11 00	All AST Internat.		2200090	apr00, with additional 7 years' titles on the forward fuselage; CofR renewal 09jun00; I/n SVO 21auq03
	RA-86141	II-86	VASO, n/t	rgd	15dec03	f/n DXB 27feb04; I/n SVO 27au004
	RA-86141	II-86	VASO Airlines	IST	14feb05	in all-white c/s, now with titles; l/n SVO 12jun07
	RA-86141	II-86	Aeroflot Rus, Al	SVO		in all-white c/s, small titles only; //n DXB 18jan08
	RA-86141	II-86	Aeroflot-Don		21may08	in all-white c/s, small titles only as 'Aeroflot Don'; already mentioned in technical inspection document
					-,	23apr08; I/n SVO 01jan10, still with titles
	RA-86141	II-86	Donavia	CMB	04jan10	in all-white c/s, no titles; I/n SVO 22jan11; seen stored Voronezh-Pridacha aug12; I/n may24

# Ilyushin Il-96

The II-96 was a natural development of the II-86, natural in that the IIyushin Design Bureau wanted to improve upon the latter type which was recognised from an early stage in its life as having flaws in its operation and performance. Although outwardly similar in appearance, with the obvious addition of winglets, the IIyushin 96 was a new design with a revised structure and updated systems. It was designed as a long-range airliner initially with a maximum of 300 seats, but this was increased with the development of the II-96M.

The first prototype was manufactured at Khodynka and made its first flight on 28 September 1988. It made its Western debut at the Paris Air Show the following year and there then followed a period of re-design incorporating Pratt & Whitney engines; the prototype then emerged as the II-96M, the stretched fuselage increasing the maximum capacity to 350 and the range to 5,900 miles. In its new guise it made its first flight on 6 April 1993 and entered service with Aeroflot the same year, becoming known as the II-96-300.

Series production was assigned to Voronezh and meanwhile Ilyushin designed a freighter version, the Il-96T, which made its Production has been disappointing with only 29 aircraft having been manufactured so far. Of these, three comprised the prototype and two test aircraft with Cubana the only commercial operator left using the type and all other flyable ones are in Russian Governmental Services like the VIP operator Rossiya or the FSB. The Russian Air Force, was due to take delivery of the former Polet aircraft which were to be converted to tankers, but it seems this project will not now go ahead.

The c/n can be found on a plate on the rear side of both catering doors at the lower deck level. The long c/n of the type is explained as follows: 743 probably stands for the project number, 9 means the ninth type built at Voronezh-Pridacha since WWII (supposition), 32 factory number divided by two (supposition), the next two digits cannot be suggested as not a single theory holds, and the last three digits clearly are the production sequence number.

### 25+ Il-96 built by Factory No. 64 Voronezh-Pridacha since 1988

without engines; broken up may09 without engines; broken up may09	' titles on c/s (very
RA-96001 II-96-300 Ilýushin OKB ZIA 15may93 in Aerofiot c/s; 1/n ZIA 30jun06, dumped engineless; subsequently broken up 74393201001 CCCP-96002 II-96-300 Aerofiot /f/ 09jul90 third prototype; mfd given as 12jul90 !; f/n 18aug91 RA-96002 II-96-300 Aerofiot SVO 18apr93 // n ZIA 22aug97	' titles on c/s (very
74393201001         CCCP-96002         II-96-300         Aeroflot         f/f         09jul90         third prototype; mfd given as 12jul90 !; f/n 18aug91           RA-96002         II-96-300         Aeroflot         SVO         18apr93         I/n ZIA 22aug97	' titles on c/s (very
RA-96002 II-96-300 Aeroflot SVO 18apr93 I/n ZIA 22aug97	' titles on c/s (very
	' titles on c/s (very
RA-96002 II-96-300 Atlant-Sovuz rod 12nov98 f/n ZIA 17aug99; seen DME 14apr05 with additional 'Aviakompaniva praviteistva Moskvy' subtitie	' titles on c/s (very
	c/s (very
expired jun05; I/n ZIA 20aug05, c/n checked as 0001; still active mar06 RA-96002 II-96-300 Ilyushin OKB DME jun06 in basic old Aeroflot c/s but with white tail, no titles; I/n ZIA 19aug09	c/s (very
RA-96002 II-96-300 Airstars TLL 28nov09 still owned by Ilyushin OKB; initially in basic old Aerofic (s) but with white tail, Cyrillic 'Aerostarz'	c/s (very
left-hand side and English titles on right-hand side; l/n as such LWO 04feb10; repainted into new c similar to Aeroflot Russian Airlines c/s) and named "Igor Gudkov'; f/n as such YKS 06sep10; t hours and 2,209 cycles by 01jan11; l/n ZIA oct24 engines 1 and 2 missing	
74393201002 CCCP-96005 II-96-300 Aerofiot f/f 17apr91 the first series-production II-96; f/n LBG 14jun91; official mfd 17jun94	
CCCP-96005 II-96-300 Aerofiot/Rossiya SVO 24jun92 in basic Aerofiot c/s with large 'Rossiya' and small 'Aerofiot' titles (this was part of a trial to give Ar	Aeroflot a
new identity as the Russin flag carrier); based at SVO (201933	Actonioc a
RA-96005 II-96-300 Aeroflot Rus. Al SVO 17jun94 repainted in the new Aeroflot c/s mar04 and named 'V. Chkalov' (Valeri Chkalov) after a legendar	ry Soviet
pilot of the 1930s; t/t 44,270 hours and 6,073 cycles by 01jan10; last service/flight 25oct13; s	stored at
SVO apr14/may15; seen 15may15 without engines; towed 01jun15 to the eastern part of the ai	airfield to
become a rescue trainer, in basic ex Aeroflot c/s without registration; l/n sep15/apr23	
74393201003 CCCP-96006 II-96-300 Aeroflot SVO 01jun92 official mfd (as per incident report) 22jul93 !; I/n ZIA 16aug92	
RA-96006 II-96-300 Aeroflot Vox 13jan93	
RA-96006 II-96-300 Domodedovo Airl. trf 04oct93 f/n DME 28aug95; was leased to Cubana jun05; last revenue flight 11oct08; operator's certificate 01nov08; stored at DME with at least one engine missing, l/n nov08/jul18; t/t 21,137 hours an cycle by 01jul09; CofR renewal 14apr11; canx between 13sep17 and 24oct17; moved to the hang seen aug18/sep18 with engines; ferried from DME to ZIA 12nov18; l/n ZIA 17oct24 engine # 1 mis	ind 3,282 igar area,
74393201004 RA-96007 II-96-300 Aeroflot Rus. Al mfd 24nov92 (f/ 24nov92; named 'A. Mayorov' (Aleksei Mayorov) after a former head of 235 OAO; f/n SIN 09dee 20apr93; new CofR issued 23dec02; repainted in the new Aeroflot c/s apr05; t/t 46,032 hours an cycles by 01jan10; last scheduled flight 02feb14; stored at SVO from apr14; new CofR issued 25text-flown after storage 10aug15 and ferried from SVO to VASO at Voronezh-Pridacha 25aug15; n issued 18nov16; canx 27nov19	nd 6,690 29jul15;
RF-96007 II-96-300 Ilyushin OKB Vox 27dec18 in basic Aerofford c/s with an 'II' logo behind the cockpit and Russian flag on fin, no titles	
96007 II-96-300 Ilyushin OKB rqd 2019 on the experimental availation register; in basic Aerofold c/s with an II' loog behind the ockpit and	d Russian
flag on fin, no titles; f/n ZIA 30mar19; test-flown from ZIA 16jun20; senn ZIA 21sep22 act	
Voronezh-Pridacha apr23 as such	
74393201005 RA-96008 II-96-300 Aeroflot Rus. AI mfd 05jul93 already f/n Voronezh-Pridacha 13jan93; toc 13jul93; repainted in the new Aeroflot c/s nov05 and	
'Ia. Moiseyev' (Yakov Moiseyev) after a Soviet test pilot (1897-1968) of the 1920s/30s; new Coff	
01aug03; last scheduled service 30mar14 (the last one of any Aeroflot II-96); stored at SVO from	m apr14,
l/n jun14; t/t 44,990 hours	
CU-T1717 Il-96-300 Cubana SVO 31aug14 leased from Ilyushin Finance 14aug14; initially in basic Aeroflot c/s with 'Cubana' titles; h/o 0	
ferried SVO-HAV 09sep14 with the call-sign CUB1461; //n as such HAV 19dec14; tail repainted in for the forebase transition of the forebase to the forebase of the forebase to	
colours but the fuselage remained in basic Aeroflot c/s and still carried the name 'Ia. Moiseyev'; f/n VKO 05may15; nick-named 'Juana Bacallao' after a Cuban singer and musician, but name not pair	
vice using 15, inck-named stand bacando after a cuban singler and indicating training to a stand bacando after a cuban singler and indicating to the repair of CL see MAD 24 (and 12, see the set of the repair of CL see the set of the repair of CL sectors and the set of the repair of CL sectors and the set of	
jan19, to enable that to be ferried to Russia for overhaul; [/n HAV 14mar24 engine # 4 missing	.0 11234
74393201006 RA-96009 II-96-300 Aeroflot mfd 27apr94 f/n DME 0410194	

	RA-96009	II-96-300	Domodedovo Airl.	trf	29jun94	f/n DME 02jul95; last revenue flight 26aug08; stored at DME, seen sep08/oct17; operator's certificate revoked 01nov08; rgd 19nov08 to Indexline; CofA expired 30mar09; t/t 22,027 hours and 3,238 cycles by
	96009	Il-96-300	LII im. Gromova	rgd	oct17 ?	01jul09; new CofR issued 14apr11; canx 09oct17 on the experimental aviation register; made airworthy again in autumn 2017 and ferried from DME to ZIA 13dec17, in full Domodedovo c/s and still painted with the RA- prefix; I/n ZIA oct24, no engines stored
74393201007	RA-96010	II-96-300	Aeroflot Rus. Al	mfd	25may94	South of the threshold RW30 rgd 29jun94; named 'N. Kareyeev' (Nikolai Karpeyev) in 2001 after the first head of Aeroflot's II-96 Flight Unit; f/n LPA 18jun94; latest CofR issued 27mar03; repainted in the new Aeroflot livery feb05; t/t 51,427 hours and 7,625 cycles by 01jul10; I/n TAS 19jan14, operational; wfu mar14; severely damaged 03jun14
74393201008	RA-96011	II-96-300	Aeroflot Rus. Al	mfd	12oct94	whilst stored at SVO, when a fire started in the cockpit area, resulting in the fuselage being burnt out; I/n SVO feb15, broken up at SVO by 21feb15 toc nov94; f/n LAX 04jan95; repainted in the new Aeroflot c/s may05 and named 'V. Kokkinaki' (Vladimir Kokkinaki) after a legendary Soviet test pilot of the 1930s/60s; t/t 45,598 hours and 6,411 cycles by 01jan10; last service/filght 11feb14; stored at SVO from apr14, made a test flight from SVO 16apr15; CofR renewal 22may15; I/n Voronezh-Pridacha nov15/may24; a planned lease to Cubana by aug14 as such did ret restriction.
74393201009	RA-96012	II-96-300	Rossiya	mfd	17aug95	not materialize II-96-300PU lit. A (PU means 'punkt upravleniya' or command post), presidential aircraft; f/n ZIA 24aug95; slightly damaged while taxiing at VKO 08feb99 when the right wing hit the tail of parked DC-9-32 MM62013 of the Italian Air Force (the DC-9 was dbr); t/t 2,684 hours and 1,071 cycles by 01jan10; l/n in its initial c/s HEL 20oct06; Russian flag replaced by the president's coat-of-arms on the fin around may07, f/n as such VIE 23may07; CofR renewal 03aug09; seen UUS 30jul20; last flew LED-VKO 14aug20; not current in fleet list jan21 or insurance documents (had reached the service life of 25 years); seen parked
74393202010	RA-96016	Il-96-300	Rossiya	Vox	jun95	VKO in the scrap area jun21/jun23 three engines missing on the assembly line; II-96-300Pu(M) lit. A; this presidential aircraft was at first to become RA-96013 whilst under construction but then it was decided (out of superstition) that the number 13 would be inappropriate for the president's aircraft, and the registration was changed to RA-96016; mfd 12apr99 (in another document 26nov03); fff 21apr03; h/o at VKO 02may03; mfd 26nov03 I; rgd 29mar04; CofR
74393202011	RA-96017	II-96-300	KrasAir	f/f	aug04	renewal 03aug09; t/t 1.486 hours and 517 cycles by 01jan19; l/n VKO jun23 mfd 31aug04; d/d 09sep04; f/n DME 10sep04; rgd 15sep04; named 'Mikhail Reshetnyov' after a Krasnoyarsk satellite designer; last revenue flight 20aug08; t/t 8,542 hours and 1,531 cycles by 01sep08; operator's certificate revoked 01nov08; stored at the VASO factory, seen nov08/sep10; ferried for storage
74393202012	RA-96017 RA-96015	II-96-300S II-96-300	Rossiya Aeroflot Rus. Al	h/o mfd	29dec11 01dec95	to DME 03nov10; //n DME 14apr11 painted up at Ulyanovsk 25apr/17may11; f/n Voronezh-Pridacha 18may11; rgd 30dec11; l/n LED 27may24 f/n BKK 20jan96; named 'M. Gromov' after a legendary Soviet pilot of the 1930s; t/t 48,032 hours and 6,683 cycles by 01jan10; last service/flight 08nov13; stored SVO since apr14; CofR renewal 29jul15; ferried to Voronezh-Pridacha 23oct15 and l/n there stored may24
74393202013	RA-96013	II-96-300	Domodedovo Airl.	Vox	22oct96	as to the sequence of the registration, see the comment with RA-96016 a few lines up; mfd 12apr99; d/d 16apr99; rgd 22apr99; rgd 19jan08 to Indexline; last revenue flight 14may08; the operator's certificate was revoked 01nov08; CofA expired 22dec08; stored without engines at DME, seen aug08/jan18; t/t 17,545 hours and 2,797 cycles by 01jul09; rgd 14apr11 to Birless; canx between 13sep17 and 24oct17; restored to flying condition in spring 2018; ferried from DME to ZIA 04jun18; I/n ZIA oct24, no engines stored South of the threshold runway 30
74393202014	RA-96014 RA-96014	Il-96-300 Il-96-300	Rossiya KrasAir	Vox h/o	jun95 24jun04	(In Voronezh-Pridacha 08aug01, still with the VASO factory; not taken on charge; official mfd 30jun04 named 'Mikhail Vodopyanov' after a legendary Soviet pilot of the 1930s; rgd 15jul04; f/n DME 17aug04; first scheduled service 21aug04; last revenue flight 22sep08; t/t 8,457 hours and 1,542 cycles by 01oct08; operator's certificate revoked 01nov08; l/n at the VASO factory nov08/25aug11
	RA-96014	II-96-300	Rossiya	Vox	29apr12	without fin; h/o in summer 2012; rgd 06aug12; f/n active VKO 15aug12; l/n CDG 03oct15; last recorded flight 24nov15; canx between 01dec16 and 10mar17, see next line
	96014 RA-96014	II-96-300 II-96-300	Rossiya Rossiya	Vox Vox	21feb17 may18	l/n Voronezh-Pridacha 28nov17 with prefix again; rgd 19jun18; l/n PEK 12sep24
74393202015	CU-T1250	II-96-300M		r/o	26jul05	c/n checked as 0015; f/n ZIA 15aug05; export CofA dated 12dec05; d/d 30dec05; l/n Voronezh-Pridacha 25sep17, f/f after major overhaul, in slightly revised c/s with blue undersides; seen ZIA 10aug22, flown and underwent next overhaul at Voronezh-Pridacha; f/f after overhaul 18nov23; arrived back at HAV 25jan24; l/n HAV 09nov24 active
74393202016	CU-T1251	II-96-300M	Cubana	f/f	14jan06	trials completed 25jan06; export CofA dated 09feb06; h/o 06mar06; d/d 07mar06; toc 13mar06; partially
74393202017	CU-T1254	II-96-300M	Cubana	Vox	26oct06	to be used as VIP aircraft for Fidel Castro; I/n HAV 09jan22 on the assembly line, basically complete but still in primer, reg already on wings; export CofA dated 28dec06; h/o 23dec06; f/n MAD 16mar07; last flight ORY-SCU-HAV on 10dec12; seen HAV oct13/01jan19 stored, used for spares; reported jan19 as being prepared for ferry to Russian using parts from CU-T1717; test flown 28mar19 in preparation for return to Russia for overhaul after which it was reported that more work was required to make it airworthy enough to fly back to Russia; I/n HAV 31may19/14mar24, stored
74393202018	RA-96018 RA-96018	II-96-300 II-96-300	primer Rossiya	Vox ZIA	25may07 19aug07	on the assembly line, registration already painted on; II-96-300PU lit. K official mfd 14dec07 !; h/o 18dec07 at Voronezh; CofR renewal 03aug09; t/t 1,136 hours and 249 cycles by 01jan10; l/n ISB 08oct24
74393202019	 RA-96019	II-96-300 II-96-300	primer Rossiya	Vox Vox	27jun08 12mar09	on the assembly line; II-96-300PU lit. K flying; completed trials 16apr09; mfd 22apr09 1; h/o 23apr09 at Voronezh-Pridacha, ferried to Vnukovo the
74393202020		II-96-300	primer	Vox	25aug11	same day; CofR renewal 03aug09; t/t 340 hours and 73 cycles by 01jan10; l/n LIM 14nov24 on the assembly line; II-96-300PU(M1); f/f 13aug12; f/n Voronezh-Pridacha 13aug12; l/n ULY 23aug12
74393203021	RA-96020 96021	II-96-300 II-96-300	Rossiya primer	Vox r/o	09dec12 24may13	h/o late dec12; rgd 20dec12; ferried to VKO 11jan13; l/n KZN 13sep24 II-96-300PU(M1); f/n Voronezh-Pridacha 27may1; f/f aug13; l/n ULY 02sep13, for painting
74393203022	RA-96021 RA-96022	II-96-300 II-96-300	Rossiya primer	ZIA Vox	24sep13 01nov15	l/n Voronezh-Pridacha 16nov13; h/o in late 2013; rgd 17jan14; l/n TAS 28may24 II-96-300PU(M1); f/f 23nov15
74393203023	RA-96022 RA-96023	II-96-300 II-96-300	Rossiya Rossiya	Vox Vox	08dec15 15may16	in full c/s; h/o 22jul16 at Voronezh-Pridacha; rgd 27jul16; CofA issued 05aug16; l/n VKO 05sep24 'salon' version for 160 passengers; seen in primer on the assembly line feb16, registration not visible; r/o
	104-50025					16may16, in full c/s; f/f 18aug16 ?; h/o 30dec16; rgd 19jan17; l/n IAD 20dec23
74393203024 74393203025	 RA-96024 RA-96025	II-96-300 II-96-300 II-96-300	primer Rossiya Rossiya	ph. Vox r/o	apr17 05oct20 05jul21	II-96-300PU(M1); the fuselage without tail was towed outside at Voronezh-Pridacha apr17 II-96-300PU(M1); f/f 09apr21; h/o 23dec22; rgd 20jan23; new CofR issued 31mar23; l/n VKO 14jun24 II-96-300PU(M1); rolled out still without registration; f/f 05aug21 and f/n with registration the same day; h/o 21jun23; rgd 19jul23; l/n KHV 02sep24
97693201001	RA-96101	II-96T	Aeroflot c/s	Vox	22oct96	powered by Pratt & Whitney PW2337 engines; r/o 26apr97; f/f 16may97; never taken on charge by
	RA-96101	II-96-400T	Atlant-Soyuz	Vox	01sep04	Aeroflot; converted to, see next line never taken on charge by Atlant-Soyuz; initially in old c/s, I/n as such 26oct06; received PS-90A1 engines nov07; 'second f/f' in early 2008; repainted in new c/s, f/n as such Zhukovski apr08; official mfd 26apr08;
	RA-96101	II-96-400T	Polet	r/o	04mar09	CoRR renewal 07aug08; I/n HEL 16dec08 at Voronezh-Pridacha; in full white/blue c/s; named 'Vyacheslav Salikov' after a former director of the IFK leasing company; h/o at Voronezh-Pridacha 23apr09 but remained at the factory and ferried to its base at ULY only 15jul09; t/t 2,022 hours and 559 cycles by 01jan11; I/n operational DME 14apr13; taken out of service may13 and stored at Voronezh-Pridacha; f/n without titles Voronezh-Pridacha feb15; I/n Voronezh-
	RA-96101	II-96-400T	AirBridgeCargo	Vox	29dec24	Pridacha sep17/may21 for Sky Gates which is a subsidiary of Red Wings; in white c/s with grey undersides; test flight this date
97693201002	 RA-96102	II-96-400T II-96-400T	primer Atlant-Soyuz	Vox Vox	26oct06 25may07	on the assembly line, basically complete in new white/blue/red c/s; f/f 14aug07, still with PS-90A engines; f/n ZIA 16aug07; h/o (on paper) and leased back to VASO 23aug07; received PS-90A1 engines sep07, f/f with them oct07; ferried to Zhukovski
	RA-96102 RA-96102	II-96-400T II-96-400T	Aeroflot-Cargo Polet	h/o Vox	03sep08 02sep09	19feb08; I/n Voronezh-Pridacha 27jun08; never taken on charge by Atlant-Soyuz; official mfd 23apr08 (on paper) at Voronezh-Pridacha; in full c/s; never taken on charge; I/n Voronezh-Pridacha 28mar09 in full white/blue c/s; named 'Valery Menitsky' (Valeri Menitski) after a distinguished Mikoyan test-pilot; h/o 01oct09; f/n HHN 01nov09; t/t 2,086 hours and 421 cycles by 01jan11; I/n active DUS 30dec12; taken
	RA-96102	II-96-400	Russian Air Force	Vox	may15	out of service and stored may13; converted by VASO to, see next line II-96-400VPU; seen without tail during conversion by VASO may15, in basic Rossiya c/s without titles; f/n complete Voronezh-Pridacha sep15; rgd 14oct15; f/f after conversion 08apr16; h/o 27jul16 at Voronezh- Pridacha; opb 800 AVB at CKL; I/n SVO 01jan24
97693201003	 RA-96103	II-96-400T II-96-400T	primer Polet	Vox Vox	27jun08 02sep09	seen on the assembly line jun08/mar09 in full white/blue c/s; f/f sep09; official mfd 19oct09; named 'Stanislav Bilznyuk' after a famous Ilyushin test-pilot dec09; h/o 14dec09; entered service 28dec09; seen LGG 13aug10 with an additional small 'Business Initiative Directions' logo and the inscription 'International Gold Star' behind the forward door (on the left side), 'Ilyushin Finance Co- titles and a small logo (below the cheatline); t/t 1,203 hours and 231 cycles by 01jan11; offered for sale or lease 05mar12; l/n operational ULY 24aug12; taken out of service jun13 and stored at Voronezh-Pridacha; f/n without titles Voronezh-Pridacha 20nov14; the operator's certificate of Polet was annulled 03apr15; seen Voronezh-Pridacha 18feb15, flying; stored at Voronezh-
	RA-96103	II-96-400T	AirBridgeCargo	rgd	02mar23	Pridacha, seen may15/may21 never taken on charge as negotiations with AirBridgeCargo were not finalised; painted in full colours, f/n as such Voronezh-Pridacha 28mar23 (without fin); seen complete at Voronezh-Pridacha 29may23; the first flight for eight years was undertaken at Voronezh-Pridacha 19aug23; I/n Voronezh-Pridacha 21aug23
	RA-96103	II-96-400T	Sky Gates	ULY	11sep23	Sky Gates is a subsidiary of Red Wings; in white c/s with grey undersides and large titles; h/o 28nov23; started revenue flights 10dec23; I/n HB 06dec24
97693201004	 96104 RA-96104	Il-96-400T Il-96-400T Il-96-400T	primer primer Polet	Vox f/f Vox	mar09 17nov11 19dec11	on the assembly line; airframe minus engines complete by apr10; with engines by aug11 with a small Russian flag behind the cockpit; seen Voronezh-Pridacha 30oct11/19nov11 in full c/s; never taken on charge due to financial problems of Polet; stored at Voronezh-Pridacha, l/n
	RA-96104	Il-96-400	FSB	Vox	13jan15	dec12; seen in the VASO factory under conversion to an II-96-400VPU (in part primer, part Polet c/s with titles) 05/21oc114 II-96-400VPU; fying command post with windows and a satcom fairing on top of the rear fuselage in front
97693201005		II-96-400T				of the tail; opb oao sn FSB; in white/blue/light grey FSB c/s; h/o 05nov15; rgd 23nov15; l/n PEK 14sep24 on the assembly line, fuselage basically complete by aug11; l/n 25mar17
97693201006 97693201007		II-96-400T II-96-400T				on the assembly line on the assembly line

01001		II-96-400M	primer			construction commenced in 2019, reportedly using some assemblies of c/n 97693201005; basically complete by mar23
	96115	II-96-400M	ОАК	Vox	07jun23	in white c/s with blue fin, large 'II-96-400M' and small 'OAK' and 'Ilyushin' titles; f/f 01nov23

# Ilyushin Il-103

Developed from 1988 onwards to meet a requirement for a new ab-initio training/air-taxi aircraft to replace the Yak-18T, the four/five-seat II-103 made its maiden flight on 17 May 1994. Russian AP-23 certification was achieved on 15 February 1996, followed by a US FAR-23 type certificate on 9 December 1998. Export sales have been achieved so far to Laos, Peru and South Korea. Apart from the baseline version, the aircraft is available in II-103-10 and II-103-11 export versions differing in avionics fits, plus a crop-sprayer version designated II-103SKh. The c/n gives batch number and number in the batch and is embossed on a small metal plate riveted to the engine firewall (on the port side).

### 55 II-103s built by LAPIK (outlet of RSK MiG) at Lukhovitsy-Tretyakovo from 1994 to 2008

01 01	RA-10300	II-103	Ilyushin Aircraft	f/f	17may94	the first prototype; f/f from Zhukovski; in standard c/s with silver/blue/silver cheatline, no titles; f/n FAB 04sep94; I/n operational ZIA 12aug12; towed by road from ZIA to the church Panteleimonovski khram at Zhukeriji 20aug16 conductor the premises of the church size. Ico aug10
01 02 ? 01 03 ?	9 no reg 9 RA-10302	II-103 II-103	primer Ilyushin Aircraft	Kho	03jul11 photo	Zhukovski 30aug16 and preserved on the premises of the church since, I/n aug18 static test airframe, underwent tests in the Ilyushin complex at Khodynka second flying prototype; in standard c/s with silver/blue/silver stripe; fate ?; registration also reported as
01 04 ?	P RA-10303	II-103	Ilyushin OKB	LBG	17jun95	the first production aircraft in an Ilyushin book written by Nikolai Talikov in 1999; see c/n 0201 the third flying prototype; in standard c/s with silver/blue/silver cheatline, no titles; carried the exhibition
	RA-10303	II-103LL	Ilyushin OKB	ZIA	19aug03	number '335'; //n ZIA 22aug99 avionics test-bed, used by NII tochnykh priborov (specialised in the communication with spacecraft); in standard c/s with silver/blue/silver cheatline, no titles; still carried the exhibition number '335'; //n ZIA 12aug12; sat wfu at ZIA; offered by Rostekh to the administrations of the Russian regions 17dec20, for
02 01	RA-10321	II-103	Ilyushin Aircraft	f/f	30jan95	preservation or display first production aircraft; f/f from Lukhovitsy-Tretyakovo; in standard c/s with silver/blue/silver stripe; f/n 710.23/w051-10.710.24/w072 (reg. explained ac II 102.03.01.2)
	RA-61917	II-103	Lukhovitsy MZ	mfd	26dec97	ZIA 22aug95; //n ZIA 24aug97; (reg explained as II-103 02-01 ?) rgd 13jul99; late mfd and rgd from Russian register; f/n ZIA 14aug01; l/n ZIA 19aug01; rgd to MiG RSK AON 15jan02; canx before nov09
	RA-61917 61917	II-103 II-103	LII im. Gromova LII im. Gromova	ZIA ZIA	17mar11 28aug13	in white c/s with grey/blue/grey cheatline, no titles; I/n ZIA 30aug11 in white c/s with grey/blue/grey cheatline, no titles; I/n ZIA 25aug15; seen ZIA 18jul17, in dark blue/grey
02 02	RA-10322	II-103	Ilyushin Aircraft	Luk	18sep97	c/s, no titles; l/n ZIA 24jul17
02.02	no reg FLARF01682	Il-103 Il-103	Avialesookhrana Avialesookhrana	ZIA Mya	19aug99 jul01	in white c/s with orange trim and green tail; I/n ZIA 22aug99 registration painted on as '01682FLARF'; in white c/s with orange trim and green tail; seen dismantled at
02 03	RA-10323	II-103	Ilyushin Aircraft	LBG	15jun97	Myachkovo 22aug03/01jul06 c/n not confirmed; in white c/s with grey/blue/grey cheatline and show code '349' on tail; seen ZIA with Avialine sticker; I/n ZIA 22aug99; (reg explained as II-103 02-03 ?)
02 04	RA-10324	II-103	Ilyushin Aircraft	ZIA	19aug97	c/n not confimed; l/n ZIA 22aug95; (reg explained as Ir-103 02-03 ;) c/n not confimed; l/n ZIA 24aug97; in white c/s with red stripe, grey undersides; (reg explained as II-103 02-04 ?)
	0204 RA-0204	Il-103 Il-103	Ilyushin Aircraft Ilyushin Aircraft	ZIA ZIA	14aug01 19aug03	in white c/s with grey/blue/grey cheatline; I/n ZIA 19aug01 in white c/s with grey/blue/grey cheatline with 'Genrikh Novozhilov' (head of Ilyushin OKB) titles; I/n ZIA
02 05	no reg	II-103	Fed. Ecology Fund	ZIA	19aug99	26aug07 ecologic survey aircraft; in white/green c/s with yellow trim and 'Ekologiya Rossii' (Ecology of Russia) titles; I/n ZIA 22aug99
02 06	FLARF01577 RA-01386	II-103 II-103	Fed. Ecology Fund Il-Service	mfd	photo 04sep96	registration painted on as '01577FLARF'; reportedly broken up in 2007 in white c/s with thin grey/blue/grey cheatline and a small 'II Service' logo; f/n ZIA 22may97; l/n BKA
	RA-61916	II-103	Il-Service	rgd	06mar01	15aug98 owned by OAO Ilyushin; in white c/s with thin grey/blue/grey cheatline and a small 'Il Service' logo; f/n
						Myachkovo jul01; I/n operational Myachkovo 19aug02; was stored in disassembled state in a shed of OAO Ilyushin at Leningradski prospekt 44 in Moscow, seen nov07; canx before 2010; offered by Rostekh to the administrations of the Russian regions 17dec20, for preservation or display (given in the offer as being at Zhukovski, but that may have been in error)
02 07	RA-10327 0207	II-103 II-103	Ilyushin Aircraft Ilyushin Aircraft	ZIA ZIA	19aug97 14aug01	c/n not confirmed; I/n ZIA 24aug97; (reg explained as Il-103 02-07 ?) export CofA for Bulgaria issued 12sep97, but obviously not delivered; in non-standard c/s with
02 08	RA-0207 RA-61912	Il-103 Il-103	Ilyushin Aircraft NLMK	ZIA mfd	19aug03 16may97	purple/blue/purple stripe; l/n ZIA 19aug01 l/n ZIA 26aug07 also given as 30apr97; rgd 21jun00; force-landed at Kubinka 19apr01 after the engine had developed
02 08	RA-61912 RA-61912	II-103 II-103	Vladimir Kondrakov	ph.	22jul12	severe vibrations and lost power; CoFA expired 19may01; stored from 2001; current on register by aug10 bought in a disassembled state; did not have a current CoFA; based at Krutitsyno; in white c/s with
	NA-01912	11-105		pn.	22,0112	grey/blue/grey cheatline; w/o 22jul12 on a pleasure flight from Krutitsyno when circled over the "Sosna" dacha co-operative between Alekanovo and Dubrovichi (Ryazan district of the Ryazan region) where the owner reportedly had a dacha, stalled while flying a steep turn, entered a spin, crashed in a wood near the
02 09	RA-61910	Il-103	NAK Resp.Tatarstan	mfd	16may97	dacha co-operative and caught fire, pilot and both passengers killed; still current on register apr16 rgd 12nov97; Natsionalny aeroklub Respubliki Tatarstan (National Aero Club of the Tatarstan Republic); based at Kazan; reportedly sold in 2002; photo at Vihrevo 25jun08, registration not visible as fuselage has a cover, with Russian and Tatarstan flags on fin; canx 09jul09
	RA-1076G	II-103	V.S. Yermolenko	rgd	09jul09	in register as I-103 YeEVS.14.0911; rebuild date 01jan08; based at Kazan; current on register by aug10; f/n Kurkachi 17aug12, in white c/s with grey/blue/grey cheatline, no titles
02 10	RA-61911	II-103	NAK Resp.Tatarstan	mfd	27mar97	Natsionalny aerokuba Respubliki Tatarstan (Natsional Aero Club of the Tatarstan Republic); mfd also given as 21may97; rgd 12nov97; based at Kazan; sold in 2002
	RA-61911 RF-00	II-103 II-103s	I.Ye. Vdovin privately owned	rgd	01jul08 photo	based at Barnaul-Lesnoi; t/t 252 hours and 294 cycles by 05aug10; current on register aug10 at Barnaul-Lesnoi; in white c/s with thin grey/blue/grey cheatline, no titles
	RA-1467G	II-103s	privately owned	ph.	02jun13	in white c/s with thin grey/blue/grey cheatline, no titles, type painted on like this; f/n Barnaul-Lesnoi 02jun13; l/n Barnaul-Lesnoi 20feb15
	RA-1467G	Il-103s	ASK "Lider"	rgd	17feb16	c/n confirmed, on register as YEEVS.06.0561; probably owned by A.A. Kondratyev; in the same c/s as above; did not have a valid CofA aug16; dbr 12aug16 on take-off from Novoronanovo-Panfilovo for a test flight after repair when the engine failed at a height of some 20-30 metres, the pilot tried to fly a steep left turn in order to make a forced landing on the airfield, but the aircraft stalled and crashed, pilot killed; canx
03 01	RA-61913	II-103	Lukhovitsy MZ	mfd	23oct97	30oct19 rgd 13jul99; no titles; f/n FDH apr99; rgd to MiG RSK AON 15jan02; l/n Lukhovitsy 21aug04; canx before nov09
03 02	61913 EP-812	II-103 II-103-11	LII im. Gromova Peruvian Army	ZIA ph.	jun16 mar02	in white c/s with grey/blue/grey cheatline, no titles, active c/n not confirmed for this serial; export CofA for this c/n dated 09jul99; still active by late 2008; l/n LIM
03 03	RA-61915	II-103	AUTs "KLA"	mfd	25jan98	20ct14, stored; offered for auction aug23 and five were seen LIM aug23, but not identified rgd 27jan99; Klub lyubitelei aviatsii; based at Cherepovets; in white c/s with grey/blue/grey cheatline no
						titles; damaged 24jul06 on a training flight from Arkhangelsk-Vaskovo to Veliki Ustyug when had to make a forced landing on a field at Novoye Selo (6 km from Kotlas airport) after the engine had failed in-flight,
03 04	 EP-813	Il-103-11 Il-103-11	Peruvian Army	Luk ph.	18sep97 mar02	pilot and passenger escaped unhurt; canx before 2010; preserved CEE, seen nov18/jul24 on the assembly line c/n confirmed; export CofA dated 09jul99; severely damaged in an accident 16feb00; wreck sat at LIM, l/n
03 05	RA-61918	II-103-11 II-103	Vladimir Avn Ent.	mfd	30aug99	04may02; repaired; offered for auction aug23 and five were seen LIM aug23, but not identified rgd 22mar01 to the Russian Federation; f/n Vladimir-Semyazino 18aug01; I/n Vladimir-Semyazino
05 05	N601LF	II-103	not known	inita	Sound	16aug05 not taken up
	RA-61918	II-103	Avialesookhrana	Vla	16sep06	opb Vladimirskaya baza aviatsionnoi okhrany lesov at Vladimir-Semyazino; in full c/s; current on register with owner and operator as Vladimir Aviation Enterprise by aug10; offered for sale 07jul11/22dec11 with t/t 169 hours and 109 cycles, but could not be sold; I/n SCW 18oct12
	RA-61918 RA-61918	II-103 II-103	not known not known	Nig rgd	07may13 16mar15	in basic Avialesookhrana c/s, no titles on register as YeEVS.03.2646; I/n Babino 06jan16, active; current on register apr16
03 06	EW-041LL	II-103	Bellesavia	mfd	24aug00	rgd 03apr06; in white c/s with green tail, with titles and additional 'MChS Belarusi' titles; f/n VTB 16jun08; w/o 14jun15 on a forest patrol flight from Brest when the engine overheated while the aircraft climbed out (it had been running on the ground at a temperature of 27° C for some 19 minutes due to maintenance work before take-off) and lost power so that the aircraft lost height and speed, stalled and crashed in a field 400 metres from Khaby (NS2°07'51.5" E23°53'48.2") 120 seconds after lift-off, pilot and observer killed; t/t 2,202 hours
03 07	RA-61919 RF-00555	II-103 II-103	Il-Service Il-Service	mfd Mya	03mar00 14aug05	rgd OGmar01; f/n ZIA 14aug01; l/n Myachkovo 22aug03 owned by Soyuz aviatorov "Krylya" ("Wings" Aviators' Association), based in the Moscow region; in white
	RA-61919	II-103	Resurs-Avia	rgd	18aug06	c/s with light grey/blue/light grey cheatline, with titles; registration also worn by a Yak-52 and a Mi-2 based at BKA; in white c/s with light grey/blue/light grey cheatline, no titles; f/n Stupino 07may07; c/n
	RA-61919	II-103	V.I. Barkalov	rgd	30jun09	checked BKA 23jul07; CofA expired 31jul08 based at Pakhomovo; in white c/s with light grey/blue/light grey cheatline, no titles; f/n Pakhomovo
						11apr10; offered for sale 10jul10 with t/t 448 hours and 2,230 cycles; CofR renewal 05aug11; l/n operational JOK 14jul12; damaged either in winter 2012/13 or in winter 2013/14 when nosed over during the take-off run at Babino; hulk (without left wing) sat at Babino, seen nov14; still current on register apr16
03 08	EP-814	II-103-11	Peruvian Army	ph.	mar02	c/n not confirmed for this serial; export CofA for this c/n dated 30sep99; still active by late 2008; l/n LIM 02oct14, stored; offered for auction aug23 and five were seen LIM aug23, but not identified
03 09		Il-103-11		Luk	18sep97	on the assembly line

	EP-815	II-103-11	Peruvian Army	LIM	04may02	c/n not confirmed for this serial; export CofA for this c/n dated 30sep99; damaged 24jul08, detai unknown; the only one listed in an insurance document end of 2009
03 10	 EP-816	Il-103-11 Il-103-11	Peruvian Army	Luk ph.	18sep97 feb02	on the assembly line c/n not confirmed for this serial; export CofA for this c/n dated 25oct99; f/n Lima-Las Palmas feb02; see LIM 25oct03; still active by late 2008; l/n LIM 02oct14, stored; offered for auction aug23 and five we
03 11		II-103-11		Luk	18sep97	seen LIM aug23, but not identified on the assembly line
	EP-817	II-103-11	Peruvian Army	ph.	feb02	c/n not confirmed for this serial; export CofA for this c/n dated 25oct99; f/n Lima-Las Palmas feb02; see LIM 26nov07; still active by late 2008; l/n LIM 02oct14, stored; offered for auction aug23 and five we
03 12	EW-042LL	II-103	Bellesavia	mfd	2000	seen LIM aug23, but not identified seen without registration on the assembly line 18sep97; carried additional 'MChS Belarusi' titles; f/n VI 06mar07; l/n VTB 30may15; offered for sale by the Belarussian property agency 25oct18 with t/t 2,46
03 13	EW-043LL	II-103	Bellesavia	mfd	2000	hours, was at Vitebsk-Oktyabrski at the time; I/n Vitsyebsk-Vostochnyy mar21 seen without registration on the assembly line 18sep97; carried additional 'MChS Belarusi' titles; f/n VI 08jun07; offered for sale by the Belarussian property agency 25oct18 with t/t 2,110 hours, was at Vitebs Oktyabrski at the time; I/n Vitsyebsk-Vostochnyy mar21
03 14	EW-044LL	II-103	Bellesavia	mfd	2000	in white C/s with green tail, with titles; i/n MHP nov03; received additional 'MChS Belarusi' titles; i/n i such BQT 22may05; i/n VTB 30may15; offered for sale by the Belarussian property agency 25oct18 wi t/t 2,213 hours, was at Vitebsk-Votstorkhyabrski at the time; i/n Vitsyebsk-Vostochnyy mar21
04 01	not known	II-103	Laotian Air Force			delivered to Laos, export CofA dated 07jul04
04 02 04 03	not known not known	II-103	Laotian Air Force			delivered to Laos, export CofA dated 07jul04
04 03 ?		II-103 II-103	Laotian Air Force South Korean AF		jun04	delivered to Laos, export CofA dated 07jul04 c/n del to South Korea; export CofA dated 27oct03; opb 212 FTS/AFA f/n Seongmu 05oct13; c/n n
04 05 ?		II-103	South Korean AF		jun04	confirmed for this serial; preserved at Cheongju; f/n 30oct22; l/n 04feb23 c/n del to South Korea; export CofA dated 10sep04; opb 212 FTS/AFA; l/n Seongmu 05oct13; c/n n
04 06 ?	04-003	II-103	South Korean AF		oct05	confirmed for this serial; preserved Gyeongbuk Aviation High School, Yeongji; f/n 09may21; l/n 19oct23 c/n del to South Korea; export CofA dated 14sep04; opb 212 FTS/AFA; seen Seongmu 05oct13; l/ Seongmu mar19, stored; c/n not confirmed for this serial
04 07 ?	04-004	II-103	South Korean AF		18oct09	c/n del to South Korea; export CofA dated 15sep04; opb 212 FTS/AFA; l/n Seongmu 05oct13; preserve inside Jeju International University; c/n not confirmed for this serial
04 08 ?	04-005	II-103	South Korean AF		25oct11	c/n del to South Korea; export CofA dated 14jan05; opb 212 FTS/AFA; seen Seongmu 05oct13; preserve Gwangju University nov21; c/n not confirmed for this serial
04 09 ?	05-006	II-103	South Korean AF		20oct11	c/n del to South Korea; export CofA dated 14mar05; opb 212 FTS/AFA; preserved Kyungbuk Colleg oct23; c/n not confirmed for this serial
04 10 ?	05-007	II-103	South Korean AF		oct05	c/n del to South Korea; export CofA dated 14mar05; opb 212 FTS/AFA; f/n Seongmu oct05; c/n nd
04 11 ?	05-008	II-103	South Korean AF	SSN	17oct05	confirmed for this serial; preserved ROKAF Academy at Cheongju; f/n dec20 c/n del to South Korea; export CofA dated 30mar05; opb 212 FTS/AFA; seen 20oct11; l/n Seongm
04 12 ?	05-009	II-103	South Korean AF		oct05	mar19, stored; c/n not confirmed for this serial c/n del to South Korea; export CofA dated 30mar05; opb 212 FTS/AFA; f/n Seongmu oct05; l/n Seongm 05oct13; c/n not confirmed for this serial; seen preserved University of Gyeongnam Namhae 27jul22; l/
04 13	05-010	II-103	South Korean AF	ph.	18oct09	28aug22 export CofA dated 18apr05; opb 212 FTS/AFA at Seongmu; in white c/s; w/o on a training flight 21jun1 when deviated from the glide-path on approach to Seongmu, hit a high-voltage power-line and crashed o when deviated from the glide-path on approach to Seongmu, but a high-voltage power-line and crashed o provide the second sec
04 14 ?	05-011	II-103	South Korean AF	SSN	16oct07	a road in Cheongwon County (North Chungcheong Province), both pilots killed c/n del to South Korea; export CofA dated 19apr05; opb 212 FTS/AFA; seen SSN 19oct07; I/n Seongm 0Soct13: c/n not confirmed for this serial
04 15 ?	05-012	II-103	South Korean AF		18oct09	c/n del to South Korea; export CofA dated 16may05; opb 212 FTS/AFA; I/n Seongmu mar19, stored; c/ not confirmed for this serial
05 01 ?	05-013	II-103	South Korean AF		16oct05	c/n del to South Korea; export CofA dated 20may05; opb 212 FTS/AFA; I/n Seongmu 05oct13; c/n nc confirmed for this serial; seen preserved 30dec21 in the War Memorial of Korea, Seoul; I/n 11aug24
05 02 ?		II-103	South Korean AF		13apr10	c/n del to South Korea; export CofA dated 08jul05; opb 212 FTS/AFA; seen Seongmu 05oct13; l/ Seongmu mar19, stored; c/n not confirmed for this serial
05 03 ?	05-015	II-103	South Korean AF		oct05	c/n del to South Korea; export CofA dated 08jul05; opb 212 FTS/AFA; seen 25oct11; c/n not confirmed for this serial; seen preserved Kyungwoon University, Gumi 31dec22; l/n nov23
05 04 ?	05-016	II-103	South Korean AF		18oct09	c/n del to South Korea; export CofA dated 19jul05; opb 212 FTS/AFA; l/n 25oct11; c/n not confirmed fi this serial; preserved at Sehan University, Danjin, f/n 16aug20; l/n oct23
05 05 ?	05-017	II-103	South Korean AF		18oct09	c/n del to South Korea; export CofA dated 09aug05; opb 212 FTS/AFA; l/n Seongmu 05oct13; c/n ni confirmed for this serial; preserved at the KAI Aerospace museum at Sacheon, f/n aug22; l/n nov23
05 06 ?	05-018	II-103	South Korean AF		13apr10	c/n del to South Korea; export CofA dated 26aug05; opb 212 FTS/AFA; preserved inside Dongwon Institut of Science and Technology oct22; I/n nov23; c/n not confirmed for this serial
05 07 ?	05-019	II-103	South Korean AF		18oct09	c/n del to South Korea; export CofA dated 28sep05; opb 212 FTS/AFA; seen SSN 24oct09; seen Seongm 25nov13; preserved Cheongju University oct23; c/n not confirmed for this serial
05 08 ?	05-020	II-103	South Korean AF		25oct11	c/n del to South Korea; export CofA dated 19oct05; opb 212 FTS/AFA; seen Chilgok 18oct20 without engine; c/n not confirmed for this serial
05 09 ?	05-021	II-103	South Korean AF		20oct11	c/n del to South Korea; export CofA dated 15nov05; opb 212 FTS/AFA; l/n Seongmu mar19, stored; c/ not confirmed for this serial
05 10 ?	05-022	II-103	South Korean AF		18oct09	c/n del to South Korea; export CofA dated 29nov05; opb 212 FTS/AFA; l/n Chonju 24oct13; c/n n confirmed for this serial; seen preserved Chilgok 18oct20
05 11 ?	05-023	II-103	South Korean AF			c/n del to South Korea; export CofA dated 12dec05; opb 212 FTS/AFA; I/n Seongmu 05oct13; c/n n confirmed for this serial
05 12	not known	II-103	Laotian Air Force	Luk	26dec06	delivered to Laos, export CofA dated 26mar07
aft w	<u>ith unkno</u>	own c/ns				
	no reg	II-103		Brk	may01	in light grey c/s, no other markings, possibly became see next line
	"321" black RA-62231	II-103 II-103		Brk	23aug05	in white c/s with wavy dark and light blue trim; l/n Borki 10jul13 mentioned in an incident report
	RA-2565G	II-103 II-103A		rgd	14sep15	on register as YeEVS.03.3080; photo aug20, the colours were similar to the Peruvian Army aircraft
	no reg	II-103SKh	Ilyushin Aircraft	ZIA	14aug01	repainted by sep22, in blue/white c/s; current on register jun23 prototype of the crop-sprayer version; I/n ZIA 19aug01
	no reg 732	II-103Skh II-103	RSK MiG	Luk	21aug15	preserved near the production complex of No.1 RSK "MiG" at Chiang Khuang; in white c/s with thin grey/blue/grey cheatline, red serial; overhaul completed by Xilia
	732	II-103 II-103	Laotian Air Force Laotian Air Force	ph. ph.	15may15 < dec18	Group 03oct20 and handed back at Tong Hai Hun; I/n 08oct20 in white c/s with thin grey/blue/grey cheatline, red serial; overhaulcompleted by Xilia Group 03oct20 and handed back at Tong Hai Hun; I/n 08oct20
	16046	II-103	South Korean AF	P	oct04	handed back at Tong Hai Hun; I/n 08oct20 see c/n 0404-0407
	16048	II-103	South Korean AF		oct04	see c/n 0404-0407

## *11yusnin 11-112*

The design and development of the Ilyushin Il-112 can be traced back to November 2003, although the detailed design was not finalised until 2008 with a planned maiden

The design and development of the Ilyushin II-112 can be traced back to November 2003, although the detailed design was not finalised until 2008 with a planned maiden flight at the time to be in 2011. However, delays continued with the project and in May 2011 the project was abandoned when the Russian Defence Ministry decided instead to purchase seven An-140T cargo aircraft (that version never left the drawing board, however). In late December 2012, it was decided to revive the project again and by June 2013 it was being considered as a light military transport aircraft replacement for the An-26. In December 2013, the decision was finally taken to commence building the II-112. The II-112 is a high-wing, twin-engine turboprop aircraft developed by Russia/Æs Ilyushin Aviation Complex (JSC IL) and designed to carry out missions in diverse weather and geographic conditions around the world. It will be powered by two Klimov TV7-117ST engines and have a maximum payload of six tons. It is envisaged that a maximum range of 3,100 miles will be achieved with a payload of 2 tons or 600 miles with a maximum payload. Manufactured by the Voronezh Aircraft Production Association (VASO), the II-112V is 28nov18 and to makes its maiden flight in 2019. The Russian Air Force plans to accurite 62 aircraft of the type.

acquire 62 aircraft of the type.

### Il-112 prototype aircraft built by VASO (former Factory No. 64) at Voronezh-Pridacha

01-01	41400	II-112V	AK im. Ilyushina	r/o	27nov18	already seen in primer without registration on the assembly line dec16/jan18 (the wing was mated with the fuselage 26jan17); in primer with Red Stars on the wings; taxi trials started 28dec18; f/f 30mar19; modified in 2019/21 (among other things, the weight of the airframe was reduced)
	RF-41400	II-112V	Russian Air Force	Vox	30jul20	still operated by AK im. Ilyushina; also carried code "01" vellow; in light grev c/s with 'VKS Rossii' titles and Russian stars; the 2nd flight of this aircraft took place only by 30mar21, exactly two years after its first flight
	41400	II-112V	AK im. Ilyushina	ZIA	13aug21	also carried code "01" yellow; in light grey c/s with 'VKS Rossii' titles and Russian stars; ferried from Voronezh to Zhukovski 13aug21 in order to take part in the "Armiya-2021" exhibition at Kubinka; w/o 17aug21 on a training flight from Kubinka when the right engine stalled at a height of some 7-10 metres while the crew practised a go-around some 4 minutes after take-off, the turbine suffered an uncontained failure, the engine and also the wing caught fire and the actuating rods of the ailerons and flaps (made from aluminium) melted within 5 seconds so that the aircraft banked to the right, entered a downward spiral, crashed in a forest near Nikolskoye (some 2.5 km east of the threshold of runway 22) and exploded, all 3 crew members were killed; made a total of 23 flights only

01-02	 II-112V
01-03 01-04	 Il-112V Il-112V

primer

primer primer mfd

dec18 the static test airframe; seen on the assembly line jan18; transported from Voronezh to Zhukovski on flatbed trailers dec18 (the wings left VASO 18dec18 and the fuselage 25dec18) construction started jan18; unfinished fuselage at VASO jan24 construction started jan18; unfinished fuselage at VASO jan24

# Ilyushin Il-114

In 1983 the Ilyushin design Bureau was awarded the contract to design and build a regional turboprop airliner intended to replace the many An-24s and An-26s in domestic service with Aeroflot. The design stage was completed in 1986, and its similarity to the British Aerospace ATP did not go unnoticed.

It was designed as a 60-seat aircraft and made its first flight at Zhukovski on 29 March 1990 having been assembled at Khodynka. Its development suffered from the break-up of the former Soviet Union and the resulting economic problems, and the destruction of the second prototype in an accident at Zhukovski in the summer of 1993 only added to its woes.

It had been intended to introduce the type with the former Aeroflot Tashkent Directorate in 1992 but the programme was already behind schedule at the time of the accident. Production had been assigned to the Tashkent Aircraft Production Association in Uzbekistan, and the first aircraft from this factory made its maiden flight on 7 August 1992. The Tashkent Directorate became Uzbekistan Airways, and a production aircraft was noted at Zhukovski in September 1993 and later stored at Tashkent in 1994. A further three were subsequently operated, but it is believed that only one remains in service. The only other operator to date has been the St. Petersburg-based Vyborg airline, who have operated two examples.

The manufacturers have tried to enhance its sales potential by converting an early production aircraft into a geophysical survey version, and a cargo version has been on offer having first flown in 1996. Sadly the second cargo aircraft was destroyed in an accident at Domodedovo in December 1999 and this, together with the competition offered by the Antonov 140, bodes ill for the future. Grandiose statements in its early days of an order for 500 from Aeroflot, production of 100 a year by 1996 thereby leading to a further 500 being produced by 2000 proved

Grandiose statements in its early days of an order for 500 from Aerofolt, production of 100 a year by 1996 thereby leading to a further 500 being produced by 2000 proved a trifle optimistic. By early 2004 the factory was saying that components for forty aircraft had been produced and were waiting to be assembled. All that was needed were some customers, but it appears that the type will be destined to be produced in even less numbers than the BAe ATP, and with only ten completed it may find itself in competition with the Dassault 'Mercure' for the prize for the least-produced and operated commercial aircraft. Meanwhile, some fourteen years after its first flight and twenty one years after it was conceived, the An-26s it was designed to replace go on and on.

### System 1; prototypes built by Ilyushin OKB's experimental facility at Khodynka, MMZ No. 240 "Strela"

l/n 01-01	CCCP-54000	II-114	Ilyushin OKB	f/f	29mar90	from Zhukovski; the first prototype; c/n reported as 1001; in white c/s with light blue, dark blue and red trim and large '114' on the forward fuselage; f/n ZIA 18apr90; l/n LBG 05jun91
l/n 01-02	RA-54000 	II-114 II-114	Ilyushin OKB Ilyushin OKB	ZIA	03sep93	sat wfu (without engines) at ZIA, seen aug03/aug07 static test airframe; did not receive a registration; seen dumped outside at Khodynka since dec07; l/n jun23, now inside the hangar
l/n 01-03	CCCP-54001 RA-54001	II-114 II-114	Ilyushin OKB Ilyushin OKB	f/f ZIA	24dec91 15may93	from Khodynka; second prototype; f/n PRG 05jun92; l/n SXF 21jun92 w/o 05jul93 on a test-flight from Zhukovski when the propeller of # 2 engine feathered immediately after lift-off due to an electronic malfunction, the aircraft crashed 400 m behind the runway threshold, 7 of the 9 crew killed; wreck seen ZIA 31aug93
l/n 01-04		Il-114	Ilyushin OKB	ZIA	25sep11	dynamic test airframe for fatigue trials; in primer without registration; trials with TsAGI at Zhukovski completed jul10; fuselage without wings and tail moved out of the hangar sep11 and towed from TsAGI to the outlet of OAO "II" at Zhukovski aug15

### System 2; early production aircraft built by Tashkent Aircraft Production Association at Tashkent-Tuzel

Same c/n system as for the Tashkent built II-76s, except for the different factory code. The c/n is embossed on a small metal plate located below the rear entry door on the left-hand side. Some aircraft have similar plates on the inside of the main gear doors at the trailing edge or on the inside of the nose gear doors.

10138	CCCP-54002 RA-54002	Il-114 Il-114	Ilyushin OKB Ilyushin OKB	f/f ZIA	07aug92 03sep93	line # 01-05; the first production aircraft in white c/s with medium blue and dark blue trim and large 'Ilyushin-114' titles; last flight probably in 1996; t/t 310 hours and 326 cycles; sat wfu at ZIA (N55.571053 E38.168554), seen aug97/jul21, derelict; offered by Rostekh to the administrations of the Russian regions 17dec20, for preservation or display
10238 23024	UK-91001	II-114	Uzbekistan Airways	mfd	30mar93	line # 01-06; mfd also given as 30jun93; leased from Ilyushin OKB; f/n ZIA 03sep93; never entered service, in fleet lists dec96/nov00 as stored; stored at Tashkent-Tuzel, seen 23apr94/28feb02; updated to type certificate requirements 22jul98; received a new year in the c/n (2001 ?) after being overhauled; canx but date unknown
	RA-91014	II-114	no titles	LED	25apr02	I/n LED 29jul02
	RA-91014	Il-114	Vyborg	rgd	25jun02	in register with both c/n and line number; owned by Uralsib LK; f/n DME 15aug02; l/n in the old c/s LED 10dec04; f/n in the new c/s with 'VBG' titles LED 06jun07; latest CofR issued 05dec07; l/n operational LED 06jul01; operator's certificate revoked 13jul01; sat wfu at PKV, seen oct10/jun23; canx 29jan20
10338 28025	UK-91000	II-114	Uzbekistan Airways	mfd	18nov94	line # 01-07; leased from Ilyushin OKB; f/n MSQ mar95; h/o 24jul98; l/n TAS 31jul99; in fleet list 30dec00 as stored; canx but date unknown
	RA-91015	Il-114	Vyborg	rgd	30oct02	plate on aircraft shows '10138 28025' !; owned by Uralsib LK; f/n TAS 31aug02; l/n in the old c/s KZN 26may05; f/n in the new c/s with 'VBG' titles LED 03aug05; latest CofR issued 08oc07; l/n GOJ mar10; operator's certificate revoked 13jullo; sat wfu at PKV, seen oct10/jun23; canx 29jan20
10338 30030	RA-91002	Il-114	Ilyushin OKB	f/f	30jan94	line # 01-08; f/n FAB sep94; c/n checked at ZIA 23aug95; took part in the certification trials until 1997; was converted to an II-114 "Sevmorgeo" geophysical survey aircraft; t/t 324 hours and 215 cycles by 01jan99; l/n active ZIA 19aug99; was stored at ZIA, seen aug01/aug09; modernised by the Ilyushin OKB outlet at Zhukovski to an II-114-300 in 2018/19
	no reg	II-114-300	Ilyushin OKB	r/o	29dec19	the first prototype of this version with TV7-117ST-01 engines; in white c/s with grey cheatline and dark blue belly and trim, with 'Aviatsionny kompleks im. S.V. Ilyushina' titles
	54114	Il-114-300	Ilyushin OKB	rgd	2020	on the Russian experimental aviation register; in white c/s with grey cheatline and dark blue belly and trim, with 'Aviatsionny kompleks im. S.V. Ilyushina' and additional 'OAK' titles; f/n ZIA 30sep20; taxi trials started 20nov20; f/f as such 16dec20; I/n ZIA 19Jul21

### System 3; built by Tashkent Aircraft Production Association at Tashkent-Tuzel

The c/n explanation is as follows. The first two digits give the decade of certification, (10 = 1990/1999, 20 = 2000/2009, 21 = 2010/2019), this is followed by one digit representing year of certification, (so 102 = 1992, 205 = 2005, 212 = 2012), the next two digits 38 indicating the factory code and the last five digits are the batch number and the number in the batch.

20538 00109	09	II-114	ТАРО	mfd	1998	line # 01-09; undertook 13 test flights; photo exists, in white c/s with grey undersides; later stored as there was no buyer for the aircraft
	not known	II-114LL	ТАРО	f/f	02sep04	the first II-114 powered by improved TV7-117SM engines; the airframe was selected by Radar MMS for future tests as mentioned below
	91003	II-114LL	Radar MMS	Тас	15apr05	in white c/s with grey undersides, red/blue rudder, Russian flag on the fin, without any pods; h/o 28apr05;
	RA-91003	Il-114LL	Radar MMS	ZIA	16aug05	flew non-stop to St. Petersburg (Levashovo) on delivery, flight duration of over 8 hours demonstrator of the maritime patrol version, equipped with the "Kasatka" radio-electronic search and targeting complex, used for trials (development of new weapons systems, for example the cruise missile "Granat") on behalf of the Russian Navy; with a pod (something like FLR) under the front fuselage; carried an additional Russian Navy flag; f/n ZIA 16aug05; in orange/blue and white c/s with "Radar" titles; seen GOI 22jun06 with two additional large pods (possibly SLAR) under the fuselage; c/n checked Zhukovski Z6aug07; 1/n GDZ 088ep12
	91003	II-114LL	Radar MMS	ZIA	28aug13	in same c/s as above; seen Voronezh-Pridacha 30mar19, used as the chase aircraft during the first flight of the II-112V: I/n Levashovo 19oct24 active
10.38 00110	2 not known	II-114	ΤΑΡΟ	f/f	1998 ?	line # 01-10; possibly in the second c/n system
10.50 00110	UK-91011	II-114	Uzavialeasing	Tac	24may04	ince wor 10, possibly in the second en system
	UK-91011	II-114 II-114	Vyborg	Tac	may04	internally referred to by Vyborg as 'aircraft # 10', registration not on Uzbek register by mid-2005
	RA-91011	II-114 II-114	Vyborg	Tac	mar09	in old c/s; not delivered as the airline was not able to pay for the aircraft; stored initially at the flight-test
	NA-91011	11-114	vyborg	Tac	maros	station at Tashkent-Tuzel and later at the TAPO factory, I/n jun12/aug23, in good condition
10.38 00201	? UK-91006	II-114	ΤΑΡΟ		photo	line # 02-01; possibly in the second c/n system; in basic Uzbekistan Airways c/s without titles, white tail with 'TAPO-Avia' logo; photo in "Aviasalony Mira" (World Airshows) magazine
	UK-91006	II-114	Uzbekistan Airways	rgd	27nov97	c/n on register as just '201'; f/n LGK 06dec97; stored without engines at Tashkent-Tuzel, seen 28feb05; canx before dec07, but date unknown; l/n Tashkent-Tuzel 23jun12, as such
10638 00202	UK-91009	II-114-100	TAPO	mfd	15ian99	line # 02-02: f/f 26ian99: f/n LBG iun99: l/n SXF 10iun00
	UK-91009	II-114-100	Uzavialeasing	ZIA	13aug01	I/n ZIA 17aug01; c/n checked as such on nose gear doors and as 1043400202 on main gear doors !
	UK-91102	Il-114-100	Uzbekistan	TAS	13mar03	in fleet list with c/n 1093800202, (year digit revised); c/n also as such in register dec10/aug19; new CofR issued 29jan09; withdrawn from service since 2011; seen TAS aug13/jul17, missing props; still current on register 27aug19; seen TAS may20/apr24 on the apron where many aircraft were scrapped in the past; offered for sale 10mav21; l/n dec24, engineless
10.38 00203	?	II-114				line # 02-03; basically complete airframe by 2014
20938 00204	UK-91104	II-114-100	Uzbekistan Airways	TAS	25may04	line number 02-04; registration not on the Uzbekistan register in mid-2005; c/n given has revised year digit after rework, see next line
	no reg	II-114-100	primer	TAS	mar09	under rework at the TAPO factory, complete but 'empty' airframe, line number 02-04 on sticker and confirmed by workers as UK-91104; f/f was planned for late may09

	UK-91104	Il-114-100	Uzbekistan	r/o	aug09	mfd 19nov09; h/o 24nov09; rgd 03dec09; withdrawn from service since jun16; still current on register 27aug19; l/n TAS may20/apr24 on the apron where many aircraft were scrapped in the past and offered
20638 00205	91105	II-114-100	Ilyushin OKB	f/f	29aug06	for sale 10may21; (/n TAS 31aug24 stored line # 02-05; c/n checked on the plate as given; in white c/s with blue cheatline and trim, with the large inscription 'Ilyushin 114-100'; f/n ZIA 23auq07; I/n BHK 25sep07, active
	91105	Il-114-100	Uzbekistan Airways	KJA	13feb08	still owned and operated by the TAPOICh factory
	UK-91105	II-114-100		mfd	11aug08	c/n from the Uzbek CAA; mfd and year digit revised to 2083800205 in 2008 and on register dec10/aug19 as such; rgd 15aug08; in full c/s with 'Uzbekistan' titles; f/n TAS 15sep08; h/o 17aug08; started revenue flights 19aug08; new CofR issued 11apr16; latest known CofA issued 08aug16 (expired 11aug17); withdrawn from service apr18, but still current on register 27aug19; sat wfu at TAS, seen may20/dec24 on the apron where many aircraft were scrapped in the past and offered for sale 10may21
20838 00206	91106	II-114-100	Uzbekistan Airways	TAS	15sep08	line # 02-06; already seen in primer without markings on the assembly line 28feb05; still owned and operated by the TAPOiCh factory; I/n HYD 17oct08
	UK-91106	Il-114-100	Uzbekistan Airways	mfd	08jan09	c/n from the Uzbek CAA; h/o 23feb09; rgd 26feb09; in full c/s with 'Uzbekistan' titles; f/n TAS 21mar09; new CofR issued 24may16; last CofA issued 05feb18 (expired 01may18); withdrawn from service apr18, but still current on register 27aug19; sat wfu at TAS, seen may20/apr24 on the apron where many aircraft were scrapped in the past and offered for sale 10may21
21038 00207	91107	II-114-100	primer	Тас	20mar10	line # 02-07; towed by a K-700 tractor from the factory to Tashkent-Tuzel airfield 20mar10, with the rudder already painted in Uzbekistan Airways colours; f/f 17may10
	UK-91107	II-114-100	Uzbekistan Airways	Тас	21jun10	mfd 09jul10; in full c/s with 'Uzbekistan' titles; h/o at TAS 21jul10; seen TAS 08nov10; not current on register dec10; seen TAS 11apr12; new CofR issued 11apr16; last CofA issued 24jul17 (expired 26jul18); withdrawn from service apr18, but still current on register 27aug19; sat wfu at TAS, seen may20/apr24 on the apron where many aircraft were scrapped in the past and offered for sale 10may21
21138 00208	91108	Il-114-100	primer	r/o	06jun11	line # 02-08; already seen in primer without markings on the assembly line 28feb05; f/f 08jul11
	91108	II-114-100	Uzbekistan Airways	Тас	30jul11	still owned and operated by the TAPOiCh factory; towed by a K-700 tractor from the factory to Tashkent- Tuzel airfield after painting 30jul11
	UK-91108	II-114-100	Uzbekistan Airways	mfd	23aug11	h/o 26aug11; in full c/s with 'Uzbekistan' titles; f/n TAS 30aug11; new CofR issued 24may16; last CofA issued 22aug17 (expired 23aug18); l/n flying TAS 12mar18; withdrawn from service apr18, but still current on register 27aug19; sat wfu at TAS, seen may20/aug24 on the apron where many aircraft were scrapped in the past and was offered for sale 10may21
21238 00209	91109	Il-114-100	primer	r/o	17may12	line # 02-09; the last ever aircraft completed by the TAPOiCh factory; photo 10jun12; f/f 11jul12
	UK-91109	II-114-100	Uzbekistan Airways	mfd	27apr13	h/o 24may13; in full c/s with 'Uzbekistan' titles; f/n TAS dec14; new CofR issued 18apr16; last CofA issued 26apr17 (expired 27apr18); withdrawn from service apr18, but still current on register 27aug19; sat wfu at TAS, seen may20/apr24 on the apron many where aircraft were scrapped in the past and offered for sale 10may21
10.38 00210		II-114	primer	Tac	28feb05	line # 02-10; fuselage only by oct10; assembled airframe by 2014
10638 00301	RA-91005	Il-114T	Ilyushin OKB	f/f	14sep96	line # 03-01T; prototype of the cargo version; '0207' read off several times, but this seems to be the serial number of the undercarriage or so; f/n ZIA 19aug97; I/n ZIA 18aug99
	UK-91005	II-114T	Ilyushin OKB	ZIA	13aug01	registration without hyphen, prefix 'RA-' visible under paint; stored at the TAPO factory, seen 28feb05; I/n Tashkent-Tuzel 23jun12
10.38 00302 10.38 00303		Il-114 Il-114				line # 03-02; assembled airframe by 2014 line # 03-03; assembled airframe by 2014
10.38 00304		II-114 II-114				line # 03-04; assembled airframe by 2014
10838 00305	UK-91004	II-114T	TAPO im. Chkalova	mfd	03dec98	line # 03-05; f/n Bangalore-Yelahanka 08dec98; l/n TAS oct99; w/o 05dec99 on a cargo flight from Moscow-Domodedovo to Tashkent when the rudder jammed in the extreme left position due to a strong gust of wind while the aircraft was taxiing to the runway, the crew did not realise this and tried to take-off, the aircraft veered off the runway to the left, lifted off, crashed after 300 metres into the concrete perimeter wall of the airport (located 400 metres behind the runway threshold) and broke into 3 parts, 2 out 3 crew and 3 of the 4 passengers killed; t/t 240 hours and 123 cycles; wreck still present at DME by jul00
.0.38 00306		II-114		_		line # 03-06; assembled airframe by 2014
.0.38 00307		II-114	primer	Tac	24jun12	line # 03-07; will not be completed
.0.38 00308 .0.38 00309		Il-114 Il-114				line # 03-08; assembled airframe by 2014 line # 03-09; not completed
.0.38 00310		II-114 II-114				line # 03-05, not completed
10.38 00401		II-114	primer	Tac	21oct10	line # 04-01; F1 section only by oct10
10.38 00402		II-114				line # 04-02; partially assembled airframe by 2014
10.38 00404		II-114				line # 04-04; partially assembled airframe by 2014
10.38 00406	?	II-114				line # 04-06; partially assembled airframe by 2014

Note regarding the line numbers mentioned of which the fate is unknown: As stated above, the components for forty aircraft were produced and ready to be assembled. It is likely that the line numbers above are among those forty.

## Il-114 built by LAZ im. P.A. Voronina at Lukhovitsy from 2020s

	 54115		Ilyushin OKB Ilyushin OKB	r/o f/f		line # 01-10; the second prototype of this version from Lukhovitsy lasting 40 minutes; in primer c/s; repainted in blue/white UAC corporate c/s at ULY; photo seo24 as such
		II-114-300	Ilyushin OKB	r/o	jun23	line # 01-11; at Lukhovitsy for future flight testing